

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847) 705-4406 SCHAUMBURG, IL.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR**

PROPOSED FEDERAL AID HIGHWAY

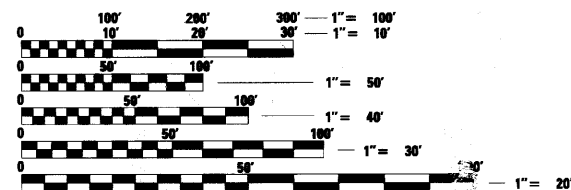
**FAS 1233 (DUNHAM ROAD)
OVER NORTH BRANCH OF KISHWAUKEE RIVER
SECTION 06-00321-00-BR
PROJECT NO: BHS-1233(106)
BRIDGE REPLACEMENT
MCHENRY COUNTY
C-91-357-06**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION
DUNHAM ROAD
FUNCTIONAL CLASSIFICATION: LOCAL ROAD
DESIGN SPEED = 60 MPH
POSTED SPEED = 55 MPH

TRAFFIC DATA
2005 ADT = 450
2030 ADT = 1000

PROJECT LOCATED IN
HARTLAND TOWNSHIP



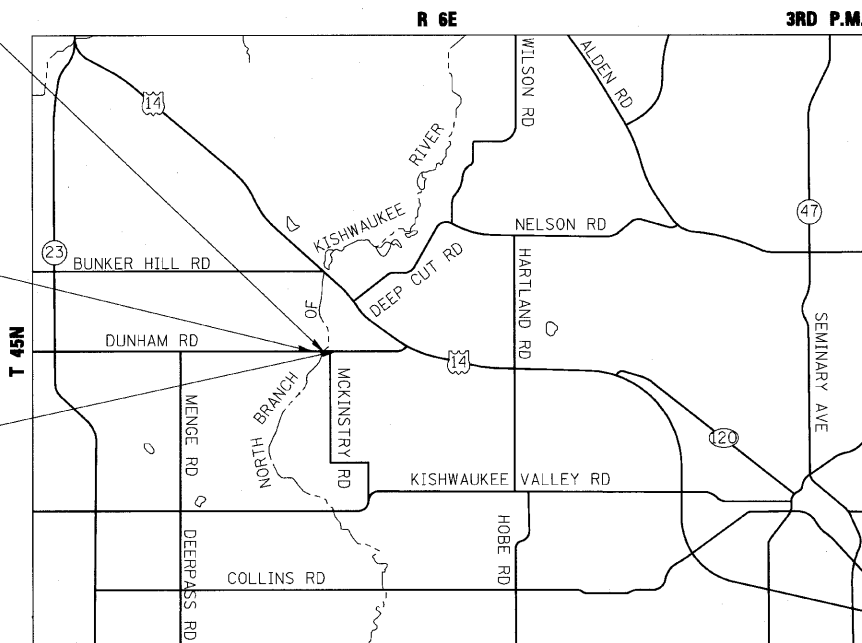
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

SN: 056-3179
STA. 510+00.85
1-SPAN PPC
I-BEAM STRUCTURE
ON 2 INTEGRAL
ABUTMENTS
STRUCTURE LENGTH = 92'
STA. 509+54.85 TO 510+00.85

BEGIN PROJECT
STA. 504+15

END PROJECT
STA. 513+10



HARTLAND TOWNSHIP

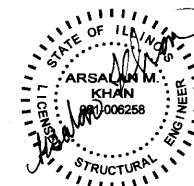
LOCATION MAP
1" = 5,000'

GROSS & NET LENGTH OF PROJECT = 895 FT = 0.17 MI.

THE PROJECT CONSISTS OF THE REPLACEMENT OF SN: 056-3021 WITH SN: 056-3179 OVER NORTH BRANCH OF KISHWAUKEE RIVER; RESURFACING, WIDENING AND RECONSTRUCTION OF DUNHAM ROAD FROM STA. 504+15 TO STA. 513+10



DATE: 8/2/2010
SEAL EXPIRES: 11/30/2011



DATE: 8/2/2010
SEAL EXPIRES: 11/30/2010

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	MCHENRY	48	1
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 63516	

D-91-357-06



LOCATION OF SECTION INDICATED THIS: - [shaded box] -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED July 30, 2010
Joseph R. Kopselki, Jr.
COUNTY OF MCHENRY, COUNTY ENGINEER

PASSED August 31, 2010
Charles F. Riddle
DISTRICT 1 ENGINEER OF LOCAL ROAD & STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW August 31, 2010
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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OF THE STATE OF ILLINOIS**

Ciorba Group, Inc.

DESIGN FIRM
REGISTRATION NUMBER

184-001016

CONSULTING ENGINEERS
SUITE 402, 5507 NORTH CUMBERLAND AVE
CHICAGO, ILLINOIS 60656 :: (773) 775-4009

PLANS PREPARED BY: CIORBA GROUP

CONTRACT NO. 63516

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720006-02	SIGN PANEL ERECTION DETAILS
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PLOT DATE = 8/2/2010	DATE - 6/18/2010	REVISED -

MCHENRY COUNTY DIVISION OF TRANSPORTATION

INDEX OF SHEETS & STATE STANDARDS

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	MCHENRY	48	2
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63516	

GENERAL NOTES

1. ALL UNDERGROUND UTILITY LOCATIONS, INCLUDING BUT NOT LIMITED TO, SANITARY AND STORM SEWERS, WATER MAINS, AND THEIR SERVICE LINES, SHOWN ON THE PLANS ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL UTILITIES, ASCERTAIN THEIR STATUS AND ADJUST OR RELOCATE THESE UTILITIES, AS NECESSARY, PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY J.U.L.T.E. AT (800) 892-0123 AND ALL PUBLIC AND PRIVATE UTILITIES BEFORE STARTING CONSTRUCTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR OWNER. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. IN ACCORDANCE WITH ARTICLE 105.07 (b).
3. PROCUREMENT OF ALL NECESSARY PERMITS, AND PAYMENT THEREOF, SHALL BE THE CONTRACTOR'S RESPONSIBILITY, IN ACCORDANCE WITH ARTICLE 107.04.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THIS PROJECT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR FAILURE TO VERIFY EXISTING DIMENSIONS OR CONDITIONS.
5. THE CONTRACTOR SHALL LIMIT HIS CONSTRUCTION ACTIVITIES TO THE WORK AREAS DESIGNATED ON THE PLANS. ANY DAMAGE TO AREAS OUTSIDE OF THESE LIMITS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20.
6. THE CONTRACTOR AT HIS OWN EXPENSE SHALL BE REQUIRED TO RELOCATE ALL ROAD SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET SUCH SIGNS DURING HIS CONSTRUCTION OPERATIONS. ALL WORK INVOLVING SIGNS SHALL BE COVERED BY ARTICLE 107.25 AND THE FOLLOWING REQUIREMENTS:
 - A. SIGNS SHALL NOT BE REMOVED UNTIL PROGRESS OF WORK NECESSITATES REMOVAL
 - B. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER VISIBLE TO TRAFFIC ON THE ROADWAY. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND NEAT APPEARING FOR THE DURATION OF THE TEMPORARY SETTING.
 - C. ALL SIGNS MUST BE RE-ERECTED IN THEIR PERMANENT LOCATIONS AS DESIGNATED BY THE ENGINEER AS THE ROADWAY IS COMPLETED. THIS WORK SHALL BE CONSIDERED AS INCLUDED TO THE CONTRACT.
 - D. ALL SIGNS NOT REQUIRED FOR REUSE AFTER CONSTRUCTION IS COMPLETED SHALL REMAIN THE PROPERTY OF THE COUNTY. THE CONTRACTOR SHALL BE REQUIRED TO STORE THEM AT THE JOB SITE FOR PICKUP BY THE COUNTY.
 - E. ANY SIGN OR SIGN POST DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT HIS OWN EXPENSE. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A LIST OF ALL EXISTING DAMAGED SIGNS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
 - F. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER AN INVENTORY OF ALL SIGNS MOVED DURING CONSTRUCTION.
7. PROPER DRAINAGE SHALL BE MAINTAINED IN THE IMPROVEMENT AREA DURING CONSTRUCTION. CONTRACTOR IS TO PREVENT DAMAGE OR CHANGE TO FLOOD PLAINS AND WETLANDS DURING THE DRAINAGE MAINTENANCE PROCESS. THE COST OF THIS WORK SHALL BE PAID FOR AS EARTH EXCAVATION.
8. THE COST OF THE REMOVAL OF ALL EXISTING POLES, POSTS, TREE STUMPS OR OTHER OBSTRUCTIONS THAT INTERFERE WITH THE PROPOSED IMPROVEMENTS AND ARE NOT PAID UNDER SEPARATE PAY ITEMS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PAY ITEM REMOVAL OF UNSUITABLE MATERIAL.
9. THE CONTRACTOR SHALL OBTAIN AUTHORIZATION FROM THE ENGINEER BEFORE BEGINNING WORK.
10. THE CONTRACTOR SHALL PROVIDE PROTECTION AT ALL PAVEMENT OPENINGS, OPEN HOLES, EQUIPMENT, AND RUBBLE LEFT IN THE PUBLIC RIGHT-OF-WAY. THE CONTRACTOR SHALL MAINTAIN HIGH VISIBILITY OF ALL TEMPORARY HAZARDS TO PEDESTRIANS AND MOTORISTS.
11. PLACEMENT OF TOPSOIL SHALL BE COMPLETED WITHIN 10-15 DAYS AFTER THE COMPLETION OF PAVING AND/OR DRIVEWAY REPLACEMENT OPERATIONS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SEEDING SHALL BE PLACED EITHER PRIOR TO JUNE 15 OR AFTER SEPTEMBER 15.
12. PRIOR TO THE START OF ANY CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL ESTABLISH A NEW SET OF SURVEY CONTROL POINTS THAT CAN REMAIN IN PLACE UNTIL COMPLETION OF ALL WORK. NEW CONTROL POINTS SHALL BE PRESENTED, REVIEWED, AND ACCEPTED BY THE ENGINEER BEFORE ESTABLISHING THEM AND IN ANY WAY DESTROYING THE EXISTING ONES. THE VERTICAL DATUM TO BE USED SHALL BE ILLINOIS COORDINATE SYSTEM NAD 83(2007) EAST ZONE.
13. SAWCUTTING OF PAVEMENTS, SHOULDERS, ETC. SHALL BE FULL DEPTH AND SHALL RESULT IN A CLEAN, STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAWCUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
14. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE ENTRANCES AT ALL TIMES DURING CONSTRUCTION.
15. FOR STEEL BAR CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4353.
16. THE MCHENRY COUNTY SOIL AND WATER CONSERVATION DISTRICT (MCSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES AND ONE WEEK PRIOR TO THE FINAL INSPECTION. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER AND MCSWCD FOR CONCURRENT REVIEW AND APPROVAL PRIOR TO IMPLEMENTING ANY CHANGES TO THE PLAN.
17. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION OF ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE MCSWCD. WORK SHALL BE PAID FOR USING CONTRACT PAY ITEMS.
18. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED IN ADVANCE OF THE TEMPORARY DETOUR ROUTE AT LEAST ONE WEEK PRIOR TO THE CLOSURE OF DUNHAM ROAD.
19. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN OR NEAR THE CRITICAL AREAS SHOULD BE ISOLATED FOR CONCENTRATED FLOWS OR STREAM FLOW. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS.
20. ALL OPEN LIDS SHALL BE STAMPED WITH "DUMP NO WASTE" AND "DRAINS TO WATERWAY".
21. ORIGINAL NAMEPLATE SHALL BE DETACHED AND RETURNED TO THE ENGINEER AND SHALL REMAIN THE PROPERTY OF MCDOT.
22. IN-STREAM CONSTRUCTION OPERATIONS SHALL COMMENCE FROM A WORKING PLATFORM LOCATED ON THE EXISTING ROADWAY. A TEMPORARY BRIDGE WILL NOT BE ALLOWED.
23. CHANNEL EXCAVATION OPERATIONS SHALL BE DONE WHEN WATER LEVEL IS AT OR BELOW NORMAL WATER SURFACE ELEVATION OR AS APPROVED BY THE ENGINEER.
24. DRAIN TILE SYSTEMS DISTURBED DURING DEVELOPMENT MUST BE RECONNECTED BY THOSE RESPONSIBLE FOR THEIR DISTURBANCE. ALL ABANDONED DRAIN TILES SHALL BE REMOVED IN THEIR ENTIRETY.

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USER NAME = espino	DESIGNED - CLG	REVISED - 8/02/2010
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PLOT DATE = 8/30/2010	CHECKED - MJL	REVISED -
	DATE - 6/18/2010	REVISED -

MCHENRY COUNTY DIVISION OF TRANSPORTATION

GENERAL NOTES

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

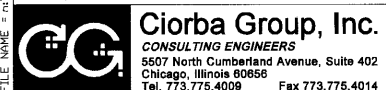
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	MCHENRY	48	3
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63516	

SUMMARY OF QUANTITIES			TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
CODE NO.	DESCRIPTION	UNIT		ROADWAY 1000-2A	BRIDGE X081-2A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	48	48	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	60	60	
20101000	TEMPORARY FENCE	FOOT	150	150	
20200100	EARTH EXCAVATION	CU YD	2,835	2,835	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,313	1,313	
20300100	CHANNEL EXCAVATION	CU YD	982	982	
20400800	FURNISHED EXCAVATION	CU YD	1,975	1,975	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	20	20	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	160		160
20800150	TRENCH BACKFILL	CU YD	65	65	
21101625	TOPSOIL FURNISH AND PLACE, 6"	SO YD	7,400	7,400	
25000210	SEEDING, CLASS 2A	ACRE	1.2	1.2	
25000310	SEEDING, CLASS 4	ACRE	0.3	0.3	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	140	140	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	140	140	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	140	140	
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SO YD	7,400	7,400	
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	30	30	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	920	920	
28000305	TEMPORARY DITCH CHECKS	FOOT	100	100	
28000315	AGGREGATE DITCH CHECKS	TON	120	120	
28000400	PERIMETER EROSION BARRIER	FOOT	1,620	1,620	
28000500	INLET AND PIPE PROTECTION	EACH	2	2	
28000510	INLET FILTERS	EACH	4	4	
28001000	AGGREGATE (EROSION CONTROL)	TON	15	15	
28100105	STONE RIPRAP, CLASS A3	SO YD	12	12	
28100107	STONE RIPRAP, CLASS A4	SO YD	857		857
28200200	FILTER FABRIC	SO YD	869	12	857
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	70	70	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2,620	2,620	
40600300	AGGREGATE (PRIME COAT)	TON	10	10	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	280	280	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	20	20	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	10	10	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	180	180	
42001300	PROTECTIVE COAT	SO YD	50	50	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO YD	890	890	
44000100	PAVEMENT REMOVAL	SO YD	1,960	1,960	
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	480	480	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	100	100	
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SO YD	810	810	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50105220	PIPE CULVERT REMOVAL	FOOT	130	130	
50200100	STRUCTURE EXCAVATION	CU YD	216		216
50300225	CONCRETE STRUCTURES	CU YD	73.3		73.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	276.8		276.8
50300260	BRIDGE DECK GROOVING	SO YD	642		642
50300300	PROTECTIVE COAT	SO YD	743		743
50401005	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 48 IN.	FOOT	631.5		631.5
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	67,280		67,280
50800515	BAR SPLICERS	EACH	88		88
* Z6007124	STEEL RAILING (SPECIAL)	FOOT	231		231
51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	1,079		1,079
51202305	DRIVING PILES	FOOT	1,079		1,079
51203200	TEST PILE METAL SHELLS	EACH	2		2
51500100	NAME PLATES	EACH	1		1

SUMMARY OF QUANTITIES			TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
CODE NO.	DESCRIPTION	UNIT		ROADWAY 1000-2A	BRIDGE X081-2A
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	78	78	
542A5479	PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 24"	FOOT	26	26	
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	3	3	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1	
54214509	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 24"	EACH	2	2	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	115	115	
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	114		114
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	178		178
60208210	CATCH BASINS, TYPE C, TYPE 20 FRAME AND GRATE	EACH	4	4	
60240301	INLETS, TYPE B, TYPE 8 GRATE	EACH	1	1	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	175	175	
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	288	288	
* 63000003	STEEL PLATE BEAM GUARD RAIL, TYPE A, 9 FOOT POSTS	FOOT	25	25	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	273	273	
* 66503500	BARBED WIRE FENCE TO BE REMOVED AND RE-ERECTED	FOOT	790	790	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	L SUM	1	1	
70102550	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1	1	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	12	12	
72000100	SIGN PANEL - TYPE 1	SO FT	6	6	
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	5	5	
72900100	METAL POST - TYPE A	FOOT	8	8	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,590	1,590	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	13	13	
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	360	360	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	16	16	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
* A2005020	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	8	8	
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	52	52	
XX005968	TURBIDITY CURTAIN	SO YD	140	140	
XX006846	AGGREGATE FIELD ENTRANCE	SO YD	60	60	
Z0001050	AGGREGATE SUBGRADE 12"	SO YD	2,200	2,200	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0066600	STABILIZED DRIVEWAYS 8"	SO YD	125	125	
Δ Z0076600	TRAINEES	hour	1,000	1,000	

* DENOTES SPECIALITY ITEM
Δ Y080

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PLOT DATE = 8/30/2010	CHECKED - MJL	REVISED -
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MCHENRY COUNTY DIVISION OF TRANSPORTATION

SUMMARY OF QUANTITIES				
SCALE: N.T.S.	SHEET NO.	OF SHEETS	STA.	TO STA.

F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 4
CONTRACT NO. 63516				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

EARTHWORK SCHEDULE						
STATION	20200100		20201200		EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	EARTH EXCAVATION	EARTH EXCAVATION VOLUME USED (15% SHRINKAGE)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL			
LINE "DUNHAM"	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
500+00 TO 504+50	2	2	7	3	-2	
504+50 TO 505+00	55	46	40	16	30	
505+00 TO 505+50	130	110	70	49	61	
505+50 TO 506+00	196	167	80	111	55	
506+00 TO 506+50	239	203	92	179	24	
506+50 TO 507+00	251	213	98	239	-26	
507+00 TO 507+50	274	233	99	298	-65	
507+50 TO 508+00	271	231	102	383	-152	
508+00 TO 508+50	715	608	263	1,048	-440	
508+50 TO 509+00	272	231	115	552	-321	
509+00 TO 509+50	248	211	93	424	-213	
509+50 TO 510+00	110	94	35	130	-37	
510+00 TO 510+50	6	5	17	66	-60	
510+50 TO 511+00	19	16	50	265	-249	
511+00 TO 511+50	15	13	55	259	-247	
511+50 TO 512+00	7	6	49	185	-180	
512+00 TO 512+50	4	4	26	115	-112	
512+50 TO 513+00	16	13	23	60	-46	
513+00 TO 513+10	7	6	6	4	2	
TOTALS	2,835	2,410	1,313	4,385	-1,975	

EARTHWORK SCHEDULE			
LOCATION FROM CENTERLINE			20300100
			CHANNEL EXCAVATION
			(CU YD)
60.0' RT TO 40.8' RT			51
40.8' RT TO 21.7' RT			92
21.7' RT TO 13.3' RT			45
13.3' RT TO 13.5' LT			184
13.5' LT TO 21.7' LT			57
21.7' LT TO 49.4' LT			309
49.4' LT TO 77.2' LT			244
TOTALS			982

SUMMARY			
20200100	20400800	20201201	20201201
EARTH EXCAVATION	FURNISHED EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CHANNEL EXCAVATION
(CU YD)	(CU YD)	(CU YD)	(CU YD)
2,835	1,975	1,313	982

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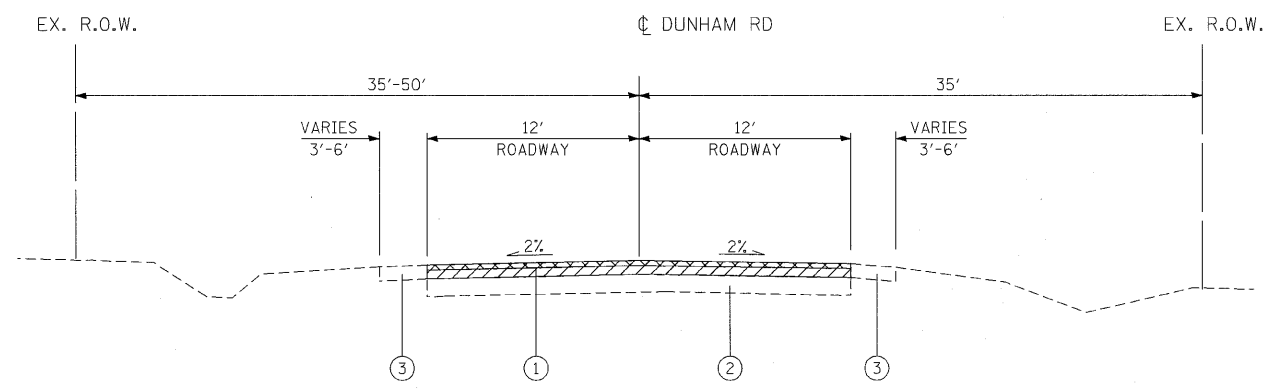
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MCHENRY COUNTY DIVISION OF TRANSPORTATION

EARTHWORK SCHEDULES

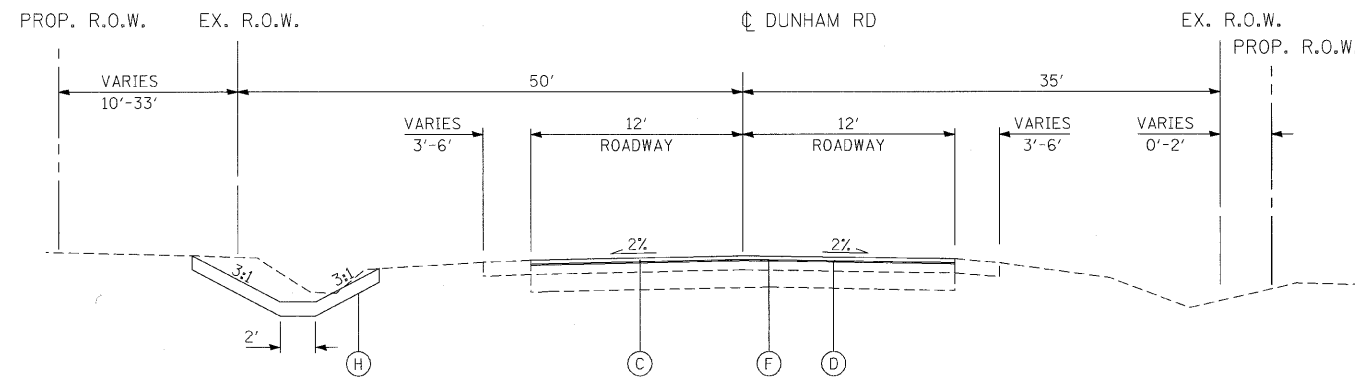
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	McHENRY	48	5
CONTRACT NO. 63516				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DUNHAM ROAD
EXISTING TYPICAL SECTION
STA. 504+15 TO STA. 509+20.81
STA. 510+81.19 TO STA. 513+10

- EXISTING CONDITIONS:**
- ① HOT-MIX ASPHALT SURFACE COURSE AND BINDER COURSE, 9.75" •
 - ② AGGREGATE SUB-BASE **
 - ③ AGGREGATE SHOULDER **
 - REMOVAL PAID AS PAVEMENT REMOVAL
 - ** REMOVAL PAID AS EARTH EXCAVATION
 - ☒ PAVEMENT REMOVAL
 - ☒ HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" (STA. 504+15 TO STA.505+94)



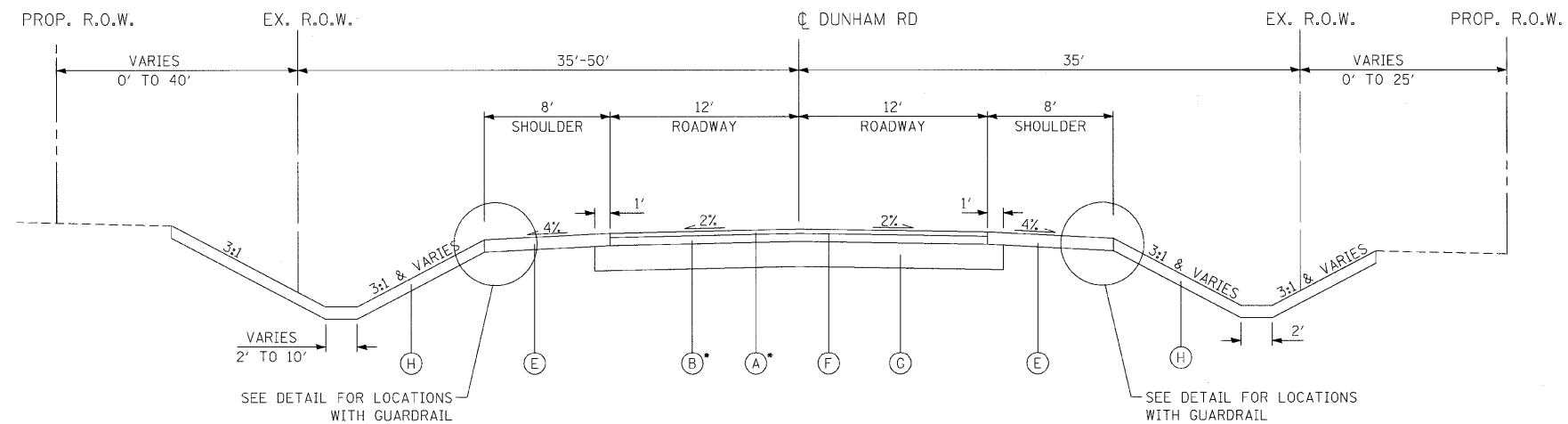
DUNHAM ROAD
PROPOSED TYPICAL SECTION
STA. 504+15 TO STA. 505+94

- PROPOSED IMPROVEMENTS**
- Ⓐ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
 - Ⓑ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
 - Ⓒ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
 - Ⓓ LEVELING BINDER (MACHINE METHOD), N50, 3/4"
 - Ⓔ HOT-MIX ASPHALT SHOULDER, 6"
 - Ⓕ BITUMINOUS MATERIALS (PRIME COAT)
 - Ⓖ AGGREGATE SUBGRADE 12"
 - Ⓗ TOPSOIL, FURNISH AND PLACE 6" AND SEEDING PER LANDSCAPING PLAN
 - Ⓘ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
 - ⓵ STEEL PLATE BEAM GUARD RAIL, TYPE A

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

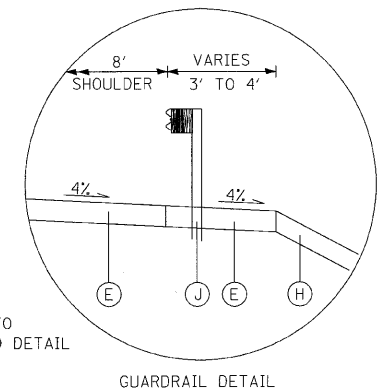
OPERATION	MIXTURE TYPE	AIR VOIDS @ Ndes
ROADWAY RECONSTRUCTION	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm), 2"	4% @ 50 GYR.
	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"	4% @ 50 GYR.
ROADWAY RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm), 1 1/2"	4% @ 50 GYR.
	LEVELING BINDER (MACHINE METHOD), N50, 3/4"	4% @ 50 GYR.
SHOULDER RECON	HOT-MIX ASPHALT SHOULDERS (HMA BINDER IL-19.0mm), 6"	2% @ 30 GYR.
BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm), 2"	4% @ 50 GYR.
	HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50, 4"	4% @ 50 GYR.
STABILIZED DRIVEWAY	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm), 2"	4% @ 50 GYR.
	HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19.0mm), 6" - PE	4% @ 50 GYR.

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/SQ IN/YD
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70 -22 AND FOR NON-POLYMERIZED HMA SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

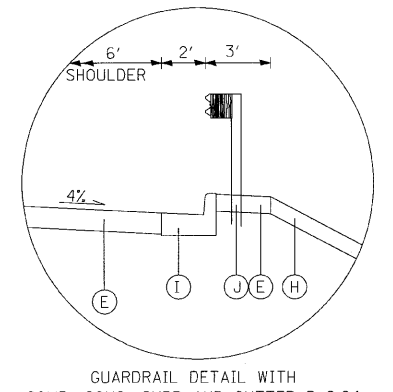


DUNHAM ROAD
PROPOSED TYPICAL SECTION
STA. 505+94 TO STA. 509+20.81
STA. 510+81.19 TO STA. 513+10

• BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) STA. 508+25 TO STA.509+25 AND STA. 510+77 TO STA. 511+77 (SEE IDOT STANDARD DETAIL 420401-08)



GUARDRAIL DETAIL



GUARDRAIL DETAIL WITH COMB. CONC. CURB AND GUTTER B-6.24

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MCHENRY COUNTY DIVISION OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S.	SHEET NO.	OF	SHEETS	STA.	TO STA.
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	MCHENRY	48	6
CONTRACT NO. 63516			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT	

DUNHAM ROAD ALIGNMENT

STATION	NORTHING	EASTING
POT 500+00.00	2,067,360.2673	923,280.9741
POT 506+52.66	2,067,353.0159	923,933.5917
POT 515+36.11	2,067,341.1430	924,816.9651
POT 520+00.00	2,067,336.4064	925,280.8320

BENCHMARKS

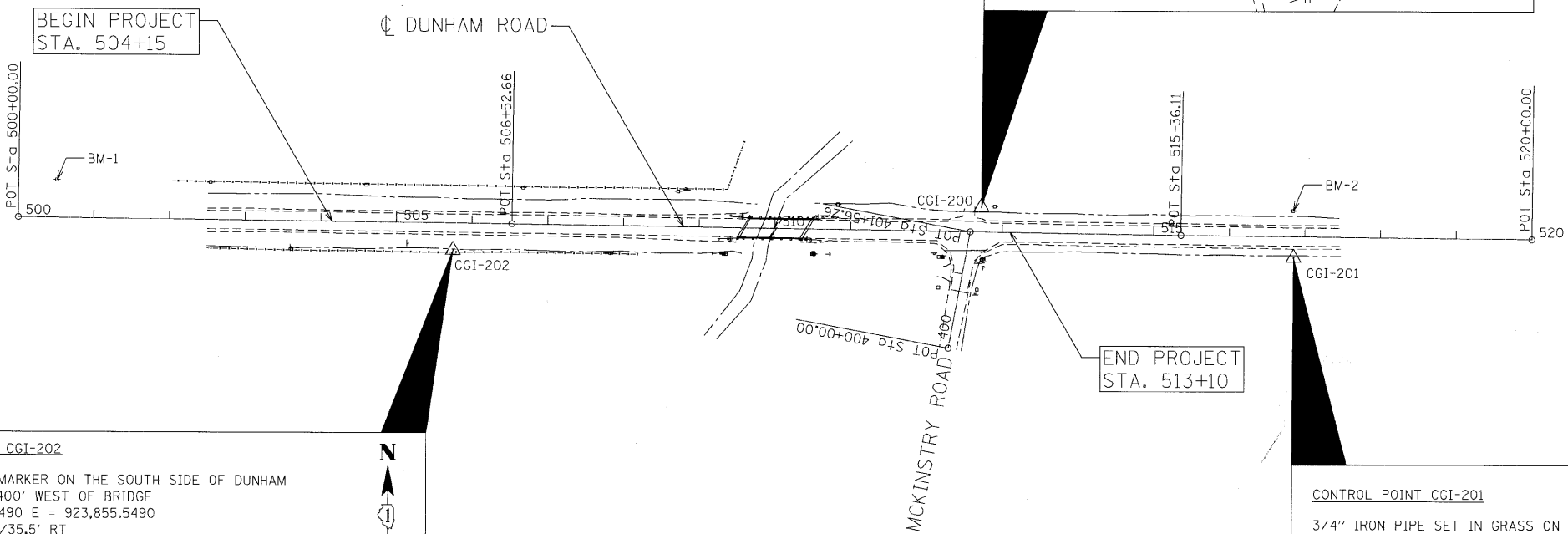
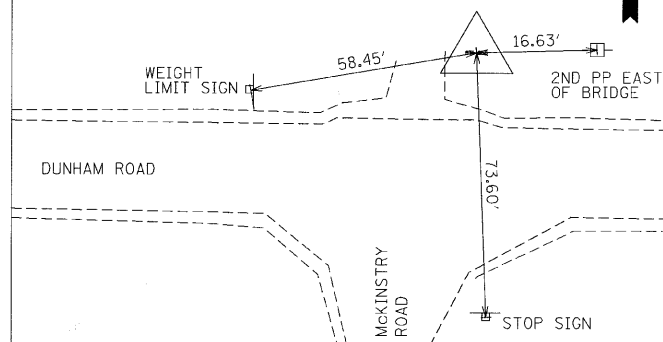
- BM 1 LARGE MAG NAIL IN FIFTH POWER POLE WEST OF BRIDGE NORTH OF DUNHAM ROAD
N = 2,067,409.7002 E = 923,332.0231 ELEV. = 872.66
- BM 2 LARGE MAG NAIL IN THIRD POWER POLE EAST OF BRIDGE NORTH OF DUNHAM ROAD
N = 2,067,373.6290 E = 924,965.4890 ELEV. = 875.03

MCKINSTRY ROAD ALIGNMENT

STATION	NORTHING	EASTING
POT 400+00.00	2,067,191.2680	924,510.0180
POT 401+56.26	2,067,344.8834	924,538.6697

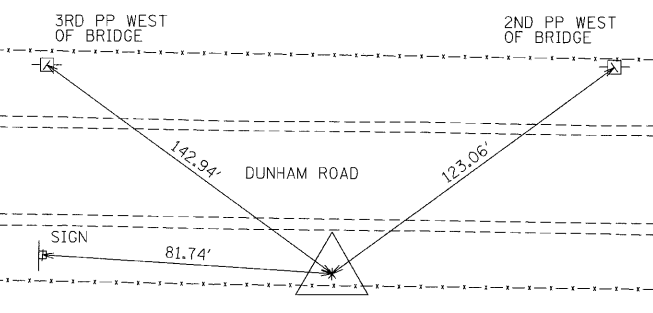
CONTROL POINT CGI-200

3/4" IRON PIPE W/ CAP FOUND ON NORTH SIDE OF DUNHAM ROAD EAST OF FIELD ENTRANCE ACROSS FROM MCKINSTRY ROAD
N = 2,067,377.4980 E = 924,553.4150
STA. 512+72.10/32.81' LT
ELEV = 871.06



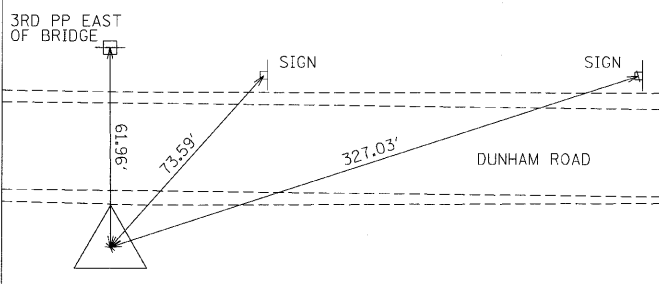
CONTROL POINT CGI-202

TOP OF R.O.W. MARKER ON THE SOUTH SIDE OF DUNHAM ROAD APPROX. 400' WEST OF BRIDGE
N = 2,067,318.5490 E = 923,855.5490
STA. 505+75.00/35.5' RT
ELEV = 869.37



CONTROL POINT CGI-201

3/4" IRON PIPE SET IN GRASS ON SOUTH SIDE OF DUNHAM ROAD ACROSS FROM THIRD POWER POLE EAST OF BRIDGE
N = 2,067,311.8000 E = 924,965.9010
STA. 516+85.34/27.82' RT
ELEV = 871.10



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CGI
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 Chicago, Illinois 60658
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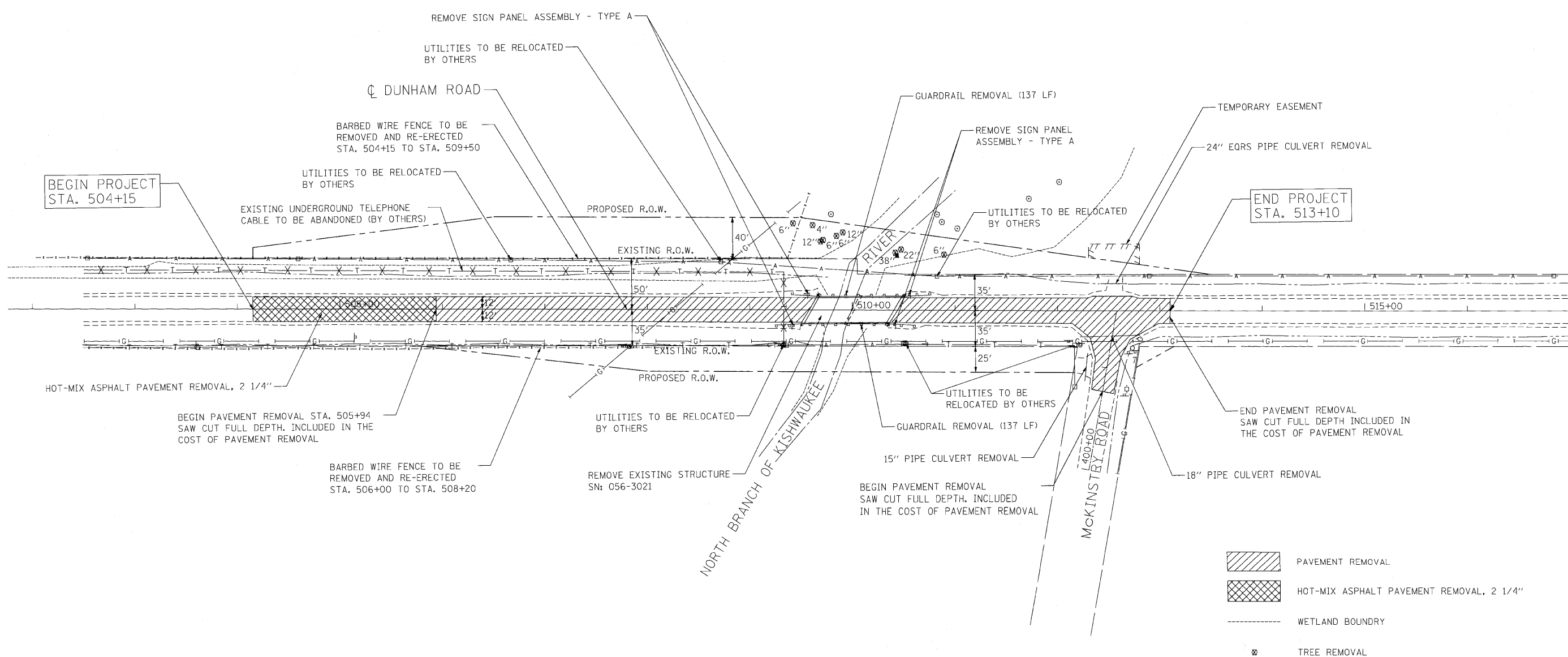
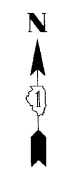
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MCHENRY COUNTY DIVISION OF TRANSPORTATION

ALIGNMENT, TIES, & BENCHMARKS

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	MCHENRY	48	7
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63516	



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MCHENRY COUNTY DIVISION OF TRANSPORTATION

EXISTING CONDITIONS AND REMOVALS

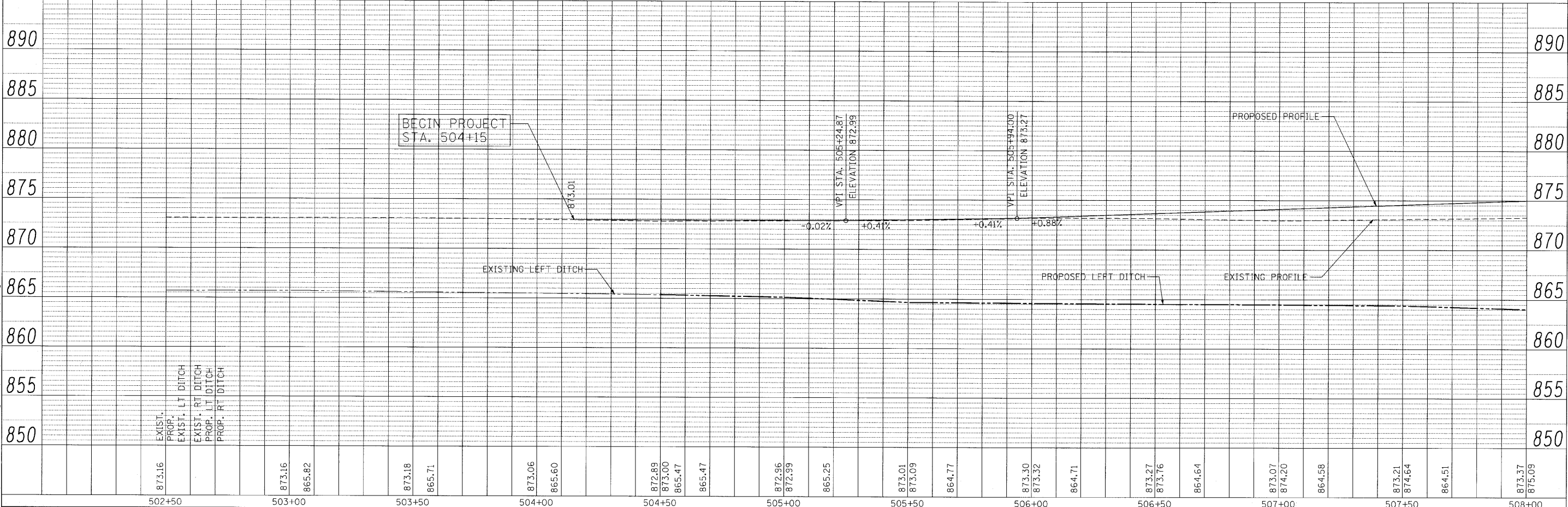
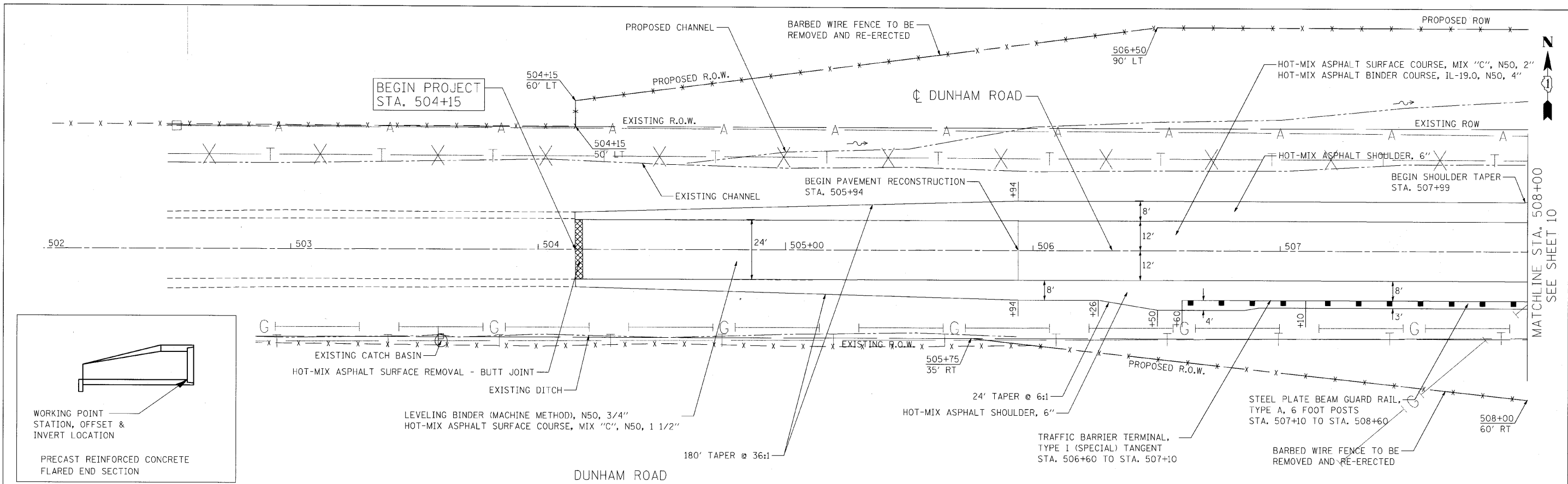
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F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 8
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 63516	
FED. AID PROJECT				

DATE	BY

DATE	BY

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 SHEET = 48 OF 99
 DATE = 8/2/2010



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502+50	503+00	503+50	504+00	504+50	505+00	505+50	506+00	506+50	507+00	507+50	508+00																			

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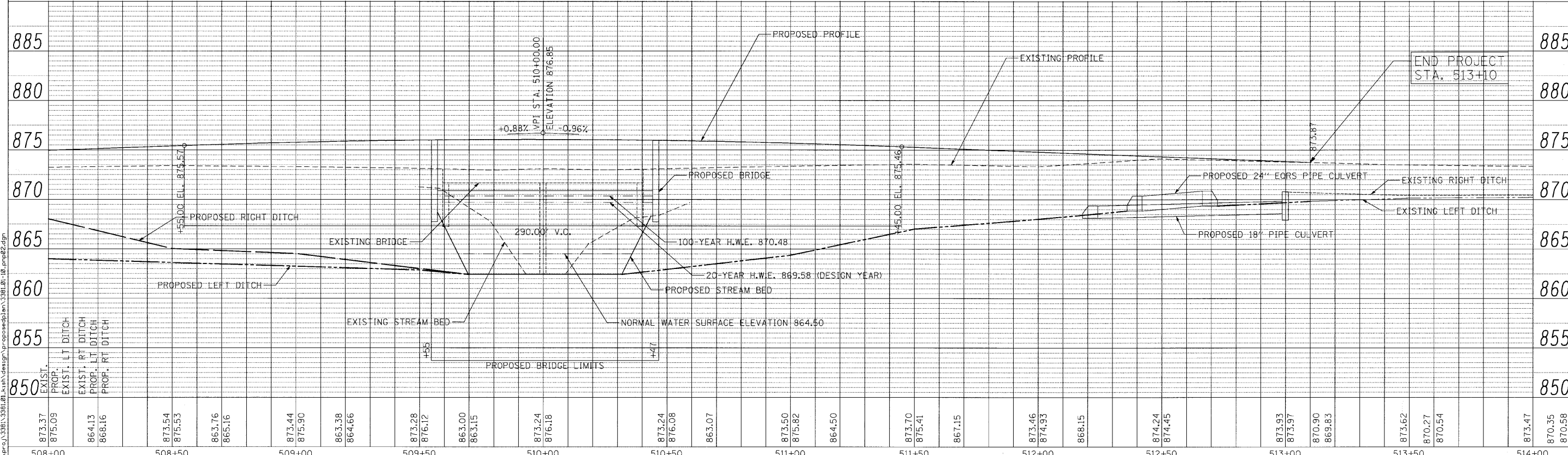
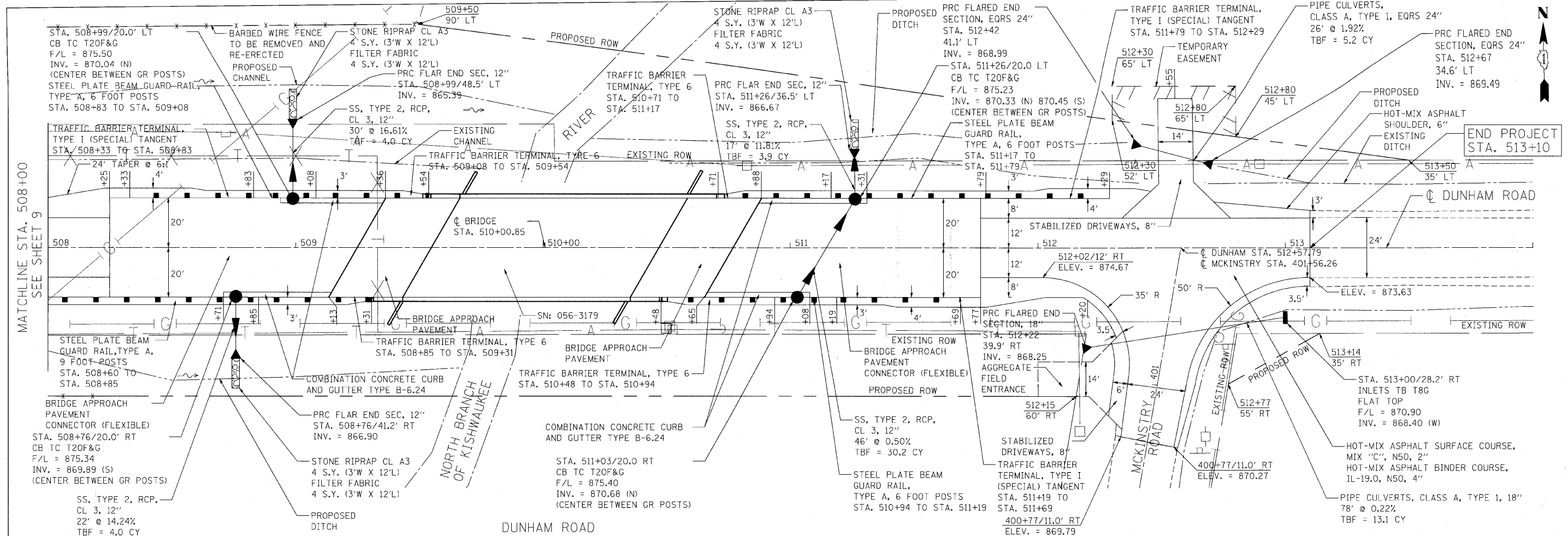
MCHENRY COUNTY DIVISION OF TRANSPORTATION

PROPOSED PLAN AND PROFILE
 SCALE: 1" = 20'
 SHEET NO. OF SHEETS STA. TO STA.

F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY MCHENRY	TOTAL SHEETS 48	SHEET NO. 9
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63516	

PLAN	DATE
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NO.	CHECKED
NO.	FILE NAME

PROFILE	DATE
NO.	BY
NO.	CHECKED
NO.	FILE NAME



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508+00	508+50	509+00	509+50	510+00	510+50	511+00	511+50	512+00	512+50	513+00	513+50	514+00																														

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MCHENRY COUNTY DIVISION OF TRANSPORTATION

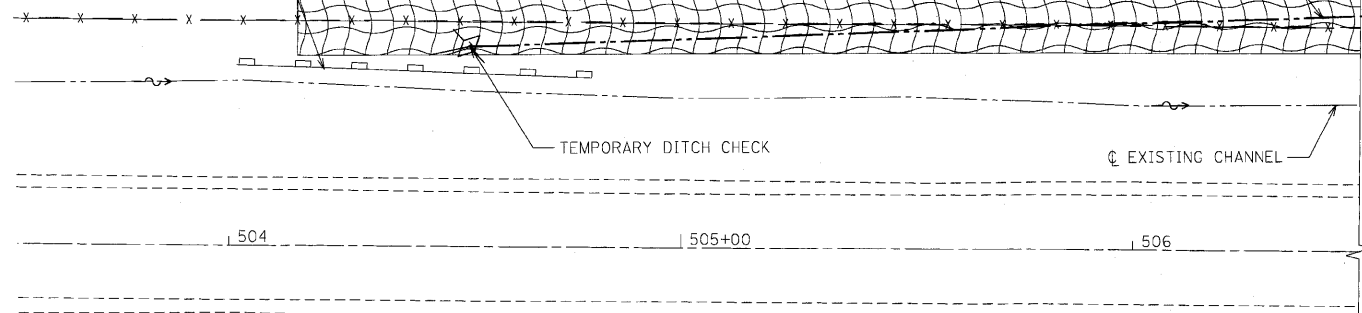
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F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY MCHENRY	TOTAL SHEETS 48	SHEET NO. 10
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63516	

PERIMETER EROSION BARRIER (IN PLACE UNTIL PROPOSED CHANNEL IS STABILIZED WITH HEAVY DUTY EROSION CONTROL BLANKET AND TEMPORARY SEEDING)

HEAVY DUTY EROSION CONTROL BLANKET AND TEMPORARY SEEDING (TYP.)

PROPOSED CHANNEL



SUGGESTED STAGES OF CONSTRUCTION

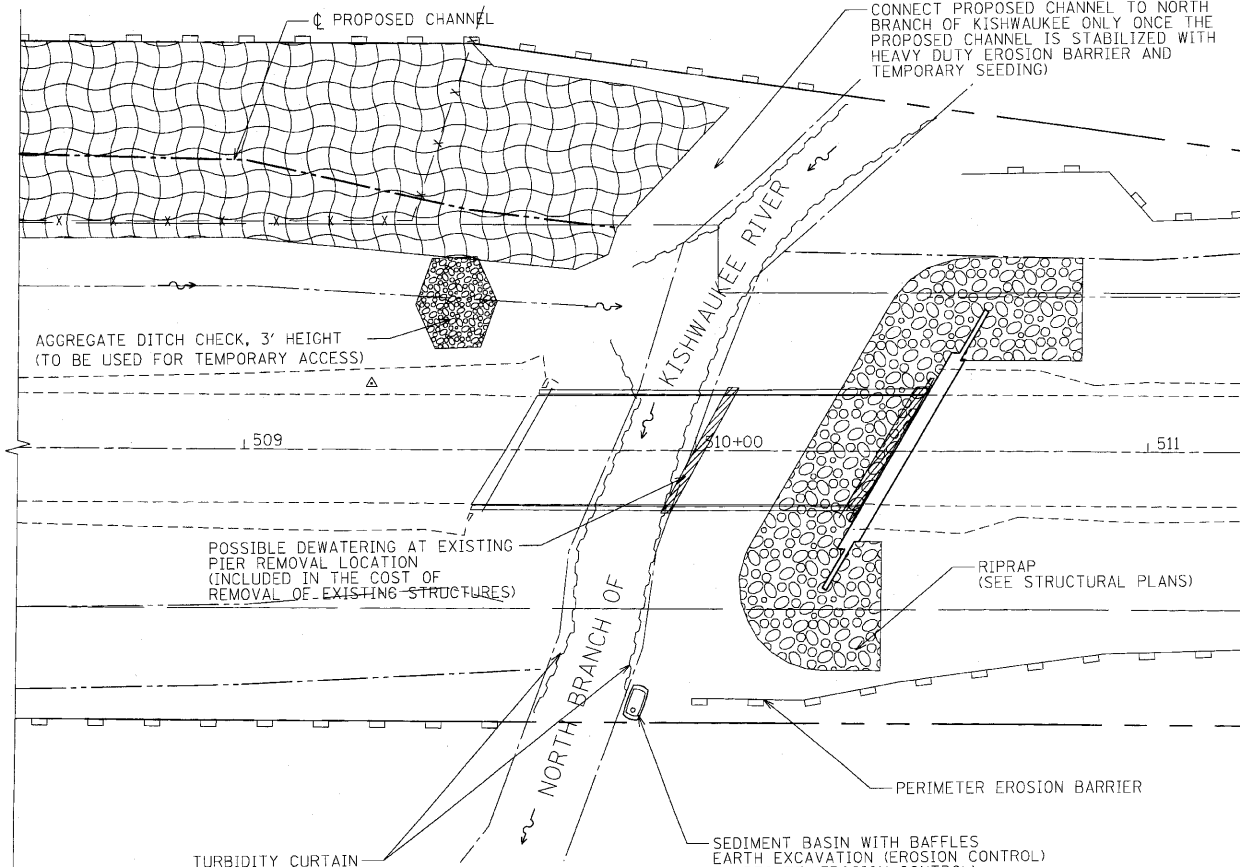
STAGE I

1. INSTALL STAGE I CHANNEL EROSION CONTROL ITEMS.
2. EXCAVATE FOR PROPOSED CHANNEL ON THE NORTH SIDE OF DUNHAM ROAD WEST OF THE BRIDGE WITHOUT CONNECTING TO THE EXISTING CHANNEL TO THE WEST OR NORTH BRANCH OF KISHWAUKEE RIVER.
3. PLACE HEAVY DUTY EROSION CONTROL BLANKETS AND TEMPORARY SEEDING IN PROPOSED CHANNEL AND ON SIDE SLOPES.
4. REMOVE EXISTING PIER AND EAST ABUTMENT, INCLUDING DE-WATERING IF NECESSARY FOR PIER REMOVAL.
5. CONSTRUCT ABUTMENT, WINGWALLS, RIPRAP, GRADING AND CHANNEL EXCAVATION ON THE EAST SIDE OF THE BRIDGE.

NOTES:

1. DISCHARGE FROM ANY DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE AND FILTERED (EG. SEDIMENT BASIN WITH A BAFFLE SYSTEM OR OTHER APPROPRIATE MEASURES)
2. WORK IN THE WATER SHALL BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.
3. WORK MAY NOT BE PERFORMED IN THE WATER, EXCEPT FOR THE PLACEMENT OF THE MATERIALS NECESSARY FOR DE-WATERING OR EROSION CONTROL.
4. SEE LANDSCAPING & EROSION CONTROL PLAN FOR ADDITIONAL NOTES.

CONNECT PROPOSED CHANNEL TO NORTH BRANCH OF KISHWAUKEE ONLY ONCE THE PROPOSED CHANNEL IS STABILIZED WITH HEAVY DUTY EROSION BARRIER AND TEMPORARY SEEDING



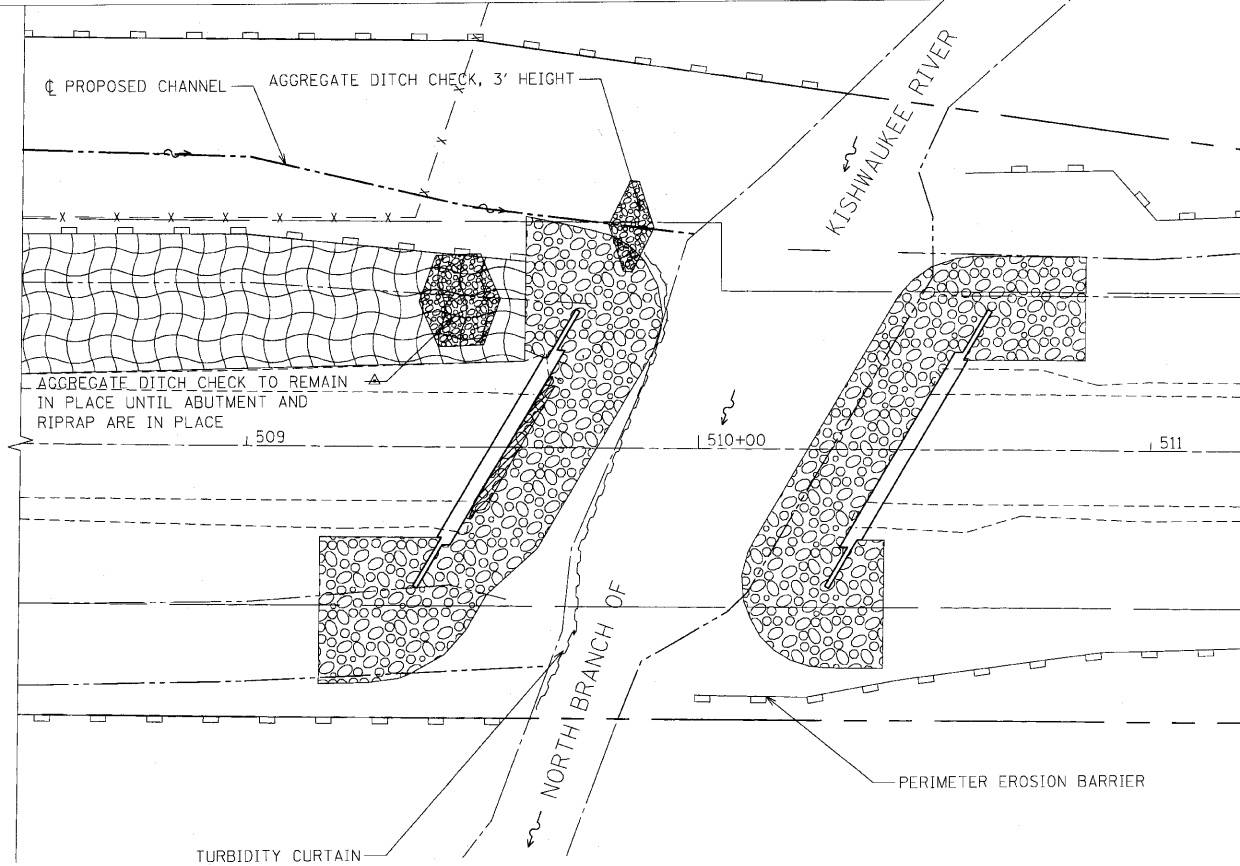
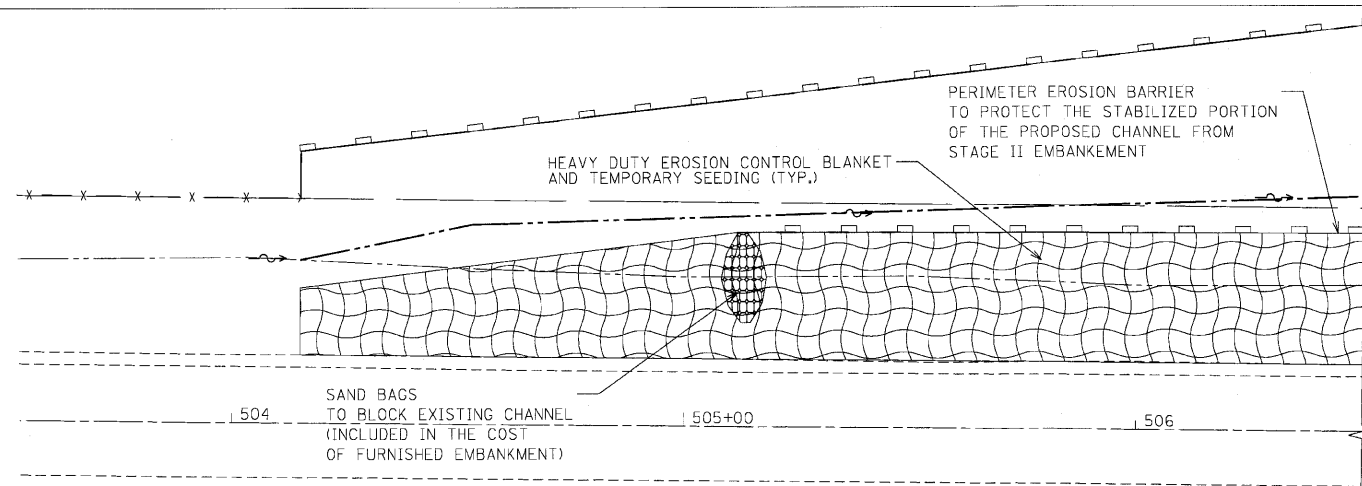
STAGE II

1. INSTALL STAGE II EROSION CONTROL ITEMS.
2. CONNECT PROPOSED CHANNEL ALONG THE NORTH SIDE OF DUNHAM ROAD TO THE EXISTING CHANNEL AND NORTH BRANCH OF KISHWAUKEE RIVER.
3. REMOVE EXISTING WEST ABUTMENT.
4. PERFORM WORK FOR ABUTMENT, WINGWALLS, RIPRAP, REMOVAL OF UNSUITABLE MATERIALS, GRADING, EMBANKMENT AND CHANNEL EXCAVATION ON THE WEST SIDE OF THE BRIDGE.
5. PLACE HEAVY DUTY EROSION CONTROL BLANKETS AND TEMPORARY SEEDING ON STAGE II EMBANKMENT FOR PROPOSED CHANNEL.
6. AGGREGATE DITCH CHECK TO REMAIN IN PLACE UNTIL SIDE SLOPES ARE STABILIZED.
7. FOLLOW THE LANDSCAPING AND EROSION CONTROL PLAN FOR EROSION CONTROL OUTSIDE OF THE CHANNEL AREAS.

PERIMETER EROSION BARRIER TO PROTECT THE STABILIZED PORTION OF THE PROPOSED CHANNEL FROM STAGE II EMBANKMENT

HEAVY DUTY EROSION CONTROL BLANKET AND TEMPORARY SEEDING (TYP.)

SAND BAGS TO BLOCK EXISTING CHANNEL (INCLUDED IN THE COST OF FURNISHED EMBANKMENT)



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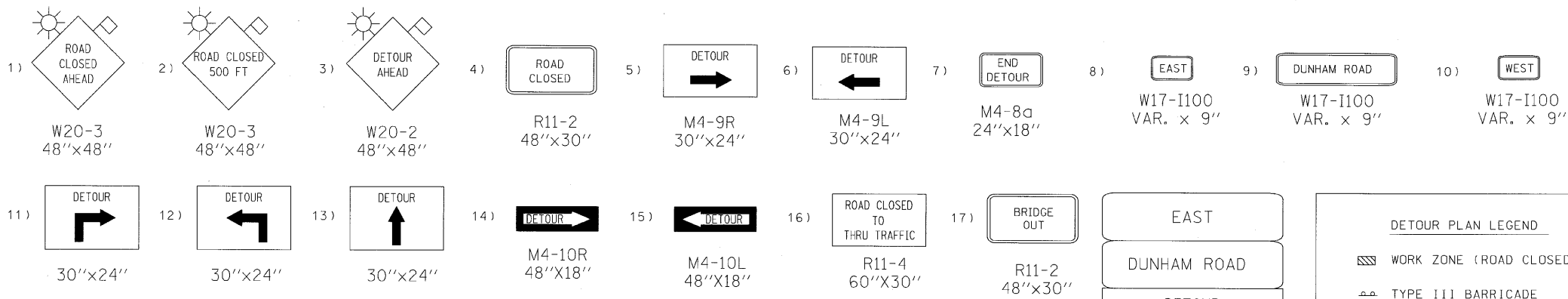
MCHENRY COUNTY DIVISION OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION CHANNEL EROSION CONTROL

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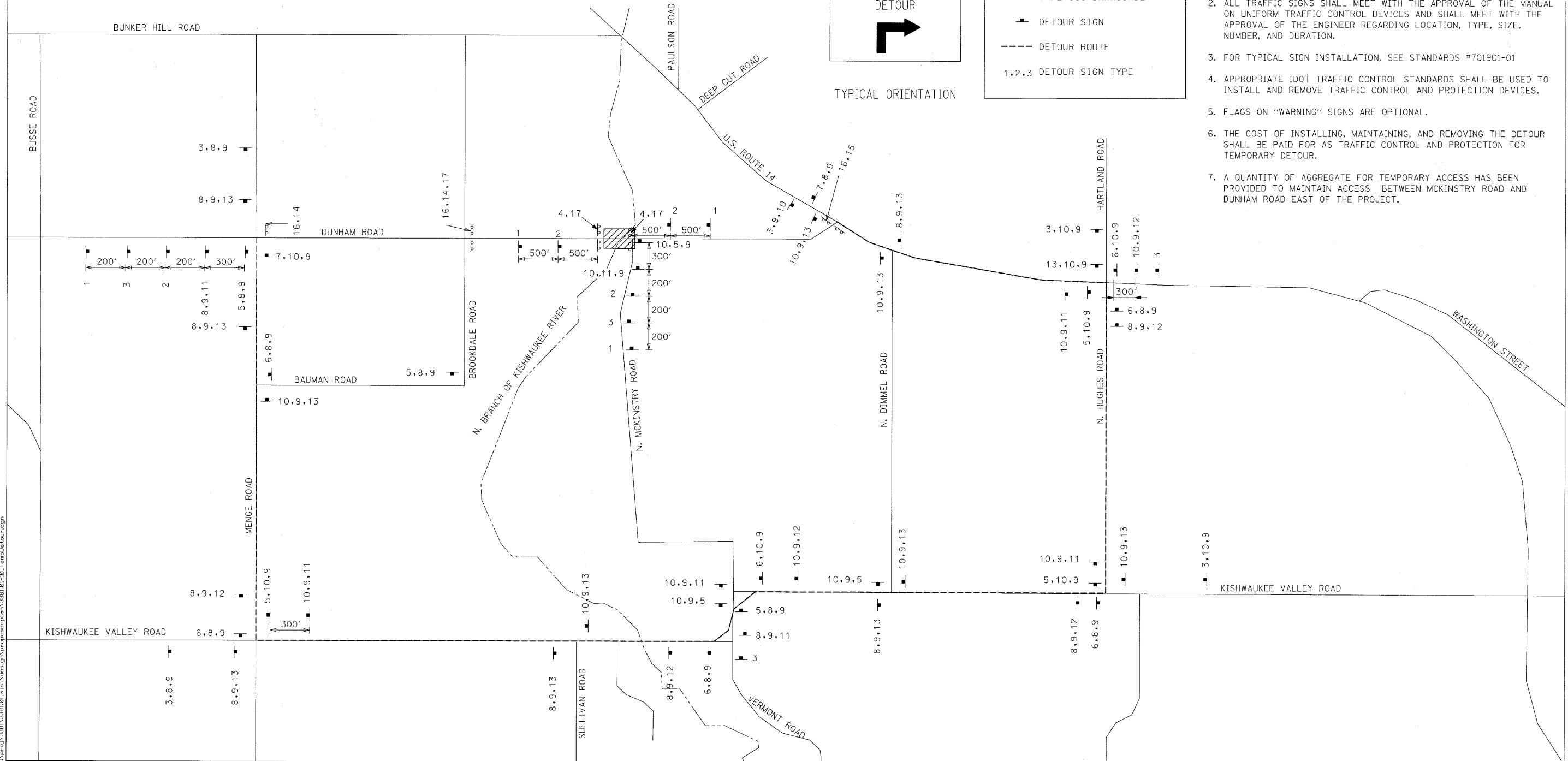
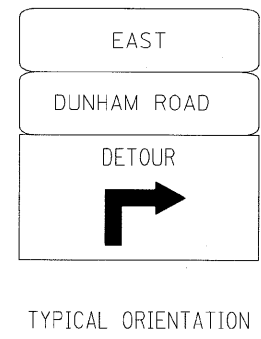
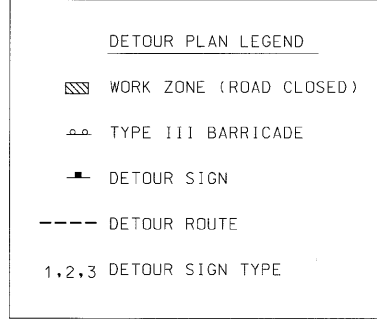
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F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 11
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 63516	



DETOUR PLAN GENERAL NOTES

1. TEMPORARY TRAFFIC CONTROL SIGNS MUST BE INSTALLED AT THE DIRECTION AND UNDER THE SUPERVISION OF THE ENGINEER. 48 HOURS NOTICE MUST BE GIVEN TO THE ENGINEER AND MCHENRY COUNTY PRIOR TO INSTALLATION.
2. ALL TRAFFIC SIGNS SHALL MEET WITH THE APPROVAL OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND SHALL MEET WITH THE APPROVAL OF THE ENGINEER REGARDING LOCATION, TYPE, SIZE, NUMBER, AND DURATION.
3. FOR TYPICAL SIGN INSTALLATION, SEE STANDARDS #701901-01
4. APPROPRIATE IDOT TRAFFIC CONTROL STANDARDS SHALL BE USED TO INSTALL AND REMOVE TRAFFIC CONTROL AND PROTECTION DEVICES.
5. FLAGS ON "WARNING" SIGNS ARE OPTIONAL.
6. THE COST OF INSTALLING, MAINTAINING, AND REMOVING THE DETOUR SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR.
7. A QUANTITY OF AGGREGATE FOR TEMPORARY ACCESS HAS BEEN PROVIDED TO MAINTAIN ACCESS BETWEEN MCKINSTRY ROAD AND DUNHAM ROAD EAST OF THE PROJECT.



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Ciorba Group, Inc.
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 5507 North Cumberland Avenue, Suite 402
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	DATE - 6/18/2010	REVISED -

MCHENRY COUNTY DIVISION OF TRANSPORTATION

NTS

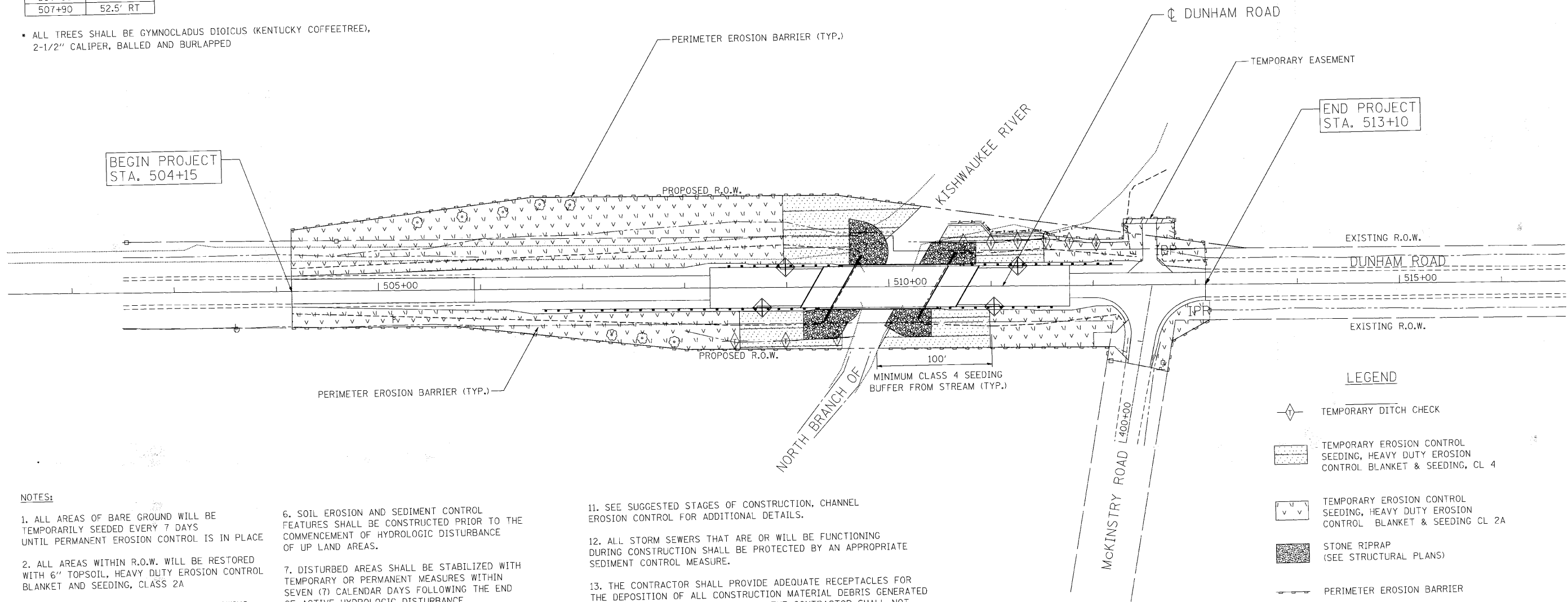
TEMPORARY DETOUR PLAN

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	MCHENRY	48	12
CONTRACT NO. 63516				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCHEDULE OF TREES	
STATION	OFFSET
505+39	66.5' LT
505+83	71.5' LT
506+23	75.9' LT
506+59	83.0' LT
506+88	82.4' LT
507+28	45.2' RT
507+58	48.4' RT
507+90	52.5' RT

• ALL TREES SHALL BE GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED



NOTES:

- ALL AREAS OF BARE GROUND WILL BE TEMPORARILY SEEDED EVERY 7 DAYS UNTIL PERMANENT EROSION CONTROL IS IN PLACE
- ALL AREAS WITHIN R.O.W. WILL BE RESTORED WITH 6" TOPSOIL, HEAVY DUTY EROSION CONTROL BLANKET AND SEEDING, CLASS 2A
- NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN OR NEAR THE CRITICAL AREAS SHOULD BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. AREAS OF THE DEVELOPMENT SITE THAT ARE NOT TO BE GRADED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE UNTIL FINAL SEEDING IS PERFORMED.
- PROPERTIES AND CHANNELS ADJOINING THE DEVELOPMENT SITE SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION.

- SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UP LAND AREAS.
- DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE.
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE AND FILTERED (E.G. SEDIMENT BASIN WITH BAFFLE SYSTEM OR OTHER APPROPRIATE MEASURES).
- ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS SHALL BE PERMANENTLY STABILIZED.
- SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD-PRONE AREA, WETLAND AREAS OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF MCHENRY COUNTY.

- SEE SUGGESTED STAGES OF CONSTRUCTION, CHANNEL EROSION CONTROL FOR ADDITIONAL DETAILS.
- ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- 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, WATER OF THE U.S. OR ISOLATED WATERS OF MCHENRY COUNTY. THE CONTRACTOR SHALL MAINTAIN THE DEVELOPMENT SITE FREE OF CONSTRUCTION MATERIAL DEBRIS.
- ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED IN AN EFFECTIVE WORKING CONDITION.
- WHERE STREAM DISTURBANCE IS NECESSARY, THE STREAM, INCLUDING BED AND BANKS, SHALL BE RESTABILIZED WITHIN FORTY-EIGHT (48) HOURS AFTER DISTURBANCE IS COMPLETED OR INTERRUPTED.

LEGEND

	TEMPORARY DITCH CHECK
	TEMPORARY EROSION CONTROL SEEDING, HEAVY DUTY EROSION CONTROL BLANKET & SEEDING, CL 4
	TEMPORARY EROSION CONTROL SEEDING, HEAVY DUTY EROSION CONTROL BLANKET & SEEDING CL 2A
	STONE RIPRAP (SEE STRUCTURAL PLANS)
	PERIMETER EROSION BARRIER
	WETLAND BOUNDARY
	INLET FILTER
	IPP INLET AND PIPE PROTECTION
	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE) 2 1/2" CALIPER, BALLED AND BURLAPPED
	TEMPORARY FENCE
	100 YR FLOOD PLAIN LIMIT - 870.48

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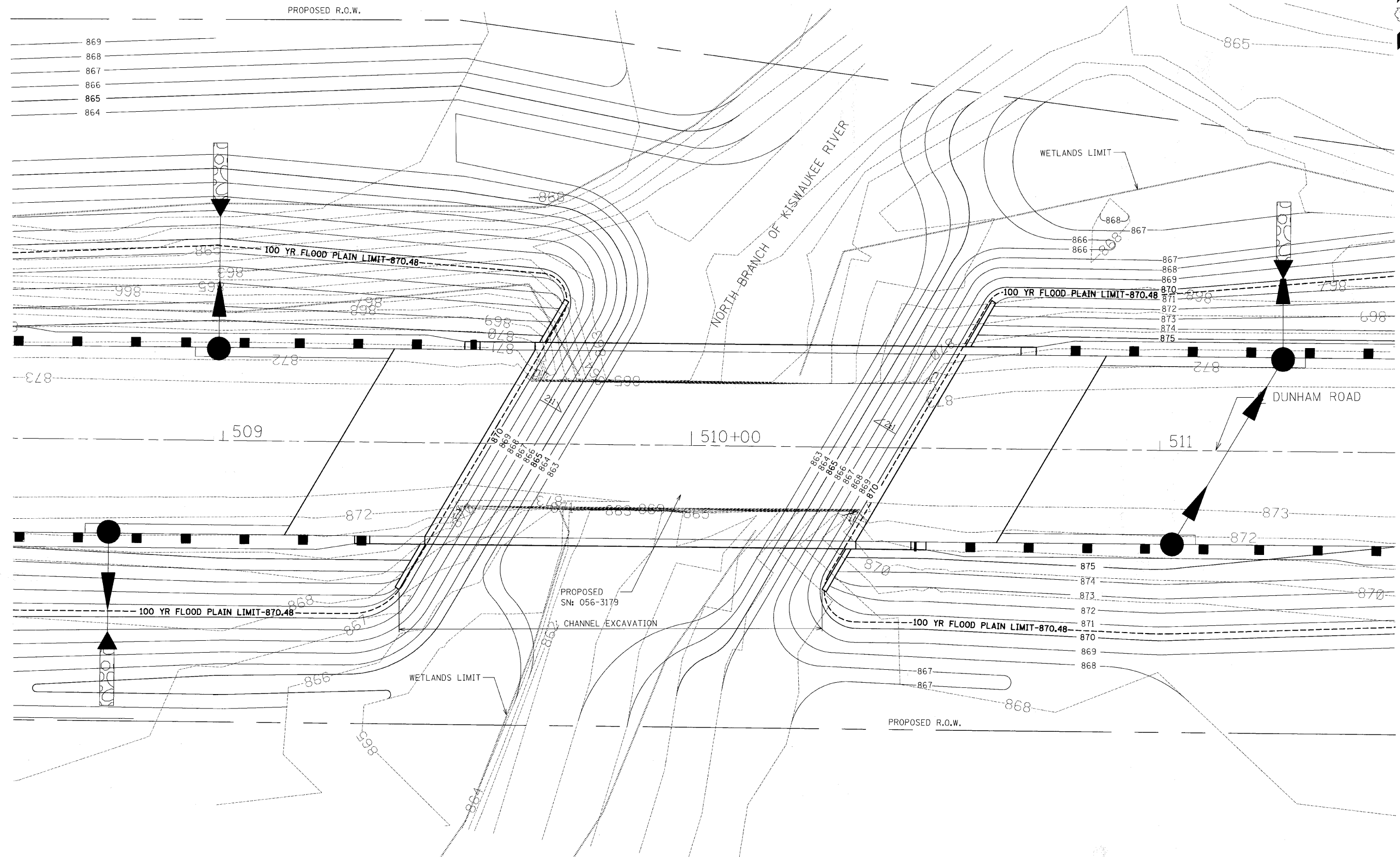
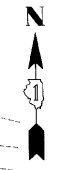


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	DATE - 6/18/2010	REVISED -

MCHENRY COUNTY DIVISION OF TRANSPORTATION

LANDSCAPING & EROSION CONTROL PLAN		F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY MCHENRY	TOTAL SHEETS 48	SHEET NO. 13
SCALE: 1" = 50'	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT CONTRACT NO. 63516				



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	DATE - 6/18/2010	REVISED -

MCHENRY COUNTY DIVISION OF TRANSPORTATION

GRADING DETAIL AT BRIDGE ABUTMENTS

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	MCHENRY	48	14
CONTRACT NO. 63516				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

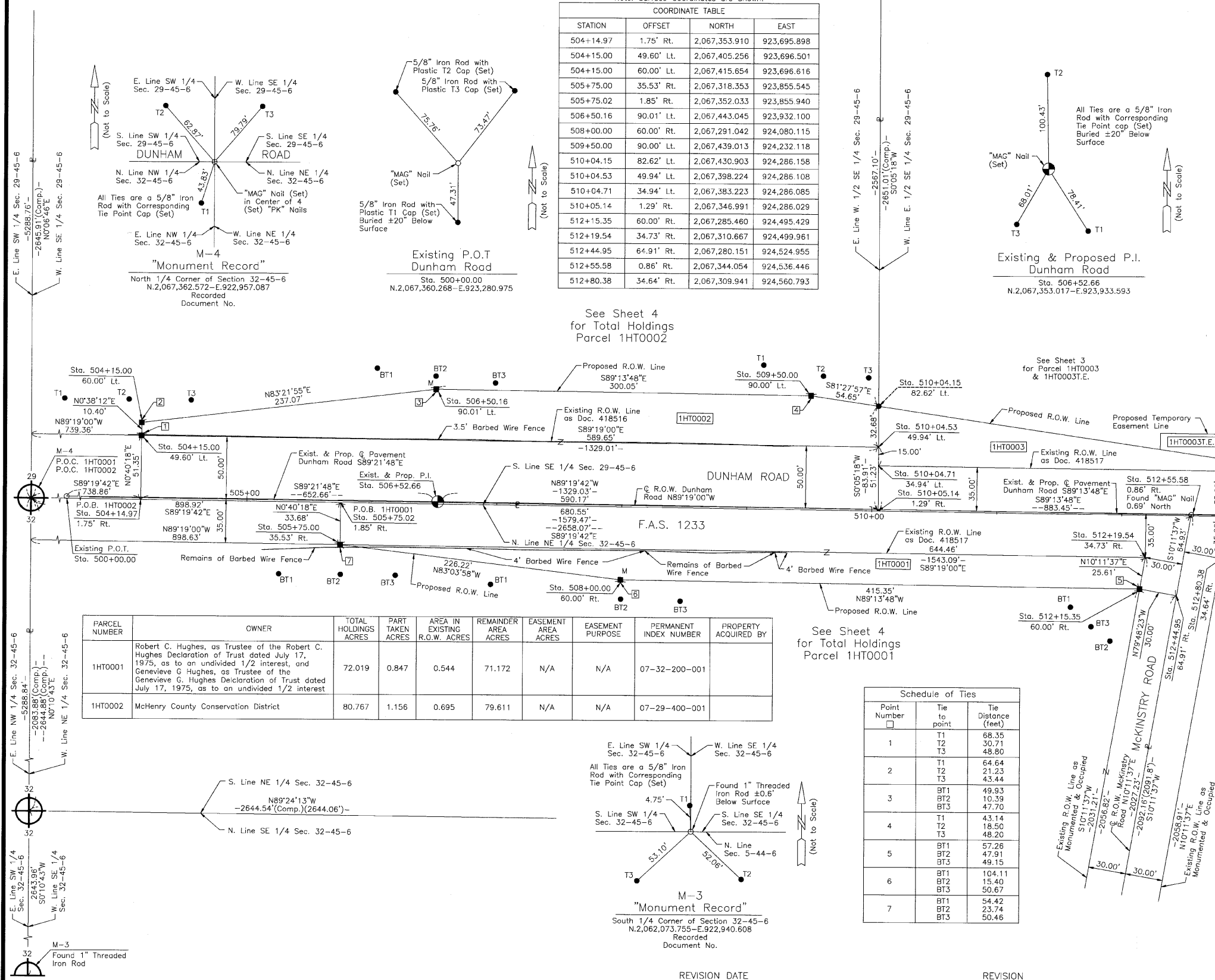
PART OF THE SE 1/4 OF SEC. 29 AND PART OF THE NE 1/4 OF SEC. 32, TWP. 45 N., R. 6 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

Note: Surface Coordinates are Shown.

STATION	OFFSET	NORTH	EAST
504+14.97	1.75' Rt.	2,067,353.910	923,695.898
504+15.00	49.60' Lt.	2,067,405.256	923,696.501
504+15.00	60.00' Lt.	2,067,415.654	923,696.616
505+75.00	35.53' Rt.	2,067,318.353	923,855.545
505+75.02	1.85' Rt.	2,067,352.033	923,855.940
506+50.16	90.01' Lt.	2,067,443.045	923,932.100
508+00.00	60.00' Rt.	2,067,291.042	924,080.115
509+50.00	90.00' Lt.	2,067,439.013	924,232.118
510+04.15	82.62' Lt.	2,067,430.903	924,286.158
510+04.53	49.94' Lt.	2,067,398.224	924,286.108
510+04.71	34.94' Lt.	2,067,383.223	924,286.085
510+05.14	1.29' Rt.	2,067,346.991	924,286.029
512+15.35	60.00' Rt.	2,067,285.460	924,495.429
512+19.54	34.73' Rt.	2,067,310.667	924,499.961
512+44.95	64.91' Rt.	2,067,280.151	924,524.955
512+55.58	0.86' Rt.	2,067,344.054	924,536.446
512+80.38	34.64' Rt.	2,067,309.941	924,560.793

LEGEND

- SECTION CORNER 16
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING
- Bearing are referenced to the Illinois Coordinate System NAD 83(2007) 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 THE 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 THE 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.



PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1HT0001	Robert C. Hughes, as Trustee of the Robert C. Hughes Declaration of Trust dated July 17, 1975, as to an undivided 1/2 interest, and Genevieve C. Hughes, as Trustee of the Genevieve C. Hughes Declaration of Trust dated July 17, 1975, as to an undivided 1/2 interest	72.019	0.847	0.544	71.172	N/A	N/A	07-32-200-001	
1HT0002	McHenry County Conservation District	80.767	1.156	0.695	79.611	N/A	N/A	07-29-400-001	

Point Number	Tie to point	Tie Distance (feet)
1	T1	68.35
1	T2	30.71
1	T3	48.80
2	T1	64.64
2	T2	21.23
2	T3	43.44
3	BT1	49.93
3	BT2	10.39
3	BT3	47.70
4	T1	43.14
4	T2	18.50
4	T3	48.20
5	BT1	57.26
5	BT2	47.91
5	BT3	49.15
6	BT1	104.11
6	BT2	15.40
6	BT3	50.67
7	BT1	54.42
7	BT2	23.74
7	BT3	50.46

Parcel	Document No.	Date Recorded
1HT0001	418517	August 6, 1963
1HT0002	418516	August 6, 1963
---	418517	August 6, 1963

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

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 F.A.S. 1233 (DUNHAM ROAD)
 SECTION 06-00321-00-BR McHENRY COUNTY
 PROJECT BHS-1233(104) JOB NO. R-91-031-06
 STATION 504+00 TO STATION 513+00
 SCALE: 1"=40' SHEET 2 OF 4

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

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McHENRY COUNTY DIVISION OF TRANSPORTATION

SCALE: N.T.S.	SHEET NO.	OF SHEETS	STA.	TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	McHENRY	48	15
CONTRACT NO. 63516				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

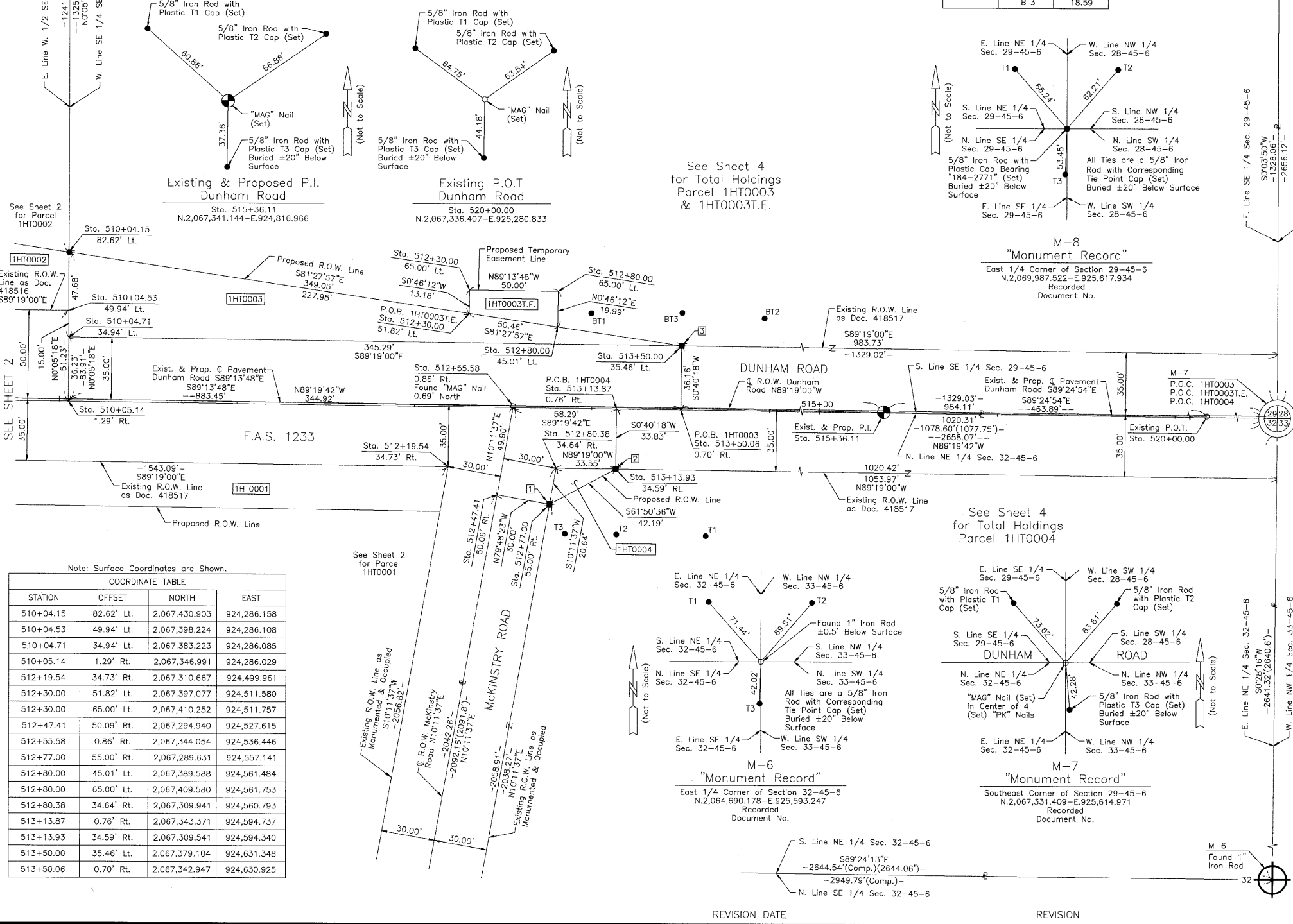
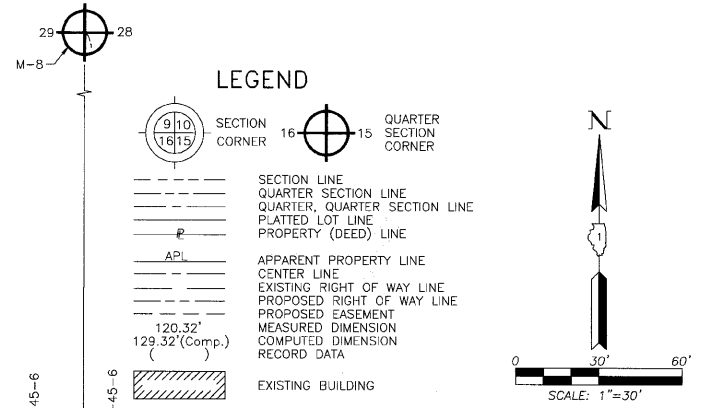
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PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1HT0003 1HT0003T.E	Robert C. Hughes, as Trustee of the Robert C. Hughes Declaration of Trust dated July 17, 1975, as to an undivided 1/2 interest, and Genevieve G. Hughes, as Trustee of the Genevieve G. Hughes Declaration of Trust dated July 17, 1975, as to an undivided 1/2 interest	40.470	0.476	0.287	39.994	0.019	Driveway Construction	07-29-400-003	
1HT0004	The Harvard State Bank, as Trustee under Trust Agreement dated the 6th day of February, 2004, known as Trust No. 698	90.976*	0.068	0.060	90.908*	N/A	N/A	07-32-200-003	

*Area based on that part lying in the N. 1/2 of Sec. 32-45-6 Only.

Schedule of Ties		
Point Number	Tie to point	Tie Distance (feet)
1	T1	89.70
	T2	42.34
	T3	18.61
2	T1	63.11
	T2	36.76
	T3	46.31
3	BT1	54.05
	BT2	49.15
	BT3	18.59



Note: Surface Coordinates are Shown.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
510+04.15	82.62' Lt.	2,067,430.903	924,286.158
510+04.53	49.94' Lt.	2,067,398.224	924,286.108
510+04.71	34.94' Lt.	2,067,383.223	924,286.085
510+05.14	1.29' Rt.	2,067,346.991	924,286.029
512+19.54	34.73' Rt.	2,067,310.667	924,499.961
512+30.00	51.82' Lt.	2,067,397.077	924,511.580
512+30.00	65.00' Lt.	2,067,410.252	924,511.757
512+47.41	50.09' Rt.	2,067,294.940	924,527.615
512+55.58	0.86' Rt.	2,067,344.054	924,536.446
512+77.00	55.00' Rt.	2,067,289.631	924,557.141
512+80.00	45.01' Lt.	2,067,389.588	924,561.484
512+80.00	65.00' Lt.	2,067,409.580	924,561.753
512+80.38	34.64' Rt.	2,067,309.941	924,560.793
513+13.87	0.76' Rt.	2,067,343.371	924,594.737
513+13.93	34.59' Rt.	2,067,309.541	924,594.340
513+50.00	35.46' Lt.	2,067,379.104	924,631.348
513+50.06	0.70' Rt.	2,067,342.947	924,630.925

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1HT0003	418517	August 6, 1963
1HT0004	418517	August 6, 1963
----	418516	August 6, 1963
----	418517	August 6, 1963

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
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PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.S. 1233 (DUNHAM ROAD)
SECTION 06-00321-00-BR MCHENRY COUNTY
PROJECT BHS-1233(104) JOB NO. R-91-031-06
STATION 510+00 TO STATION 520+00.00
SCALE: 1"=30' SHEET 3 OF 4
BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

ROUTE F.A.S. 1233 (DUNHAM ROAD) SECTION 06-00321-00-BR COUNTY MCHENRY JOB NO. R-91-031-06 RECORDING: RECORDED ON AS DOCUMENT NO.

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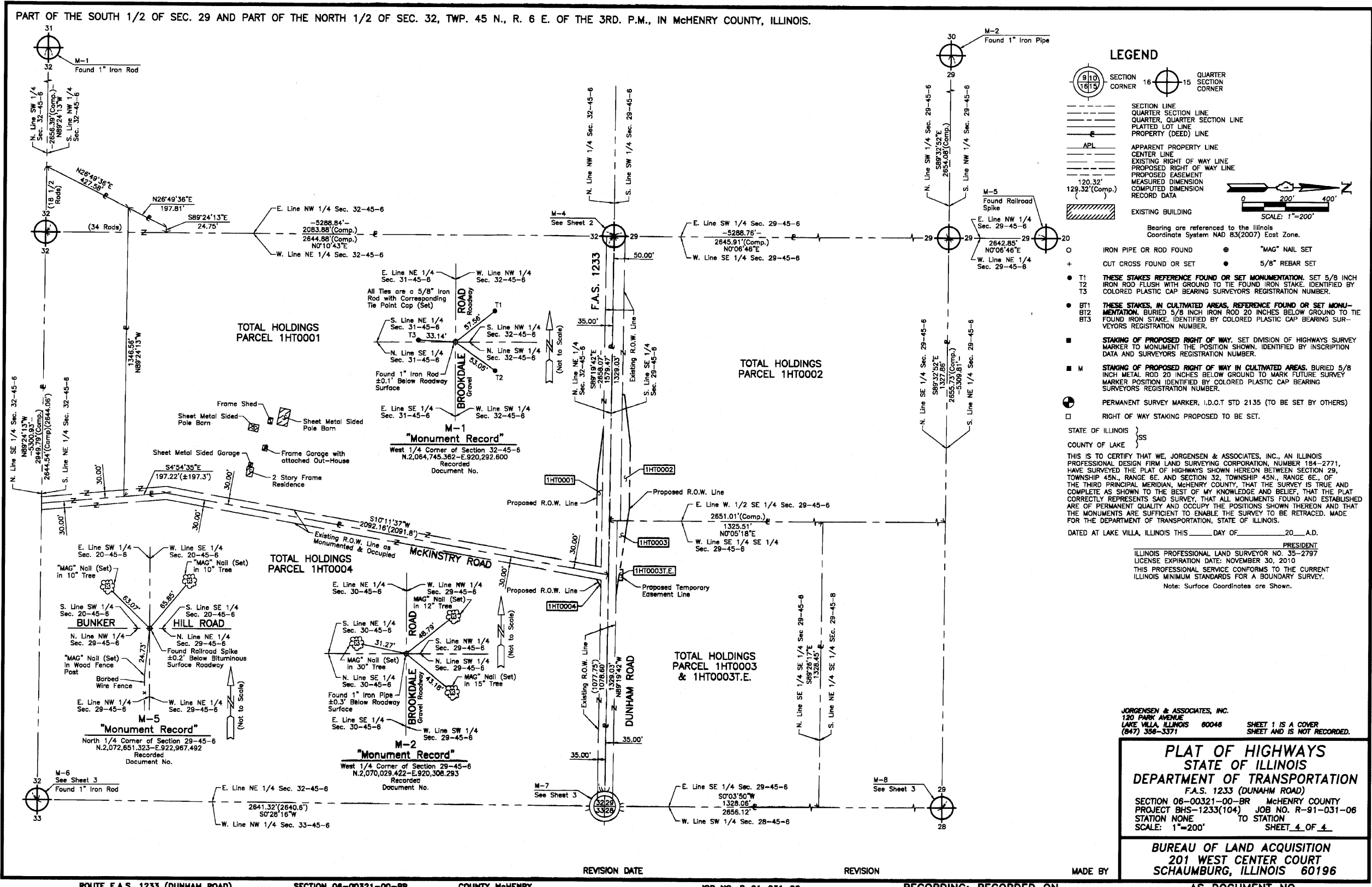
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	DATE - 6/18/2010	REVISED -

MCHENRY COUNTY DIVISION OF TRANSPORTATION

PLAT OF HIGHWAYS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	MCHENRY	48	16
CONTRACT NO. 63516				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

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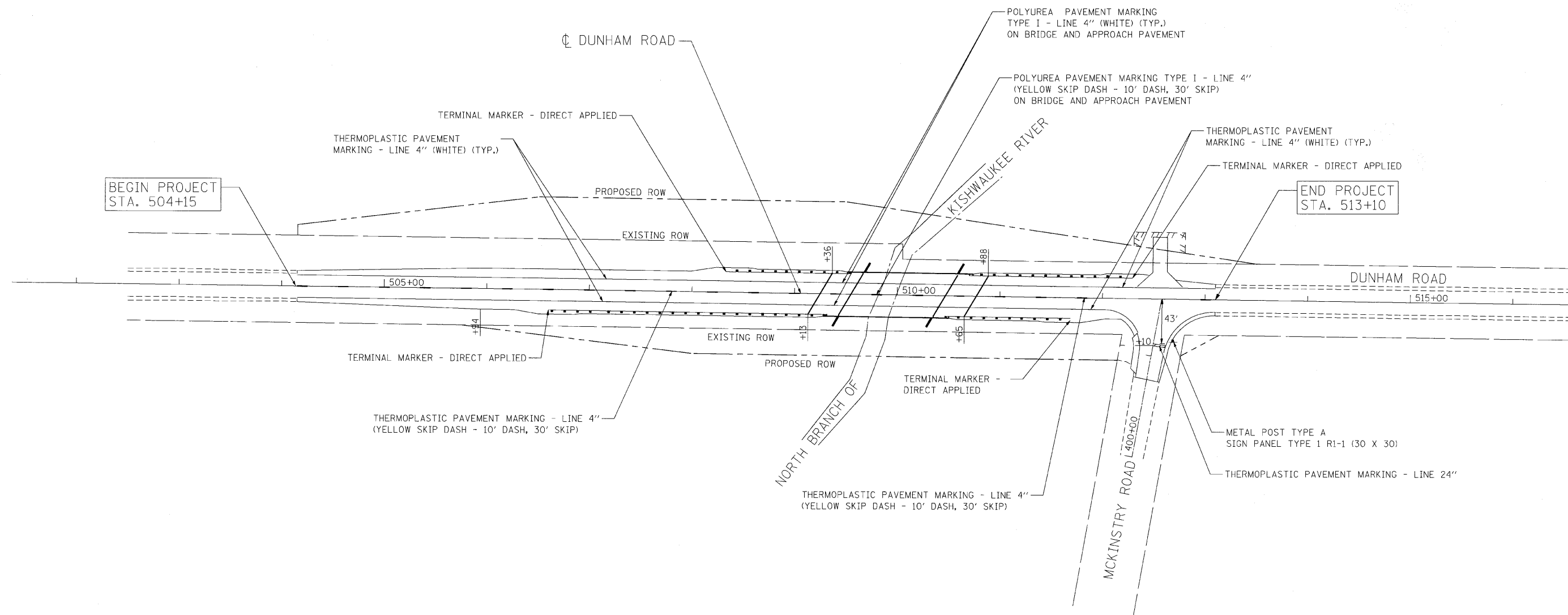
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McHENRY COUNTY DIVISION OF TRANSPORTATION

SCALE: N.T.S.	SHEET NO.	OF SHEETS	STA.	TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	McHENRY	48	17
CONTRACT NO. 63516				

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BEGIN PROJECT STA. 504+15

END PROJECT STA. 513+10

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MCHENRY COUNTY DIVISION OF TRANSPORTATION

PAVEMENT MARKINGS & SIGNING PLAN

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

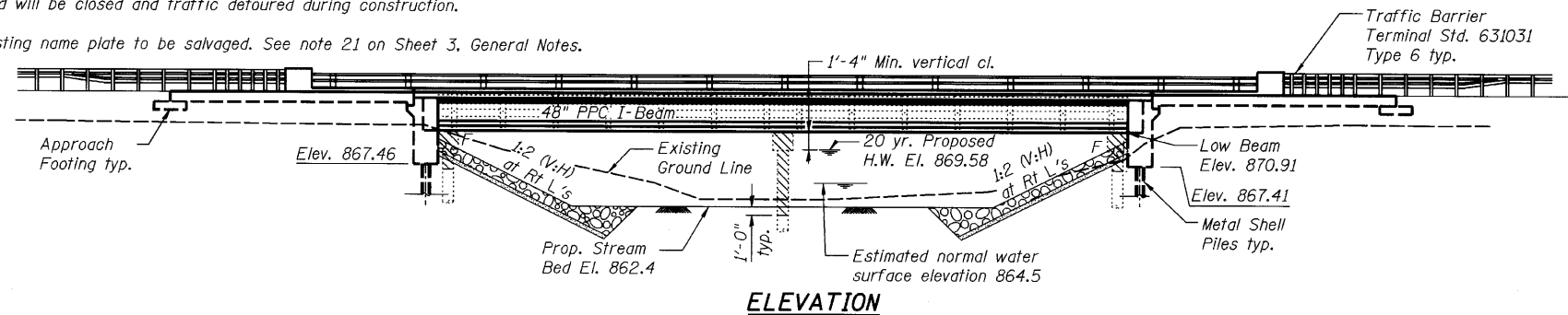
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	MCHENRY	48	18
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63516	

**McHENRY COUNTY
DIVISION OF TRANSPORTATION**

Benchmark: Large mag nail in fifth power pole west of bridge. Sta. 500+50, Offset 49.9' Lt., Elev. 872.659

Existing Structure: S.N. 056-3021 built 1955 as Section 00-06321-00-BR Structure consists of two span deck beams with bituminous overlay, supported by stub abutments and open concrete pile bent pier. Abutments and piers are at a 30° skew with respect to Dunham Road. 86'-0" back to back abutments. 27'-0" out to out deck. Structure to be completely removed and replaced. Road will be closed and traffic detoured during construction.

Existing name plate to be salvaged. See note 21 on Sheet 3, General Notes.



DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	E. Abut.
	867.46	867.41

DESIGN SPECIFICATIONS
2007 AASHTO LRFD Bridge Design Specifications with 2009 Interims

DESIGN STRESSES

FIELD UNITS	PRECAST PRESTRESSED UNITS
f'c = 3,500 psi	f'c = 7,000 psi
fy = 60,000 psi (Reinforcement)	f'ci = 6,000 psi
	fpu = 270,000 psi (1/2" φ low lax. strands)
	fpbt = 201,960 psi (1/2" φ low lax. strands)

LOADING HL-93

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

WATERWAY INFORMATION

Drainage Area = 24.91 sq. mi.	Existing Low Grade Elev. = 872.89 ft. @ Sta. 504+50	Proposed Low Grade Elev. = 872.89 ft. @ Sta. 504+50								
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Prop.	Nat. H.W.E.	Head - Ft. Exist.	Prop.	Headwater El. Exist.	Prop.	
Design	10	1070	298.56	394.35	869.34	0.05	0.01	869.39	869.35	
	20	1250	329.61	414.16	869.69	0.07	0.01	869.76	869.70	
	50	1550	374.35	451.32	870.20	0.08	0.01	870.28	870.21	
Base	100	1740	399.00	477.42	870.48	0.10	0.00	870.58	870.48	
Overtopping Max. Calc.	>500	500	2180	447.40	528.64	871.04	0.30	0.06	871.34	871.10

*Headwater elevations taken 75' upstream of the bridge due to junction influences
20 year velocity through existing bridge = 4.1 fps.
20 year velocity through proposed bridge = 3.1 fps.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.131g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.270g
Soil Site Class = E

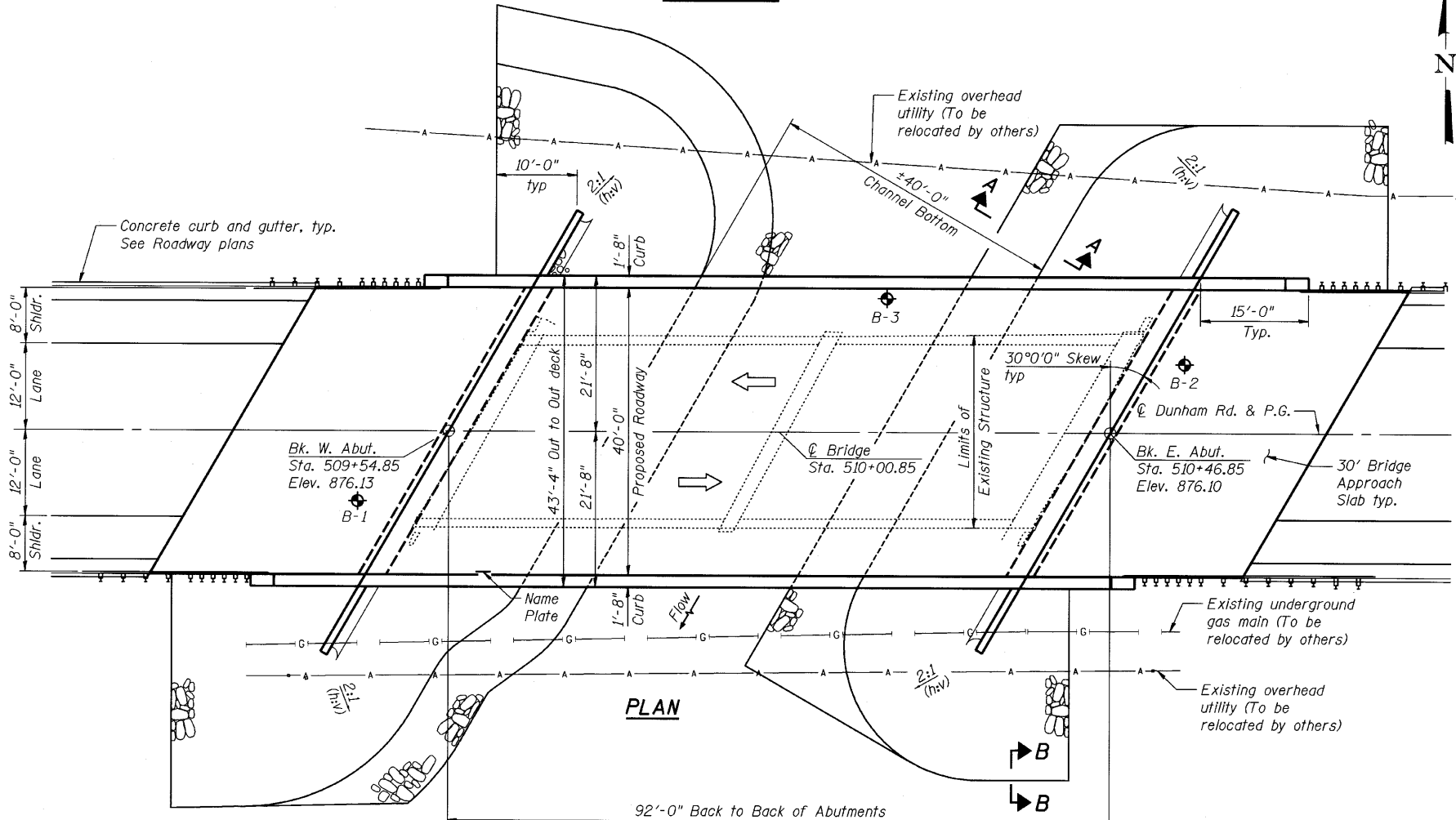


DATE: 02/2010
SEAL EXPIRES: 11/30/2010

I certify that to the best of knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design complies with requirements of the current AASHTO LRFD Bridge Design Specifications.

NAME PLATE

See Std. 515001



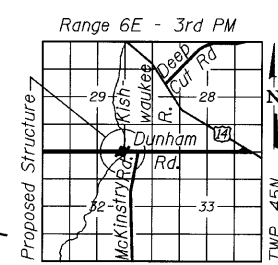
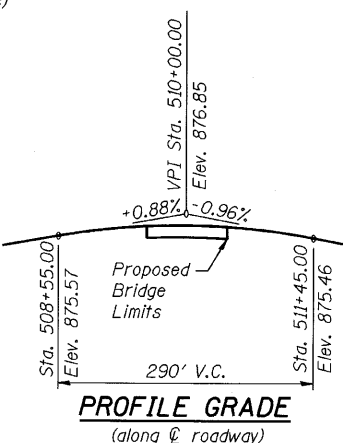
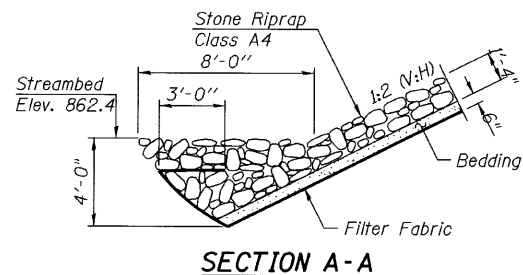
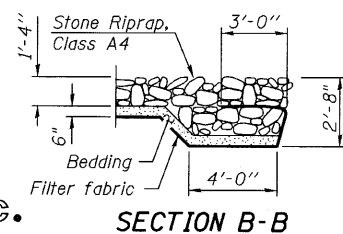
LEGEND

- ◆ Indicates Soil Boring Location
- ▨ Limits of Removal

DESIGNED - AMK
CHECKED - EKM
DRAWN - SAT
CHECKED - EKM



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CONSULTING ENGINEERS
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Tel. 773.775.4009 Fax 773.775.4014 Email chicago@giorba.com



**GENERAL PLAN AND ELEVATION
DUNHAM ROAD OVER N. BRANCH
KISHWAUKEE RIVER
F.A.S. RTE. 1233-SEC. 06-00321-00-BR
McHENRY COUNTY
STATION 510+00.85
STRUCTURE NO. 056-3179**

SHEET NO. S-1	F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 19
S-21 SHEETS					
CONTRACT NO. 63516					
ILLINOIS FED. AID PROJECT					

8/2/2010 rdanley

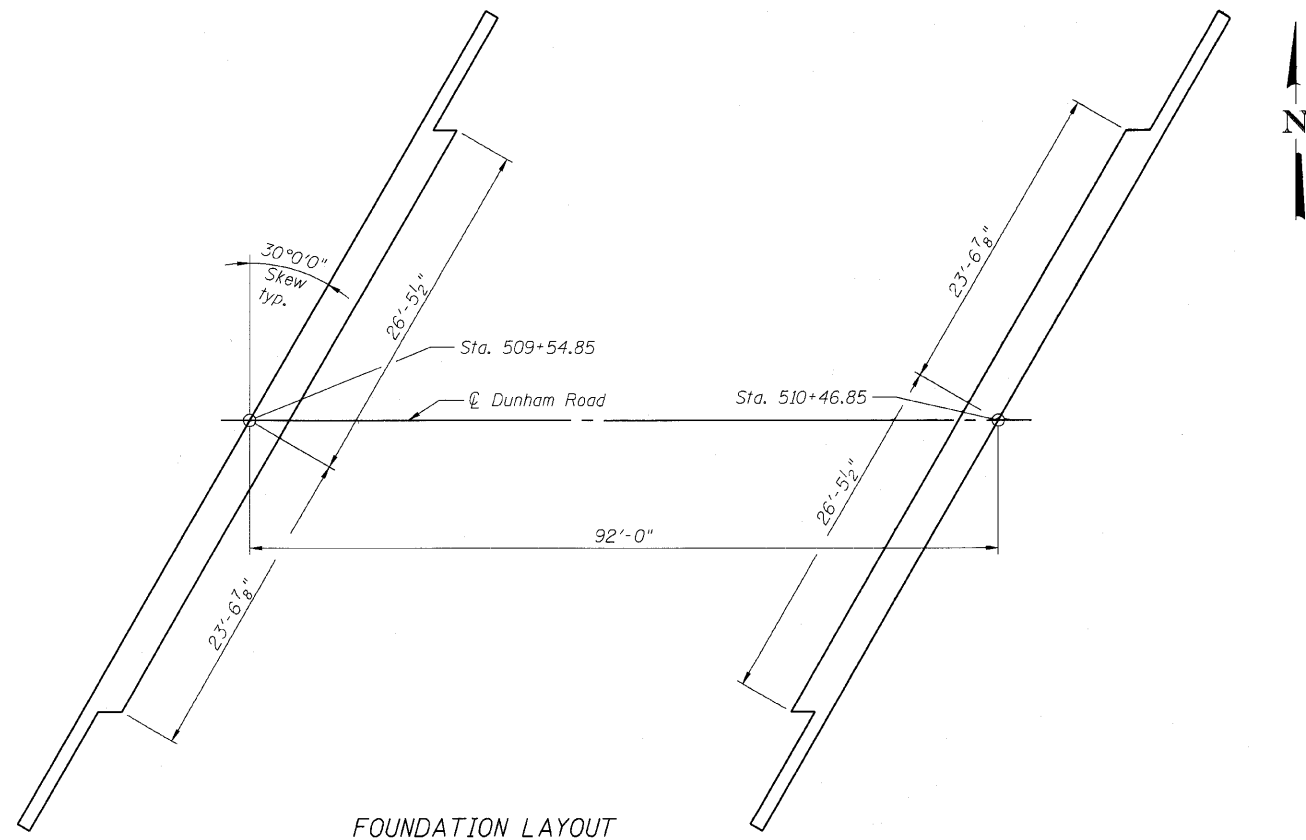
GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the engineer.
4. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
5. The Contractor shall take extreme caution during all phases of construction to prevent the deposition of any material into the N. Branch of the Kishwaukee River. Demolition and construction activities within the floodplain shall be limited to the grading limits shown on the grading plans.
6. The contractor is advised that the existing structure contains member 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 for removal.
7. 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.
8. The Illinois Department of Transportation is not the owner of record for this bridge. Those seeking historic, as-built or other existing documents and plans must contact the owner of record to make arrangements for access to this information.

**McHENRY COUNTY
DIVISION OF TRANSPORTATION**

INDEX OF SHEETS

- S-1 General Plan and Elevation
- S-2 General Notes, Bill of Materials and Index of Sheets
- S-3 Top of Slab Elevations No. 1
- S-4 Top of Slab Elevations No. 2
- S-5 Top of West Approach Slab Elevations
- S-6 Top of East Approach Slab Elevations
- S-7 Superstructure Plan and Cross Section
- S-8 Superstructure Details
- S-9 Bridge Approach Slab Details 1
- S-10 Bridge Approach Slab Details 2
- S-11 Steel Railing Details
- S-12 Framing Plan
- S-13 48" PPC I-Beam Details 1
- S-14 48" PPC I-Beam Details 2
- S-15 West Abutment
- S-16 East Abutment
- S-17 Metal Shell Pile Details
- S-18 Bar Splicer Assembly and Mechanical Splicer Details
- S-19 Soil Borings 1
- S-20 Soil Borings 2
- S-21 Soil Borings 3



FOUNDATION LAYOUT

TOTAL BILL OF MATERIAL

DESCRIPTION	UNIT	ESTIMATED QUANTITY		
		SUPER	SUB	TOTAL
* Porous Granular Embankment, Special	Cu. Yd.		160	160
Stone Riprap, Class A4	Sq. Yd.		857	857
Filter Fabric	Sq. Yd.		857	857
Removal of Existing Structures	Each	0.5	0.5	1
Structure Excavation	Cu. Yd.		216	216
Concrete Structures	Cu. Yd.		73.3	73.3
Concrete Superstructure	Cu. Yd.	276.8		276.8
Bridge Deck Grooving	Sq. Yd.	642		642
Protective Coat	Sq. Yd.	743		743
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Foot	631.5		631.5
Reinforcement Bars, Epoxy Coated	Pound	60,600	6,680	67,280
Bar Splicers	Each	88		88
* Steel Railing (Special)	Foot	231		231
Furnishing Metal Shell Piles 14" x 0.250"	Foot		1,079	1,079
Driving Piles	Foot		1,079	1,079
Test Pile Metal Shells	Each		2	2
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		114	114
* Pipe Underdrains for Structures 4"	Foot		178	178

* Indicates Special Provision

**GENERAL NOTES, BILL OF MATERIAL
AND INDEX OF SHEETS
STRUCTURE NO. 056-3179**

DESIGNED - AMK
CHECKED - EKM
DRAWN - SAT
CHECKED - EKM

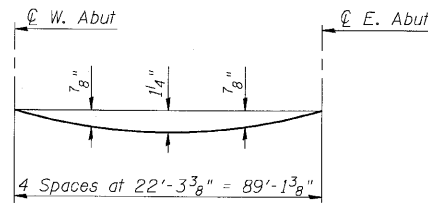


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SHEET NO. S-2	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 63516		
ILLINOIS FED. AID PROJECT					

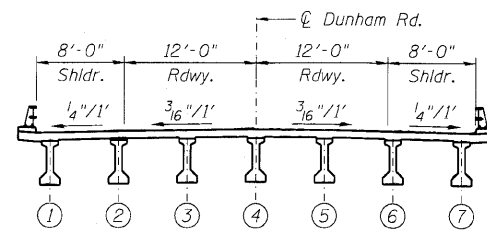
8/2/2010 rcdanley m:\proj\3381\3381_01_kish\design\structural\ced\3381_01_02 Notes and quantities.dgn

McHENRY COUNTY
DIVISION OF TRANSPORTATION

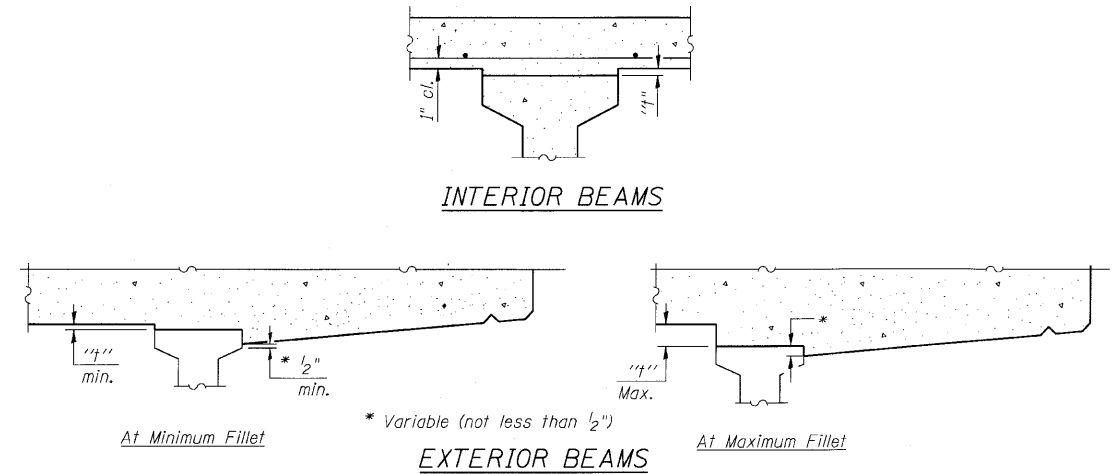


DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete, excluding beams).

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 below.

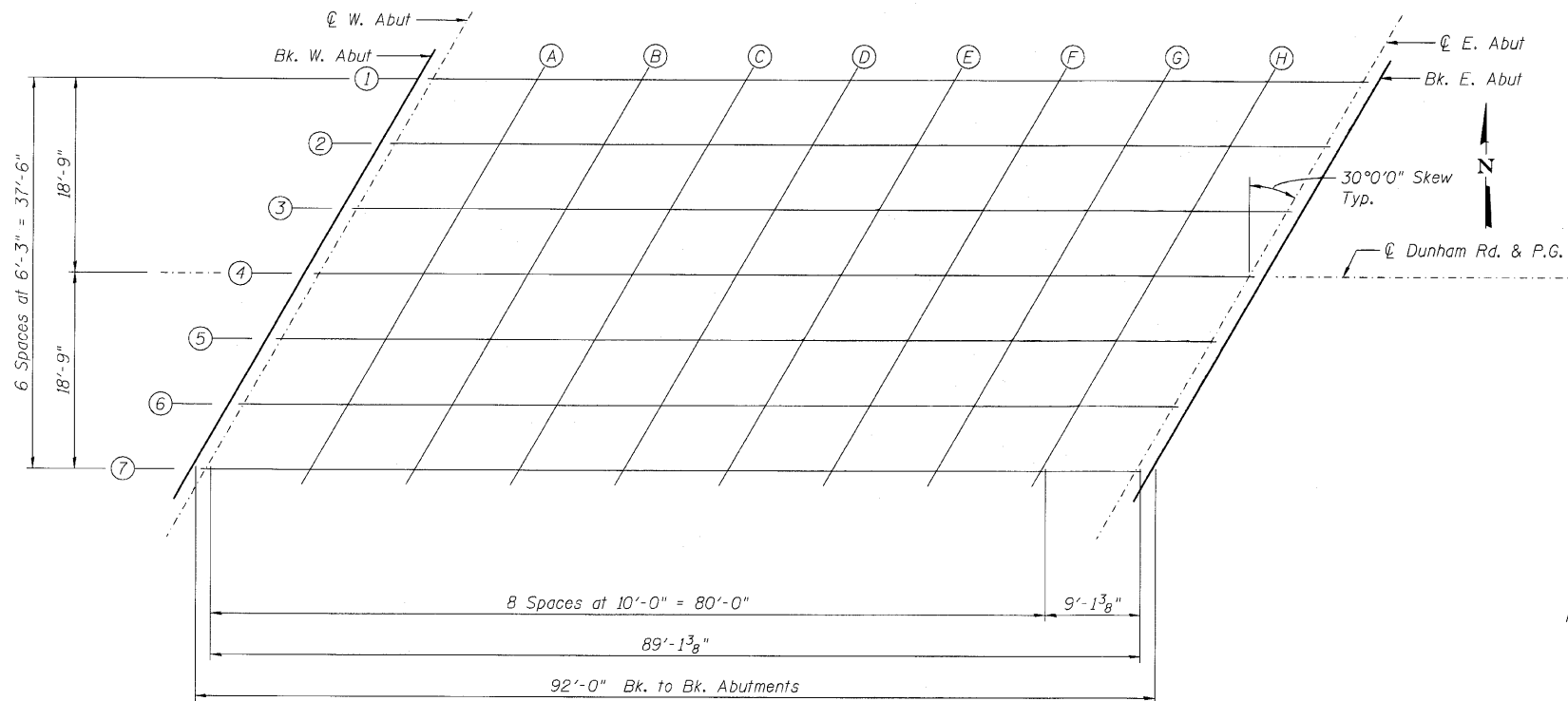


CROSS SECTION
(Looking East)



METHOD OF DETERMINING FILLET HEIGHTS "T"

After all beams have been erected, elevations of the top flanges of the beams shall be taken at the intervals shown on the plans. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on the plans, minus slab thickness equals the fillet heights "t" above top flange of beams.



FRAMING PLAN

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	509+65.68	18.75 Lt.	875.83	875.83
CL W. Abut.	509+67.12	18.75 Lt.	875.83	875.83
A	509+77.12	18.75 Lt.	875.85	875.88
B	509+87.12	18.75 Lt.	875.85	875.92
C	509+97.12	18.75 Lt.	875.86	875.95
D	510+07.12	18.75 Lt.	875.85	875.96
E	510+17.12	18.75 Lt.	875.84	875.95
F	510+27.12	18.75 Lt.	875.82	875.91
G	510+37.12	18.75 Lt.	875.80	875.86
H	510+47.12	18.75 Lt.	875.77	875.80
CL E. Abut.	510+56.23	18.75 Lt.	875.73	875.73
Bk. E. Abut.	510+57.68	18.75 Lt.	875.73	875.73

Note:
Work this sheet with Sheet S-4.

TOP OF SLAB ELEVATIONS NO. 1
STRUCTURE NO. 056-3179

DESIGNED -	AMK
CHECKED -	EKM
DRAWN -	RD
CHECKED -	EKM



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SHEET NO. S-3	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1233	06-00321-00-BR	McHENRY	48	21
S-21 SHEETS	CONTRACT NO. 63516			ILLINOIS FED. AID PROJECT	

rosenlay

8/2/2010

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McHENRY COUNTY
DIVISION OF TRANSPORTATION

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	509+62.07	12.5 Lt.	875.95	875.95
CL W. Abut.	509+63.51	12.5 Lt.	875.96	875.96
A	509+73.51	12.5 Lt.	875.97	876.01
B	509+83.51	12.5 Lt.	875.98	876.05
C	509+93.51	12.5 Lt.	875.99	876.08
D	510+03.51	12.5 Lt.	875.98	876.09
E	510+13.51	12.5 Lt.	875.97	876.08
F	510+23.51	12.5 Lt.	875.96	876.05
G	510+33.51	12.5 Lt.	875.94	876.00
H	510+43.51	12.5 Lt.	875.91	875.94
CL E. Abut.	510+52.62	12.5 Lt.	875.88	875.88
Bk. E. Abut.	510+54.07	12.5 Lt.	875.87	875.87

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	509+58.46	6.25 Lt.	876.05	876.05
CL W. Abut.	509+59.90	6.25 Lt.	876.05	876.05
A	509+69.90	6.25 Lt.	876.07	876.11
B	509+79.90	6.25 Lt.	876.08	876.15
C	509+89.90	6.25 Lt.	876.09	876.18
D	509+99.90	6.25 Lt.	876.08	876.19
E	510+09.90	6.25 Lt.	876.08	876.18
F	510+19.90	6.25 Lt.	876.06	876.16
G	510+29.90	6.25 Lt.	876.05	876.11
H	510+39.90	6.25 Lt.	876.02	876.05
CL E. Abut.	510+49.02	6.25 Lt.	875.99	875.99
Bk. E. Abut.	510+50.46	6.25 Lt.	875.98	875.98

P.G.L. and BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	509+54.85	0.00	876.13	876.13
CL W. Abut.	509+56.29	0.00	876.14	876.14
A	509+66.29	0.00	876.16	876.20
B	509+76.29	0.00	876.17	876.24
C	509+86.29	0.00	876.18	876.28
D	509+96.29	0.00	876.18	876.29
E	510+06.29	0.00	876.18	876.29
F	510+16.29	0.00	876.17	876.26
G	510+26.29	0.00	876.15	876.22
H	510+36.29	0.00	876.13	876.16
CL E. Abut.	510+45.41	0.00	876.10	876.10
Bk. E. Abut.	510+46.85	0.00	876.10	876.10

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	509+51.24	6.25 Rt.	876.03	876.03
CL W. Abut.	509+52.68	6.25 Rt.	876.03	876.03
A	509+62.68	6.25 Rt.	876.05	876.09
B	509+72.68	6.25 Rt.	876.07	876.14
C	509+82.68	6.25 Rt.	876.08	876.18
D	509+92.68	6.25 Rt.	876.09	876.19
E	510+02.68	6.25 Rt.	876.08	876.19
F	510+12.68	6.25 Rt.	876.07	876.17
G	510+22.68	6.25 Rt.	876.06	876.13
H	510+32.68	6.25 Rt.	876.04	876.07
CL E. Abut.	510+41.80	6.25 Rt.	876.01	876.01
Bk. E. Abut.	510+43.24	6.25 Rt.	876.01	876.01

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	509+47.63	12.5 Rt.	875.92	875.92
CL W. Abut.	509+49.08	12.5 Rt.	875.92	875.92
A	509+59.08	12.5 Rt.	875.95	875.98
B	509+69.08	12.5 Rt.	875.97	876.04
C	509+79.08	12.5 Rt.	875.98	876.07
D	509+89.08	12.5 Rt.	875.98	876.09
E	509+99.08	12.5 Rt.	875.98	876.09
F	510+09.08	12.5 Rt.	875.98	876.07
G	510+19.08	12.5 Rt.	875.97	876.03
H	510+29.08	12.5 Rt.	875.95	875.98
CL E. Abut.	510+38.19	12.5 Rt.	875.92	875.92
Bk. E. Abut.	510+39.63	12.5 Rt.	875.92	875.92

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	509+44.02	18.75 Rt.	875.78	875.78
CL W. Abut.	509+45.47	18.75 Rt.	875.78	875.78
A	509+55.47	18.75 Rt.	875.81	875.85
B	509+65.47	18.75 Rt.	875.83	875.90
C	509+75.47	18.75 Rt.	875.84	875.94
D	509+85.47	18.75 Rt.	875.85	875.96
E	509+95.47	18.75 Rt.	875.86	875.96
F	510+05.47	18.75 Rt.	875.85	875.94
G	510+15.47	18.75 Rt.	875.84	875.91
H	510+25.47	18.75 Rt.	875.82	875.86
CL E. Abut.	510+34.58	18.75 Rt.	875.80	875.80
Bk. E. Abut.	510+36.02	18.75 Rt.	875.80	875.80

Note:
Work this sheet with Sheet S-3.

TOP OF SLAB ELEVATIONS NO. 2
STRUCTURE NO. 056-3179

DESIGNED - AMK
CHECKED - EKM
DRAWN - RD
CHECKED - EKM



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SHEET NO. S-4	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-21 SHEETS	1233	06-00321-00-BR	McHENRY	48	22
			CONTRACT NO. 63516		
ILLINOIS FED. AID PROJECT					

rdm/ley

8/2/2010

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McHENRY COUNTY
DIVISION OF TRANSPORTATION

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	509+36.40	20 Lt.	875.72
A1	509+46.40	20 Lt.	875.76
A2	509+56.40	20 Lt.	875.78
E. End West Appr. Slab	509+66.40	20 Lt.	875.81

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	509+31.78	12 Lt.	875.87
A1	509+41.78	12 Lt.	875.91
A2	509+51.78	12 Lt.	875.94
E. End West Appr. Slab	509+61.78	12 Lt.	875.96

☉ ROADWAY AND PROFILE GRADE

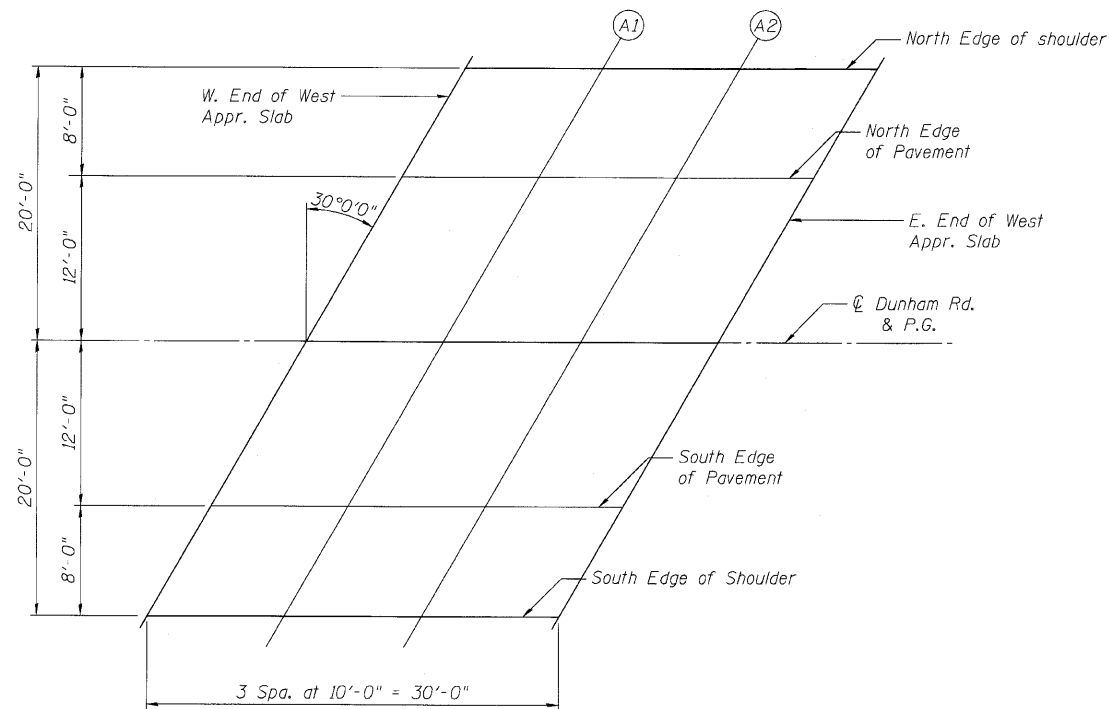
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	509+24.85	0.00	876.03
A1	509+34.85	0.00	876.07
A2	509+44.85	0.00	876.11
E. End West Appr. Slab	509+54.85	0.00	876.13

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	509+17.92	12 Rt.	875.81
A1	509+27.92	12 Rt.	875.86
A2	509+37.92	12 Rt.	875.90
E. End West Appr. Slab	509+47.92	12 Rt.	875.93

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	509+13.30	20 Rt.	875.62
A1	509+23.30	20 Rt.	875.67
A2	509+33.30	20 Rt.	875.71
E. End West Appr. Slab	509+43.30	20 Rt.	875.75



PLAN
West Approach

DESIGNED - AMK
CHECKED - EKM
DRAWN - SAT
CHECKED - EKM



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TOP OF WEST APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 056-3179

SHEET NO. S-5	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1233	06-00321-00-BR	McHENRY	48	23
S-21 SHEETS	CONTRACT NO. 63516				
ILLINOIS FED. AID PROJECT					

rdanley 8/2/2010 na:\proj\3381\3381_01_kyah\design\structure\cead\3381_01_05_Top of West Approach Slab Elevations.dgn

McHENRY COUNTY
DIVISION OF TRANSPORTATION

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	510+58.40	20 Lt.	875.70
A3	510+68.40	20 Lt.	875.65
A4	510+78.40	20 Lt.	875.60
E. End East Appr. Slab	510+88.40	20 Lt.	875.55

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	510+53.78	12 Lt.	875.88
A3	510+63.78	12 Lt.	875.84
A4	510+73.78	12 Lt.	875.79
E. End East Appr. Slab	510+83.78	12 Lt.	875.74

☉ ROADWAY AND PROFILE GRADE

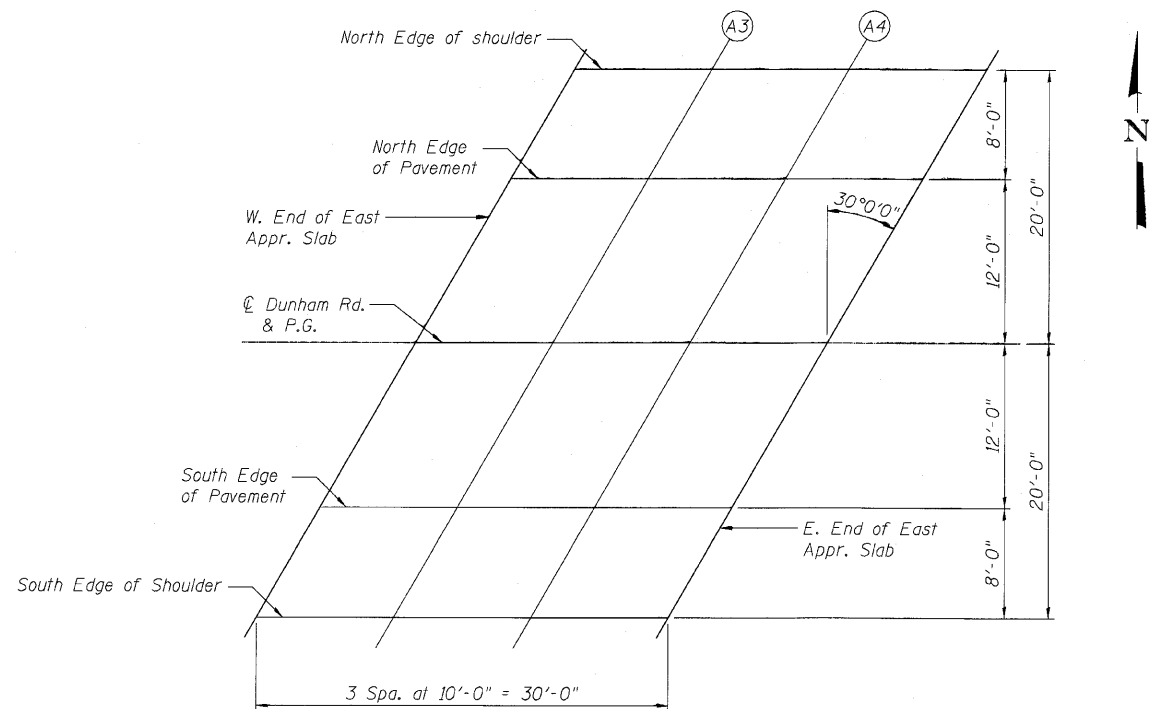
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	510+46.85	0.00	876.10
A3	510+56.85	0.00	876.06
A4	510+66.85	0.00	876.02
E. End East Appr. Slab	510+76.85	0.00	875.97

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	510+39.92	12 Rt.	875.93
A3	510+49.92	12 Rt.	875.90
A4	510+59.92	12 Rt.	875.86
E. End East Appr. Slab	510+69.92	12 Rt.	875.81

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	510+35.30	20 Rt.	875.78
A3	510+45.30	20 Rt.	875.75
A4	510+55.30	20 Rt.	875.71
E. End East Appr. Slab	510+65.30	20 Rt.	875.67



PLAN
East Approach

TOP OF EAST APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 056-3179

DESIGNED - AMK
CHECKED - EKM
DRAWN - SAT
CHECKED - EKM



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SHEET NO. S-6 S-21 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1233	06-00321-00-BR	McHENRY	48	24
			CONTRACT NO. 63516		
ILLINOIS FED. AID PROJECT					

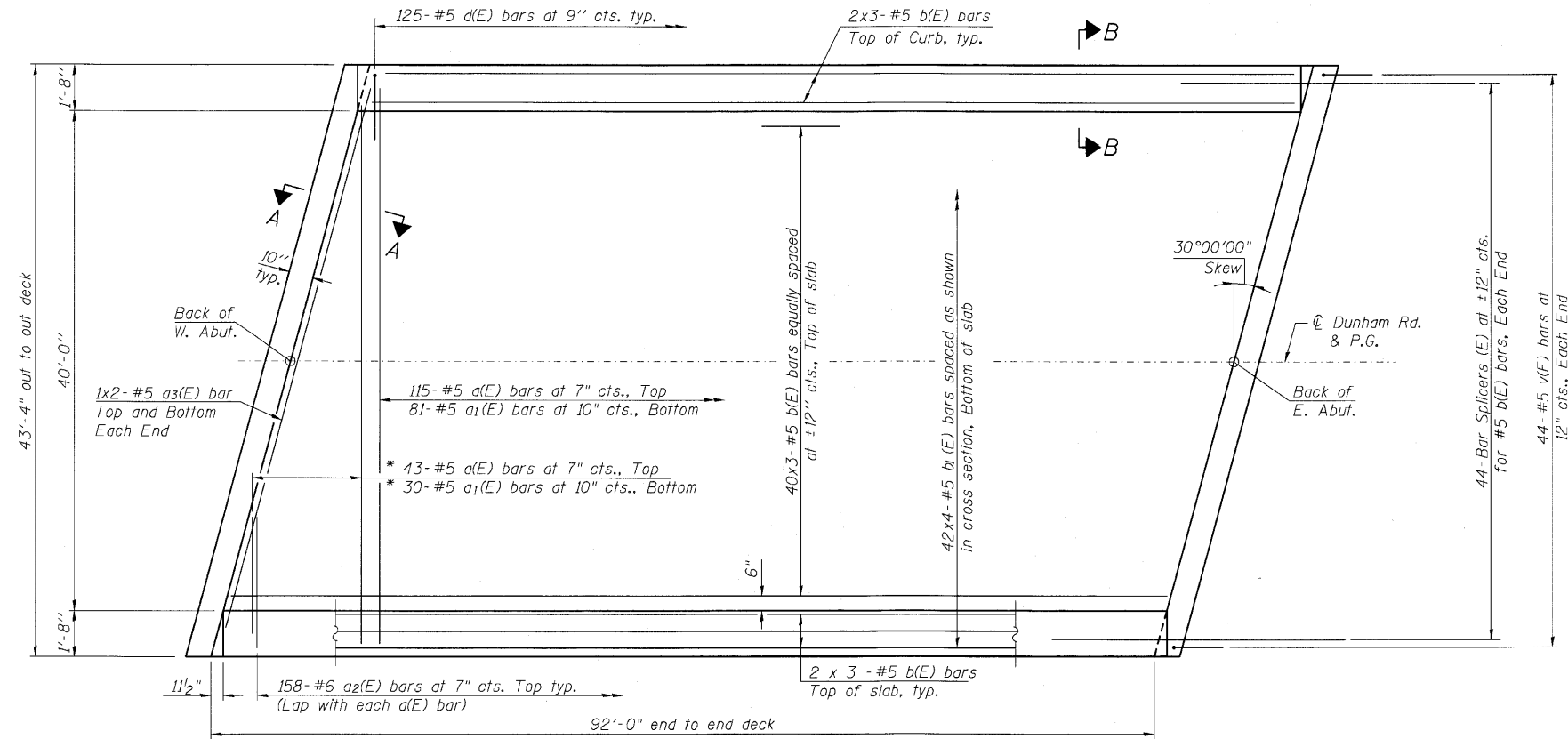
rdm/ley

8/2/2010

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McHENRY COUNTY
DIVISION OF TRANSPORTATION

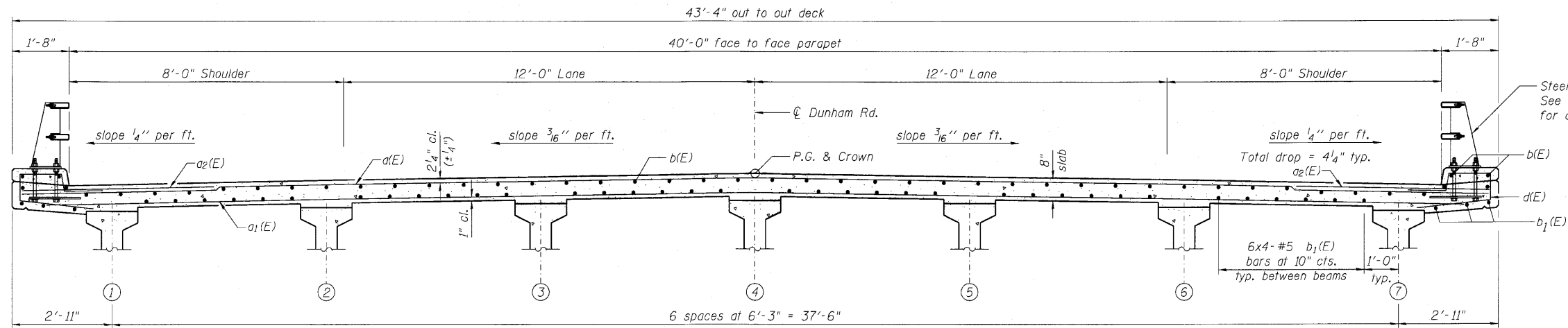
*Order $a(E)$ and $a_1(E)$ bars full length.
Cut to fit skew and use remainder
of bars in opposite end.



MINIMUM BAR LAP
#5 Bars = 3'-3"

Notes:
See Sheet S-8 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars
with 3 lengths per line.
See Sheet S-8 for Sections A-A, B-B, diaphragm reinforcement,
and Bill of Material.

PLAN



CROSS SECTION
(Looking East)

**SUPERSTRUCTURE PLAN
AND CROSS SECTION
STRUCTURE NO. 056-3179**

DESIGNED - SAT
CHECKED - EKM
DRAWN - RD
CHECKED - EKM

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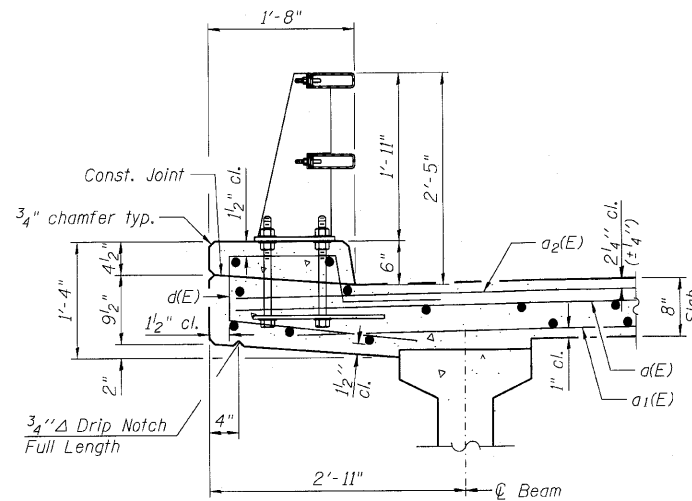
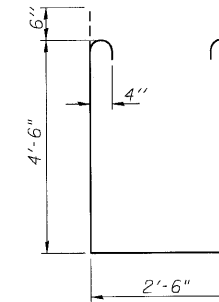
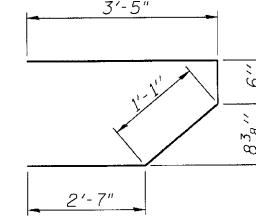
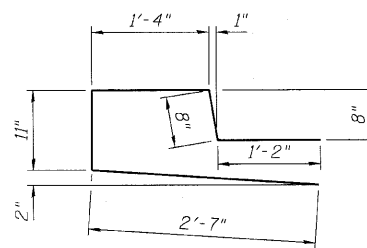
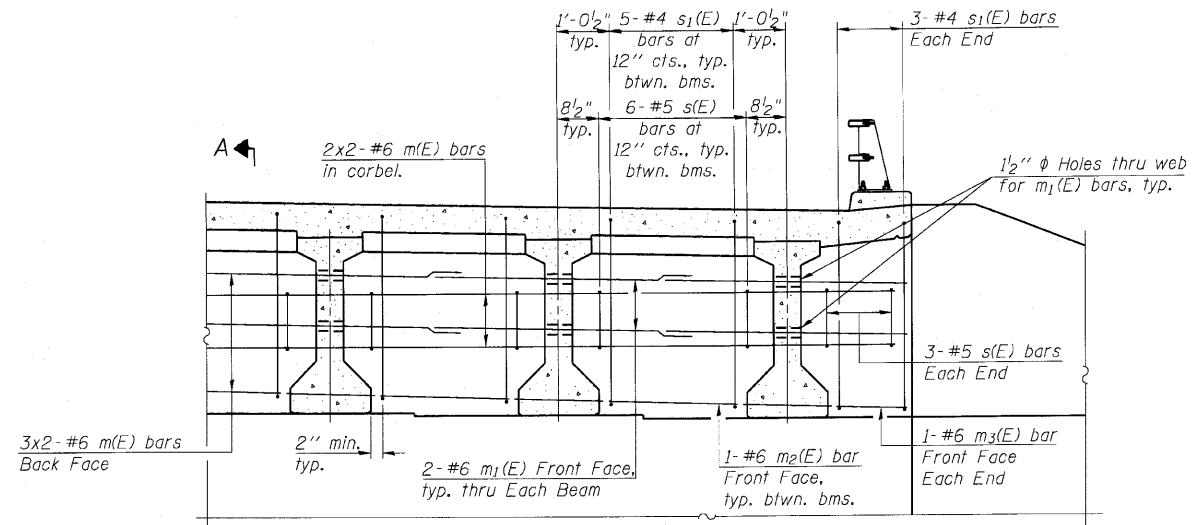
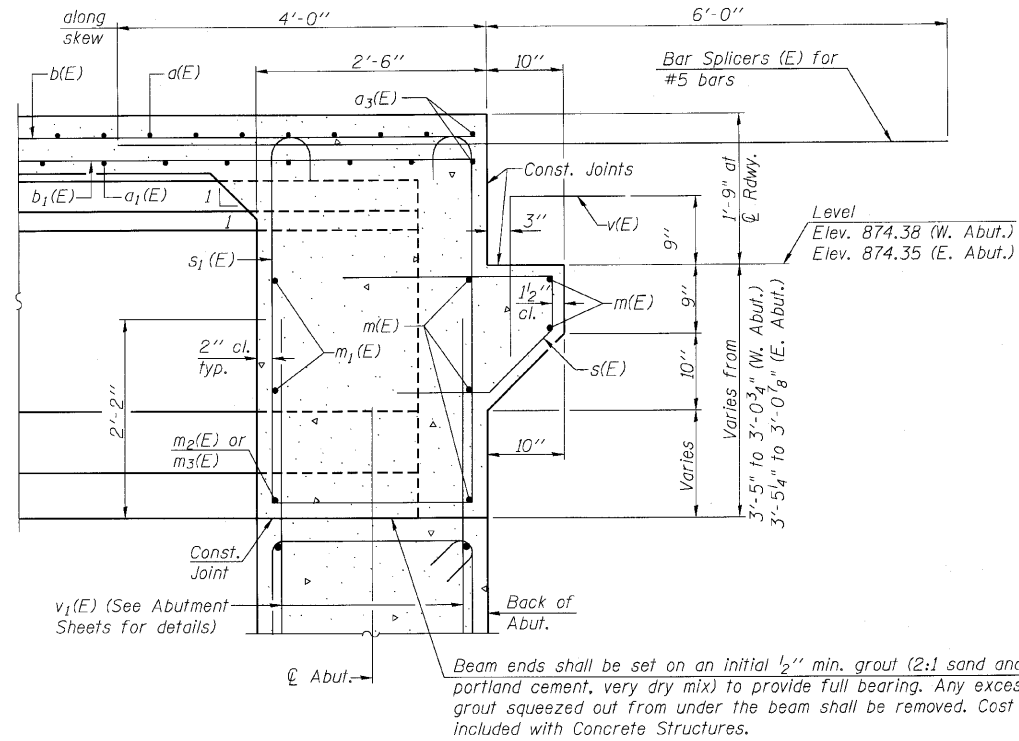
SHEET NO. S-7 S-21 SHEETS	F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 25
	CONTRACT NO. 63516			ILLINOIS FED. AID PROJECT	

rdanley

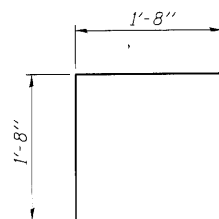
8/2/2010

n:\proj\3381\3381.kush\design\structural\lead\3381.01.07 Superstructure Plan and Cross Section.dgn

McHENRY COUNTY
DIVISION OF TRANSPORTATION



MINIMUM BAR LAP
#6 Bars = 3'-4"



SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	158	# 5	43' - 0"	—
a1(E)	111	# 5	41' - 4"	—
a2(E)	316	# 6	6' - 0"	—
a3(E)	8	# 5	26' - 6"	—
b(E)	144	# 5	32' - 9"	—
b1(E)	168	# 5	25' - 5"	—
d(E)	250	# 5	6' - 8"	L
m(E)	20	# 6	26' - 9"	—
m1(E)	28	# 6	10' - 7"	—
m2(E)	12	# 6	4' - 9"	—
m3(E)	4	# 6	2' - 0"	—
s(E)	84	# 5	7' - 7"	J
s1(E)	72	# 4	12' - 6"	I
v(E)	88	# 5	3' - 4"	F
Reinforcement Bars, Epoxy Coated		Pound	28,970	
Concrete Superstructure		Cu. Yds.	149.6	
Bridge Deck Grooving		Sq. Yd.	642	
Protective Coat		Sq. Yd.	743	

Bars indicated thus 1 x 15-#5 etc. indicates 1 line of bars with 15 lengths per line.

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 056-3179

DESIGNED - AMK
CHECKED - EKM
DRAWN - RD
CHECKED - EKM



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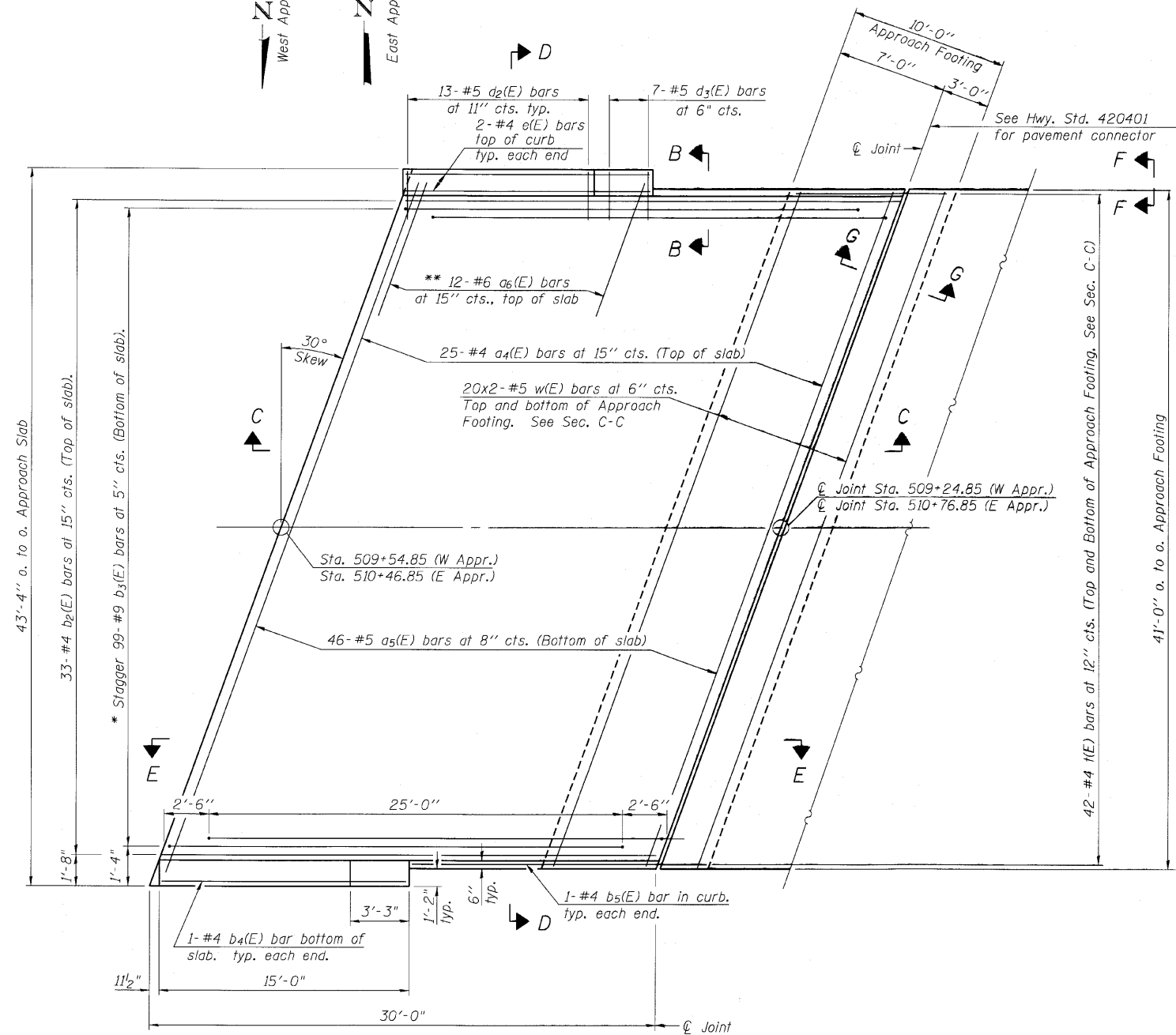
SHEET NO. S-8	F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 26
S-21 SHEETS			CONTRACT NO. 63516		
ILLINOIS FED. AID PROJECT					

rdanley

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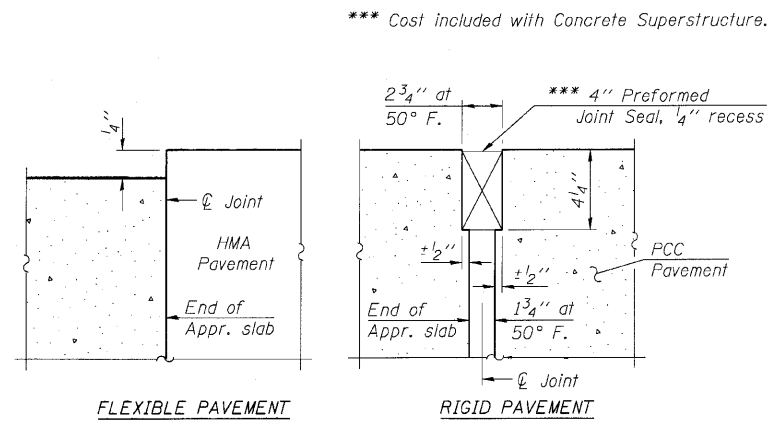
McHENRY COUNTY
DIVISION OF TRANSPORTATION

Notes:
See sheet S-10 for Sections C-C & D-D and View E-E.
a₄(E) and a₅(E) bar spacings measured along \perp Rdwy.

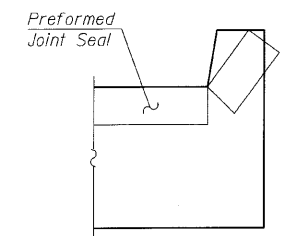
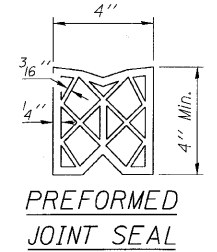


PLAN

* Tilt #9 b₃(E) bars as required to maintain clearance.
** Space between a₄(E) bars, typ. each parapet.

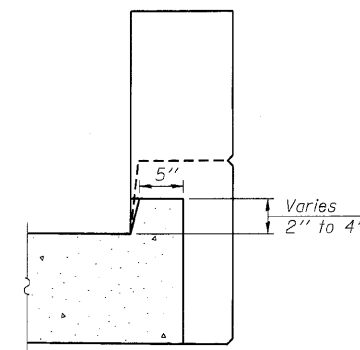


SECTION G-G



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



VIEW B-B

DESIGNED -	AMK
CHECKED -	EKM
DRAWN -	SAT
CHECKED -	EKM



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BRIDGE APPROACH SLAB DETAILS 1
STRUCTURE NO. 056-3179

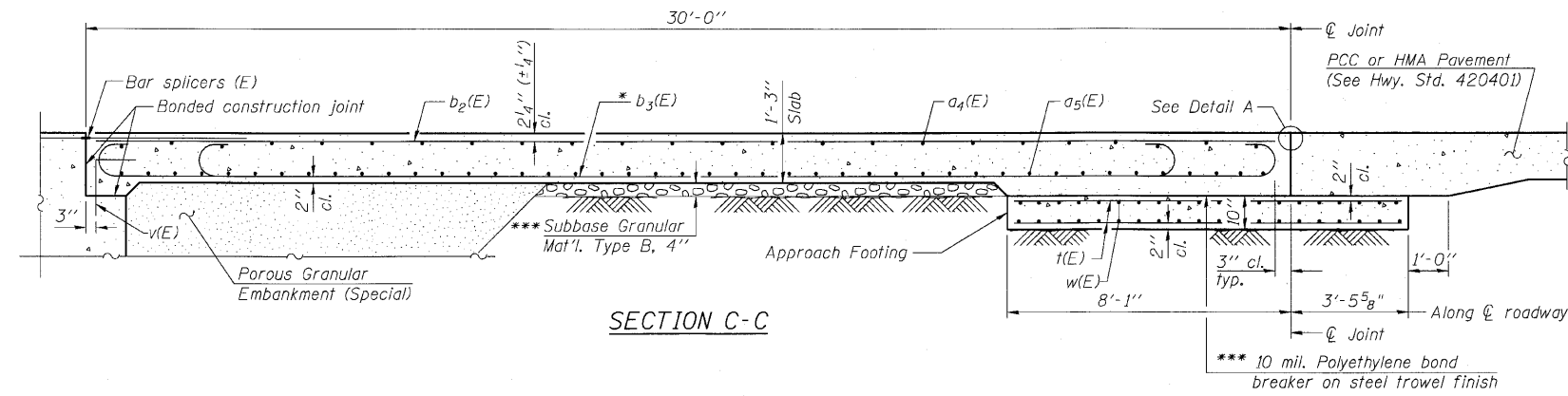
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	CONTRACT NO. 63516 ILLINOIS FED. AID PROJECT				

rdm/ley

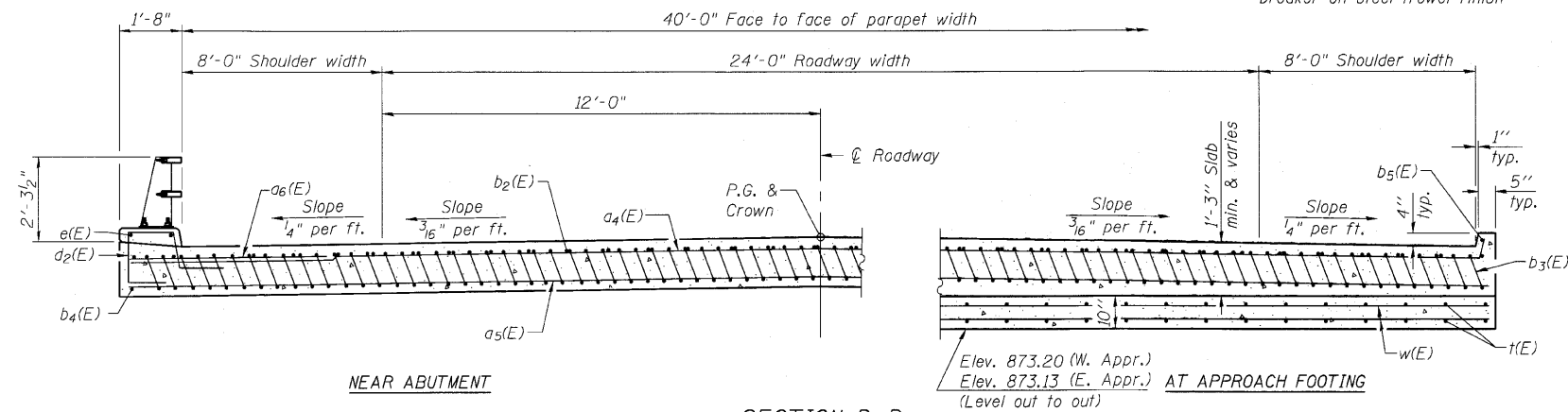
8/2/2010

m:\pro\3381\3381.01.kish\design\structural\cead\3381.01.09 Bridge Approach Slab Details 1.dgn

McHENRY COUNTY
DIVISION OF TRANSPORTATION



SECTION C-C



NEAR ABUTMENT

SECTION D-D

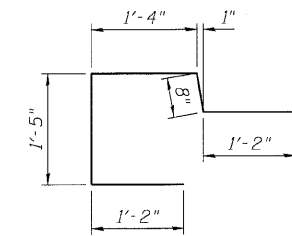
(See Plan for dimensions not shown)

AT APPROACH FOOTING
(Level out to out)

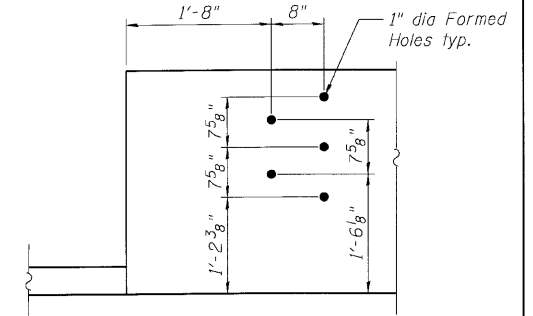
* Tilt #9 b₁(E) bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.

Notes:

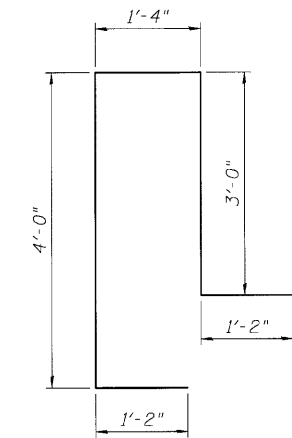
See sheet S-9 for Detail A and View B-B.
Approach slab and concrete curb shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet S-8.
The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
For bar splicer details, see sheet S-18.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet S-16.
For additional curb details, see sheet S-9.



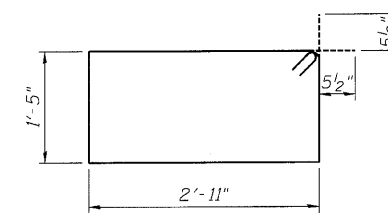
BAR d₂(E)



DETAIL "A"



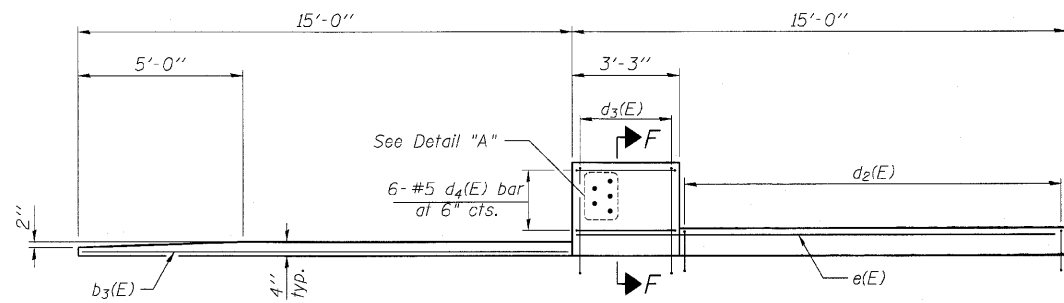
BAR d₃(E)



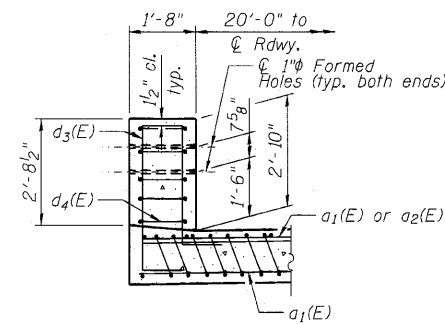
BAR d₄(E)

TWO APPROACHES
BILL OF MATERIAL

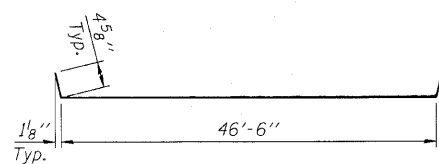
Bar	No.	Size	Length	Shape
a ₄ (E)	50	#4	47'-3"	┌──┐
a ₅ (E)	92	#5	46'-11"	┌──┐
a ₆ (E)	48	#6	6'-6"	┌──┐
b ₂ (E)	66	#4	29'-8"	┌──┐
b ₃ (E)	198	#9	29'-9"	┌──┐
b ₄ (E)	4	#4	14'-8"	┌──┐
b ₅ (E)	4	#4	13'-8"	┌──┐
d ₂ (E)	52	#5	5'-9"	┌──┐
d ₃ (E)	28	#5	10'-8"	┌──┐
d ₄ (E)	24	#5	9'-7"	┌──┐
e(E)	8	#4	14'-8"	┌──┐
t(E)	84	#4	11'-1"	┌──┐
w(E)	80	#5	25'-2"	┌──┐
Concrete Superstructure		Cu. Yd.	127.2	
Concrete Structures		Cu. Yd.	29.2	
Reinforcement Bars, Epoxy Coated		Pound	31,630	



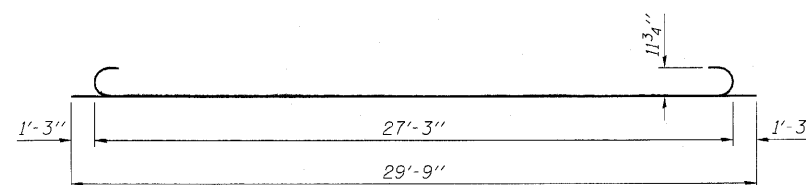
VIEW E-E



SECTION F-F



BAR a₄(E)



BAR b₃(E)

DESIGNED -	AMK
CHECKED -	EKM
DRAWN -	SAT
CHECKED -	EKM

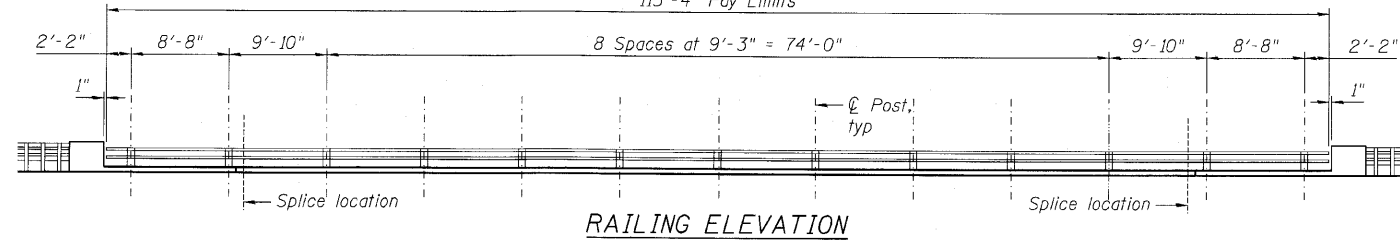
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Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

BRIDGE APPROACH SLAB DETAILS 2
STRUCTURE NO. 056-3179

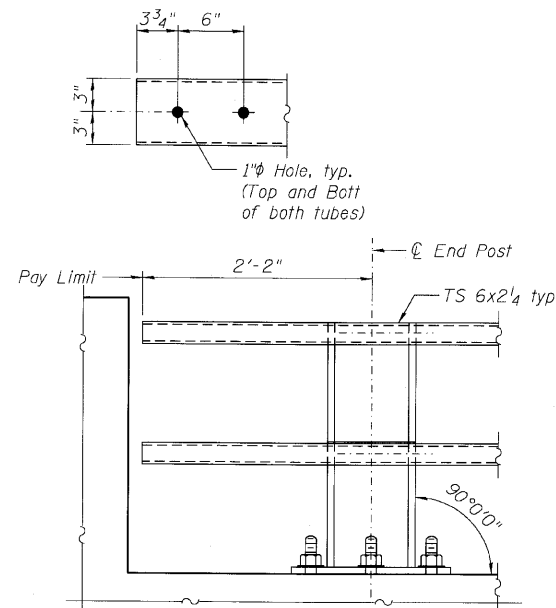
SHEET NO. S-10	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-21 SHEETS	1233	06-00321-00-BR	McHENRY	48	28
			CONTRACT NO. 63516		
ILLINOIS FED. AID PROJECT					

McHENRY COUNTY
DIVISION OF TRANSPORTATION

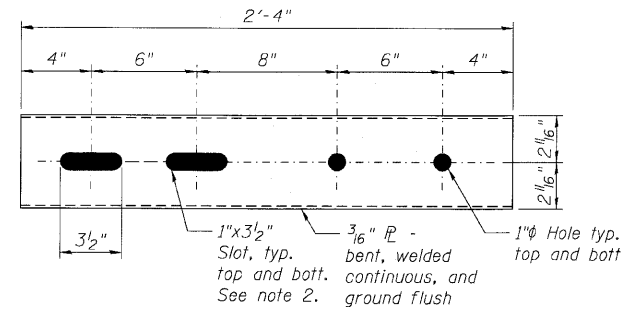
115'-4" Pay Limits



RAILING ELEVATION

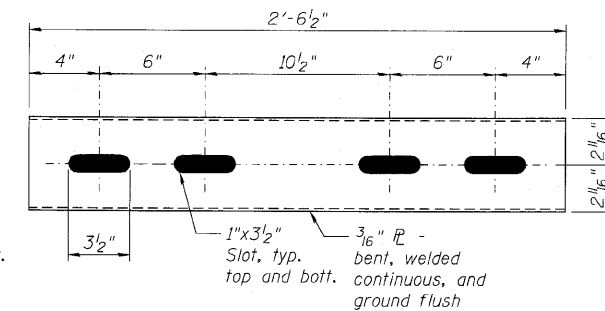


ELEVATION AT TERMINAL



STANDARD SLEEVE

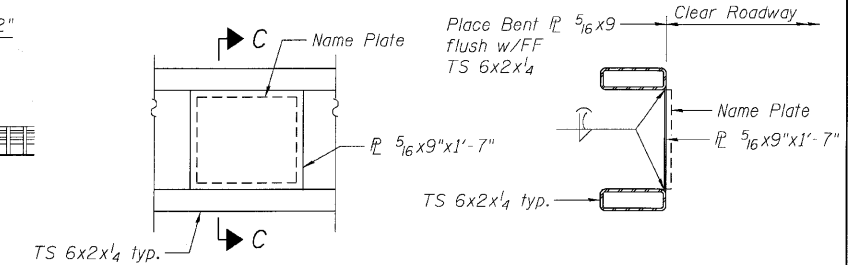
SLEEVE DETAILS



EXPANSION SLEEVE

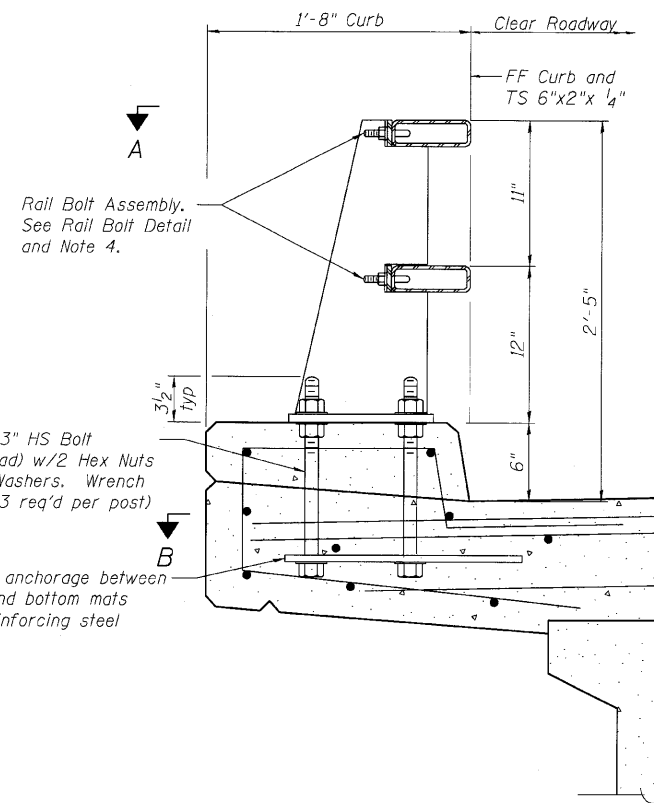
END VIEW

1/8"x10x1'-10 3/8" (2 each)



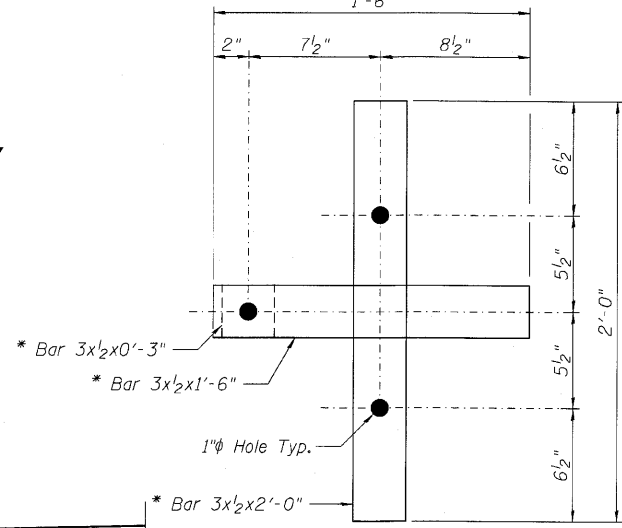
DETAIL AT NAME PLATE LOCATION

SECTION C-C



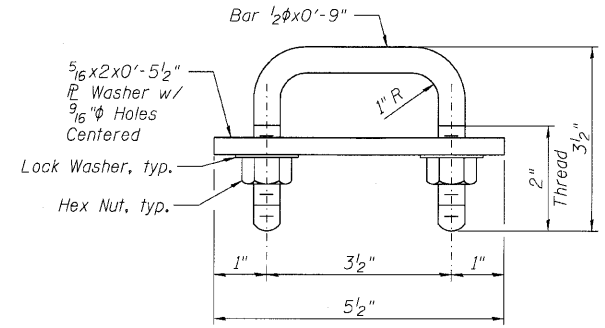
ASSEMBLY DETAIL

(Show near ϕ Post)
(Bridge slab shown, approach slab similar)

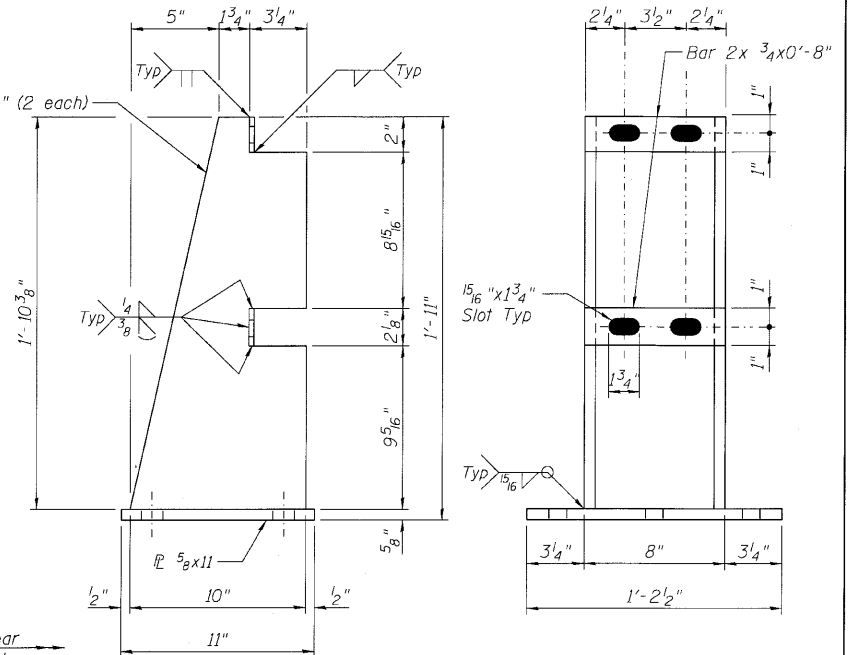


SECTION B-B

(* Not galvanized)
(Anchor bolts and slab not shown)



RAIL BOLT DETAIL



SIDE VIEW POST DETAILS FRONT VIEW

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

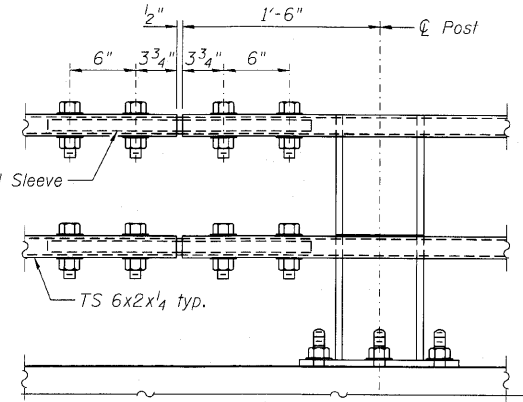
NOTES:

1. Slots may be omitted in standard sleeves where bolts are required on one side of splice only.
2. Anchor bolts may be tack welded to anchorage (shop or field).
3. At post locations, drill two 1/16" holes in the rails to receive rail bolts (shop or field). See Post Details for hole splicing.
4. Before installing rails, paint cut, drilled, or otherwise damaged surface areas of the railing components with two coats of zinc rich paint conforming to the requirements of ASTM A 780.
5. After installing the rails, paint exposed bolt threads with two coats of zinc rich paint conforming to the requirements of ASTM A 780.

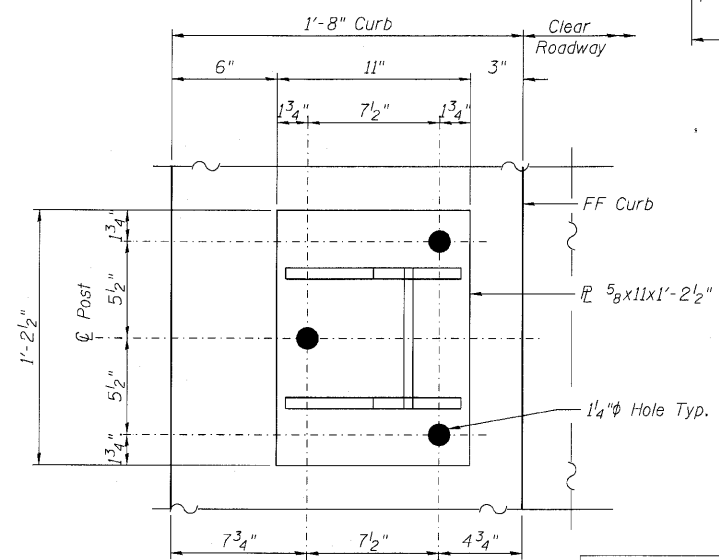
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Steel Railing (Special)	Foot	231

STEEL RAILING DETAILS
STRUCTURE NO. 056-3179



SPlice DETAIL



VIEW A-A

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

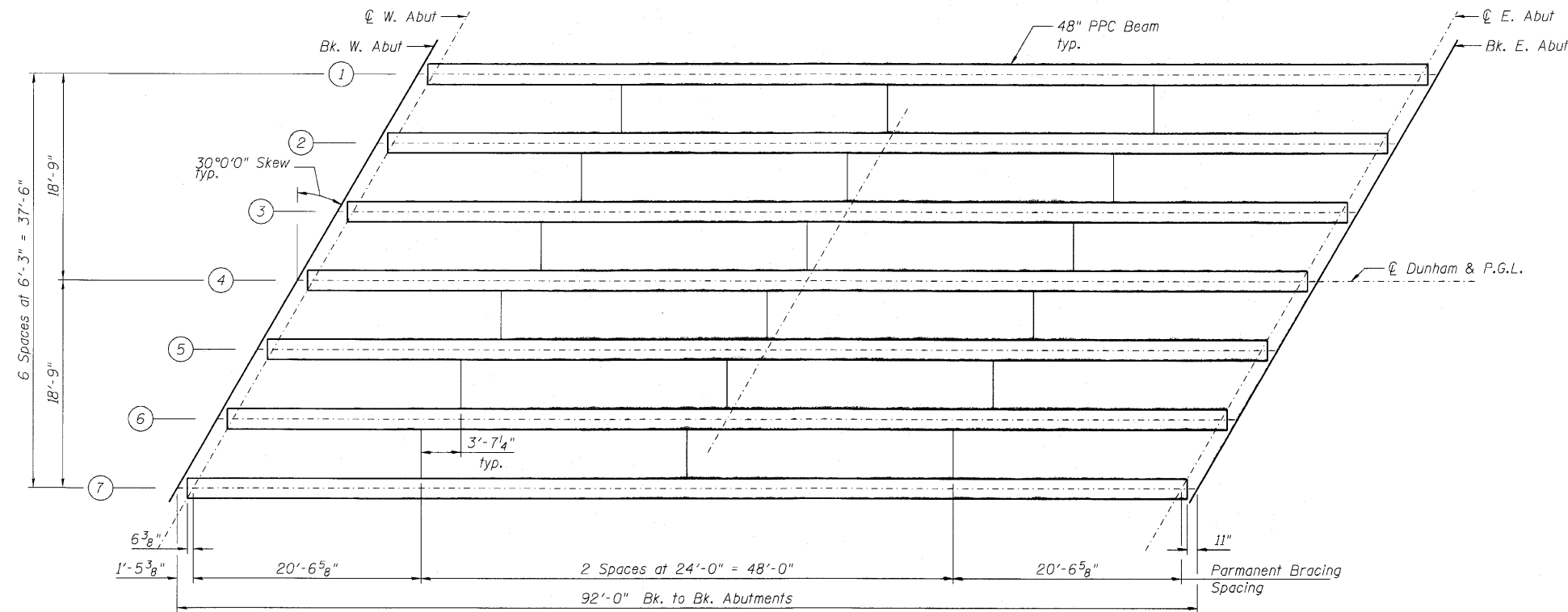
DESIGNED - AMK
CHECKED - EKM
DRAWN - RD
CHECKED - EKM

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SHEET NO. S-11	F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 29
S-21 SHEETS			CONTRACT NO. 63516		
ILLINOIS FED. AID PROJECT					

8/2/2010 rdanley

MCHENRY COUNTY
DIVISION OF TRANSPORTATION



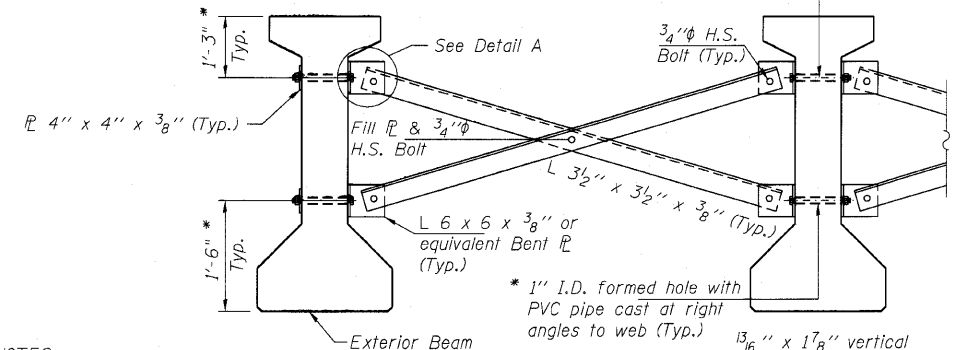
FRAMING PLAN

INTERIOR BEAM MOMENT TABLE	
0.5 Span	
I	(in ⁴) 144,117
I'	(in ⁴) 378,730
S _b	(in ³) 6,834
S _b '	(in ³) 11,047
S _t	(in ³) 5,355
S _t '	(in ³) 27,609
DC1	(k/ft) 1.248
M _{DC1}	(k) 1,239
DC2	(k/ft) 0.047
M _{DC2}	(k) 47
DW	(k/ft) 0.286
M _{DW}	(k) 284
M _{L + IM}	(k) 1,388

INTERIOR BEAM REACTION TABLE	
Abut.	
R _{DC1}	(k) 55.6
R _{DC2}	(k) 2.1
R _{DW}	(k) 12.7
R _{L + IM}	(k) 87.8
R _{Total}	(k) 157.7

- I: Non-composite moment of inertia of beam section (in⁴).
- I': Composite moment of inertia of beam section (in⁴).
- S_b: Non-composite section modulus for the bottom fiber of the prestressed beam (in³).
- S_b': Composite section modulus for the bottom fiber of the prestressed beam (in³).
- S_t: Non-composite section modulus for the top fiber of the prestressed beam (in³).
- S_t': Composite section modulus for the top fiber of the prestressed beam (in³).
- 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.).

* Fabricator shall locate to miss strands within permissible tolerances.
3/4" φ A307 Bolts with lock nuts. (Typ.)
Bolts through the concrete web shall be tightened to snug tight only.



NOTES:
All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
Two hardened washers are required for each set of oversized holes.
All holes shall be 15/16" φ unless otherwise noted.
5/16" x 3" x 3" plate washers are required over all slotted holes.
All bolts shall be galvanized according to AASHTO M232.
Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
Permanent bracing will not be measured separately for payment, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Beams of the type and size specified.

PERMANENT BRACING DETAILS FOR
48" AND 54" PPC I-BEAMS

FRAMING PLAN
STRUCTURE NO. 056-3179

DESIGNED - AMK
CHECKED - EKM
DRAWN - RD
CHECKED - EKM

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Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

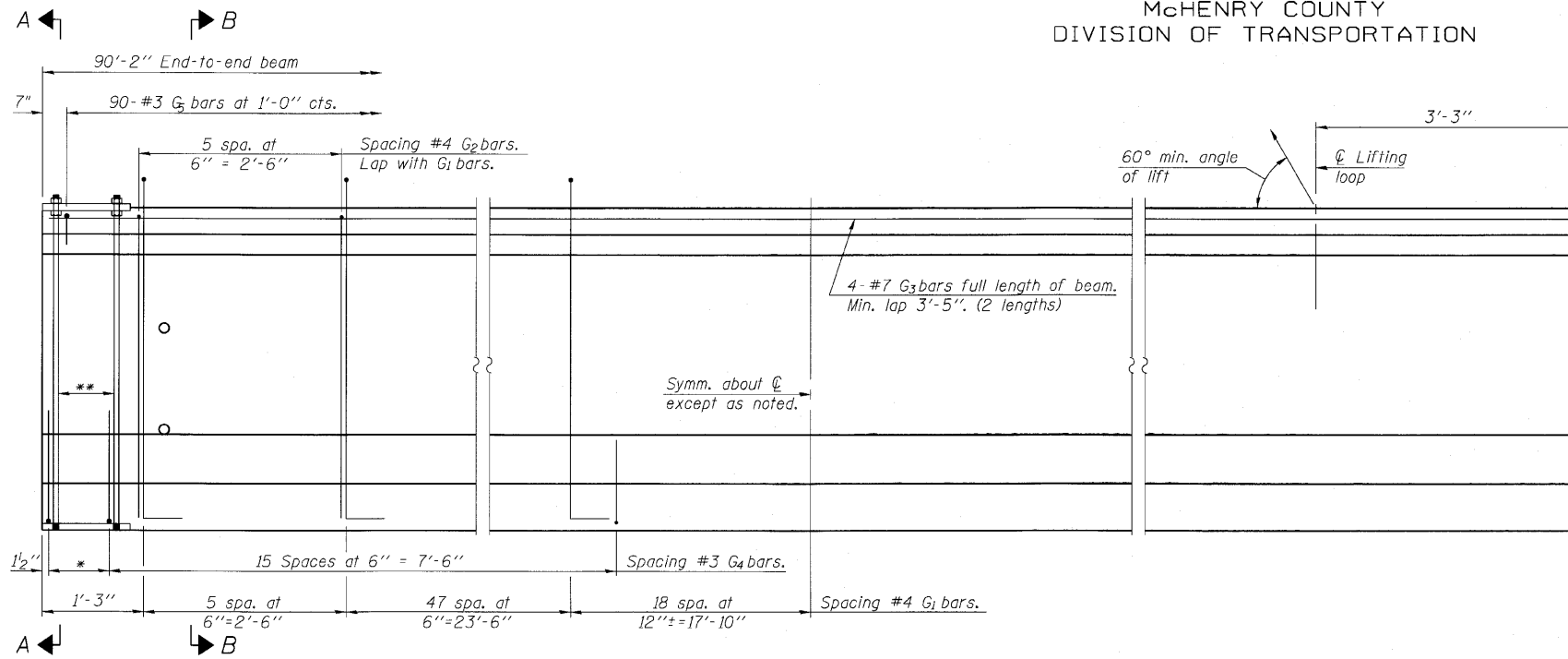
SHEET NO. S-12	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1233	06-00321-00-BR	MCHENRY	48	30
S-21 SHEETS	CONTRACT NO. 63516				
ILLINOIS FED. AID PROJECT					

rdan:ej

8/2/2010

nt:\proj\3381\3381_01_ksh\design\structural\lead\3381_01_12 Framing Plan.dwg

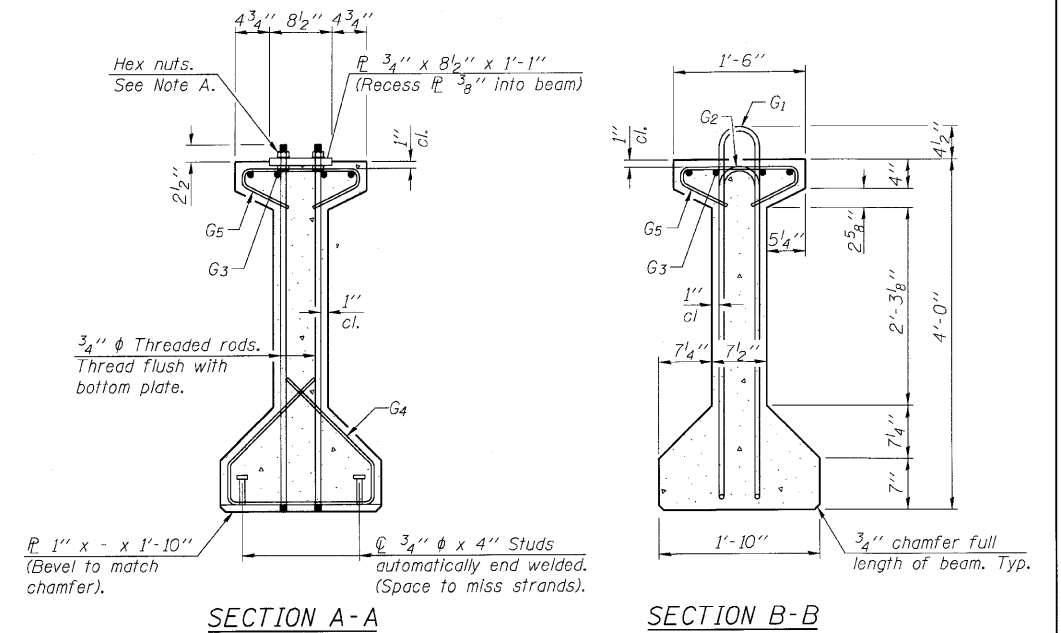
McHENRY COUNTY
DIVISION OF TRANSPORTATION



ELEVATION OF BEAM
(Showing reinforcement & dimensions)

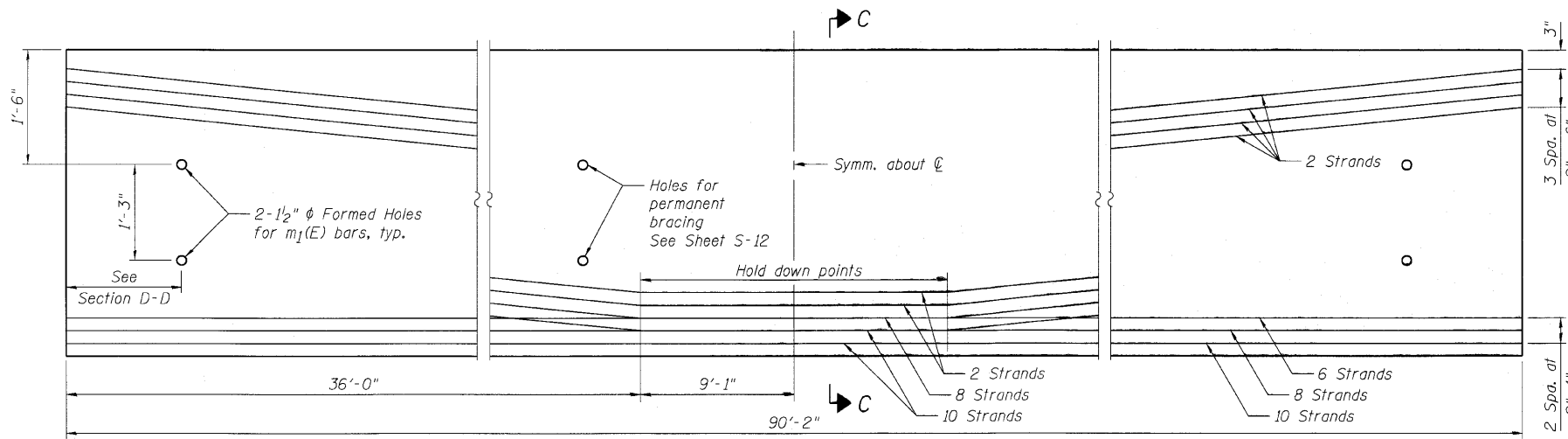
* 3 spaces at 3" = 9".
** 4-3/4" ϕ threaded dowel rods at 3" cts., Each Face.

Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

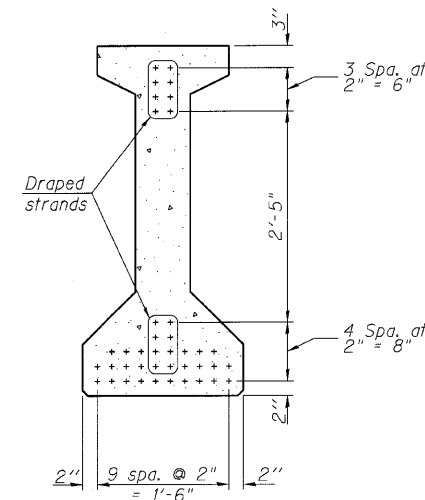


SECTION A-A

SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



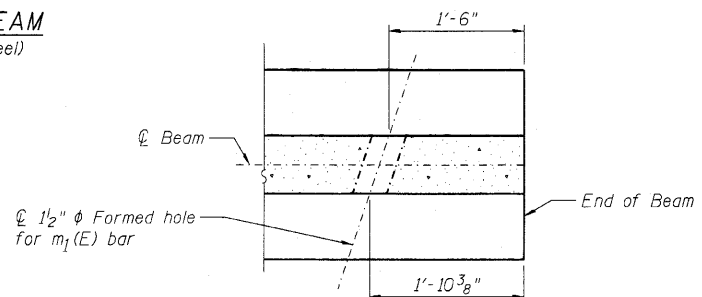
SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G ₁	142	#4	9'-6"	∩ L
G ₂	12	#4	7'-11"	∩
G ₃	8	#7	46'-9"	—
G ₄	38	#3	5'-3"	∩
G ₅	91	#3	2'-9"	∩

***For information only

Notes:
See sheet S-14 for additional details and Bill of Material.
Required release strength, f'ci, shall be 6,000 psi.



SECTION D-D
Other end similar by rotation

**48" PPC I-BEAM DETAILS 1
STRUCTURE NO. 056-3179**

DESIGNED -	AMK
CHECKED -	EKM
DRAWN -	RD
CHECKED -	AMK

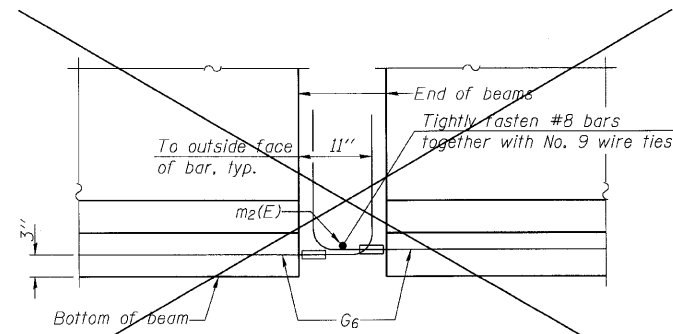
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Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

SHEET NO. S-13	F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 31
S-21 SHEETS			CONTRACT NO. 63516		

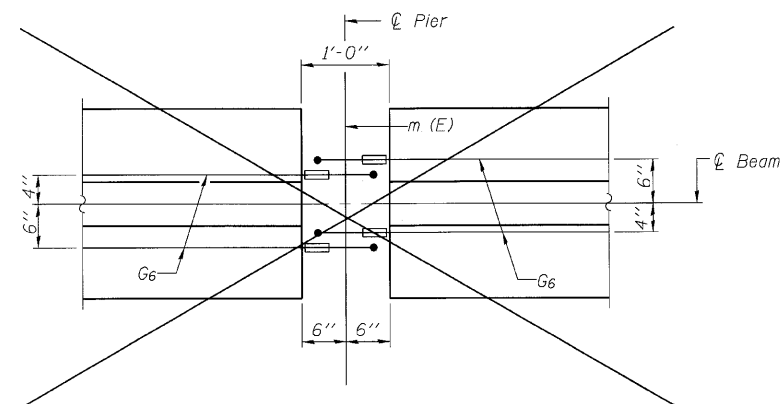
ILLINOIS FED. AID PROJECT

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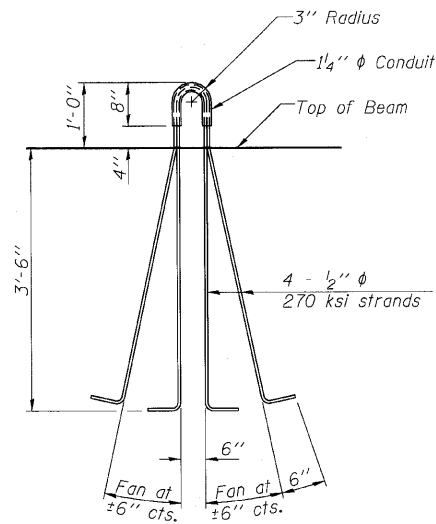
McHENRY COUNTY
DIVISION OF TRANSPORTATION



ELEVATION OF BEAM AT PIER

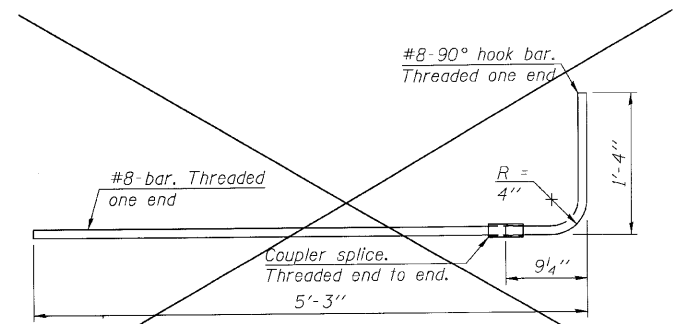


PLAN OF BEAM AT PIER

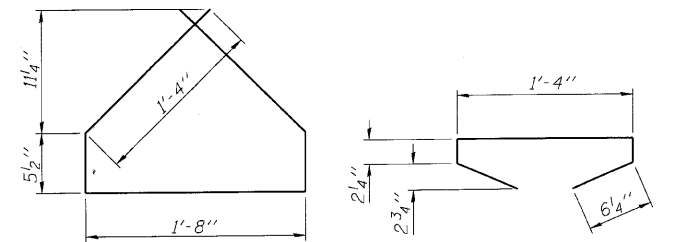


LIFTING LOOP DETAIL

NOTES
 Inserts for $\frac{3}{4}$ " 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 shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.
 Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions). A minimum $2\frac{1}{2}$ " ϕ lifting pin shall be used to engage the lifting loops during handling. ~~Fit G₆ bars when necessary to maintain 1" clearance.~~
 The top and bottom plates shall be AASHTO M270 Grade 50. The bottom plates and studs shall be galvanized according to AASHTO M111. Top plates and threaded rods need not be galvanized.
 Threaded rods shall be ASTM F 1554 Grade 55.
~~The G₆ bar assembly shall have the threaded ends oversized to ensure no reduction in cross-sectional area after threading. The coupler splice shall be capable of developing 125 percent of the yield strength of the reinforcement bar.~~

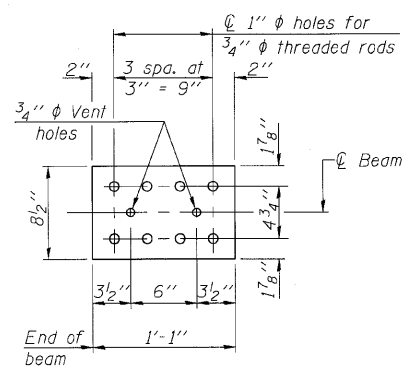


G6 BAR ASSEMBLY

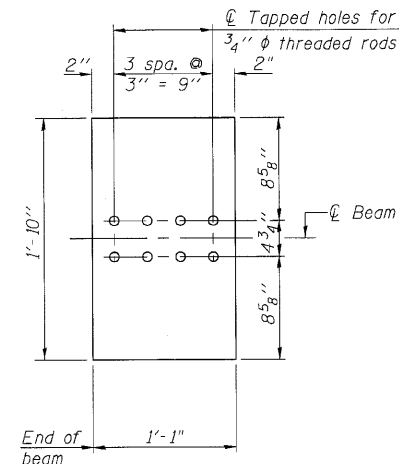


BAR G4

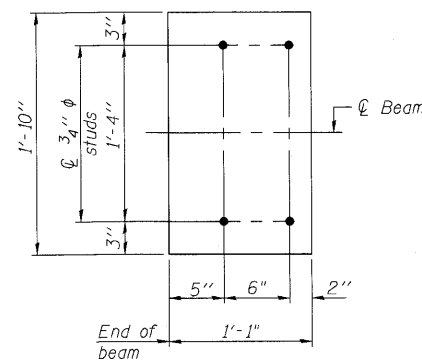
BAR G5



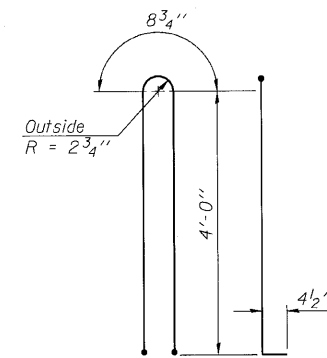
TOP PLATE



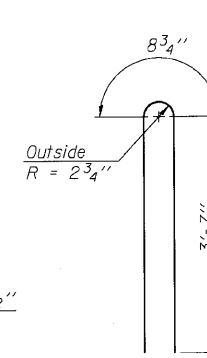
BOTTOM PLATE
(Showing threaded rods)



BOTTOM PLATE
(Showing studs)



BAR G1



BAR G2

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Ft.	631.5

**48" PPC I-BEAM DETAILS 2
STRUCTURE NO. 056-3179**

SHEET NO.	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-14	1233	06-00321-00-BR	McHENRY	48	32
			CONTRACT NO. 63516		
ILLINOIS FED. AID PROJECT					

DESIGNED -	AMK
CHECKED -	EKM
DRAWN -	RD
CHECKED -	AMK



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See bearing details for pintle hole locations when required.

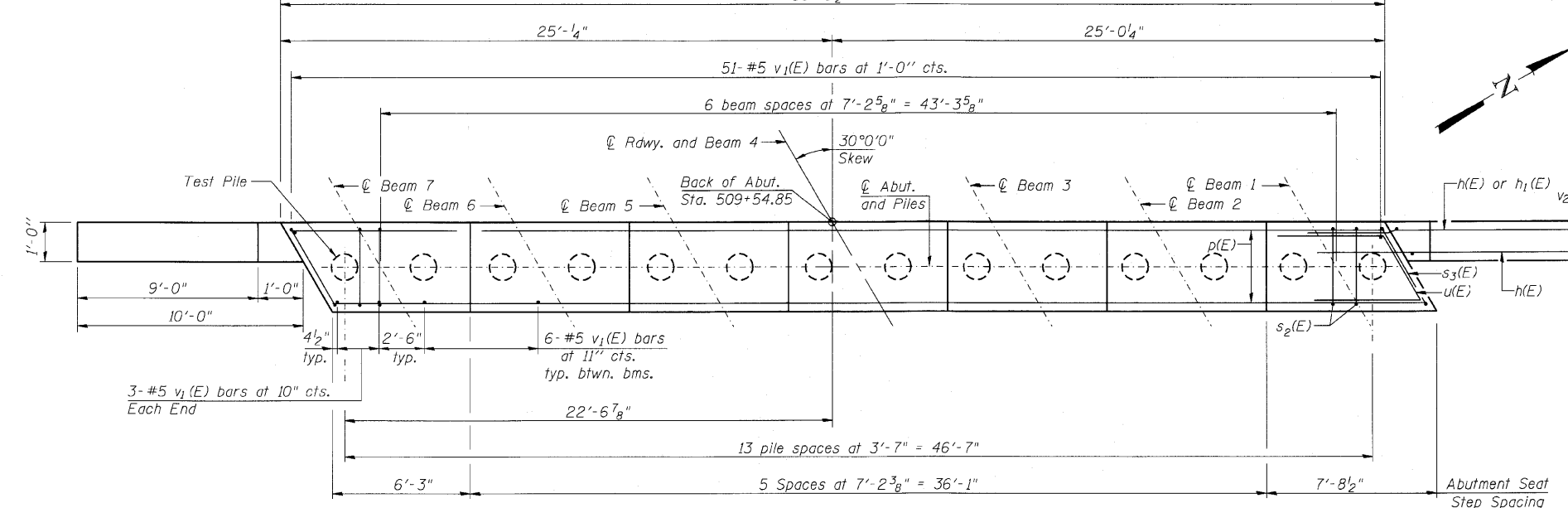
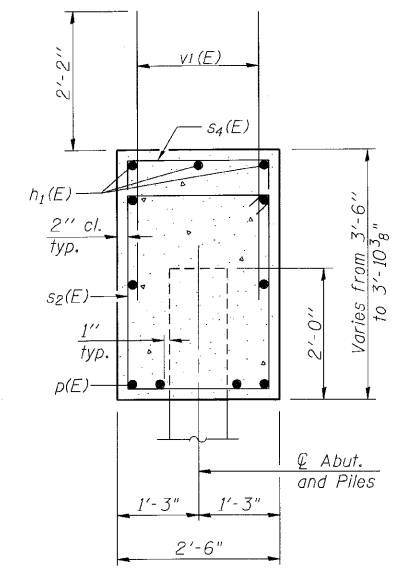
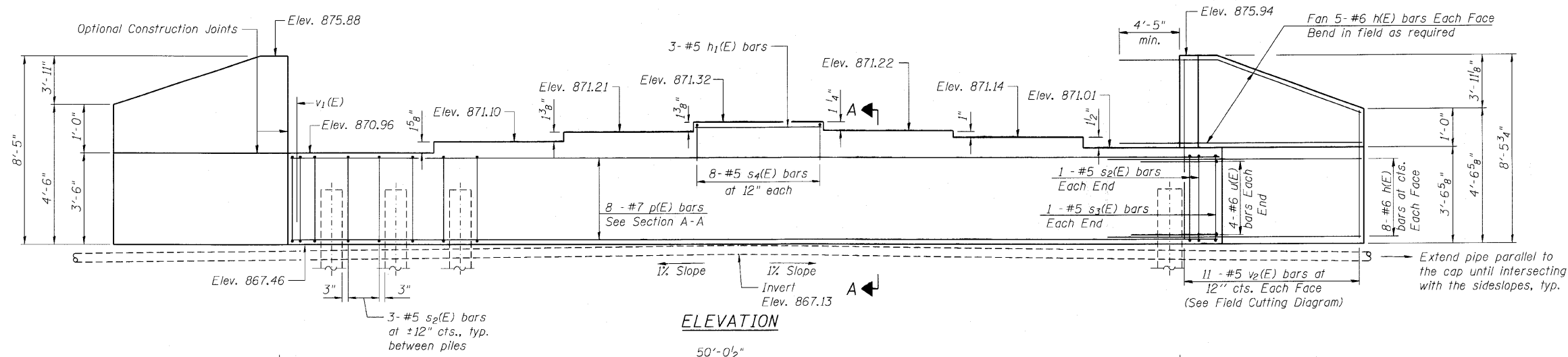
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11-1-09

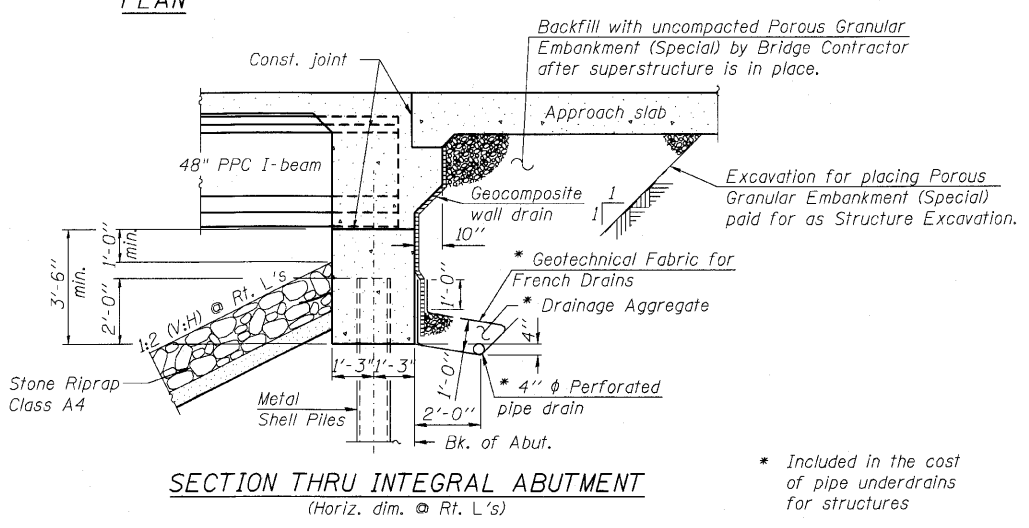
8/2/2010

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McHENRY COUNTY
DIVISION OF TRANSPORTATION



PILE DATA
 Type: Metal Shell - 14in. dia. X 0.25 in walls
 Nominal Required Bearing: 272k
 Factored Resistance Available: 150k
 Est. Length: 52'
 No. Production Piles: 13
 No. Test Piles: 1



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	52	#6	14'-3"	—
h1(E)	3	#5	6'-10"	—
p(E)	8	#7	49'-8"	—
s2(E)	41	#5	11'-7"	□
s3(E)	2	#5	12'-3"	□
s4(E)	8	#5	4'-2"	□
u(E)	8	#6	11'-3"	∩
v1(E)	93	#5	4'-4"	—
v2(E)	22	#5	12'-3"	—
Porous Granular Embankment (Special)		Cu. Yd.	80	
Structure Excavation Concrete Structures		Cu. Yd.	120	
Reinforcement Bars, Epoxy Coated		Pound	3,340	
Furnishing Metal Shell Piles, 14"x 0.25"		Foot	676	
Driving Piles		Foot	676	
Test Pile Metal Shells		Each	1	
Geocomposite Wall Drain		Sq. Yd.	57	
Pipe Underdrain for Structures, 4"		Foot	89	

- NOTES:**
- For details of Bar Splicers, see Sheet S-18.
 - For details of piles, see Sheet S-17.
 - Pour steps monolithic with cap.
 - For Abutment diaphragm details, see Sheet S-8.
 - For details of bars s2(E), s3(E), s4(E), and u(E), see sheet S-16.
 - 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 Standards 601101)

**WEST ABUTMENT
STRUCTURE NO. 056-3179**

SHEET NO.	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-15	1233	06-00321-00-BR	McHENRY	48	33
CONTRACT NO. 63516					
ILLINOIS FED. AID PROJECT					

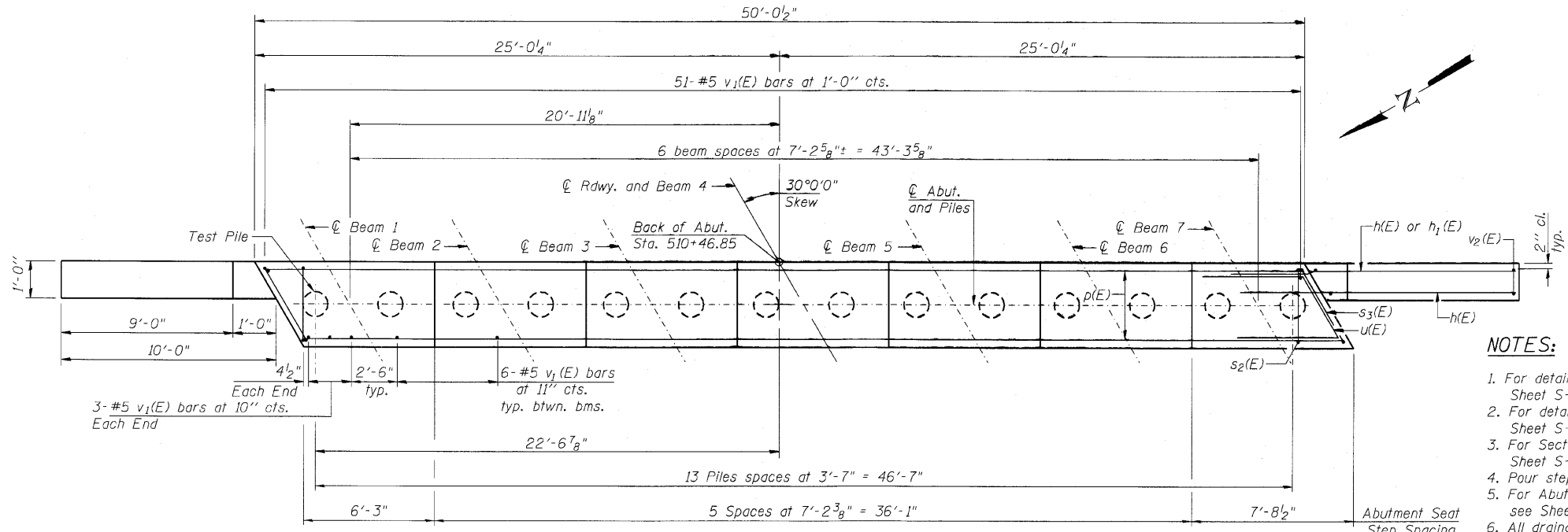
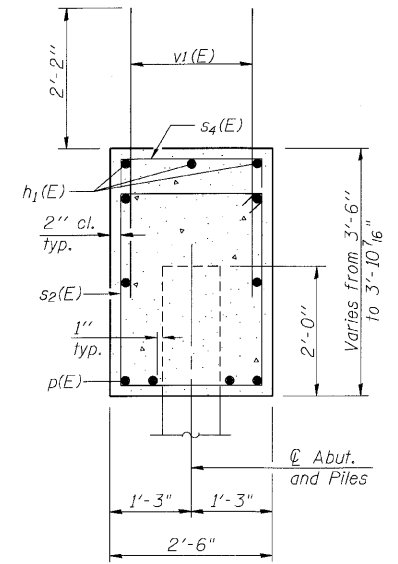
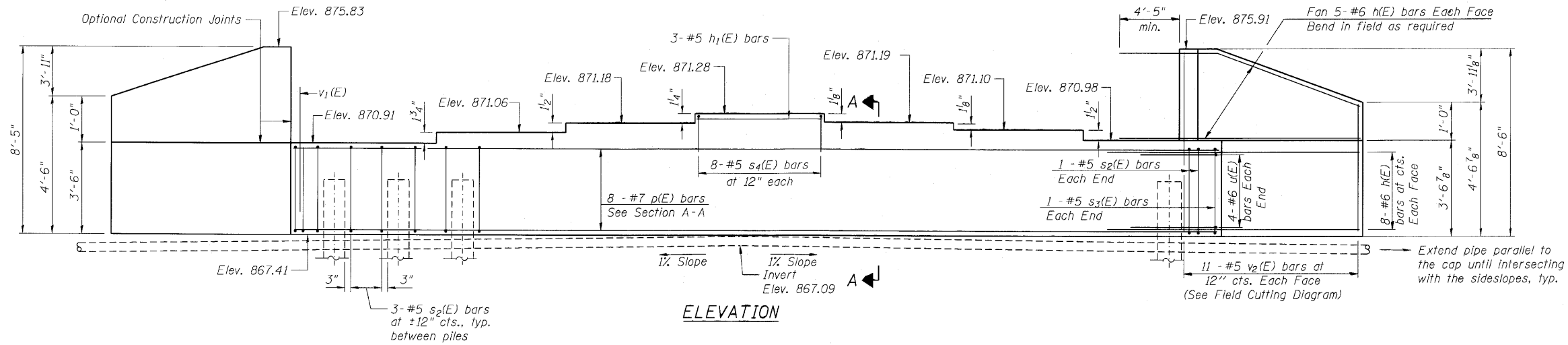
rdanleyj 8/22/2018 8/22/2018 15 West Abutment.dgn

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 Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

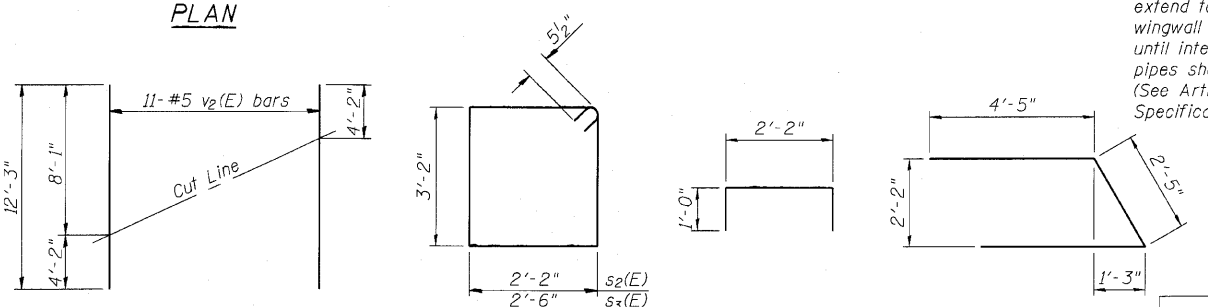
DESIGNED -	AMK
CHECKED -	EKM
DRAWN -	RD
CHECKED -	EKM

* Included in the cost of pipe underdrains for structures

McHENRY COUNTY
DIVISION OF TRANSPORTATION



PILE DATA
Type: Metal Shell - 14in. dia. X 0.25 in walls
Nominal Required Bearing: 272k
Factored Resistance Available: 150k
Est. Length: 31'
No. Production Piles: 13
No. Test Piles: 1



- NOTES:**
- For details of Bar Splicers, see Sheet S-18.
 - For details of piles, see Sheet S-17.
 - For Section thru Abutment, see Sheet S-15.
 - Four steps monolithic with cap.
 - For Abutment diaphragm details, see Sheet S-8.
 - 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 Standards 601101)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	52	#6	14'-3"	—
h1(E)	3	#5	6'-10"	—
p(E)	8	#7	49'-8"	—
s2(E)	41	#5	11'-7"	□
s3(E)	2	#5	12'-3"	□
s4(E)	8	#5	4'-2"	□
u(E)	8	#6	11'-3"	△
v1(E)	93	#5	4'-4"	—
v2(E)	22	#5	12'-3"	—
Porous Granular Embankment (Special)			Cu. Yd.	80
Structure Excavation			Cu. Yd.	96
Concrete Structures			Cu. Yd.	22.1
Reinforcement Bars, Epoxy Coated			Pound	3,340
Furnishing Metal Shell Piles, 14"x 0.25"			Foot	403
Driving Piles			Foot	403
Test Pile Metal Shells			Each	1
Geocomposite Wall Drain			Sq. Yd.	57
Pipe Underdrain for Structures, 4"			Foot	89

**EAST ABUTMENT
STRUCTURE NO. 056-3179**

DESIGNED -	AMK
CHECKED -	EKM
DRAWN -	RD
CHECKED -	EKM

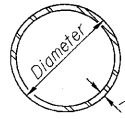
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Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

FIELD CUTTING DIAGRAM
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.

SHEET NO. S-16 S-21 SHEETS	F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 34
	CONTRACT NO. 63516 ILLINOIS FED. AID PROJECT				

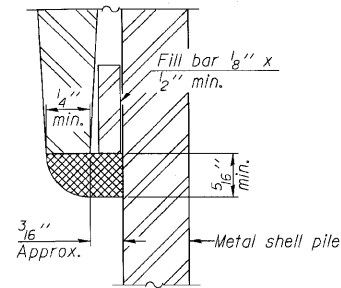
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McHENRY COUNTY
DIVISION OF TRANSPORTATION

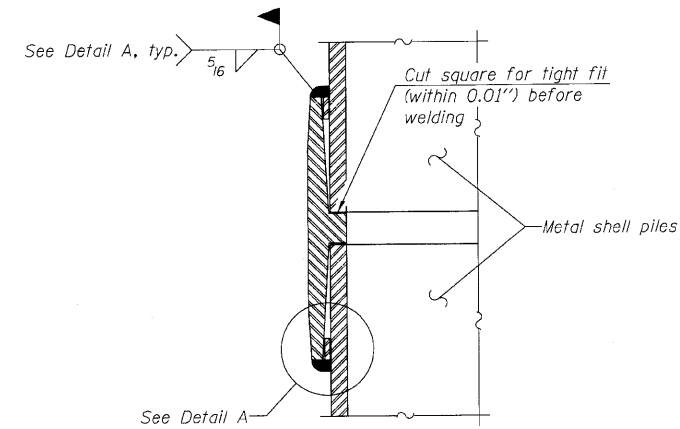


METAL SHELL PILE TABLE

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

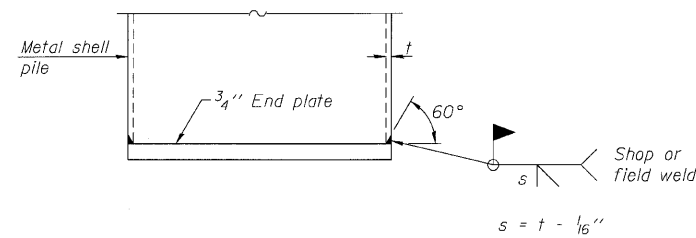


DETAIL A



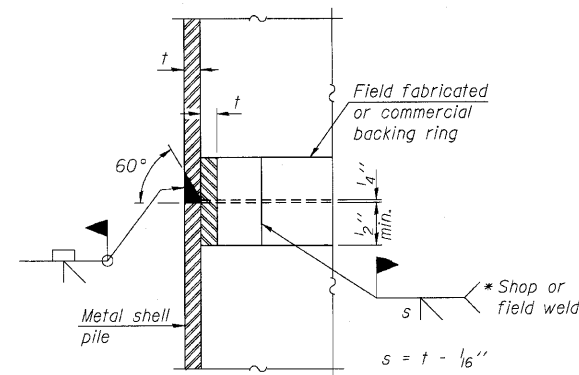
Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



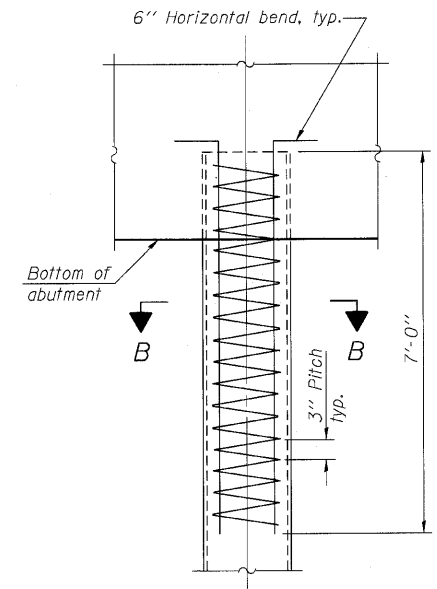
END PLATE ATTACHMENT

Cost included in Furnishing Metal Shell Piles

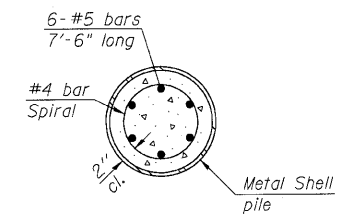


COMPLETE PENETRATION WELD SPLICE

* 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

METAL SHELL PILE DETAILS
STRUCTURE NO. 056-3179

DESIGNED -	AMK
CHECKED -	EKM
DRAWN -	RD
CHECKED -	EKM



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

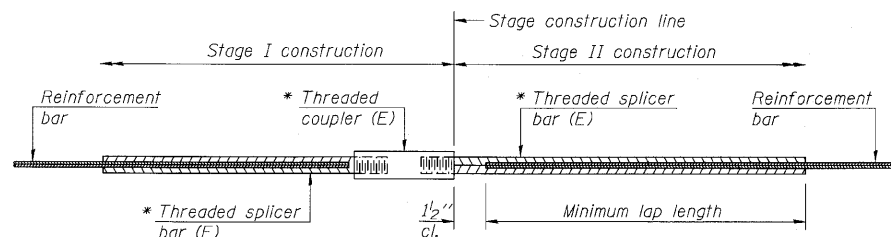
SHEET NO. S-17	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-21 SHEETS	1233	06-00321-00-BR	McHENRY	48	35
CONTRACT NO. 63516					
ILLINOIS FED. AID PROJECT					

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8/2/2010

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McHENRY COUNTY
DIVISION OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

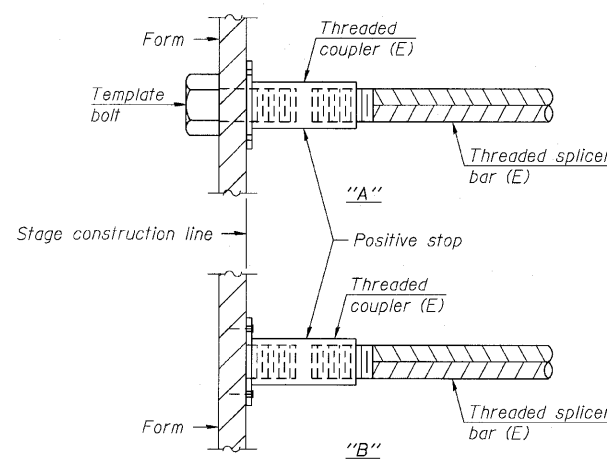
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1/2" + thread length

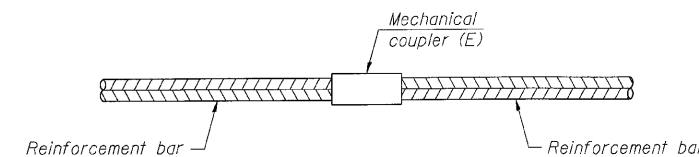
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



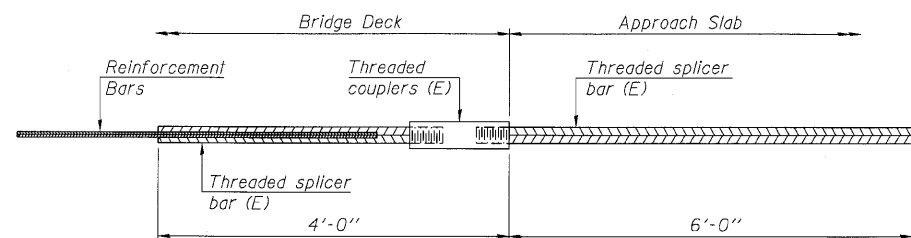
INSTALLATION AND SETTING METHODS

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



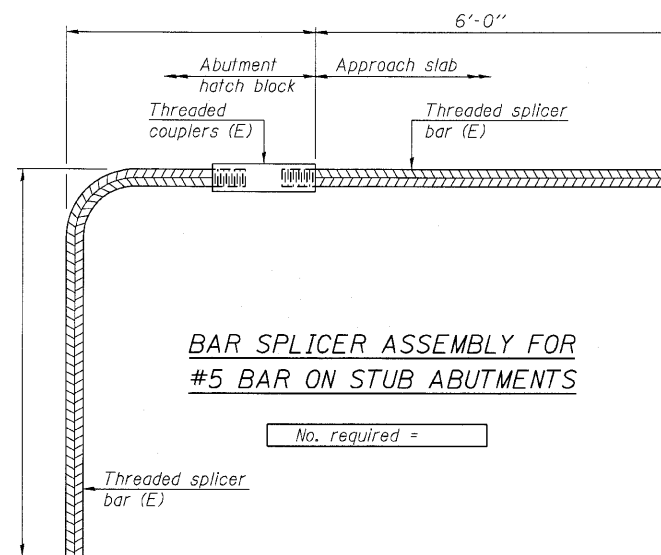
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 88



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See special provision for Mechanical Splicers.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 056-3179

DESIGNED - AMK
CHECKED - EKM
DRAWN - RD
CHECKED - EKM



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CONSULTING ENGINEERS
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Tel. 773.775.4009 Fax 773.775.4014 Email chicago@giorba.com

SHEET NO.	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-18	1233	06-00321-00-BR	McHENRY	48	36
S-21 SHEETS			CONTRACT NO. 63516		
ILLINOIS FED. AID PROJECT					

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McHENRY COUNTY
DIVISION OF TRANSPORTATION



File No. 19485 BORING LOG 1
Client Ciorba Group, Inc. Sheet 1 of 4
Project Dunham Rd. over the Kishwaukee River - Structural #056-3021 Date 11/11/08
Location McHenry Co., IL Drilled By AC
Equipment CME 45B H.A. Other Logged By DA

Elev. ft.	Description	Depth, ft.	D	S	T	R	B	N	Pen.	W	Uw	Qu
873.2'	Continuous concrete R-1											
	Brown fine-medium sand, some coarse sand & gravel, damp, medium dense fill											
		1	SS	12"				18			5.9	
859.7'	Dark brown silt, some clay, trace sand & gravel, damp, loose - fill	6	SS	15"				9			19.6	
853.7'	Black silt, some clay, trace sand, damp-very damp, loose (topsoil)	3	SS	14"				8			19.7	
853.7'	Gray silt, some sand & gravel, very damp, loose	4	SS	15"				8			35.5	
		10	SS	15"				4			16.2	
852.2'	Brown fine-medium sand, some coarse sand & gravel, very damp-saturated medium dense	6	SS	13"				15			8.3	
		15	SS	8"				11			10.0	
		8	SS	16"				15			11.6	
854.2'	Brown fine sand, trace med.-coarse sand, very damp-saturated, med. dense	9	SS	16"				20			18.7	

Water Level - depth, ft. elev. ft. S - sample T - type: J(Lar), SS(spl-spoon), ST(splby tube) R - recovery length, in. B - Standard Penetration Test (SPT), blows/6" interval. W - water content, %
- while drilling: 11.0 N - SPT, blows/foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
- after drilling: 11.0 Pen. - pocket penetrometer reading, tons/sq. ft. Uw - dry unit weight of soil, lbs./cu.ft.
- hrs. after drilling: Qu - unconfined compressive strength, tons/sq. ft.

F-111b

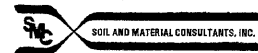


File No. 19485 BORING LOG 1
Client Ciorba Group, Inc. Sheet 2 of 4
Project Dunham Rd. over the Kishwaukee River - Structural #056-3021 Date 11/11/08
Location McHenry Co., IL Drilled By AC
Equipment CME 45B H.A. Other Logged By DA

Elev. ft.	Description	Depth, ft.	D	S	T	R	B	N	Pen.	W	Uw	Qu
	Brown fine sand, trace med.-coarse sand, very damp-saturated, medium dense	851.7'										
	Brown to gray silt, trace fine sand, very damp-damp, medium dense	10	SS	15"				12			23.7	
847.2'	Gray fine-medium sand, some coarse sand & gravel, very damp-saturated medium dense	12	SS	18"				15			11.8	
845.2'	Gray silt, trace fine sand & clay, very damp, very loose	30	SS	14"				2			13.8	
842.2'	Gray silt, some clay, trace sand & gravel, very damp, loose to medium dense	40	SS	16"				8			11.2	

Water Level - depth, ft. elev. ft. S - sample T - type: J(Lar), SS(spl-spoon), ST(splby tube) R - recovery length, in. B - Standard Penetration Test (SPT), blows/6" interval. W - water content, %
- while drilling: N - SPT, blows/foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
- after drilling: Pen. - pocket penetrometer reading, tons/sq. ft. Uw - dry unit weight of soil, lbs./cu.ft.
- hrs. after drilling: Qu - unconfined compressive strength, tons/sq. ft.

F-111b



File No. 19485 BORING LOG 1
Client Ciorba Group, Inc. Sheet 3 of 4
Project Dunham Rd. over the Kishwaukee River - Structural #056-3021 Date 11/11/08
Location McHenry Co., IL Drilled By AC
Equipment CME 45B H.A. Other Logged By DA

Elev. ft.	Description	Depth, ft.	D	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray silt, some clay, trace sand & gravel, very damp-damp, medium dense	827.2'										
	Gray fine sand, trace medium-coarse sand, very damp-saturated, medium dense	45	SS	18"				6			11.8	
822.2'	Dark brown silt, some clay, trace fine sand, damp, medium dense	50	SS	12"				6			11.5	
818.7'	Gray-green-brown clay, some silt, trace sand & gravel, damp, very tough	55	SS	18"				9			25.5	
		19	SS	18"				18			18.8	
815.2'	Dark brown-green fine sand, trace medium-coarse sand, very damp-saturated, loose	60	SS	13"				5			18.3	

Water Level - depth, ft. elev. ft. S - sample T - type: J(Lar), SS(spl-spoon), ST(splby tube) R - recovery length, in. B - Standard Penetration Test (SPT), blows/6" interval. W - water content, %
- while drilling: N - SPT, blows/foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
- after drilling: Pen. - pocket penetrometer reading, tons/sq. ft. Uw - dry unit weight of soil, lbs./cu.ft.
- hrs. after drilling: Qu - unconfined compressive strength, tons/sq. ft.

F-111b



File No. 19485 BORING LOG 1
Client Ciorba Group, Inc. Sheet 4 of 4
Project Dunham Rd. over the Kishwaukee River - Structural #056-3021 Date 11/11/08
Location McHenry Co., IL Drilled By AC
Equipment CME 45B H.A. Other Logged By DA

Elev. ft.	Description	Depth, ft.	D	S	T	R	B	N	Pen.	W	Uw	Qu
	Dark brown-green fine sand, trace medium-coarse sand, very damp, saturated, loose	811.2'										
	Gray fine sand, very damp-saturated medium dense	68	SS	18"				8			14	
806.2'	Gray silt, some clay, trace fine sand, very damp-damp, medium dense	70	SS	18"				10			16	
800.2'	Gray fine sand, very damp-saturated loose	75	SS	10"				3			5	
796.2'	Gray silt, some clay, trace sand, damp-very damp, medium dense	80	SS	18"				7			13	
793.2'	End of Boring											

Water Level - depth, ft. elev. ft. S - sample T - type: J(Lar), SS(spl-spoon), ST(splby tube) R - recovery length, in. B - Standard Penetration Test (SPT), blows/6" interval. W - water content, %
- while drilling: N - SPT, blows/foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
- after drilling: Pen. - pocket penetrometer reading, tons/sq. ft. Uw - dry unit weight of soil, lbs./cu.ft.
- hrs. after drilling: Qu - unconfined compressive strength, tons/sq. ft.

F-111b

rdanley 8/2/2010

nt:\pro_1\3381\3381_01.kish\design\structural\ced\3381_01_19_Soil Borings_1.dgn

DESIGNED -	AMK
CHECKED -	EKM
DRAWN -	RD
CHECKED -	EKM



Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

SOIL BORINGS 1
STRUCTURE NO. 056-3179

SHEET NO. S-19	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1233	06-00321-00-BR	McHENRY	48	37
S-21 SHEETS	CONTRACT NO. 63516			ILLINOIS FED. AID PROJECT	

McHENRY COUNTY
DIVISION OF TRANSPORTATION

SMC SOIL AND MATERIAL CONSULTANTS, INC. File No. 19485 **BORING LOG 2**
Client: Ciorba Group, Inc. Sheet 1 of 4
Project: Dunham Rd. over the Kishwaukee River - Structural #056-3021 Date 11/11/08
Location: McHenry Co., IL Drilled By: AC
Equipment: CME 45B H.A. Other Logged By: DA

Elev. ft.	Description	Depth, ft.	O	S	T	R	B	N	Pen.	W	Uw	Qu
872.3'	Bituminous concrete - 11.0"											
	Brown fine-medium sand, some coarse sand & gravel, damp, medium dense - Fill	1	SS	8"					6 15		3.4	
869.7'	Dark brown-black silt, some clay, trace sand & gravel, damp-very damp loose - Fill	2	SS	9"					3 5		21.9	
865.7'	Black silt, some clay, trace sand, damp, loose to medium dense (topsoil)	3	SS	8"					4 8		17.5	
863.7'	Gray-brown silt, some sand & gravel, very damp, medium dense	4	SS	15"					6 12		16.4	
862.2'	Brown fine-medium sand, some coarse sand & gravel, very damp-saturated, medium dense	5	SS	14"					10 19		7.8	
853.7'	Gray fine-medium sand, some coarse sand & gravel, very damp-saturated, dense	6	SS	15"					18 37		8.2	
		7	SS	18"					20 37		7.6	
853.7'	Gray fine sand, very damp-saturated, dense	9	SS	18"					15 32		7.6	

Water Level - depth, ft. elev., ft. S - sample T - type (J&M, SS (split spoon), ST (shelby tube) R - recovery length, in.
- while drilling: 11.0 N - SPT, blows/foot to drive 2" O.D. split spoon sampler with 140 lb. hammer falling 30". W - water content, %
- after drilling: 11.0 Pen - pocket penetrometer reading, tons/sq. ft. Uw - dry unit weight of soil, lbs./cu. ft.
- hrs. after drilling: Qu - unconfined compressive strength, tons/sq. ft.

F-111b

SMC SOIL AND MATERIAL CONSULTANTS, INC. File No. 19485 **BORING LOG 2**
Client: Ciorba Group, Inc. Sheet 2 of 4
Project: Dunham Rd. over Kishwaukee River - Structural #056-3021 Date 11/11/08
Location: McHenry Co., IL Drilled By: AC
Equipment: CME 45B H.A. Other Logged By: DA

Elev. ft.	Description	Depth, ft.	O	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray fine sand, trace medium-coarse sand, very damp-saturated, medium dense	11	SS	18"					12 22		17.4	
847.7'	Gray silt, some sand, trace clay, very damp, loose	12	SS	18"					7 14		15.2	
		13	SS	15"					4 7		10.5	
840.7'	Gray silt, some sand, trace clay, very damp, very loose to medium dense	14	SS	12"					4 7		11.0	
		15	SS	10"					2 3		10.8	
		16	SS	14"					5 10		12.7	

Water Level - depth, ft. elev., ft. S - sample T - type (J&M, SS (split spoon), ST (shelby tube) R - recovery length, in.
- while drilling: N - SPT, blows/foot to drive 2" O.D. split spoon sampler with 140 lb. hammer falling 30". W - water content, %
- after drilling: Pen - pocket penetrometer reading, tons/sq. ft. Uw - dry unit weight of soil, lbs./cu. ft.
- hrs. after drilling: Qu - unconfined compressive strength, tons/sq. ft.

F-111b

SMC SOIL AND MATERIAL CONSULTANTS, INC. File No. 19485 **BORING LOG 2**
Client: Ciorba Group, Inc. Sheet 3 of 4
Project: Dunham Rd. over Kishwaukee River - Structural #056-3021 Date 11/11/08
Location: McHenry Co., IL Drilled By: AC
Equipment: CME 45B H.A. Other Logged By: DA

Elev. ft.	Description	Depth, ft.	O	S	T	R	B	N	Pen.	W	Uw	Qu
831.2'	Gray silt, some sand, trace clay, very damp, loose to medium dense	17	SS	14"					6 10		11.7	
826.2'	Gray fine sand, trace medium-coarse sand & gravel, very damp-saturated, medium dense	18	SS	18"					9 15		14.1	
821.2'	Dark brown silt, some clay, trace fine sand, damp, medium dense	19	SS	14"					8 16		26.1	
817.2'	Gray-green-brown clay, some silt, trace sand & gravel, damp, very tough	20	SS	18"					8 15	2.25	17.5	121.0 2.5

Water Level - depth, ft. elev., ft. S - sample T - type (J&M, SS (split spoon), ST (shelby tube) R - recovery length, in.
- while drilling: N - SPT, blows/foot to drive 2" O.D. split spoon sampler with 140 lb. hammer falling 30". W - water content, %
- after drilling: Pen - pocket penetrometer reading, tons/sq. ft. Uw - dry unit weight of soil, lbs./cu. ft.
- hrs. after drilling: Qu - unconfined compressive strength, tons/sq. ft.

F-111b

SMC SOIL AND MATERIAL CONSULTANTS, INC. File No. 19485 **BORING LOG 2**
Client: Ciorba Group, Inc. Sheet 4 of 4
Project: Dunham Rd. over Kishwaukee River - Structural #056-3021 Date 11/11/08
Location: McHenry Co., IL Drilled By: AC
Equipment: CME 45B H.A. Other Logged By: DA

Elev. ft.	Description	Depth, ft.	O	S	T	R	B	N	Pen.	W	Uw	Qu
810.2'	Gray-green-brown clay, some silt, trace sand & gravel, damp, very tough	21	SS	18"					12 23		19.6	
804.2'	Gray-brown-black fine sand, trace medium-coarse sand & gravel, very damp-saturated, medium dense	22	SS	18"					22 42		14.1	
801.2'	Gray clay & silt, trace sand & gravel, damp, tough to very tough	23	SS	18"					9 16	1.5	13.3	133.5 1.2
793.2'	End of Boring	24	SS	18"					15 26		9.9	141.0 2.1

Water Level - depth, ft. elev., ft. S - sample T - type (J&M, SS (split spoon), ST (shelby tube) R - recovery length, in.
- while drilling: N - SPT, blows/foot to drive 2" O.D. split spoon sampler with 140 lb. hammer falling 30". W - water content, %
- after drilling: Pen - pocket penetrometer reading, tons/sq. ft. Uw - dry unit weight of soil, lbs./cu. ft.
- hrs. after drilling: Qu - unconfined compressive strength, tons/sq. ft.

F-111b

SOIL BORINGS 2
STRUCTURE NO. 056-3179

DESIGNED - AMK
CHECKED - EKM
DRAWN - RD
CHECKED - EKM

CG Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60658
Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

SHEET NO. S-20	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-21 SHEETS	1233	06-00321-00-BR	McHENRY	48	38
			CONTRACT NO. 63516		
ILLINOIS FED. AID PROJECT					

8/2/2010 rdentley n:\proj\3381\3381_01_kish\design\structural\load\3381_01_20_Soil_Borings_2.dgn

McHENRY COUNTY
DIVISION OF TRANSPORTATION

SOIL AND MATERIAL CONSULTANTS, INC. File No. 19485 **BORING LOG** 3
Client: Ciorba Group, Inc. Sheet 1 of 4
Project: Dunham Rd. over the Kishwaukee River - Structural #056-3021 Date: 11/11/08
Location: McHenry Co., IL Drilled By: AC
Equipment: CME 45B H.A. Other Logged By: DA

Elev. ft.	Description	Depth ft.	O	S	T	R	B	N	Pen.	W	Uw	Qu
864.7'	Dark brown fine sand, trace silt, very damp											
863.7'	Brown-gray fine-medium sand, some coarse sand & gravel, trace silt, very damp-saturated, medium dense	1	SS	14"			6	10	10.8			
861.7'	Gray fine-medium sand & gravel, some coarse sand, very damp-saturated, medium dense	5	SS	12"			8	15	12.9			
856.2'	Brown fine-medium sand, some coarse sand & gravel, very damp-saturated, medium dense	10	SS	10"			11	22	9.8			
853.2'	Gray fine sand, trace silt, very damp, medium dense	15	SS	16"			12	23	20.4			
848.7'	Gray fine sand, trace medium-coarse sand & gravel, very damp-saturated, loose	7	SS	14"			4	8	11.3			
846.7'	Gray silt, some clay, trace fine sand, very damp, loose											
201.8		8	SS	10"			3	5	12.7			

Water Level - depth, ft. elev., ft.
- while drilling: 1.5
- after drilling: 1.5
- hrs. after drilling: _____
F-11b

SOIL AND MATERIAL CONSULTANTS, INC. File No. 19485 **BORING LOG** 3
Client: Ciorba Group, Inc. Sheet 2 of 4
Project: Dunham Rd. over the Kishwaukee River - Structural #056-3021 Date: 11/11/08
Location: McHenry Co., IL Drilled By: AC
Equipment: CME 45B H.A. Other Logged By: DA

Elev. ft.	Description	Depth ft.	O	S	T	R	B	N	Pen.	W	Uw	Qu
842.2'	Gray silt, some clay, trace fine sand, very damp, very loose	9	SS	18"			2	4	12.0			
	Gray silt, some clay, trace sand & gravel, very damp-damp, medium dense	26	SS	18"			9	14	10.6			
		11	SS	18"			8	13	14.6			
		20	SS	18"			5	10	11.4			
		35	SS	18"			6	11	11.3			
826.7'	Gray fine sand, very damp-saturated, medium dense	40	SS	15"			6	12	11.0			

Water Level - depth, ft. elev., ft.
- while drilling: _____
- after drilling: _____
- hrs. after drilling: _____
F-11b

SOIL AND MATERIAL CONSULTANTS, INC. File No. 19485 **BORING LOG** 3
Client: Ciorba Group, Inc. Sheet 3 of 4
Project: Dunham Rd. over the Kishwaukee River - Structural #056-3021 Date: 11/20/08
Location: McHenry Co., IL Drilled By: AC
Equipment: CME 45B H.A. Other Logged By: DA

Elev. ft.	Description	Depth ft.	O	S	T	R	B	N	Pen.	W	Uw	Qu
821.7'	Gray fine sand, very damp-saturated, medium dense											
	Dark brown silt, some clay, trace sand, damp-very damp, medium dense	45	SS	18"			5	10	23.1			
817.7'	Gray-green-brown clay, some silt, trace sand & gravel, damp, tough	50	SS	18"			7	13	1.75	19.7		
812.7'	Gray fine sand, trace medium-coarse sand & gravel, very damp-saturated, loose	55	SS	18"			3	6	17.5			
807.7'	Gray silt, some clay, trace sand & gravel, damp, medium dense	60	SS	18"			9	15	14.4			

Water Level - depth, ft. elev., ft.
- while drilling: _____
- after drilling: _____
- hrs. after drilling: _____
F-11b

SOIL AND MATERIAL CONSULTANTS, INC. File No. 19485 **BORING LOG** 3
Client: Ciorba Group, Inc. Sheet 4 of 4
Project: Dunham Rd. over the Kishwaukee River - Structural #056-3021 Date: 11/20/08
Location: McHenry Co., IL Drilled By: AC
Equipment: CME 45B H.A. Other Logged By: DA

Elev. ft.	Description	Depth ft.	O	S	T	R	B	N	Pen.	W	Uw	Qu
801.7'	Gray silt, some clay, trace sand & gravel, damp, medium dense											
	Gray clay & silt, trace sand & gravel, damp, tough	65	SS	15"			7	13	1.5	13.1	125.3	1.4
	Gray clay & silt, trace sand & gravel, damp, stiff to tough	70	SS	18"			10	18	2.0	9.9	144.7	0.9
787.2'	Gray clay & silt, trace sand & gravel, damp, stiff	75	SS	18"			7	12	1.5	10.7	127.3	1.5
784.7'		80	SS	18"			7	13	1.25	12.0	137.5	0.6

Water Level - depth, ft. elev., ft.
- while drilling: _____
- after drilling: _____
- hrs. after drilling: _____
F-11b

SOIL BORINGS 3
STRUCTURE NO. 056-3179

DESIGNED - AMK
CHECKED - EKM
DRAWN - RD
CHECKED - EKM

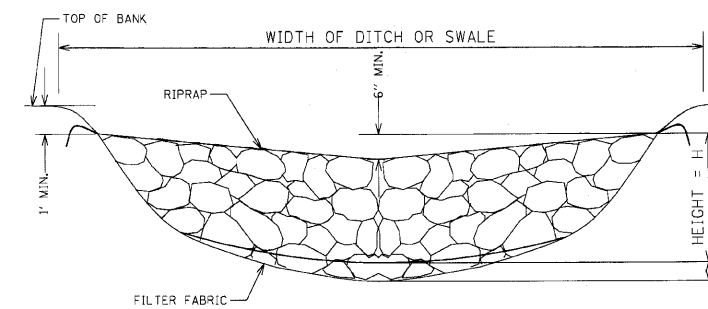
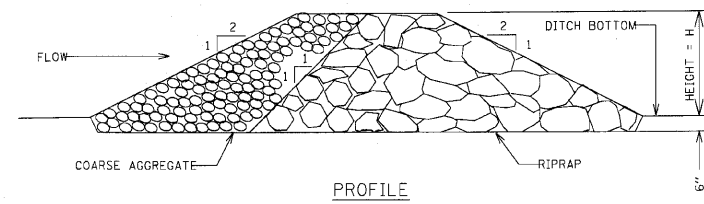


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SHEET NO. S-21	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	McHENRY	48	39	
CONTRACT NO. 63516					
ILLINOIS FED. AID PROJECT					

8/2/2010 8:21 Soil Borings 3.dgn

AGGREGATE DITCH CHECK



CROSS SECTION
CENTERLINE LOOKING DOWNSTREAM

NOTES:

1. FILTER FABRIC SHALL BE PLACED OVER A CLEARED AREA PRIOR TO THE PLACING OF THE ROCKS.
2. COARSE AGGREGATE SHALL MEET ONE OF THE FOLLOWING IDOT GRADATIONS, CA-1, CA-2, CA-3, OR CA-4.
3. RIPRAP SHALL MEET IDOT GRADATION RR-3 OR RR-4 AND MEET QUALITY DESIGNATION A.
4. COARSE AGGREGATE AND RIPRAP SHALL BE PLACED IN 6" LIFTS AND COMPACTED IN A MANNER APPROVED BY THE ENGINEER.
5. FOR ADDED STABILITY, THE BASE OF THE DITCH CHECK SHALL BE KEYED 6 INCHES INTO THE SOIL.
6. SEE PLANS FOR SPACING OF DITCH CHECKS AND H DIMENSIONS.

AGGREGATE DITCH CHECK DETAIL

FILE NAME: m:\p\p\3281\3281.dwg; k:\p\design\06\06\3281.dwg; 06-Desa110.dwg



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Tel. 773.775.4009 Fax 773.775.4014

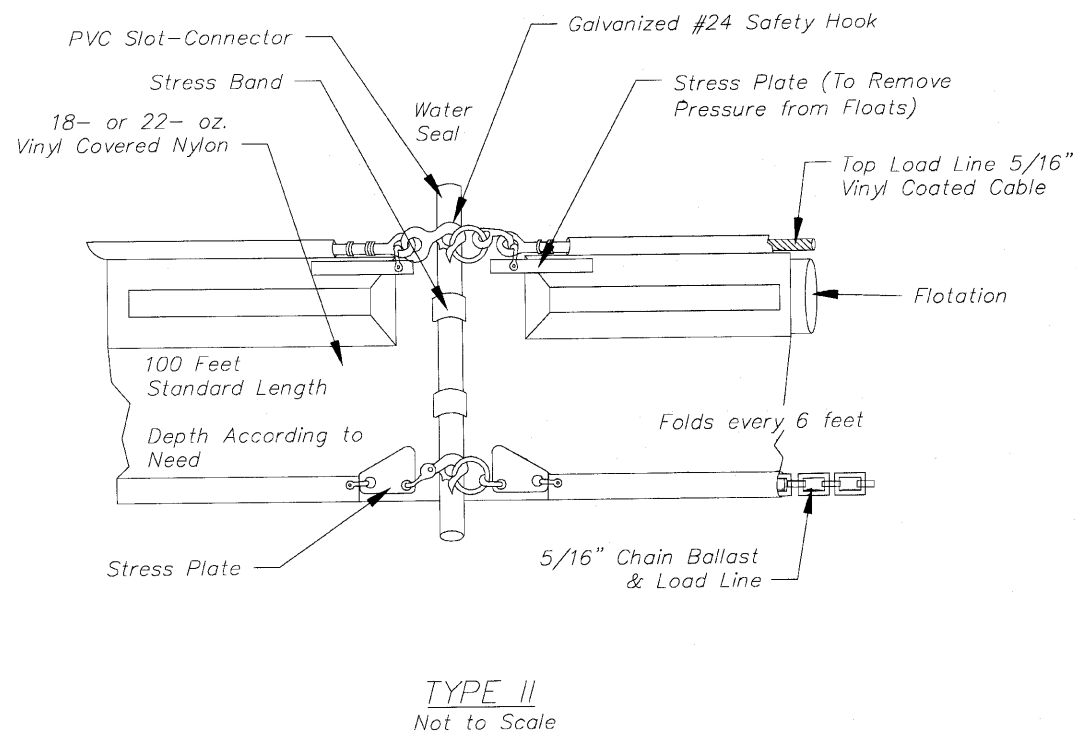
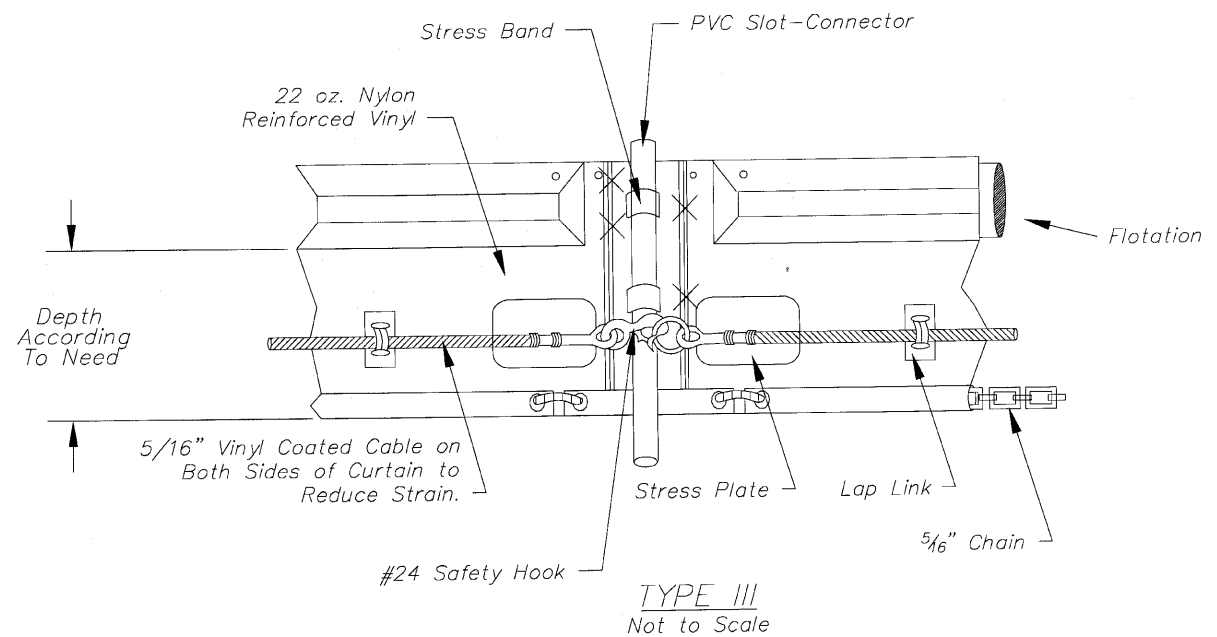
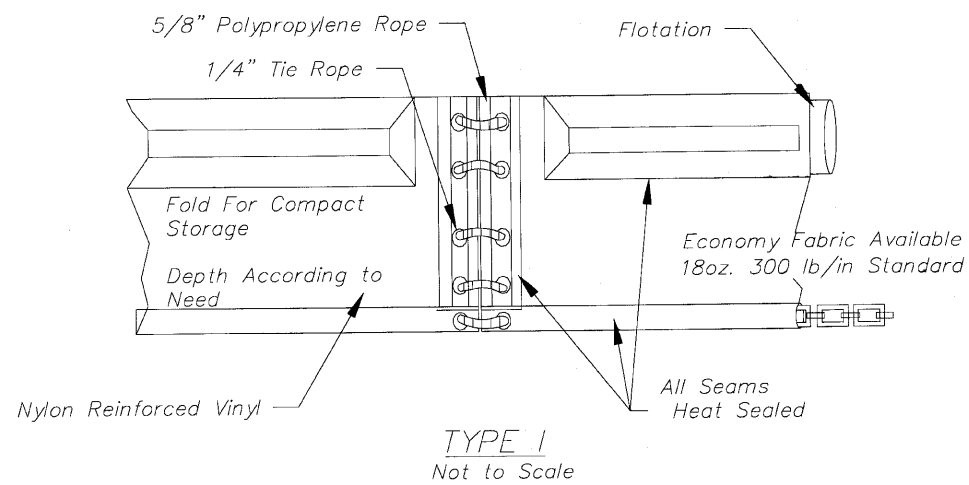
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PLOT DATE = 8/2/2010	DATE - 6/18/2010	REVISED -

MCHENRY COUNTY DIVISION OF TRANSPORTATION

DETAILS

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	MCHENRY	48	40
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63516	



TURBIDITY CURTAIN GENERAL NOTES:

1. TYPE I IS DESIGNED FOR USE IN SPALL LAKES AND PONDS WITH LITTLE OR NO WIND CURRENT AND LIGHT TURBIDITY.
2. TYPE II IS DESIGNED FOR USE ON RIVERS AND STREAMS, LARGE OPEN LAKES, BAYS, AND BEACHES WITH MODERATE CURRENTS AND WIND EXPOSURE.
3. TYPE III IS SIMILAR TO TYPE II ONLY WITH ADDITIONAL STRESS PLATES OR SPECIAL FABRIC TO HELP RELIEVE STRESSES CAUSED BY STRONG CURRENTS.
4. WHEN THE CURTAIN IS NO LONGER REQUIRED AS DETERMINED BY THE INSPECTOR, THE CURTAIN AND RELATED COMPONENTS SHALL BE REMOVED SO AS TO MINIMIZE TURBIDITY. REMAINING SEDIMENT SHALL BE SUFFICIENTLY SETTLED BEFORE REMOVING THE CURTAIN. SEDIMENT MAY BE REMOVED AND THE ORIGINAL DEPTH OR PLAN ELEVATION RESTORED. ANY SPOILS MUST BE TAKEN TO UPLAND AREA AND STABILIZED.

Turbidity Curtain

FILE NAME: c:\p\proj\3381\3381.dwg

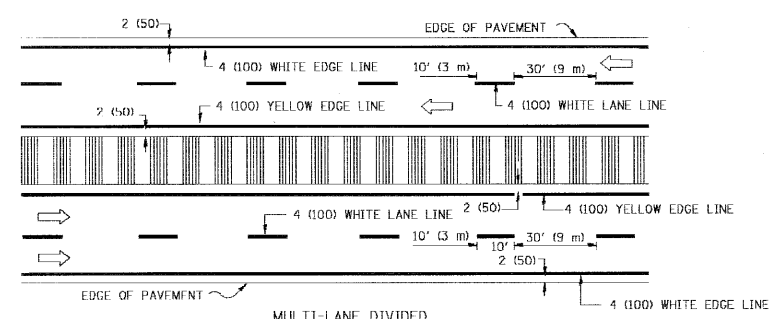
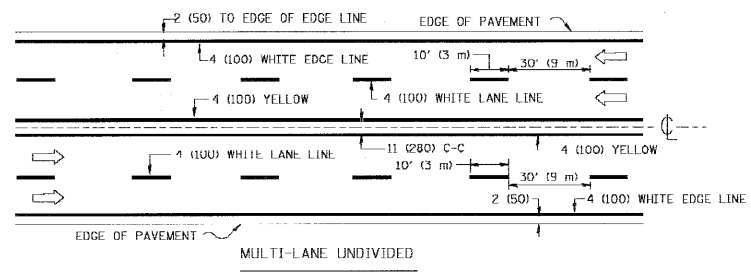
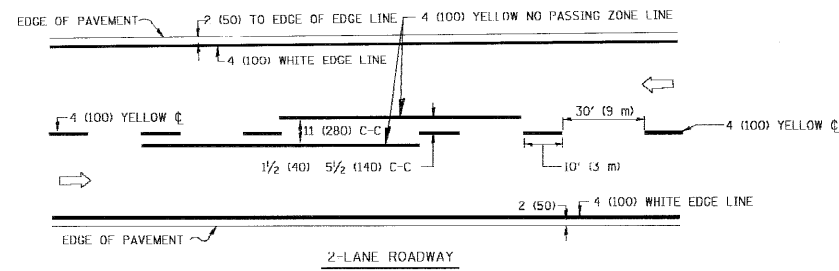
Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014

USER NAME = espina	DESIGNED - CLG	REVISED -
PLOT SCALE = 1:2000 1/2 IN.	DRAWN - EPS	REVISED -
PLOT DATE = 8/2/2010	CHECKED - MJL	REVISED -
	DATE - 6/18/2010	REVISED -

MCHENRY COUNTY DIVISION OF TRANSPORTATION

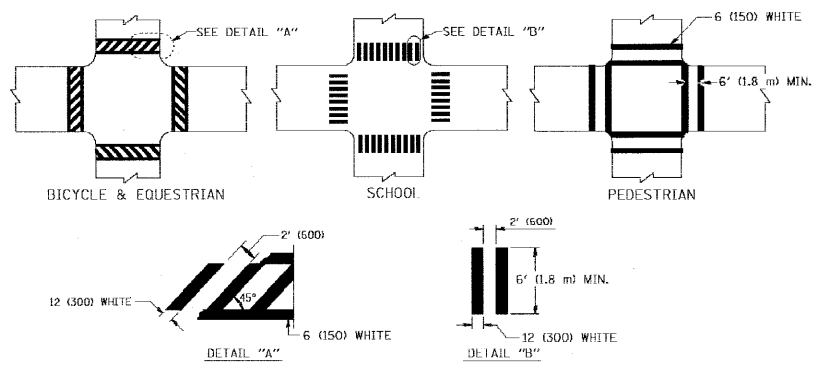
DETAILS			
SCALE: N.T.S.	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.S. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 41
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63516	

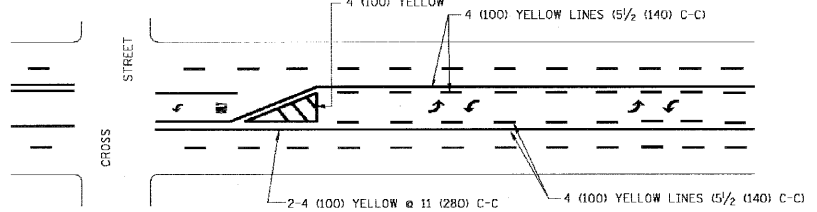
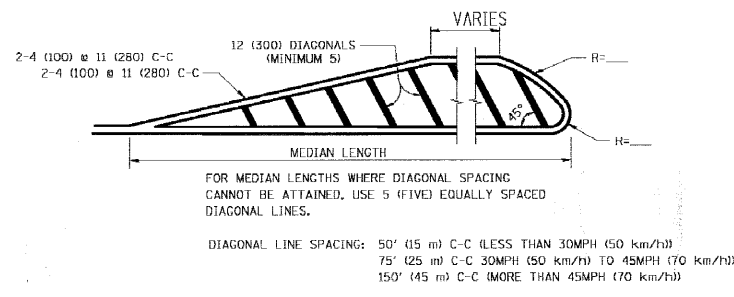
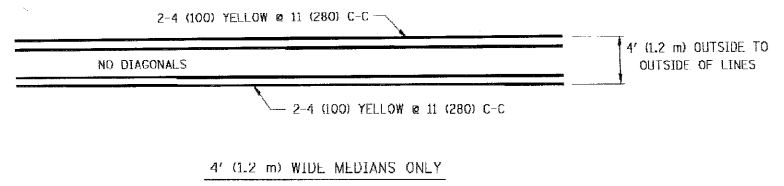


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

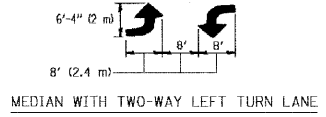
TYPICAL LANE AND EDGE LINE MARKING



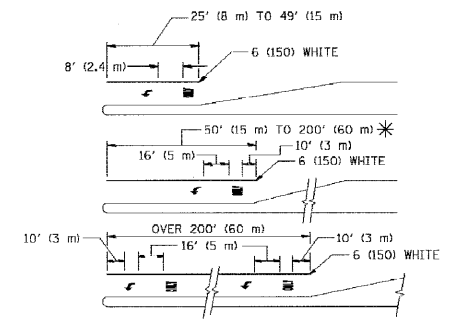
TYPICAL CROSSWALK MARKING



A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



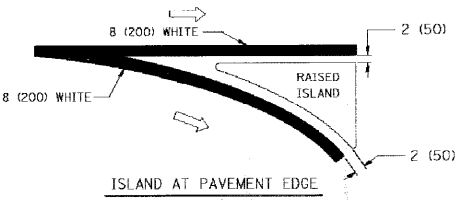
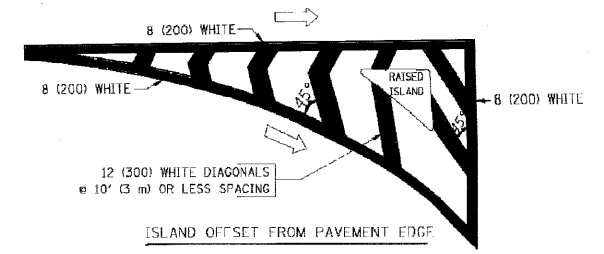
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
 * 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".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

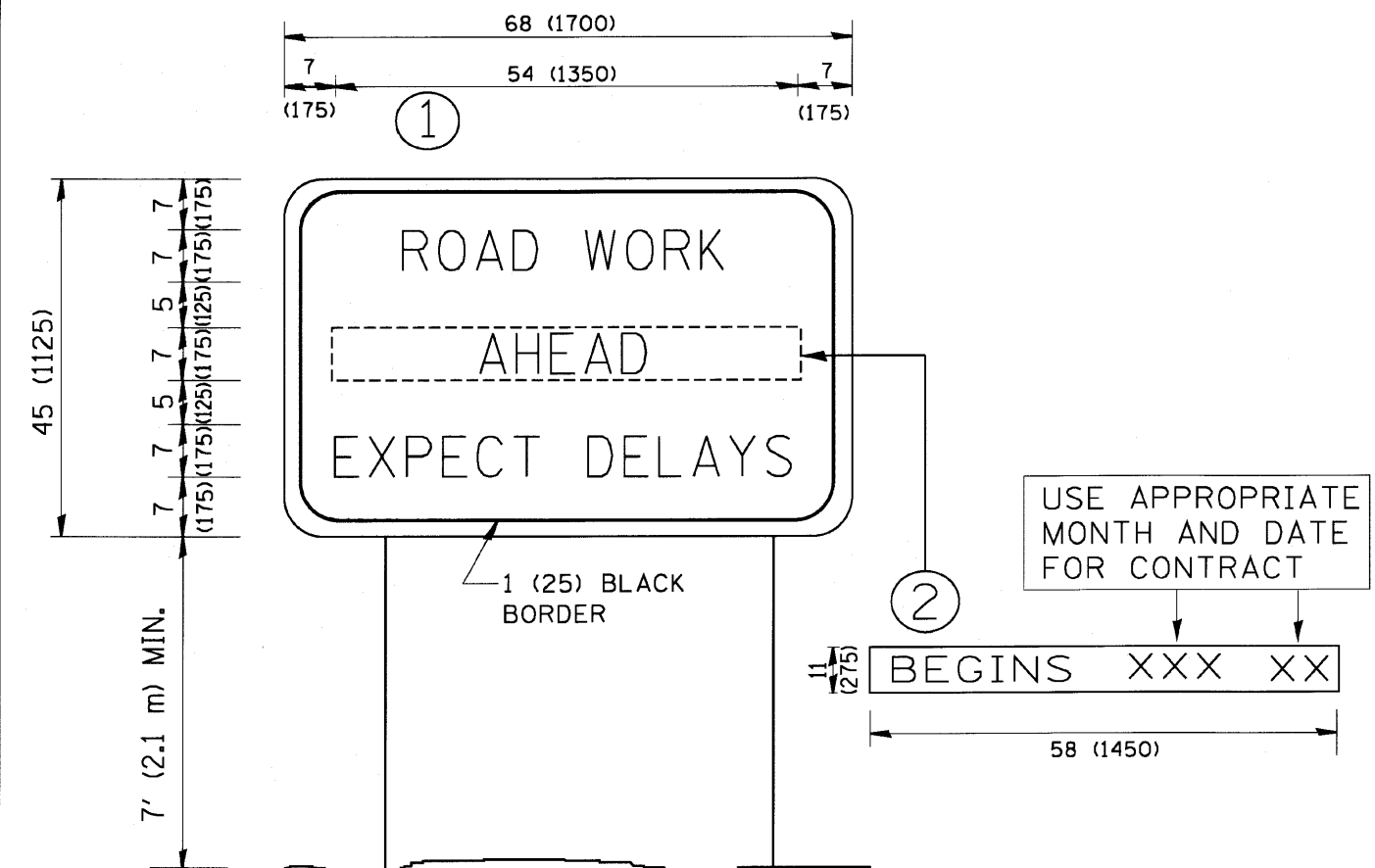


TYPICAL ISLAND MARKING

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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
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	NO LESS THAN 6' (1.8 m) APART 2' (600) 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.
CORE 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" IS 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 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	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))

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.

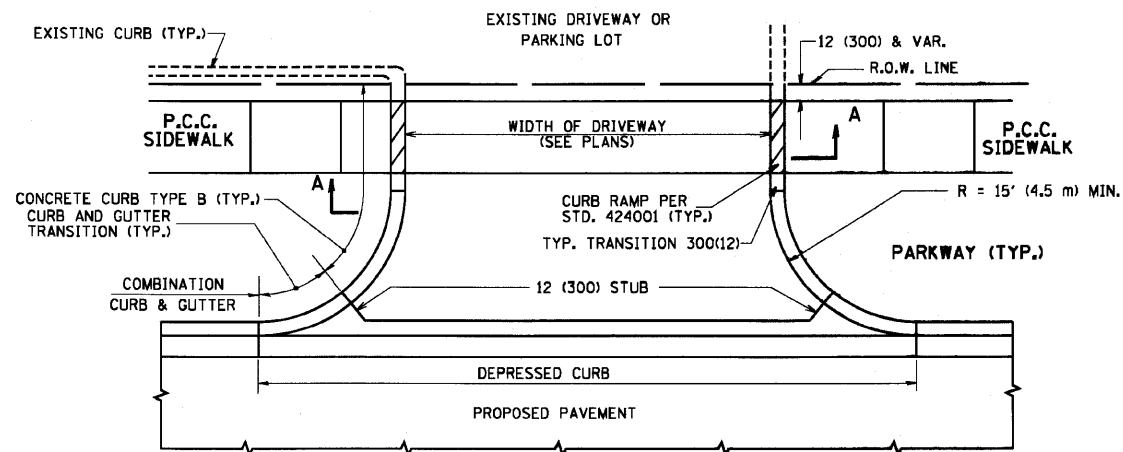


NOTES:

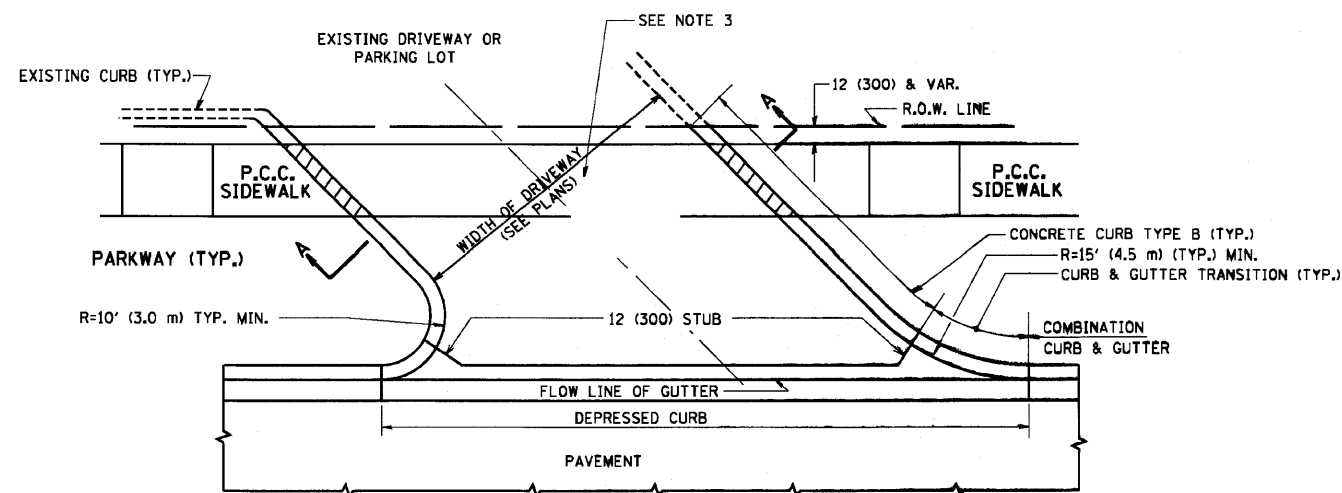
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

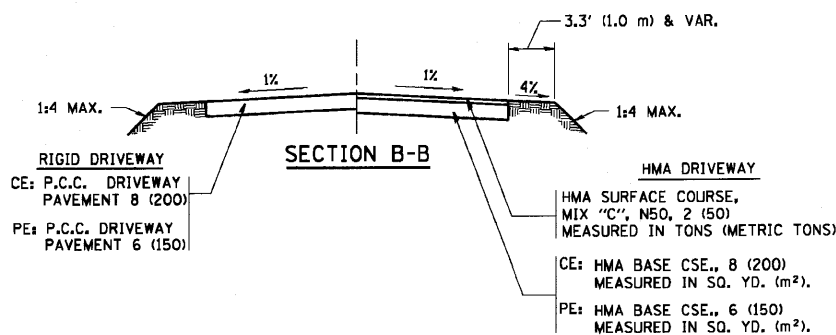
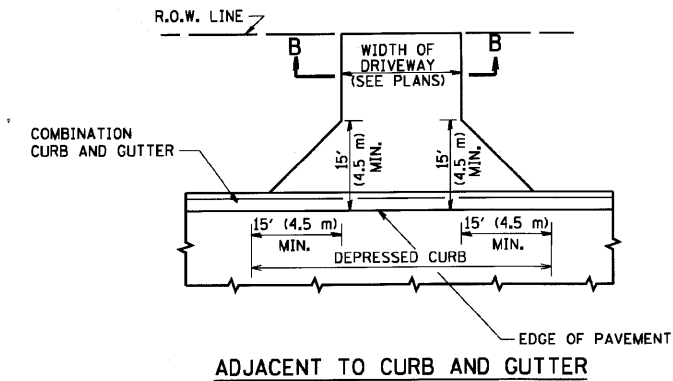
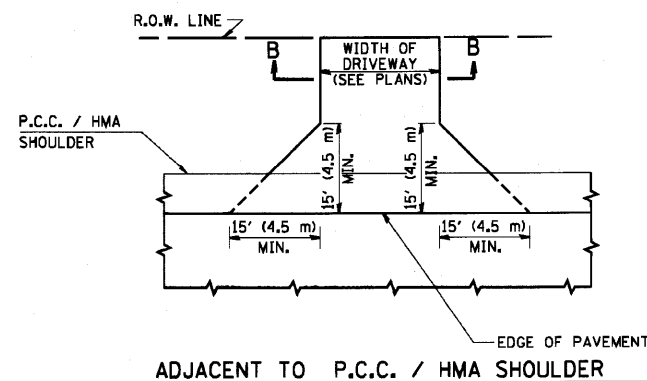
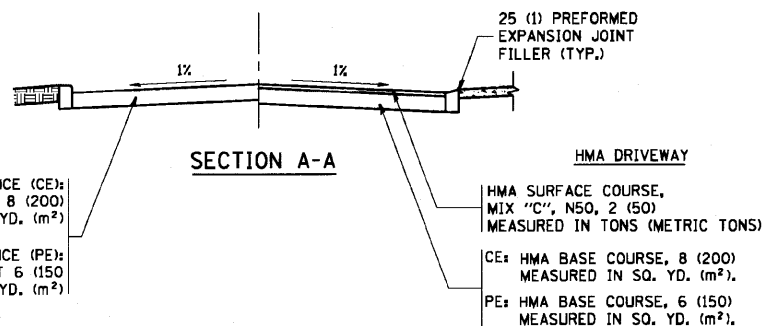
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	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22	CONTRACT NO. 63516	
	PLOT DATE = 1/4/2000	CHECKED -	REVISED - T. RAMMACHER 02-02-99		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
		DATE -	REVISED - C. JUCIUS 01-31-07								



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



RURAL FIELD ENTRANCE (FE)
 HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)
 AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²)

GENERAL NOTES:

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

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

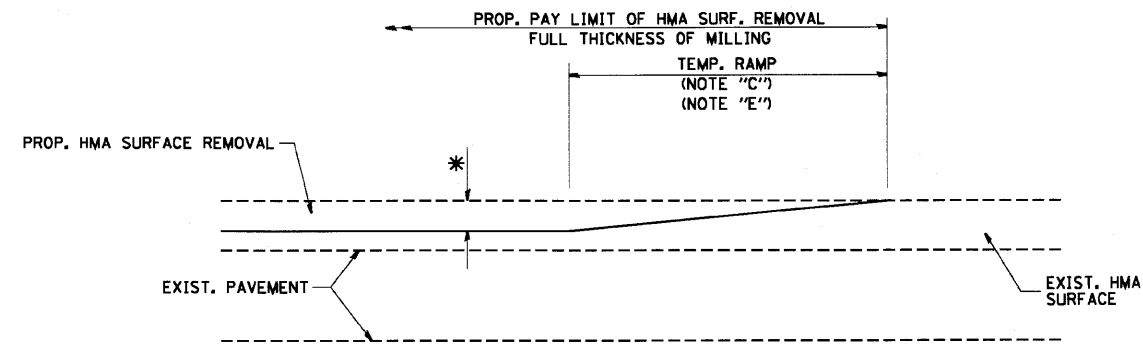
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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

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

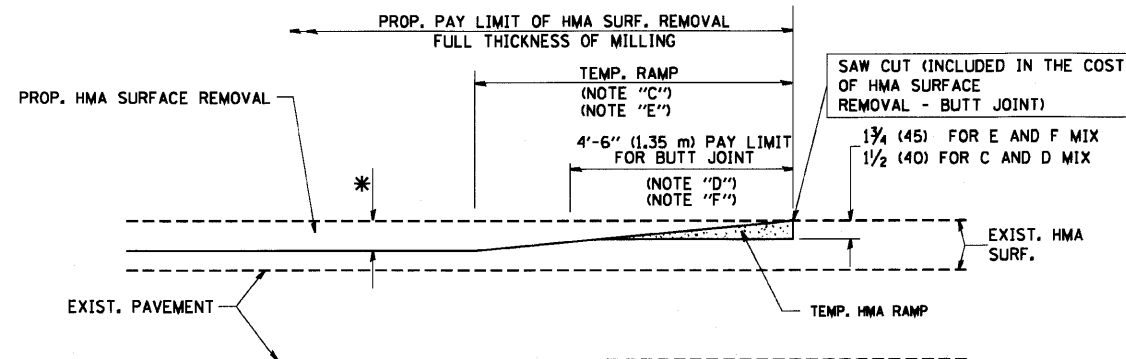
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

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PLOT SCALE = 49.9999' / IN.	PLOT DATE = 6/12/2008	DRAWN -	REVISED - P. LGFLUER 04-15-03			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD0156-07 (BD-01) CONTRACT NO. 63516		
		CHECKED -	REVISED - R. BORO 01-01-07						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
		DATE - 11-04-95	REVISED - R. BORO 06-11-08								



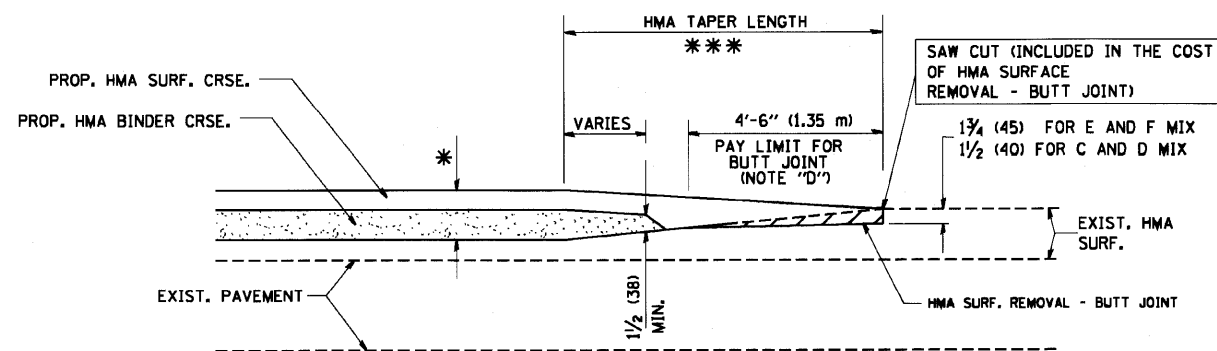
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



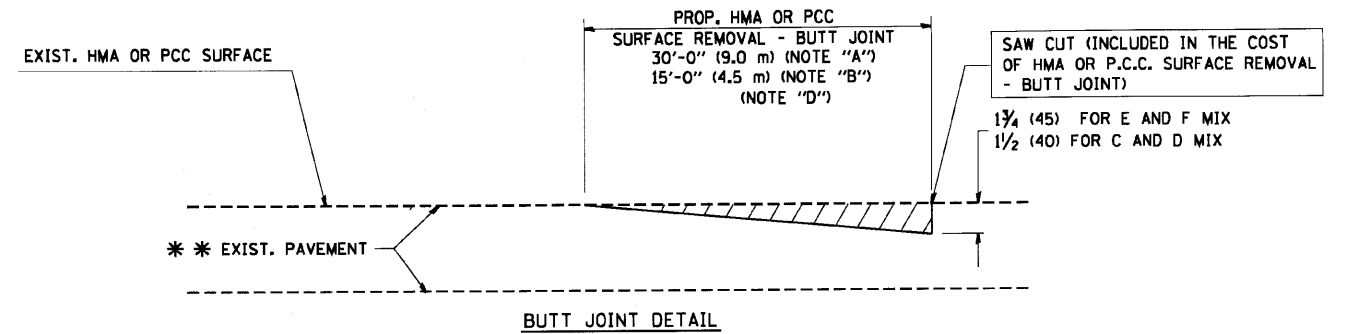
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP

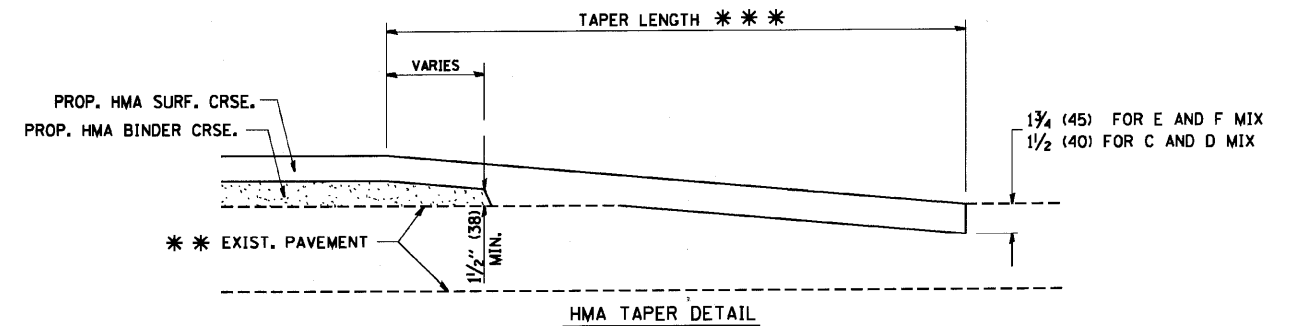


BUTT JOINT AND
HMA TAPER

**TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

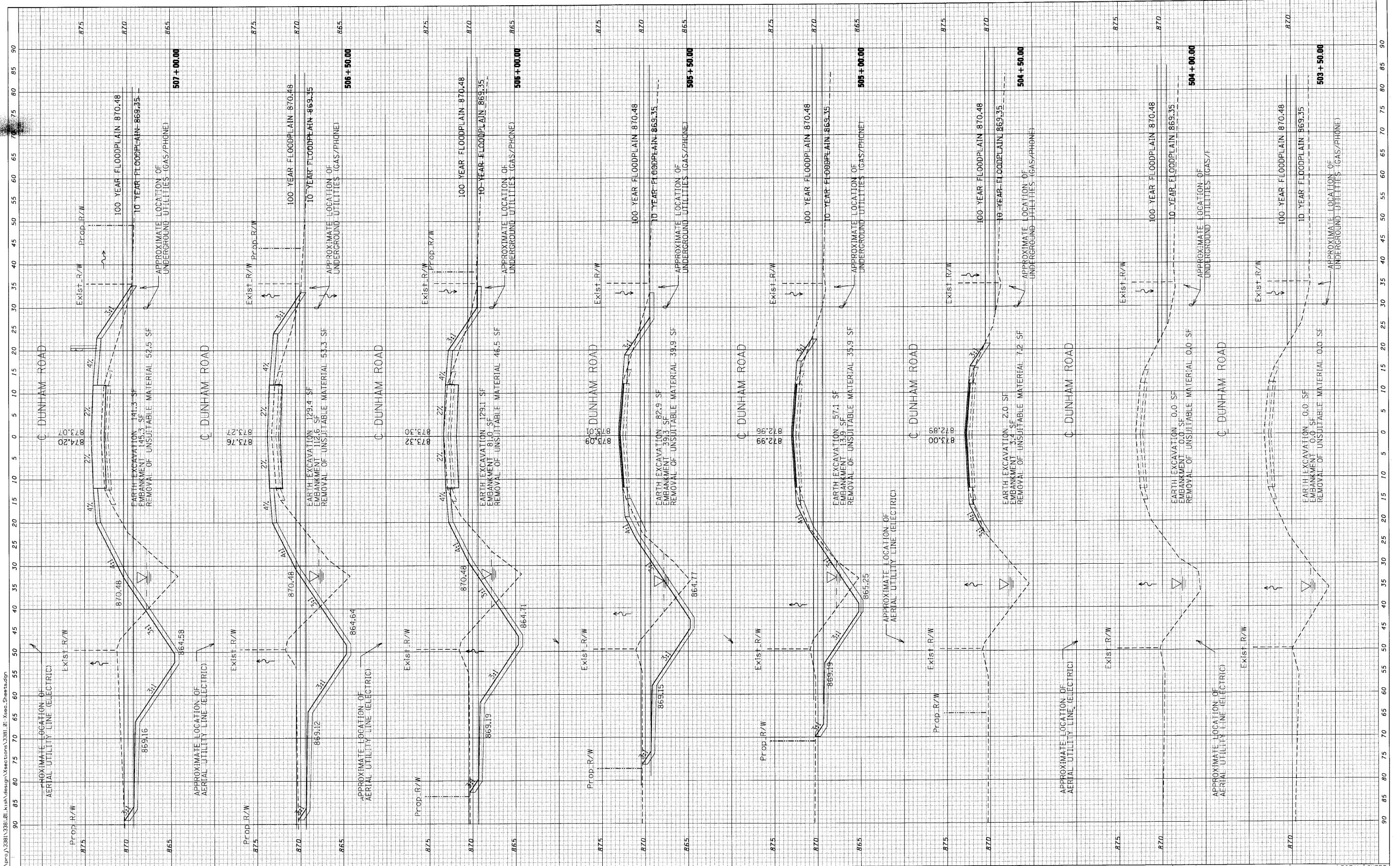
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1233	06-00321-00-BR	McHENRY	48	45
BD400-05 BD32			CONTRACT NO. 63516	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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Ciorba Group, Inc.
 CONSULTING ENGINEERS
 5507 North Cumberland Avenue, Suite 402
 Chicago, Illinois 60656
 Tel. 773.775.4009 Fax 773.775.4014

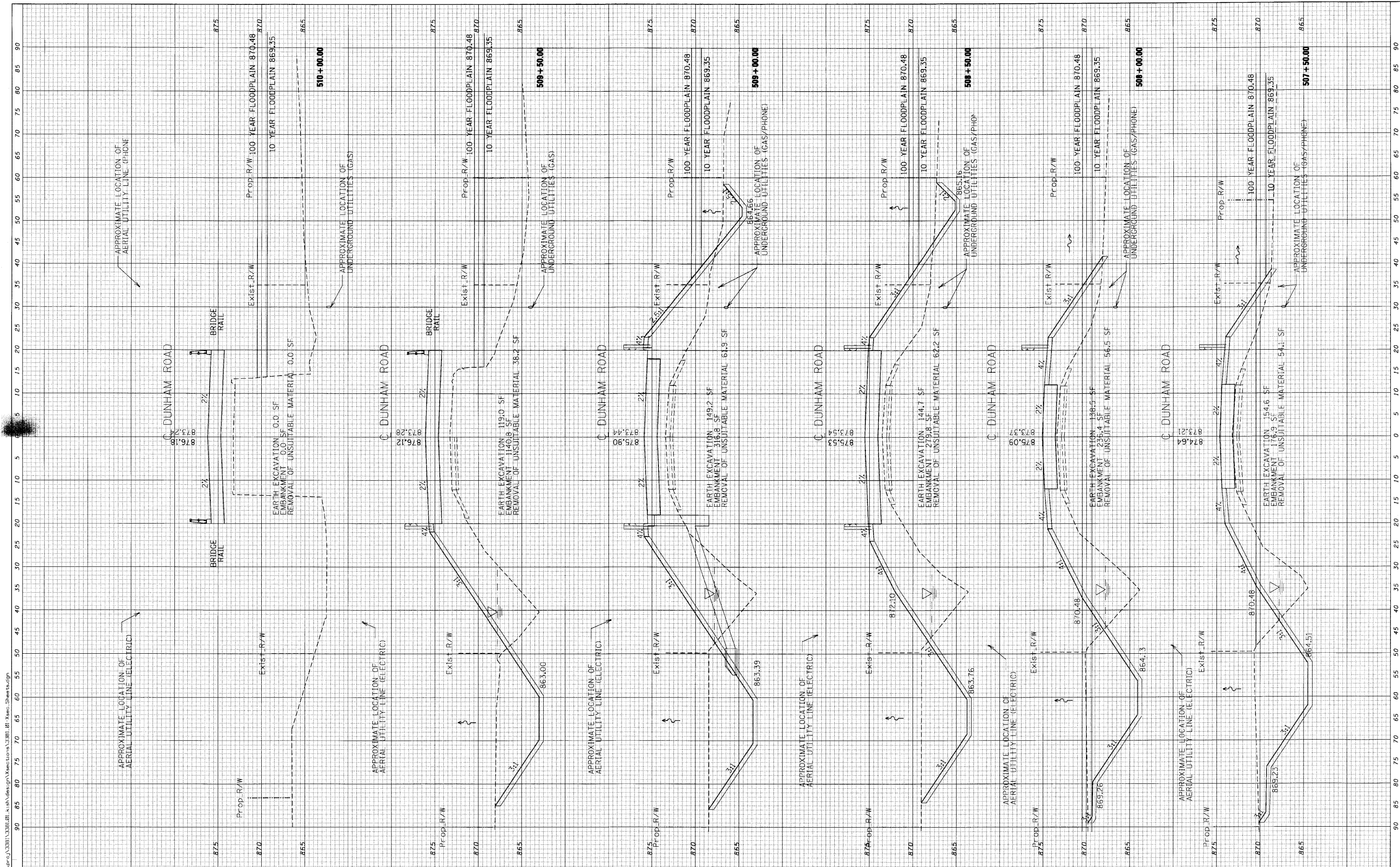
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	DATE - 6/18/2010	REVISED -

McHENRY COUNTY DIVISION OF TRANSPORTATION
DIVISION OF TRANSPORTATION

CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 503+50.00 TO STA. 507+00.00

F.A. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 46
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		
CONTRACT NO. 63516				



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 CONSULTING ENGINEERS
 5507 North Cumberland Avenue, Suite 402
 Chicago, Illinois 60656
 Tel. 773.775.4009 Fax 773.775.4014

USER NAME = espino
 PLOT SCALE = 1/2" = 20.00' ± 1/4"
 PLOT DATE = 8/2/2010

DESIGNED - CLG
 DRAWN - EPS
 CHECKED - MJL
 DATE - 6/18/2010

REVISED - 8/02/2010
 REVISED -
 REVISED -
 REVISED -

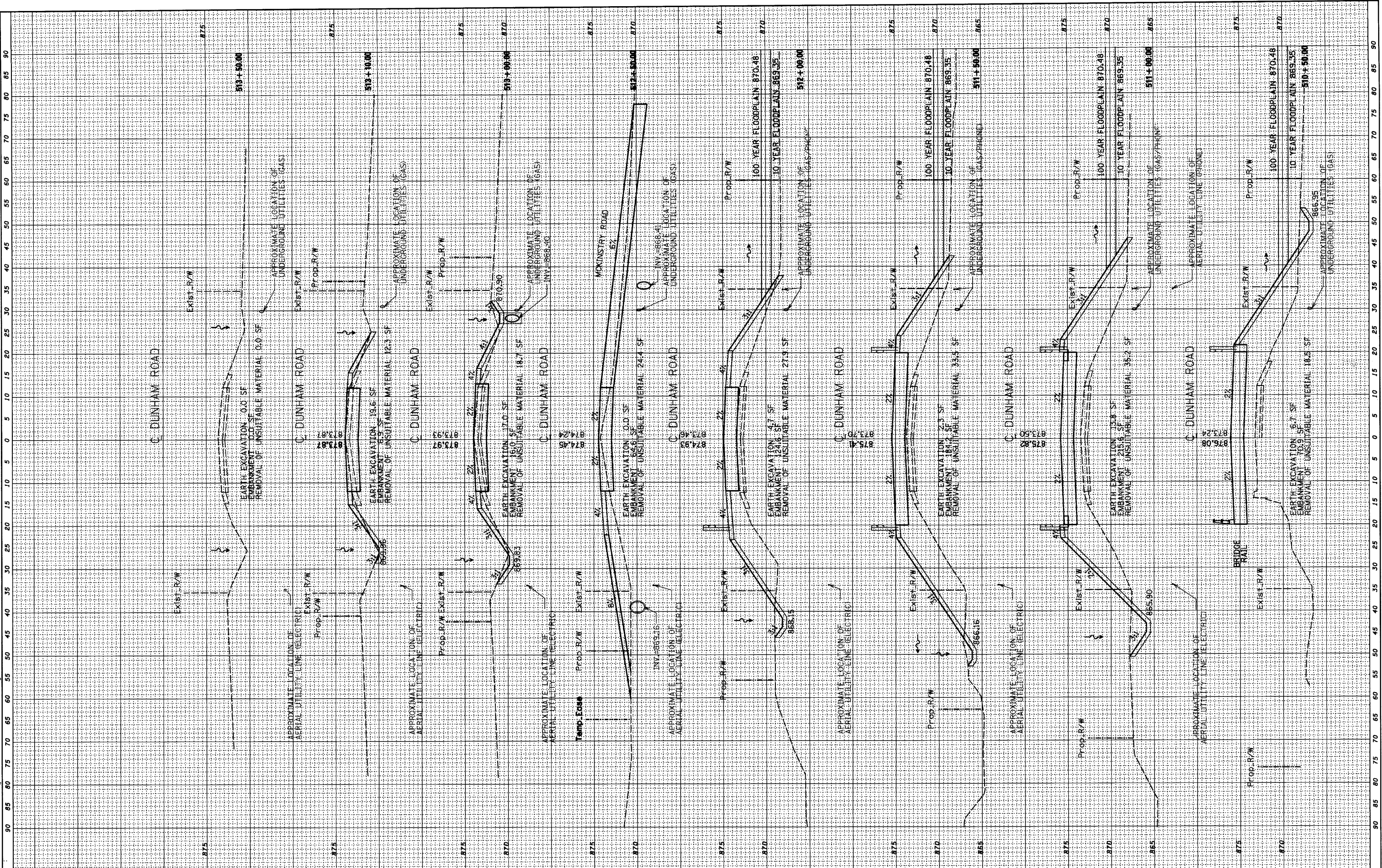
McHENRY COUNTY DIVISION OF TRANSPORTATION
DIVISION OF TRANSPORTATION

CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 507+50.00 TO STA. 510+00.00

F.A. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 47
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 63516		

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 657 North Cumberland Avenue, Suite 402
 Chicago, Illinois 60659
 Tel. 773.775.4009 Fax 773.775.4014

USER NAME = espina	DESIGNED - CLG	REVISED - 8/02/2010
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PLOT DATE = 8/30/2010	CHECKED - MJL	REVISED -
	DATE - 6/18/2010	REVISED -

McHENRY COUNTY DIVISION OF TRANSPORTATION
DIVISION OF TRANSPORTATION

SCALE:	SHEET NO. OF SHEETS	STA. 510+50.00 TO STA. 514+00.00
CROSS SECTIONS		

F.A. RTE. 1233	SECTION 06-00321-00-BR	COUNTY McHENRY	TOTAL SHEETS 48	SHEET NO. 48
CONTRACT NO. 63516				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				