

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T.R. 170	16-08112-01-BR	KANE	75	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 61G32	

**INDEX OF SHEETS**

04-29-2022 LETTING ITEM 182

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7.	TYPICAL CROSS SECTIONS
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11-12.	REMOVAL PLAN
13-15.	PLAN AND PROFILE
16.	DRIVEWAY DETAILS
17.	DETOUR PLAN
18-19.	PAVEMENT MARKINGS, EROSION CONTROL, RESTORATION AND GRADING PLAN
20-22.	DRAINAGE AND UTILITES
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52.	DISTRICT 1 DETAIL - DRIVEWAY DETAILS - DISTANCE BETWEEN ROW AND FACE OF CURB ≥15' (BD-01)
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55-75.	STATION CROSS SECTIONS

SEE SHEET 2 FOR HIGHWAY STANDARDS:

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**T.R. 170 / COOMBS ROAD OVER  
CANADIAN PACIFIC RAILROAD (DM&E) M.P. 42.40  
ELGIN TOWNSHIP ROAD DISTRICT  
SECTION NO: 16-08112-01-BR  
PROJECT NO: LQ22(494)  
BRIDGE RECONSTRUCTION  
KANE COUNTY  
C-91-470-16**

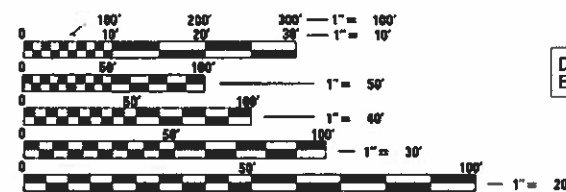


**TRAFFIC DATA**

COOMBS ROAD  
REGULATORY SPEED = 40 MPH  
DESIGN SPEED = 40 MPH  
2019 ADT = 6236  
2040 ADT = 9800

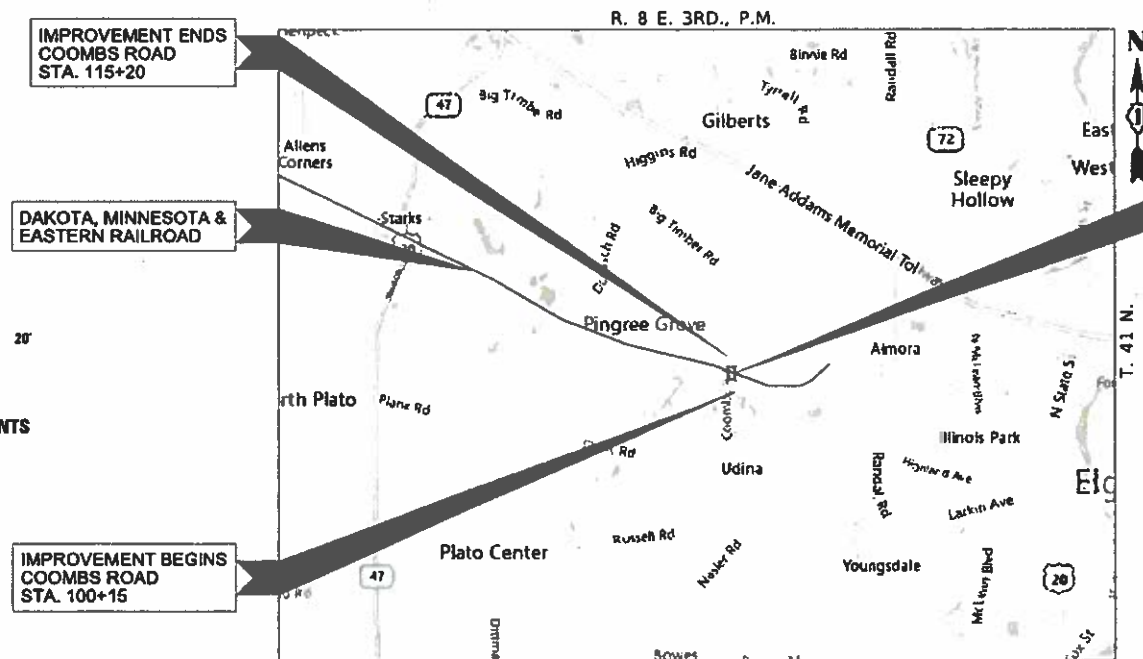
**DESIGN DESIGNATION**

LOCAL STREET



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.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811



STA. 107+37.67  
STEEL W-BEAM SUPERSTRUCTURE  
ON INTEGRAL ABUTMENTS  
AND EXISTING CONCRETE PIERS  
3 SPANS: 106'-8 3/4" BK-BK ABUT.  
35'-8" RDWY., SKEW = 24"  
EXISTING STRUCTURE NO. 045-3124

FINAL PLANS  
PRINTED 01/14/2022

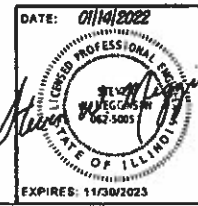
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

APPROVED: *Jasm Dschke*  
ELGIN TOWNSHIP HIGHWAY COMMISSIONER

PASSED: *FEB 24, 2022*  
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW: *FEBRUARY 25, 2022*  
REGIONAL ENGINEER

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**



HAMPTON, LENZINI AND RENWICK, INC.  
CIVIL ENGINEERS - STRUCTURAL ENGINEERS - LAND SURVEYORS  
380 SHEPARD DRIVE  
ELGIN, ILLINOIS 60123  
847.877.8700 www.hlrengineering.com

DATE: 01/14/2022  
EXPIRES: 11/30/2023  
PROJECT NUMBER: 17.0011.130  
DATE: 01/14/2022

FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, PE SCHAUMBURG, IL

CONTRACT NO.: 61G32

GROSS LENGTH = 1505 FT. = 0.29 MILE  
NET LENGTH = 1505 FT. = 0.29 MILE

**HIGHWAY STANDARDS**

000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
515001-04	NAME PLATE FOR BRIDGES
542401-04	METAL FLARED END SECTIONS FOR PIPE CULVERTS
601001-05	PIPE UNDERDRAIN
610001-09	SHOULDER INLET WITH CURB
630001-12	STEEL PLATE BEAM GUARDRAIL
631031-17	TRAFFIC BARRIER TERMINAL, TYPE 6
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5mm) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-08	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

**GENERAL NOTES**

**SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS**

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2022 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2022; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
- ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE DEPARTMENT.
- ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OR THE STANDARD SPECIFICATIONS.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING THE PLAN QUANTITIES:

AGGREGATE BASE COURSE AND SHOULDERS	2.05 TONS/CU. YD.
POROUS GRANULAR EMBANKMENT	1.50 TONS/CU. YD.
- THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
- ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT CONTRACTOR EXPENSE.
- THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.
- PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001.05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED MINIMUM 6" BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER. THE COST OF MAKING PIPE UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.
- BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07(b,c) OF THE SSRBC WILL NOT BE ALLOWED.
- IT IS THE CONTRACTORS SOLE RESPONSIBILITY TO COORDINATE WITH THE CP RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RR ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE CP RAILROAD TO MONITOR ONCOMING TRAIN TRAFFIC, AND ADVISE THE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD ROW MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.

MODEL: MODELNAMES  
FILE NAME: 170011-hhgmmote.dgn

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USER NAME = aJungermann	DESIGNED - D.S.S.	REVISED -
	DRAWN - A.A.J.	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - A.A.J.	REVISED -
PLOT DATE = 2/8/2022	DATE - 01/14/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**HIGHWAY STANDARDS AND GENERAL NOTES**

SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	2
COOMBS RD. / DME R.R.		CONTRACT NO. 61G32		
		ILLINOIS	FED. AID PROJECT LO22(494)	

**SOIL EROSION AND SEDIMENT CONTROL NOTES**

1. ALL 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. THE KANE-DUPAGE COUNTY SOIL AND WATER CONSERVATION DISTRICT MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRECONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ONSITE AT ALL TIMES. IT SHALL BE PRESENTED UPON REQUEST FROM ANY AUTHORIZED AGENT.
4. THE EROSION AND SEDIMENT CONTROL MEASURES INDICATED 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.
5. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR 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.
6. PERIMETER EROSION CONTROL BARRIER (SILT FENCE) SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS. THE PERIMETER EROSION CONTROL BARRIER SHALL BE CONSTRUCTED AS DETAILED ON IDOT STANDARD 280001 AND AS SPECIFIED IN SECTION 280 OF THE STANDARD SPECIFICATIONS "STANDARD SPECIFICATIONS" - PER GENERAL NOTES 1.
7. THE CONTRACTOR WILL KEEP ALL PERMANENT PAVEMENT SURFACES CLEAN OF DIRT OR CONSTRUCTION DEBRIS. THE PAVEMENT SHALL BE CLEANED AT THE END OF EACH DAY'S OPERATION OR MORE FREQUENTLY AS REQUIRED BY THE ENGINEER IF THE DEBRIS IS DEEMED TO BE A HAZARD TO THE MOTORING PUBLIC.
8. THE CONTRACTOR SHALL INSPECT AND COMPLETE MAINTENANCE OF ALL ITEMS A MINIMUM OF EVERY 7 DAYS AND WITHIN 24 HOURS OF 1/2" OF RAINFALL. ALL TEMPORARY EROSION CONTROL MEASURES MUST BE MAINTAINED AND IMMEDIATELY REPLACED AS NEEDED AND DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL INSPECTION AND REPAIR. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SEEDING IS ACHIEVED.
9. TEMPORARY STOCKPILES OF MATERIALS MAY NOT BE LOCATED IN WETLANDS, FLOODPLAINS, OR DRAINAGE SWALES. THE LOCATION OF ANY TEMPORARY STOCKPILES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. STOCKPILES TO REMAIN IN PLACE FOR MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION & SEDIMENT CONTROL. STOCKPILES TO REMAIN IN PLACE FOR MORE THAN THIRTY (30) DAYS SHALL RECEIVE TEMPORARY SEEDING.

**PUBLIC SERVICE CONTACT LIST**

**ELGIN FIRE DEPARTMENT**  
 550 SUMMIT ST  
 ELGIN, IL 60120  
 (847) 931-6175  
 CONTACT: DAVID SCHMIDT, CHIEF

**SCHOOL DISTRICT U46**  
 355 EAST CHICAGO ST  
 ELGIN, IL 60120  
 (847) 888-5000  
 CONTACT: MR. TONY SANDERS

**CENTRAL SCHOOL DISTRICT 301**  
 275 SOUTH ST, PO BOX 396  
 BURLINGTON, IL 60109  
 (847) 464-6005  
 CONTACT: TODD STIRN, SUPERINTENDENT

**USPS**  
 66 GROVE CT.  
 ELGIN, IL 60120  
 (847) 741-0725  
 CONTACT: THOMAS CASTILLO JR.

**KANE COUNTY SHERIFF'S OFFICE**  
 37W755 IL RTE 38  
 ST. CHARLES, IL 60175  
 (630) 208-2000  
 CONTACT: RON HAIN, SHERIFF

**PINGREE GROVE FIRE PROTECTION DISTRICT**  
 39W160 PLANK RD.  
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 (847) 741-3151  
 CONTACT: MITCHELL CROCETTI, CHIEF

**PINGREE GROVE FIRE PROTECTION DISTRICT**  
 39W160 PLANK RD.  
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 CONTACT: MITCHELL CROCETTI, CHIEF

**(DME) CANADIAN PACIFIC RAILROAD**  
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 (612) 330-4555  
 CONTACT: BRIAN OSBORNE, MANAGER PUBLIC WORKS

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 HP813J@ATT.COM  
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**NICOR**  
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 NAPERVILLE, IL 60563  
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 LORAMI@SOUTHERNCO.COM  
 CONTACT: LORENA RAMIREZ

**COMED**  
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 MONTGOMERY, IL 60538  
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 JOSEPH.BAKOS2@EXELONCORP.COM  
 CONTACT: JOSEPH BAKOS

**WOW**  
 (630) 536-3139  
 PAUL.FLINKOW@WOWINC.COM  
 CONTACT: PAUL FLINKOW

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**HIGHWAY STANDARDS AND GENERAL NOTES**

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	3
COOMBS RD. / DME R.R.		CONTRACT NO. 61G32		

SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT LO22(494)

MODEL: MODELNAMES  
 FILE NAME: 170011-hhgmotte-02.dgn

**Hampton, Lenzini and Renwick, Inc.**  
 Civil Engineers - Structural Engineers  
 Land Surveyors - Environmental Services  
  
 380 SHEPARD DRIVE  
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ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

USER NAME = ajungermann	DESIGNED - D.S.S.	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - A.A.J.	REVISED -
PLOT DATE = 2/8/2022	CHECKED - A.A.J.	REVISED -
	DATE - 01/14/2022	REVISED -





CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STP-BR	
				80% FED	80% FED
				20% LOCAL	20% LOCAL
		ROADWAY	BRIDGE		
		0004	0013		
		NON-URBAN	NON-URBAN		
50102400	CONCRETE REMOVAL	CU YD	4.0		4.0
50104650	SLOPE WALL REMOVAL	SQ YD	54		54
50200100	STRUCTURE EXCAVATION	CU YD	83		83
50300225	CONCRETE STRUCTURES	CU YD	85.7		85.7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	218.8		218.8
50300260	BRIDGE DECK GROOVING	SQ YD	749		749
50300300	PROTECTIVE COAT	SQ YD	974		974
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	97.1		97.1
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	4,122		4,122
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	103,290		103,290
* 51100100	SLOPE WALL 4 INCH	SQ YD	54		54
51201400	FURNISHING STEEL PILES HP 10X42	FOOT	460		460
51202305	DRIVING PILES	FOOT	460		460
51203400	TEST PILE STEEL HP10X42	EACH	2		2
51500100	NAME PLATES	EACH	1		1

\* DENOTES SPECIAL PROVISION ITEMS    Δ SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STP-BR	
				80% FED	80% FED
				20% LOCAL	20% LOCAL
		ROADWAY	BRIDGE		
		0004	0013		
		NON-URBAN	NON-URBAN		
52100520	ANCHOR BOLTS, 1"	EACH	48		48
54262715	METAL FLARED END SECTIONS 15"	EACH	4	4	
55100500	STORM SEWER REMOVAL, 12"	FOOT	158	158	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	102		102
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	56		56
60105100	PIPE DRAINS, CORRUGATED STEEL OR ALUMINUM ALLOY 15"	FOOT	38	38	
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	64	64	
61000050	CONCRETE THRUST BLOCKS	EACH	4	4	
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	4	4	
Δ 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	644	644	
Δ 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
Δ 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	6	6	
63200310	GUARDRAIL REMOVAL	FOOT	1,207	1,207	
66201120	CONCRETE SHOULDER CURB	FOOT	20	20	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	
67100100	MOBILIZATION	L SUM	1	1	

\* DENOTES SPECIAL PROVISION ITEMS    Δ SPECIALTY ITEMS

MODEL: SMOBELNAMES  
FILE NAME: 17071518-SC02.dgn

**Hampton, Lenzini and Renwick, Inc.**  
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USER NAME = ajungermann	DESIGNED - D.S.S.	REVISED -
PLOT SCALE = SSCALE\$	CHECKED - A.A.J.	REVISED -
PLOT DATE = 2/8/2022	DATE - 01/14/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	5
SCALE:		SHEET NO. 2 OF 3 SHEETS		STA. TO STA.
		COOMBS RD. / DME R.R.		CONTRACT NO. 61G32
		ILLINOIS		FED. AID PROJECT LQ22(494)

CODE NO.	ITEM	UNIT	STP-BR		
			TOTAL	0004	0013
			QUANTITY	NON-URBAN	NON-URBAN
70107025	CHANGEABLE MESSAGE SIGN	CAL DAY	21	21	
Δ 72000100	SIGN PANEL - TYPE 1	SQ. FT.	51	51	
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	9	9	
Δ 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	162	162	
Δ 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	6	6	
Δ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5,901	5,901	
Δ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	20	20	
Δ 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	17	17	
* X0322936	REMOVE EXISTING FLARED END SECTION	EACH	4	4	
Δ * X2510635	HEAVY DUTY EROSION CONTROL BLANKET, SPECIAL	SQ YD	3787	3787	
Δ * X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	2390	2390	
* X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L Sum	1	1	
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
* Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	56	56	
* Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")	SQ. FT.	100	100	

\* DENOTES SPECIAL PROVISION ITEMS  
Δ SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	STP-BR		
			TOTAL	0004	0013
			QUANTITY	NON-URBAN	NON-URBAN
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	146		146
* Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
Δ * Z0073510	TEMPORARY TRAFFIC SIGNAL TIMINGS	EACH	5	5	
# * Z0076600	TRAINEES	HOUR	1000		
# * Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000		
Δ A2007116	TREE, QUERCUS RUBRA (RED OAK), 2" CALIPER, CALLED AND BURLAPPED	EACH	2	2	
Δ A2008470	TREE, ULMUS AMERICANA PRINCETON (PRINCETON AMERICAN ELM), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	1	1	
Δ C2009650	SHRUB, SAMBUCUS NIGRA EVA BLACK LACE (BLACK LACE ELDERBERRY), CONTAINER GROWN, 5 GALLON	EACH	14	14	
Δ D2002960	EVERGREEN, PINUS STROBUS (EASTERN WHITE PINE), 5' HEIGHT, BALLED AND BURLAPPED	EACH	2	2	

\* DENOTES SPECIAL PROVISION ITEMS  
Δ SPECIALTY ITEMS  
# 0042

MODEL: S:\MODEL\NAMES  
FILE NAME: 170011-18-1500-03.dgn

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USER NAME = a\ungermann	DESIGNED - D.S.S.	REVISED -
PLOT SCALE = SCALES	DRAWN - D.S.S.	REVISED -
PLOT DATE = 2/8/2022	CHECKED - A.A.J.	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

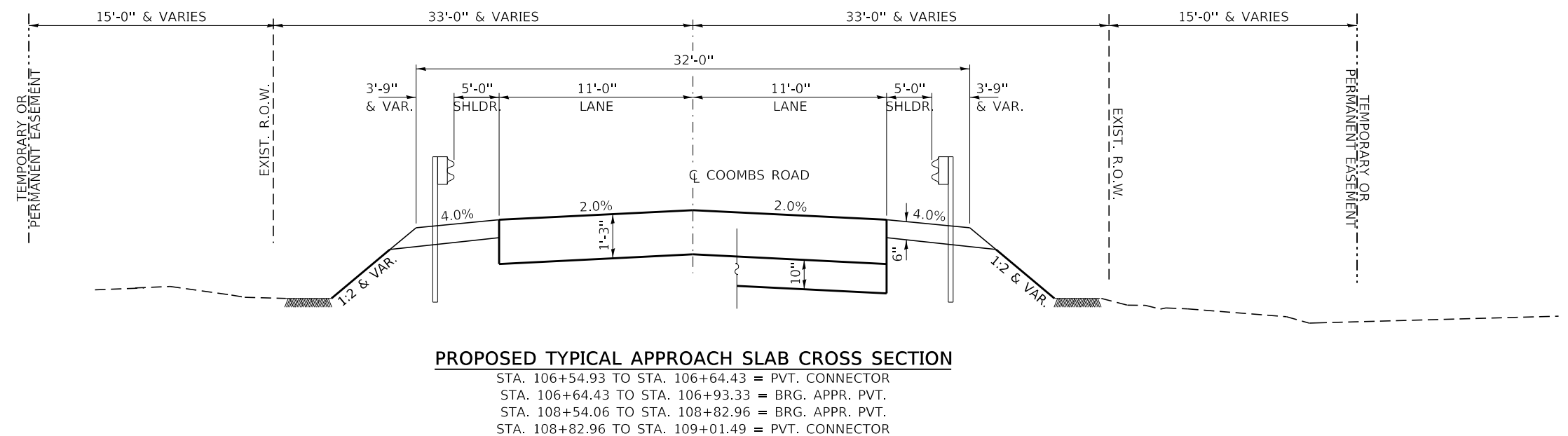
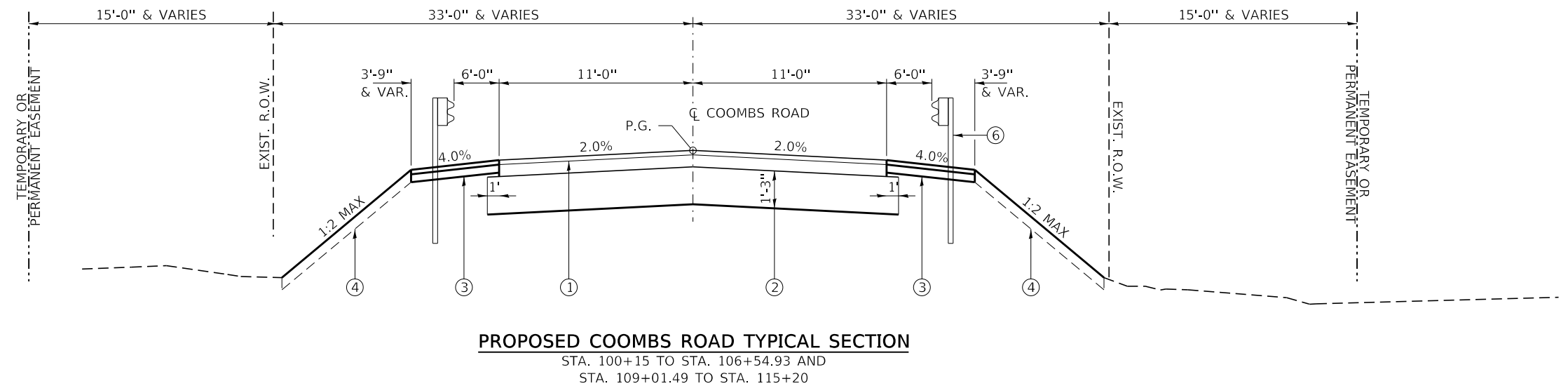
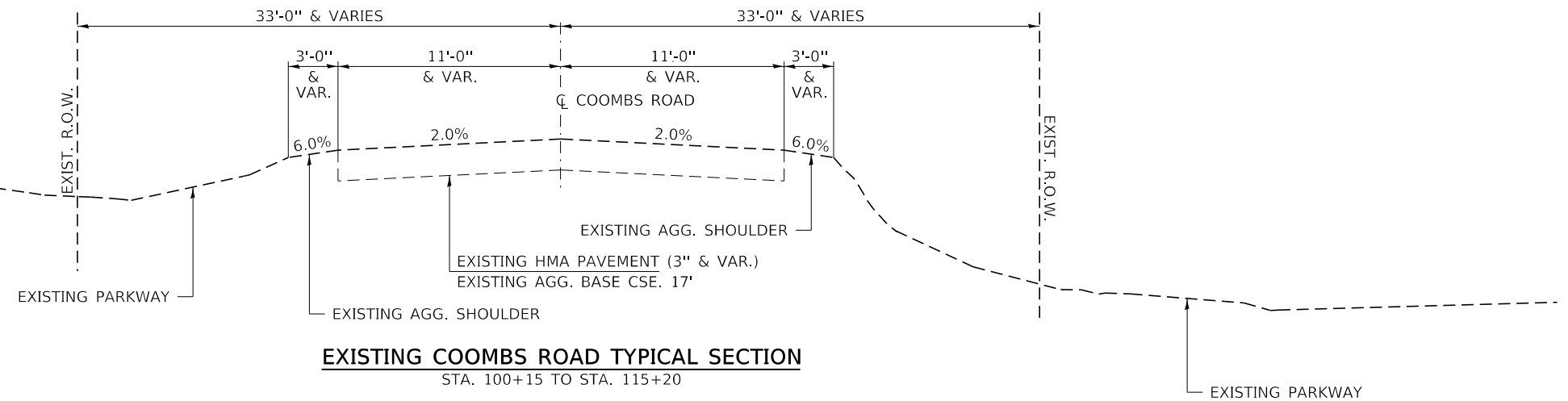
SUMMARY OF QUANTITIES	
SCALE:	SHEET NO. 3 OF 3 SHEETS STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	6
COOMBS RD. / DME R.R.			CONTRACT NO. 61G32	
ILLINOIS FED. AID PROJECT LQ22(484)				

HOT MIX ASPHALT MIXTURE REQUIREMENTS		
HMA PAVEMENT (FD) 7½"	AIR VOIDS @ Ndes	QMP
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D, N50 (1½" THICKNESS)	4% @50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL.-19.0, N50 (6" THICKNESS)	4% @50 GYR.	LR 1030-2
PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACHES 7½"		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D, N50 (1½" THICKNESS)	4% @50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL.-19.0, N50 (6" THICKNESS)	4% @50 GYR.	LR 1030-2
HMA SHOULDERS, (6")		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D, N50 (1½" THICKNESS)	4% @50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL.-19.0, N50 (4½" THICKNESS)	4% @50 GYR.	LR 1030-2
DRIVEWAYS		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D, N50 (1½" THICKNESS)	4% @50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL.-19.0, N50 (6" THICKNESS)	4% @50 GYR.	LR 1030-2

THE UNIT WEIGHT USED TO CALCULATE ALL HMA MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR NON-POLYMERIZED HMA SHALL BE "PG64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.



**LEGEND**

- ① HMA PAVEMENT (FD) 7½"
- ② AGGREGATE SUBGRADE IMPROVEMENT, (12")
- ③ HMA SHOULDERS, (6")
- ④ EXCAVATING & PLACING TOPSOIL, 6" AND SEEDING, CLASS 2A
- ⑤ STEEL PLATE BEAM GUARDRAIL / TRAFFIC BARRIER TERMINALS

MODEL SHEET NAMES  
FILE NAME: 170111-hdr.dgn

**Hampton, Lenzini and Renwick, Inc.**  
 Civil Engineers - Structural Engineers  
 Land Surveyors - Environmental Services  
 380 SHEPARD DRIVE  
 ELGIN, ILLINOIS 60120  
 847.697.6700 www.hlr-engineering.com  
 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

USER NAME =	ajungermann
DESIGNED -	D.S.S.
DRAWN -	D.S.S.
CHECKED -	A.A.J.
DATE -	01/14/2022
PLOT SCALE =	SSCALE\$
PLOT DATE =	2/8/2022

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL CROSS SECTIONS**

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	7
COOMBS RD. / DME R.R.		CONTRACT NO. 61G32		
ILLINOIS FED. AID PROJECT LO22(484)				



PAVEMENT SCHEDULE																			
STATION BEGIN	STATION END	LENGTH (FOOT)	WIDTH 1 (FOOT)	WIDTH 2 (FOOT)	DEPTH (FOOT)	AREA (SQ FT)	21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (SQ YD)	30300001 AGGREGATE SUBGRADE IMPROVEMENT (CU YD)	30300112 AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ YD)	40201000 AGGREGATE FOR TEMPORARY ACCESS (TONS)	40600275 BITUMINOUS MATERIALS (PRIME COAT) (POUND) (0.25 lb/sf)	40600290 BITUMINOUS MATERIALS (TACK COAT) (POUND) (0.025 lb/sf)	40603080 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (TON)	40604060 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (TON)	40701831 HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 7 1/2" (SQ YD)	42000070 PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB (SQ YD)	48203021 HOT-MIX ASPHALT SHOULDERS, 6" (SQ YD)	66201120 CONCRETE SHOULDER CURB (FOOT)	
<b>COOMBS ROAD-PAVEMENT (HMA SURFACE 1.5", HMA BINDER COURSE 6", 12" AGG. SUBG. IMP.)</b>																			
100+17	106+46	629	22	22		13,838.0			1538		3460	346			1538				
109+01	115+20	619	22	22		13,618.0		1513			3405	340		1513					
106+46	106+64	18	35.75	35.75		643.5										72			
108+83	109+01	18	35.75	35.75		643.5										72			
<b>DRIVEWAYS</b>																			
101+18 CE		15.5	92	71		1,263.3					316	32	47	12					
102+08 CE		32	44	20		1,024.0					256	26	38	10					
102+75 CE		32	49	25		1,184.0					296	30	44	11					
110+79 PE		22	24	14		418.0					105	10	16	4					
<b>SHOULDERS-LEFT</b>																			
100+38	105+66	528	6	6		3,168.0												352	
105+66	105+90	24	6	10		192.0												21	
105+90	106+86	96	10	10		960.0												107	
108+76	111+36	260	10	10		2,600.0												289	
111+36	111+60	24	10	6		192.0												21	
111+60	115+20	360	6	6		2,160.0												240	
<b>SHOULDERS-RIGHT</b>																			
100+32	103+76	344	6	6		2,064.0												229	
103+76	104+00	24	6	10		192.0												21	
104+00	106+72	272	10	10		2,720.0												302	
108+61	110+58	197	10	10		1,970.0												219	
110+58	110+82	24	10	6		192.0												21	
110+82	111+10	28	6	6		168.0												19	
111+10	111+34	24	6	10		192.0												21	
111+34	114+60	326	10	10		3,260.0												362	
114+60	114+84	24	10	6		192.0												21	
114+84	115+01	17	6	6		102.0												11	
106+67L	106+72L	5																	5
106+51R	106+56R	5																	5
108+91L	108+96L	5																	5
108+76R	108+81R	5																	5
<b>ESTIMATED QUANTITY</b>							278	93	3051	100	7836	784	145	36	3051	143	2258	20	
<b>TOTALS</b>							<b>278</b>	<b>93</b>	<b>3051</b>	<b>100</b>	<b>7836</b>	<b>784</b>	<b>145</b>	<b>36</b>	<b>3051</b>	<b>143</b>	<b>2258</b>	<b>20</b>	

LANDSCAPE SCHEDULE											
STA/REF BEGIN	STA/REF END	TOTAL AREA (SQ YD)	21101625 TOPSOIL FURNISH AND PLACE, 6" (SQ YD)	25000400 NITROGEN FERTILIZER (POUND)	25000600 POTASSIUM FERTILIZER (POUND)	25000210 SEEDING, CLASS 2A (ACRE)	25000312 SEEDING, CLASS 4A (ACRE)	25000313 SEEDING, CLASS 4B (ACRE)	C2009650 SHRUB, SAMBUCUS NIGRA EVA BLACK LACE, CONTAINER GROWN, 5 GALLON	X2511630 EROSION CONTROL BLANKET (SPECIAL) (SQ YD)	X2510635 HEAVY DUTY EROSION CONTROL BLANKET, SPECIAL (SQ YD)
100+00	108+00	2268.8	2269								
108+00	115+30	3689.1	3690								
100+00L	105+00L	748.2	749	13.9	13.9	0.155					
100+00R	102+75R	307.9	308	5.7	5.7	0.064					
110+40R	111+10R	78.8	79	1.5	1.5	0.016					
113+50L	115+30L	251.6	252	4.7	4.7	0.052					
114+00R	115+30R	166.6	167	3.1	3.1	0.035					
100+31L	106+00L	1305.1				0.270				1305.1	
106+00L	106+50L	200.0				0.041					200.0
106+50L	107+39L	340.7					0.070				340.7
108+36L	113+00L	1335.8					0.276	0.026			1335.8
113+00L	114+00L	197.8				0.041					197.8
114+00L	115+20L	287.4				0.059				287.4	
100+06R	104+00R	650.1				0.134				650.1	
104+00R	104+50R	68.8				0.014					68.8
104+50R	107+04R	548.0					0.113				548.0
108+05R	110+50R	886.4									
110+50R	114+50R	1096.4				0.227		0.003			1096.4
112+66R	112+96R								14		
114+50R	115+17R	147.8				0.031				147.8	
<b>TOTALS</b>			<b>7514</b>	<b>29</b>	<b>29</b>	<b>1.14</b>	<b>0.460</b>	<b>0.03</b>	<b>14.0</b>	<b>2390.4</b>	<b>3787.4</b>

SIGN SCHEDULE				
STATION	SIGN TYPE	SIGN SIZE	SIGN PANEL - TYPE 1 (SQ FT)	TELESCOPING STEEL SIGN SUPPORT (FOOT)
100+47.5, 21' LT	STOP SIGN R1-1	30X30	6.25	15
100+74.5, 24' RT	13N055 FPD SIGN, 2 EACH	11X14	2.2	9
102+41, 34.5' RT	13N085 FPD SIGN, 2 EACH	11X14	2.2	9
103+50, 19.5' RT	SPEED LIMIT R2-1	24X30	5	15
104+71.75, 23' RT	DEER W11-3	30X30	6.25	15
104+71.75, 23' RT	NEXT 1 MILE W16-4P	30X24	5	15
105+07, 23' RT	ENTRANCE OVER BRIDGE - CUSTOM SIGN 30X30	30X30	6.25	15
105+89, 17' LT	STOP AHEAD R3-1	30X30	6.25	15
105+89, 17' LT	HIGHLAND AVE W16-8P	8X30	1.7	15
110+04, 19' RT	INTERSECTION AHEAD W2-2	30X30	6.25	15
110+04, 19' RT	BRINDLEWOOD DRIVE W16-8P	8X30	1.7	15
110+92, 23' RT	13N277 FPD SIGN, 2 EACH	11X14	2.2	9
<b>TOTALS</b>			<b>51.2</b>	<b>162</b>

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	9
COOMBS RD. / DME R.R.		CONTRACT NO. 61G32		

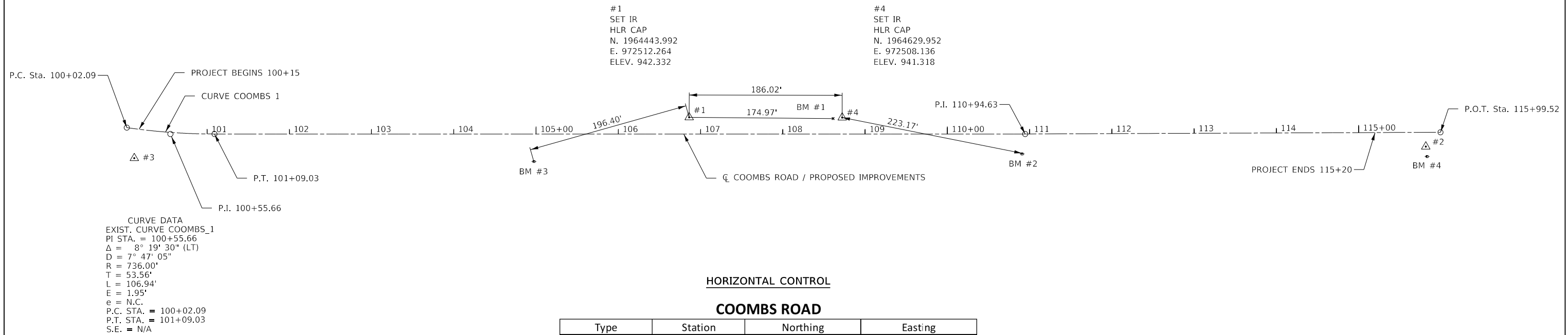
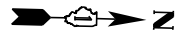
SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT LO22(494)

MODEL: MODELNAMES  
FILE NAME: 170111-HR-SCH-02.dgn

**Hampton, Lenzi and Renwick, Inc.**  
Civil Engineers - Structural Engineers  
Land Surveyors - Professional Services  
380 SHEPARD DRIVE  
E. OLIVE BRIDGE, ILLINOIS 61822  
847.697.6700 www.hlr-engineering.com  
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE CORPORATION

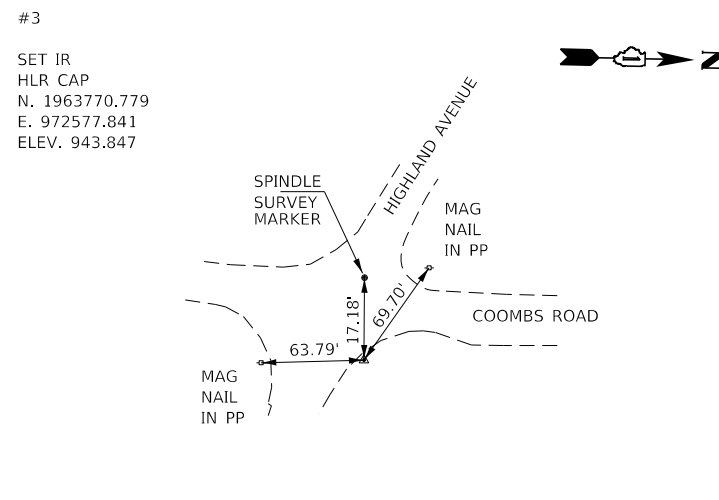
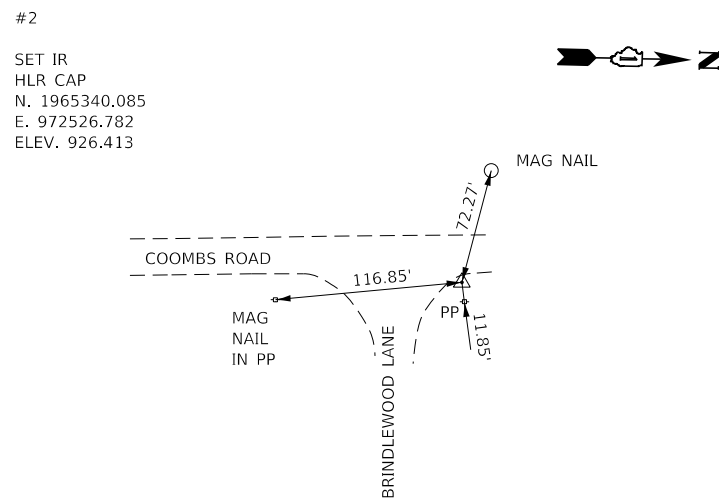
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PLOT SCALE = \$SCALE\$	DRAWN - D.S.S.	REVISED -
PLOT DATE = 2/8/2022	CHECKED - A.A.J.	REVISED -
	DATE - 01/14/2022	REVISED -



**HORIZONTAL CONTROL**

**COOMBS ROAD**

Type	Station	Northing	Easting
P.O.T. Station	100+01.98	N 1,963,760.7060	E 972,540.840
P.I. Station	100+55.66	N 1,963,813.9871	E 972,547.361
P.C. Station	100+02.09	N 1,963,760.8198	E 972,540.8539
P.T. Station	101+09.03	N 1,963,867.5363	E 972,546.1016
P.I. Station	110+94.63	N 1,964,852.8593	E 972,522.9273
P.O.T. Station	115+99.52	N 1,965,357.5548	E 972,508.9516



BM #1  
 "□" WITH "x" ON NW WING WALL OF BRIDGE.  
 ELEV. 942.79  
 STA. 108+18.80  
 OFFSET 18.8' LT.

BM #3  
 FD. RAILROAD SPIKE IN 2ND PP SOUTH OF BRIDGE ON EAST SIDE COOMBS RD.  
 ELEV. 934.77  
 STA. 104+97.14  
 OFFSET 33.1' LT.

BM #2  
 SET BENCH TIE IN 2ND PP NORTH OF BRIDGE ON EAST SIDE COOMBS RD.  
 ELEV. 932.93  
 STA. 110+23.47  
 OFFSET 23.5' RT.

BM #4  
 RAILROAD SPIKE IN POWERPOLE AT NEX OF BRINDLEWOOD & COOMBS  
 ELEV. 927.14  
 STA. 115+29.15  
 OFFSET 29.2' RT.

MODEL: SMOELNAMES  
 FILE NAME: 170111-HR-HATB-01.dgn

Hampton, Lenzini and Renwick, Inc.  
 Civil Engineers - Structural Engineers  
 Land Surveyors - Environmental Services  
 380 SHEPARD DRIVE  
 E. OAK, ILLINOIS 60123  
 847.697.6700 www.hlr-engineering.com  
 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

USER NAME = ajungermann	DESIGNED - D.S.S.	REVISED -
PLOT SCALE = \$SCALES	DRAWN - D.S.S.	REVISED -
PLOT DATE = 2/8/2022	CHECKED - A.A.J.	REVISED -
	DATE - 01/14/2022	REVISED -

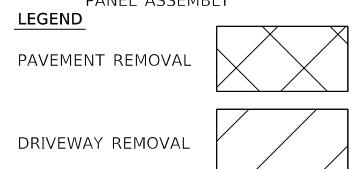
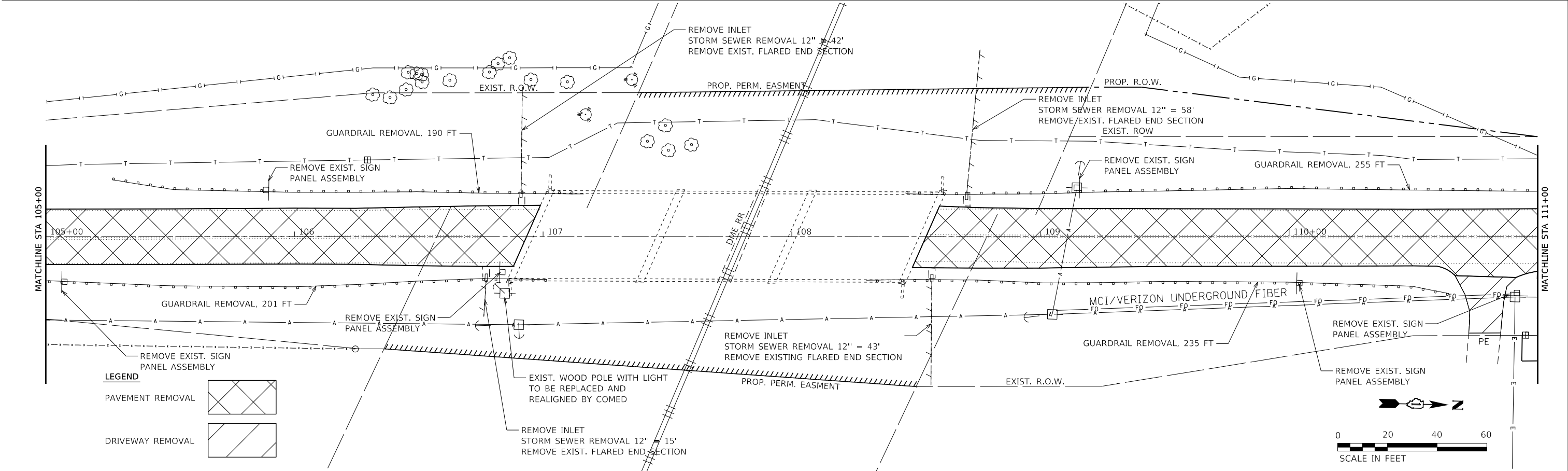
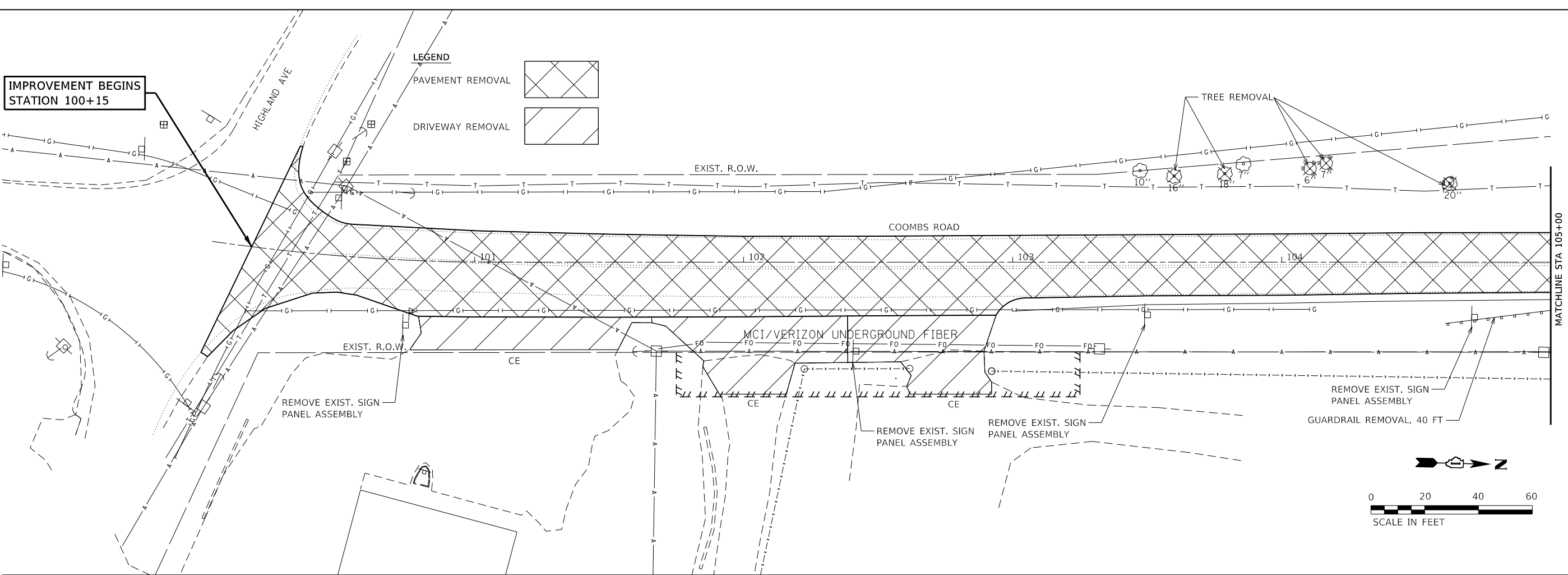
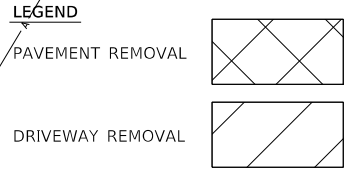
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES & BENCHMARKS	
SCALE:	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	10
COOMBS RD. / DME R.R.		CONTRACT NO. 61G32		
		ILLINOIS FED. AID PROJECT LO22(494)		



IMPROVEMENT BEGINS  
STATION 100+15



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

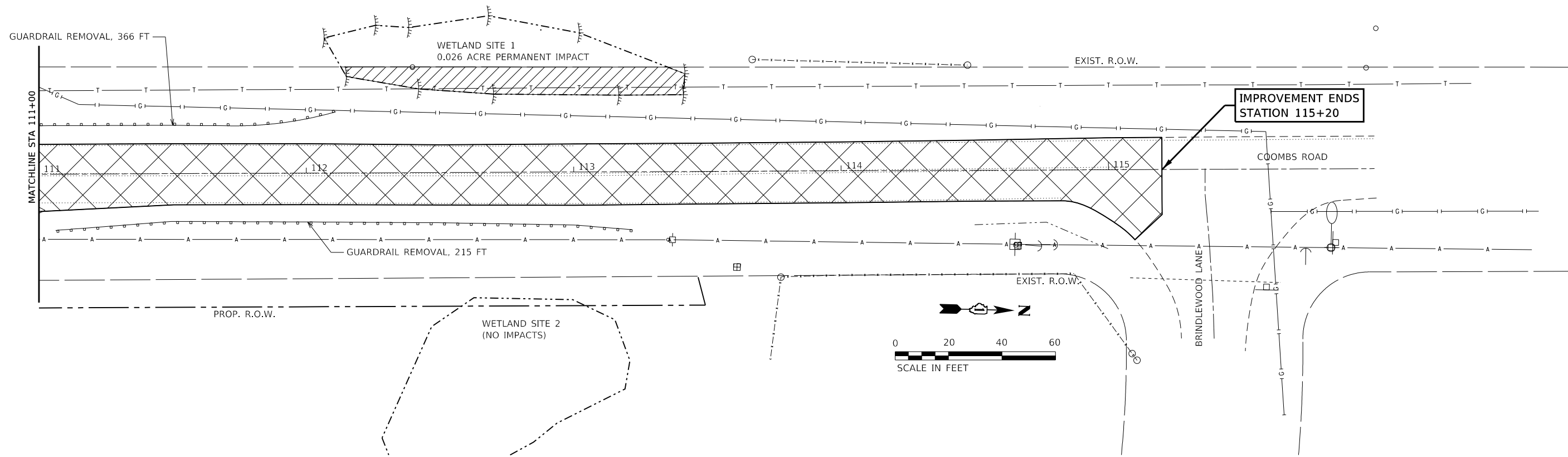
**REMOVAL PLAN**

USER NAME = ajungermann	DESIGNED - D.S.S.	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - D.S.S.	REVISED -
PLOT DATE = 2/8/2022	CHECKED - A.A.J.	REVISED -
	DATE - 01/14/2022	REVISED -

SCALE: 1"=20'	SHEET NO. 1 OF 2 SHEETS	STA. 100+00.00 TO STA. 111+00.00	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			170	16-08112-01-BR	KANE	75	11
			COOMBS RD. / DME R.R.		CONTRACT NO. 61G32		
			ILLINOIS FED. AID PROJECT LO22(484)				

MODEL: MODELNAMES  
FILE NAME: 170111-REMOVAL.dgn

**Hampton, Lenzini and Renwick, Inc.**  
Civil Engineers - Structural Engineers  
Land Surveyors - Professional Services  
380 SHEPARD DRIVE  
E. OLIVE, ILLINOIS 60123  
647.697.6700 www.hlr-engineering.com  
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

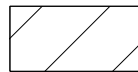


**LEGEND**

PAVEMENT REMOVAL



DRIVEWAY REMOVAL



MODEL: MODELNAMES  
FILE NAME: 17011-HR-REM-02.dgn

**Hampton, Lenzini and Renwick, Inc.**  
Civil Engineers - Structural Engineers  
Land Surveyors - Environmental Services  
380 SHEPARD DRIVE  
E. OLIVE, ILLINOIS 60123  
847.697.6700 www.hlr-engineerhg.com  
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

USER NAME = ajungermann  
PLOT SCALE = \$SCALE\$  
PLOT DATE = 2/8/2022

DESIGNED - D.S.S.  
DRAWN - D.S.S.  
CHECKED - A.A.J.  
DATE - 01/14/2022

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

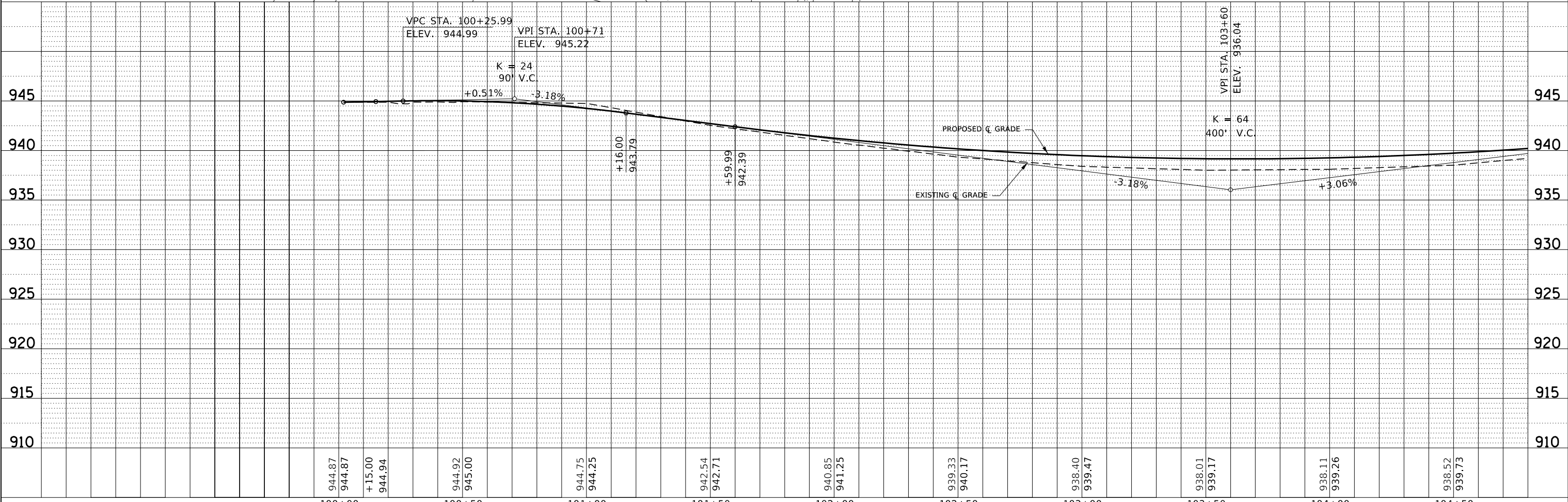
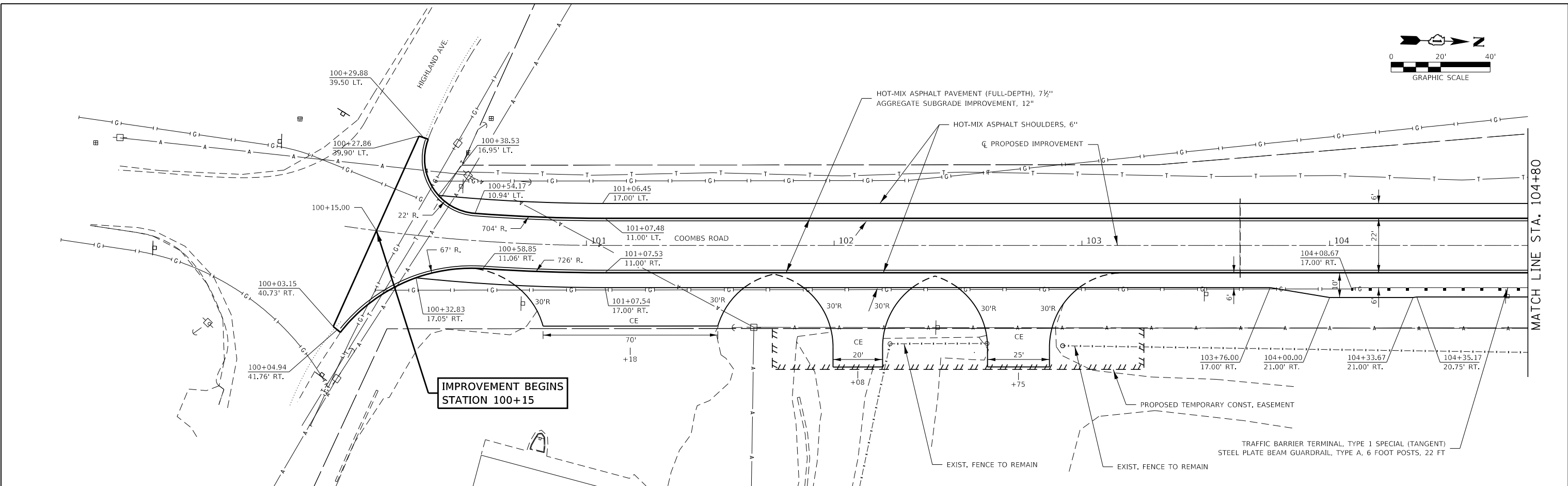
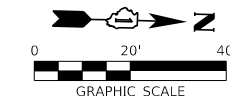
**REMOVAL PLAN**

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. 111+00.00 TO STA. 115+20.00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	12
COOMBS RD. / DME R.R.			CONTRACT NO. 61G32	
			ILLINOIS FED. AID PROJECT LO22(494)	

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

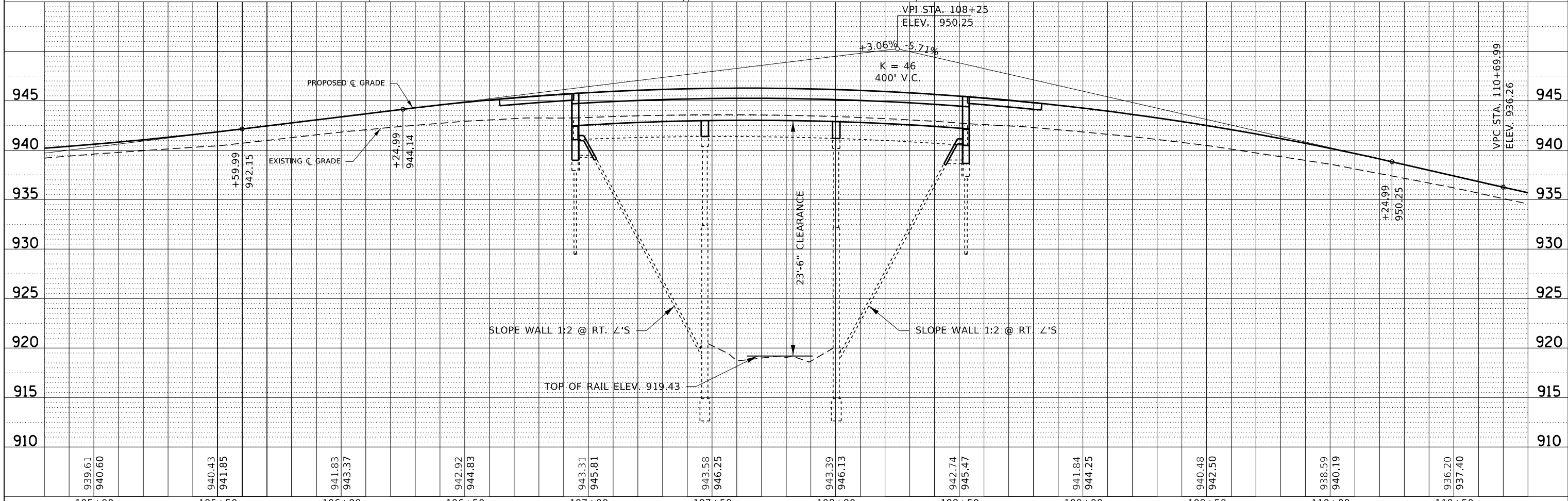
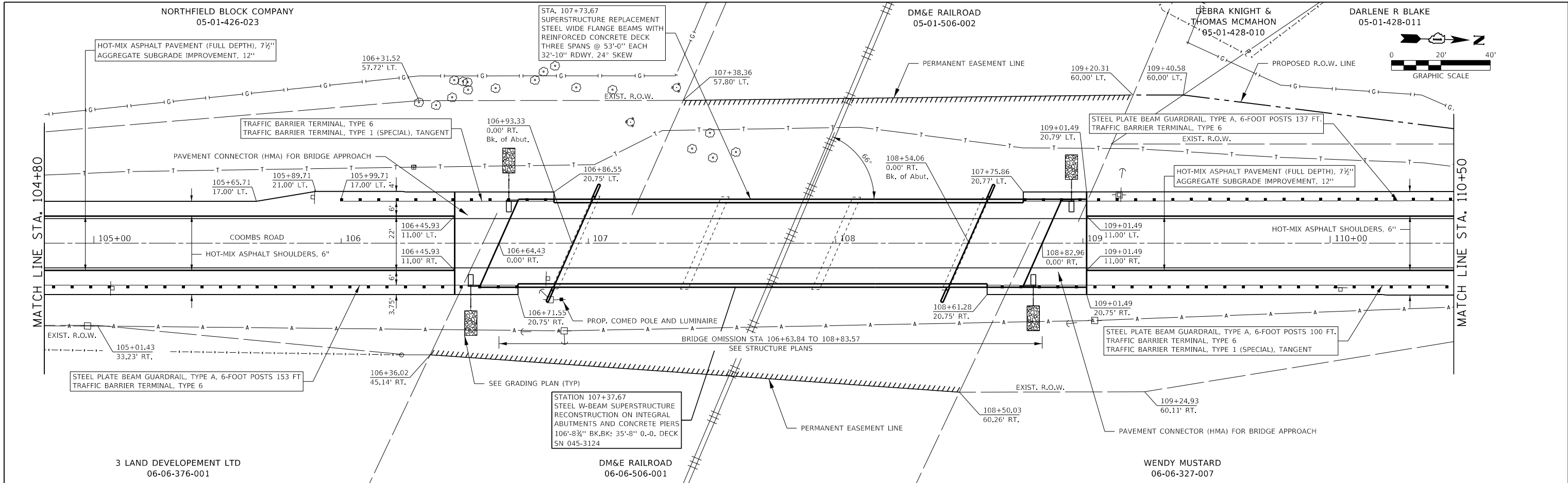
PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATING	
	CHKD	
	NO.	



FILE NAME = 170011-sh-pnprf-01.dgn	USER NAME = ajungermann	DESIGNED - D.S.S.	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN &amp; PROFILE</b> SCALE: 20V:5H    SHEET NO. 1 OF 3 SHEETS    STA. 100+01.98 TO STA. 104+80.00	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62765 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$\$\$CALE\$	DRAWN - D.S.S.	REVISED -			170	16-08112-01-BR	KANE	75	13
PLOT DATE = 2/8/2022	CHECKED - A.A.J.	DATE - 01/14/2022	REVISED -			CONTRACT NO. 61G32				
						ILLINOIS FED. AID PROJECT LQ22(494)				

PLAN	REVIEWED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	GRADES CHECKED	
	STRUCTURE NOTATING CHECKED	
	NOTE BOOK NO.	
	FILE NAME	

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

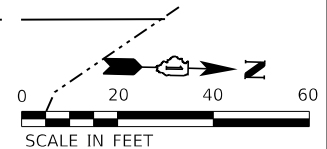
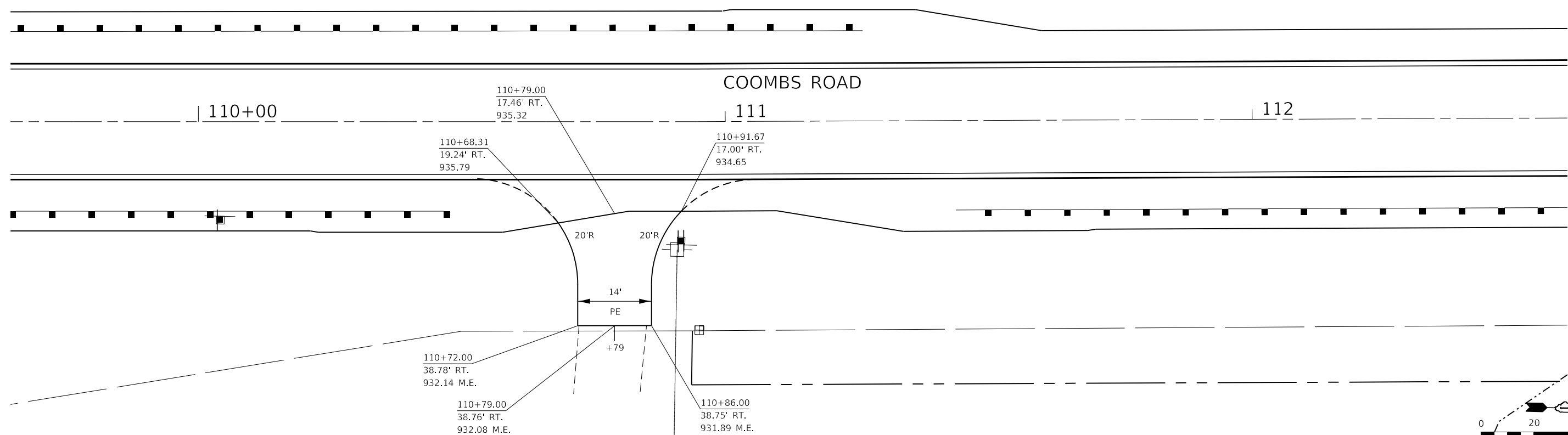
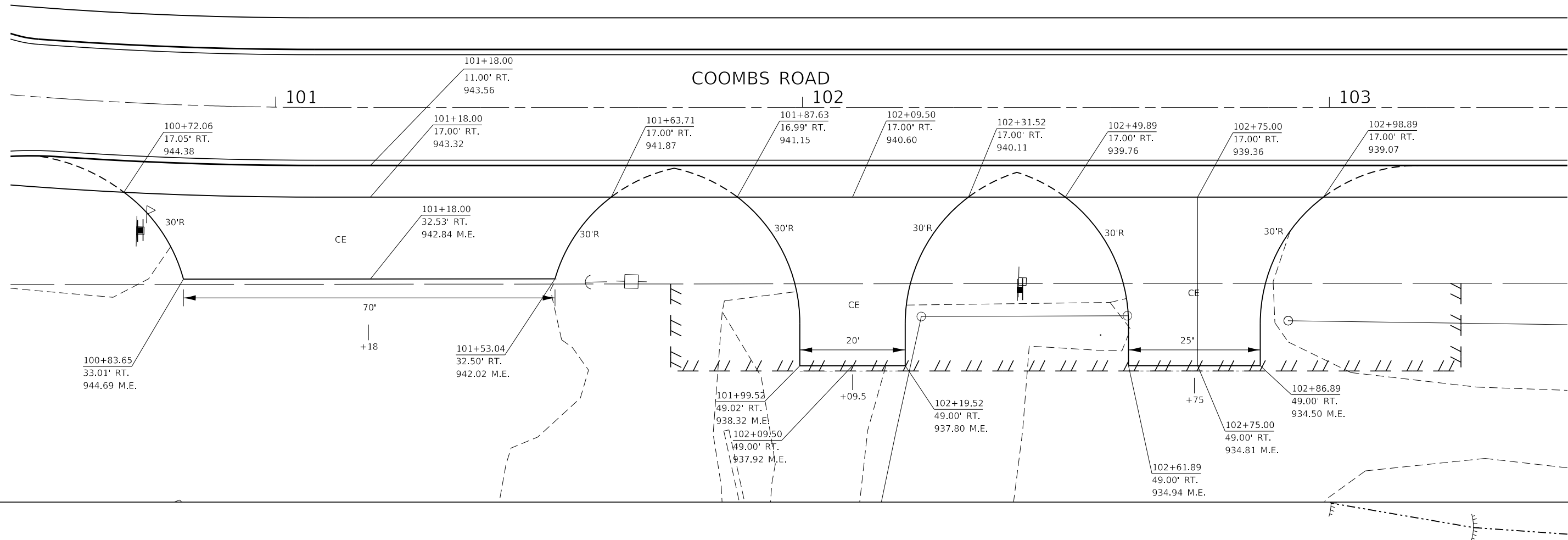


FILE NAME = 170011-shl-pnprf-02.dgn	USER NAME = ajungermann	DESIGNED - D.S.S.	REVISED -	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC.		DRAWN - D.S.S.	REVISED -	170	16-08112-01-BR	KANE	75	14
3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62760 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / SE CORP. 184.000959		CHECKED - A.A.J.	REVISED -	SCALE: 20V:5H		SHEET NO. 2 OF 3 SHEETS		STA. 104+80.00 TO STA. 110+50.00
		PLOT SCALE = \$\$\$CALE5	REVISED -	CONTRACT NO. 61G32		ILLINOIS FED. AID PROJECT LQ22(494)		
		PLOT DATE = 2/8/2022	REVISED -					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE





MODEL: MODELNAMES  
FILE NAME: 170011-hdr-renewal-dm&e-1.dgn

**Hampton, Lenzini and Renwick, Inc.**  
Civil Engineers - Structural Engineers  
Land Surveyors - Environmental Services  
380 SHEPARD DRIVE  
E. OLIVE, ILLINOIS 60123  
647.697.6700 www.hlr-engineers.com  
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

USER NAME = ajungermann	DESIGNED - D.S.S.	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - D.S.S.	REVISED -
PLOT DATE = 2/8/2022	CHECKED - A.A.J.	REVISED -
	DATE - 01/14/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS  
COOMBS ROAD OVER DM&E (CP) RR**

SCALE: 1"=10'      SHEET NO. 1 OF 1 SHEETS      STA.      TO STA.

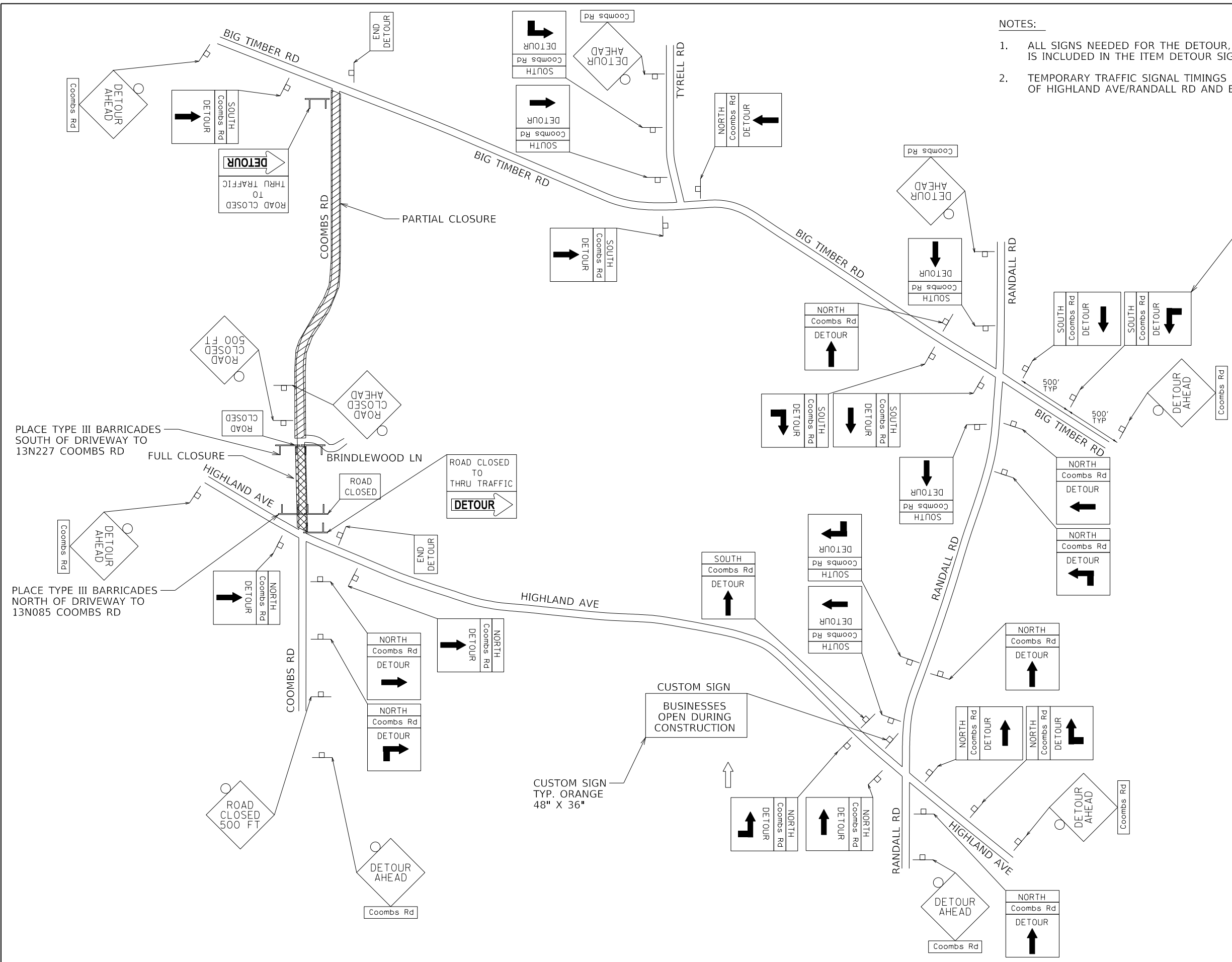
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	16
COOMBS RD. / DME R.R.		CONTRACT NO. 61G32		
ILLINOIS FED. AID PROJECT LO22(494)				





**NOTES:**

1. ALL SIGNS NEEDED FOR THE DETOUR, INCLUDING MAINTENANCE OF SIGNS, IS INCLUDED IN THE ITEM DETOUR SIGNING.
2. TEMPORARY TRAFFIC SIGNAL TIMINGS ARE INCLUDED FOR THE INTERSECTIONS OF HIGHLAND AVE/RANDALL RD AND BIG TIMBER RD/RANDALL RD.



DETOUR SIGN TYPE & SIZE		
ALL SIGN COLORS SHALL BE ACCORDING TO THE LATEST EDITION OF THE MUTCD		
	W20-3	48"x48"
	W20-3	48"x48"
	W20-2	48"x48"
	R11-2	48"x30"
	R11-4	60"x30"
	M4-10L	48"x18"
	M4-10R	48"x18"
	M4-9	48"x36"
	M4-9	48"x36"
	M4-9	48"x36"
	M4-9	48"x36"
	M4-9	48"x36"
	M3-1(O)	21"x12"
	M3-3(O)	21"x12"
	M4-8A	24"x18"
	W17-1101	36"x18"

MODEL SHEET NAMES  
FILE NAME: 17011-hanburdgn

**Hampton, Lenzini and Renwick, Inc.**  
 Civil Engineers - Structural Engineers  
 Land Surveyors - Professional Services  
 380 SHEPARD DRIVE  
 ELGIN, ILLINOIS 60120  
 847.697.6700 www.hlr-engineering.com  
 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

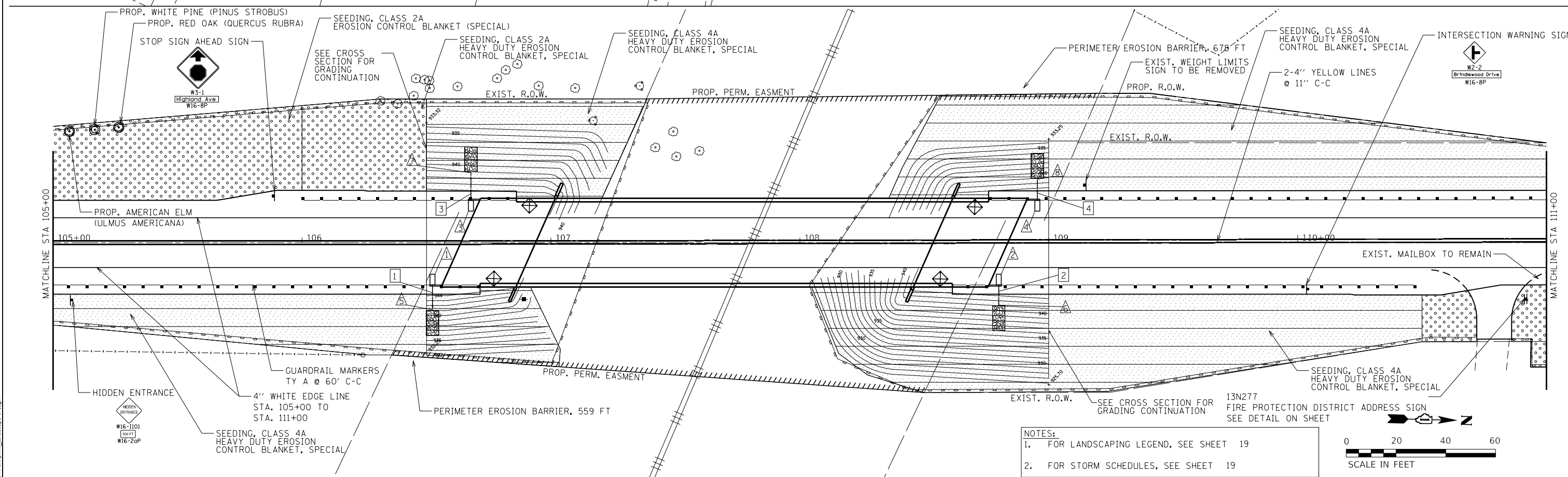
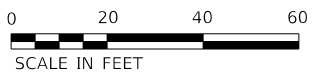
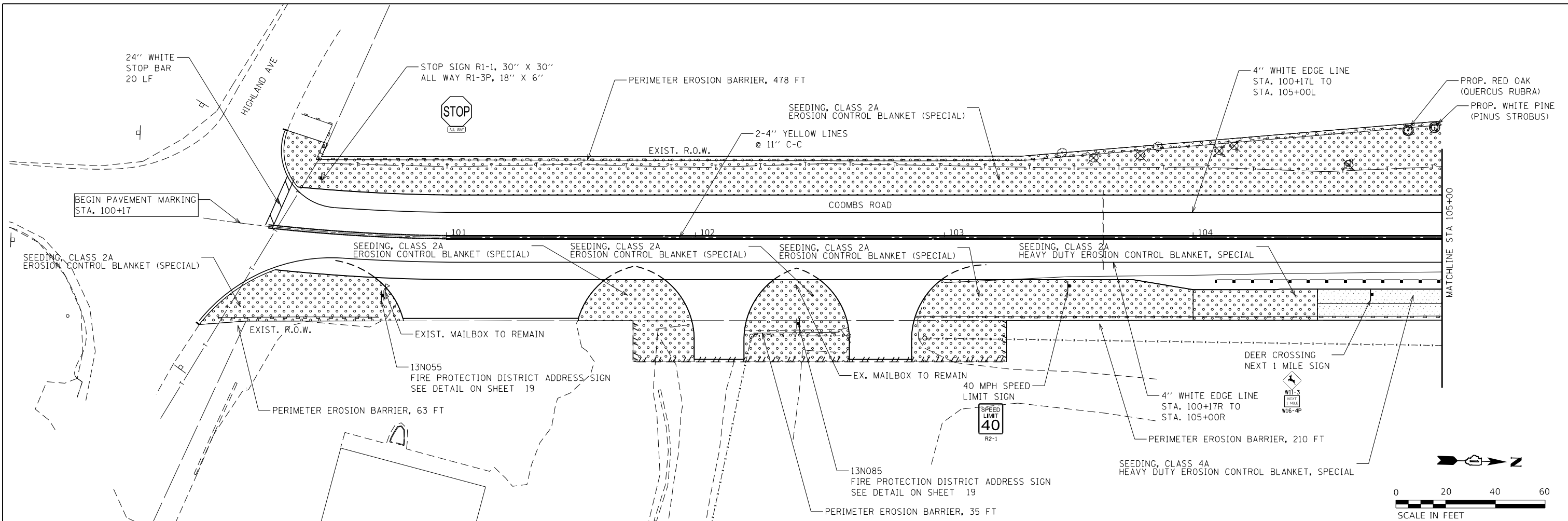
USER NAME =	ajungermann	DESIGNED -	D.S.S.	REVISED -	
DRAWN -	D.S.S.	REVISED -			
CHECKED -	A.A.J.	REVISED -			
DATE -	01/14/2022	REVISED -			
PLOT SCALE =	SSCALE3				
PLOT DATE =	2/8/2022				

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**COOMBS ROAD OVER DM&E (CP) RR  
DETOUR PLAN**

SCALE: 1"=100' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	17
CONTRACT NO. 61G32				
ILLINOIS FED. AID PROJECT LO22(494)				



NOTES:  
 1. FOR LANDSCAPING LEGEND, SEE SHEET 19  
 2. FOR STORM SCHEDULES, SEE SHEET 19

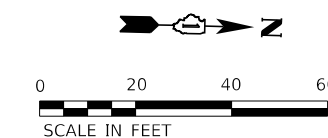
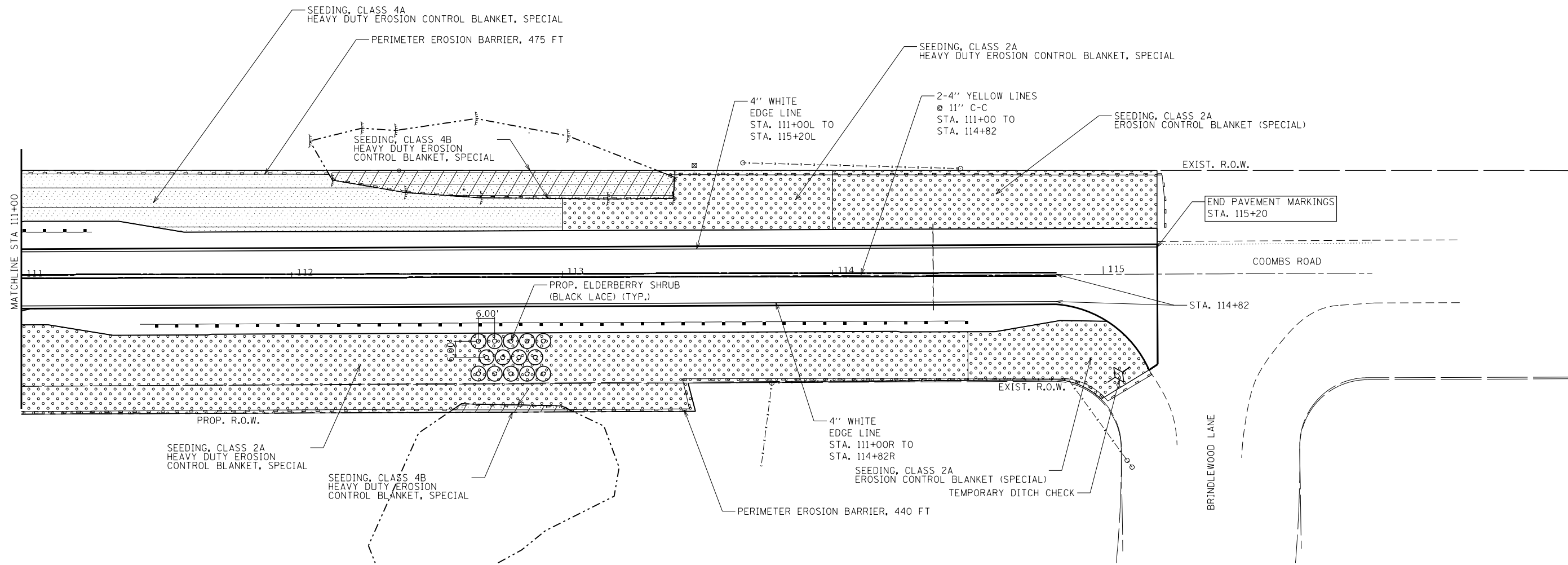
Hampton, Lenzini and Renwick, Inc.  
 Civil Engineers - Structural Engineers  
 Land Surveyors - Environmental Services  
 380 SHEPARD DRIVE  
 ELGIN, ILLINOIS 60120  
 847.697.6700 www.hlr-engineering.com  
 ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE / SE CORPORATION

USER NAME =	ajungermann	DESIGNED -	D.S.S.	REVISED -	
PLOT SCALE =	SSCALE3	DRAWN -	D.S.S.	REVISED -	
PLOT DATE =	2/8/2022	CHECKED -	A.A.J.	REVISED -	
		DATE -	01/14/2022	REVISED -	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING, EROSION CONTROL, RESTORATION AND GRADING PLAN  
 COOMBS ROAD OVER DM&E (CP) RR  
 SCALE: 1"=20'  
 SHEET NO. 1 OF 2 SHEETS  
 STA. 100+17.00 TO STA. 111+00.00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	18
COOMBS RD. / DME R.R.		CONTRACT NO. 61G32		
		ILLINOIS FED. AID PROJECT LO22(494)		



- NOTES:
- PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
  - ALL REGULATORY SIGNS SHALL BE MOUNTED ON NEW TELESCOPING STEEL POSTS, PER STANDARD 728001-01.
  - AFTER TREE/SHRUB PLANTING LAYOUT, CONTRACTOR SHALL CONTACT ROADSIDE DEVELOPMENT UNIT, 847-705-4171, AT LEAST 7 DAYS PRIOR TO PLANTING TO APPROVE THE LAYOUT.

LANDSCAPING LEGEND	
	SEEDING CLASS 2A (SALT TOLERANT ROADSIDE MIXTURE) W/ HEAVY DUTY EROSION CONTROL BLANKET, SPECIAL
	SEEDING CLASS 4A W/ HEAVY DUTY EROSION CONTROL BLANKET, SPECIAL
	SEEDING CLASS 4B W/ HEAVY DUTY EROSION CONTROL BLANKET, SPECIAL
	STONE RIPRAP, CLASS B3 FILTER FABRIC
	PROPOSED EVERGREEN TREE
	PROPOSED SHADE TREE
	PROPOSED ELDERBERRY SHRUB



- FIRE DISTRICT PROTECTION SIGNS**
- ONE (1) SIGN SHALL BE MANUFACTURED FOR EACH ADDRESS. TOTALING 3 SIGNS: 13N227, 13N055, AND 13N085
  - ALL FIRE DISTRICT SIGNS SHALL BE MOUNTED ON A TELESCOPING STEEL POSTS, PER STANDARD 728001-01.
  - THE SIGN IS RED IN COLOR WITH WHITE LETTERING AND A WHITE BORDER. 11"X14" WITH 4" ADDRESS LETTERING AND 1-1/2" LETTERING FOR 'PG FPD'.
  - THE SIGNS SHALL BE PLACED AT THE STATION AND OFFSET WITH THE CORRESPONDING ADDRESS, AS SHOWN ON THE PAVEMENT MARKING PLANS.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING, EROSION CONTROL, RESTORATION AND GRADING PLAN  
COOMBS ROAD OVER DM&E (CP) RR

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	19
COOMBS RD. / DME R.R.		CONTRACT NO. 61G32		

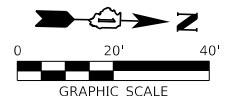
SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. 111+00.00 TO STA. 115+20.00

MODEL: MODELNAMES FILE NAME: 170111shpvm\_landscape-02.dgn

**Hampton, Lenzini and Renwick, Inc.**  
Civil Engineers - Structural Engineers  
Land Surveyors - Professional Services  
380 SHEPARD DRIVE  
E. OLIVE, ILLINOIS 60123  
847.697.6700 www.hlr-engineers.com  
ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORPORATION

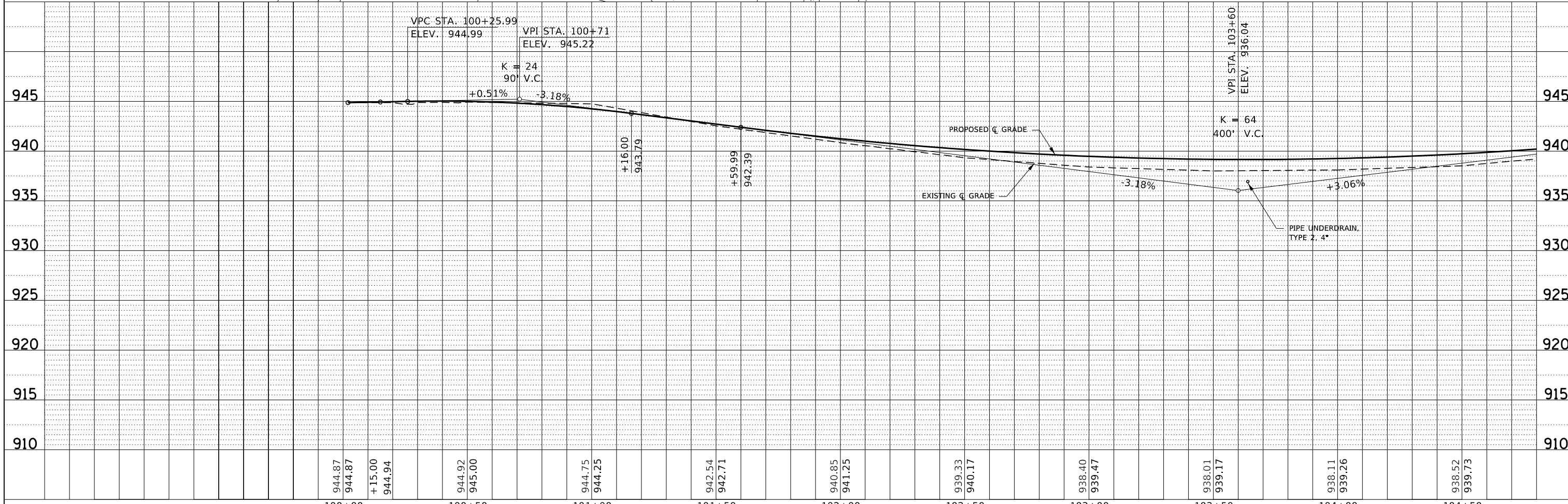
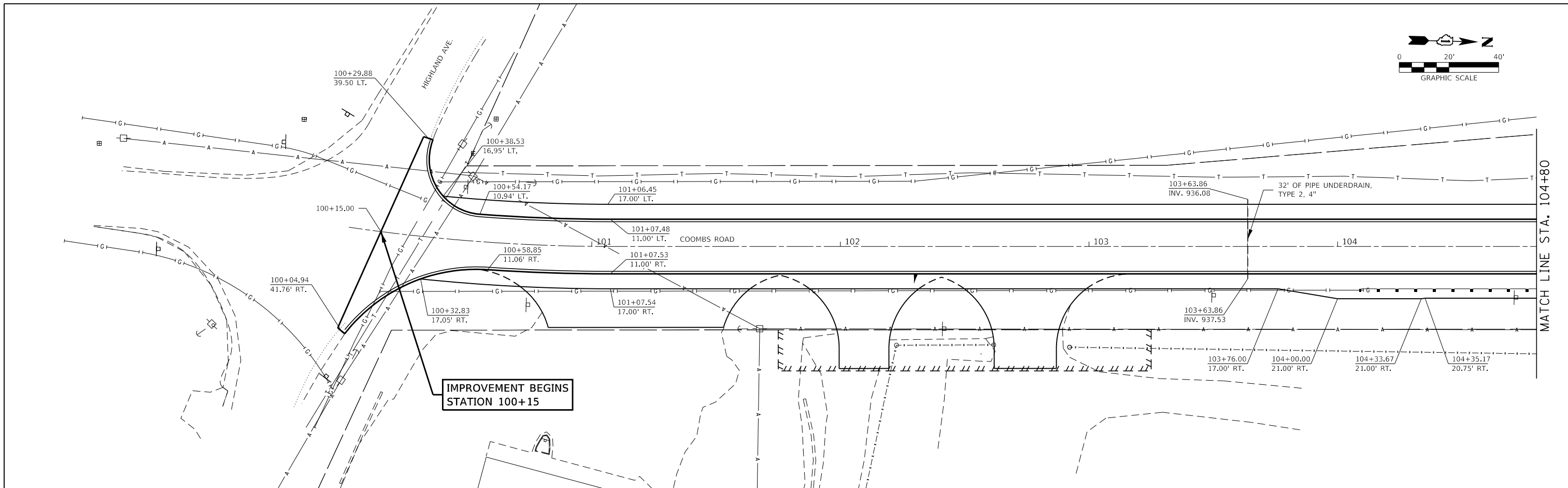
USER NAME =	aJungermann	DESIGNED -	D.S.S.	REVISED -	
		DRAWN -	D.S.S.	REVISED -	
PLOT SCALE =	SSCALE3	CHECKED -	A.A.J.	REVISED -	
PLOT DATE =	2/8/2022	DATE -	01/14/2022	REVISED -	

ILLINOIS FED. AID PROJECT LQ22(494)



PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATING CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

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



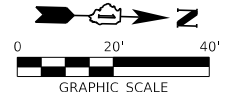
FILE NAME = 170011-sht-drainage-01.dgn	USER NAME = ajungermann	DESIGNED - D.S.S.	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY</b>	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		DRAWN - D.S.S.	REVISED -			170	16-08112-01-BR	KANE	75	20
PLOT SCALE = \$SCALE\$		CHECKED - A.A.J.	REVISED -			CONTRACT NO. 61G32				
PLOT DATE = 2/8/2022		DATE - 01/14/2022	REVISED -			SCALE: 20V:5H	SHEET NO. 1 OF 3 SHEETS	STA. 100+01.98 TO	STA. 104+80.00	ILLINOIS FED. AID PROJECT LQ22(494)

NORTHFIELD BLOCK COMPANY  
05-01-426-023

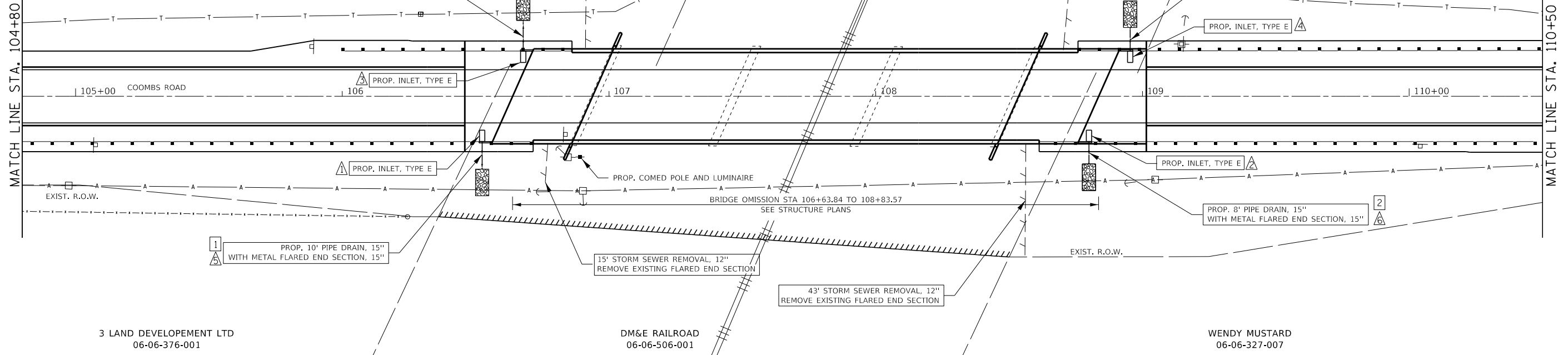
DM&E RAILROAD  
05-01-506-002

DEBRA KNIGHT &  
THOMAS MCMAHON  
05-01-428-010

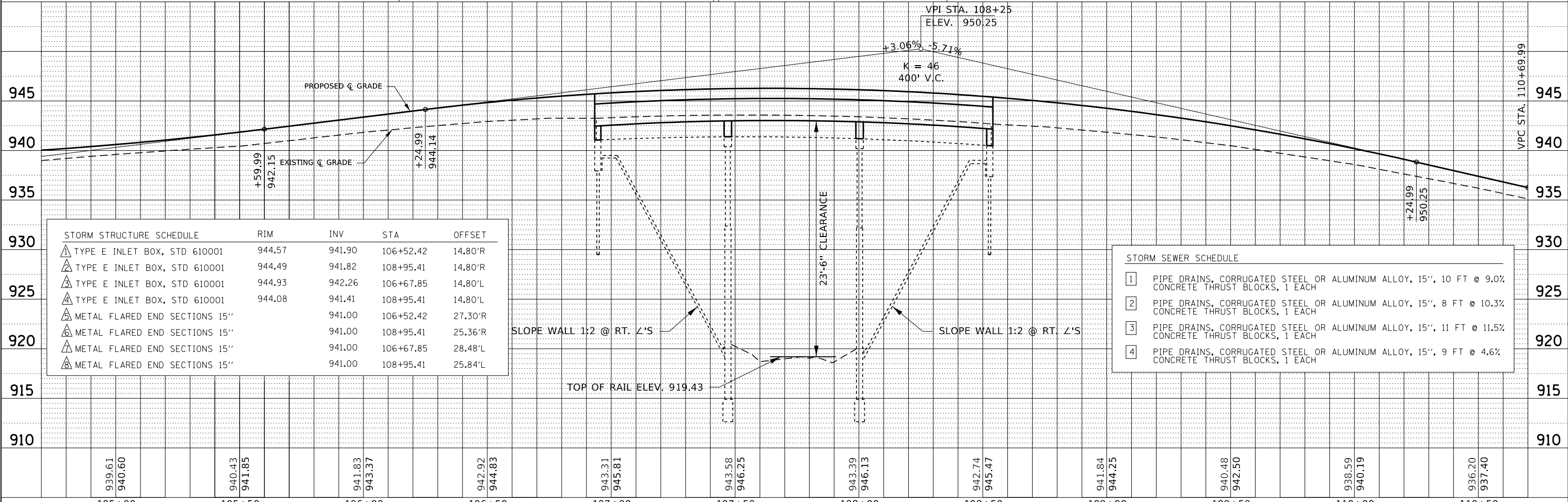
DARLENE R BLAKE  
05-01-428-011



PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	GRADE CHECKED	
	STRUCTURE NOTATING CHECKED	
	NOTE BOOK NO.	
	FILE NAME	



PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATING CHECKED	
	NOTE BOOK NO.	
	FILE NAME	



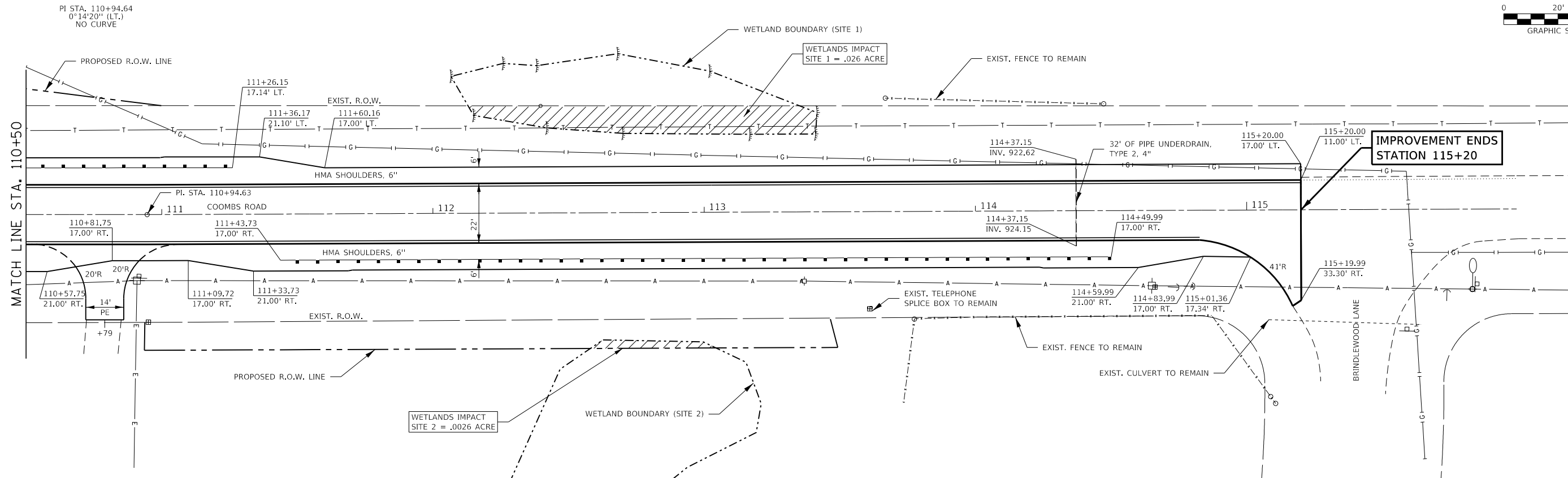
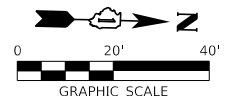
STORM STRUCTURE SCHEDULE	RIM	INV	STA	OFFSET
△ TYPE E INLET BOX, STD 610001	944.57	941.90	106+52.42	14.80'R
△ TYPE E INLET BOX, STD 610001	944.49	941.82	108+95.41	14.80'R
△ TYPE E INLET BOX, STD 610001	944.93	942.26	106+67.85	14.80'L
△ TYPE E INLET BOX, STD 610001	944.08	941.41	108+95.41	14.80'L
△ METAL FLARED END SECTIONS 15"		941.00	106+52.42	27.30'R
△ METAL FLARED END SECTIONS 15"		941.00	108+95.41	25.36'R
△ METAL FLARED END SECTIONS 15"		941.00	106+67.85	28.48'L
△ METAL FLARED END SECTIONS 15"		941.00	108+95.41	25.84'L

STORM SEWER SCHEDULE
1 PIPE DRAINS, CORRUGATED STEEL OR ALUMINUM ALLOY, 15", 10 FT @ 9.0% CONCRETE THRUST BLOCKS, 1 EACH
2 PIPE DRAINS, CORRUGATED STEEL OR ALUMINUM ALLOY, 15", 8 FT @ 10.3% CONCRETE THRUST BLOCKS, 1 EACH
3 PIPE DRAINS, CORRUGATED STEEL OR ALUMINUM ALLOY, 15", 11 FT @ 11.5% CONCRETE THRUST BLOCKS, 1 EACH
4 PIPE DRAINS, CORRUGATED STEEL OR ALUMINUM ALLOY, 15", 9 FT @ 4.6% CONCRETE THRUST BLOCKS, 1 EACH

FILE NAME = 170011-sht-drainage-02.dgn	USER NAME = ajungermann	DESIGNED - D.S.S.	REVISED -	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62765 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000959		DRAWN - D.S.S.	REVISED -	170	16-08112-01-BR	KANE	75	21
PLOT SCALE = \$SCALE\$	CHECKED - A.A.J.	REVISOR -	SCALE: 20V:5H	SHEET NO. 2 OF 3 SHEETS		STA. 104+80.00 TO STA. 110+50.00		CONTRACT NO. 61G32
PLOT DATE = 2/8/2022	DATE = 01/14/2022	REVISOR -					ILLINOIS FED. AID PROJECT LQ22(494)	

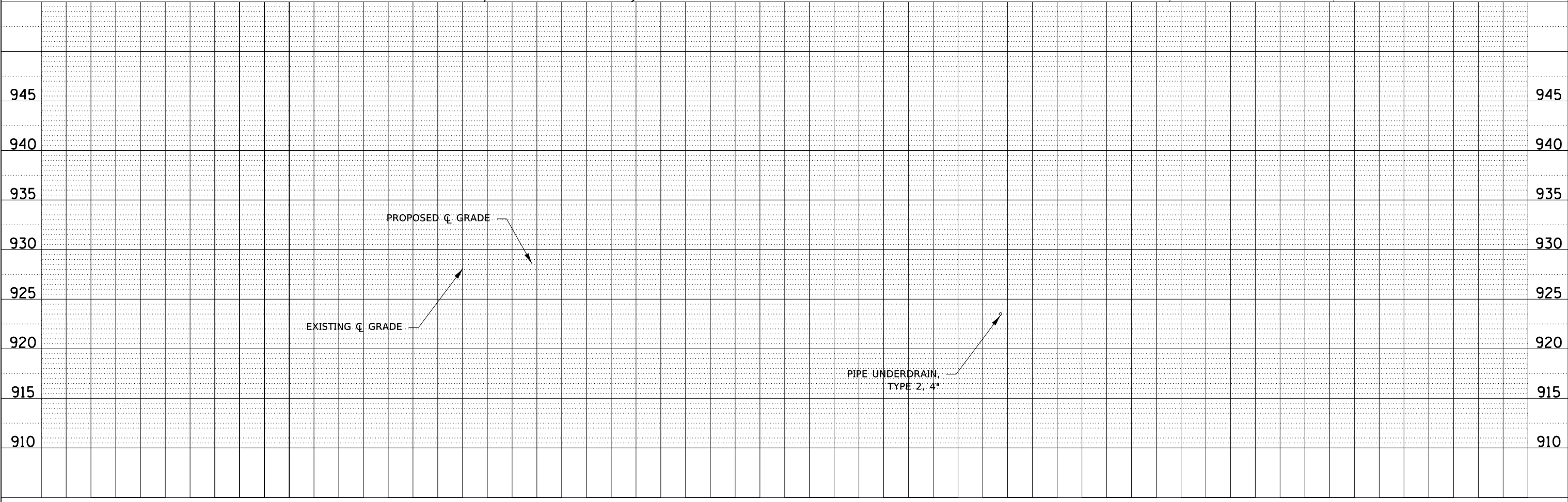
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY



PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	DESIGNED	
	BY	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	DESIGNED	
	BY	
	NO.	



FILE NAME = 170011-sht-drainage-03.dgn	USER NAME = ajungermann	DESIGNED - D.S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY</b>	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62710 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE = \$SCALE\$	DRAWN - D.S.S.	REVISED -			170	16-08112-01-BR	KANE	75	22	
PLOT DATE = 2/8/2022		CHECKED - A.A.J.	REVISED -			CONTRACT NO. 61G32					
		DATE - 01/14/2022	REVISED -			SCALE: 20V:5H	SHEET NO. 3 OF 3 SHEETS	STA. 110+50.00 TO	STA. 116+00.00	ILLINOIS FED. AID PROJECT LQ22(494)	



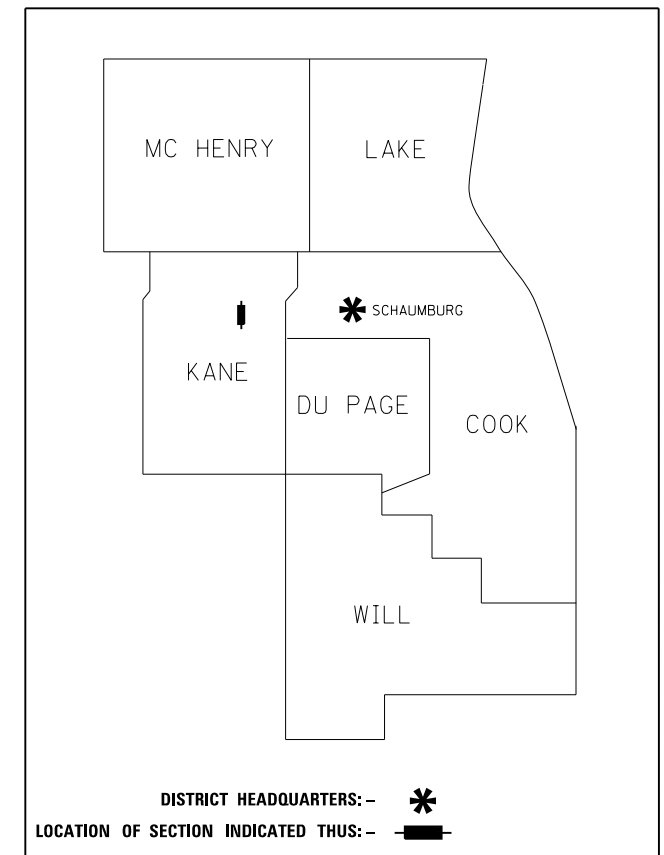
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**PLAT OF HIGHWAYS**

**COOMBS ROAD**  
**SECTION: 16-08112-01-BR**  
**KANE COUNTY**  
**LIMITS: HIGHLAND AVE. TO BRINDLEWOOD LANE**  
**JOB NO.: R-91-023-16**

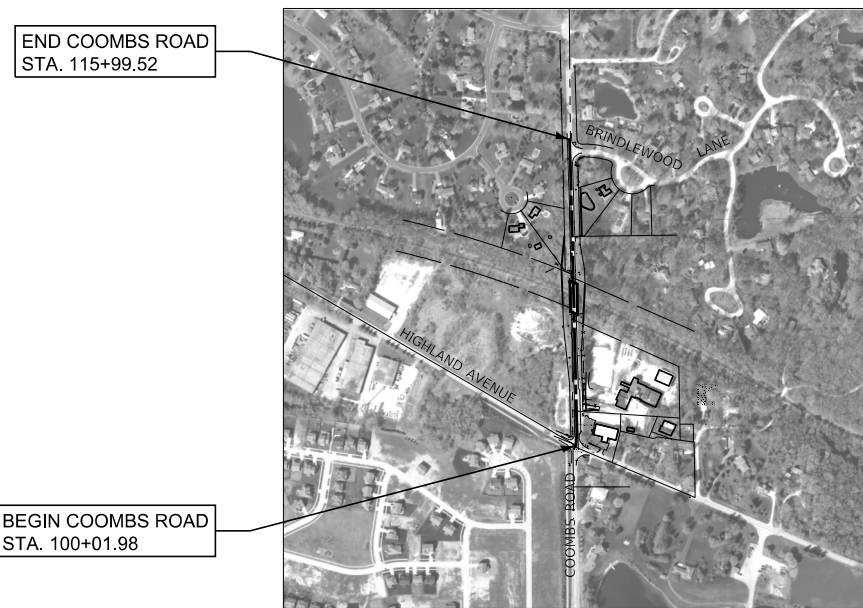
PARCEL NUMBER	OWNER	SHEET NUMBER	PROPERTY ACQUIRED BY
0001TE	3 LAND DEVELOPMENT, LTD., AN ILLINOIS CORPORATION	2	
0002PE	DAKOTA, MINNESOTA & EASTERN RAILROAD CORPORATION SUCCESSOR BY MERGER TO IOWA, CHICAGO & EASTERN RAILROAD CORPORATION	3	
0003PE	DAKOTA, MINNESOTA & EASTERN RAILROAD CORPORATION SUCCESSOR BY MERGER TO IOWA, CHICAGO & EASTERN RAILROAD CORPORATION	3	
0004	DEBRA A. KNIGHT AND THOMAS W. McMAHON, HUSBAND AND WIFE, AS TENANTS BY THE ENTIRETY	3	
0005	DARLENE R. BRAKE-SANNER A/K/A DARLENE R. SANNER F/K/A DARLENE R. BRAKE	3	
0006	STUART C. BEAM AND AMY S. BEAM, HUSBAND AND WIFE, AS TENANTS BY THE ENTIRETY	3	

PROJECT COORDINATES  
 ILLINOIS STATE PLANE, EAST ZONE, NAD 83 (2011)

COORDINATE TABLE				
STATION		OFFSET	NORTHING	EASTING
100+01.98	P.O.T.	0.0' RT	1,963,760.71	972,540.84
100+02.09	P.C.	0.0' RT	1,963,760.82	972,540.85
100+55.56	P.I.	1.95' RT	1,963,813.99	972,547.36
101+00.00	¢	0.0' RT	1,963,858.50	972,546.26
101+09.03	P.T.	0.0' RT	1,963,867.54	972,546.10
101+80.65	P.O.B. 0001TE	33.48' RT	1,963,939.92	972,577.89
101+79.16	PROP. TEMP. EASE.	50.00' RT	1,963,938.82	972,594.44
102+00.00	¢	0.0' RT	1,963,958.48	972,543.96
103+00.00	¢	0.0' RT	1,964,058.45	972,541.61
103+25.00	PROP. TEMP. EASE.	33.37' RT	1,964,084.23	972,574.38
103+25.00	PROP. TEMP. EASE.	50.00' RT	1,964,084.62	972,591.01
104+00.00	¢	0.0' RT	1,964,158.42	972,539.26
105+00.00	¢	0.0' RT	1,964,258.39	972,536.91
106+00.00	¢	0.0' RT	1,964,358.37	972,534.56
106+36.03	PROP. PERM. EASE.	45.13' RT	1,964,395.44	972,578.83
106+63.11	¢	12.27' LT	1,964,421.17	972,520.81
107+00.00	¢	0.0' RT	1,964,458.34	972,532.21
107+17.60	P.O.B. 0003PE	11.44' LT	1,964,475.67	972,520.35
107+38.36	PROP. PERM. EASE.	57.80' LT	1,964,495.32	972,473.52
108+00.00	¢	0.0' RT	1,964,558.31	972,529.85
108+50.02	PROP. PERM. EASE.	60.28' RT	1,964,609.74	972,588.94
108+82.68	EX. R.O.W.	8.93' LT	1,964,640.76	972,518.98
108+98.12	EX. R.O.W.	8.70' LT	1,964,656.19	972,518.85
109+00.00	¢	0.0' RT	1,964,658.28	972,527.50
109+11.80	P.O.B. 0004 P.O.B. 0005	40.16' LT	1,964,669.13	972,487.08
109+20.31	PROP. PERM. EASE.	60.00' LT	1,964,677.18	972,467.04
109+40.39	PROP. PERM. EASE.	60.00' LT	1,964,697.26	972,466.57
110+00.00	¢	0.0' RT	1,964,758.26	972,525.15
110+93.64	PROP. R.O.W.	50.00' RT	1,964,853.05	972,572.94
110+93.77	P.O.B. 0006	39.73' RT	1,964,852.93	972,562.67
110+94.63	PI	0.0' RT	1,964,852.86	972,522.93
111+00.00	¢	0.0' RT	1,964,858.23	972,522.78
111+00.17	PROP. R.O.W.	40.11' LT	1,964,857.28	972,482.68
112+00.00	¢	0.0' RT	1,964,958.19	972,520.01
113+00.00	¢	0.0' RT	1,965,058.15	972,517.24
113+46.38	EXIST. R.O.W.	39.16' RT	1,965,105.60	972,555.11
113+49.25	PROP. R.O.W.	50.00' RT	1,965,108.76	972,565.86
114+00.00	¢	0.0' RT	1,965,158.11	972,514.47
115+00.00	¢	0.0' RT	1,965,258.07	972,511.71
115+99.52	P.O.T.	0.0' LT	1,965,357.55	972,508.95



**PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS**



SCALE: 1" = 500'

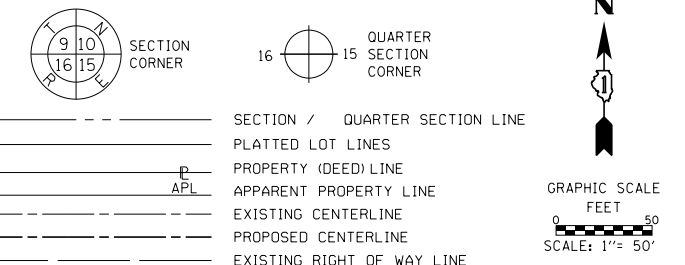
**LOCATION MAP**

NET LENGTH = 1,597.5 FT. = 0.30 MILE COOMBS ROAD

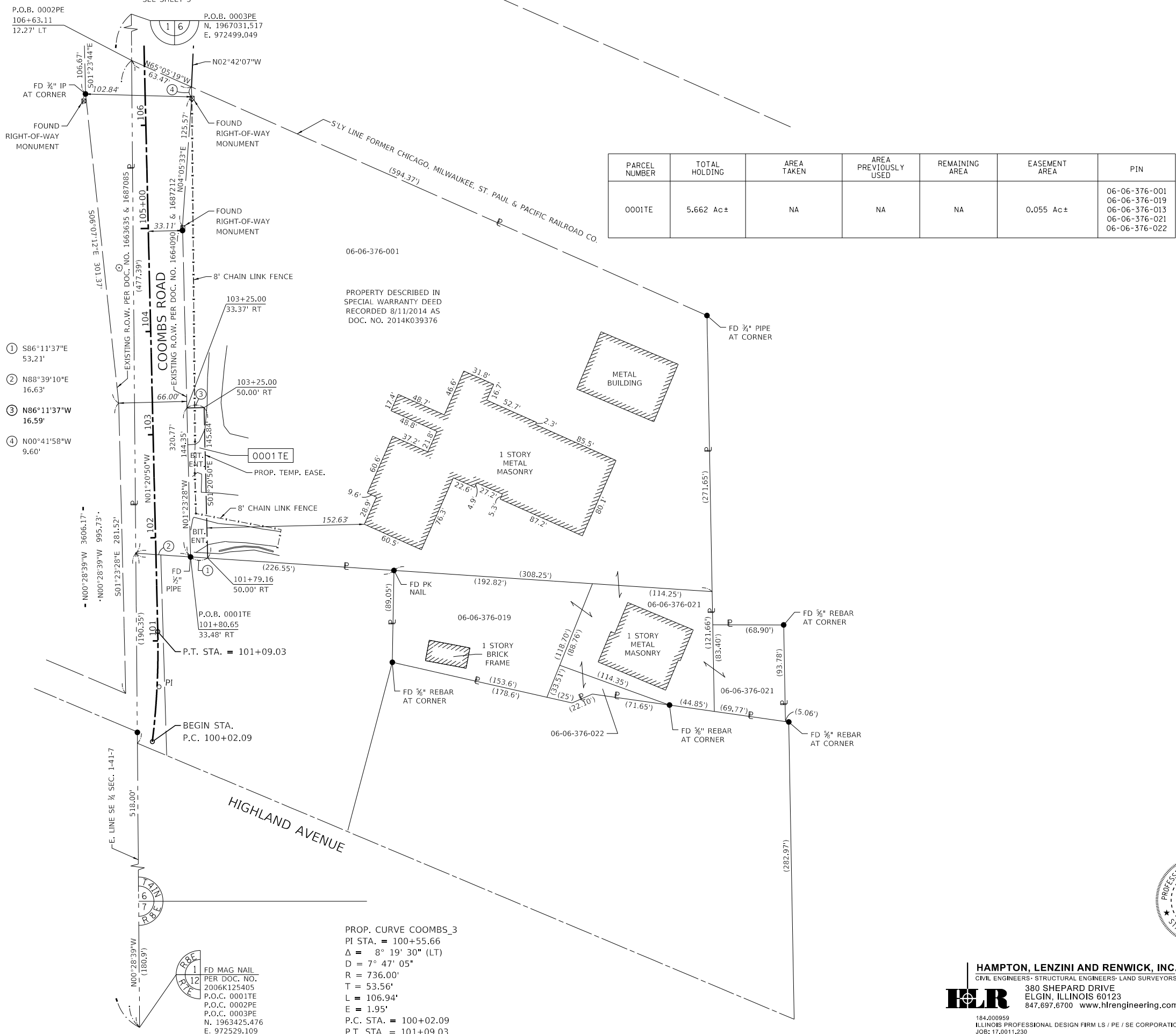
IDOT USE ONLY

PART OF SECTION 1, TWP. 41 N., R. 7 E. & PART OF SECTION 6, TWP. 41 N., R. 8 E. OF THE 3RD. P.M., KANE COUNTY, ILLINOIS.

LEGEND



PARCEL NUMBER	TOTAL HOLDING	AREA TAKEN	AREA PREVIOUSLY USED	REMAINING AREA	EASEMENT AREA	PIN
0001TE	5.662 Ac±	NA	NA	NA	0.055 Ac±	06-06-376-001 06-06-376-019 06-06-376-013 06-06-376-021 06-06-376-022



- ① S86°11'37"E 53.21'
- ② N88°39'10"E 16.63'
- ③ N86°11'37"W 16.59'
- ④ N00°41'58"W 9.60'

PROP. CURVE COOMBS\_3  
 PI STA. = 100+55.66  
 Δ = 8° 19' 30" (LT)  
 D = 7° 47' 05"  
 R = 736.00'  
 T = 53.56'  
 L = 106.94'  
 E = 1.95'  
 P.C. STA. = 100+02.09  
 P.T. STA. = 101+09.03

- IRON PIPE OR ROD FOUND      ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET      ○ 5 / 8" REBAR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH
- T2 IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY
- T3 COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.
- BT2 BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND
- BT3 IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101-02 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS      )  
 COUNTY OF                      )SS  
 )  
 THIS IS TO CERTIFY THAT I, JOHN H. SWEET, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 1, TOWNSHIP 41 NORTH, RANGE 7 EAST AND SECTION 6, TOWNSHIP 41 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY; THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN HEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE ELGIN TOWNSHIP ROAD DISTRICT, STATE OF ILLINOIS.  
 DATED AT \_\_\_\_\_, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3158  
 LICENSE EXPIRATION DATE: 11/30/2019

NOTES:  
 1. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THAT PORTION SHOWN AS PROPOSED RIGHT-OF-WAY.  
 2. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED. ALL BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".  
 3. ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999935261.  
 4. AREAS SHOWN ON THIS PLAT ARE "GROUND".



**HAMPTON, LENZINI AND RENWICK, INC.**  
 CIVIL ENGINEERS - STRUCTURAL ENGINEERS - LAND SURVEYORS  
 380 SHEPARD DRIVE  
 ELGIN, ILLINOIS 60123  
 847.697.6700 www.hlrengineering.com

DOT USE ONLY

**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**COOMBS ROAD**

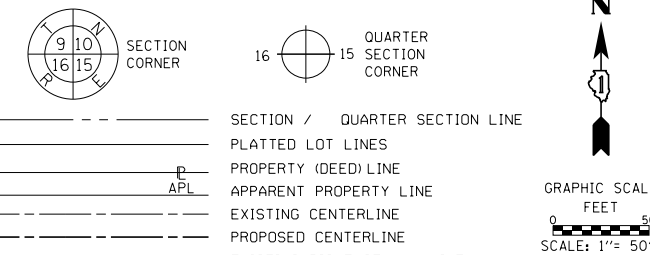
LIMITS: HIGHLAND AVE. TO BRINDLEWOOD LANE COUNTY: KANE  
 SECTION: 16-08112-01-BR JOB NO.: R-91-023-16  
 STA. 100+02.09 TO STA. 106+77.28  
 SCALE: 1"=50' SHEET 2 OF 3 SHEETS

**BUREAU OF LAND ACQUISITION**  
**201 WEST CENTER COURT**  
**SCHAUMBURG, ILLINOIS 60196**

REVISION DATE: / / REVISION MADE BY:

PART OF SECTION 1, TWP. 41 N., R. 7 E. & PART OF SECTION 6, TWP. 41 N., R. 8 E. OF THE 3RD. P.M., KANE COUNTY, ILLINOIS.

LEGEND



- IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET
THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
BT1 BT2 BT3 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
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STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101-02 (TO BE SET BY OTHERS)
RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )
) JSS
COUNTY OF )

THIS IS TO CERTIFY THAT I, JOHN H. SWEET, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 1, TOWNSHIP 41 NORTH, RANGE 7 EAST AND SECTION 6, TOWNSHIP 41 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY; THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN HEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE ELGIN TOWNSHIP ROAD DISTRICT, STATE OF ILLINOIS.

DATED AT \_\_\_\_\_, ILLINOIS THIS \_\_\_ DAY OF \_\_\_\_\_ 20\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3158
LICENSE EXPIRATION DATE: 11/30/2019

- NOTES:
1. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THAT PORTION SHOWN AS PROPOSED RIGHT-OF-WAY.
2. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED. ALL BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
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4. AREAS SHOWN ON THIS PLAT ARE "GROUND".

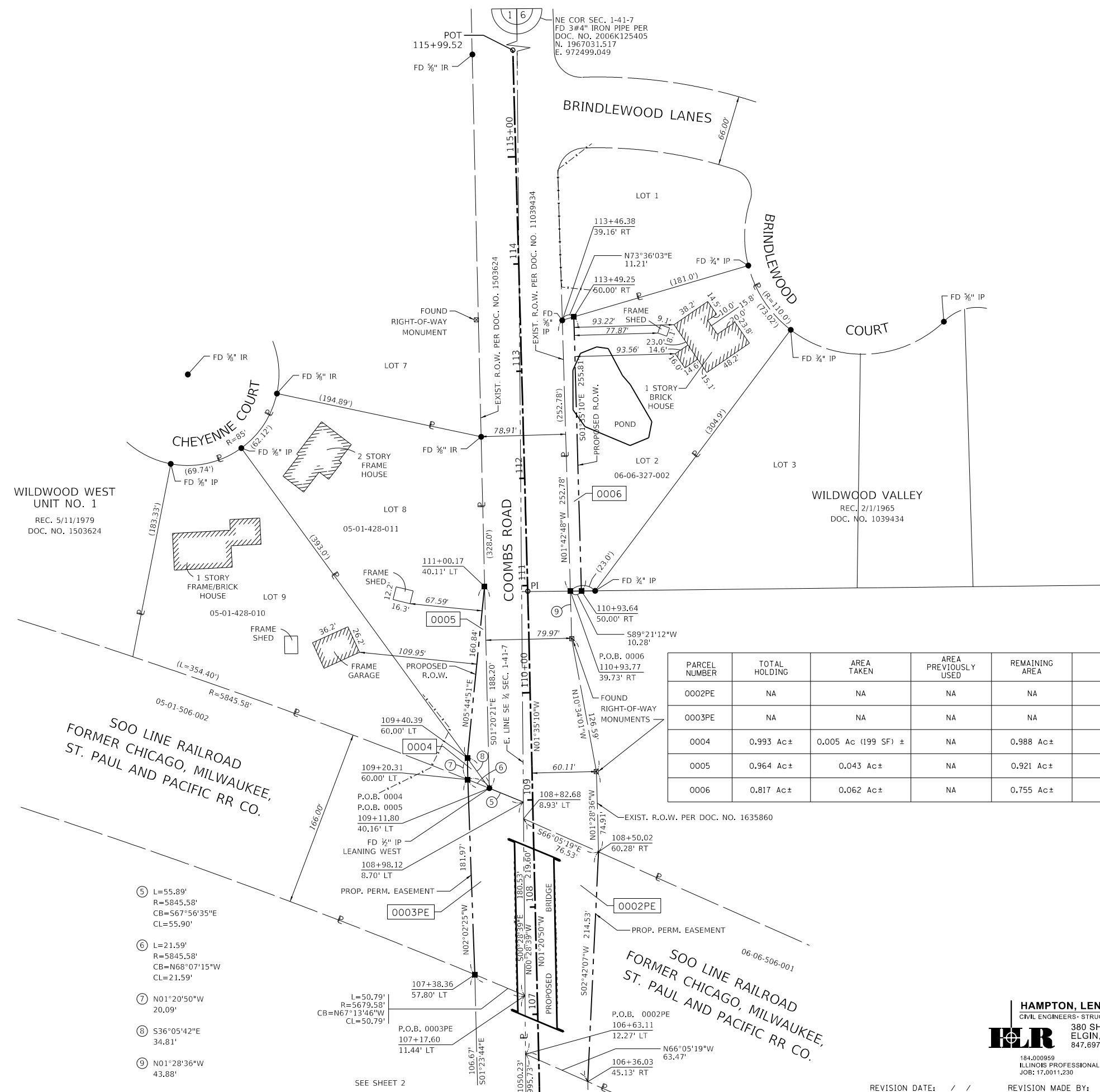
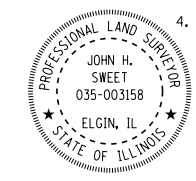


Table with 7 columns: PARCEL NUMBER, TOTAL HOLDING, AREA TAKEN, AREA PREVIOUSLY USED, REMAINING AREA, EASEMENT AREA, PIN. Rows include parcels 0002PE, 0003PE, 0004, 0005, and 0006.

- 5 L=55.89' R=5845.58' CB=567°56'35"E CL=55.90'
6 L=21.59' R=5845.58' CB=N68°07'15"W CL=21.59'
7 N01°20'50"W 20.09'
8 S36°05'42"E 34.81'
9 N01°28'36"W 43.88'



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IDOT USE ONLY

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
COOMBS ROAD
LIMITS: HIGHLAND AVE. TO BRINDLEWOOD LANE COUNTY: KANE
SECTION: 16-08112-01-BR STA. 106+26.17 TO STA. 115+99.52 JOB NO.: R-91-023-16
SCALE: 1"=50' SHEET 3 OF 3 SHEETS
BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAMBURG, ILLINOIS 60196



When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.

### GENERAL NOTES

Fasteners shall be ASTM A325 Type 3 bolts.  
Bolts 7/8 in. Ø, holes 1 1/16 in. Ø, unless otherwise noted.  
Calculated weight of Structural Steel = 119,350 lbs.  
All structural steel shall be AASHTO M 270 Grade 50W.  
No field welding is permitted except as specified in the contract documents.  
Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.  
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall 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.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.

Protective Coat shall be applied to the top surface of the concrete deck and approach slabs and top and inside face of parapets.

Bridge Deck Grooving shall be completed on the bridge deck and Bridge Approach Slab. No pavement rollers will be allowed on grooving.

Existing abutment caps shall be completely removed to allow proposed construction. See Special Provision for Removal of Existing Structures. Proposed piling may be shifted laterally 1 ft. as needed.

DM&E R.R.  
RE-BUILT 202\_ BY  
ELGIN ROAD DISTRICT  
KANE COUNTY  
SEC. 16-08112-01-BR  
LOADING HL 93  
STR. NO. 045-3124

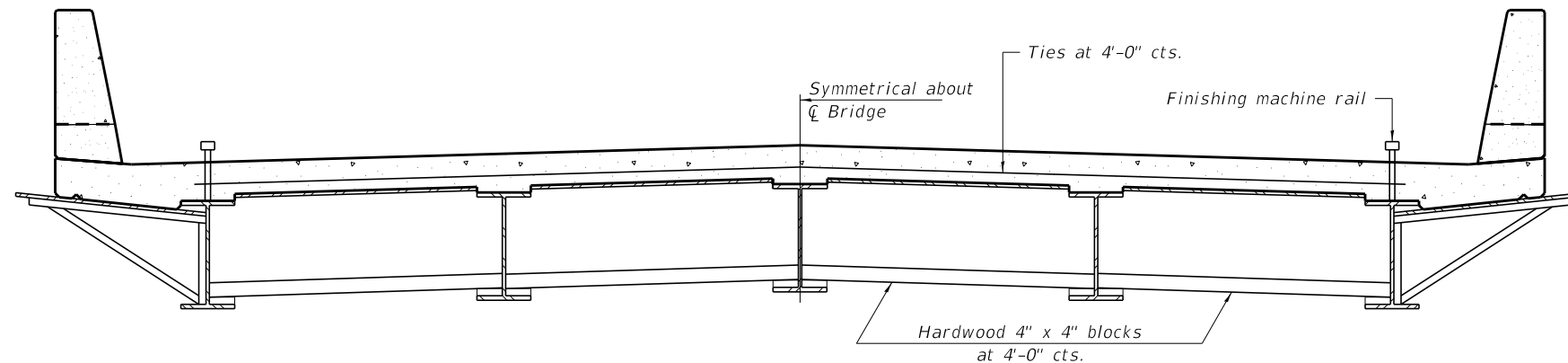
### NAME PLATE

See Std. 515001

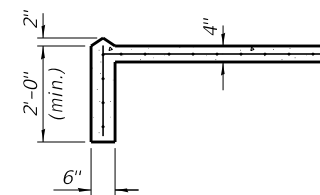
Existing name plate shall be cleaned and relocated next to new name plate. Cost included with Name Plates.

### TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	1		1
Concrete Removal	Cu. Yd.		4.0	4.0
Slope Wall Removal	Sq. Yd.		54	54
Structure Excavation	Cu. Yd.		83	83
Concrete Structures	Cu. Yd.		85.7	85.7
Concrete Superstructure	Cu. Yd.	218.8		218.8
Bridge Deck Grooving	Sq. Yd.	749		749
Protective Coat	Sq. Yd.	974		974
Concrete Superstructure (Approach Slab)	Cu. Yd.	97.1		97.1
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4,122		4,122
Reinforcement Bars, Epoxy Coated	Pound	89,120	14,170	103,290
Slope Wall 4"	Sq. Yd.		54	54
Furnishing Steel Piles HP10x42	Foot		460	460
Driving Piles	Foot		460	460
Test Pile Steel HP10x42	Each		2	2
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	48		48
Granular Backfill for Structures	Cu. Yd.		102	102
Geocomposite Wall Drain	Sq. Yd.		56	56
Asbestos Bearing Pad Removal	Each	56		56
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.		100	100
Pipe Underdrains for Structures 4"	Foot		146	146

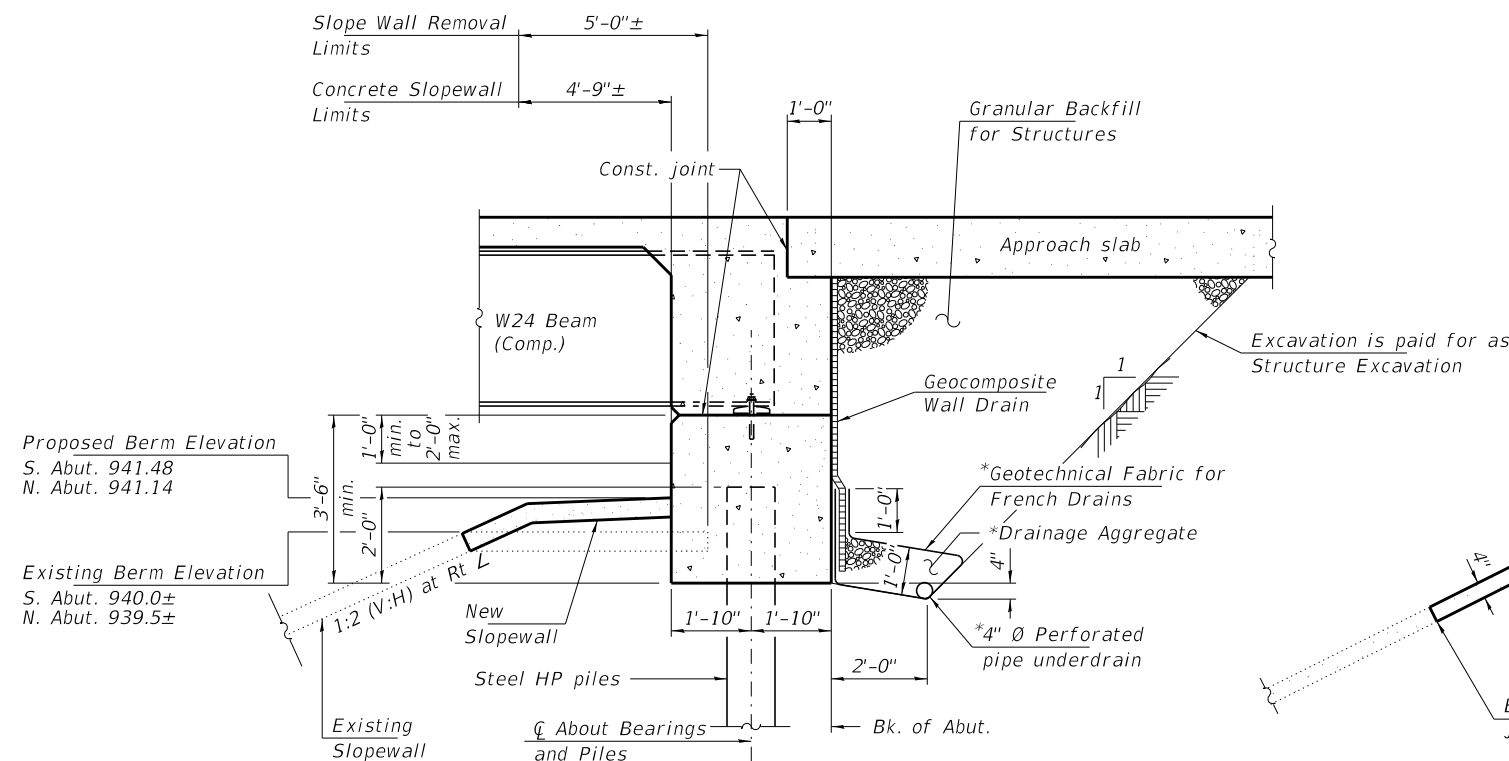


### FORM BRACES FOR STANDARD CONSTRUCTION



### SECTION A-A

Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

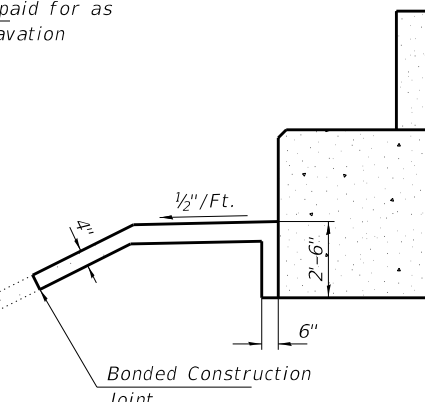


### SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. at Rt. Z's)

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).

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



### DETAIL A

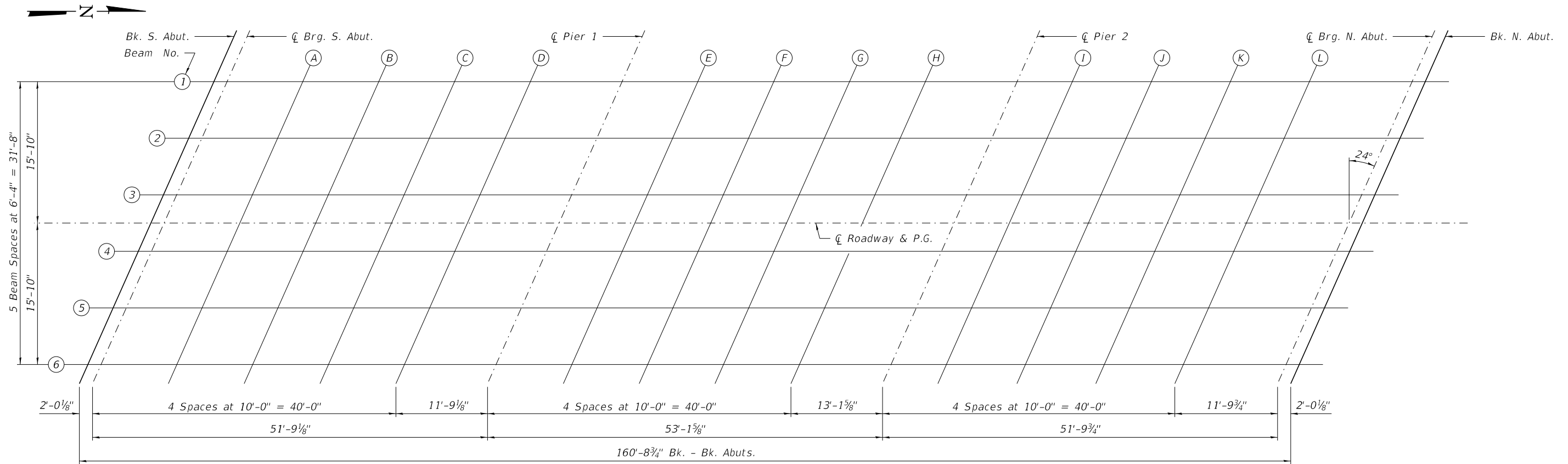
FILE NAME = 170011-shi-bridge.DGN	USER NAME = ajungermann	DESIGNED - A.E.U.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE =	CHECKED - J.K.L.	REVISED -
PLOT DATE = 2/8/2022		DRAWN - R.D.H.	REVISED -
		CHECKED - J.K.L.	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL DETAILS  
STRUCTURE NO. 045-3124

SHEET NO. 2 OF 26 SHEETS

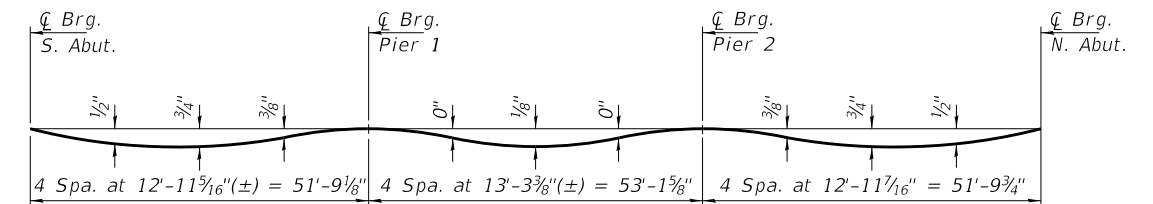
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	27
COOMBS ROAD / DM&E R.R.		CONTRACT NO. 61G32		
ILLINOIS FED. AID PROJECT LQ22(494)				



**PLAN**

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	107+00.38	-15.83	945.58	945.58
☐ Brg. S. Abut.	107+02.39	-15.83	945.60	945.60
A	107+12.39	-15.83	945.72	945.76
B	107+22.39	-15.83	945.83	945.89
C	107+32.39	-15.83	945.91	945.97
D	107+42.39	-15.83	945.97	945.99
☐ Pier 1	107+54.15	-15.83	946.02	946.02
E	107+64.15	-15.83	946.03	946.03
F	107+74.15	-15.83	946.02	946.03
G	107+84.15	-15.83	945.99	946.00
H	107+94.15	-15.83	945.93	945.93
☐ Pier 2	108+07.29	-15.83	945.83	945.83
I	108+17.29	-15.83	945.72	945.74
J	108+27.29	-15.83	945.60	945.65
K	108+37.29	-15.83	945.45	945.51
L	108+47.29	-15.83	945.28	945.32
☐ Brg. N. Abut.	108+59.10	-15.83	945.05	945.05
Bk. N. Abut.	108+61.10	-15.83	945.01	945.01

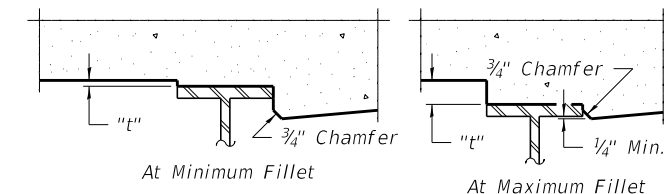


**DEAD LOAD DEFLECTION DIAGRAM**

(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 3 & 4 of 26.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 3 & 4 of 26, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+97.56	-9.50	945.63	945.63
☉ Brg. S. Abut.	106+99.57	-9.50	945.66	945.66
A	107+09.57	-9.50	945.79	945.82
B	107+19.57	-9.50	945.90	945.96
C	107+29.57	-9.50	945.99	946.05
D	107+39.57	-9.50	946.05	946.07
☉ Pier 1	107+51.33	-9.50	946.10	946.10
E	107+61.33	-9.50	946.12	946.12
F	107+71.33	-9.50	946.12	946.13
G	107+81.33	-9.50	946.09	946.10
H	107+91.33	-9.50	946.04	946.04
☉ Pier 2	108+04.47	-9.50	945.95	945.95
I	108+14.47	-9.50	945.85	945.87
J	108+24.47	-9.50	945.73	945.78
K	108+34.47	-9.50	945.59	945.65
L	108+44.47	-9.50	945.42	945.46
☉ Brg. N. Abut.	108+56.28	-9.50	945.20	945.20
Bk. N. Abut.	108+58.28	-9.50	945.16	945.16

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+94.74	-3.17	945.68	945.68
☉ Brg. S. Abut.	106+96.75	-3.17	945.71	945.71
A	107+06.75	-3.17	945.85	945.88
B	107+16.75	-3.17	945.97	946.03
C	107+26.75	-3.17	946.06	946.12
D	107+36.75	-3.17	946.13	946.15
☉ Pier 1	107+48.51	-3.17	946.19	946.19
E	107+58.51	-3.17	946.21	946.21
F	107+68.51	-3.17	946.22	946.23
G	107+78.51	-3.17	946.20	946.21
H	107+88.51	-3.17	946.16	946.16
☉ Pier 2	108+01.65	-3.17	946.07	946.07
I	108+11.65	-3.17	945.97	945.99
J	108+21.65	-3.17	945.86	945.91
K	108+31.65	-3.17	945.72	945.78
L	108+41.65	-3.17	945.57	945.61
☉ Brg. N. Abut.	108+53.46	-3.17	945.35	945.35
Bk. N. Abut.	108+55.47	-3.17	945.31	945.31

**CL ROADWAY & PG**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+93.33	0.00	945.71	945.71
☉ Brg. S. Abut.	106+95.34	0.00	945.74	945.74
A	107+05.34	0.00	945.88	945.91
B	107+15.34	0.00	946.00	946.06
C	107+25.34	0.00	946.10	946.16
D	107+35.34	0.00	946.17	946.19
☉ Pier 1	107+47.10	0.00	946.23	946.23
E	107+57.10	0.00	946.26	946.26
F	107+67.10	0.00	946.26	946.27
G	107+77.10	0.00	946.25	946.26
H	107+87.10	0.00	946.21	946.21
☉ Pier 2	108+00.24	0.00	946.13	946.13
I	108+10.24	0.00	946.04	946.06
J	108+20.24	0.00	945.93	945.98
K	108+30.24	0.00	945.79	945.85
L	108+40.24	0.00	945.64	945.68
☉ Brg. N. Abut.	108+52.05	0.00	945.43	945.43
Bk. N. Abut.	108+54.06	0.00	945.39	945.39

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+91.92	3.17	945.64	945.64
☉ Brg. S. Abut.	106+93.93	3.17	945.67	945.67
A	107+03.93	3.17	945.81	945.84
B	107+13.93	3.17	945.94	946.00
C	107+23.93	3.17	946.04	946.10
D	107+33.93	3.17	946.11	946.13
☉ Pier 1	107+45.69	3.17	946.18	946.18
E	107+55.69	3.17	946.21	946.21
F	107+65.69	3.17	946.22	946.23
G	107+75.69	3.17	946.20	946.21
H	107+85.69	3.17	946.17	946.17
☉ Pier 2	107+98.83	3.17	946.09	946.09
I	108+08.83	3.17	946.00	946.02
J	108+18.83	3.17	945.90	945.95
K	108+28.83	3.17	945.77	945.83
L	108+38.83	3.17	945.61	945.65
☉ Brg. N. Abut.	108+50.64	3.17	945.41	945.41
Bk. N. Abut.	108+52.65	3.17	945.37	945.37

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+89.10	9.50	945.50	945.50
☉ Brg. S. Abut.	106+91.11	9.50	945.53	945.53
A	107+01.11	9.50	945.68	945.71
B	107+11.11	9.50	945.81	945.87
C	107+21.11	9.50	945.92	945.98
D	107+31.11	9.50	946.00	946.02
☉ Pier 1	107+42.87	9.50	946.07	946.07
E	107+52.87	9.50	946.11	946.11
F	107+62.87	9.50	946.12	946.13
G	107+72.87	9.50	946.12	946.13
H	107+82.87	9.50	946.09	946.09
☉ Pier 2	107+96.01	9.50	946.01	946.01
I	108+06.01	9.50	945.93	945.95
J	108+16.01	9.50	945.83	945.88
K	108+26.01	9.50	945.71	945.77
L	108+36.01	9.50	945.56	945.60
☉ Brg. N. Abut.	108+47.82	9.50	945.36	945.36
Bk. N. Abut.	108+49.83	9.50	945.33	945.33

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+86.28	15.83	945.36	945.36
☉ Brg. S. Abut.	106+88.29	15.83	945.39	945.39
A	106+98.29	15.83	945.55	945.58
B	107+08.29	15.83	945.68	945.74
C	107+18.29	15.83	945.79	945.85
D	107+28.29	15.83	945.88	945.90
☉ Pier 1	107+40.05	15.83	945.96	945.96
E	107+50.05	15.83	946.00	946.00
F	107+60.05	15.83	946.03	946.04
G	107+70.05	15.83	946.02	946.03
H	107+80.05	15.83	946.00	946.00
☉ Pier 2	107+93.19	15.83	945.94	945.94
I	108+03.19	15.83	945.86	945.88
J	108+13.19	15.83	945.77	945.82
K	108+23.19	15.83	945.65	945.71
L	108+33.19	15.83	945.51	945.55
☉ Brg. N. Abut.	108+45.00	15.83	945.32	945.32
Bk. N. Abut.	108+47.01	15.83	945.28	945.28

**WEST EDGE OF SHOULDER**

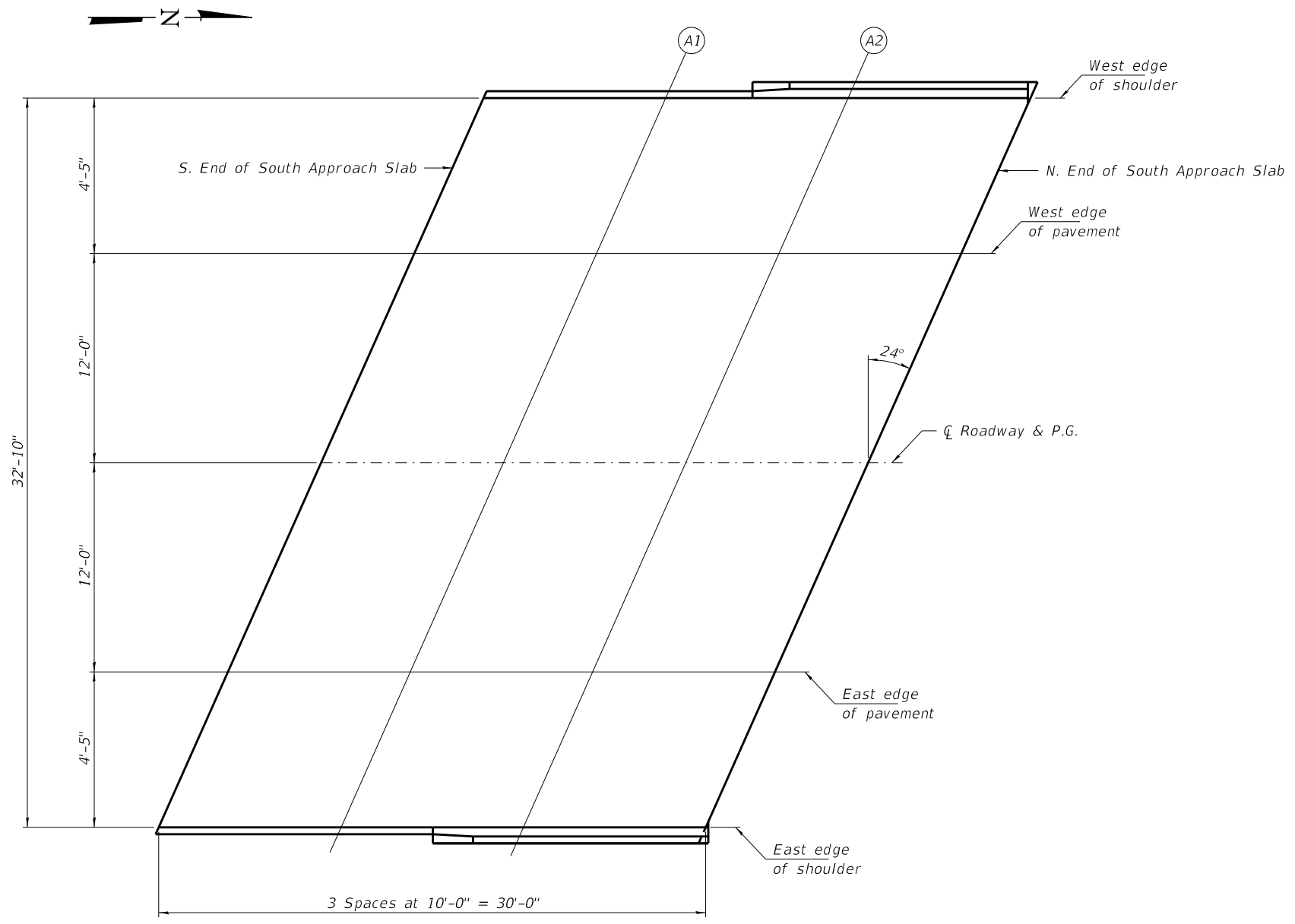
Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	106+71.74	-16.42	945.07
A1	106+81.74	-16.42	945.27
A2	106+91.74	-16.42	945.44
N. End South Appr. Slab	107+01.74	-16.42	945.59

**WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	106+69.77	-12.00	945.10
A1	106+79.77	-12.00	945.30
A2	106+89.77	-12.00	945.47
N. End South Appr. Slab	106+99.77	-12.00	945.63

**ROADWAY & P.G.**

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	106+64.43	0.00	945.17
A1	106+74.43	0.00	945.37
A2	106+84.43	0.00	945.56
N. End South Appr. Slab	106+94.43	0.00	945.73



**PLAN**

**EAST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	106+59.09	12.00	944.87
A1	106+69.09	12.00	945.09
A2	106+79.09	12.00	945.28
N. End South Appr. Slab	106+89.09	12.00	945.46

**EAST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	106+57.12	16.42	944.75
A1	106+67.12	16.42	944.98
A2	106+77.12	16.42	945.18
N. End South Appr. Slab	106+87.12	16.42	945.36

FILE NAME = 170011-shl-bridge.DGN	USER NAME = ajungermann	DESIGNED - A.E.U.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE =	DRAWN - R.D.H.	REVISED -
	PLOT DATE = 2/8/2022	CHECKED - J.K.L.	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 045-3124

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	30
COOMBS ROAD / DM&E R.R.		CONTRACT NO. 61G32		
ILLINOIS		FED. AID PROJECT LQ22(484)		

**WEST EDGE OF SHOULDER**

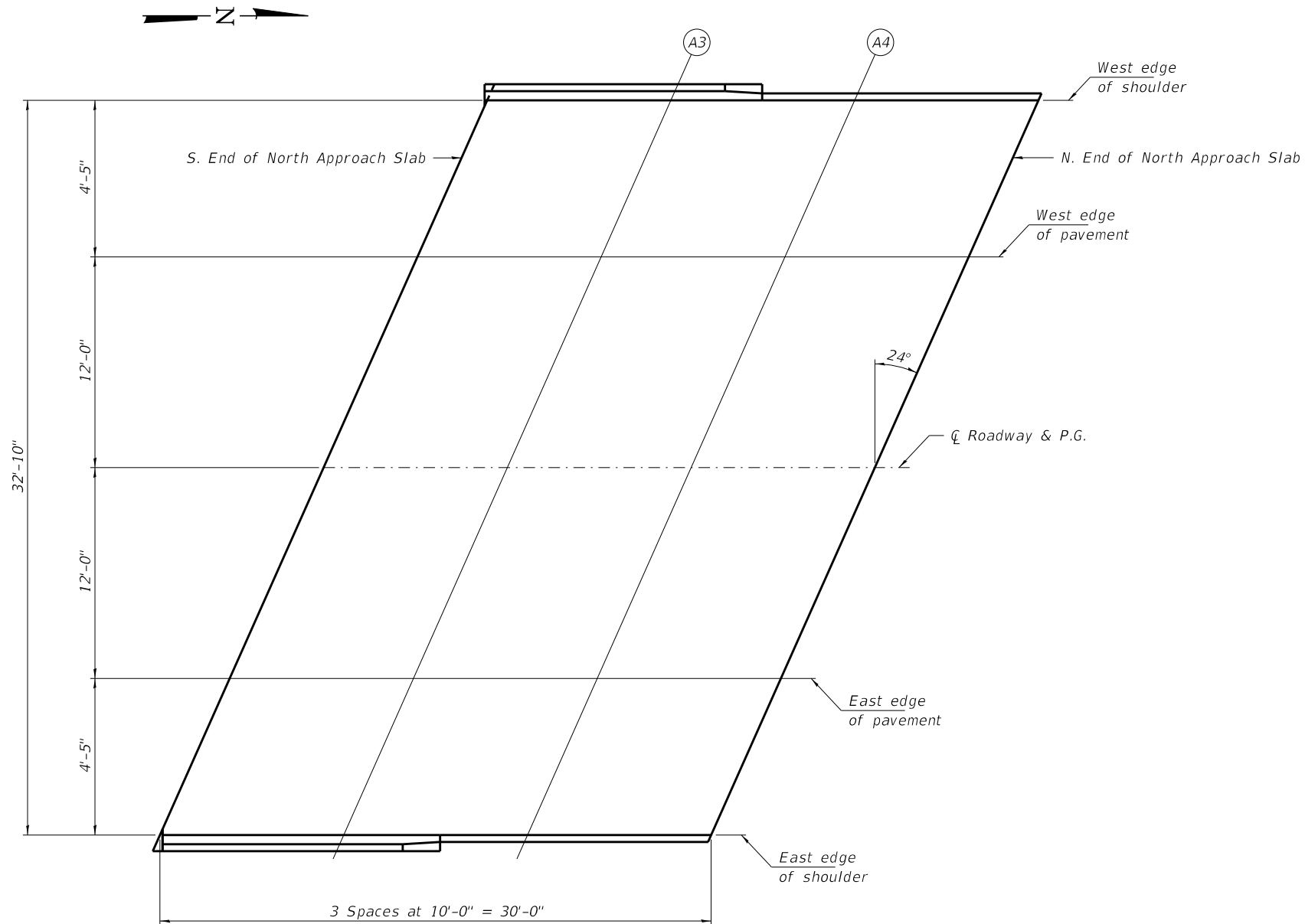
Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	108+60.27	-16.42	945.02
A3	108+70.27	-16.42	944.79
A4	108+80.27	-16.42	944.55
N. End North Appr. Slab	108+90.27	-16.42	944.29

**WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	108+58.30	-12.00	945.12
A3	108+68.30	-12.00	944.91
A4	108+78.30	-12.00	944.67
N. End North Appr. Slab	108+88.30	-12.00	944.41

**ROADWAY & P.G.**

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	108+52.96	0.00	945.41
A3	108+62.96	0.00	945.20
A4	108+72.96	0.00	944.98
N. End North Appr. Slab	108+82.96	0.00	944.73



**PLAN**

**EAST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	108+47.62	12.00	945.33
A3	108+57.62	12.00	945.14
A4	108+67.62	12.00	944.92
N. End North Appr. Slab	108+77.62	12.00	944.68

**EAST EDGE OF SHOULDER**

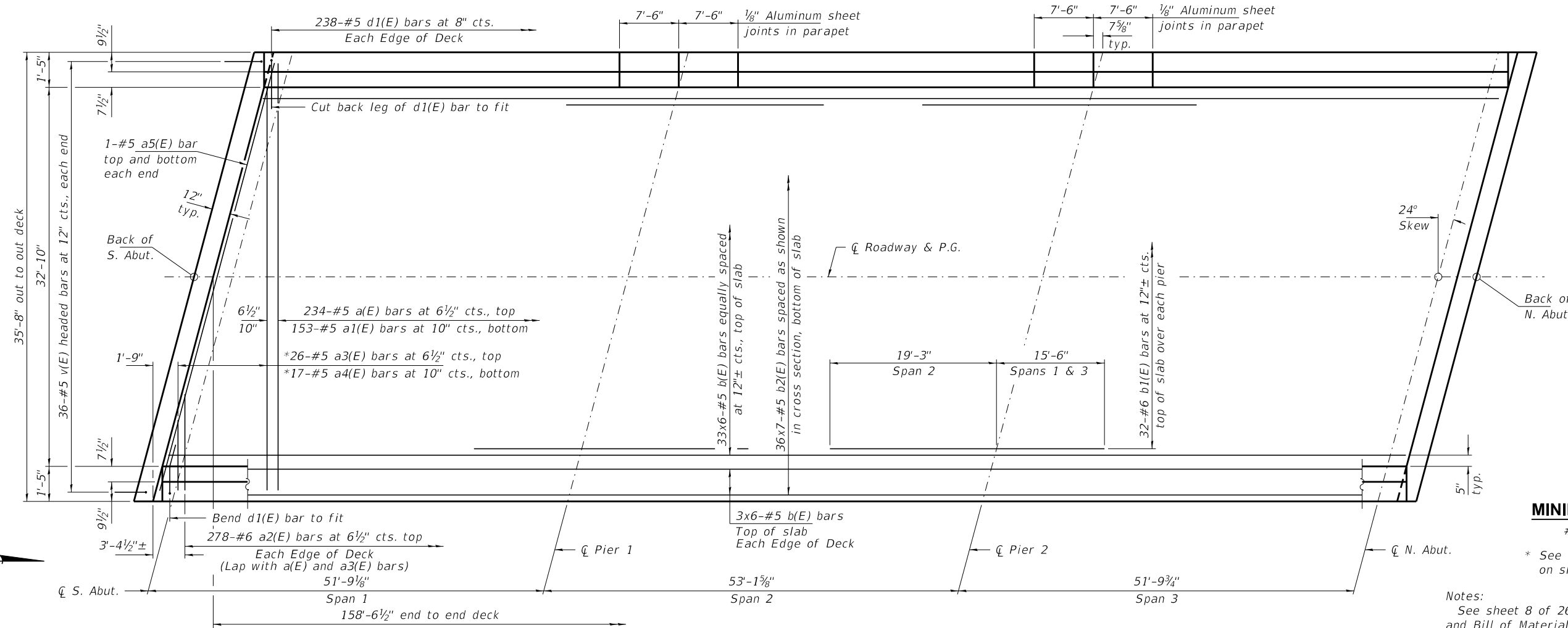
Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	108+45.65	16.42	945.30
A3	108+55.65	16.42	945.11
A4	108+65.65	16.42	944.90
N. End North Appr. Slab	108+75.65	16.42	944.67

FILE NAME = 170011-shl-bridge.DGN	USER NAME = ajungermann	DESIGNED - A.E.U.	REVISED -
<b>HAMPTON, LENZINI AND RENWICK, INC.</b> 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - J.K.L.	REVISED -
	PLOT SCALE =	DRAWN - R.D.H.	REVISED -
	PLOT DATE = 2/8/2022	CHECKED - J.K.L.	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 045-3124**

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	31
COOMBS ROAD / DM&E R.R.		CONTRACT NO. 61G32		
ILLINOIS		FED. AID PROJECT LQ22(494)		



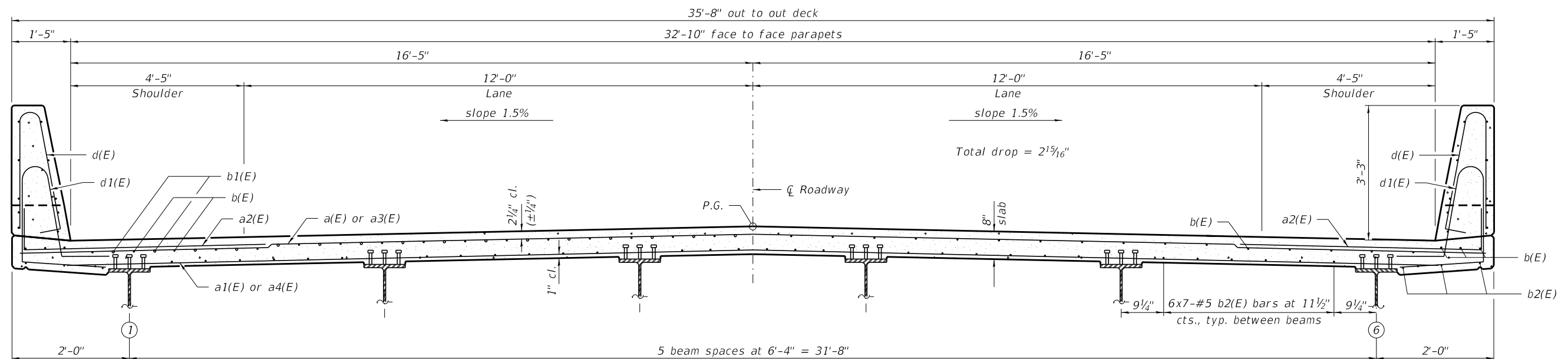
**PLAN**

**MINIMUM BAR LAP**

#5 bar = 3'-6"

\* See Field Cutting Diagram on sheet 8 of 26.

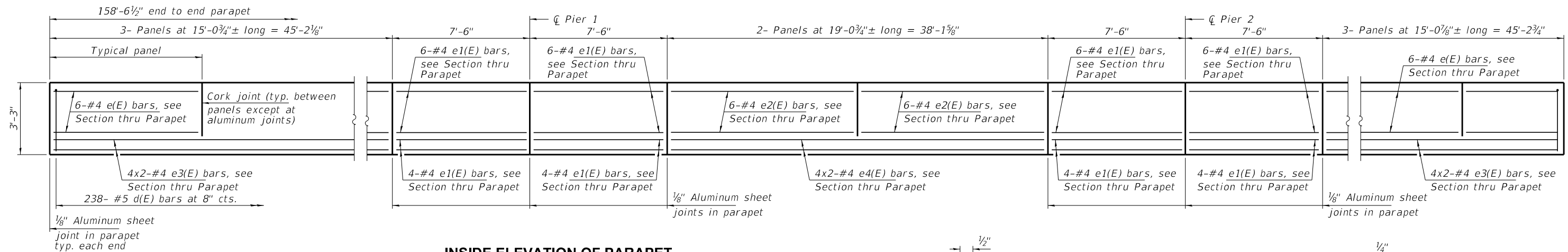
Notes:  
See sheet 8 of 26 for superstructure details and Bill of Material.  
Bars indicated thus 33 x 6-#5 etc. indicates 33 lines of bars with 6 lengths per line.



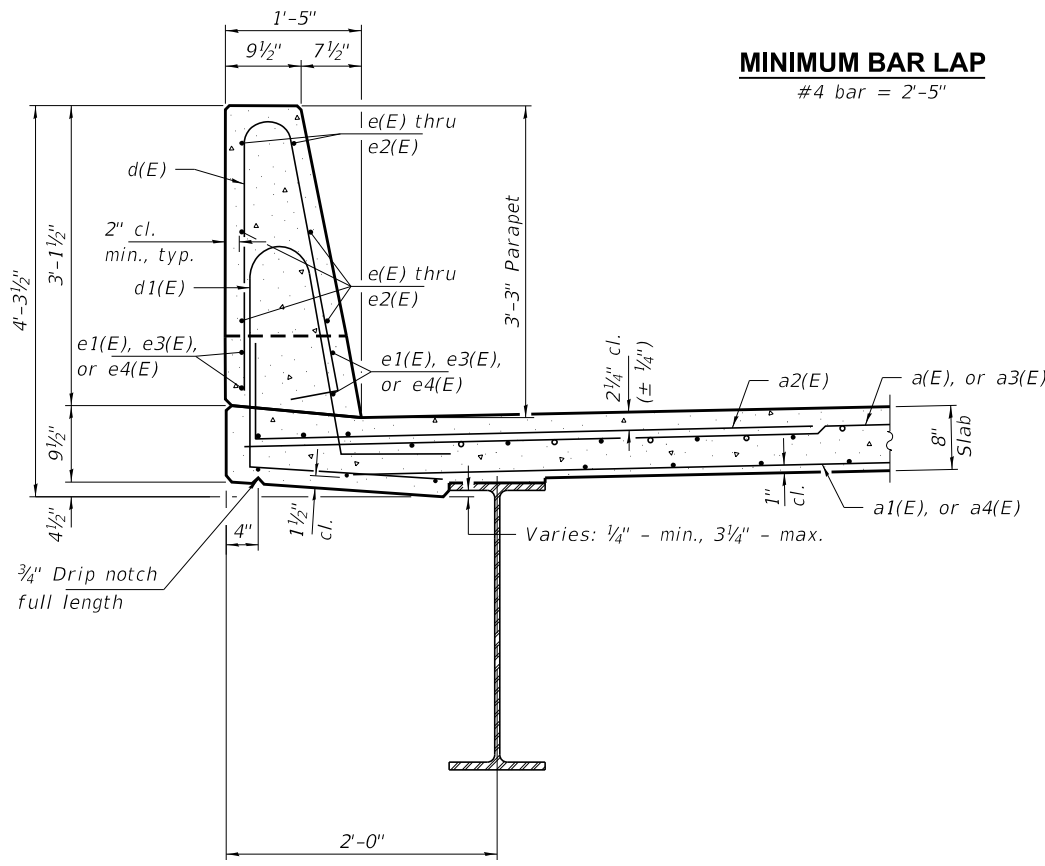
**CROSS SECTION**

(Looking North)

FILE NAME = 170011-shil-bridge.DGN	USER NAME = aJungermann	DESIGNED - A.E.U.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUPERSTRUCTURE STRUCTURE NO. 045-3124</b>	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L5 / PE / SE CORP. 184.000959	PLOT SCALE =	CHECKED - J.K.L.	REVISED -			170	16-08112-01-BR	KANE	75	32
	PLOT DATE = 2/8/2022	DRAWN - R.D.H.	REVISED -			COOMBS ROAD / DM&E R.R.		CONTRACT NO. 61G32		
		CHECKED - J.K.L.	REVISED -			SHEET NO. 7 OF 26 SHEETS		ILLINOIS FED. AID PROJECT LQ22(484)		

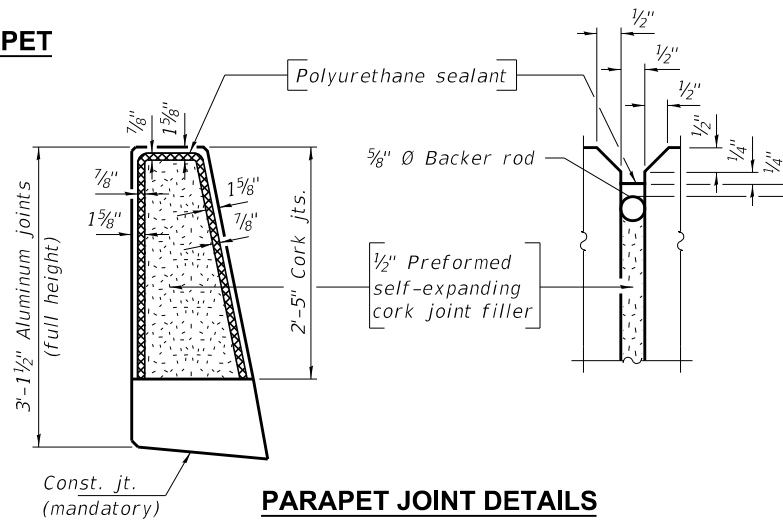


**INSIDE ELEVATION OF PARAPET**

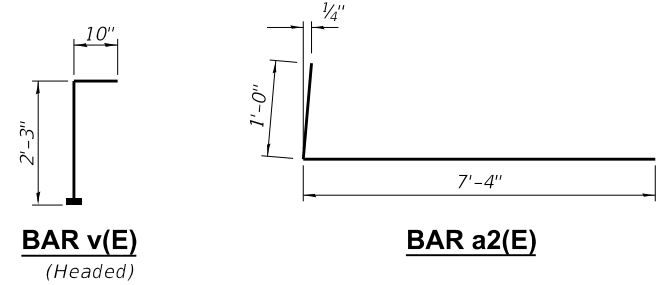


**SECTION THRU PARAPET**

**MINIMUM BAR LAP**  
#4 bar = 2'-5"



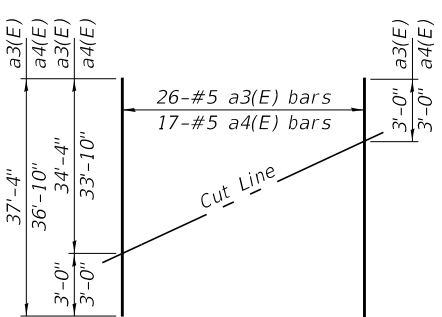
**PARAPET JOINT DETAILS**



Notes:  
 The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.  
 The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.  
 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.

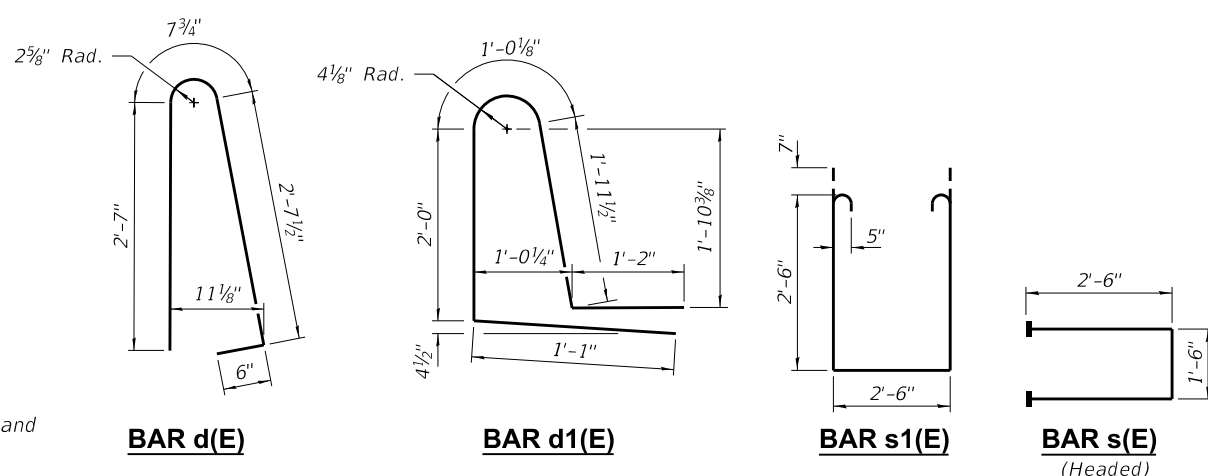
**SUPERSTRUCTURE BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	234	#5	35'-4"	—
a1(E)	153	#5	33'-3"	—
a2(E)	556	#6	8'-4"	—
a3(E)	26	#5	37'-4"	—
a4(E)	17	#5	36'-10"	—
a5(E)	4	#5	38'-8"	—
b(E)	234	#5	29'-6"	—
b1(E)	64	#6	34'-9"	—
b2(E)	252	#5	25'-9"	—
d(E)	476	#5	6'-5"	—
d1(E)	476	#5	7'-3"	—
e(E)	72	#4	14'-8"	—
e1(E)	80	#4	7'-2"	—
e2(E)	24	#4	18'-8"	—
e3(E)	32	#4	23'-8"	—
e4(E)	16	#4	20'-2"	—
m(E)	8	#6	38'-8"	—
m1(E)	30	#6	6'-6"	—
m2(E)	12	#6	1'-9"	—
s(E)	68	#5	6'-6"	—
s1(E)	68	#5	8'-8"	—
v(E)	72	#5	3'-1"	—



**FIELD CUTTING DIAGRAM**

Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



FILE NAME = 170011-shi-bridge.DGN	USER NAME = aJungermann	DESIGNED - A.E.U.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L5 / PE / SE CORP. 184.000959	PLOT SCALE =	CHECKED - J.K.L.	REVISED -
	PLOT DATE = 2/8/2022	DRAWN - R.D.H.	REVISED -
		CHECKED - J.K.L.	REVISED -

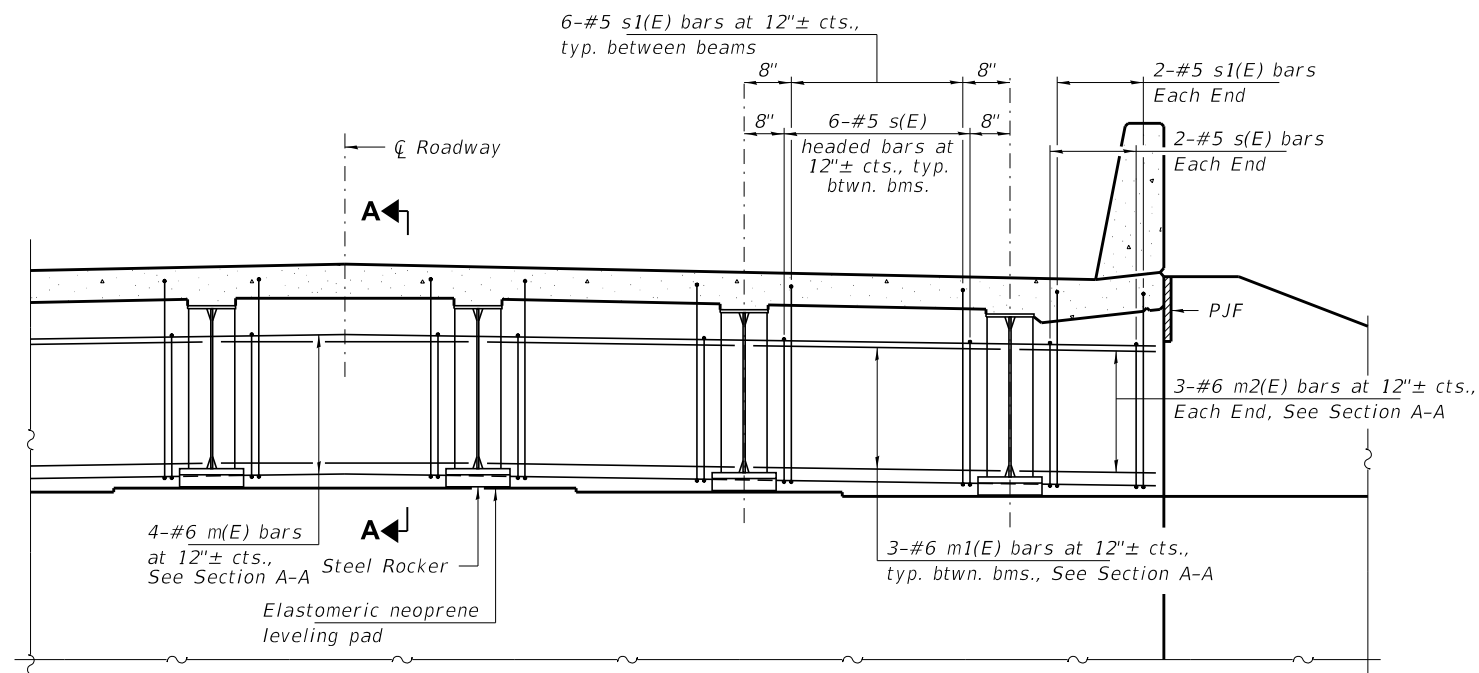
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 045-3124

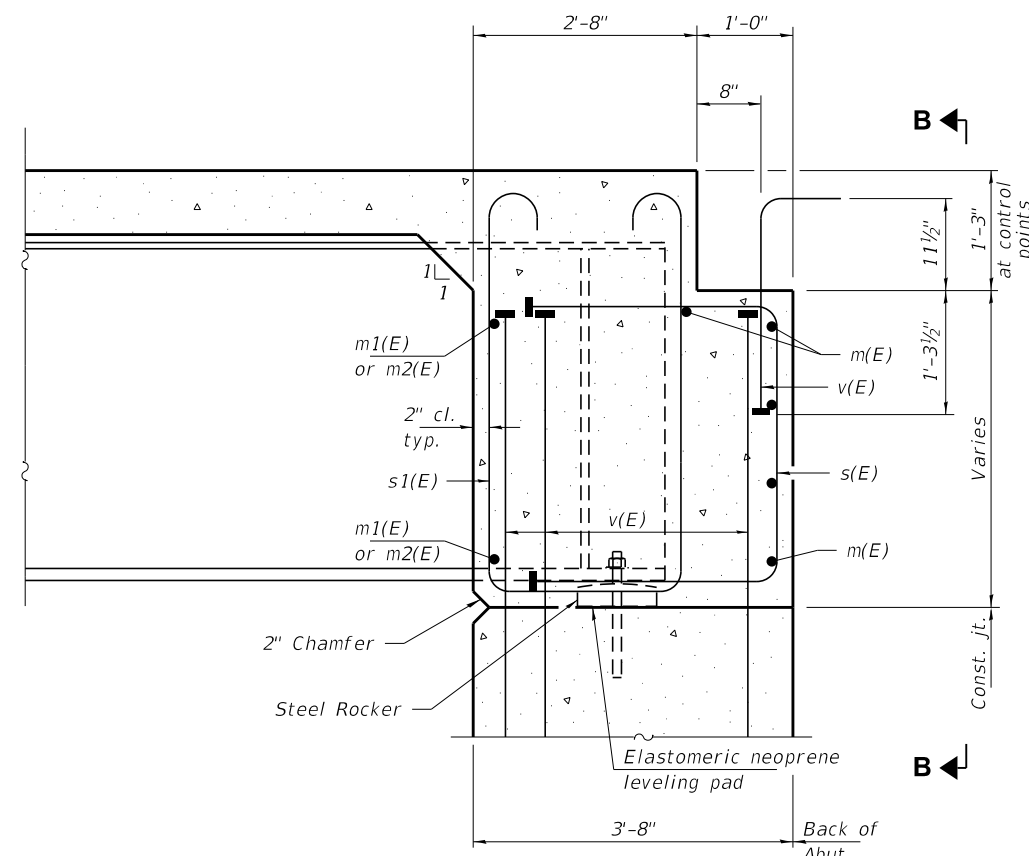
SHEET NO. 8 OF 26 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	33
COOMBS ROAD / DM&E R.R.			CONTRACT NO. 61G32	

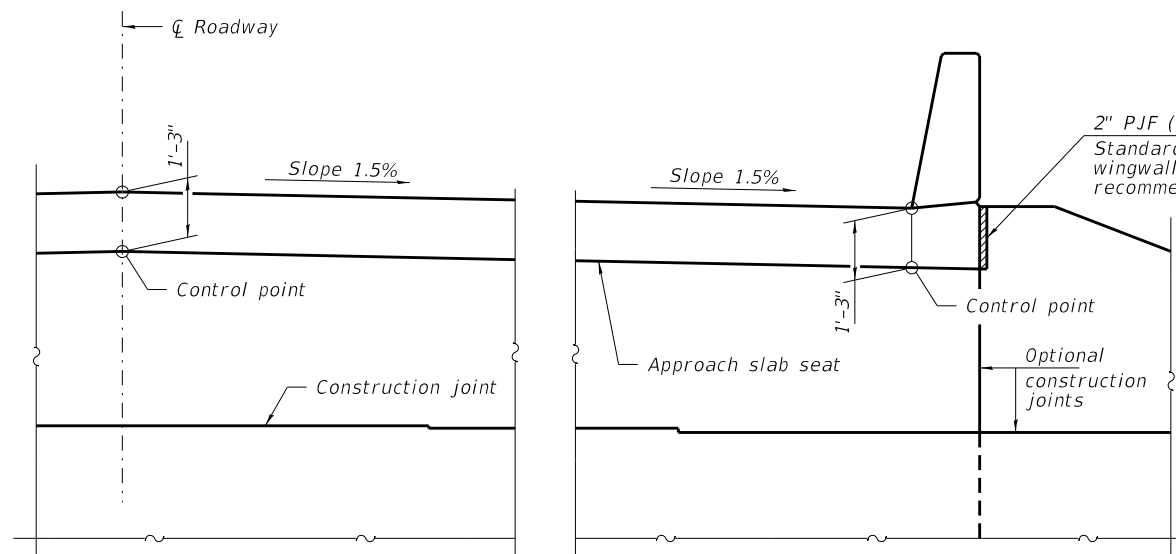
ILLINOIS FED. AID PROJECT LQ22(494)



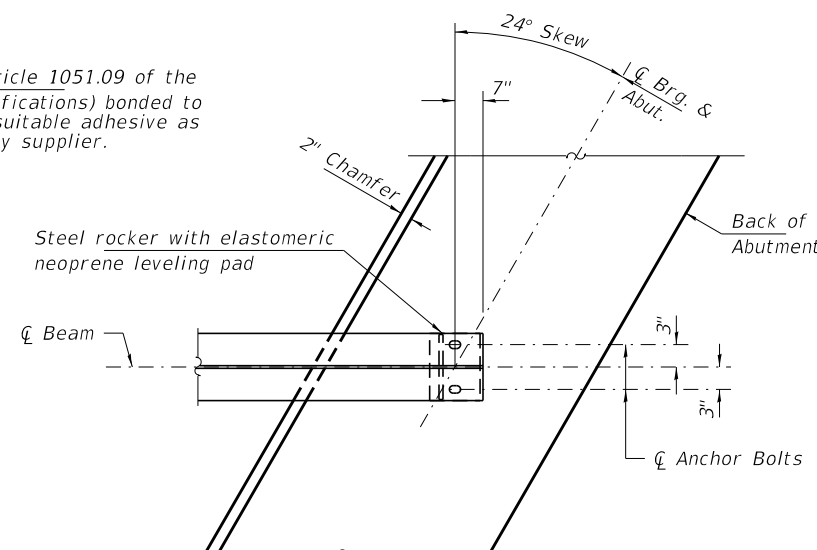
**DIAPHRAGM AT ABUTMENT**



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



**VIEW B-B**



**PLAN AT ABUTMENT**  
(Showing bottom flange of beam)

Notes:  
 Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 26.  
 Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 26.  
 For details of bars s(E), s1(E) and v(E) see sheet 8 of 26.  
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.  
 The approach slab seat shall have a constant slope determined from the control points shown.  
 For bearing details see sheet 14 of 26.  
 Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

DIA-SB-L 06-15-2019

FILE NAME = 170011-shi-bridge.DGN	USER NAME = aJungermann	DESIGNED - A.E.U.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE =	CHECKED - J.K.L.	REVISED -
PLOT DATE = 2/8/2022		DRAWN - R.D.H.	REVISED -
		CHECKED - J.K.L.	REVISED -

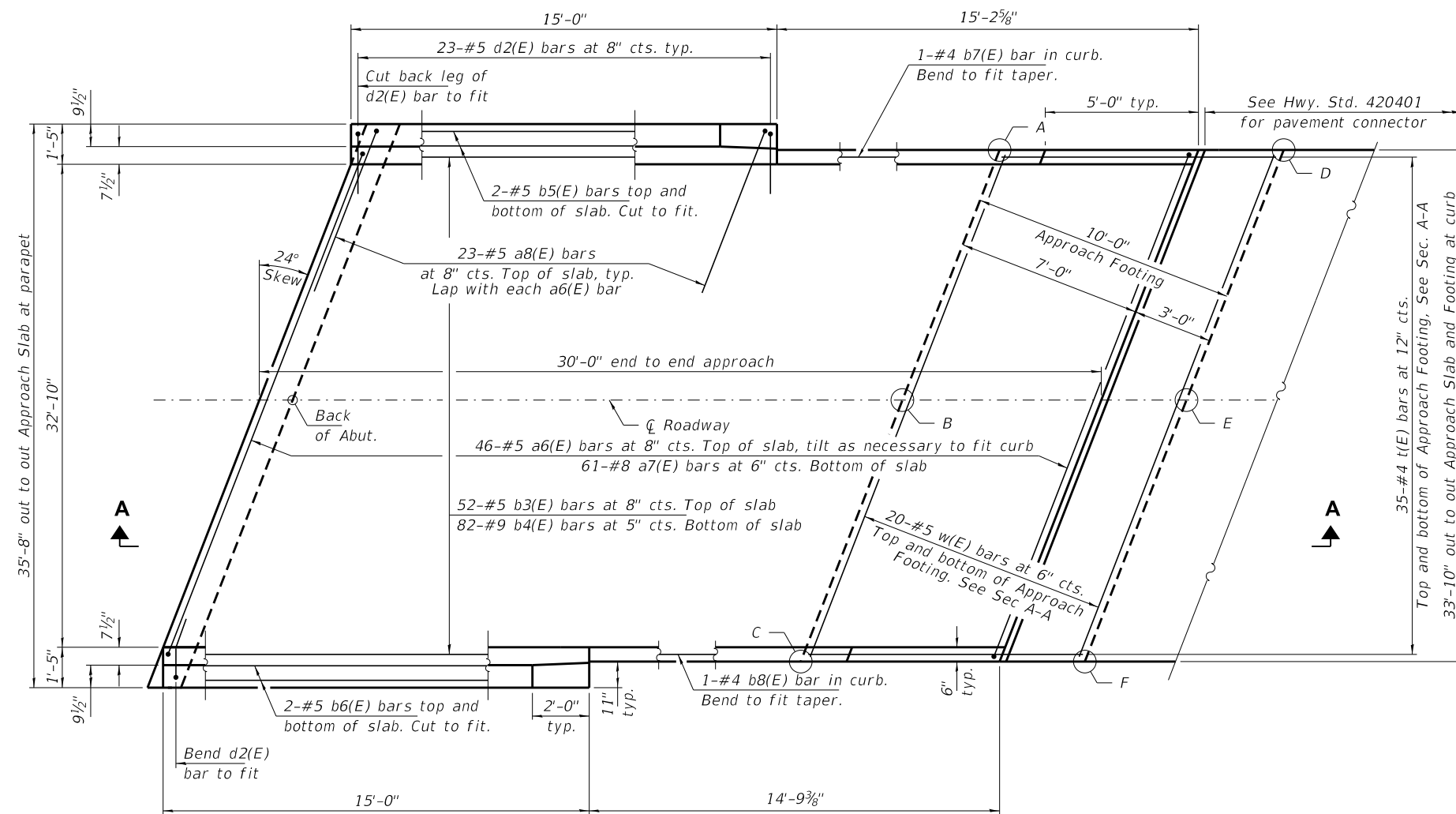
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS  
STRUCTURE NO. 045-3124

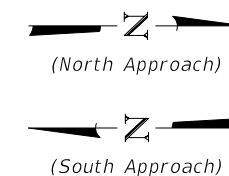
SHEET NO. 9 OF 26 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	34
COOMBS ROAD / DM&E R.R.		CONTRACT NO. 61G32		

ILLINOIS FED. AID PROJECT LQ22(484)

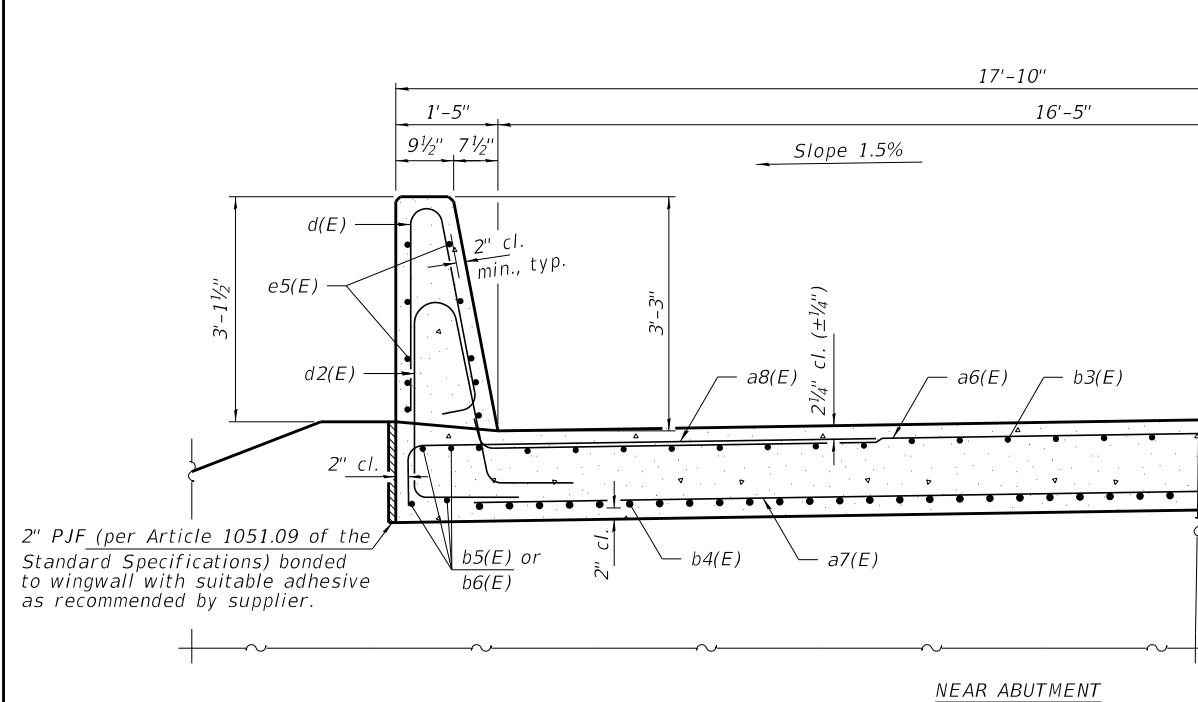


**PLAN**



**TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING**

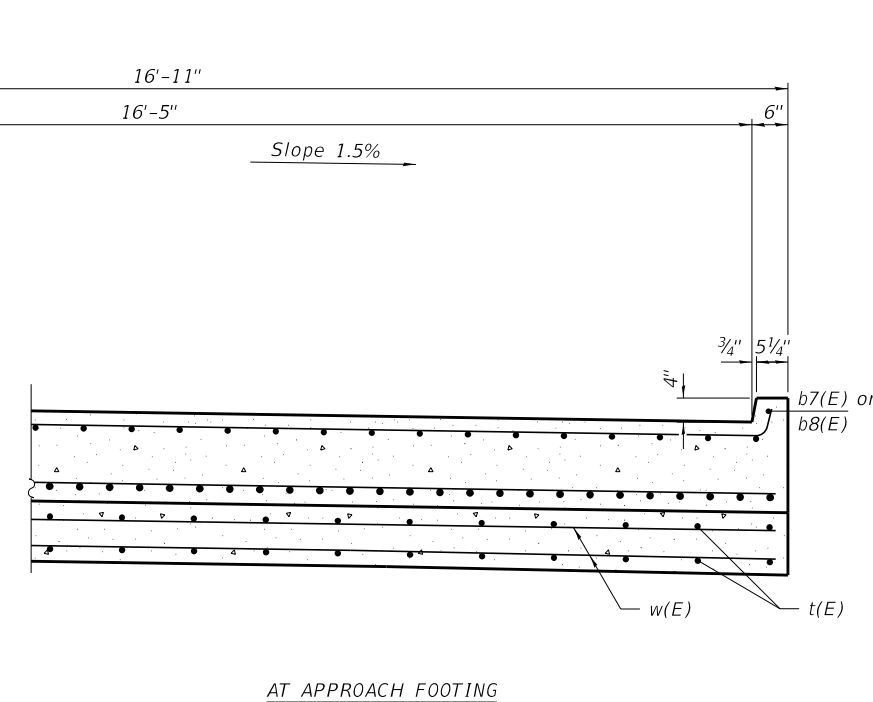
Point	South Approach		North Approach	
	Top	Bottom	Top	Bottom
A	943.67	942.83	943.23	942.40
B	944.08	943.24	943.67	942.84
C	943.97	943.14	943.59	942.76
D	943.41	942.58	942.93	942.10
E	943.84	943.01	943.39	942.56
F	943.75	942.92	943.33	942.50



**NEAR ABUTMENT**

**CROSS SECTION**

(Looking North)



**AT APPROACH FOOTING**

BAIA-CIP-39CS-L(≤30°) 6-15-2019

(Sheet 1 of 2)

FILE NAME = 170011-shi-bridge.DGN	USER NAME = aJungermann	DESIGNED - A.E.U.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE =	CHECKED - J.K.L.	REVISED -
	PLOT DATE = 2/8/2022	DRAWN - R.D.H.	REVISED -
		CHECKED - J.K.L.	REVISED -

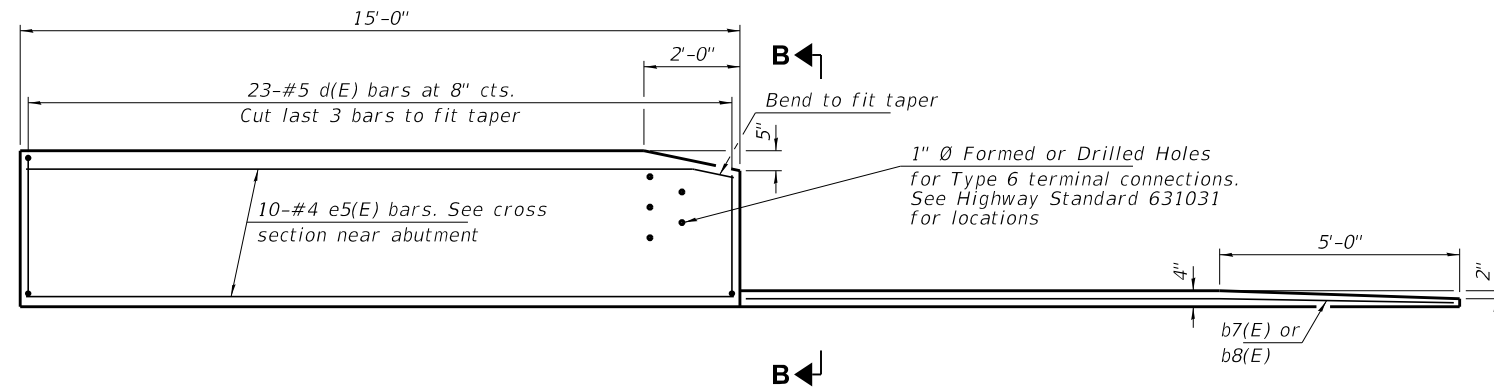
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 045-3124

SHEET NO. 10 OF 26 SHEETS

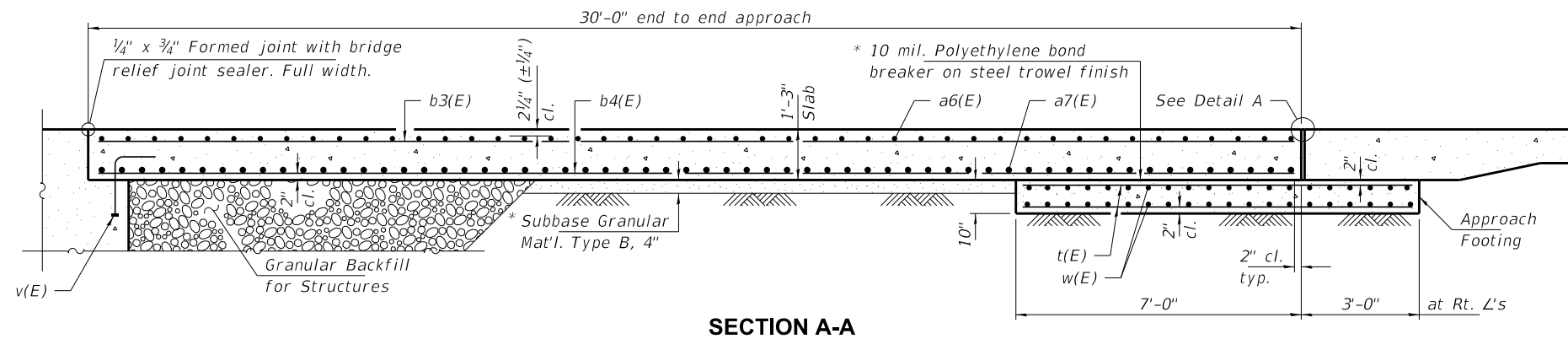
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	35
COOMBS ROAD / DM&E R.R.		CONTRACT NO. 61G32		

ILLINOIS FED. AID PROJECT LQ22(494)

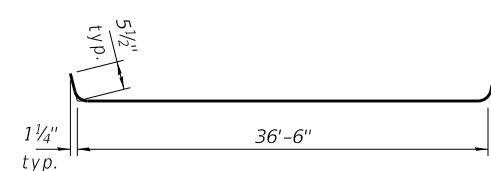
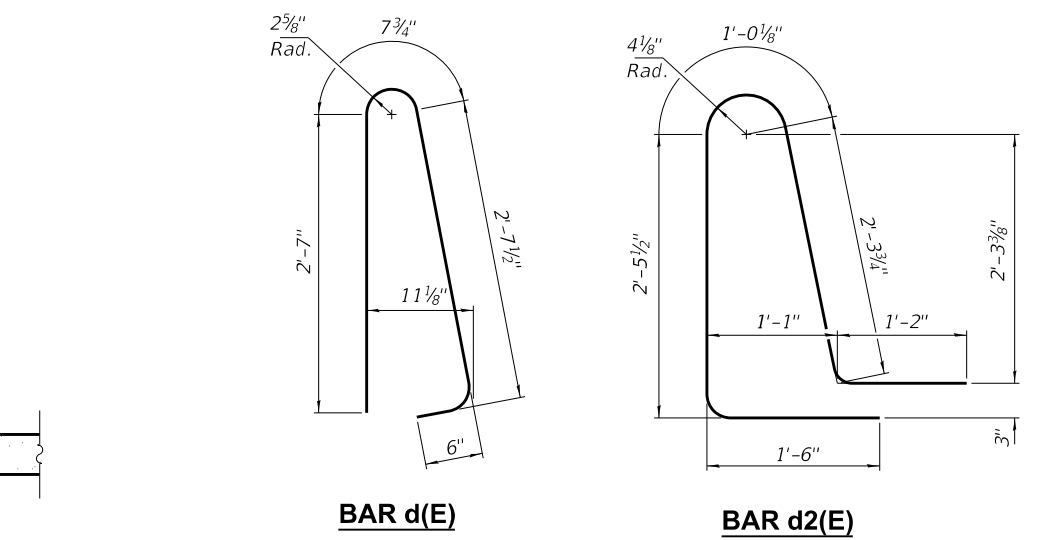


**INSIDE ELEVATION OF PARAPET AND CURB**

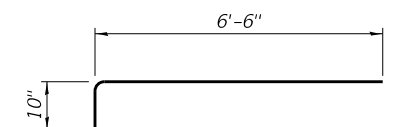
Notes:  
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.  
 Parapet concrete shall be paid for as Concrete Superstructure.  
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).  
 Approach footing concrete shall be paid for as Concrete Structures.  
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 26.



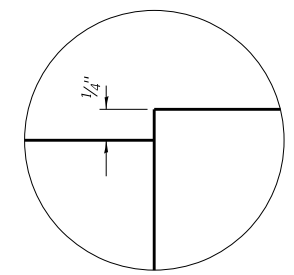
**SECTION A-A**



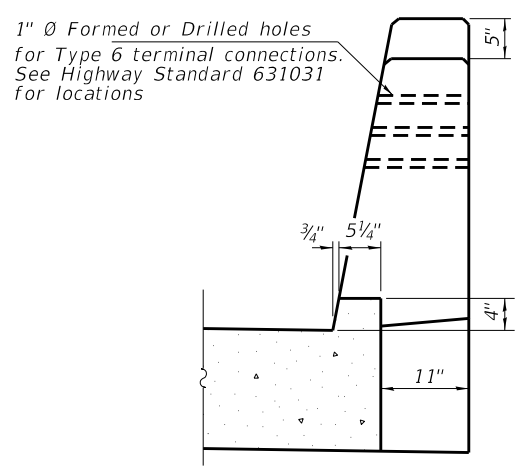
**BAR a6(E)**



**BAR a8(E)**



**DETAIL A**



**VIEW B-B**

\* Cost included with Concrete Superstructure (Approach Slab).

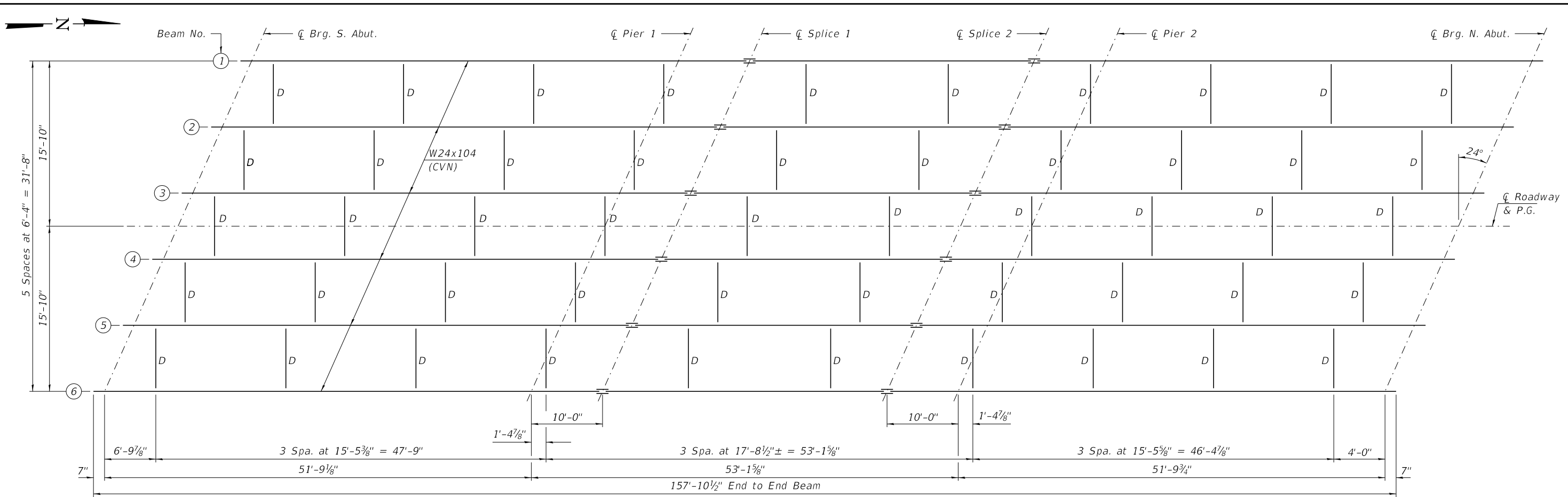
**TWO APPROACHES BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
a6(E)	92	#5	37'-5"	U
a7(E)	122	#8	36'-8"	—
a8(E)	92	#5	7'-4"	—
b3(E)	104	#5	29'-8"	—
b4(E)	164	#9	29'-8"	—
b5(E)	8	#5	14'-8"	—
b6(E)	8	#5	15'-2"	—
b7(E)	2	#4	14'-10"	—
b8(E)	2	#4	14'-5"	—
d(E)	92	#5	6'-5"	U
d2(E)	92	#5	8'-6"	U
e5(E)	40	#4	14'-8"	—
t(E)	140	#4	10'-7"	—
w(E)	80	#5	36'-8"	—
Concrete Structures			Cu. Yd.	23.0
Concrete Superstructure			Cu. Yd.	7.8
Protective Coat			Sq. Yd.	251
Concrete Superstructure (Approach Slab)			Cu. Yd.	97.1
Reinf. Bars, Epoxy Coated			Pound	42,160

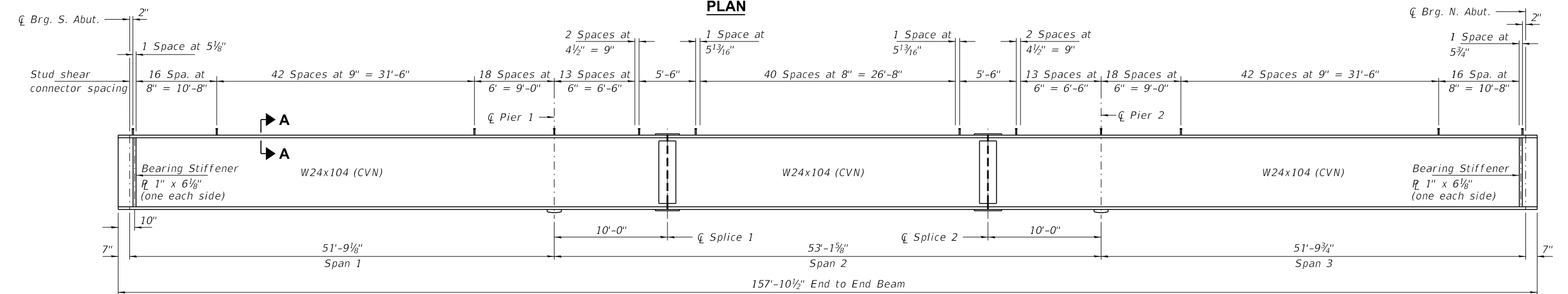
BAIA-CIP-39CS-L(≤30°) 6-15-2019

(Sheet 2 of 2)





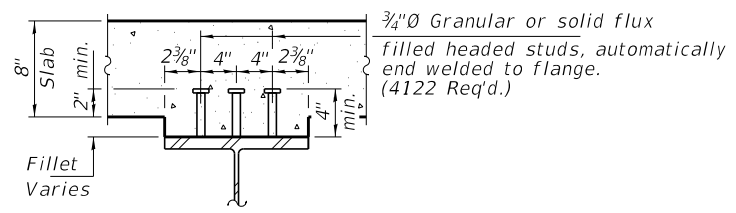
**PLAN**



**BEAM ELEVATION**  
(Looking West)

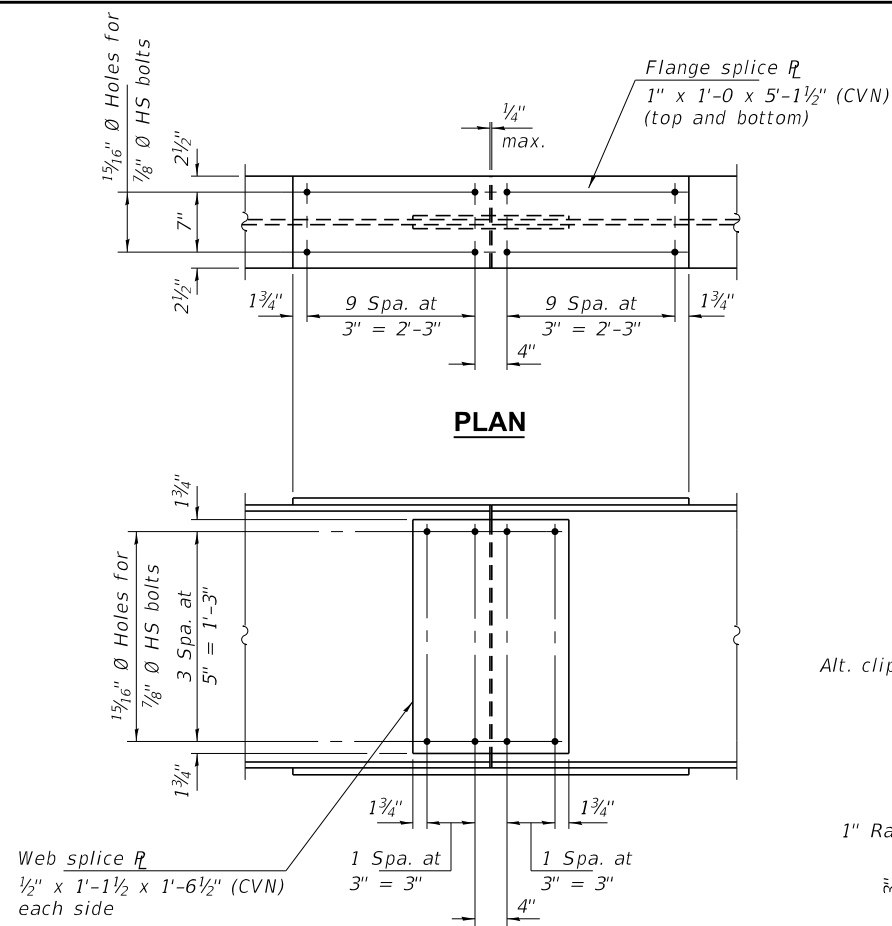
Location	C Brg. S. Abut.	C Brg. Pier 1	C Splice 1	C Splice 2	C Pier 2	C Brg. N. Abut.
BEAM 1	944.89	945.17	945.23	945.11	944.98	944.33
BEAM 2	944.94	945.26	945.32	945.22	945.10	944.48
BEAM 3	945.00	945.35	945.41	945.34	945.22	944.64
BEAM 4	944.95	945.34	945.41	945.35	945.25	944.69
BEAM 5	944.82	945.23	945.31	945.27	945.17	944.65
BEAM 6	944.67	945.12	945.20	945.19	945.09	944.60

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

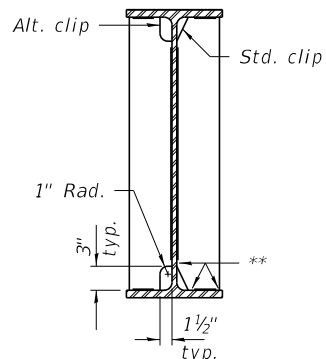


**SECTION A-A**

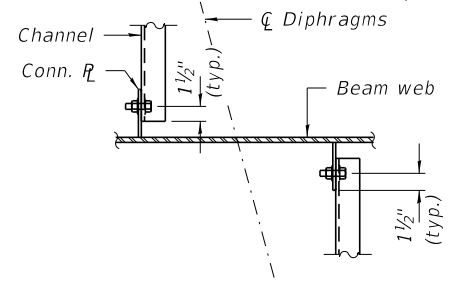
Notes:  
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.  
 "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.  
 All beams, diaphragms, connection plates and splices shall be M270 Grade 50W.  
 For Structural Steel details see sheet 13 of 26.



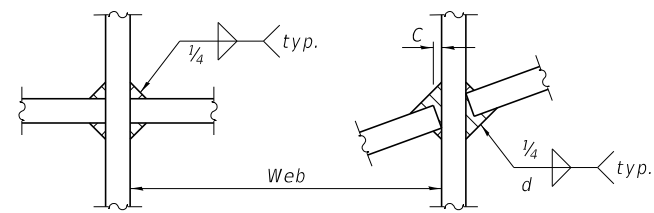
**ELEVATION  
SPLICE DETAIL**  
(12 Required)



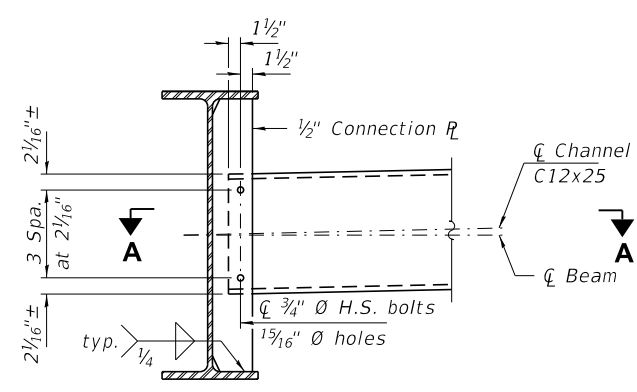
**WELD LIMITS AND CLIP DETAILS**  
\*\*Stop welds 1/4" (±1/8") from edges as shown. Typical



**SECTION A-A**



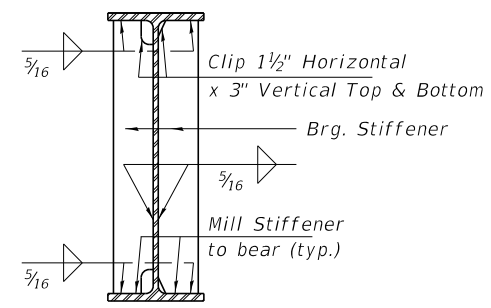
**WEB WELD DETAIL**  
 $d = 1/4 + c$



**DIAPHRAGM, D**  
(50 Required)

**SECTION THRU BEARING STIFFENER**  
(Bearing Stiffeners at abutments)

See Beam Elevation for dimensions of bearing stiffeners.



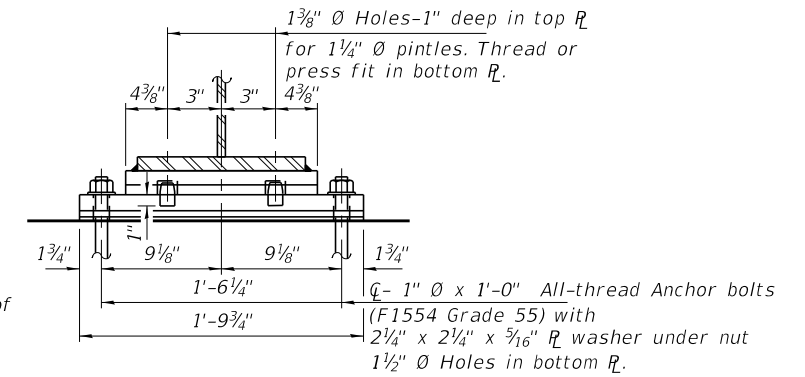
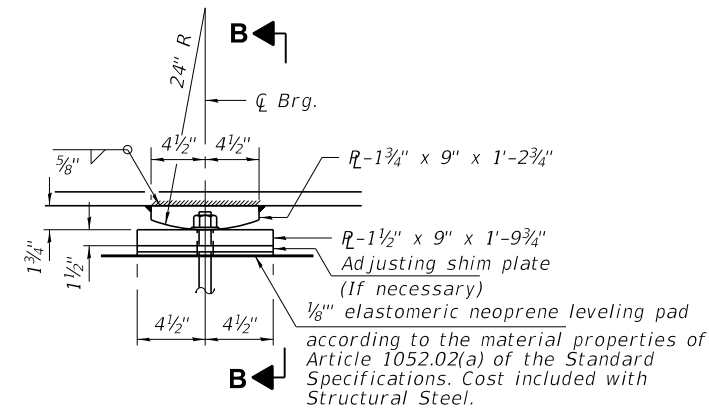
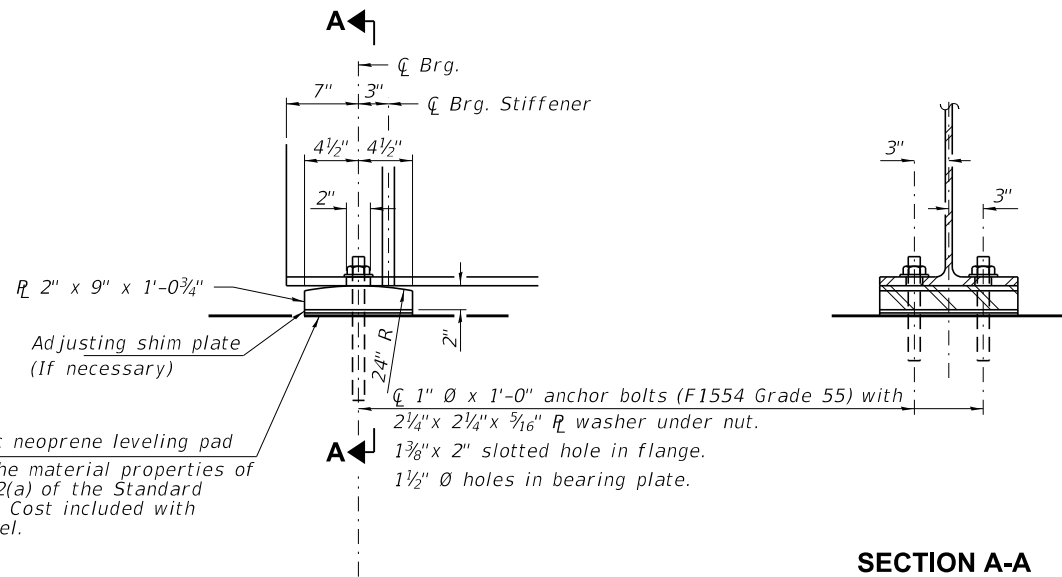
INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or Pier 2	.05 Span 2
$I_s$	(in <sup>4</sup> ) 3,100	3,100	3,100
$I_c(n)$	(in <sup>4</sup> ) 9,138	9,138	9,138
$I_c(3n)$	(in <sup>4</sup> ) 6,811	6,811	6,811
$I_c(cr)$	(in <sup>4</sup> ) -	4,471	-
$S_s$	(in <sup>3</sup> ) 257	257	257
$S_c(n)$	(in <sup>3</sup> ) 389	389	389
$S_c(3n)$	(in <sup>3</sup> ) 352	352	352
$S_c(cr)$	(in <sup>3</sup> ) -	284	-
DC1	(k') 0.77	0.77	0.77
MDC1	(k) 163	-211	60
DC2	(k') 0.18	0.18	0.18
MDC2	(k) 38	-50	14
DW	(k') 0.14	0.14	0.14
MDW	(k) 30	-39	11
LLDF	0.598	0.598	0.598
$M_{\pm} + IM$	(k) 518	-385	424
* $f_l$ (Strength I)	(k) 0	0	0
$M_u + 1/2 f_l S_{xc}$	(k) 1,203	-1,059	851
$\phi_f M_n$	(k) 1,503	-	1,503
$f_s$ DC1	(ksi) 7.6	-9.9	2.8
$f_s$ DC2	(ksi) 1.3	-2.3	0.5
$f_s$ DW	(ksi) 1.0	-1.8	0.4
$f_s (\pm IM)$	(ksi) 16.0	-18.0	13.1
* $f_l$ (Service II)	(ksi) 0	0	0
$f_s + 1/2 f_l$ (Service II)	(ksi) 30.7	-37.4	20.7
0.95Rh Fyf	(ksi) 47.5	47.5	47.5
$f_s + 1/3$ (Total)(Strength I)	(ksi) 40.6	-49.4	26.7
$\phi_f F_n$	(ksi) 50.0	50.0	50.0
Vf	(k) 24.7	-	27.6

\*  $f_l = 10$ ksi. Factors are already included.  
Applicable only for skews > 45 and ≤ 60  
For skews > 60°,  $f_l$  is as per design.

	Abut.		Pier	
	Interior	Exterior	Interior	Exterior
LLDF	0.695	0.695	0.695	0.695
OCF	-	1.132	-	1.132
RDC1	(k) 15.9	15.9	44.7	44.7
RDC2	(k) 3.6	3.6	10.1	10.1
RDW	(k) 2.9	2.9	8.1	8.1
$R_{\pm}$	(k) 49.5	49.5	75.7	75.7
$R_{IM}$	(k) 12.9	12.9	15.8	15.8
$R_{Total}$	(k) 84.8	84.8	154.4	154.4

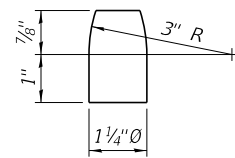
Note:  
Two hardened washers required for each set of oversized holes.  
Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.  
See Interior Diaphragm/Cross-Frame Framing Details for connection plate orientation.  
All diaphragms between beams shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.  
"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.  
All splice plates, diaphragms, and angles shall be AASHTO M270, Grade 50W.

$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$ (Total-Strength I, and Service II) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).  
 $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$ (Total-Strength I, and Service II) in uncracked sections due to short term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).  
 $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$ (Total-Strength I, and Service II) in uncracked sections due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).  
 $I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$ (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).  
 $S_{xc}$ : Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.<sup>3</sup>).  
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.).  
 $M_{\pm} + IM$ : Un-factored live load moment plus dynamic load allowance (impact)(kip-ft.).  
 $M_u$  (Strength I): Factored design moment (kip-ft.).  
 $1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_{\pm} + IM$   
 $f_l$ : Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending, Strength I or Service II as applicable (kip-ft.).  
 $\phi_f M_n$ : 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.).  
 $f_s$  DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
MDC1 /  $S_{nc}$   
 $f_s$  DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
MDC2 /  $S_c(3n)$  or MDC2 /  $S_c(cr)$  as applicable.  
 $f_s$  DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
MDW /  $S_c(3n)$  or MDW /  $S_c(cr)$  as applicable.  
 $f_s (\pm IM)$ : Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).  
 $M_{\pm} + IM$  /  $S_c(n)$  or  $M_{\pm} + IM$  /  $S_c(cr)$  as applicable.  
 $f_s + 1/2$  (Service II): Sum of stresses as computed below (ksi).  
 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (\pm IM) + 1/2$   
0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).  
 $f_s + 1/3$  (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).  
 $1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (\pm IM) + 1/3$   
 $\phi_f F_n$ : Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).  
Vf: Maximum factored shear range in span computed according to Article 6.10.10.  
Note:  
 $M_{\pm}$  and  $R_{\pm}$  include the effects of centrifugal force and superelevation.



**FIXED BEARING AT PIERS 1 & 2**  
(12 required)

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



REQUIRED BEARING SEAT FILL PLATES				
Beam	S. Abut.	Pier 1	Pier 2	N. Abut.
1	-	-	-	-
2	0'-0 5/8"	-	-	-
3	-	0'-0 1/8"	-	-
4	0'-0 1/8"	-	0'-0 1/4"	-
5	-	-	0'-0 1/8"	0'-0 5/8"
6	-	-	-	-

**Notes:**

- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- Fixed bearing plates, connection bolts, fill PL's and shim PL's are included in "Furnishing and Erecting Structural Steel".
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
- The structural steel plates of the fixed bearings, including pintles, shall conform to the requirements of AASHTO M270 Grade 50W.
- Anchor bolts shall be according to Article 521.06 of the Standard Specifications.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
- Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

**BILL OF MATERIAL**

Item	Unit	Total
Anchor Bolts, 1"	Each	48

FILE NAME = 170011-shi-bridge.DGN	USER NAME = aJungermann	DESIGNED - A.E.U.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		CHECKED - J.K.L.	REVISED -
	PLOT SCALE =	DRAWN - R.D.H.	REVISED -
	PLOT DATE = 2/8/2022	CHECKED - J.K.L.	REVISED -

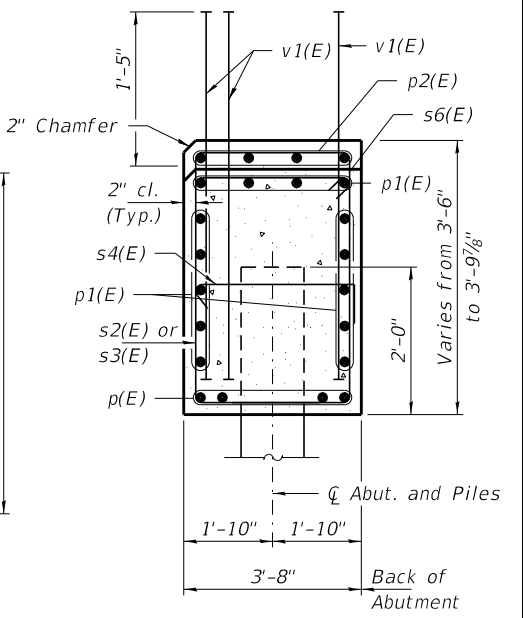
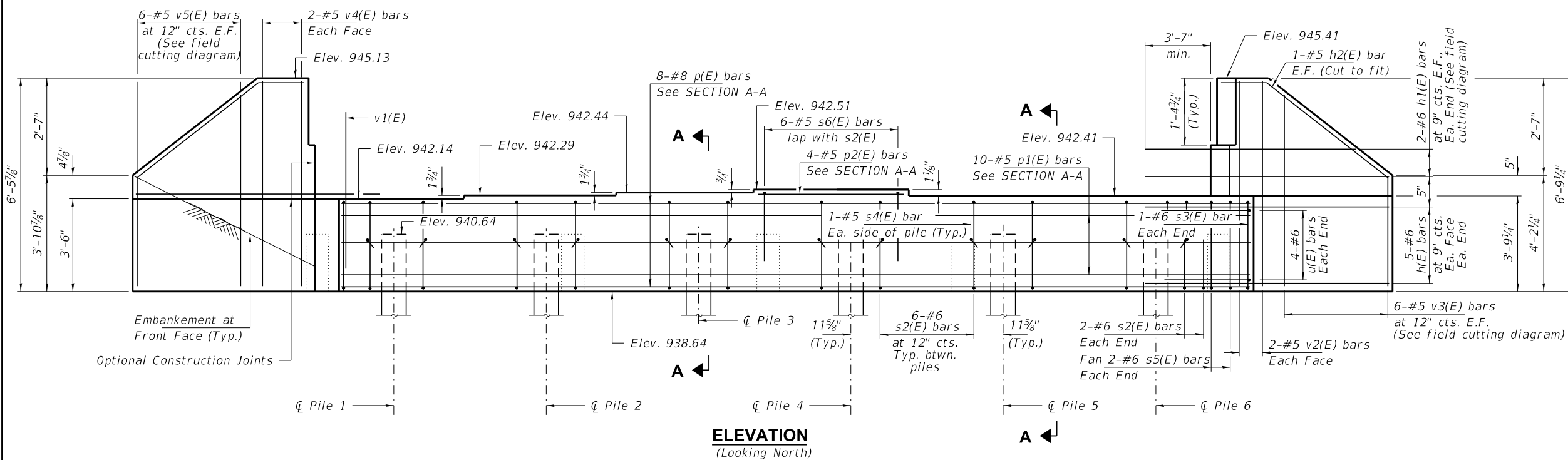
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS  
STRUCTURE NO. 045-3124

SHEET NO. 14 OF 26 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	39
COOMBS ROAD / DM&E R.R.		CONTRACT NO. 61G32		
ILLINOIS		FED. AID PROJECT LQ22(484)		

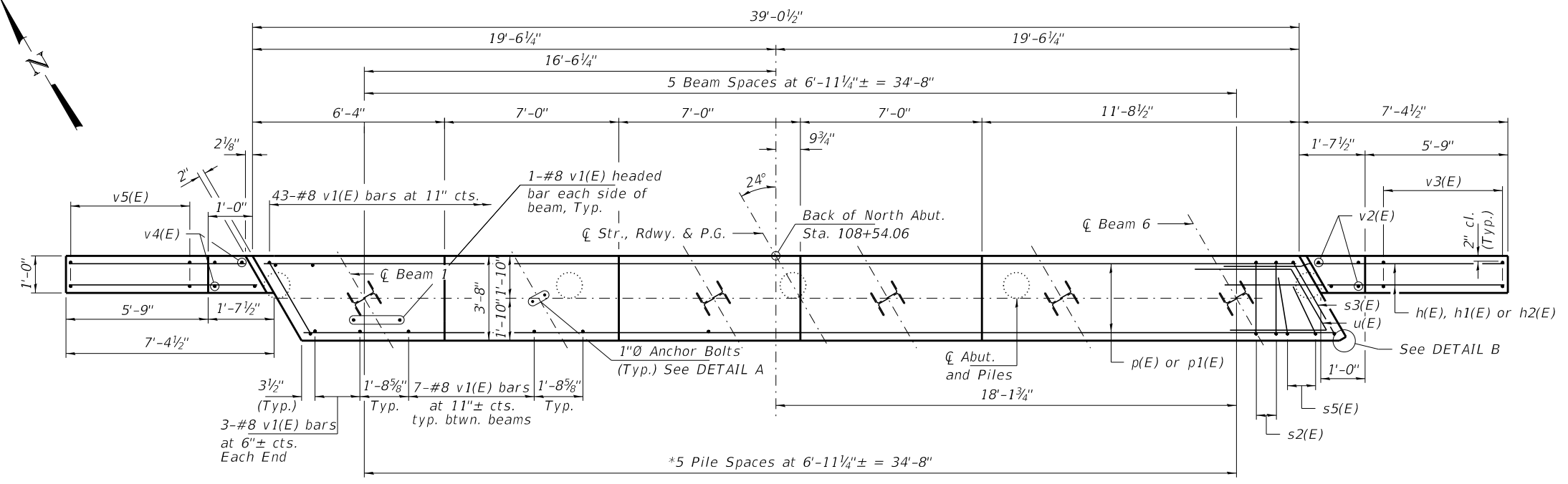
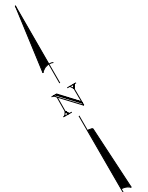




**SECTION A-A**

Dimensions at right angles to abutment.

Notes:  
 Pour steps monolithically with cap.  
 Space reinforcement in cap to miss anchor bolts.  
 See sheet 17 of 26 for DETAIL A and DETAIL B.  
 See sheet 17 of 26 for bar details.  
 Existing abutment cap, backwall, and wingwalls shall be removed per Removal of Existing Superstructures.



**PLAN**

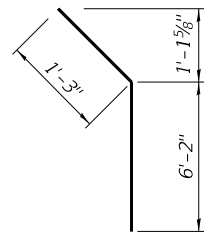
\*End pile spaces may be adjusted up to 1'-6\"/>

**PILE DATA**

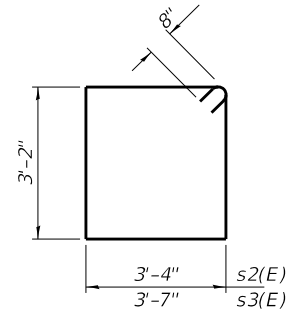
Type: Steel Piles HP10x42  
 Nominal Required Bearing: 273 Kips/pile  
 Factored Resistance Available: 150 Kips/pile  
 Est. Length: 46' (N. Abut.)  
 No. Production Piles: 5  
 No. Test Piles: 1

**BILL OF MATERIAL - N. ABUT.**

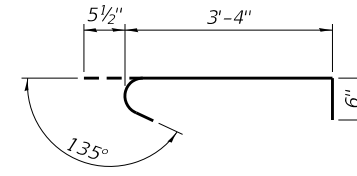
BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	20	#6	10'-10"	—
h1(E)	4	#6	19'-9"	—
h2(E)	4	#5	7'-5"	—
p(E)	8	#8	38'-8"	—
p1(E)	10	#5	38'-8"	—
p2(E)	4	#5	6'-8"	—
s2(E)	34	#6	14'-4"	□
s3(E)	2	#6	14'-10"	□
s4(E)	12	#5	4'-4"	□
s5(E)	4	#6	8'-2"	□
s6(E)	6	#5	8'-4"	□
u(E)	8	#6	12'-2"	—
v1(E)	96	#8	4'-6"	—
v2(E)	4	#5	6'-5"	—
v3(E)	6	#5	9'-11"	—
v4(E)	4	#5	6'-2"	—
v5(E)	6	#5	9'-5"	—
Structure Excavation			Cu. Yd.	40
Concrete Structures			Cu. Yd.	22.6
Reinf. Bars, Epoxy Coated			Pound	4,140
Furnishing Steel Piles HP10x42			Foot	230
Driving Piles			Foot	230
Test Pile Steel HP10x42			Each	1



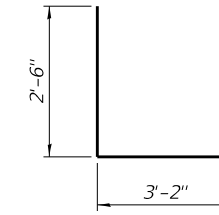
**BAR h2(E)**



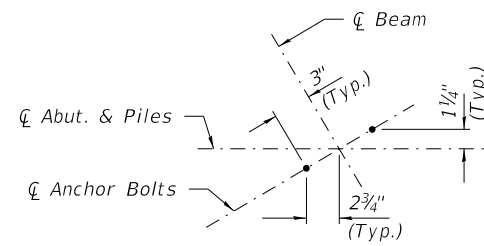
**BARS s2(E) & s3(E)**



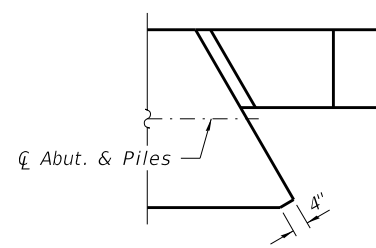
**BAR s4(E)**



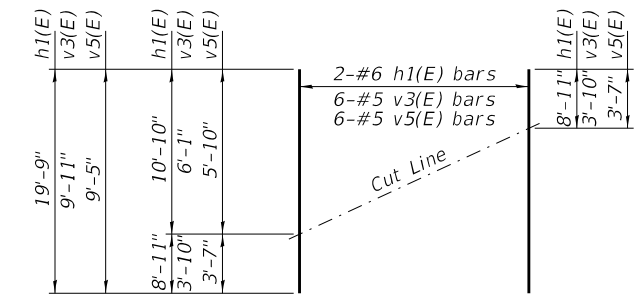
**BAR s5(E)**



**DETAIL A**

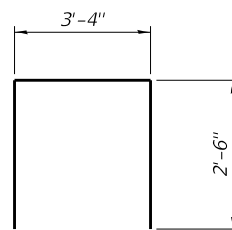


**DETAIL B**

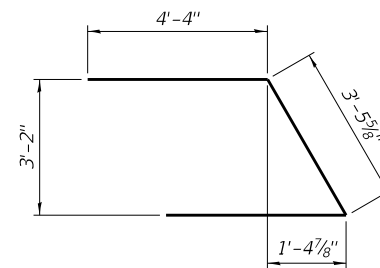


**FIELD CUTTING DIAGRAM**

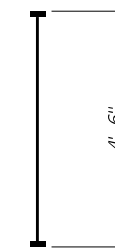
Order h1(E), v3(E) and v5(E) full length. Cut as shown and use remainder of bars in opposite face.



**BAR s6(E)**



**BAR u(E)**



**BAR v1(E)**  
(Headed)

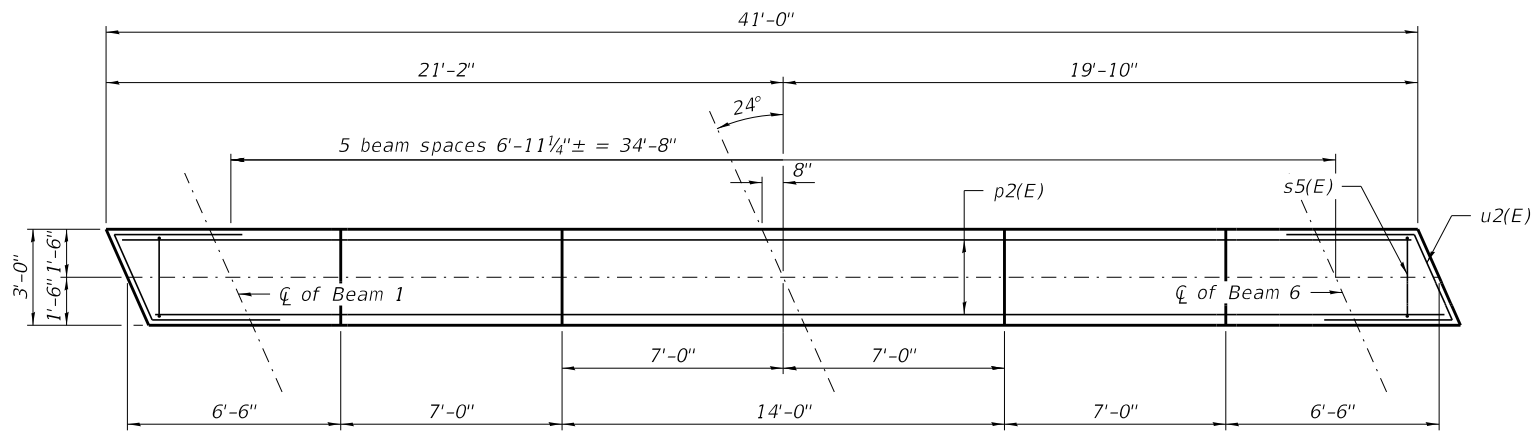
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<b>HAMPTON, LENZINI AND RENWICK, INC.</b> 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000959		CHECKED - J.K.L.	REVISED -
	PLOT SCALE =	DRAWN - R.D.H.	REVISED -
	PLOT DATE = 2/8/2022	CHECKED - J.K.L.	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

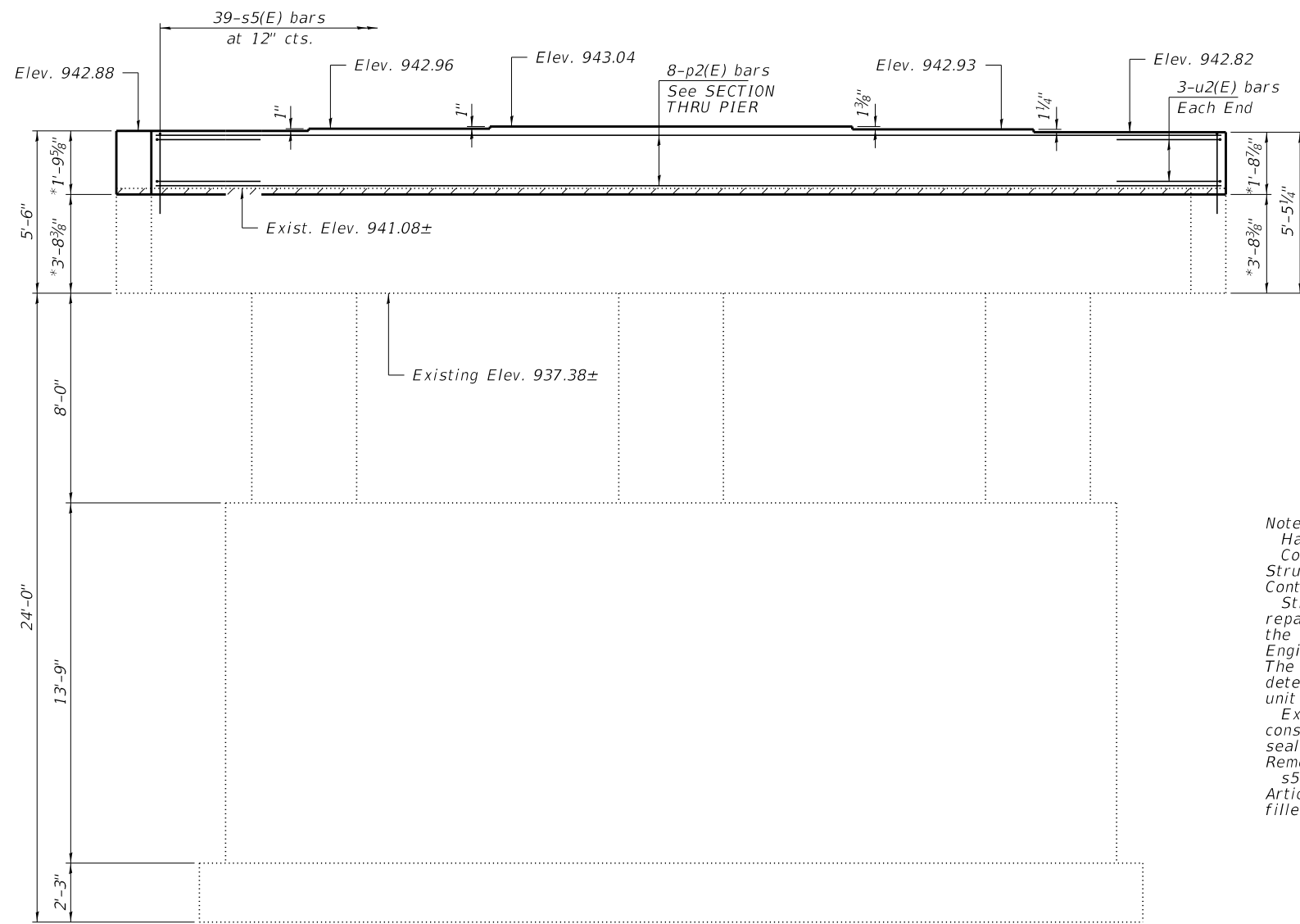
ABUTMENT DETAILS  
STRUCTURE NO. 045-3124

SHEET NO. 17 OF 26 SHEETS

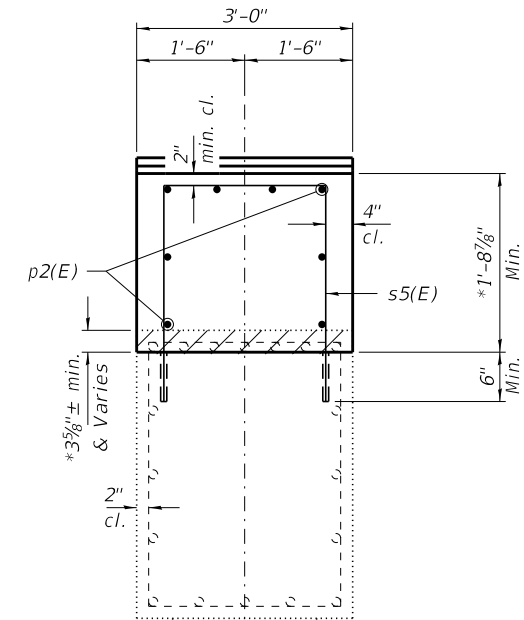
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	42
COOMBS ROAD / DM&E R.R.		CONTRACT NO. 61G32		
ILLINOIS		FED. AID PROJECT LQ22(484)		



**PLAN**

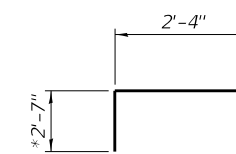


**ELEVATION**  
Looking North

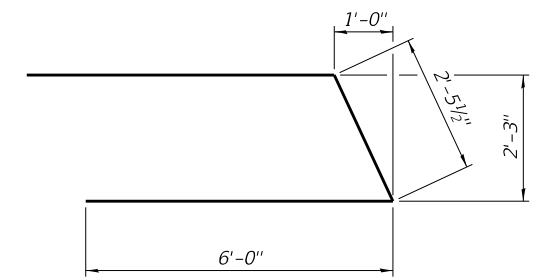


**SECTION THRU PIER**

\*Depth of concrete removal shall be that required to fully expose existing top reinforcement and reach sound concrete.



**BAR s5(E)**  
(cut as required)



**BAR u2(E)**

**Notes:**  
 Hatched areas indicate Concrete Removal.  
 Concrete damaged during the Removal of Existing Structures shall be repaired at the expense of the Contractor.  
 Structural Repair of Concrete shall be used to repair existing deterioration to areas of the pier cap, columns, and crashwalls as directed by the Engineer after Removal of the Existing Structures. The contractor will be paid for the final quantity determined in the field and actually furnished at the unit price bid for the work.  
 Existing reinforcement not used in new construction shall be cut off, ground smooth and sealed with epoxy. Cost is included in Concrete Removal.  
 s5(E) bars shall be drilled and set according to Article 509.06. Bars shall be set in 1"Ø holes and filled with approved epoxy grout.

**BILL OF MATERIAL - PIER 1**

BAR	NO.	SIZE	LENGTH	SHAPE
p2(E)	8	#6	40'-8"	—
s5(E)	39	#5	7'-6"	□
u2(E)	6	#6	14'-6"	□
Concrete Removal			Cu. Yd.	2.0
Concrete Structures			Cu. Yd.	8.5
Reinforcement Bars, Epoxy Coated			Pound	920
Structural Repair Of Concrete (Depth Equal to or Less Than 5 inches)			Sq. Ft.	50

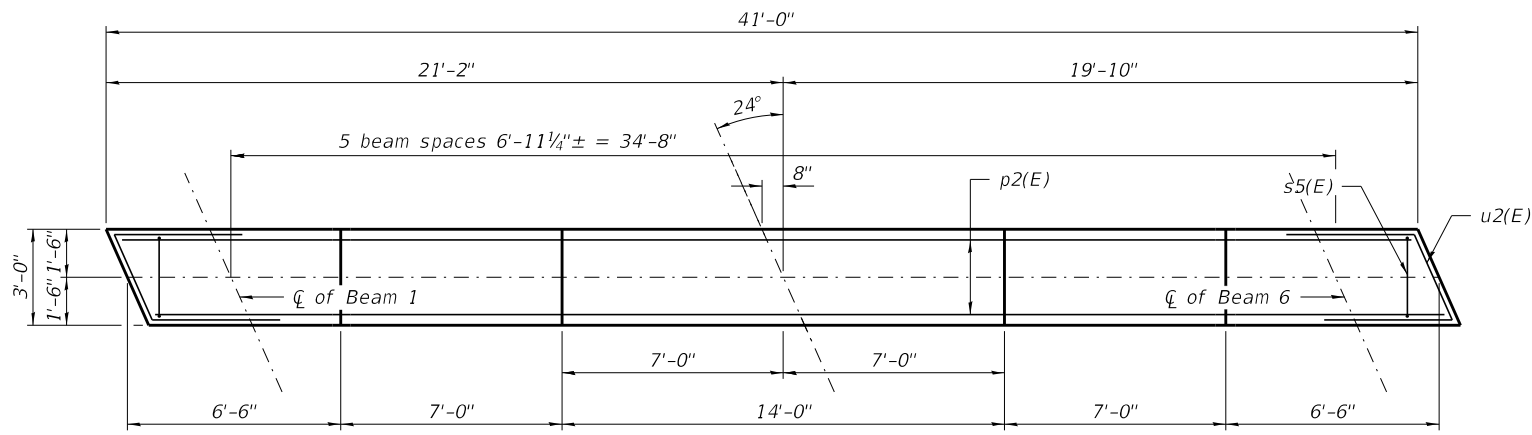
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

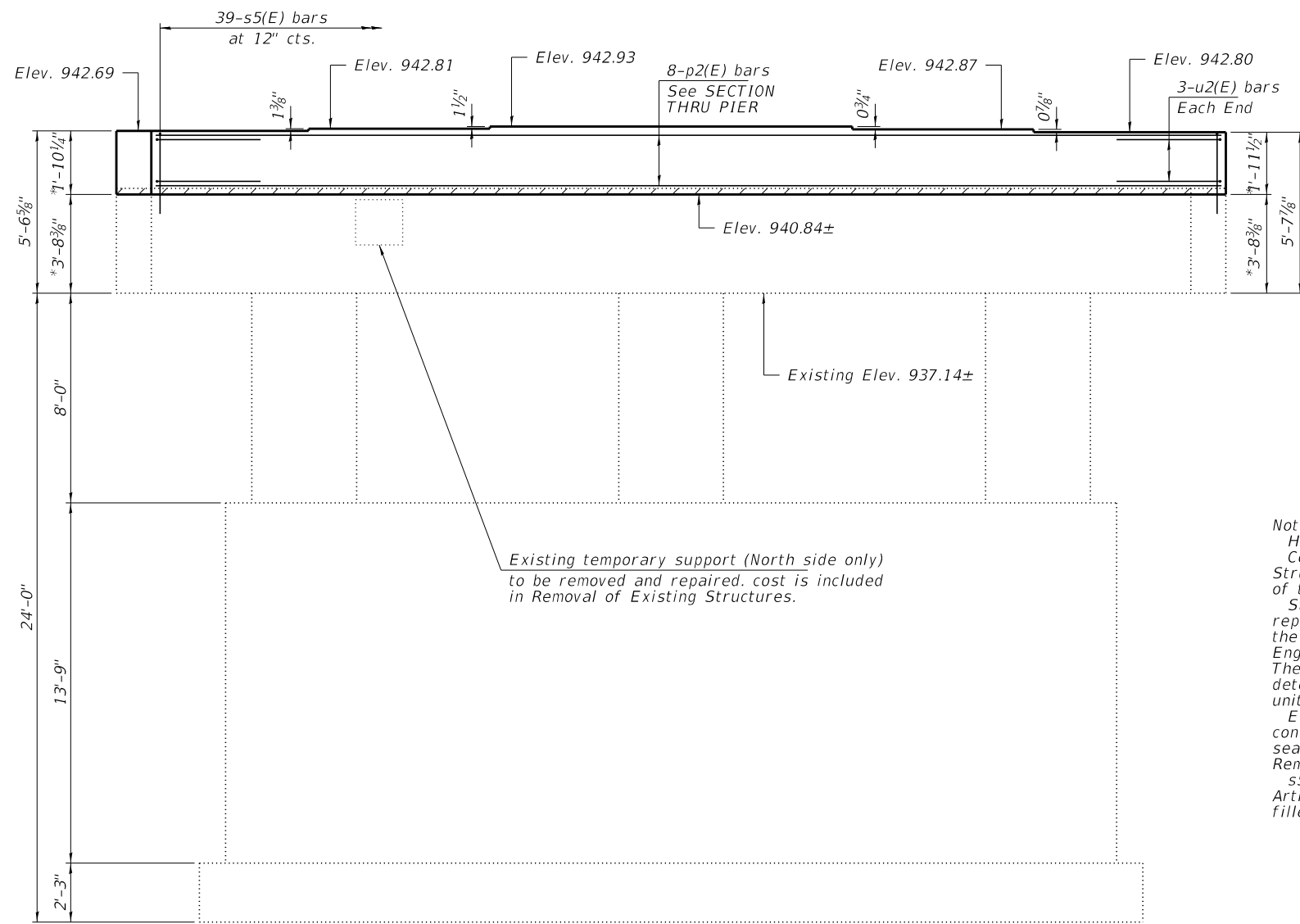
PIER 1  
STRUCTURE NO. 045-3124

SHEET NO. 18 OF 26 SHEETS

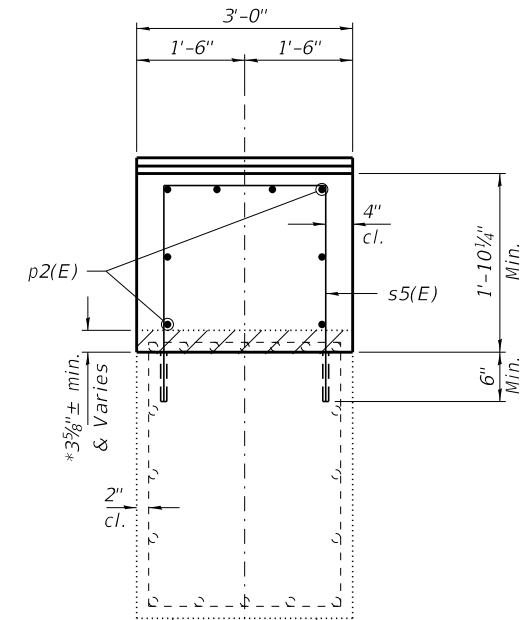
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	43
COOMBS ROAD / DM&E R.R.			CONTRACT NO. 61G32	
ILLINOIS FED. AID PROJECT LQ22(484)				



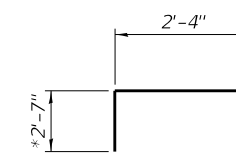
**PLAN**



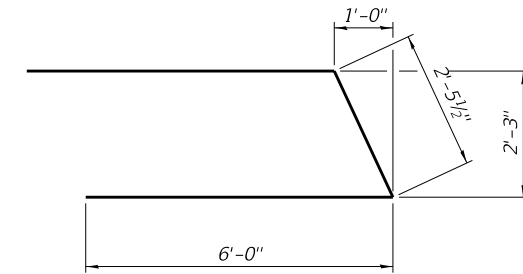
**ELEVATION**  
Looking North



**SECTION THRU PIER**



**BAR s5(E)**  
(cut as required)



**BAR u2(E)**

**Notes:**  
 Hatched areas indicate Concrete Removal.  
 Concrete damaged during the Removal of Existing Structures shall be repaired at the expense of the Contractor.  
 Structural Repair of Concrete shall be used to repair existing deterioration to areas of the pier cap, columns, and crashwalls as directed by the Engineer after Removal of the Existing Structures. The contractor will be paid for the final quantity determined in the field and actually furnished at the unit price bid for the work.  
 Existing reinforcement not used in new construction shall be cut off, ground smooth and sealed with epoxy. Cost is included in Concrete Removal.  
 s5(E) bars shall be drilled and set according to Article 509.06. Bars shall be set in 1"Ø holes and filled with approved epoxy grout.

**BILL OF MATERIAL - PIER 2**

BAR	NO.	SIZE	LENGTH	SHAPE
p2(E)	8	#6	40'-8"	—
s5(E)	39	#5	7'-6"	□
u2(E)	6	#6	14'-6"	▤
Concrete Removal			Cu. Yd.	2.0
Concrete Structures			Cu. Yd.	9.1
Reinforcement Bars, Epoxy Coated			Pound	920
Asbestos Bearing Removal			Each	56
Structural Repair Of Concrete (Depth Equal to or Less Than 5 inches)			Sq. Ft.	50

FILE NAME = 170011-shi-bridge.DGN	USER NAME = aJungermann	DESIGNED - A.E.U.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62770 ILLINOIS PROFESSIONAL DESIGN FIRM L.S./P.E./S.E. CORP. 184.000959	PLOT SCALE =	CHECKED - J.K.L.	REVISED -
PLOT DATE = 2/8/2022		DRAWN - R.D.H.	REVISED -
		CHECKED - J.K.L.	REVISED -

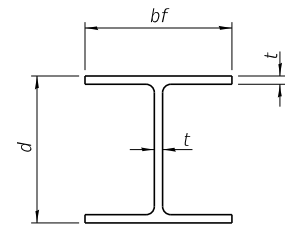
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER 2  
STRUCTURE NO. 045-3124

SHEET NO. 19 OF 26 SHEETS

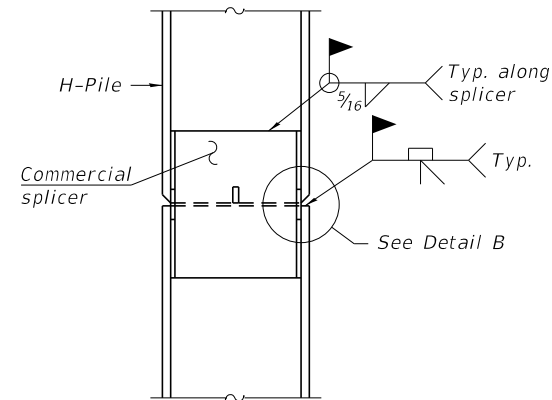
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	44
COOMBS ROAD / DM&E R.R.		CONTRACT NO. 61G32		
ILLINOIS FED. AID PROJECT LQ22(494)				



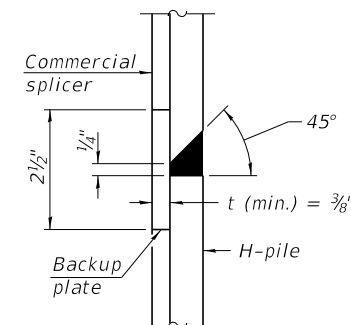


**STEEL PILE TABLE**

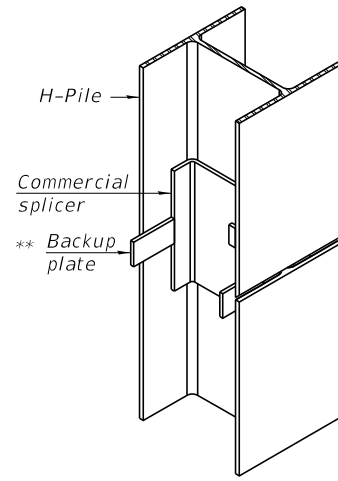
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 3/8"	14 3/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



**ELEVATION**

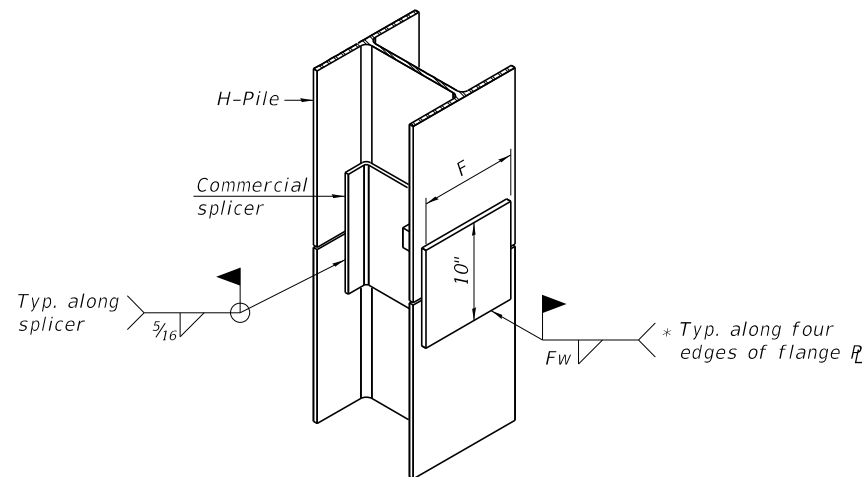


**DETAIL "B"**



**ISOMETRIC VIEW**

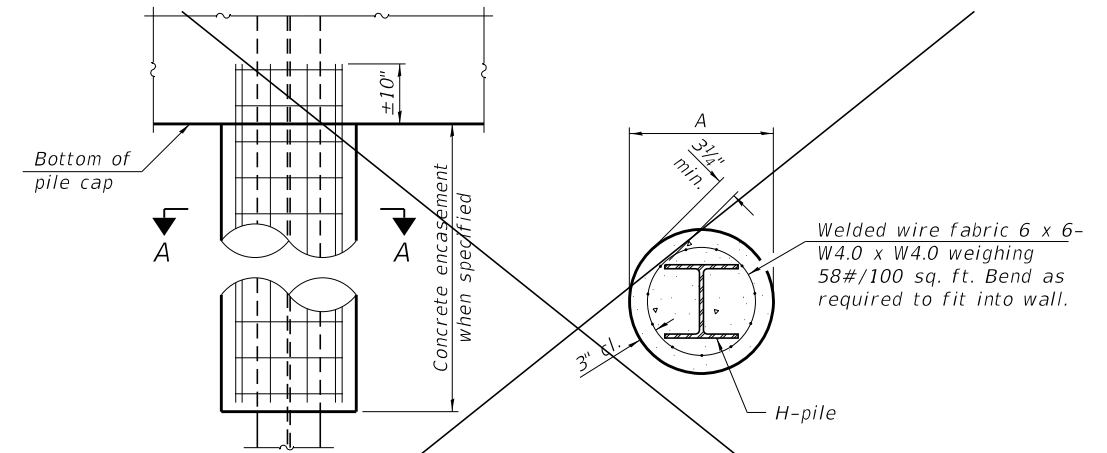
**WELDED COMMERCIAL SPLICE**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

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

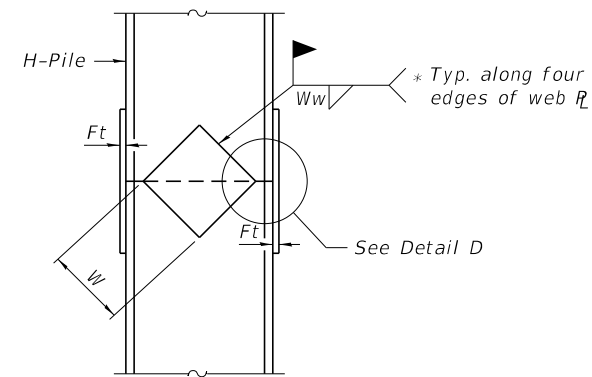


**ELEVATION**

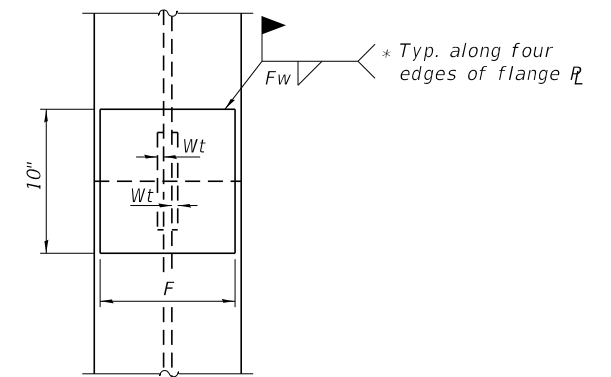
**SECTION A-A**

**INDIVIDUAL PILE CONCRETE ENCASUREMENT - (NOT REQUIRED)**

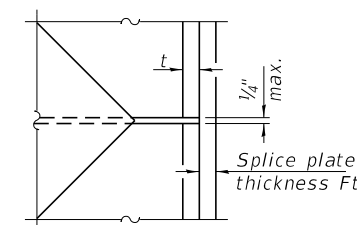
(Forms for encasement may be omitted when soil conditions permit).



**ELEVATION**



**END VIEW**

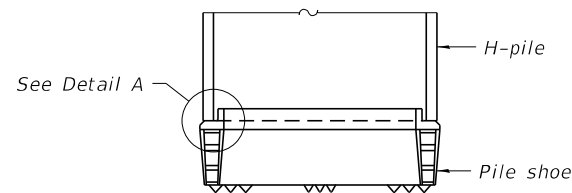


**DETAIL D**

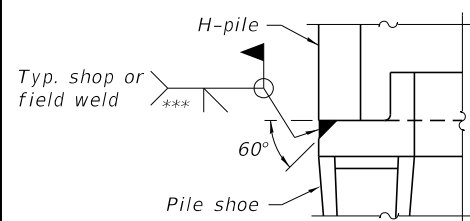
**WELDED PLATE FIELD SPLICE**

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

**SHOE ATTACHMENT**



**ELEVATION**



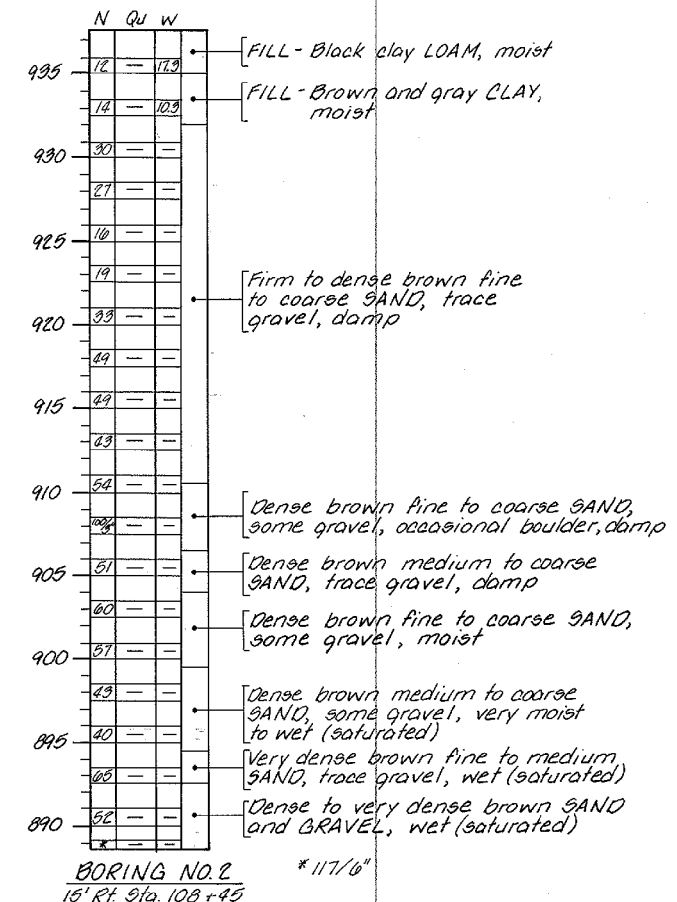
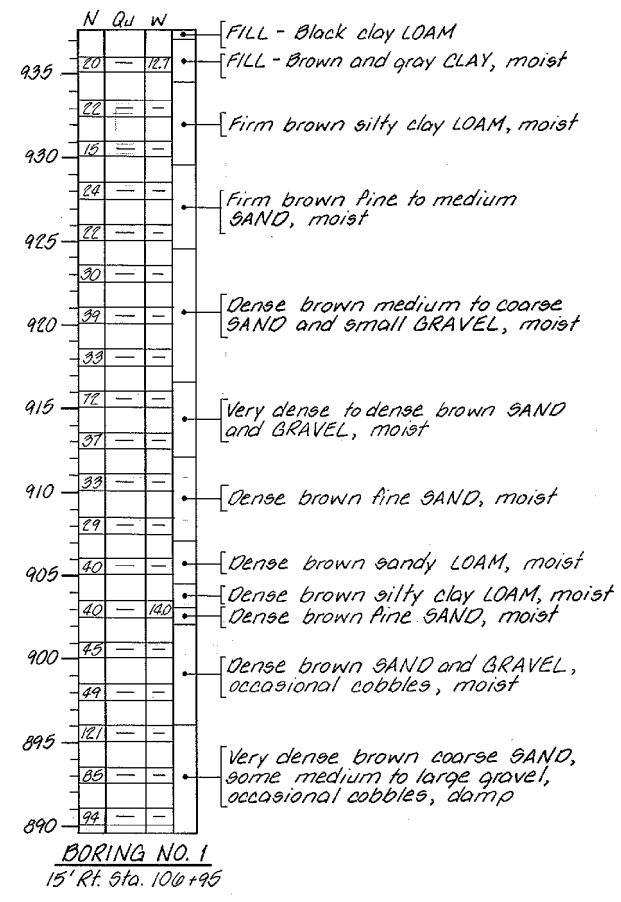
**DETAIL A**

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

F-HP 1-1-2020

FILE NAME = 170011-shi-bridge.DGN	USER NAME = ajungermann	DESIGNED - A.E.U.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>HP PILE DETAILS STRUCTURE NO. 045-3124</b>	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	PLOT SCALE =	CHECKED - J.K.L.	REVISED -			170	16-08112-01-BR	KANE	75	45
	PLOT DATE = 2/8/2022	DRAWN - R.D.H.	REVISED -			COOMBS ROAD / DM&E R.R.		CONTRACT NO. 61G32		
		CHECKED - J.K.L.	REVISED -			SHEET NO. 20 OF 26 SHEETS		ILLINOIS FED. AID PROJECT LQ22(494)		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-00-BR	KANE	75	46
COOMBS ROAD / DM&E R.R.		CONTRACT NO. 61G32		
ILLINOIS		FED. AID PROJECT LQ22(494)		



**BORING DATA**  
 N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30".  
 Qu - Unconfined Compressive Strength - Tons/Sq. Ft.  
 W - Water Content - Percentage of oven dry weight-%.

**FOR REFERENCE ONLY**  
 Proposed Elevations are NAD 83.  
 All existing plan elevations must be increased by 0.5 feet datum adjustment.

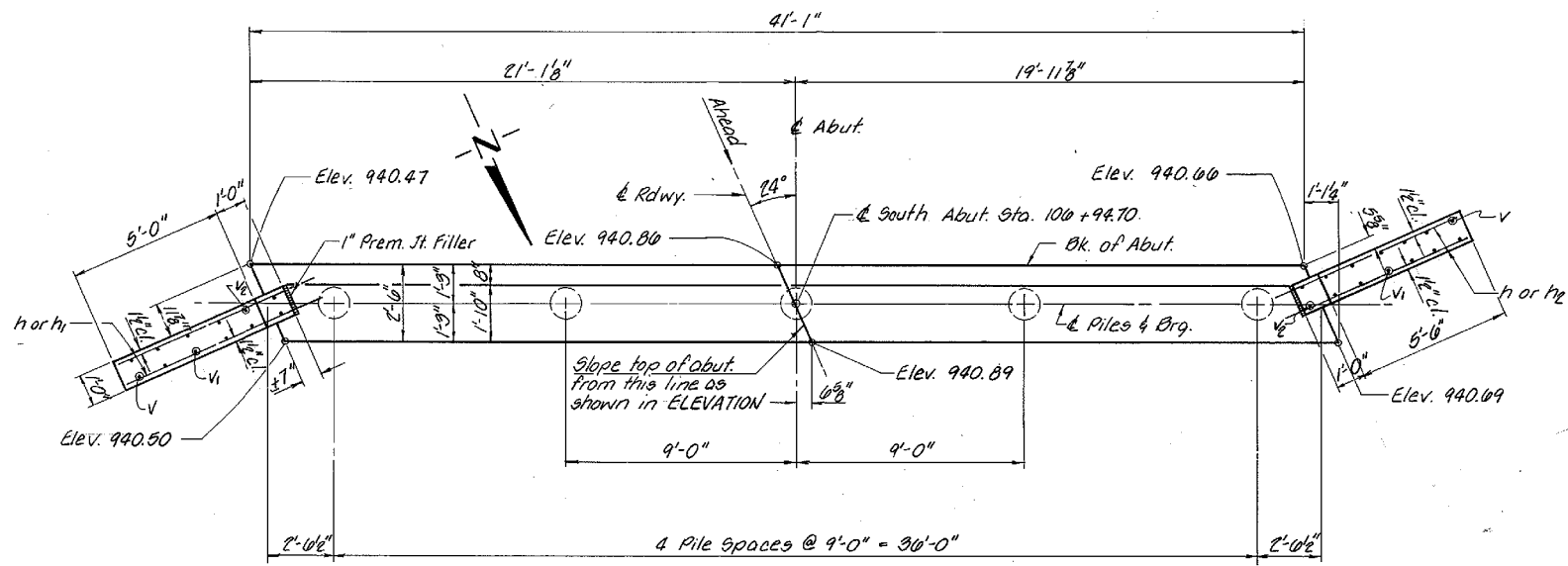
**BORINGS**  
 SECTION 81-08112-00-BR  
 ELGIN/PLATO ROAD DISTRICTS  
 KANE COUNTY  
 STATION 107+73.67

**COLLINS AND RICE**  
 CONSULTING ENGINEERS

DESIGNED J.K.K. CHECKED F.S.  
 DRAWN M.G. DATE 3-22-83 NO. 1095



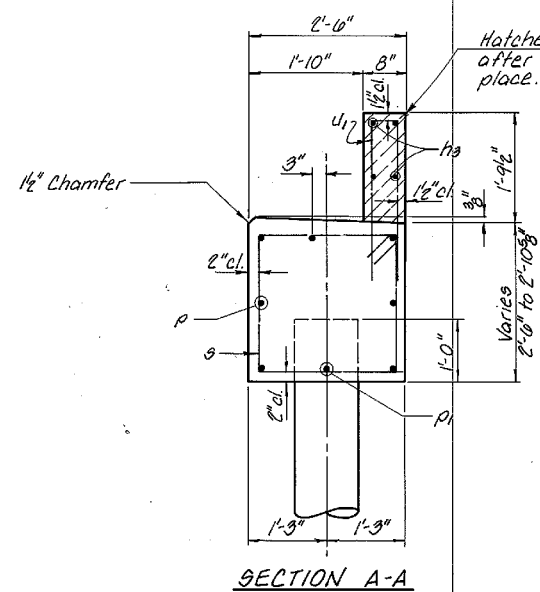
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-00-BR	KANE	75	48
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT		



**PLAN**

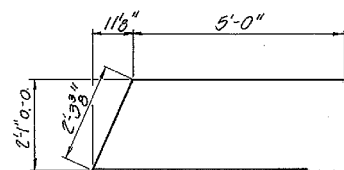
Note: Elevations shown in PLAN are to top of cap.

Note: Bars indicated thus 1x2-#9 etc. indicates 7 lines of bars with 2 lengths per line.

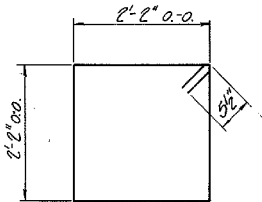


**SECTION A-A**

**FOR REFERENCE ONLY**  
Proposed Elevations are NAD 83. All existing plan elevations must be increased by 0.5 feet datum adjustment.



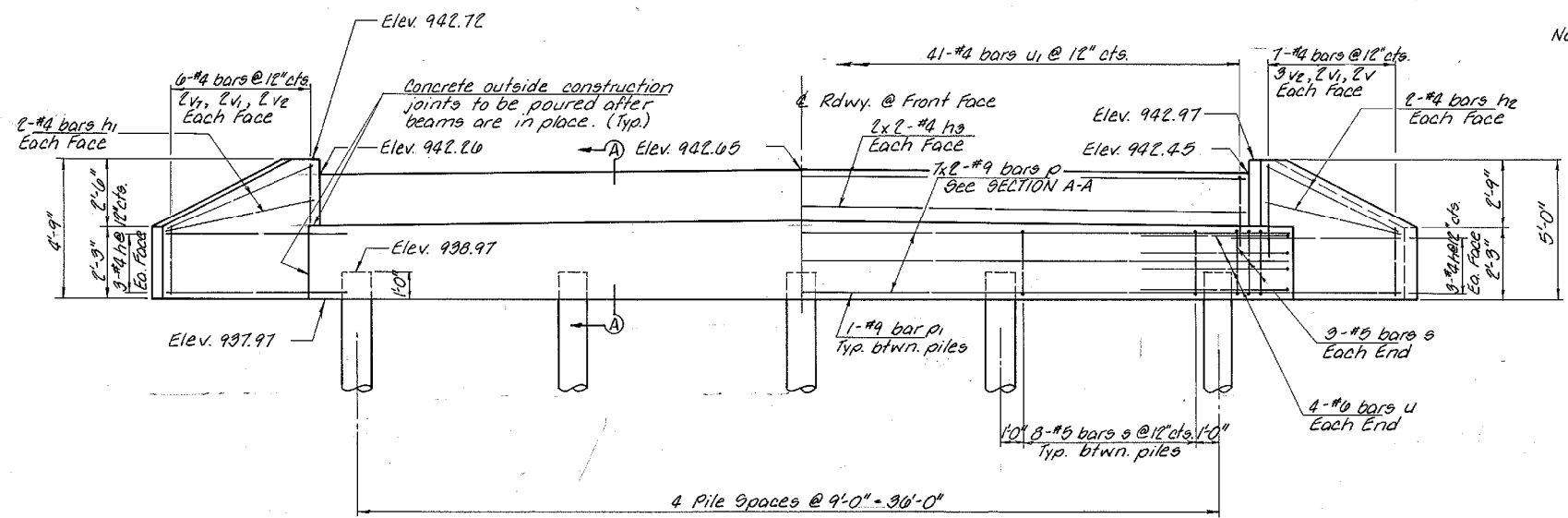
**BAR U**



**BAR S**

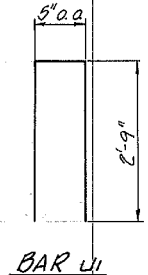
**MIN. BAR LAPS**

#9	3'-10"
#4	1'-2"



**ELEVATION (LOOKING SOUTH)**

Note: Extend h bars into pile cap.



**BAR U1**

**BILL OF MATERIAL - SOUTH ABUT.**

BAR NO.	SIZE	LENGTH	SHAPE
p	#9	22'-9"	—
q	#9	7'-7"	—
v	#4	2'-1"	—
vi	#4	3'-7"	—
ve	#4	2'-1"	—
h	#4	7'-0"	—
h1	#4	4'-9"	—
h2	#4	3'-3"	—
h3	#4	20'-11"	—
u	#4	12'-4"	—
u1	#4	5'-11"	—
s	#5	4'-7"	—
Class X Concrete			Cu. Yd 13.8
Reinforcement Bars			Pound 2,110
Concrete Piles			Lin. Ft. 120
Test Pile Concrete			Each 1

See sheet 23 for pile details

**PILE DATA**

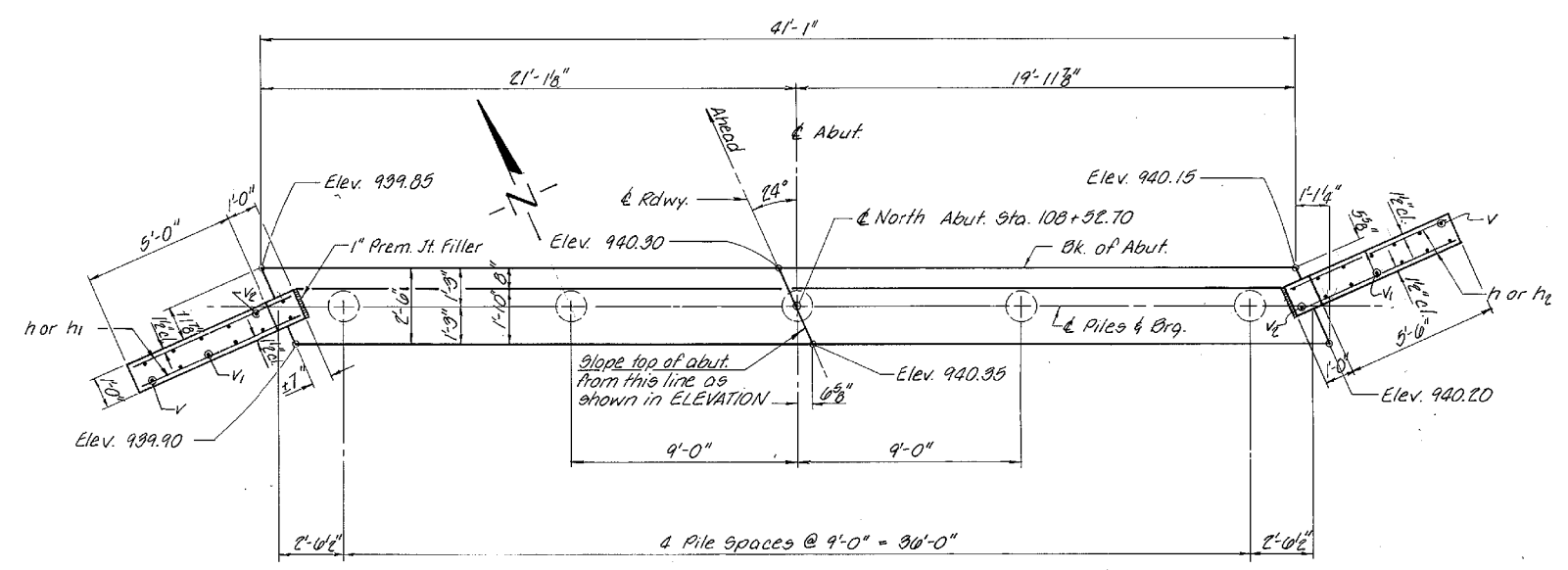
Type \_\_\_\_\_ Concrete  
No. Required \_\_\_\_\_ 5"  
Capacity \_\_\_\_\_ 41 Tons/Pile  
Est. Length \_\_\_\_\_ 30 Feet/Pile  
\*Includes one test pile to be driven in a permanent location.

**SOUTH ABUTMENT**  
SECTION 81-08112-00-BR  
ELGIN/PLATO ROAD DISTRICTS  
KANE COUNTY  
STATION 107+73.67

**COLLINS AND RICE**  
CONSULTING ENGINEERS

DESIGNED J.K.K. CHECKED F.S.  
DRAWN M.G. DATE 3-22-83 NO. 1095

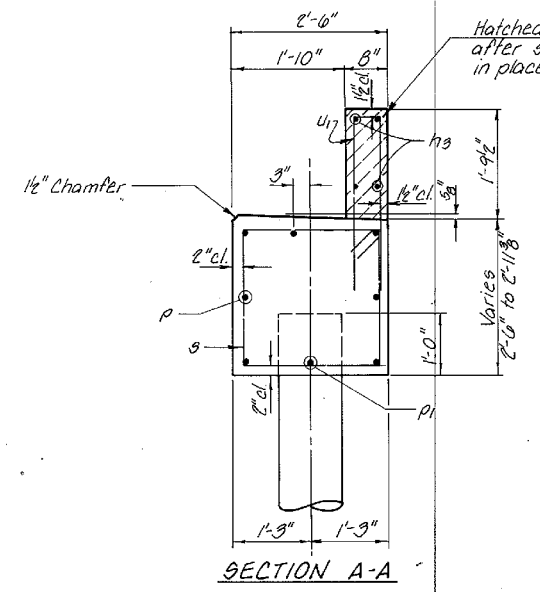
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Coombs Road	81-08112-00-BR	KANE	23	20
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT		



**PLAN**

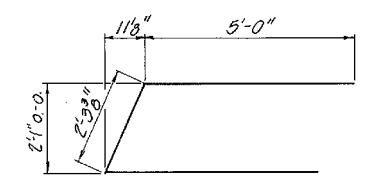
Note: Elevations shown in PLAN are to top of cap.

Note: Bars indicated thus 1x2-#9 etc. indicates 1 lines of bars with 2 lengths per line.

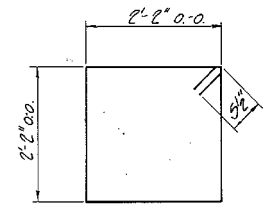


**SECTION A-A**

**FOR REFERENCE ONLY**  
Proposed Elevations are NAD 83. All existing plan elevations must be increased by 0.5 feet datum adjustment.



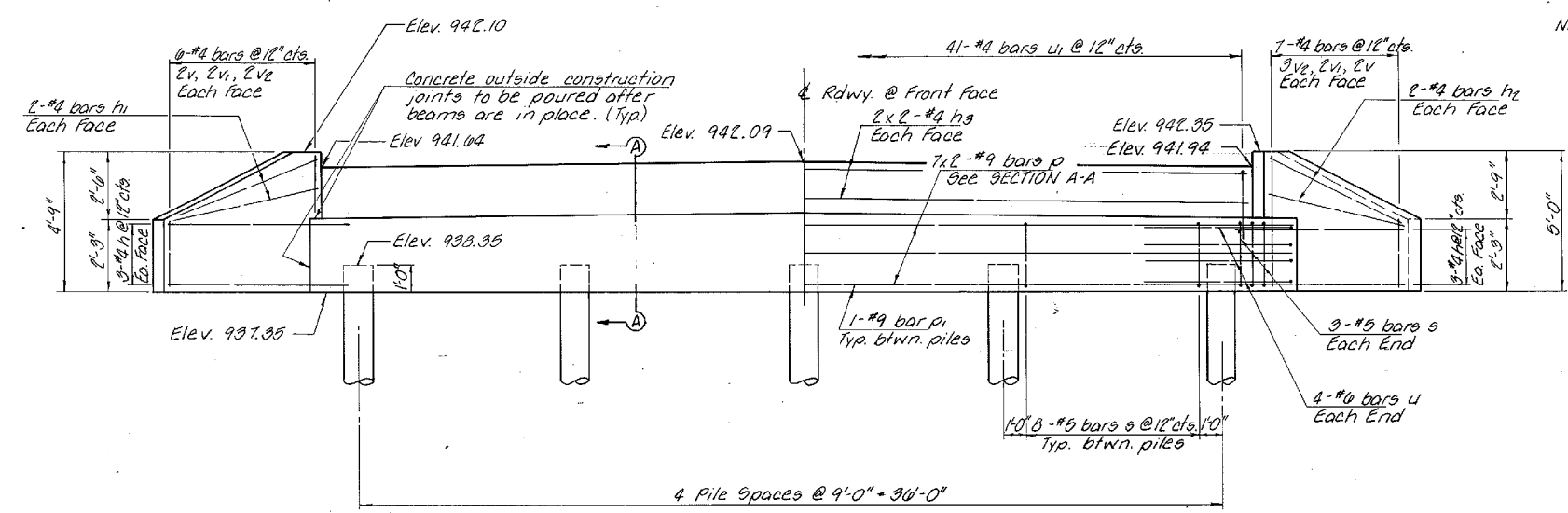
**BAR U**



**BAR S**

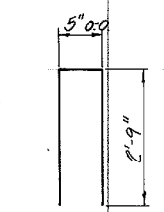
**MIN. BAR LARS**

#9	5'-10"
#4	1'-2"



**ELEVATION**  
(LOOKING NORTH)

Note: Extend h bars into pile cap.



**BAR U1**

**BILL OF MATERIAL - NORTH ABUT.**

BAR	NO.	SIZE	LENGTH	SHAPE
p	14	#9	22'-3"	
p1	4	#9	7'-7"	
v	8	#4	2'-1"	
v1	8	#4	3'-1"	
v2	10	#4	4'-1"	
h	12	#2	7'-6"	
h1	4	#2	4'-9"	
h2	4	#2	5'-3"	
h3	8	#2	20'-11"	
u	8	#10	12'-4"	
u1	41	#2	5'-11"	
s	38	#5	9'-7"	
Class X Concrete			Cu. Yd.	14.1
Reinforcement Bars			Pound	2,110
Concrete Piles			Lin. Ft.	150

See sheet 23 for pile details.

**PILE DATA**

Type \_\_\_\_\_ Concrete  
No. Required \_\_\_\_\_ 5  
Capacity \_\_\_\_\_ 41 Tons/Pile  
Est. Length \_\_\_\_\_ 30 Feet/Pile

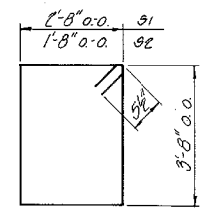
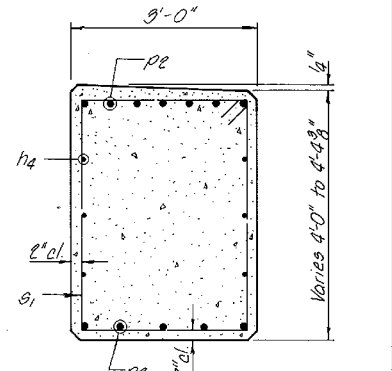
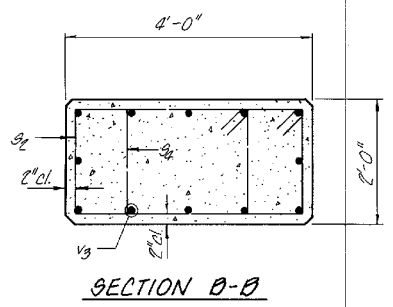
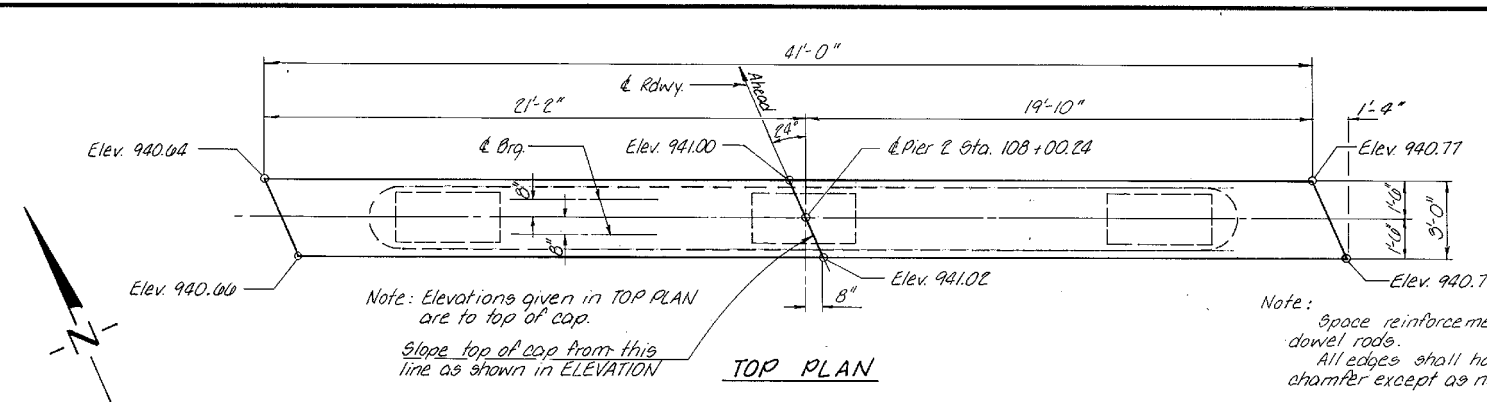
**NORTH ABUTMENT**  
SECTION 81-08112-00-BR  
ELGIN & PLATO ROAD DISTRICTS  
KANE COUNTY  
STATION 107+73.67

**COLLINS AND RICE**  
CONSULTING ENGINEERS

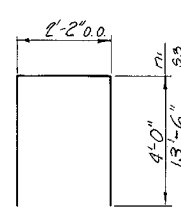
DESIGNED J.K.K. CHECKED F.G.  
DRAWN M.G. DATE 3-22-83 NO. 1095



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
001-08112	00-08	KANE	23	22
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT		



BAR 91 & 92



BAR 11 & 33

MIN. BAR LAPS

#5	1'-5"
#8	1'-9"
#9	3'-0"

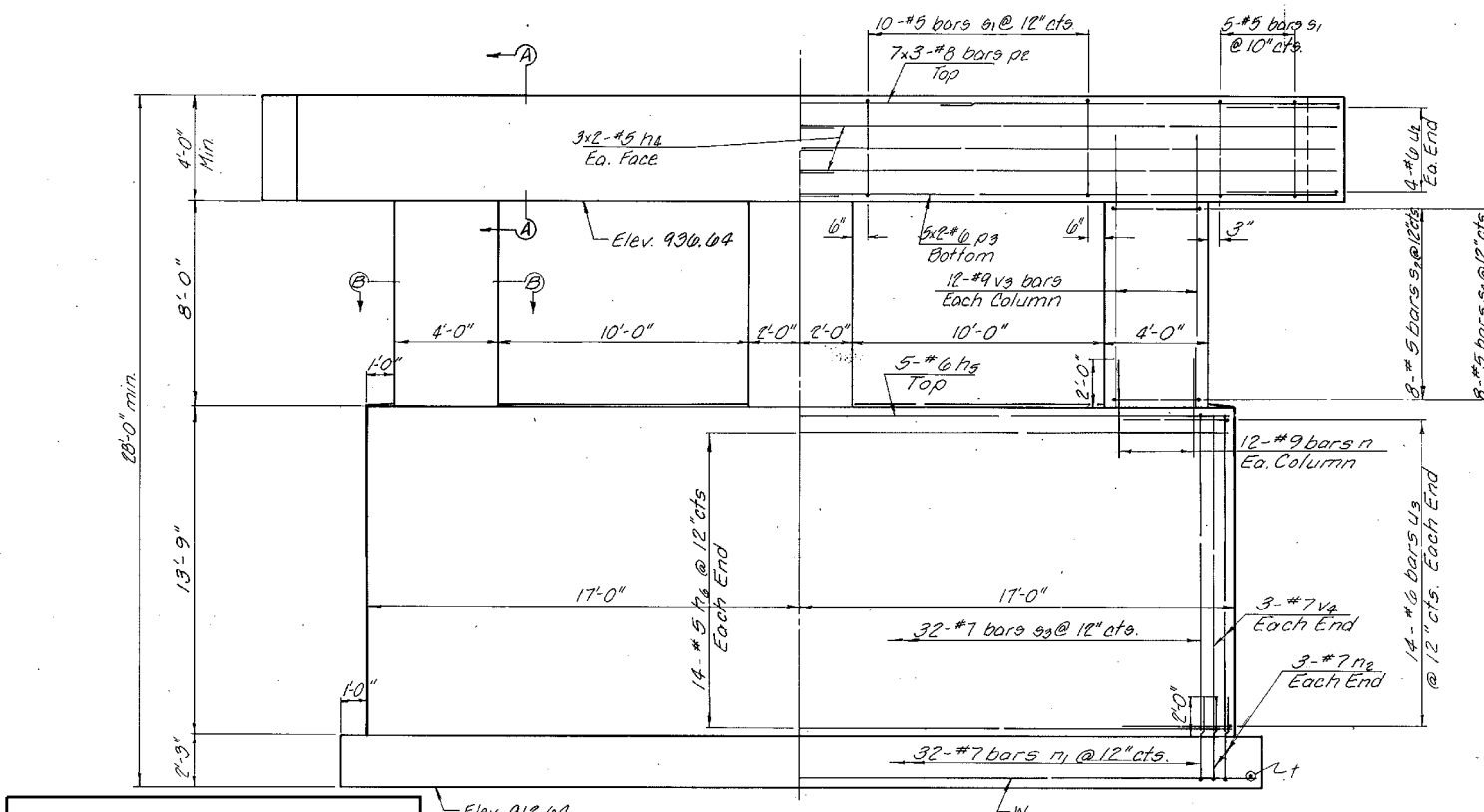
BAR U2

BILL OF MATERIAL - PIER 2

BAR	NO	SIZE	LENGTH	SHAPE
h4	12	#5	21'-1"	
h5	5	#6	31'-6"	
h6	28	#5	31'-6"	
n	30	#9	4'-0"	
n1	32	#7	10'-2"	U
n2	6	#7	4'-10"	U
p2	21	#8	15'-7"	
p3	10	#8	21'-3"	
s1	30	#5	13'-7"	U
s2	24	#5	11'-7"	U
s3	32	#7	29'-2"	U
s4	24	#5	7'-11"	U
t	30	#7	10'-4"	U
u2	8	#8	10'-10"	U
u3	28	#8	9'-5"	U
v3	30	#9	11'-0"	
v4	6	#7	13'-6"	
w	9	#5	35'-8"	

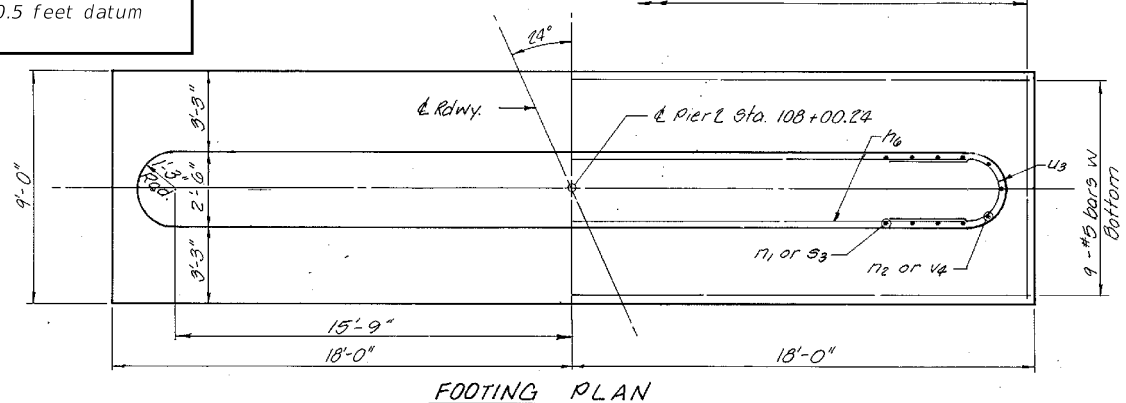
  

Class X Concrete	Cu. Yd.	96.0
Reinforcement Bars	Pound	9780
Structure Excavation	Cu. Yd.	120

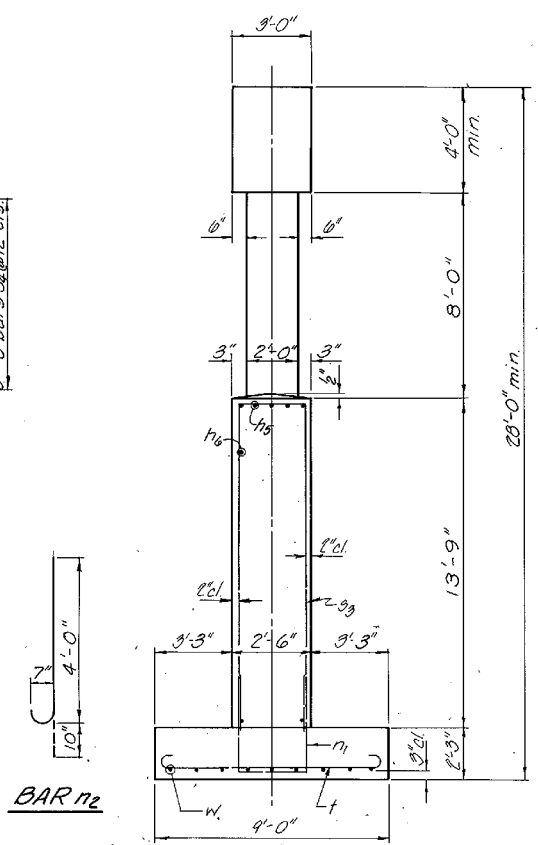


FOR REFERENCE ONLY  
Proposed Elevations are NAD 83. All existing plan elevations must be increased by 0.5 feet datum adjustment.

ELEVATION (LOOKING NORTH)

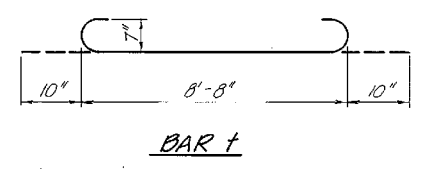


FOOTING PLAN



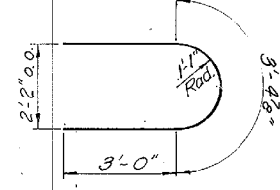
END VIEW

BAR n2

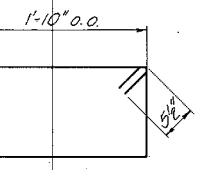


BAR t

Note: Bars indicated thus 3x2-#5 etc. indicates 3 lines of bars with 2 lengths per line.



BAR u3

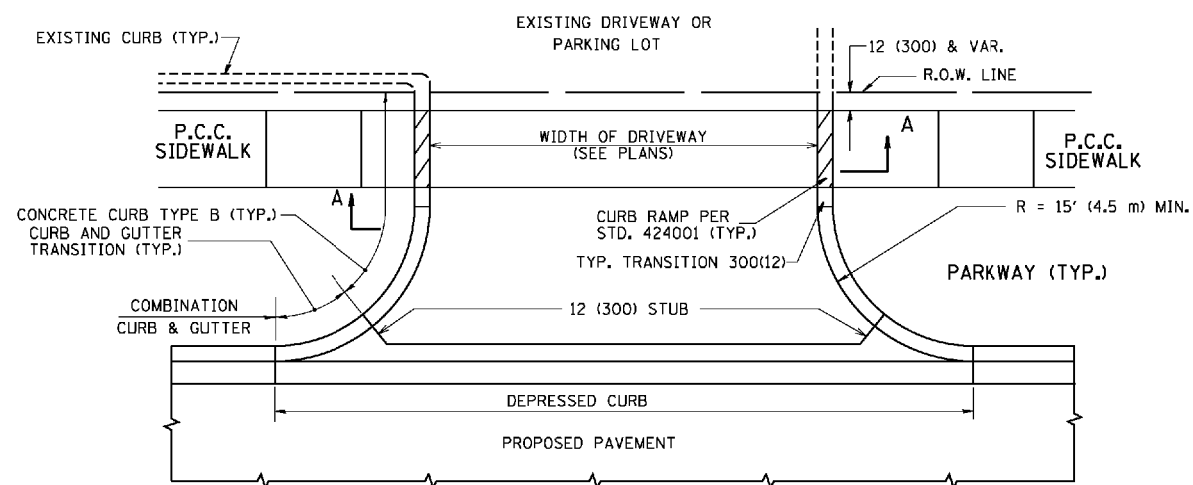


BAR s4

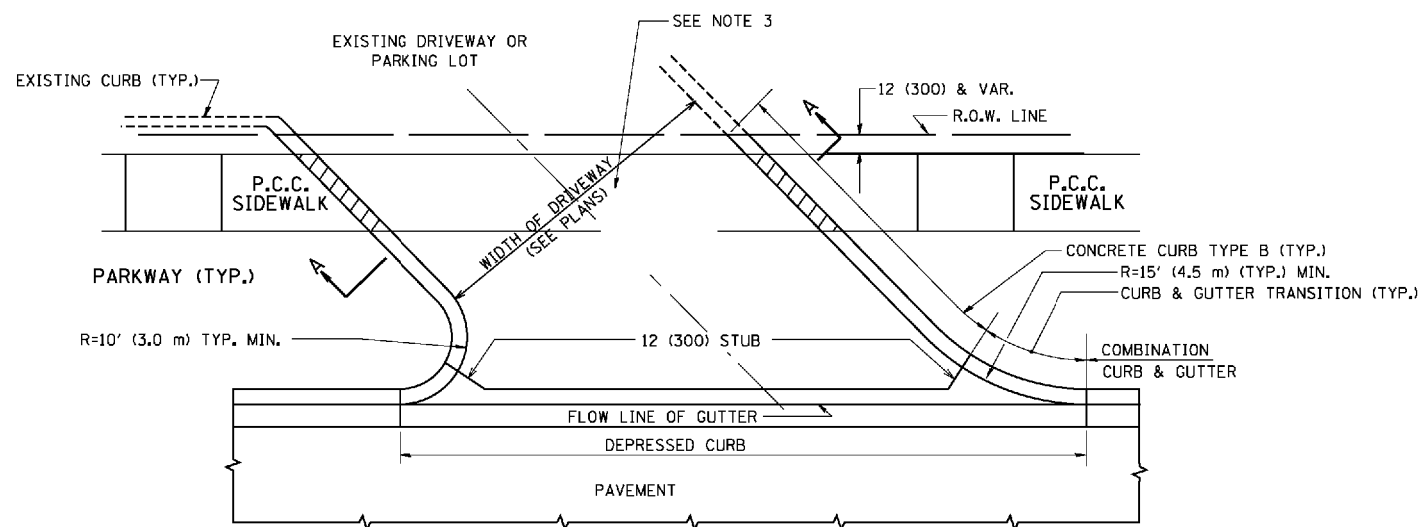
PIER 2  
SECTION 81-08112-00-08  
ELGIN/PLATO ROAD DISTRICTS  
KANE COUNTY  
STATION 107+73.67

COLLINS AND RICE  
CONSULTING ENGINEERS  
DESIGNED J.K.K. CHECKED F.S.  
DRAWN M.G. DATE 3-22-83 NO. 1095

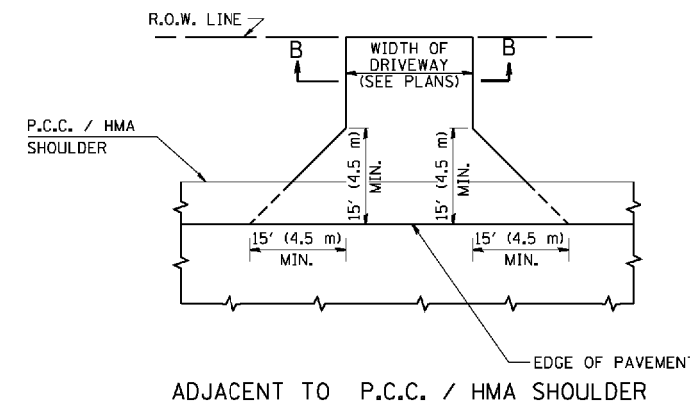
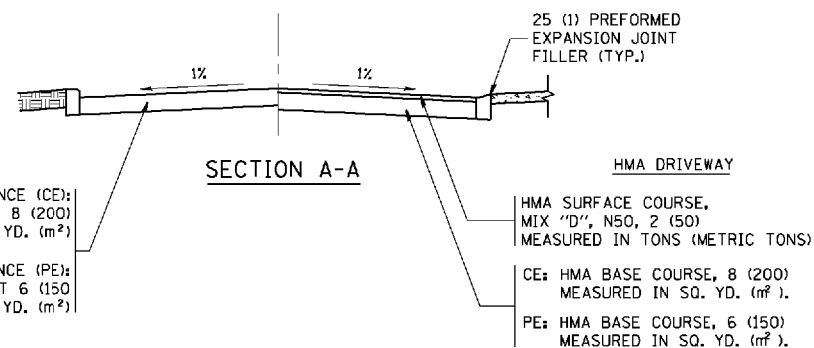
Revised 10-19-83



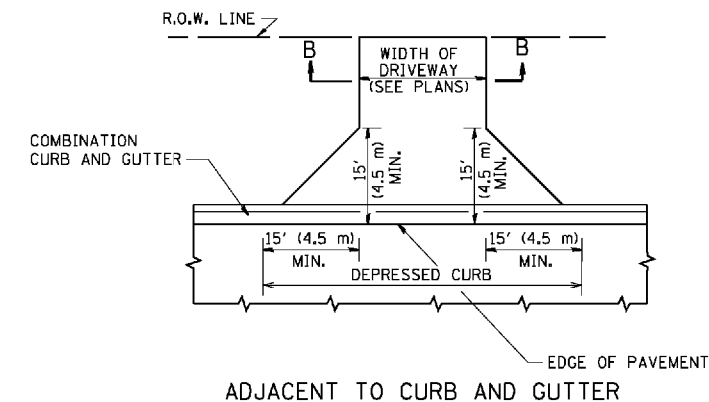
WITH CONCRETE CURB, TYPE B



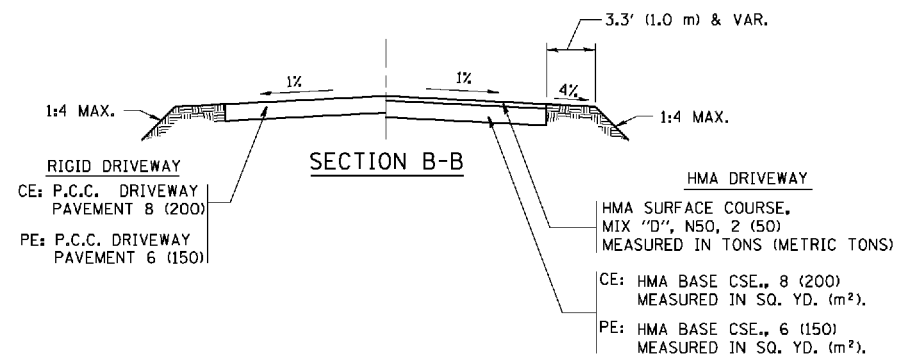
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)

**GENERAL NOTES:**

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS, SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

MODEL: MODELNAMES  
FILE NAME: 17011-HDRDSTD.DWG

Hampton, Lenzini and Renwick, Inc.  
Civil Engineers - Structural Engineers  
Land Surveyors - Professional Services  
380 SHEPARD DRIVE  
E. OLIVE BRUNNEN 60123  
847.697.6700 www.hlrengineering.com  
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE # 001-00000000

USER NAME =	ajungermann	DESIGNED -	X.X.X.	REVISED -	
		DRAWN -	X.X.X.	REVISED -	
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PLOT DATE =	2/8/2022	DATE -	01/14/2022	REVISED -	

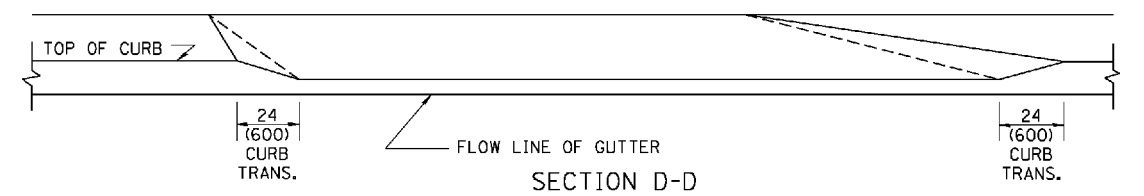
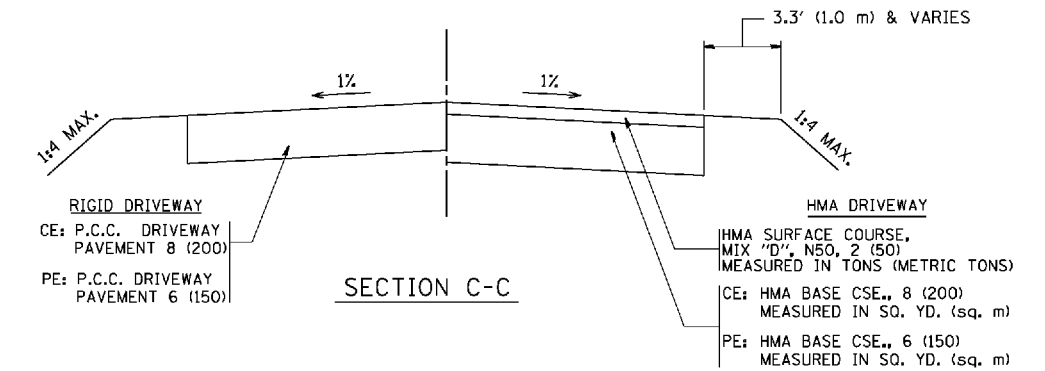
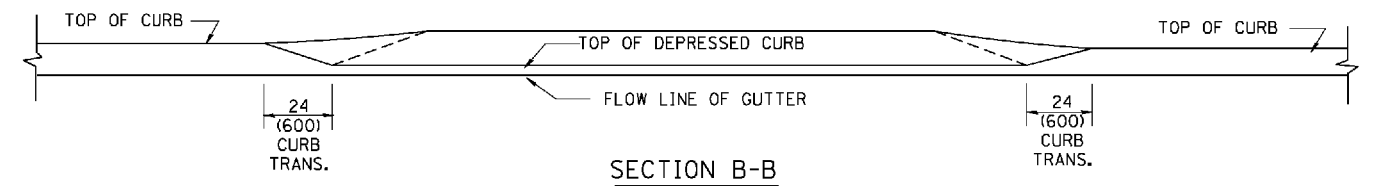
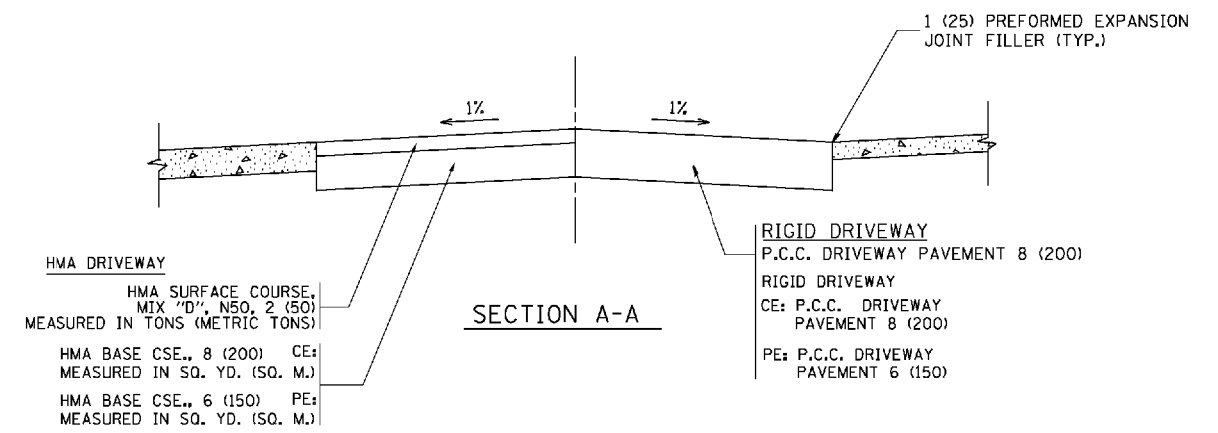
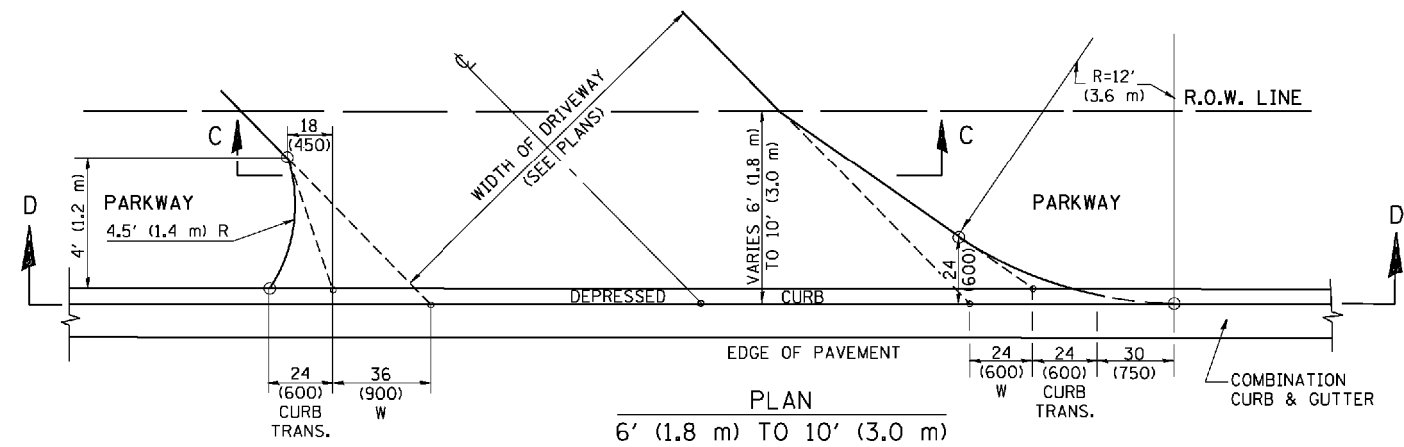
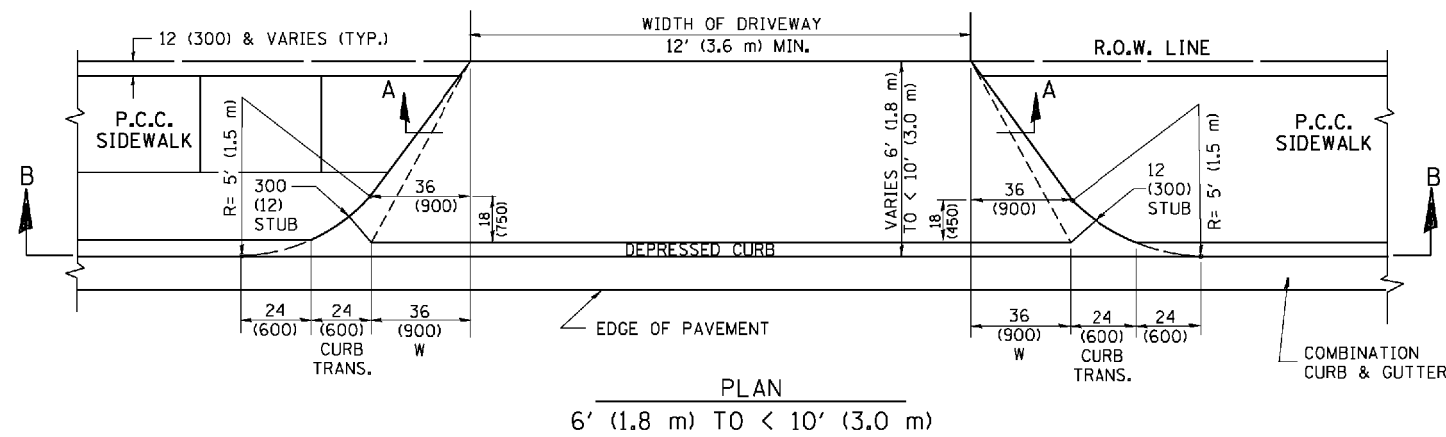
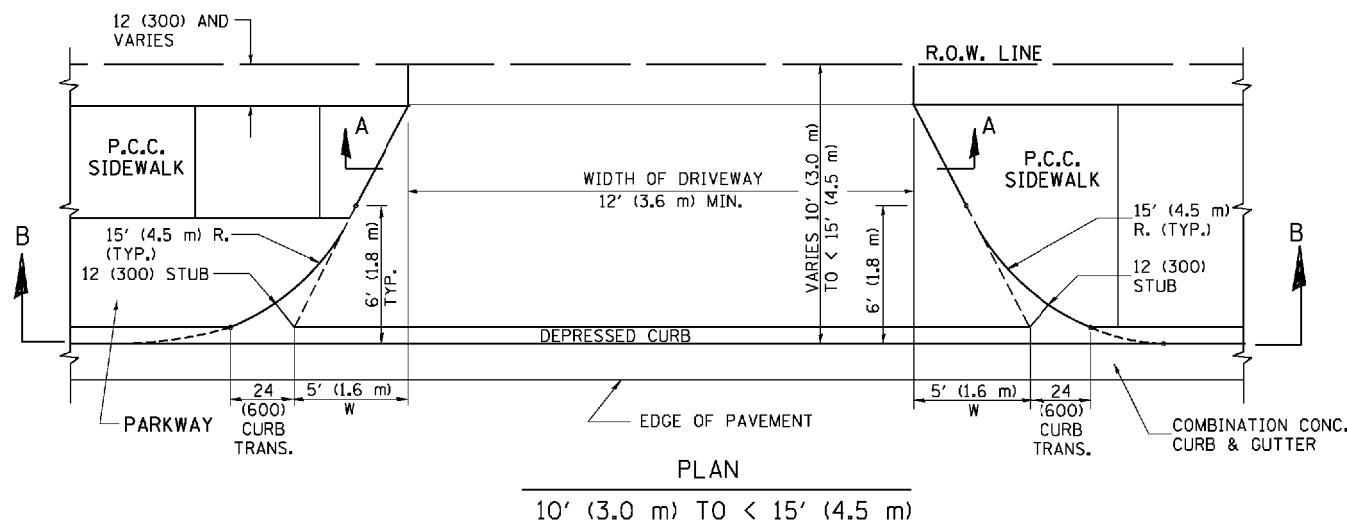
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.  
AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	52
CONTRACT NO. 61G32				
ILLINOIS FED. AID PROJECT LO22(494)				





**GENERAL NOTES**

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS  
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)**

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	53
CONTRACT NO. 61G32				

MODEL: MODELNAMES  
FILE NAME: 170116H08DSTD.dgn

**Hampton, Lenzini and Renwick, Inc.**  
Civil Engineers - Structural Engineers  
Land Surveyors - Professional Services  
380 SHEPARD DRIVE  
E. OLIVE BRIDGE, ILLINOIS 60123  
630.487.6700 www.hlr-engineering.com  
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE CORPORATION

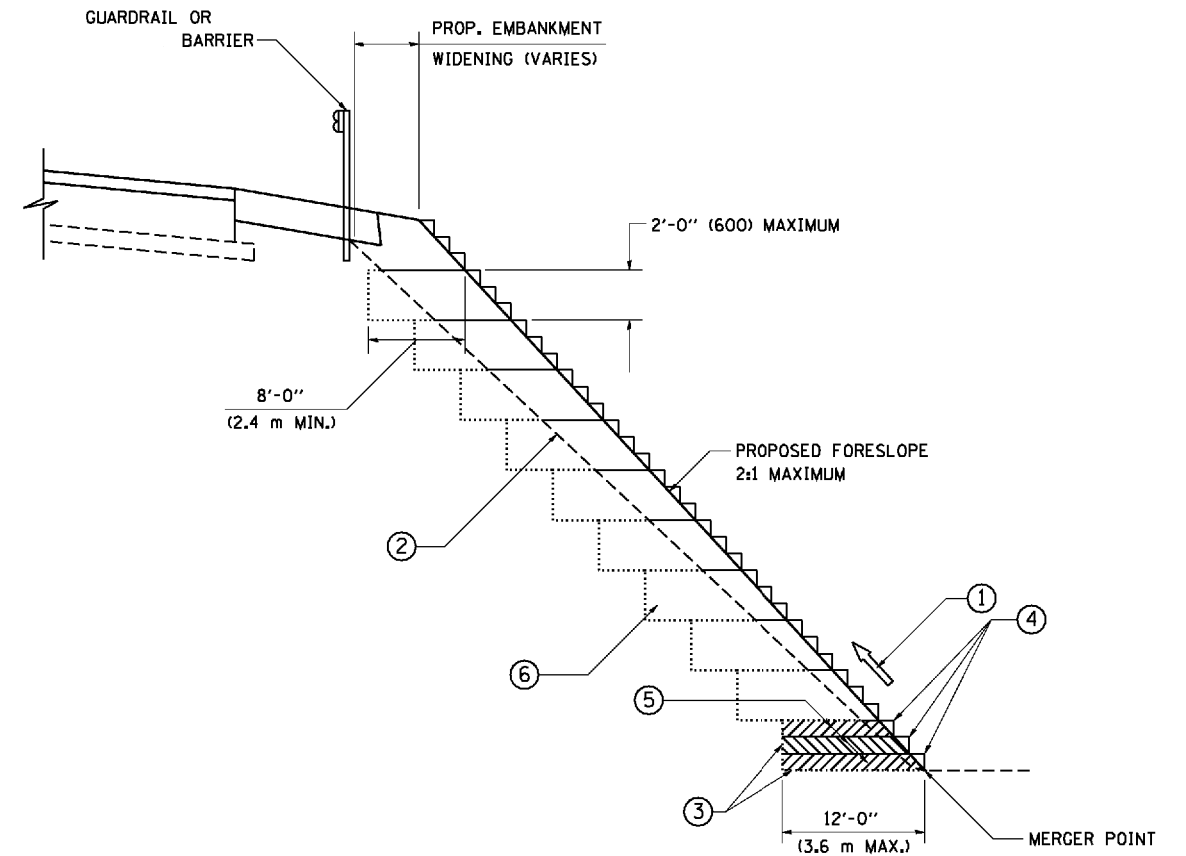
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DRAWN - X.X.X.  
CHECKED - X.X.X.  
DATE - 01/14/2022

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CHECKED - X.X.X.  
DATE - 01/14/2022

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ILLINOIS FED. AID PROJECT LO22(484)



**TYPICAL BENCHING DETAIL  
FOR EMBANKMENT**

**NOTES:**

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)  
UNLESS OTHERWISE SHOWN.

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BENCHING DETAIL  
FOR EMBANKMENT WIDENING**

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	54
CONTRACT NO. 61G32				

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT LO22(494)

MODEL: MODELNAMES  
FILE NAME: 170116HGBDSTD.dgn

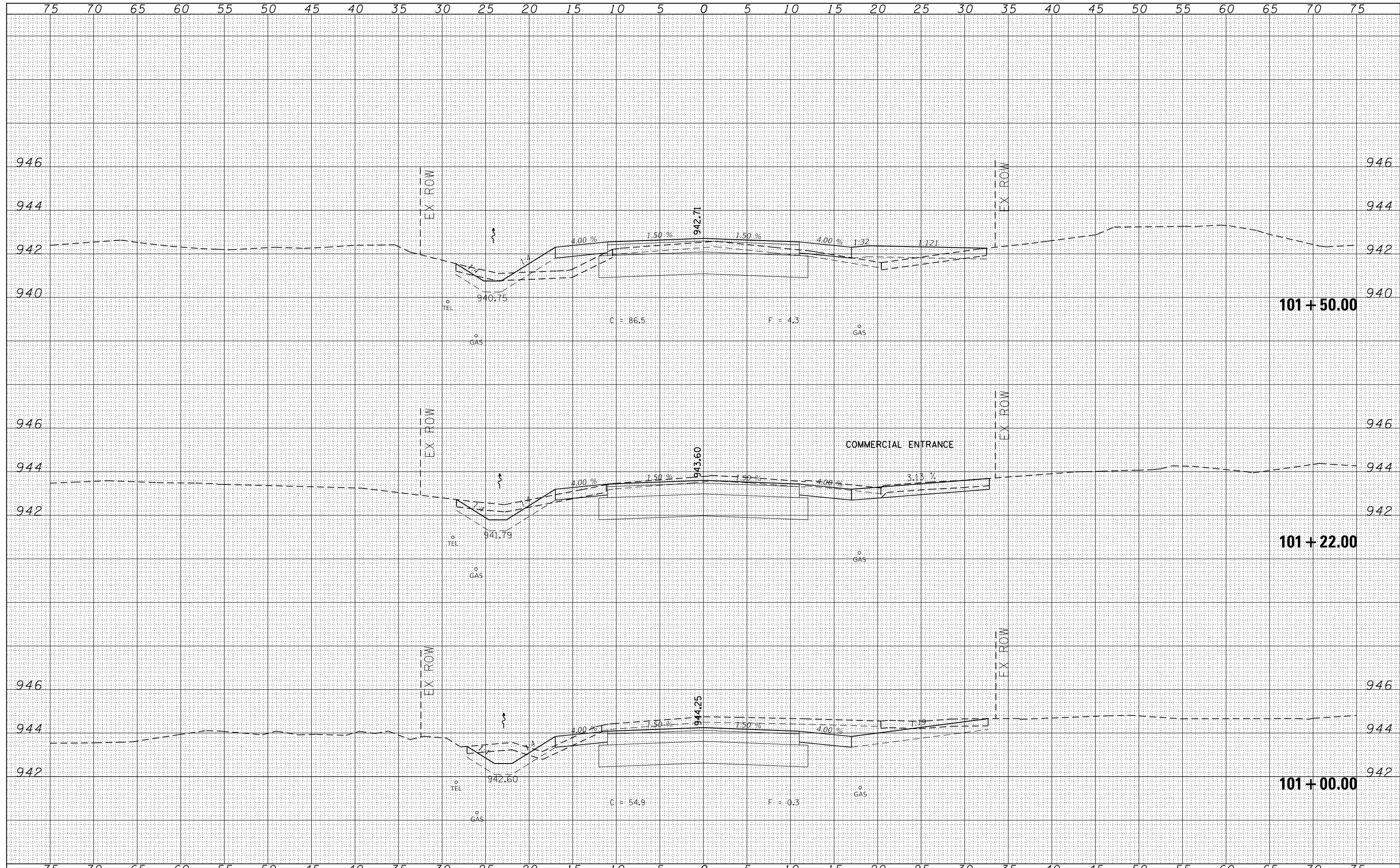
**Hampton, Lenzini and Renwick, Inc.**  
Civil Engineers - Structural Engineers  
Land Surveyors - Professional Services  
380 SHEPARD DRIVE  
E1011, ILLINOIS 60123  
847.697.6700 www.hlrengineering.com  
ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORPORATION

USER NAME = aJungermann	DESIGNED - X.X.X.	REVISED -
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PLOT SCALE = \$SCALES	CHECKED - X.X.X.	REVISED -
PLOT DATE = 2/8/2022	DATE - 01/14/2022	REVISED -



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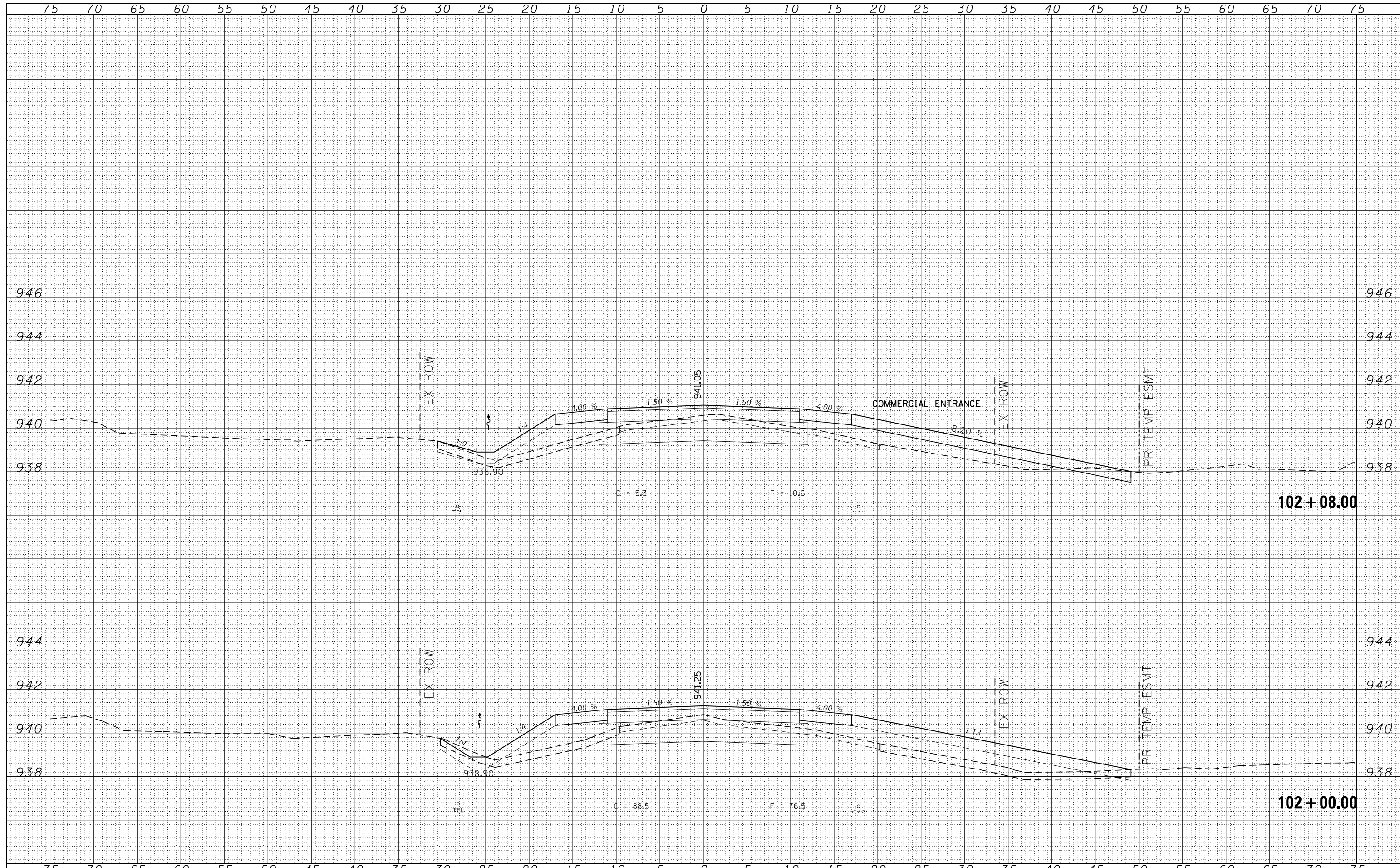
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Hampton, Lenzini and Renwick, Inc.		DRAWN - D.S.S.	REVISED -			170	16-08112-01-BR	KANE	75	56
300 SHEPARD DRIVE ELGIN, ILLINOIS 60123		CHECKED - A.A.J.	REVISED -			COOMBS ROAD / DME R.R.		CONTRACT NO. 61G32		
847.697.6700 www.lrenzini.com		DATE - 01/14/2022	REVISED -			SCALE: 5H:2V	SHEET NO. 2 OF 21 SHEETS	STA. 101+00.00 TO STA. 101+50.00	ILLINOIS FED. AID PROJECT LO22(494)	

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Hampton, Lenzini and Renwick, Inc.		DRAWN - D.S.S.	REVISED -		170	16-08112-01-BR	KANE	75	57			
300 SHEPARD DRIVE ELGIN, ILLINOIS 60123		CHECKED - A.A.J.	REVISED -		COOMBS ROAD / DME R.R.				CONTRACT NO. 61G32			
TEL: 847.697.8700 WWW.HLRINC.COM		DATE - 01/14/2022	REVISED -		SCALE: 5H:2V	SHEET NO. 3 OF 21 SHEETS	STA. 102+00.00 TO STA. 102+08.00	ILLINOIS FED. AID PROJECT LO22(494)				

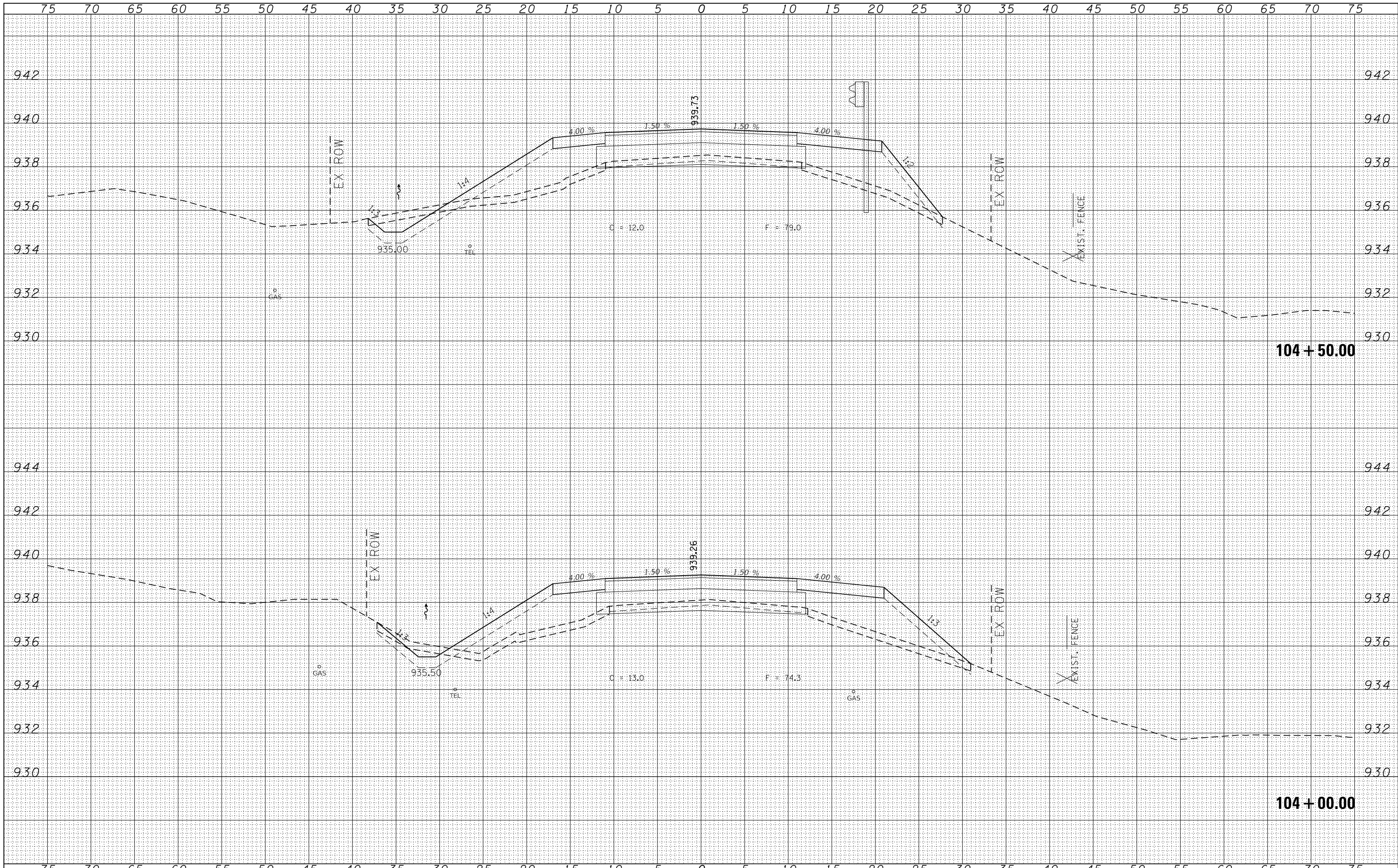






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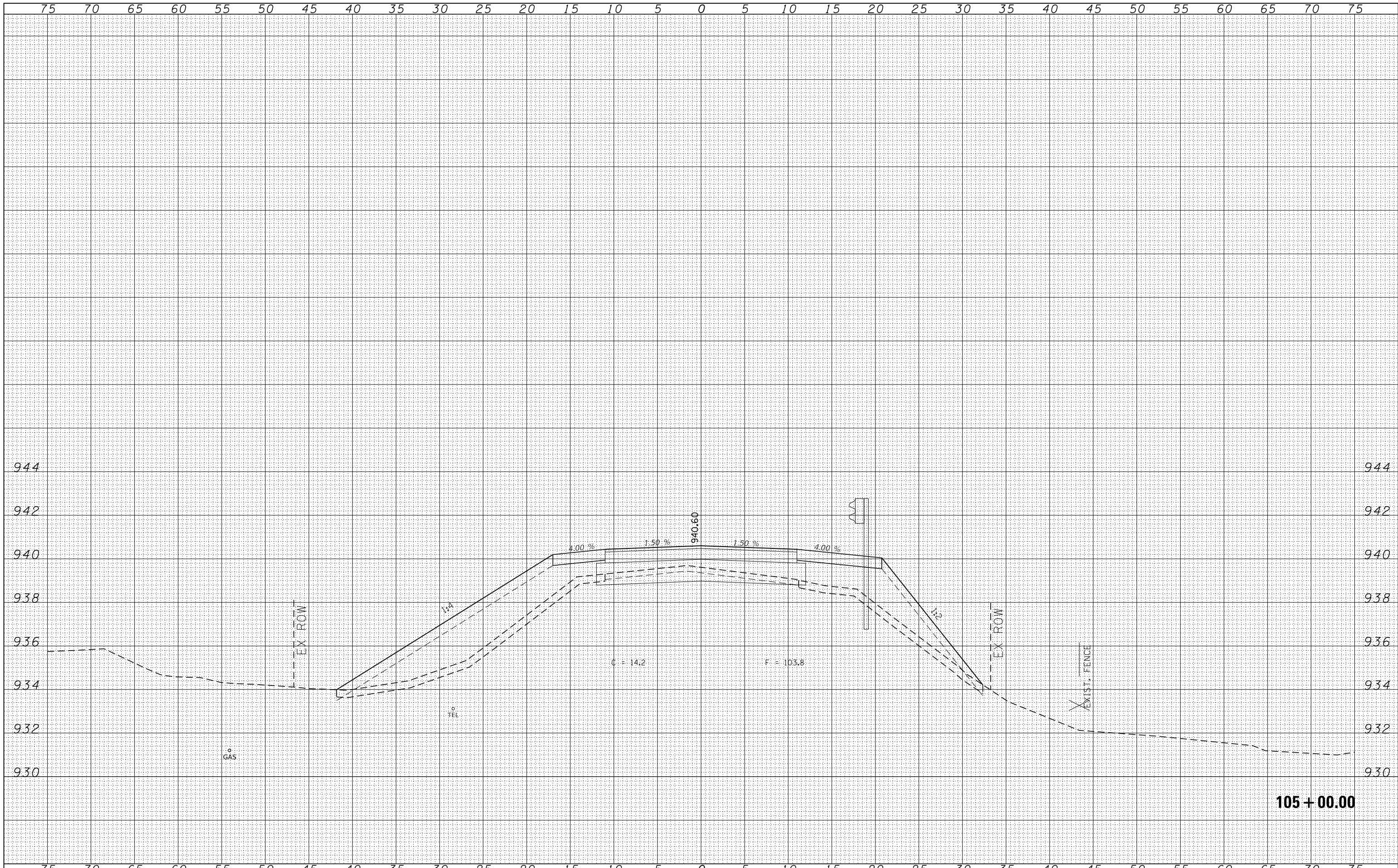


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Hampton, Lenzi and Renwick, Inc.		DRAWN - D.S.S.	REVISED -		170	16-08112-01-BR	KANE	75	60			
300 SHEPARD DRIVE ELGIN, ILLINOIS 60123		CHECKED - A.A.J.	REVISED -		COOMBS ROAD / DME R.R.			CONTRACT NO. 61G32				
847.697.6700 www.hlrengineering.com		DATE - 01/14/2022	REVISED -		SCALE: 5H:2V	SHEET NO. 6 OF 21 SHEETS	STA. 104+00.00 TO STA. 104+50.00	ILLINOIS FED. AID PROJECT LO22(494)				



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 DATE - 01/14/2022

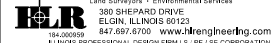
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STATION CROSS SECTIONS**

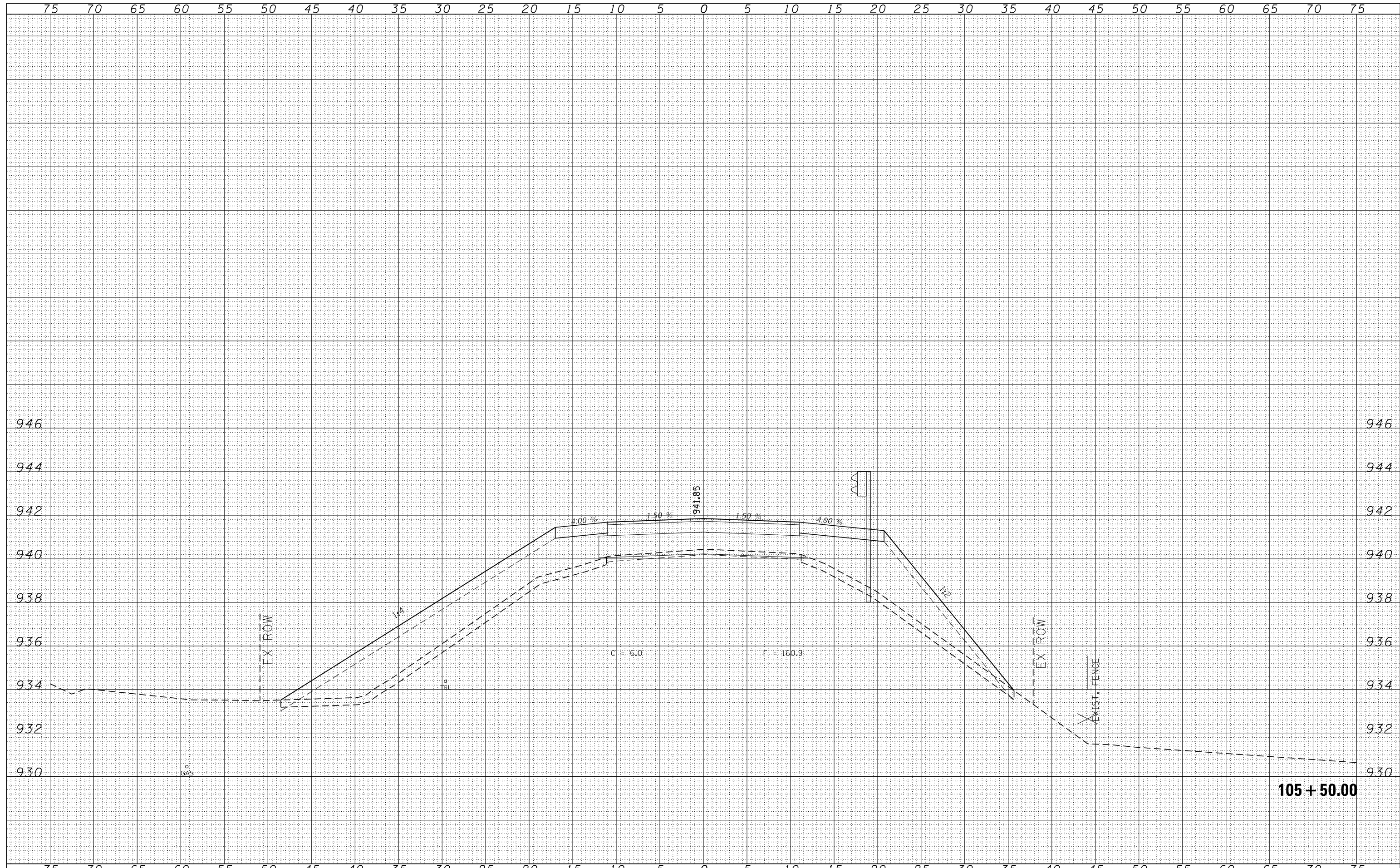
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T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	61
COOMBS ROAD / DME R.R.			CONTRACT NO. 61G32	
ILLINOIS FED. AID PROJECT LO22(494)				



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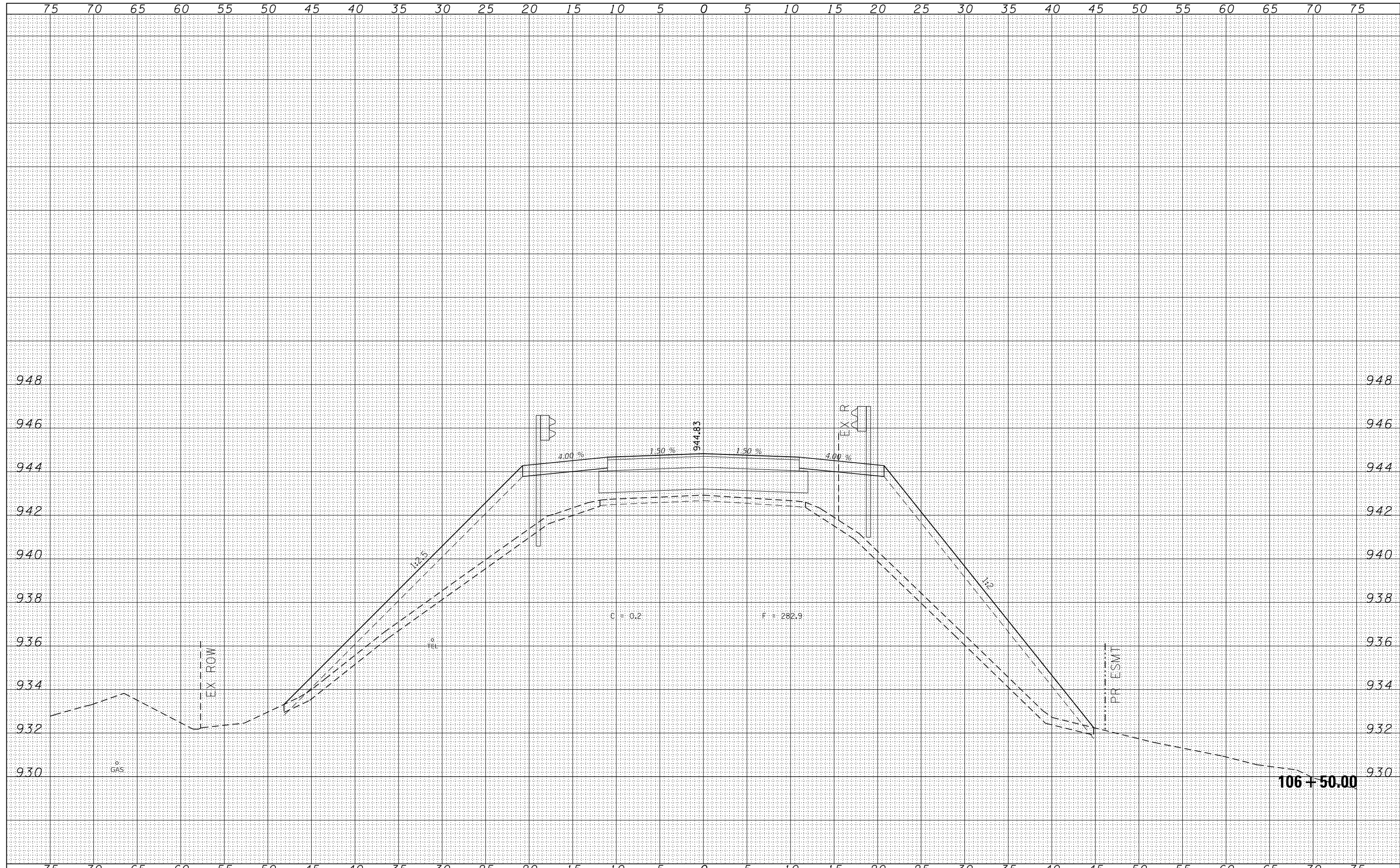


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Hampton, Lenzini and Renwick, Inc.		DRAWN - D.S.S.	REVISIED -		170	16-08112-01-BR	KANE	75	62			
300 SHEPARD DRIVE ELGIN, ILLINOIS 60123		CHECKED - A.A.J.	REVISIED -		COOMBS ROAD / DME R.R.			CONTRACT NO. 61G32				
847.697.6700 www.lrenzini.com		DATE - 01/14/2022	REVISIED -		SCALE: 5H:2V	SHEET NO. 8 OF 21 SHEETS	STA. 105+50.00 TO STA. 105+50.00	ILLINOIS FED. AID PROJECT LO22(494)				



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300 SHEPARD DRIVE ELGIN, ILLINOIS 60123		CHECKED - A.A.J.	REVISED -		COOMBS ROAD / DME R.R.			CONTRACT NO. 61G32				
TEL: 847.697.8700 WWW.HAMPTONLENTINIRENWK.COM		DATE - 01/14/2022	REVISED -		SCALE: 5H:2V	SHEET NO. 10 OF 21 SHEETS	STA. 106+50.00 TO STA. 106+50.00	ILLINOIS FED. AID PROJECT LO22(494)				







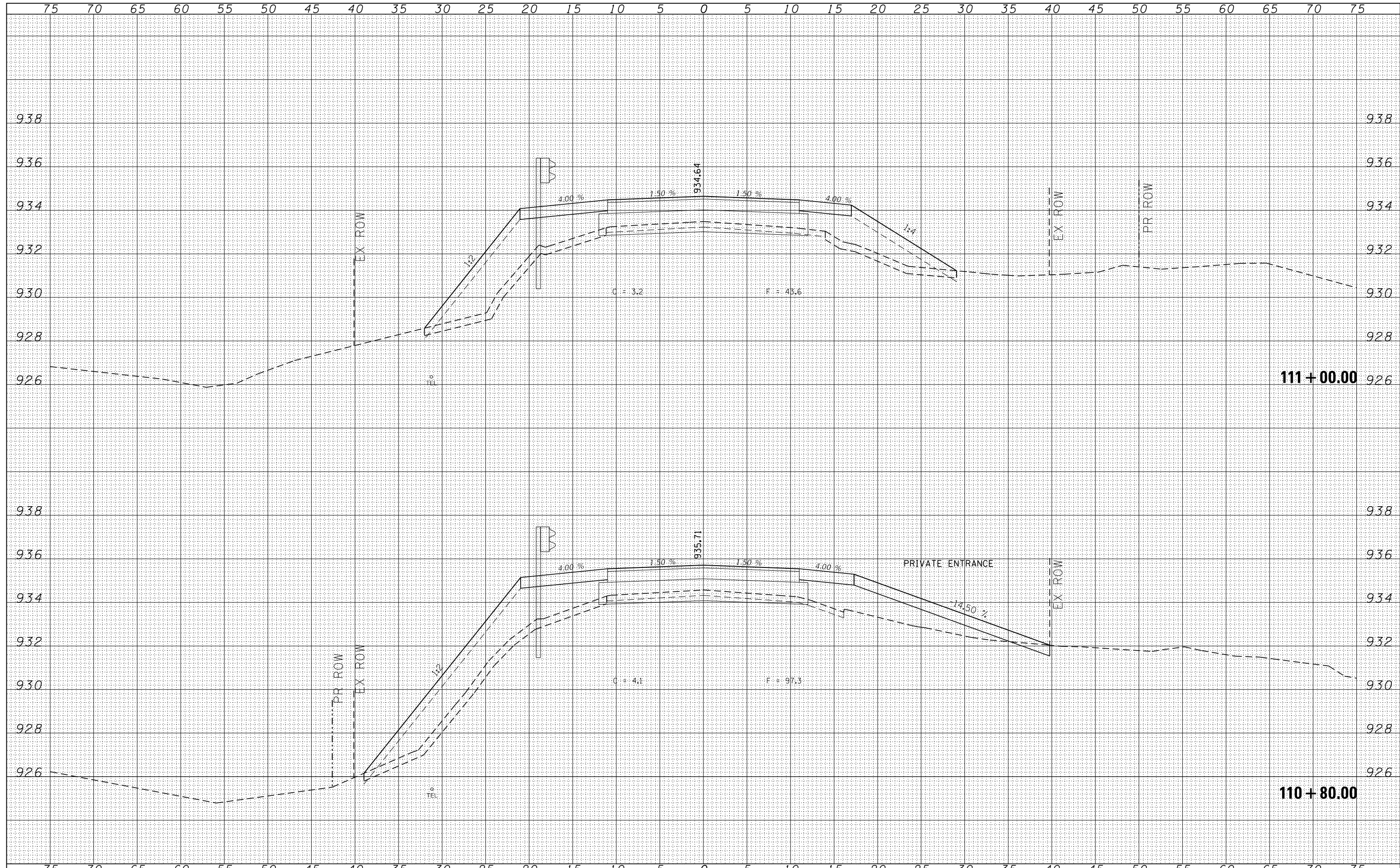






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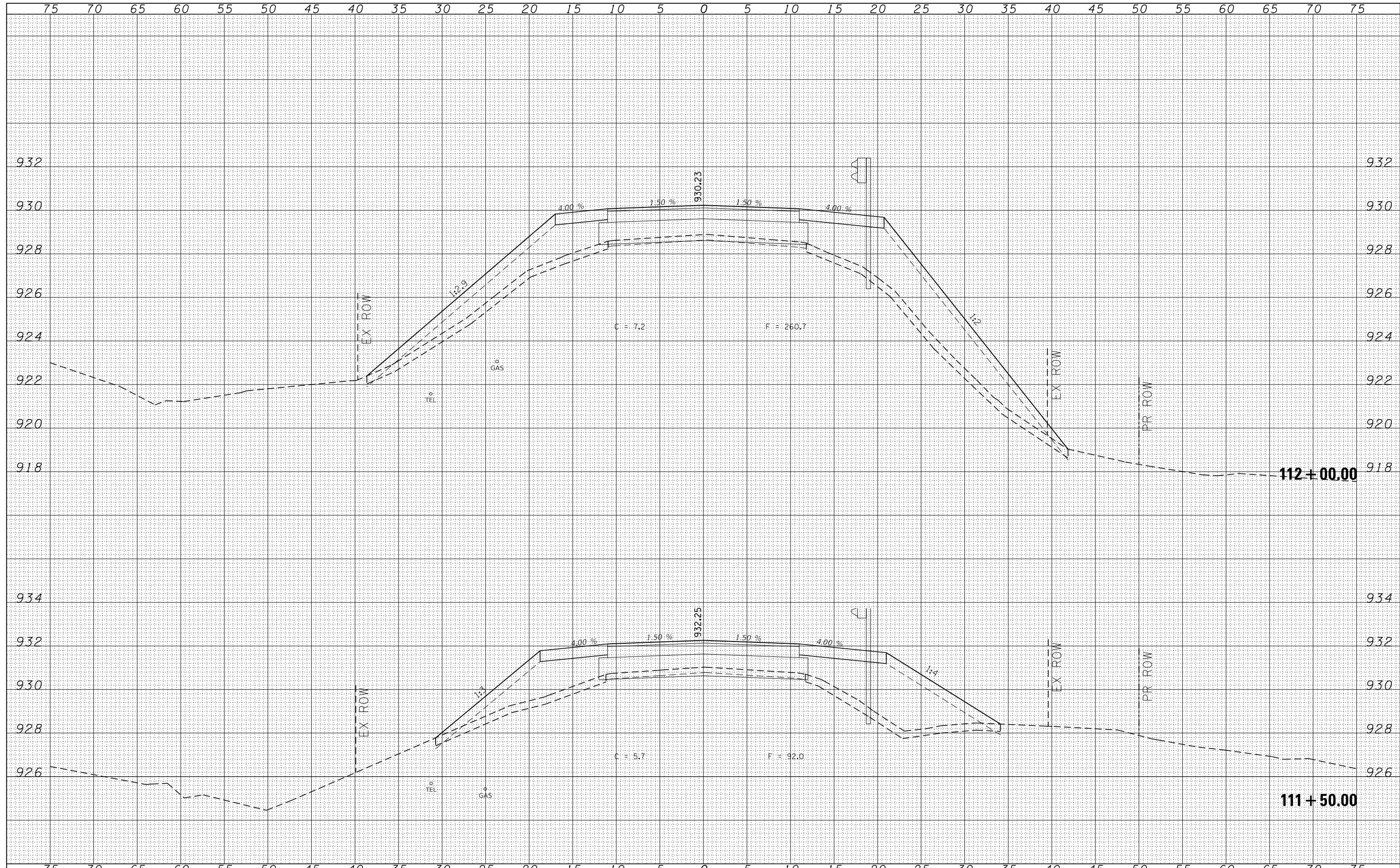
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 300 SHEPARD DRIVE ELGIN, ILLINOIS 60123 847.697.8700 www.hlrengineering.com ILLINOIS PROFESSIONAL ENGINEERING REG. NO. 022-00000000	DRAWN - D.S.S.	REVISED -	170					16-08112-01-BR	KANE	75	69	
PLOT SCALE = *SCALE*	CHECKED - A.A.J.	REVISED -	SCALE: 5H:2V		SHEET NO. 15 OF 21 SHEETS	STA. 110+80.00	TO STA. 111+00.00	CONTRACT NO. 61G32				
PLOT DATE = 2/8/2022	DATE - 01/14/2022	REVISED -	ILLINOIS FED. AID PROJECT LO22(494)									

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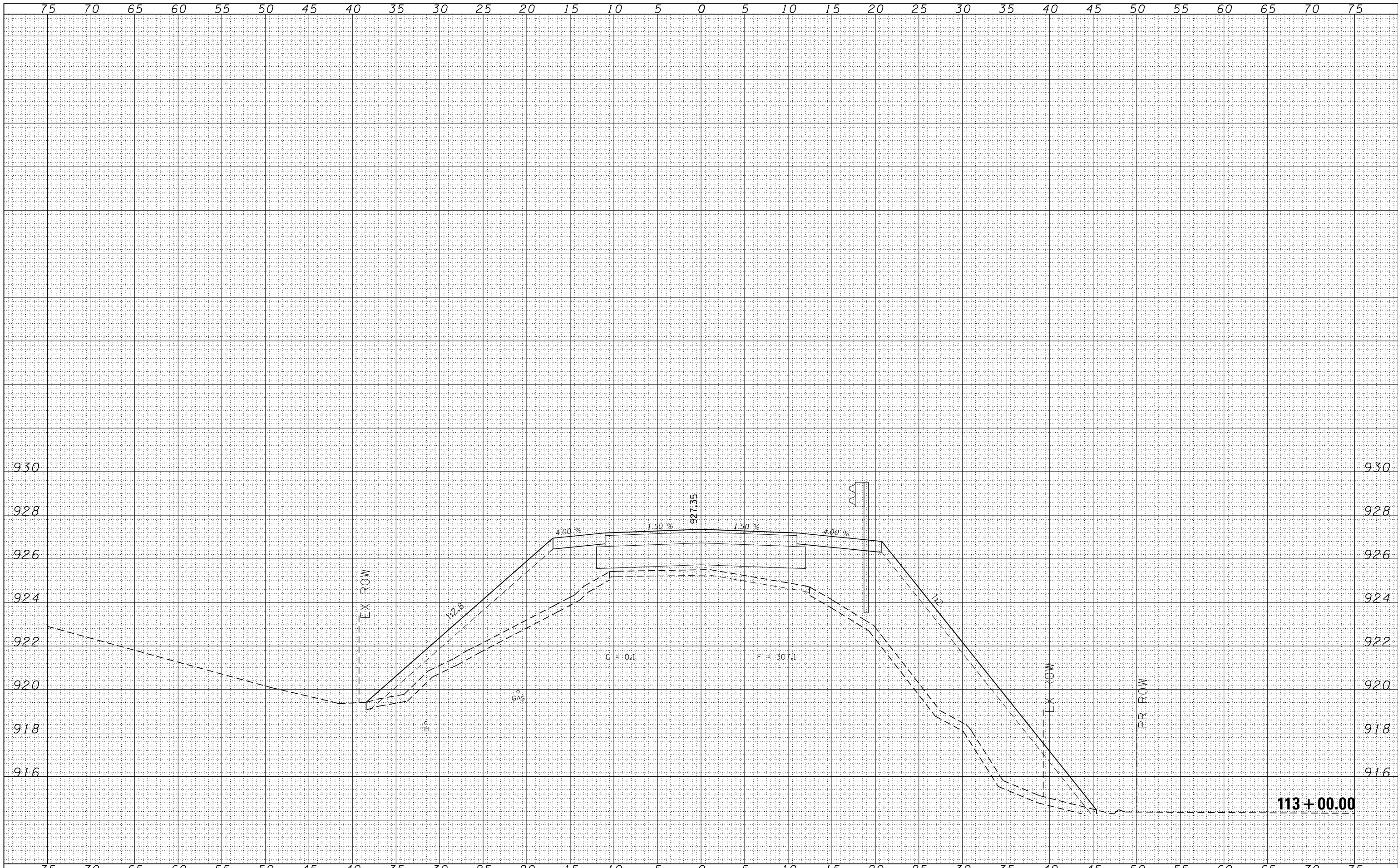


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Hampton, Lenzini and Renwick, Inc.		DRAWN - D.S.S.	REVISED -		170	16-08112-01-BR	KANE	75	70			
300 SHEPARD DRIVE ELGIN, ILLINOIS 60123		CHECKED - A.A.J.	REVISED -		COOMBS ROAD / DME R.R.			CONTRACT NO. 61G32				
TEL: 847.697.8700 WWW.HLRINC.COM		DATE - 01/14/2022	REVISED -		SCALE: 5H:2V	SHEET NO. 16 OF 21 SHEETS	STA. 111+50.00 TO STA. 112+00.00	ILLINOIS FED. AID PROJECT LO22(494)				



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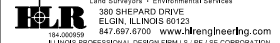
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STATION CROSS SECTIONS**

SCALE: 5H:2V SHEET NO. 18 OF 21 SHEETS STA. 113+00.00 TO STA. 113+00.00

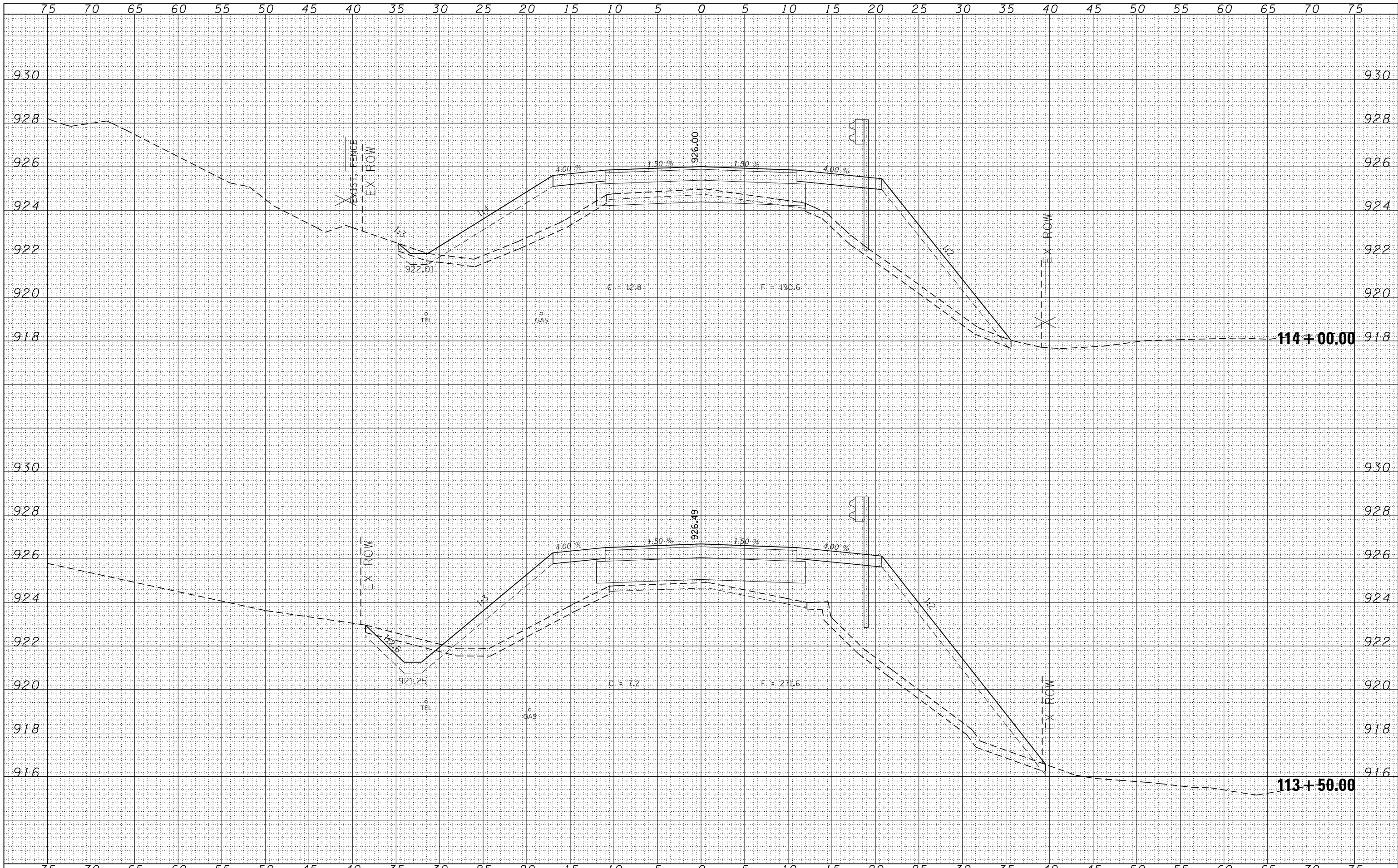
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	72
COOMBS ROAD / DME R.R.			CONTRACT NO. 61G32	
ILLINOIS FED. AID PROJECT LO22(494)				





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FILE NAME = 170011-sht-xssht.dgn  
 Hampton, Lenzini and Renwick, Inc.  
 300 SHEPARD DRIVE  
 ELGIN, ILLINOIS 60123  
 847.697.8700 www.hlr-engineering.com  
 ILLINOIS PROFESSIONAL ENGINEERS REG. NO. 021-00000000

USER NAME = a.jungermann  
 DESIGNED - D.S.S.  
 DRAWN - D.S.S.  
 CHECKED - A.A.J.  
 DATE - 01/14/2022

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 DEPARTMENT OF TRANSPORTATION

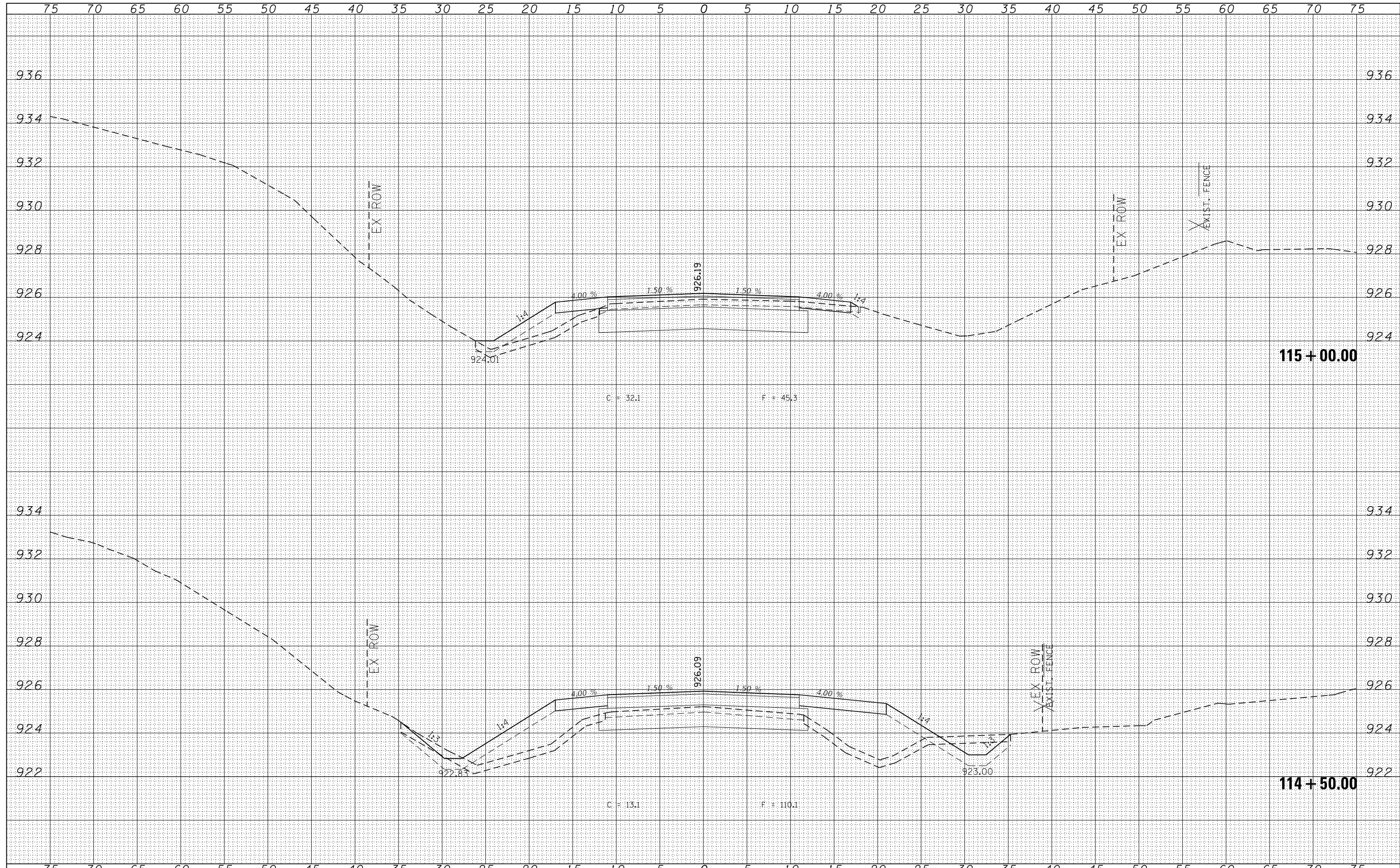
STATION CROSS SECTIONS

SCALE: 5H:2V SHEET NO. 19 OF 21 SHEETS STA. 113+50.00 TO STA. 114+00.00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
170	16-08112-01-BR	KANE	75	73
COOMBS ROAD / DME R.R.			CONTRACT NO. 61G32	
ILLINOIS FED. AID PROJECT LO22(494)				

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

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



FILE NAME = 170011-sht-xssht.dgn	USER NAME = ajungermann	DESIGNED - D.S.S.	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>STATION CROSS SECTIONS</b>			T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Hampton, Lentini and Renwick, Inc.		DRAWN - D.S.S.	REVISED -		170	16-08112-01-BR	KANE	75	74			
300 SHEPARD DRIVE ELGIN, ILLINOIS 60123		CHECKED - A.A.J.	REVISED -		COOMBS ROAD / DME R.R.			CONTRACT NO. 61G32				
TEL: 815.200.9599 FAX: 815.200.9597 WWW: www.lentiniandrenwick.com		DATE - 01/14/2022	REVISED -		SCALE: 5H:2V	SHEET NO. 20 OF 21 SHEETS	STA. 114+50.00 TO STA. 115+00.00	ILLINOIS FED. AID PROJECT LO22(494)				

