

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	1
		ILLINOIS	CONTRACT NO. 61D29	

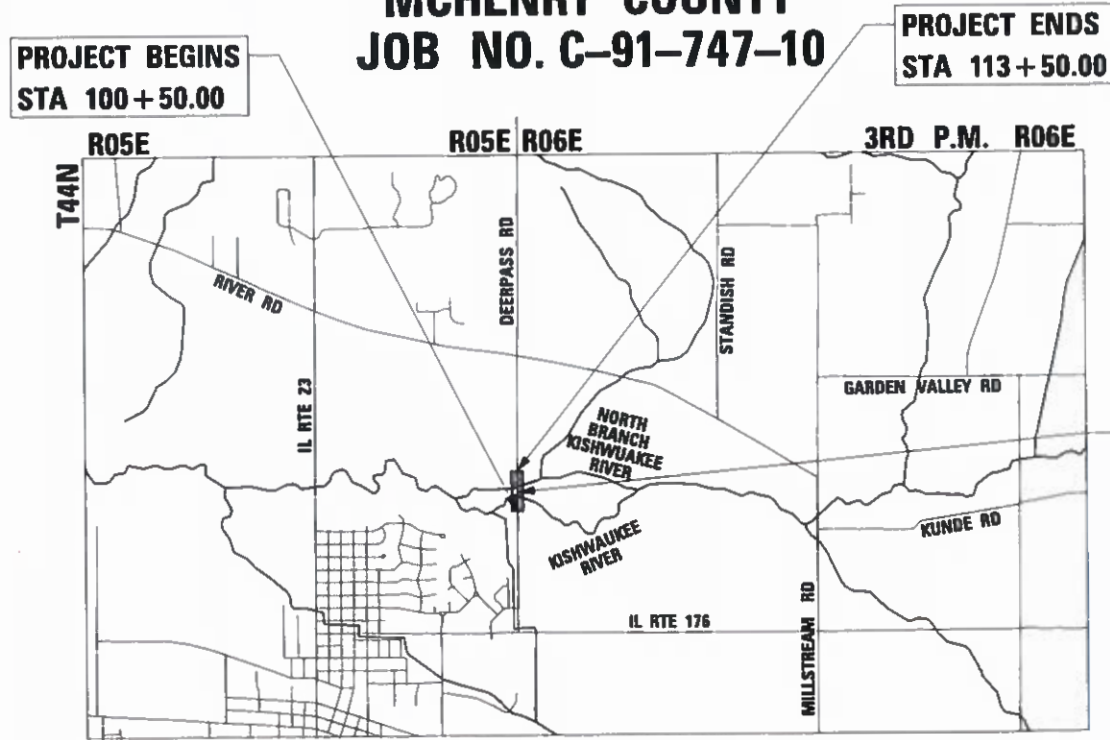
03-09-2018 LETTING ITEM 131

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

**COUNTY HIGHWAY 47 (DEERPASS ROAD)
OVER THE KISHWAUKEE RIVER AND
NORTH BRANCH OF THE KISHWAUKEE RIVER
SECTION 10-00377-00-BR
PROJECT 0111(060)
BRIDGE REPLACEMENT
MCHENRY COUNTY
JOB NO. C-91-747-10**

FOR INDEX OF SHEETS AND HIGHWAY STANDARDS,
SEE SHEET NO. 2



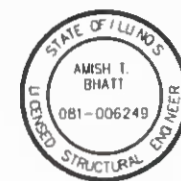
THE PROJECT CONSISTS OF
THE REPLACEMENT OF
SN: 056-3029 AND
SN: 056-3030 WITH
SN: 056-3189 OVER
KISHWAUKEE RIVER
STA 104+80.17 TO
STA 109+34.83

MARENGO AND SENECA TOWNSHIPS

LOCATION MAP
NOT TO SCALE



Anna Chiu
ANNA CHIU
LICENSE EXPIRES 11/30/2019
SHEET RANGE 1301-1995
DATE 11/14/2017



Amish T. Bhatt
AMISH T. BHATT
LICENSE EXPIRES 11/30/2018
SHEET RANGE 5A-12
DATE 11/14/2017

GROSS LENGTH = 1300.00 FT. = 0.246 MILE
NET LENGTH = 1300.00 FT. = 0.246 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED: *Nov. 15 20 17*
Joseph R. Kowalski Jr.
MCHENRY COUNTY, COUNTY ENGINEER

PASSED: *DECEMBER 14 20 17*
Christopher Holt
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW *DECEMBER 18 20 17*
Anthony G. Quigley / AS
REGIONAL ENGINEER

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

TRAFFIC DATA
DESIGN SPEED = 60 MPH
POSTED SPEED = 55 MPH
FUNCTIONAL CLASSIFICATION = MINOR COLLECTOR
EXISTING ADT = 1993 (2015)
DESIGN ADT = 3000 (2040)



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

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

CONTRACT NO. 61D29

PROGRAM AND OFFICE ENGINEER: CHARLES RIDDLE (847) 705-4406, SCHLAUBURG, IL
MCHENRY COUNTY DIVISION OF TRANSPORTATION: BENJAMIN REDDING (815) 334-4960
AECOM

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARD DRAWINGS, AND DETAILS
3	GENERAL NOTES AND COMMITMENTS
4-9	SUMMARY OF QUANTITIES
10	TYPICAL SECTIONS
11-12	SCHEDULES OF QUANTITIES
13	ALIGNMENT, TIES, AND BENCHMARKS
14-15	REMOVAL PLAN
16-18	PLAN AND PROFILE SHEETS
19	TRAFFIC CONTROL DETOUR PLAN
20-21	DETOUR PLAN - TEMPORARY INFORMATION SIGNING
22-24	EROSION AND SEDIMENT CONTROL PLAN
25-27	EROSION CONTROL DETAILS
28	GRADING PLAN
29	PAVEMENT MARKING, SIGNING, AND LANDSCAPING PLAN
30	LANDSCAPING DETAIL
31-33	PLAT OF HIGHWAYS
34-66	STRUCTURAL BRIDGE PLANS (SN 056-3189)
67-71	EXISTING PLANS STRUCTURE NO. 056-3029 (FOR INFORMATION ONLY)
72-74	EXISTING PLANS STRUCTURE NO. 056-3030 (FOR INFORMATION ONLY)
75-78	DISTRICT ONE DETAILS
79-95	CROSS SECTIONS

HIGHWAY STANDARD DRAWINGS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-12	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
630001-12	STEEL PLATE BEAM GUARDRAIL
630301-08	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-15	TRAFFIC BARRIER TERMINAL, TYPE 6
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701901-07	TRAFFIC CONTROL DEVICES
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS AND MARKERS)
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

LIST OF DISTRICT ONE DETAILS

DETAIL NO.	DESCRIPTION
BD34	DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY.1 SPL.
BD51	BENCHING DETAIL FOR EMBANKMENT WIDENING
TC13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS

LIST OF MCHENRY COUNTY DOT DETAILS

DESCRIPTION
TEMPORARY DITCH CHECK DETAILS
TEMPORARY DITCH CHECK (SPECIAL) DETAILS

USER NAME = ChiuA	DESIGNED - MSB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARD DRAWINGS, AND DETAILS		CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN - MSB	REVISED -		47	10-00377-00-BR	MCHENRY	95	2			
PLLOT SCALE = 40.0000' / in.	CHECKED - AFC	REVISED -		SCALE:		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		CONTRACT NO. 61D29	
PLLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -		ILLINOIS		FED. AID PROJECT BR5-0111060					

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE ACCORDING TO THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED APRIL 1, 2016; THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2018; "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS"; THE DETAILS IN THESE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS; INCLUDING ALL AMENDMENTS AND SUCCESSOR DOCUMENTS TO THE AFOREMENTIONED DOCUMENTS AS PUBLISHED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), UNLESS OTHERWISE STATED IN THE CONTRACT DOCUMENTS.
2. ANY REFERENCE TO "STANDARDS" THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE CURRENT IDOT STANDARD REVISION AND SHALL TAKE PRECEDENCE OVER EARLIER REVISIONS THAT MAY BE REFERRED TO ELSEWHERE IN THE PLANS OR SPECIAL PROVISIONS. SHOULD A REVISED STANDARD EXIST THAT SUPERSEDES STANDARDS REFERENCED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL SEEK CLARIFICATION FROM THE ENGINEER PRIOR TO ORDERING MATERIALS, SCHEDULING PERSONNEL, AND PERFORMING THE WORK OR ANY OTHER ACTIVITY RELATED TO THE WORK. THE CONTRACTOR SHALL IDENTIFY THE CORRECT STANDARD BEFORE PERFORMING WORK.
3. ALL RELEVANT UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, LOCAL HOSPITALS AND LOCAL FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. SEE SPECIAL PROVISIONS UNDER STATUS OF UTILITIES FOR CONTACT INFORMATION OF RELEVANT PARTIES.
4. THE CONTRACTOR'S SUPERINTENDENT OR AUTHORIZED AGENT, AS DEFINED IN ARTICLE 105.06 OF THE STANDARD SPECIFICATIONS, MUST BE AVAILABLE IN CASE OF EMERGENCIES ON A TWENTY-FOUR (24) HOUR BASIS. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF SEVENTY-TWO (72) HOURS IN ADVANCE OF BEGINNING WORK.
5. THE CONTRACTOR SHALL TAKE EXTREME CAUTION DURING ALL PHASES OF CONSTRUCTION TO PREVENT THE DEPOSITION OF ANY MATERIAL INTO THE KISHWAUKEE WATERWAYS. DEMOLITION AND CONSTRUCTION ACTIVITIES WITHIN THE FLOODPLAIN SHALL BE LIMITED TO THE GRADING LIMITS SHOWN IN THE PLANS. ALL PROPOSED CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH INDIVIDUAL PERMIT NUMBER LRC 2011-00596 OF THE DEPARTMENT OF THE ARMY AUTHORIZED UNDER SECTION 404 OF THE CLEAN WATER ACT. THE IEPA HAS ISSUED SECTION 401 WATER QUALITY CERTIFICATION FOR THIS ACTIVITY. SEE SPECIAL PROVISIONS FOR CONDITIONS.
6. ALL ELEVATIONS SHOWN ARE BASED ON NAVD 88.
7. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC OR PRIVATE PROPERTY WITHOUT WRITTEN PERMISSION OF THE ENGINEER AND THE PROPERTY OWNER INVOLVED.
8. WEIGHT LIMIT POSTING SIGNS AND POSTS SHALL BE REMOVED BY MCHENRY COUNTY DIVISION OF TRANSPORTATION (MCDOT). PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE MCDOT ENGINEER TO COORDINATE THE WORK.
9. ALL SIGNS TO BE REMOVED SHALL REMAIN THE PROPERTY OF MCDOT AND BE RETURNED TO MCDOT AT 16111 NELSON ROAD, WOODSTOCK, ILLINOIS 60098 UPON REMOVAL.
10. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE COURSES IS 112 LBS / SQ YD / IN.
11. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF SEVENTY-TWO (72) HOURS IN ADVANCE OF BEGINNING WORK.
12. AN ESTIMATED QUANTITY OF 93 DAYS FOR INTERMITTENT USE OF EACH CHANGEABLE MESSAGE SIGN HAS BEEN INCLUDED IN THIS CONTRACT. THE CONTRACTOR SHALL PROVIDE TWO (2) CHANGEABLE MESSAGE SIGNS AT SELECTED INDIVIDUAL TIME FRAMES AS DETERMINED BY THE ENGINEER.
13. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE FLOW WITHOUT DISRUPTION OF THE FLOW ON THE JOB SITE FROM COMMENCEMENT TO COMPLETION OF CONSTRUCTION.
14. THE SOILS BELOW THE EXISTING DITCH, WHERE THE WIDENED ROADWAY AND SHOULDERS WILL BE LOCATED, MAY CONSIST OF LOW STRENGTH OR HIGH MOISTURE MATERIALS. ONCE THE TOPSOIL IS REMOVED FROM THESE AREAS, THE EXPOSED SOILS MUST BE EVALUATED FOR SUITABILITY PRIOR TO PLACING ANY EMBANKMENT FILL. THE SOILS MAY NEED TO BE DISKED PER ARTICLE 205.03 OF THE IDOT STANDARD SPECIFICATIONS, OR REMOVED AND REPLACED BASED ON THE RECOMMENDATIONS OF THE ON-SITE GEOTECHNICAL ENGINEER OR SOILS INSPECTOR.
15. THOSE SEEKING THE FULL HYDRAULIC REPORT SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT:

BENJAMIN REDDING, P.E., DESIGN MANAGER
MCHENRY COUNTY DIVISION OF TRANSPORTATION
(815) 334-4960
16. EFFECTIVE CONTROL MEASURES SHALL BE UTILIZED TO MINIMIZE THE DISCHARGE OF POLLUTANTS FROM THE DEVELOPMENT SITE. AT A MINIMUM, CONTROL MEASURES SHALL BE IMPLEMENTED IN ORDER TO:
 - a. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATER; AND
 - b. MINIMIZE THE EXPOSURE OF BUILDING MATERIALS, BUILDING PRODUCTS, CONSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, VEHICLE FLUIDS, SANITARY WASTE, AND OTHER MATERIALS PRESENT ON THE DEVELOPMENT SITE TO PRECIPITATION AND TO STORMWATER.
17. NO IN-STREAM WORK SHALL OCCUR DURING THE AMERICAN BROOK LAMPREY SPAWNING SEASON, FROM APRIL 15TH THROUGH MAY 15TH. THE IDNR SHALL BE NOTIFIED WITHIN 30 DAYS OF THE START OF CONSTRUCTION SEASON AND AT THE COMPLETION OF FINAL SITE STABILIZATION.

DRAIN TILE NOTES

1. DRAIN TILES DISTURBED DURING REGULATED DEVELOPMENT SHALL BE RECONNECTED BY THOSE RESPONSIBLE FOR THEIR DISTURBANCE, UNLESS THE DEVELOPMENT PLANS SPECIFY ABANDONMENT OF THE DRAIN TILES.
2. ALL ABANDONED DRAIN TILES WITHIN DISTURBED AREAS SHALL BE REMOVED IN THEIR ENTIRETY.
3. DRAIN TILES WITHIN THE DISTURBED AREA OF A DEVELOPMENT SITE SHALL BE REPLACED, BYPASSED AROUND THE DEVELOPMENT SITE OR INTERCEPTED AND CONNECTED TO THE STORMWATER MANAGEMENT SYSTEM FOR THE DEVELOPMENT SITE. THE SIZE OF THE REPLACED OR BYPASSED DRAIN TILE SHALL BE EQUIVALENT TO THE EXISTING DRAIN TILE.

COMMITMENTS

1. THE CONTRACTOR SHALL AVOID CONSTRUCTION IMPACTS (PARTICULARLY SILTATION RESULTING FROM BANK AND IN-STREAM CONSTRUCTION) THAT WOULD NEGATIVELY AFFECT THE STREAM BOTH UPSTREAM AND DOWNSTREAM OF THESE BRIDGES.

PUBLIC SERVICE CONTACT LIST

MARENGO FIRE PROTECTION DISTRICT
120 EAST PRAIRIE STREET, MARENGO, IL 60152
(815) 568-8912
CONTACT: ROBERT BRADBURY, FIRE CHIEF

MARENGO RESCUE SQUAD DISTRICT
110 TELEGRAPH STREET, MARENGO, IL 60152
(815) 568-6316
CONTACT: SCOTT HIGGINS, PRESIDENT

MARENGO TOWNSHIP
4010 NORTH ROUTE 23, MARENGO, IL 60152
(815) 568-1355
CONTACT: STEVEN WESKERNA, SUPERVISOR

SENECA TOWNSHIP
16506 GARDEN VALLEY ROAD, WOODSTOCK, IL 60098
(815) 923-2288
CONTACT: JAMES KAGEL, SUPERVISOR

UNION FIRE PROTECTION DISTRICT
6606 MAIN STREET, UNION, IL 60180
(815) 923-4488
CONTACT: RICKY KIESER, CHIEF

WOODSTOCK COMMUNITY SCHOOL DISTRICT 200
227 WEST JUDD STREET, WOODSTOCK, IL 60098
(815) 338-8200
CONTACT: MICHAEL MOAN, SUPERINTENDENT

UNITED STATE POSTAL SERVICE
1050 COUNTRY CLUB ROAD, WOODSTOCK, IL 60098
(815) 338-1094
CONTACT: JEFFREY NORTON, POSTMASTER

MCHENRY COUNTY SHERIFF'S OFFICE
2200 NORTH SEMINARY AVENUE, WOODSTOCK, IL 60098
(815) 338-2144
CONTACT: BILL PRIMM, SHERIFF

WOODSTOCK FIRE/RESCUE DISTRICT
435 EAST JUDD STREET, WOODSTOCK IL 60098
(815) 338-2621
CONTACT: RALPH WEBSTER, CHIEF

UTILITY CONTACT LIST

AT&T
1000 COMMERCE DRIVE, FLOOR 1, OAK BROOK, IL 60523
(630) 573-5421
CONTACT: MLADEN STEVIC, TEAM LEADER

USER NAME = ChiuA	DESIGNED - MSB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND COMMITMENTS			CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN - MSB	REVISED -	47					10-00377-00-BR	MCHENRY	95	3	
PLOT SCALE = 40.0000' / in.	CHECKED - AFC	REVISED -		CONTRACT NO. 61D29							
PLOT DATE = 12/29/2017	DATE - 12/29/2017	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT BR5-0111060				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	TRAININGS
				0004 RURAL	0010 S. N. 056-3189	0042 NONE
20200100	EARTH EXCAVATION	CU YD	2495	2495		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3660	3660		
20300100	CHANNEL EXCAVATION	CU YD	25	25		
20400800	FURNISHED EXCAVATION	CU YD	2260	2260		
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	935	935		
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	4576	4576		
* 25000312	SEEDING, CLASS 4A	ACRE	0.25	0.25		
* 25000314	SEEDING, CLASS 4B	ACRE	1.5	1.5		
* 25100630	EROSION CONTROL BLANKET	SQ YD	6231	6231		
* 25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	1390	1390		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	650	650		
28000305	TEMPORARY DITCH CHECKS	FOOT	126	126		
28000400	PERIMETER EROSION BARRIER	FOOT	2894	2894		
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	4365	4365		

* DENOTES SPECIALTY ITEM

USER NAME = ChiuA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED - AFC	REVISED -
PLOT DATE = 12/29/2017	DATE - 12/29/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 1 OF 6 SHEETS STA. TO STA.

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	4
			CONTRACT NO. 61D29	
ILLINOIS FED. AID PROJECT BR5-0111060				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	TRAININGS
				0004 RURAL	0010 S. N. 056-3189	0042 NONE
28001200	TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	3502	3502		
28100107	STONE RIPRAP, CLASS A4	SQ YD	824		824	
28200200	FILTER FABRIC	SQ YD	824		824	
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	312	312		
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	3605	3605		
31102000	SUBBASE GRANULAR MATERIAL, TYPE C	CU YD	50	50		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	8113	8113		
40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	1278	1278		
40701831	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 7 1/2"	SQ YD	2335	2335		
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	134	134		
44000100	PAVEMENT REMOVAL	SQ YD	2921	2921		
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	296	296		
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	1004	1004		
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1	

* DENOTES SPECIALTY ITEM

USER NAME = ChiuA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED - AFC	REVISED -
PLOT DATE = 12/29/2017	DATE - 1/19/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 2 OF 6 SHEETS STA. TO STA.

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	5
			CONTRACT NO. 61D29	
ILLINOIS FED. AID PROJECT BR5-0111060				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	TRINEES
				0004 RURAL	0010 S. N. 056-3189	0042 NONE
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1		1	
50200100	STRUCTURE EXCAVATION	CU YD	486		486	
50200300	COFFERDAM EXCAVATION	CU YD	113		113	
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1	
50300225	CONCRETE STRUCTURES	CU YD	266.6		266.6	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	606.2		606.2	
50300260	BRIDGE DECK GROOVING	SQ YD	2021		2021	
50300265	SEAL COAT CONCRETE	CU YD	62		62	
50300280	CONCRETE ENCASEMENT	CU YD	19.8		19.8	
50300300	PROTECTIVE COAT	SQ YD	2240		2240	
50401310	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL 36	FOOT	2700		2700	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	264730		264730	
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	4804		4804	
51202305	DRIVING PILES	FOOT	4526		4526	

* DENOTES SPECIALTY ITEM

USER NAME = ChiuA	DESIGNED - MSB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN - MSB	REVISIED -	47					10-00377-00-BR	MCHENRY	95	6	
PLOT SCALE = 100.0000' / in.	CHECKED - AFC	REVISED -		SCALE: SHEET NO. 3 OF 6 SHEETS STA. TO STA.			CONTRACT NO. 61D29				
PLOT DATE = 12/29/2017	DATE - 1/19/2018	REVISED -		ILLINOIS FED. AID PROJECT BR5-0111060							

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	TRAINEES
				0004	0010	0042
				RURAL	S. N. 056-3189	NONE
51203200	TEST PILE METAL SHELLS	EACH	6		6	
51204650	PILE SHOES	EACH	66		66	
51500100	NAME PLATES	EACH	1		1	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	84		84	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	12		12	
52100520	ANCHOR BOLTS, 1"	EACH	24		24	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	101		101	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4		
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	38	38		
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	80	80		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	150	150		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
* 63200310	GUARDRAIL REMOVAL	FOOT	959	959		

* DENOTES SPECIALTY ITEM

USER NAME = ChiuA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 12/29/2017	DATE - 1/19/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 4 OF 6 SHEETS STA. TO STA.

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	7
			CONTRACT NO. 61D29	
ILLINOIS FED. AID PROJECT BR5-0111060				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	TRAININGS
				0004	0010	0042
				RURAL	S. N. 056-3189	NONE
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	10	10		
67100100	MOBILIZATION	L SUM	1	1		
* 72000100	SIGN PANEL - TYPE 1	SQ FT	21	21		
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	10	10		
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
* 72900100	METAL POST - TYPE A	FOOT	54	54		
* 72900200	METAL POST - TYPE B	FOOT	25	25		
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1766	1766		
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	2060	2060		
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	12	12		
* Z0007124	STEEL RAILING (SPECIAL)	FOOT	956		956	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	319	319		
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	122		122	

* DENOTES SPECIALTY ITEM

USER NAME = ChiuA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED - AFC	REVISED -
PLOT DATE = 12/29/2017	DATE - 1/19/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 5 OF 6 SHEETS STA. TO STA.

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	8
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	TRAINEES
				0004 RURAL	0010 S. N. 056-3189	0042 NONE
Z0076600	TRAINEES	HOUR	1000			1000
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000			1000
X0323261	TEMPORARY SEDIMENT BASIN	EACH	2	2		
X2011000	TEMPORARY FENCE (SPECIAL)	FOOT	2299	2299		
X2800302	TEMPORARY DITCH CHECKS (SPECIAL)	FOOT	72.6	72.6		
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	280		280	
X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	2590		2590	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	114		114	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
X7015005	CHANGEABLE MESSAGE SIGN	CAL DAY	186	186		
XX005968	TURBIDITY CURTAIN	SQ YD	239	239		

* DENOTES SPECIALTY ITEM

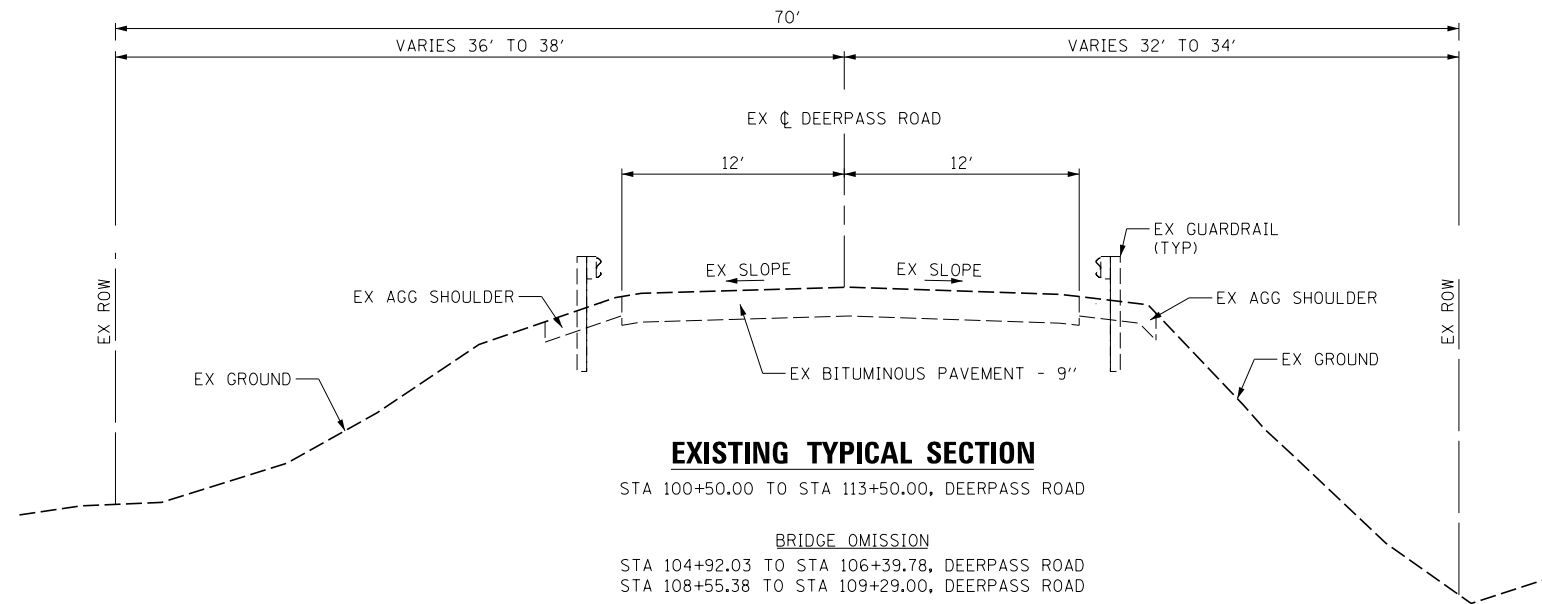
USER NAME = ChruA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 100.0043' / 1" = 1"	CHECKED - AFC	REVISED -
PLOT DATE = 12/29/2017	DATE - 1/19/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 6 OF 6 SHEETS STA. TO STA.

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	9
			CONTRACT NO. 61D29	
ILLINOIS FED. AID PROJECT BR5-0111060				



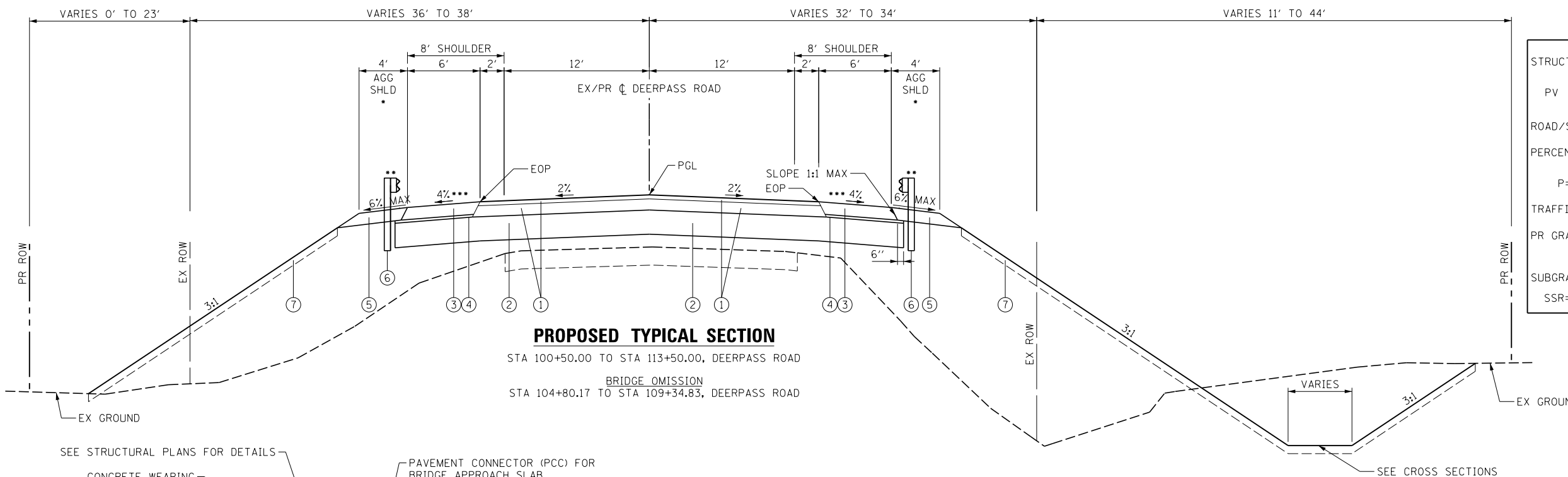
PROPOSED LEGEND

- ① HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 7 1/2"
- ①A HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- ①B HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 5 1/2"
- ② AGGREGATE SUBGRADE IMPROVEMENT 12"
- ③ HOT-MIX ASPHALT SHOULDERS, 6"
- ④ SUBBASE GRANULAR MATERIAL, TYPE C (SEE STANDARD 482001)
- ⑤ AGGREGATE SHOULDERS, TYPE B 6"
- ⑥ TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)
STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- ⑦ TOPSOIL FURNISH AND PLACE, 6" / SEEDING / EROSION CONTROL BLANKET (SEE LANDSCAPING PLAN)

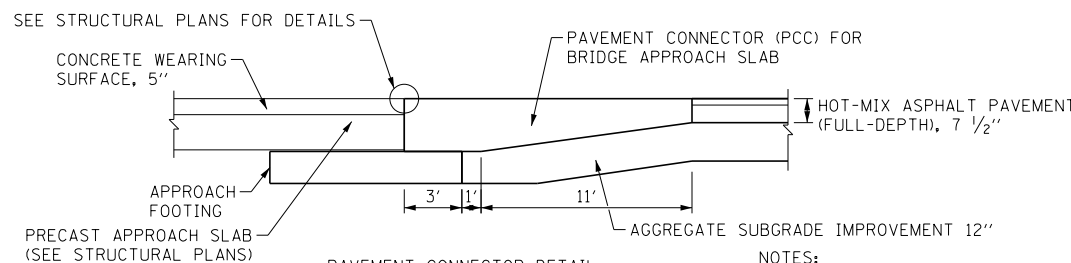
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS (%) @NDES
FULL DEPTH PAVEMENT AND PAVEMENT CONNECTOR (HMA)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL-9.5 MM): 2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50: 5 1/2" (IN 2 LIFTS)	4% @ 50 GYR
SHOULDER RECONSTRUCTION	
HOT-MIX ASPHALT SHOULDERS (HMA SHOULDER BINDER IL-19 MM): 6"	4% @ 50 GYR

- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- 2. THE AC TYPE SHALL BE "PG 58-28" ON THE HMA SURFACE COURSE AND "PG 64-22 OR PG 58-22" ON THE REMAINING LIFTS.



STRUCTURAL DESIGN TRAFFIC:	YEAR 2025
PV	2150 SU 77 MU 169
ROAD/STREET CLASSIFICATION:	CLASS III
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P=	50% S= 50% M= 50%
TRAFFIC FACTOR	ACTUAL TF= 0.55 MINIMUM TF= 0.50
PR GRADE	BINDER= PG 64-22/PG 58-22 SURFACE= PG 58-28
SUBGRADE SUPPORT RATING	SSR= POOR



NOTES:

- 1. REINFORCEMENT BARS, IF REQUIRED, FOR PAVEMENT CONNECTOR (PCC) BRIDGE APPROACH SLAB SHALL BE PROVIDED AS SHOWN ON THE HIGHWAY STANDARD 420401. THE COST OF REINFORCEMENT BARS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF PAVEMENT CONNECTOR (PCC) BRIDGE APPROACH SLAB.

- * AGGREGATE SHOULDER FROM STA 100+50.00 TO 100+74.00
STA 102+68.67 RT TO 104+65.17 RT
STA 103+43.67 LT TO 104+65.17 LT
STA 109+49.83 RT TO 110+71.33 RT
STA 109+49.83 LT TO 111+46.33 LT
STA 113+26.00 TO 113+50.00

- ** SEE PLAN AND PROFILE SHEETS FOR GUARDRAIL STATION RANGES

- *** A MINIMUM OF 27 FOOT TRANSITION LENGTHS SHALL BE USED TO TRANSITION FROM A 2% SHOULDER CROSS SLOPE AT THE PRECAST BRIDGE APPROACH SLAB TO A STANDARD 4% CROSS SLOPE ON SHOULDERS BASED UPON AASHTO MAXIMUM RELATIVE SLOPE FOR DESIGN SPEED = 60 MPH.

USER NAME = ChiuA	DESIGNED - AFC	REVISED -
PLOT SCALE = 10.0000' / in.	DRAWN - AFC	REVISED -
PLOT DATE = 12/29/2017	CHECKED - KM	REVISED -
	DATE - 1/19/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS	
SCALE: NTS	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	10
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				

ROADWAY REMOVAL SCHEDULE

SHEET	STATION TO STATION	ROADWAY REMOVAL	
		PAVEMENT REMOVAL SQ YD	GUARDRAIL REMOVAL FOOT
REM-01	100+50.00 TO 111+00.00	2,245	959
REM-02	111+00.00 TO 113+50.00	676	-
TOTALS		2,921	959

PAVEMENT MARKING SCHEDULE

SHEET	STATION TO STATION	PAVEMENT MARKING	
		THERMOPLASTIC PAVEMENT MARKING - LINE 4" FOOT	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4" FOOT
PMK-1	100+50.00 TO 113+50.00	1,766	2,060
TOTALS		1,766	2,060

SAFETY ITEMS SCHEDULE

SHEET	STATION TO STATION	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	GUARDRAIL REFLECTORS, TYPE A	TERMINAL MARKER, DIRECT APPLIED
		FOOT	EACH	EACH	EACH	EACH
PP-01	100+50.00 TO 104+00.00	54	-	2	-	2
PP-02	104+00.00 TO 110+00.00	27	4	-	12	-
PP-03	110+00.00 TO 113+50.00	69	-	2	-	2
TOTALS		150	4	4	12	4

NOTES:

1. STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS TOTAL IS ROUNDED UP TO NEAREST 12.5'.

EROSION CONTROL SCHEDULE

SHEET	STATION TO STATION	TEMPORARY EROSION CONTROL BLANKET	TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	PERIMETER EROSION BARRIER	TEMPORARY DITCH CHECKS	TEMPORARY SEDIMENT BASIN	TEMPORARY FENCE (SPECIAL)	TURBIDITY CURTAIN
		SQ YD	SQ YD	POUND	FOOT	FOOT	EACH	FOOT	SQ YD
ESC-01	100+50.00 TO 104+00.00	2072	-	150	761	28	-	707	-
ESC-02	104+00.00 TO 110+00.00	461	3502	400	1,391	70	2	890	239
ESC-03	110+00.00 TO 113+50.00	1832	-	100	742	28	-	702	-
TOTALS		4365	3502	650	2894	126	2	2299	239

MAINTENANCE OF TRAFFIC ITEMS SCHEDULE

SHEET	TEMPORARY INFORMATION SIGNING	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	CHANGEABLE MESSAGE SIGN
	SQ FT	LSUM	CAL DAY
DET - 01	319	1	186
TOTALS		319	186

ROADWAY ITEMS SCHEDULE

SHEET	STATION TO STATION	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	AGGREGATE SUBGRADE IMPROVEMENT	AGGREGATE SUBGRADE IMPROVEMENT 12"	SUBBASE GRANULAR MATERIAL, TYPE C	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 1 1/2"	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	AGGREGATE SHOULDERS, TYPE B	HOT-MIX ASPHALT SHOULDERS, 6"	CONCRETE HEADWALLS FOR PIPE DRAINS	PIPE UNDERDRAINS 4" (SPECIAL)	PIPE UNDERDRAINS, TYPE 2, 4"
		SQ YD	CU YD	SQ YD	CU YD	POUND	POUND	SQ YD	SQ YD	SQ YD	SQ YD	EACH	FOOT	FOOT
PP-01	100+50.00 TO 104+00.00	401	134	1,604	22	3,609	581	1,063	-	90	458	1	9	40
PP-02	104+00.00 TO 110+00.00	133	44	398	6	897	113	204	134	104	88	2	20	-
PP-03	110+00.00 TO 113+50.00	401	134	1,603	22	3,607	584	1,068	-	102	458	1	9	40
TOTALS		935	312	3,605	50	8,113	1,278	2,335	134	296	1,004	4	38	80

NOTES:

1. AN ESTIMATED QUANTITY OF 25% OF THE PAVEMENT QUANTITY WITH A THICKNESS OF 12 INCHES WAS ASSUMED FOR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) FOR USE AT THE LOCATIONS WHERE THERE MAY BE UNSTABLE AND/OR UNSUITABLE SOIL. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER OR SOILS INSPECTOR. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOIL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

2. AN ESTIMATED QUANTITY OF 25% OF THE PAVEMENT QUANTITY AREA WAS ASSUMED FOR GEOTECHNICAL FABRIC FOR GROUND STABILIZATION. GEOTECHNICAL FABRIC SHALL BE PLACED AT THE BASE OF UNDERCUT AREAS WHERE LOW STRENGTH SUBGRADE SOILS ARE ENCOUNTERED. THE 12 INCHES OF IMPROVED SUBGRADE (CU YD) IS NOT CONSIDERED AN UNDERCUT AND THE GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL NOT BE PLACED BELOW THE PROPOSED 12 INCH IMPROVED SUBGRADE LAYER (CU YD) UNLESS IT IS DETERMINED TO BE NECESSARY TO ACHIEVE STABILITY BY THE GEOTECHNICAL ENGINEER OR SOILS INSPECTOR AT THE TIME OF CONSTRUCTION. FABRIC SHOULD MEET THE REQUIREMENTS OF ARTICLE 210, FABRIC FOR GROUND STABILIZATION OF THE STANDARD SPECIFICATIONS. ANY MATERIALS NOT NEEDED AT THE TIME OF CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT WITH NO EXTRA COMPENSATION TO THE CONTRACTOR.

USER NAME = ChiuA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - KM	REVISED -
PLOT DATE = 12/29/2017	DATE - 1/17/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES OF QUANTITIES

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

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	11
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				

EXISTING SIGNING REMOVAL SCHEDULE

DESCRIPTION				LOCATION (STATION / OFFSET)		EXISTING PANEL DIMENSIONS		EXISTING SIGN PANEL AREA	REMOVE SIGN PANEL ASSEMBLY - TYPE A
LOCATION	SIGN NO.	LEGEND / DESCRIPTION	SIGN TYPE	WIDTH (FT)	HEIGHT (FT)				
DEERPASS ROAD	EX01	KISHWAUKEE RIVER	I-3	102+76	19' RT	2.5	1.5	3.75	1
	EX02	DELINEATOR	OM3-R	104+83	16' RT	1.0	3.0	3	1
	EX03	DELINEATOR	OM3-L	104+95	16' LT	1.0	3.0	3	1
	EX04	DELINEATOR	OM3-R	106+37	19' RT	1.0	3.0	3	1
	EX05	DELINEATOR	OM3-L	106+49	16' LT	1.0	3.0	3	1
	EX06	DELINEATOR	OM3-L	108+50	16' LT	1.0	3.0	3	1
	EX07	DELINEATOR	OM3-R	108+56	17' RT	1.0	3.0	3	1
	EX08	DELINEATOR	OM3-L	109+29	16' LT	1.0	3.0	3	1
	EX09	DELINEATOR	OM3-R	109+34	17' RT	1.0	3.0	3	1
	EX10	KISHWAUKEE RIVER	I-3	110+36	20' LT	2.5	1.5	3.75	1
TOTAL								10	

PROPOSED SIGN SCHEDULE

DESCRIPTION				LOCATION (STATION / OFFSET)		EXISTING PANEL DIMENSIONS		SIGN PANEL TYPE 1	METAL POST - TYPE A	METAL POST - TYPE B
LOCATION	SIGN NO.	LEGEND / DESCRIPTION	SIGN TYPE	WIDTH (FT)	HEIGHT (FT)					
DEERPASS ROAD	PR01	KISHWAUKEE RIVER	I-3	103+07	28' RT	3.0	1.5	4.5	-	12.5
	PR02	DELINEATOR	OM3-L	104+64	28' LT	1.0	3.0	3	13.5	-
	PR03	DELINEATOR	OM3-R	104+64	28' RT	1.0	3.0	3	13.5	-
	PR04	KISHWAUKEE RIVER	I-3	111+08	28' LT	3.0	1.5	4.5	-	12.5
	PR05	DELINEATOR	OM3-L	109+51	28' RT	1.0	3.0	3	13.5	-
	PR06	DELINEATOR	OM3-R	109+51	28' LT	1.0	3.0	3	13.5	-
TOTALS								21.0	54.0	25.0

LANDSCAPING SCHEDULE

SHEET	STATION TO STATION	TOPSOIL FURNISH AND PLACE, 6"	SEEDING CLASS 4A	SEEDING CLASS 4B	EROSION CONTROL BLANKET	HEAVY DUTY EROSION CONTROL BLANKET	TEMPORARY DITCH CHECKS (SPECIAL)
		SQ YD	ACRE	ACRE	SQ YD	SQ YD	FOOT
PMK-01	100+50.00 TO 113+50.00	4,576	0.25	1.50	6,231	1,390	72.6
TOTALS		4,576	0.25	1.50	6,231	1,390	72.6

EARTHWORK SCHEDULE

STATION TO STATION		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE *	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EMBANKMENT *	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) *	FURNISHED EXCAVATION	CHANNEL EXCAVATION
		CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
100+50.00	101+00.00	64	54	85	67	-13	13	0
101+00.00	101+50.00	65	55	147	129	-74	74	0
101+50.00	102+00.00	55	47	158	146	-99	99	0
102+00.00	102+50.00	48	41	180	173	-132	132	0
102+50.00	103+00.00	36	31	194	238	-207	207	0
103+00.00	103+50.00	17	14	191	344	-330	330	0
103+50.00	104+00.00	10	9	202	472	-464	464	0
104+00.00	104+50.00	10	9	226	569	-561	561	0
104+50.00	104+79.17	8	7	147	327	-320	320	0
BRIDGE OMISSION (STA 104+79.17 TO 109+35.83)								
GRADING IN FRONT OF SOUTH ABUTMENT								
104+79.17	104+83.42	11	9	24	26	-17	17	0
104+83.42	104+94.53	86	73	64	10	63	-63	7
104+94.53	105+06.79	74	63	45	5	58	-58	11
105+06.79	105+23.46	12	10	14	5	5	-5	5
ISLAND BETWEEN EXISTING BRIDGE STRUCTURES								
106+26.00	106+38.20	41	35	14	1	34	-34	0
106+38.20	106+50.00	81	69	27	2	67	-67	0
106+50.00	107+00.00	352	299	100	14	285	-285	0
107+00.00	107+50.00	347	295	88	19	276	-276	0
107+50.00	108+00.00	341	290	108	29	261	-261	0
108+00.00	108+50.00	343	292	160	38	254	-254	0
108+50.00	108+57.84	52	44	27	4	40	-40	0
108+57.84	108+66.00	26	22	13	1	21	-21	0
GRADING IN FRONT OF NORTH ABUTMENT								
109+15.80	109+18.00	12	10	9	0	10	-10	0
109+18.00	109+31.58	87	74	66	2	72	-72	0
109+31.58	109+35.83	12	10	18	21	-11	11	0
BRIDGE OMISSION (STA 104+79.17 TO 109+35.83)								
109+35.83	109+50.00	4	3	46	137	-134	134	0
109+50.00	110+00.00	10	9	138	476	-468	468	0
110+00.00	110+50.00	10	9	138	388	-380	380	0
110+50.00	111+00.00	11	9	135	252	-243	243	0
111+00.00	111+50.00	26	22	138	151	-129	129	0
111+50.00	112+00.00	49	42	143	109	-67	67	0
112+00.00	112+50.00	56	48	140	93	-45	45	0
112+50.00	113+00.00	67	57	117	86	-29	29	0
113+00.00	113+50.00	69	59	51	42	17	-17	0
AGGREGATE SUBGRADE IMPROVEMENT		0	0	305	0	0	0	0
TOTALS		2,492	2,118	3,658	4,376	-2,258	2,258	23
ROUNDED TOTALS		2,495		3,660			2,260	25

* THIS IS NOT A PAY ITEM

NOTES:

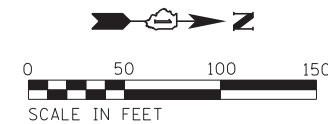
- THE ESTIMATED SHRINKAGE FACTOR IS 15%.
- FROM THE ESTIMATED QUANTITY FOR AGGREGATE SUBGRADE IMPROVEMENT (CU YD), THE QUANTITY OF 305 CU YD OF REMOVAL WILL BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

USER NAME = ChiuA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 48.0000' / in.	CHECKED - KM	REVISED -
PLOT DATE = 12/29/2017	DATE - 12/29/2017	REVISED -

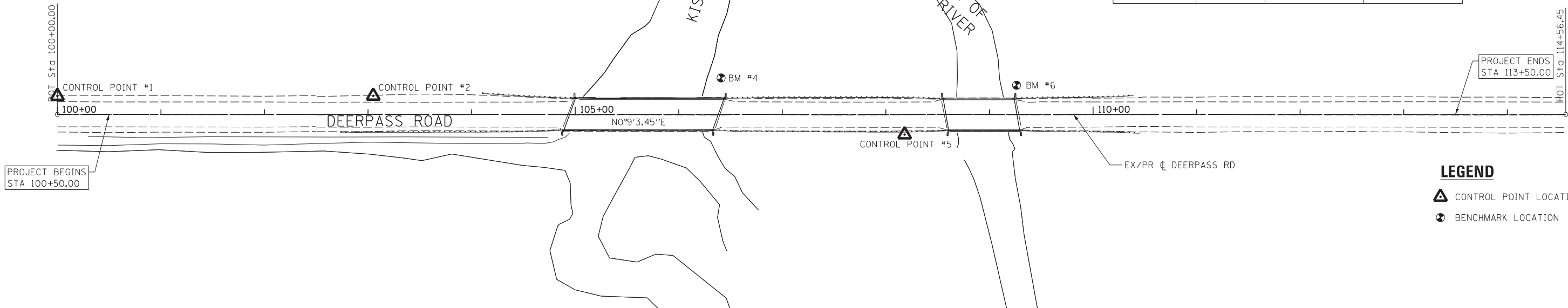
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES OF QUANTITIES

SCALE:	SHEET NO. 2 OF 2 SHEETS	CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		47	10-00377-00-BR	MCHENRY	95	12
				CONTRACT NO. 61D29		
				ILLINOIS FED. AID PROJECT BR5-0111060		

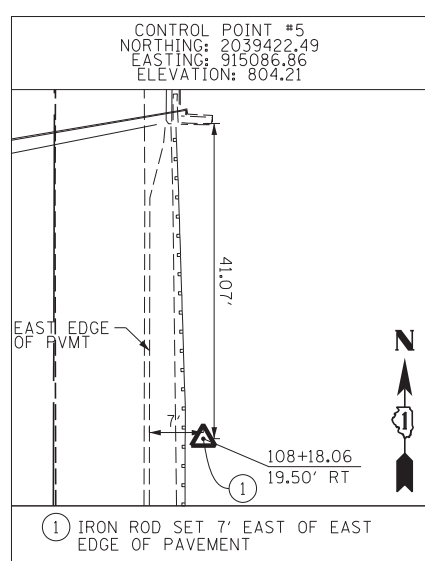
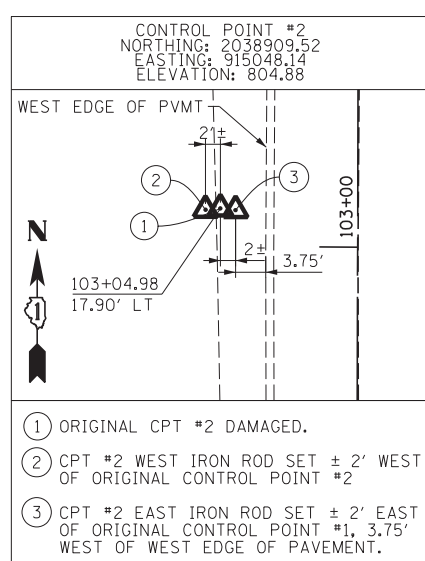
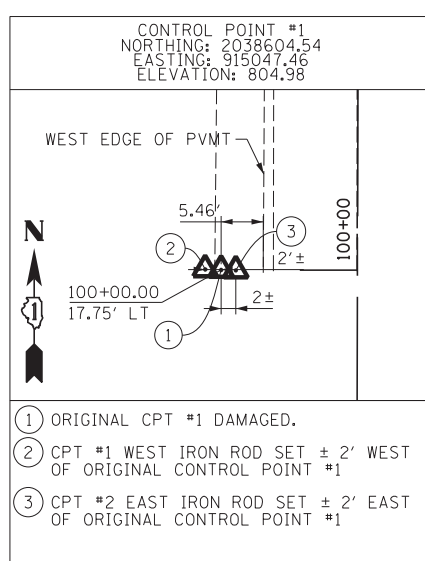


ALIGNMENT COORDINATES - DEERPASS RD			
DEERPASS RD	STATION	N	E
POT	100+00.00	2038604.4962	915065.2097
POT	114+56.45	2040060.9379	915069.0470



LEGEND

- CONTROL POINT LOCATION
- BENCHMARK LOCATION



BENCHMARKS

POINT	NORTHING	EASTING	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
BM #4	2039245.435	915031.685	801.52	DEERPASS	106+40.85	35.2' LT	IRON ROD SET ALONG THE WEST SIDE OF DEERPASS ROAD, LOCATED 4.8 FEET SOUTH OF THE WEST WING WALL OF THE SOUTH BRIDGE SN 056-3030 OVER THE KISHWAUKEE RIVER.
BM #6	2039530.720	915039.450	802.54	DEERPASS	109+26.15	28.2' LT	IRON ROD SET ALONG THE WEST SIDE OF DEERPASS ROAD, LOCATED ON LINE WITH THE WEST WING WALL OF THE NORTH BRIDGE SN 056-3029 OVER THE NORTH BRANCH OF THE KISHWAUKEE RIVER.

DATUM USED IS NAVD 88

AECOM

FILE NAME = F:\60443622\900_Mch\118_CADD\20-SHEETS\Civil\60443622-SHT-ATB.dgn

USER NAME = kim.janosz	DESIGNED - MSB	REVISED -
DRAWN - MSB	REVISIONS -	
PLOT SCALE = 100.0000' / 1"	CHECKED - AFC	REVISED -
PLOT DATE = 10/13/2016	DATE - 10/13/2016	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**






ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. 100+00.00 TO STA. 114+56.45

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	13
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				

AECOM

REMOVAL LEGEND

-  PAVEMENT REMOVAL
-  GUARDRAIL REMOVAL
-  REMOVE SIGN PANEL ASSEMBLY - TYPE A
-  REMOVAL OF EXISTING STRUCTURES (SEE SPECIAL PROVISIONS AND EXISTING BRIDGE PLANS)
-  WETLAND BOUNDARY

UTILITY TO REMAIN IN PLACE - COORDINATION IS REQUIRED WITH UTILITY (SEE STATUS OF UTILITIES SPECIAL PROVISION)

UNDERGROUND UTILITY MARKER TO BE RELOCATED (BY OTHERS)

AGGREGATE SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION)

EX HANDHOLE TO BE ADJUSTED (BY OTHERS)

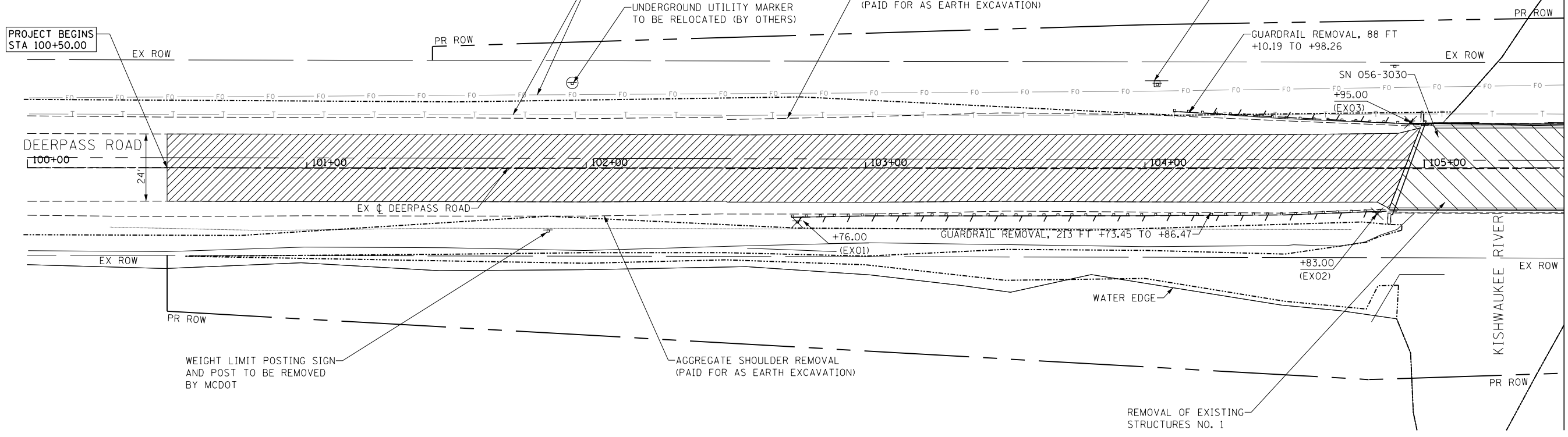
GUARDRAIL REMOVAL, 88 FT +10.19 TO +98.26

SN 056-3030
+95.00 (EX03)

PROJECT BEGINS STA 100+50.00

DEERPASS ROAD
100+00

MATCH LINE STA 105+50
SEE BELOW



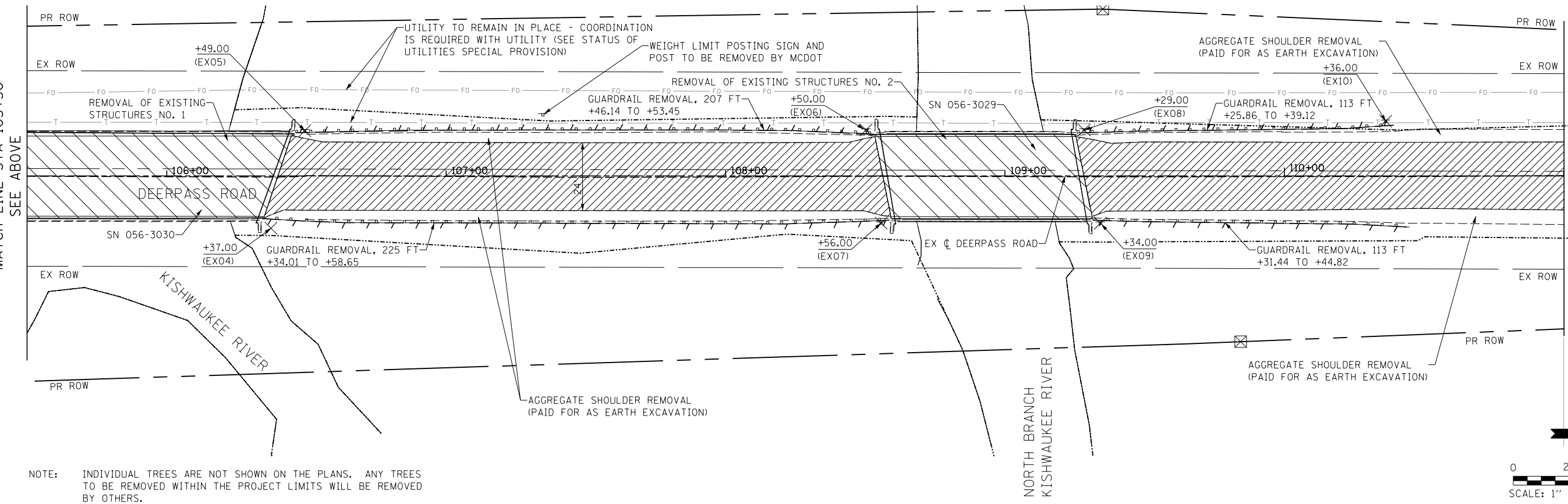
WEIGHT LIMIT POSTING SIGN AND POST TO BE REMOVED BY MCDOT

AGGREGATE SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION)

REMOVAL OF EXISTING STRUCTURES NO. 1

MATCH LINE STA 105+50
SEE ABOVE

MATCH LINE STA. 111+00
SEE SHEET 15



+49.00 (EX05)

REMOVAL OF EXISTING STRUCTURES NO. 1

UTILITY TO REMAIN IN PLACE - COORDINATION IS REQUIRED WITH UTILITY (SEE STATUS OF UTILITIES SPECIAL PROVISION)

WEIGHT LIMIT POSTING SIGN AND POST TO BE REMOVED BY MCDOT

REMOVAL OF EXISTING STRUCTURES NO. 2

GUARDRAIL REMOVAL, 207 FT +46.14 TO +53.45 (EX06)

+50.00 (EX06)

SN 056-3029

AGGREGATE SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION)

+36.00 (EX10)

GUARDRAIL REMOVAL, 113 FT +25.86 TO +39.12

DEERPASS ROAD

SN 056-3030

+37.00 (EX04)

GUARDRAIL REMOVAL, 225 FT +34.01 TO +58.65

+56.00 (EX07)

+34.00 (EX09)

GUARDRAIL REMOVAL, 113 FT +31.44 TO +44.82

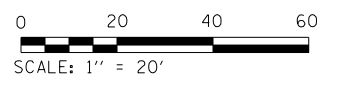
KISHWAUKEE RIVER

AGGREGATE SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION)

NORTH BRANCH
KISHWAUKEE RIVER

AGGREGATE SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION)

NOTE: INDIVIDUAL TREES ARE NOT SHOWN ON THE PLANS. ANY TREES TO BE REMOVED WITHIN THE PROJECT LIMITS WILL BE REMOVED BY OTHERS.



FILE NAME = F:\60443622\900_MCDOT\1100\20-SHEETS\Civil\60443622-SHT-REM-01.dgn

USER NAME = ChiuA	DESIGNED - MSB	REVISED -
DRAWN - MSB	REVISIONS -	
PLOT SCALE = 40.0000' / in.	CHECKED - AFC	REVISIONS -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISIONS -

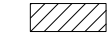
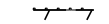



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN

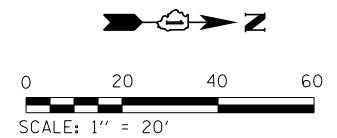
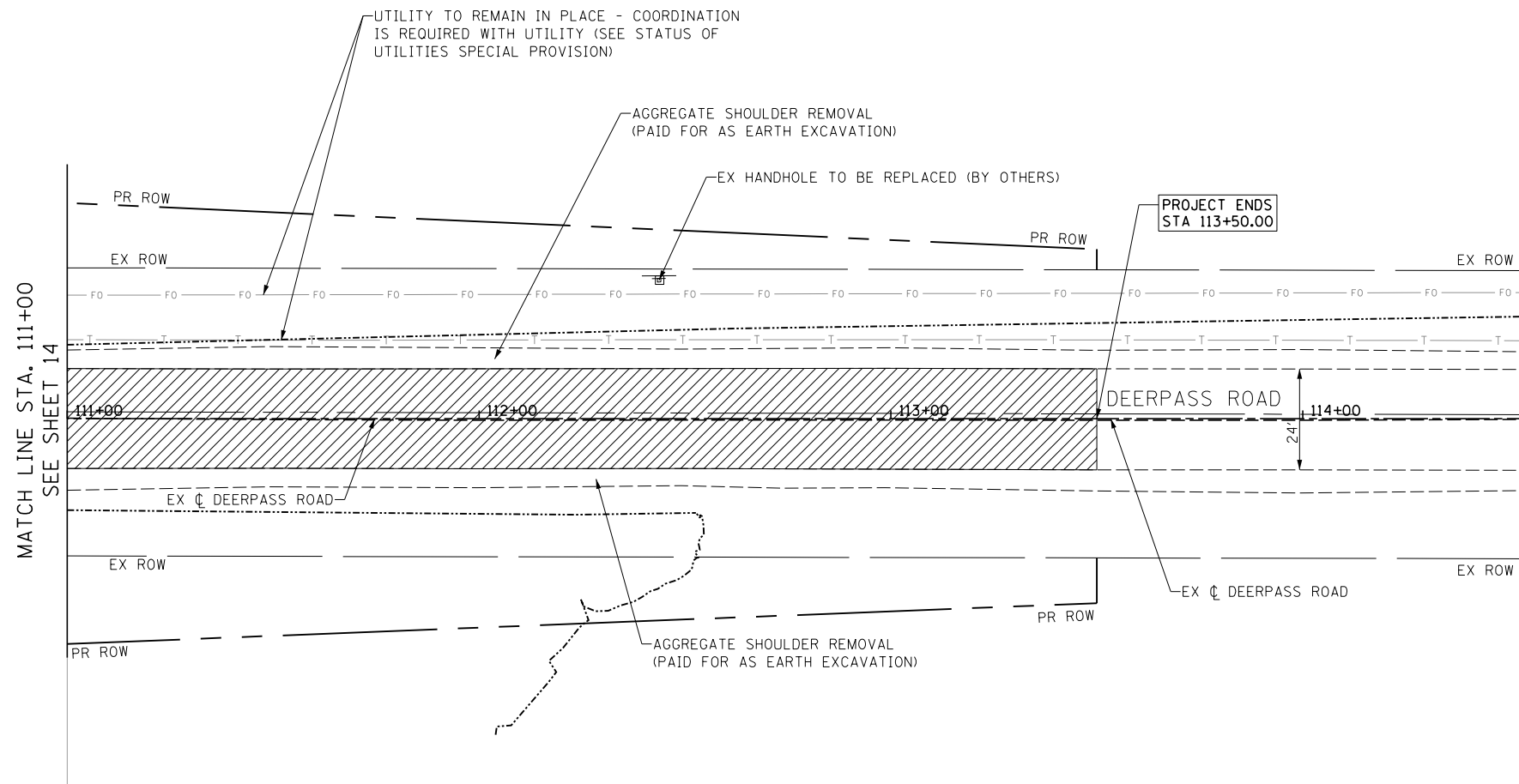
SCALE: 1" = 20' SHEET NO. 1 OF 2 SHEETS STA. 100+50 TO STA. 111+00

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	14
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-01110601				

REMOVAL LEGEND

-  PAVEMENT REMOVAL
-  GUARDRAIL REMOVAL
-  REMOVE SIGN PANEL ASSEMBLY - TYPE A
-  REMOVAL OF EXISTING STRUCTURES (SEE SPECIAL PROVISIONS AND EXISTING BRIDGE PLANS)
-  WETLAND BOUNDARY

NOTE: INDIVIDUAL TREES ARE NOT SHOWN ON THE PLANS. ANY TREES TO BE REMOVED WITHIN THE PROJECT LIMITS WILL BE REMOVED BY OTHERS.



USER NAME = ChiuA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN

SCALE: 1" = 20' SHEET NO. 2 OF 2 SHEETS STA. 111+00 TO STA. 113+50

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	15
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				

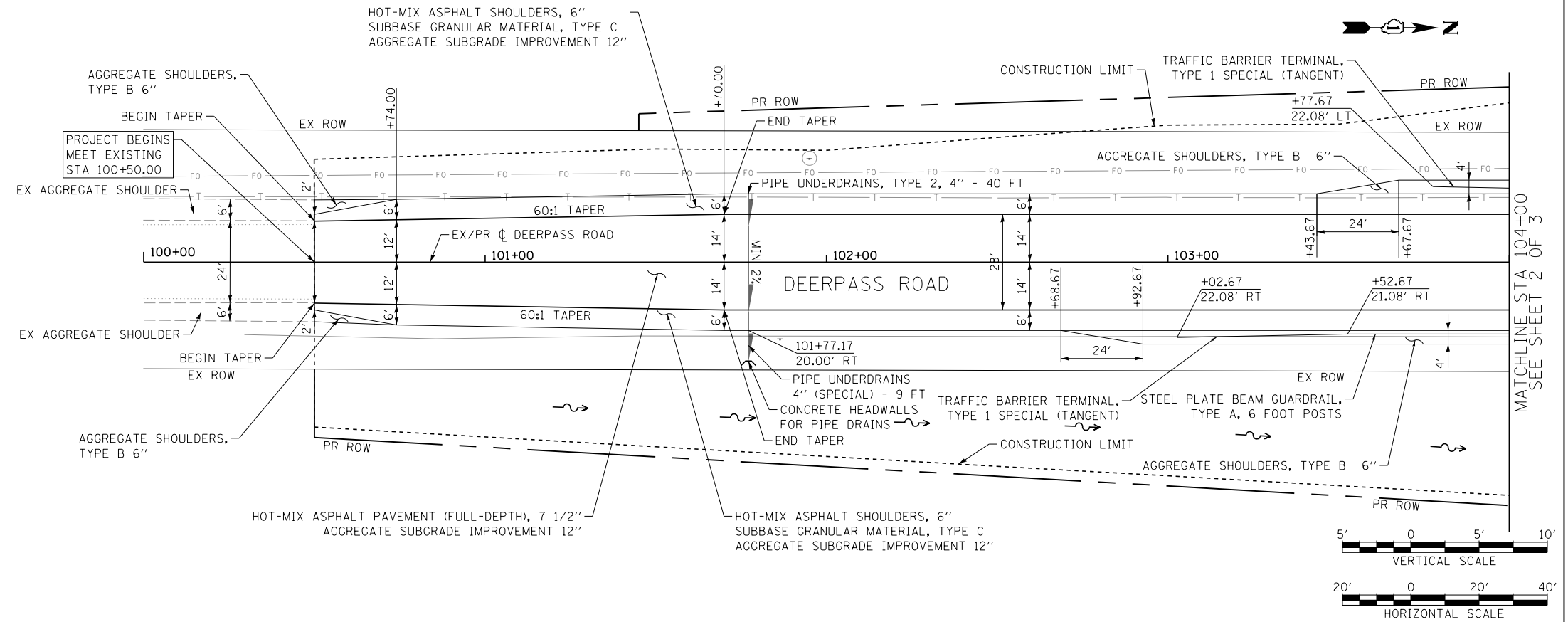
PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
NO.	BY	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
NO.	BY	

FILE NAME = P:\68443622\988_Mork\910_CADD\20-SHEETS\Civil\68443622-SHT-PP-01.dgn

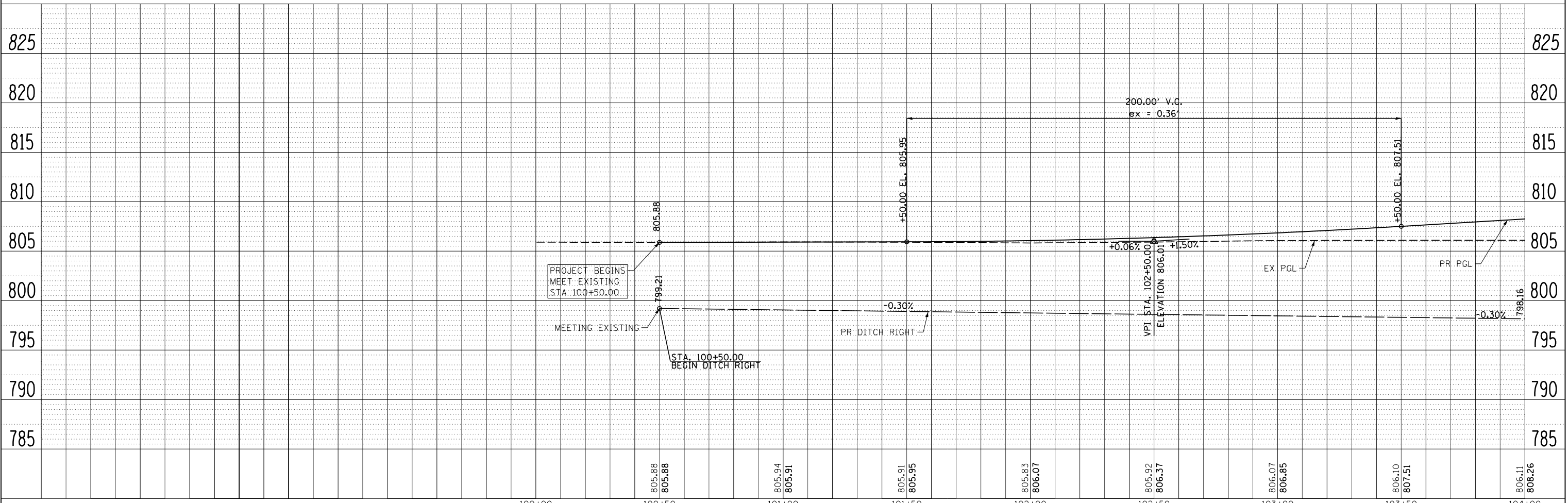
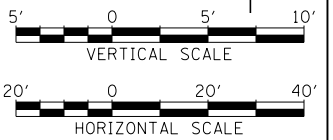
NOTES:

- SEE REMOVAL PLANS FOR REMOVAL ITEMS.
- SEE PLAT OF HIGHWAYS FOR PROPOSED RIGHT OF WAY STATION AND OFFSETS.
- A MINIMUM OF 27 FOOT TRANSITION LENGTHS SHALL BE PROVIDED TO TRANSITION FROM THE EXISTING ROADWAY CROSS SLOPE TO THE PROPOSED 2% CROSS SLOPE.
- THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS WHERE IT MEETS EXISTING. FIELD ADJUSTMENTS MAY BE NECESSARY.



LEGEND

- DITCH FLOW
- CONSTRUCTION LIMIT



USER NAME = Chua	DESIGNED - AFC	REVISED -
	DRAWN - AFC	REVISED -
PLOT SCALE = 48.0000' / in.	CHECKED - KM	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN AND PROFILE SHEETS

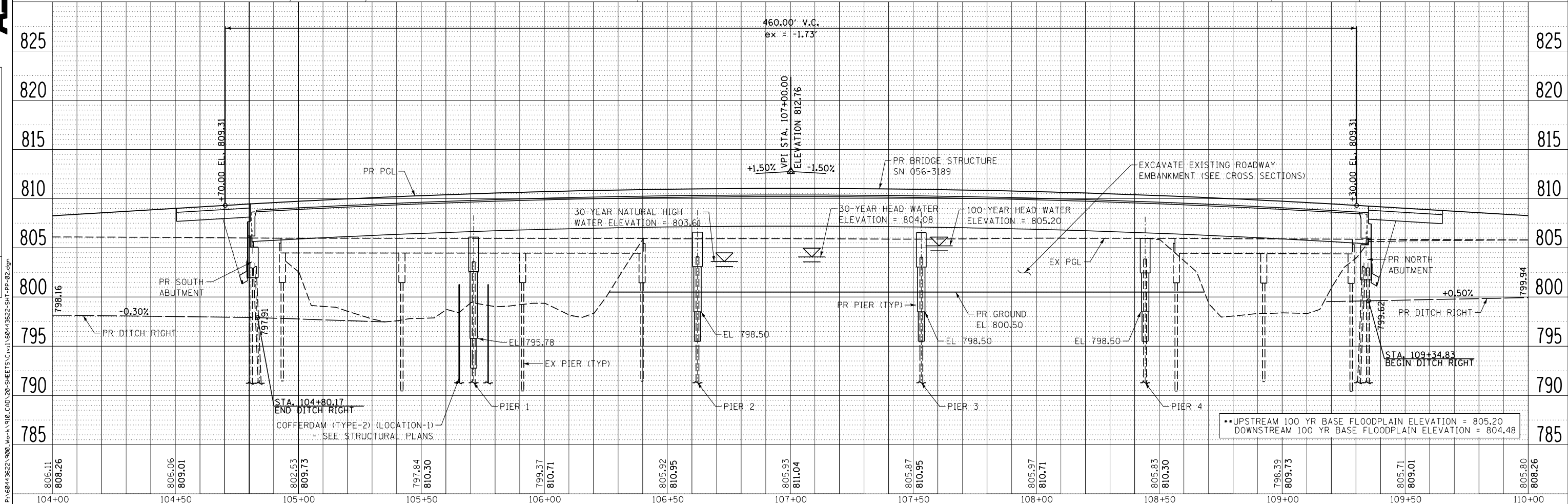
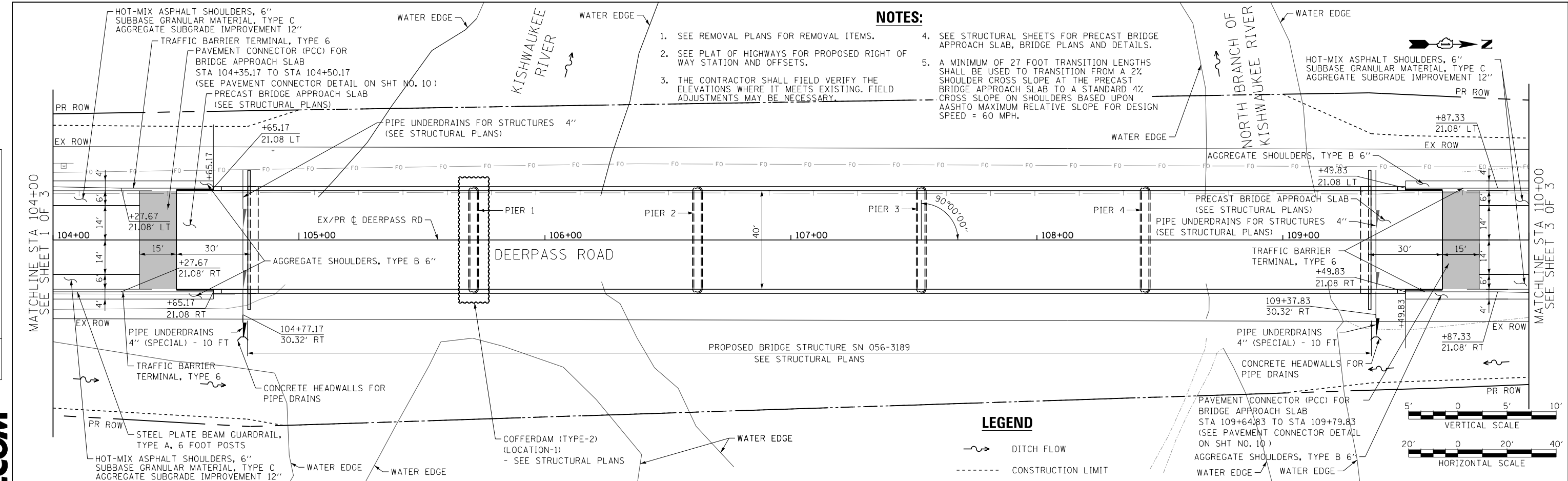
SCALE: 1" = 20' SHEET 1 OF 3 SHEETS STA. 100+50 TO STA. 104+00

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	16
CONTRACT NO. 61D29			ILLINOIS FED. AID PROJECT BR5-01110601	

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	CHECKED		
	APPROVED		
	FILE NAME		

AECOM

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	CHECKED		
	APPROVED		
	FILE NAME		



806.11 808.26	806.06 809.01	802.53 809.73	797.84 810.30	799.37 810.71	805.92 810.95	805.93 811.04	805.87 810.95	805.97 810.71	805.83 810.30	798.39 809.73	805.71 809.01	805.80 808.26
104+00	104+50	105+00	105+50	106+00	106+50	107+00	107+50	108+00	108+50	109+00	109+50	110+00

USER NAME = ChruA	DESIGNED - AFC	REVISED -
	DRAWN - AFC	REVISED -
PLOT SCALE = 48.0000' / in.	CHECKED - KM	REVISED -
PLOT DATE = 12/29/2017	DATE = 12/29/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN AND PROFILE SHEETS

SCALE: 1" = 20' SHEET 2 OF 3 SHEETS STA. 104+00 TO STA. 110+00

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	17
CONTRACT NO. 61D29			ILLINOIS FED. AID PROJECT BR5-01110601	

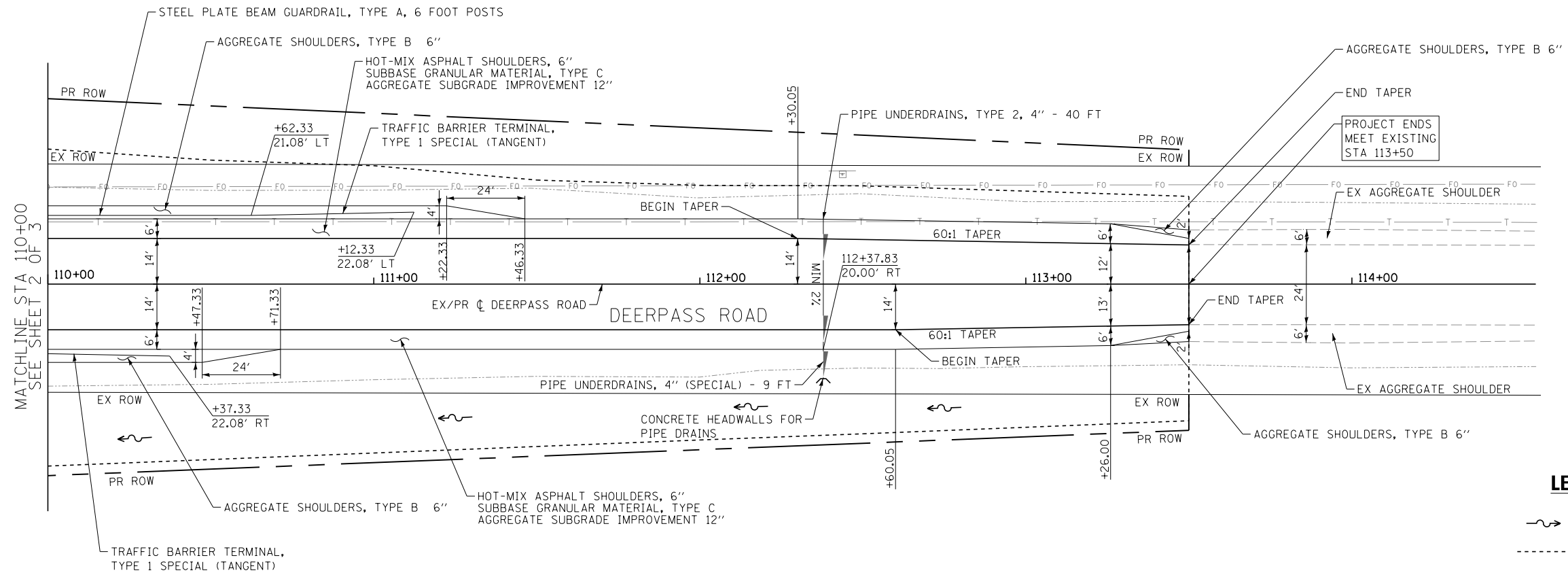
FILE NAME = P:\68443622\988_Mch\100_CAD\29-SHEETS\Civil\68443622-SHT-PP-02.dgn

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO.		

FILE NAME = P:\68443622\988_Mork\918_CAD\20-SHEETS\Civil\68443622-SHT-PP-03.dgn

AECOM

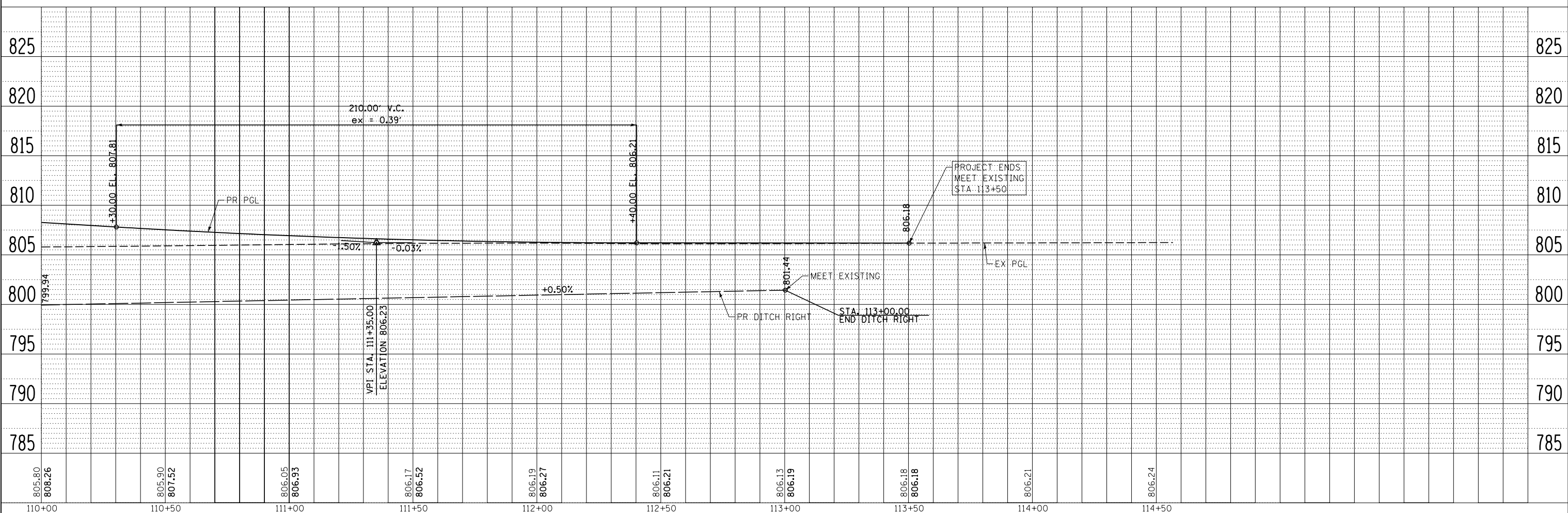
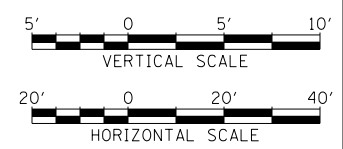


- NOTES:**
1. SEE REMOVAL PLANS FOR REMOVAL ITEMS.
 2. SEE PLAT OF HIGHWAYS FOR PROPOSED RIGHT OF WAY STATION AND OFFSETS.
 3. A MINIMUM OF 27 FOOT TRANSITION LENGTH SHALL BE PROVIDED TO TRANSITION FROM THE PROPOSED ROADWAY 2% CROSS SLOPE TO THE EXISTING CROSS SLOPE.
 4. THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS WHERE IT MEETS EXISTING. FIELD ADJUSTMENTS MAY BE NECESSARY.

LEGEND

~ DITCH FLOW

----- CONSTRUCTION LIMIT



USER NAME = Chua	DESIGNED - AFC	REVISED -
	DRAWN - AFC	REVISED -
PLOT SCALE = 48.0000' / in.	CHECKED - KM	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN AND PROFILE SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	18
CONTRACT NO. 61D29				

SCALE: 1" = 20' SHEET 3 OF 3 SHEETS STA. 110+00 TO STA. 113+50

ILLINOIS FED. AID PROJECT BR5-0111060

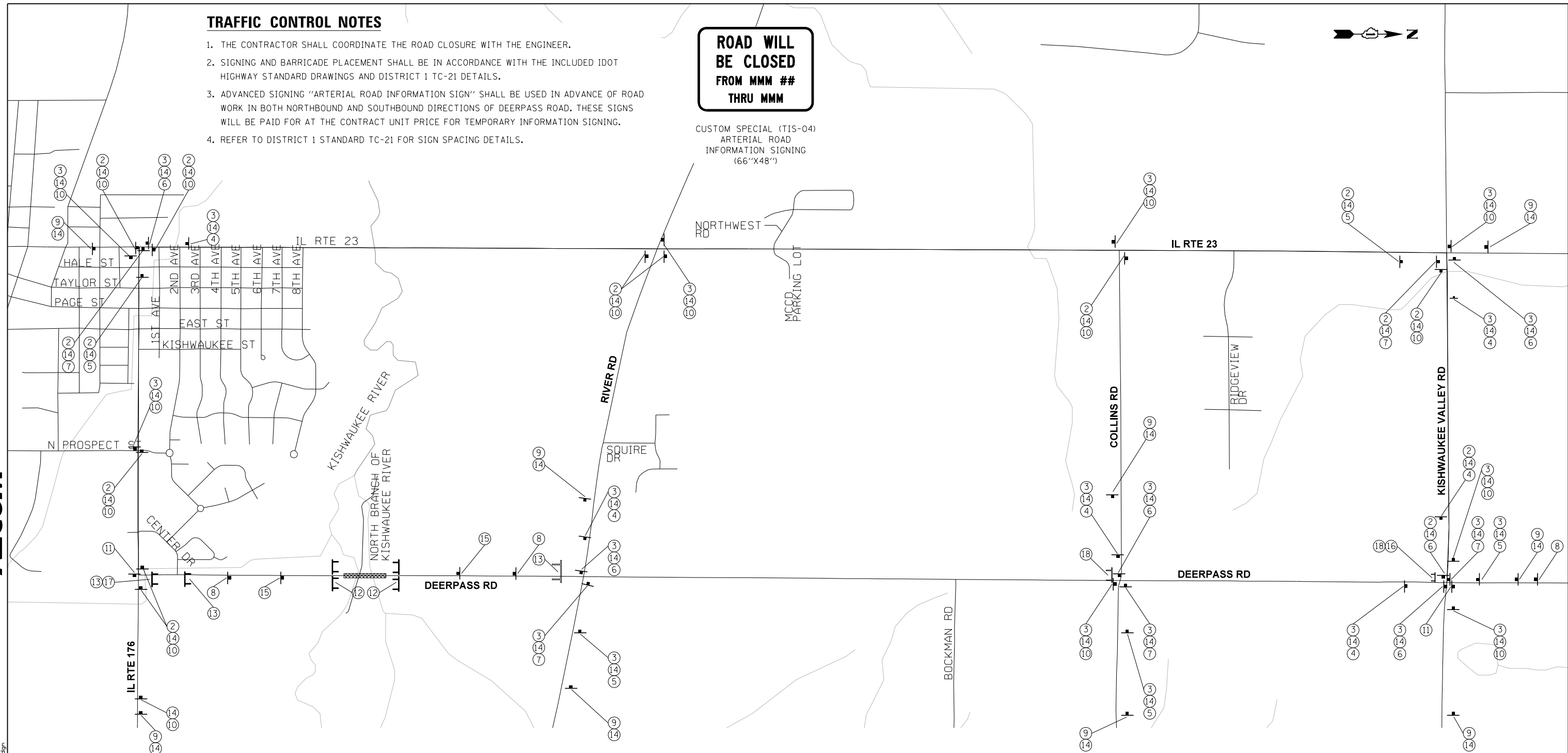
TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL COORDINATE THE ROAD CLOSURE WITH THE ENGINEER.
2. SIGNING AND BARRICADE PLACEMENT SHALL BE IN ACCORDANCE WITH THE INCLUDED IDOT HIGHWAY STANDARD DRAWINGS AND DISTRICT 1 TC-21 DETAILS.
3. ADVANCED SIGNING "ARTERIAL ROAD INFORMATION SIGN" SHALL BE USED IN ADVANCE OF ROAD WORK IN BOTH NORTHBOUND AND SOUTHBOUND DIRECTIONS OF DEERPASS ROAD. THESE SIGNS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY INFORMATION SIGNING.
4. REFER TO DISTRICT 1 STANDARD TC-21 FOR SIGN SPACING DETAILS.


















ROAD WILL BE CLOSED FROM MMM ## THRU MMM

CUSTOM SPECIAL (TIS-04)
ARTERIAL ROAD INFORMATION SIGNING
(66"X48")

AECOM



FILE NAME = F:\60443622\900_McCh\118_CAD\20-SHEETS\Civil\60443622-SHT-TC-01.dgn

 M3-1(0) (24"X12") ②	 M3-3(0) (24"X12") ③	 M4-9 (MODIFIED) (30"X24") ④	 M4-9 (MODIFIED) (30"X24") ⑤	 M4-9 (L) (30"X24") ⑥	 M4-9 (R) (30"X24") ⑦	 CUSTOM SPECIAL (TIS-02) (48"X48") ⑧	 W20-2 (48"X48") ⑨	 CUSTOM SPECIAL (TIS-03) (48"X48") ⑮	 M4-10R (48"X18") ⑯
 M4-9 (MODIFIED) (30"X24") ⑩	 M4-8A (24"X18") ⑪	 R11-2 (48"X30") ⑫	 R11-3A (60"X30") ⑬	 CUSTOM SPECIAL (TIS-01) (30"X18") ⑭	 R11-3A (60"X30") ⑰		 M4-10L (48"X18") ⑰		

LEGEND

- TYPE III BARRICADE
- AMBER FLASHING LIGHT
- DETOUR ROUTE
- CONSTRUCTION ZONE

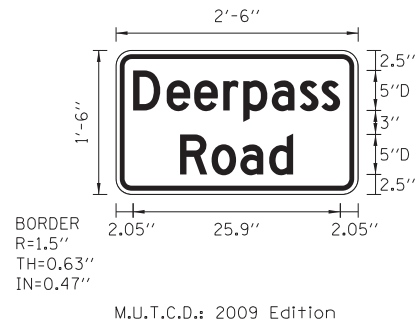
USER NAME = ChiuA	DESIGNED - MSB	REVISED -
DRAWN - MSB	REVISIONS -	
PLOT SCALE = 1600.0000' / in.	CHECKED - AFC	REVISIONS -
PLOT DATE = 12/29/2017	DATE - 12/29/2017	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL DETOUR PLAN
SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	19
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				

SIGN DETAIL



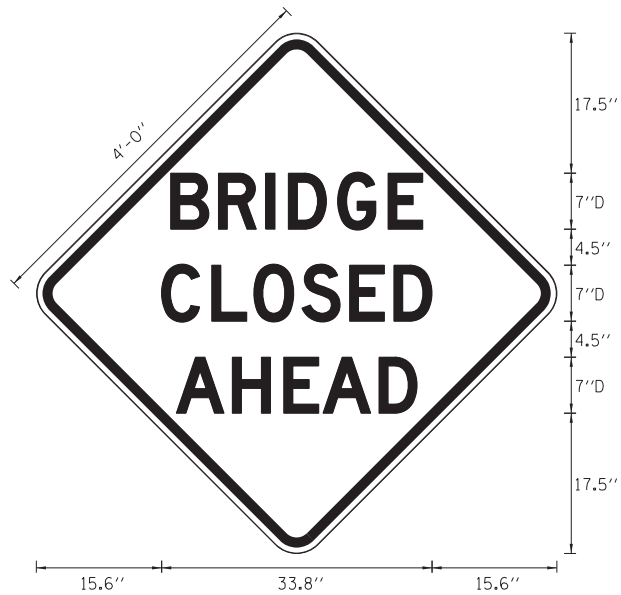
SIGN NUMBER	TIS-01
WIDTH x HGHT.	2'-6" x 1'-6"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black/Black

SYMBOL	ROT	X	Y	WID	HT

Dimensions are in inches.tenths Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
D	e	e	r	p	a	s	s				D 2000
2.05	6.3	9.8	13.4	15.9	19.5	23	25.7			25.9	5/3.8
R	o	a	d								D 2000
8	12	15.6	19.2							14.2	5/3.8

SIGN DETAIL



SIGN NUMBER	TIS-02
WIDTH x HGHT.	5'-5" x 5'-5"
BORDER WIDTH	0"
CORNER RADIUS	0"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black/Black

SYMBOL	ROT	X	Y	WID	HT

Panel Style: W20-3
Dimensions are in inches.tenths Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
B	R	I	D	G	E						D 2000
16.8	22.8	28.7	31.5	37.7	44					31.5	7
C	L	O	S	E	D						D 2000
15.6	21.9	27.2	33.2	39.2	44.7					33.8	7
A	H	E	A	D							D 2000
17.5	24.5	30.9	35.8	42.8						30.1	7

FILE NAME = F:\60443622\900_60443622\900_60443622\900_60443622-SHT-SIGN-DET-01.dgn

USER NAME = kim.jaros	DESIGNED - MSB	REVISED -
PLOT SCALE = 2.0000' / in.	DRAWN - MSB	REVISED -
PLOT DATE = 10/13/2016	CHECKED - AFC	REVISED -
	DATE - 10/13/2016	REVISED -

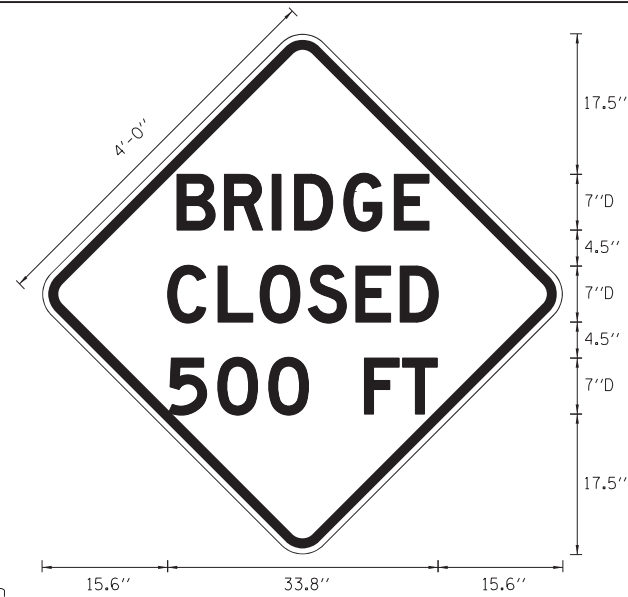
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

DETOUR PLAN
TEMPORARY INFORMATION SIGNING

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	20
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-01110601				

SIGN DETAIL



SIGN NUMBER	TIS-03
WIDTH x HGHT.	5'-5" x 5'-5"
BORDER WIDTH	0"
CORNER RADIUS	0"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black/Black

SYMBOL	ROT	X	Y	WID	HT

M.U.T.C.D.: 2009 Edition
Dimensions are in inches.tenths Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)													LENGTH	SERIES/SIZE		
B	R	I	D	G	E											D 2000
16.9	22.8	28.8	31.6	37.7	44											31.5 7
C	L	O	S	E	D											D 2000
15.6	22	27.3	33.3	39.2	44.8											33.8 7
5	O	O		F	T											D 2000
15.8	22	28.3	33.3	40.3	45.1											33.6 7

SIGN DETAIL



SIGN NUMBER	TIS-04
WIDTH x HGHT.	5'-6" x 4'-0"
BORDER WIDTH	1.25"
CORNER RADIUS	5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black/Black

SYMBOL	ROT	X	Y	WID	HT

Dimensions are in inches.tenths

LETTER POSITIONS (X)													LENGTH	SERIES/SIZE		
R	O	A	D		W	I	L	L								C 2000
11.4	16.3	21.3	26.8	30.7	37.7	44	46.5	51.1								43.3 7
B	E		C	L	O	S	E	D								C 2000
10.8	15.9	19.5	26.5	31.8	36.2	41.4	46.5	51.3								44.4 7
F	R	O	M		M	M	M		#	#						C 2000
9	12.9	17.2	21.8	26.4	28.8	33.9	39.1	43.7	46.1	51.7						48 7
T	H	R	U		M	M	M									C 2000
15	19.1	23.7	28.3	32.2	35.6	41	46.4									36 7

- NOTES:
- SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING. ONE SIGN ASSEMBLY EQUALS 27.3 SQ. FT.
 - OVERLAY PANEL ① TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION. (I.E. "FROM APR 2")
 - OVERLAY PANEL ② TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR (I.E. "THRU JULY"). OMIT THE DATE ON PANEL ②; MONTH ONLY.
 - ERECT SIGN ASSEMBLY (POST-MOUNTED) WITH PANELS ① AND ② IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY AFTER CLOSURE.

USER NAME = kim.janosz	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 10/13/2016	DATE - 10/13/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

DETOUR PLAN
TEMPORARY INFORMATION SIGNING

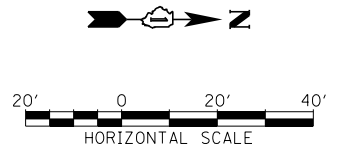
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	21
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				

NOTES:

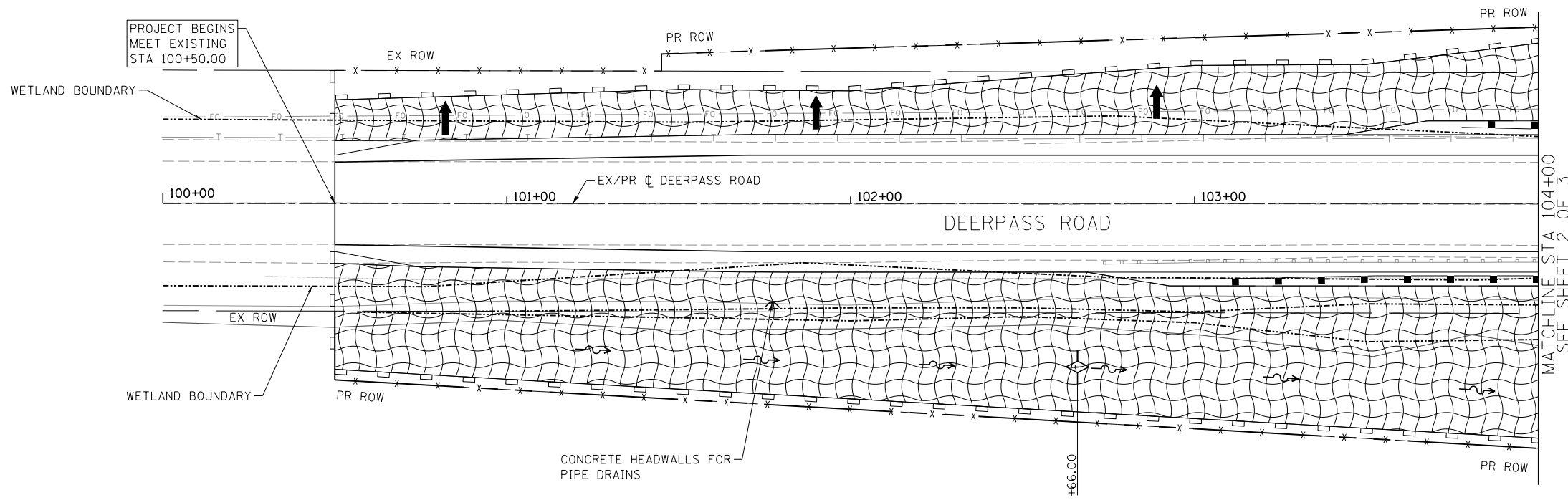
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES, WHICH MAY POTENTIALLY CREATE CONDITIONS THAT ARE LIKELY TO ERODE.
- THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE COUNTY.
- THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO DISTURBING EXISTING GROUND.
- THE ENFORCEMENT OFFICER MAY REQUIRE ADDITIONAL OR ALTERNATE SOIL EROSION AND SEDIMENT CONTROL MEASURES, BASED ON DEVELOPMENT SITE SPECIFIC CONSIDERATIONS AND THE EFFECTIVENESS OF THE INSTALLED CONTROL MEASURES.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- WETLANDS ARE LOCATED WITHIN THE PROJECT LIMITS. FOR WETLAND AREAS NEAR THE PROPOSED ROW, THE CONTRACTOR SHALL TAKE CARE TO ENSURE THAT NO DAMAGE IS DONE TO THE WETLANDS. ANY DAMAGE DONE TO THE WETLANDS BY THE CONTRACTOR SHALL BE REPAIRED TO THE ORIGINAL OR BEYOND THE ORIGINAL WETLAND CONDITION AT THE CONTRACTOR'S OWN EXPENSE.
- CONTRACTOR SHALL REFER TO THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) FOR EROSION CONTROL PROCEDURES. PERIMETER EROSION BARRIER WITH WIRE SUPPORT SHALL BE PLACED AT THE TOE OF THE PROPOSED SLOPES.
- SEE BRIDGE PLANS FOR RIPRAP DETAILS.
- TEMPORARY EROSION CONTROL BLANKET SHALL ONLY BE USED FOR TEMPORARY SEEDING CONDITIONS.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. AREAS OF THE DEVELOPMENT SITE THAT ARE NOT TO BE DISTURBED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE UNTIL FINAL STABILIZATION IS ACHIEVED.
- SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE DISTURBANCE OF TRIBUTARY AREAS AND UPLAND AREAS.
- DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, DEVELOPMENT SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES (WITH ADVANCE WRITTEN PERMISSION FROM NEIGHBORING PROPERTY OWNER(S) AND INVOLVED PERMITTING AGENCIES) AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G., SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE. THE ENFORCEMENT OFFICER SHALL BE NOTIFIED PRIOR TO THE COMMENCEMENT OF DEWATERING ACTIVITIES.

NOTES (CONT):

- ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION OF THE DEVELOPMENT SITE IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NECESSARY. TRAPPED SEDIMENT SHALL BE REMOVED AND DISTURBED AREAS SHALL BE PERMANENTLY STABILIZED.
- A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR APPROPRIATE MEASURES) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE OF A MAJOR DEVELOPMENT TO OR FROM A PUBLIC RIGHT-OF-WAY OR ROADWAY. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY OR ROADWAY AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD-PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF MCHENRY COUNTY.
- THE CONTRACTOR SHALL PROVIDE ADEQUATE RECEPTACLES FOR THE DEPOSITION OF ALL CONSTRUCTION MATERIAL DEBRIS GENERATED DURING THE DEVELOPMENT PROCESS. THE CONTRACTOR SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL DEBRIS UPON OR INTO ANY DEVELOPMENT SITE, CHANNEL, WATERS OF THE UNITED STATES OR ISOLATED WATERS OF MCHENRY COUNTY. THE CONTRACTOR SHALL MAINTAIN THE DEVELOPMENT SITE FREE OF CONSTRUCTION MATERIAL DEBRIS.
- ALL TEMPORARY AND PERMANENT SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED IN AN EFFECTIVE WORKING CONDITION.
- WHERE STREAM DISTURBANCE IS NECESSARY, THE STREAM, INCLUDING BED AND BANKS, SHALL BE RE-STABILIZED WITHIN FORTY-EIGHT (48) HOURS AFTER DISTURBANCE IS COMPLETED OR INTERRUPTED.
- PERIMETER CONTROL MEASURES SHALL BE PROVIDED DOWNSLOPE AND PERPENDICULAR TO THE FLOW OF RUNOFF FROM DISTURBED AREAS, WHERE THE TRIBUTARY AREA IS GREATER THAN 5,000 SQUARE FEET, AND WHERE RUNOFF WILL FLOW IN A SHEET FLOW MANNER. PERIMETER EROSION CONTROL SHALL ALSO BE PROVIDED AT THE BASE OF SOIL STOCKPILES.
- OFFSITE PROPERTY SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. VELOCITY DISSIPATION DEVICES SHALL BE PLACED AT CONCENTRATED DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL, AS NECESSARY TO PREVENT EROSION.
- LOCATIONS OF THE STABILIZED CONSTRUCTION ENTRANCE/EXITS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE INSTALLATION OF THE CONSTRUCTION ENTRANCE/EXITS SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL OR AS DIRECTED BY THE ENGINEER.



AECOM



LEGEND

- x - TEMPORARY FENCE (SPECIAL)
- [Symbol] PERIMETER EROSION BARRIER
- xxx - TURBIDITY CURTAIN
- [Symbol] TEMPORARY DITCH CHECK
- [Symbol] TEMPORARY SEDIMENT TRAP (PAID FOR AS TEMPORARY SEDIMENT BASIN)
- [Symbol] TEMPORARY EROSION CONTROL SEEDING
- [Symbol] TEMPORARY EROSION CONTROL BLANKET
- [Symbol] TEMPORARY EROSION CONTROL SEEDING
- [Symbol] TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET
- [Symbol] STONE RIPRAP, CLASS A4
- - - - - WETLAND BOUNDARY
- [Symbol] SHEET FLOW

FILE NAME = F:\60443622\900_MCHENRY\100_SHEETS\Civil\60443622-SHT-ESC-01.dgn

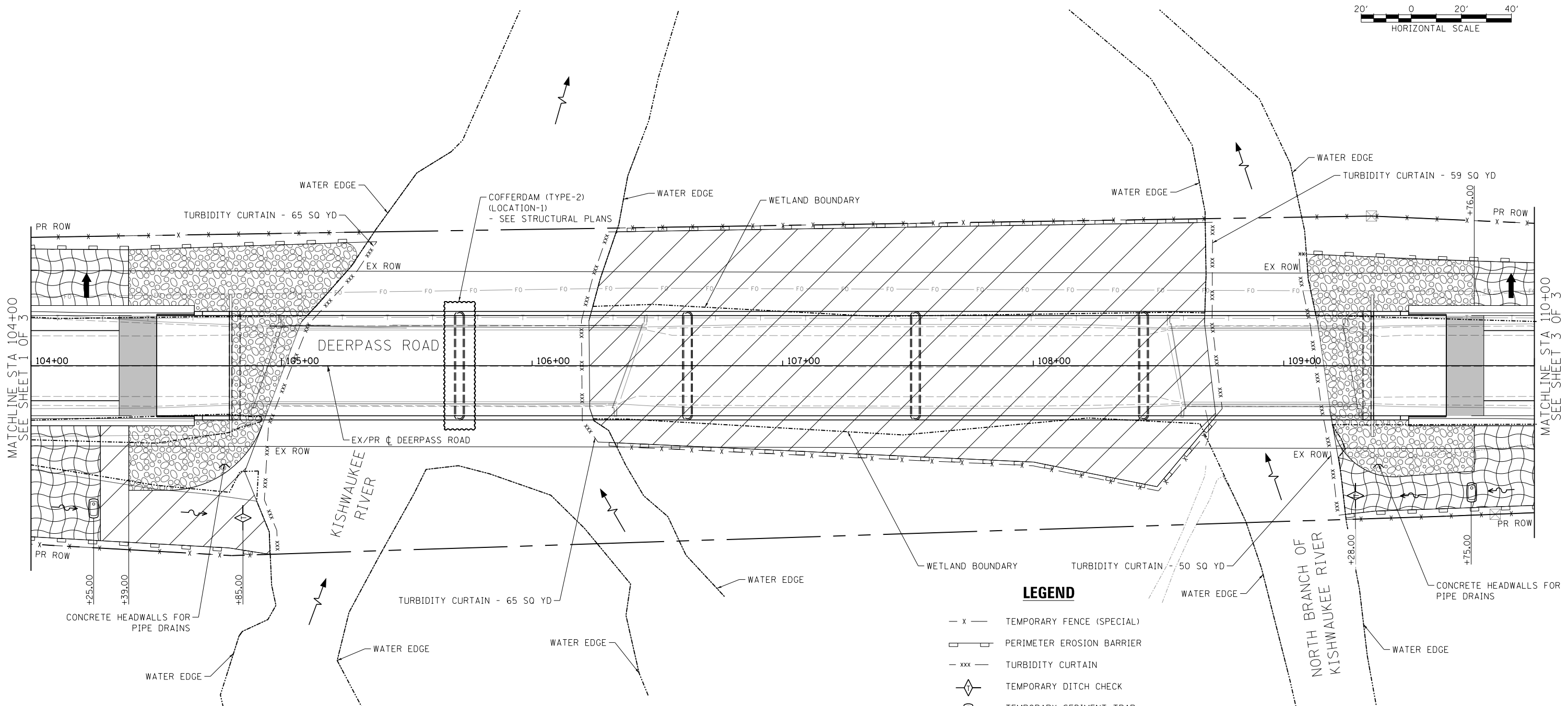
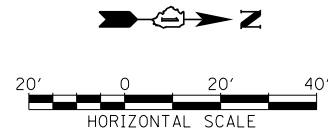
USER NAME = ChiuA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 20' SHEET NO. 1 OF 3 SHEETS STA. 100+50 TO STA. 104+00

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	22
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				



MATCHLINE STA 104+00
SEE SHEET 1 OF 3

MATCHLINE STA 110+00
SEE SHEET 3 OF 3

LEGEND

- x - TEMPORARY FENCE (SPECIAL)
- [Symbol] PERIMETER EROSION BARRIER
- xxx - TURBIDITY CURTAIN
- [Symbol] TEMPORARY DITCH CHECK
- [Symbol] TEMPORARY SEDIMENT TRAP (PAID FOR AS TEMPORARY SEDIMENT BASIN)
- [Symbol] TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL BLANKET
- [Symbol] TEMPORARY EROSION CONTROL SEEDING
TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET
- [Symbol] STONE RIPRAP, CLASS A4
- - - - - WETLAND BOUNDARY
- [Symbol] SHEET FLOW
- [Symbol] WATERWAY FLOW

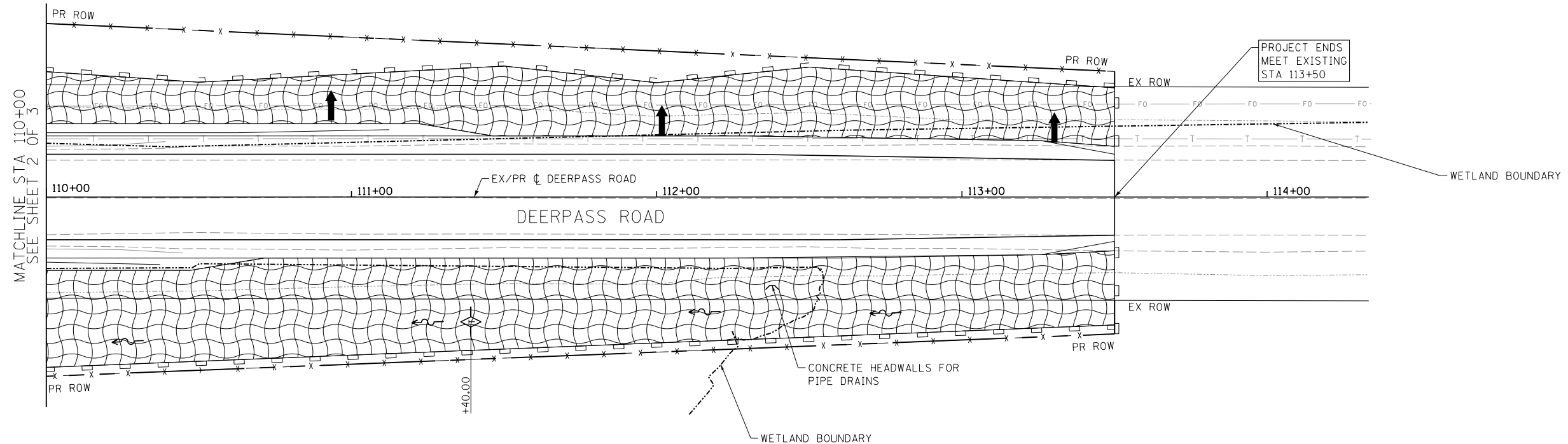
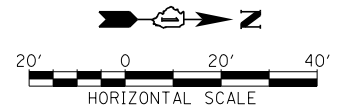
USER NAME = ChruA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 48.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 12/29/2017	DATE - 12/29/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 20' SHEET NO. 2 OF 3 SHEETS STA. 104+00 TO STA. 110+00

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	23
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				



LEGEND

- x - TEMPORARY FENCE (SPECIAL)
- [Symbol] PERIMETER EROSION BARRIER
- xxx - TURBIDITY CURTAIN
- [Symbol] TEMPORARY DITCH CHECK
- [Symbol] TEMPORARY SEDIMENT TRAP (PAID FOR AS TEMPORARY SEDIMENT BASIN)
- [Symbol] TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL BLANKET
- [Symbol] TEMPORARY EROSION CONTROL SEEDING
TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET
- [Symbol] STONE RIPRAP, CLASS A4
- - - - - WETLAND BOUNDARY
- [Symbol] SHEET FLOW

USER NAME = ChiuA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 12/29/2017	DATE - 12/29/2017	REVISED -

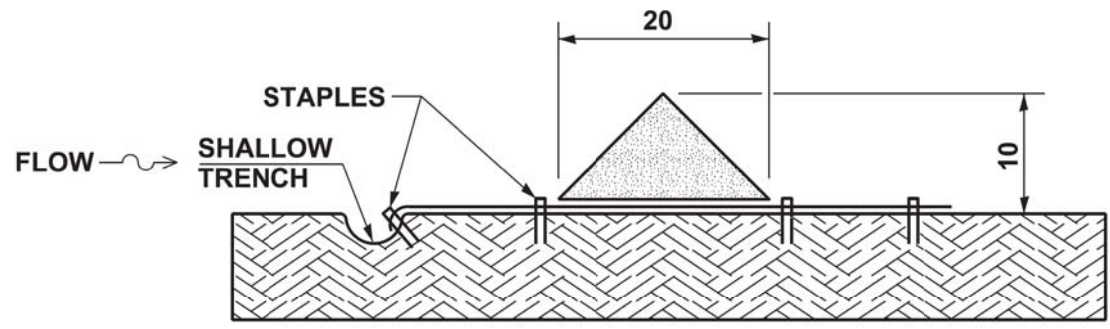
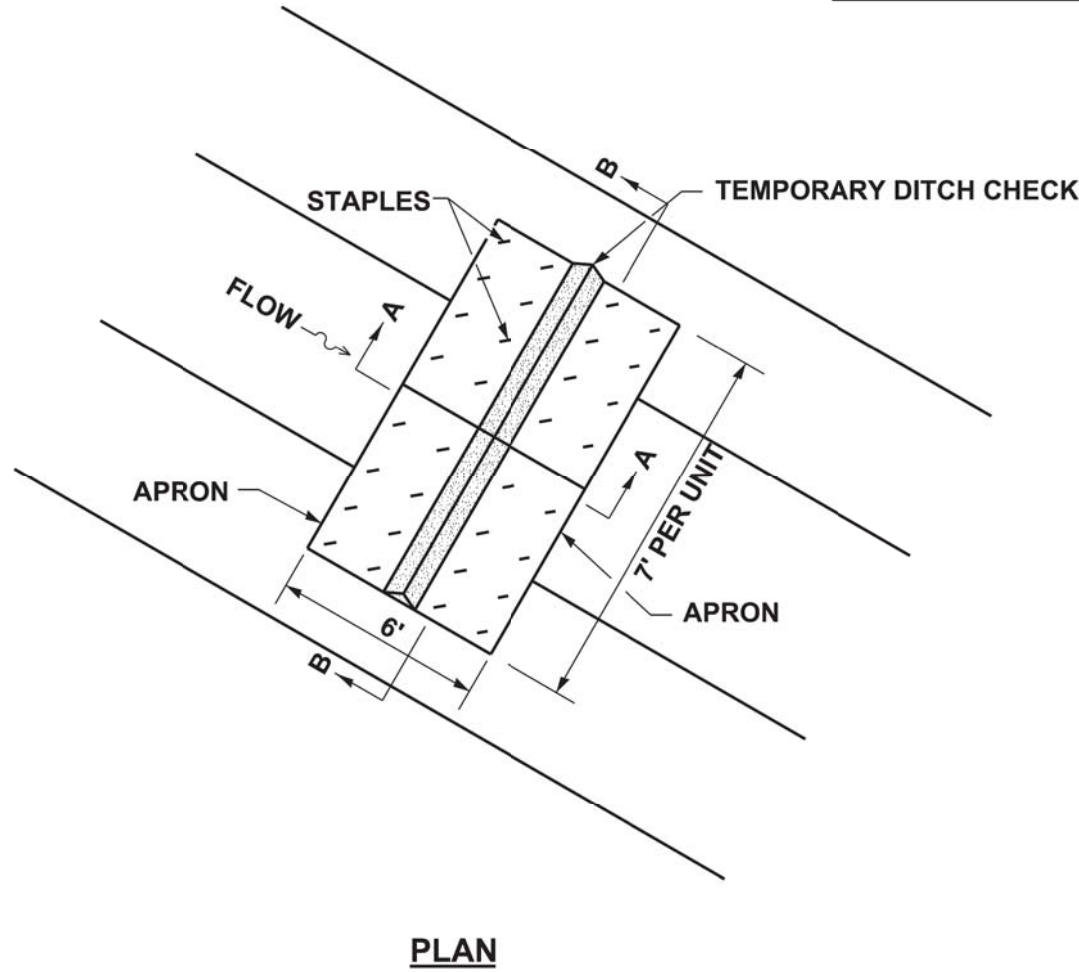
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION AND SEDIMENT CONTROL PLAN

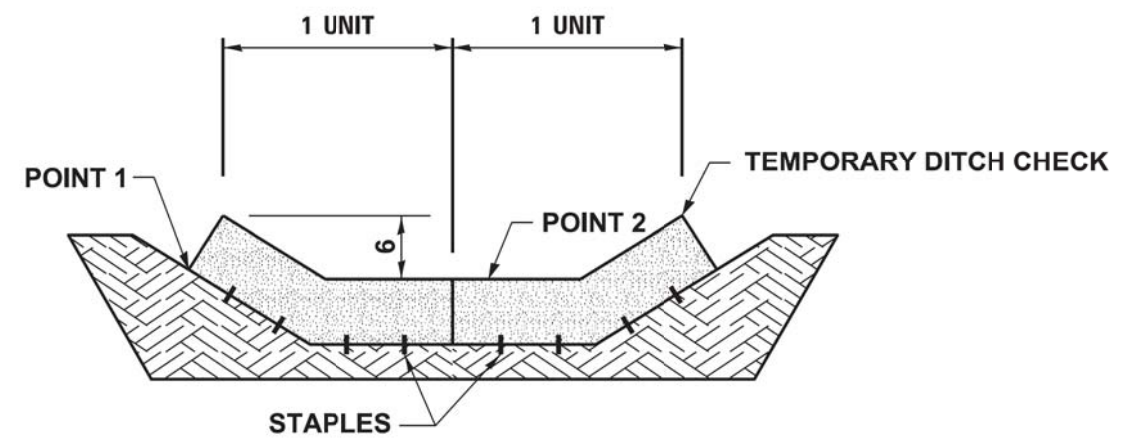
SCALE: 1" = 20' SHEET NO. 3 OF 3 SHEETS STA. 110+00 TO STA. 113+50

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	24
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				

FOR BARE EARTH APPLICATION ONLY



SECTION A-A



SECTION B-B

NOTES:

THE URETHANE FOAM GEOTEXTILE DITCH CHECKS SHALL BE USED ON BARE EARTH DITCH LINES AND SHALL BE REMOVED PRIOR TO THE INSTALLATION OF SEEDING AND EROSION CONTROL BLANKET.

THE URETHANE FOAM GEOTEXTILE DITCH CHECKS SHALL BE SECURED TO THE SOIL WITH U-SHAPED WIRE STAPLES (11 GAUGE WIRE WITH 6" MINIMUM LENGTH).

EACH URETHANE FOAM GEOTEXTILE UNIT IS 7 FEET IN LENGTH. THE MINIMUM INSTALLATION IN A DITCH SHALL BE TWO UNITS. THE INSTALLATION SHOWN WILL BE MEASURED AND PAID FOR AS TEMPORARY DITCH CHECKS 14 FEET IN LENGTH (2 UNITS).

INSTALLATION SHALL RESULT IN THE CENTER OF THE DITCH CHECK BEING AT LEAST 6" LOWER THAN THE OUTSIDE EDGES.

POINT 1 MUST BE HIGHER THAN POINT 2 TO INSURE THAT WATER FLOWS OVER THE BERM AND NOT AROUND THE ENDS.

URETHANE FOAM GEOTEXTILE DITCH CHECK

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

AECOM

FILE NAME = P:\60443622\900_Work\918_CAD\20-SHEETS\Civil\60443622-SHT-MC01.dgn

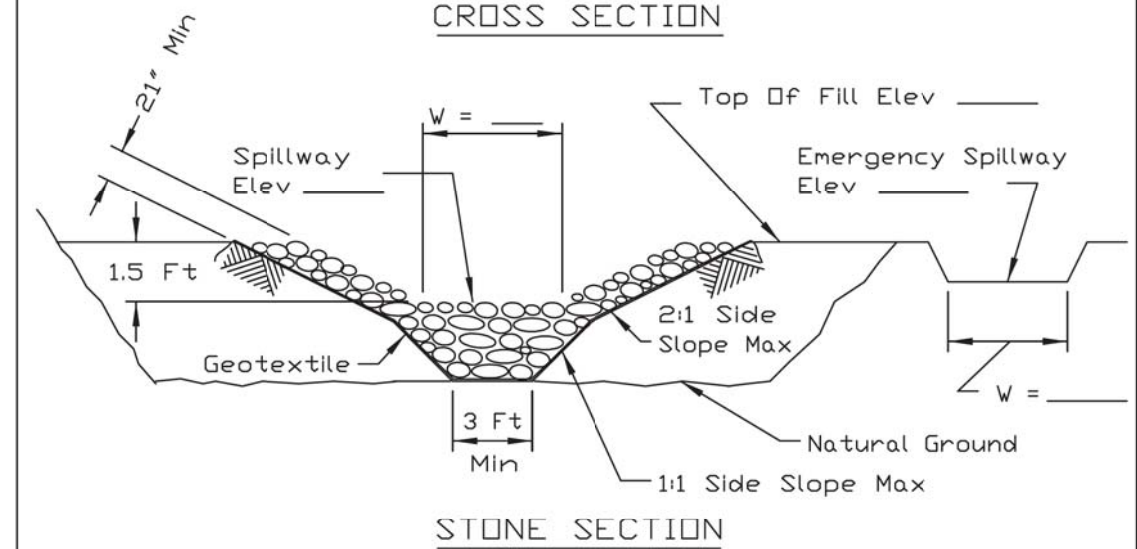
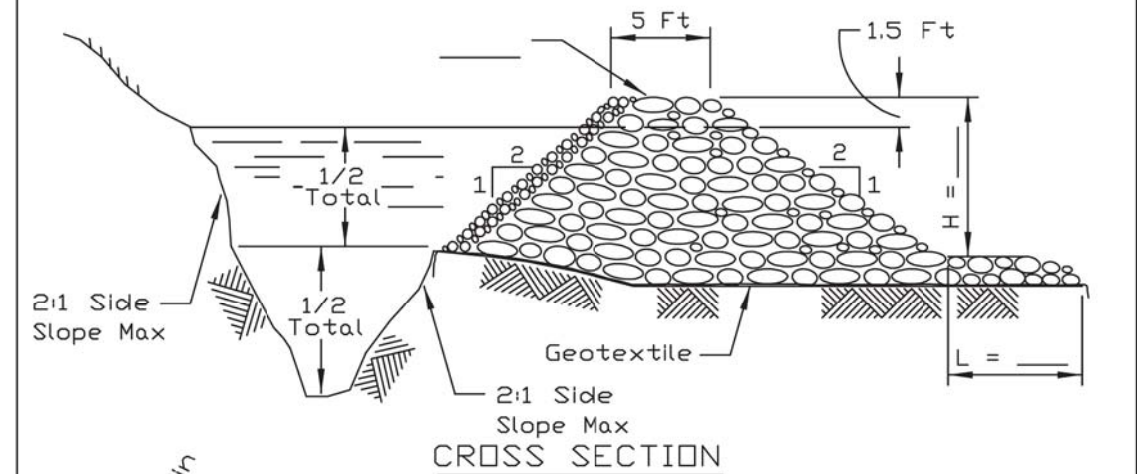
USER NAME = kim.janosz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/13/2016	DATE - 10/13/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL DETAILS
SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	25
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-01111060				

TEMPORARY SEDIMENT TRAP



NOTES:

1. If the sediment pool is formed or enlarged the side slope will be 2:1 or flatter.
2. The fill shall be constructed using IDOT RR-4 stone size. A 1' layer of IDOT CA-2 should be placed on the inside face to reduce the flow rate.
3. The rock will be placed according to construction specification 25 ROCKFILL. Placement will be by Method 1 and compaction will be class III.
4. The geotextile shall meet the requirements in material specification 592 GEOTEXTILE table 1 or 2, class I, II or IV.

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



STANDARD DWG. NO.	IL-660
SHEET	1 OF 1
DATE	11-20-01

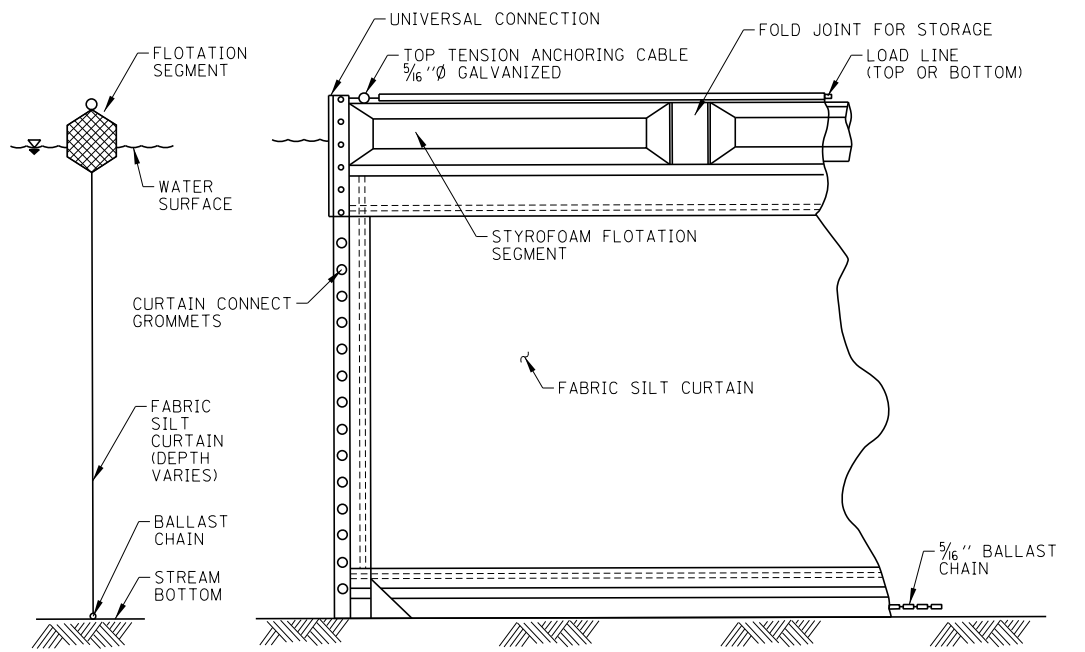
USER NAME = kim.jarosz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/13/2016	DATE - 10/13/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL DETAILS

SCALE: SHEET NO. 2 OF 3 SHEETS STA. TO STA.

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	26
CONTRACT NO. 61D29				
ILLINOIS		FED. AID PROJECT BR5-01110601		



SECTION

ELEVATION

NOTES:

1. TURBIDITY CURTAIN FOR USE IN MOVING WATER SHALL BE ANCHORED TO PREVENT DRIFT SHOREWARD OR DOWNSTREAM. ANCHORAGES SHALL BE INSTALLED ON BOTH SHORE AND STREAM SIDE.
2. SHORE ANCHORS SHALL CONSIST OF A POST WITH DEADMAN. STREAM ANCHORS SHALL BE OF SUFFICIENT SIZE TO STABILIZE THE BARRIER WITH NUMBER AND SPACING DEPENDENT ON WATERWAY VELOCITIES.
3. FABRIC SECTIONS SHALL BE CONNECTED END TO END WITH MINIMUM 3/8" DIAMETER POLYPROPYLENE ROPE.
4. DESIGN OF TURBIDITY CURTAIN AND ANCHORAGE SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. BOTTOM OF TURBIDITY CURTAIN SHALL REACH BOTTOM OF WATERWAY USING ONE VERTICAL SECTION AS REQUIRED.
5. MAINTENANCE SHALL BE PERFORMED AS NEEDED. CONTRACTOR SHALL REMOVE THE TURBIDITY CURTAIN AT COMPLETION OF WORK IN A MANNER THAT WILL PREVENT SILTATION OF THE WATERWAY.
6. CONSTRUCTION DEBRIS/MATERIALS SHALL BE REMOVED IMMEDIATELY TO PREVENT DAMAGE TO THE CURTAIN AND ENTRY INTO THE WATERWAY.
7. TURBIDITY CURTAINS TO BE USED TO CONTROL TURBIDITY WHEN WORKING IN WATERWAYS.

TURBIDITY CURTAIN

STANDARD SYMBOL

— xxx — xxx —

FILE NAME = F:\60443622\900_Voc-k_910_CAD\20-SHEETS\Civil\60443622-SHT-1004.dgn

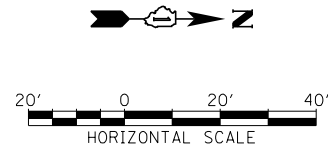
USER NAME = ChiuA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 12/29/2017	DATE - 12/29/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

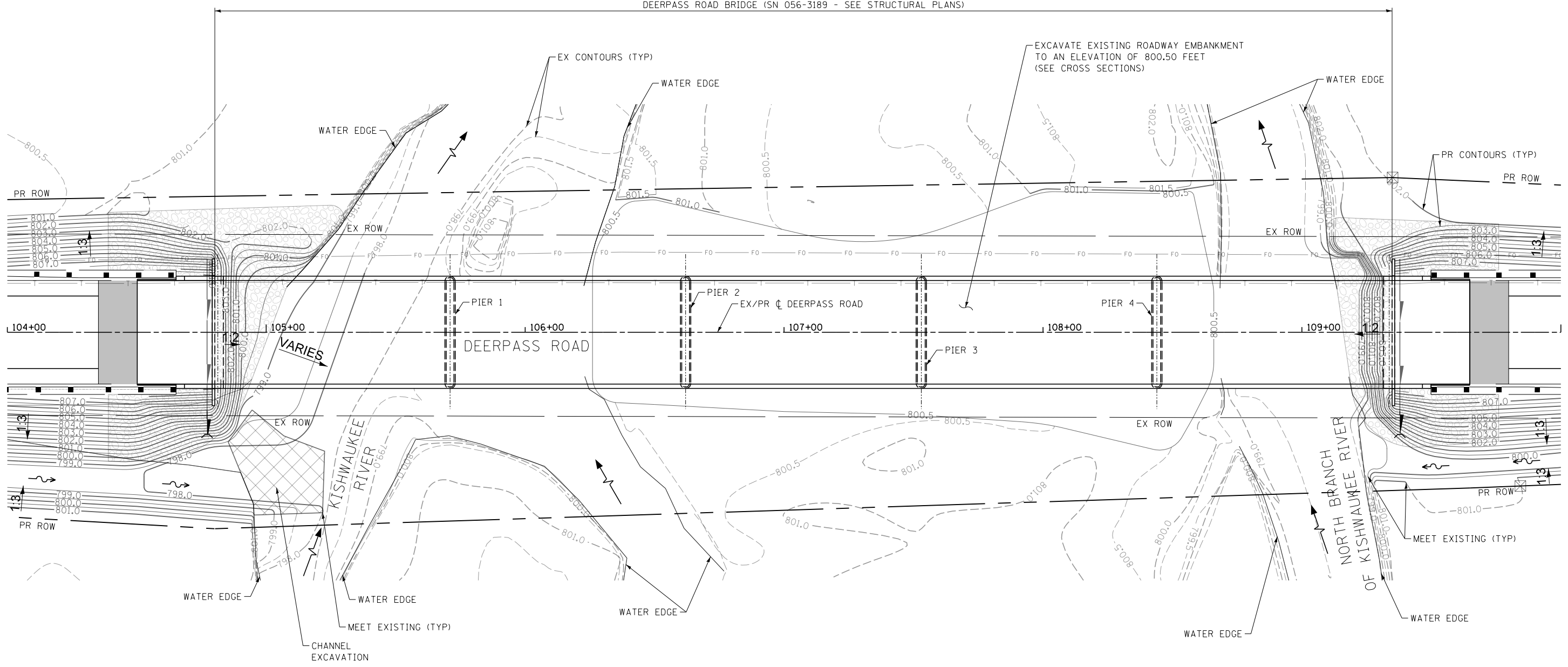
EROSION CONTROL DETAILS

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

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	27
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				



DEERPASS ROAD BRIDGE (SN 056-3189 - SEE STRUCTURAL PLANS)



LEGEND:

- DITCH FLOW
- WATERWAY FLOW

NOTES:

1. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING ELEVATIONS. THE ACTUAL GRADING LIMITS MAY REQUIRE FIELD ADJUSTMENTS.
2. SEE STRUCTURAL PLANS FOR WINGWALL, ABUTMENT AND RIPRAP DETAILS.

AECOM

FILE NAME = F:\60443622\900_Mch\118_CAD\20-SHEETS\C1\160443622-SHT-GRD-01.dgn

USER NAME = ChiuA	DESIGNED - MSB	REVISED -
DRAWN - MSB	REVISIONS -	
PLOT SCALE = 48.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

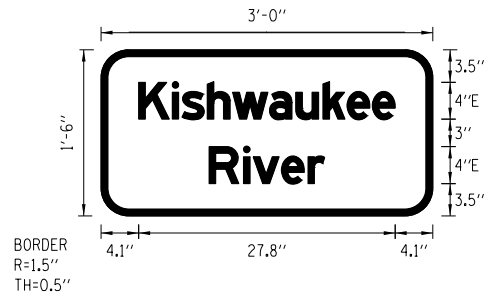
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN

SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS STA. 100+50 TO STA. 104+00

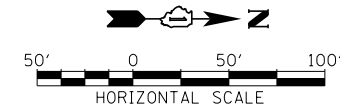
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	28
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-01110601				

SIGN DETAIL



SIGN NUMBER	PR01, PR04
WIDTH x HIGHT.	3'-0" x 1'-6"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White/White

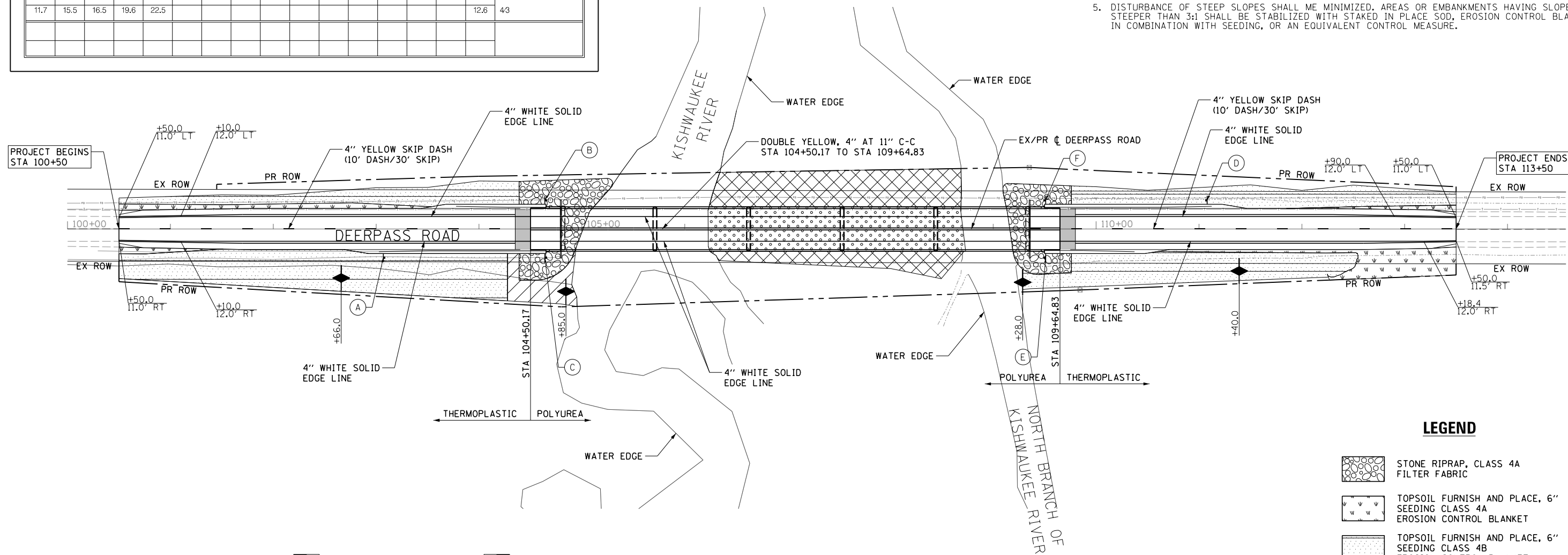
LETTER POSITIONS (X)											LENGTH	SERIES/SIZE	
K	i	s	h	w	a	u	k	e	e				E 2000
4.1	7.7	8.8	11.5	14.3	18.3	21.1	24.1	26.7	29.4			27.8	43
R	i	v	e	r									E 2000
11.7	15.5	16.5	19.6	22.5								12.6	43



NOTES:

- PAVEMENT MARKINGS ON CONCRETE SHALL BE POLYUREA. ALL OTHER PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
- SEE PLAN AND PROFILE SHEETS FOR ROADWAY CALLOUTS.
- SEE BRIDGE PLANS FOR STONE RIPRAP DETAILS.
- LAYOUT OF THE LANDSCAPED AREAS WILL REQUIRE APPROVAL OF THE ENGINEER PRIOR TO SEEDING.
- DISTURBANCE OF STEEP SLOPES SHALL BE MINIMIZED. AREAS OR EMBANKMENTS HAVING SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED WITH STAKED IN PLACE SOD, EROSION CONTROL BLANKET IN COMBINATION WITH SEEDING, OR AN EQUIVALENT CONTROL MEASURE.

AECOM



LEGEND

- STONE RIPRAP, CLASS 4A
FILTER FABRIC
- TOPSOIL FURNISH AND PLACE, 6"
SEEDING CLASS 4A
EROSION CONTROL BLANKET
- TOPSOIL FURNISH AND PLACE, 6"
SEEDING CLASS 4B
EROSION CONTROL BLANKET
- SEEDING CLASS 4B
HEAVY DUTY EROSION CONTROL BLANKET
- SEEDING CLASS 4B
EROSION CONTROL BLANKET
- TOPSOIL FURNISH AND PLACE, 6"
SEEDING CLASS 4B
HEAVY DUTY EROSION CONTROL BLANKET
- TEMPORARY DITCH CHECK (SPECIAL)



(A) PR01: I-3 (36"x18")
SIGN PANEL - TYPE 1
METAL POST - TYPE B
STA 103+07, 28' RT

(B) PR02: OM3-L (12"x36")
SIGN PANEL - TYPE 1
METAL POST - TYPE A
STA 104+64, 28' LT

(C) PR03: OM3-R (12"x36")
SIGN PANEL - TYPE 1
METAL POST - TYPE A
STA 104+64, 28' RT

(D) PR04: I-3 (36"x18")
SIGN PANEL - TYPE 1
METAL POST - TYPE B
STA 111+08, 28' LT

(E) PR05: OM3-L (12"x36")
SIGN PANEL - TYPE 1
METAL POST - TYPE A
STA 109+51, 28' RT

(F) PR06: OM3-R (12"x36")
SIGN PANEL - TYPE 1
METAL POST - TYPE A
STA 109+51, 28' LT

FILE NAME = F:\60443622\900_60443622\900_60443622-SHT-PMK-01.dgn

USER NAME = ChiuA	DESIGNED - MSB	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN - MSB	REVISED -
PLOT DATE = 12/29/2017	CHECKED - AFC	REVISED -
	DATE - 12/29/2017	REVISED -

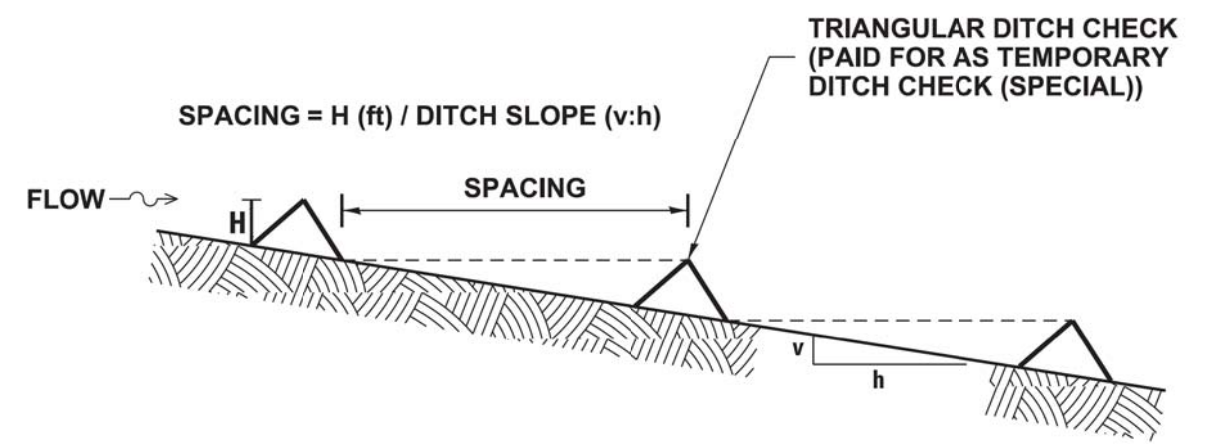
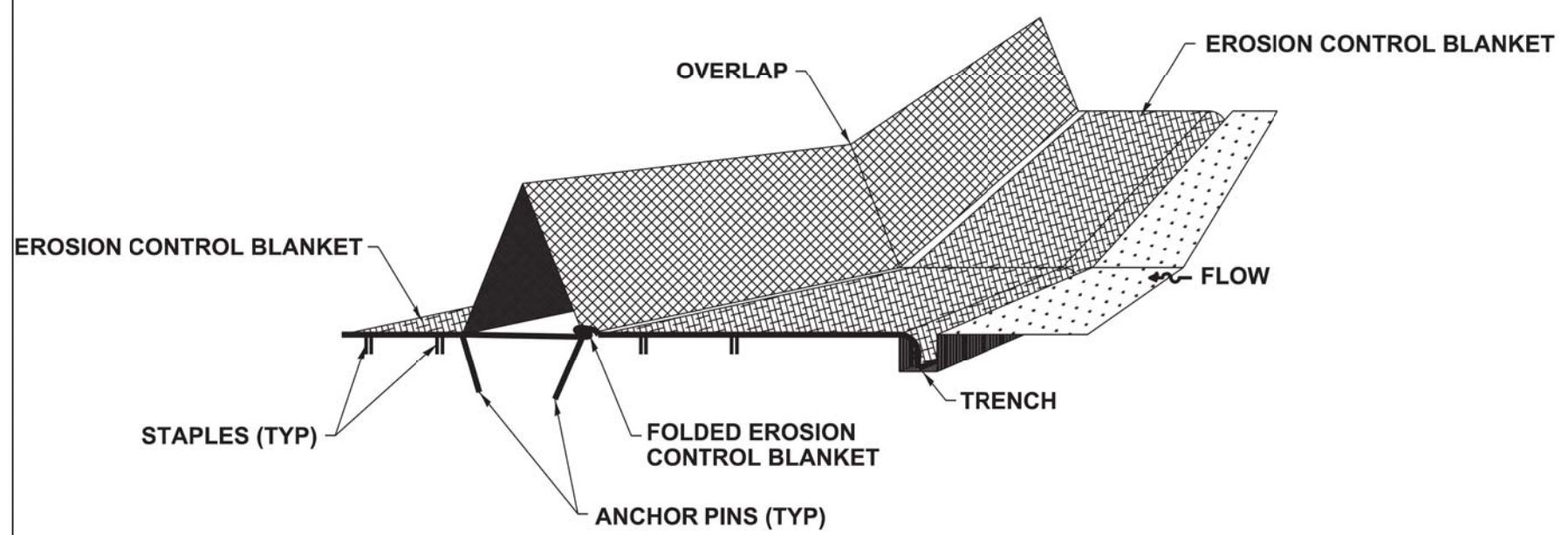
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING, SIGNING,
AND LANDSCAPING PLAN

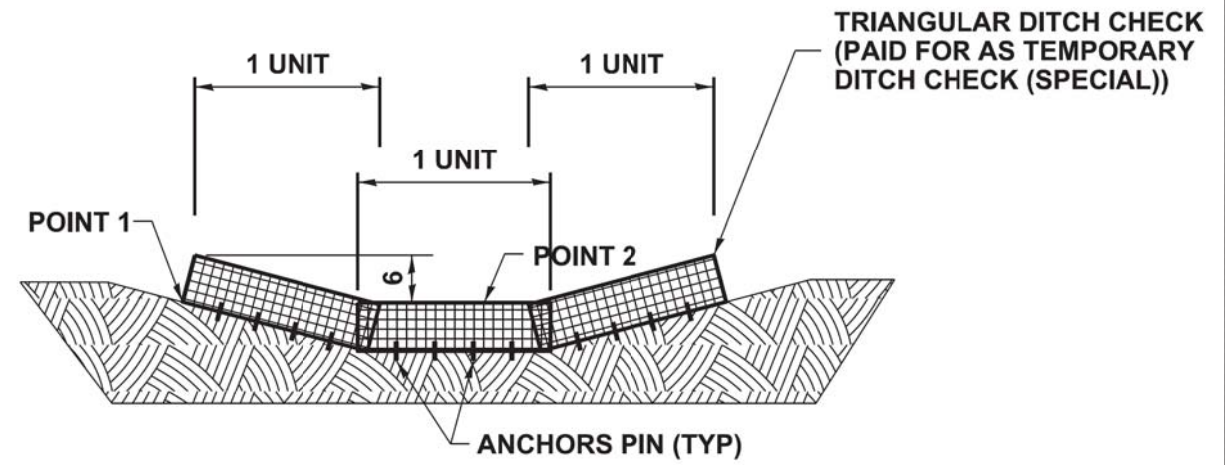
SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. 100+50 TO STA. 113+50

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	29
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				

FOR USE WHILE ESTABLISHING FINAL LANDSCAPING



DITCH CHECK SPACING



DITCH CROSS-SECTION

INSTALLATION NOTES:

1. PREPARE THE CHANNEL BY FORMING THE SHAPE AND GRADE OF THE CHANNEL AND COMPACTING THE SUBGRADE.
2. APPLY FERTILIZER AND SEED AS REQUIRED.
3. INSTALL EROSION CONTROL BLANKETS
 - A. FOR FULL CHANNEL LINING, FOLLOW MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURES. LEAVE A 4" FLAP OF EROSION CONTROL BLANKET TO FOLD OVER THE UPSTREAM LEG OF THE DITCH CHECK.
 - B. ALLOW 4" SLACK ACROSS EROSION CONTROL BLANKET WIDTH FOR FOLDING OVER THE UPSTREAM EDGE OF THE DITCH CHECK BERM. PROVIDE A 6"x6" TRENCH AT THE UPSTREAM EDGE OF THE EROSION CONTROL BLANKET. STAPLE THE EROSION CONTROL BLANKET ONTO THE BOTTOM OF THE TRENCH WITH A MINIMUM 6" STAPLE AT 20" SPACING ON CENTER. RE-COMPACT THE SOIL INTO THE TRENCH.
4. PLACE TRIANGULAR GRID DITCH CHECK PERPENDICULAR TO THE DIRECTION OF FLOW. OVERLAP PANELS BY MINIMUM 2". CUT A SLOT IN THE CREST OF THE OVERLAPPING BERM TO ALLOW CONTACT BETWEEN THE FOOT OF THE BERM AND THE SOIL.
5. SECURE BERMS WITH 10" ANCHOR PINS AND 1.5" WASHERS THROUGH THE FOLDED EROSION CONTROL BLANKET AND THE FOOT OF THE UNIT. THE ANCHOR PIN SPACING ACROSS THE WIDTH OF THE PANEL SHOULD BE 20" ON CENTER FOR THE UPSTREAM LEG AND 40" ON CENTER FOR THE DOWNSTREAM LEG.

MAINTENANCE NOTES:

1. THE CONTRACTOR SHALL INSPECT ALL TEMPORARY DITCH CHECKS AFTER EACH RAIN EVENT OF 1/2 INCH OR GREATER. ANY DEFICIENCIES OR DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR.
2. ACCUMULATED SEDIMENT OR DEBRIS SHALL BE REMOVED AND RELOCATED AS DIRECTED BY THE ENGINEER. IF THE TEMPORARY DITCH CHECK IS DAMAGED OR INADVERTENTLY MOVED DURING THE SEDIMENT REMOVAL PROCESS, THE CONTRACTOR SHALL RE-ESTABLISH CONTINUITY.

NOTES:

THE TRIANGULAR GRID DITCH CHECK SHALL REPLACE THE TEMPORARY DITCH CHECK AFTER THE INSTALLATION OF SEEDING AND EROSION CONTROL BLANKET.

EACH TRIANGULAR GRID UNIT IS 3.3 FEET IN LENGTH. THE MINIMUM INSTALLATION IN A DITCH SHALL BE TWO UNITS. THE INSTALLATION SHOWN WILL BE MEASURED AND PAID FOR AS TEMPORARY DITCH CHECKS (SPECIAL) 9.9 FEET IN LENGTH (3 UNITS).

POINT 1 MUST BE HIGHER THAN POINT 2 TO INSURE THAT WATER FLOWS THROUGH OVER THE BERM AND NOT AROUND THE ENDS.

INSTALLATION SHALL RESULT IN THE CENTER OF THE DITCH CHECK BEING AT LEAST 6" LOWER THAN THE OUTSIDE EDGES.

TRIANGULAR GRID DITCH CHECK

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

AECOM

FILE NAME = P:\60443622\900_Work\910_CAD\20-SHEETS\Civil\60443622-SHT-MC02.dgn

USER NAME = kim.jarosz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/13/2016	DATE - 10/13/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LANDSCAPING DETAIL

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

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	30
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-01110601				

PART OF THE NE 1/4 OF SEC. 25, TWP. 44 N., R. 5 E. AND PART OF THE NW 1/4 OF SEC. 30, TWP. 44 N., R. 6 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

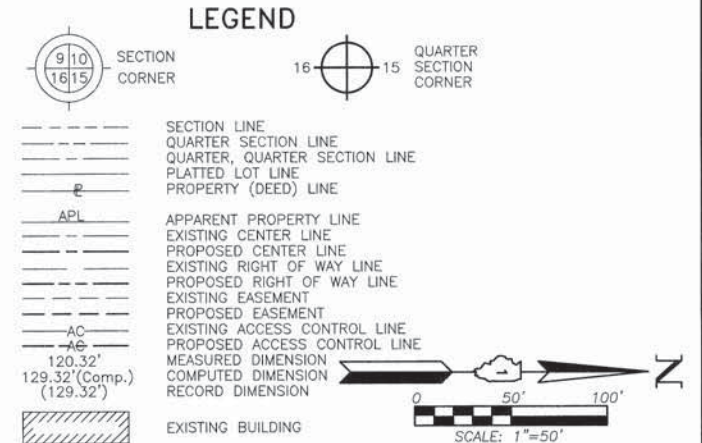
PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER
0001	35.339	0.371	0.285	34.968	N/A	N/A	11-25-200-007
0002	*146.192	0.725	N/A	*145.467	N/A	N/A	12-19-300-009 12-30-100-004 12-30-100-005

* Riparian Boundary, area subject to change.

Point Number	Tie to point	Tie Distance (feet)
1	T1	34.78
	T2	20.13
	T3	30.92
2	T1	30.42
	T2	12.13
	T3	26.01
3	T1	19.48
	T2	11.30
	T3	15.30
4	T1	15.41
	T2	6.74
	T3	14.66
5	T1	23.48
	T2	15.51
	T3	9.01
6	T1	13.53
	T2	8.91
	T3	16.44
7	T1	17.39
	T2	13.83
	T3	19.55

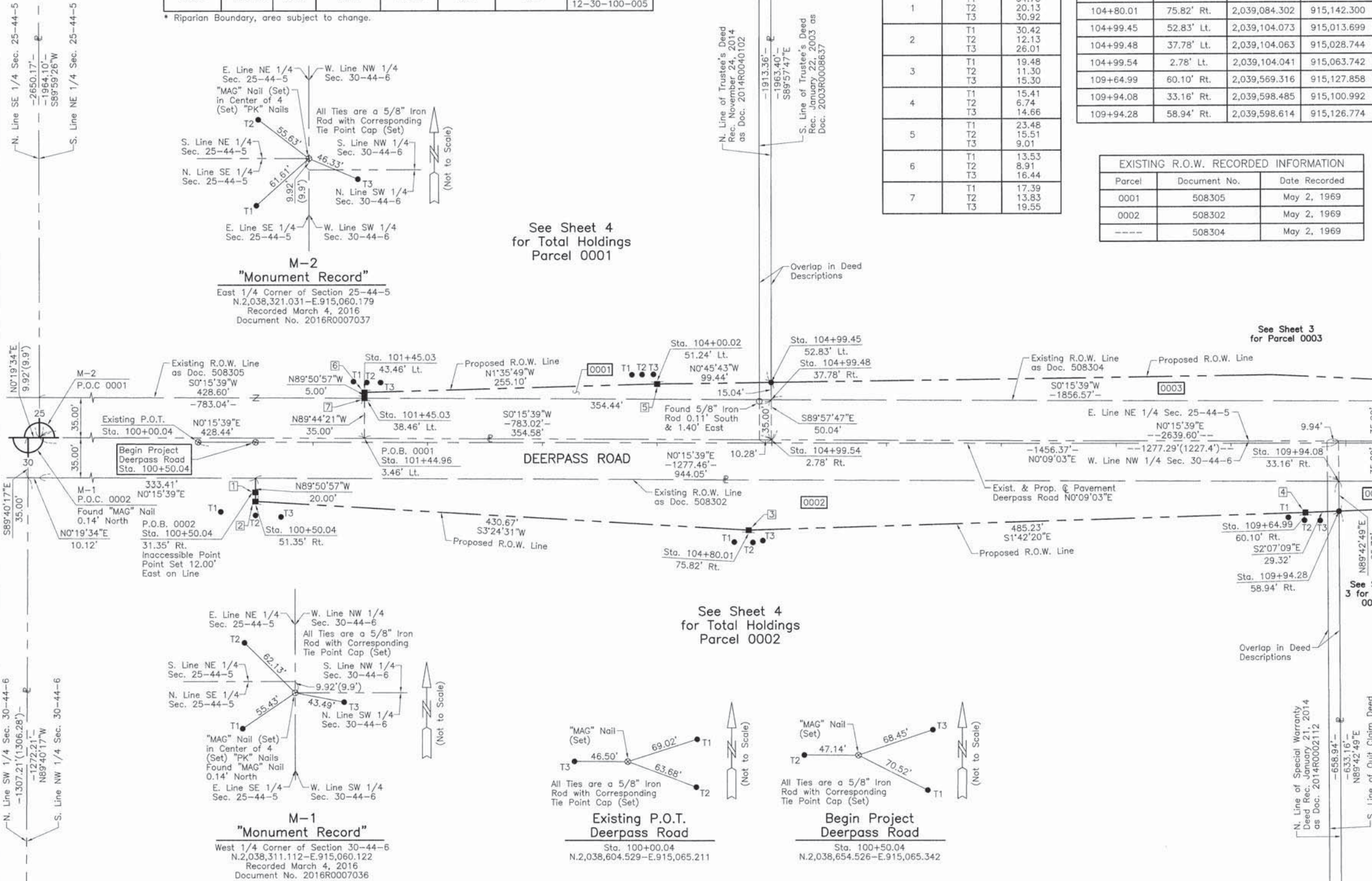
STATION	OFFSET	NORTH	EAST
104+00.02	51.24' Lt.	2,039,004.641	915,015.022
104+80.01	75.82' Rt.	2,039,084.302	915,142.300
104+99.45	52.83' Lt.	2,039,104.073	915,013.699
104+99.48	37.78' Lt.	2,039,104.063	915,028.744
104+99.54	2.78' Lt.	2,039,104.041	915,063.742
109+64.99	60.10' Rt.	2,039,569.316	915,127.858
109+94.08	33.16' Rt.	2,039,598.485	915,100.992
109+94.28	58.94' Rt.	2,039,598.614	915,126.774

Parcel	Document No.	Date Recorded
0001	508305	May 2, 1969
0002	508302	May 2, 1969
---	508304	May 2, 1969



Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2011) East Zone.

○ IRON PIPE OR ROD FOUND ⊕ "MAG" NAIL SET
 + CUT CROSS FOUND OR SET ● 5/8" REBAR SET
 ● T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 ● BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 ■ STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 ■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 ○ PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)
 □ RIGHT OF WAY STAKING PROPOSED TO BE SET.



STATE OF ILLINOIS }
 COUNTY OF LAKE }
 THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 25, TOWNSHIP 44N., RANGE 5E. AND SECTION 30, TOWNSHIP 44N., RANGE 6E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.
 DATED AT LAKE VILLA, ILLINOIS THIS 4th DAY OF March 2016 A.D.
 CHRISTIAN H. JORGENSEN PRESIDENT
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2016
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
 All dimensions are measured unless otherwise specified.
 Areas shown on this plat are ground.
 All measured and computed distances are grid not ground.
 To obtain ground distances, divide grid distances shown by the combined factor of 0.9999465259.

STATION	OFFSET	NORTH	EAST
100+50.04	31.35' Rt.	2,038,654.444	915,096.695
100+50.04	51.35' Rt.	2,038,654.391	915,116.694
101+44.96	3.46' Lt.	2,038,749.463	915,062.129
101+45.03	38.46' Lt.	2,038,749.622	915,027.131
101+45.03	43.46' Lt.	2,038,749.635	915,022.131

JORGENSEN & ASSOCIATES, INC.
 120 PARK AVENUE
 LAKE VILLA, ILLINOIS 60046 CONTRACT NO. 61D29
 (847) 356-3371

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 DEERPASS ROAD
 LIMITS: OVER KISHWAUKEE RIVER COUNTY: McHENRY
 SECTION: 10-00377-00-BR JOB NO.: R-55-001-97
 STATION 100+00.04 TO STATION 110+00
 SCALE: 1"=50' SHEET 2 OF 4

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAMBURG, ILLINOIS 60196

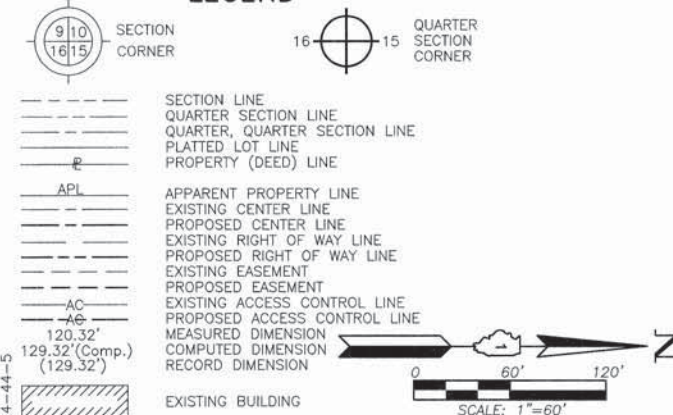
REVISION DATE

REVISION

PART OF THE NE 1/4 OF SEC. 25, TWP. 44 N., R. 5 E. AND PART OF THE NW 1/4 OF SEC. 30, TWP. 44 N., R. 6 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER
0003	56.812	1.017	0.692	55.795	N/A	N/A	11-25-200-005 11-25-200-006
0004	33.210	0.450	0.294	32.760	N/A	N/A	12-30-100-001

LEGEND



- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- T1, T2, T3
- BT1, BT2, BT3
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M
- PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

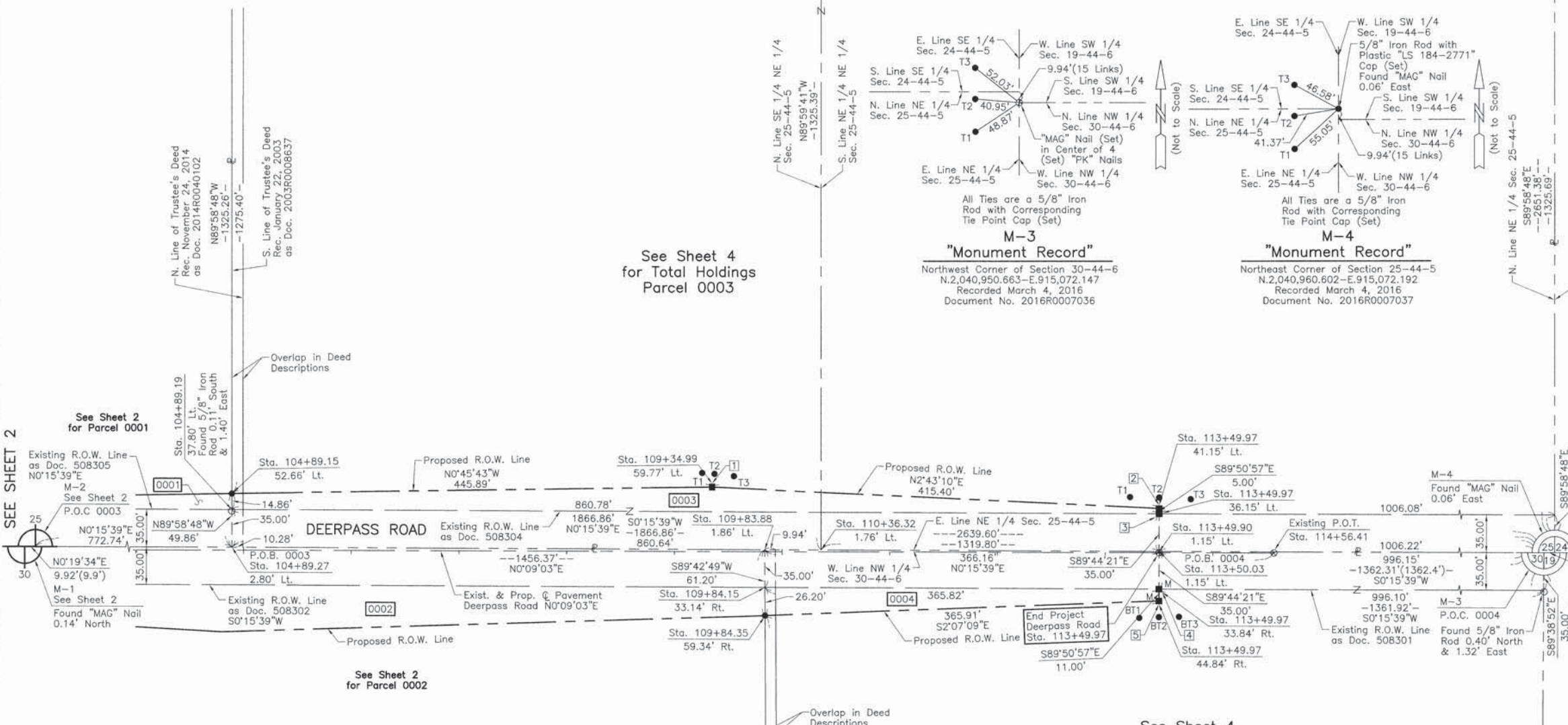
STATE OF ILLINOIS }
 COUNTY OF LAKE } SS
 THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 25, TOWNSHIP 44N., RANGE 5E. AND SECTION 30, TOWNSHIP 44N., RANGE 6E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.
 DATED AT LAKE VILLA, ILLINOIS THIS 11th DAY OF March 2016 A.D.

CHRISTIAN H. JORGENSEN
 2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS
 PRESIDENT
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2016
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
 All dimensions are measured unless otherwise specified. Areas shown on this plat are ground. All measured and computed distances are grid not ground. To obtain ground distances, divide grid distances shown by the combined factor of 0.9999465259.

PROJECT COORDINATES			
Illinois Coordinate System NAD 83(2011) East Zone			
STATION	OFFSET	NORTH	EAST
104+89.15	52.66' Lt.	2,039,093.779	915,013.836
104+89.19	37.80' Lt.	2,039,093.774	915,028.697
104+89.27	2.80' Lt.	2,039,093.762	915,063.696
109+34.99	59.77' Lt.	2,039,539.633	915,007.906
109+83.88	1.86' Lt.	2,039,588.370	915,065.947

JORGENSEN & ASSOCIATES, INC.
 120 PARK AVENUE
 LAKE VILLA, ILLINOIS 60046
 (847) 356-3371 CONTRACT NO. 61D29

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DEERPASS ROAD
 LIMITS: OVER KISHWAUKEE RIVER COUNTY: McHENRY
 SECTION: 10-00377-00-BR JOB NO.: R-55-001-97
 STATION 104+00 TO STATION 114+56.41
 SCALE: 1"=60' SHEET 3 OF 4
 BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196



SEE SHEET 2
 Existing R.O.W. Line as Doc. 508305
 M-2
 See Sheet 2 for Parcel 0001
 P.O.C. 0003
 N0°15'39"E 772.74'
 N0°19'34"E 9.92'(9.9')
 M-1
 See Sheet 2 Found "MAG" Nail 0.14' North

See Sheet 2 for Parcel 0002

See Sheet 4 for Total Holdings Parcel 0004

Point Number	Tie to point	Tie Distance (feet)
1	T1	16.01
	T2	12.34
	T3	22.60
2	T1	29.07
	T2	10.12
	T3	30.52
3	T1	31.21
	T2	15.12
	T3	32.29
4	BT1	32.44
	BT2	26.00
	BT3	31.71
5	BT1	24.16
	BT2	15.00
	BT3	23.70

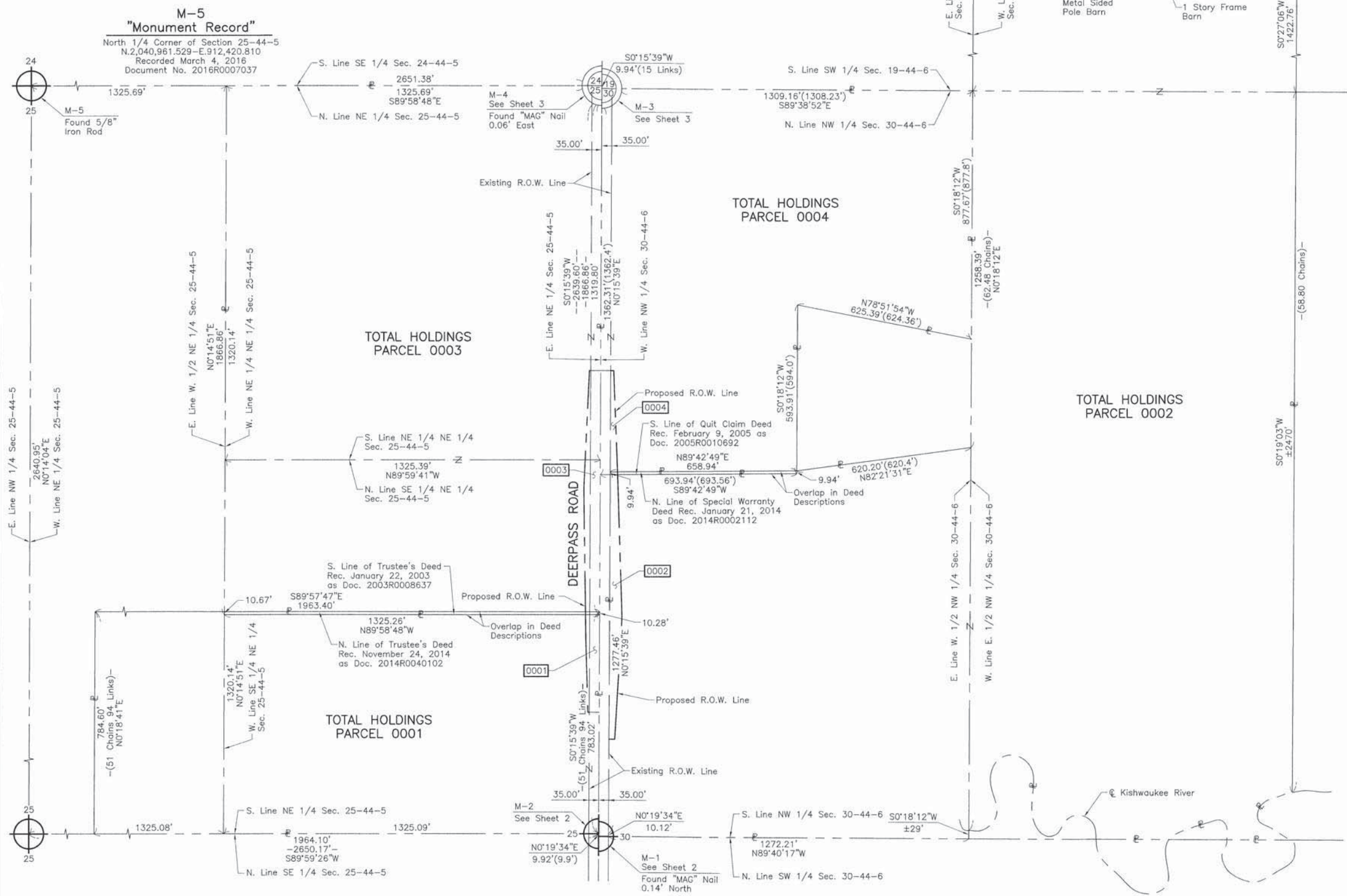
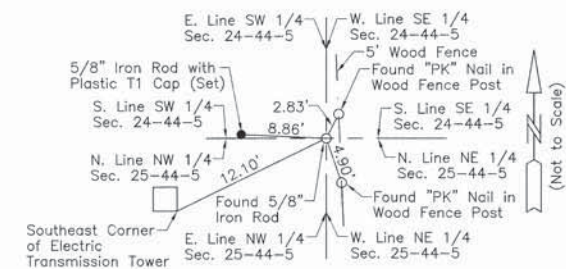
PROJECT COORDINATES			
Illinois Coordinate System NAD 83(2011) East Zone			
STATION	OFFSET	NORTH	EAST
109+84.15	33.14' Rt.	2,039,588.545	915,100.946
109+84.35	59.34' Rt.	2,039,588.676	915,127.141
110+36.32	1.76' Lt.	2,039,640.817	915,066.186
113+49.90	1.15' Lt.	2,039,954.388	915,067.613
113+49.97	33.84' Rt.	2,039,954.363	915,102.611
113+49.97	36.15' Lt.	2,039,954.547	915,032.615
113+49.97	41.15' Lt.	2,039,954.561	915,027.615
113+49.97	44.84' Rt.	2,039,954.334	915,113.611
113+50.03	1.15' Lt.	2,039,954.522	915,067.613

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
0003	508304	May 2, 1969
0004	508301	May 2, 1969
-----	508302	May 2, 1969
-----	508305	May 2, 1969

REVISION DATE

REVISION

PART OF THE NE 1/4 OF SEC. 25, TWP. 44 N., R. 5 E., PART OF THE SW 1/4 OF SEC. 19, TWP. 44 N., R. 6 E. AND PART OF THE NW 1/4 OF SEC. 30, TWP. 44 N., R. 6 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



LEGEND

	SECTION CORNER		QUARTER SECTION CORNER
	SECTION LINE		QUARTER SECTION LINE
	PLATTED LOT LINE		PROPERTY (DEED) LINE
	APPARENT PROPERTY LINE		EXISTING CENTER LINE
	PROPOSED CENTER LINE		EXISTING RIGHT OF WAY LINE
	PROPOSED RIGHT OF WAY LINE		EXISTING EASEMENT
	PROPOSED EASEMENT		EXISTING ACCESS CONTROL LINE
	PROPOSED ACCESS CONTROL LINE		MEASURED DIMENSION
	COMPUTED DIMENSION		RECORD DIMENSION
	EXISTING BUILDING		

Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2007) East Zone.

0 200' 400'
SCALE: 1"=200'

- IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T2
- T3
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT2
- BT3
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊙ PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }
COUNTY OF LAKE } SS

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 25, TOWNSHIP 44N., RANGE 5E. AND SECTION 19, TOWNSHIP 44N., RANGE 6E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 4th DAY OF March 2016 A.D.

Christian H. Jorgensen PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2016

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

All dimensions are measured unless otherwise specified.
Areas shown on this plat are ground.
All measured and computed distances are grid not ground.
To obtain ground distances, divide grid distances shown by the combined factor of 0.9999465259.

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
(847) 356-3371

CONTRACT NO. 61D29

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DEERPASS ROAD

LIMITS: OVER KISHWAUKEE RIVER COUNTY: McHENRY
SECTION: 10-00377-00-BR JOB NO.: R-55-001-97
STATION NONE TO STATION
SCALE: 1"=200' SHEET 4 OF 4

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

REVISION DATE REVISION

Bench Mark: #6 - Iron rod set along the west side of Deerpass Rd, located 28.2 feet west of the center line of the pavement and on line with the west wing wall of existing SN 056-3029, Elev. 802.54.
 #4 - Iron rod set along the west side of Deerpass Rd located 35.2 feet west of the center line of the pavement and 4.8 feet south of the west wing wall of existing SN 056-3030, Elev. 801.52.

Existing Structure: Existing structure 056-3029, constructed in 1966, is a two span, 72'-0" long bridge, skewed at 10 degrees. It carries two 14'-0" lanes with two 1'-0" curbs (total width 30'-0"). The superstructure consists of eight deck beams, with a 3 inch bituminous overlay. Existing structure 056-3030, constructed in 1966, is a three span, 147'-0" long bridge, skewed at 20 degrees. It carries two 14'-0" lanes with two 1'-0" curbs (total width 30'-0"). The superstructure consists of eight deck beams with a 3 inch bituminous overlay. The existing structures will be closed to traffic and detoured during construction.

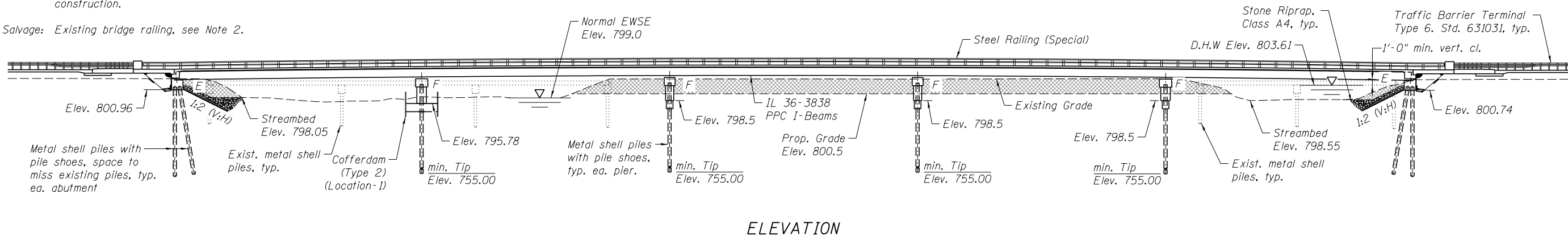
Salvage: Existing bridge railing, see Note 2.

LEGEND

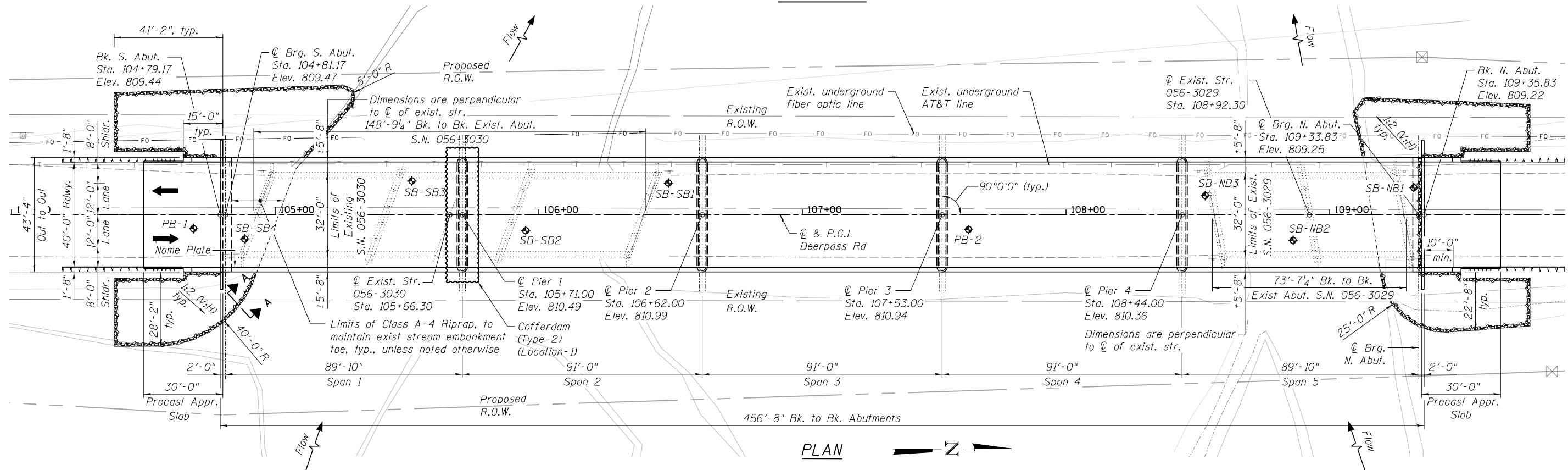
- ◆ Soil boring location
- ▣ Earth Excavation (see Civil plans for additional information)

NOTE:

1. For Section A-A, Waterway Information Table and Design Scour Elevation Table, see Sheet S-2.
2. The contractor shall salvage the existing bridge rails, brackets, bolts and any miscellaneous railing components. The Contractor shall turn over the salvaged material to MCDOT at the 16111 Nelson Road, Woodstock, Illinois facility. This work will not be paid separately but shall be included with the cost of Removal of Existing Structure No. 1 and Removal of Existing Structure No. 2 respectively.



ELEVATION



PLAN

AECOM

LOADING HL-93

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.079g
 Design Spectral Acceleration at 0.2 sec. (S_s) = 0.136g
 Soil Site Class = D

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications, 7th Edition with 2015 Interim Revisions

DESIGN STRESSES

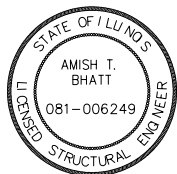
FIELD UNITS

f'_c = 3,500 psi
 f'_c = 4,000 psi (Superstructure Concrete)
 f_y = 60,000 psi (Reinforcement)

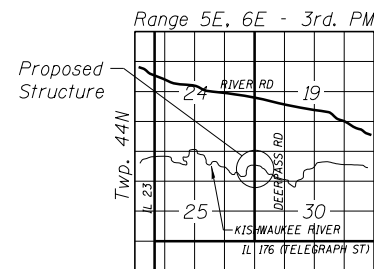
PRECAST PRESTRESSED UNITS

f'_c = 8,500 psi
 f'_{ci} = 7,000 psi
 f'_s = 270,000 psi (0.6" φ low lax. strands)
 f'_{si} = 202,300 psi (0.6" φ low lax. strands)

I certify that to the best of my knowledge, the 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 the requirements of the current "AASHTO Standard Specifications for Highway Bridges".



Amish T. Bhatt
AMISH T. BHATT DATE: 11/21/2017
 LICENSE EXPIRES 11/30/2018



LOCATION SKETCH

**GENERAL PLAN AND ELEVATION
 DEERPASS ROAD (T59)
 OVER THE KISHWAUKEE RIVER
 SECTION 10-00377-00-BR
 McHENRY COUNTY
 STATION 107+07.50
 STRUCTURE NO. 056-3189**

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN AND ELEVATION
 DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

SHEET NO. S-1 OF S-33 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	34

CONTRACT NO. 61D29
 ILLINOIS FED. AID PROJECT

S-01_GeneralPlan.dgn

GENERAL NOTES

- Reinforcement bars designated (E) shall be epoxy coated.
- Removal of existing S.N. 056-3030 & 056-3029 shall be per special provision Removal of Existing Structure No. 1 & Removal of Existing Structure No. 2 respectively.
- Plan Dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- The Contractor is advised that the existing structure contains members that are in deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the existing structure when developing construction procedure.
- The Contractor shall drive one steel test pile (as located in the plans) in a permanent location of each abutment and one test pile in a permanent location at each pier as directed by the Engineer before ordering the remainder of the piles.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8" (0.01 ft.). Adjustments shall be made either by grinding the surface or by shimming the bearings.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.
- The Illinois Department of Transportation is not the Owner of Record for this bridge. For information regarding the existing structures see record plans on Sheets EX-1 thru EX-8.
- The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.

KISHWAUKEE RIVER
BUILT 20-- BY
McHENRY COUNTY
DIVISION OF TRANSPORTATION
SECTION 10-00377-00BR
STATION 107+07.50
STRUCTURE NO. 056-3189
LOADING HL-93

NAME PLATE
See Std. 515001
(For name plate attachment
details see Sheet S-11)

INDEX OF SHEETS

- S-1 General Plan and Elevation
- S-2 General Notes and Bill of Material
- S-3 Top of Slab Elevation Plan
- S-4 Top of Slab Elevations I
- S-5 Top of Slab Elevations II
- S-6 Top of Slab Elevations III
- S-7 Top of South Precast Approach Slab Elevations
- S-8 Top of North Precast Approach Slab Elevations
- S-9 Superstructure Details I
- S-10 Superstructure Details II
- S-11 Superstructure Details III
- S-12 Superstructure Details IV
- S-13 Bridge Precast Approach Slab Details I
- S-14 Bridge Precast Approach Slab Details II
- S-15 Bridge Precast Approach Slab Details III
- S-16 Bridge Precast Approach Slab Details IV
- S-17 Framing Plan
- S-18 Framing Plan Details
- S-19 36" PPC I-Beam Details I
- S-20 36" PPC I-Beam Details II
- S-21 Bearing Details
- S-22 South Abutment
- S-23 North Abutment
- S-24 Pier 1 and 2
- S-25 Pier 3 and 4
- S-26 Pile Details
- S-27 Soil Boring Logs I
- S-28 Soil Boring Logs II
- S-29 Soil Boring Logs III
- S-30 Soil Boring Logs IV
- S-31 Soil Boring Logs V
- S-32 Soil Boring Logs VI
- S-33 Soil Boring Logs VII

TOTAL BILL OF MATERIAL

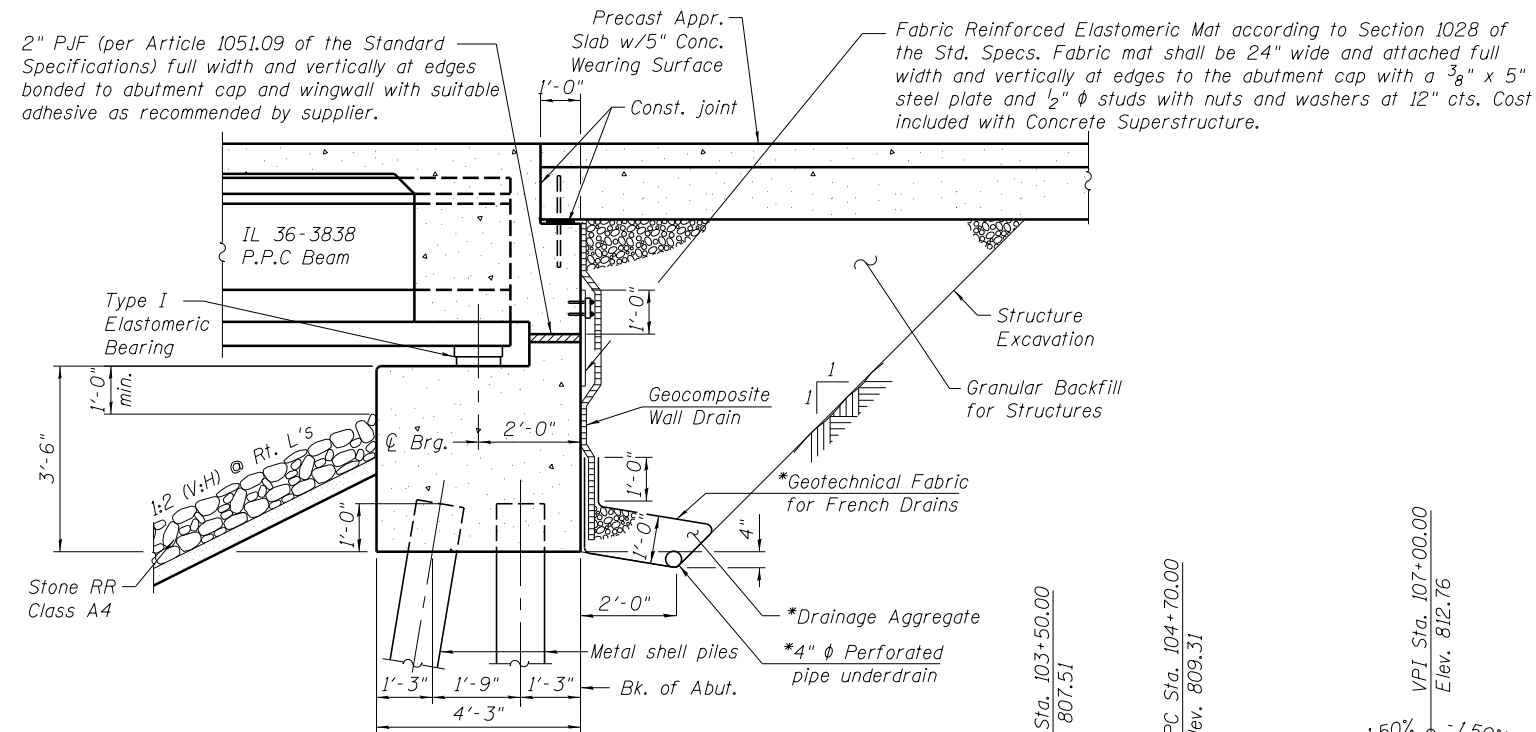
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq Yd		824	824
Filter Fabric	Sq Yd		824	824
Removal Of Existing Structures No. 1	Each	1		1
Removal Of Existing Structures No. 2	Each	1		1
Structure Excavation	Cu Yd		486	486
Cofferdam Excavation	Cu Yd		113	113
Cofferdam (Type 2) (Location-1)	Each		1	1
Concrete Structures	Cu Yd		266.6	266.6
Concrete Superstructure	Cu Yd	606.2		606.2
Bridge Deck Grooving	Sq Yd	2021		2021
Seal Coat Concrete	Cu Yd		62	62
Concrete Encasement	Cu Yd		19.8	19.8
Protective Coat	Sq Yd	2240		2240
Furnishing And Erecting Precast Prestressed Concrete Beams, IL 36	Foot	2700		2700
Reinforcement Bars, Epoxy Coated	Pound	237910	26820	264730
Furnishing Metal Shell Piles 14" X 0.312"	Foot		4804	4804
Driving Piles	Foot		4526	4526
Test Pile Metal Shells	Each		6	6
Pile Shoes	Each		66	66
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	84		84
Elastomeric Bearing Assembly, Type I	Each	12		12
Anchor Bolts, 1"	Each	24		24
Geocomposite Wall Drain	Sq Yd		101	101
Concrete Wearing Surface, 5"	Sq Yd	280		280
Precast Bridge Approach Slab	Sq Ft	2590		2590
Granular Backfill For Structures	Cu Yd		114	114
Steel Railing (Special)	Foot	956		956
Pipe Underdrains For Structures 4"	Foot		122	122

WATERWAY INFORMATION

Drainage Area =		168 sq. mi.		Existing Low Grade Elevation =		805.90ft. @ Sta. 101+40		Proposed Low Grade Elevation =		805.90ft. @ Sta. 101+40	
Flood	Frequency Year	Discharge (cfs)	Waterway Opening (sq. ft.) Existing	Waterway Opening (sq. ft.) Proposed	Natural H.W.E.	Existing	Proposed	Head (ft.) Existing	Head (ft.) Proposed	Elevation Existing	Elevation Proposed
	10	3,830	776.5	1440.7	803.10	0.44	0.36	803.54	803.46		
	25	5,083	932.2	2100.0	803.52	1.01	0.45	804.53	803.97		
Design	30	5,388	932.2	2142.8	803.61	1.01	0.47	804.62	804.08		
	50	6,334	932.2	2264.2	803.88	1.13	0.53	805.01	804.41		
Base	100	8,739	932.2	2536.5	804.48	1.72	0.72	806.20	805.20		
Overtopping	-	-	-	-	-	-	-	-	-		
Max. Calc.	500	15,891	932.2	3035.1	805.92	1.26	0.77	807.18	806.69		

DESIGN SCOUR ELEVATION TABLE

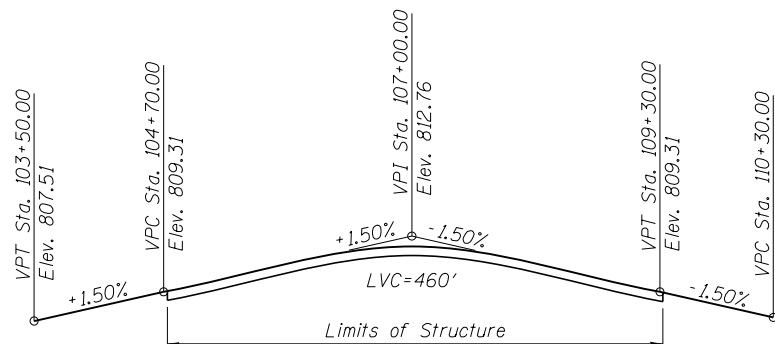
Event/Limit State	Design Scour Elevations (ft.)			Item
	S. Abut.	Pier 1-4	N. Abut.	
Q100	781.41	795.70	780.47	113
Q200	783.99	796.61	783.49	5
Design (30)	786.28	796.18	785.53	
Check	783.99	796.61	783.49	



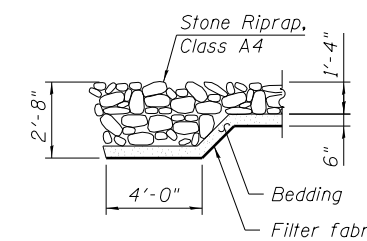
SECTION THRU SEMI-INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

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

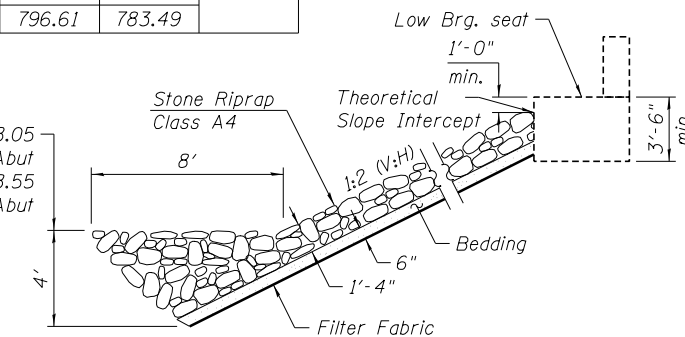
Note: All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



PROFILE GRADE
(along Deerpass Rd)



SECTION A-A



STONE RIPRAP ANCHOR DETAIL
(at abutments)

S-02_GeneralNotes.dgn

USER NAME = kandoj	DESIGNED - WWM	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 12/13/2016	CHECKED - WWM	REVISED -

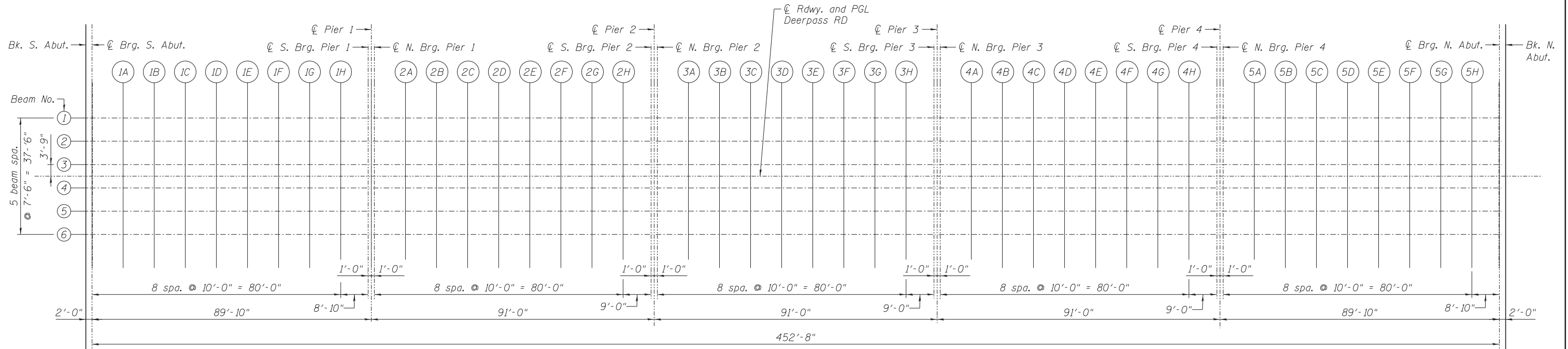
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND BILL OF MATERIAL
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

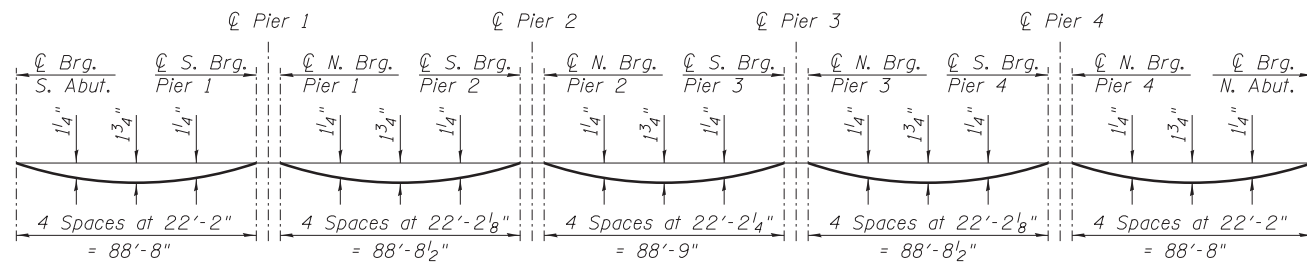
SHEET NO. S-2 OF S-33 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	35
CONTRACT NO. 61D29				

ILLINOIS FED. AID PROJECT

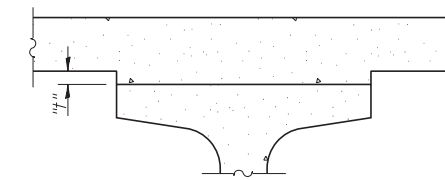


PLAN

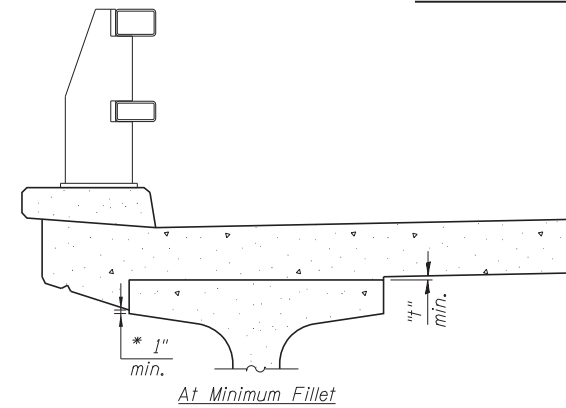


DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete, excluding beams)

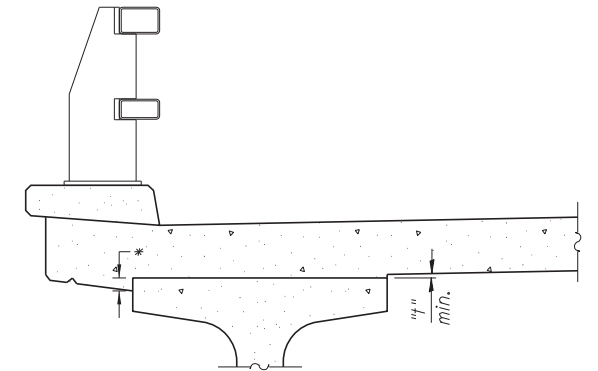
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S-4 thru S-6.



INTERIOR BEAMS



At Minimum Fillet



At Maximum Fillet

* Variable (not less than 1/2")

EXTERIOR BEAMS

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheets S-4 thru S-6. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

USER NAME = kritzm	DESIGNED - WWM	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189

SHEET NO. S-3 OF S-33 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	36
			CONTRACT NO. 61D29	

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. S. Abut.	104+79.17	-18.75'	809.07	809.07
∅ Brg. S. Abut.	104+81.17	-18.75'	809.10	809.10
1A	104+91.17	-18.75'	809.24	809.29
1B	105+01.17	-18.75'	809.37	809.46
1C	105+11.17	-18.75'	809.50	809.62
1D	105+21.17	-18.75'	809.62	809.76
1E	105+31.17	-18.75'	809.73	809.87
1F	105+41.17	-18.75'	809.84	809.96
1G	105+51.17	-18.75'	809.94	810.03
1H	105+61.17	-18.75'	810.03	810.08
∅ S. Brg. Pier 1	105+70.00	-18.75'	810.11	810.11
∅ Pier 1	105+71.00	-18.75'	810.12	810.12
∅ N. Brg. Pier 1	105+72.00	-18.75'	810.13	810.13
2A	105+82.00	-18.75'	810.21	810.26
2B	105+92.00	-18.75'	810.28	810.37
2C	106+02.00	-18.75'	810.35	810.47
2D	106+12.00	-18.75'	810.41	810.55
2E	106+22.00	-18.75'	810.46	810.60
2F	106+32.00	-18.75'	810.51	810.63
2G	106+42.00	-18.75'	810.55	810.64
2H	106+52.00	-18.75'	810.58	810.63
∅ S. Brg. Pier 2	106+61.00	-18.75'	810.61	810.61
∅ Pier 2	106+62.00	-18.75'	810.61	810.61
∅ N. Brg. Pier 2	106+63.00	-18.75'	810.62	810.62
3A	106+73.00	-18.75'	810.64	810.69
3B	106+83.00	-18.75'	810.65	810.74
3C	106+93.00	-18.75'	810.66	810.78
3D	107+03.00	-18.75'	810.66	810.80
3E	107+13.00	-18.75'	810.65	810.79
3F	107+23.00	-18.75'	810.64	810.76
3G	107+33.00	-18.75'	810.62	810.71
3H	107+43.00	-18.75'	810.60	810.64
∅ S. Brg. Pier 3	107+52.00	-18.75'	810.57	810.57
∅ Pier 3	107+53.00	-18.75'	810.57	810.57
∅ N. Brg. Pier 3	107+54.00	-18.75'	810.56	810.56
4A	107+64.00	-18.75'	810.53	810.58
4B	107+74.00	-18.75'	810.48	810.57
4C	107+84.00	-18.75'	810.43	810.55
4D	107+94.00	-18.75'	810.37	810.51
4E	108+04.00	-18.75'	810.31	810.45
4F	108+14.00	-18.75'	810.24	810.36
4G	108+24.00	-18.75'	810.16	810.25
4H	108+34.00	-18.75'	810.07	810.12
∅ S. Brg. Pier 4	108+43.00	-18.75'	809.99	809.99
∅ Pier 4	108+44.00	-18.75'	809.98	809.98
∅ N. Brg. Pier 4	108+45.00	-18.75'	809.97	809.97
5A	108+55.00	-18.75'	809.88	809.93
5B	108+65.00	-18.75'	809.77	809.86
5C	108+75.00	-18.75'	809.66	809.78
5D	108+85.00	-18.75'	809.54	809.68
5E	108+95.00	-18.75'	809.42	809.56
5F	109+05.00	-18.75'	809.29	809.41
5G	109+15.00	-18.75'	809.15	809.24
5H	109+25.00	-18.75'	809.01	809.05
∅ Brg. N. Abut.	109+33.83	-18.75'	808.88	808.88
Bk. N. Abut.	109+35.83	-18.75'	808.85	808.85

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. S. Abut.	104+79.17	-11.25'	809.22	809.22
∅ Brg. S. Abut.	104+81.17	-11.25'	809.25	809.25
1A	104+91.17	-11.25'	809.39	809.44
1B	105+01.17	-11.25'	809.52	809.61
1C	105+11.17	-11.25'	809.65	809.77
1D	105+21.17	-11.25'	809.77	809.91
1E	105+31.17	-11.25'	809.88	810.02
1F	105+41.17	-11.25'	809.99	810.11
1G	105+51.17	-11.25'	810.09	810.18
1H	105+61.17	-11.25'	810.18	810.23
∅ S. Brg. Pier 1	105+70.00	-11.25'	810.26	810.26
∅ Pier 1	105+71.00	-11.25'	810.27	810.27
∅ N. Brg. Pier 1	105+72.00	-11.25'	810.28	810.28
2A	105+82.00	-11.25'	810.36	810.41
2B	105+92.00	-11.25'	810.43	810.52
2C	106+02.00	-11.25'	810.50	810.62
2D	106+12.00	-11.25'	810.56	810.70
2E	106+22.00	-11.25'	810.61	810.75
2F	106+32.00	-11.25'	810.66	810.78
2G	106+42.00	-11.25'	810.70	810.79
2H	106+52.00	-11.25'	810.73	810.78
∅ S. Brg. Pier 2	106+61.00	-11.25'	810.76	810.76
∅ Pier 2	106+62.00	-11.25'	810.76	810.76
∅ N. Brg. Pier 2	106+63.00	-11.25'	810.77	810.77
3A	106+73.00	-11.25'	810.79	810.84
3B	106+83.00	-11.25'	810.80	810.89
3C	106+93.00	-11.25'	810.81	810.93
3D	107+03.00	-11.25'	810.81	810.95
3E	107+13.00	-11.25'	810.80	810.94
3F	107+23.00	-11.25'	810.79	810.91
3G	107+33.00	-11.25'	810.77	810.91
3H	107+43.00	-11.25'	810.75	810.79
∅ S. Brg. Pier 3	107+52.00	-11.25'	810.72	810.72
∅ Pier 3	107+53.00	-11.25'	810.72	810.72
∅ N. Brg. Pier 3	107+54.00	-11.25'	810.71	810.71
4A	107+64.00	-11.25'	810.68	810.73
4B	107+74.00	-11.25'	810.63	810.72
4C	107+84.00	-11.25'	810.58	810.70
4D	107+94.00	-11.25'	810.52	810.66
4E	108+04.00	-11.25'	810.46	810.60
4F	108+14.00	-11.25'	810.39	810.51
4G	108+24.00	-11.25'	810.31	810.40
4H	108+34.00	-11.25'	810.22	810.27
∅ S. Brg. Pier 4	108+43.00	-11.25'	810.14	810.14
∅ Pier 4	108+44.00	-11.25'	810.13	810.13
∅ N. Brg. Pier 4	108+45.00	-11.25'	810.12	810.12
5A	108+55.00	-11.25'	810.03	810.08
5B	108+65.00	-11.25'	809.92	810.01
5C	108+75.00	-11.25'	809.81	809.93
5D	108+85.00	-11.25'	809.69	809.83
5E	108+95.00	-11.25'	809.57	809.71
5F	109+05.00	-11.25'	809.44	809.56
5G	109+15.00	-11.25'	809.30	809.39
5H	109+25.00	-11.25'	809.16	809.20
∅ Brg. N. Abut.	109+33.83	-11.25'	809.03	809.03
Bk. N. Abut.	109+35.83	-11.25'	809.00	809.00

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. S. Abut.	104+79.17	-3.75'	809.37	809.37
∅ Brg. S. Abut.	104+81.17	-3.75'	809.40	809.40
1A	104+91.17	-3.75'	809.54	809.59
1B	105+01.17	-3.75'	809.67	809.76
1C	105+11.17	-3.75'	809.80	809.92
1D	105+21.17	-3.75'	809.92	810.06
1E	105+31.17	-3.75'	810.03	810.17
1F	105+41.17	-3.75'	810.14	810.26
1G	105+51.17	-3.75'	810.24	810.33
1H	105+61.17	-3.75'	810.33	810.38
∅ S. Brg. Pier 1	105+70.00	-3.75'	810.41	810.41
∅ Pier 1	105+71.00	-3.75'	810.42	810.42
∅ N. Brg. Pier 1	105+72.00	-3.75'	810.43	810.43
2A	105+82.00	-3.75'	810.51	810.56
2B	105+92.00	-3.75'	810.58	810.67
2C	106+02.00	-3.75'	810.65	810.77
2D	106+12.00	-3.75'	810.71	810.85
2E	106+22.00	-3.75'	810.76	810.90
2F	106+32.00	-3.75'	810.81	810.93
2G	106+42.00	-3.75'	810.85	810.94
2H	106+52.00	-3.75'	810.88	810.93
∅ S. Brg. Pier 2	106+61.00	-3.75'	810.91	810.91
∅ Pier 2	106+62.00	-3.75'	810.91	810.91
∅ N. Brg. Pier 2	106+63.00	-3.75'	810.92	810.92
3A	106+73.00	-3.75'	810.94	810.99
3B	106+83.00	-3.75'	810.95	811.04
3C	106+93.00	-3.75'	810.96	811.08
3D	107+03.00	-3.75'	810.96	811.10
3E	107+13.00	-3.75'	810.95	811.09
3F	107+23.00	-3.75'	810.94	811.06
3G	107+33.00	-3.75'	810.92	811.01
3H	107+43.00	-3.75'	810.90	810.94
∅ S. Brg. Pier 3	107+52.00	-3.75'	810.87	810.87
∅ Pier 3	107+53.00	-3.75'	810.87	810.87
∅ N. Brg. Pier 3	107+54.00	-3.75'	810.86	810.86
4A	107+64.00	-3.75'	810.83	810.88
4B	107+74.00	-3.75'	810.78	810.87
4C	107+84.00	-3.75'	810.73	810.85
4D	107+94.00	-3.75'	810.67	810.81
4E	108+04.00	-3.75'	810.61	810.75
4F	108+14.00	-3.75'	810.54	810.66
4G	108+24.00	-3.75'	810.46	810.55
4H	108+34.00	-3.75'	810.37	810.42
∅ S. Brg. Pier 4	108+43.00	-3.75'	810.29	810.29
∅ Pier 4	108+44.00	-3.75'	810.28	810.28
∅ N. Brg. Pier 4	108+45.00	-3.75'	810.27	810.27
5A	108+55.00	-3.75'	810.18	810.23
5B	108+65.00	-3.75'	810.07	810.16
5C	108+75.00	-3.75'	809.96	810.08
5D	108+85.00	-3.75'	809.84	809.98
5E	108+95.00	-3.75'	809.72	809.86
5F	109+05.00	-3.75'	809.59	809.71
5G	109+15.00	-3.75'	809.45	809.54
5H	109+25.00	-3.75'	809.31	809.35
∅ Brg. N. Abut.	109+33.83	-3.75'	809.18	809.18
Bk. N. Abut.	109+35.83	-3.75'	809.15	809.15

USER NAME =	kritzm	DESIGNED -	WWM	REVISED -	
CHECKED -	AKV	REVISED -			
PLOT SCALE =		DRAWN -	MRK	REVISED -	
PLOT DATE =	10/12/2016	CHECKED -	ATB	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS I
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

SHEET NO. S-4 OF S-33 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	MCHENRY	95	37
				CONTRACT NO. 61D29
ILLINOIS FED. AID PROJECT				

CL & PGL DEERPASS RD

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflections. Rows include Bk. S. Abut., Brg. S. Abut., 1A-1H, S. Brq. Pier 1, N. Brq. Pier 1, 2A-2H, S. Brq. Pier 2, N. Brq. Pier 2, 3A-3H, S. Brq. Pier 3, N. Brq. Pier 3, 4A-4H, S. Brq. Pier 4, N. Brq. Pier 4, 5A-5H, Brg. N. Abut., Bk. N. Abut.

BEAM 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflections. Rows include Bk. S. Abut., Brg. S. Abut., 1A-1H, S. Brq. Pier 1, N. Brq. Pier 1, 2A-2H, S. Brq. Pier 2, N. Brq. Pier 2, 3A-3H, S. Brq. Pier 3, N. Brq. Pier 3, 4A-4H, S. Brq. Pier 4, N. Brq. Pier 4, 5A-5H, Brg. N. Abut., Bk. N. Abut.

BEAM 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflections. Rows include Bk. S. Abut., Brg. S. Abut., 1A-1H, S. Brq. Pier 1, N. Brq. Pier 1, 2A-2H, S. Brq. Pier 2, N. Brq. Pier 2, 3A-3H, S. Brq. Pier 3, N. Brq. Pier 3, 4A-4H, S. Brq. Pier 4, N. Brq. Pier 4, 5A-5H, Brg. N. Abut., Bk. N. Abut.

Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE; WMM, AKV, MRK, ATB.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189

SHEET NO. S-5 OF S-33 SHEETS

Table with 5 columns: CH, SECTION, COUNTY, TOTAL SHEETS, SHEET NO.; 47, 10-00377-00BR, McHENRY, 95, 38.

ILLINOIS FED. AID PROJECT CONTRACT NO. 61D29

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. S. Abut.	104+79.17	18.75'	809.07	809.07
☉ Brg. S. Abut.	104+81.17	18.75'	809.10	809.10
1A	104+91.17	18.75'	809.24	809.29
1B	105+01.17	18.75'	809.37	809.46
1C	105+11.17	18.75'	809.50	809.62
1D	105+21.17	18.75'	809.62	809.76
1E	105+31.17	18.75'	809.73	809.87
1F	105+41.17	18.75'	809.84	809.96
1G	105+51.17	18.75'	809.94	810.03
1H	105+61.17	18.75'	810.03	810.08
☉ S. Brg. Pier 1	105+70.00	18.75'	810.11	810.11
☉ Pier 1	105+71.00	18.75'	810.12	810.12
☉ N. Brg. Pier 1	105+72.00	18.75'	810.13	810.13
2A	105+82.00	18.75'	810.21	810.26
2B	105+92.00	18.75'	810.28	810.37
2C	106+02.00	18.75'	810.35	810.47
2D	106+12.00	18.75'	810.41	810.55
2E	106+22.00	18.75'	810.46	810.60
2F	106+32.00	18.75'	810.51	810.63
2G	106+42.00	18.75'	810.55	810.64
2H	106+52.00	18.75'	810.58	810.63
☉ S. Brg. Pier 2	106+61.00	18.75'	810.61	810.61
☉ Pier 2	106+62.00	18.75'	810.61	810.61
☉ N. Brg. Pier 2	106+63.00	18.75'	810.62	810.62
3A	106+73.00	18.75'	810.64	810.69
3B	106+83.00	18.75'	810.65	810.74
3C	106+93.00	18.75'	810.66	810.78
3D	107+03.00	18.75'	810.66	810.80
3E	107+13.00	18.75'	810.65	810.79
3F	107+23.00	18.75'	810.64	810.76
3G	107+33.00	18.75'	810.62	810.71
3H	107+43.00	18.75'	810.60	810.64
☉ S. Brg. Pier 3	107+52.00	18.75'	810.57	810.57
☉ Pier 3	107+53.00	18.75'	810.57	810.57
☉ N. Brg. Pier 3	107+54.00	18.75'	810.56	810.56
4A	107+64.00	18.75'	810.53	810.58
4B	107+74.00	18.75'	810.48	810.57
4C	107+84.00	18.75'	810.43	810.55
4D	107+94.00	18.75'	810.37	810.51
4E	108+04.00	18.75'	810.31	810.45
4F	108+14.00	18.75'	810.24	810.36
4G	108+24.00	18.75'	810.16	810.25
4H	108+34.00	18.75'	810.07	810.12
☉ S. Brg. Pier 4	108+43.00	18.75'	809.99	809.99
☉ Pier 4	108+44.00	18.75'	809.98	809.98
☉ N. Brg. Pier 4	108+45.00	18.75'	809.97	809.97
5A	108+55.00	18.75'	809.88	809.93
5B	108+65.00	18.75'	809.77	809.86
5C	108+75.00	18.75'	809.66	809.78
5D	108+85.00	18.75'	809.54	809.68
5E	108+95.00	18.75'	809.42	809.56
5F	109+05.00	18.75'	809.29	809.41
5G	109+15.00	18.75'	809.15	809.24
5H	109+25.00	18.75'	809.01	809.05
☉ Brg. N. Abut.	109+33.83	18.75'	808.88	808.88
Bk. N. Abut.	109+35.83	18.75'	808.85	808.85

USER NAME =	kritzm	DESIGNED -	WWM	REVISED -	
		CHECKED -	AKV	REVISED -	
PLOT SCALE =		DRAWN -	MRK	REVISED -	
PLOT DATE =	10/12/2016	CHECKED -	ATB	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS III
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	39
CONTRACT NO. 61D29				
SHEET NO. S-6 OF S-33 SHEETS				
ILLINOIS FED. AID PROJECT				

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Pav't	104+50.17	-20.00	808.61
A	104+60.17	-20.00	808.76
B	104+70.17	-20.00	808.91
N. End South Appr. Pav't	104+80.17	-20.00	809.06

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Pav't	104+50.17	-12.00	808.77
A	104+60.17	-12.00	808.92
B	104+70.17	-12.00	809.07
N. End South Appr. Pav't	104+80.17	-12.00	809.22

☉ RDWY. AND PGL DEERPASS RD

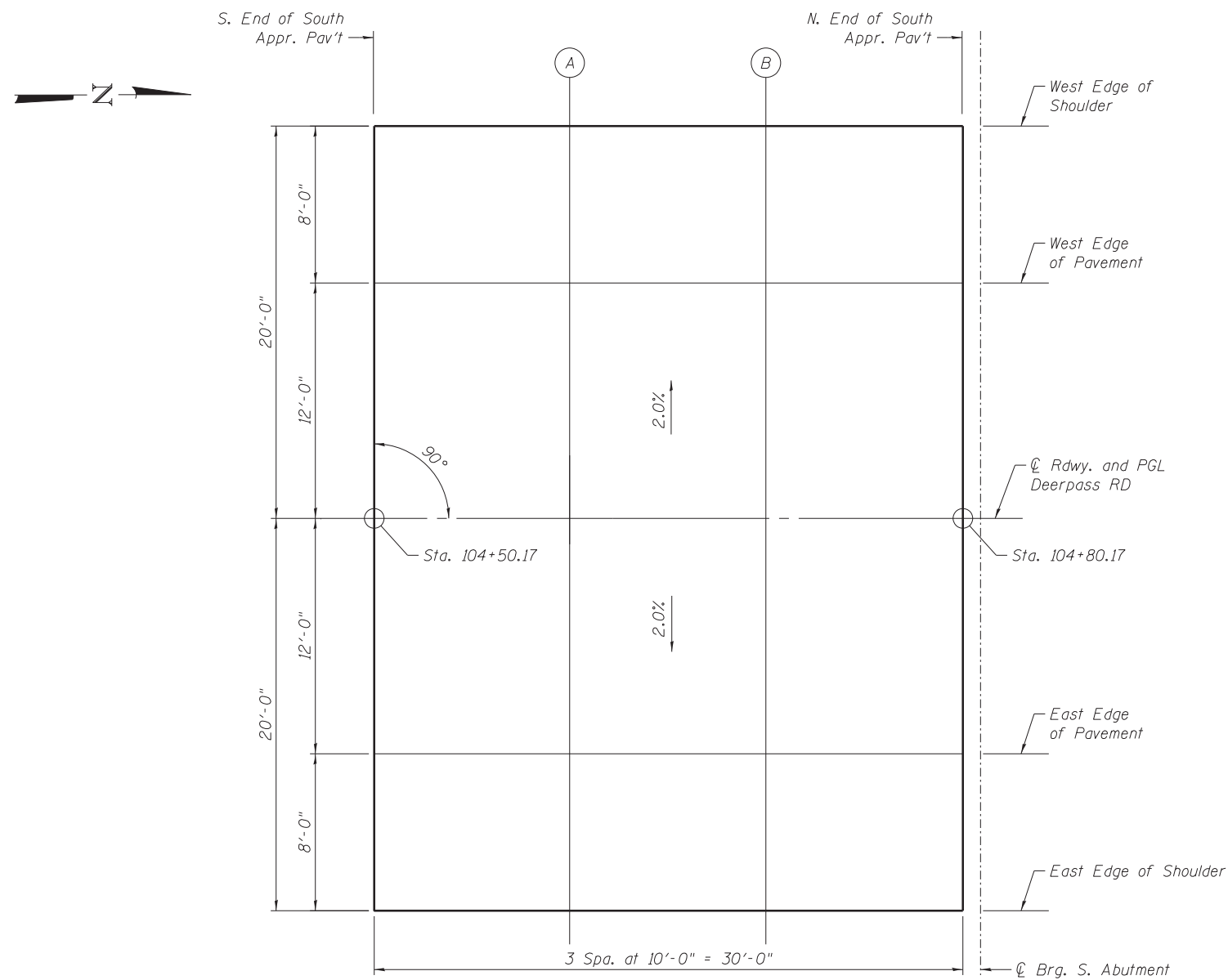
Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Pav't	104+50.17	0.00	809.01
A	104+60.17	0.00	809.16
B	104+70.17	0.00	809.31
N. End South Appr. Pav't	104+80.17	0.00	809.46

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Pav't	104+50.17	12.00	808.77
A	104+60.17	12.00	808.92
B	104+70.17	12.00	809.07
N. End South Appr. Pav't	104+80.17	12.00	809.22

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Pav't	104+50.17	20.00	808.61
A	104+60.17	20.00	808.76
B	104+70.17	20.00	808.91
N. End South Appr. Pav't	104+80.17	20.00	809.06



S. APPROACH SLAB PLAN

USER NAME = kritzm	DESIGNED - JSK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WM	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH PRECAST APPROACH SLAB ELEVATIONS
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

SHEET NO. S-7 OF S-33 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	40
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D29	

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pav't	109+34.83	-20.00	808.84
A	109+44.83	-20.00	808.69
B	109+54.83	-20.00	808.54
N. End North Appr. Pav't	109+64.83	-20.00	808.39

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pav't	109+34.83	-12.00	809.00
A	109+44.83	-12.00	808.85
B	109+54.83	-12.00	808.70
N. End North Appr. Pav't	109+64.83	-12.00	808.55

☉ RDWY. AND PGL DEERPASS RD

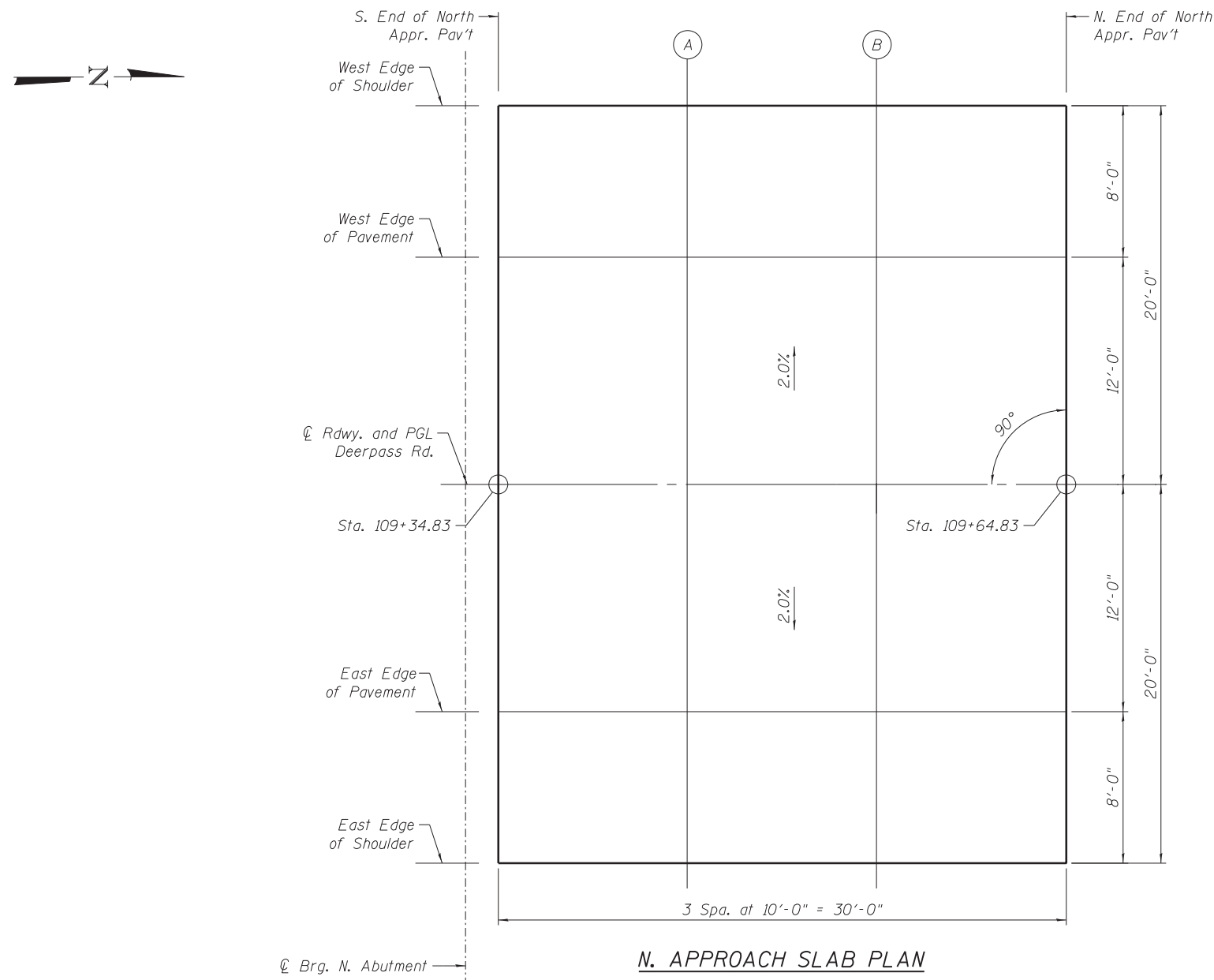
Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pav't	109+34.83	0.00	809.24
A	109+44.83	0.00	809.09
B	109+54.83	0.00	808.94
N. End North Appr. Pav't	109+64.83	0.00	808.79

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pav't	109+34.83	12.00	809.00
A	109+44.83	12.00	808.85
B	109+54.83	12.00	808.70
N. End North Appr. Pav't	109+64.83	12.00	808.55

EAST EDGE OF SHOULDER

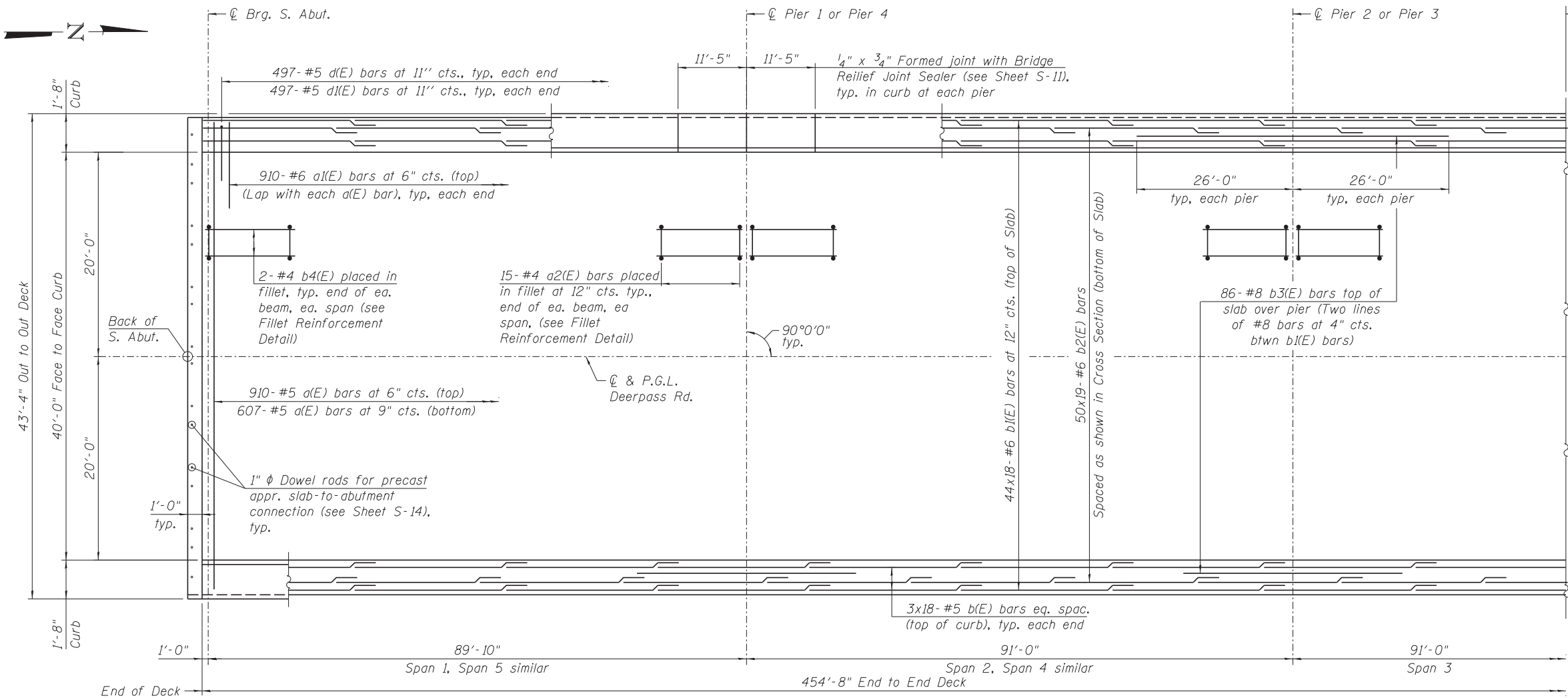
Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pav't	109+34.83	20.00	808.84
A	109+44.83	20.00	808.69
B	109+54.83	20.00	808.54
N. End North Appr. Pav't	109+64.83	20.00	808.39



N. APPROACH SLAB PLAN

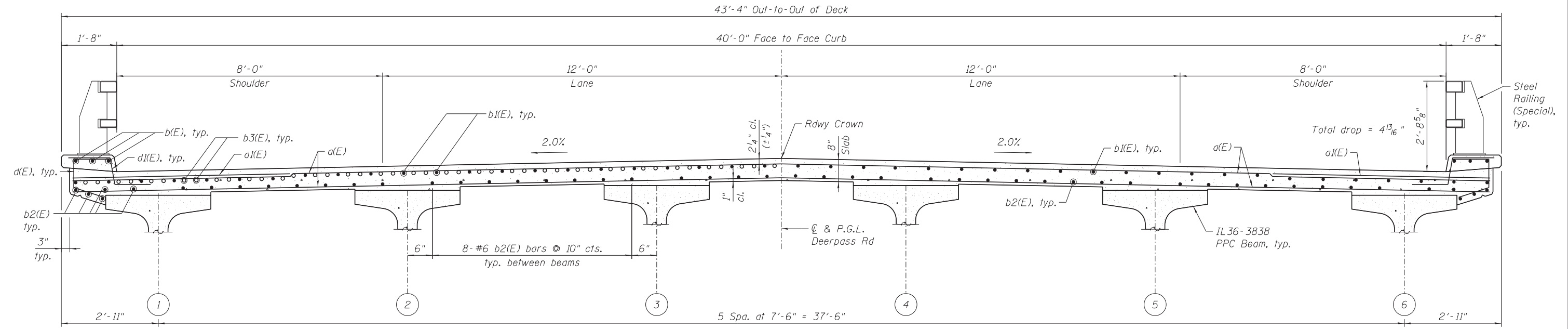
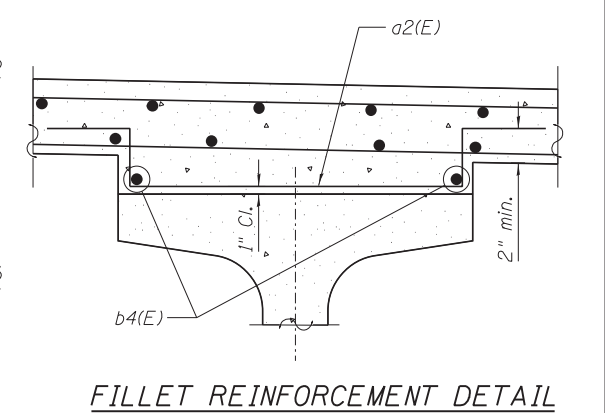
USER NAME = kritzm	DESIGNED - JSK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	41
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D29	



HALF DECK PLAN

- Symmetrical about ϕ of Bridge
- NOTES:**
1. For minimum bar laps, bar diagrams and Bill of Material, see Sheet S-12
 2. Bars indicated 44x18-#6 etc. indicates 44 lines of Bars with 18 Lengths per Line.
 3. For abutment and pier diaphragm elevations and sections, see Sheet S-10.
 4. For Steel Railing (Special) Elevation, see Sheet S-11.
 5. For IL36-3838 PPC Concrete Beam details, see Sheets S-19 and S-20.
 6. Besides fillet reinforcement shown in the Deck Plan, provide additional fillet reinforcement in the areas where fillet height exceeds 2'-2".

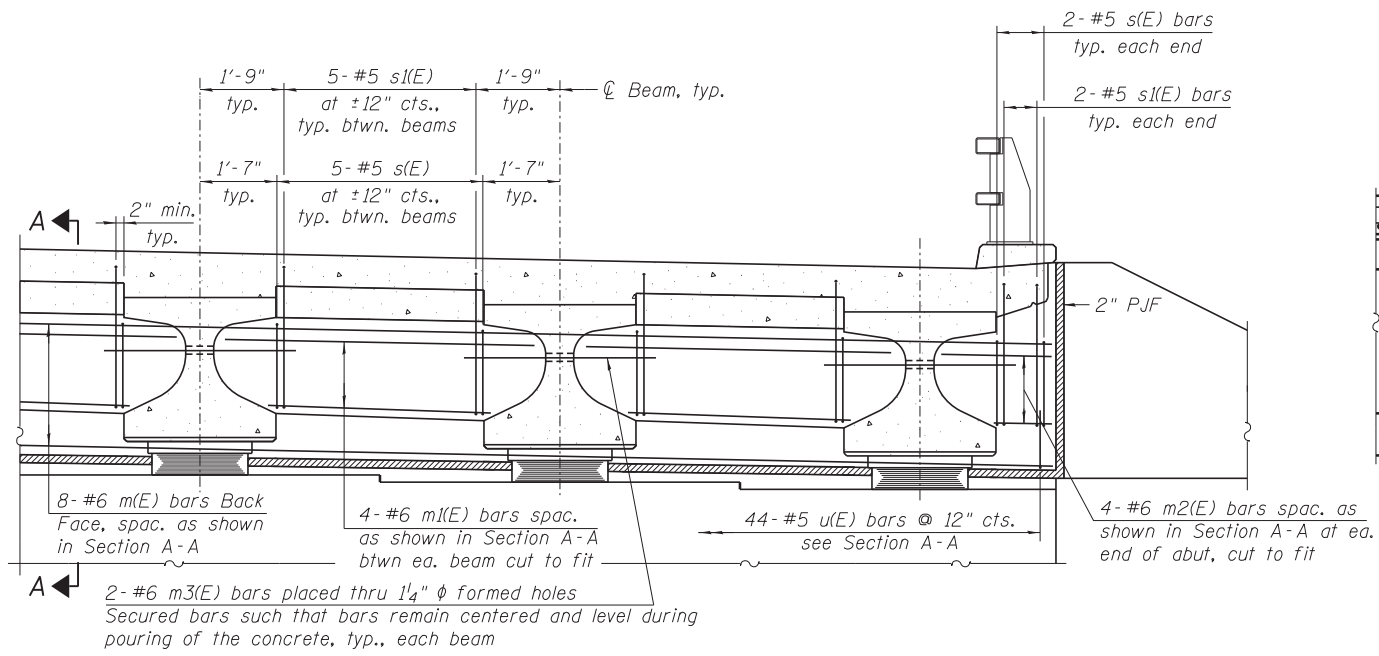


NEAR PIER

CROSS SECTION
(Looking upstation)

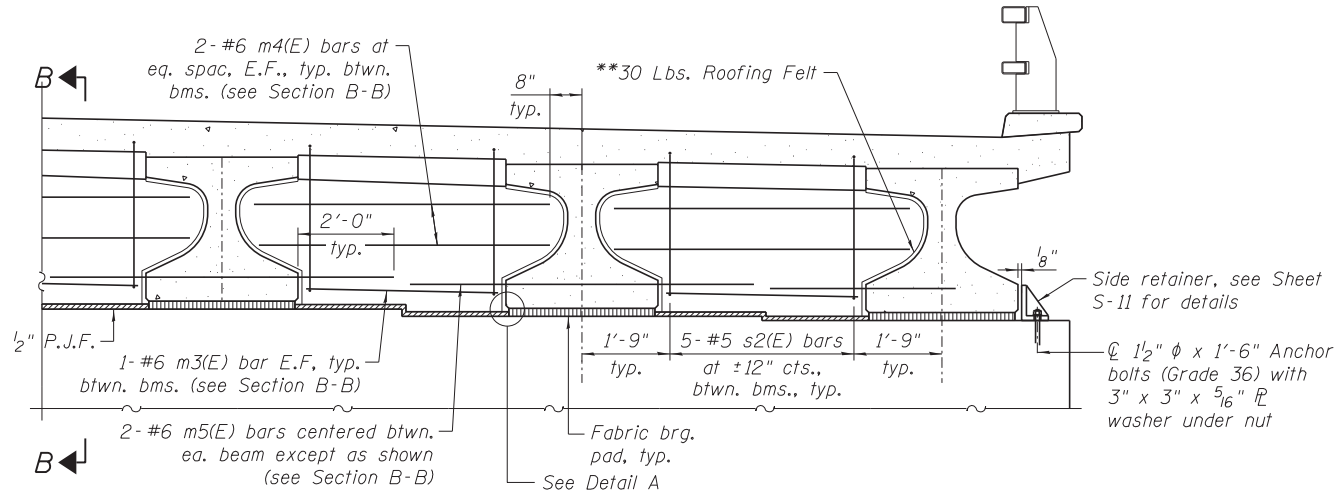
NEAR MIDSPAN

USER NAME = kritzm	DESIGNED - WWM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS I DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189	CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE =	CHECKED - ATB	REVISED -			47	10-00377-00BR	McHENRY	95	42	
PLOT DATE = 10/12/2016	DRAWN - MRK	REVISED -			CONTRACT NO. 61D29					
	CHECKED - WWM	REVISED -			SHEET NO. S-9 OF S-33 SHEETS			ILLINOIS FED. AID PROJECT		



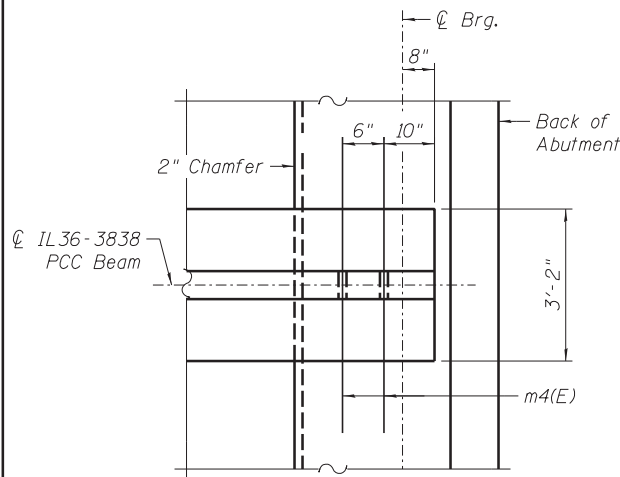
PARTIAL DIAPHRAGM ELEVATION AT ABUTMENTS

(Side retainers at each side of bearing not shown for clarity)

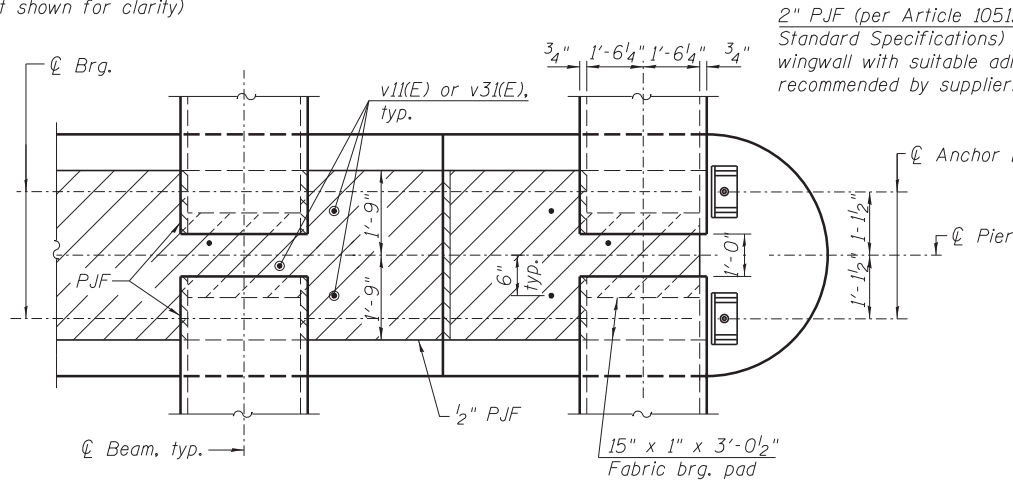


PARTIAL DIAPHRAGM ELEVATION AT PIERS

(Vertical v1(E) and v3(E) bars not shown for clarity)

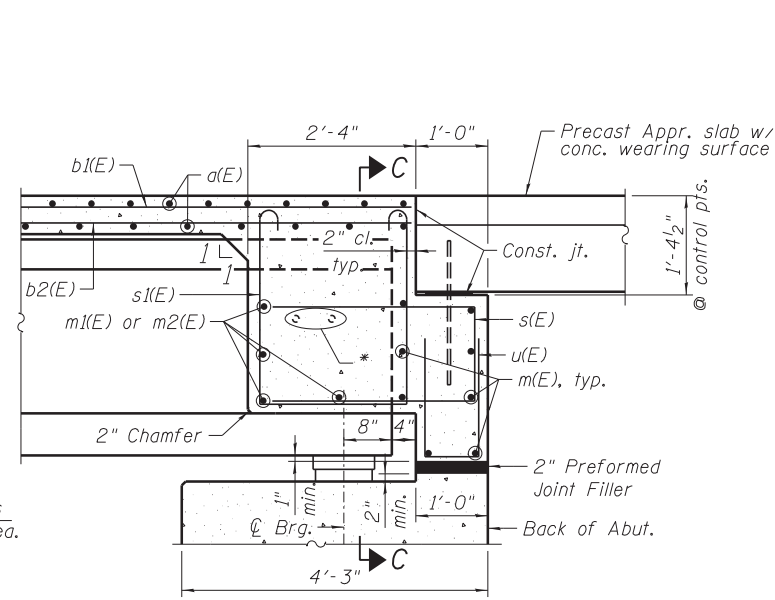


PARTIAL PLAN AT ABUTMENTS

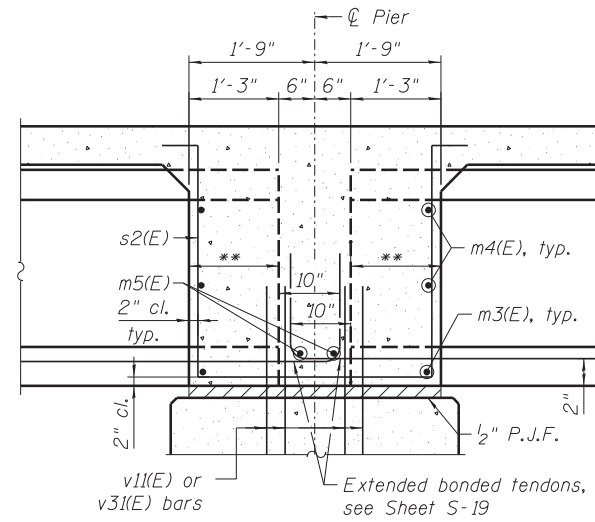


PARTIAL PLAN AT PIERS

(Showing bearing pads and P.J.F. details)

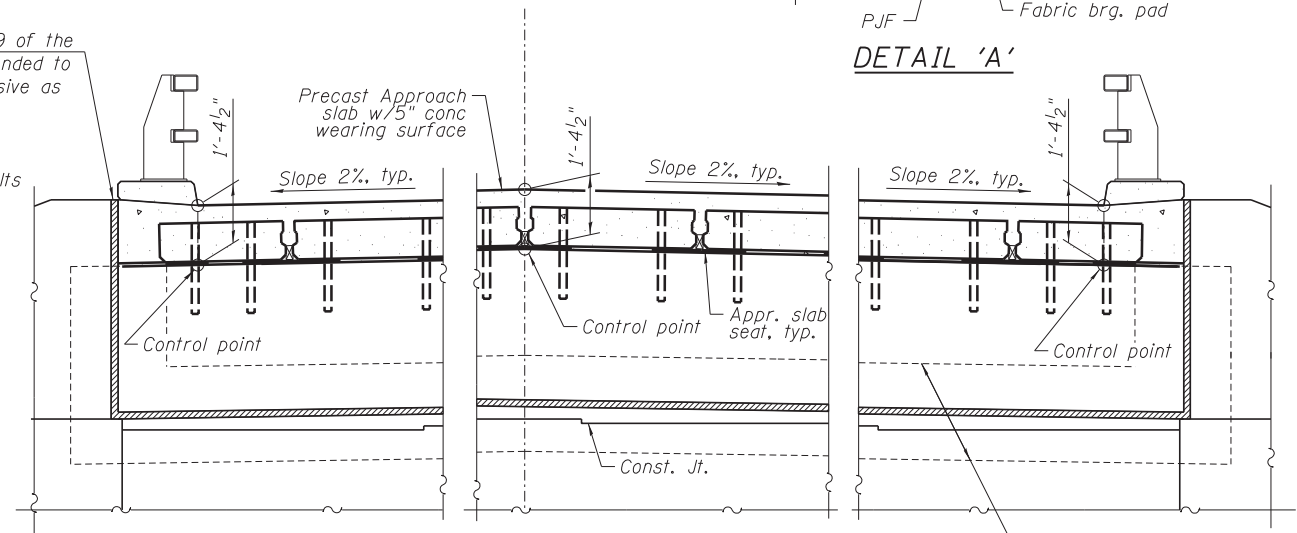


SECTION A-A



SECTION B-B

2" P.J.F. (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.

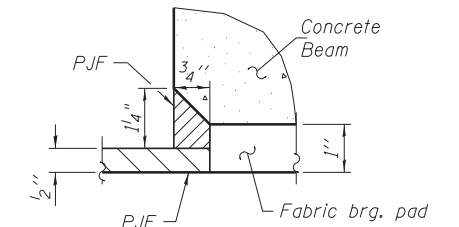


SECTION C-C

Limits of fabric reinforced elastomeric mat. See Sheet S-2

NOTES

1. For minimum bar laps, bar diagrams and Bill of Material, see Sheet S-12.
2. Reinforcement bars in diaphragm are billed with the superstructure on Sheet S-12.
3. Concrete in diaphragm is included with Concrete Superstructure on Sheet S-12.
4. Cost of 30 Lb. roofing felt is included with Concrete Superstructure.
5. The side retainer shall be galvanized after shop fabrication according to AASHTO M 111.
6. Cost of side retainer and anchor bolts shall be included with Concrete Structures.
7. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
8. Anchor bolts and Side Retainers shall be installed according to Article 521.06 of the Standard Specifications. Side Retainers shall be hot dip galvanized.
9. The approach slab seat shall have a constant slope determined from the control points shown.
10. Cost of fabric bearing pad is included with Furnishing and Erecting Precast Prestressed Concrete Beams, IL36
11. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
12. Anchor bolts and side retainers shall be installed as each exterior beam is erected unless an equivalent temporary means of lateral restraint is used.



DETAIL 'A'

*1/4" Formed holes for m3(E) bars, typ., for locations, see Sheet S-18 and S-19.

**Roofing felt (30 Lbs.) shall be bonded to side of beam embedded into diaphragm, typ.

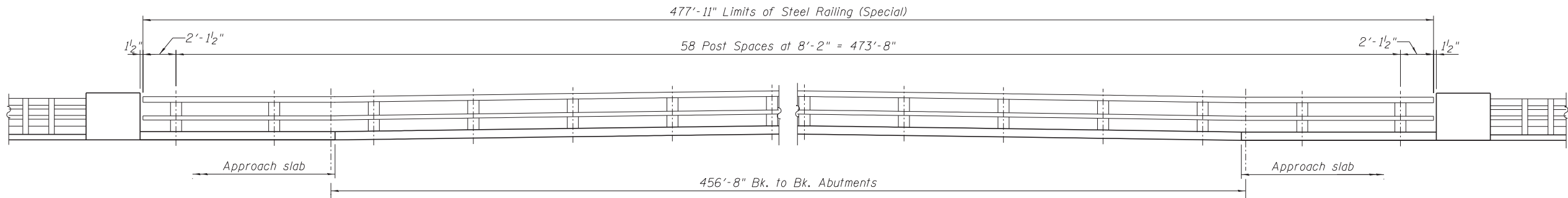
USER NAME = krltzm	DESIGNED - WWM	REVISED -
CHECKED - ATB	REVISIONS -	
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - ATB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

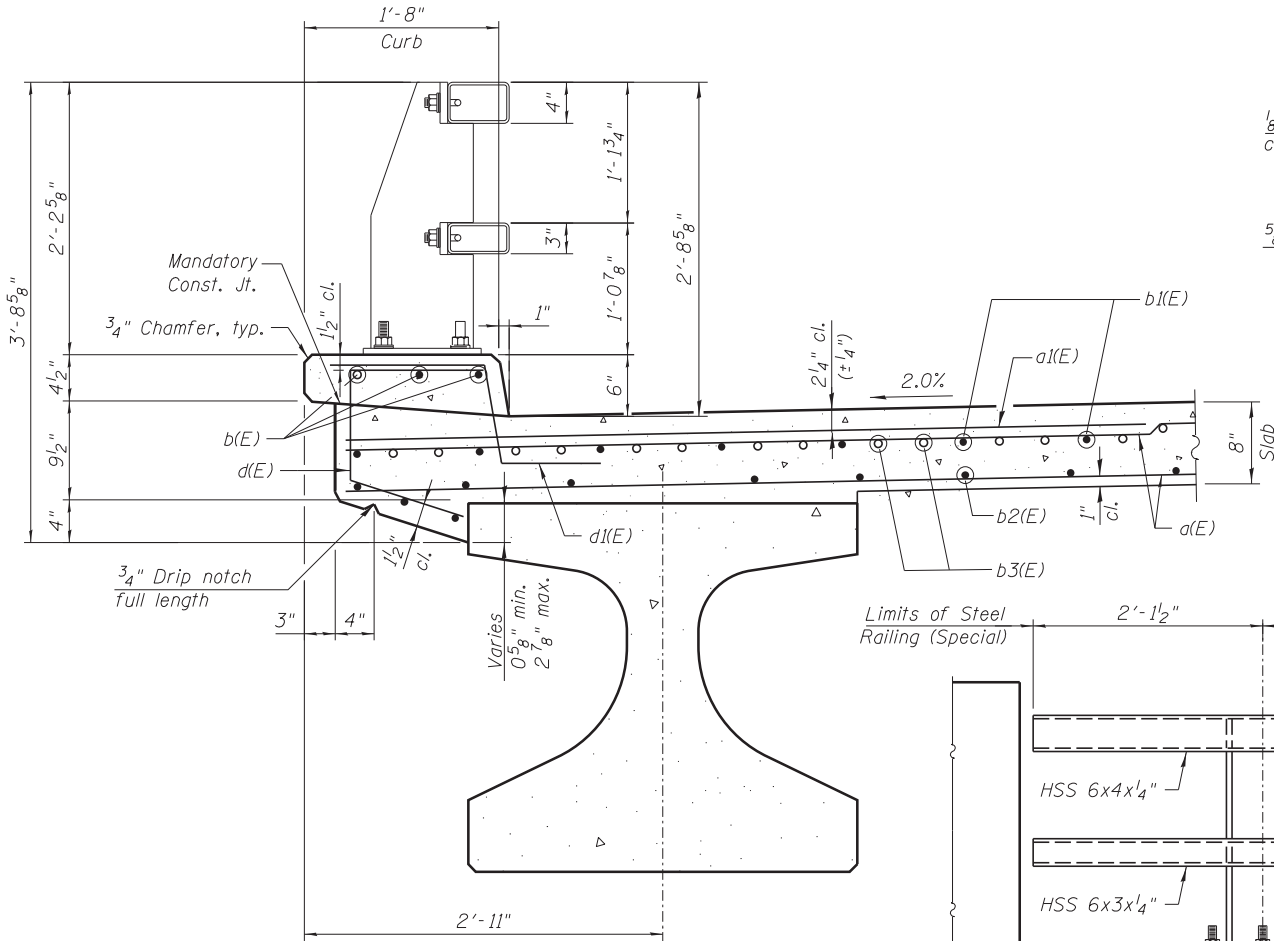
**SUPERSTRUCTURE DETAILS II
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

SHEET NO. S-10 OF S-33 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	43
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT				

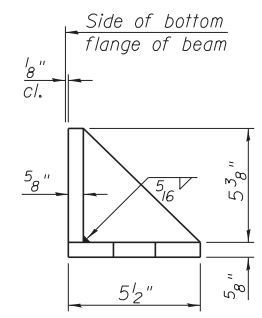


RAILING ELEVATION



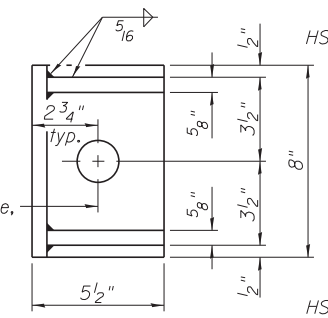
SECTION THRU PARAPET

(Railing anchorage assembly not shown for clarity)

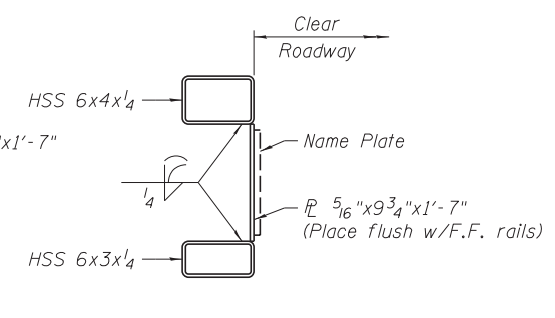


SIDE RETAINER

(2 required each side of pier).
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

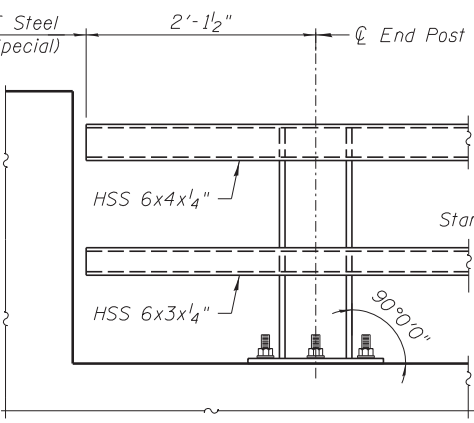


DETAIL AT NAME PLATE LOCATION

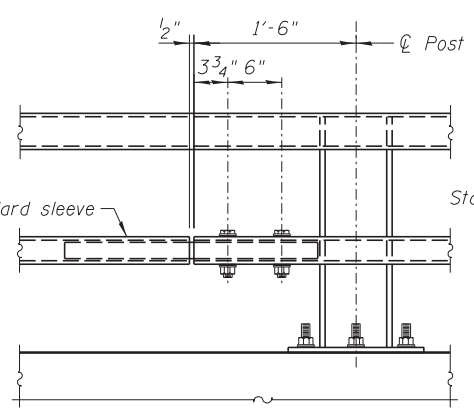


SECTION C-C

∅ 1" Holes in rails (Centered) for 3/4" ∅ x 5 1/2" (Top Rail) or 3/4" ∅ x 4 1/2" (Bot. Rail) HS Bolt w/ Hex Nut, Washer & Lock Washer. Wrench tight, do not crush rail. (typ. all splices.)

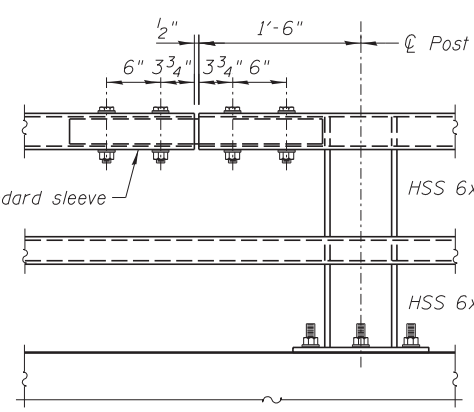


ELEVATION AT TERMINAL



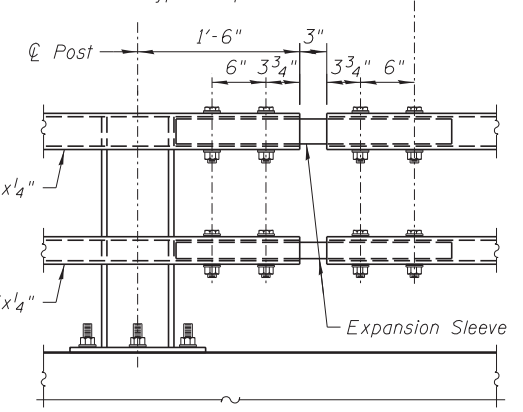
STANDARD SPLICE

(Top or bottom rail)



DOUBLE-BOLTED SPLICE

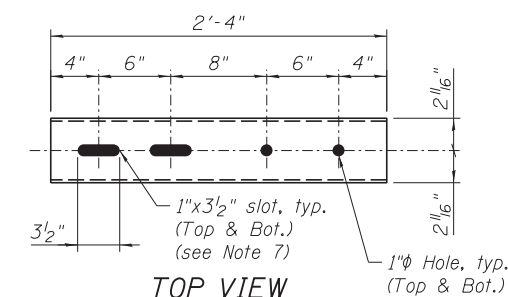
(Top or bottom rail)



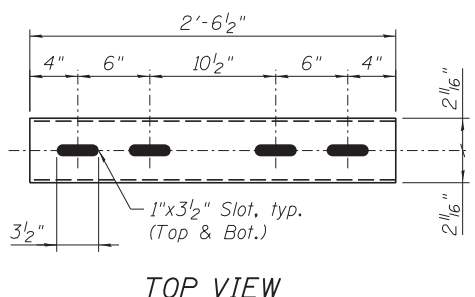
EXPANSION SPLICE

(Top or bottom rail)

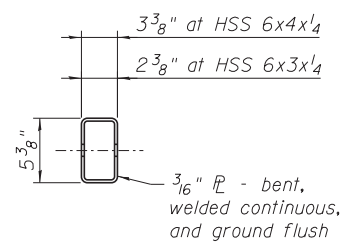
SPLICE DETAILS



STANDARD SLEEVE DETAILS



EXPANSION SLEEVE DETAILS



END VIEW

1/4" x 3/4" Formed Joint with Bridge Relief Joint Sealer (full width along curb - backer rod not required) at piers and either side (see Sheet S-9), cost included with Concrete Superstructures

RELIEF JOINT DETAIL

BILL OF MATERIAL

Item	Unit	Total
Steel Railing (Special)	Foot	956

NOTES:

- See Sheet S-10 for additional side retainer notes and details.
- Splices may be located on either side of post.
- Not more than one splice is permitted per side of post, except at expansion splices.
- Do not shop splice rails.
- Slots may be omitted in standard sleeves where bolts are required on one side of splice only.
- For additional notes, details and railing post anchorage assembly details see Sheet S-12.

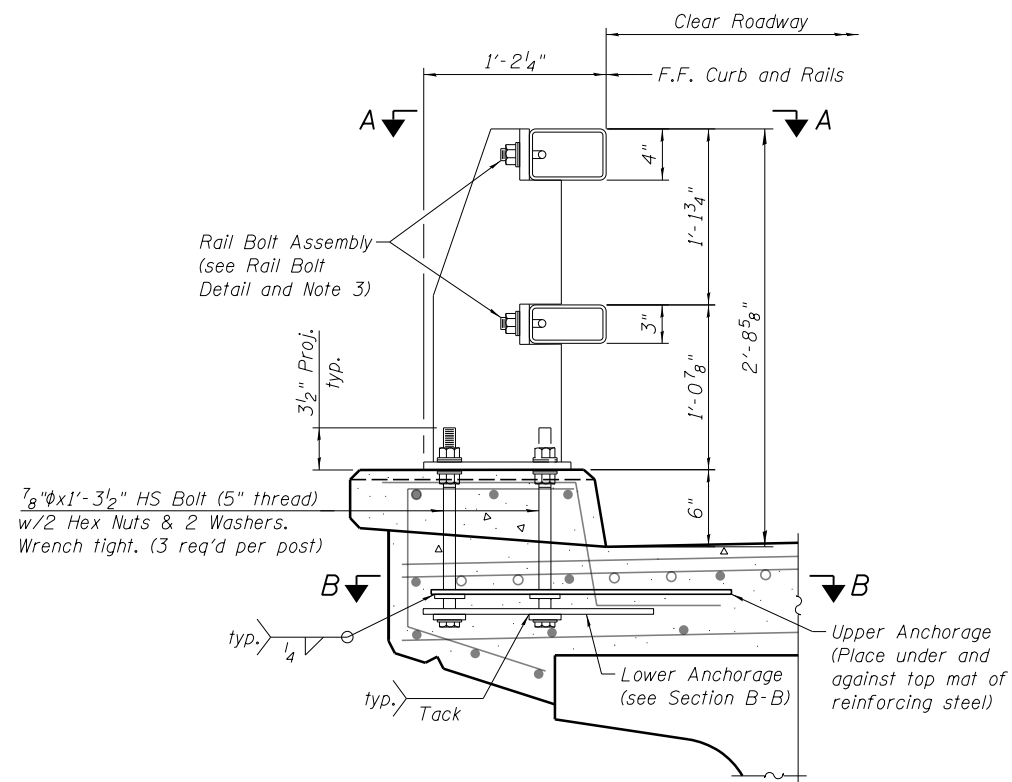
USER NAME = kritzm	DESIGNED - WWM	REVISED -
CHECKED - ATB	REVISIONS -	
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - ATB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS III
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

SHEET NO. S-11 OF S-33 SHEETS

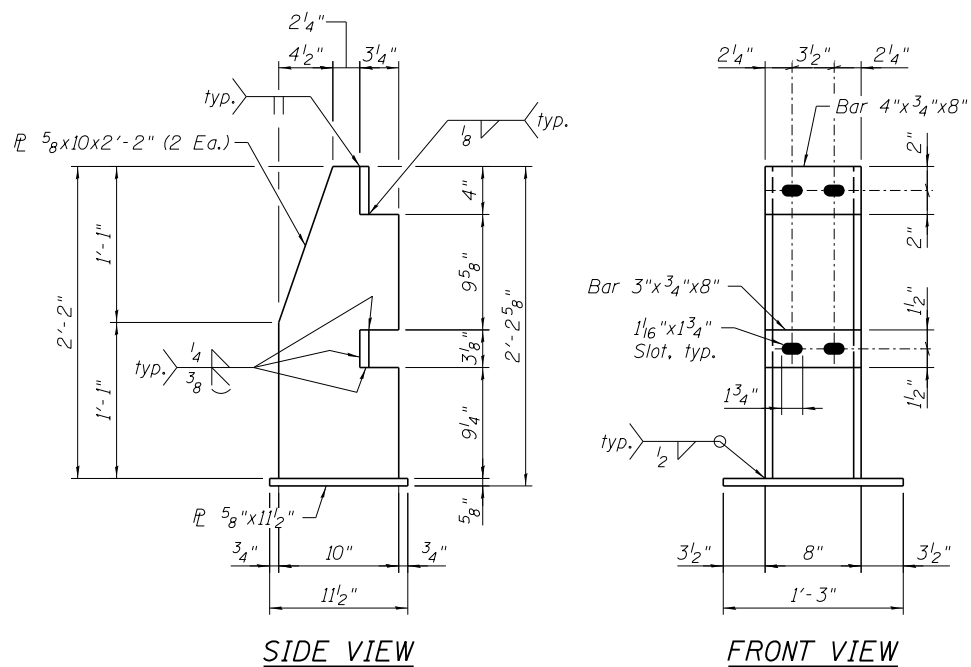
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	44
CONTRACT NO. 61D29			ILLINOIS FED. AID PROJECT	



RAILING ANCHORAGE ASSEMBLY DETAIL

(Shown near Post)

(Bridge slab shown, approach slab similar)

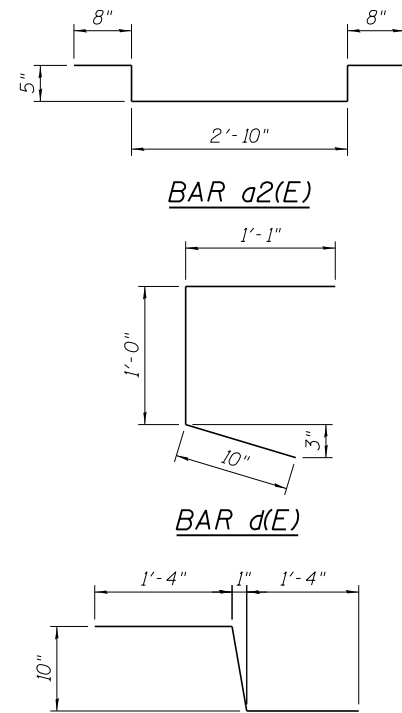


SIDE VIEW

FRONT VIEW

POST DETAILS

(See Section A-A for anchor bolt hole spacing)



BAR a2(E)

BAR d(E)

BAR d1(E)

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1517	#5	42'-6"	
a1(E)	1820	#6	6'-6"	
a2(E)	900	#4	5'-0"	
b(E)	108	#5	28'-7"	
b1(E)	792	#6	29'-10"	
b2(E)	950	#6	28'-7"	
b3(E)	344	#8	52'-0"	
b4(E)	120	#4	15'-0"	
d(E)	994	#5	2'-11"	
d1(E)	994	#5	3'-6"	
m(E)	16	#6	42'-8"	
m1(E)	40	#6	6'-0"	
m2(E)	16	#6	2'-3"	
m3(E)	64	#6	4'-0"	
m4(E)	80	#6	6'-2"	
m5(E)	48	#6	7'-2"	
s(E)	58	#5	7'-5"	
s1(E)	58	#5	8'-2"	
s2(E)	100	#5	11'-2"	
u(E)	88	#5	4'-10"	
Concrete Superstructure			Cu Yd	603.6
Bridge Deck Grooving			Sq Yd	2021
Protective Coat			Sq Yd	2240
Reinforcement Bars, Epoxy Coated			Pound	228770

MIN. LAP LENGTH

- #4 bars: 2'-5"
- #5 bars: 3'-6"
- #6 bars: 4'-10"
- #8 bars: 6'-9"

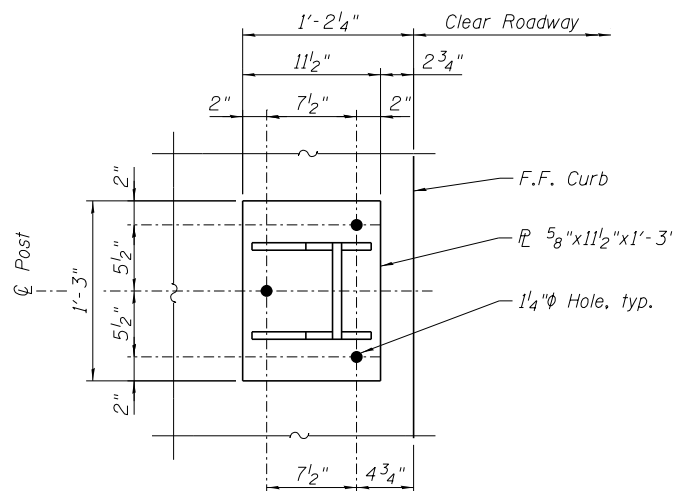
DECK POURING SEQUENCE NOTE:

If the Contractor elects to pour deck in multiple stages then the day's pour shall terminate at the transverse bonded construction joint located 4'-0" from the centerline of the pier. The next pour shall not be made until both of the following are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

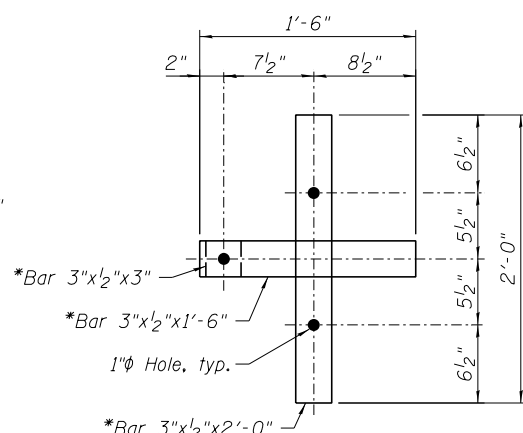
NOTES:

1. Railing anchor bolts shall be placed to miss d(E) and d1 bars.
2. Ensure the expansion splice is located in the railing panel which passes over the bridge expansion joint as indicated on the plan.
3. Anchor bolts may be tack welded to lower anchorage (Shop or field).
4. At post locations, drill two 1 1/8" φ holes in the rails to receive rail bolts (Shop or field). See Post Details for hole spacing.
5. Before installing rails, paint all cut, drilled, or otherwise damaged surface areas of the railing components with two coats of zinc rich paint conforming to the requirements of ASTM A780.
6. After installing the rails, paint all exposed bolt threads with two coats of zinc rich paint conforming to the requirements of ASTM A780.
7. Anchorage, bolts, nuts, miscellaneous steel, and all other assemblies and components for the installation of the Wyoming Type 2-tube Rail system, as depicted on these plans, shall be paid for under Steel Railing (Special).



SECTION A-A

(Anchor bolts, rails, and rail bolts not shown)

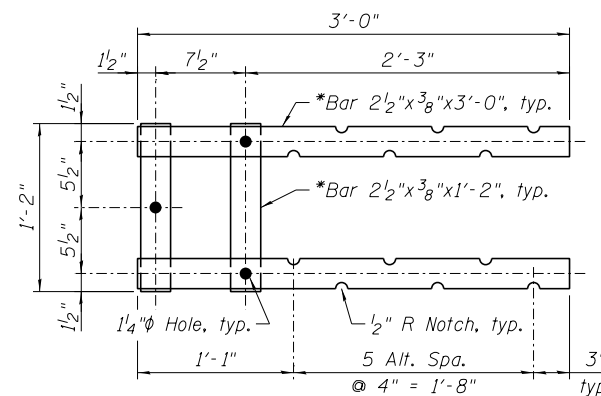


SECTION B-B

(Showing lower anchorage)

(*Not galvanized)

(Anchor bolts and slab not shown)

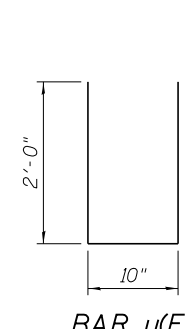
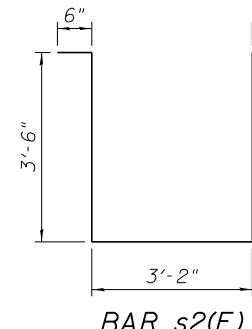
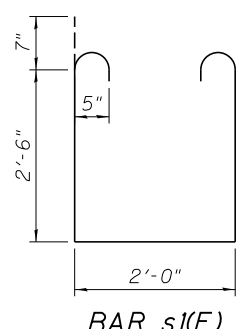
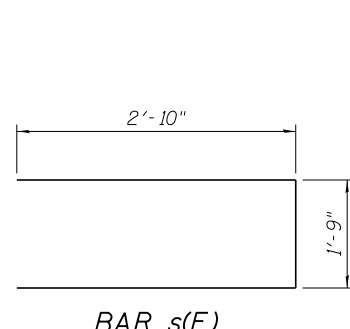
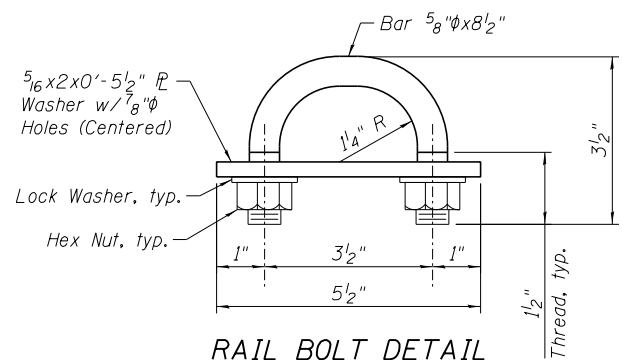


SECTION B-B

(Showing upper anchorage)

(*Not galvanized)

(Anchor bolts and slab not shown)



USER NAME = kandoj	DESIGNED - WWM	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 12/13/2016	CHECKED - WWM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

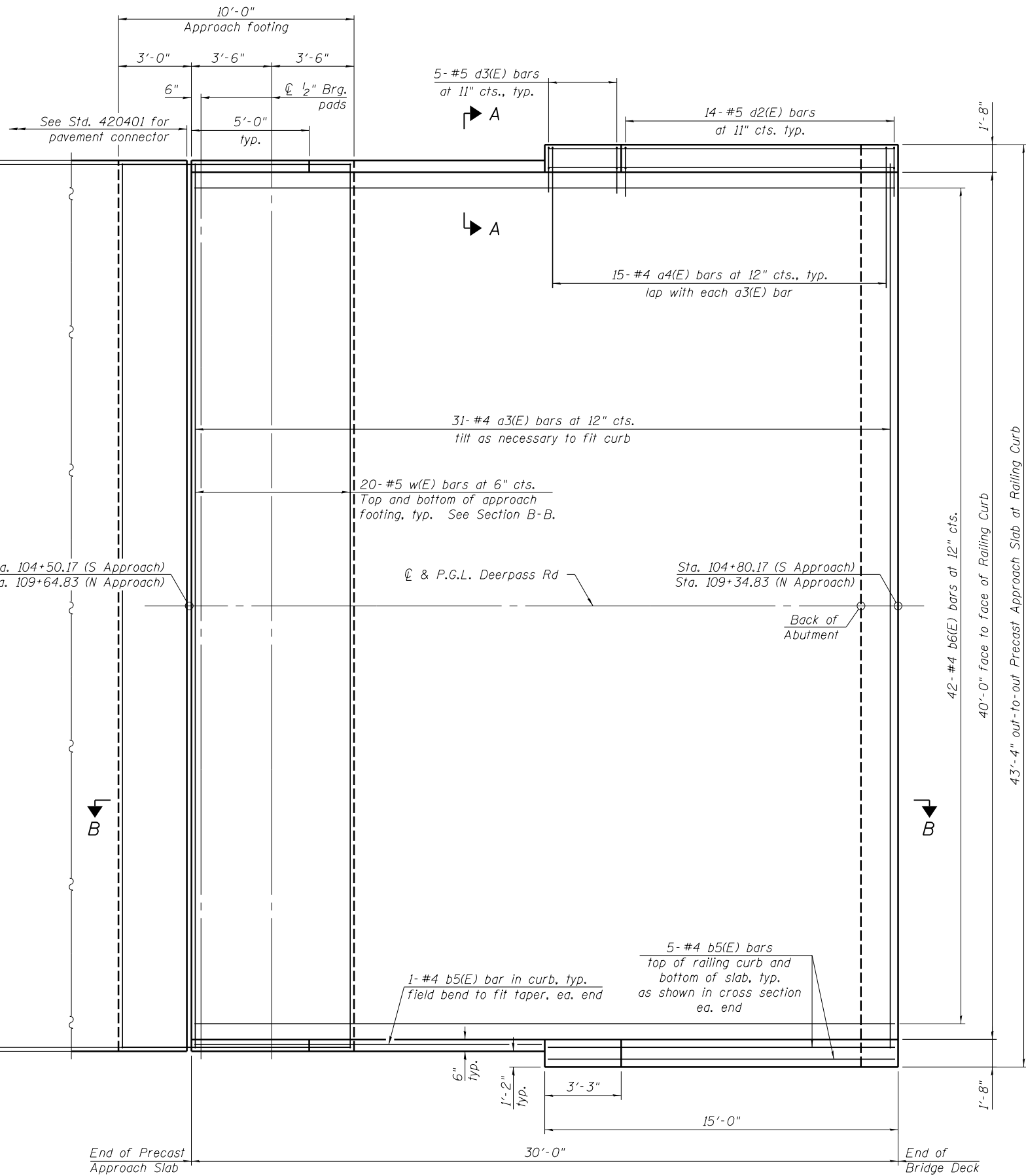
SUPERSTRUCTURE DETAILS IV
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189

SHEET NO. S-12 OF S-33 SHEETS

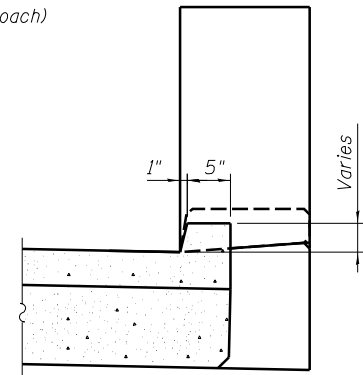
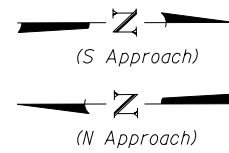
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	45
				CONTRACT NO. 61D29
ILLINOIS FED. AID PROJECT				

41'-0" out-to-out Precast Approach Slab and Footing at curb
42-#4 t(E) bars at 12" cts. Top and bottom of Precast Approach Slab footing. See Section B-B

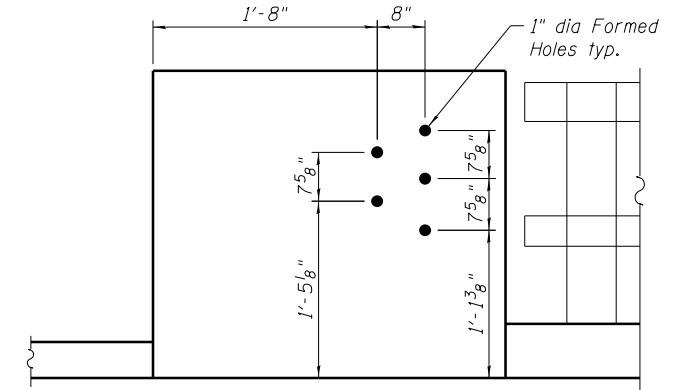
Sta. 104+50.17 (S Approach)
Sta. 109+64.83 (N Approach)



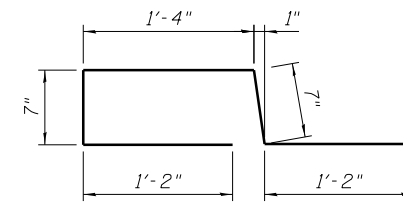
PLAN
(Showing wearing surface)



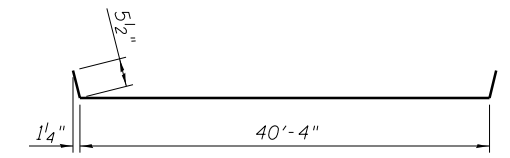
SECTION A-A



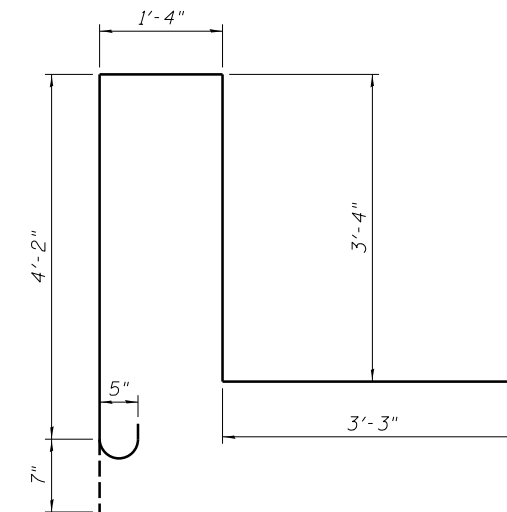
DETAIL A



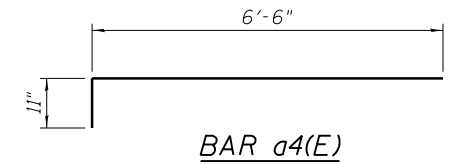
BAR d2(E)



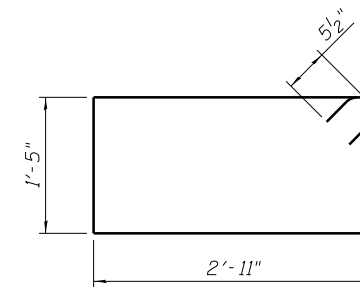
BAR a3(E)



BAR d3(E)



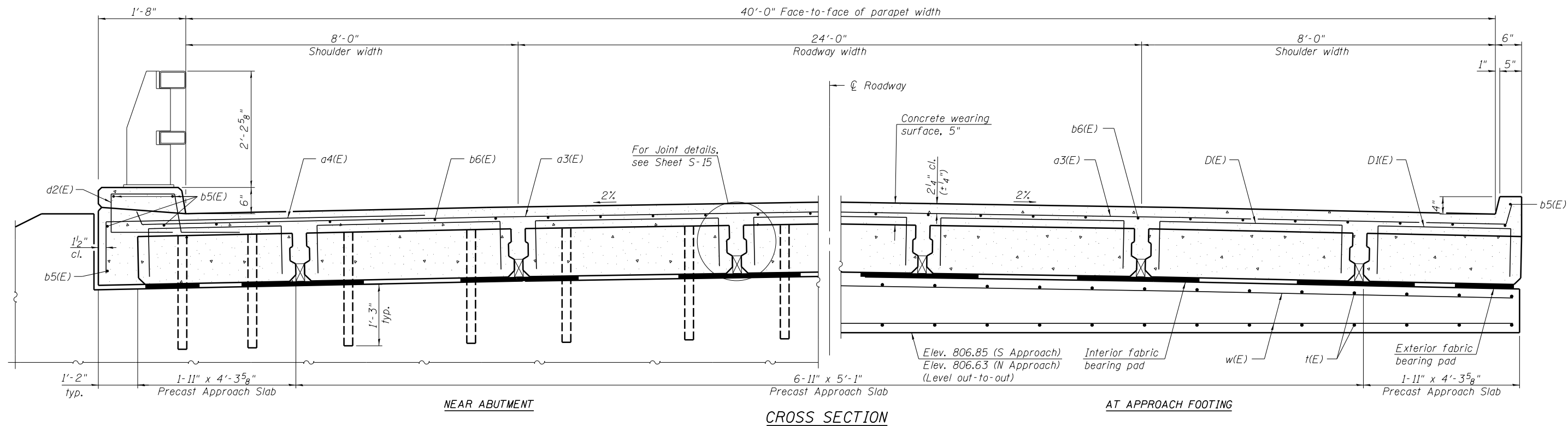
BAR a4(E)



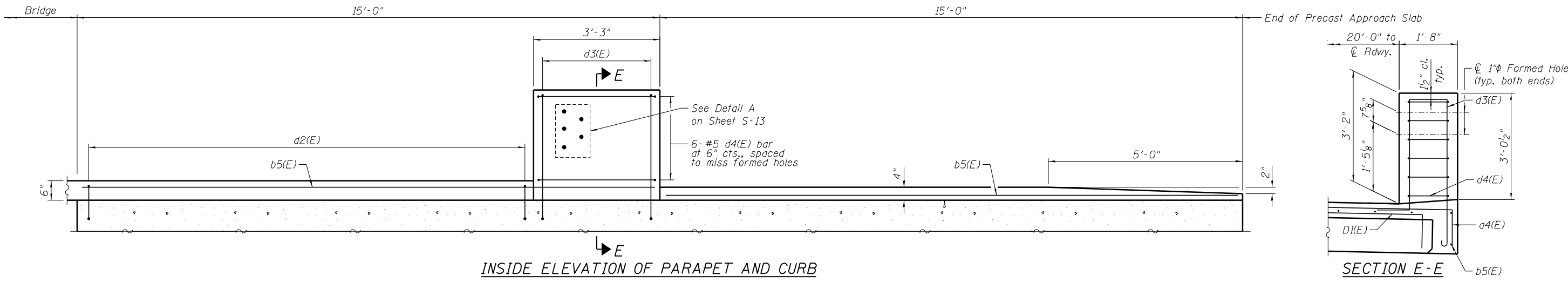
BAR d4(E)

USER NAME = kandoj	DESIGNED - JSK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 12/13/2016	CHECKED - WWM	REVISED -

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	46
CONTRACT NO. 61D29				

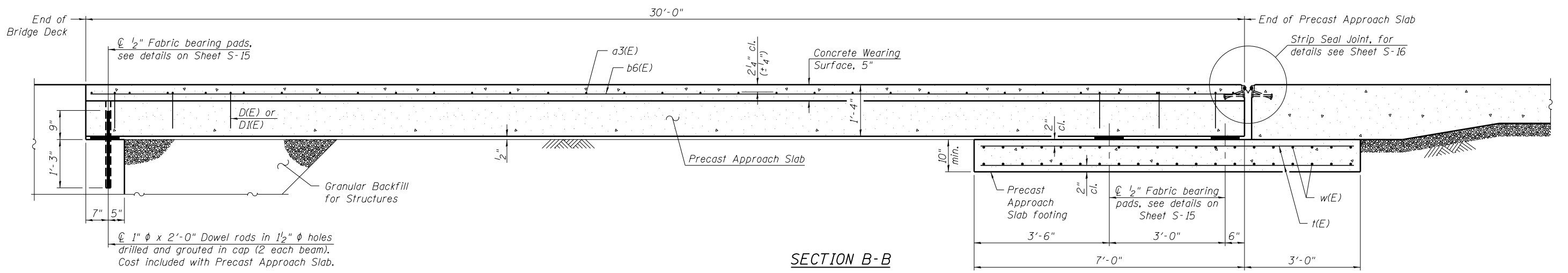


CROSS SECTION



INSIDE ELEVATION OF PARAPET AND CURB

SECTION E-E



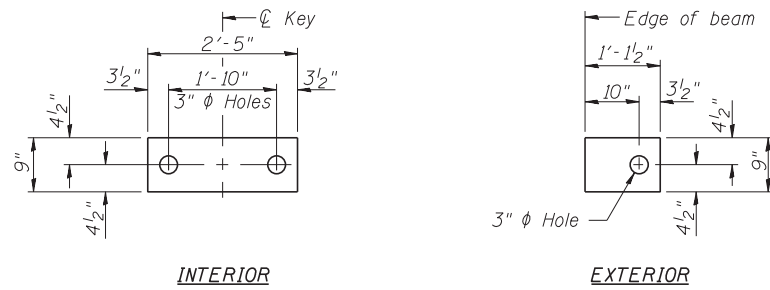
SECTION B-B

USER NAME = kandoj	DESIGNED - JSK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 12/13/2016	CHECKED - WWM	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE PRECAST APPROACH SLAB DETAILS II
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

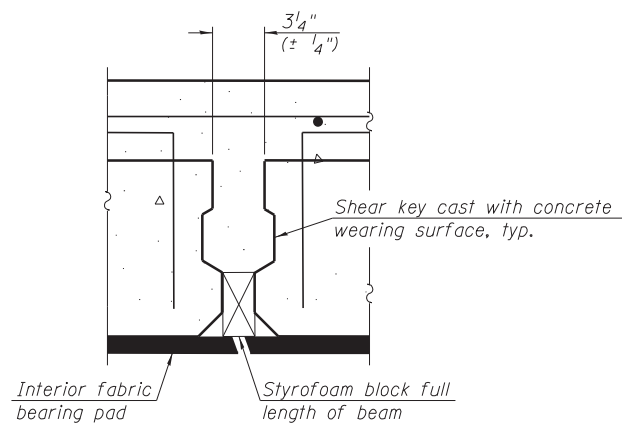
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	47
			CONTRACT NO. 61D29	



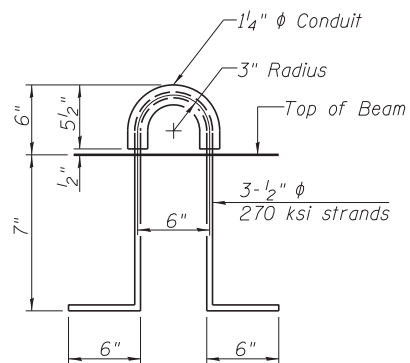
FABRIC BEARING PAD

Notes:

All bearing pads shall be 1/2" thick.
Omit holes for fabric bearing pads at approach slab footing end of beams.
Expansion bearing pad shall be bonded to the approach slab footing.

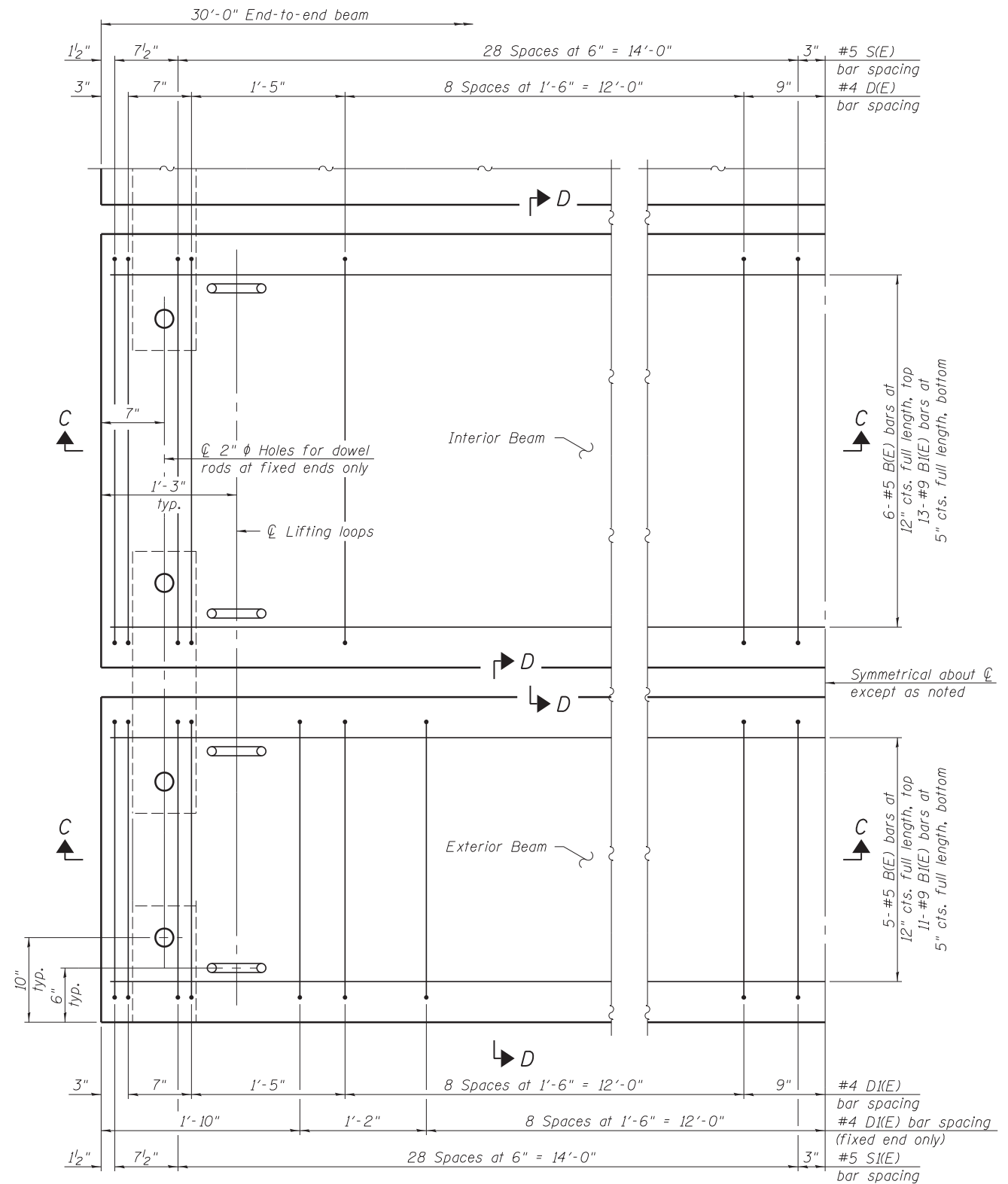


SECTION THRU SHEAR KEY JOINT



LIFTING LOOP DETAIL

(an alternate Lifting Loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)



PLAN

(Showing Precast Beams)

NOTE:
For Sections C-C, D-D and B.O.M., see Sheet S-16.

USER NAME = kritzm	DESIGNED - JSK	REVISED -
CHECKED - ATB	REVISIONS -	
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

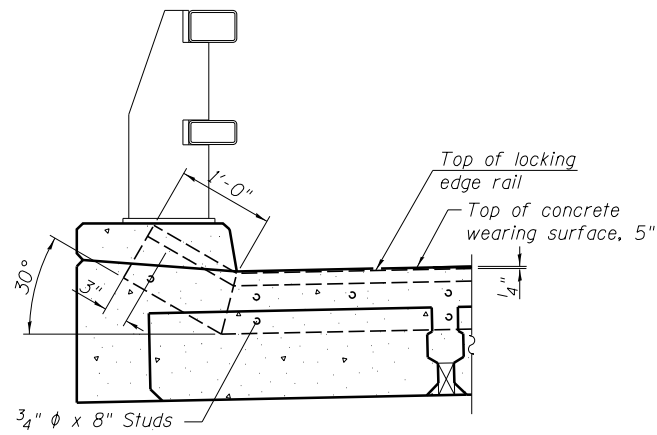
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE PRECAST APPROACH SLAB DETAILS III
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

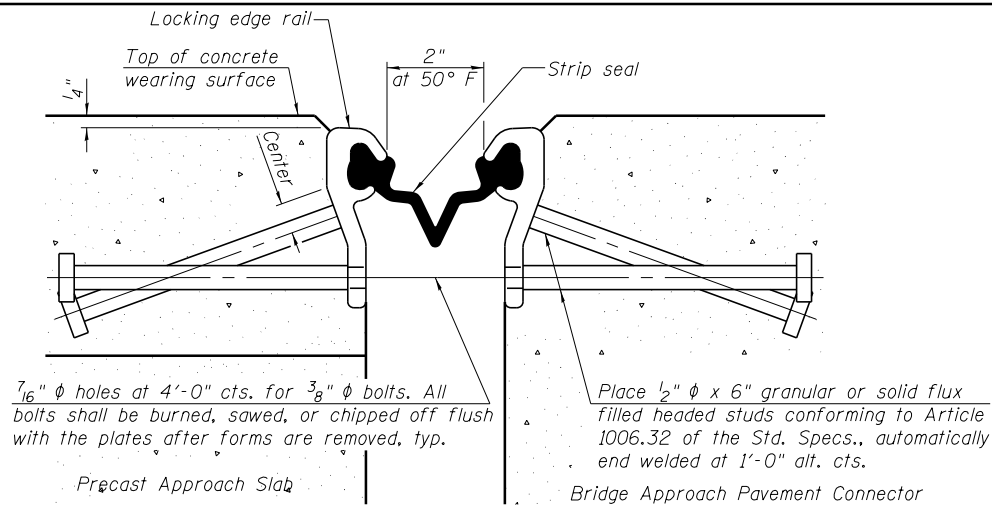
SHEET NO. S-15 OF S-33 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	48
CONTRACT NO. 61D29				

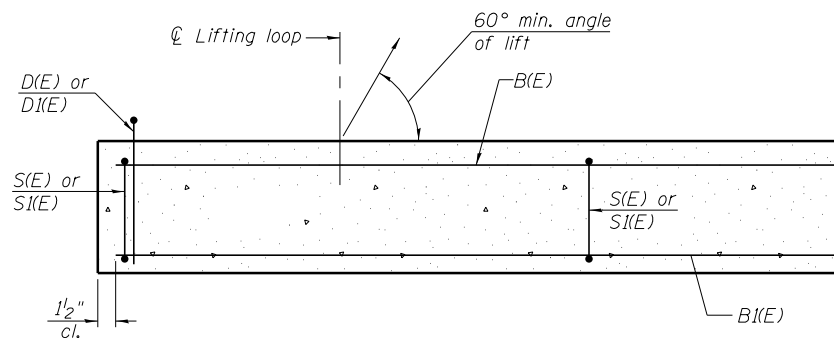
ILLINOIS FED. AID PROJECT



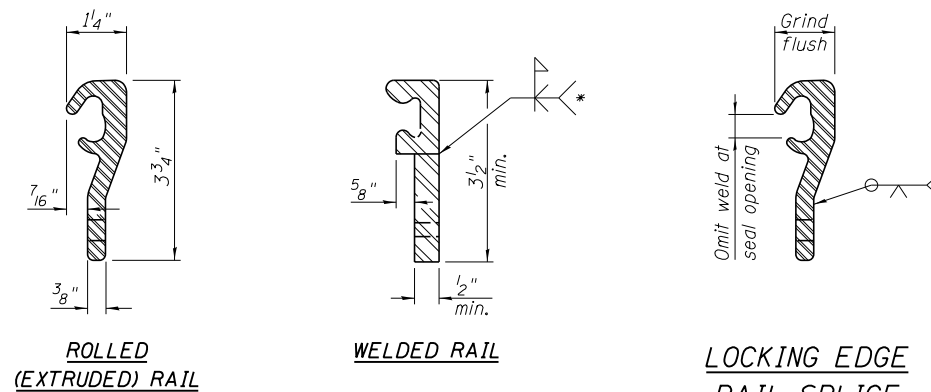
SECTION A-A



SECTION THRU STRIP SEAL JOINT



SECTION C-C



ROLLED (EXTRUDED) RAIL

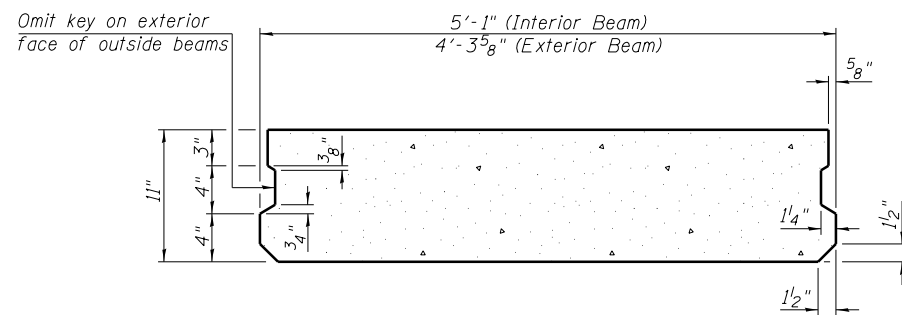
WELDED RAIL

LOCKING EDGE RAIL SPLICE

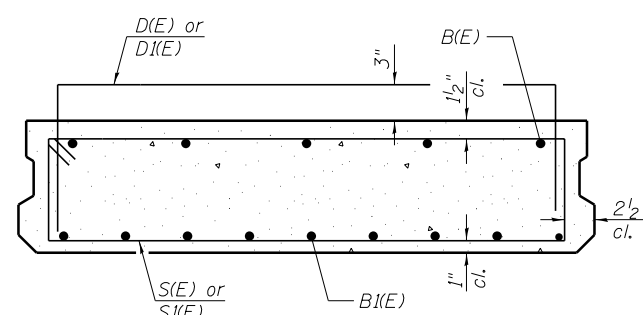
LOCKING EDGE RAIL

Back gouge not required if complete joint penetration is verified by mock-up.

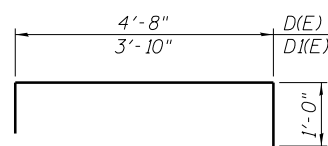
The inside of the Locking Edge Rail groove shall be free of weld residue (Rolled rail shown, welded rail similar)



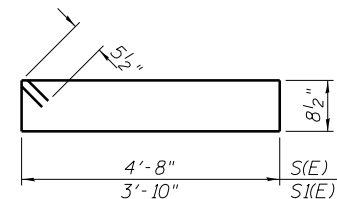
SECTION D-D (Showing dimensions)



SECTION D-D (Showing reinforcement)



BARS D(E) & D1(E)



BARS S(E) & S1(E)

BAR LIST EACH INTERIOR BEAM (For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	13	#9	29'-8"	—
D(E)	22	#4	6'-8"	□
S(E)	58	#5	11'-8"	□

BAR LIST EACH EXTERIOR BEAM (For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	11	#9	29'-8"	—
D1(E)	31	#4	5'-10'	□
S1(E)	58	#5	10'-0"	□

NOTES:

- The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
- Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
- Railing curb concrete shall be paid for as Concrete Superstructure.
- Railing curb and wearing surface reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- Approach footing concrete shall be paid for as Concrete Structures.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- Cost of excavation for approach footing included with Concrete Structures.
- For Granular Backfill for Structures and drainage treatment details, see sheet S-2.
- The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
- After precast bridge approach slab has been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.
- Two 3/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
- A minimum 2 1/2" φ lifting pins shall be used to engage the lifting loops during handling.
- Compressive strength of precast concrete, f'c shall be 6,000 psi.
- Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.
- For additional railing and railing curb details, see sheet S-11.
- Any concrete poured monolithically with the wearing surface, such as curbs, will not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".
- The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The strip seal shall extend 6" beyond the edge of the approach slab on each end. The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
- The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
- The manufacturer's recommended installation methods shall be followed.
- All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
- Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
- The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.

N. & S. APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a3(E)	62	#4	40'-4"	□
a4(E)	60	#4	7'-5"	□
b5(E)	24	#4	14'-8"	—
b6(E)	84	#4	29'-8"	—
d2(E)	56	#5	4'-10"	□
d3(E)	20	#5	12'-8"	□
d4(E)	24	#5	9'-7"	□
k(E)	168	#4	9'-8"	—
w(E)	80	#5	40'-8"	—

Concrete Structures	Cu Yd	26.0
Concrete Superstructure	Cu Yd	2.6
Reinforcement Bars, Epoxy Coated	Pound	9140
Preformed Joint Strip Seal	Foot	84
Concrete Wearing Surface, 5"	Sq Yd	280
Precast Bridge Approach Slab	Sq Ft	2590

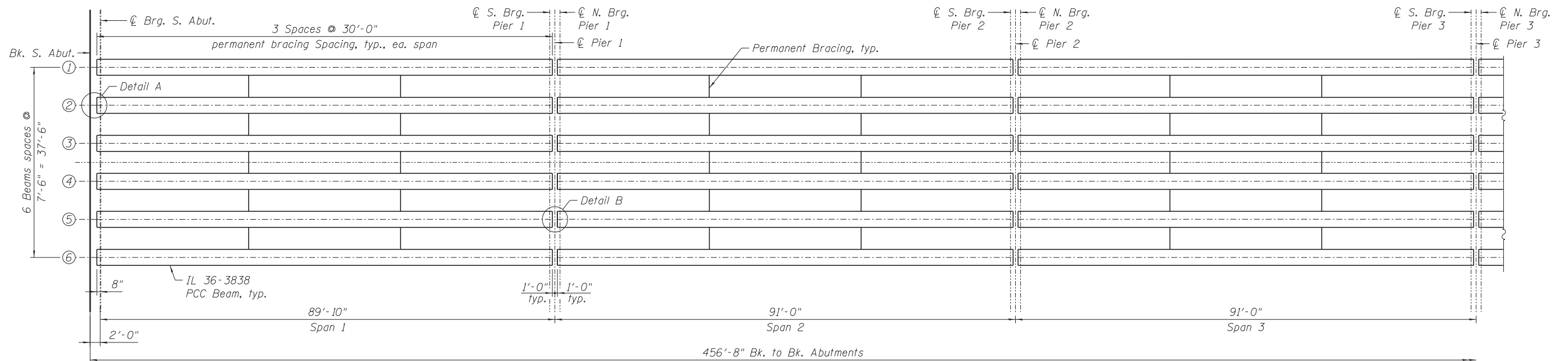
USER NAME = kandoj	DESIGNED - JSK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 12/13/2016	CHECKED - WWM	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

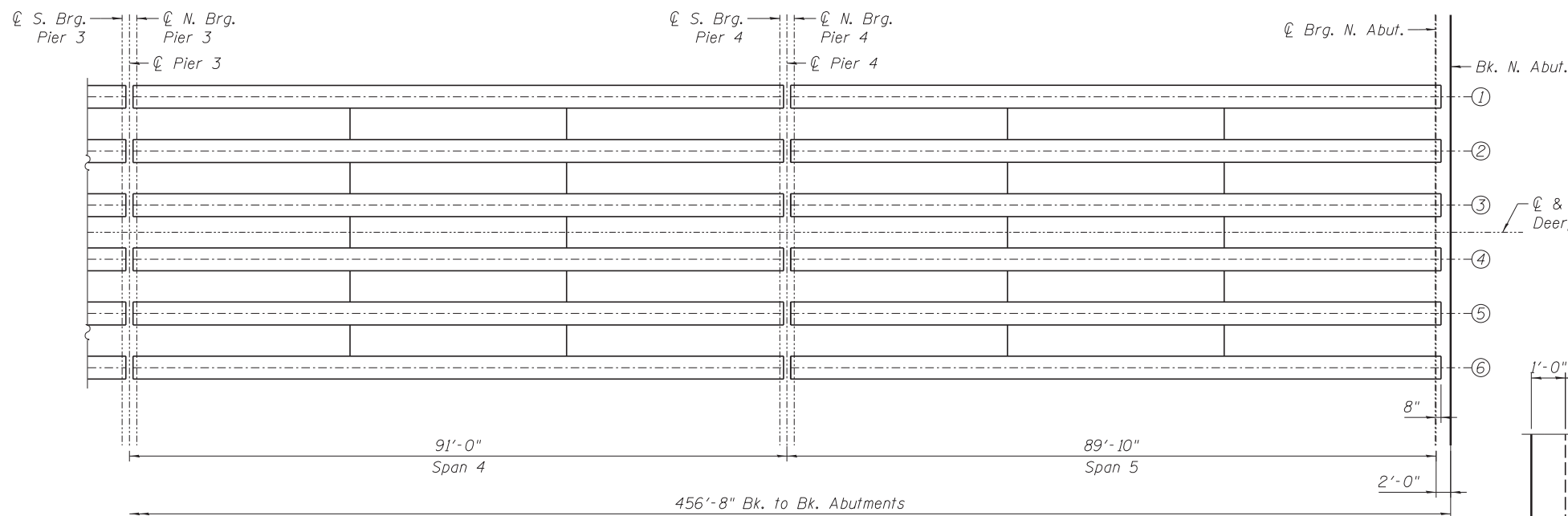
**BRIDGE PRECAST APPROACH SLAB DETAILS IV
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

SHEET NO. S-16 OF S-33 SHEETS

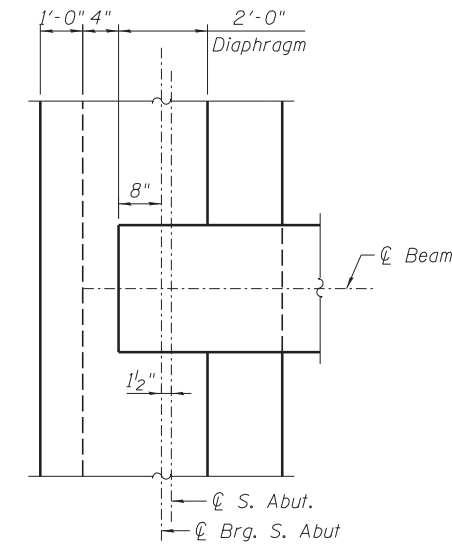
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	49
			CONTRACT NO. 61D29	
			ILLINOIS FED. AID PROJECT	



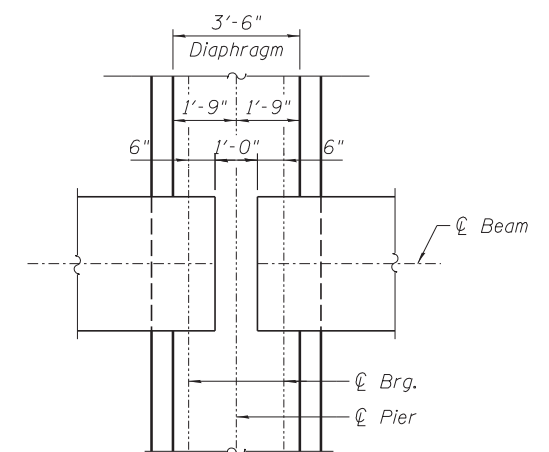
PLAN



PLAN



DETAIL A
(Typical for N. Abutment)



DETAIL B
(Typical for all Piers)

USER NAME = kritzm	DESIGNED - WWM	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

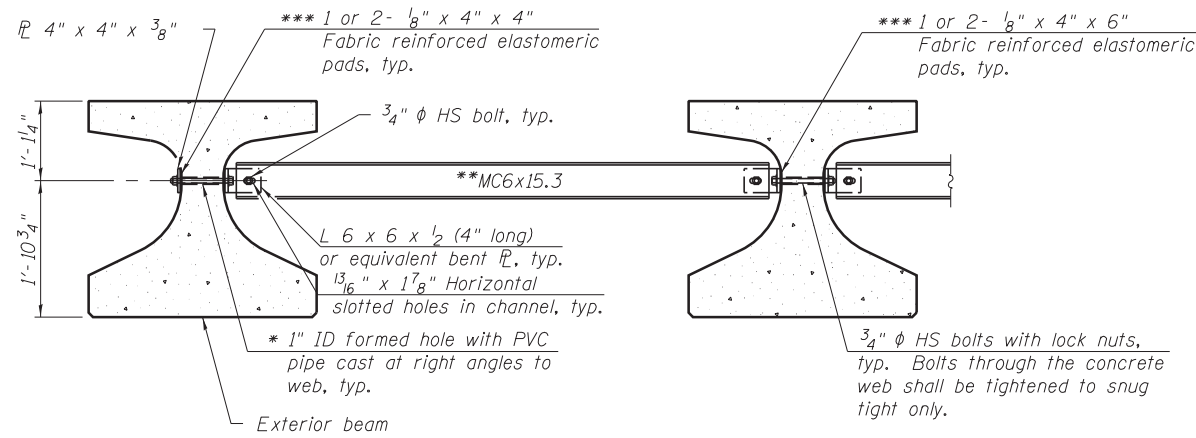
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189

SHEET NO. S-17 OF S-33 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	50
CONTRACT NO. 61D29				

ILLINOIS FED. AID PROJECT



- * Fabricator shall locate to miss strands within permissible tolerances.
- ** Alternate MC6x18 channels are permitted to facilitate material acquisition.
- *** Place pads as necessary to provide a flat mounting surface between the steel and concrete.

PERMANENT BRACING DETAILS FOR IL36 BEAMS

INTERIOR BEAM MOMENT TABLE						
		0.4 Sp. 1 0.6 Sp. 5	Pier 1 or 5	0.5 Sp. 2 0.5 Sp. 4	Pier 2 or 3	0.5 Sp. 3
I	(in ⁴)	124,639	---	124,639	---	124,639
I'	(in ⁴)	311,058	311,058	311,058	311,058	311,058
S_b	(in ³)	7,563	---	7,563	---	7,563
S_b'	(in ³)	11,904	11,904	11,904	11,904	11,904
S_t	(in ³)	6,385	---	6,385	---	6,385
S_t'	(in ³)	31,515	31,515	31,515	31,515	31,515
$DC1$	(k/ft)	1.67	---	1.67	---	1.67
M_{DC1}	(k)	1,581.3	---	1,653.5	---	1,653.5
$DC2$	(k/ft)	0.05	0.05	0.05	0.05	0.05
M_{DC2}	(k)	31.9	43.7	14.2	33.5	19.3
DW	(k/ft)	0.375	0.375	0.375	0.375	0.375
M_{DW}	(k)	234.6	321.2	104.4	246.3	141.9
$M_L + IM$	(k)	1,178.5	1,104.6	979.3	1,032.9	991.0

INTERIOR BEAM REACTION TABLE				
		Abut.	Pier 1 Span 1 Pier 4 Span 5	Pier 2 Span 2 Pier 3 Span 3
R_{DC1}	(k)	74.2	74.2	74.3
R_{DC2}	(k)	1.8	2.6	2.3
R_{DW}	(k)	13.3	19.2	16.7
$R_L + IM$	(k)	85.9	73.9	70.8
R_{Total}	(k)	175.2	169.9	164.1

* At continuous piers, reactions from composite loads are assumed to be equally distributed to each bearing line.

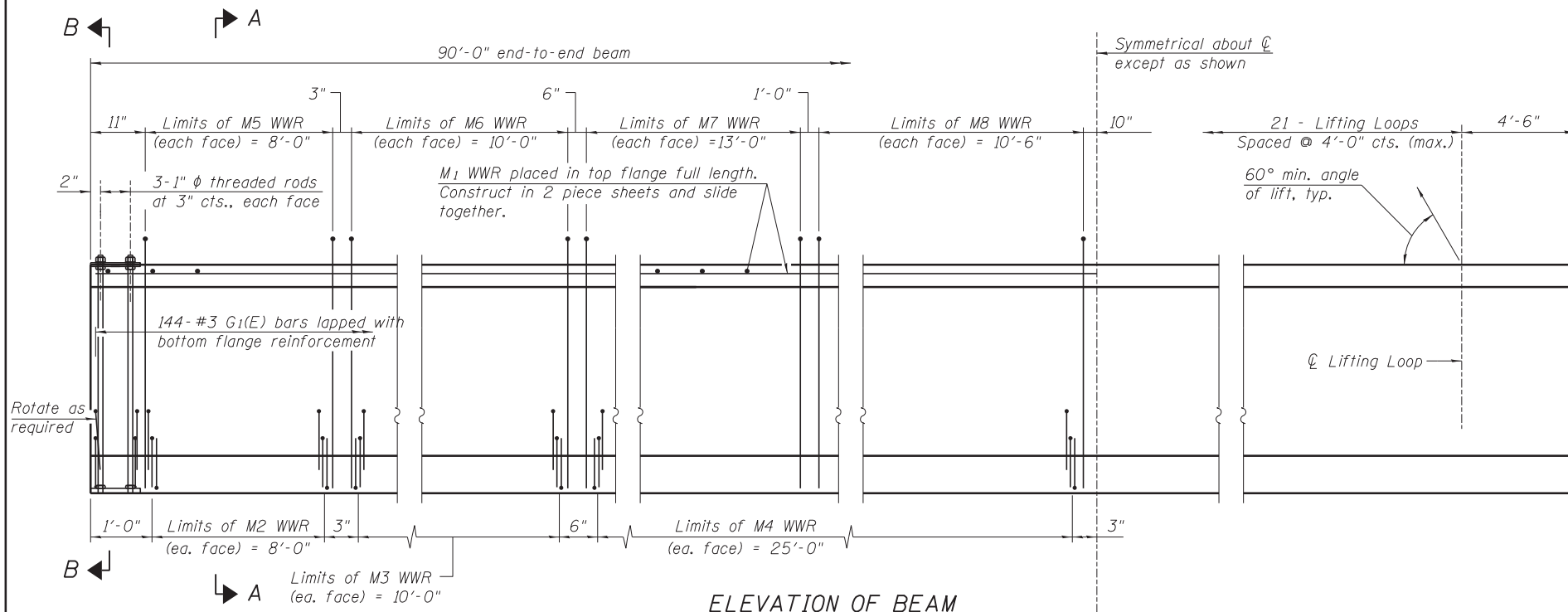
- I : Non-composite moment of inertia of beam section (in.⁴).
- I' : Composite moment of inertia of beam section (in.⁴).
- S_b : Non-composite section modulus for the bottom fiber of the prestressed beam (in.³).
- S_b' : Composite section modulus for the bottom fiber of the prestressed beam (in.³).
- S_t : Non-composite section modulus for the top fiber of the prestressed beam (in.³).
- S_t' : Composite section modulus for the top fiber of the prestressed beam (in.³).
- $DC1$: Un-factored non-composite dead load (kips/ft.).
- M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
- $DC2$: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW : Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

NOTES:

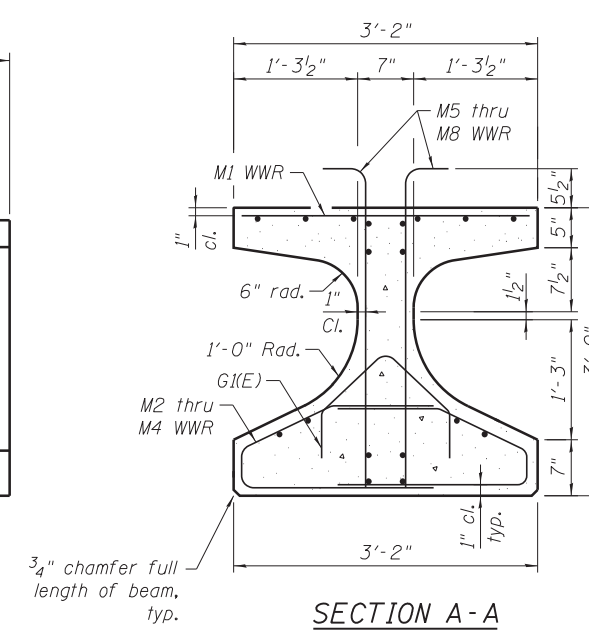
1. For PPC I-beam elevations, sections and details, see Sheets S-19 and S-20.
2. For abutments diaphragms elevation and details, see Sheet S-10.
3. For pier diaphragms elevations and details, see Sheet S1-10.
4. All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
5. Two hardened washers are required for each set of oversized holes.
6. All holes shall be $\frac{5}{16}$ " ϕ unless otherwise noted.
7. $\frac{5}{16}$ " x 3" x 3" plate washers are required over all slotted holes.
8. All bolts shall be galvanized according to AASHTO M232.
9. Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
10. Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams.

USER NAME =	krizm	DESIGNED -	WWM	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	MRK	REVISED -	
PLOT DATE =	10/12/2016	CHECKED -	WWM	REVISED -	

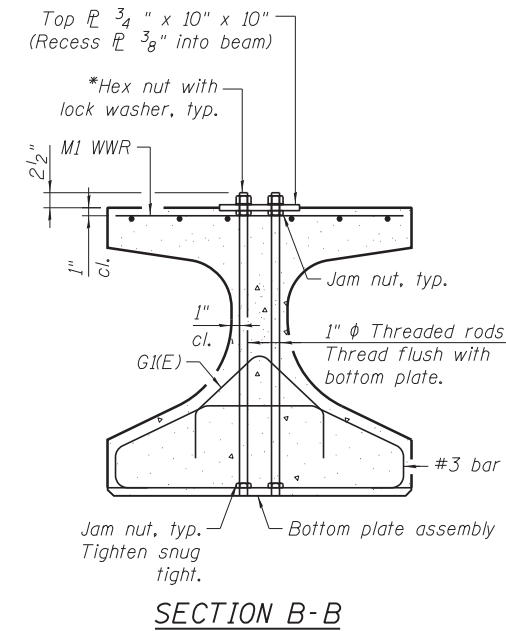
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	51
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT				



ELEVATION OF BEAM
(Showing reinforcement & dimensions)

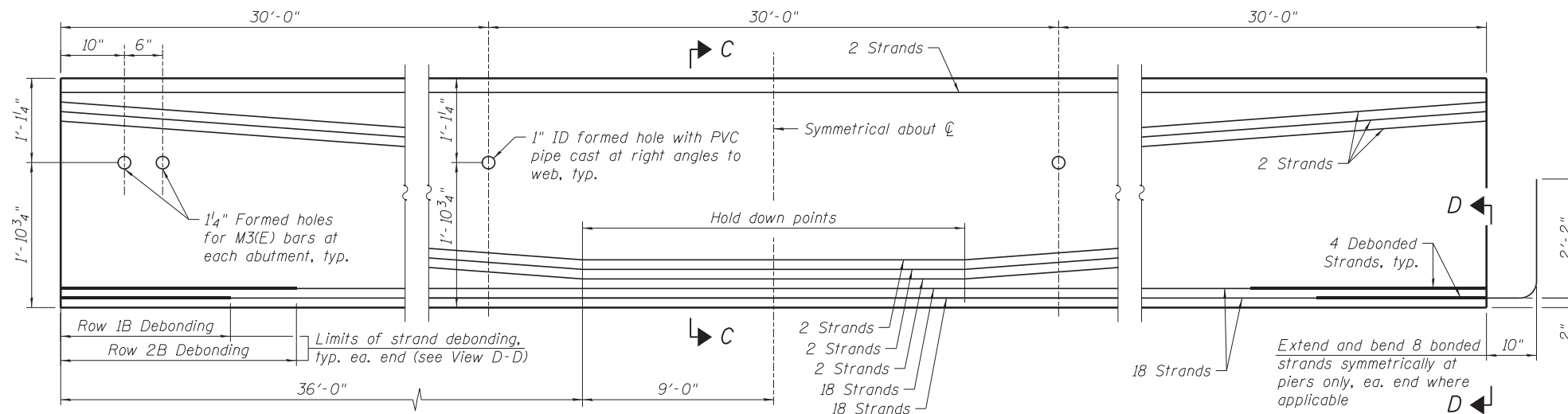


SECTION A-A

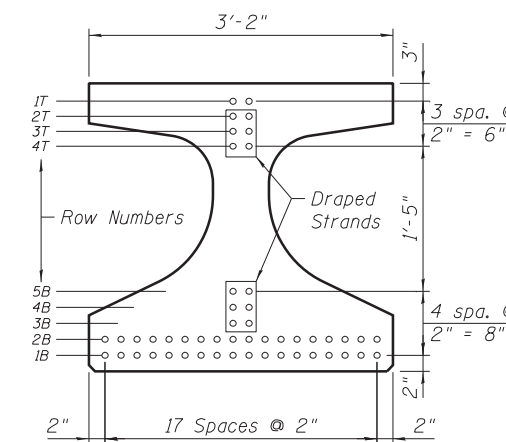


SECTION B-B

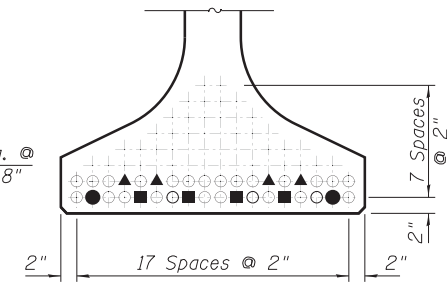
* Only tighten sufficiently to compress lock washers.



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C
(44-0.6" 270ksi Strands)



VIEW D-D

NOTES:

1. See sheet S-20 for additional details and Bill of Material.

USER NAME = krltzm	DESIGNED - WWM	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

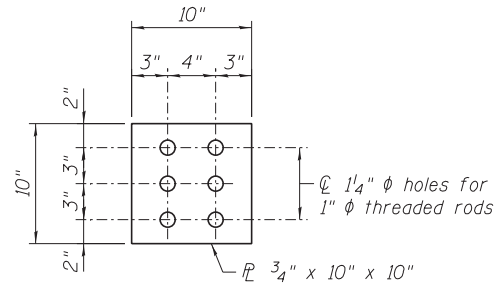
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**36" PCC I-BEAM DETAILS I
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

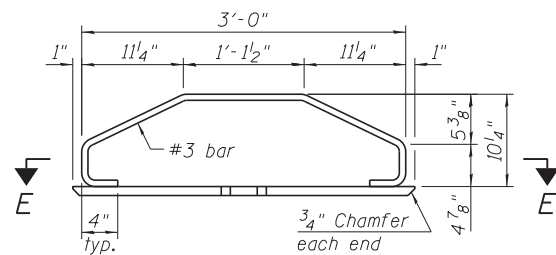
SHEET NO. S-19 OF S-33 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	52
CONTRACT NO. 61D29				

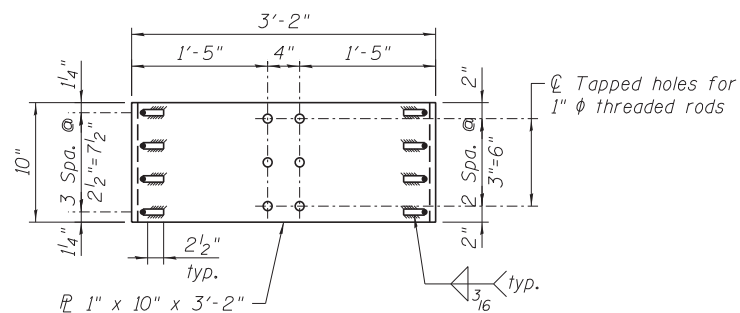
ILLINOIS FED. AID PROJECT



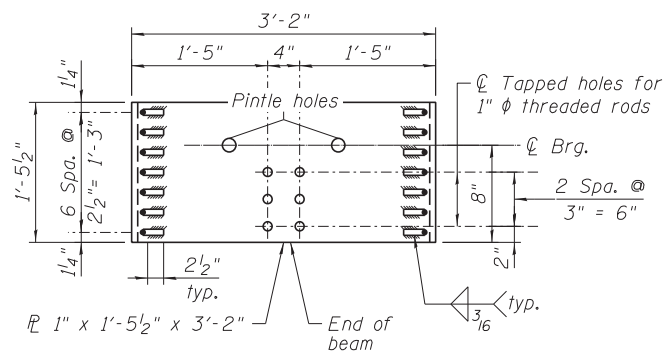
PLAN - TOP PLATE



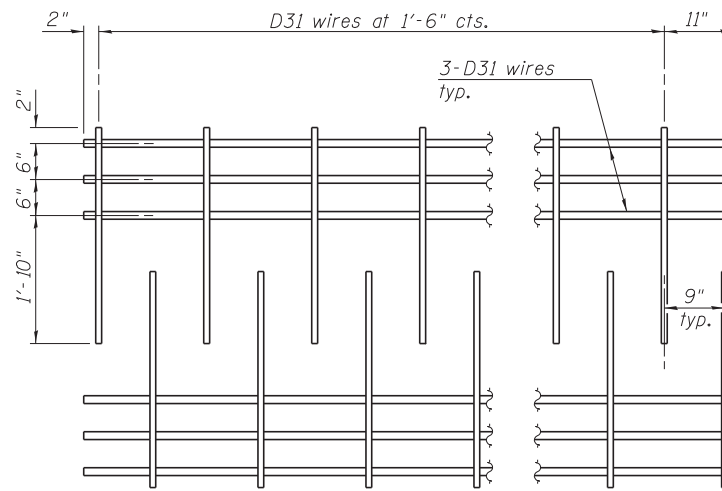
ELEVATION - BOTTOM PLATE ASSEMBLY



SECTION E-E
(typ. at Pier)

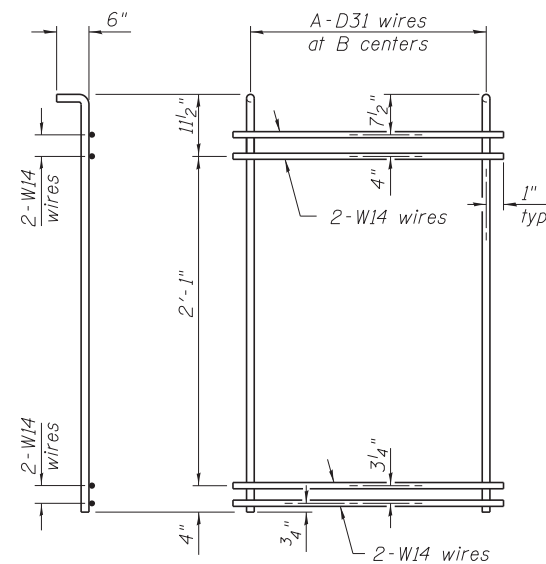


SECTION E-E
(typ. at Abutment)



M1 WWR DETAIL

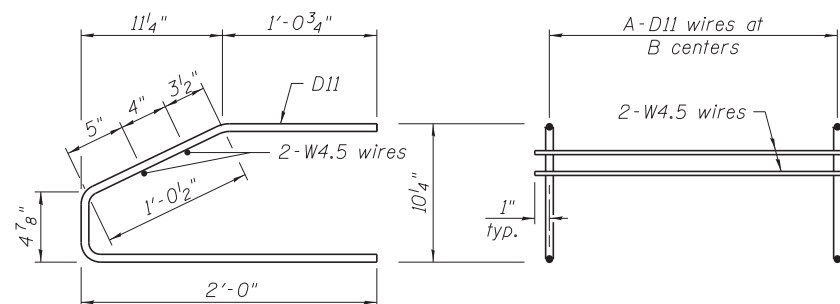
When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (4'-6" long) shall be used to splice the longitudinal D31 wires together.



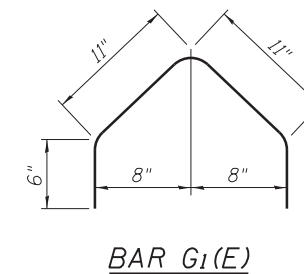
M5 THRU M8 WWR DETAIL
(See Table of Dimensions)

TABLE OF DIMENSIONS

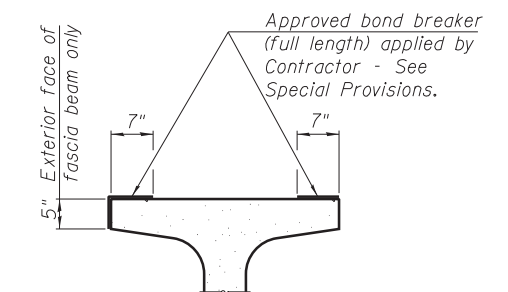
SPAN 1 THRU 5		
WWR	A	B
M2	33	3"
M3	21	6"
M4	18	1'-5"
M5	33	3"
M6	21	6"
M7	14	1'-0"
M8	7	1'-9"



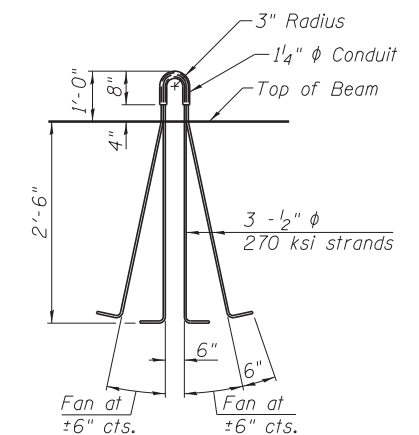
M2 THRU M4 WWR DETAIL
(See Table of Dimensions)



BAR G1(E)



SECTION THRU TOP FLANGE
(Showing limits of bond breaker)



LIFTING LOOP DETAIL

BILL OF MATERIAL

Item	Unit	Total
Furnishing And Erecting Precast Prestressed Concrete Beams, IL36	Ft.	2700

NOTES

- Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.
- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be 1/2" and the nominal cross sectional area shall be 0.153 sq. in.
- The beams shall have a final concrete compressive strength, $f'c$, of 8500 psi and a release concrete compressive strength, $f'ci$, of 7000 psi.
- A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling.
- Bend the extended strands inward on the fascia beams to maintain 1/2" clearance inside the pier diaphragm.
- The top and bottom plates shall be AASHTO M270 Grade 50.
- The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.
- Threaded rods shall be ASTM F 1554 Grade 55.
- Beams shall not be released from the fabricator until they have attained 45 days of age or older.
- Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating.

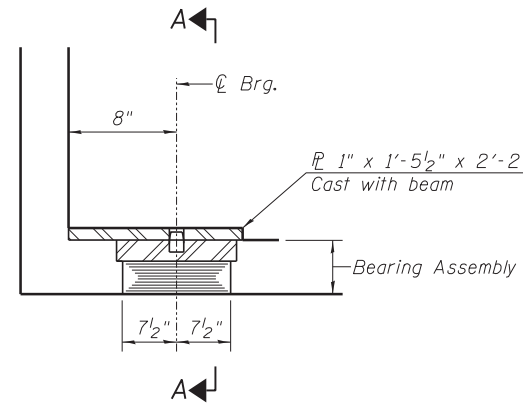
USER NAME = kritzm	DESIGNED - WWM	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

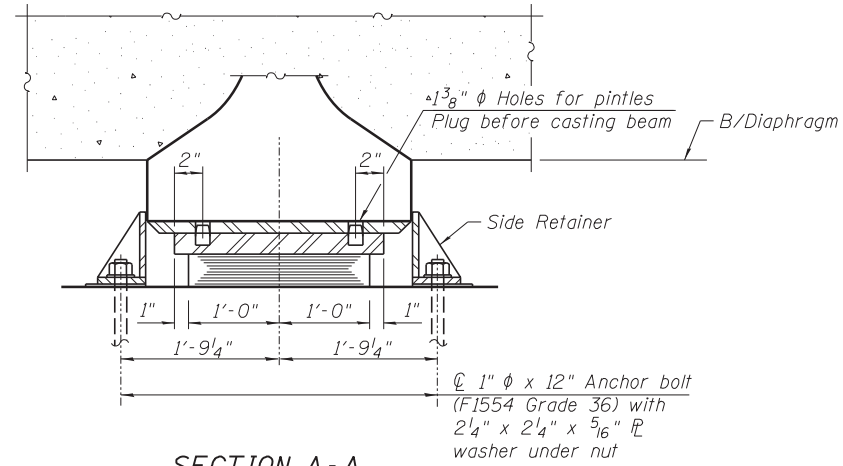
36" PCC I-BEAM DETAILS II
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189

SHEET NO. S-20 OF S-33 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	53
			CONTRACT NO. 61D29	
ILLINOIS FED. AID PROJECT				

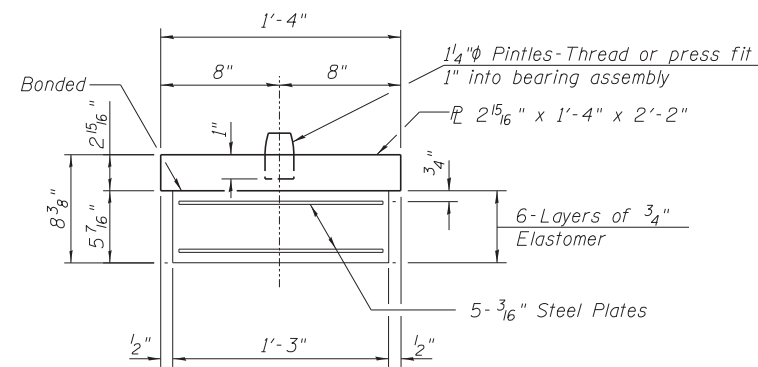


SECTION AT ABUT.

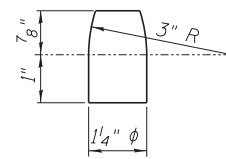


SECTION A-A

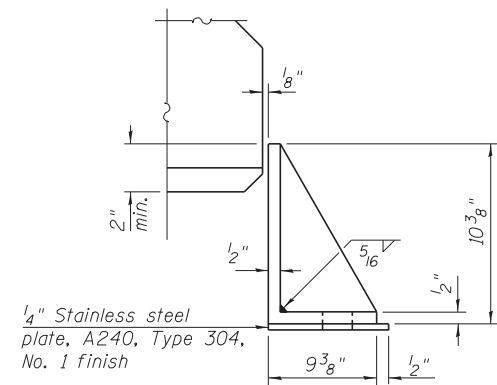
TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

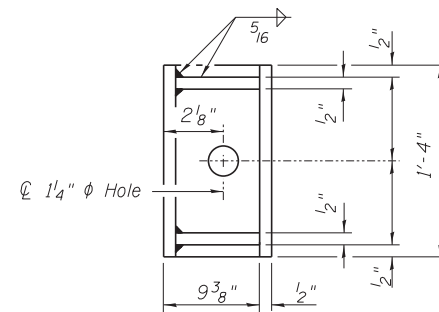


PINTLE



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



NOTES:

- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
- For additional details of plate cast with beam, see Sheet S-20.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
- Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Anchor Bolts, 1"	Each	24

PI-2E-1

12-2-15

USER NAME = kritzm	DESIGNED - WWM	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

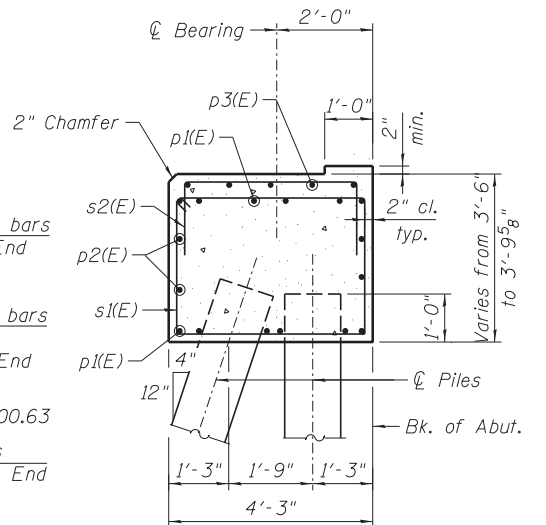
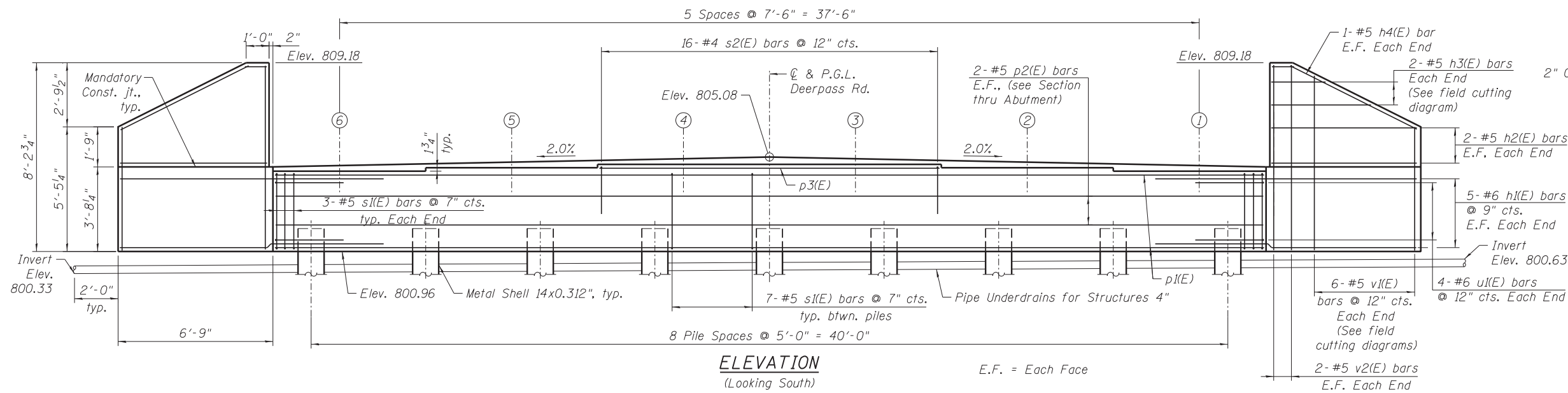
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189

SHEET NO. S-21 OF S-33 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	54
			CONTRACT NO. 61D29	

ILLINOIS FED. AID PROJECT



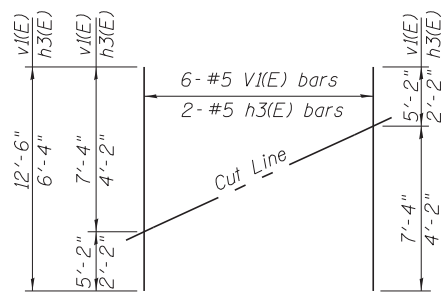
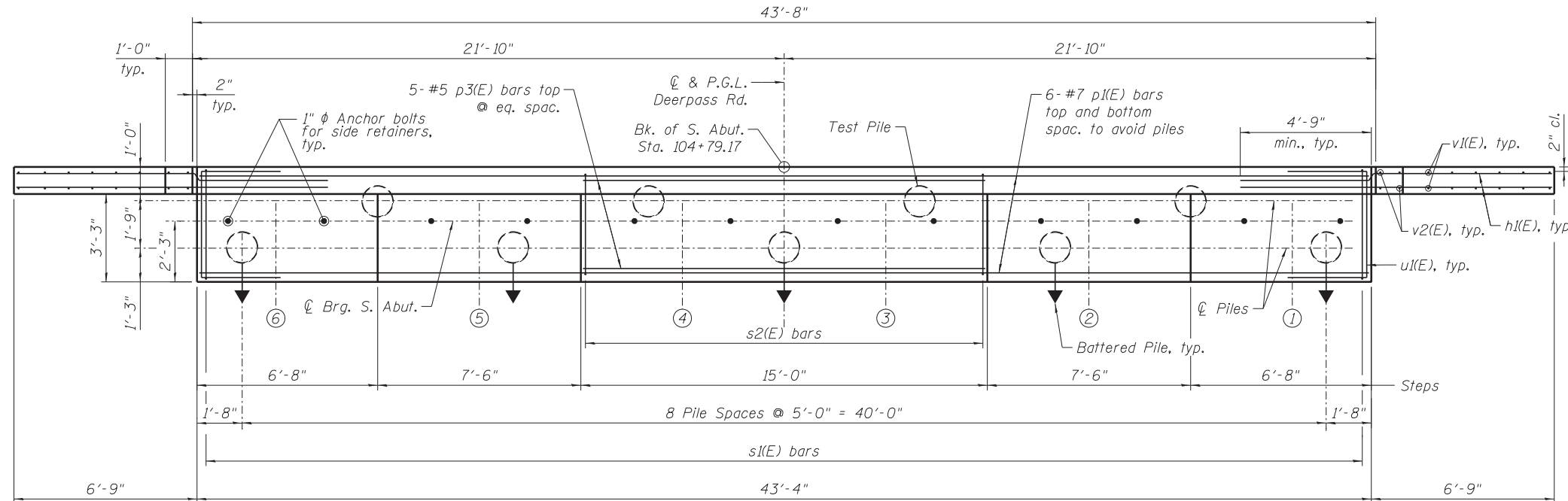
MINIMUM BAR LAP

- #4 bar = 2'-7"
- #5 bar = 3'-4"
- #6 bar = 4'-9"

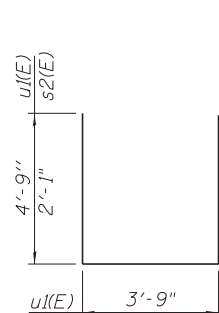
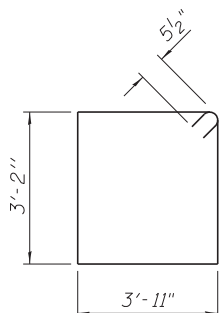
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	20	#6	11'-4"	—
h2(E)	8	#5	6'-3"	—
h3(E)	4	#5	6'-4"	—
h4(E)	4	#5	6'-11"	—
p1(E)	12	#7	43'-0"	—
p2(E)	4	#5	43'-0"	—
p3(E)	5	#5	14'-8"	—
s1(E)	62	#5	15'-1"	□
s2(E)	16	#4	7'-11"	□
u1(E)	8	#6	13'-3"	□
v1(E)	12	#5	12'-6"	—
v2(E)	8	#5	7'-10"	—

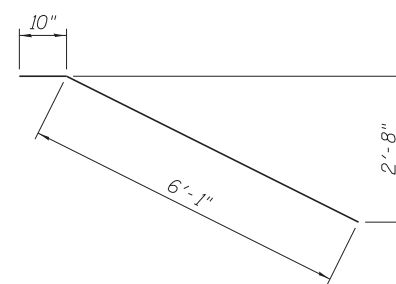
Structure Excavation	Cu Yd	73
Concrete Structures	Cu Yd	28.3
Reinforcement Bars, Epoxy Coated	Pound	3200
Furnishing Metal Shell Piles 14" X 0.312"	Foot	488
Driving Piles	Foot	480
Test Pile Metal Shells	Each	1
Pile Shoes	Each	9
Geocomposite Wall Drain	Sq Yd	51
Granular Backfill For Structures	Cu Yd	57
Pipe Underdrains For Structures 4"	Foot	61



Order v1(E) and h3(E) full length.
Cut as shown and use remainder of bars in opposite face of wall.



BEARING SEAT ELEVATION



BEARING SEAT ELEVATION

Beam	Elev.
1	804.46
2	804.61
3	804.76
4	804.76
5	804.61
6	804.46

Notes:

- For anchor bolt layout see Sheet S-21.
- For pile details see Sheet S-26.

PILE DATA

Pile Type and Size: Metal Shell Pile
14" Dia. x 0.312" Walls with Pile Shoes

Nominal Required Bearing: 516 kips
Factored Resistance Available: 187 kips
Estimated Length: 61 feet
Number of Production Piles: 8
Number of Test Piles: 1

USER NAME = krtzm	DESIGNED - WWM	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

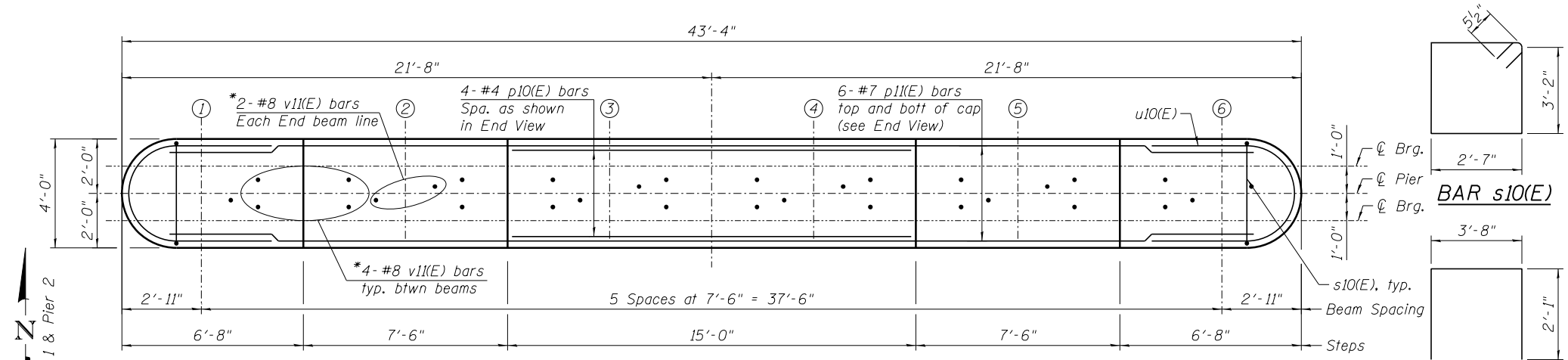
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	55
CONTRACT NO. 6ID29				

NOTES:

1. For pile details see Sheet S-26.
2. Pour steps monolithically with cap.
3. Space reinforcement in Cap to miss anchor bolts.
4. Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design. Cost included with Cofferdam (Type 2) (Location-1).

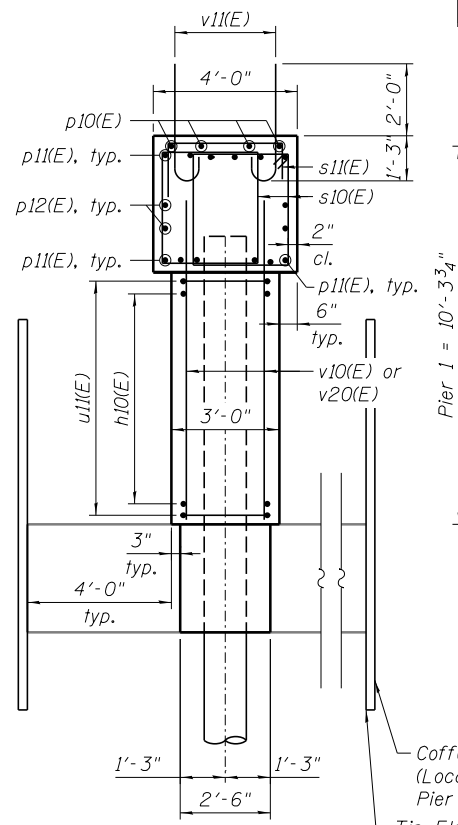


*See Partial Plan at Pier, Sheet S-10

TOP PLAN
(Pier 1 & Pier 2)

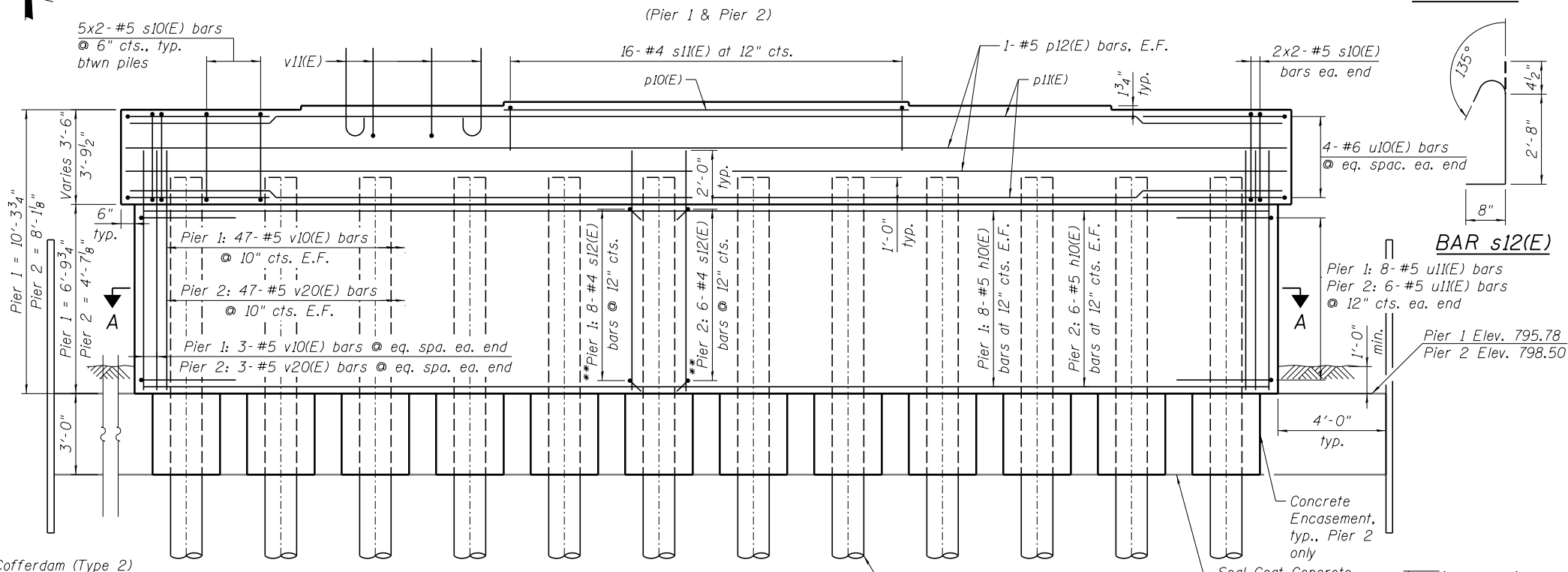
**PIER 1
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h10(E)	16	#5	39'-2"	—
p10(E)	4	#4	14'-8"	—
p11(E)	12	#7	39'-4"	—
p12(E)	4	#5	39'-4"	—
s10(E)	118	#5	12'-5"	□
s11(E)	16	#4	7'-10"	□
s12(E)	192	#4	3'-9"	└
u10(E)	8	#6	15'-3"	└
u11(E)	16	#5	12'-6"	└
v10(E)	100	#5	8'-8"	—
v11(E)	30	#8	4'-2"	└
Cofferdam Excavation		Cu Yd	113	
Cofferdam (Type 2) (Location-1)		Each	1	
Concrete Structures		Cu Yd	54.3	
Seal Coat Concrete		Cu Yd	62	
Reinforcement Bars, Epoxy Coated		Pound	5550	
Furnishing Metal Shell Piles 14" X 0.312"		Foot	968	
Driving Piles		Foot	882	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	12	



END VIEW
(Pier 1 & Pier 2)

Cofferdam (Type 2) (Location-1), Pier 1 only
Tip Elevation to be determined by the contractor (typ.)

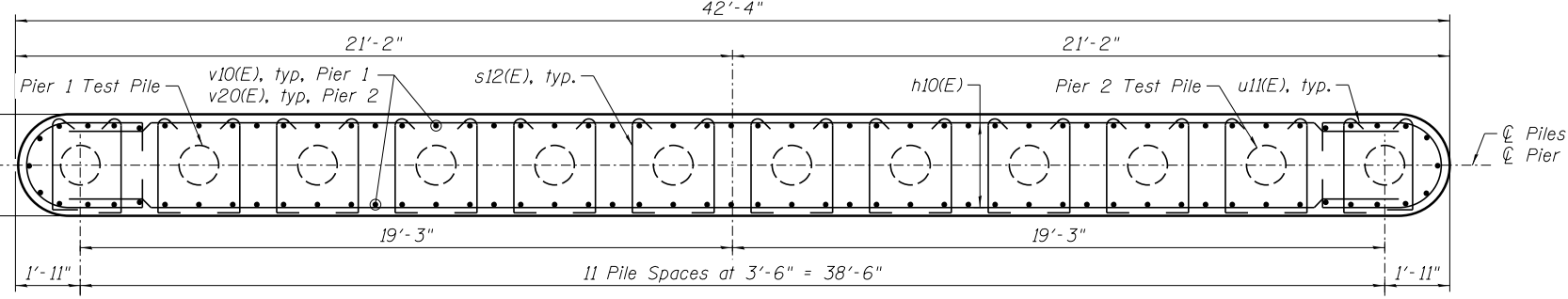


ELEVATION
(Looking North)
(Pier 1 & Pier 2)

** Orient s12(E) bars at a 45° angle at each intersection of vertical v10(E) or v20(E) bar and horizontal h10(E) bar at each side of each pile (see Section A-A)

**PIER 2
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h10(E)	12	#5	39'-2"	—
p10(E)	4	#4	14'-8"	—
p11(E)	12	#7	39'-4"	—
p12(E)	4	#5	39'-4"	—
s10(E)	118	#5	12'-5"	□
s11(E)	16	#4	7'-10"	□
s12(E)	144	#4	3'-9"	└
u10(E)	8	#6	15'-3"	└
u11(E)	12	#5	12'-6"	└
v20(E)	100	#5	6'-5"	—
v11(E)	30	#8	4'-2"	└
Structure Excavation		Cu Yd	114	
Concrete Structures		Cu Yd	44.0	
Concrete Encasement		Cu Yd	6.6	
Reinforcement Bars, Epoxy Coated		Pound	4980	
Furnishing Metal Shell Piles 14" X 0.312"		Foot	968	
Driving Piles		Foot	885	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	12	



SECTION A-A
(Pier 1 & Pier 2)

(Seal Coat Concrete not shown for clarity)

BEARING SEAT ELEVATIONS

Beam	Pier 1 Elev.	Pier 2 Elev.
1	806.09	806.59
2	806.24	806.74
3	806.39	806.89
4	806.39	806.89
5	806.24	806.74
6	806.09	806.59

PILE DATA

Pile Type and Size: Metal Shell Pile 14" Dia. x 0.312" Walls with Pile Shoes
 Nominal Required Bearing: 516 kips
 Factored Resistance Available: 283 kips
 Estimated Length: 88 feet
 Number of Production Piles: 11
 Number of Test Piles: 1

MINIMUM BAR LAP

- #4 bar = 2'-7"
- #5 bar = 3'-4"
- #6 bar = 4'-9"

BAR v1(E)

BAR u1(E)

AECOM

S-24-Pier-1-2.dgn

USER NAME	DESIGNED	REVISION
kandoj	JSK	-
	ATB	-
	JSK	-
	WM	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 1 AND 2
DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

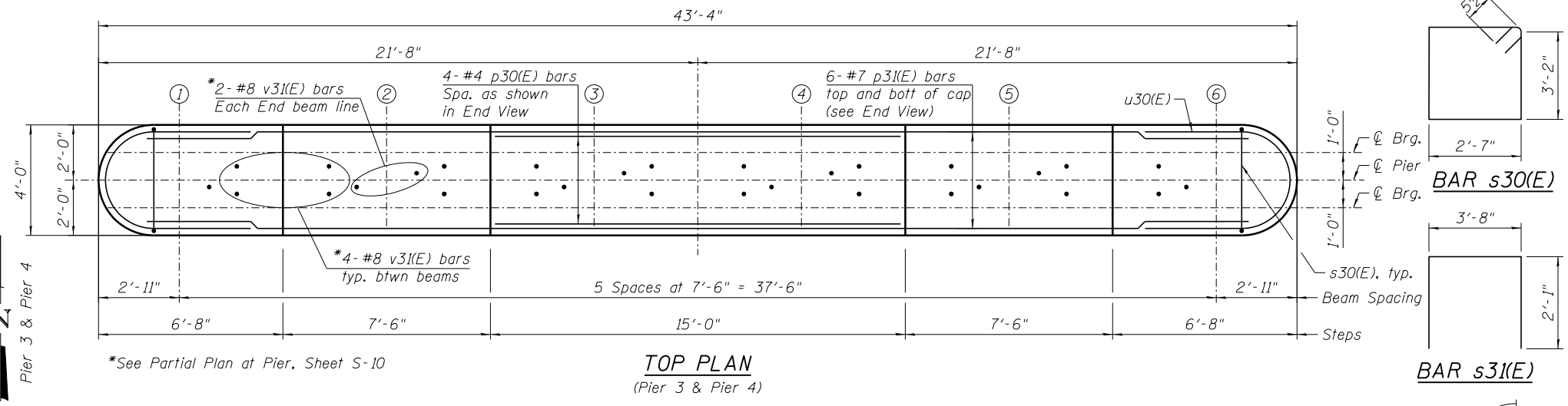
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	57
			CONTRACT NO. 61D29	

SHEET NO. S-24 OF S-33 SHEETS

ILLINOIS FED. AID PROJECT

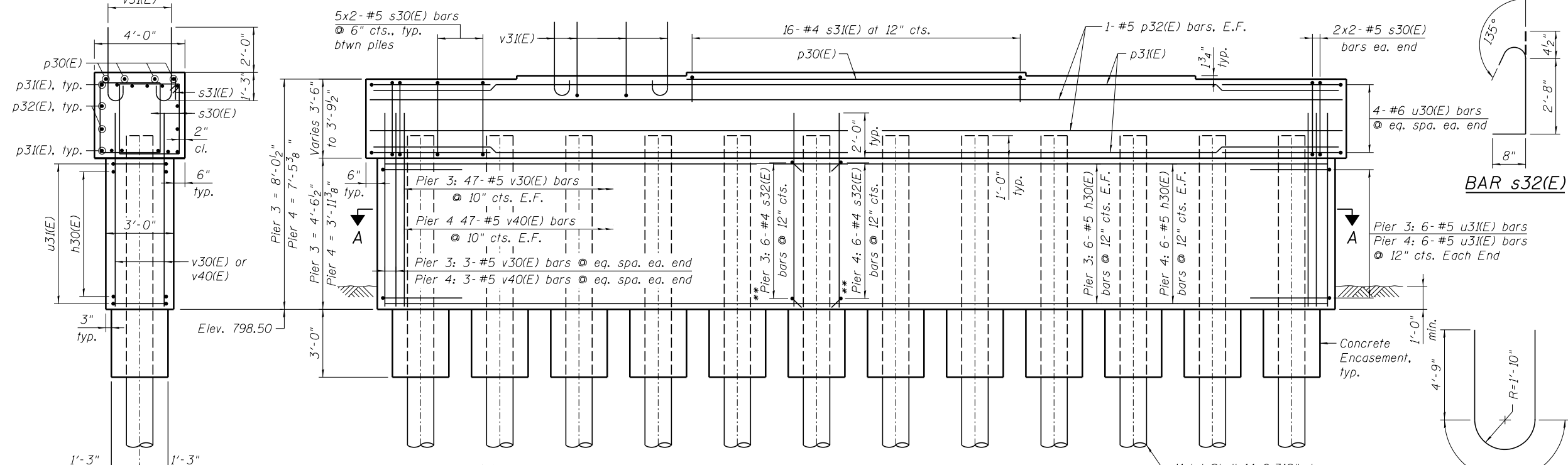
NOTES:

1. For pile details see Sheet S-26.
2. Pour steps monolithically with cap.
3. Space reinforcement in Cap to miss anchor bolts.



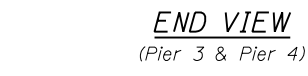
PIER 3
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	12	#5	39'-2"	—
p30(E)	4	#4	14'-8"	—
p31(E)	12	#7	39'-4"	—
p32(E)	4	#5	39'-4"	—
s30(E)	118	#5	12'-5"	□
s31(E)	16	#4	7'-10"	□
s32(E)	144	#4	3'-9"	└
u30(E)	8	#6	15'-3"	└
u31(E)	12	#5	12'-6"	└
v30(E)	100	#5	6'-5"	—
v31(E)	30	#8	4'-2"	└
Structure Excavation		Cu Yd	112	
Concrete Structures		Cu Yd	43.8	
Concrete Encasement		Cu Yd	6.6	
Reinforcement Bars, Epoxy Coated		Pound	4980	
Furnishing Metal Shell Piles 14" X 0.312"		Foot	946	
Driving Piles		Foot	892	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	12	



PIER 4
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	12	#5	39'-2"	—
p30(E)	4	#4	14'-8"	—
p31(E)	12	#7	39'-4"	—
p32(E)	4	#5	39'-4"	—
s30(E)	118	#5	12'-5"	□
s31(E)	16	#4	7'-10"	□
s32(E)	144	#4	3'-9"	└
u30(E)	8	#6	15'-3"	└
u31(E)	12	#5	12'-6"	└
v40(E)	100	#5	5'-9"	—
v31(E)	30	#8	4'-2"	└
Structure Excavation		Cu Yd	106	
Concrete Structures		Cu Yd	41.0	
Concrete Encasement		Cu Yd	6.6	
Reinforcement Bars, Epoxy Coated		Pound	4910	
Furnishing Metal Shell Piles 14" X 0.312"		Foot	946	
Driving Piles		Foot	907	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	12	



BEARING SEAT ELEVATIONS

Beam	Pier 3 Elev.	Pier 4 Elev.
1	806.54	805.95
2	806.69	806.10
3	806.84	806.25
4	806.84	806.25
5	806.69	806.10
6	806.54	805.95

PILE DATA

Pile Type and Size: Metal Shell Pile 14" Dia. x 0.312" Walls with Pile Shoes

Nominal Required Bearing: 516 kips

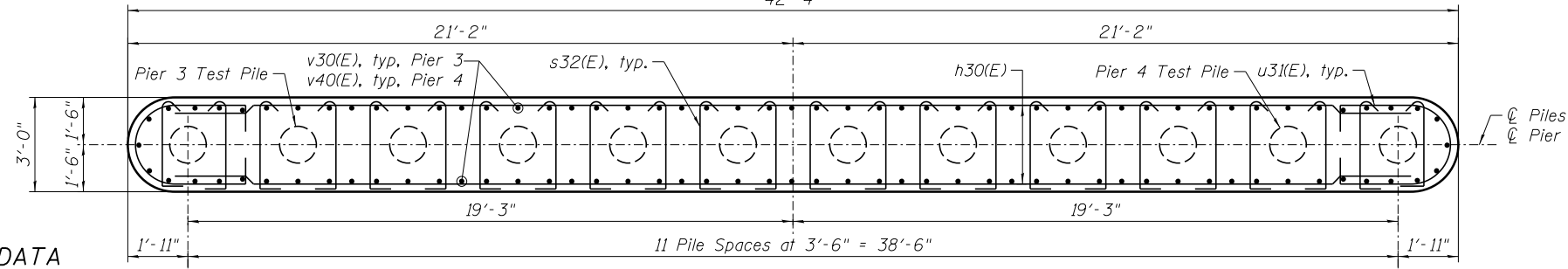
Factored Resistance Available: 283 kips

Estimated Length: 86 feet

Number of Production Piles: 11

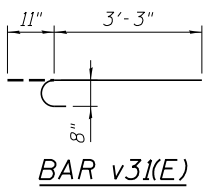
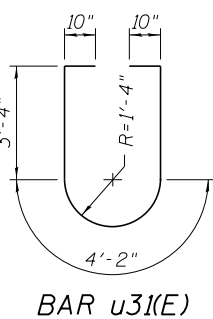
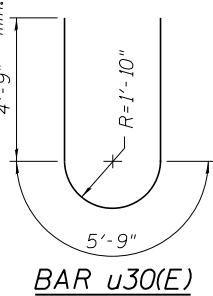
Number of Test Piles: 1

SECTION A-A
(Pier 3 & Pier 4)



MINIMUM BAR LAP

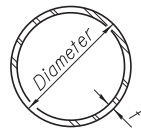
- #4 bar = 2'-7"
- #5 bar = 3'-4"
- #6 bar = 4'-9"



USER NAME	DESIGNED	REVISIONS
kandoj	WWM	-
	ATB	-
	JSK	-
	WWM	-

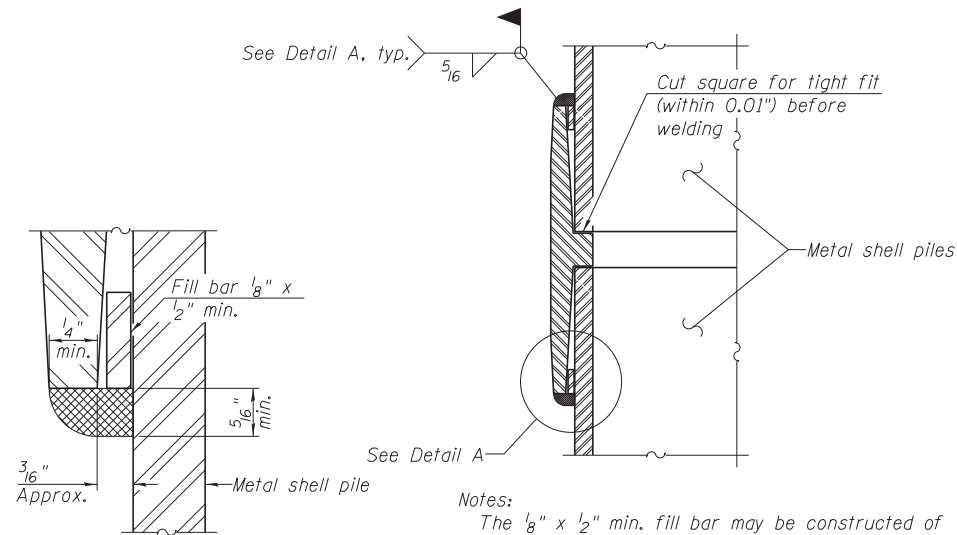
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	58

CONTRACT NO. 61D29



METAL SHELL PILE TABLE

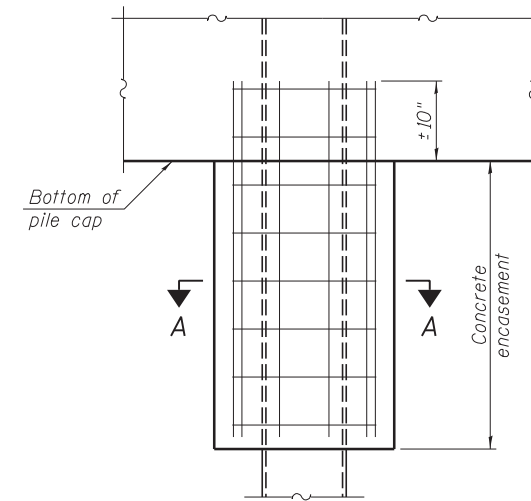
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



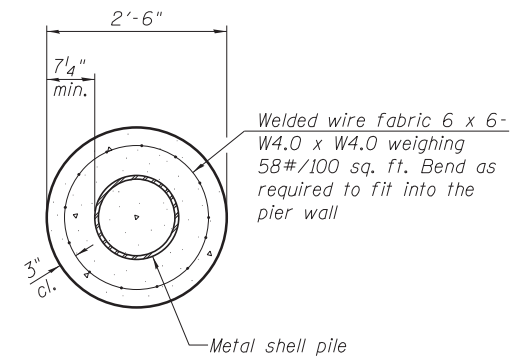
DETAIL A

Notes:
 The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



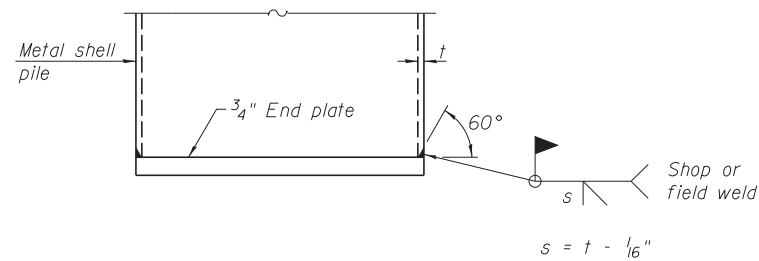
ELEVATION



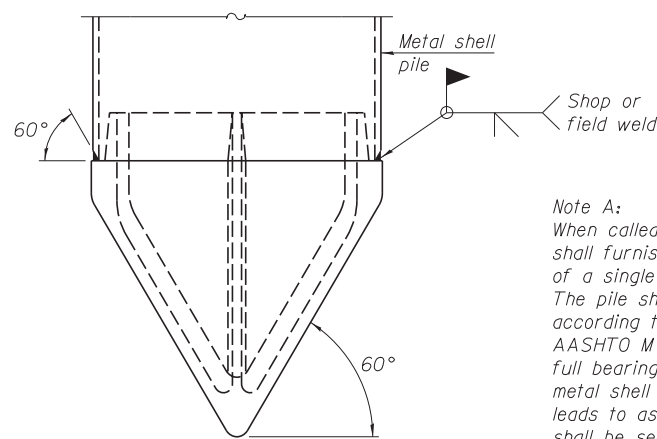
SECTION A-A

Note:
 Forms for encasement may be omitted when soil conditions permit.

CONCRETE ENCASEMENT AT PIERS



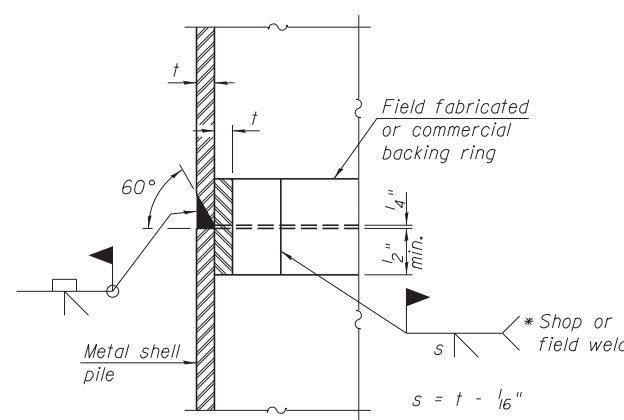
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

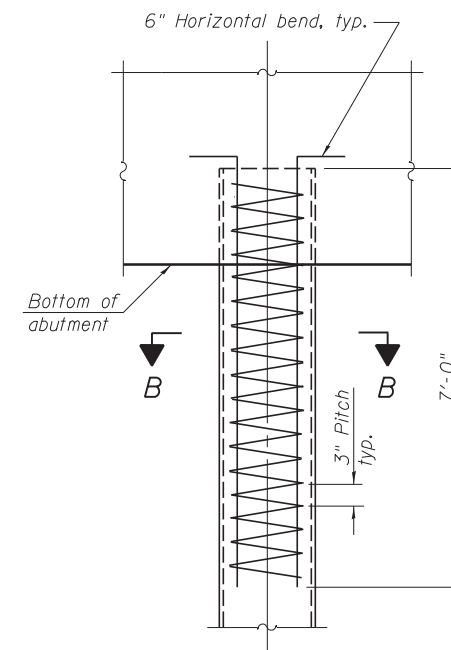
(See Note A)

Note A:
 When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

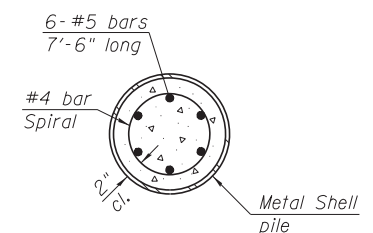


COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

Note:
 The metal shell piles shall be according to ASTM A 252 Grade 3.

AECOM

S-26-PileDetails.dgn

F-MS

1-27-12

USER NAME = kritzm	DESIGNED - JSK	REVISED -
CHECKED - ATB	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

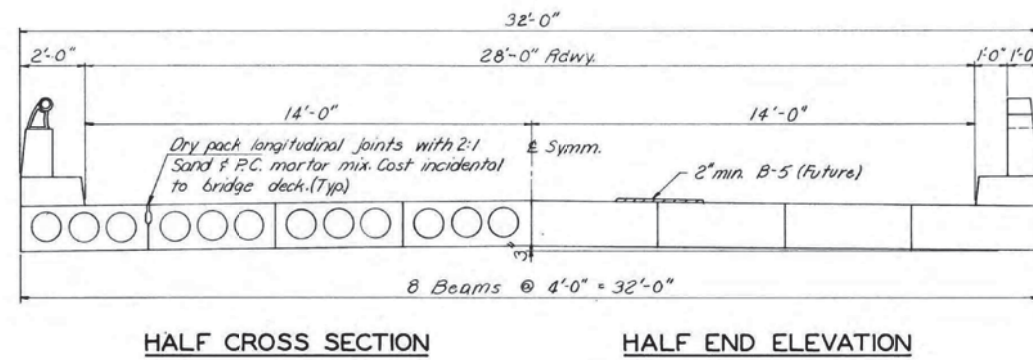
**PILE DETAILS
 DEERPASS ROAD OVER KISHWAUKEE RIVER S.N. 056-3189**

SHEET NO. S-26 OF S-33 SHEETS

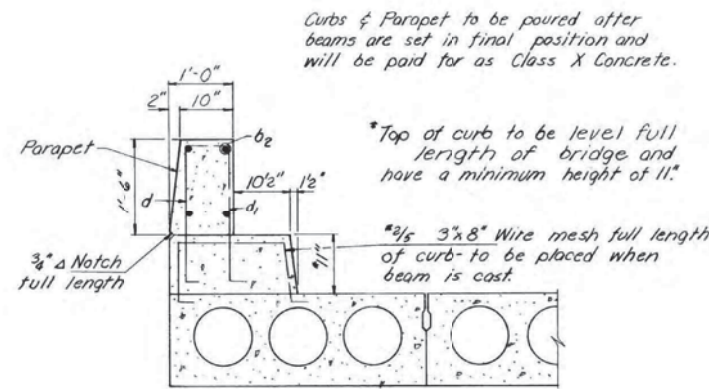
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	59
			CONTRACT NO. 61D29	

ILLINOIS FED. AID PROJECT

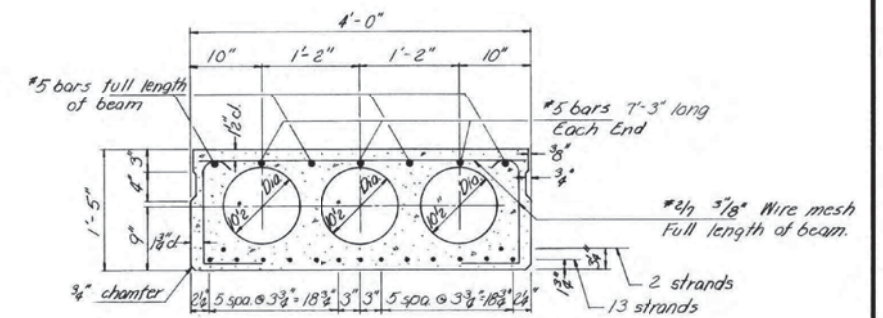
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
CH 47	63B-MFT	McHenry	9	4
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



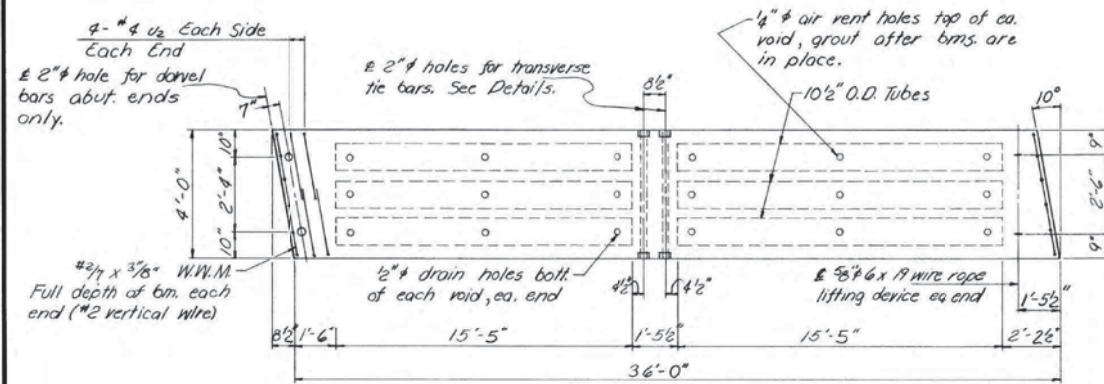
HALF CROSS SECTION HALF END ELEVATION



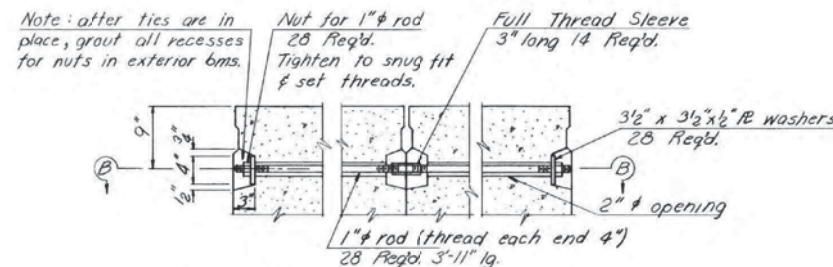
CURB & PARAPET DETAIL



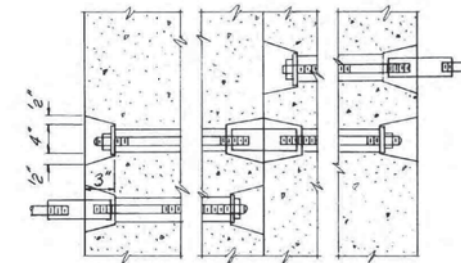
TYPICAL SECTION THRU BEAMS
15-#7 wire #16 strands stressed to 18,900 p.s.i. each



TYPICAL PLAN OF BEAMS



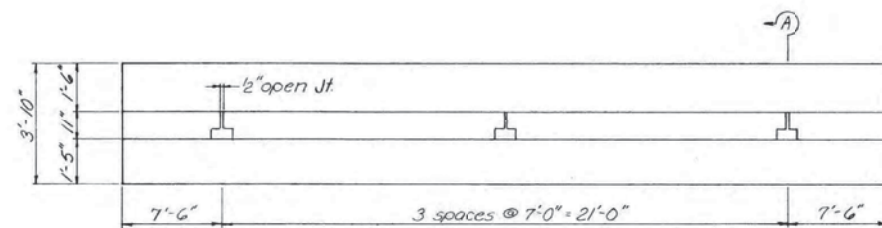
TRANSVERSE TIE BAR DETAIL



SECTION B-B

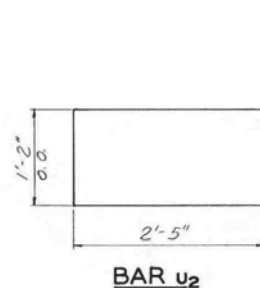
Note: Cost of reinforcement and accessories cast into beam, bearing pads, furnishing and assembling transverse ties, furnishing, drilling and grouting dowel holes, and grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Bridge Deck".

Note: steel for dowel rods and transverse tie rods shall be SAE 1020 structural steel, ASTM designation A36 or Intermediate Grade ASTM A-15. After fabrication, the transverse tie assemblies, tie rods, nuts, washers and sleeves shall be hot dipped galvanized, ASTM designation A-153.

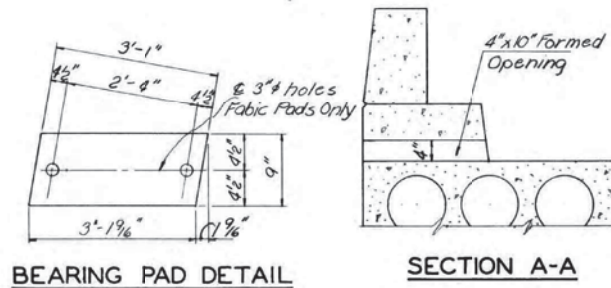


ELEVATION OF OUTSIDE BEAMS

Spacing of formed openings in Curb.

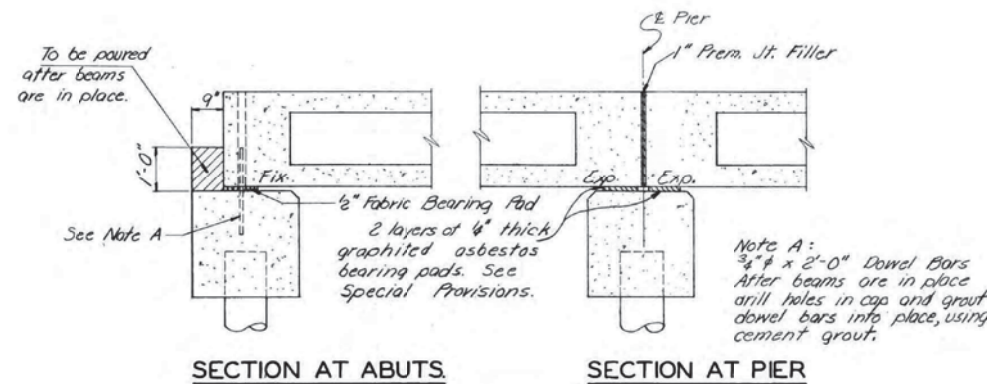


BAR U2



BEARING PAD DETAIL

SECTION A-A



SECTION AT ABUTS

SECTION AT PIER

BILL OF MATERIAL

ITEM	QUANTITY
Precast Prestressed Concrete Bridge Deck	Sq. Ft. 2,304
Class X Concrete (Curbs)	Cu. Yds. 9.5

See Sheet No. 5 for parapet and handrail details.

SUPERSTRUCTURE
DEERPASS ROAD
C.H. 47 SEC. 63B-MFT.
McHENRY COUNTY
STATION 279+29

COLLINS AND RICE
CONSULTING ENGINEERS

CHECKED: M.J.F. DATE: 2-3-66
DRAWN: J.W. NO. 323

FOR INFORMATION ONLY

USER NAME = krltzm	DESIGNED - JSK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

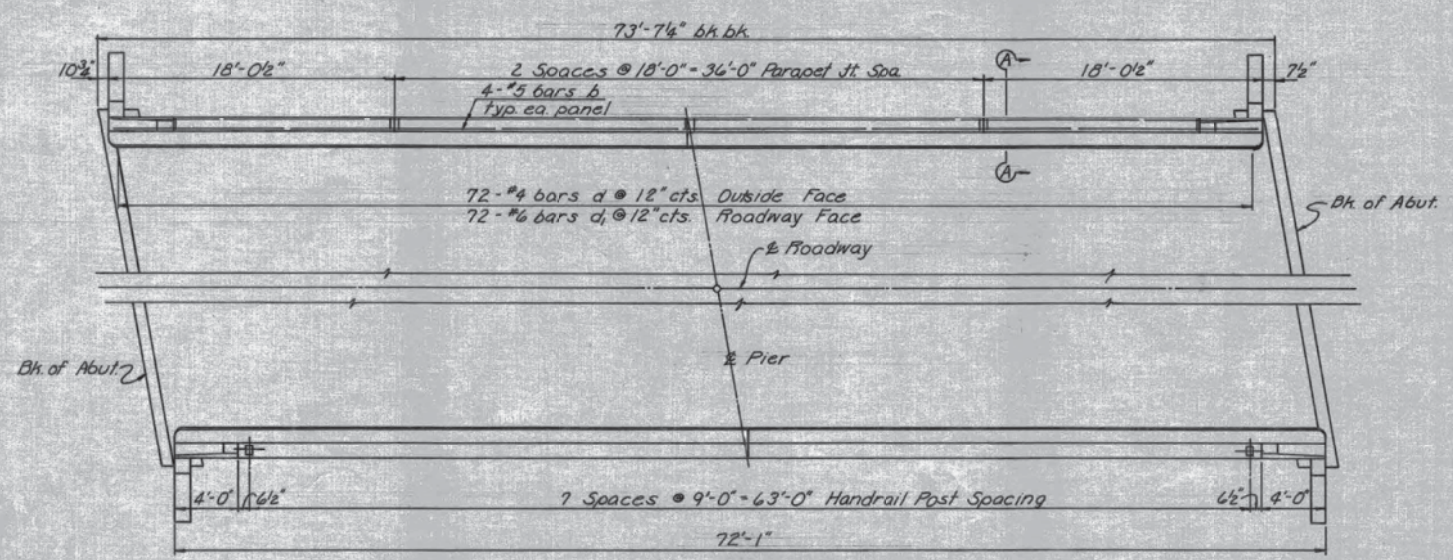
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS II
DEERPASS ROAD OVER KISHWAUKEE RIVER EXISTING S.N. 056-3029

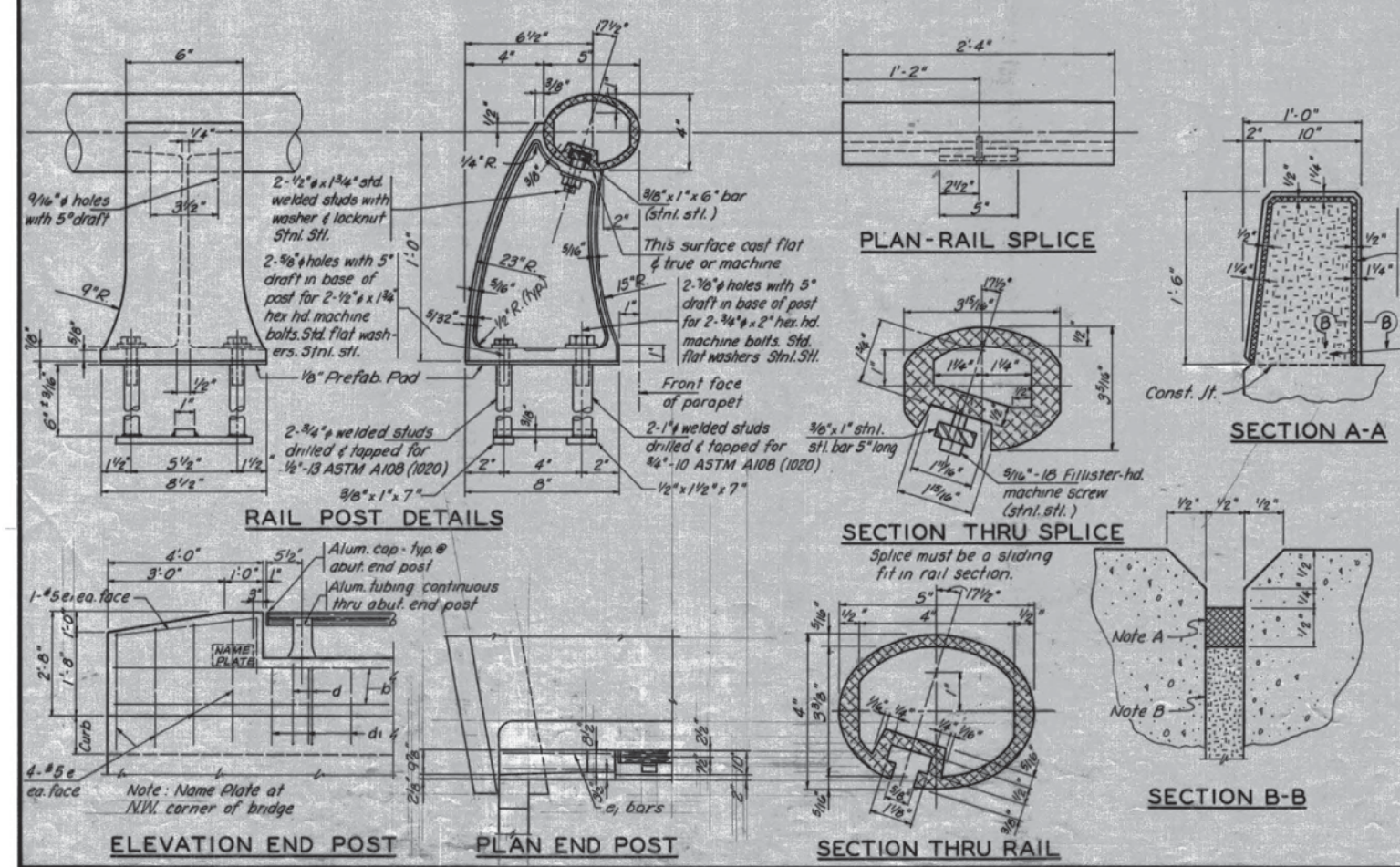
SHEET NO. EX-2 OF EX-8 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	68
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
CH 47	63B	McHenry	9	5
FED. ROAD DIST. NO. 7			ALIGNED	PROJECT

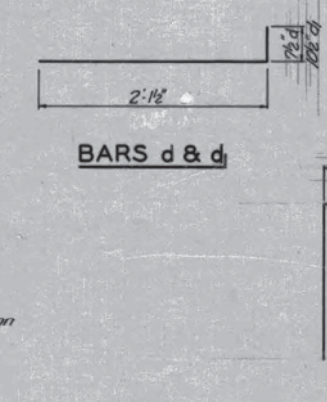


PLAN



Note A: Two component non-staining gray sealing compound with polysulfide liquid polymers - gun grade with primer.

1/2" preformed cork asphalt joint filler - ASTM designation D 1751. Cost incidental



GENERAL NOTES

All posts shall be placed normal to parapet.
 All aluminum alloy extruded rail shall conform to ASTM specification B-235 alloy 6061-T6, or 6062-T6, and shall extend a minimum of 2 panel lengths (attached to minimum of 3 posts) except at ends or at open joints where a minimum of 1 panel length is required. All joints in railing must be spliced per detail.
 See Special Provisions for following Material Specifications:
 Cast aluminum alloy bridge post - alloy 344-T4
 Stainless steel welded stud bolts, washers, and locknuts
 For material composition of Prefabricated Pad, see Art. 549(F). (Bearing and Anchorage), of the Standard Specifications.
 Aluminum Handrail shall be measured in lineal feet. The length paid for shall be the overall length along the top longitudinal railing member thru all posts and gaps.
 Aluminum Handrail shall be paid for at the contract unit price per lineal foot for ALUMINUM HANDRAIL, measured as specified, which price shall be payment in full for all materials, fabrication, transportation, and erection.
 Cost of rail splice, end caps, and hardware to be incidental to item ALUMINUM HANDRAIL.

BILL OF MATERIAL - PARAPET

BAR	NO.	SIZE	LENGTH	SHAPE
b	32	#5	17'-9"	
d	144	#4	2'-9"	
d ₁	144	#6	3'-0"	
e	16	#5	3'-9"	
e ₁	8	#5	3'-9"	
			Cu. Yds.	7.7
			Lbs.	16.00
			Lin. Ft.	128
			Each	1

HANDRAIL & PARAPET
 DEERPASS ROAD
 CH. 47 SEC. 63B - M.F.T.
 McHENRY COUNTY
 STATION 279 + 29

COLLINS AND RICE
 CONSULTING ENGINEERS
 DESIGNED R.L.G. CHECKED M.J.R.
 DRAWN J.W. DATE 2-3-66 NO. 323

FOR INFORMATION ONLY

AECOM

X-03_ExistingPlans-3.dgn

USER NAME =	kr1tzm	DESIGNED -	JSK	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	JSK	REVISED -	
PLOT DATE =	10/12/2016	CHECKED -	WWM	REVISED -	

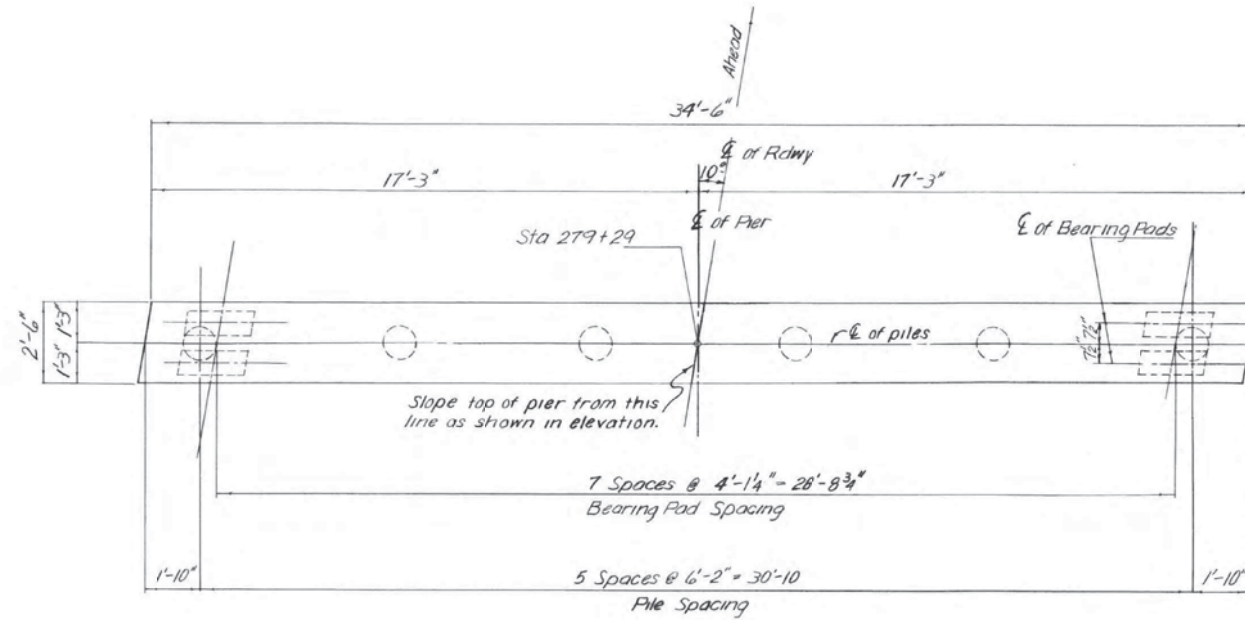
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS III
 DEERPASS ROAD OVER KISHWAUKEE RIVER EXISTING S.N. 056-3029

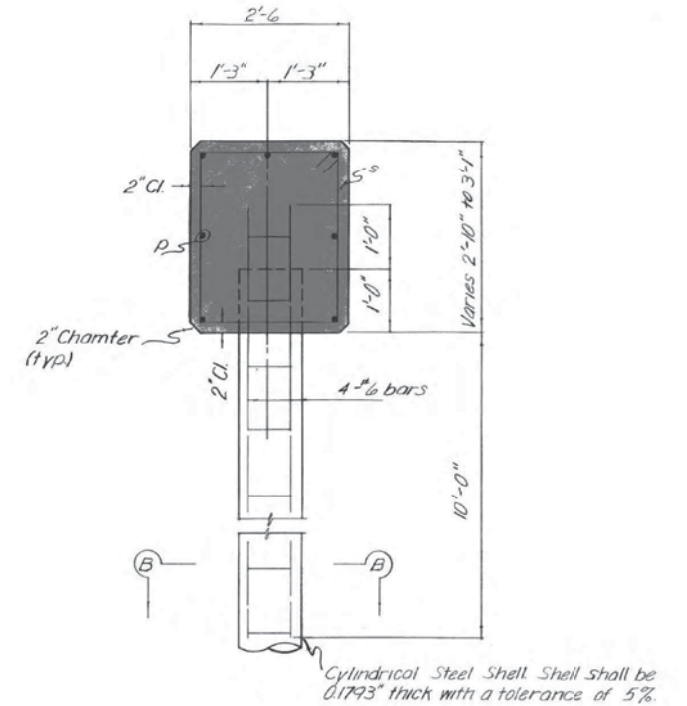
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	69
			CONTRACT NO. 61D29	
ILLINOIS FED. AID PROJECT				

SHEET NO. EX-3 OF EX-8 SHEETS

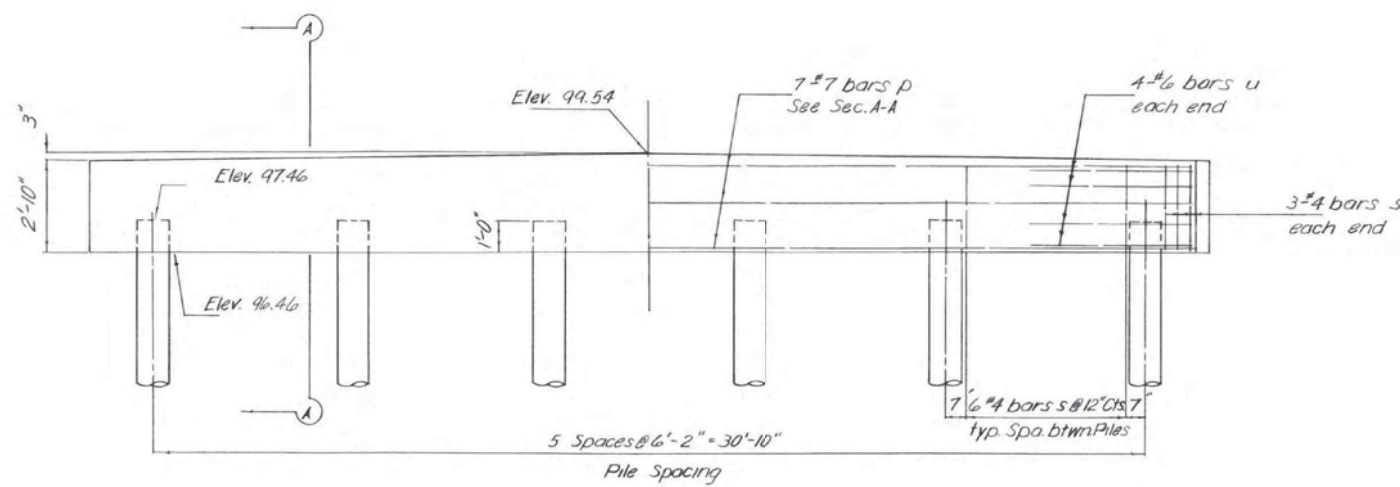
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 47	63B	McHenry	9	6
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



PLAN



SECTION A-A

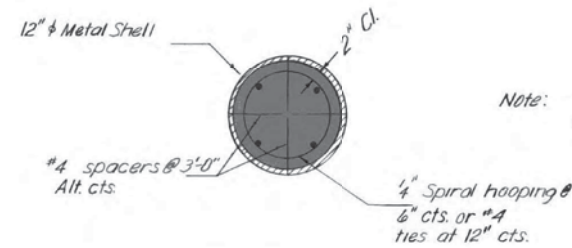


ELEVATION

PILE DATA

Type
No. Required
Min. Capacity
Est. Length
*Includes one test pile.

Metal Shell Cast-in-Place Concrete
#6
32 Ton per Pile
40 Feet

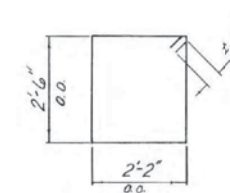


SECTION B-B

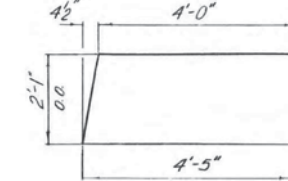
Note: The cost of reinforcement in piling is incidental to the cost of furnishing Piles.

BILL OF MATERIAL - PIER

BAR	NO	SIZE	LENGTH	SHAPE
P	7	#7	34'-0"	
S	36	#4	10'-1"	□
U	8	#6	10'-6"	□
Class X Concrete		CU Yds.	9.3	
Reinforcement bars		Lbs.	860	
Metal Pile Shells, 12"		Lin. Ft.	200	
Test Piles (Metal Shells)		Each	1	



BAR S



BAR U

PIER
DEERPASS ROAD
C.H. 47 SEC. 63B - MFT
McHENRY COUNTY
STATION 279 + 29

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED REG DRAWN MJR
CHECKED DP DATE 2-3-66 323

FOR INFORMATION ONLY

USER NAME = kritz	DESIGNED - JSK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

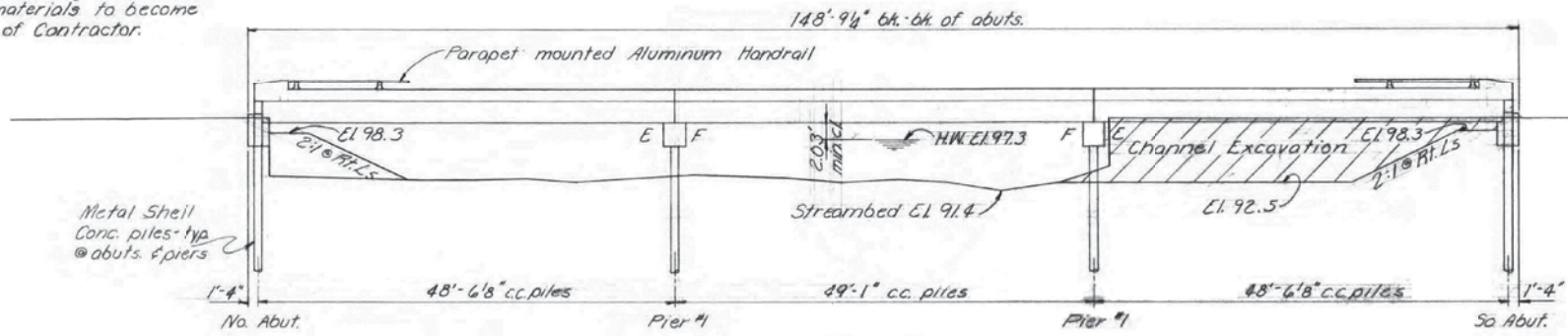
EXISTING PLANS IV
DEERPASS ROAD OVER KISHWAUKEE RIVER EXISTING S.N. 056-3029

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	70
			CONTRACT NO. 61D29	

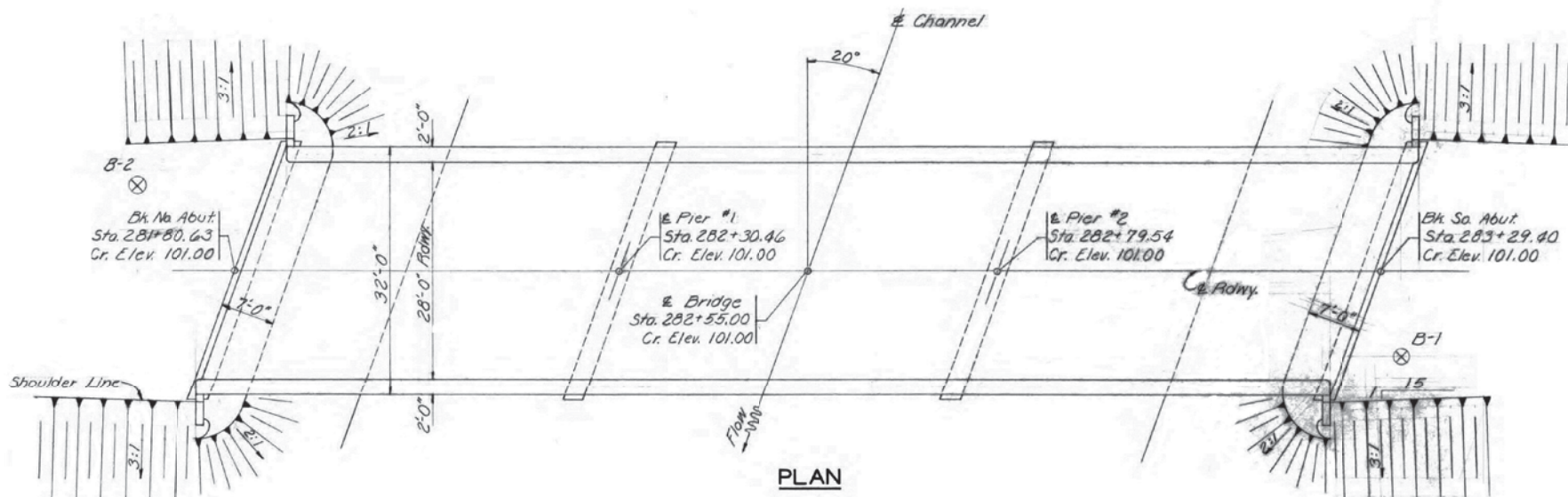
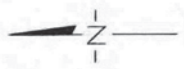
SHEET NO. EX-4 OF EX-8 SHEETS

ILLINOIS FED. AID PROJECT

B.M.: Chisled X at corner of SE wing
 Lt. Sta. 282+82.00 Elev. 100.00
 Existing Structure: 2 span Pony Truss
 @ 50' each, 16' Roadway.
 Substructure: Closed concrete abutments.
 Contractor shall remove existing structure
 before constructing new bridge.
 Salvable materials to become
 property of Contractor.



ELEVATION

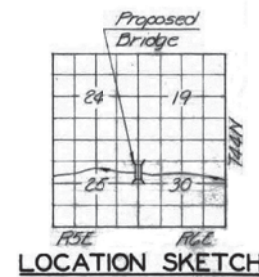


PLAN

GENERAL NOTES

Class X Concrete shall be used in the pier caps, abutments, curbs and parapets.
 The aggregate for the Class X Concrete used in the parapets shall be free from chert, flint, limonite, lignite and soft sandstone.
 Embankments shall be constructed to the elevations shown, in accordance with Sec. 16 of the Standard Specifications, before the abutment pile shells are driven.
 The Contractor shall drive two (2) test piles, both in permanent locations, before ordering the remainder of the pile shells. One (1) shall be driven in the South abutment, and one (1) shall be driven in Pier #1.
 Boring data is shown only as a guide for bidders in estimating soil conditions which may be encountered in the work.

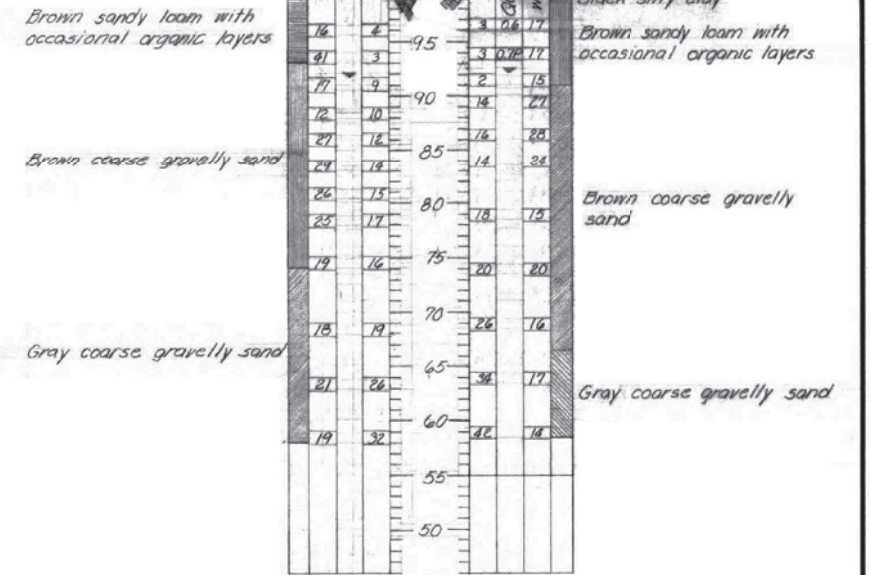
STATION 282+55
 KISHWAUKEE RIVER
 BUILT 196- BY
 McHENRY COUNTY
 SECTION 63B-1-MFT
 LOADING HS15
LETTERING FOR NAME PLATE
 See Std. 2113-1



LOCATION SKETCH

DESIGN STRESSES

$f_c = 2,000$ psi (Super)
 $f_c = 1,400$ psi (sub)
 $f_s = 20,000$ psi (reinf.)
 $f_s = 173,600$ (prestress cables)
 $n = 10$
 Loading HS15-44



B-1 B-2
 11' Ft. Sta. 283+32 11' Lt. Sta. 281+68

BORING DATA

N = no. blows per ft. required to drive 2'00" split spoon sampler 12" with 140# hammer falling 30".
 Qu = unconfined compressive strength in tons per sq. ft.
 w = water content in percentage of oven dry weight
 WT = water table at completion of boring.

WATERWAY DATA

Drainage Area	103,680 Acres
Required Opening (15 yr.)	680 Sq. Ft.
Present Opening	450 Sq. Ft.
Proposed Opening	52.5 Sq. Ft.
Sta. 282+55	185 Sq. Ft.
Sta. 279+29	710 Sq. Ft.
Total	710 Sq. Ft.

TOTAL BILL OF MATERIAL

ITEM	SUPER	SUB	TOTAL
Precast Prestressed Concrete Bridge Deck	Sq. Ft. 4,704	-	4,704
Class X Concrete	Cu. Yds. 34.7	43.5	78.2
Reinforcement Bars	Lbs. 3,770	40,300	44,070
Aluminum Handrail	Lin. Ft. 278	-	278
Name Plates	Each 1	-	1
Metal Pile Shells, 12"	Lin. Ft. -	900	900
Test Piles (Metal Shell)	Each -	2	2
Removal of Existing Structures	Each -	-	1

GENERAL PLAN & ELEVATION
 DEERPASS ROAD
 C.H. 47 SEC. 63B-1-MFT.
 McHENRY COUNTY
 STATION 282+55

COLLINS AND RICE
 CONSULTING ENGINEERS

DESIGNED REG
 CHECKED JWR
 DATE 2-4-66

FOR INFORMATION ONLY

USER NAME = krltzm	DESIGNED - JSK	REVISED -
	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

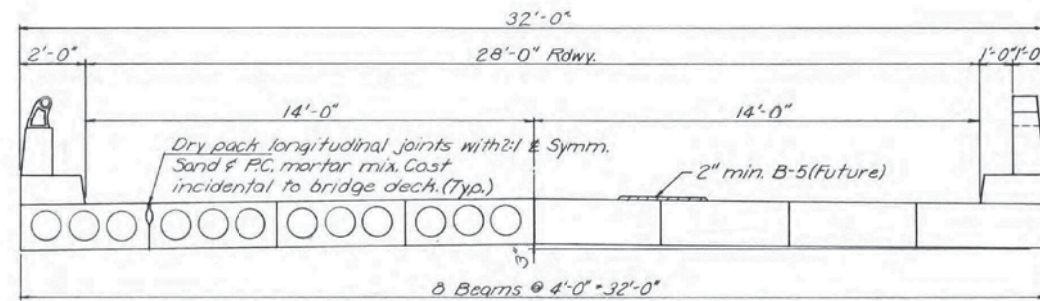
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS VI
 DEERPASS ROAD OVER KISHWAUKEE RIVER EXISTING S.N. 056-3030

SHEET NO. EX-6 OF EX-8 SHEETS

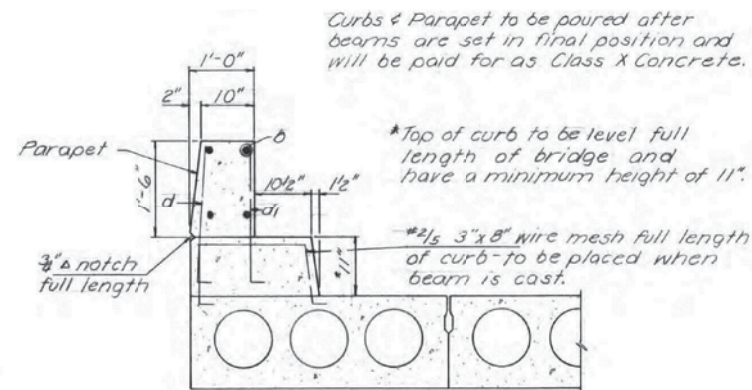
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	McHENRY	95	72
CONTRACT NO. 61D29			ILLINOIS FED. AID PROJECT	

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
CH47	63B-1	McHenry	9	4
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

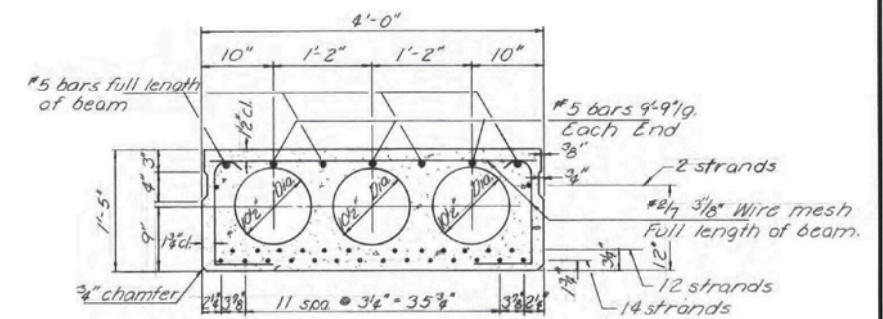


HALF CROSS SECTION

HALF END ELEVATION

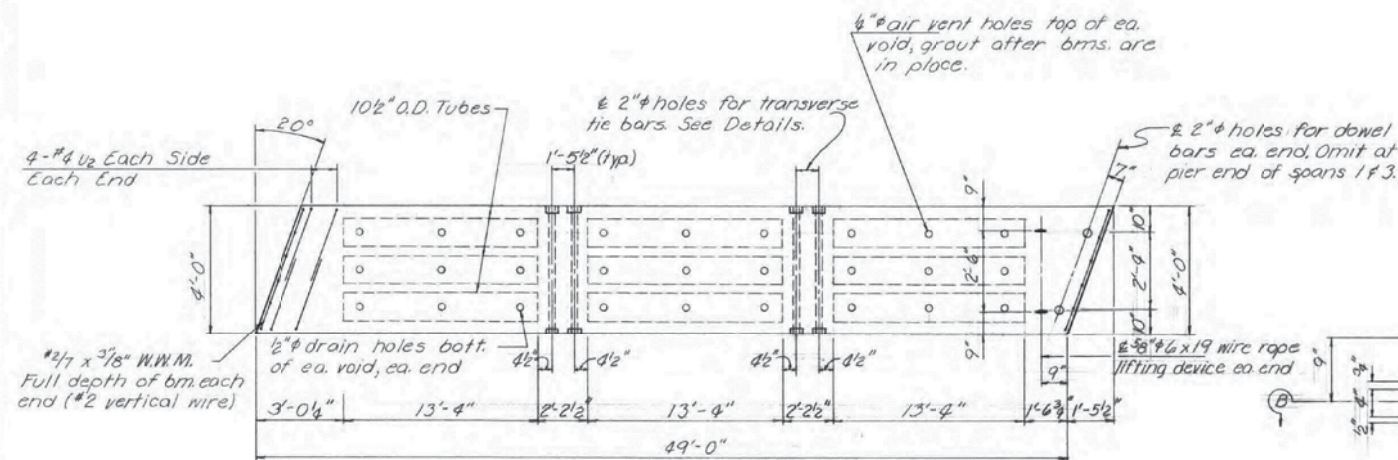


CURB & PARAPET DETAIL

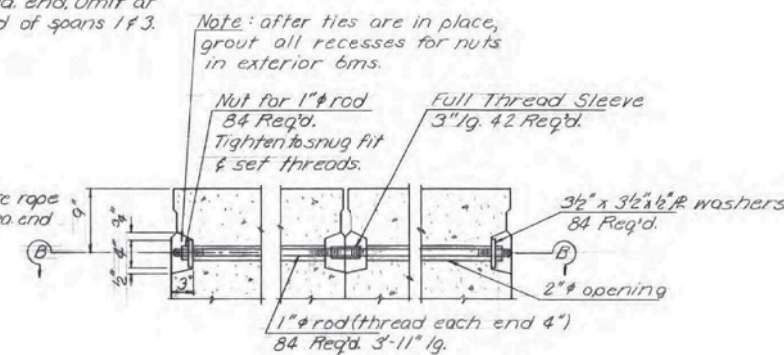


TYPICAL SECTION THRU BEAMS

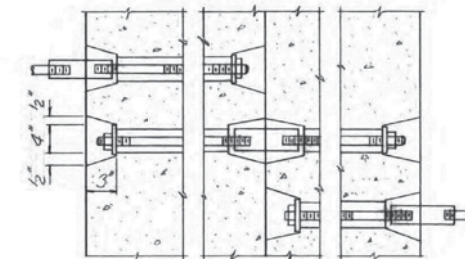
28-#7 wire 1/4 strands stressed to 18,900 psi. each



TYPICAL PLAN OF BEAMS



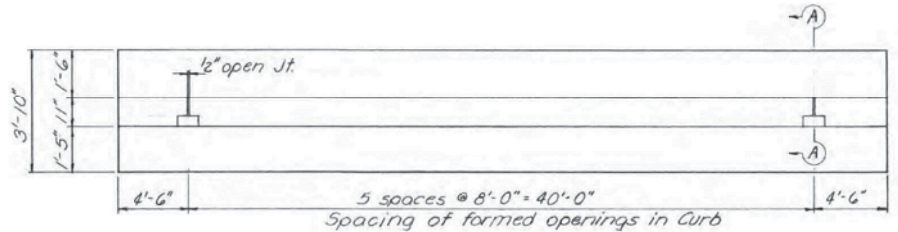
TRANSVERSE TIE BAR DETAIL



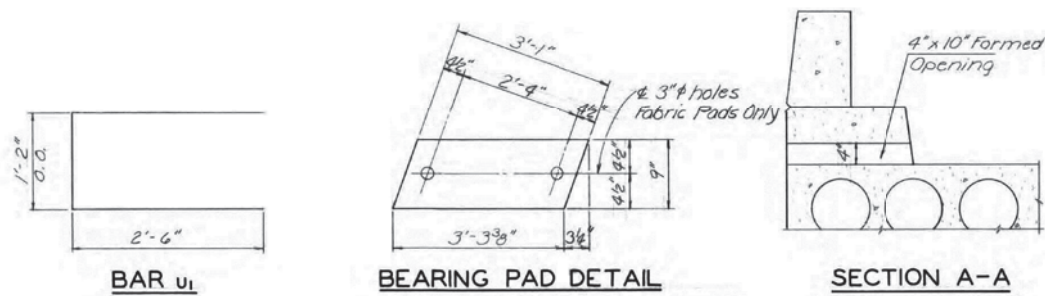
SECTION B-B

Note: Cost of reinforcement and accessories cast into beam, bearing pads, furnishing and assembling transverse ties, furnishing, drilling and grouting dowel holes, and grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Bridge Deck".

Note: steel for dowel rods and transverse tie rods shall be SAE 1020 structural steel, ASTM designation A-36 or Intermediate Grade ASTM A-15. After fabrication, the transverse tie assemblies, tie rods, nuts, washers and sleeves shall be hot dipped galvanized, ASTM designation A-153.



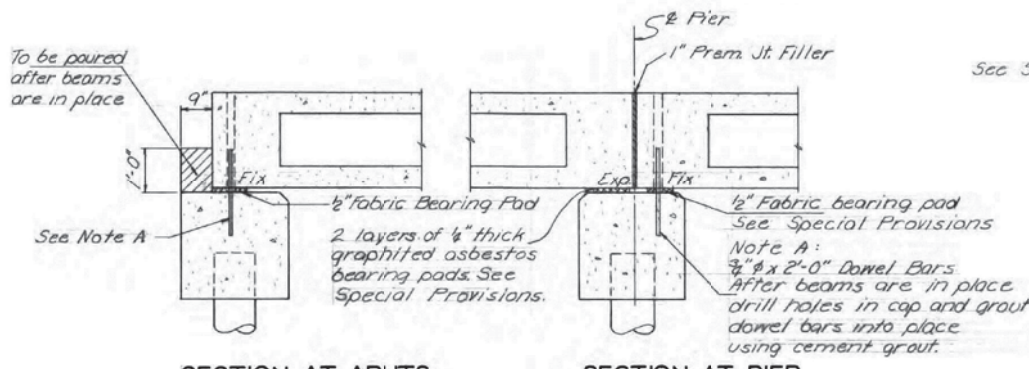
ELEVATION OF OUTSIDE BEAMS



BAR u1

BEARING PAD DETAIL

SECTION A-A



SECTION AT ABUTTS

SECTION AT PIER

BILL OF MATERIAL

ITEM	QUANTITY
Precast Prestressed Concrete Bridge Deck	Sq. Ft. 4704
Class X Concrete (Curbs)	Cu. Yds. 19.3

See Sheet No.5 for parapet and handrail details.

**SUPERSTRUCTURE
DEERPASS ROAD
CH.47 SEC. 63B-1-MFT.
MCHENRY COUNTY
STATION 282+55**

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED: REG. CHECKED: M.J.P.
DRAWN: J.K. DATE: 2-4-66

FOR INFORMATION ONLY

USER NAME = kritz	DESIGNED - JSK	REVISED -
CHECKED - ATB	REVISIONS -	
PLOT SCALE =	DRAWN - JSK	REVISED -
PLOT DATE = 10/12/2016	CHECKED - WWM	REVISED -

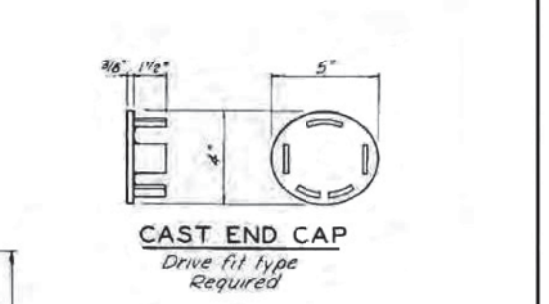
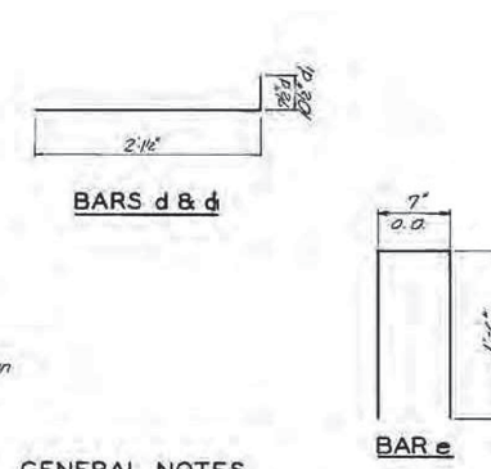
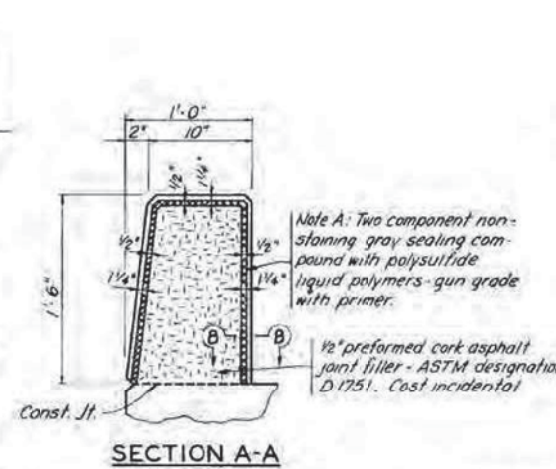
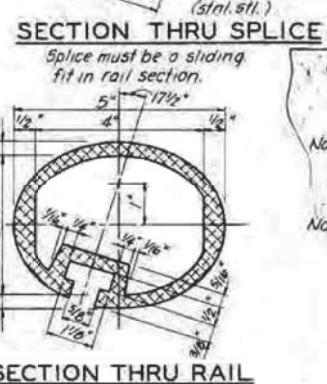
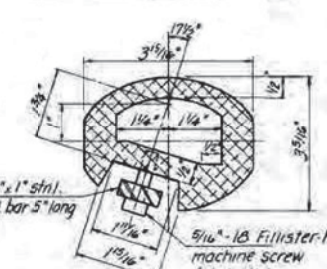
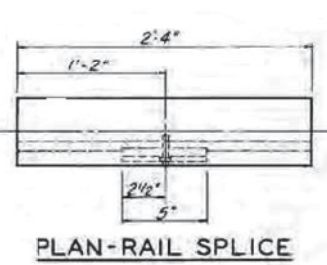
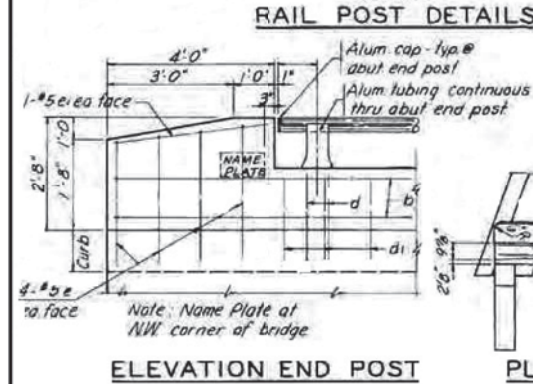
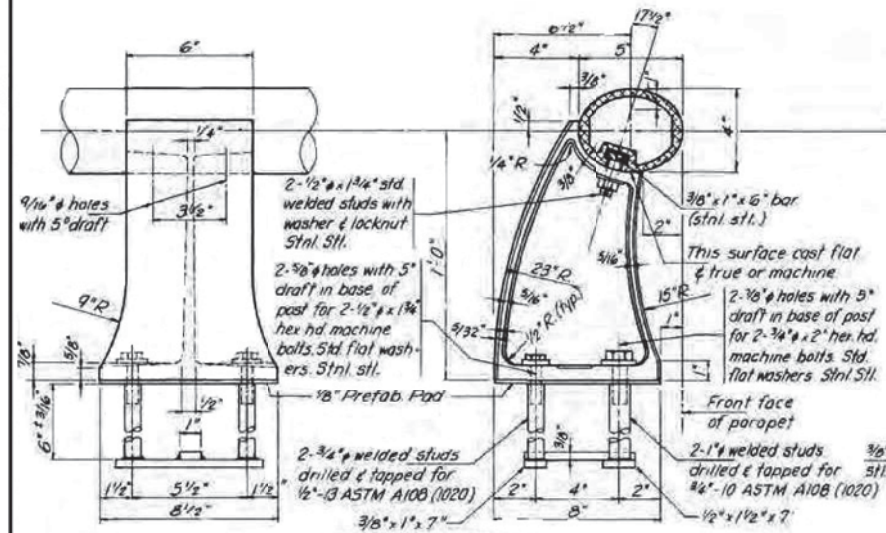
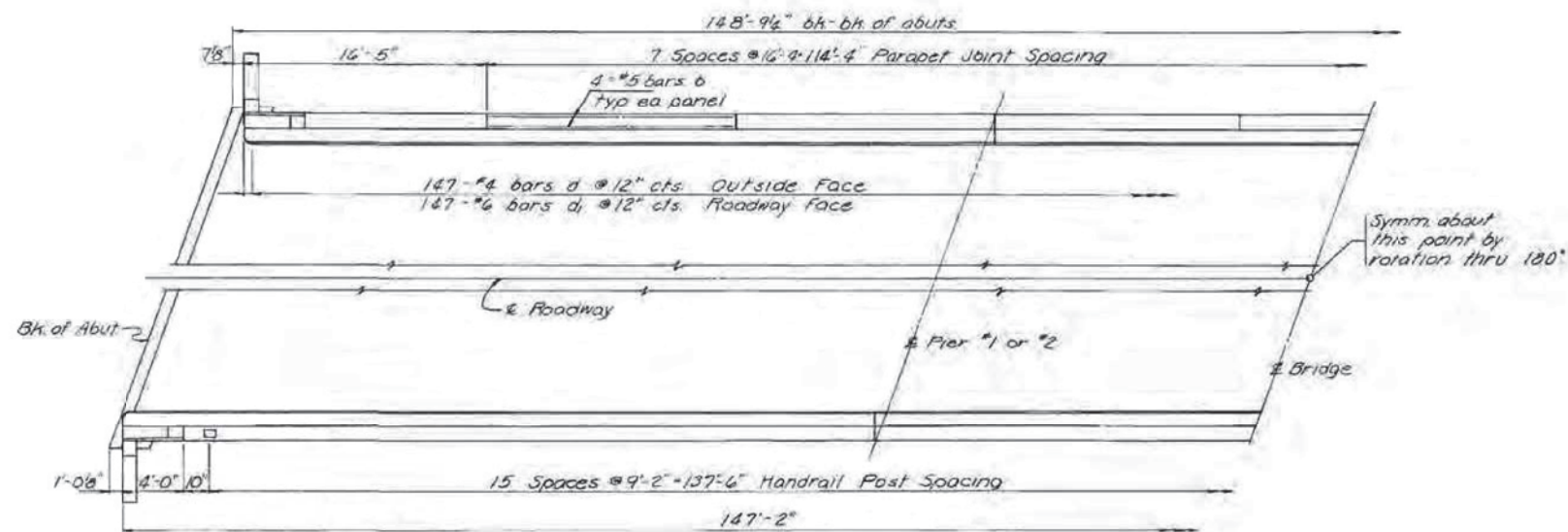
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING PLANS VII
DEERPASS ROAD OVER KISHWAUKEE RIVER EXISTING S.N. 056-3030**

SHEET NO. EX-7 OF EX-8 SHEETS

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00BR	MCHENRY	95	73
CONTRACT NO. 61D29			ILLINOIS FED. AID PROJECT	

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
CH 47	63B-1-MFT	McHenry	9	5
FED. ROAD DIST. NO. 1	ALIGNED	PROJECT		



BILL OF MATERIAL - PARAPET

BAR	NO	SIZE	LENGTH	SHAPE
a	72	#3	16'-1"	
d	294	#4	2'-9"	
d ₁	294	#6	3'-0"	
e	16	#5	3'-7"	
e ₁	8	#5	3'-9"	
		Class X Concrete	Cu. Yds.	15.4
		Reinforcement Bars	Lbs.	3170
		Aluminum Handrail	Lin. Ft.	278
		Name Plates	Each	1

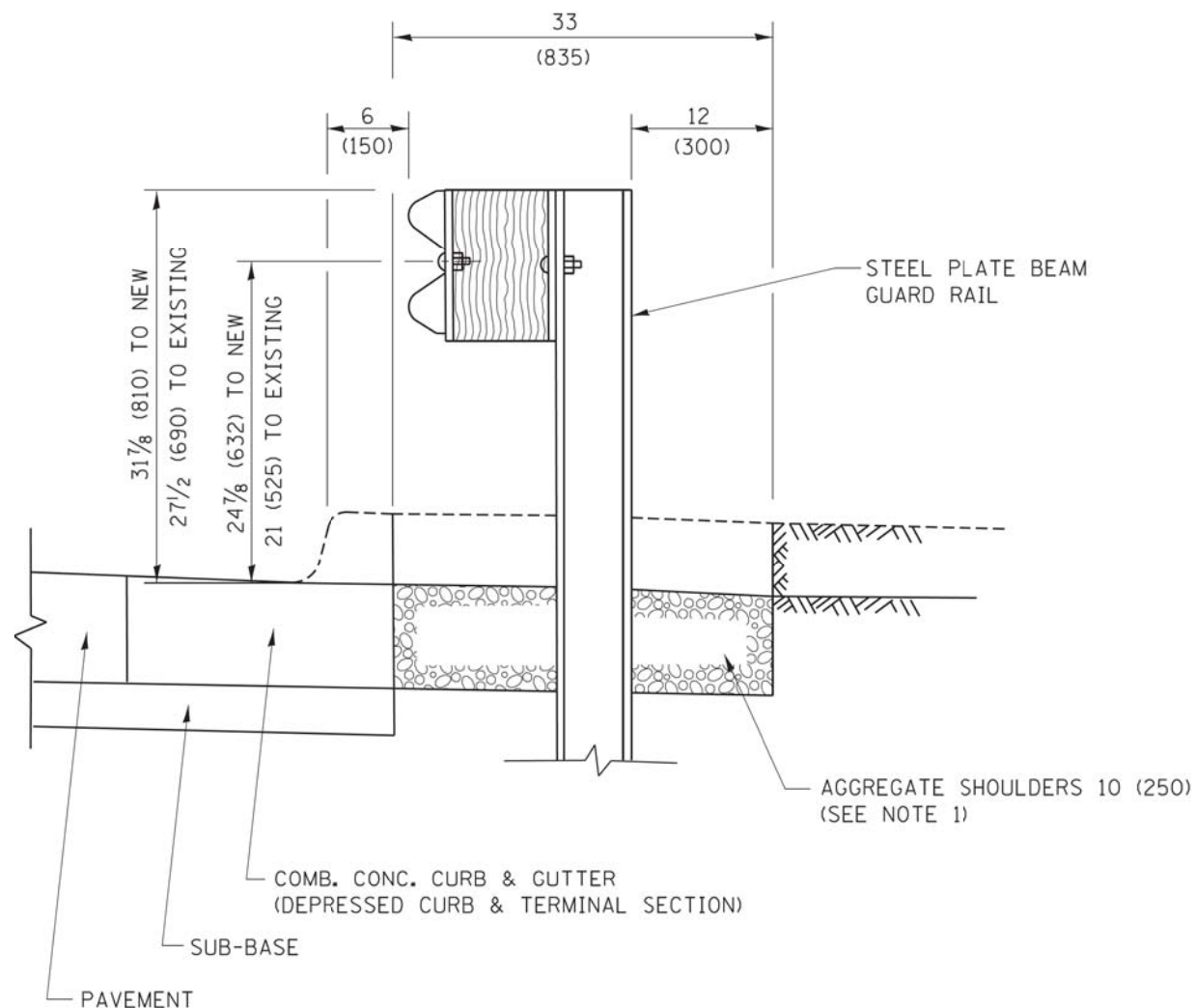
HANDRAIL & PARAPET
 DEERPASS ROAD
 C.H. 47 SEC. 63B-1-MFT.
 McHENRY COUNTY
 STATION 282+55

COLLINS AND RICE
 CONSULTING ENGINEERS

Prepared: R.C.G. / Checked: M.J.R.
 Date: 2-4-16 / Sheet: 323

FOR INFORMATION ONLY

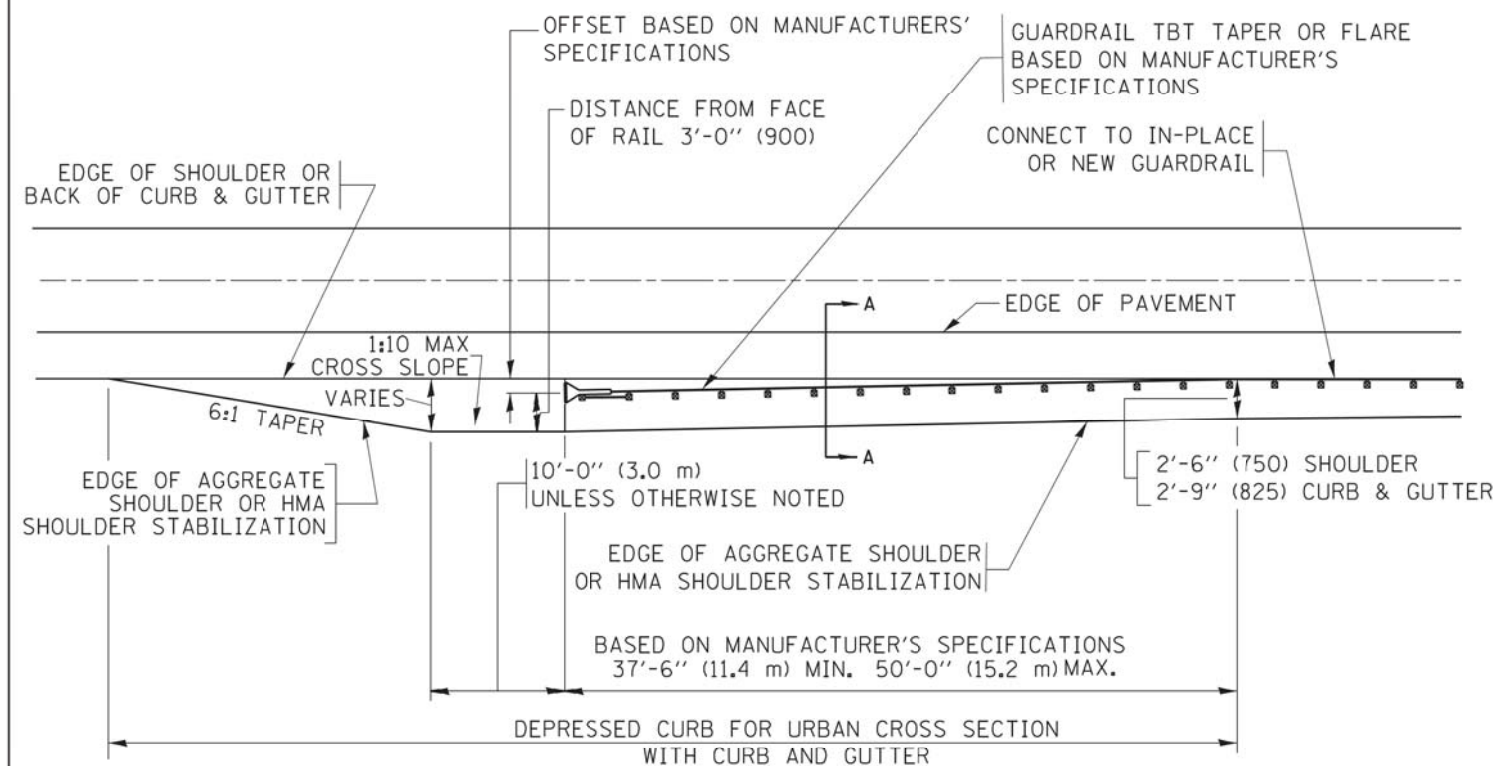
USER NAME = krtizm	DESIGNED - JSK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS VIII DEERPASS ROAD OVER KISHWAUKEE RIVER EXISTING S.N. 056-3030	CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE =	CHECKED - ATB	REVISED -			47	10-00377-00BR	McHENRY	95	74
PLOT DATE = 10/12/2016	DRAWN - JSK	REVISED -			CONTRACT NO. 61D29				
	CHECKED - WWM	REVISED -			ILLINOIS FED. AID PROJECT				



SECTION A-A

- NOTES:
1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
 2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
 3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

**DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]**



**DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

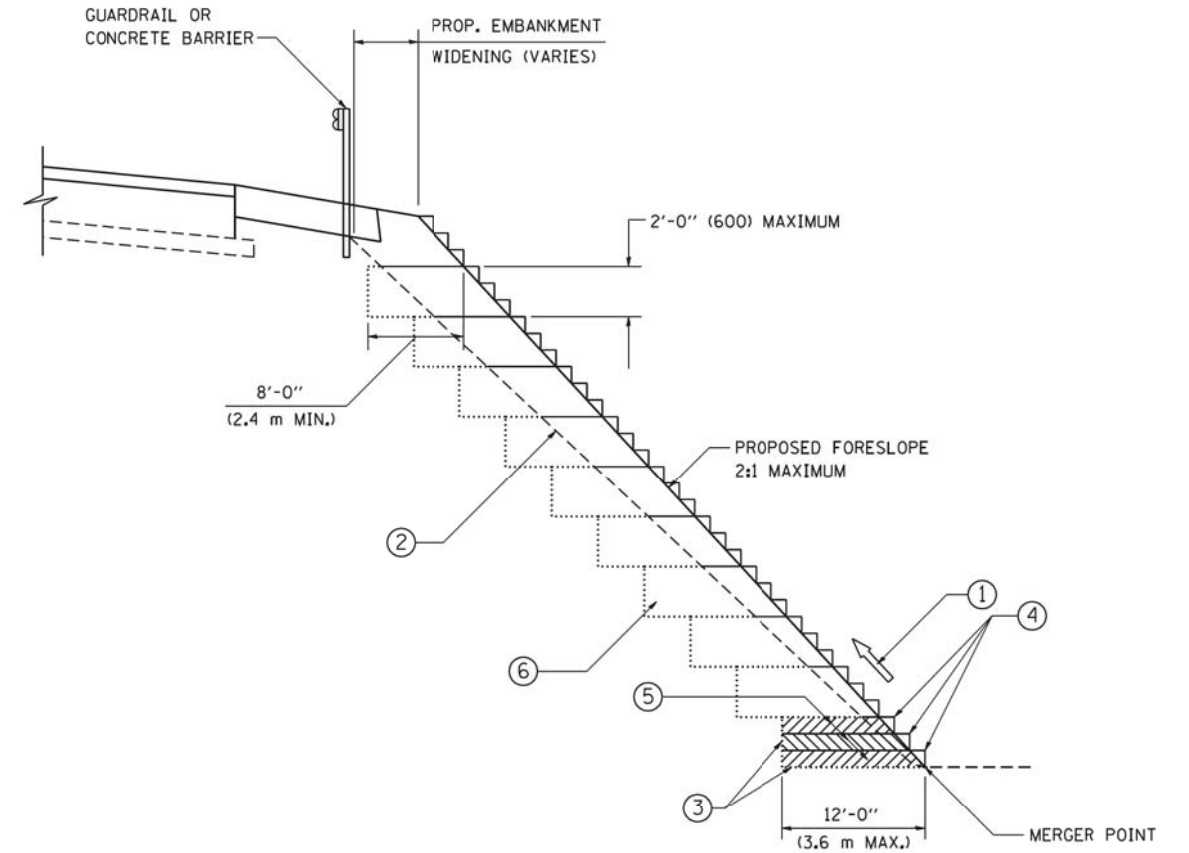
HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

USER NAME = kim.jarosz	DESIGNED - M. DE YONG	REVISED - R. BORO 12-08-2008
	DRAWN -	REVISED - R. BORO 09-14-2009
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED - R. BORO 08-06-2012
PLOT DATE = 10/13/2016	DATE - 09-22-90	REVISED - R. BORO 05-08-2015

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	75
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				



TYPICAL BENCHING DETAIL
FOR EMBANKMENT

NOTES:

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

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

FILE NAME = F:\60443622\900_Mch\1100_CAD\20-SHEETS\Civil\60443622-SHT-STD02.dgn

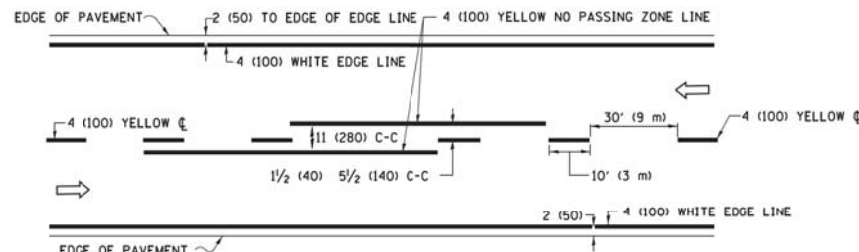
USER NAME = kim.jarosz	DESIGNED -	REVISED -
	DRAWN - CADD	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - S.E.B.	REVISED -
PLOT DATE = 10/13/2016	DATE - 06-16-04	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

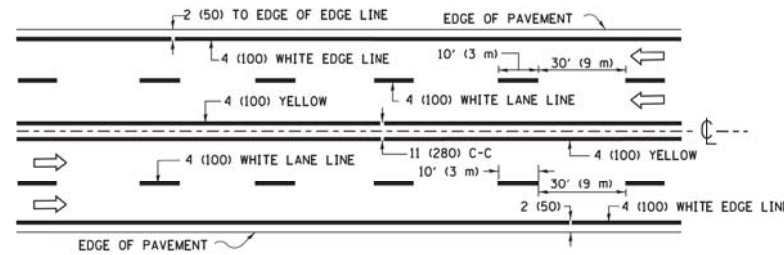
**BD 51 DISTRICT 1
BENCHING DETAIL FOR EMBANKMENT WIDENING**

SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.

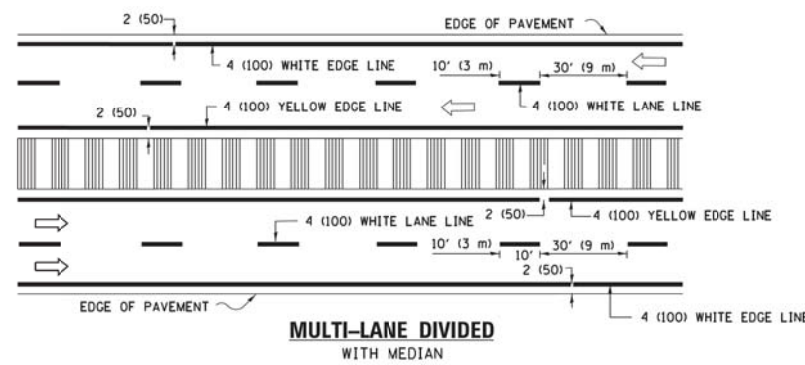
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	76
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				



2-LANE ROADWAY

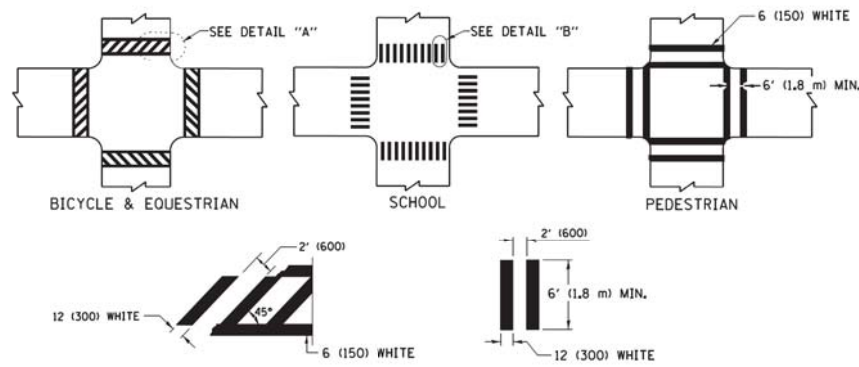


MULTI-LANE UNDIVIDED



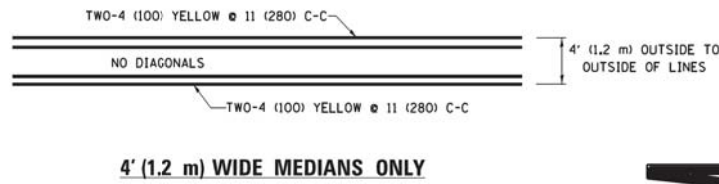
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

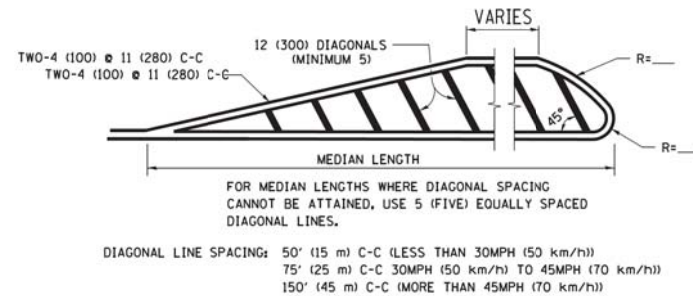


TYPICAL CROSSWALK MARKING

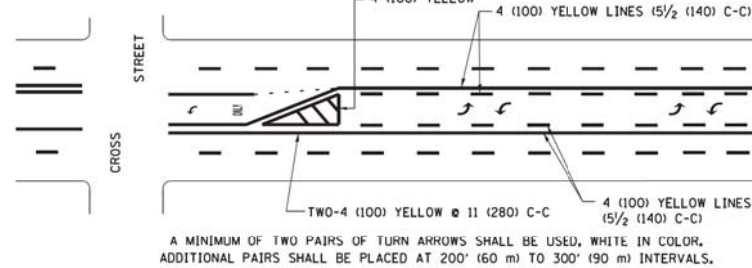
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



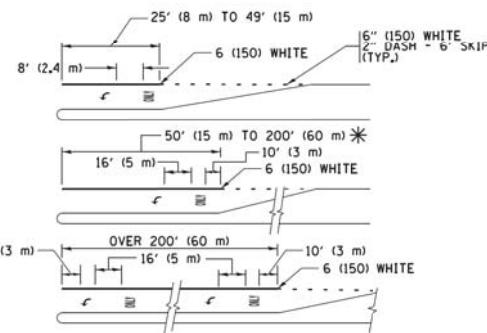
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

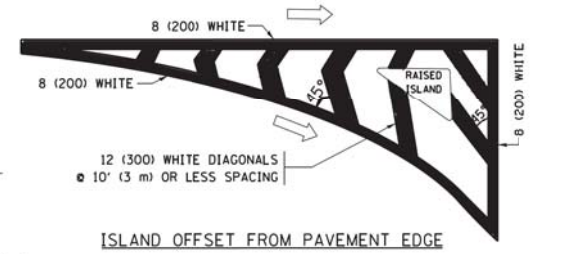


MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING

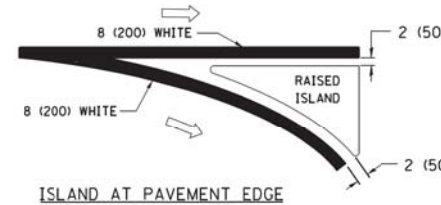


TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING

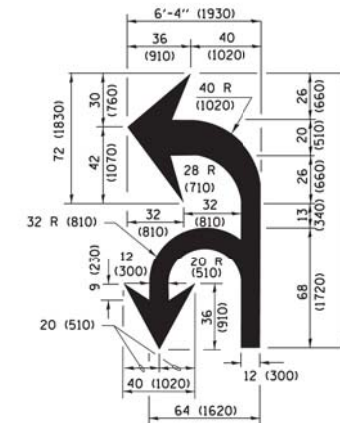
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



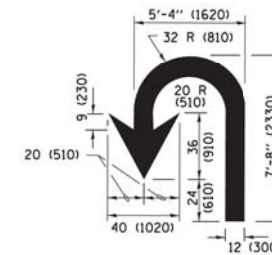
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION
 * LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS; 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

USER NAME = kim_jaros	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED - C. JUCIUS 07-01-13
PLOT DATE = 10/13/2016	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
		REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TC 13 DISTRICT 1 DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE:	SHEET NO. 3 OF 4 SHEETS	STA. TO STA.	CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	10-00377-00-BR	MCHENRY	95	77
						CONTRACT NO. 61D29	
						ILLINOIS FED. AID PROJECT BR5-0111060	

ROUTE MARKERS

FOR U.S. ROUTES
MI-40-2424

FOR ILLINOIS ROUTES
MI-50-2424

R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

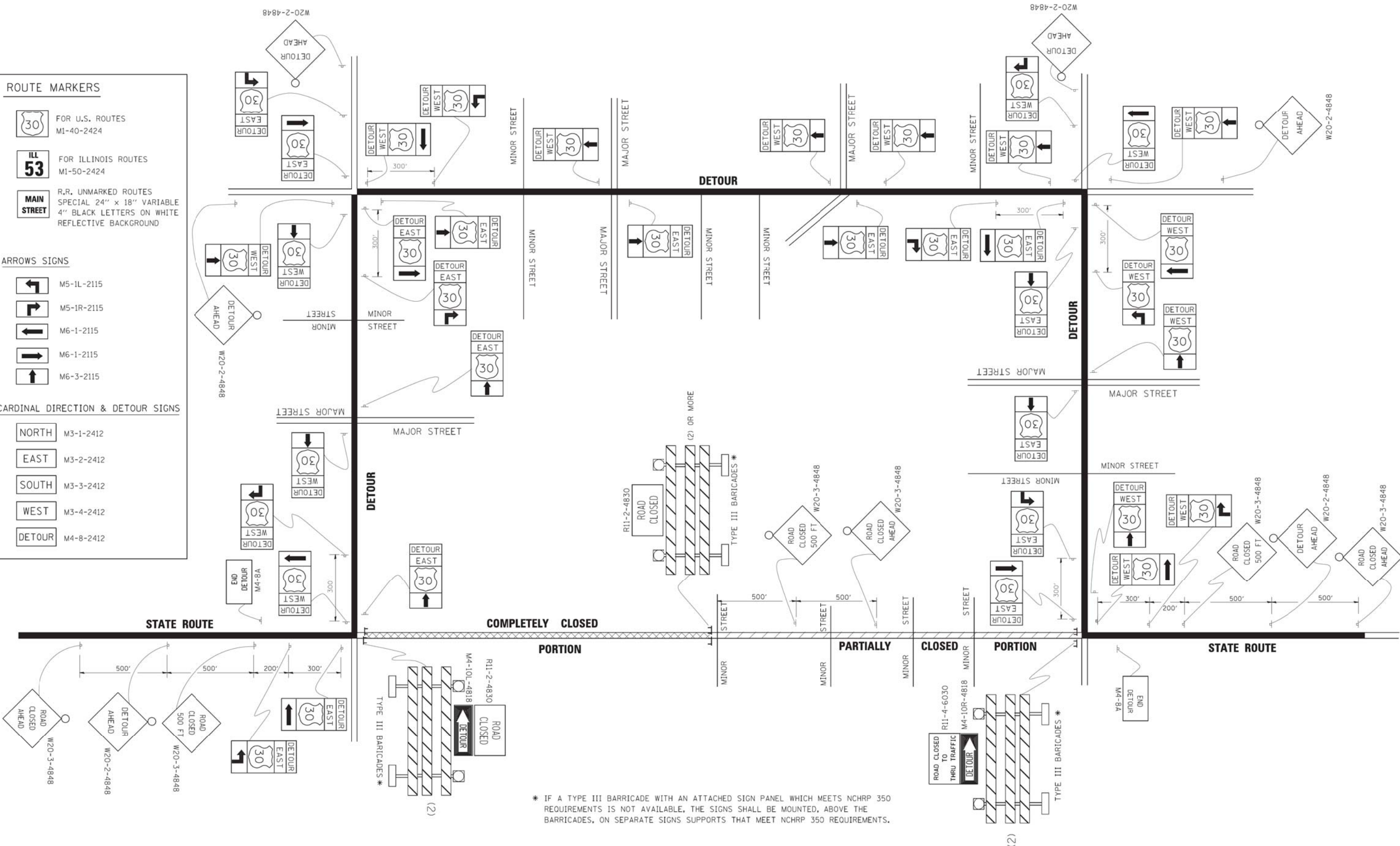
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

USER NAME = kim_jaros	DESIGNED -	REVISED - 10-18-02
	DRAWN -	REVISED - R. BORO 09-14-09
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/13/2016	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TC 21 DISTRICT 1
DETOUR SIGNING FOR CLOSING STATE HIGHWAYS**

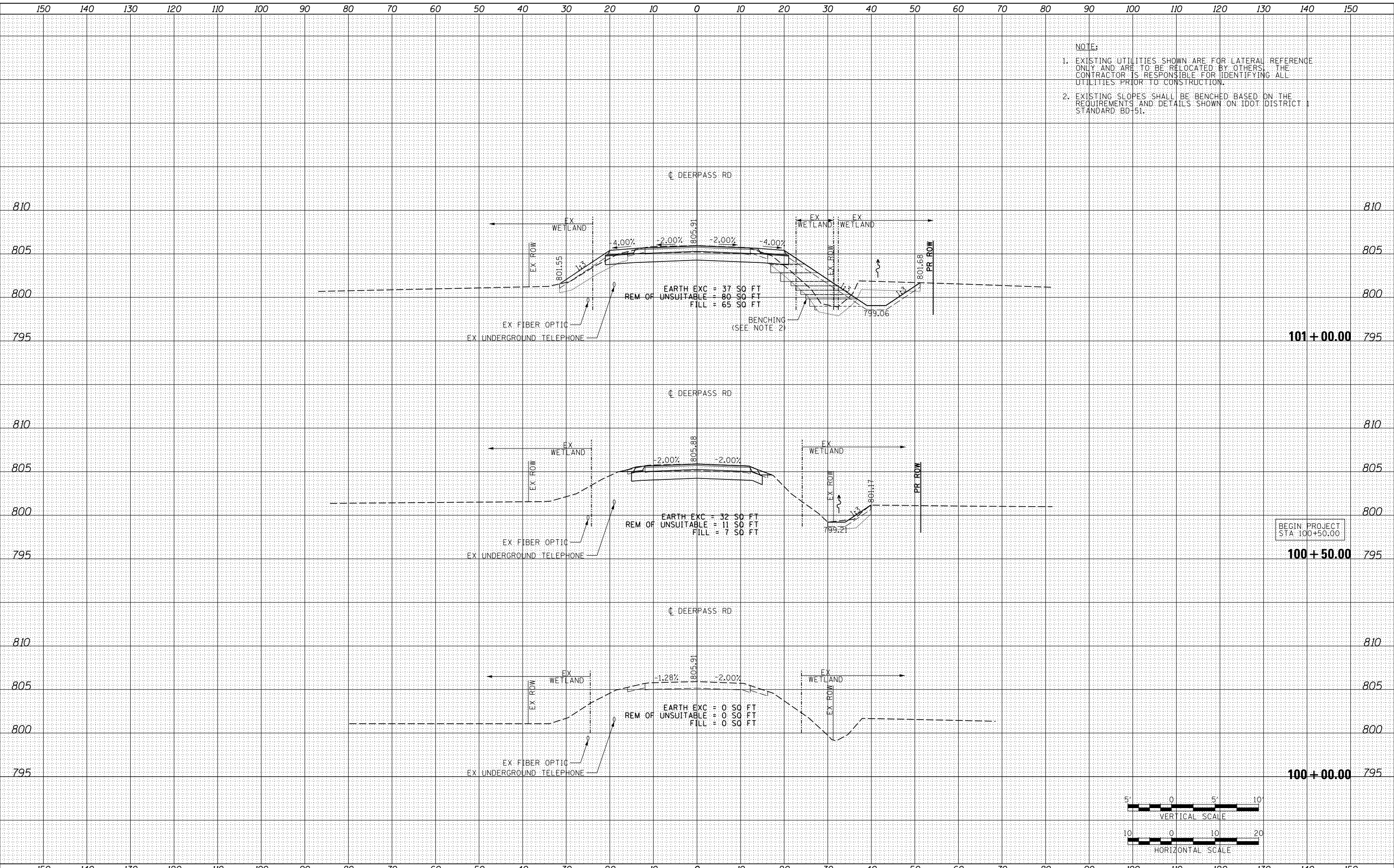
SCALE: SHEET NO. 4 OF 4 SHEETS STA. TO STA.

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	78
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-01110601				

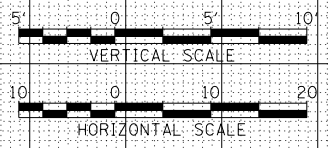
AECOM

FILE NAME = P:\68443622\988_Merx\1100_CAD\28-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHING BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



BEGIN PROJECT STA 100+50.00



USER NAME = chwa	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
DEERPASS ROAD

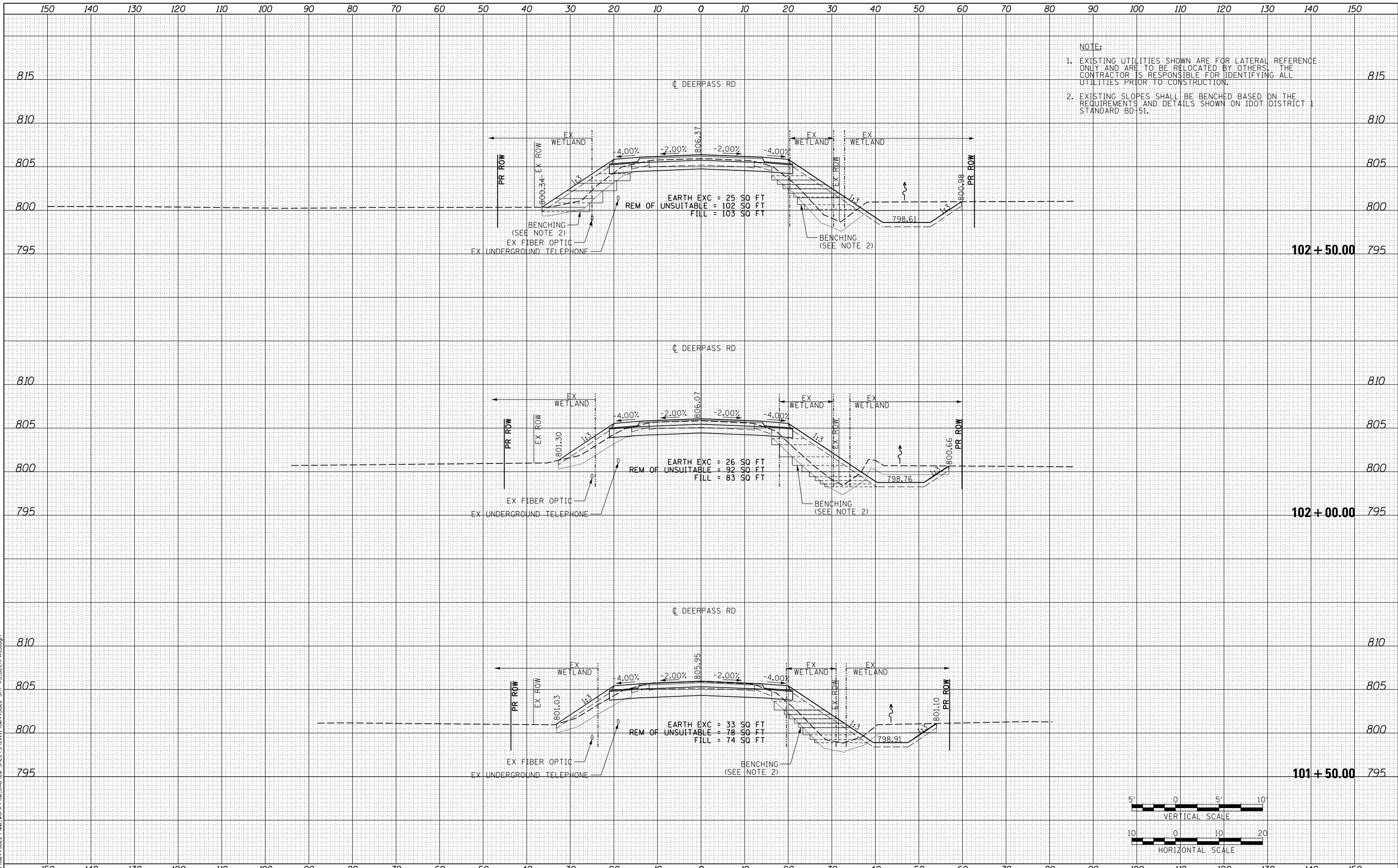
SCALE: SHEET 1 OF 17 SHEETS STA. 100+00.00 TO STA. 101+00.00

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	79
CONTRACT NO. 61D29				

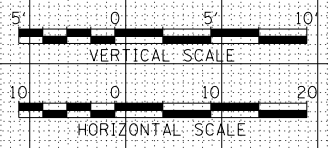
ILLINOIS FED. AID PROJECT BR5-0111060

AECOM

FILE NAME = P:\68443622\988_Merx\1100_CAD\28-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn



- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHING BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



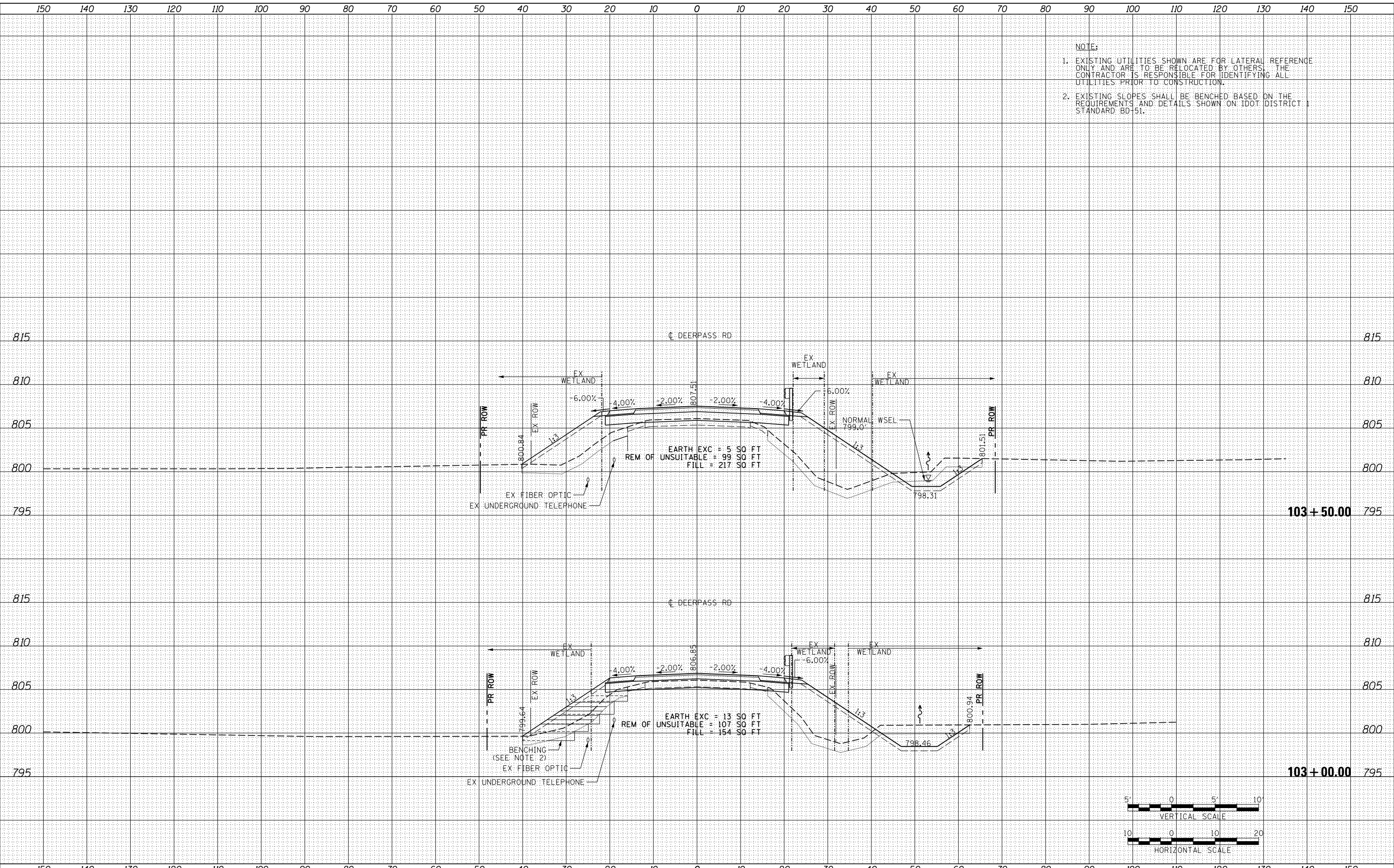
USER NAME = chwa	DESIGNED - MSB	REVISD -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">CROSS SECTIONS DEERPASS ROAD</p>	CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 20.0000' / in.	DRAWN - MSB	REVISD -		47	10-00377-00-BR	MCHENRY	95	80
PLOT DATE = 11/27/2017	CHECKED - AFC	REVISD -		CONTRACT NO. 61D29				
	DATE - 11/27/2017	REVISD -		ILLINOIS FED. AID PROJECT BR5-01110601				

SCALE: SHEET 2 OF 17 SHEETS STA. 101+50.00 TO STA. 102+50.00

AECOM

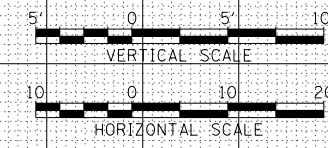
FILE NAME = P:\68443622\988_Merx\1100_CAD\28-SHEETS\Civil\68443622-SHT-15-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHING BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



103 + 50.00

103 + 00.00



USER NAME = chwa	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
DEERPASS ROAD**

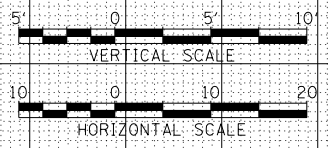
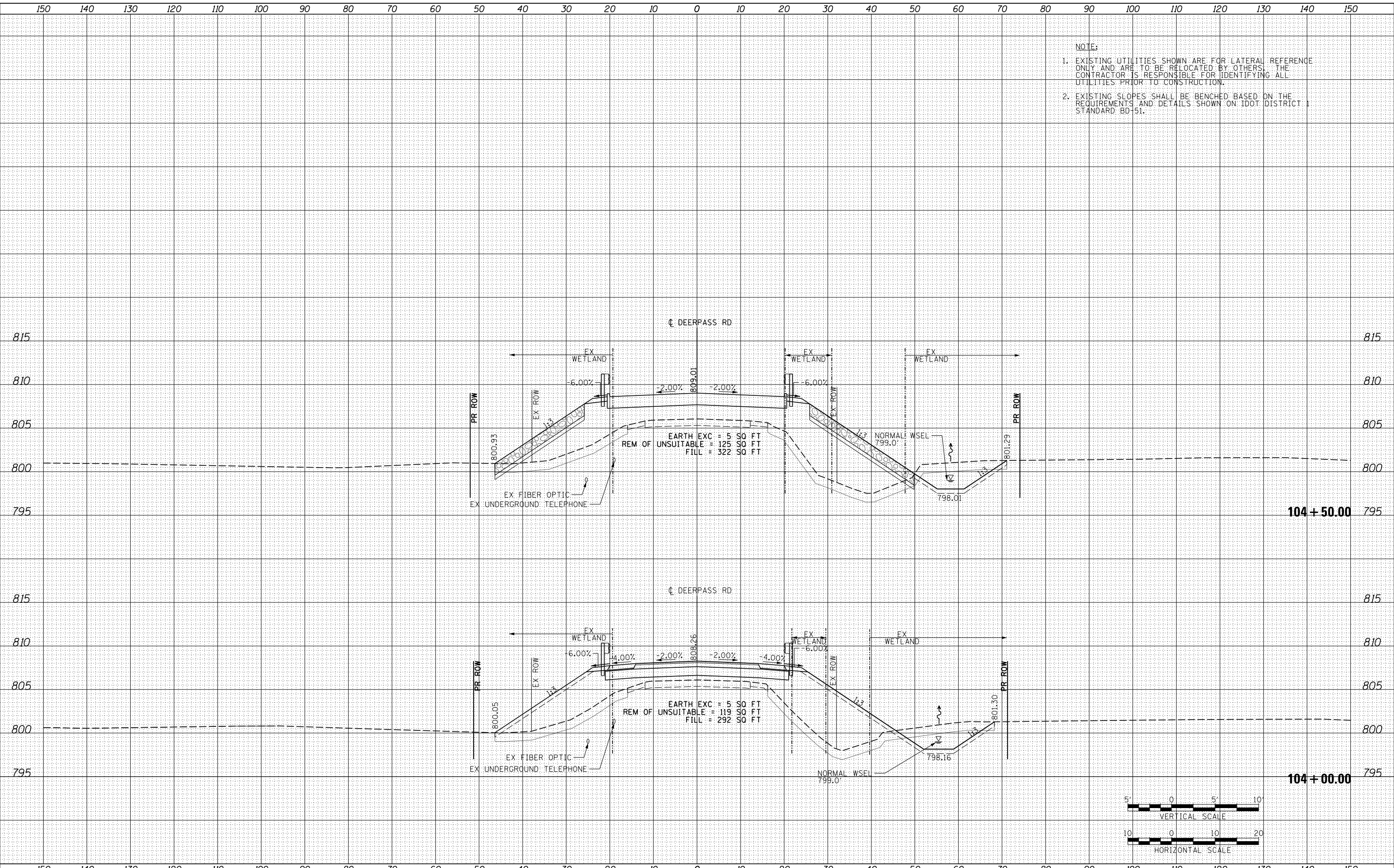
SCALE: SHEET 3 OF 17 SHEETS STA. 103+00.00 TO STA. 103+50.00

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	81
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				

AECOM

FILE NAME = P:\68443622\988_Merx\1100_CAD\28-SHEETS\Civil\68443622-SHT-MS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



USER NAME = chwa	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
DEERPASS ROAD**

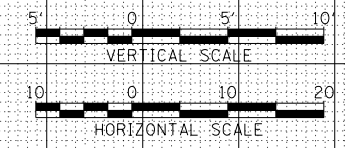
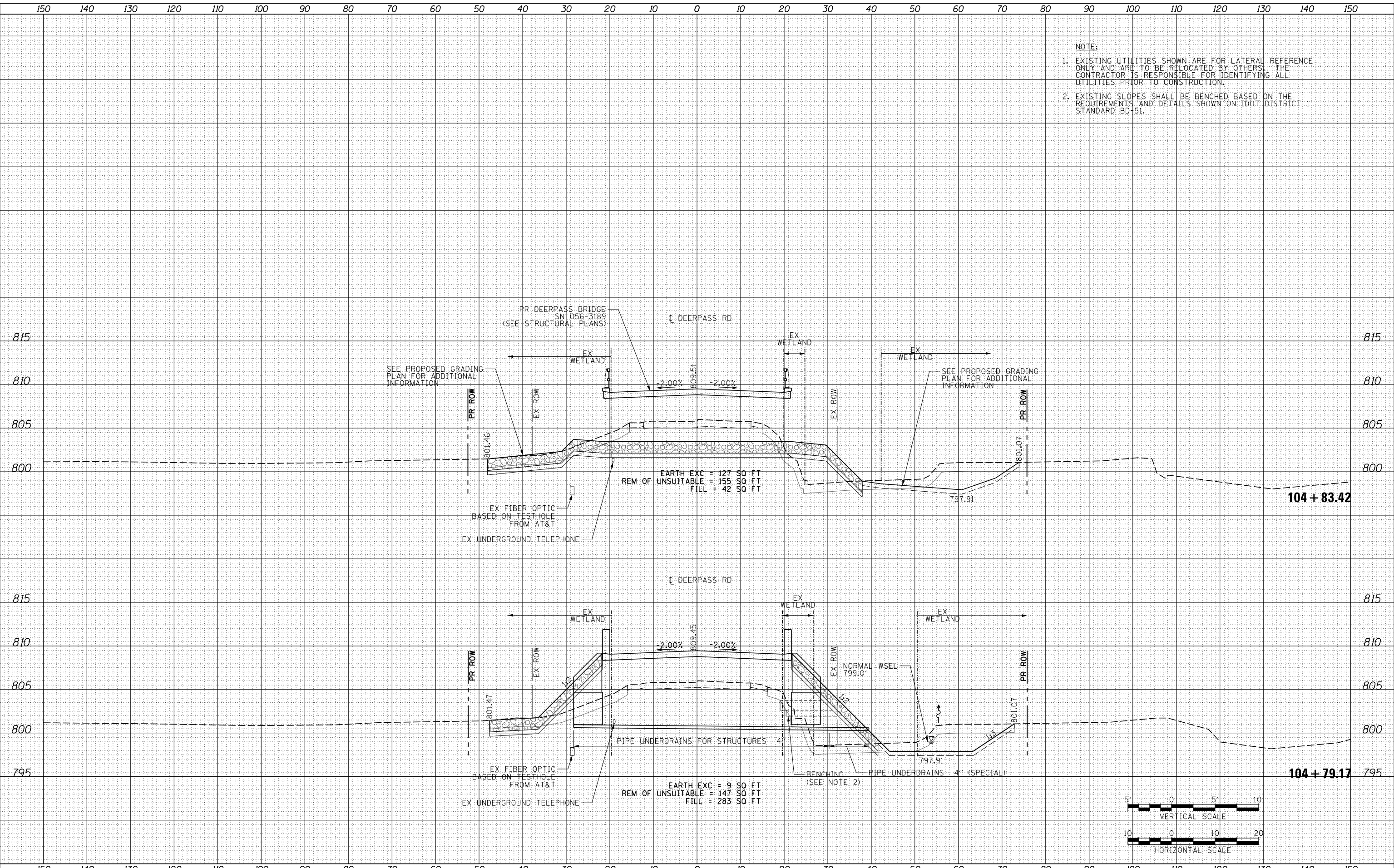
SCALE: SHEET 4 OF 17 SHEETS STA. 104+00.00 TO STA. 104+50.00

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	82
			CONTRACT NO. 61D29	
ILLINOIS FED. AID PROJECT BR5-0111060				

AECOM

FILE NAME = P:\68443622\988_Merx\110_CAD\28-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHMARKED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



USER NAME = chwa	DESIGNED - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - MSB	REVISED -
PLOT DATE = 11/27/2017	CHECKED - AFC	REVISED -
	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
DEERPASS ROAD**

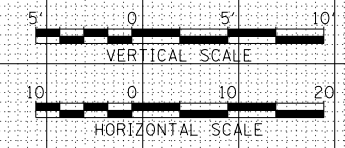
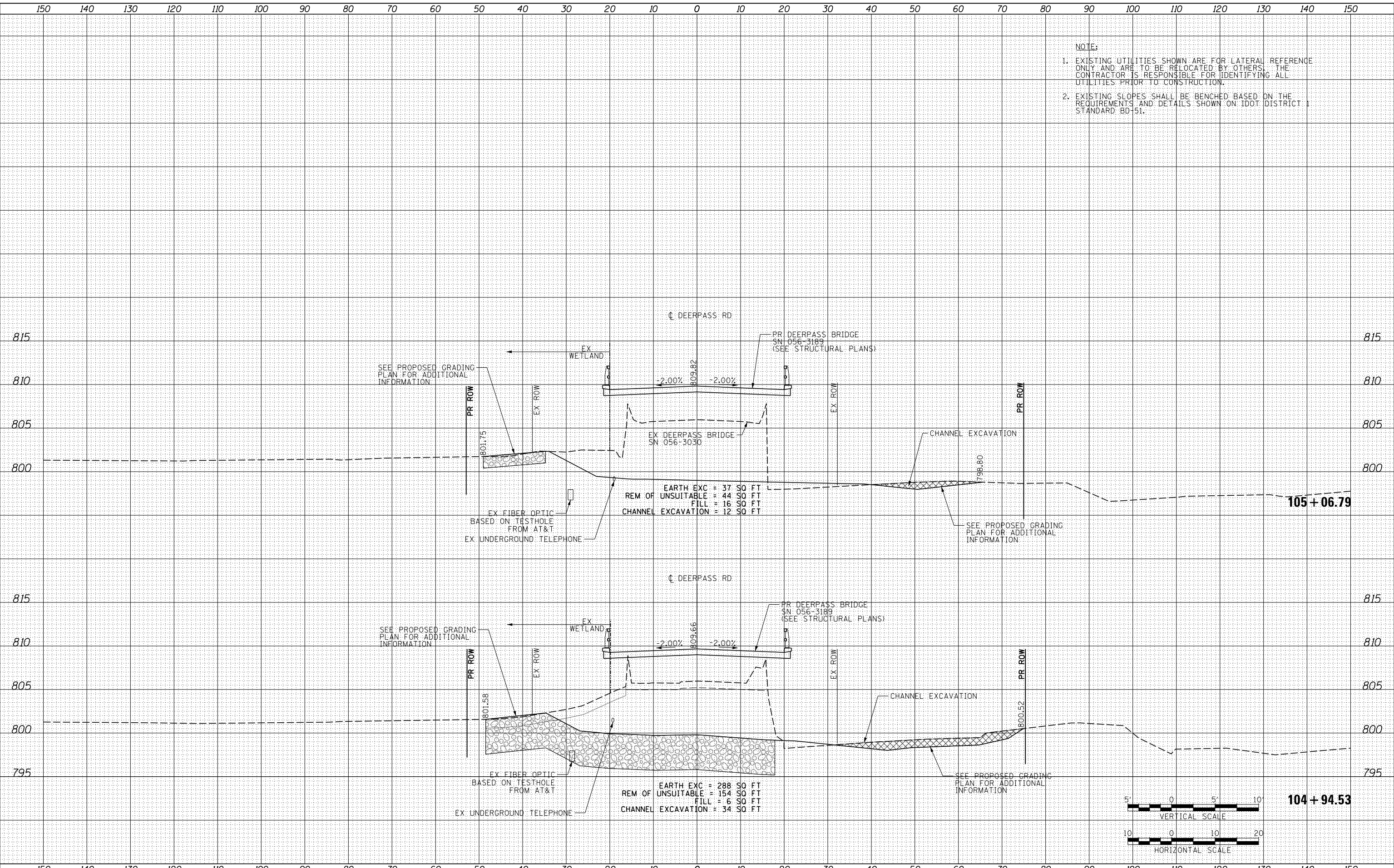
SCALE: SHEET 5 OF 17 SHEETS STA. 104+79.17 TO STA. 104+83.42

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	83
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				

AECOM

FILE NAME = P:\68443622\988_Merx\110_CAD\28-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



USER NAME = chruA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

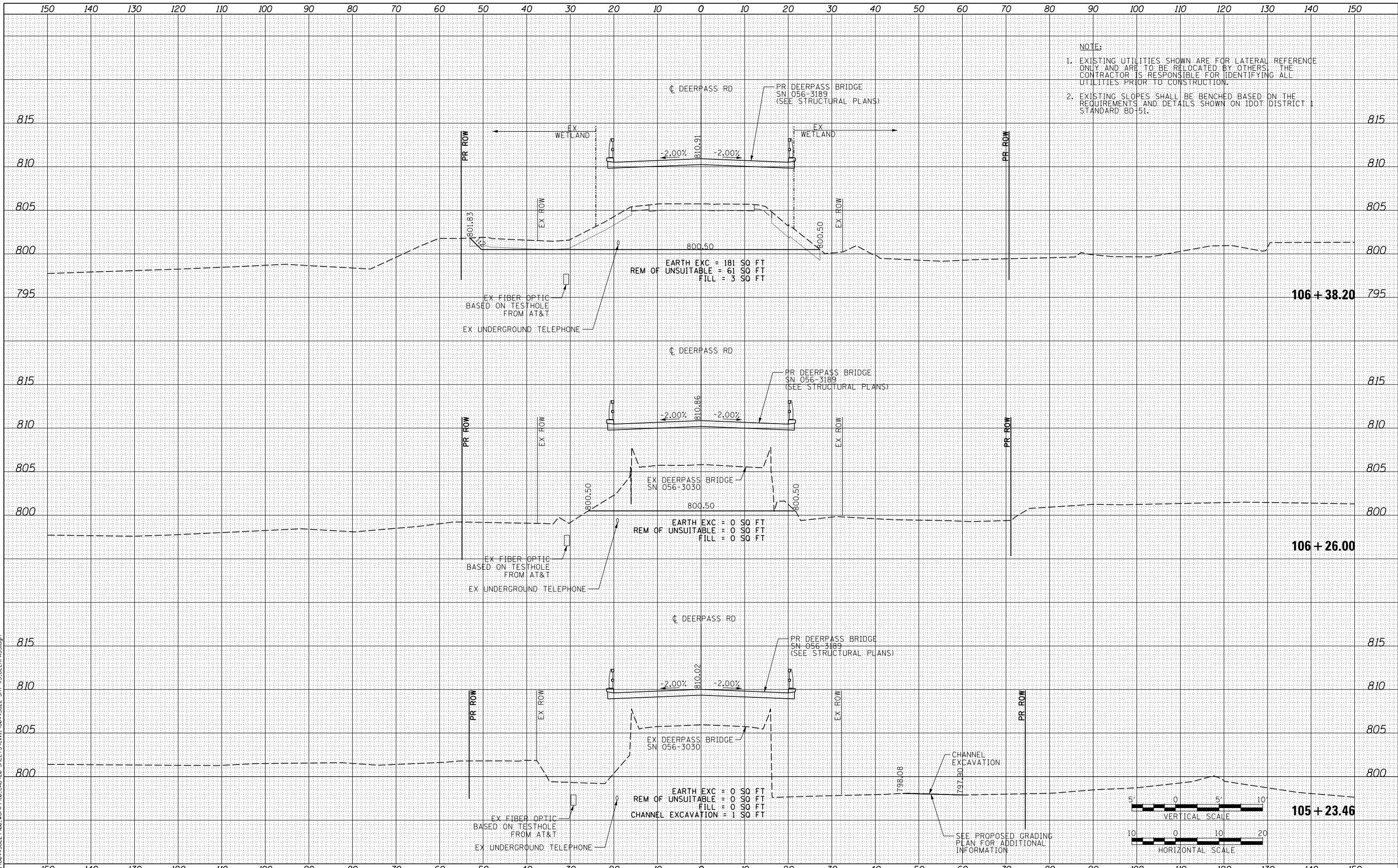
**CROSS SECTIONS
DEERPASS ROAD**

SCALE: SHEET 6 OF 17 SHEETS STA. 104+94.53 TO STA. 105+06.79

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	84
			CONTRACT NO. 61D29	
ILLINOIS FED. AID PROJECT BR5-0111060				

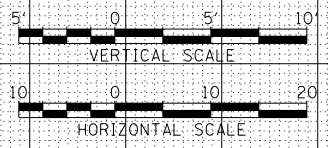
AECOM

FILE NAME = P:\68443622\988_Merx\110_CAD\20-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn



NOTE:

- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
- EXISTING SLOPES SHALL BE BENCHED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



USER NAME = chruA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
DEERPASS ROAD

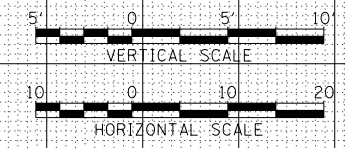
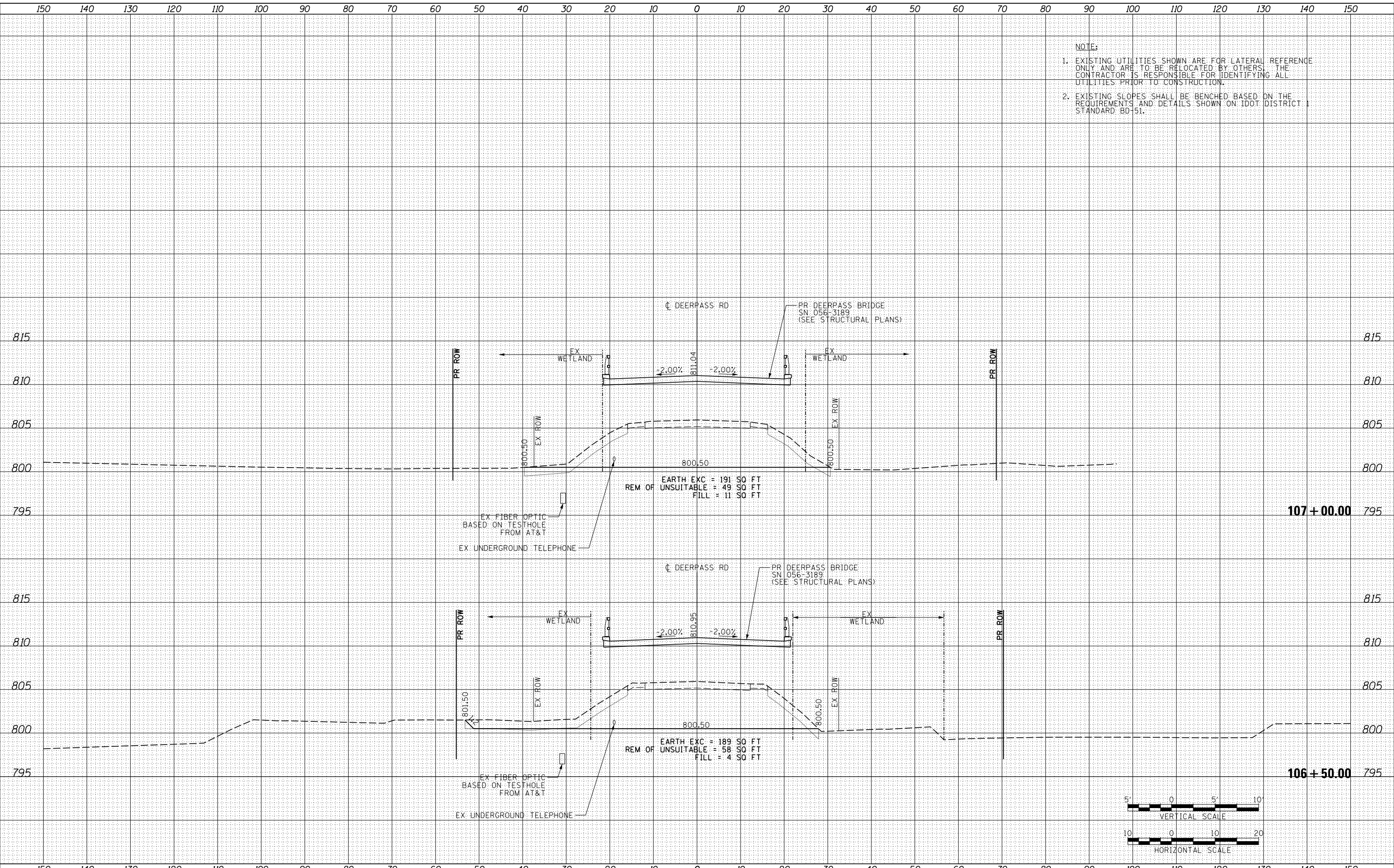
SCALE: SHEET 7 OF 17 SHEETS STA. 105+23.46 TO STA. 106+38.20

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	85
				CONTRACT NO. 61D29

ILLINOIS FED. AID PROJECT BR5-01110601

FILE NAME = P:\68443622\988_Merx\1100_CAD\28-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



USER NAME = chwa	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
DEERPASS ROAD

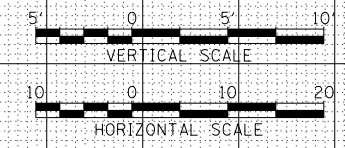
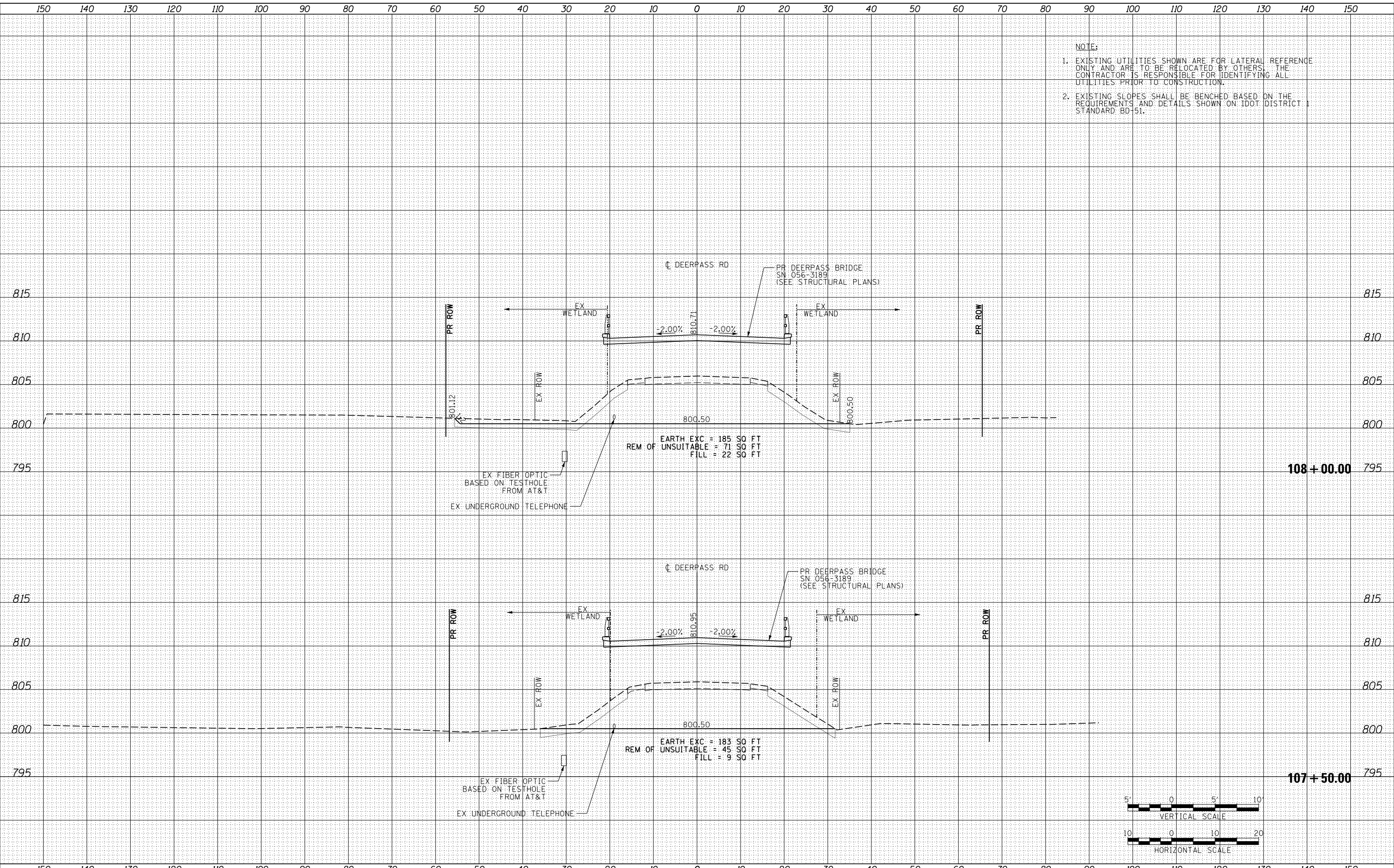
SCALE: SHEET 8 OF 17 SHEETS STA. 106+50.00 TO STA. 107+00.00

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	86
			CONTRACT NO. 61D29	
ILLINOIS FED. AID PROJECT BR5-0111060				

AECOM

FILE NAME = P:\68443622\988_Merx\1100_CAD\28-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



USER NAME = chruA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
DEERPASS ROAD

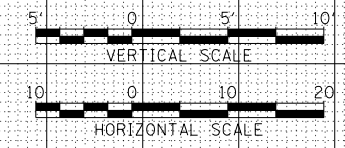
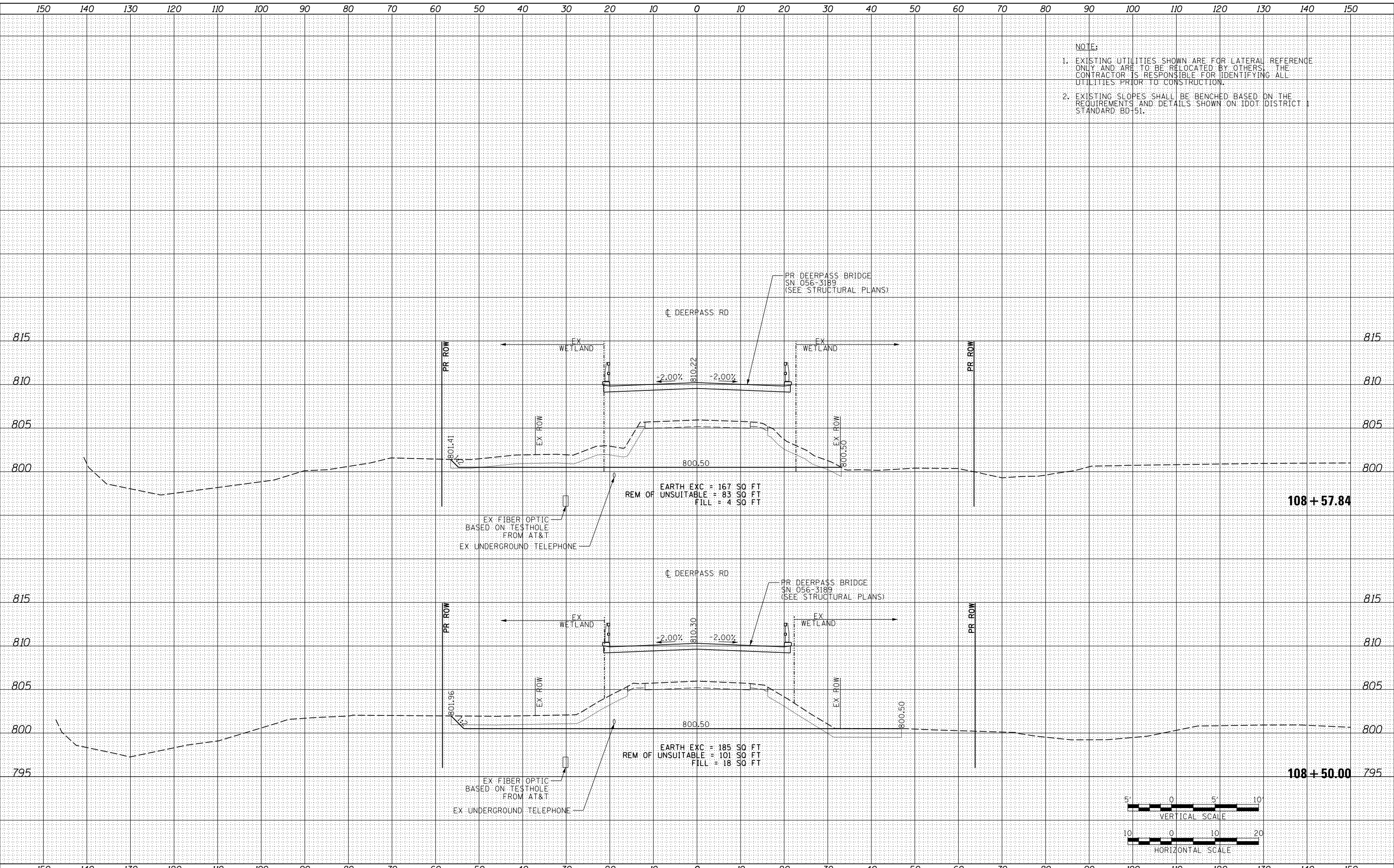
SCALE: SHEET 9 OF 17 SHEETS STA. 107+50.00 TO STA. 108+00.00

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	87
			CONTRACT NO. 61D29	
ILLINOIS FED. AID PROJECT BR5-0111060				

AECOM

FILE NAME = P:\68443622\988_Merx\110_CAD\20-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



USER NAME = chwa	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
DEERPASS ROAD**

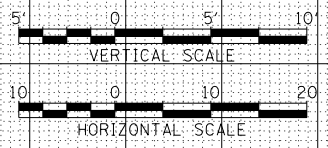
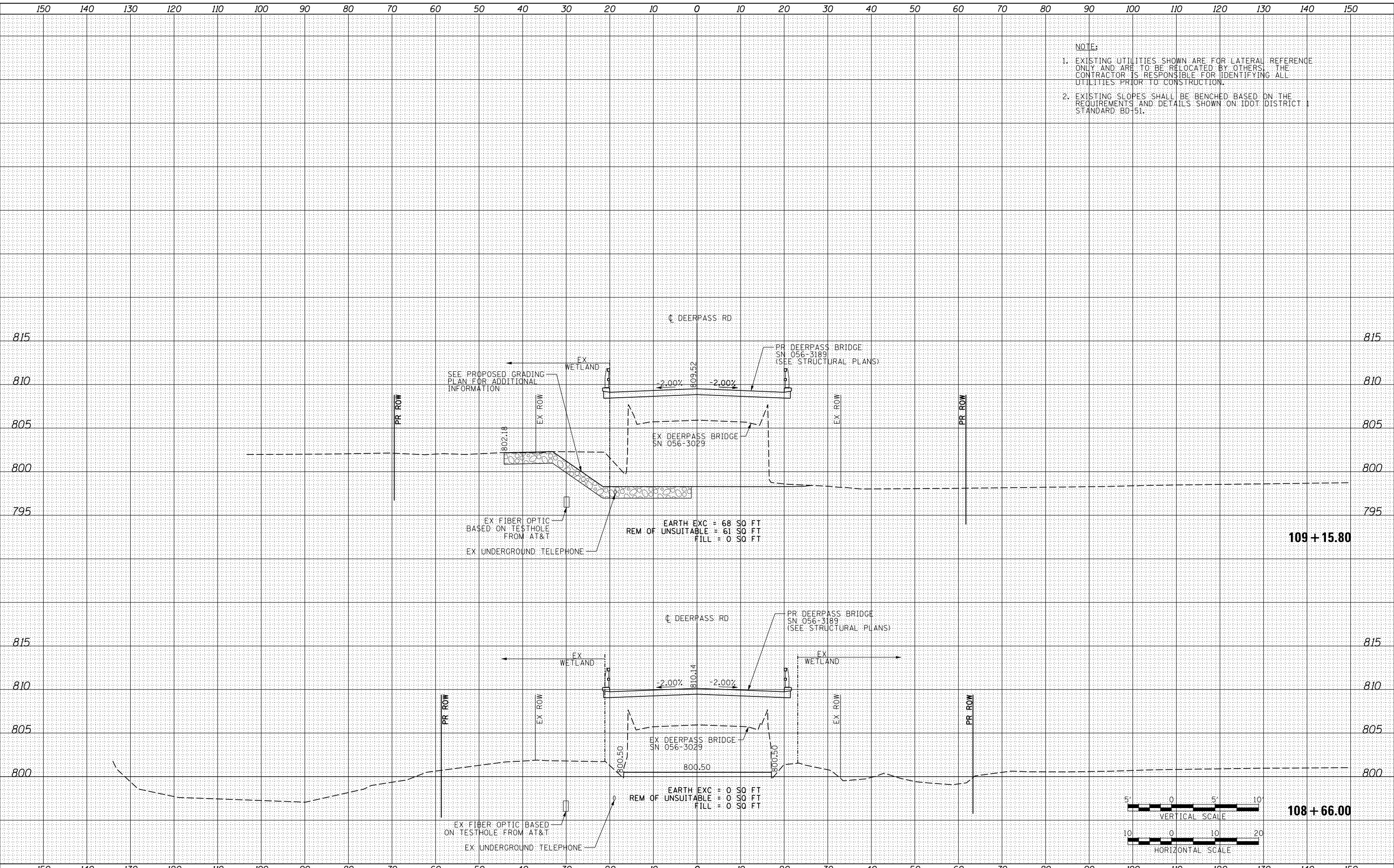
SCALE: SHEET 10 OF 17 SHEETS STA. 108+50.00 TO STA. 108+57.84

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	88
			CONTRACT NO. 61D29	
ILLINOIS FED. AID PROJECT BR5-01110601				

AECOM

FILE NAME = P:\68443622\988_McK\110_CAD\28-SHEETS\Civil\68443622-SHT-MS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHMARKED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



USER NAME = chwa	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
DEERPASS ROAD

SCALE: SHEET 11 OF 17 SHEETS STA. 108+66.00 TO STA. 109+15.80

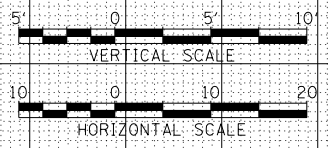
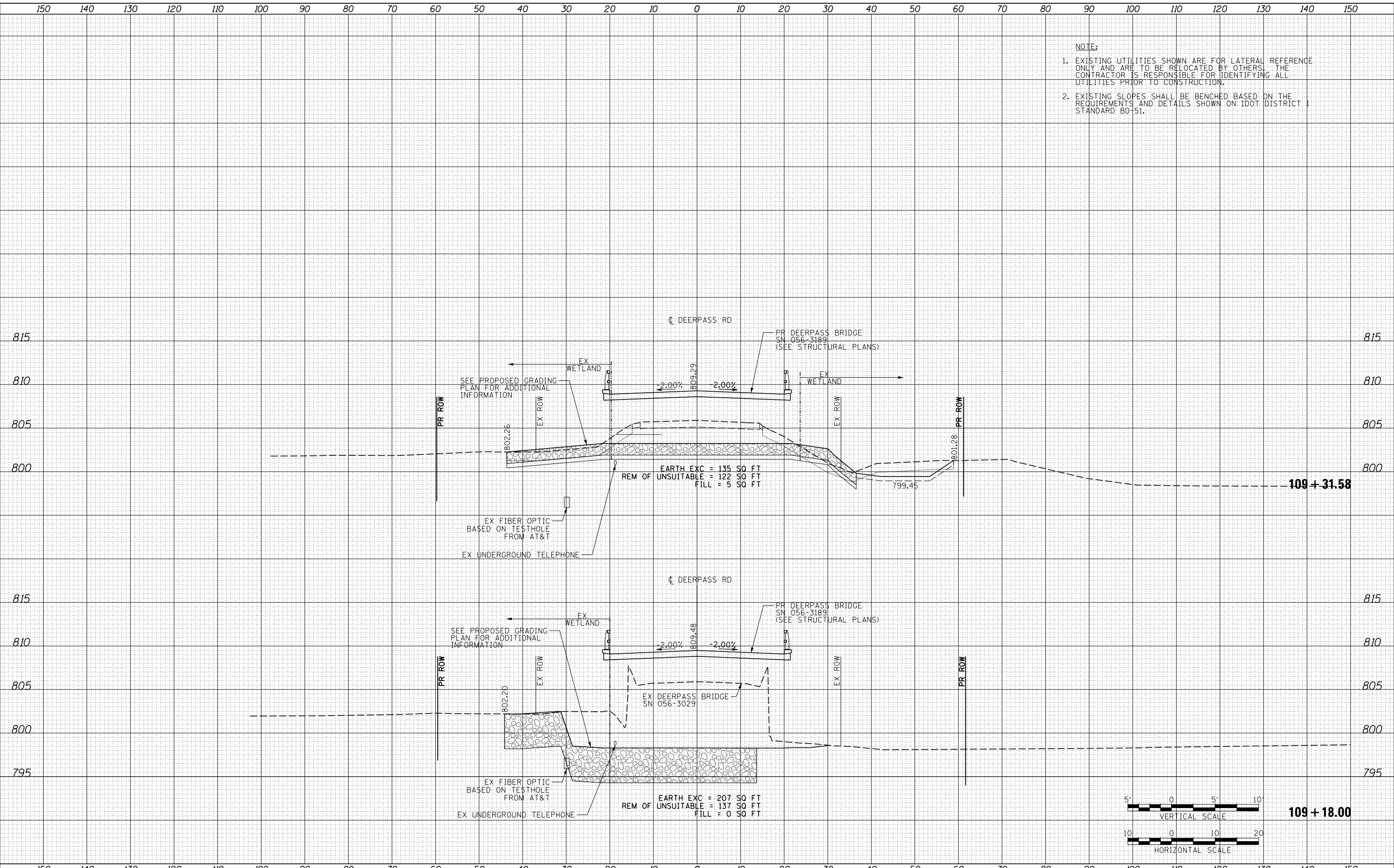
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	89
CONTRACT NO. 61D29				

ILLINOIS FED. AID PROJECT BR5-0111060

AECOM

FILE NAME = P:\68443622\988_Mch\110_CAD\28-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



USER NAME = chwa	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
DEERPASS ROAD**

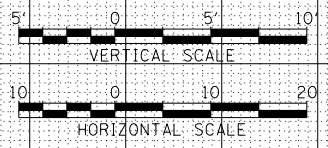
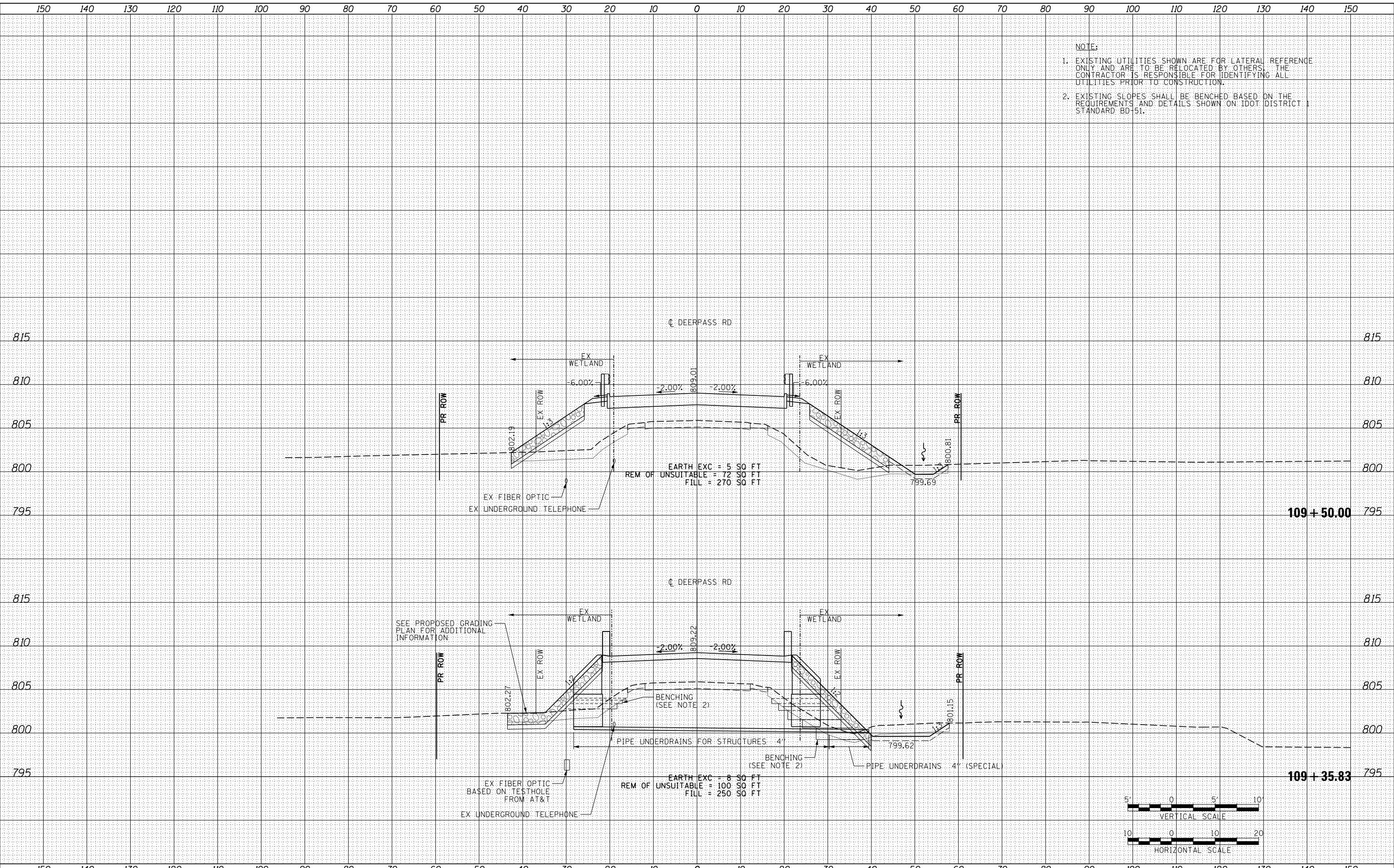
SCALE: SHEET 12 OF 17 SHEETS STA. 109+18.00 TO STA. 109+31.58

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	90
			CONTRACT NO. 61D29	
ILLINOIS FED. AID PROJECT BR5-0111060				

AECOM

FILE NAME = P:\68443622\988_Merx\110_CAD\20-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHMARKED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



USER NAME = chruA	DESIGNED - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - MSB	REVISED -
PLOT DATE = 11/27/2017	CHECKED - AFC	REVISED -
	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
DEERPASS ROAD**

SCALE: SHEET 13 OF 17 SHEETS STA. 109+35.83 TO STA. 109+50.00

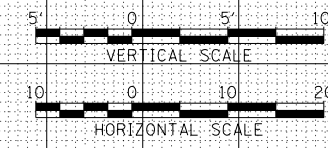
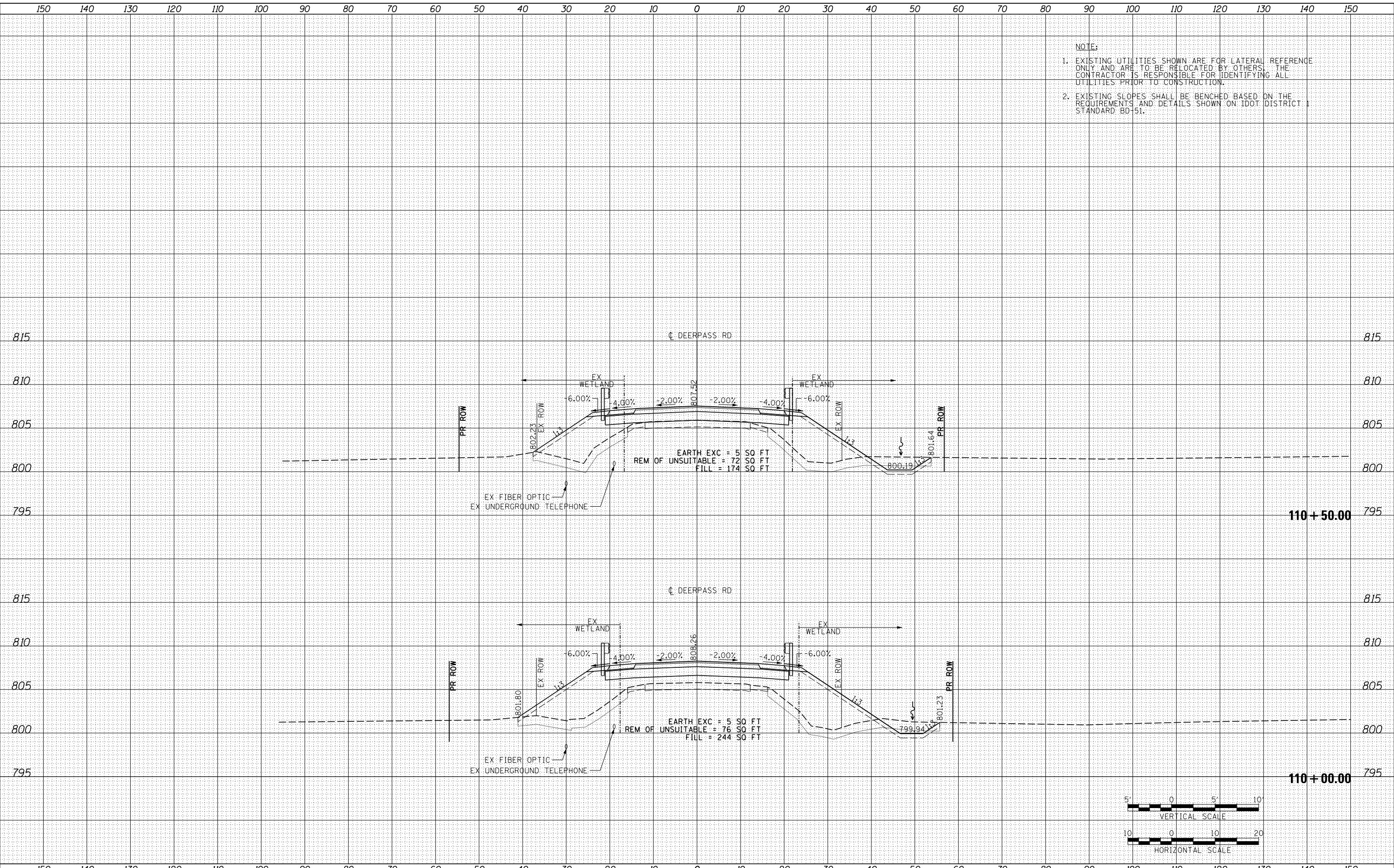
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	91
CONTRACT NO. 61D29				

ILLINOIS FED. AID PROJECT BR5-0111060

AECOM

FILE NAME = P:\68443622\988_Merx\110_CAD\28-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



USER NAME = chwa	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
DEERPASS ROAD**

SCALE: SHEET 14 OF 17 SHEETS STA. 110+00.00 TO STA. 110+50.00

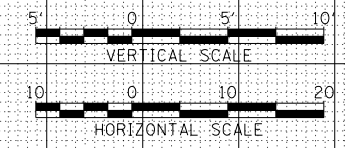
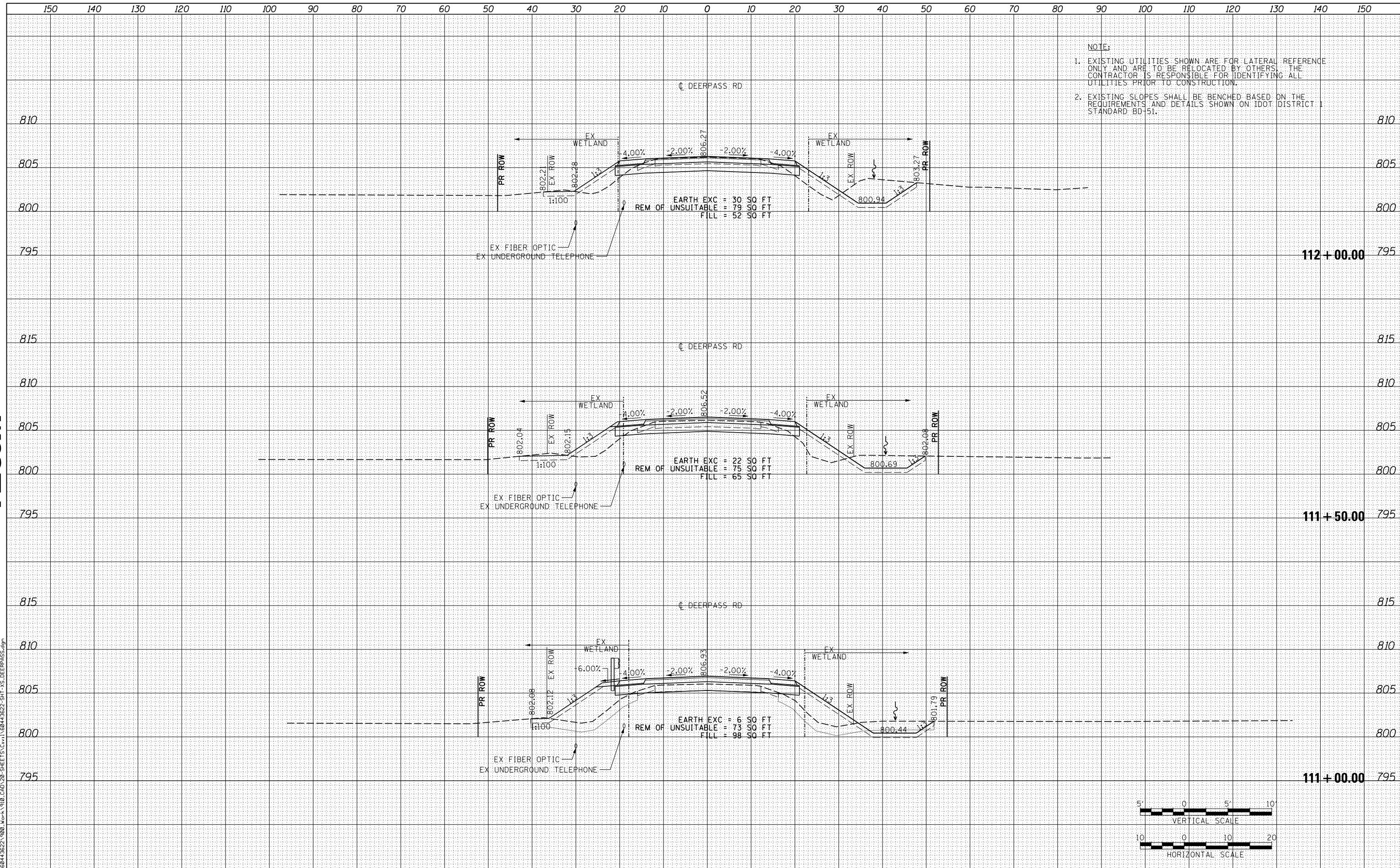
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	92
CONTRACT NO. 61D29				

ILLINOIS FED. AID PROJECT BR5-01110601

AECOM

FILE NAME = P:\68443622\988_MerA\110_CAD\28-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.



USER NAME = chwa	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

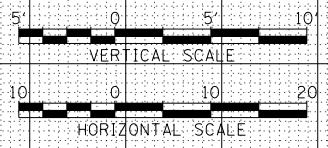
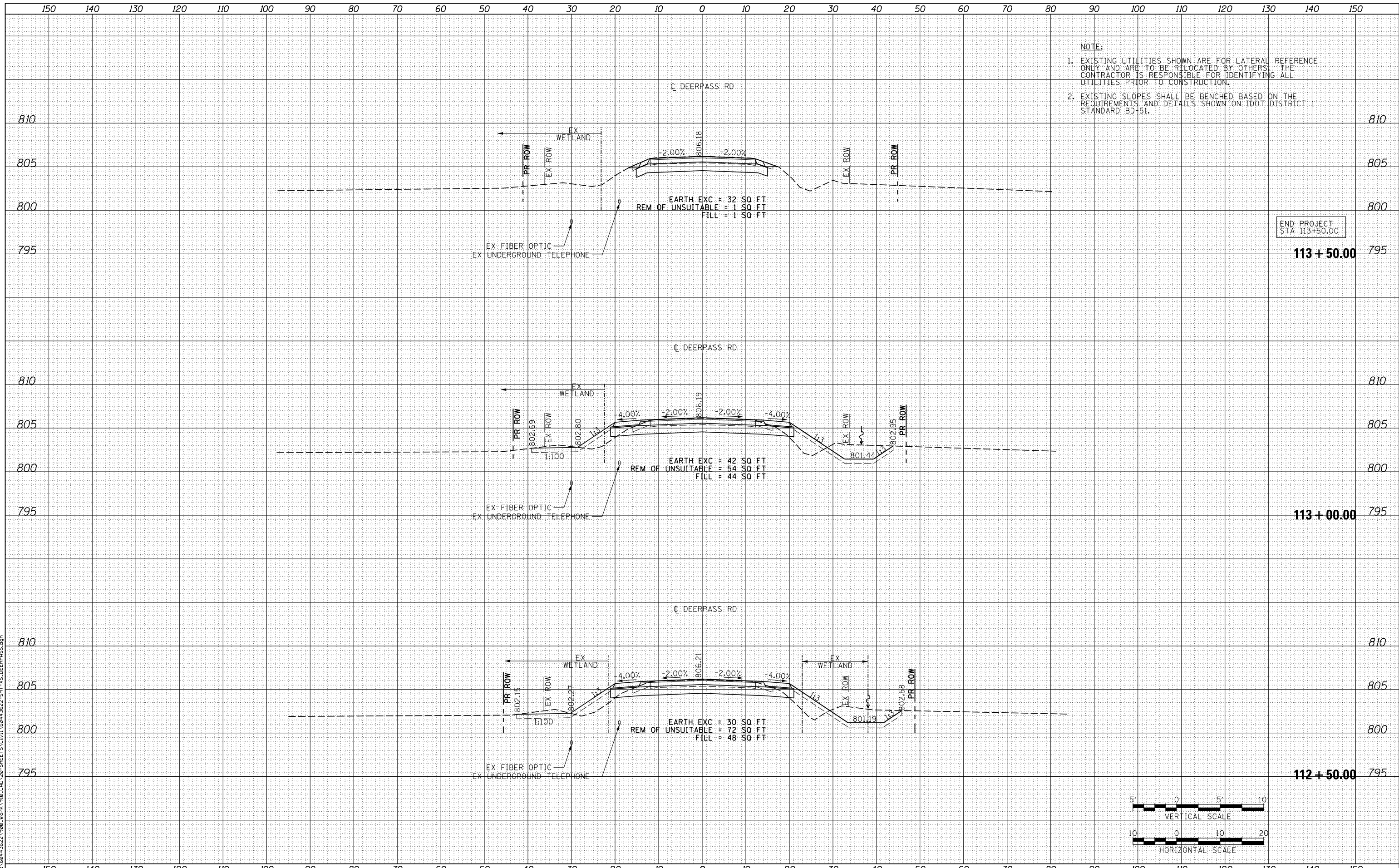
**CROSS SECTIONS
 DEERPASS ROAD**

SCALE: SHEET 15 OF 17 SHEETS STA. 111+00.00 TO STA. 112+00.00

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	93
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				

AECOM

FILE NAME = P:\68443622\988_Merx\110_CAD\28-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn



USER NAME = Chua	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 DEERPASS ROAD**

SCALE: SHEET 16 OF 17 SHEETS STA. 112+50.00 TO STA. 113+50.00

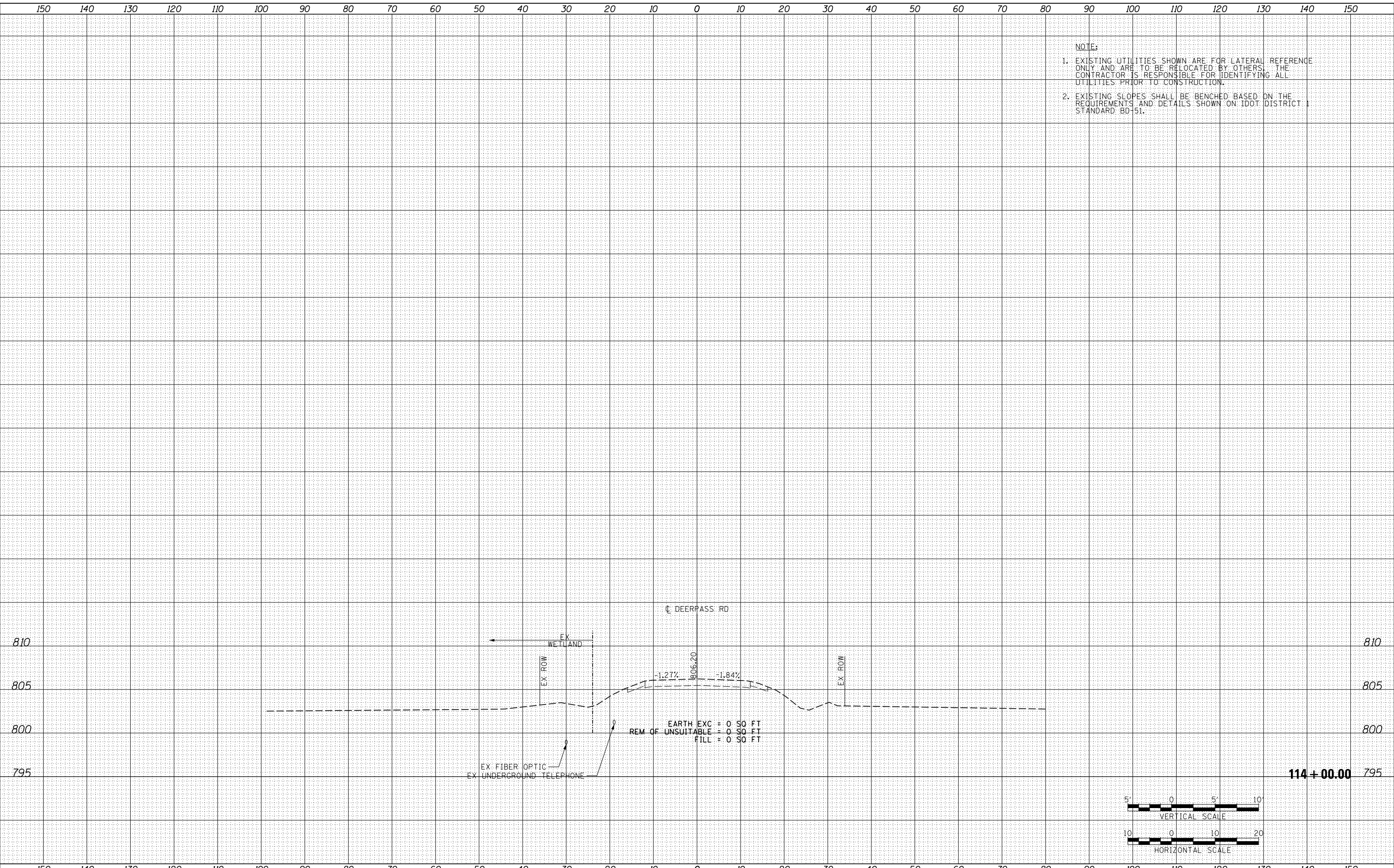
CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	94
CONTRACT NO. 61D29				

ILLINOIS FED. AID PROJECT BR5-0111060

AECOM

FILE NAME = P:\68443622\988_Mch\110_CAD\28-SHEETS\Civil\68443622-SHT-XS-DEERPASS.dgn

- NOTE:
- EXISTING UTILITIES SHOWN ARE FOR LATERAL REFERENCE ONLY AND ARE TO BE RELOCATED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING SLOPES SHALL BE BENCHMARKED BASED ON THE REQUIREMENTS AND DETAILS SHOWN ON IDOT DISTRICT STANDARD BD-51.

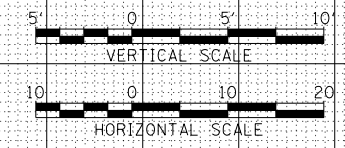


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
DEERPASS ROAD

USER NAME = ChiuA	DESIGNED - MSB	REVISED -
	DRAWN - MSB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - AFC	REVISED -
PLOT DATE = 11/27/2017	DATE - 11/27/2017	REVISED -

SCALE: SHEET 17 OF 17 SHEETS STA. 114+00.00 TO STA. 114+00.00



CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	10-00377-00-BR	MCHENRY	95	95
CONTRACT NO. 61D29				
ILLINOIS FED. AID PROJECT BR5-0111060				