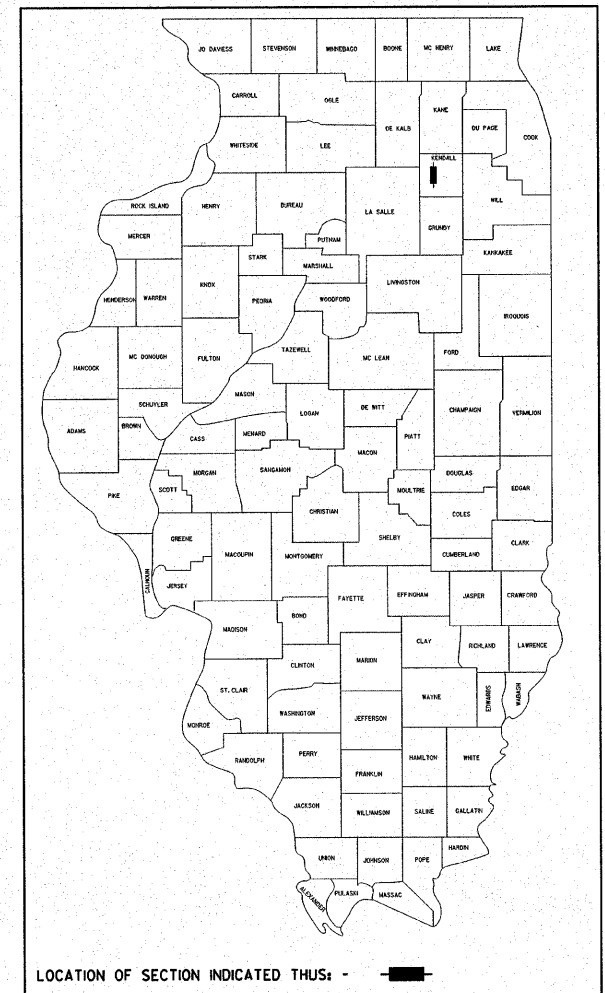


STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANS FOR PROPOSED MAJOR BRIDGE PROGRAM

ROUTE NO. C.H. 15	SECTION 96-00044 -00-BR	COUNTY KENDALL	TOTAL SHEETS 55	SHEET NO. 1
-------------------------	-------------------------------	-------------------	--------------------	----------------

CONTRACT NO. 87325



INDEX OF SHEETS

1. COVER SHEET
2. SUMMARY OF QUANTITIES
3. GENERAL NOTES AND MIXTURE REQUIREMENTS
- 4.-5. QUANTITY SCHEDULES
6. HORIZONTAL ALIGNMENT
- 7.-8. TYPICAL CROSS SECTIONS
- 9.-11. PLAN AND PROFILE
12. ENTRANCE DETAILS
13. RIPRAP DITCH DETAILS
- 14.-15. EROSION CONTROL PLAN
- 16.-17. DETOUR PLAN
- 18.-37. STATION CROSS SECTIONS
- 38.-52. BRIDGE PLANS
53. BORINGS
- 54.-55. BOX CULVERT DETAILS

FOR STANDARDS SEE SHEET 2

SCALES

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

PROJECT BRS-276(105) SECTION 96-00044-00-BR FAU 6477 (CH15 (FOX RIVER DRIVE)) OVER BIG ROCK CREEK KENDALL COUNTY C-93-060-06 STRUCTURE NO. 047-3150

UTILITIES

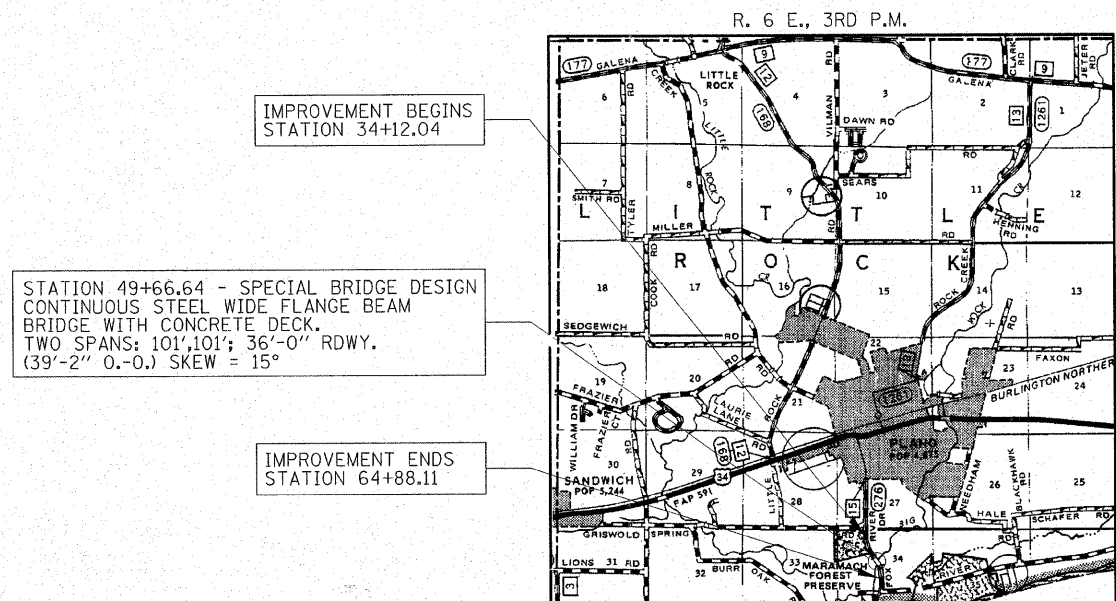
COMMONWEALTH EDISON CO.
1910 SOUTH BRIGGS ST.
JOLIET, ILLINOIS 60433-9599
ATTN: ENGINEERING DEPARTMENT

AT & T
65 WEST WEBSTER
JOLIET, ILLINOIS 60431
ATTN: RON HARSEIM

COMCAST CABLE COMMUNICATIONS, INC.
688 INDUSTRIAL DR.
ELMHURST, IL 60126
ATTN: MARTHA STEFAN

DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR (NON-URBAN)
DESIGN TRAFFIC: 4635 (2005) ADT
12298 (2025) ADT
DESIGN SPEED: 60 M.P.H.

CONTRACT NO. 87325



IMPROVEMENT BEGINS
STATION 34+12.04

STATION 49+66.64 - SPECIAL BRIDGE DESIGN
CONTINUOUS STEEL WIDE FLANGE BEAM
BRIDGE WITH CONCRETE DECK.
TWO SPANS: 101'-101'; 36'-0" RDWY.
(39'-2" O.-O.) SKEW = 15°

IMPROVEMENT ENDS
STATION 64+88.11

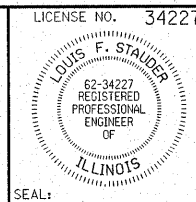
LAYOUT

APPROXIMATE SCALE: 0 = 1 MILE
NET LENGTH OF SECTION = 3076.07 FEET = 0.583 MILES
ROADWAY LENGTH = 2871.54 FEET = 0.544 MILES
BRIDGE LENGTH = 204.53 FEET = 0.039 MILES



APPROVED	MARCH 19, 2007
	<i>Jeanie C. Kline</i> COUNTY ENGINEER
PASSED	03-22 2007
	<i>Kenneth A. Fry</i> DISTRICT THREE ENGINEER OF LOCAL ROADS & STREETS
APPROVED	03-22 2007
	<i>George E. Ryan</i> DEPUTY DIRECTOR OF HIGHWAYS REGION TWO ENGINEER STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DATE: 3/13/2007
BY: *Jeanie F. Stefan*
LICENSE EXPIRES: NOVEMBER 30, 2007



LICENSE NO. 34227

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

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

ELGIN • SPRINGFIELD • DUQUOIN

PROJECT NUMBER: 12-06-0030-1 DATE: 05/01/06

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 15	96-00044 -00-BR	KENDALL	55	2
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 87325

CODE NO	ITEM	UNIT	CONSTRUCTION CODE		TOTAL
			STA. 34+12.04 TO 40+00.00	STA. 40+0.00 TO 64+88.11	
			1000 07N NON FEDERAL	H/2 HBP ELIGIBLE 1000 X071-2A	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT		519	519
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT		276	276
20200100	EARTH EXCAVATION	CU YD	546	1055	1601
20300100	CHANNEL EXCAVATION	CU YD		550	550
20400800	FURNISHED EXCAVATION	CU YD	256	12710	12966
20700300	POROUS GRANULAR EMBANKMENT, SPECIAL	TON		225	225
25001020	SEEDING, CLASS 2A (SPECIAL)	ACRE		4.45	4.45
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND		1780	1780
28000300	TEMPORARY DITCH CHECKS	EACH	14	3	17
28000400	PERIMETER EROSION BARRIER	FOOT	200	4126	4326
28000500	INLET AND PIPE PROTECTION	EACH	1	1	2
28100207	STONE RIPRAP, CLASS A4	TON	1040	9	1870
28200200	FILTER FABRIC	SQ YD	1462	11	1662
31101000	SUB-BASE GRANULAR MATERIAL, TYPE B	TON		2142	2142
35101400	AGGREGATE BASE COURSE, TYPE B	TON		96	96
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	157	73	230
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	315		315
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	80		80
40600990	TEMPORARY RAMP	SQ YD	27	41	68
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON		1702	1702
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	133	500	633
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON		24	24
42001165	BRIDGE APPROACH PAVEMENT	SQ YD		276	276
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD		56	56
44000100	PAVEMENT REMOVAL	SQ YD		5914	5914
44201833	CLASS D PATCHES, TYPE IV, 15 INCH	SQ YD	83		83
48203100	HOT-MIX ASPHALT SHOULDERS	TON	351	1514	1865
50100100	REMOVAL OF EXISTING STRUCTURES	EACH		1	1
50105220	PIPE CULVERT REMOVAL	FOOT		68	68
50200100	STRUCTURE EXCAVATION	CU YD		85	85
50300100	FLOOR DRAINS	EACH		28	28
50300225	CONCRETE STRUCTURES	CU YD		89.20	89.20
50300255	CONCRETE SUPERSTRUCTURE	CU YD		301.60	301.60
50300260	BRIDGE DECK GROOVING	SQ YD		909	909
50300280	CONCRETE ENCASEMENT	CU YD		5	5
50300300	PROTECTIVE COAT	SQ YD		1357	1357
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM		1	1
50500505	STUD SHEAR CONNECTORS	EACH		2814	2814
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND		74180	74180
50800515	BAR SPLICERS	EACH		82	82
51201600	FURNISHING STEEL PILES HP12X53	FOOT		756	756
51202305	DRIVING PILES	FOOT		756	756
51203600	TEST PILE STEEL HP12X53	EACH		2	2
51204650	PILE SHOES	EACH		27	27
51500100	NAME PLATES	EACH		1	1
54001001	BOX CULVERT END SECTION, CULVERT NO.1	EACH	2		2
54020606	PRECAST CONCRETE BOX CULVERT 6' X 6' (M273)	FOOT	60		60
54020803	PRECAST CONCRETE BOX CULVERT 8' X 3' (M273)	FOOT	107		107
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD		64.6	64.6
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	53.1		53.1
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH		4	4
60107700	PIPE UNDERDRAINS 6"	FOOT	400		400
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT		152	152
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT		800	800
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH		4	4
63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH		4	4
63200310	GUARDRAIL REMOVAL	FOOT		600	600
67100100	MOBILIZATION	L SUM		1	1
70102550	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH		1	1
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2352	9954	12306
78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2352	8894	11246
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT		1060	1060
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	11	27	38
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH		3	3
78200400	GUARDRAIL REFLECTORS	EACH		34	34
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH		4	4
Z0013798	CONSTRUCTION LAYOUT	L SUM		1	1
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH		1	1
XX006956	PRECAST CONCRETE DROP BOX 8'X 3'X 10' WITH GRATING	EACH	1		1
XX006955	PRECAST CONCRETE BOX CULVERT END SECTION 8'X 3' WITH GRATING	EACH	1		1

*- SEE SPECIAL PROVISIONS
 Δ-SPECIALTY ITEM

HIGHWAY STANDARDS

- 280001-03 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-05 BRIDGE APPROACH PAVEMENT
- 442201-02 CLASS C AND D PATCHES
- 515001-02 NAME PLATE FOR BRIDGES
- 542401 METAL END SECTION FOR PIPE CULVERTS
- 601101 CONCRETE HEADWALL FOR PIPE DRAIN
- 609006-03 BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
- 630001-07 STEEL PLATE BEAM GUARDRAIL
- 630301-04 SHOULDER WIDENING FOR TYPE 1, (SPECIAL) GUARDRAIL TERMINALS
- 631031-06 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
- 701101-01 OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5 M (15') AWAY
- 702001-06 TRAFFIC CONTROL DEVICES
- 780001-01 TYPICAL PAVEMENT MARKINGS
- 781001-02 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- BLR 21-6 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

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

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

ELGIN • SPRINGFIELD • DUQUOIN

PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
 DESIGNED: L.F.S. CHECKED: S.W.M. DRAWN: W.J.S.

SUMMARY OF QUANTITIES
 SECTION 96-00044-00-BR
 FOX RIVER DRIVE
 KENDALL COUNTY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 15	96-00044 -00-BR	KENDALL	55	3

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT-

CONTRACT NO. 87325

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2007," THESE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
- ALL CLEARING AND GRUBBING AND REMOVAL OF EXISTING RETAINING WALL SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION. THE REMOVAL OF THE EXISTING BITUMINOUS SURFACE AND AGGREGATE BASE WILL BE PAID FOR AS EARTH EXCAVATION. ALL BITUMINOUS MATERIAL SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR IN A METHOD APPROVED BY THE ENGINEER. PROPER DISPOSAL OF BITUMINOUS MATERIAL SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE LOCATIONS OF EXISTING GAS MAINS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THE LOCATIONS ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE INDIVIDUAL UTILITY COMPANIES AND BY FIELD INSPECTION.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- THE AREA TO BE SEEDED SHALL CONSIST OF ALL DISTURBED EARTH SURFACES WITHIN THE RIGHT-OF-WAY AS DIRECTED BY THE ENGINEER. SEEDING WILL BE COMPLETED BY OTHERS IN ACCORDANCE WITH STD. SPECS.
- THE CONTRACTOR SHALL CONSULT THE ENGINEER IN REGARD TO THE EXACT LENGTH OF PIPE CULVERTS BEFORE ORDERING THESE ITEMS.
- THE AREA BEHIND THE ABUTMENT CAP SHALL BE BACKFILLED WITH POROUS GRANULAR EMBANKMENT, FROM BOTTOM OF THE ABUTMENT TO THE SUBGRADE AS DIRECTED BY THE ENGINEER. POROUS GRANULAR MATERIAL SHALL BE CA-7. SEE SPECIAL PROVISIONS.
- LOCAL RESIDENTS SHALL BE ALLOWED ACCESS IN ACCORDANCE WITH ARTICLE 107.09 OF THE STANDARD SPECIFICATIONS.
- ALL TREES WITHIN THE RIGHT-OF-WAY THAT INTERFERE WITH CONSTRUCTION SHALL BE REMOVED ONLY AT THE DIRECTION OF THE ENGINEER.
TREE REMOVAL: OVER 15 UNITS-DIAMETER = 276 UNIT
TREE REMOVAL: 6 TO 15 UNITS-DIAMETER = 519 UNIT
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

POROUS GRANULAR EMBANKMENT	2.0 TON/CU YD
AGGREGATE BASE COURSE	2.05 TON/CU YD
HOT-MIX ASPHALT	112 LB/SQ YD/IN
BITUMINOUS MATERIALS (PRIME COAT)	0.4 GAL/SQ YD
SUB-BASE GRANULAR MATERIAL TYPE B	2.05 TON/CU YD

MIXTURE REQUIREMENTS					
	HMA BINDER	HMA LEVELING BINDER	HMA SURFACE	HMA SHOULDERS	INCIDENTAL HMA SURFACING
PG GRADE	PG58-22	PG58-22	PG64-22	PG58-22	PG64-22
MAX % RAP ALLOWABLE **	25%	25%	15%	40%	15%
DESIGN AIR Voids	4.0% @ N50	4.0% @ N50	4.0% @ N50	2.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 12.5 OR IL 9.5	BAM	IL 9.5
FRICTION AGGREGATE			MIXTURE D	*	MIXTURE D
DENSITY	CORES/NUCLEAR	SATISFACTION OF ENGINEER	CORES/NUCLEAR		CORES/NUCLEAR

* - SEE SPECIAL PROVISIONS

** - IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.


UTILITY ADJUSTMENTS

POWER POLES
32.97' LT. STA. 44+73.49
35.77' LT. STA. 45+73.49

TELEPHONE BOXES
35.55' RT. STA. 44+94.65
27.86' LT. STA. 50+94.91

CABLE TV
LT. STA. 47+50 TO LT. STA. 49+00

BURIED TELEPHONE LINES
RT. STA. 44+00 TO RT. STA. 51+00

			HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 546-3400		
ELGIN • SPRINGFIELD • DUQUOIN			PROJECT NUMBER: 12-06-0030-1 DATE: 03/14/07		
DESIGNED: L.F.S.		CHECKED: S.W.M.		DRAWN: W.J.S.	

GENERAL NOTES AND
MIXTURE REQUIREMENTS
SECTION 96-00044-00-BR
FOX RIVER DRIVE
KENDALL COUNTY

ROADWAY SCHEDULE

LOCATION	H.M.A. SURFACE COURSE MIX "D", N50 1.5"	LEVELING BINDER (MACHINE METHOD) N50	BITUMIONUS MATERIAL PRIME COAT	H.M.A. BINDER COURSE IL 19.0 N50 5"	SUB-BASE GRANULAR MATERIAL TYPE B 12"	BRIDGE APPROACH PAVEMENT	BRIDGE APPROACH PAVEMENT FLEXIBLE CONNECTOR	HOT-MIX ASPHALT SHOULDERS	PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT	TEMPORARY RAMP	INCIDENTAL HOT-MIX ASPHALT SURFACING	AGGREGATE BASE COURSE TYPE B (8")
	TON	TON	GAL	TON	TON	SO YD	SO YD	TON	SO YD	SO YD	SO YD	TON	TON
STA 34+12.04 TO STA 40+00.00	133	315	157					351		80	27		
STA 40+00.00 TO STA 48+59.71	186			632	796	138	28	592	2197		14		
STA 50+64.24 TO STA 64+88.11	314			1070	1346	139	28	922	3717		27		
ENTRANCES			73									24	96
TOTAL	633	315	230	1702	2142	277	56	1865	5914	80	68	24	96

GUARDRAIL SCHEDULE

LOCATION	STEEL PLATE BEAM GUARDRAIL TYPE A	TRAFFIC BARRIER TERMINAL		TERMINAL MARKER DIRECT APPLIED	GUARDRAIL REFLECTORS	GUARDRAIL REMOVAL
		TYPE 1 SPECIAL (TANGENT)	TYPE 6			
	FOOT	EACH	EACH	EACH	EACH	FOOT
RT. STA. 45+33.81 TO RT. STA. 48+66.96	237.5	1	1	1		
LT. STA. 45+98.08 TO LT. STA. 48+56.24	162.5	1	1	1		
LT. STA. 50+55.74 TO LT. STA. 53+88.89	237.5	1	1	1		
RT. STA. 50+66.46 TO RT. STA. 53+24.61	162.5	1	1	1		
RT. STA. 45+33.81 TO RT. STA. 53+24.61					17	
LT. STA. 45+98.08 TO LT. STA. 53+88.89					17	
RT. STA. 46+51 TO RT. STA. 48+76						225
LT. STA. 48+01 TO LT. STA. 48+76						75
RT. STA. 50+35 TO RT. STA. 52+60						225
LT. STA. 50+35 TO LT. STA. 51+10						75
TOTAL	800	4	4	4	34	600

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION (CU YD)	SHRINKAGE FACTOR	PERCENT USED	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (CU YD)	EMBANKMENT REQUIRED (CU YD)	EARTHWORK BALANCE (CU YD)
MAINLINE						
STA. 34+12.04 TO STA. 40+00.00	546	25%	100%	410	666	-256
STA. 40+00.00 TO STA. 48+59.71	254	25%	100%	191	5960	-5769
STA. 50+64.24 TO STA. 64+88.11	801	25%	100%	601	7831	-7230
ENTRANCES INCLUDED IN MAINLINE				0		0
CHANNEL EXCAVATION	550	25%	70%	289	0	289
TOTAL	1601*			1491	14457	-12966

* DOES NOT INCLUDE CHANNEL EXCAVATION

PAVEMENT MARKING SCHEDULE

LOCATION	PAINT PAVEMENT MARKING PERMANENT		PAVEMENT MARKING TEMPORARY		EPOXY PAVEMENT MARKING		RAISED REFLECTIVE PVT MKRS	
	4" SINGLE WHITE EDGE LINE	4" SOLID YELLOW CENTERLINE	4" SINGLE WHITE EDGE LINE	4" SOLID YELLOW CENTERLINE	4" SINGLE WHITE EDGE LINE	4" SOLID YELLOW CENTERLINE	ROADWAY 80' CENTERS	BRIDGE 80' CENTERS
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH
CH 15								
CL STA. 34+12.04 TO CL STA. 40+00.00		1176		1176			11	
RT STA. 34+12.04 TO RT STA. 40+00.00	588		588					
LT STA. 34+12.04 TO LT STA. 40+00.00	588		588					
CL STA. 40+00.00 TO CL STA. 48+29.71		1660		1660			10	
RT STA. 40+00.00 TO RT STA. 48+32.93	832		832					
LT STA. 40+00.00 TO LT STA. 48+26.49	826		826					
CL STA. 48+29.71 TO CL STA. 50+94.24				530		530		3
RT STA. 48+32.93 TO RT STA. 50+97.46			265		265			
LT STA. 48+26.49 TO LT STA. 50+91.02			265		265			
CL STA. 50+94.24 TO CL STA. 64+88.11		2788		2788			17	
RT STA. 50+97.46 TO RT STA. 64+88.11	1391		1391					
LT STA. 50+91.02 TO LT STA. 64+88.11	1397		1397					
SUBTOTAL	5622	5624	6152	6154	530	530	38	3
TOTAL		11246		12306		1060	38	3

ENTRANCE SCHEDULE

LOCATION	TYPE	EXISTING SURFACE	PROPOSED SURFACE	PROPOSED WIDTH	FLAIR	INCIDENTAL HOT-MIX ASPHALT SURFACING (2.0')	AGGREGATE BASE COURSE TYPE B (8")	BIT. MATL. PRIME COAT
				FEET		TON	TON	GAL.
C.H. 15 KENDALL CO.	RURAL							
LT. STA. 40+28.00	P.E.	BIT.	BIT.	20.00	15-10	12	49.00	37.00
RT. STA. 44+24.00	P.E.	BIT.	BIT.	16.00	15-10	12	47.00	36.00
RT. STA. 53+27.00	F.E.	EARTH	EARTH	22.00	8	0		
TOTAL						24	96.00	73.00

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

HLR

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

ELGIN • SPRINGFIELD • DUQUOIN

PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
 DESIGNED: L.F.S. CHECKED: S.W.M. DRAWN: W.J.S.

QUANTITY SCHEDULES

SECTION 96-00044-00-BR

FOX RIVER DRIVE

KENDALL COUNTY

TREE REMOVAL 6 TO 15 UNITS	
LOCATION	UNITS
LT 37.495 STA. 44+84.263	14
LT 36.839 STA. 44+86.104	14
LT 38.369 STA. 44+94.397	8
LT 38.369 STA. 44+94.397	8
LT 37.308 STA. 44+98.902	8
LT 37.308 STA. 44+98.902	8
LT 37.308 STA. 44+98.902	8
LT 38.324 STA. 45+01.949	8
LT 38.324 STA. 45+01.949	8
LT 38.23 STA. 45+05.128	12
LT 38.009 STA. 45+18.267	6
LT 38.527 STA. 45+19.218	8
LT 38.749 STA. 45+25.059	6
LT 39.212 STA. 45+36.567	8
LT 38.687 STA. 45+38.861	7
LT 39.096 STA. 45+43.850	10
LT 36.793 STA. 45+80.821	12
LT 39.363 STA. 45+92.785	12
LT 42.218 STA. 45+94.370	12
LT 39.565 STA. 45+99.014	14
LT 37.718 STA. 46+04.906	10
RT 37.087 STA. 46+14.144	12
LT 42.293 STA. 46+32.711	8
LT 42.568 STA. 46+38.366	10
LT 42.303 STA. 46+40.898	12
LT 41.726 STA. 46+43.064	12
LT 42.734 STA. 46+66.054	8
LT 42.734 STA. 46+66.054	8
LT 41.986 STA. 46+73.406	10
LT 41.986 STA. 46+73.406	10
LT 41.133 STA. 46+89.538	14
LT 41.14 STA. 46+96.562	8
LT 45.64 STA. 47+21.688	6
LT 45.509 STA. 47+38.587	10
LT 45.367 STA. 47+39.890	6
LT 45.245 STA. 47+57.174	12
LT 46.371 STA. 47+61.604	12
LT 45.271 STA. 47+81.477	10
LT 45.947 STA. 48+18.327	8
LT 45.947 STA. 48+18.327	8
LT 45.265 STA. 48+25.642	8
RT 38.26 STA. 48+55.601	6
RT 38.26 STA. 48+55.601	6
RT 37.355 STA. 48+65.645	6
LT 35.752 STA. 48+68.679	8
RT 36.81 STA. 48+75.401	8
RT 53.258 STA. 53+34.692	14
RT 52.298 STA. 53+37.100	10
RT 53.119 STA. 53+39.602	8
RT 53.811 STA. 53+41.848	8
RT 54.352 STA. 53+47.237	6
RT 55.571 STA. 53+47.722	6
RT 57.983 STA. 53+65.503	12
RT 54.944 STA. 53+68.998	6
RT 56.442 STA. 53+78.048	12
RT 57.156 STA. 53+86.837	10
TOTAL	519

CULVERT SCHEDULE									
LOCATION	EXIST. SIZE	PIPE UNDERDRAINS	PRECAST CONCRETE BOX CULVERT	PRECAST CONCRETE BOX CULVERT	BOX CULVERT END SECTIONS	PRECAST CONCRETE END SECTIONS	PRECAST CONCRETE DROP BOX	PIPE CULVERT REMOVAL	ABANDON EXISTING CULVERT
		6"	6' X 6' (M273)	8' X 3' (M273)	C-1 6' X 6'	8' X 3' WITH GRATING	8' X 3' X 10' WITH GRATING	FOOT	CLSM CU YD
MAINLINE									
RT. STA. 35+00 TO RT. STA. 39+00	6"	400							
AR STA 39+00	7'X3' BOX								53.1
AR STA 39+20	8'X3' BOX			107		1			
AR STA 60+32.20	48" CMP		60		2		68		
TOTAL		400	60	107	2	1	1	68	53.1

CLASS D PATCHES, TYPE IV 15 INCH		
LOCATION	PIPE SIZE	TYPE IV
MAINLINE		50 YD
STA. 39+20	8'x3' BOX	83
TOTAL		83

SEEDING SCHEDULE							
LOCATION	TEMPORARY EROSION CONTROL SEEDING	SEEDING CLASS 2A SPECIAL	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH METHOD 1
	LBS*	ACRES	90 LBS/ACRE	90 LBS/ACRE	90 LBS/ACRE	2 TONS/ACRE	2 TONS/ACRE
LT STA 34+12.04 TO LT STA 40+28.00	202	0.50	45	45	45	1.00	1.00
RT STA 34+12.04 TO RT STA 44+34.00	199	0.50	45	45	45	1.00	1.00
LT STA 40+28.00 TO LT STA 50+00.00	246	0.61	55	55	55	1.22	1.22
RT STA 44+34.00 TO RT STA 50+00.00	134	0.34	31	31	31	0.68	0.68
LT STA 50+00.00 TO LT STA 64+88.11	458	1.15	104	104	104	2.30	2.30
LT STA 50+00.00 TO LT STA 58+50.00	298	0.74	67	67	67	1.48	1.48
LT STA 58+50.00 TO LT STA 64+11.00	243	0.61	55	55	55	1.22	1.22
TOTAL	1780	4.45	402	402	402	8.90	8.90

* 100 LBS/ACRE FOR 4 APPLICATIONS
FERTILIZER, LIMESTONE AND MULCH QUANTITIES ARE FOR INFORMATION ONLY

TREE REMOVAL OVER 15 UNITS	
LOCATION	UNITS
LT 39.436 STA. 45+52.806	16
LT 38.399 STA. 45+57.807	18
LT 38.962 STA. 45+67.426	20
LT 43.173 STA. 46+58.514	24
LT 42.322 STA. 46+63.633	16
LT 45.255 STA. 47+95.844	20
RT 36.892 STA. 47+96.136	18
LT 45.386 STA. 48+49.690	30
RT 30.206 STA. 50+67.903	16
RT 32.507 STA. 50+89.818	16
RT 51.953 STA. 53+52.948	16
RT 51.528 STA. 53+54.982	16
RT 56.807 STA. 53+81.781	16
RT 57.461 STA. 53+85.159	16
RT 58.777 STA. 53+95.159	18
TOTAL	276

STONE RIPRAP SCHEDULE				
LOCATION	AREA	RIPRAP CLASS A4	FILTER FABRIC	
		TON	SQ YD	
CULVERTS				
RT STA 39+40	20 X 10 X 1.33	17	22.00	
RT STA 60+32	10 X 10 X 1.33	9	11.00	
SUBTOTAL CULVERTS		26.00	33.00	
DITCHES				
	DITCH DEPTH	DITCH BOTTOM		
LT STA 34+12 TO LT STA. 34+50	2.00	5.00	77	108
LT STA 34+50 TO LT STA. 36+60	2.00	5.00	101	142
LT STA 35+00 TO LT STA. 35+50	2.00	5.00	101	142
LT STA 35+50 TO LT STA. 36+00	2.00	5.00	101	142
LT STA 36+00 TO LT STA. 36+50	2.00	5.00	101	142
LT STA 36+50 TO LT STA. 37+00	2.00	5.00	101	142
LT STA 37+00 TO LT STA. 37+50	2.00	5.00	101	142
LT STA 37+50 TO LT STA. 38+00	2.00	5.00	85	120
LT STA 38+00 TO LT STA. 38+50	2.00	5.00	85	120
LT STA 38+50 TO LT STA. 39+00	2.00	5.00	85	120
LT STA 39+00 TO LT STA. 39+50	2.00	5.00	85	120
SUBTOTAL DITCHES		1,023	1,440	
TOTAL		1,049	1,473	

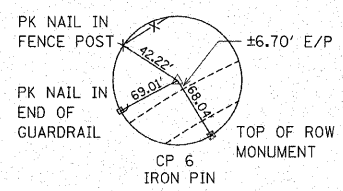
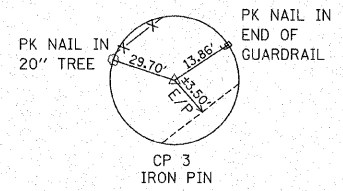
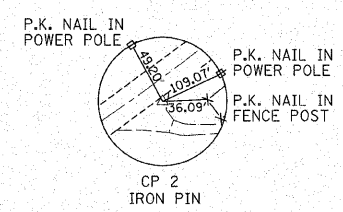
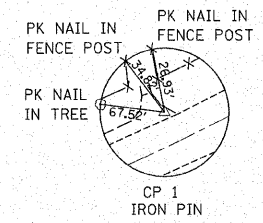
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CIVIL & STRUCTURAL ENGINEERS

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

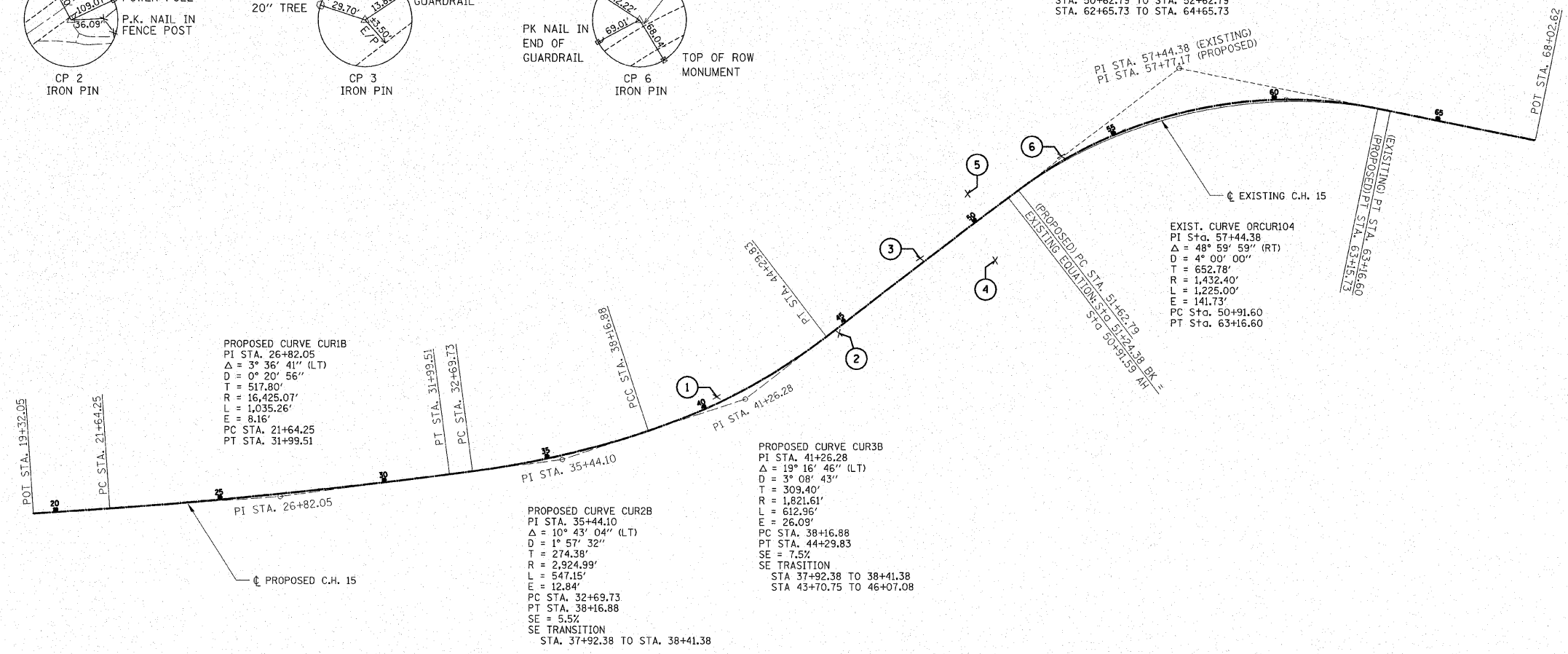
ELGIN • SPRINGFIELD • DUQUOIN

PROJECT NUMBER: 12-06-0030-1 DATE: 05/04/06
DESIGNED: L.F.S. CHECKED: S.W.M. DRAWN: W.J.S.

QUANTITY SCHEDULES
SECTION 96-00044-00-BR
FOX RIVER DRIVE
KENDALL COUNTY



PROPOSED CURVE CUR4B
 PI Sta. 57+77.17
 $\Delta = 48^\circ 59' 59''$ (RT)
 $D = 4^\circ 15' 00''$
 $T = 614.38'$
 $R = 1,348.14'$
 $L = 1,152.94'$
 $E = 133.39'$
 PC Sta. 51+62.79
 PT Sta. 63+15.73
 $SE = 6\%$
 SE TRANSITION
 STA. 50+62.79 TO STA. 52+62.79
 STA. 62+65.73 TO STA. 64+65.73



HORIZONTAL ALIGNMENT (PROPOSED)			
POINT	NORTHING	EASTING	
C.H. 15 (FOX RIVER DRIVE)			
P.C. Sta. 32+69.73	5,739.773370	2,775.555598	
P.I. Sta. 35+44.10	5467.735500	2811.297500	
P.I. Sta. 41+26.28	4913.171500	2993.658500	
P.I. Sta. 57+77.17	3598.479348	4001.811682	
P.O.T. Sta. 68+00.00	2521.953259	3782.446147	

HORIZONTAL ALIGNMENT (EXISTING)			
POINT	NORTHING	EASTING	
C.H. 15 (FOX RIVER DRIVE)			
P.C. Sta. 32+69.73	5739.773370	2775.555598	
P.I. Sta. 35+44.10	5467.735500	2811.297500	
P.I. Sta. 41+26.28	4913.171500	2993.658500	
EOU. STA. 51+24.38 (BK)			
= STA. 50+91.59 (AH)	4116.496135	3604.577796	
P.I. Sta. 57+44.38	3598.479348	4001.811682	
P.O.T. Sta. 67+62.47	2521.953259	3782.446147	

CONTROL POINTS (IRON PINS UNLESS NOTED)			
CONTROL PT.	LOCATION FROM ϵ C.H. 15	NORTHING	EASTING
1	LT. 18.56 STA. 40+48.76	5000.00	3000.00
2	RT. 15.59 STA. 44+66.38	4629.16	3191.80
3	LT. 15.24 STA. 47+98.84	4384.10	3418.58
4	RT. 128.42 STA. 49+75.85	4156.22	3412.29
5	LT. 84.94 STA. 50+34.27	4239.69	3617.15
6	LT. 13.98 STA. 53+28.08	3956.12	3732.30

LEGEND
 CONTROL POINT LOCATION

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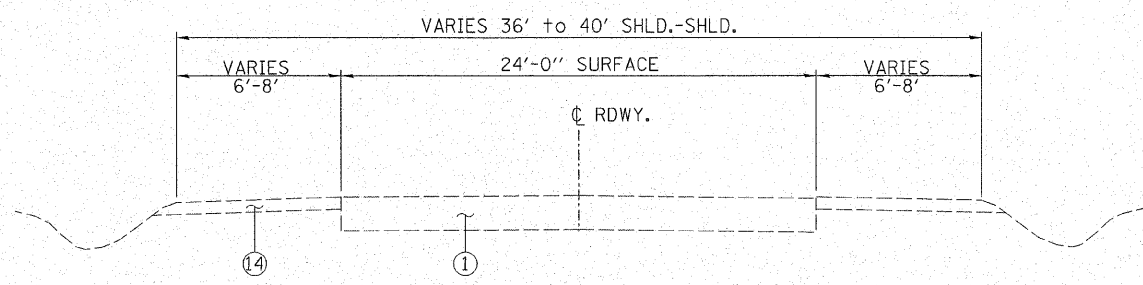
ELGIN • SPRINGFIELD • DUQUOIN

PROJECT NUMBER: 12-06-0030-1 DATE: 05/01/06
 DESIGNED: L.F.S. CHECKED: S.W.M. DRAWN: W.J.S.

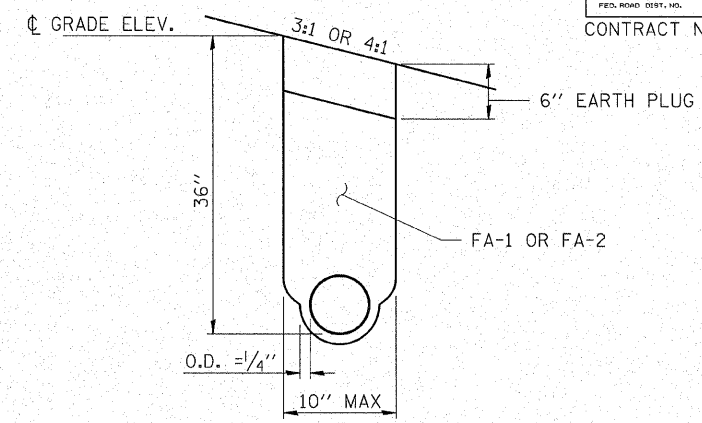
HORIZONTAL ALIGNMENT
 SECTION 96-00044-00-BR
 FOX RIVER DRIVE
 KENDALL COUNTY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 15	96-00044-00-BR	KENDALL	55	7
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-		

CONTRACT NO. 87325



EXISTING CROSS SECTION
STATION 34+12.04 TO 64+88.11



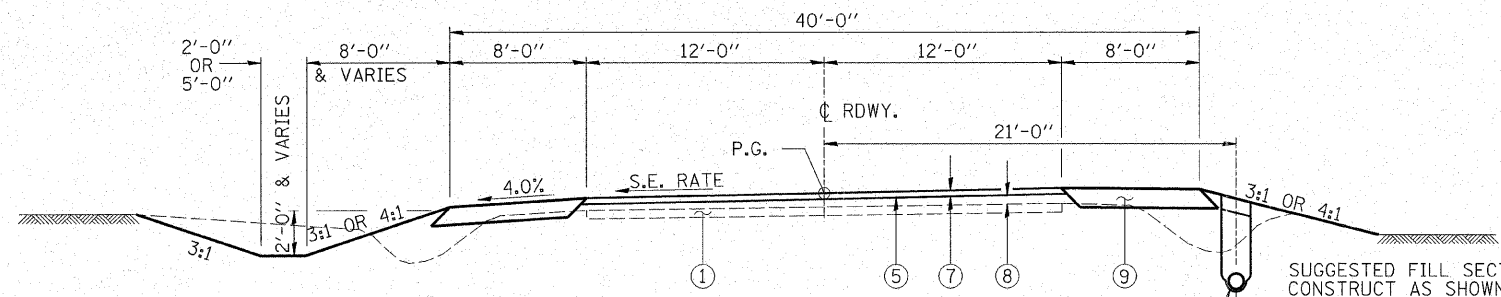
DETAIL "A"

PAVEMENT DESIGN DATA

DESIGN PERIOD: 20 YEARS LOADING (73,280 LBS)
 STRUCTURAL DESIGN TRAFFIC (S.D.T.) = 2017 (8324)
 P.V. = 8263 S.U. = 54 M.U. = 54
 ROAD/STREET CLASSIFICATION: CLASS II
 PERCENT OF S.D.T. IN DESIGN LANE:
 P = 50% S = 50% M = 50%
 TRAFFIC FACTOR: T.F. = 0.23 AC TYPE 58-22
 PG GRADE: BINDER = 58-22 SURFACE = 58-22
 SUBGRADE SUPPORT RATING
 SSR = POOR (STA. 40+00 TO STA. 64+88.11)

LEGEND

- ① EXISTING PAVEMENT - 6" BITUMINOUS, 3/4" SEAL COAT, 9" AGGREGATE BASE
- ② HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (5")
- ③ SUB-BASE GRANULAR MATERIAL, TYPE B 12"
- ④ INCIDENTAL HOT-MIX ASPHALT SURFACING (2")
- ⑤ BITUMINOUS MATERIALS (PRIME COAT)
- ⑥ AGGREGATE BASE COURSE, TYPE B (8")
- ⑦ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (1 1/2")
- ⑧ LEVELING BINDER (MACHINE METHOD), N50 (1" MIN.)
- ⑨ HOT-MIX ASPHALT SHOULDERS (6")
- ⑩ BRIDGE APPROACH PAVEMENT
- ⑪ BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
- ⑫ SEE STANDARD 420401 FOR SUB-BASE GRANULAR MATERIAL INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT
- ⑬ HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- ⑭ EXISTING AGGREGATE SHOULDERS
- ⑮ TEMPORARY RAMP
- ⑯ PIPE UNDERDRAIN 6"



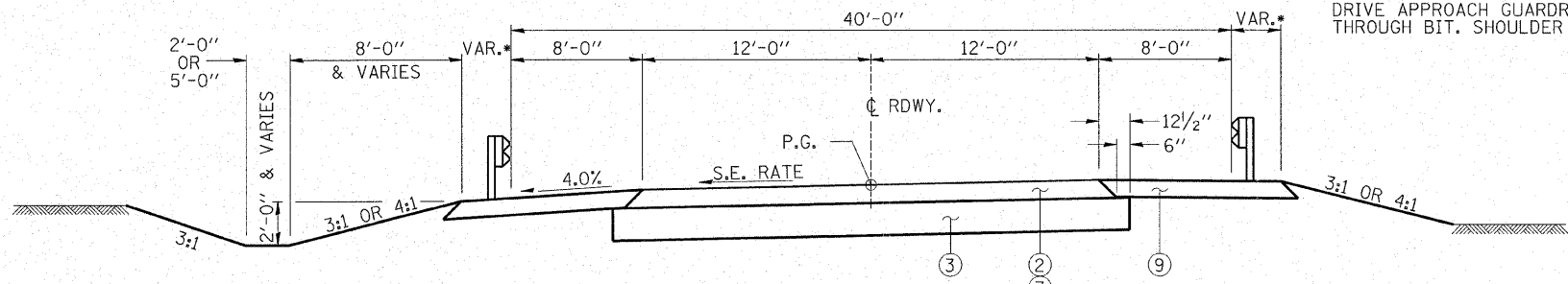
PROPOSED TYPICAL CROSS SECTION
STA. 34+12.04 TO STA. 40+00.00

SUGGESTED CUT SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS
STA. 34+12.04 TO STA. 34+50
TRANSITION SHOULDERS AND
SIDE SLOPES TO EXISTING.

SUGGESTED FILL SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS
RT. STA. 35+00 TO STA. 39+00
36" BELOW ϕ GRADE ELEVATION
SEE DETAIL "A"
STA. 34+12.04 TO STA. 34+50
TRANSITION SHOULDERS AND
SIDE SLOPES TO EXISTING.

* VARIES 3'-9" TO 4'-0"
BEHIND GUARDRAIL ACCORDING TO
STANDARD 630301 & 630001.

DRIVE APPROACH GUARDRAIL
THROUGH BIT. SHOULDER



PROPOSED TYPICAL CROSS SECTION
STA. 40+00 TO P.T. STA. 44+29.83
P.C. STA. 51+62.79 TO STA. P.T. STA. 63+15.73

SUGGESTED CUT SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

SUGGESTED FILL SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

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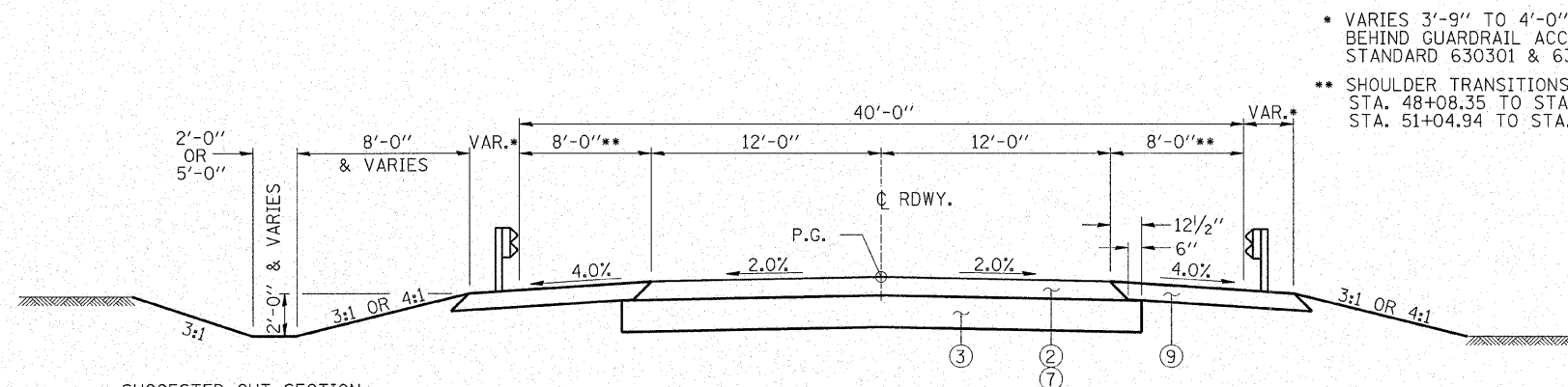
ELGIN • SPRINGFIELD • DUQUOIN

PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
 DESIGNED: L.F.S. CHECKED: S.W.M. DRAWN: W.J.S.

TYPICAL CROSS SECTIONS
 SECTION 96-00044-00-BR
 FOX RIVER DRIVE
 KENDALL COUNTY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 15	96-00044-00-BR	KENDALL	55	8
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-		

CONTRACT NO. 87325

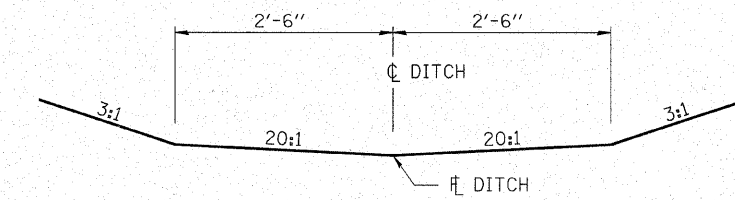


PROPOSED TYPICAL CROSS SECTION

STA. 44+29.83 TO 48+23.71
 STA. 51+00.24 TO P.C. STA. 51+62.79
 P.T. STA. 63+15.73 TO STA. 64+88.11

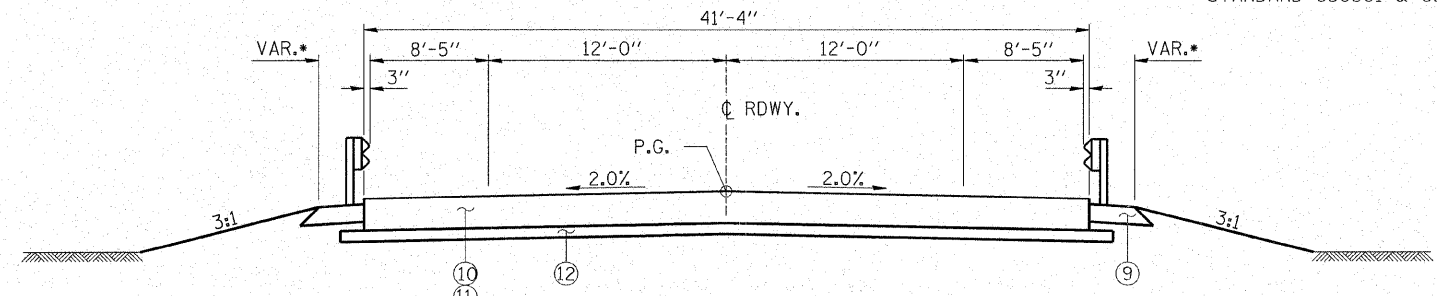
SUGGESTED FILL SECTION
 CONSTRUCT AS SHOWN IN
 STATION CROSS SECTIONS
 STA. 64+50.00 TO STA. 64+88.11
 TRANSITION SHOULDERS AND
 SIDE SLOPES TO EXISTING.

SUGGESTED CUT SECTION
 CONSTRUCT AS SHOWN IN
 STATION CROSS SECTIONS
 STA. 64+50.00 TO STA. 64+88.11
 TRANSITION SHOULDERS AND
 SIDE SLOPES TO EXISTING.



DITCH DETAIL

5' BOTTOM



PROPOSED TYPICAL CROSS SECTION

STA. 48+23.71 TO STA. 48+29.71 (FLEXIBLE PAVEMENT CONNECTOR)
 STA. 48+29.71 TO STA. 48+59.71 (BRIDGE APPROACH PAVEMENT)
 STA. 50+64.24 TO STA. 50+94.24 (BRIDGE APPROACH PAVEMENT)
 STA. 50+94.24 TO STA. 51+00.24 (FLEXIBLE PAVEMENT CONNECTOR)

SUGGESTED FILL SECTION
 CONSTRUCT AS SHOWN IN
 STATION CROSS SECTIONS

SUGGESTED FILL SECTION
 CONSTRUCT AS SHOWN IN
 STATION CROSS SECTIONS

* VARIES 3'-9" TO 4'-0"
 BEHIND GUARDRAIL ACCORDING TO
 STANDARD 630301 & 630001.

LEGEND

- ① EXISTING PAVEMENT - 6" BITUMINOUS, 3/4" SEAL COAT, 9" AGGREGATE BASE
- ② HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (5")
- ③ SUB-BASE GRANULAR MATERIAL, TYPE B 12"
- ④ INCIDENTAL HOT-MIX ASPHALT SURFACING (2")
- ⑤ BITUMINOUS MATERIALS (PRIME COAT)
- ⑥ AGGREGATE BASE COURSE, TYPE B (8")
- ⑦ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (1 1/2")
- ⑧ LEVELING BINDER (MACHINE METHOD), N50 (1" MIN.)
- ⑨ HOT-MIX ASPHALT SHOULDERS (6")
- ⑩ BRIDGE APPROACH PAVEMENT
- ⑪ BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
- ⑫ SEE STANDARD 420401 FOR SUB-BASE GRANULAR MATERIAL INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT
- ⑬ HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- ⑭ EXISTING AGGREGATE SHOULDERS
- ⑮ TEMPORARY RAMP
- ⑯ PIPE UNDERDRAIN 6"

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ELGIN • SPRINGFIELD • DUQUOIN

PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
 DESIGNED: L.F.S. CHECKED: S.W.M. DRAWN: W.J.S.

TYPICAL CROSS SECTIONS
 SECTION 96-00044-00-BR
 FOX RIVER DRIVE
 KENDALL COUNTY

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	96-00044-00-BR	KENDALL	55	9
STA. 30+00.00		TO STA. 45+00.00		
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 87325	

WILLIAM WARREN NESSON
NESSON TRUSTEES
NW/4, SEC 34, T. 37 N., R. 6 E., 3RD P.M.

WILLIAM WARREN NESSON
NESSON TRUSTEES
NW/4, SEC 34, T. 37 N., R. 6 E., 3RD P.M.

CURVE ORC202
PI Sta. 35+44.10
 $\Delta = 10^\circ 43' 04''$ (LT)
 $D = 1^\circ 57' 32''$
 $T = 274.38'$
 $R = 2,924.99'$
 $L = 547.15'$
 $E = 12.84'$
PC Sta. 32+69.73
PRC Sta. 38+16.88
SE = 4.5%
SE TRANSITION
Sta. 37+98.38 TO Sta. 38+35.38

A.R. STA. 39+00.00
ABANDON EXISTING
7'x3' BOX CULVERT
CLSM 53.1 CU YD

A.R. STA. 39+20.00
USFL 584.65 @ 38+60 LT
DSFL 581.00 @ 39+53 RT.
PRECAST CONC. BOX CULV
8' X 3' (M273) = 107 FOOT
END SEC. 8' X 3' W/GRATING = 1 EACH
PRECAST CONC. DROP BOX
8' X 3' X 10' W/GRATING = 1 EACH
CLASS D PATCHES TYPE IV 15 INCH = 83 SY YD

CURVE ORC203
PI Sta. 41+26.28
 $\Delta = 19^\circ 16' 46''$ (LT)
 $D = 3^\circ 08' 43''$
 $T = 309.40'$
 $R = 1,821.61'$
 $L = 612.96'$
 $E = 26.09'$
PRC Sta. 38+16.88
PT Sta. 44+29.83
SE = 6.0%
SE TRANSITION
Sta. 37+98.38 TO Sta. 38+35.38
Sta. 43+79.83 TO Sta. 45+79.83

LEGEND

	EXISTING ROW
	PROPOSED ROW
	PAVEMENT REMOVAL

DATE	BY

PLAN

REVISION	DATE	BY

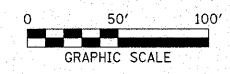
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DATE	BY

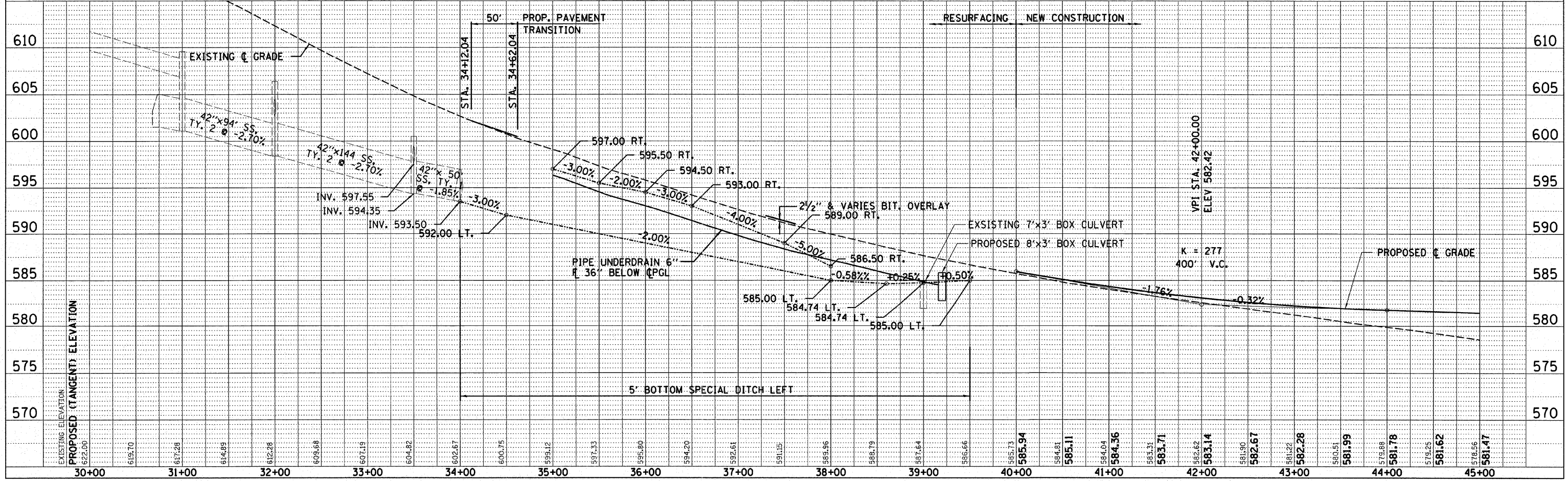
PROFILE

REVISION	DATE	BY

NO. _____



KENDALL COUNTY FOREST PRESERVE DISTRICT
NW/4, SEC 34, T. 37 N., R. 6 E., 3RD P.M.



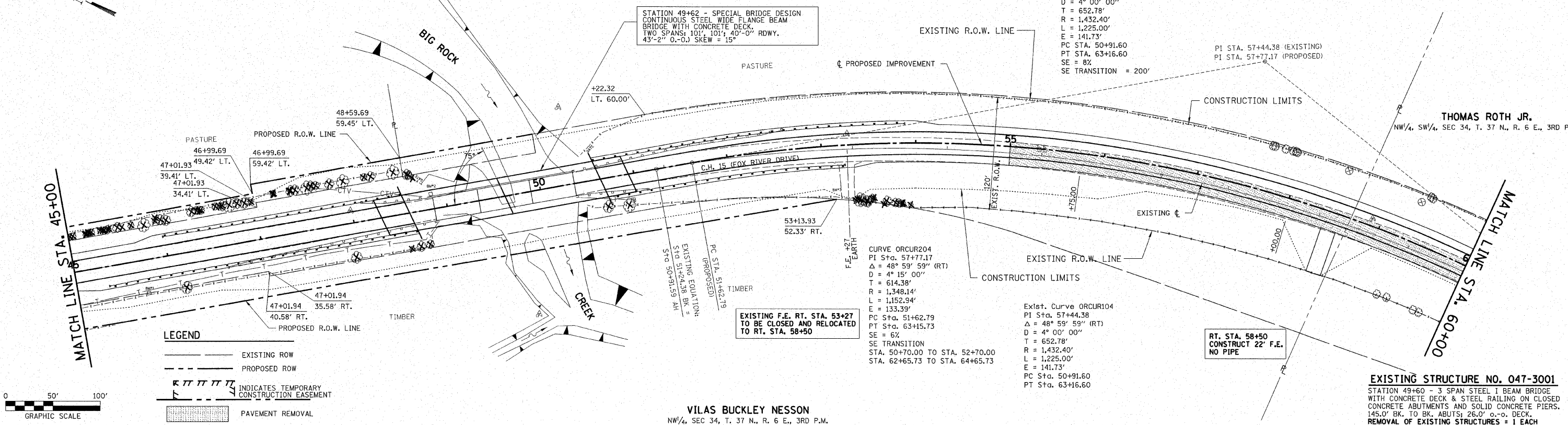
C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	96-00044-00-BR	KENDALL	55	10
STA. 45+00.00		TO STA. 60+00.00		
FED. ROAD DIST. NO.		ILLINOIS CONTRACT NO. 87325		

WILLIAM WARREN NESSON
NESSON TRUSTEES
NW/4, SEC 34, T. 37 N., R. 6 E., 3RD P.M.



DATE	BY

PLAN	SURVEYED	PLOTTED	DESIGNED	REVISIONS	NO. OF WALS CHECKED	CADD FILE NAME

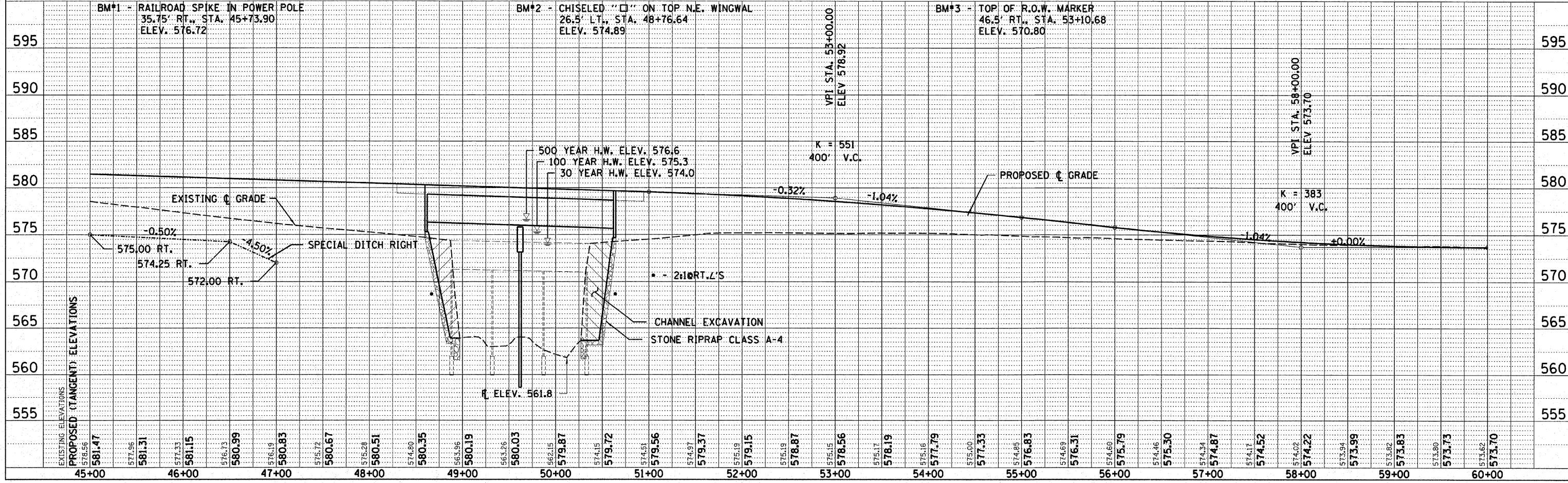


VILAS BUCKLEY NESSON
NW/4, SEC 34, T. 37 N., R. 6 E., 3RD P.M.

EXISTING STRUCTURE NO. 047-3001
STATION 49+60 - 3 SPAN STEEL I BEAM BRIDGE WITH CONCRETE DECK & STEEL RAILING ON CLOSED CONCRETE ABUTMENTS AND SOLID CONCRETE PIERS. 145.0' BK. TO BK. ABUTS 26.0' o.-o. DECK. REMOVAL OF EXISTING STRUCTURES = 1 EACH

DATE	BY

PROFILE	SURVEYED	PLOTTED	DESIGNED	REVISIONS	NO. OF WALS CHECKED	STRUCTURE NOTATION CIRKO



C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	96-00044-00-BR	KENDALL	55	11
STA. 45+00.00		TO STA. 60+00.00		
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 87325	

THOMAS ROTH JR.
NW 1/4, SW 1/4, SEC 34, T. 37 N., R. 6 E., 3RD P.M.

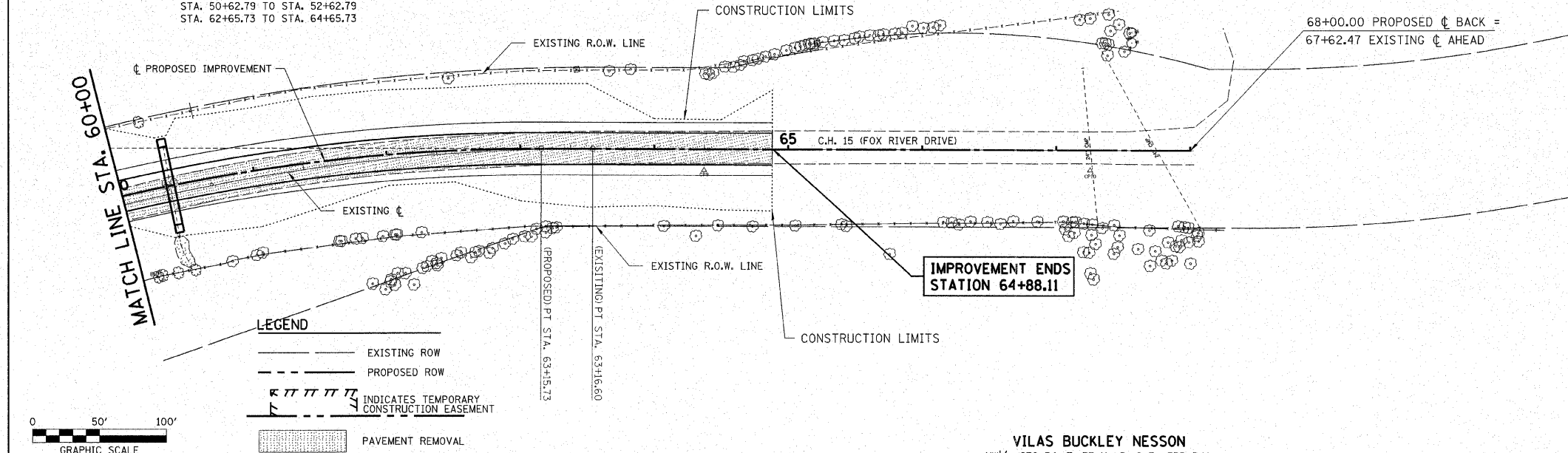
CURVE ORCUR204
PI STA. 57+77.17
 $\Delta = 48^\circ 59' 59''$ (RT)
D = 4° 15' 00"
T = 614.38'
R = 1,348.14'
L = 1,152.94'
E = 133.39'
PC STA. 51+62.79
PT STA. 63+15.73
SE = 6%
SE TRANSITION
STA. 50+62.79 TO STA. 52+62.79
STA. 62+65.73 TO STA. 64+65.73

EXISTING CURVE ORCUR104
PI STA. 57+44.38
 $\Delta = 48^\circ 59' 59''$ (RT)
D = 4° 00' 00"
T = 652.78'
R = 1,432.40'
L = 1,225.00'
E = 141.73'
PC STA. 50+91.60
PT STA. 63+16.60
SE = 8%
SE TRANSITION = 200'

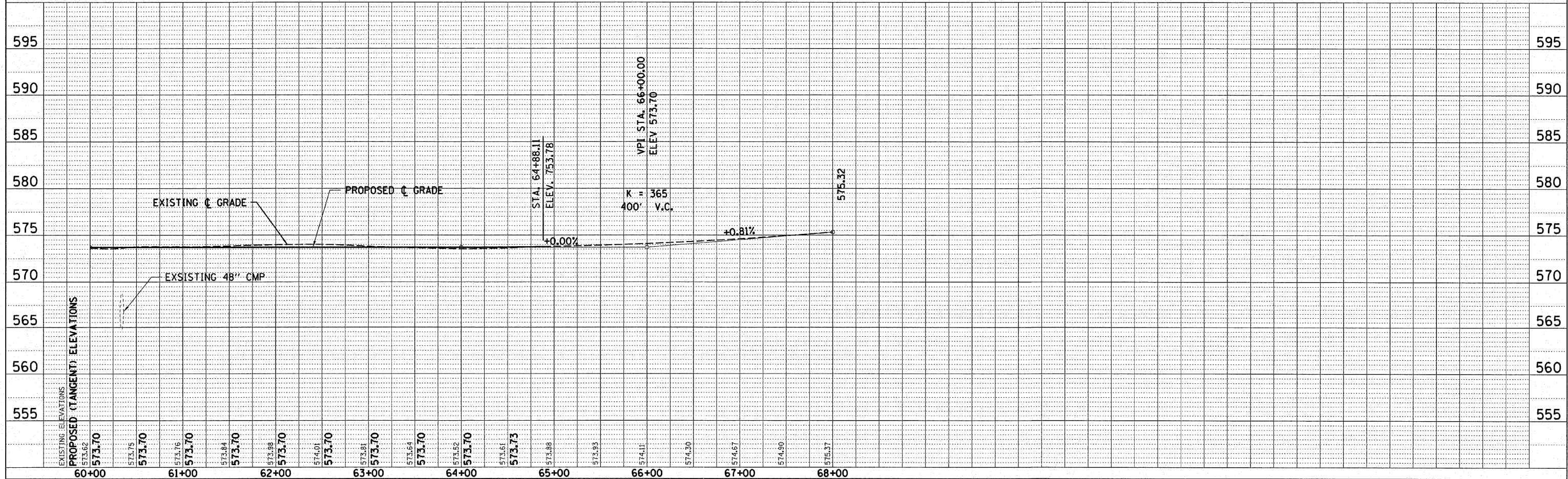
A.R. STA. 60+36.90
EXIST. 48" CMP
USFL 566.51 @ 35.71 LT
DSFL 564.21 @ 32.50 LT.
PRECAST CONCRETE BOX CULVERT
6'x6' (M273) = 60 FOOT
BOX CULVERT END SECTIONS
CULVERT, NO. 1 = 2 EACH
USFL 566.0 @ 36 LT.
DSFL 564.0 @ 36 RT.
PIPE CULVERT REMOVAL 48" CMP = 68 FOOT

DATE	BY

DATE	BY



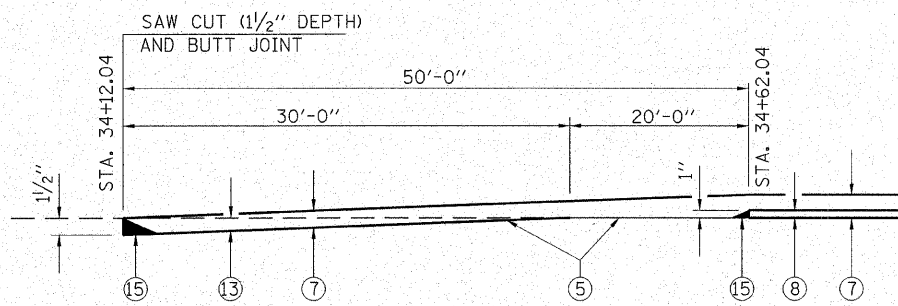
VILAS BUCKLEY NESSON
NW 1/4, SEC 34, T. 37 N., R. 6 E., 3RD P.M.



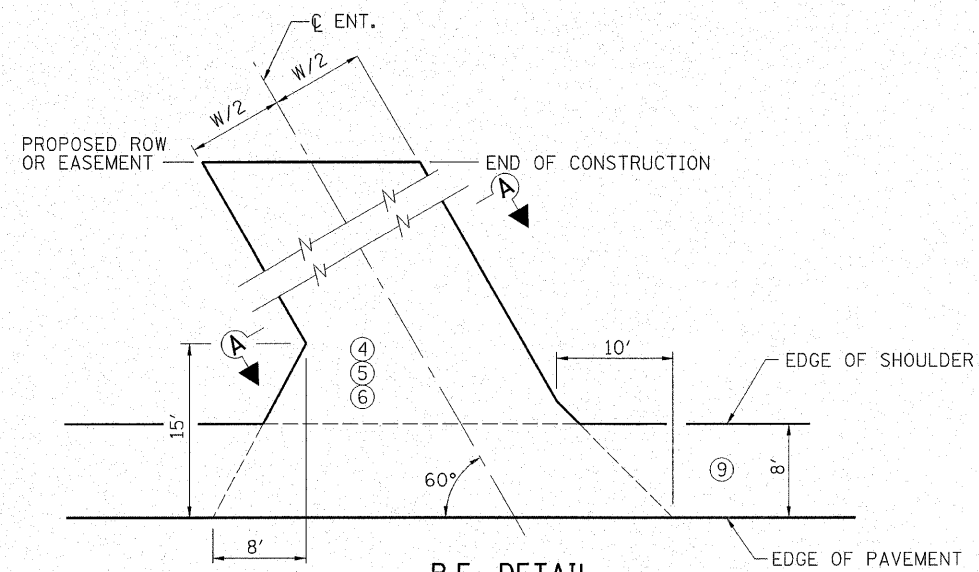
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 15	96-00044-00-BR	KENDALL	55	12
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	
CONTRACT NO. 87325				

LEGEND

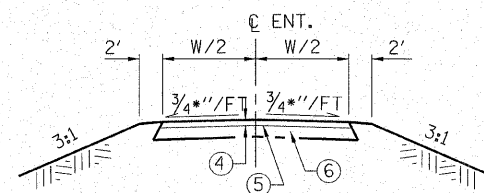
- ① EXISTING PAVEMENT - 6" BITUMINOUS, 3/4" SEAL COAT, 9" AGGREGATE BASE
- ② HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (5")
- ③ SUB-BASE GRANULAR MATERIAL, TYPE B 12"
- ④ INCIDENTAL HOT-MIX ASPHALT SURFACING (2")
- ⑤ BITUMINOUS MATERIALS (PRIME COAT)
- ⑥ AGGREGATE BASE COURSE, TYPE B (8")
- ⑦ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (1 1/2")
- ⑧ LEVELING BINDER (MACHINE METHOD), N50 (1" MIN.)
- ⑨ HOT-MIX ASPHALT SHOULDERS (6")
- ⑩ BRIDGE APPROACH PAVEMENT
- ⑪ BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
- ⑫ SEE STANDARD 420401 FOR SUB-BASE GRANULAR MATERIAL INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT
- ⑬ HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- ⑭ EXISTING AGGREGATE SHOULDERS
- ⑮ TEMPORARY RAMP
- ⑯ PIPE UNDERDRAIN 6"



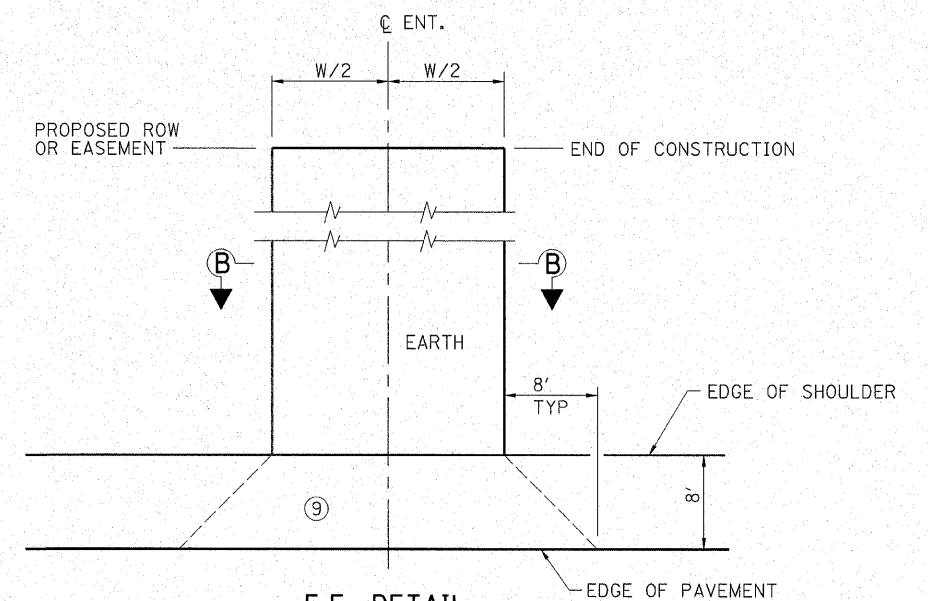
BUTT JOINT DETAIL



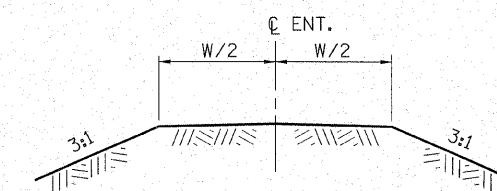
P.E. DETAIL




SECTION A-A



F.E. DETAIL

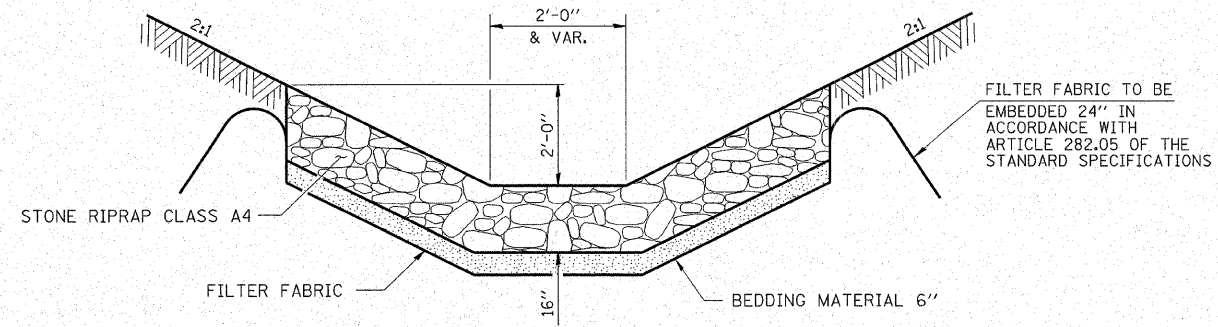


SECTION B-B

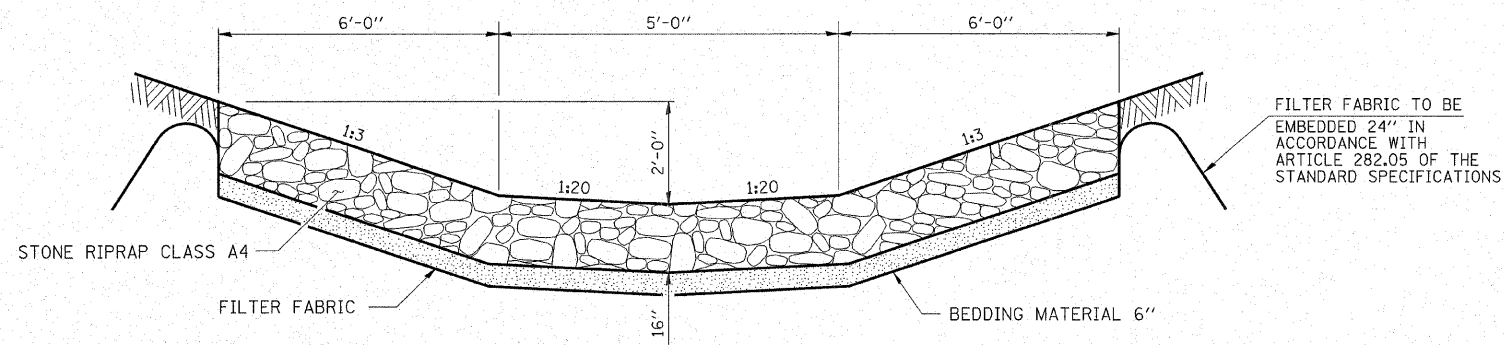
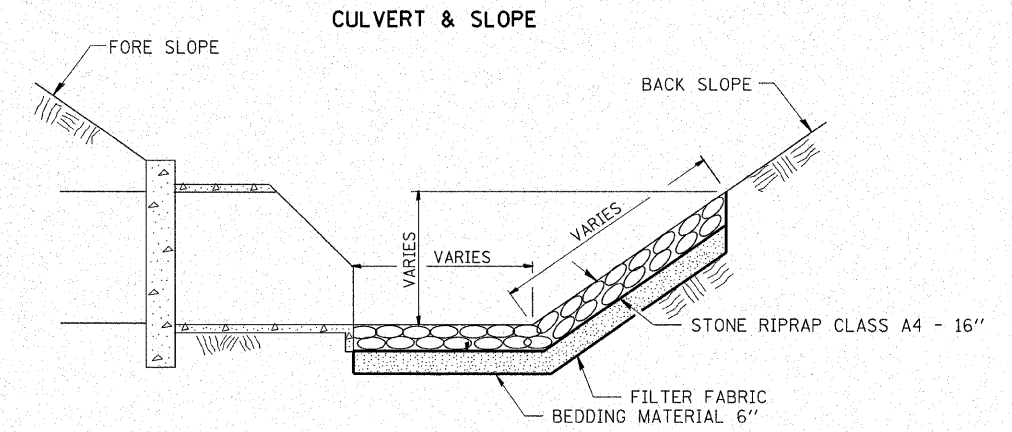
	HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS		ENTRANCE DETAILS SECTION 96-00044-00-BR FOX RIVER DRIVE KENDALL COUNTY	
	3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 546-3400			
	ELGIN • SPRINGFIELD • DUQUOIN	PROJECT NUMBER: 12-06-0030-1		DATE: 03-12-07
	DESIGNED: L.F.S.	CHECKED: S.W.M.		DRAWN: W.J.S.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
C.H. 15	96-00044 -00-BR	KENDALL	55	13
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

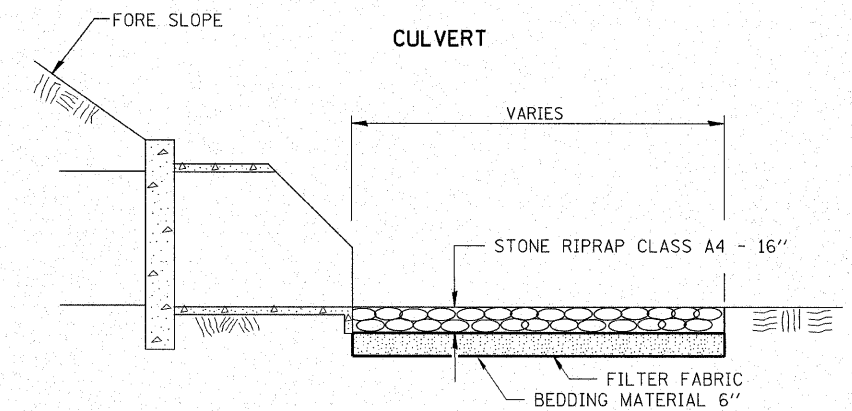
CONTRACT NO. 87325



RIPRAP DITCH LINING DETAIL



RIPRAP DITCH LINING DETAIL



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

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

ELGIN • SPRINGFIELD • DUQUOIN

PROJECT NUMBER: 12-06-0030-1 DATE: 10/12/06
DESIGNED: L.P.S. CHECKED: S.W.M. DRAWN: W.J.S.

RIPRAP DITCH DETAILS
SECTION 96-00044-00-BR
FOX RIVER DRIVE
KENDALL COUNTY

ROUTE NO. C.H. 15	SECTION 96-00044 -00-BR	COUNTY KENDALL	SHEET 55	SHEET 14
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

CONTRACT NO. 87325

GENERAL NOTES FOR SOIL EROSION CONTROL

- SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- PERIMETER EROSION BARRIER SHALL BE INSTALLED AT LOCATIONS SPECIFIED IN THE PLANS AT 4 FEET OUTSIDE THE TOE OF SLOPE OR INSIDE THE RIGHT-OF-WAY WHICHEVER IS CLOSER TO THE CENTERLINE, OR AS DIRECTED BY THE ENGINEER PRIOR TO THE START OF ANY EARTHWORK, CULVERT, OR STORM SEWER CONSTRUCTION. STAKES SHALL BE PLACED AT A MINIMUM OF 4 FOOT INTERVALS. SEE CODE 920 OF THE ILLINOIS URBAN MANUAL AND CONTRACT SPECIAL PROVISIONS.
- THE PERIMETER EROSION BARRIER SHALL BE REMOVED WITHIN 30 DAYS AFTER ALL DISTURBED AREAS HAVE BEEN STABILIZED WITH VEGETATION. AFTER THE PERIMETER EROSION BARRIER IS REMOVED, ALL AREAS DAMAGED BY THE FENCE INSTALLATION RESTORED.
- THE FENCE INSTALLATION, MAINTENANCE, REMOVAL AND THE RESTORATION OF THE AREA DISTURBED BY THE FENCE INSTALLATION IS INCLUDED IN COST OF THE PAY ITEM PERIMETER EROSION BARRIER.
- TEMPORARY DITCH CHECKS SHALL BE CONSTRUCTED AS PER CONTRACT SPECIAL PROVISIONS OR AS SHOWN HEREON OR AS DIRECTED BY THE ENGINEER. THE DITCH CHECK SPACING IS BASED ON 1.5' HIGH DITCH CHECKS WITH A MAXIMUM SPACING DISTANCE OF 150' AT OR LESS THAN A 1% DITCH SLOPE. THE DITCH CHECKS SHALL BE INSTALLED IMMEDIATELY AS GRADING PROGRESSES THROUGH THE PROJECT. THE PAY ITEM FOR TEMPORARY DITCH CHECK SHALL INCLUDE THE COST OF INSTALLATION, MAINTENANCE AND REMOVAL.
- REMOVAL OF TRAPPED SEDIMENT SHALL BE PAID FOR AS EARTH EXCAVATION. SEDIMENT SHALL BE REMOVED WHEN SILTATION REACHES 50% CAPACITY OF STRUCTURE. SEE APPLICABLE STANDARDS, SPECIFICATIONS, AND CONTRACT SPECIAL PROVISIONS FOR EROSION AND SEDIMENT CONTROL, ILLINOIS URBAN MANUAL.
- THE CONTRACTOR SHALL CLEAN UP AND GRADE THE WORK AREA AS THE PROJECT PROGRESSES TO ELIMINATE THE CONCENTRATION OF RUNOFF. THE PAVEMENT SHALL BE CLEANED DAILY TO REMOVE EARTH MATERIAL TO THE SATISFACTION OF THE ENGINEER.
- ALL DISTURBED AREAS SHALL BE SEEDED AS DIRECTED BY THE ENGINEER. FINAL SEEDING SHALL CONFORM TO SEEDING CLASS 2A (SPECIAL) AS PER IDOT STANDARD SPECIFICATIONS AND CONTRACT SPECIAL PROVISIONS.
- THE CONTRACTOR SHALL MAINTAIN AND PRESERVE ANY EXISTING SUB SURFACE DRAINAGE SYSTEMS (I.e. FIELD TILES) ACCORDING TO SECTION 611 OF THE IDOT STANDARD SPECIFICATIONS.

TEMPORARY DITCH CHECKS	
LOCATION	EACH
LT STA. 34+50	1
LT STA. 35+25	1
RT STA. 35+50	1
RT STA. 36+00	1
LT STA. 36+00	1
RT STA. 36+50	1
LT STA. 36+75	1
RT STA. 36+88	1
RT STA. 37+26	1
LT STA. 37+50	1
RT STA. 37+60	1
RT STA. 37+90	1
LT STA. 39+50	1
LT STA. 39+88	1
RT STA. 46+50	1
RT STA. 46+75	1
RT STA. 47+00	1
TOTAL	17

INLET AND PIPE PROTECTION	
LOCATION	EACH
LT STA 38+50	1
LT STA 60+32.20	1
TOTAL	2

PERIMETER EROSION BARRIER	
LOCATION	FOOT
RT STA 38+00 TO STA 45+00	700
LT STA 41+00 TO STA 49+00	800
LT STA 50+75 TO STA 64+88	1,413
RT STA 50+75 TO STA 64+88	1,413
TOTAL	4,326

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

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

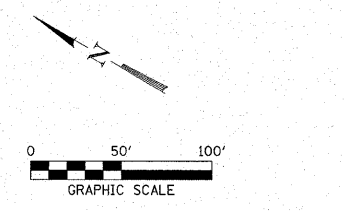
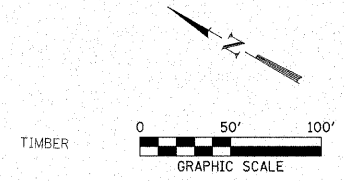
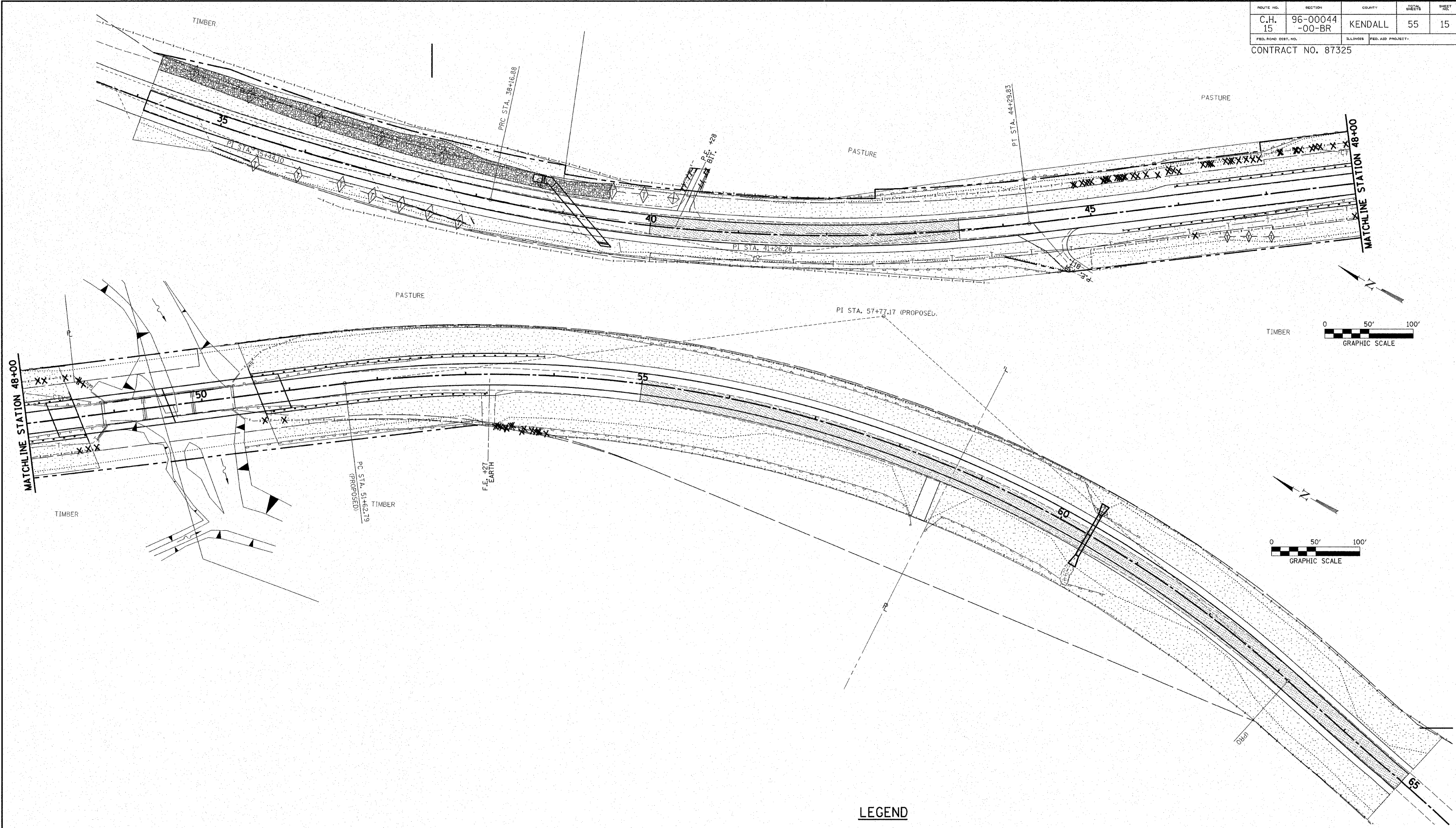
ELGIN • SPRINGFIELD • DUQUOIN

PROJECT NUMBER: 12-06-0030-1 DATE: 04/27/06
DESIGNED: L.P.S. CHECKED: S.W.M. DRAWN: W.J.S.

EROSION CONTROL PLAN
SECTION 96-00044-00-BR
FOX RIVER DRIVE
KENDALL COUNTY

ROUTE NO.	SECTION	COUNTY	SHEET	TOTAL SHEETS
C.H. 15	96-00044-00-BR	KENDALL	55	15

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT-
CONTRACT NO. 87325



LEGEND

- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECK INLET AND PIPE PROTECTION
- SEEDING CLASS 2 (SPECIAL)
- RIPRAP, CLASS A-4

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

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

ELGIN • SPRINGFIELD • DUQUOIN

PROJECT NUMBER: 12-06-0030-1 DATE: 05/01/06
DESIGNED: L.P.S. CHECKED: S.W.M. DRAWN: W.J.S.

EROSION CONTROL PLAN
SECTION 96-00044-00-BR
FOX RIVER DRIVE
KENDALL COUNTY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 15	96-00044 -00-BR	KENDALL	55	16
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

CONTRACT NO. 87325


1. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JAN. 1, 2007", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 1990", THE DETAILS IN THESE PLANS, AND THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".
2. THE CONTRACTOR SHALL SCHEDULE ALL WORK IN AN EXPEDIENT MANNER TO REDUCE THE LENGTH OF TIME THAT THE DETOUR NEEDS TO BE IN EFFECT.
3. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES FOR APPROVAL OF SUCH DATE.
4. IF DEEMED NECESSARY BY THE ENGINEER A PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR SHALL BE HELD AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT.
5. THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF THE WORK. THE FAYETTE COUNTY HIGHWAY DEPARTMENT REPRESENTATIVE FOR THE DETOUR IS:

MR. FRANCIS C. KLAAS
KENDALL COUNTY HIGHWAY DEPARTMENT
YORKVILLE, ILLINOIS 60560
(630) 553-7616

6. IF REQUESTED BY THE CONTRACTOR IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT THE ENGINEER WILL FIELD LOCATE THE POSITIONS OF ANY SIGNS.
7. LONGITUDINAL DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
8. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.
10. THE CONTRACTOR SHALL MAKE ALL CHANGES IN SIGNING THAT ARE DEEMED NECESSARY BY THE ENGINEER.
11. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.
12. ALL DETOUR SIGNING SHALL BE POST MOUNTED IF THE ROAD CLOSURE IS TO EXCEED FOUR (4) CALENDAR DAYS.
13. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1084.02 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR LIKE NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION AND ACCEPTANCE OF THE SIGNS.
14. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
15. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1084.01 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
16. THE MINIMUM DIMENSIONS OF THE ORANGE WARNING FLAGS SHOWN IN THE PLANS ARE 18" BY 18".
17. ALL BARRICADES SHALL HAVE REFLECTORIZED STRIPING ON BOTH SIDES OF THE BARRICADES. THE TYPE III BARRICADES USED AT THE POINT OF CLOSURE TO THRU TRAFFIC SHALL NOT EXCEED 8'-0" IN WIDTH EACH, FOR A SINGLE APPROACH LANE.
18. THE "ROAD CLOSED" (R11-2), THE "ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY" (R11-3), AND THE "ROAD CLOSED TO THRU TRAFFIC" (R11-4) SIGNS SHALL BE MOUNTED ABOVE THE TOP OF THE BARRICADE. ALL TYPE III BARRICADES SHALL HAVE TWO (2) AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.
19. THE ROAD NAME SIGN SHALL HAVE A BLACK LEGEND ON FLUORESCENT ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE A 9" BY VARIABLE OR A 12" BY VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6" WITH 5" LOWER CASE.
20. DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
21. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT ARTICLE 701.04 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
23. THE FOLLOWING ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD IS APPLICABLE FOR THIS WORK: STANDARD 702001
24. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWENTY FOUR (24) HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.

SPECIAL DETOUR NOTES

1. THE CONTRACTOR SHALL PAY PARTICULAR ATTENTION TO THE DETOUR GENERAL NOTES.
2. SEE SHEET 17 FOR INFORMATION ON THE DESIGN AND LOCATION OF THE DETOUR INFORMATION SIGNS.
3. EIGHT (8) TYPE III BARRICADES WILL BE NEEDED FOR THIS DETOUR AND ROAD CLOSURE.
4. THE TOTAL LENGTH OF THE DETOUR IS 4.6 MILES.
5. ALL DETOUR SIGNS, SHALL BE COMPLETELY COVERED AT ALL TIMES THE ROADWAY IS NOT CLOSED TO TRAFFIC.

HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS	
 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 548-3400	
ELGIN • SPRINGFIELD • DUQUOIN	
PROJECT NUMBER: 12-06-0030-1	DATE: 10/12/06
DESIGNED: L.F.S.	CHECKED: S.W.M. DRAWN: W.J.S.

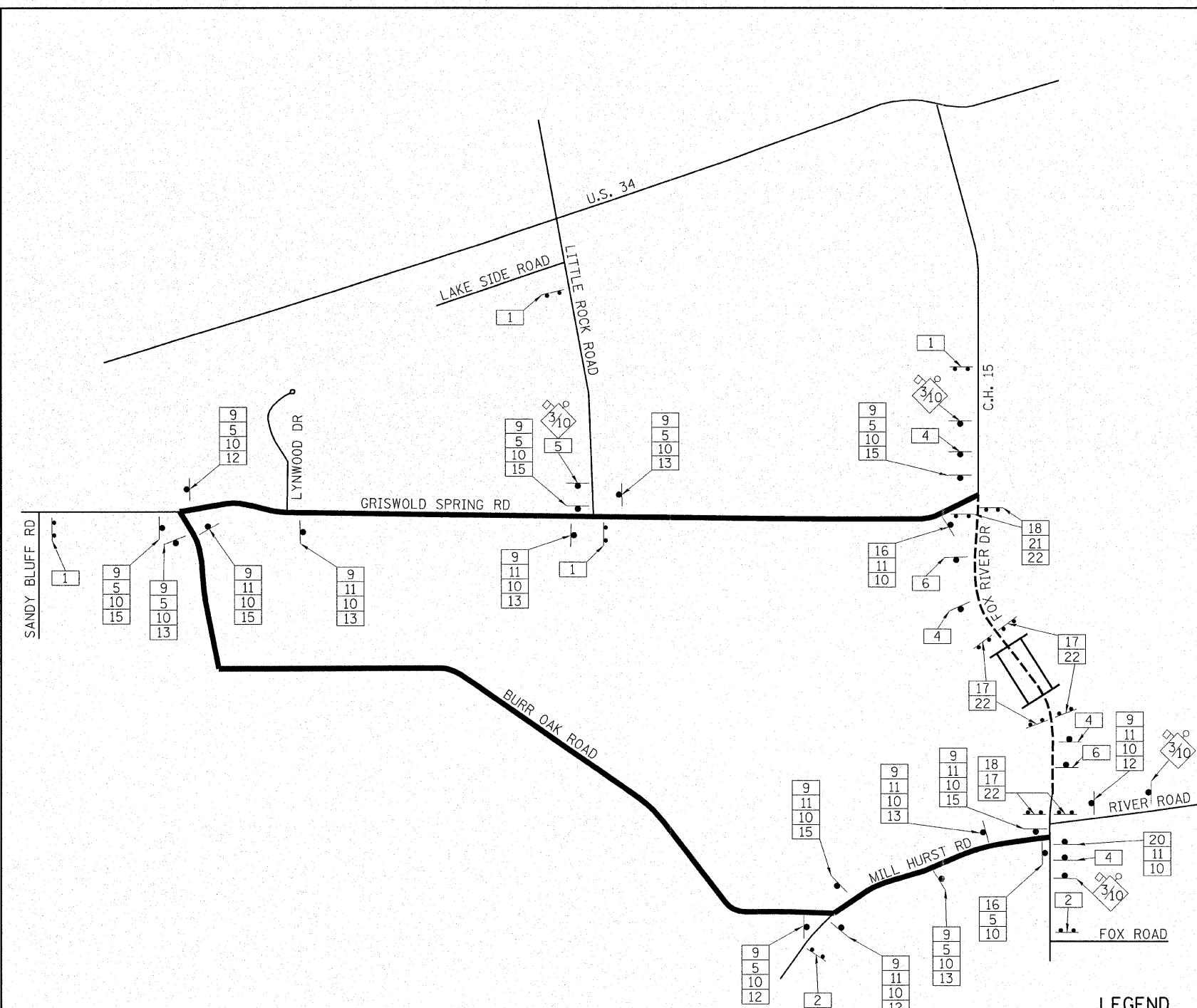
DETOUR PLAN
SECTION 96-00044-00-BR
FOX RIVER DRIVE
KENDALL COUNTY

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
C.H. 15	96-00044-00-BR	KENDALL	55	17
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

CONTRACT NO. 87325

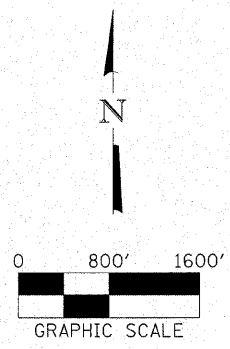
SIGN LEGEND

1		R11-3 WITH 2 AMBER FLASHING LIGHTS. (4 REQ'D)	11		M3-1 24"x12" (10 REQ'D)
2		R11-3 WITH 2 AMBER FLASHING LIGHTS. (3 REQ'D)	12		M6-1 21"x15" (4 REQ'D)
			13		M6-3 21"x15" (6 REQ'D)
3		W20-2, 48" x 48" WITH AMBER FLASHING LIGHT AND FLAG. (4 REQ'D)	15		M6-1 21"x15" (6 REQ'D)
4		W20-3, 48" x 48" WITH AMBER FLASHING LIGHT AND FLAG. (4 REQ'D)	16		M4-8A 24"x48" (2 REQ'D)
5		M3-3 24"x12" (10 REQ'D)	17		R11-2 48"x30" (6 REQ'D)
6		W20-3, 48" x 48" WITH AMBER FLASHING LIGHT AND FLAG. (2 REQ'D)	18		R11-3 60"x30" (4 REQ'D)
9		M4-8 24"x12" (16 REQ'D)	20		M4-10L 48"x18" (1 REQ'D)
10		M1-I100 24"x12" (23 REQ'D)	21		M4-10R 48"x18" (2 REQ'D)
			22		TYPE III BARRICADES WITH TWO FLASHING LIGHTS EACH. (8 REQ'D) STD 702001-06



LEGEND

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



HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS		
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ELGIN	SPRINGFIELD	DUQUOIN
PROJECT NUMBER: 12-06-0030-1	DATE: 03/08/07	
DESIGNED: L.F.S.	CHECKED: S.W.M.	DRAWN: W.J.S.

DETOUR PLAN

SECTION 96-00044-00-BR

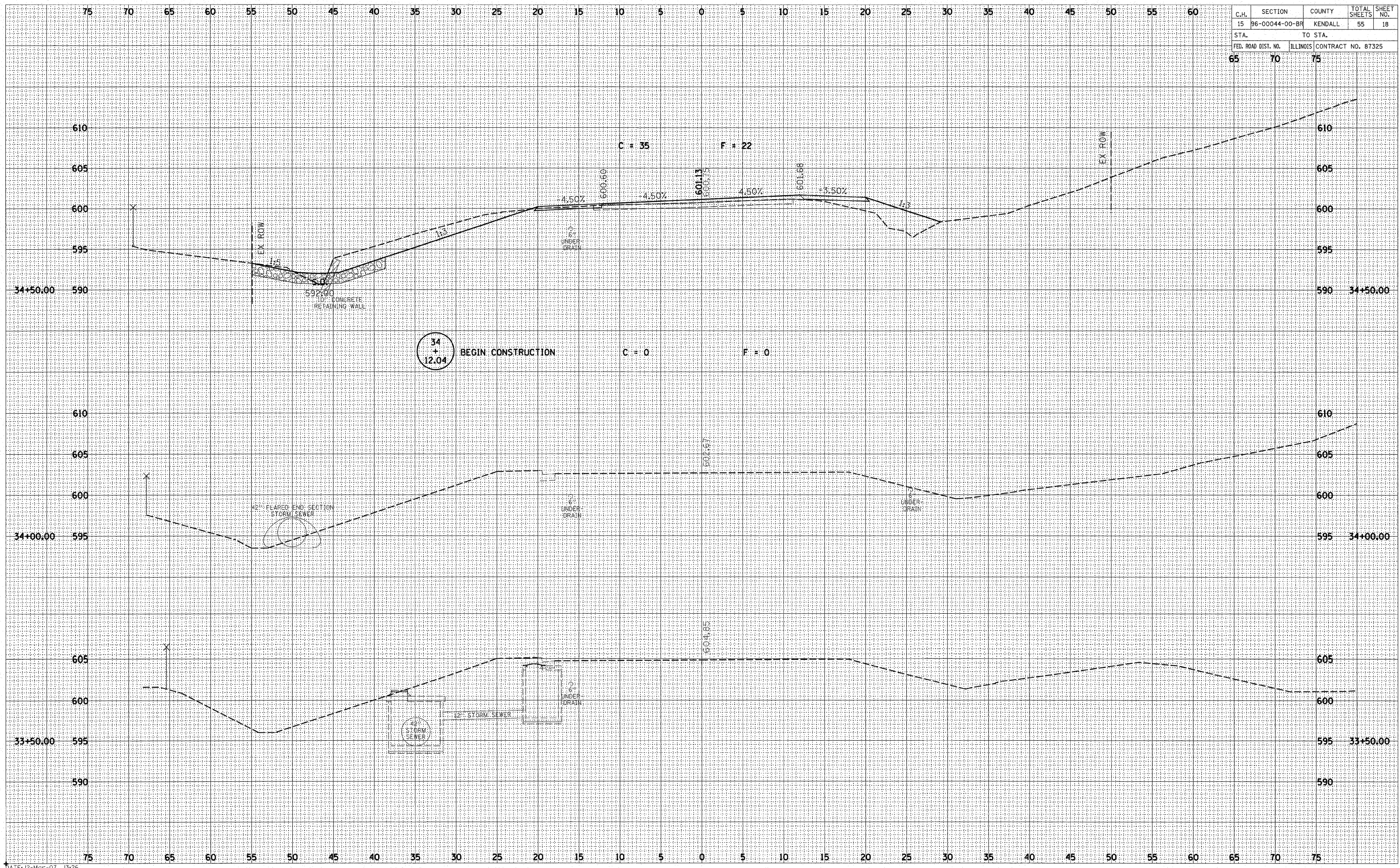
FOX RIVER DRIVE

KENDALL COUNTY

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	96-00044-00-BR	KENDALL	55	18
STA.		TO STA.		
65		70		75
FED. ROAD DIST. NO.			ILLINOIS CONTRACT NO. 87325	

DATE	BY
DESIGNED	PLOTTED
NOTE BOOK	AREAS CHECKED
NO.	

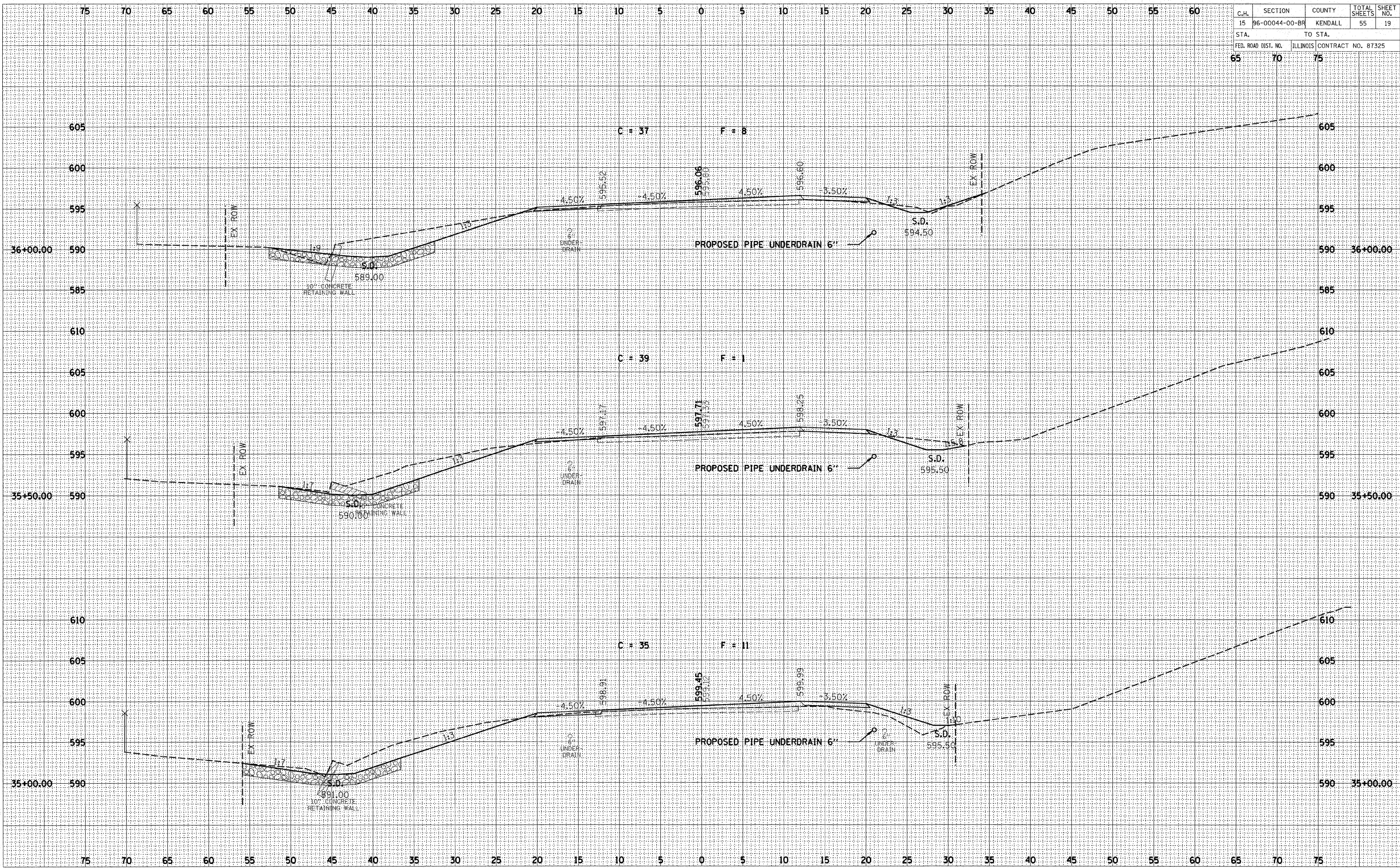
DATE	BY
DESIGNED	PLOTTED
NOTE BOOK	AREAS CHECKED
NO.	



C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	86-00044-00-BR	KENDALL	55	19
STA. 65		TO STA. 75		
FED. ROAD DIST. NO. ILLINOIS		CONTRACT NO. 87325		

DATE	BY
FINISHED SURVEY PLOTTED	REVISIONS
NOTE BOOK NO.	AREAS CHECKED

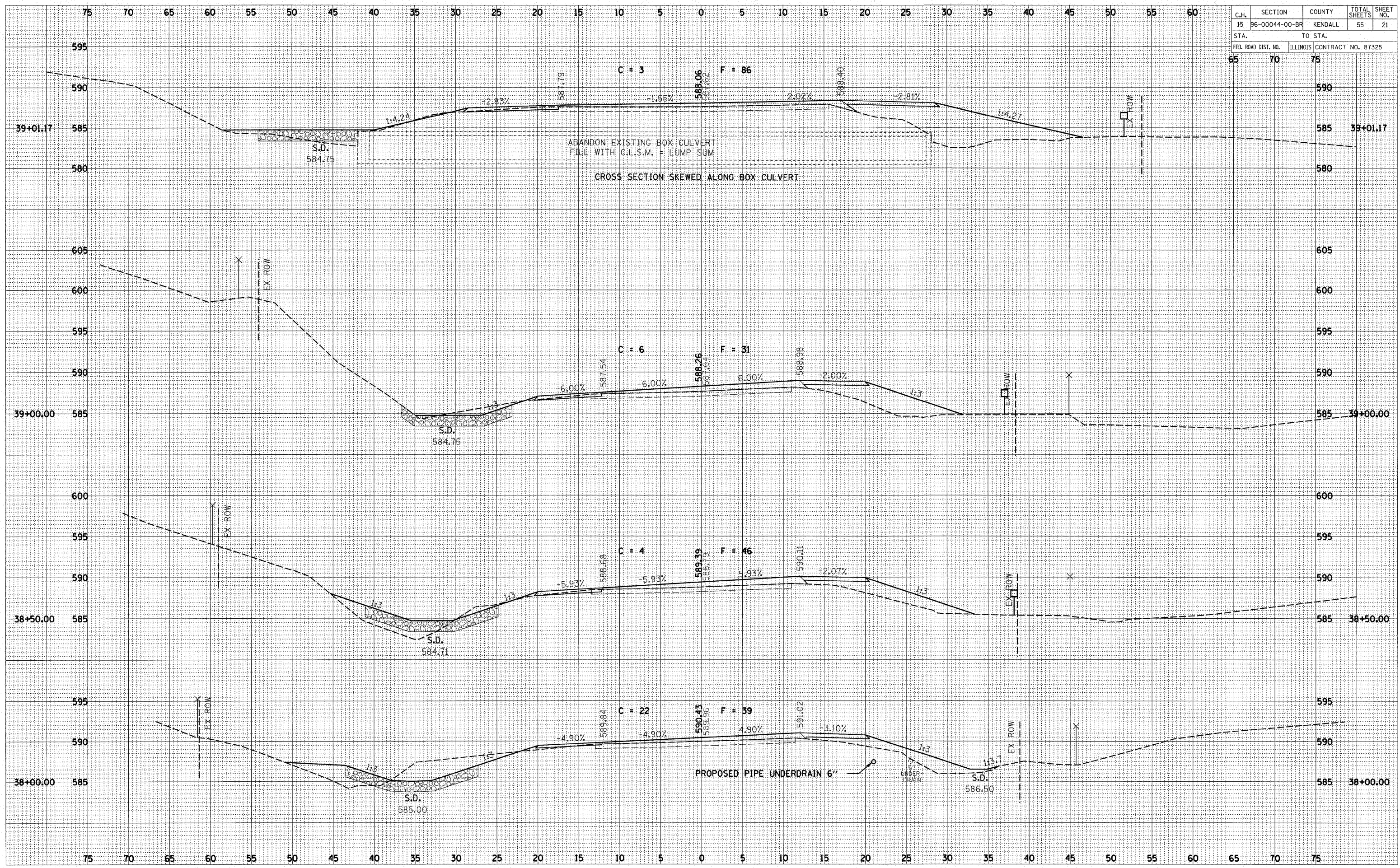
DATE	BY
ORIGINAL SURVEY PLOTTED	REVISIONS
NOTE BOOK NO.	AREAS CHECKED



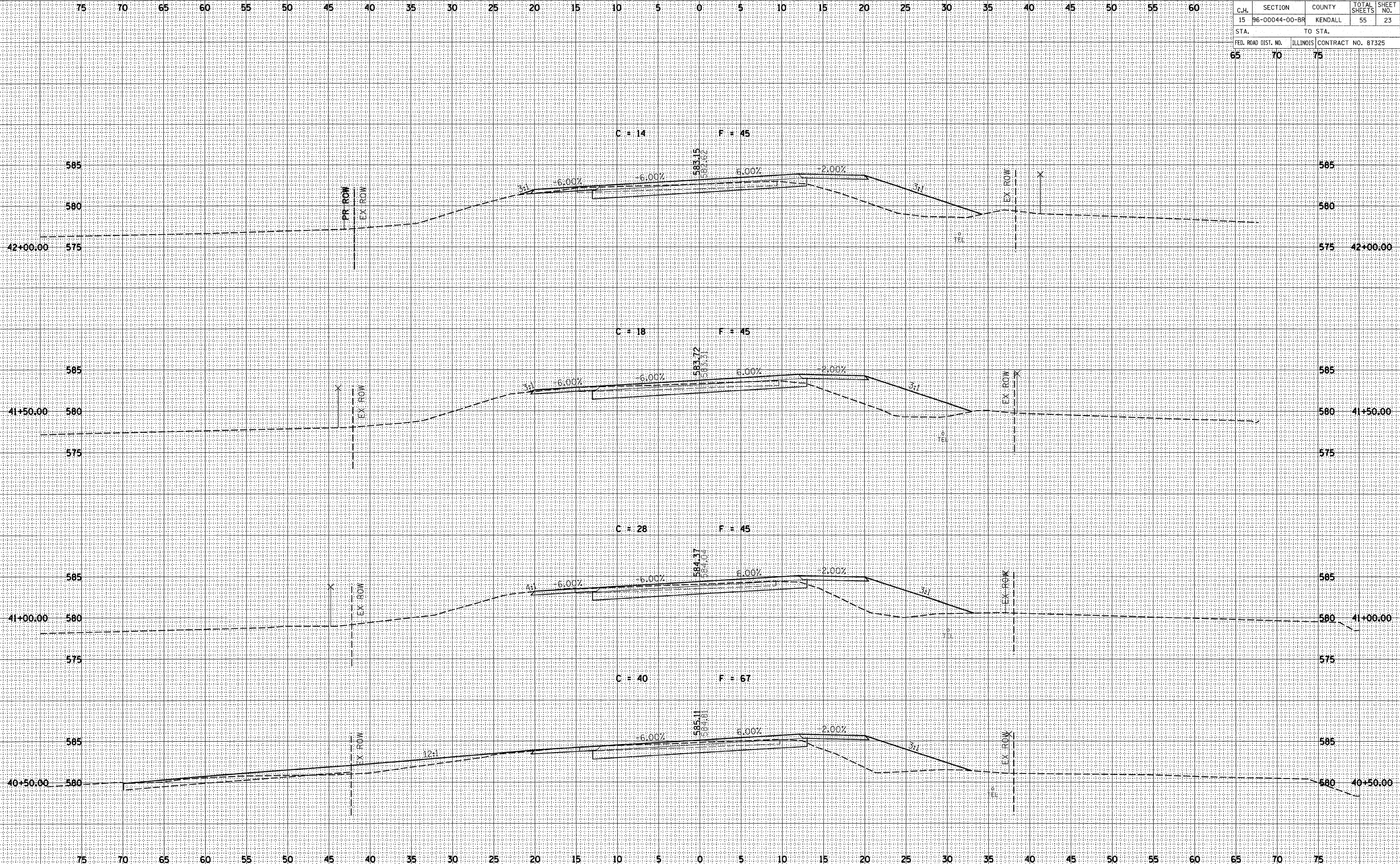
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15	96-00044-00-BR	KENDALL	55	21
STA.	TO STA.			
65	70	75		
FED. ROAD DIST. NO. ILLINOIS			CONTRACT NO. 87325	

DATE	BY
FINAL SURVEY	DESIGNED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CREATED

DATE	BY
ORIGINAL SURVEY	DESIGNED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CREATED



C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	96-00044-00-BR	KENDALL	55	23
STA.		TO STA.		
65		70 75		
FED. ROAD DIST. NO.		ILLINOIS CONTRACT NO. 87325		

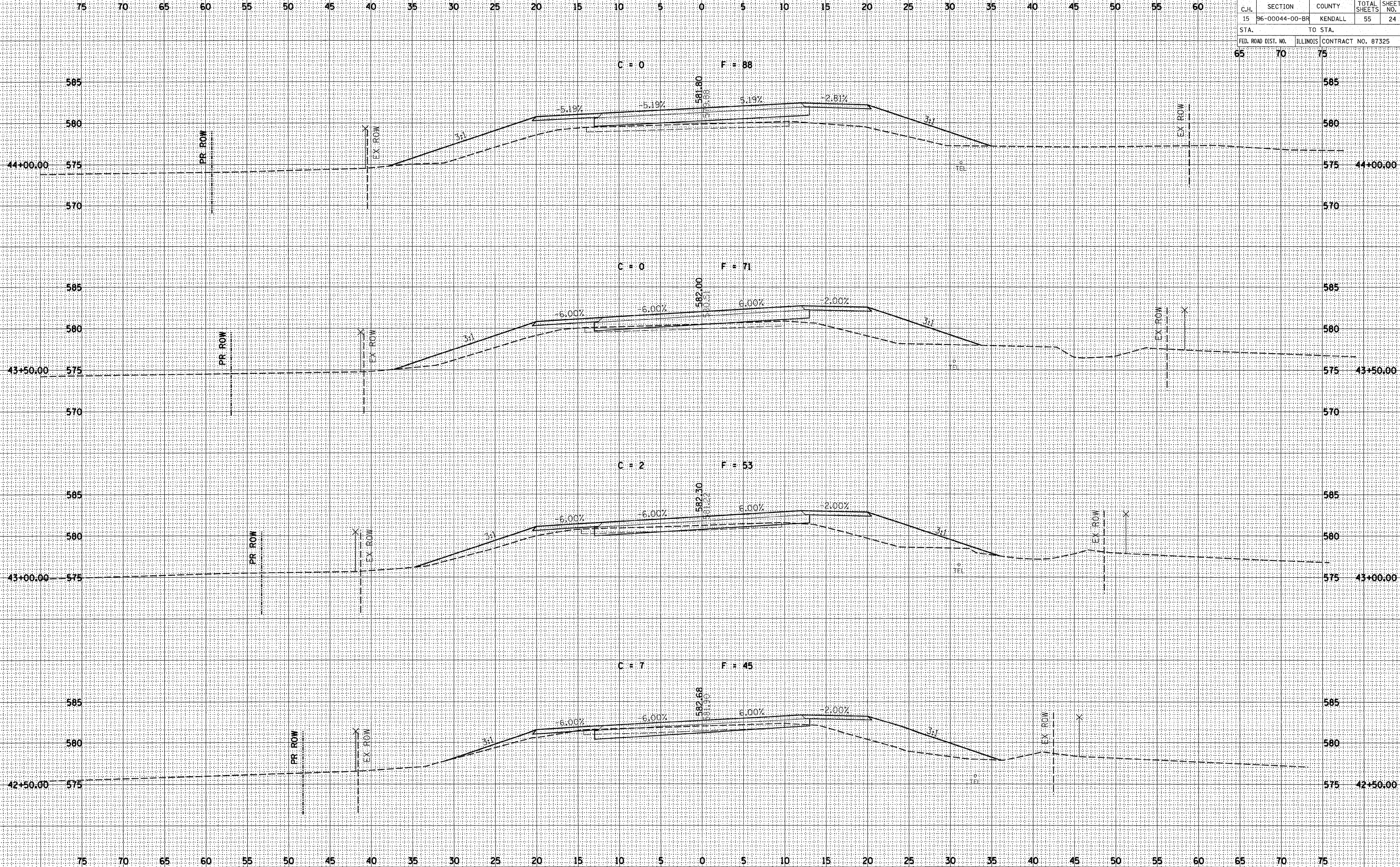


DATE	BY
REVISIONS	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
AREAS CHECKED	

DATE	BY
REVISIONS	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
AREAS CHECKED	

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	96-00044-00-BR	KENDALL	55	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 87325		

65 70 75



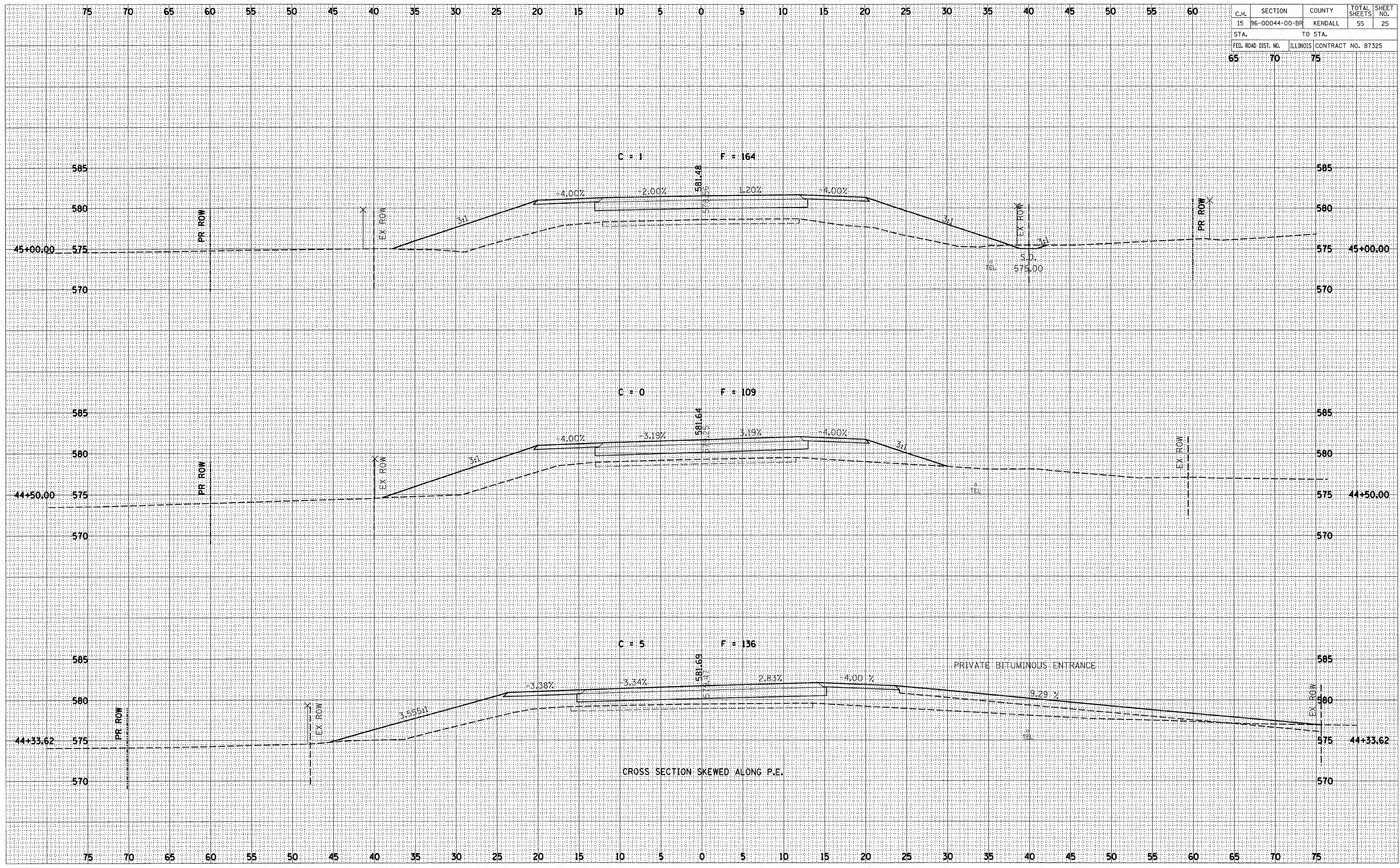
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

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

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	96-00044-00-BR	KENDALL	55	25
STA.		TO STA.		
65		70		75
FED. ROAD DIST. NO.		ILLINOIS		CONTRACT NO. 87325

DATE	BY
REVISIONS	NO.
NO.	
AREAS CHECKED	
TEMPLATE	
PLOTTED	
FINAL SURVEY	

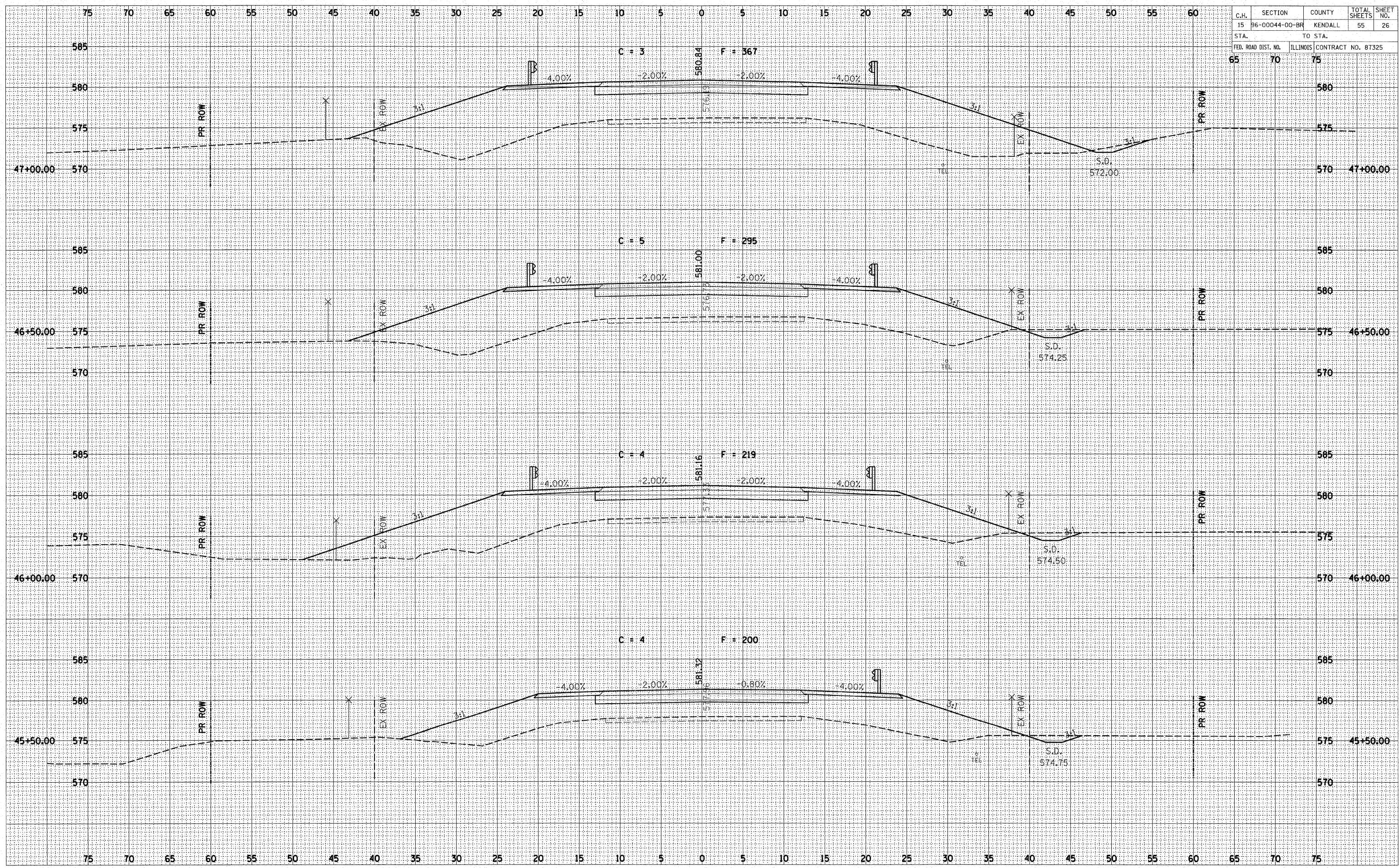
DATE	BY
REVISIONS	NO.
NO.	
AREAS CHECKED	
TEMPLATE	
PLOTTED	
ORIGINAL SURVEY	



C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	96-00044-00-BR	KENDALL	55	26
STA. TO STA.		CONTRACT NO. 87325		
65 70 75				

DATE	BY
REVISIONS	
NO.	DESCRIPTION

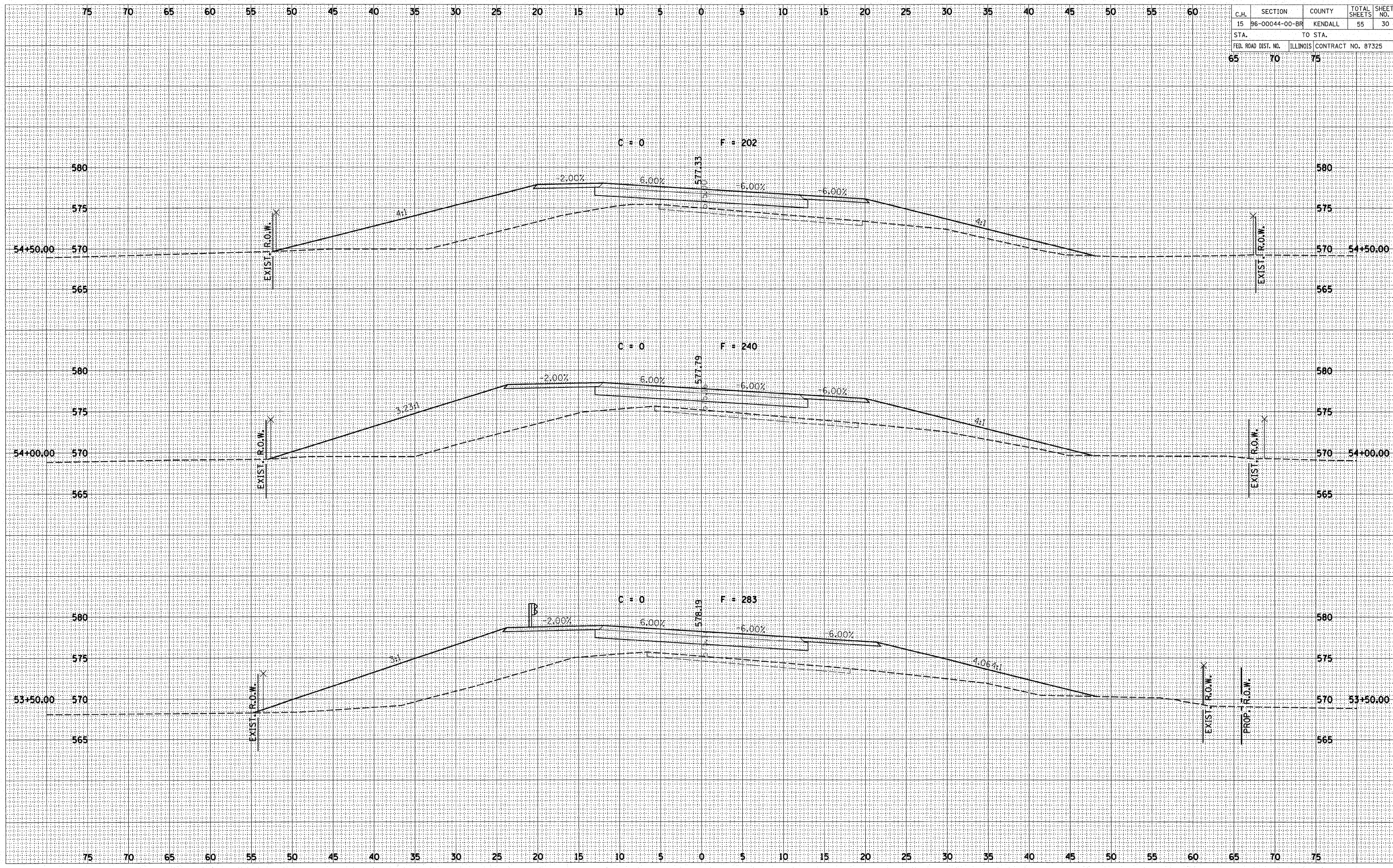
DATE	BY
REVISIONS	
NO.	DESCRIPTION



C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	96-00044-00-BR	KENDALL	55	30
STA.	TO STA.			
65	70	75		
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 87325		

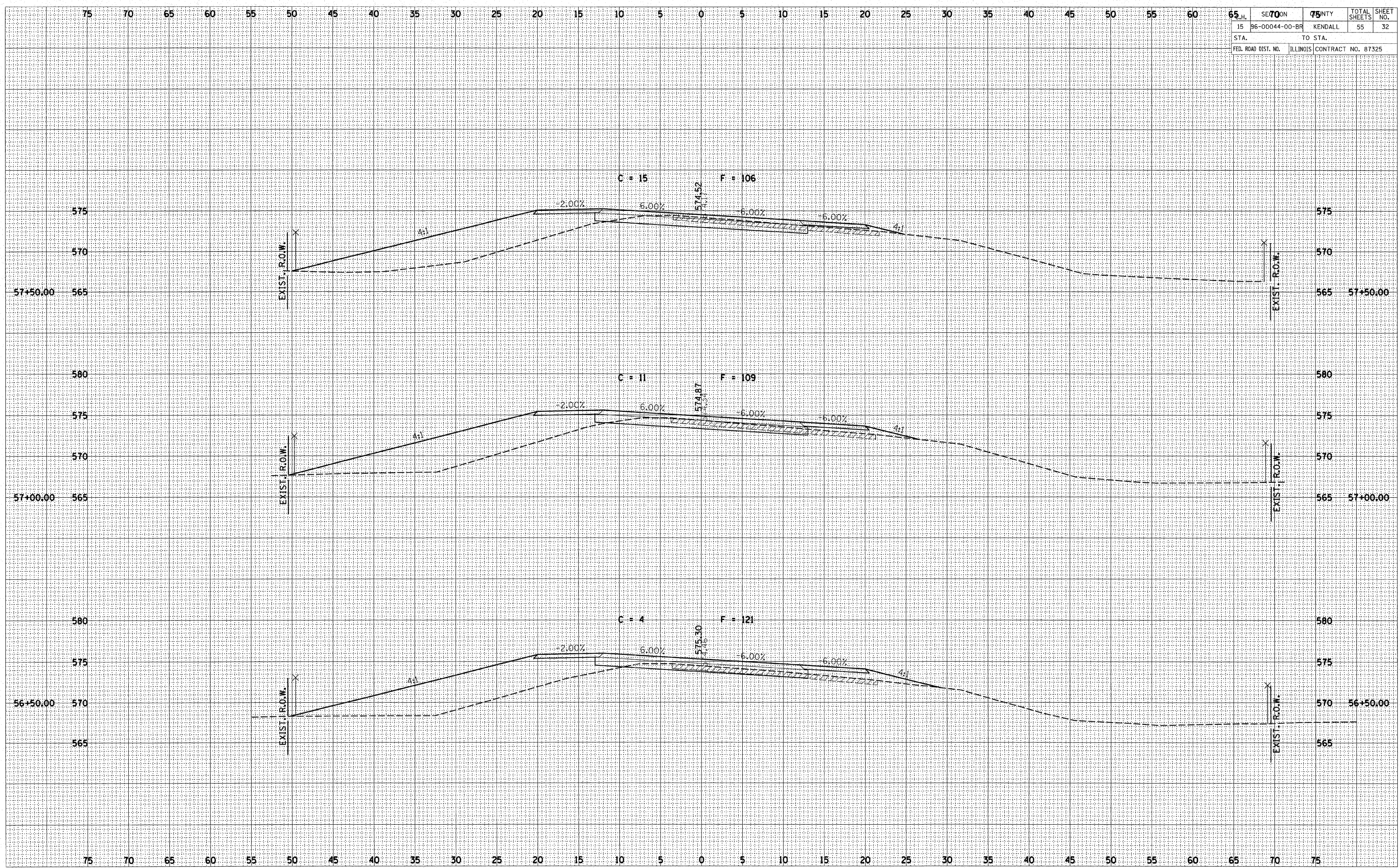
BY	DATE
FINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	

BY	DATE
ORIGINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	



DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____



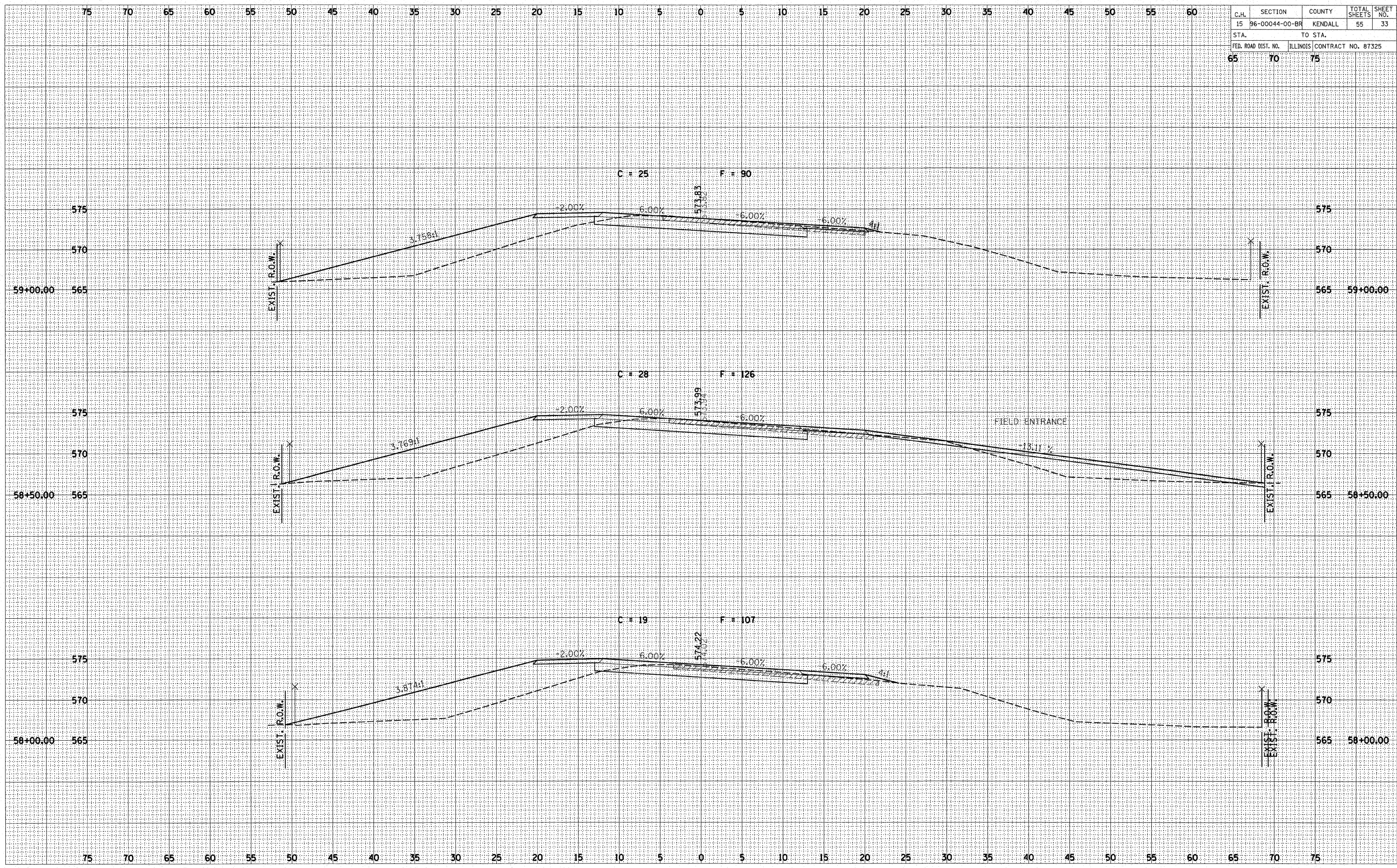
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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	96-00044-00-BR	KENDALL	55	33
STA.		TO STA.		
65		70	75	
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 87325	

BY	DATE
BY	DATE
BY	DATE

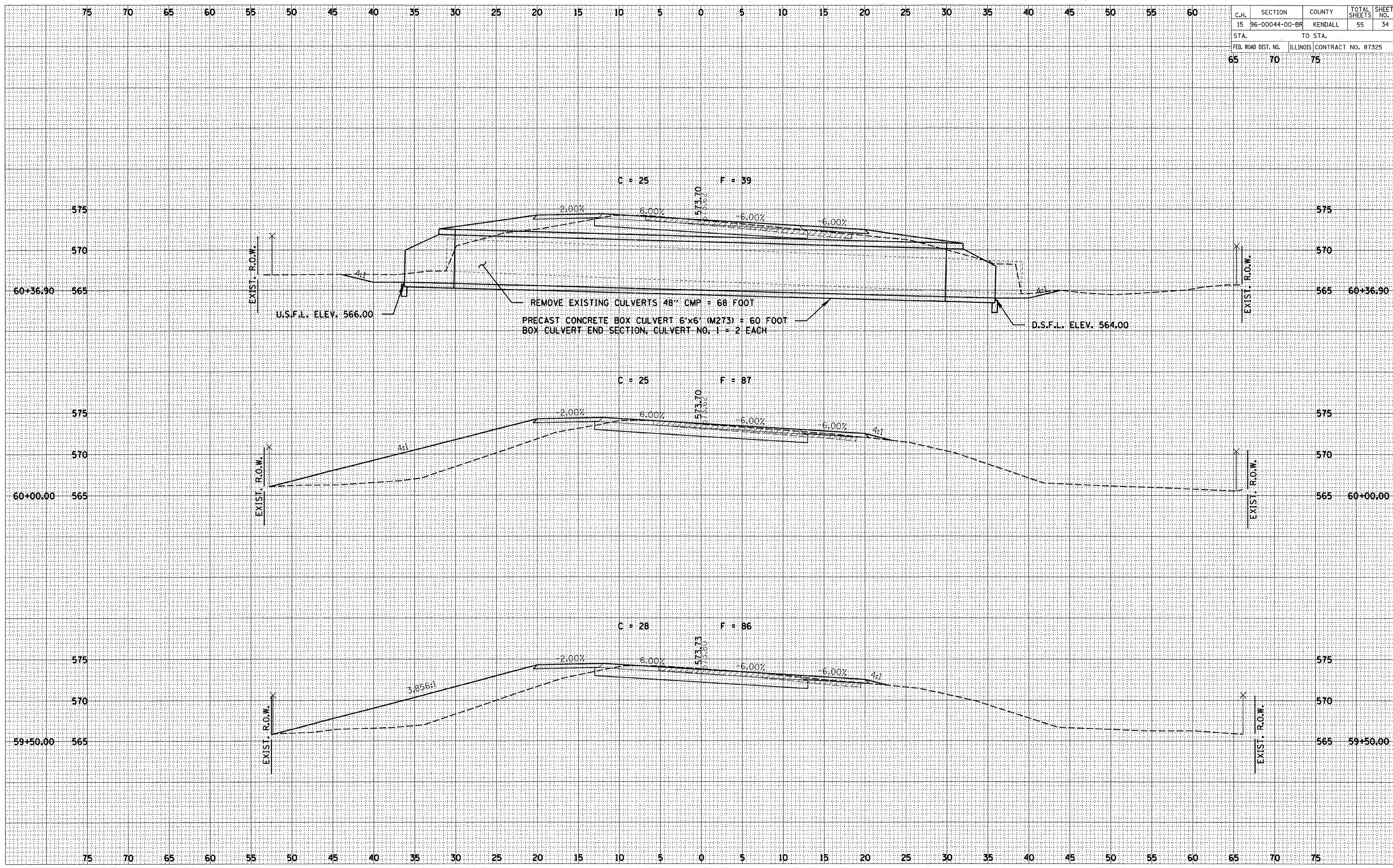
BY	DATE
BY	DATE
BY	DATE



C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	96-00044-00-BR	KENDALL	55	34
STA.	TO STA.			
65	70	75		
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 87325		

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

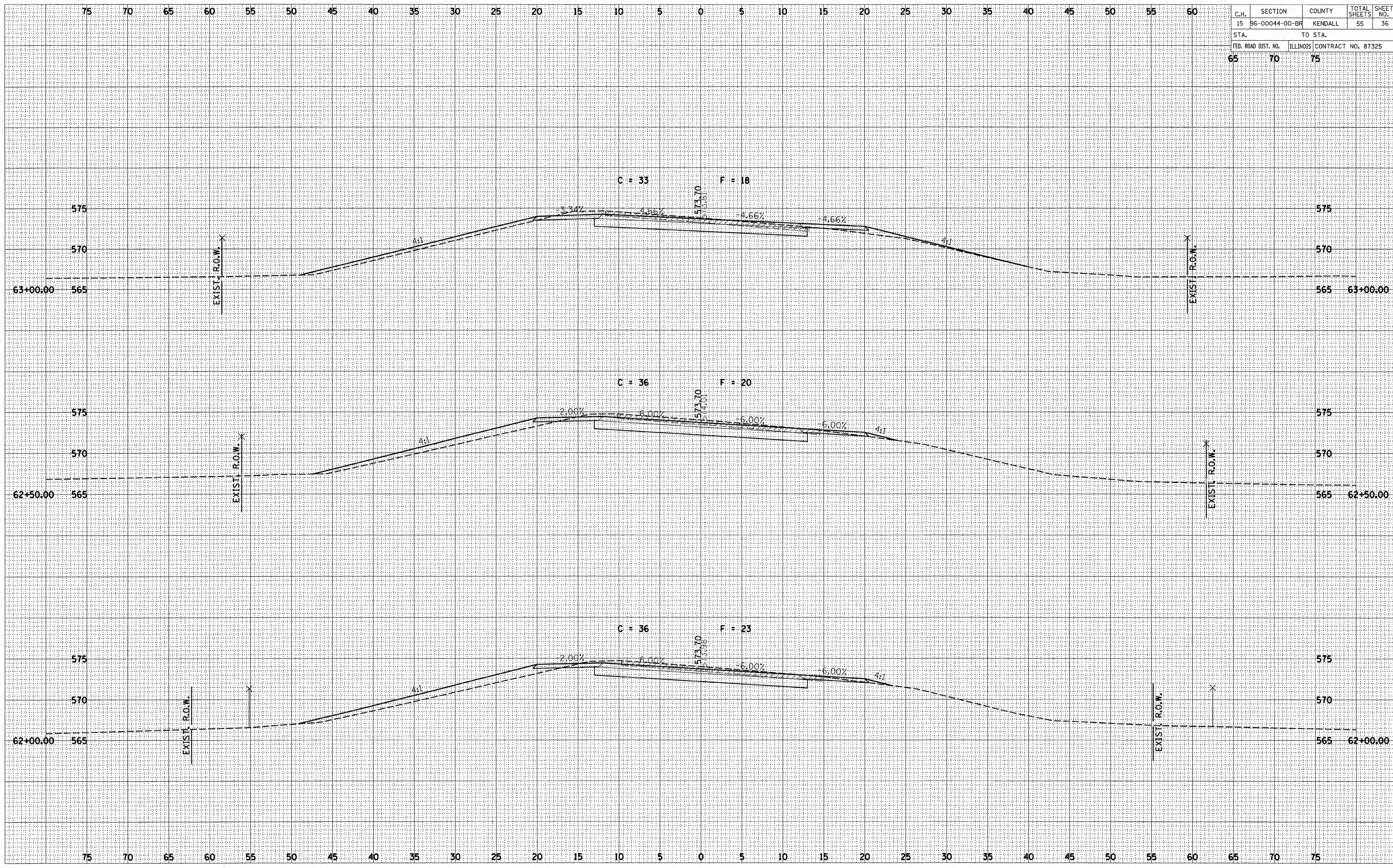
DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	



C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	96-00044-00-BR	KENDALL	55	36
STA.		TO STA.		
65		75		
FED. ROAD DIST. NO.		ILLINOIS CONTRACT NO. 87325		

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

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

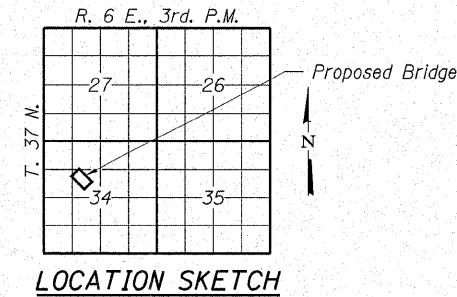


ROUTE NO.	SECTION	COUNTY	SHEET	SHEET
C.H. 15	96-00044-00-BR	KENDALL	55	38

CONTRACT NO. 87325

**BIG ROCK CREEK
BUILT 200 BY
KENDALL COUNTY
SEC. 96-00044-00-BR
F.A.U. 6477 / C.H. 15
STR. NO. 047-3150
LOADING HS 20-44**

NAME PLATE
See Std. 515001



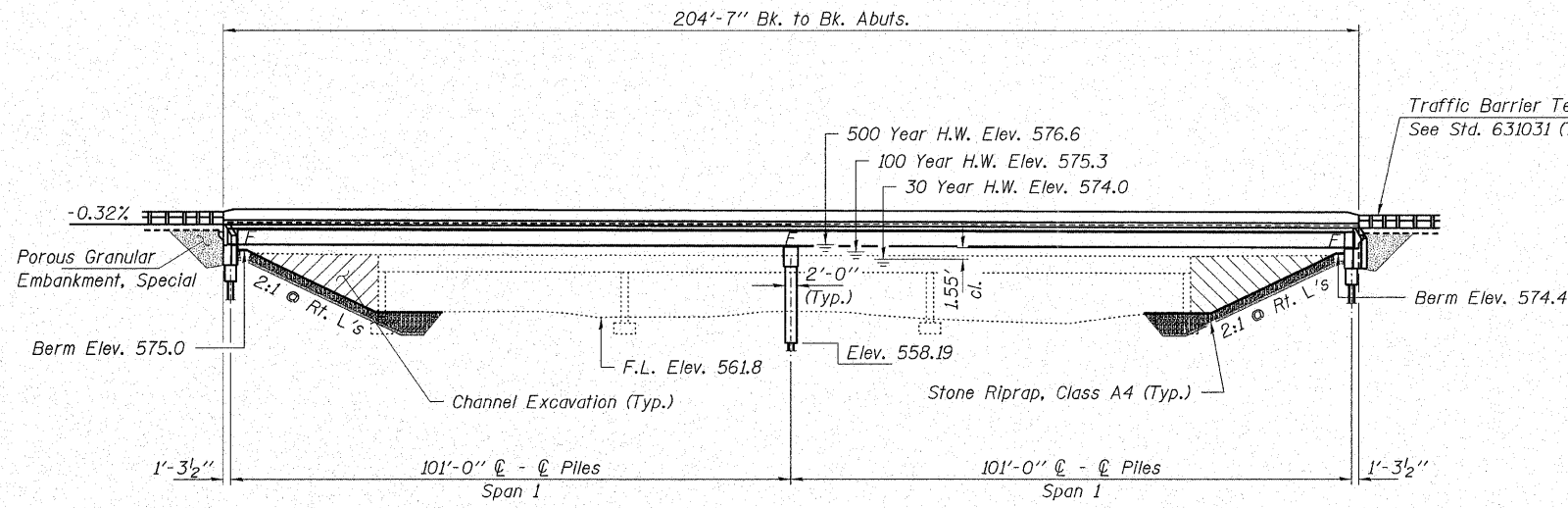
GENERAL NOTES

Fasteners shall be high strength bolts (AASHTO M 164, Type 3). Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.
 Calculated weight of Structural Steel = 307,700 lbs.
 All structural steel shall be AASHTO M 270 Grade 50W.
 No field welding is permitted except as specified in the contract documents.
 Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
 These components are the wide flange beams and all splice plate material.
 Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provision.
 Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimension of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.
 The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations of substructures specified or approved by the Engineer before ordering the remainder of piles.
 Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 in. Those areas shall be primed in the shop with a Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
 See Sheet 53 for Boring Logs.
 Super-elevation transition shall begin at Sta. 50+70
 The Bridge Approach pavement shall be constructed without the curb detail.

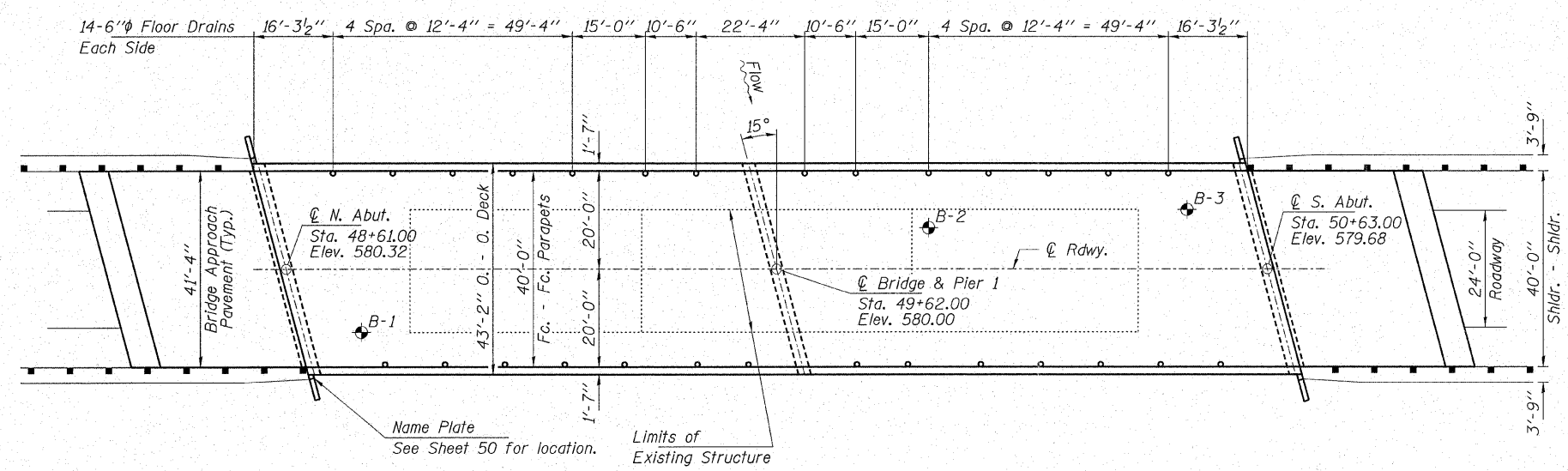
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yd.		550	550
Porous Granular Embankment, Special	Ton		225	225
Stone Riprap, Class A4	Ton		1,870	1,870
Filter Fabric	Sq. Yd.		1,662	1,662
Bridge Approach Pavement	Sq. Yd.	276		276
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		85	85
Underwater Structure Excavation Protection-Location 1	Each		1	1
Floor Drains	Each	28		28
Concrete Structures	Cu. Yd.		89.2	89.2
Concrete Superstructure	Cu. Yd.	301.6		301.6
Bridge Deck Grooving	Sq. Yd.	909		909
Concrete Encasement	Cu. Yd.		5.0	5.0
Protective Coat	Sq. Yd.	1,357		1,357
Furnishing & Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	2,814		2,814
Reinforcement Bars, Epoxy Coated	Pound	63,840	10,340	74,180
Bar Splicers	Each	82		82
Furnishing Steel Piles HP12x53	Foot		756	756
Driving Piles	Foot		756	756
Test Pile Steel HP12x53	Each		2	2
Pile Shoes	Each		27	27
Name Plates	Each		1	1
Geocomposite Wall Drain	Sq. Yd.		64.6	64.6
Concrete Headwalls For Pipe Drains	Each		4	4
Pipe Underdrains For Structure, 4"	Foot		152	152

*Quantity includes the Bridge Approach Pavment.



ELEVATION



PLAN

DESIGN SPECIFICATIONS
2002 AASHTO & Applicable Interims

LOADING HS 20-44
Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

$f'_c = 3,500$ p.s.i.
 $f_y = 60,000$ p.s.i. (Reinforcement)
 $f_y = 50,000$ p.s.i. (Structural Steel) (M270 Gr. 50W)
 $n = 9$

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.04g
 Site Coefficient (S) = 1.0

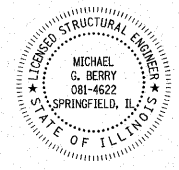
WATERWAY INFORMATION

Flood		Q		Opening Sq. Ft.		Natural Head - Ft.		Headwater El.	
Freq. Yr.	C.F.S.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	30	3,370	1,080	1,800	574.0	0.2	0.1	574.2	574.0
Base	100	4,720	1,080	2,040	575.3	0.2	0.1	575.4	575.3
Overtopping									
Max. Calc.	500	5,910	1,080	2,150	576.6	0.2	0.1	576.9	576.7

Approach Roadway Flow Area =
 ① 540 Sq. Ft.
 ② 1,520 Sq. Ft.
 ③ 100 Sq. Ft.

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

Michael G. Berry 3/13/07
 ILLINOIS STRUCTURAL ENGINEER NO. 081-4622



Expires 11-30-08

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

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

ELGIN • SPRINGFIELD

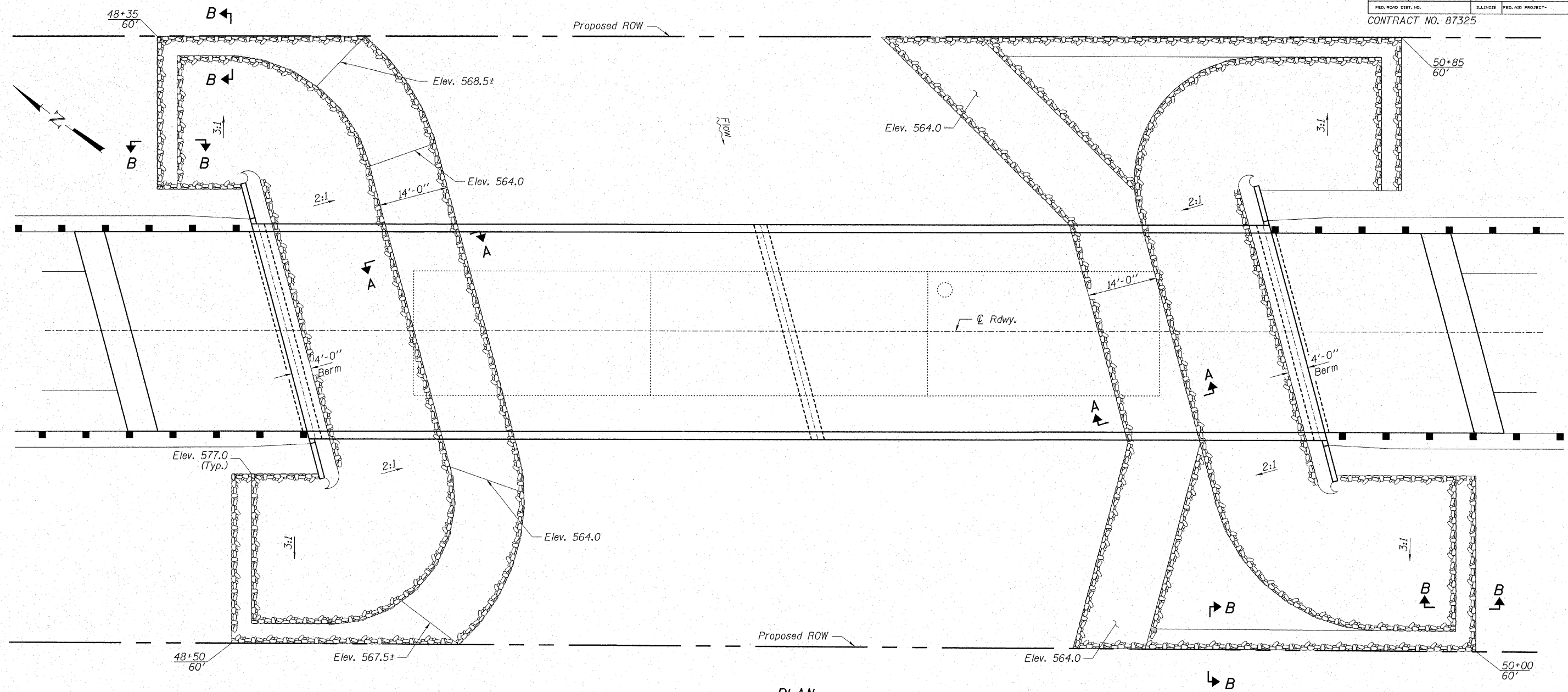
PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
 DESIGNED: S.W.M. CHECKED: M.G.B. DRAWN: D.B.

GENERAL PLAN AND ELEVATION

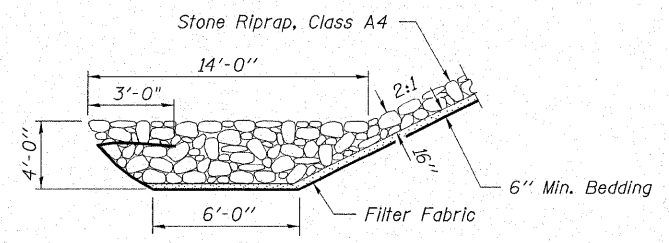
SECTION 96-00044-00-BR
 FOX RIVER DRIVE / C.H. 15
 KENDALL COUNTY
 STRUCTURE NO. 047-3150 / STATION 49+62

ROUTE NO. C.H. 15	SECTION 96-00044 -00-BR	COUNTY KENDALL	TOTAL SHEETS 55	SHEET NO. 39
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

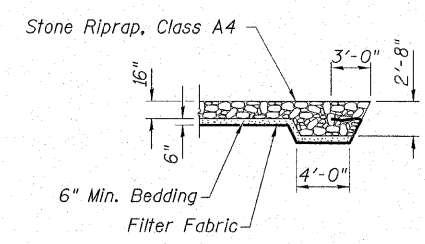
CONTRACT NO. 87325



PLAN



SECTION A-A



SECTION B-B

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

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

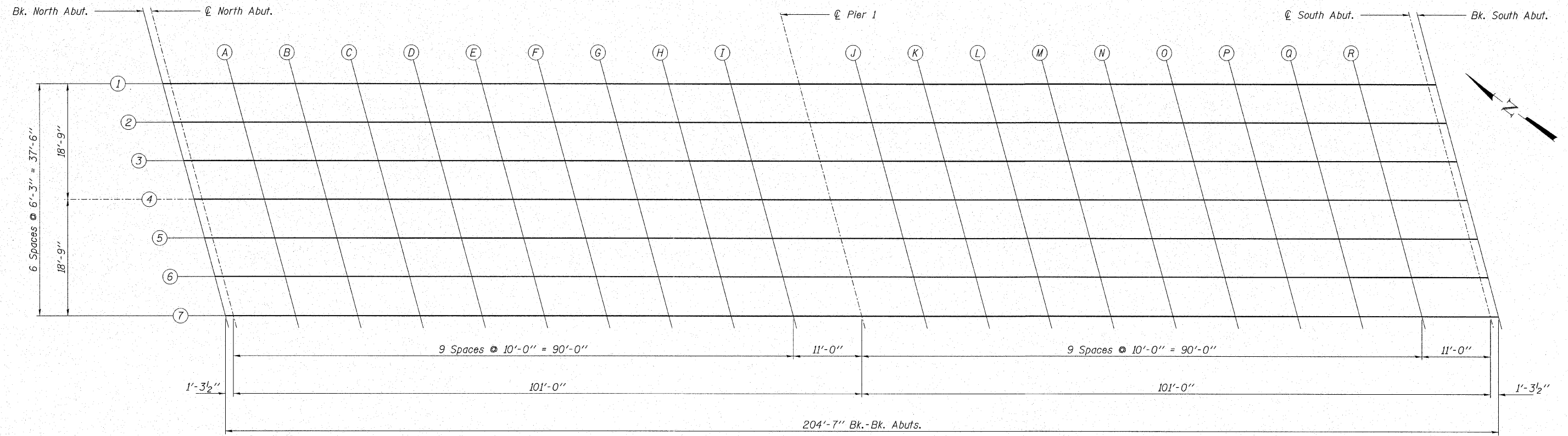
ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
DESIGNED: S.W.M. CHECKED: M.G.B. DRAWN: D.B.

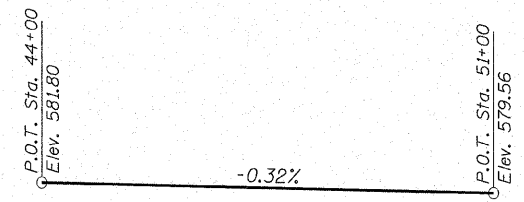
RIPRAP DETAILS
SECTION 96-00044-00-BR
FOX RIVER DRIVE / C.H. 15
KENDALL COUNTY
STRUCTURE NO. 047-3150 / STATION 49+62

ROUTE NO.	SECTION	COUNTY	SHEET NO.
C.H. 15	96-00044-00-BR	KENDALL	55
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT

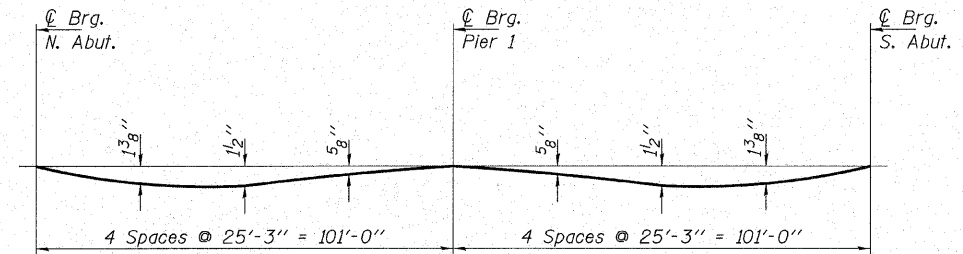
CONTRACT NO. 87325



PLAN

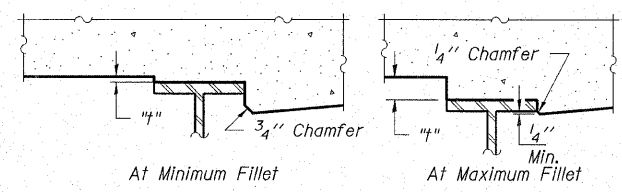


PROFILE GRADE



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheet 41.



To determine "h": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations, subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 41, minus slab thickness, equals the fillet heights "h" above top flange of beams.

FILLET HEIGHTS

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

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

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
DESIGNED: S.W.M. CHECKED: M.G.B. DRAWN: D.B.

SLAB ELEVATIONS
SECTION 96-00044-00-BR
FOX RIVER DRIVE / C.H. 15
KENDALL COUNTY
STRUCTURE NO. 047-3150 / STATION 49+62

BEAM 1

CONTRACT NO. 87325

	Bk. of N. Abut.	C of N. Abut.	Span 1									C PIER 1	Span 2								C of S. Abut.	Bk. of S. Abut.	
			A	B	C	D	E	F	G	H	I		J	K	L	M	N	O	P	Q			R
Theoretical Grade Elevation	579.970	579.966	579.934	579.902	579.870	579.838	579.806	579.774	579.742	579.710	579.678	579.643	579.611	579.579	579.547	579.515	579.483	579.451	579.419	579.387	579.355	579.319	579.315
Theoretical Grade Elevation Adjusted for D.L. Deflection	579.970	579.966	579.978	579.991	579.985	579.959	579.933	579.874	579.813	579.755	579.701	579.643	579.632	579.622	579.615	579.612	579.609	579.573	579.535	579.480	579.404	579.319	579.315
Bottom of Slab Elevation		579.341	579.353	579.366	579.360	579.334	579.308	579.249	579.188	579.130	579.076	579.018	579.007	578.997	578.990	578.987	578.984	578.948	579.910	579.855	578.779	578.694	
Top of Steel																							
Fillet Height "t"																							

BEAM 2

	Bk. of N. Abut.	C of N. Abut.	Span 1									C PIER 1	Span 2								C of S. Abut.	Bk. of S. Abut.	
			A	B	C	D	E	F	G	H	I		J	K	L	M	N	O	P	Q			R
Theoretical Grade Elevation	580.090	580.086	580.054	580.022	579.990	579.958	579.926	579.894	579.862	579.830	579.798	579.762	579.730	579.698	579.666	579.634	579.602	579.570	579.538	579.506	579.474	579.439	579.435
Theoretical Grade Elevation Adjusted for D.L. Deflection	580.090	580.086	580.098	580.111	580.105	580.079	580.053	579.993	579.932	579.875	579.820	579.762	579.752	579.741	579.734	579.731	579.728	579.692	579.654	579.600	579.523	579.439	579.435
Bottom of Slab Elevation		579.461	579.473	579.486	579.480	579.454	579.428	579.368	579.307	579.250	579.196	579.137	579.127	579.116	579.109	579.106	579.103	579.067	579.029	578.975	578.898	578.814	
Top of Steel																							
Fillet Height "t"																							

BEAM 3

	Bk. of N. Abut.	C of N. Abut.	Span 1									C PIER 1	Span 2								C of S. Abut.	Bk. of S. Abut.	
			A	B	C	D	E	F	G	H	I		J	K	L	M	N	O	P	Q			R
Theoretical Grade Elevation	580.209	580.205	580.173	580.141	580.109	580.077	580.045	580.013	579.981	579.949	579.917	579.882	579.850	579.818	579.786	579.754	579.722	579.690	579.658	579.626	579.594	579.559	579.555
Theoretical Grade Elevation Adjusted for D.L. Deflection	580.209	580.205	580.218	580.230	580.224	580.198	580.172	580.113	580.052	579.994	579.941	579.882	579.871	579.861	579.854	579.851	579.848	579.812	579.774	579.720	579.643	579.559	579.555
Bottom of Slab Elevation		579.580	579.593	579.605	579.599	579.573	579.547	579.488	579.427	579.369	579.316	579.257	579.246	579.236	579.229	279.226	579.223	579.187	579.149	579.095	579.018	578.934	
Top of Steel																							
Fillet Height "t"																							

BEAM 4 & PROFILE GRADE

	Bk. of N. Abut.	C of N. Abut.	Span 1									C PIER 1	Span 2								C of S. Abut.	Bk. of S. Abut.	
			A	B	C	D	E	F	G	H	I		J	K	L	M	N	O	P	Q			R
Theoretical Grade Elevation	580.329	580.325	580.293	580.261	580.229	580.197	580.165	580.133	580.101	580.069	580.037	580.002	579.970	579.938	579.906	579.874	579.842	579.810	579.778	579.746	579.714	579.678	579.674
Theoretical Grade Elevation Adjusted for D.L. Deflection	580.329	580.325	580.337	580.350	580.344	580.318	580.292	280.233	580.172	580.114	580.060	580.002	579.991	579.980	579.974	579.971	579.968	579.931	579.894	579.839	579.763	579.678	579.674
Bottom of Slab Elevation		579.700	579.712	579.725	579.719	579.693	579.667	579.608	579.547	579.489	579.435	579.377	579.366	579.355	579.349	579.346	579.343	579.306	579.269	579.214	579.138	579.053	
Top of Steel																							
Fillet Height "t"																							

BEAM 5

	Bk. of N. Abut.	C of N. Abut.	Span 1									C PIER 1	Span 2								C of S. Abut.	Bk. of S. Abut.	
			A	B	C	D	E	F	G	H	I		J	K	L	M	N	O	P	Q			R
Theoretical Grade Elevation	580.199	580.194	580.162	580.130	580.098	580.066	580.034	580.002	579.970	579.938	579.906	579.871	579.839	579.807	579.775	579.743	579.711	579.679	579.647	579.615	579.583	579.548	579.544
Theoretical Grade Elevation Adjusted for D.L. Deflection	580.199	580.194	580.207	580.220	580.214	580.188	580.162	580.102	580.041	579.983	579.930	579.871	579.861	579.850	579.843	579.840	579.837	579.801	579.763	579.709	579.632	579.548	579.544
Bottom of Slab Elevation		579.569	579.582	579.595	579.589	579.563	579.537	579.477	579.416	579.358	579.305	579.246	579.236	579.225	579.218	579.215	579.212	579.176	579.138	579.084	579.007	578.923	
Top of Steel																							
Fillet Height "t"																							

BEAM 6

	Bk. of N. Abut.	C of N. Abut.	Span 1									C PIER 1	Span 2								C of S. Abut.	Bk. of S. Abut.	
			A	B	C	D	E	F	G	H	I		J	K	L	M	N	O	P	Q			R
Theoretical Grade Elevation	580.068	580.064	580.032	580.000	579.968	579.936	579.904	579.872	579.840	579.808	579.776	579.741	579.709	579.677	579.645	579.613	579.581	579.549	579.517	579.485	579.453	579.418	579.414
Theoretical Grade Elevation Adjusted for D.L. Deflection	580.068	580.064	580.077	580.089	580.083	580.057	580.031	579.972	579.911	579.853	579.800	579.741	579.730	579.720	579.713	579.710	579.707	579.671	579.633	579.578	579.502	579.418	579.414
Bottom of Slab Elevation		579.439	579.452	579.464	579.458	579.432	579.406	579.347	579.286	579.228	579.175	579.116	579.105	579.095	579.088	579.085	579.082	579.046	579.008	578.953	578.877	578.793	
Top of Steel																							
Fillet Height "t"																							

BEAM 7

	Bk. of N. Abut.	C of N. Abut.	Span 1									C PIER 1	Span 2								C of S. Abut.	Bk. of S. Abut.	
			A	B	C	D	E	F	G	H	I		J	K	L	M	N	O	P	Q			R
Theoretical Grade Elevation	579.938	579.934	579.902	579.870	579.838	579.806	579.774	579.742	579.710	579.678	579.646	579.611	579.579	579.547	579.515	579.483	579.451	579.419	579.387	579.355	579.323	579.287	579.283
Theoretical Grade Elevation Adjusted for D.L. Deflection	579.938	579.934	579.946	579.959	579.953	579.927	579.901	579.842	579.781	579.723	579.669	579.611	579.600	579.589	579.582	579.580	579.577	579.540	579.502	579.448	579.372	579.287	579.283
Bottom of Slab Elevation		579.309	579.321	579.334	579.328	579.302	579.276	579.217	579.156	579.098	579.044	578.986	578.975	578.964	578.957	578.955	578.952	578.915	578.877	578.823	578.747	578.662	
Top of Steel																							
Fillet Height "t"																							

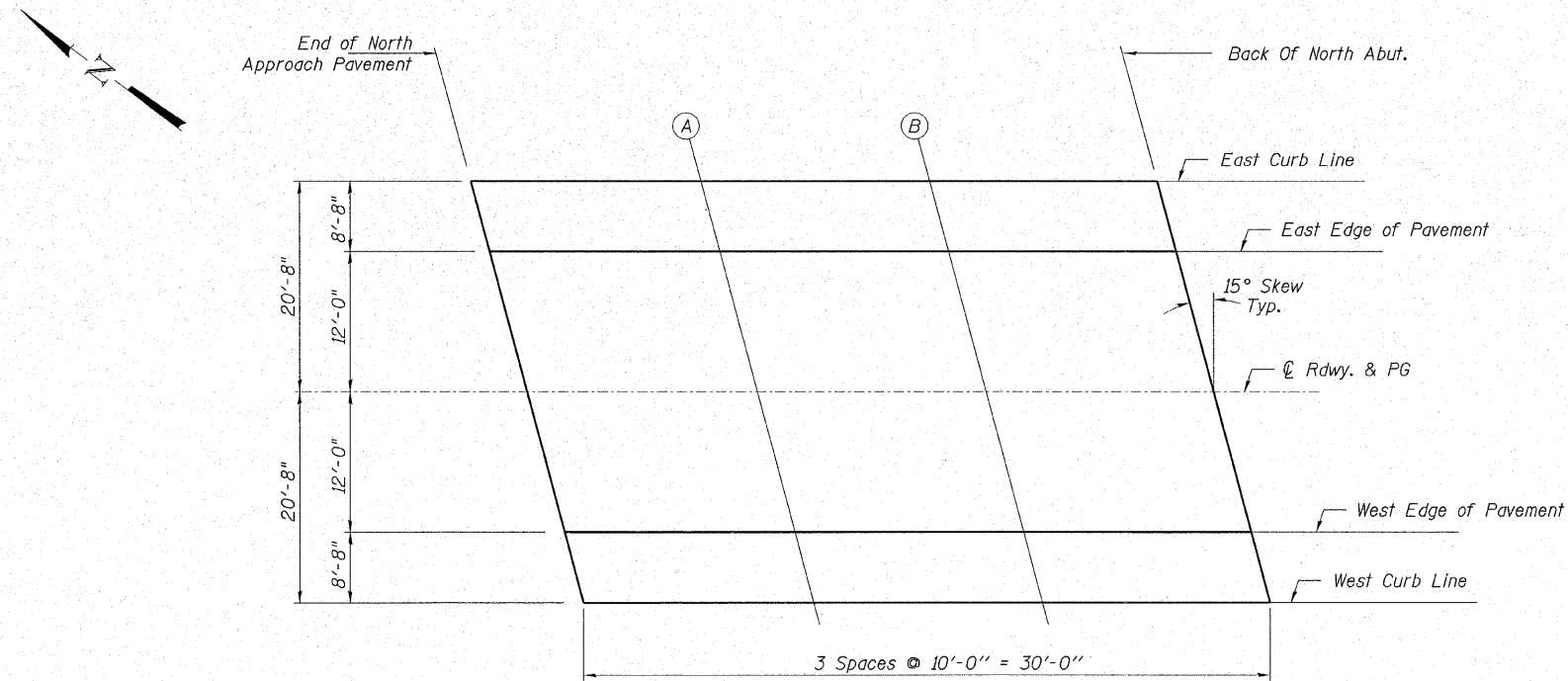
HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS

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

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
 DESIGNED: S.W.M. CHECKED: M.G.B. DRAWN: D.B.

SLAB ELEVATIONS
SECTION 96-00044-00-BR
FOX RIVER DRIVE / C.H. 15
KENDALL COUNTY
STRUCTURE NO. 047-3150 / STATION 49+62



PLAN

EAST CURB LINE

Location	LT. Station	Offset	Theoretical Grade Elevations
Bk. N. Appr. Pav't.	48+24.17	20.67	580.03
A.	48+34.17	20.67	580.00
B.	48+44.17	20.67	579.97
Bk. N. Abut.	48+54.17	20.67	579.93

EAST EDGE OF PAVEMENT

Location	LT. Station	Offset	Theoretical Grade Elevations
Bk. N. Appr. Pav't.	48+26.49	12.00	580.20
A.	48+36.49	12.00	580.16
B.	48+46.49	12.00	580.13
Bk. N. Abut.	48+56.49	12.00	580.10

CL & PROFILE GRADE

Location	CL Station	Offset	Theoretical Grade Elevations
Bk. N. Appr. Pav't.	48+29.71	0.00	580.43
A.	48+39.71	0.00	580.39
B.	48+49.71	0.00	580.36
Bk. N. Abut.	48+59.71	0.00	580.33

WEST EDGE OF PAVEMENT

Location	RT Station	Offset	Theoretical Grade Elevations
Bk. N. Appr. Pav't.	48+32.93	12.00	580.17
A.	48+42.93	12.00	580.14
B.	48+52.93	12.00	580.11
Bk. N. Abut.	48+62.93	12.00	580.08

WEST CURB LINE

Location	RT Station	Offset	Theoretical Grade Elevations
Bk. N. Appr. Pav't.	48+35.25	20.67	579.99
A.	48+45.25	20.67	579.96
B.	48+55.25	20.67	579.93
Bk. N. Abut.	48+65.25	20.67	579.90

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ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
 DESIGNED: S.W.M. CHECKED: M.G.B. DRAWN: W.J.S.

**TOP OF NORTH APPROACH
 SLAB ELEVATIONS**

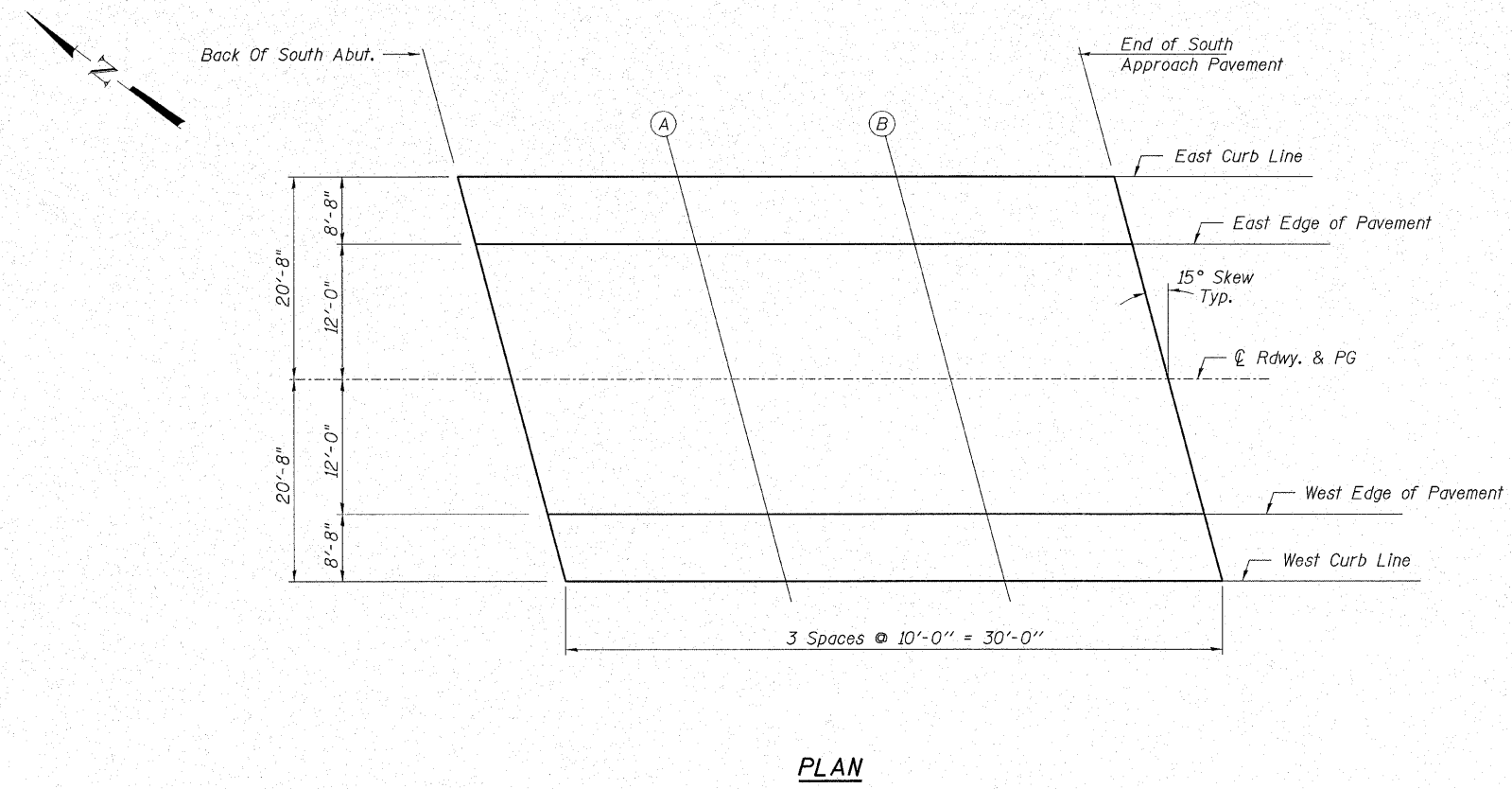
SECTION 96-00044-00-BR

FOX RIVER DRIVE / C.H. 15

KENDALL COUNTY

STRUCTURE NO. 047-3150 / STATION 49+62

CONTRACT NO. 87325



PLAN

EAST CURB LINE

Location	LT. Station	Offset	Theoretical Grade Elevations
Bk. S. Abut.	50+58.75	-20.67	579.28
A.	50+68.75	-20.67	579.25
B.	50+78.75	-20.67	579.29
Bk. S. Appr. Pav't.	50+88.75	-20.67	579.34

EAST EDGE OF PAVEMENT

Location	LT. Station	Offset	Theoretical Grade Elevations
Bk. S. Abut.	50+61.07	12.00	579.44
A.	50+71.07	12.00	579.42
B.	50+81.07	12.00	579.43
Bk. S. Appr. Pav't.	50+91.07	12.00	579.45

CL & PROFILE GRADE

Location	CL Station	Offset	Theoretical Grade Elevations
Bk. S. Abut.	50+64.29	0.00	579.67
A.	50+74.29	0.00	579.64
B.	50+84.29	0.00	579.61
Bk. S. Appr. Pav't.	50+94.29	0.00	579.58

WEST EDGE OF PAVEMENT

Location	RT Station	Offset	Theoretical Grade Elevations
Bk. S. Abut.	50+67.51	-12.00	579.42
A.	50+77.51	-12.00	579.37
B.	50+87.51	-12.00	579.32
Bk. S. Appr. Pav't.	50+97.51	-12.00	579.26

WEST CURB LINE

Location	RT Station	Offset	Theoretical Grade Elevations
Bk. S. Abut.	50+69.83	-20.67	579.24
A.	50+79.83	-20.67	579.17
B.	50+89.83	-20.67	579.10
Bk. S. Appr. Pav't.	50+99.83	-20.67	579.02

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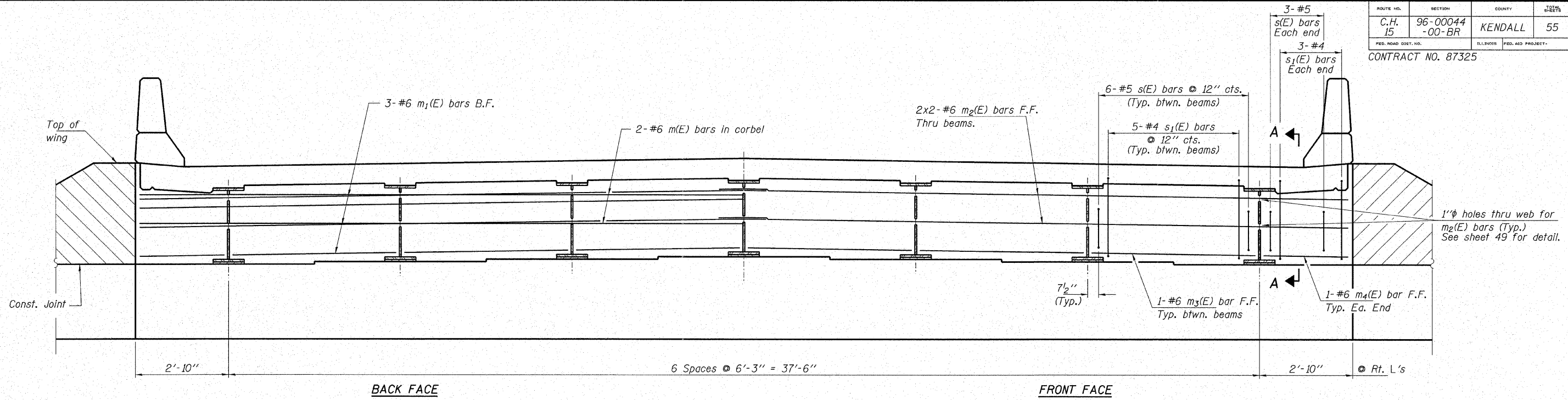
ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
 DESIGNED: S.W.M. CHECKED: M.G.B. DRAWN: W.J.S.

**TOP OF SOUTH APPROACH
 SLAB ELEVATIONS**
SECTION 96-00044-00-BR
FOX RIVER DRIVE / C.H. 15
KENDALL COUNTY
STRUCTURE NO. 047-3150 / STATION 49+62

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 15	96-00044-00-BR	KENDALL	55	46
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 87325

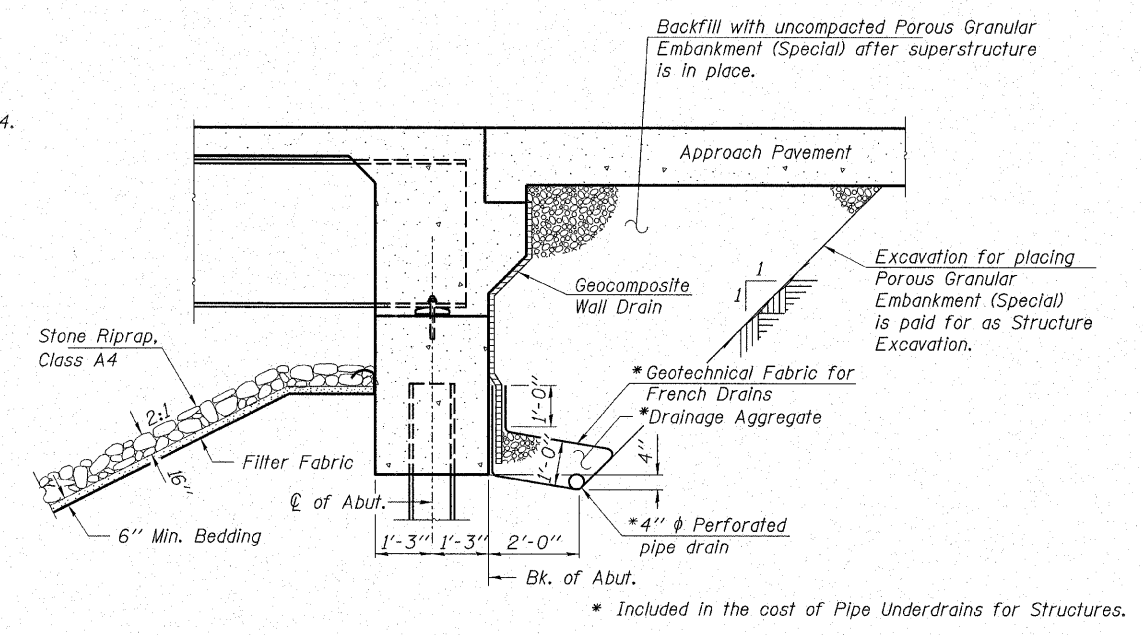


DIAPHRAGM AT ABUTMENTS

South Abut. (Looking South)
 North Abut. (Looking North)
 F.F. - Front Face
 B.F. - Back Face

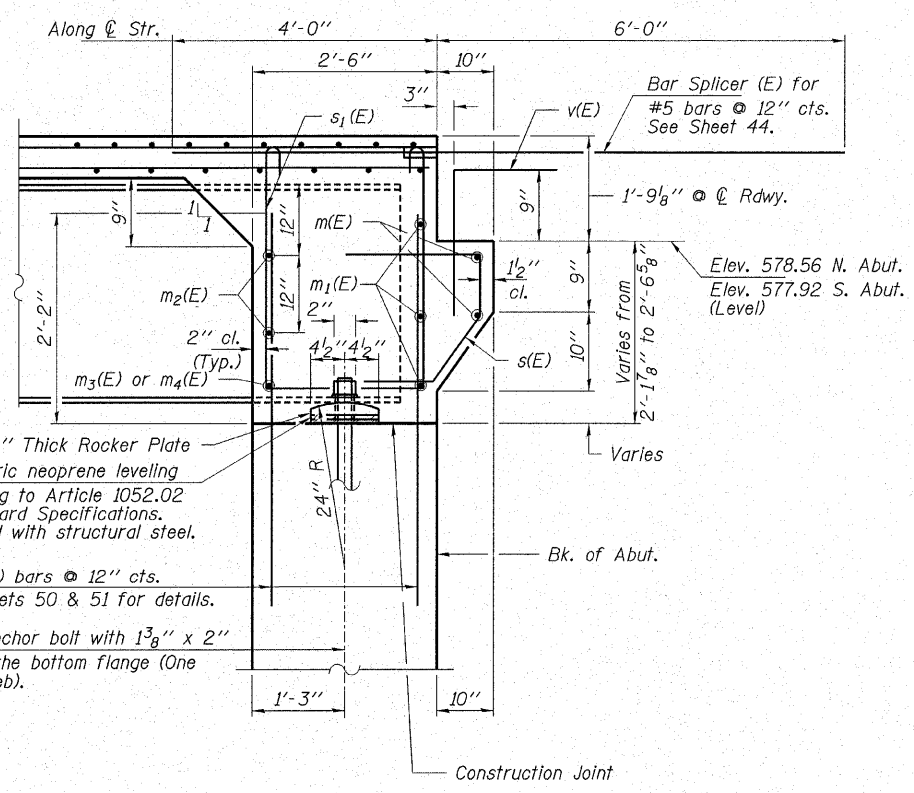
Notes:
 Reinforcement bars in diaphragms are billed with superstructure on sheet 44. Concrete in diaphragms is included with "Concrete Superstructure" on sheet 44. Reinforcement bars designated (E) shall be epoxy coated. The $s(E)$ and $s_1(E)$ bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

MIN. BAR LAPS
 #6 bars = 2'-7"

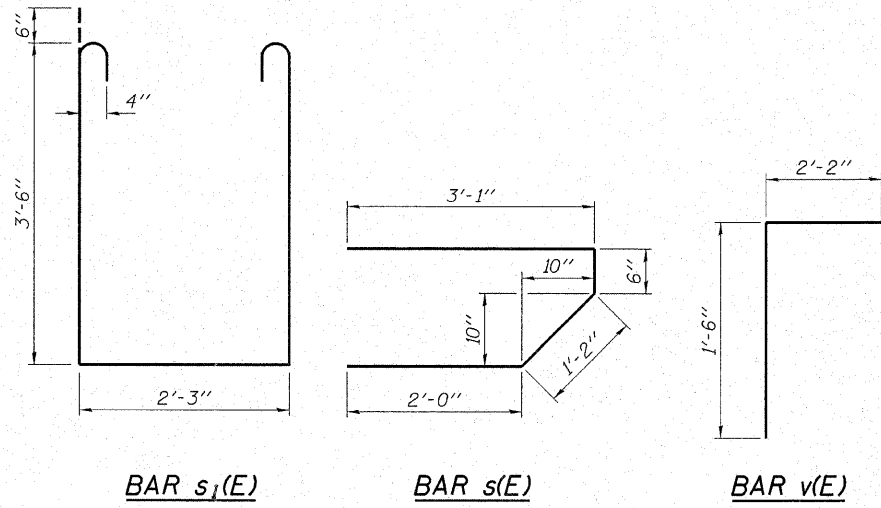


SECTION THRU INTEGRAL ABUTMENT
 (Horiz. dim. @ Rt. L's)

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 60110D.)



SECTION A-A
 (Dimensions @ Rt. L's except as noted.)



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PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
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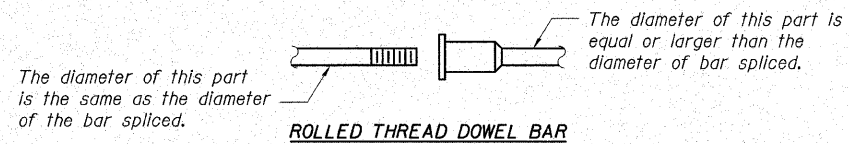
SUPERSTRUCTURE DETAILS

SECTION 96-00044-00-BR

FOX RIVER DRIVE / C.H. 15

KENDALL COUNTY

STRUCTURE NO. 047-3150 / STATION 49+62

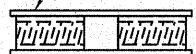


ROLLED THREAD DOWEL BAR



**** ONE PIECE**

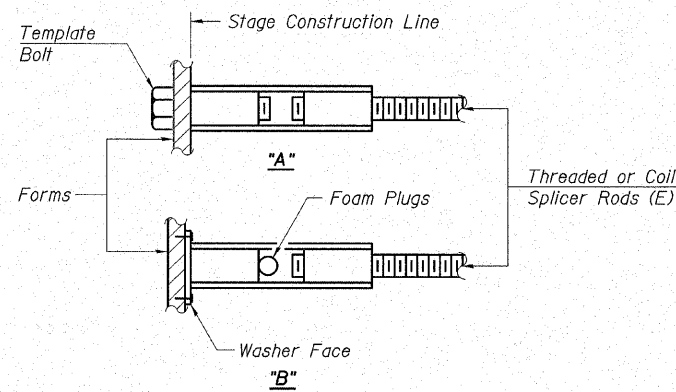
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

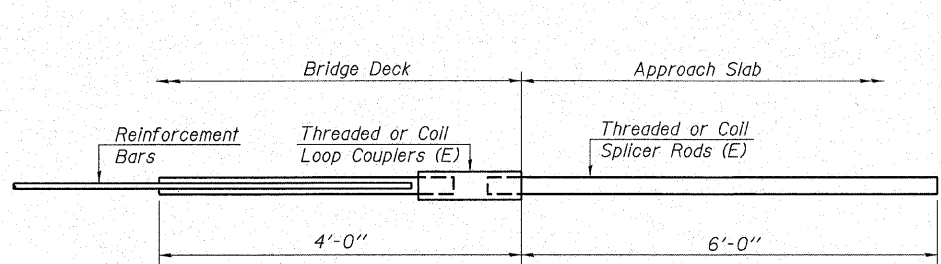
"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

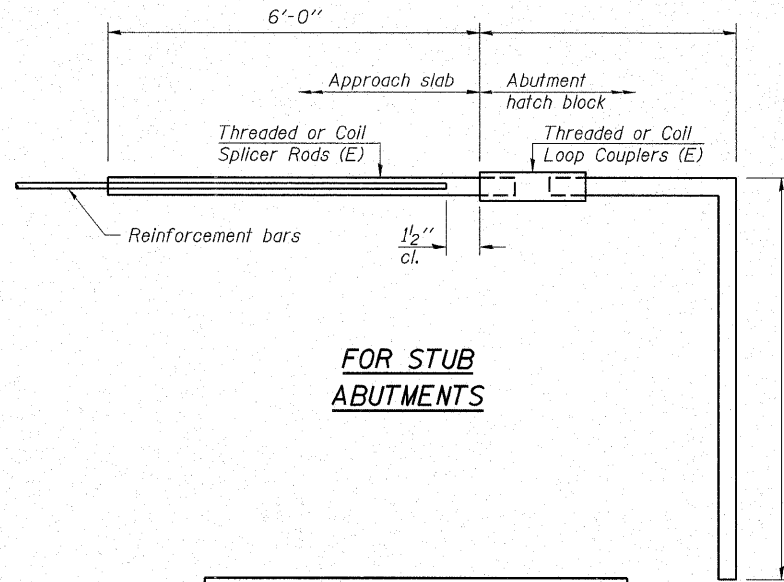
- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
 - ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



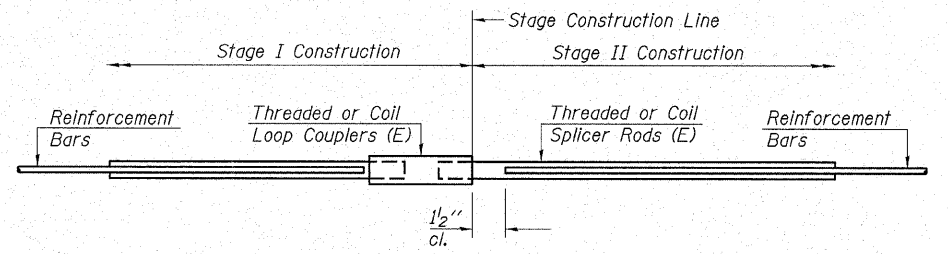
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 82



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location

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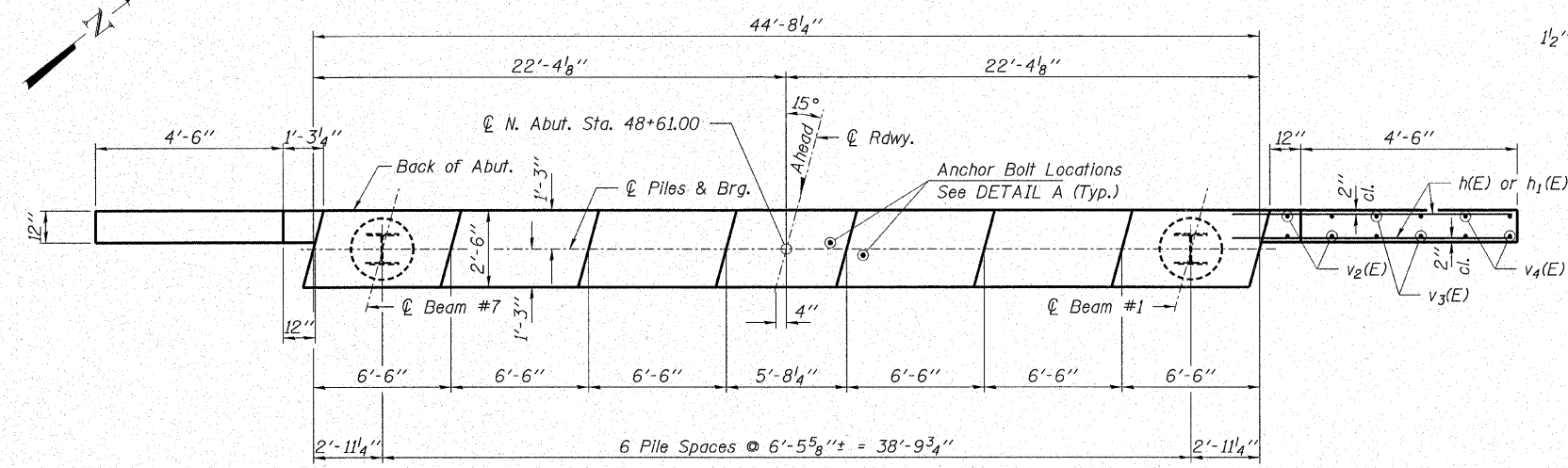
ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
 DESIGNED: S.W.M. CHECKED: M.G.B. DRAWN: D.B.

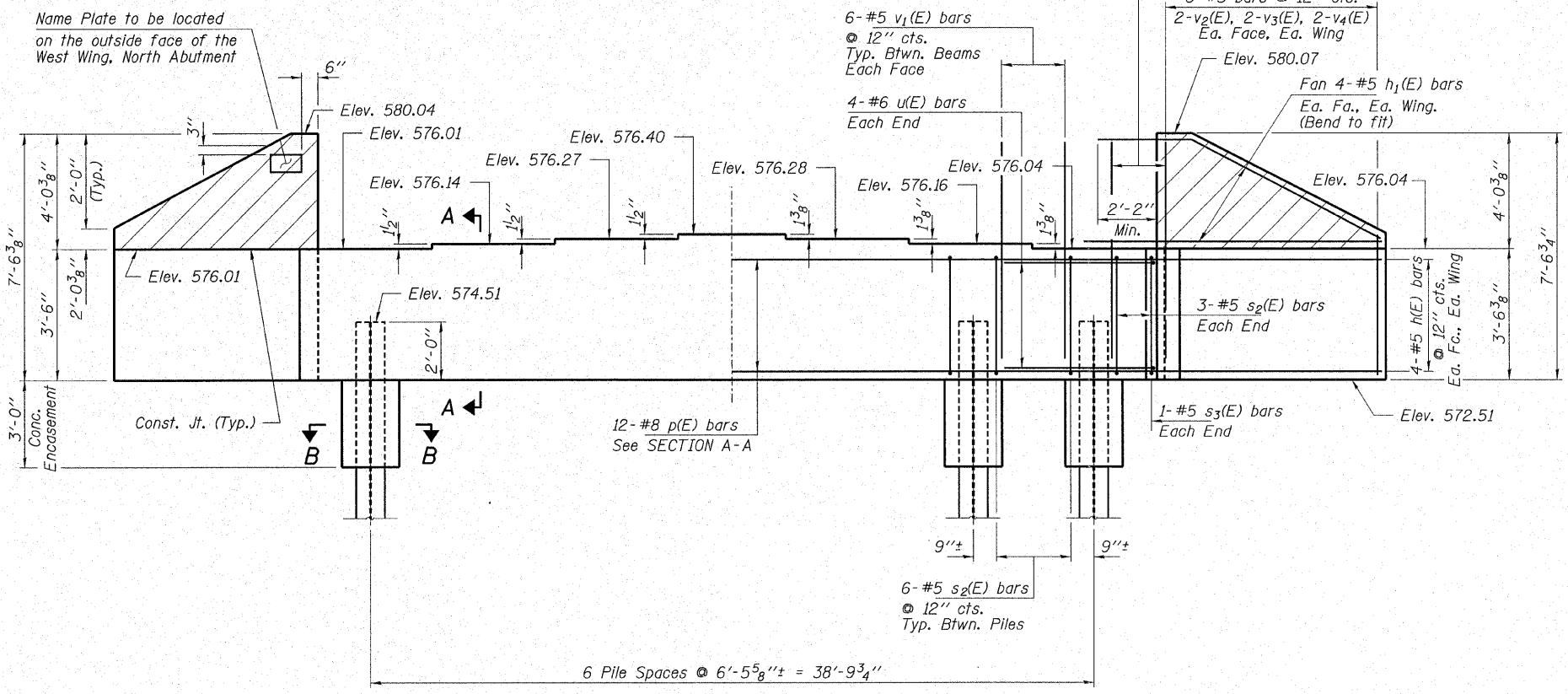
BAR SPLICER DETAILS

SECTION 96-00044-00-BR
 FOX RIVER DRIVE / C.H. 15
 KENDALL COUNTY
 STRUCTURE NO. 047-3150 / STATION 49+62

CONTRACT NO. 87325



PLAN



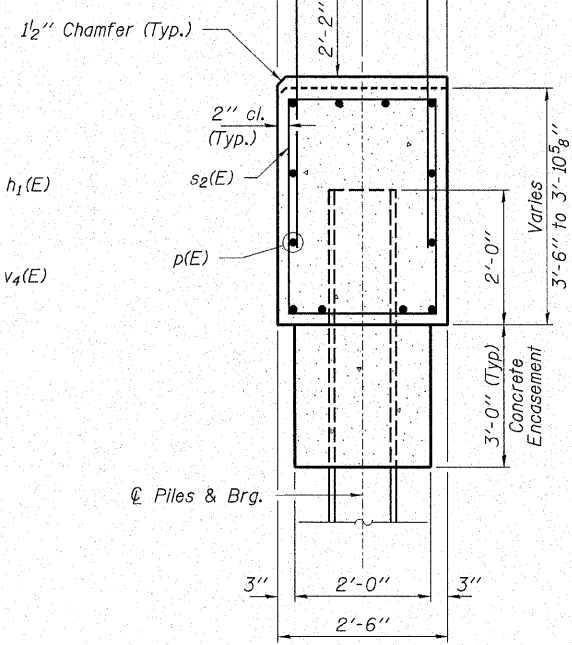
ELEVATION
(Looking North)

PILE DATA

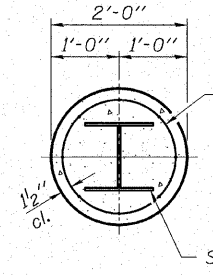
Type ----- Steel HP12x53 w/Pile shoes
 No. Req'd. (N. Abut.) ----- 7
 Nominal Req'd Bearing ----- 418 Kips/Pile
 Allowable Resistance Available ----- 139 Kips/Pile
 Est. Length ----- 24 Ft/Pile

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

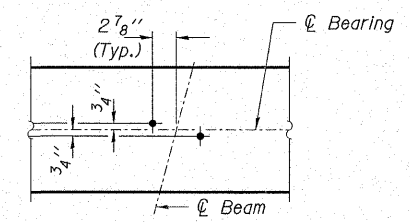
Notes:
 Hatched areas to be poured with the deck after beams are in place. Quantity included in Concrete Superstructure.
 Quantity of concrete included in "Concrete Superstructure" on sheet 44.
 Reinforcement bars designated (E) shall be epoxy coated.
 All edges shall have standard 3/4" chamfer except as noted.
 Pour steps monolithically with cap.



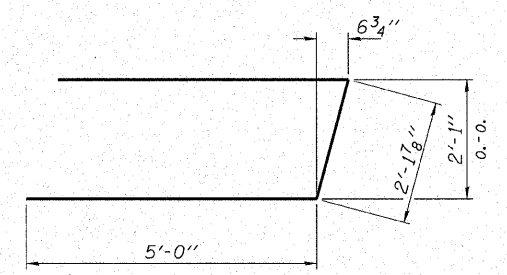
SECTION A-A



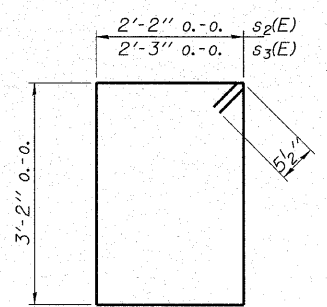
SECTION B-B



DETAIL A



BAR u(E)



BARS s2(E) & s3(E)

Welded wire fabric
 6 x 6-W4.0 x W4.0
 weighing 58#/100 sq. ft.
 The cost of Excavation and
 Reinforcement is included
 in the cost of Concrete
 Encasement. Forms for
 Encasement may be omitted
 when soil conditions will permit.

BILL OF MATERIAL - N. ABUT.

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	16	#5	7'-9"	—
h1(E)	16	#5	8'-3"	—
p(E)	12	#8	44'-4"	—
s2(E)	42	#5	11'-7"	□
s3(E)	2	#5	11'-9"	□
u(E)	8	#6	12'-2"	—
v1(E)	84	#5	4'-6"	—
v2(E)	8	#5	7'-1"	—
v3(E)	8	#5	6'-2"	—
v4(E)	8	#5	5'-4"	—
Concrete Structures			Cu. Yd.	16.6
Reinforcement Bars, Epoxy Coated			Pound	2,915
Steel Piles HP12x53			Foot	168
Concrete Encasement			Cu. Yd.	2.5
Pile Shoes			Each	7
Structure Excavation			Cu. Yd.	12

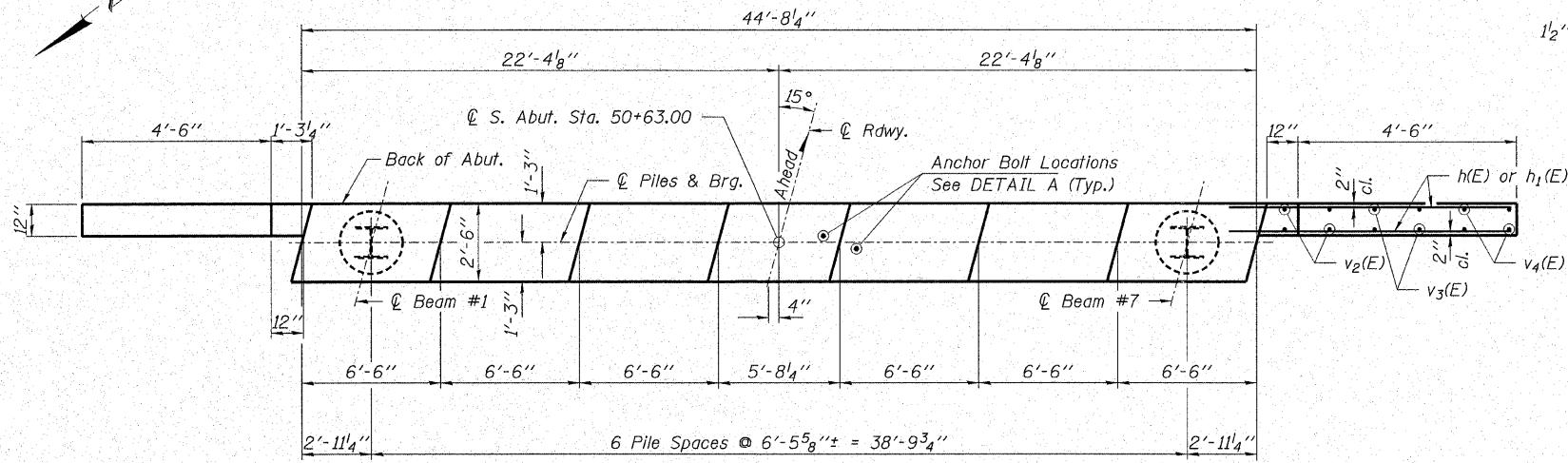
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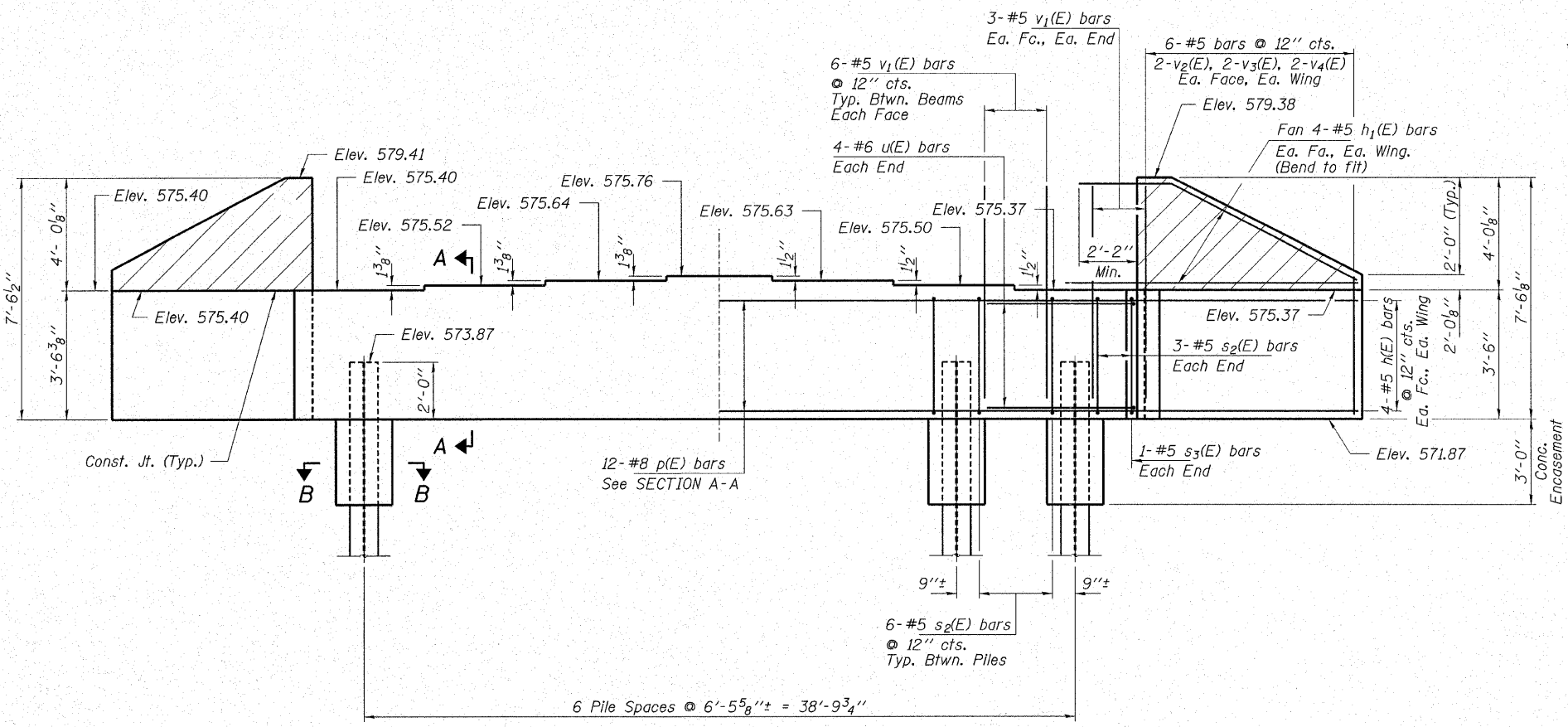
ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
 DESIGNED: S.W.M. CHECKED: M.G.B. DRAWN: D.B.

NORTH ABUTMENT
SECTION 96-00044-00-BR
 FOX RIVER DRIVE / C.H. 15
 KENDALL COUNTY
STRUCTURE NO. 047-3150 / STATION 49+62

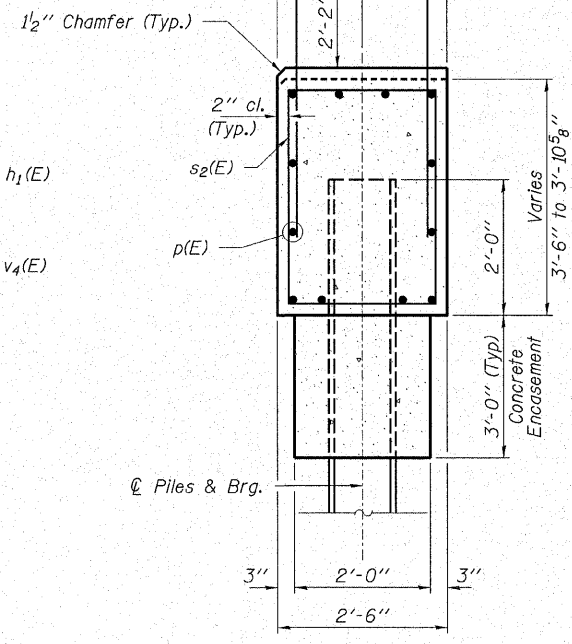


PLAN

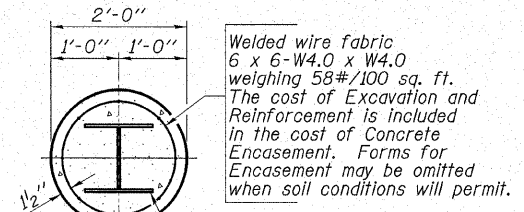


ELEVATION
(Looking South)

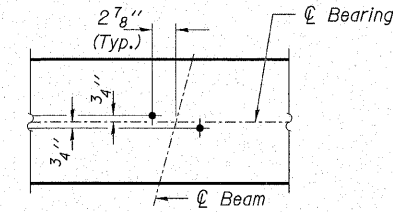
Notes:
 Hatched areas to be poured with the deck after beams are in place.
 Quantity of concrete included in "Concrete Superstructure" on sheet 44.
 Reinforcement bars designated (E) shall be epoxy coated.
 All edges shall have standard 3/4" chamfer except as noted.
 Pour steps monolithically with cap.



SECTION A-A



SECTION B-B

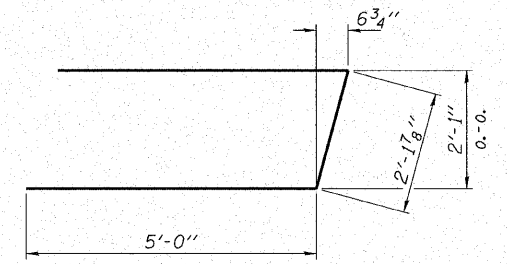


DETAIL A

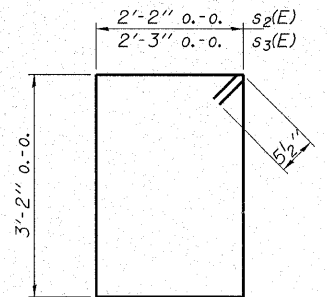
PILE DATA

Type.....Steel HP12x53 w/Pile shoes
 No. Req'd. (S. Abut.).....7
 Nominal Req'd Bearing.....418 Kips/Pile
 Allowable Resistance Available.....139 Kips/Pile
 Est. Length.....34 Ft/Pile

Notes:
 * Includes one test pile to be driven in a permanent location at the South Abutment.
 The Steel H-piles shall be according to AASHTO M270 Grade 50.
 The test piles shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.



BAR u(E)



BARS s2(E) & s3(E)

BILL OF MATERIAL - S. ABUT.

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	16	#5	7'-9"	—
h1(E)	16	#5	8'-3"	—
p(E)	12	#8	44'-4"	—
s2(E)	42	#5	11'-7"	□
s3(E)	2	#5	11'-9"	□
u(E)	8	#6	12'-2"	—
v1(E)	84	#5	4'-6"	—
v2(E)	8	#5	7'-1"	—
v3(E)	8	#5	6'-2"	—
v4(E)	8	#5	5'-4"	—
Concrete Structures			Cu. Yd.	16.6
Reinforcement Bars, Epoxy Coated			Pound	2,915
Steel Piles HP12x53			Foot	204
Test Pile Steel HP12x53			Each	1
Concrete Encasement			Cu. Yd.	2.5
Pile Shoes			Each	7
Structure Excavation			Cu. Yd.	13

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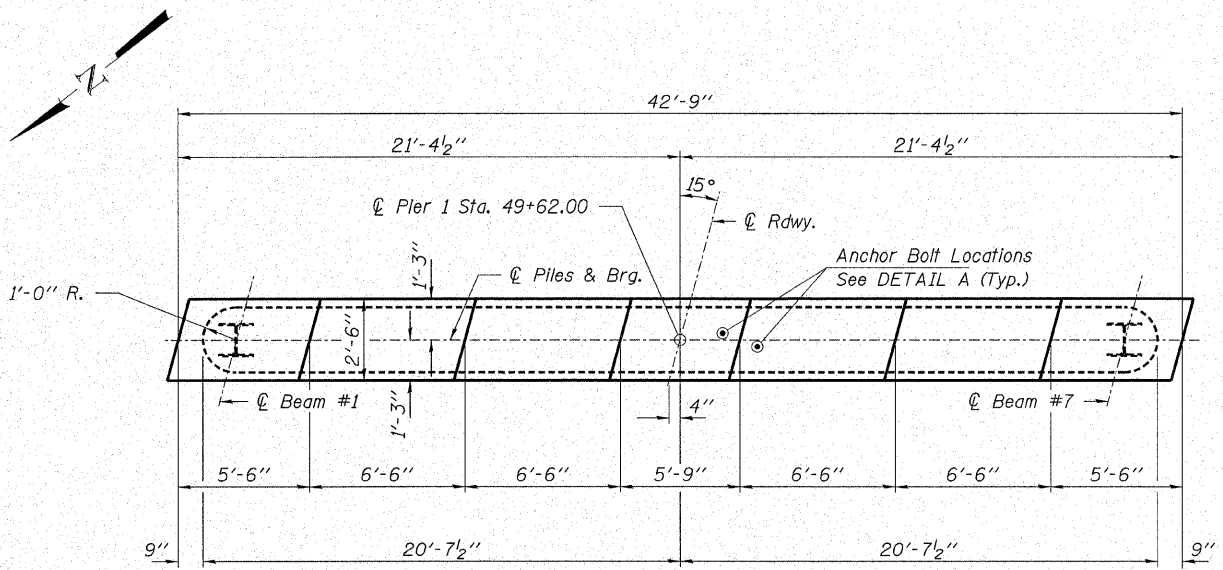
HLR

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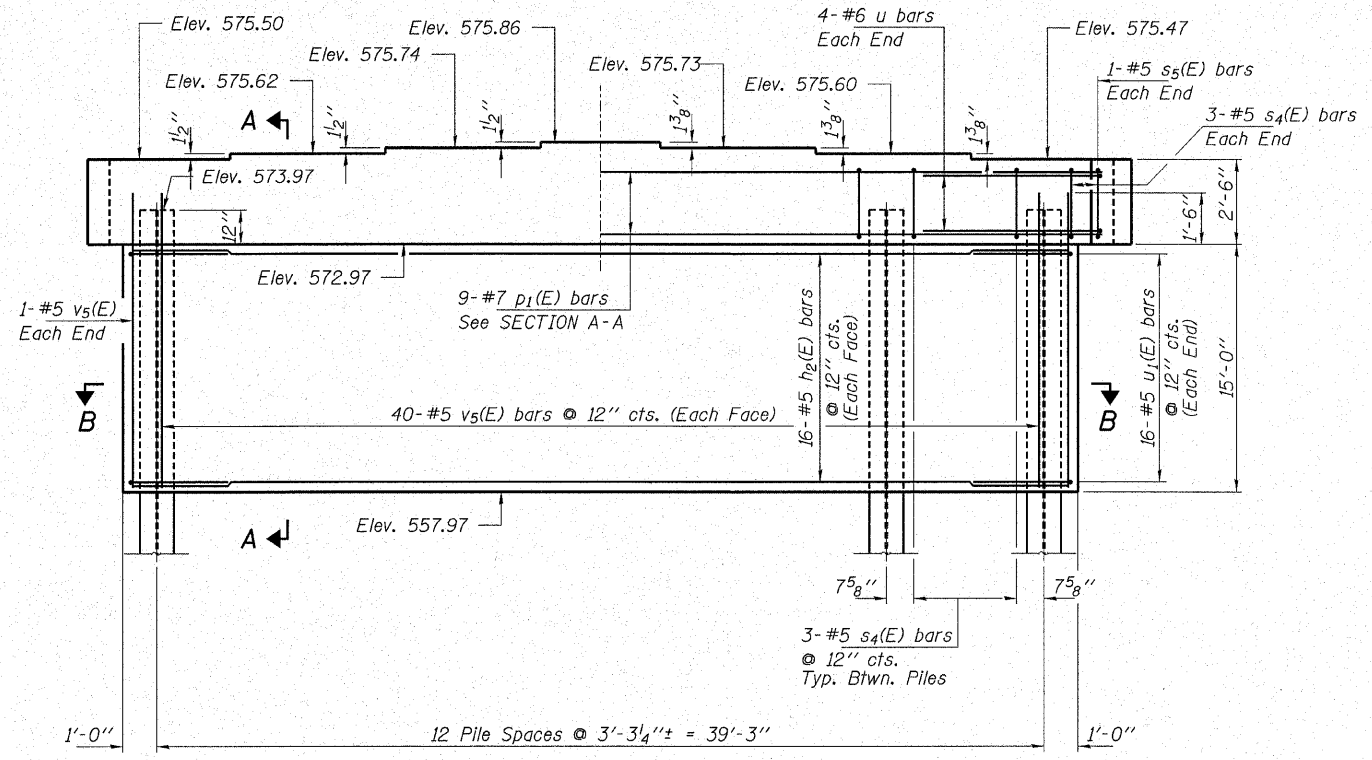
PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
 DESIGNED: S.W.M. CHECKED: M.G.B. DRAWN: D.B.

SOUTH ABUTMENT
SECTION 96-00044-00-BR
FOX RIVER DRIVE / C.H. 15
KENDALL COUNTY
STRUCTURE NO. 047-3150 / STATION 49-62

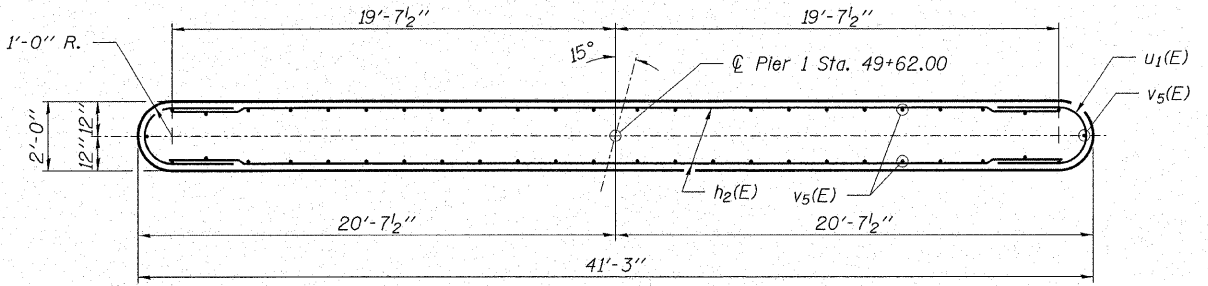
CONTRACT NO. 87325



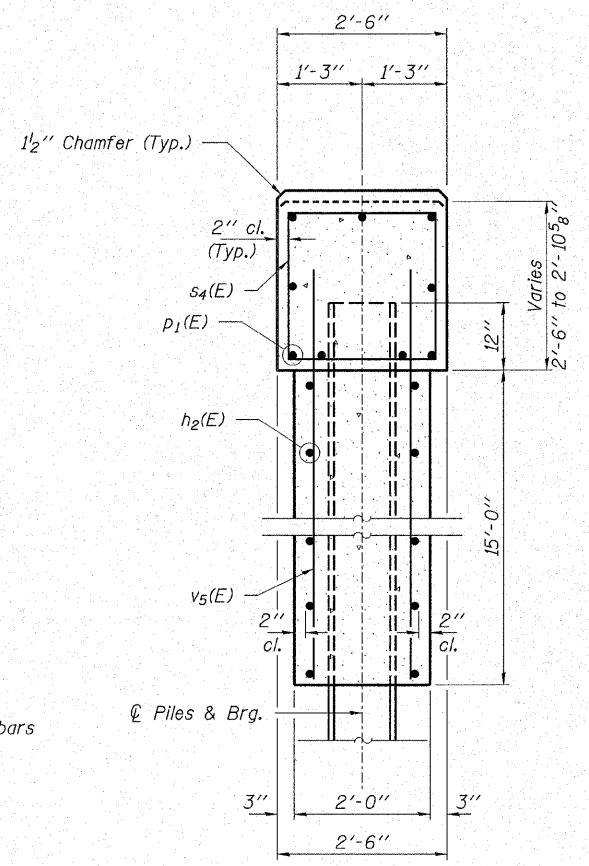
PLAN



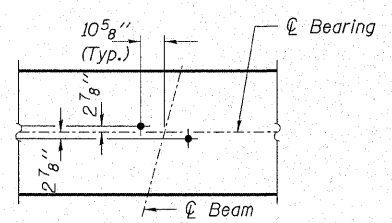
ELEVATION
(Looking South)



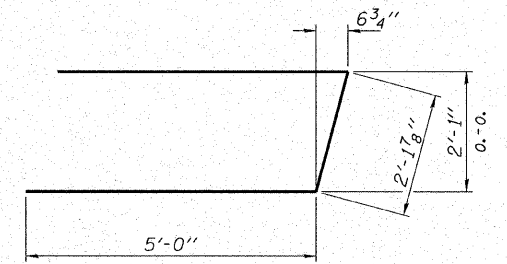
SECTION B-B



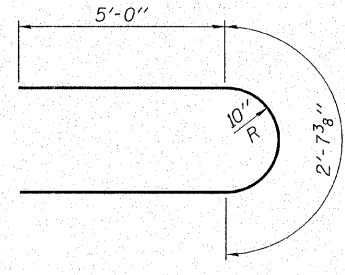
SECTION A-A



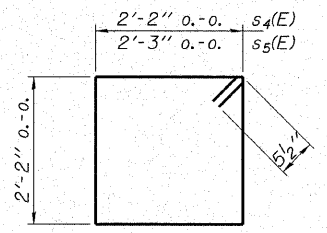
DETAIL A



BAR u(E)



BAR u1(E)



BARS s4(E) & s5(E)

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
All edges shall have standard 3/4" chamfer except as noted.
Pour steps monolithically with cap.

BILL OF MATERIAL - PIER 1

BAR	NO.	SIZE	LENGTH	SHAPE
h2(E)	32	#5	39'-3"	—
p1(E)	9	#7	42'-5"	—
s4(E)	42	#5	9'-7"	□
s5(E)	2	#5	9'-9"	□
u(E)	8	#6	12'-2"	U
u1(E)	32	#5	12'-8"	U
v5(E)	82	#5	16'-6"	—
Concrete Structures			Cu. Yd.	56.0
Reinforcement Bars, Epoxy Coated			Pound	4,510
Steel Piles HP12x53			Foot	384
Test Pile Steel HP12x53			Each	1
Pile Shoes			Each	13
Underwater Str. Exc. Prof. - Loc. 1			Each	1
Structure Excavation			Cu. Yd.	60

PILE DATA

Type..... Steel HP12x53 w/Pile shoes
No. Req'd. (Pier 1)..... *13
Nominal Req'd Bearing..... 418 Kips/Pile
Allowable Resistance Available..... 139 Kips/Pile
Est. Length..... 32 Ft/Pile

Notes:
* Includes one test pile to be driven in a permanent location at the Pier 1.
The Steel H-piles shall be according to AASHTO M270 Grade 50.
The test piles shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.

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

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

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07
DESIGNED: S.W.M. CHECKED: M.G.B. DRAWN: D.B.

PIER 1
SECTION 96-00044-00-BR
FOX RIVER DRIVE / C.H. 15
KENDALL COUNTY
STRUCTURE NO. 047-3150 / STATION 49+62

LOG OF BORING NO. 1									
OWNER					ARCHITECT/ENGINEER				
SITE					PROJECT				
COUNTY HIGHWAY 15 KENDALL COUNTY, ILLINOIS					RICE, BERRY AND UZMAN PROPOSED REPLACEMENT BRIDGE				
Sta. 48+76.48 Rt. 13.00'					Page 1 of 1				
DESCRIPTION Approx. Surface Elev: 574.0 Feet									
GRAPHIC LOG	DEPTH (FT.)	USCS SYMBOL	NUMBER	RECOVERY	**SPT-N BLOWS / FT.	MOISTURE, %	DRY DENSITY PCF	UNCONFINED STRENGTH PSF	TESTS
	0.2	ASPH	1	NS	8	27	12.6		*4000
	0.6	CL	2	SS	8	7	14.8		*2500
	3	CL	3	SS	NR	15			
	8.5	CL	4	SS	6	8	13.6		*2500
	10.0	SC	5	SS	8	12	18.0		
	12.5	PASM	6	SS	NR	51			
	15	PASM	7	SS	12	38	17.2		
	21.0	PASM	8	SS	6	42	18.7		
	23.5	DR	9	SS	6	51	3.1		
<p>0.2" Asphalt</p> <p>SANDY LEAN CLAY, TRACE GRAVEL (POSSIBLE FILL), Brown</p> <p>8.5 Note: No recovery in Samples 3 and 6, spoon pounded on rock.</p> <p>LEAN CLAY TO SILTY CLAY TRACE GRAVEL (POSSIBLE FILL), Brown to Gray</p> <p>CLAYEY SAND WITH GRAVEL, Dark Brown, Medium Dense</p> <p>SILTY FINE SAND, TRACE GRAVEL, Occasional Clay Layer, Gray, Dense</p> <p>23.5 ***HIGHLY WEATHERED LIMESTONE, Gray</p> <p>Practical Auger Refusal @ about 23.5'</p> <p>BOTTOM OF BORING</p> <p>***Classification of rock materials based upon drilling characteristics and visual observation of disturbed samples. Core samples and petrographic analysis may reveal other rock types.</p>									
<p>THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL AND ROCK TYPES: IN-SITU, THE TRANSITION MAY BE GRADUAL.</p> <p>Water Level Observations: WL 13' WS 22' AB</p> <p>BORING STARTED 12-12-96</p> <p>BORING COMPLETED 12-12-96</p> <p>RIG 68 FOREMAN DB</p> <p>APPROVED SAB JOB # 11965158</p>									


BORING 1

LOG OF BORING NO. 2									
OWNER					ARCHITECT/ENGINEER				
SITE					PROJECT				
COUNTY HIGHWAY 15 KENDALL COUNTY, ILLINOIS					RICE, BERRY AND UZMAN PROPOSED REPLACEMENT BRIDGE				
Sta. 49+89.83 Lt. 8.44'					Page 1 of 1				
DESCRIPTION Approx. Surface Elev: 574.0 Feet									
GRAPHIC LOG	DEPTH (FT.)	USCS SYMBOL	NUMBER	RECOVERY	**SPT-N BLOWS / FT.	MOISTURE, %	DRY DENSITY PCF	UNCONFINED STRENGTH PSF	TESTS
	0.2	ASPH	1	NS	8	24	16.4		*7000
	0.6	CL	2	SS	12	29	17.9		
	10.0	ML	3	SS	19	28	16.6		
	12.0	ML	4	SS	12	22	22.8		
	16.0	PASM	5	SS	12	15	20.5		
	17.5	PASM	6	SS	12	40	15.5		
	23.0	DR	7	SS	6	44	9.0		
	28.0	DR	8	SS	6	50	8.6		
	35.0	DR	9	SS	3	30	8.9		
<p>0.2" Asphalt</p> <p>0.6" Concrete</p> <p>LEAN CLAY, TRACE SAND AND GRAVEL, Gray, Very Stiff</p> <p>SILTY FINE SAND, TRACE GRAVEL, Gray, Medium Dense</p> <p>SILT WITH CLAY SEAMS, TRACE SAND, Gray, Medium Dense</p> <p>SILTY FINE SAND, TRACE GRAVEL, Gray, Medium Dense to Dense</p> <p>***HIGHLY WEATHERED LIMESTONE, OCCASIONAL CLAY SEAMS, Gray</p> <p>Practical Auger Refusal @ about 35'</p> <p>BOTTOM OF BORING</p> <p>***Classification of rock materials based upon drilling characteristics and visual observation of disturbed samples. Core samples and petrographic analysis may reveal other rock types.</p>									
<p>THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL AND ROCK TYPES: IN-SITU, THE TRANSITION MAY BE GRADUAL.</p> <p>Water Level Observations: WL 10' WS</p> <p>BORING STARTED 12-12-96</p> <p>BORING COMPLETED 12-12-96</p> <p>RIG 68 FOREMAN DB</p> <p>APPROVED SAB JOB # 11965158</p>									

BORING 2

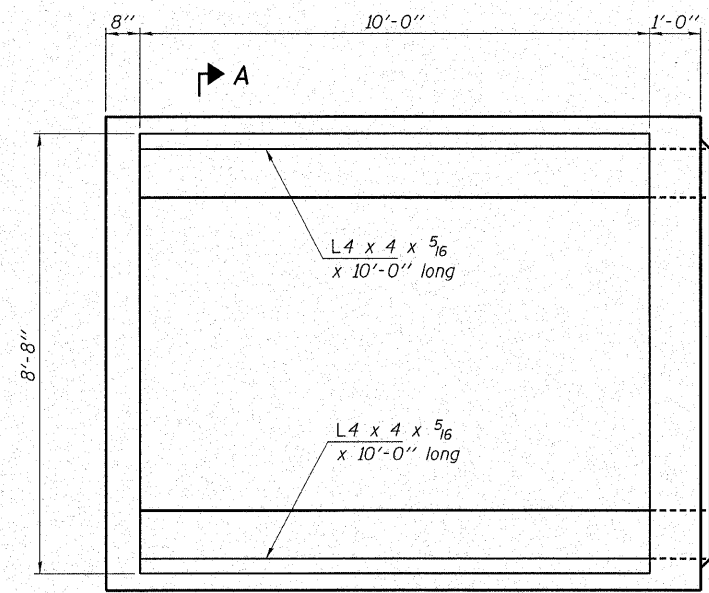
LOG OF BORING NO. 3									
OWNER					ARCHITECT/ENGINEER				
SITE					PROJECT				
COUNTY HIGHWAY 15 KENDALL COUNTY, ILLINOIS					RICE, BERRY AND UZMAN PROPOSED REPLACEMENT BRIDGE				
Sta. 50+46.47 Lt. 12.17'					Page 1 of 1				
DESCRIPTION Approx. Surface Elev: 574.0 Feet									
GRAPHIC LOG	DEPTH (FT.)	USCS SYMBOL	NUMBER	RECOVERY	**SPT-N BLOWS / FT.	MOISTURE, %	DRY DENSITY PCF	UNCONFINED STRENGTH PSF	TESTS
	0.2	ASPH	1	NS	16	11	16.6		*3500
	5	SS	2	SS	10	7	15.5		*1500
	7.5	CL	3	NR	12	17.6			
	11.0	CL	4	SS	8	6	29.7		*1500
	15	SP	5	SS	10	32	9.0		
	20	SP	6	SS	10	46	8.1		
	25	SP	7	SS	8	52	10.8		
	30	SP	8	SS	8	33	18.5		
	33.5	DR	9	SS	8	28	14.9		
<p>0.2" Asphalt</p> <p>FILL: LEAN CLAY WITH SAND, TRACE GRAVEL & ORGANICS, Brown to Dark Brown</p> <p>7.5 Note: No recovery in Sample 3. Auger Sample Taken</p> <p>LEAN CLAY, TRACE SAND, GRAVEL & ORGANICS, Dark Brown</p> <p>FINE TO COARSE SAND WITH GRAVEL, Brown, Dense to Very Dense</p> <p>VERY FINE SANDY SILT, Gray, Medium Dense</p> <p>***HIGHLY WEATHERED LIMESTONE WITH CLAY SEAMS, Gray, Extremely Dense</p> <p>Practical Split Spoon Refusal @ about 33.5'</p> <p>BOTTOM OF BORING</p> <p>***Classification of rock materials based upon drilling characteristics and visual observation of disturbed samples. Core samples and petrographic analysis may reveal other rock types.</p>									
<p>THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL AND ROCK TYPES: IN-SITU, THE TRANSITION MAY BE GRADUAL.</p> <p>Water Level Observations: WL 13.5' WS</p> <p>BORING STARTED 12-5-96</p> <p>BORING COMPLETED 12-5-96</p> <p>RIG 68 FOREMAN DB</p> <p>APPROVED SAB JOB # 11965158</p>									

BORING 3

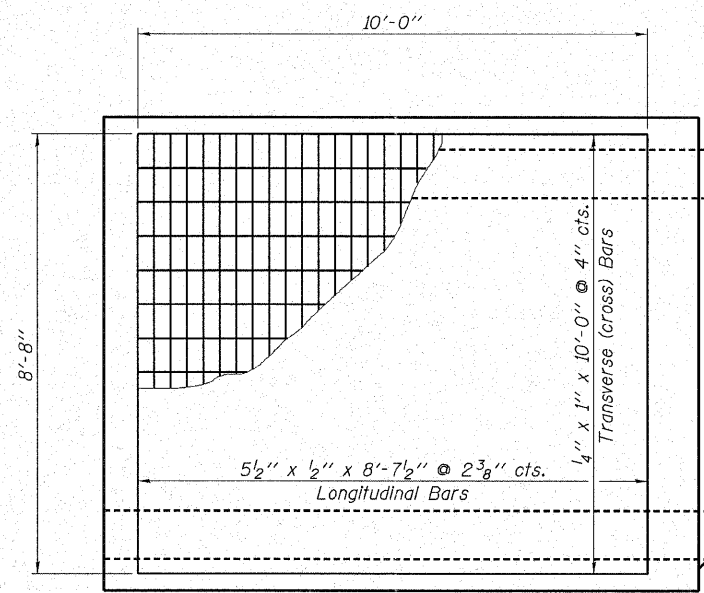
HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS		BORINGS SECTION 96-00044-00-BR FOX RIVER DRIVE / C.H. 15 KENDALL COUNTY STRUCTURE NO. 047-3150 / STATION 49+62	
 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 546-3400		ELGIN • SPRINGFIELD PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07 DESIGNED: S.W.M. CHECKED: M.G.B. DRAWN: D.B.	

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
C.H. 15	96-00044-00-BR	KENDALL	55	54
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 87325

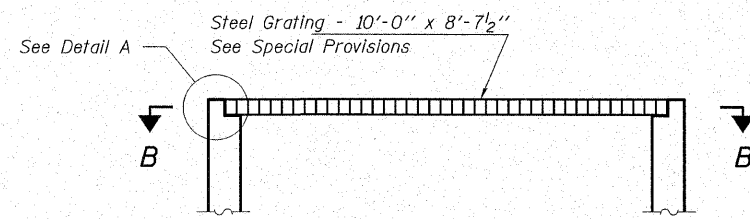


DROP BOX PLAN
(Showing steel grating angles)



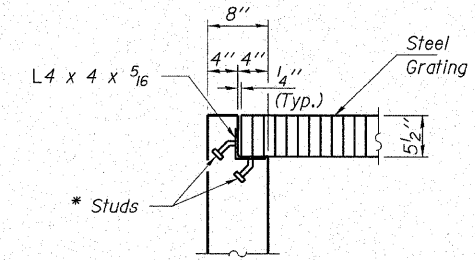
SECTION B-B

Note: End section to fit precast Box Culvert.



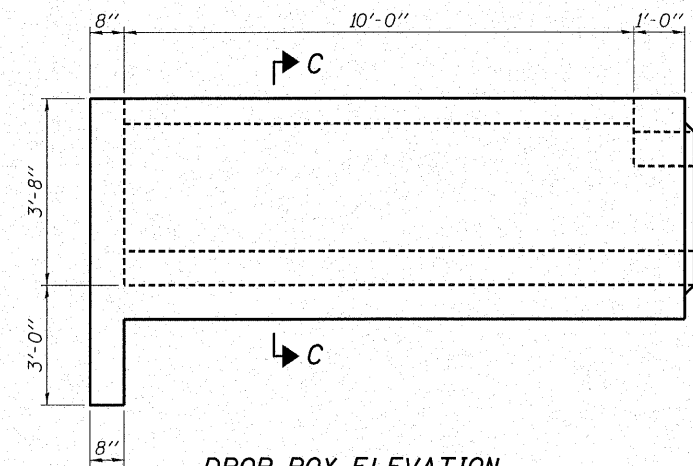
SECTION A-A

Notes:
All structural steel and steel grating shall be galvanized after shop fabrication in accordance with ASTM designation A-385 & AASHTO M-111 and shall not be painted.
All structural steel shall be AASHTO M183

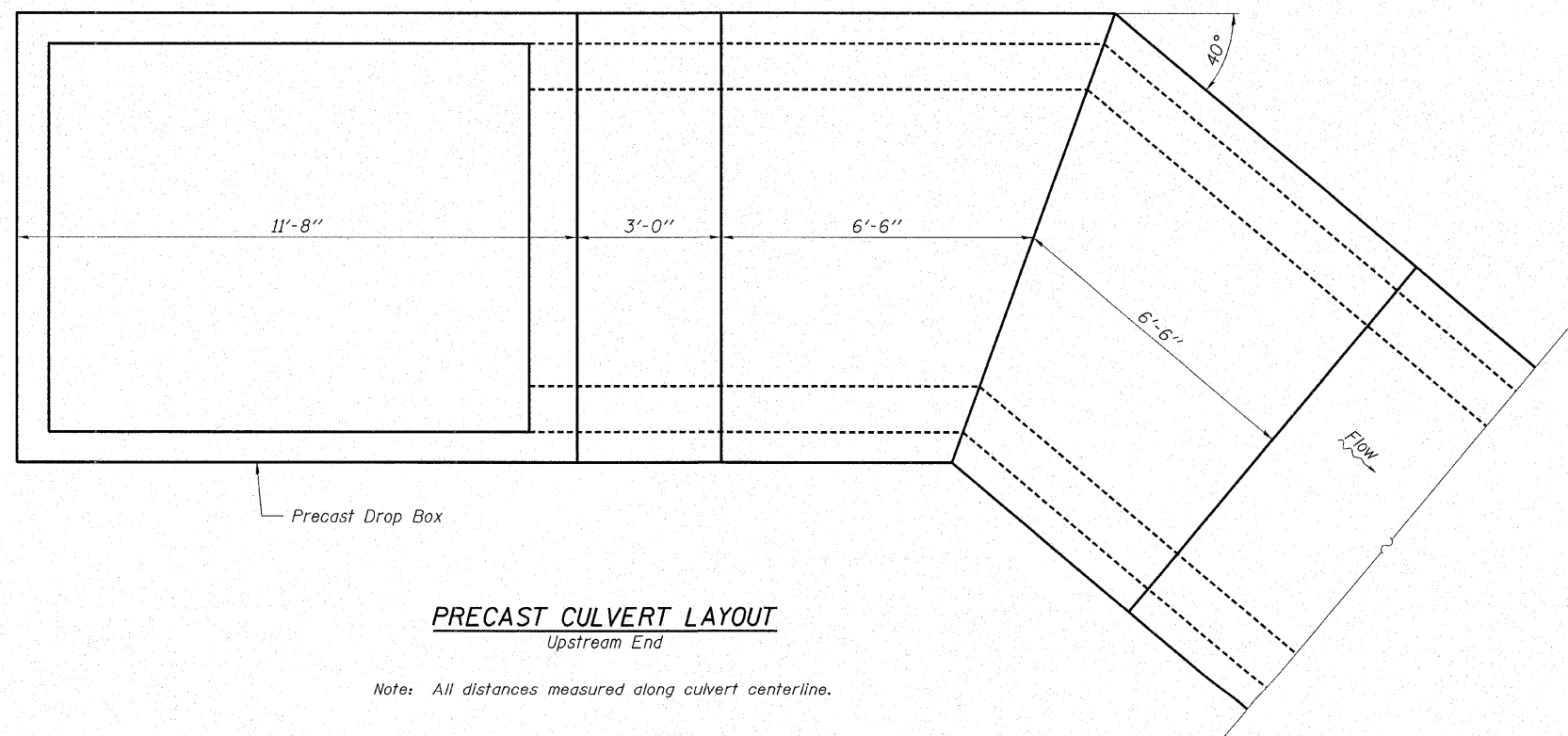


DETAIL A

* 3/4" φ x 6" Granular or solid flux filled headed studs conforming to the Article 706.32 of the Standard Specs. automatically end welded @ 12" alt. cts. (8 req'd. per angle)

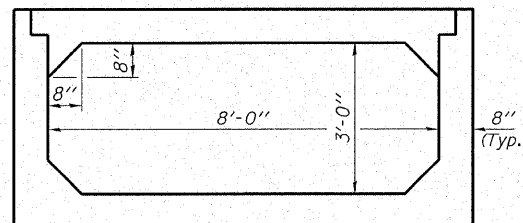


DROP BOX ELEVATION



PRECAST CULVERT LAYOUT
Upstream End

Note: All distances measured along culvert centerline.



SECTION C-C

HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS		PRECAST DROP BOX SECTION 96-00044-00-BR FOX RIVER DRIVE / C.H. 15 KENDALL COUNTY STATION 39+20	
		3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 548-3400	
ELGIN • SPRINGFIELD		PROJECT NUMBER: 12-06-0030-1 DATE: 03/12/07 DESIGNED: J.W.F. CHECKED: S.W.M. DRAWN: D.B.	

