F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	1
	ILLINOIS	CONTRACT NO. 61M72		

TOTAL SHEETS: 117 + 1 = 118 SHEETS

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

PROJECT LOCATED IN RILEY TOWNSHIP

11-06-2026 LETTING ITEM 032

TRAFFIC DATA

FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR
POSTED SPEED LIMIT = 55 MPH
DESIGN SPEED LIMIT = 60 MPH
2021 ADT = 1200
2050 ADT = 2500

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAS 1019 (HARMONY ROAD) OVER COON CREEK BRIDGE REPLACEMENT SECTION 19–00509–00–BR PROJECT V417(027) MCHENRY COUNTY

C–91–069–20

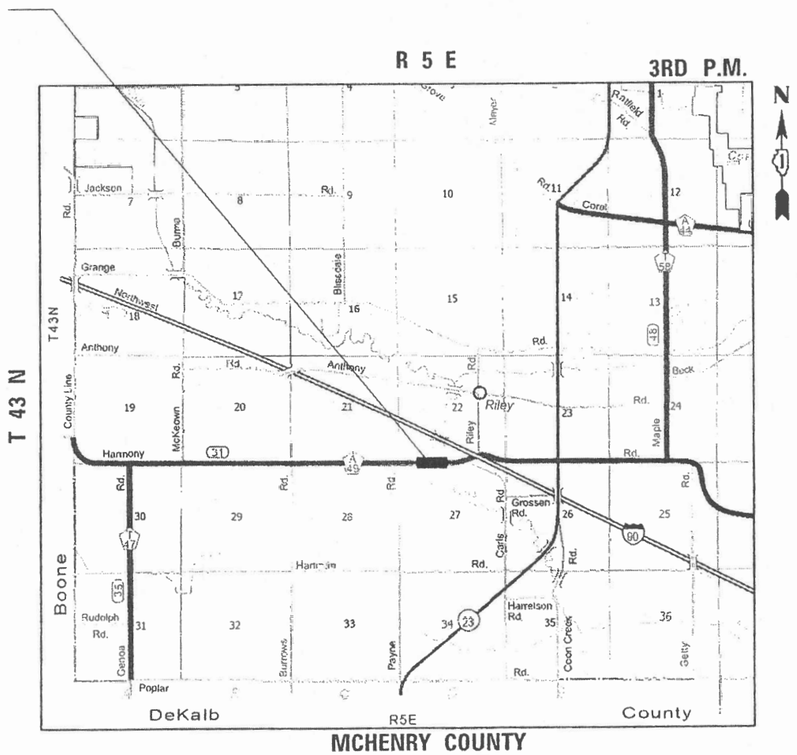


LOCATION OF SECTION INDICATED THUS: –

STRAND ASSOCIATES, INC.
MATTHEW J. GAZDZIAK, P.E.
THIS STAMP APPLIES TO
DRAWINGS NO. 1 TO 30, 35, AND 109 TO 117
LICENSE NO. 062–071644

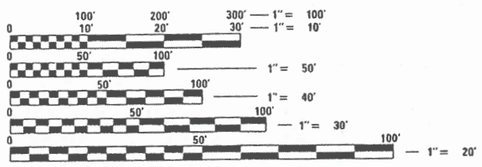
LICENSED PROFESSIONAL ENGINEER
MATTHEW JOSEPH GAZDZIAK
062.071644
STATE OF ILLINOIS
DATE: 7/24/26 EXP: 11 /30 /2027

HARMONY ROAD BETWEEN
CARLS ROAD AND
PAYNE ROAD
BEGINS STA 496+20.00
ENDS STA 504+36.00
BRIDGE
EXIST SN 056–3138
PROP SN 056–3062
RETAINING WALL
PROP SN 056–W3001



MCHENRY COUNTY
LOCATION MAP
NOT TO SCALE

GROSS AND NET LENGTH = 816 FT. = 0.155 MILE



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 EXCAVATORS
1–800–892–0123
OR 811

STRAND ASSOCIATES, INC.
KEITH ROBERT BEHREND, S.E.
THIS STAMP APPLIES TO
DRAWINGS NO. 36 TO 65
LICENSE NO. 081–007864

LICENSED STRUCTURAL ENGINEER
KEITH ROBERT BEHREND
081-007864
STATE OF ILLINOIS
DATE: 7/24/2026 EXP: 11 /30 /2026

STRAND ASSOCIATES, INC.
NATHAN D. RICK, P.E., S.E.
THIS STAMP APPLIES TO
DRAWINGS NO. 81 TO 90
LICENSE NO. 081–007039

LICENSED STRUCTURAL ENGINEER
NATHAN D RICK
081.007039
ILLINOIS
DATE: 7/24/2026 EXP: 11 /30 /2026

STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED July 23 20 26
Joseph R. Korpalski, Jr.
COUNTY OF MCHENRY, COUNTY ENGINEER

PASSED Aug 26 20 26
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW Aug 26 20 26
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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

CONTRACT NO. 61M72

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2		INDEX OF SHEETS AND HIGHWAY STANDARDS
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4	TO 11	SUMMARY OF QUANTITIES
12	TO 13	SCHEDULE OF QUANTITIES
14		TYPICAL SECTIONS
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19	TO 20	ROADWAY PLAN AND PROFILE
21	TO 24	DETOUR NOTES AND SUGGESTED TRAFFIC CONTROL AND DETOUR PLAN
25	TO 26	DRAINAGE AND UTILITY PLAN AND PROFILE
27	TO 29	LANDSCAPING AND EROSION CONTROL NOTES AND PLAN
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000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
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001006	DECIMALS OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
515001-04	NAME PLATE FOR BRIDGES
542001-06	CONCRETE END SECTIONS FOR PIPE CULVERTS 15" THROUGH 84"
542401-04	METAL FLARED END SECTION FOR PIPE CULVERTS
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
602301-04	INLET, TYPE A
604091-05	FRAME AND GRATE TYPE 24
604001-05	FRAME AND LIDS TYPE 1
610001-09	SHOULDER INLET WITH CURB
630001-13	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
666001-01	RIGHT-OF-WAY MARKERS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701901-11	TRAFFIC CONTROL DEVICES
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

DISTRICT STANDARDS

BD - 51	BENCHING DETAIL FOR EMBANKMENT WIDENING
TC - 13A	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC - 21	DETOUR SIGNING FOR CLOSING STATE HIGHWAY
TC - 22	ARTERIAL ROAD INFORMATION SIGN

MCHENRY COUNTY DETAIL

DRIVEWAY DETAILS - MCDOT

DRAIN TILE OUTFALL, SPECIAL

MCDOT JOINT TIE DETAIL

OTHER DETAILS

CALTRANS ST-76 RAILING

SURVEY DATUM

THE HORIZONTAL DATUM IS NAD83 AND THE VERTICAL DATUM IS NAVD88.

ILLINOIS DEPARTMENT OF TRANSPORTATION – DISTRICT 1 CONTACTS

ENTITY	CONTACT PERSON & TITLE	PHONE NUMBER
DISTRICT 1 - BUREAU OF LOCAL ROADS AND STREETS	CARMEN E. RAMOS, P.E., PHASE II UNIT CHIEF	(847)-705-4000

MCHENRY COUNTY CONTACTS

ENTITY	CONTACT PERSON & TITLE	PHONE NUMBER
MCHENRY COUNTY DIVISION OF TRANSPORTATION	JEREMY STULL, CONSTRUCTION MANAGER	815-334-4967
MCHENRY COUNTY SHERIFF'S OFFICE	ROBB TADELMAN, COUNTY SHERIFF	815-338-2144
MCHENRY COUNTY OFFICE OF EMERGENCY MANAGEMENT	DAVID CHRISTENSEN, EMA DIRECTOR	815-338-6400
MCHENRY COUNTY HEALTH DEPARTMENT	MELISSA ADAMSON, PUBLIC HEALTH ADMINISTRATION	815-334-4510
RILEY TOWNSHIP HIGHWAY DEPARTMENT	DAVID DIAMOND, HIGHWAY COMMISSIONER	815-568-6221
RILEY COMMUNITY CONSOLIDATED SCHOOL DISTRICT 18	JASON GREY, SUPERINTENDENT	815-568-6316
CITY OF MARENGO	DERIK MOREFIELD, CITY ADMINISTRATOR	815-568-7112 EX. 216
MARENGO FIRE PROTECTION DISTRICT	GENE PAPROCKI, PRESIDENT, BOARD OF TRUSTEES	815-568-7112 EX. 1 217
MARENGO FIRE AND MARENGO RESCUE DISTRICTS	JOHN KIMMEL, FIRE CHIEF	815-568-8912
CITY OF MARENGO PUBLIC WORKS DEPARTMENT	CHAD ROSCOE, DIRECTOR OF PUBLIC WORKS	815-568-6511
MARENGO COMMUNITY HIGH SCHOOL DISTRICT 154	DAVID ENGELBRECHT, SUPERINTENDENT	815-568-7231
MARENGO POLICE DEPARTMENT	NATHAN HAYES, CHIEF OF POLICE	815-568-8637
UNITED STATES POTSAL SERVICE - MARENGO	ILIANA PEREZ, POSTMASTER	815-568-7449

BOONE COUNTY CONTACTS

ENTITY	CONTACT PERSON & TITLE	PHONE NUMBER
BOONE COUNTY HIGHWAY DEPARTMENT	JUSTIN KROHN, COUNTY ENGINEER	815-544-2066
BOONE COUNTY SHERIFF'S OFFICE	SCOTT YUNK, SHERIFF	815-544-9322
BOONE COUNTY EMERGENCY MANAGEMENT AGENCY	DAN ZACCARD, EMA COORDINATOR	815-547-1715
BOONE COUNTY HEALTH DEPARTMENT	AMANDA MEHL, PUBLIC HEALTH ADMINISTRATOR	815-544-2951

PERMITTING CONTACTS

ENTITY	CONTACT PERSON	PHONE NUMBER
MCHENRY COUNTY PLANNING & DEVELOPMENT DEPARTMENT (MCP&D)	STOYAN KOLEV	815-334-4520
MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT (MLSWCD)	AIDAN WOLTMAN	815-338-0444 EXT. 3
U.S. ARMY CORPS OF ENGINEERS (USACE) - CHICAGO DISTRICT	STASI BROWN	312-846-5544
ILLINOIS DEPARTMENT OF NATURAL RESOURCES - OFFICE OF WATER RESOURCES -	MARK HOSKINS	847-608-3169

MODEL: Default
FILE NAME: S:\JOL\6800--689968420141\Drawings\CAD\Microstation\0563062-XXXXX-sht-index.dgn

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	2
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE APPLICABLE REQUIREMENTS SET FORTH IN "THE STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2022, THERE IN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" IN EFFECT OF THE DATE OF INVITATION FOR BIDS; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2026; SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS; AND THE DETAILS AND STANDARDS CONTAINED IN THESE PLANS.

2. ALL REFERENCES TO THE COUNTY SHALL BE INTERPRETED AS MCHENRY COUNTY.

3. ALL WORK SHALL BE COMPLETED WITHIN THE LIMITS OF THE PROJECT SHOWN. NO EQUIPMENT, MATERIAL YARD OR FIELD OFFICE SHALL BE SET UP OR STORED ON TOWNSHIP RIGHT-OF-WAY OR PRIVATE PROPERTY WITHOUT WRITTEN PERMISSION OF THE ENGINEER.

4. MAINTENANCE OF TRAFFIC - GENERAL: TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES OF THE TIME OF NOTIFICATION BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.

5. THE CONTRACTOR SHALL TAKE EXTREME CAUTION DURING ALL PHASES OF CONSTRUCTION TO PREVENT THE DEPOSITION OF ANY MATERIAL INTO THE WATERWAY. DEMOLITION AND CONSTRUCTION ACTIVITIES WITHIN THE FLOODPLAIN SHALL BE LIMITED TO THE GRADING LIMITS SHOWN IN THE PLANS. ALL PROPOSED CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE REGIONAL PERMIT NUMBER LRC-2023-00415 OF THE DEPARTMENT OF THE ARMY AUTHORIZED UNDER SECTION 404 OF THE CLEAN WATER ACT. THE IEPA HAS ISSUED SECTION 401 WATER QUALITY CERTIFICATION FOR THIS ACTIVITY. SEE PROVISIONS FOR CONDITIONS.

6. RIGHT-OF-WAY MARKERS AND DRAINAGE MARKERS SHALL BE INSTALLED USING METHOD B OF THE STANDARD SPECIFICATION.

7. PHOSPHORUS FERTILIZER HAS BEEN INTENTIONALLY OMITTED FROM THE CONTRACT. A PHOSPHORUS-FREE FERTILIZER SHALL BE USED (MIDDLE NUMBER SHOULD EQUAL 0).

TREES

1. THE CONTRACTOR SHALL REMOVE ONLY THOSE TREES AND SHRUBS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER FOR THOSE, WHICH DIRECTLY INTERFERE WITH THE SAFETY OR QUALITY OF CONSTRUCTION PRACTICES. THE CONTRACTOR SHALL EXERCISE EXTREME CARE WHEN WORKING NEAR EXISTING TREES AND SHRUBS TO AVOID DAMAGING THOSE NOT SCHEDULED FOR REMOVAL. IF ANY DAMAGE OCCURS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07 REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL.

SOIL NOTES

1. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.

2. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR. GEOTECHNICAL FRABRIC FOR GROUND STABILIZATION SHALL BE WOVEN

3. PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED MINIMUM 6" BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER. THE COST OF MAKING PIPE UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.

DRAINAGE NOTES

1. DURING CONSTRUCTION OPERATIONS, ALL LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF TEMPORARY DITCHES THAT OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DITCHES SHALL BE CLEANED AS NECESSARY TO ENSURE THAT THEY ARE FREE FROM ALL DIRT AND DEBRIS PRIOR TO THE FINAL INSPECTION OF THE PROJECT.

2. ANY FARM DRAIN, FIELD TILE SYSTEM, OR OTHER UNDERGROUND TILE FACILITY ENCOUNTERED IN THE WORK SHALL BE LOCATED, STAKED, AND REPORTED TO THE ENGINEER. ANY DRAINAGE LINES WHICH ARE CUT OR DAMAGED BY GRADING, TRENCHING, EXCAVATION OR OTHER CONSTRUCTION ACTIVITIES SHALL BE REPAIRED SO AS TO MAINTAIN ITS ORIGINAL ALIGNMENT. THE WORK SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION AND DETAIL OUTFALL STRUCTURE.

   PRIOR TO MAKING THE CONNECTION, THE CONTRACTOR SHALL CLEAN THE ENDS OF THE TILE TO BE CONNECTED IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS. THE EXISTING TILE SHALL BE REMOVED OR CRUSHED AND TRENCH BACKFILL MATERIAL SHALL BE PLACED IN THE TRENCH LEFT BY THE REMOVAL.

   MORTAR: ALL CONNECTION POINTS WHERE THE DRAIN TILE ENTERS THE DRAINAGE STRUCTURE SHALL BE MORTARED ON THE INSIDE AND OUTSIDE OF THE DRAINAGE STRUCTURE. THE MORTAR MATERIAL SHALL BE PLACED AROUND THE ENTIRE CIRCUMFERENCE OF THE PIPE. THE MORTAR MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 602.04.

3. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE THROUGHOUT THE CONSTRUCTION OF THIS PROJECT.

4. GOOD HOUSEKEEPING PRACTICES SHOULD BE IMPLEMENTED AND MAINTAINED DURING AND AFTER CONSTRUCTION TO PREVENT TRASH AND OTHER DEBRIS FROM INADVERTENTLY BLOWING OR WASHING INTO NEARBY NATURAL AREAS.

EARTHWORK AND ROADWAY

1. THE CONTRACTOR WILL NOT BE ALLOWED TO STOCK PILE MATERIAL(S) BEYOND THE PROJECT LIMITS. THE CONTRACTOR WILL NOT PLACE STOCK PILES IN LOCATIONS WHERE THEY WILL INTERFERE WITH DRAINAGE WAYS OR PAVEMENTS THAT ARE NOT SPECIFIED FOR REMOVAL. ANY DAMAGE CAUSED BY THE CONTRACTORS STOCK PILING OR CONSTRUCTION OPERATIONS WILL BE REPAIRED BY THE CONTRACTOR.

2. ALL EXCAVATION AND EMBANKMENT LOCATIONS REQUIRING SEEDING SHALL BE CONSTRUCTED TO 6 INCHES BELOW FINISHED GRADE LINE TO ALLOW TOPSOIL PLACEMENT.

3. PAVEMENT ELEVATIONS - THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES FOR THE PROPOSED PAVEMENT OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.

4. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

5. THE AGGREGATE GRADATION FOR THE LOWER 9 INCHES OF AGGREGATE SUBGRADE IMPROVEMENT 12 INCH SHALL BE CS 1 OR RR 1.

6. THE CONTRACTOR SHALL PROVIDE THE FINISHED GRADE DIGITAL TERRAIN MODEL (DTM) BEFORE LANDSCAPING TO VERIFY COMPENSATORY STORAGE HAS BEEN PROVIDED IN ACCORDANCE TO THE MCP&D STORMWATER MANAGEMENT PERMIT. SEE SPECIAL PROVISION "CONSTRUCTION LAYOUT" FOR REQUIREMENT

UTILITY NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES AND FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED)

2. THE LOCATIONS OF THE EXISTING UTILITIES, AS SHOWN ON THE DRAWINGS, REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL INCLUSIVE. THE CONTRACTOR SHALL CONDUCT THEIR OWN INVESTIGATIONS INTO THE LOCATION, SIZE, DEPTH, AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED IN ACCORDANCE WITH ARTICLE 105.07.

3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND 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 THE COUNTY.

5. THE CONTRACTOR SHALL COOPERATE WITH THE COUNTY IF ANY UNDERGROUND IMPROVEMENTS ARE REQUIRED BY THE COUNTY OR STATE WITHIN THE DURATION OF THE CONTRACT.

MAINTENANCE SCHEDULE

1. PERIMETER EROSION BARRIER - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL PERIMETER EROSION CONTROL BARRIER WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE PERIMETER EROSION BARRIER FUNCTIONAL AS DESIGNED.

2. EROSION CONTROL BLANKET - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL BLANKET WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE EROSION CONTROL BLANKET FUNCTIONAL AS DESIGNED.

3. INLET AND PIPE PROTECTION - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL INLET AND PIPE PROTECTION WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE INLET AND PIPE PROTECTION FUNCTIONAL AS DESIGNED.

4. TEMPORARY AND AGGREGATE DITCH CHECKS - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL DITCH CHECKS WEEKLY OR AFTER EACH ONE-HALF INCH RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE DITCH CHECKS FUNCTIONAL AS DESIGNED. REMOVE SEDIMENT FROM UPSTREAM SIDE OF DITCH CHECK WHEN SEDIMENT HAS REACHED 50% OF STRUCTURE HEIGHT. THE CENTER OF THE DITCH CHECK SHALL ALSO BE INSPECTED TO ENSURE THE CENTER OF THE DEVICE IS LOWER THAN THE SIDES.

COMMITMENTS

1. TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1ST TO SEPTEMBER 30TH OF ANY GIVEN YEAR.

2. WHERE FEASIBLE, THE PROJECT SHALL BE RE-SEEDED IN ACCORDANCE WITH IDOT'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION WITH A CLASS 5 OR 5B SEED MIX WHICH CONTAIN NATIVE FORBS AND MILKWEEK.

3. THE CONDITION OF THE MARKED DETOUR ROUTE SEGMENT THAT TRAVELS THROUGH BOONE COUNTY WILL BE DOCUMENTED BEOFRE AND AFTER COSNTRUCTION.

4. THE CONTRACTOR, SUB-CONTRACTORS, AND CONCRETE PROVIDERS SHALL ADHERE TO THE DESIGNATED DETOUR ROUTE DURING THE PROJECT. THERE IS NO AUTHORIZATION FOR CONSTRUCTION TRAFFIC ON TOWNSHIP ROADS.

5. NOTIFY THE RILEY TOWNSHIP HIGHWAY DEPARTMENT AT LEAST TWO WEEKS PRIOR TO IMPLEMENTING THE PROPOSED DETOUR. CONTACT DAVID DIAMOND, HIGHWAY COMMISSIONER, AT (815) 568-6221.

OWNER OF RECORD

1. THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. FOR INFORMATION REGARDING THE EXISTING STRUCTURE, PLEASE CONTACT:

   MCHENRY COUNTY DIVISION OF TRANSPORTATION
   16111 NELSON ROAD
   WOODSTOCK, ILLINOIS 60098
   SAMANTHA DITTRICH, DESIGN ENGINEER
   (815) 334-4645

2. THOSE SEEKING THE FULL GEOTECHNICAL REPORT SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT:

   MCHENRY COUNTY DIVISION OF TRANSPORTATION
   16111 NELSON ROAD
   WOODSTOCK, ILLINOIS 60098
   SAMANTHA DITTRICH, DESIGN ENGINEER
   (815) 334-4645

3. THOSE SEEKING THE FULL HYDRAULIC REPORT SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT:

   MCHENRY COUNTY DIVISION OF TRANSPORTATION
   16111 NELSON ROAD
   WOODSTOCK, ILLINOIS 60098
   SAMANTHA DITTRICH, DESIGN ENGINEER
   (815) 334-4645

   THESE DOCUMENTS ARE AVAILABLE ON THE PROJECT WEBSITE:
   https://www.mchenrycountyil.gov/departments/transportation/projects/harmony

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND COMMITMENTS
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	3
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: S:\IDOL\6800-6899\6842101\4tDrawings\CAD\Micros-SS4\CAD Sheets\005\63062-XXXX-sht-gennote.dgn

				CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE
				ROADWAY 0004	BRIDGE 0010	RETAINING WALL 0044	TRAINEES 0042
				80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	RURAL	RURAL	RURAL	RURAL
+ 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	178	178			
+ 20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	222	222			
20200100	EARTH EXCAVATION	CU YD	2463	2463			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1370	1370			
20300100	CHANNEL EXCAVATION	CU YD	1158		1158		
20400800	FURNISHED EXCAVATION	CU YD	10	10			
20800150	TRENCH BACKFILL	CU YD	41	41			
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	710	710			
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1952	1952			
+ 25000210	SEEDING, CLASS 2A	ACRE	1.5	1.5			
+ 25000314	SEEDING, CLASS 4B	ACRE	0.5	0.5			
+ 25000324	SEEDING, CLASS 5B	ACRE	0.5	0.5			
+ 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	123	123			
+ 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	123	123			

+ SPECIALTY ITEM

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JOLIET, ILLINOIS 60431
(815) 744-4200

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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 1 OF 8 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	4
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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				CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE
				ROADWAY 0004	BRIDGE 0010	RETAINING WALL 0044	TRAINEES 0042
				80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	RURAL	RURAL	RURAL	RURAL
+ 25000750	MOWING	ACRE	6.0	6.0			
+ 25100645	WILDLIFE FRIENDLY EROSION CONTROL BLANKET	SQ YD	6573	6573			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	408	408			
28000305	TEMPORARY DITCH CHECKS	FOOT	264	264			
28000400	PERIMETER EROSION BARRIER	FOOT	2011	2011			
28000500	INLET AND PIPE PROTECTION	EACH	1	1			
28000510	INLET FILTERS	EACH	3	3			
28001105	TEMPORARY WILDLIFE FRIENDLY EROSION CONTROL BLANKET	SQ YD	6573	6573			
28100105	STONE RIPRAP, CLASS A3	SQ YD	37	37			
28200200	FILTER FABRIC	SQ YD	1815	37	1778		
28500400	ARTICULATED BLOCK REVETMENT MAT	SQ YD	1778		1778		
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	237	237			
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	2838	2838			
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	407	407			

+ SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 2 OF 8 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	5
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 0004 80% FED 20% LOCAL RURAL	CONSTRUCTION CODE BRIDGE 0010 80% FED 20% LOCAL RURAL	CONSTRUCTION CODE RETAINING WALL 0044 80% FED 20% LOCAL RURAL	CONSTRUCTION CODE TRAINEES 0042 80% FED 20% LOCAL RURAL
35102200	AGGREGATE BASE COURSE, TYPE B 10"	SQ YD	91	91			
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	5201	5201			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1392	1392			
40600370	LONGITUDINAL JOINT SEALANT	FOOT	3529	3529			
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	969	969			
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	243	243			
42000060	WELDED WIRE REINFORCEMENT	SQ YD	72	72			
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	72	72			
44000100	PAVEMENT REMOVAL	SQ YD	1763	1763			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1		
50102400	CONCRETE REMOVAL	CU YD	11.2	11.2			
50105220	PIPE CULVERT REMOVAL	FOOT	22	22			
50200100	STRUCTURE EXCAVATION	CU YD	420		302	118	
50300225	CONCRETE STRUCTURES	CU YD	285.3		218.3	67.0	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 3 OF 8 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	6
		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 0004 80% FED 20% LOCAL RURAL	CONSTRUCTION CODE BRIDGE 0010 80% FED 20% LOCAL RURAL	CONSTRUCTION CODE RETAINING WALL 0044 80% FED 20% LOCAL RURAL	CONSTRUCTION CODE TRAINEES 0042 80% FED 20% LOCAL RURAL
50300255	CONCRETE SUPERSTRUCTURE	CU YD	202.7		202.7		
50300260	BRIDGE DECK GROOVING	SQ YD	694		694		
50300300	PROTECTIVE COAT	SQ YD	1100		865	235	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	97.3		97.3		
50401305	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL27N	FOOT	872		872		
50500505	STUD SHEAR CONNECTORS	EACH	250			250	
50800105	REINFORCEMENT BARS	POUND	21180		21180		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	121300		113050	8250	
50800515	BAR SPLICERS	EACH	48		48		
51201610	FURNISHING STEEL PILES HP12X63	FOOT	350		350		
51202305	DRIVING PILES	FOOT	350		350		
51203610	TEST PILE STEEL HP12X63	EACH	2		2		
51204650	PILE SHOES	EACH	12		12		
51500100	NAME PLATES	EACH	1		1		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 4 OF 8 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	7
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 0004 80% FED 20% LOCAL RURAL	CONSTRUCTION CODE BRIDGE 0010 80% FED 20% LOCAL RURAL	CONSTRUCTION CODE RETAINING WALL 0044 80% FED 20% LOCAL RURAL	CONSTRUCTION CODE TRAINEES 0042 80% FED 20% LOCAL RURAL
51602000	PERMANENT CASING	FOOT	219		219		
51603000	DRILLED SHAFT IN SOIL	CU YD	92		92		
51604000	DRILLED SHAFT IN ROCK	CU YD	8		8		
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24		24		
52100530	ANCHOR BOLTS, 1 1/4"	EACH	48		48		
52200100	FURNISHING SOLDIER PILES (HP SECTION)	FOOT	700			700	
52200200	DRILLING AND SETTING SOLDIER PILES (IN SOIL)	CU FT	3135			3135	
52200250	UNTREATED TIMBER LAGGING	SQ FT	1028			1028	
54260430	SLOPED METAL END SECTION, STANDARD 542411, 30", 1:4	EACH	2	2			
54261415	CONCRETE END SECTION, STANDARD 542001, 15", 1:4	EACH	1	1			
54262712	METAL FLARED END SECTIONS 12"	EACH	1	1			
542D0235	PIPE CULVERTS, CLASS D, TYPE 1 30"	FOOT	17	17			
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	10	10			
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	45	45			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 5 OF 8 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	8
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

				CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE
				ROADWAY 0004	BRIDGE 0010	RETAINING WALL 0044	TRAINEES 0042
				80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	RURAL	RURAL	RURAL	RURAL
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	114		114		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	175		60	115	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	7	7			
60100945	PIPE DRAINS 12"	FOOT	20	20			
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	99	99			
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	1067	1067			
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	323		153	170	
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1			
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	1	1			
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	38	38			
61000050	CONCRETE THRUST BLOCKS	EACH	1	1			
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	1	1			
+ 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	75	75			
+ 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 6 OF 8 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	9
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE ROADWAY 0004 80% FED 20% LOCAL RURAL	CONSTRUCTION CODE BRIDGE 0010 80% FED 20% LOCAL RURAL	CONSTRUCTION CODE RETAINING WALL 0044 80% FED 20% LOCAL RURAL	CONSTRUCTION CODE TRAINEES 0042 80% FED 20% LOCAL RURAL
+	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4			
+	63200310	GUARDRAIL REMOVAL	FOOT	439	439			
	66201120	CONCRETE SHOULDER CURB	FOOT	20	20			
	66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	13	13			
	67100100	MOBILIZATION	L SUM	1	1			
+	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4			
+	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	210	210			
+	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1632	1632			
+	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	4	4			
+	78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	2	2			
	X0322278	RODENT SHIELDS	EACH	7	7			
	X0326806	WASHOUT BASIN	L SUM	1	1			
	X2011000	TEMPORARY FENCE (SPECIAL)	FOOT	364	364			
	X4024000	TEMPORARY ACCESS (FIELD ENTRANCE)	EACH	2	2			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 7 OF 8 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	10
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

				CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE
				ROADWAY 0004	BRIDGE 0010	RETAINING WALL 0044	TRAINEES 0042
				80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	RURAL	RURAL	RURAL	RURAL
X5021512	COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK)	EACH	1		1		
X5080530	BAR TERMINATORS	EACH	746		474	272	
X5160106	THERMAL INTEGRITY PROFILE DATA COLLECTION	FOOT	258		258		
X5160108	THERMAL INTEGRITY PROFILE TESTING	EACH	6		6		
X6063000	CONCRETE GUTTER, TYPE B (SPECIAL)	FOOT	136			136	
X6640104	FENCE REMOVAL	FOOT	677	677			
X6700405	ENGINEER'S FIELD OFFICE, TYPE A (MODIFIED)	CAL MO	9	9			
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	44	44			
+ X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	2			
XX007061	OUTFALL STRUCTURE	EACH	1	1			
+ Z0007124	STEEL RAILING (SPECIAL)	FOOT	484		353	131	
Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	112	112			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0076600	TRAINEES	HOUR	1000				1000
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000				1000

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 8 OF 8 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	11
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

EARTHWORK SCHEDULE

LOCATION		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL WASTE (+) OR SHORTAGE (-)
STATION	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
F.A.S. 1019 (HARMONY ROAD)								
496+10.00	496+20.00	3.61	3.07	1.83	1.24	3.95	1.63	2.32
496+20.00	496+25.00	7.21	6.13	1.83	4.30	7.59	3.37	4.22
496+25.00	496+50.00	79.14	67.27	9.23	58.04	64.78	28.88	35.90
496+50.00	496+75.00	124.16	105.54	9.41	96.13	78.20	34.57	43.63
496+75.00	497+00.00	169.95	144.46	10.56	133.90	88.16	39.59	48.57
497+00.00	497+25.00	217.95	185.26	14.00	171.26	97.89	44.60	53.29
497+25.00	497+50.00	218.22	185.49	13.87	171.61	85.88	38.51	47.36
497+50.00	497+65.00	121.36	103.16	17.13	86.03	55.14	18.33	36.81
497+65.00	497+75.00	82.93	70.49	12.74	57.75	38.02	12.45	25.57
497+75.00	498+00.00	225.81	191.94	22.90	169.05	91.50	39.23	52.27
498+00.00	498+25.00	233.39	198.38	34.79	163.59	108.09	46.90	61.19
498+25.00	498+50.00	212.00	180.20	43.32	136.88	106.53	45.51	61.02
498+50.00	498+75.00	205.93	175.04	51.76	123.28	107.32	46.10	61.22
498+75.00	499+00.00	200.93	170.79	62.89	107.90	111.42	48.30	63.12
499+00.00	499+25.00	152.48	129.60	66.84	62.76	97.77	48.93	48.84
499+25.00	499+50.00	56.87	48.34	33.69	14.65	46.63	27.02	19.61
499+50.00	499+75.00	0.57	0.48	0.42	0.07	5.10	2.55	2.55
499+75.00	500+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
500+00.00	500+25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
500+25.00	500+50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
500+50.00	500+75.00	0.95	0.80	9.05	-8.24	8.05	8.07	-0.03
500+75.00	501+00.00	6.04	5.13	49.97	-44.84	28.75	16.35	12.40
501+00.00	501+25.00	12.56	10.68	72.65	-61.97	42.11	16.72	25.39
501+25.00	501+50.00	13.53	11.50	58.48	-46.98	43.09	17.00	26.09
501+50.00	501+75.00	12.46	10.59	49.24	-38.65	42.84	16.80	26.03
501+75.00	502+00.00	9.37	7.96	51.04	-43.08	43.18	16.87	26.31
502+00.00	502+25.00	4.28	3.64	64.94	-61.30	44.72	17.59	27.13
502+25.00	502+50.00	4.15	3.53	63.95	-60.42	42.75	16.07	26.68
502+50.00	502+75.00	5.69	4.84	55.56	-50.72	41.37	14.76	26.61
502+75.00	502+77.00	0.46	0.39	4.55	-4.16	3.48	1.24	2.23
502+77.00	503+00.00	6.01	5.11	83.09	-77.98	50.42	19.11	31.30
503+00.00	503+25.00	8.13	6.91	121.47	-114.56	65.37	25.82	39.56
503+25.00	503+50.00	10.14	8.62	122.18	-113.56	65.07	26.18	38.90
503+50.00	503+75.00	12.75	10.83	115.35	-104.52	63.64	26.75	36.89
503+75.00	504+00.00	15.85	13.47	158.36	-144.88	78.74	20.51	58.23
504+00.00	504+10.00	7.32	6.22	85.22	-79.00	37.79	5.51	32.27
504+10.00	504+25.00	11.84	10.06	80.83	-70.77	40.74	15.95	24.79
504+25.00	504+36.00	9.03	7.68	17.78	-10.11	16.10	11.73	4.37
504+36.00	504+40.00	1.65	1.40	2.16	-0.76	2.52	1.10	1.42
TOTALS		2,463	2,094	1,671	423	1,952	820	1,133 *

CHANNEL EXCAVATION SCHEDULE

LOCATION		CHANNEL EXCAVATION
STATION	STATION	CU YD
F.A.S. 1019 (HARMONY ROAD)		
10+00.00	10+10.00	1.14
10+10.00	10+20.00	13.51
10+20.00	10+30.00	40.36
10+30.00	10+40.00	70.32
10+40.00	10+50.00	102.34
10+50.00	10+60.00	126.46
10+60.00	10+70.00	135.78
10+70.00	10+80.00	139.38
10+80.00	10+90.00	147.85
10+90.00	11+00.00	141.40
11+00.00	11+10.00	98.96
11+10.00	11+20.00	55.36
11+20.00	11+30.00	41.48
11+30.00	11+40.00	31.87
11+40.00	11+50.00	10.88
11+50.00	11+60.00	0.50
11+60.00	11+70.00	0.00
TOTALS		1,158

* EXCESS TOPSOIL EXCAVATED AND NOT REUSED ONSITE SHALL BE DISPOSED OF OFFSITE. THIS WILL BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = JohnN | PLOT SCALE = 40.0000 ' / in. | PLOT DATE = 8/24/2026

DESIGNED - JLN | DRAWN - JLN | CHECKED - MJG | DATE - 8/24/2026

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 1 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	12
		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

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TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	LOCATION	QUANTITY (UNIT)
F.A.S. 1019 (HARMONY ROAD)		
497+39.86	29.96' RT	12
497+44.82	30.77' RT	14
498+22.62	33.96' RT	14
500+75.01	45.94' RT	15
500+76.61	34.45' LT	12
500+79.54	34.31' LT	15
501+11.98	49.52' LT	10
501+25.66	39.42' RT	15
501+71.16	39.95' RT	15
502+55.12	37.73' RT	6
502+70.79	36.45' RT	8
502+72.44	43.17' RT	6
502+82.89	49.26' RT	13
502+93.84	32.66' RT	8
502+97.13	44.93' RT	15
	TOTAL	178

TREE REMOVAL (OVER 15 UNITS DIAMETER)		
STATION	LOCATION	QUANTITY (UNIT)
F.A.S. 1019 (HARMONY ROAD)		
496+49.00	31.97' RT	36
497+09.41	32.42' RT	16
497+63.93	47.13' RT	20
497+97.97	32.53' RT	20
501+23.23	44.68' LT	18
501+35.17	39.90' LT	20
501+94.14	44.60' LT	20
502+38.91	34.41' LT	16
502+45.43	34.34' LT	20
502+54.95	36.08' LT	18
503+73.79	33.85' LT	18
	TOTAL	222

TRENCH BACKFILL						
APPROACH	LENGTH	STATION FROM	OFFSET FROM	STATION TO	OFFSET TO	VOLUME
	FT	FT	FT	FT	FT	CU YD
12" STORM SEWER	10.00	502+67.00	18.00 RT	502+77.00	18.00 RT	2.47
15" STORM SEWER	46.00	502+77.00	26.51' LT	502+77.00	18.00 RT	30.60
REMOVED CULVERTS						
30" PIPE CULVERT	16.00	497+71.52	21.93' RT	497+93.33	22.17' RT	3.94
					TOTAL	41

FURNISHING AND ERECTING RIGHT OF WAY MARKERS		
STATION	LOCATION	QUANTITY (EACH)
F.A.S. 1019 (HARMONY ROAD)		
496+00.00	55.01' RT	1
496+20.00	55.00' LT	1
496+20.00	35.00' LT	1
497+27.31	65.00' RT	1
497+75.00	95.00' LT	1
500+40.00	95.00' LT	1
500+40.00	53.00' LT	1
502+44.11	65.00' RT	1
502+44.24	50.00' RT	1
504+36.00	53.00' LT	1
504+36.00	35.00' LT	1
504+36.00	35.00' RT	1
504+36.00	50.00' RT	1
	TOTAL	13

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	DRAWN - JLN	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJG	REVISED -	
PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -	

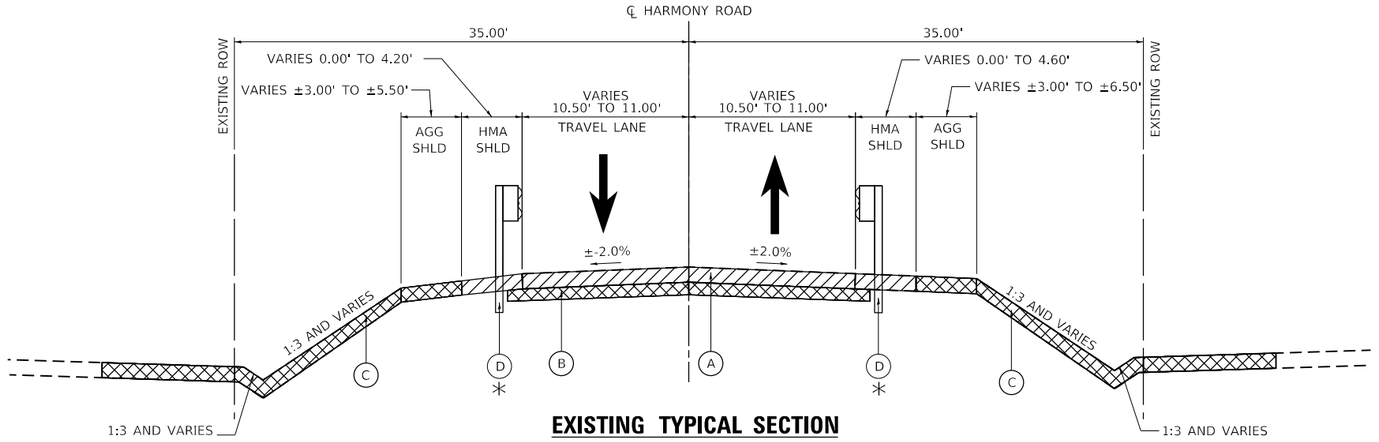
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 2 OF 2 SHEETS | STA. N/A | TO STA. N/A

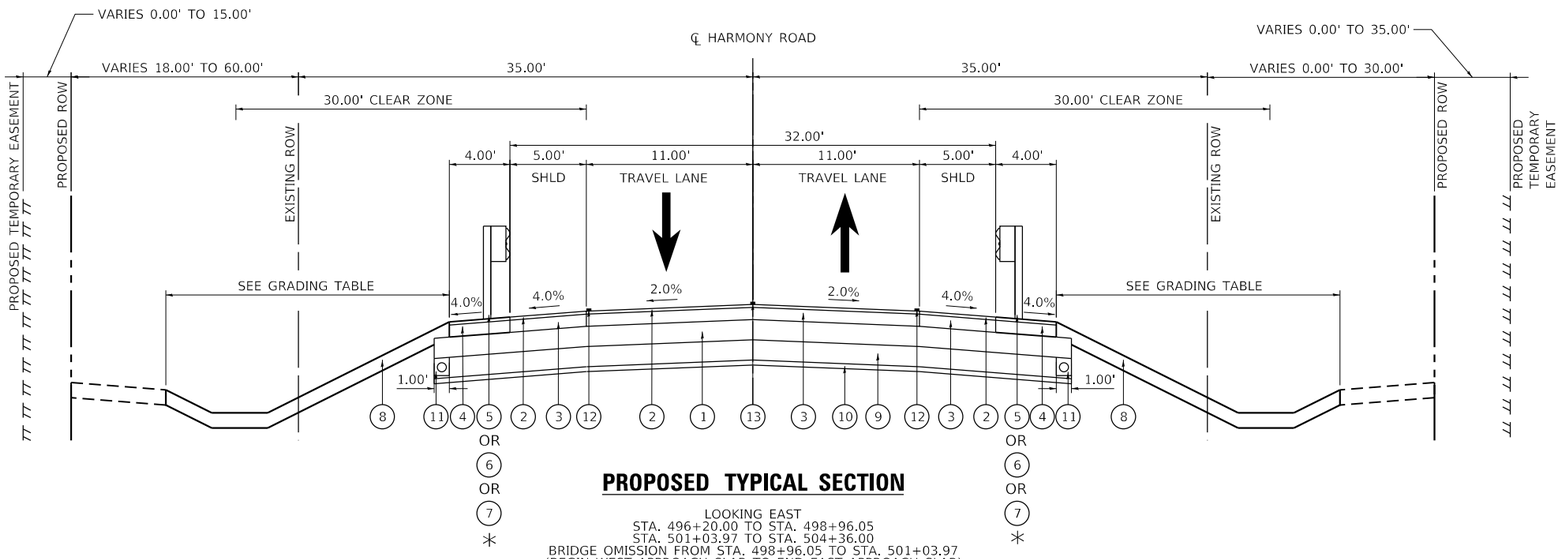
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	13
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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EXISTING TYPICAL SECTION

LOOKING EAST
STA. 496+20.00 TO STA. 499+31.42
STA. 500+68.54 TO STA. 504+36.00
BRIDGE OMISSION FROM STA. 499+31.42 TO STA. 500+68.54



PROPOSED TYPICAL SECTION

LOOKING EAST
STA. 496+20.00 TO STA. 498+96.05
STA. 501+03.97 TO STA. 504+36.00
BRIDGE OMISSION FROM STA. 498+96.05 TO STA. 501+03.97
(BEGIN WEST APPROACH SLAB TO END EAST APPROACH SLAB)

A MINIMUM OF 40 FOOT TRANSITION LENGTH SHALL BE USED TO TRANSITION FROM A 2% SHOULDER CROSS SLOPE AT THE APPROACH SLABS TO TO A STANDARD 4% CROSS SLOPE ON THE HMA SHOULDERS BASED UPON THE AASHTO MAXIMUM RELATIVE SLOPE FOR DESIGN SPEED = 60 MPH

SHOULDER TRANSITION STA. 498+56.05 TO STA. 498+96.05 AT THE WEST APPROACH SLAB AND STA. 501+03.97 TO 501+43.97 ON THE EAST APPROACH SLAB

* SEE ROADWAY PLAN AND PROFILE DRAWINGS FOR LOCATIONS OF TRAFFIC BARRIER TERMINALS OR STEEL PLATE BEAM GUARDRAIL. HMA SURFACE COURSE TO BE CORED PRIOR TO POST INSTALLATION. COST INCLUDED IN THE TERMINAL OR GUARDRAIL SPECIFIED.

HOT–MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	% AIR VOIDS @ NDS	QMP
HOT-MIX ASPHALT RECONSTRUCTION		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 8"	4% @ 50 GYR.	LR 1030-2
SHOULDERS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 8"	4% @ 50 GYR.	LR 1030-2
DRIVEWAYS AND SHOULDERS AT GUARDRAIL		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR1030-2		

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD./IN.
THE "AC TYPE" FOR ALL HMA SHALL BE "PG 58-28" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

GRADING TABLE

BRIDGE QUADRANT	FORESLOPE	DITCH WIDTH	BACKSLOPE
STA. 496+20.00 TO STA. 498+96.05 LT	- WITHIN CLEAR ZONE: 1V:4H - OUTSIDE CLEAR ZONE: 1V:3H - BEHIND GUARDRAIL: 1V:3H	8.00'	1V:4H
STA. 496+20.00 TO STA. 498+96.05 RT	- WITHIN CLEAR ZONE: 1V:4H - OUTSIDE CLEAR ZONE: 1V:3H - BEHIND GUARDRAIL: 1V:3H	4.00'	1V:4H
STA. 501+03.97 TO STA. 504+36.00 LT	- WITHIN CLEAR ZONE: 1V:4H - OUTSIDE CLEAR ZONE: 1V:3H - BEHIND GUARDRAIL: 1V:3H	NO DITCH	NO DITCH
STA. 501+03.97 TO STA. 504+36.00 RT	- WITHIN CLEAR ZONE: 1V:4H - OUTSIDE CLEAR ZONE: 1V:3H - BEHIND GUARDRAIL: RETAINING WALL AND 1V:10H IN FRONT OF WALL	NO DITCH	NO DITCH
NO DITCH IS PROPOSED EAST OF THE BRIDGE TO MAINTAIN THE EXISTING DRAINAGE PATTERN			

EXISTING LEGEND

- PAVEMENT REMOVAL
- EARTH EXCAVATION
  TOPSOIL EXCAVATION AND PLACEMENT (6 IN.)
- (A) HOT-MIX ASPHALT PAVEMENT, VARIES 5" TO 10"
- (B) SUBBASE STONE, VARIES 5" TO 11"
- (C) 12" TOPSOIL (ANTICIPATED)
- (D) GUARDRAIL REMOVAL

PROPOSED LEGEND

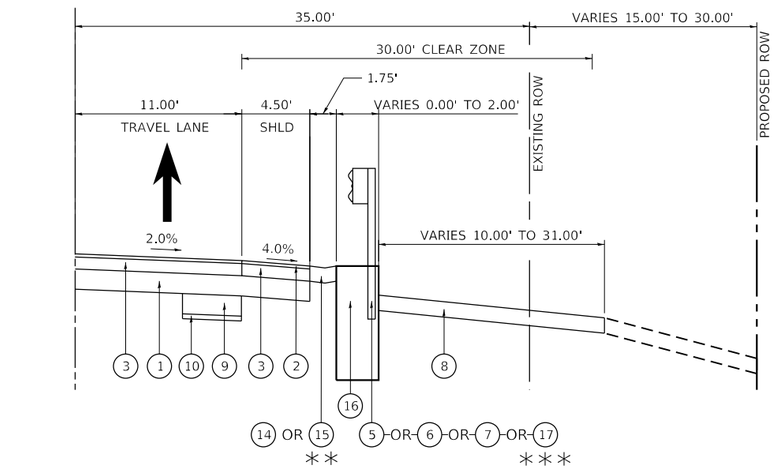
1. AGGREGATE SUBGRADE IMPROVEMENT, 12"
2. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"
3. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 8"
4. AGGREGATE BASE COURSE, TYPE B, 8"
5. TRAFFIC BARRIER TERMINAL, TYPE 6
6. TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
7. STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS
8. TOPSOIL EXCAVATION AND PLACEMENT (6 IN.) AND SEEDING
9. REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS AND AGGREGATE SUBGRADE IMPROVEMENT
10. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
11. PIPE UNDERDRAINS, TYPE 2, 4"
12. MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE EDGE LINE)
13. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (YELLOW 10' DASH, 30' SKIP)
14. TYPE B GUTTER, SPECIAL
15. CURB AND GUTTER, TYPE B-6.24
16. RETAINING WALL (SN 056-W3001)
17. STEEL RAILING (SPECIAL)

LONGITUDINAL JOINT SEALANT

1. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED BEFORE AND AFTER THE TOP HMA BINDER LIFT AT THE CENTERLINE OF THE ROADWAY AND THE EDGE OF PAVEMENT.

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS

1. FROM STA. 496+20.00 TO STA. 497+19.00 REMOVE AND DISPOSE OF UNSUITABLE MATERIALS AND REPLACE WITH 12 INCHES OF AGGREGATE SUBGRADE IMPROVEMENT.



PROPOSED TYPICAL SECTION

LOOKING EAST
STA. 501+03.97 TO STA. 503+26.52

** TYPE B GUTTER FROM STA. 500+73.97 TO STA. 502+40.14
BARRIER CURB B-6-24 FROM STA. 502+40.14 TO STA. 502+77.64

*** STEEL RAILING (SPECIAL) FROM STA. 500+73.97 TO STA. 502+40.14

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USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

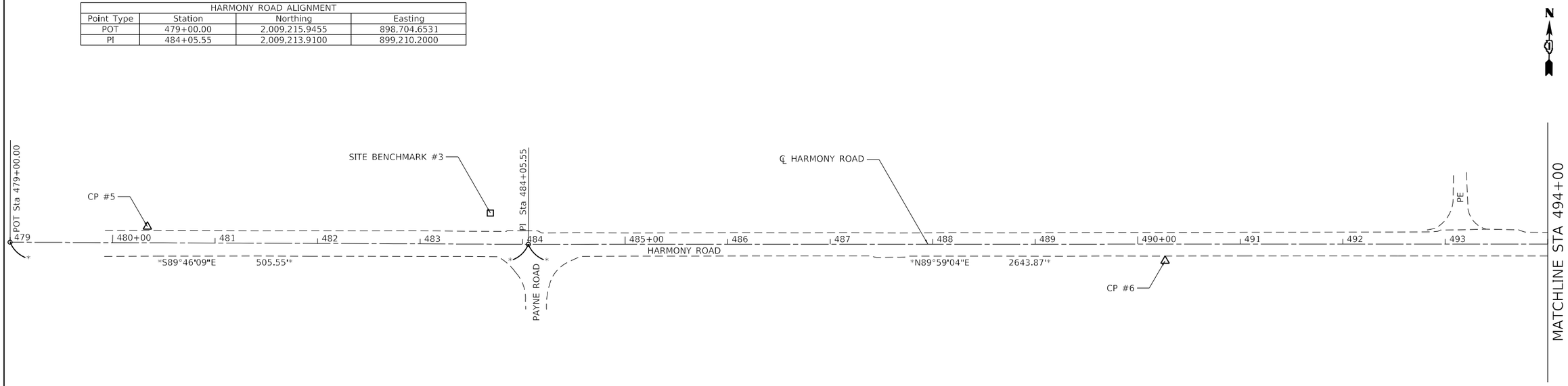
TYPICAL SECTIONS
HARMONY ROAD OVER COON CREEK

SCALE: 1" = 5' | SHEET 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

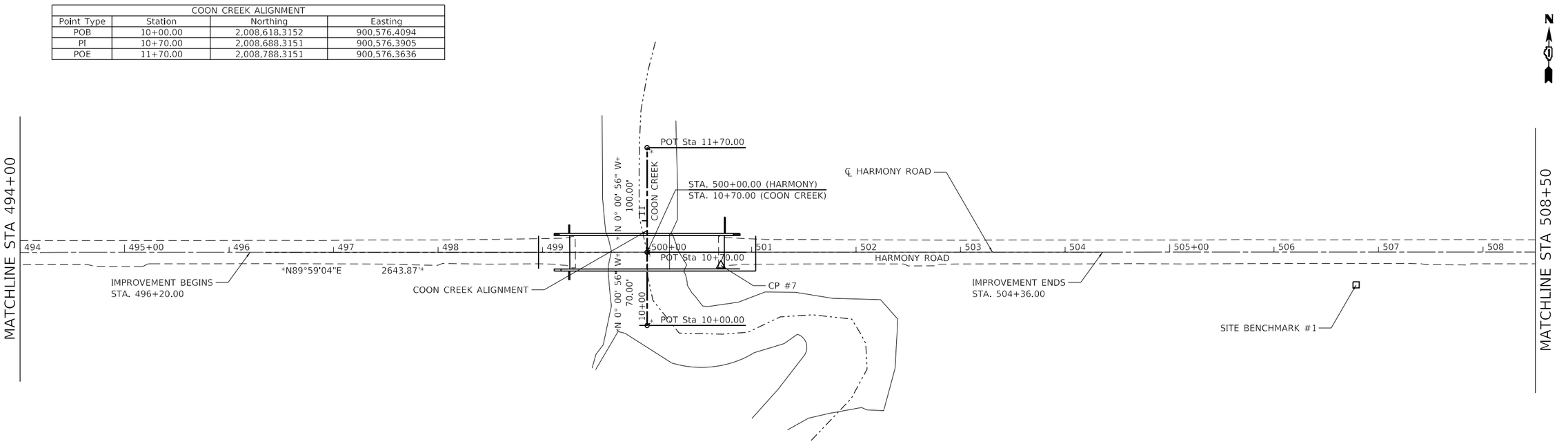
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	14
		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

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HARMONY ROAD ALIGNMENT			
Point Type	Station	Northing	Easting
POT	479+00.00	2,009,215.9455	898,704.6531
PI	484+05.55	2,009,213.9100	899,210.2000



COON CREEK ALIGNMENT			
Point Type	Station	Northing	Easting
POB	10+00.00	2,008,618.3152	900,576.4094
PI	10+70.00	2,008,688.3151	900,576.3905
POE	11+70.00	2,008,788.3151	900,576.3636



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USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/24/2026	DATE -8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

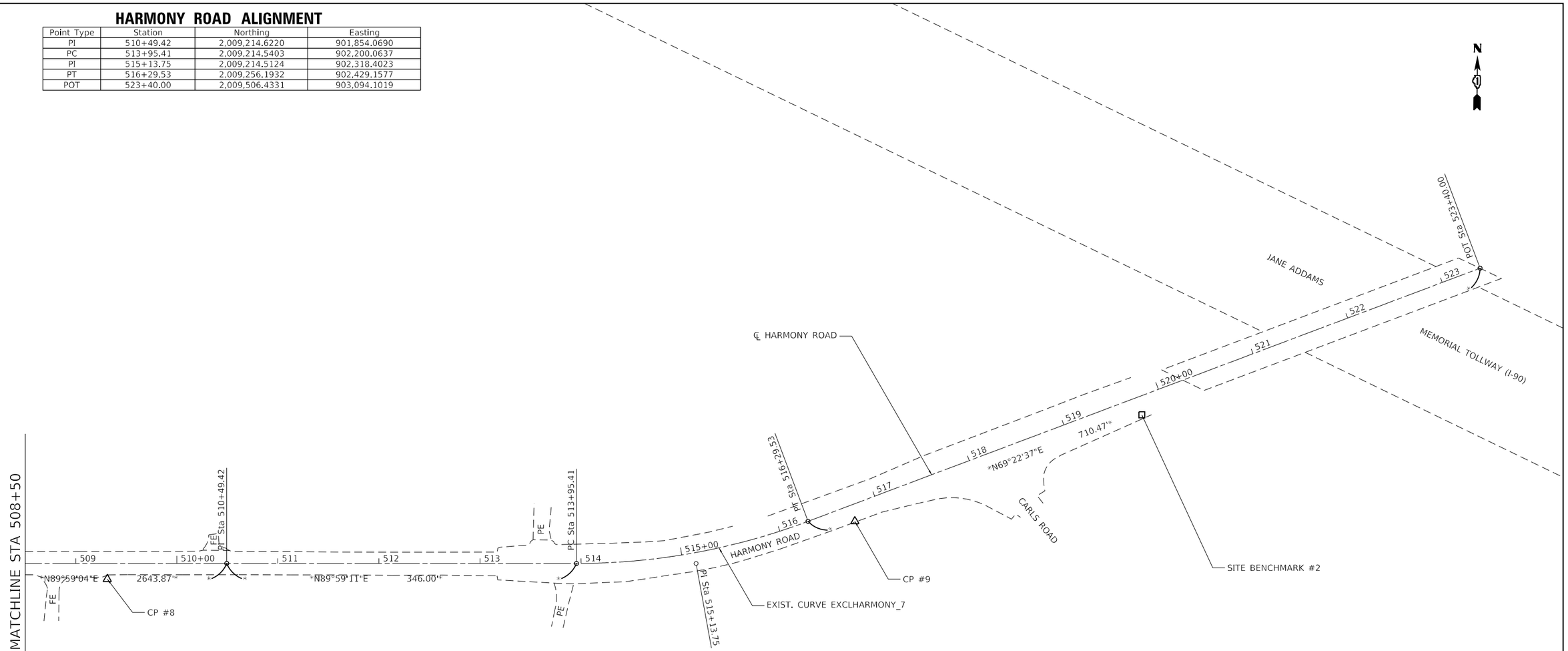
ALIGNMENT, TIES, AND BENCHMARKS
HARMONY ROAD OVER COON CREEK

SCALE: 1" = 50' | SHEET 1 OF 3 SHEETS | STA. 479+00 TO STA. 508+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	15
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

HARMONY ROAD ALIGNMENT

Point Type	Station	Northing	Easting
PI	510+49.42	2,009,214.6220	901,854.0690
PC	513+95.41	2,009,214.5403	902,200.0637
PI	515+13.75	2,009,214.5124	902,318.4023
PT	516+29.53	2,009,256.1932	902,429.1577
POT	523+40.00	2,009,506.4331	903,094.1019



EXIST. CURVE EXCLHARMONY_7
PI STA. = 515+13.75
Δ = 20° 38' 11" (LT)
D = 8° 48' 53"
R = 650.00'
T = 118.34'
L = 234.11'
E = 10.68'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 513+95.41
P.T. STA. = 516+29.53

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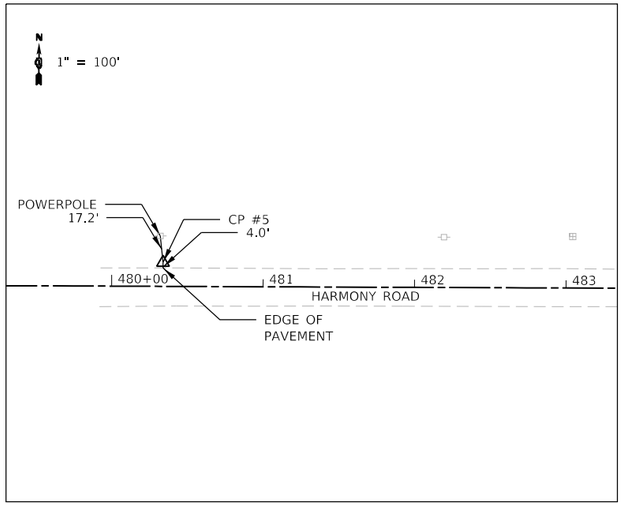
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	DRAWN - JLN	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS
HARMONY ROAD OVER COON CREEK

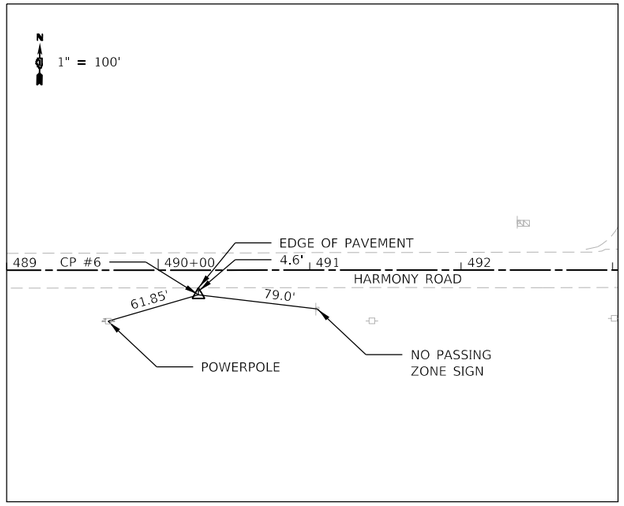
SCALE: 1" = 50' | SHEET 2 OF 3 SHEETS | STA. 508+50 | TO STA. 523+40

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	16
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		



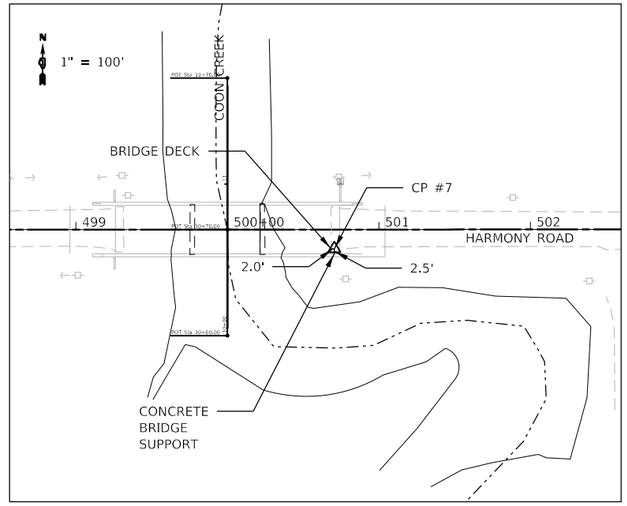
CONTROL POINT #5

SET 5/8" REBAR W/CAP
STA. 480+33.88, 15.72 LT
N: 2,009,231.129
E: 898,838.592
ELEV. = 832.321



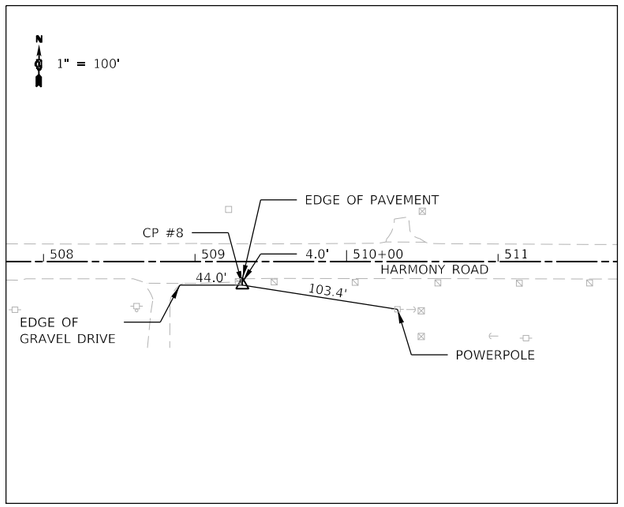
CONTROL POINT #6

SET 5/8" REBAR W/CAP
STA. 490+26.62, 16.32 RT
N: 2,009,197.762
E: 899,831.271
ELEV. = 819.623



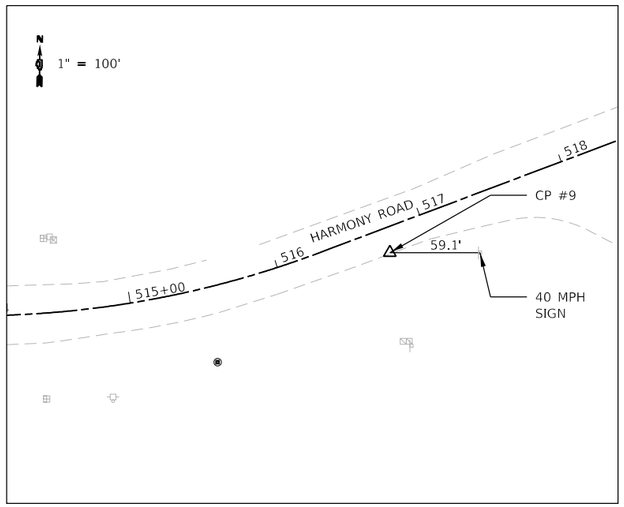
CONTROL POINT #7

SET MAG NAIL
STA. 500+70.57, 12.64 RT
N: 2,009,201.716
E: 900,875.219
ELEV. = 807.765



CONTROL POINT #8

SET 5/8" REBAR W/CAP
STA. 509+31.23, 15.53 RT
N: 2,009,199.060
E: 901,735.881
ELEV. = 807.754



CONTROL POINT #9

SET 5/8" REBAR W/CAP
STA. 516+72.93, 16.29 RT
N: 2,009,256.231
E: 902,475.520
ELEV. = 821.440

SITE BENCHMARK #1

ELEVATION = 804.655

SET R.R. SPIKE IN THE NORTH FACE OF P.P.
BEING THE 6TH P.P. EAST OF COON CREEK
ON THE SOUTH SIDE OF HARMONY ROAD

SITE BENCHMARK #2

ELEVATION = 830.319

SET CUT SQUARE IN THE TOP OF CURB
AT THE SOUTHEAST END OF CONCRETE
ON HARMONY ROAD BRIDGE OVER I-90

SITE BENCHMARK #3

ELEVATION = 833.105

SET R.R. SPIKE IN THE SOUTH FACE OF P.P.
ON THE NORTH SIDE OF HARMONY ROAD
WEST OF PAYNE ROAD

NOTES

1. BEARINGS, DISTANCES, AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT).
2. ELEVATION SHOWN HEREON REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
3. HORIZONTAL AND VERTICAL CONTROL WAS CALIBRATED USING NGS MONUMENT HARMONY (AJ2947) AND MCH23 1A (AJ2853).

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	DRAWN - JLN	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS
HARMONY ROAD OVER COON CREEK

SCALE: 1" = 50' | SHEET 3 OF 3 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	17
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

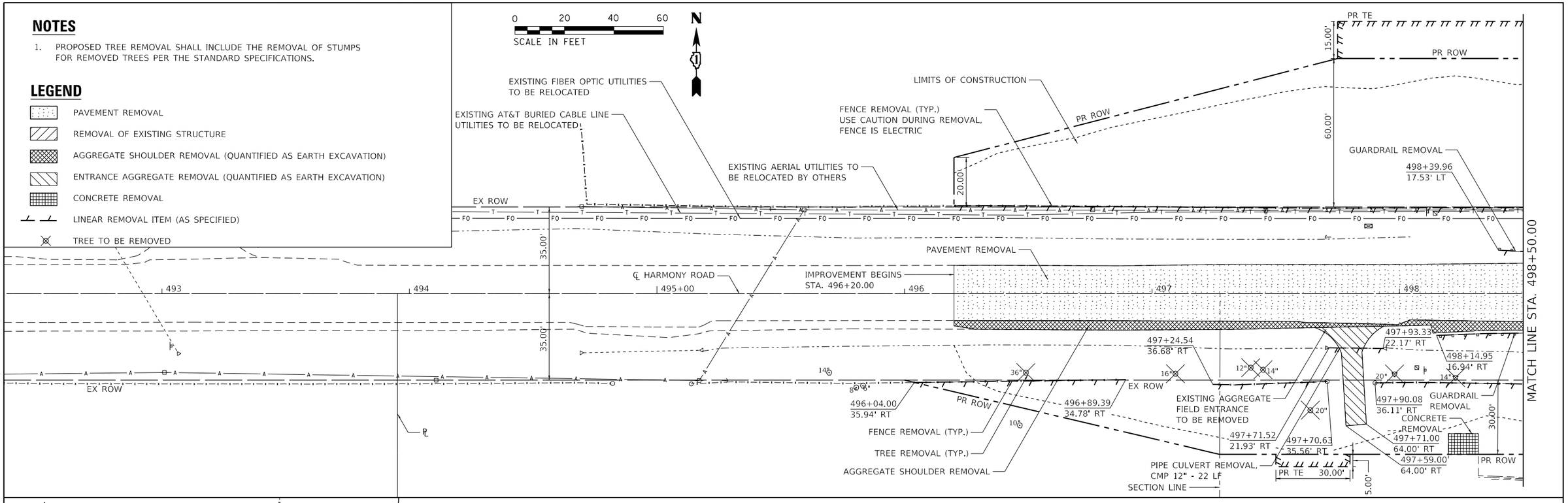
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NOTES

1. PROPOSED TREE REMOVAL SHALL INCLUDE THE REMOVAL OF STUMPS FOR REMOVED TREES PER THE STANDARD SPECIFICATIONS.

LEGEND

- PAVEMENT REMOVAL
- REMOVAL OF EXISTING STRUCTURE
- AGGREGATE SHOULDER REMOVAL (QUANTIFIED AS EARTH EXCAVATION)
- ENTRANCE AGGREGATE REMOVAL (QUANTIFIED AS EARTH EXCAVATION)
- CONCRETE REMOVAL
- LINEAR REMOVAL ITEM (AS SPECIFIED)
- TREE TO BE REMOVED



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
HARMONY ROAD OVER COON CREEK

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 492+50 TO STA. 504+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	18
		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

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N

0 20 40 60

SCALE IN FEET

PLAN

SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME

NOTE BOOK
NO.

DATE
BY

PR TE
PR ROW
2" HMA SURFACE COURSE, IL-9.5, MIX "D", N50
8" AGGREGATE BASE COURSE, TYPE B
TEMPORARY FENCE (SPECIAL) (TYP.)
LIMITS OF CONSTRUCTION (TYP.)
TRAFFIC BARRIER TERMINAL
TYPE 1 (SPECIAL) TANGENT
STA. 498+22.55 TO
STA. 498+50.00
496+38.00
16.00 LT
497+88.55
16.00 LT
498+12.55
20.00 LT
EXISTING FENCE
EXISTING UTILITIES TO BE
RELOCATED BY OTHERS
496+20.00
13.00 LT
EX ROW
MATCH LINE STA. 498+50.00
6:1 TAPER
493
℄ HARMONY ROAD
494
495+00
496
497
498
497+59.00
26.00 RT
497+71.00
26.00 RT
497+49.00
16.00 RT
497+81.00
16.00 RT
IMPROVEMENT BEGINS
STA. 496+20.00
496+20.00
13.00 RT
496+38.00
16.00 RT
497+71.00
64.00 RT
497+59.00
64.00 RT
HMA STA. 497+65.00
FE
STEEL PLATE BEAM
GUARDRAIL,
TYPE A, 9' POST
STA. 498+35.05 TO
STA. 498+50.00
SECTION LINE
TRAFFIC BARRIER TERMINAL
TYPE 1 (SPECIAL) TANGENT
STA. 497+85.05 TO
STA. 498+35.05
2" HMA SURFACE COURSE,
IL-9.5, MIX "D", N50
8" AGGREGATE BASE
COURSE, TYPE B
2" HMA SURFACE COURSE, IL-9.5, MIX "D", N50
8" HMA BINDER COURSE, IL-19.0, N50
35'
22'
11'
20'
60'
15'
12'
30'
5'
4'
2'

PROFILE

SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME

NOTE BOOK
NO.

DATE
BY

830
825
820
815
810
805
800
795

PROPOSED ROADWAY PROFILE ALONG ℄ OF HARMONY ROAD
EXISTING ROADWAY PROFILE ALONG ℄ OF HARMONY ROAD
1.50%
2.00%
-0.55%
200.00' V.C.
IMPROVEMENT BEGINS
STA. 496+20.00
MATCH EXISTING
EL. 813.96
497+00 EL. 812.42
VPI STA. 497+97.00
ELEVATION 810.42
PROPOSED ROADWAY ELEVATION (TYP.)
EXISTING ROADWAY ELEVATION (TYP.)

492+50	493+00	493+50	494+00	494+50	495+00	495+50	496+00	496+50	497+00	497+50	498+00	498+50
819.54	819.28	818.84	818.08	817.28	816.46	815.53	814.44	813.21 813.36	811.94 812.36	810.68 811.46	809.56 810.74	808.86 810.21

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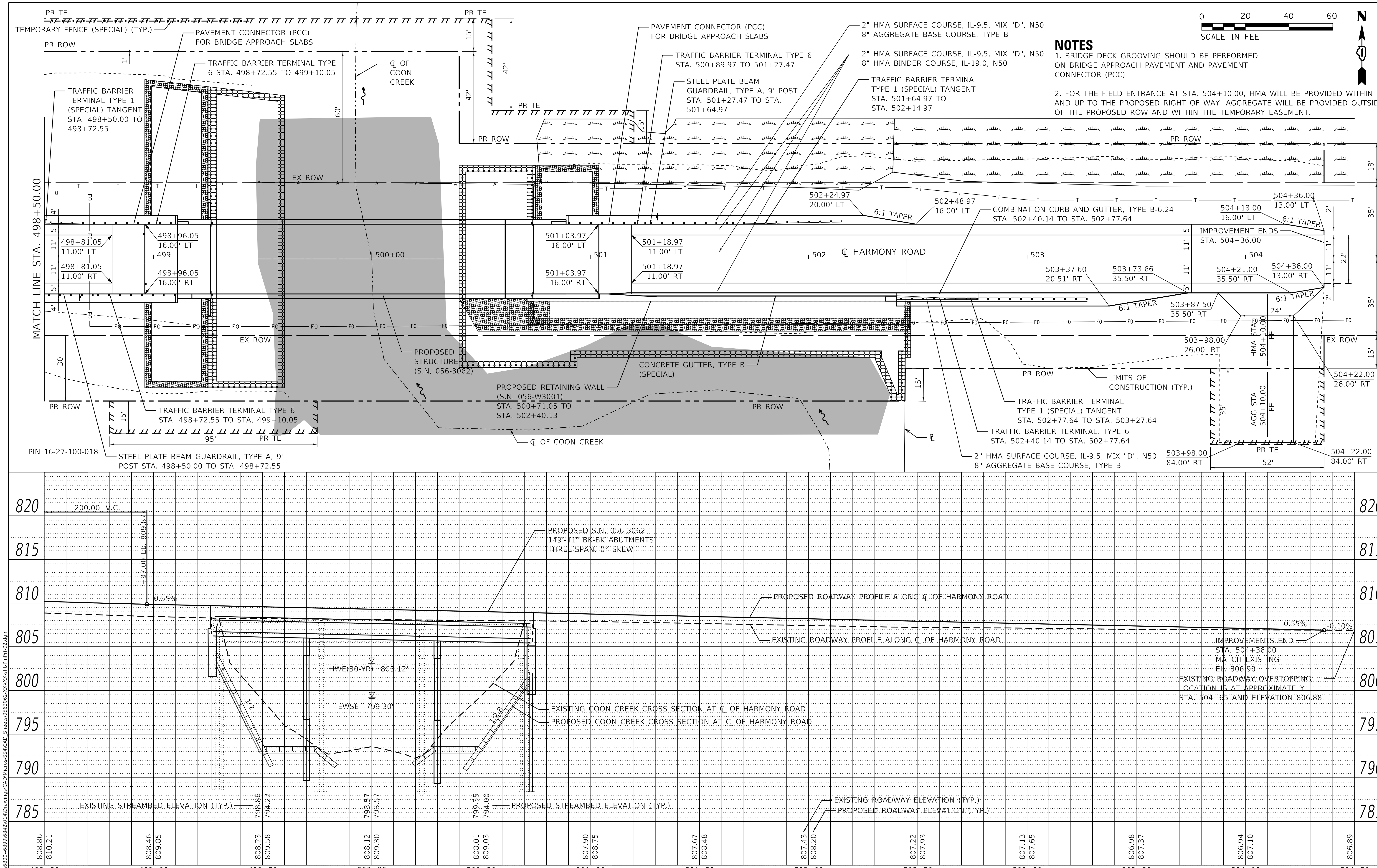
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
HARMONY ROAD OVER COON CREEK

SCALE: 1" = 20' | SHEET 1 OF 2 SHEETS | STA. 492+50 | TO STA. 498+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	19
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	



PLAN — NOTE BOOK, NO. — SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK, NO. — SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTAT'NS CH'KD — BY — DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
HARMONY ROAD OVER COON CREEK

SCALE: 1" = 20' | SHEET 2 OF 2 SHEETS | STA. 498+50 TO STA. 504+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	20

CONTRACT NO. 61M72
ILLINOIS | FED. AID PROJECT

GENERAL NOTES

1. THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO ENSURE THIS CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT ARE DEEMED NECESSARY BY THE ENGINEER. ADDITIONS AND DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE CONSIDERED INCLUDED WITH THE COST THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION (SPECIAL)" IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH MCDOT REGARDING THE PERIOD OF CLOSURE OF HARMONY ROAD.

3. TEMPORARY INFORMATION SIGNS SHALL BE PLACED PRIOR TO THE CONSTRUCTION AND AS DIRECTED BY THE ENGINEER.

4. THE CONTRACTOR SHALL CONTACT MCDOT AND RILEY TOWNSHIP HIGHWAY DEPARTMENT AT LEAST TWO (2) WEEKS IN ADVANCE OF THE INSTALLATION OF THE PROPOSED DETOUR.

5. ALL DETOUR SIGNS SHALL BE POST MOUNTED PER APPLICABLE SIGN MOUNTING STANDARDS. DETOUR SIGNS AND OTHER CONSTRUCTION SIGNS SHALL NOT BE ATTACHED TO LIGHT POLES, UTILITY POLES OR OTHER APPURTENANCES

6. SIGN LOCATIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS WITH THE PRIOR APPROVAL OF THE ENGINEER. DETOUR SIGN SPACING SHALL BE ACCORDING TO DISTRICT ONE STANDARD DETAIL TC-21 AND AS SHOWN ON THE DETOUR PLAN. DETOUR SIGN SPACING IN A RESIDENTIAL AREA SHOULD BE MODIFIED SO THAT THE SIGN FALLS BETWEEN HOUSES AT THE NEAREST LOT LINE WHEN POSSIBLE. THE ENGINEER MAY REQUIRE THAT THE SIGN BE RELOCATED IF IT IS INSTALLED IN FRONT OF A RESIDENCE. DETOUR SIGNS ARE TO BE INSTALLED RESPECTING THE LOCATION AND VISIBILITY OF THE EXISTING SIGNS. DETOUR SIGN OFFSETS SHALL BE ACCORDING TO MUTCD FIGURE 6F-1. LOCATION OF DETOUR SIGNS ARE SUBJECT TO APPROVAL OF THE ENGINEER.

7. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE NEW CONDITION,

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL DETOUR SIGNING AND APPURTENANCES ARE OPERATIONAL 24 HOURS A DAY, 7 DAYS A WEEK WHILE THE DETOUR IS IN EFFECT. THIS INCLUDES MAINTAINING THE VISIBILITY OF ALL CONSTRUCTION AND DETOUR SIGNING, INCLUDING CLEARING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.

9. ACCESS SHALL BE MAINTAINED TO ADJACENT PROPERTIES AT ALL TIMES. THIS WORK SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".

10. WHEN DETOUR SIGNS ARE TO BE PLACED, THE AREA NEEDS TO BE MARKED BY JULIE, FLAGS PLACED, ONCE THE DETOUR SIGN IS INSTALLED, ALL OF THE JULIE MARKING FLAGS ARE REQUIRED TO BE REMOVED AND DISPOSED OF PROPERLY.

11. WHEN THE DETOUR ROUTE SIGNS ARE INSTALLED, CARE AND CONSIDERATION ARE TO BE GIVEN TO THE INSTALLATION (TEMPORARY SIGN POST WINGS NEED TO BE INSTALLED SO AS TO BE BELOW GRADE), AND THE DETOUR SIGNS ARE TO BE INSTALLED RESPECTING THE LOCATION AND VISIBILITY OF THE EXISTING SIGNAGE SO AS NOT TO CAUSE TRAFFIC ISSUES.

12. ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC AS DETAILED ON THE PLANS SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS NECESSARY THROUGHOUT THE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER.

13. ALL SIGN COLORS SHALL BE ACCORDING TO THE LATEST EDITION OF THE MUTCD.

14. THE CONTRACTOR SHALL CONTACT THE IDOT D1 TRAFFIC CONTROL SUPERVISOR, KALPANNA KANNAN-HOSADURG, AT KALPANNA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK (INSTALLATION OF ADVANCE WORK OR DETOUR SIGNS).

15. A QUANTITY FOR TEMPORARY TRAFFIC SIGNAL TIMING HAS BEEN INCLUDED FOR THE FOLLOWING TRAFFIC SIGNALS ALONG THE DETOUR ROUTE:

    * IL ROUTE 23 AND PLEASANT GROVE ROAD / CORAL ROAD (TS 21973)
    * U.S. ROUTE 20 AND IL ROUTE 23 (STATE STREET) (TS 21970)

    * QUANTITY FOR THIS TRAFFIC SIGNAL SHALL BE PAID FOR AS TEMPORARY TRAFFIC SIGNAL TIMING PAY ITEM

16. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE MAINTENANCE OF TRAFFIC OPERATIONS WITH ALL SCHOOL DISTRICTS, MUNICIPALITIES, TOWNSHIP, COUTNIES, AND ENTITIES LISTED ON THE GENERAL NOTES PLAN SHEETS.

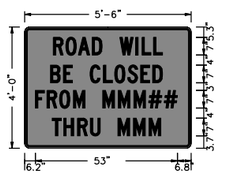
TEMPORARY INFORMATION SIGN

1. THE CONTRACTOR SHALL ERECT A TEMPORARY INFORMATION SIGN AT THE EAST AND WEST (2 TOTAL) TO INFORM THE PUBLIC OF THE CONSTRUCTION DURATION. SEE DETOUR PLANS FOR APPROXIMATE LOCATIONS.

2. THE CONTRACTOR WILL COORDINATE WITH THE ENGINEER ON THE EXACT PLACEMENT OF THE SIGN. THE SIGN SHALL BE IN PLACE FOR THE ENTIRE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER. THE SIGN SHALL BE UPDATED IF THE COMPLETION DATE CHANGES.

3. THE TEMPORARY SIGN WILL BE AS DIMENSIONED AND DETAILED ON THE DETOUR NOTES.

4. THE SIGNING, WHICH INCLUDES POST AND MOUNTING, WILL BE PAID AS TEMPORARY INFORMATION SIGNING, PER SQ FT FOR EACH SIGN ERECTED.



DETAIL

1. SIGN SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING. ONE SIGN ASSEMBLY EQUALS 22 SQ. FT.

2. OVERLAY PANELS SHALL BE "HIGHWAY C" FONT.

3. OVERLAY PANEL 1 TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION.

4. OVERLAY PANEL 2 TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR. OMIT THE DATE ON PANEL: MONTH ONLY.

5. ERECT SIGN ASSEMBLY (POST-MOUNTED) WITH PANELS 1 AND 2 IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY AFTER CLOSURE.

LIMITATIONS OF CONSTRUCTION

THE CONTRACTOR SHALL COORDINATE ITEMS OF WORK IN ORDER TO KEEP HAZARDS AND TRAFFIC INCONVENIENCES TO A MINIMUM, AS SPECIFIED BELOW.

1. IF THE CONSTRUCTION OPERATIONS ARE COMPLETED OUTSIDE THE DURATION OF THE ROADWAY CLOSURE, THOSE CONSTRUCTION OPERATIONS WILL BE CONDUCTED SO ONE LANE IN EACH DIRECTION ON HARMONY ROAD REMAINS OPEN AT ALL TIMES.

2. THE CONTRACTOR SHALL PROVIDE, ERECT, AND MAINTAIN ALL THE NECESSARY SIGNS, BARRICADES, CONES, DRUMS AND LIGHTS FOR THE WARNING AND PROTECTION OF TRAFFIC AS REQUIRED BY THE SECTION 1106 OF THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE ENGINEER.

KEEPING ROADS OPEN TO TRAFFIC

1. THE CONTRACTOR SHALL SCHEDULE HIS OR HER SEQUENCE OF OPERATION TO PERMIT THE CONSTRUCTION OF THIS SECTION WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC.

2. THE ENTRANCES WILL REMAIN OPEN / ACCESSIBLE AT ALL TIMES. ANY TEMPORARY MEASURES REQUIRED TO DO SO SHALL BE INCLUDED IN "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".

TRAFFIC CONTROL – IDOT STANDARD DRAWINGS

1. THE CONTRACTOR IS ENCOURAGED TO COMPLETE ALL WORK UNDER THE DETOUR CLOSURE. NO ADDITIONAL COMPENSATION FOR TRAFFIC CONTROL AND PROTECTION SHALL BE APPROVED IF THE CONTRACTOR IS NOT ABLE TO COMPLETE WORK WITHIN THE DETOUR TIME FRAME.

2. IN THE EVENT THE CONTRACTOR'S OPERATION REQUIRES WORK THAT WILL NOT BE COMPLETED UNDER THE DETOUR CLOSURE, THE CONTRACTOR WILL COMPLETE THE WORK UTILIZING THE APPLICABLE IDOT TRAFFIC CONTROL STANDARDS.

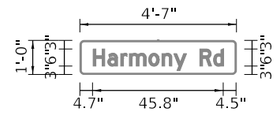
3. THE APPLICATION OF EACH STANDARD SHALL BE APPROVED BY THE ENGINEER. A LIST OF STANDARD DRAWINGS HAS BEEN INCLUDED ON THE INDEX OF SHEETS AND GENERAL NOTES PLAN SHEET AS WELL AS THE SPECIAL PROVISION FOR "TRAFFIC CONTROL PLAN, (SPECIAL)".

SEQUENCE OF CONSTRUCTION

1. COORDINATE UTILITY RELOCATES.
2. SET UP TEMPORARY INFORMATION SIGNING.
3. SET UP DETOUR AS DETAILED IN THE PLAN.
4. SET UP TEMPORARY EROSION CONTROL MEASURES.
5. PERFORM TREE REMOVAL
6. REMOVE EXISTING PAVEMENT AND BRIDGE STRUCTURE.
7. CONSTRUCT THE PROPOSED BRIDGE.
8. CONSTRUCT EMBANKMENT, SUBGRADE AND AGGREGATE BASE COURSES.
9. CONSTRUCT SHOULDERS AND PAVEMENT (INCLUDING FINAL SURFACE).
10. PLACE GUARDRAILS AND TRAFFIC BARRIER TERMINALS.
11. PLACE PERMANENT PAVEMENT MARKINGS .**
12. PLACE PERMANENT RESTORATION.
13. FINALIZE PUNCH LIST AND SITE CLEANUP.

** IF CONTRACTOR ELECTS TO COMPLETE THE PERMANENT PAVEMENT MARKING OUTSIDE OF THE CLOSURE PERIOD, THEN THE CONTRACTOR SHALL PLACE THE APPROPRIATE TEMPORARY PAVEMENT MARKINGS. TEMPORARY PAVEMENT MARKINGS SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION. ALL TEMPORARY MARKINGS ON THE PERMANENT SURFACES SHALL BE TAPE. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

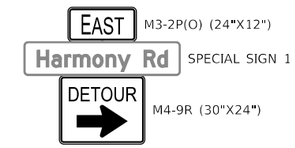
SPECIAL SIGN 1 DESIGN

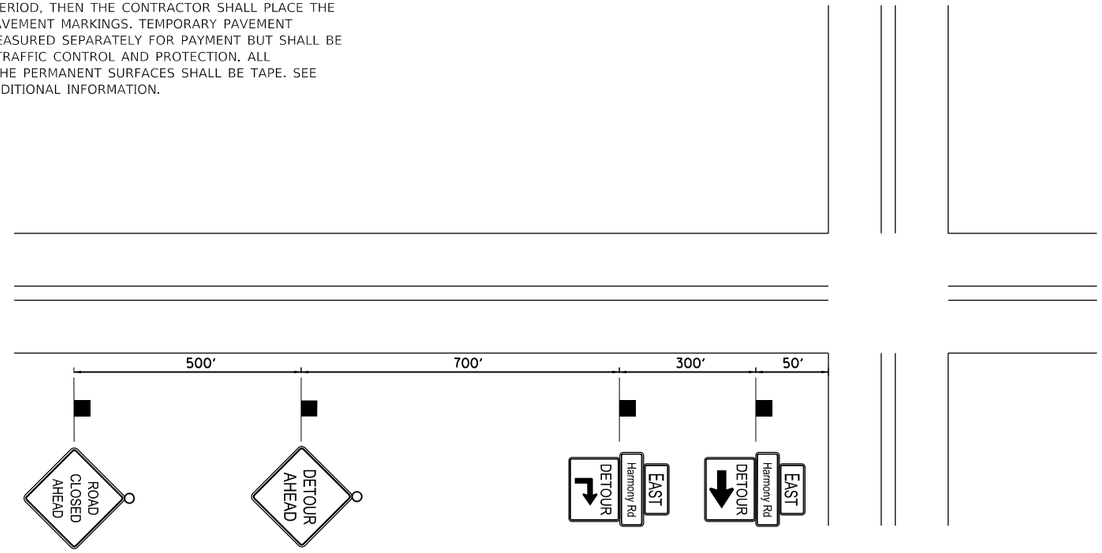


BORDER
R=1.5 in
TH=0.5 in

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

TYPICAL DETOUR SIGN ASSEMBLIES





TYPICAL DETOUR SIGN SPACING

REFER TO DISTRICT STANDARD TC-21 FOR SIGN SPACING DETAILS

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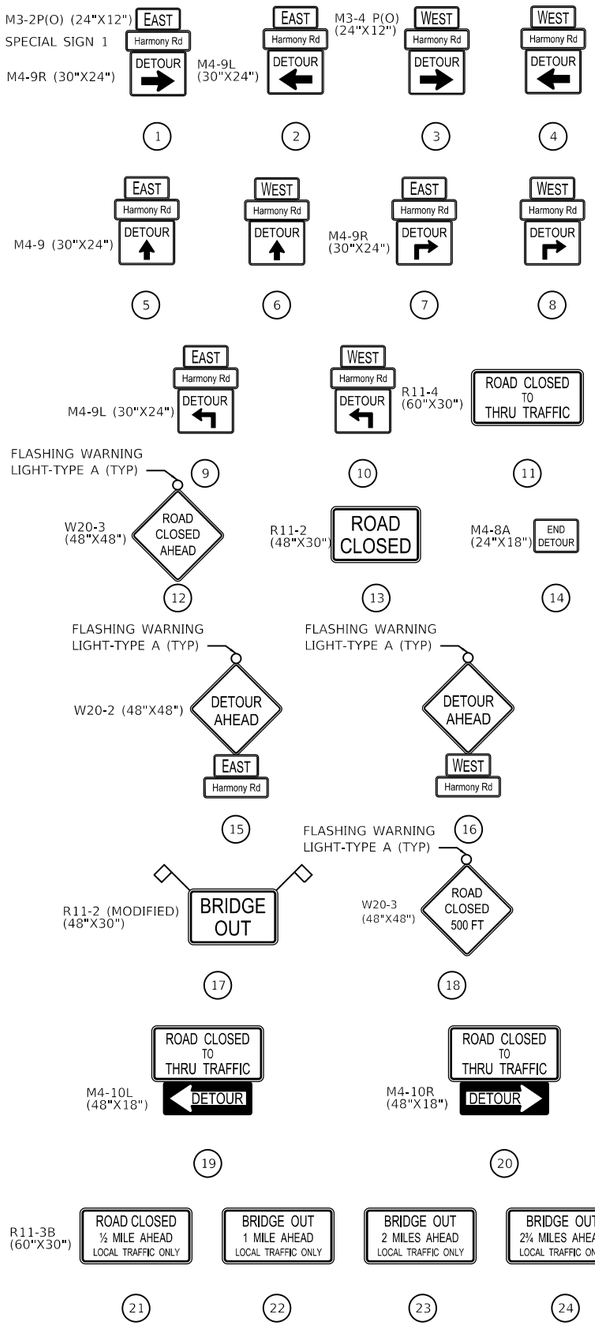
DETOUR NOTES
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 1 OF 4 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	21
		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

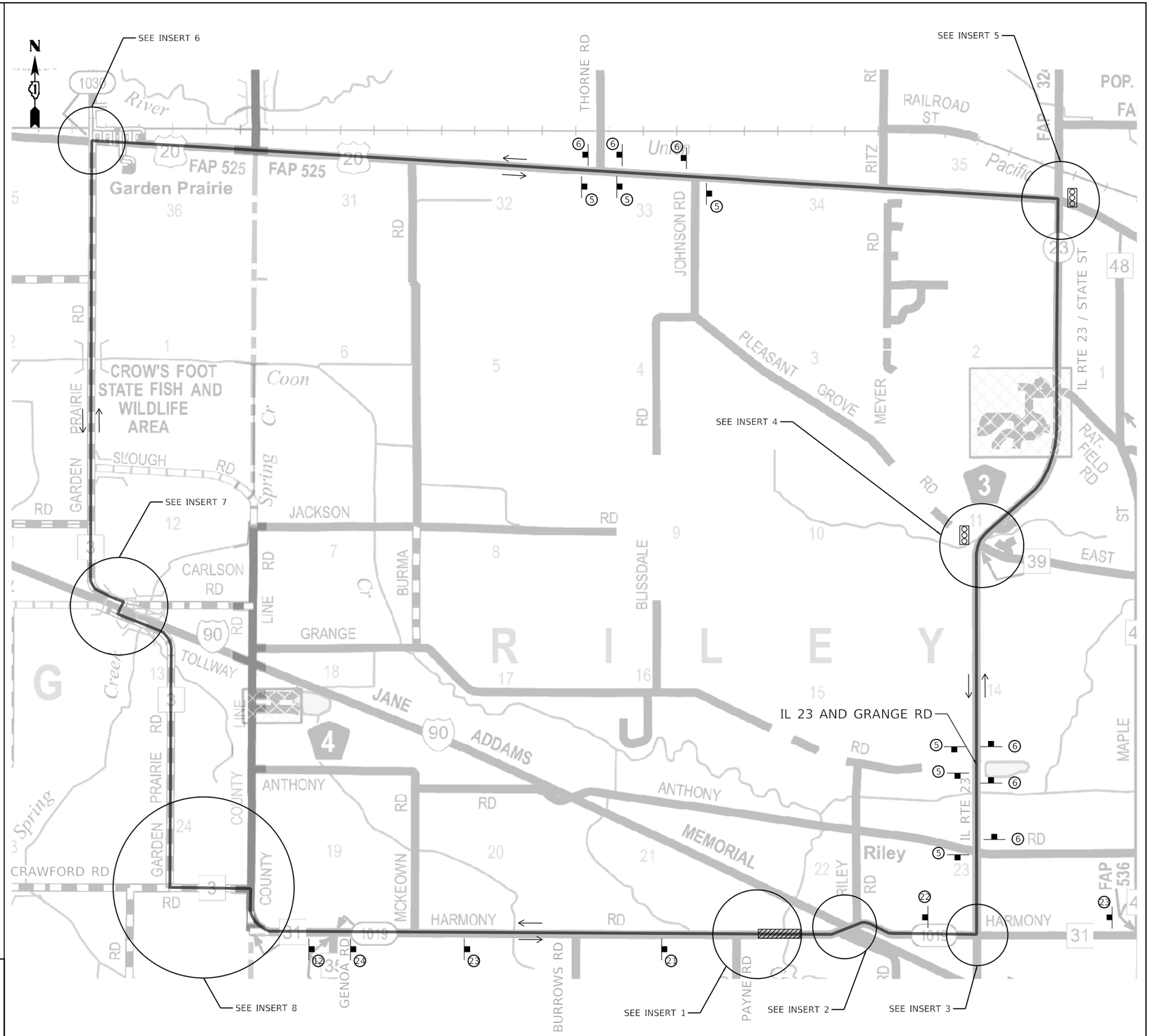
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M3-2P(O) (24"X12")
SPECIAL SIGN 1
M4-9R (30"X24")



SIGN FOR TRAFFIC CONTROL

TYPE III BARRICADES



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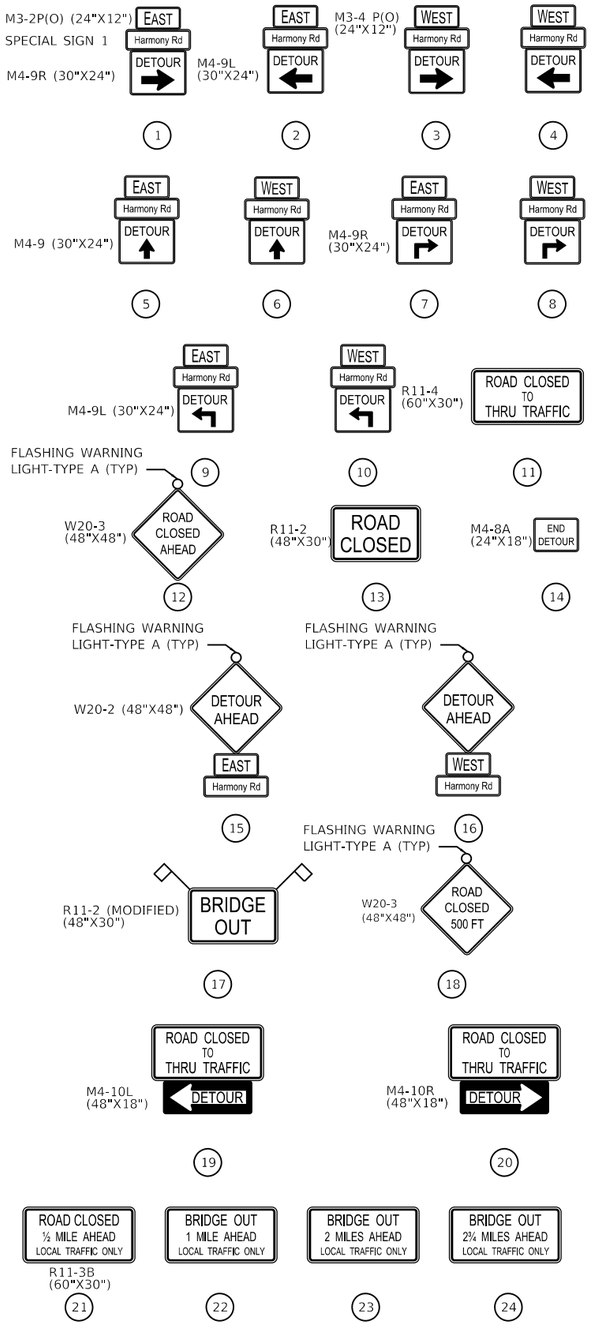
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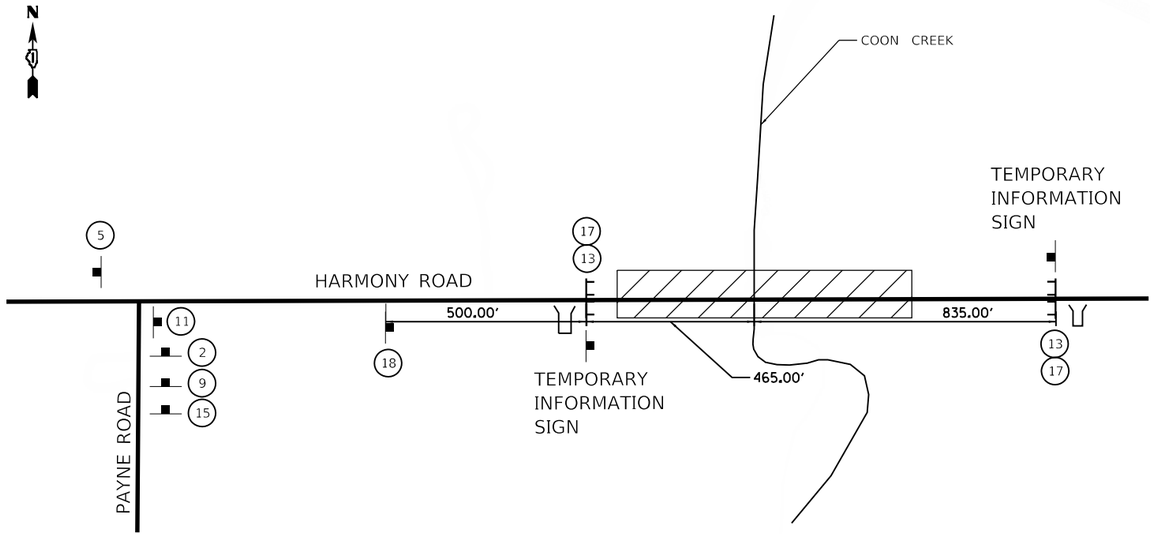
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED TRAFFIC CONTROL AND DETOUR PLAN
HARMONY ROAD OVER COON CREEK

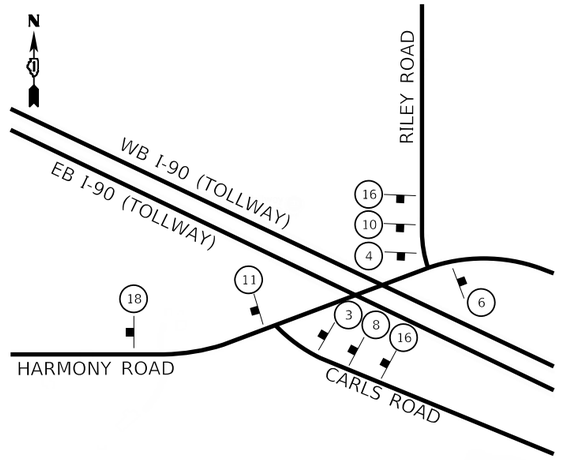
SCALE: NTS | SHEET 2 OF 4 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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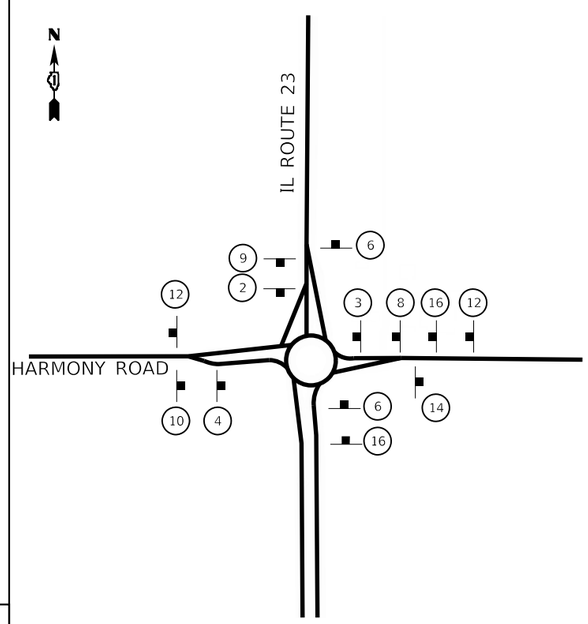




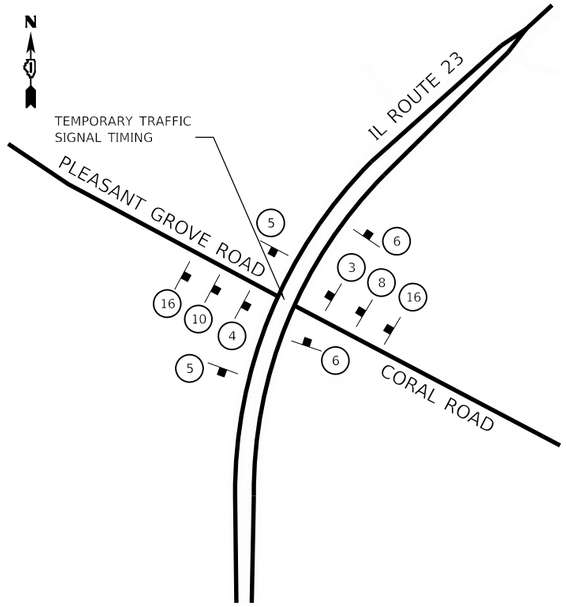
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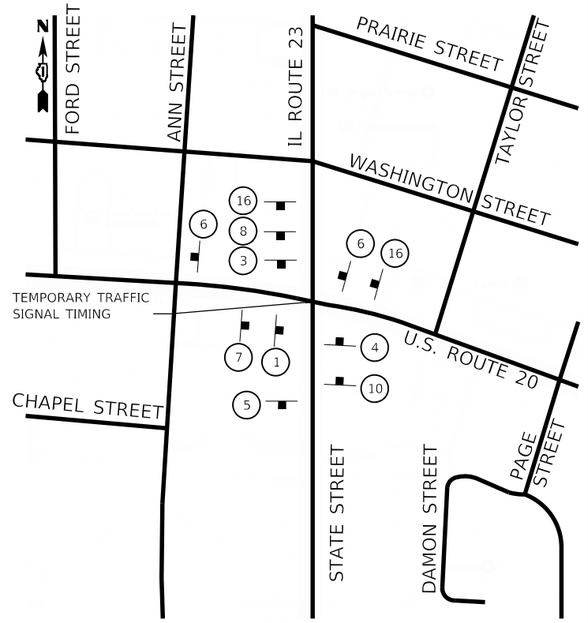
INSERT VIEW 2



INSERT VIEW 3



INSERT VIEW 4



INSERT VIEW 5

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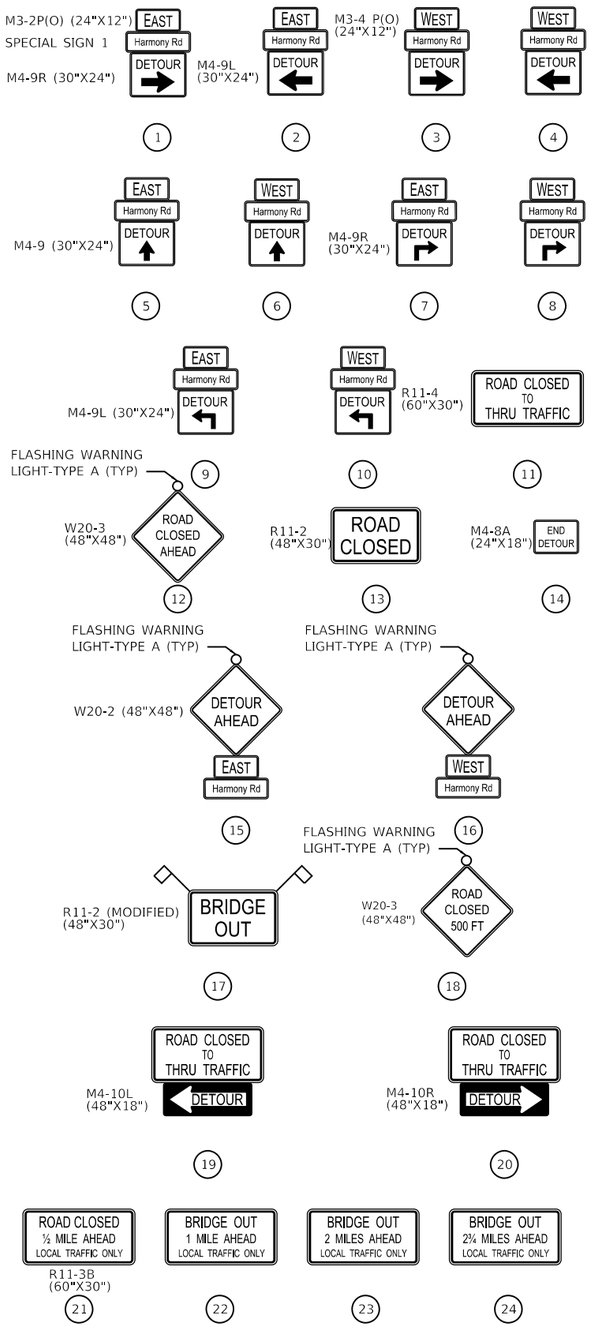
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED TRAFFIC CONTROL AND DETOUR PLAN
HARMONY ROAD OVER COON CREEK

SCALE: NTS | SHEET 3 OF 4 SHEETS | STA. N/A | TO STA. N/A

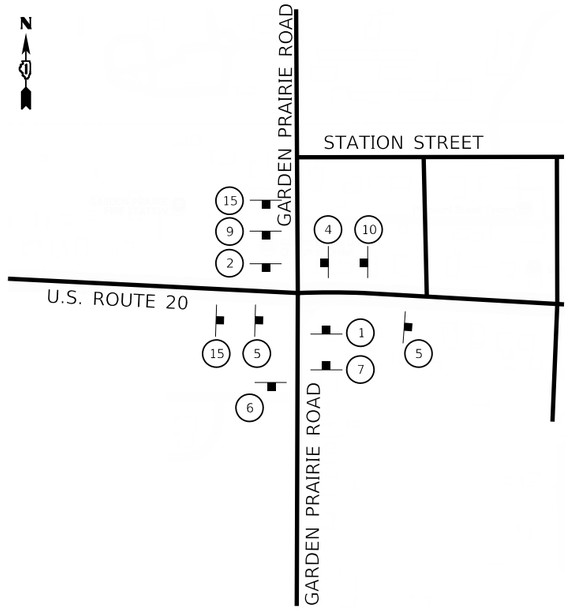
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	23
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

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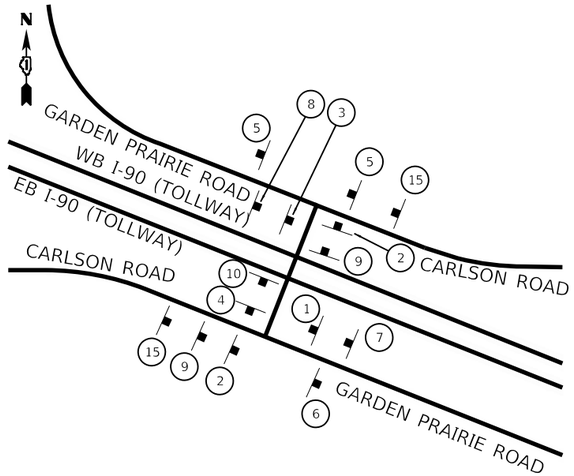


SIGN FOR TRAFFIC CONTROL

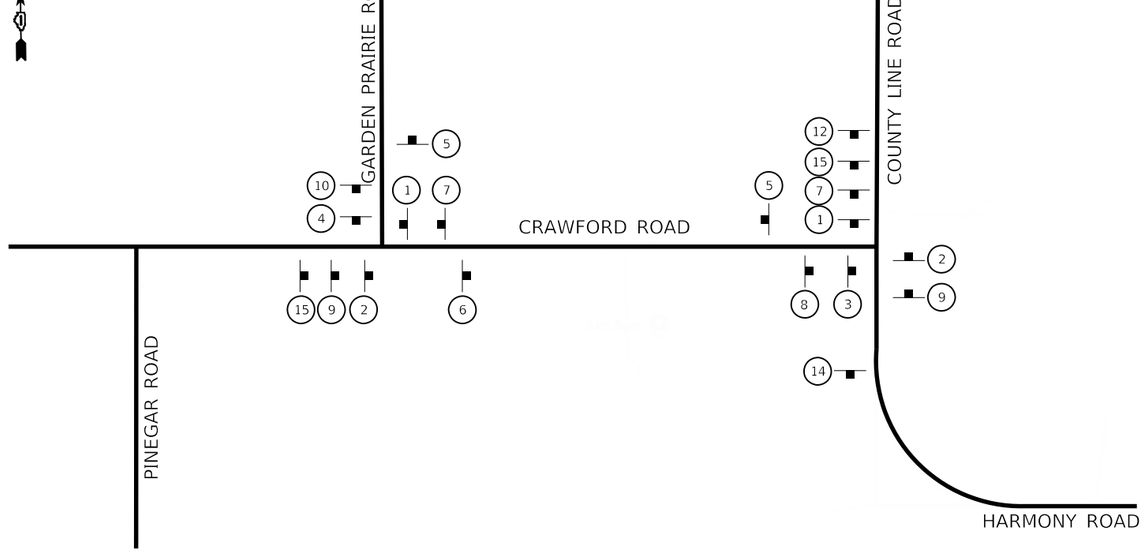
TYPE III BARRICADES



INSERT VIEW 6



INSERT VIEW 7



INSERT VIEW 8

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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -	

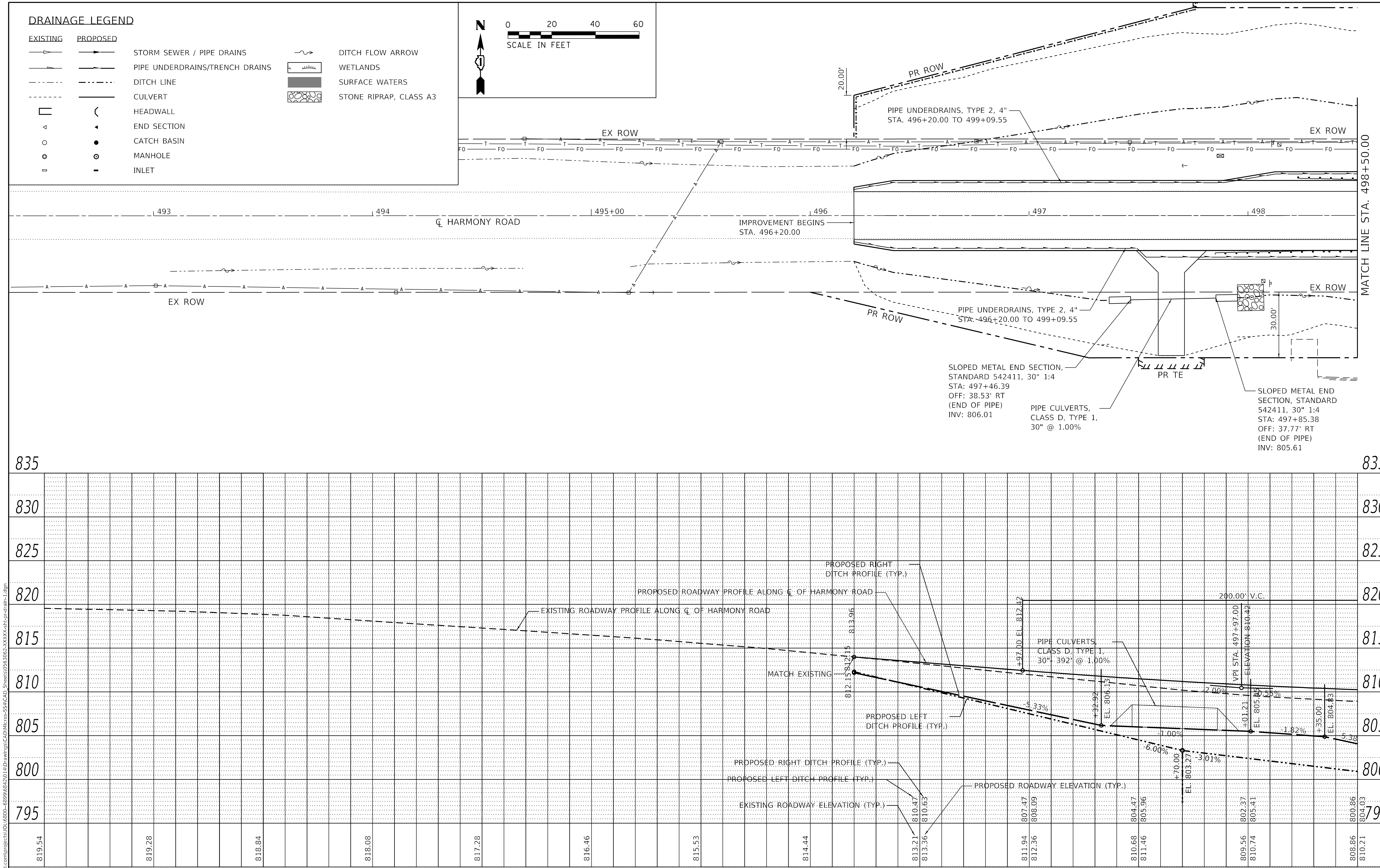
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED TRAFFIC CONTROL AND DETOUR PLAN
HARMONY ROAD OVER COON CREEK

SCALE: NTS | SHEET 4 OF 4 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	24
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

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ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
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NOTE BOOK NO.	BY	DATE

PROFILE		
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PLOTTED		
GRADES CHECKED		
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STRUCTURE NOTAT'NS CH'KD		
NOTE BOOK NO.	BY	DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN AND PROFILE
HARMONY ROAD OVER COON CREEK

SCALE: 1" = 20' | SHEET 1 OF 2 SHEETS | STA. 492+50 TO STA. 498+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	25
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

PR ROW
EXISTING ℄ OF COON CREEK
PIPE DRAIN 12"
20 LF - MATCH
FORESLOPE
METAL FLARED END
SECTIONS 12"
STA: 501+09.00, OFF:
35.39' LT (END OF
PIPE)
INV: 802.65 (S)
TYPE G INLET BOX, STANDARD 610001
STA: 501+09.00, OFF: 15.39' LT
RIM: 808.38
INV: 805.71 (N)
CONCRETE END SECTION,
STANDARD 542001, 15", 1:4
STA: 502+77.00, OFF: 26.49'
LT (END OF PIPE)
INV: 802.35 (S)
N
0 20 40 60
SCALE IN FEET
42.00'
18.00'
PR TE
PR ROW
EX ROW
MATCH LINE STA. 498+50.00
PIPE UNDERDRAINS,
TYPE 2, 4" (TYP.)
PIPE UNDERDRAINS,
TYPE 2, 4" (TYP.)
CONCRETE HEADWALLS
FOR PIPE DRAINS
499
500+00
501
502
℄ HARMONY ROAD
503
504
PIPE UNDERDRAINS, 6" (SPECIAL)
IMPROVEMENT ENDS
STA. 504+36.00
EX ROW
CENTERLINE OF EXISTING
CONCRETE BRIDGE STRUCTURE
P.O.T. STA. 500+00.00
15.00'
STORM SEWERS, CLASS A,
TYPE 2, 15" - 45 LF @ 2.00%
SEE JOINT TIE DETAIL
PR ROW
CATCH BASINS, TYPE A,
4-DIAMETER, TYPE 24 FRAME AND
GRATE
STA: 507+77.00, OFF: 18.00' RT
RIM: 807.24
INV: 803.24 (E AND N)
35.00'
15.00'
PR ROW
PR TE
52.00'
PR ROW
PR TE
PROPOSED STRUCTURE (056-3062)
DELINEATED SURFACE WATERS
REMOVAL OF EXISTING STRUCTURE (056-3138)
CLOSED CELL REVETMENT MAT (TYP.)
OPEN CELL REVETMENT MAT (TYP.)
PIPE UNDERDRAINS, 6" (SPECIAL)
CONCRETE HEADWALLS
FOR PIPE DRAINS
CATCH BASINS, TYPE C, TYPE 24
FRAME AND GRATE
STA: 507+67.00, OFF: 18.00' RT
RIM: 807.29
INV: 803.44 (E)
STORM SEWERS, CLASS A,
TYPE 2, 12" - 10 LF @ 2.00%

DRAINAGE LEGEND

EXISTING	PROPOSED			
		STORM SEWER / PIPE DRAINS		
		PIPE UNDERDRAINS/TRENCH DRAINS		
		DITCH LINE		
		CULVERT		
		HEADWALL		
		END SECTION		DITCH FLOW ARROW
		CATCH BASIN		WETLANDS
		MANHOLE		SURFACE WATERS
		INLET		STONE RIPRAP, CLASS A3

825 820 815 810 805 800 795 790 785

PROPOSED LEFT
DITCH PROFILE (TYP.)
PROPOSED RIGHT
DITCH PROFILE (TYP.)
EXISTING S.N. 056-3138
139-6" BK-BK ABUTMENTS
THREE SPAN, 0° SKEW
+97.00 FL. 809.87
PROPOSED S.N. 056-3062
149'-11" BK-BK ABUTMENTS
THREE-SPAN, 0° SKEW
PROPOSED ROADWAY PROFILE ALONG ℄ OF HARMONY ROAD
EXISTING ROADWAY PROFILE ALONG ℄ OF HARMONY ROAD
MATCH EXISTING
806.900
CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE
STA: 507+67.00, OFF: 18.00' RT
RIM: 807.29
INV: 803.44 (E)
CATCH BASINS, TYPE A, TYPE 24 FRAME AND GRATE
STA: 507+67.00, OFF: 18.00' RT
RIM: 807.24
INV: 803.24 (E AND N)
8%
-3.38%
HWE(30-YR) 803.12'
EWSE 799.30'
798.00
798.00
798.00
12.8
EXISTING COON CREEK CROSS SECTION AT ℄ OF HARMONY ROAD
PROPOSED COON CREEK CROSS SECTION AT ℄ OF HARMONY ROAD
EXISTING ROADWAY
OVERTOPPING LOCATION IS AT
APPROXIMATELY STA. 504+65
AND ELEVATION 806.87
PROPOSED LEFT
DITCH PROFILE (TYP.)
PROPOSED RIGHT
DITCH PROFILE (TYP.)
EXISTING STREAMBED
ELEVATION (TYP.)
STORM SEWERS, CLASS A,
TYPE 2, 12" - 10 LF @ 2.00%
STORM SEWERS, CLASS A, TYPE 2, 15" - 45 LF @ 2.00%
PROPOSED STREAMBED ELEVATION (TYP.)
EXISTING ROADWAY ELEVATION (TYP.)
PROPOSED ROADWAY ELEVATION (TYP.)

808.86 810.21 804.03
808.46 809.85 799.36 801.34
808.23 809.58 798.65 794.22
808.12 809.30 793.57 793.57
808.01 809.03 799.35 794.00
807.90 808.75
807.67 808.48
807.43 808.20
807.22 807.93
807.13 807.65
806.98 807.37
806.94 807.10
806.89

498+50 499+00 499+50 500+00 500+50 501+00 501+50 502+00 502+50 503+00 503+50 504+00 504+50

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTA.
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BY
DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN AND PROFILE
HARMONY ROAD OVER COON CREEK

SCALE: 1" = 20' | SHEET 2 OF 2 SHEETS | STA. 498+50 | TO STA. 504+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	26
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

GENERAL SOIL EROSION AND SEDIMENT CONTROL NOTES

1. THE RESIDENT ENGINEER MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION MEETING, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES AND ONE WEEK PRIOR TO THE FINAL INSPECTION.

2. A COPY OF THE APPROVED STORMWATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE MAINTAINED ON-SITE.

3. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT OF THE REQUIREMENTS TO IMPLEMENT AND MAINTAIN THE SWPPP AND ALL PERMIT CONDITIONS REQUIRED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) ILR10 PERMIT SET FORTH BY THE ILLINOIS EPA, THE U.S. ARMY CORPS OF ENGINEERS JOINT 404 PERMIT, MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT, AND THE STATE OF ILLINOIS.

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

5. THE CONTRACTOR SHALL ARRANGE A PRE-CONSTRUCTION MEETING WITH ALL SUBCONTRACTORS, THE COUNTY, THE MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT AND OTHER INTERESTED REGULATORY AGENCIES AND OFFICIALS PRIOR TO CONSTRUCTION.

6. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE CONTRACTOR SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR OF EROSION CONTROL MEASURES.

7. ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND WITHIN 24-HRS AFTER A RAIN EVENT GREATER THAN 1/2"

8. THE MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT (MLSWCD) IS RESPONSIBLE FOR CONDUCTING SITE VISITS, VERIFYING THE PRACTICES ARE WORKING PROPERLY AND DETERMINING IF ADDITIONAL PRACTICES ARE NEEDED FOR BETTER SOIL EROSION AND SEDIMENT CONTROL. IF ADDITIONAL PRACTICES ARE DEEMED NECESSARY, THE CONTRACTOR WILL IMPLEMENT THE PRACTICE IN A TIMELY MANNER.

9. ALL AREAS OF DISTURBED SOIL SHALL BE STABILIZED WITH WILDLIFE FRIENDLY EROSION CONTROL BLANKET FOLLOWING COMPLETION OF SOIL DISTURBING ACTIVITIES.

10. ALL ADJACENT ROADWAYS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED AT THE END OF EACH DAY'S OPERATION OR MORE FREQUENTLY AS REQUIRED BY THE ENGINEER.

11. AS A PERMIT CONDITION REQUIRED FOR THIS PROJECT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE COUNTY, MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT AND ENGINEER FOR APPROVAL. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK).

12. CONCRETE WASHOUT(S) ARE ANTICIPATED FOR THIS PROJECT MUST BE DRAWN ON PLANS AND APPROVED BY MLSWCD PRIOR TO WORK. WASHOUTS ARE TO BE MAINTAINED IN A MANNER CONSISTENT WITH THE DETAILS ON THE PLANS AND THE LATEST EDITION OF THE ILLINOIS URBAN MANUAL. CONCRETE WASHOUT SHALL BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHALL NOT BE ALLOWED TO ENTER WATER BODIES, STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES, ANY WASTE SHALL BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHALL BE DESIGNATED WITH PROPER SIGNAGE. FAILURE TO COMPLY COULD RESULT IN A VIOLATION.

13. A STABILIZED CONSTRUCTION ENTRANCE IS REQUIRED FOR THIS PROJECT. THE CONTRACTOR SHALL SUBMIT THE LOCATION AND DETAILS THROUGH THE ENGINEER FOR MCLSWCD APPROVAL. THE LOCATION SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE EXITING THE SITE TO A PUBLIC RIGHT-OF-WAY OR STREET. ANY SEDIMENT OR SOIL REACHING PUBLIC RIGHT-OF-WAY OR STREET SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

14. ALL PERMANENT SEEDING RESTORATION SHALL BE PLACED ON 6 INCHES OF EXCAVATED TOPSOIL IN ACCORDANCE WITH SECTION 211 OF THE SSRBC.

15. PROPOSED DRAINAGE STRUCTURES RECEIVING RUNOFF SHALL BE PROTECTED WITH INLET FILTERS OR INLET AND PIPE PROTECTION IMMEDIATELY AFTER INSTALLATION.

16. FOR INLET AND PIPE PROTECTION, A COMBINATION OF PERIMETER EROSION BARRIER AND TEMPORARY DITCH CHECKS (ROLLED EXCELSIOR) FOR PIPE PROTECTION SHALL BE USED. THE USE OF STRAW BALES FOR PIPE PROTECTION SHALL NOT BE ALLOWED.

17. SOIL EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHOULD BE IMPLEMENTED AND PROPERLY MAINTAINED.

DIVERSION AND DEWATERING NOTES

1. WHEN DIVERSION AND DEWATERING OF THE CONSTRUCTION AREA IS NECESSARY, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. ALL WATERS SHALL BE FILTERED USING FILTER BAGS OR ALTERNATE MEASURES APPROVED BY THE MCLSWCD. ALL FILTER BAGS MUST HAVE SECONDARY CONTAINMENT DEVICES AND SHOULD BE PLACED ON LEVEL GROUND. DEWATERING DIRECTLY INTO STREAMS, WETLANDS, FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.

2. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL ELEVATION.

3. WORK MAY NOT BE PERFORMED IN THE WATER, EXCEPT FOR THE PLACEMENT OF NON-ERODIBLE MATERIALS NECESSARY FOR THE CONSTRUCTION OF COFFERDAMS (STEEL SHEETS, AQUA BARRIERS, RIP RAP, GEOTAXIS LINER, ETC.) EARTHEN COFFERDAMS ARE NOT PERMISSIBLE. LUMBER TO BE USED FOR TEMPORARY CONSTRUCTION ACTIVITIES MUST BE FREE OF ALL CHEMICAL TREATMENT. THE COFFERDAMS MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER THE WATER AT ANY TIME. ONCE THE COFFERDAMS ARE IN PLACE AND ISOLATED AREA IS DEWATERED. EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK. LOW GROUND-PRESSURE EQUIPMENT IS REQUIRED FOR WORK IN WETLANDS.

4. IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED WITHIN A SUMP PIT TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE (ROCK, CHECK DAM, PLYWOOD, SHEET PILE, ETC.) PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION OF DOWNSTREAM AREAS.

5. DEWATERING SHALL INCLUDE MEANS, METHODS AND MATERIALS TO DEWATER AND TO PROVIDE FILTRATION OF WATERS BEFORE RE-ENTERING THE WATERWAY AND SHALL BE COORDINATED WITH THE MCLSWCD AT THE PRE-CONSTRUCTION MEETING.

MCHENRY COUNTY STANDARD SOIL EROSION AND SEDIMENT CONTROL NOTES

1. CONTROL MEASURES SHALL MEET THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE ILLINOIS URBAN MANUAL (WWW.AISWCD.ORG/IUM) UNLESS STATED OTHERWISE.

2. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. AREAS OF THE DEVELOPMENT SITE THAT ARE NOT TO BE DISTURBED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE UNTIL FINAL STABILIZATION IS ACHIEVED.

3. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, DEVELOPMENT SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.

4. STABILIZATION BY SEEDING SHALL INCLUDE TOPSOIL PLACEMENT AND FERTILIZATION, AS NEEDED.

5. NATIVE SEED MIXTURES SHALL INCLUDE RAPID-GROWING ANNUAL GRASSES OR SMALL GRAINS TO PROVIDE INITIAL, TEMPORARY SOIL STABILIZATION.

6. OFF-SITE PROPERTY SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. VELOCITY DISSIPATION DEVICES SHALL BE PLACED AT CONCENTRATED DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL, AS NECESSARY TO PREVENT EROSION.

7. SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO DISTURBANCE OF THE TRIBUTARY AREAS.

8. STABILIZATION OF DISTURBED AREAS SHALL BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE DEVELOPMENT SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE DEVELOPMENT SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 7 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS SHALL BE INITIATED WITHIN 7 WORKING DAYS OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE, BUT NO LATER THAN 14 CALENDAR DAYS FROM THE INITIATION OF STABILIZATION IN THE WORK AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED BELOW:

   A. WHERE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL INITIATED AS SOON AS PRACTICABLE; AND

   B. IN AREAS WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY CEASED AND WILL RESUME. A TEMPORARY STABILIZATION METHOD MAY BE USED.

9. DISTURBANCE OF STEEP SLOPES SHALL BE MINIMIZED. AREAS OR EMBANKMENTS HAVING SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED WITH STAKED IN PLACE SOD, EROSION CONTROL BLANKET IN COMBINATIONS WITH SEEDING, OR AN EQUIVALENT CONTROL MEASURE.

10. PERIMETER CONTROL MEASURES SHALL BE PROVIDED DOWNSLOPE AND PERPENDICULAR TO THE FLOW OF RUNOFF FROM DISTURBED AREAS, WHERE THE TRIBUTARY AREA IS GREATER THAN 5,000 SQUARE FEET, AND WHERE RUNOFF WILL FLOW IN A SHEET FLOW MANNER. PERIMETER EROSION BARRIER CONTROL SHALL ALSO BE PROVIDED AT THE BASE OF THE STOCKPILES.

11. THE STORMWATER MANAGEMENT SYSTEM SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION DOWNSLOPE FROM DISTURBED AREAS. INLET PROTECTION THAT REDUCES SEDIMENT LOADING, WHILE ALLOWING RUNOFF TO ENTER THE INLET SHALL BE REQUIRED FOR ALL STORM SEWERS, CHECK DAMS, OR AN EQUIVALENT CONTROL MEASURE, SHALL BE REQUIRED FOR ALL CHANNELS. FILTER FABRIC INLET PROTECTION AND STRAW BALE DITCH CHECKS ARE NOT ACCEPTABLE EROSION CONTROL MEASURES.

12. IF DEWATERING SERVICES ARE USED, DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP OR AN EQUIVALENT MEASURE). THE ENFORCEMENT OFFICER SHALL BE NOTIFIED PRIOR TO THE COMMENCEMENT OF DEWATERING ACTIVITIES.

13. ALL TEMPORARY SOIL AND EROSION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION OF THE DEVELOPMENT SITE IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NECESSARY. TRAPPED SEDIMENT SHALL BE REMOVED AND DISTURBED AREAS SHALL BE PERMANENTLY STABILIZED.

14. STOCKPILED SOIL AND MATERIALS SHALL BE REMOVED FROM FLOOD HAZARD AREAS AT THE END OF EACH WORK DAY. SOIL AND MATERIALS STOCKPILED IN IWMC OR BUFFER AREAS SHALL BE PLACED ON TIMBER MATS, OR AN EQUIVALENT CONTROL MEASURE.

15. EFFECTIVE CONTROL MEASURES SHALL BE UTILIZED TO MINIMIZE THE DISCHARGE OF POLLUTANTS FROM THE DEVELOPMENT SITE. AT A MINIMUM, CONTROL MEASURES SHALL BE IMPLEMENTED IN ORDER TO:

   A. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATER; AND

   B. MINIMIZE THE EXPOSURE TO BUILDING MATERIALS, BUILDING PROJECTS, CONSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, VEHICLE FLUIDS, SANITARY WASTE, AND OTHER MATERIALS PRESENT ON THE DEVELOPMENT SITE TO PRECIPITATION AND STORMWATER.

16. ADEQUATE RECEPTACLES SHALL BE PROVIDED FOR THE DEPOSITING OF ALL CONSTRUCTION MATERIAL DEBRIS GENERATED DURING THE DEVELOPMENT PROCESS. THE APPLICANT SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL DEBRIS UPON OR INTO ANY DEVELOPMENT SITE, CHANNEL, OR IWMC. THE DEVELOPMENT SITE SHALL BE MAINTAINED FREE OF CONSTRUCTION DEBRIS.

17. THE ENFORCEMENT OFFICER MAY REQUIRE ADDITIONAL OR ALTERNATE SOIL EROSION AND SEDIMENT CONTROL MEASURES, BASED ON DEVELOPED SITE SPECIFIC CONSIDERATIONS AND THE EFFECTIVENESS OF THE INSTALLED CONTROL MEASURES.

MCHENRY–LAKE SOIL & WATER CONSERVATION DISTRICT NOTES

1. THE CONTRACTOR AND ENGINEER SHALL MEET WITH THE MCHENRY-LAKE SOIL & WATER CONSERVATION DISTRICT TO COORDINATE ALL IN-STREAM WORK ACTIVITIES.

2. THE CONTRACTOR'S IN-STREAM WORK PLAN SHALL BE SUBMITTED TO THE MCHENRY-LAKE SOIL & WATER CONSERVATION DISTRICT AND MCHENRY COUNTY FOR REVIEW AND APPROVAL PRIOR TO STARTING ANY WORK. THERE WILL BE NO ADDITIONAL COMPENSATION FOR PROVIDING THE COORDINATION AND WORK PLAN.

3. SEE EROSION CONTROL PLAN SHEETS FOR ADDITIONAL DETAILS, CONDITIONS AND NOTES.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING AND EROSION CONTROL NOTES
HARMONY ROAD OVER COON CREEK

SCALE: NTS | SHEET 1 OF 3 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	27
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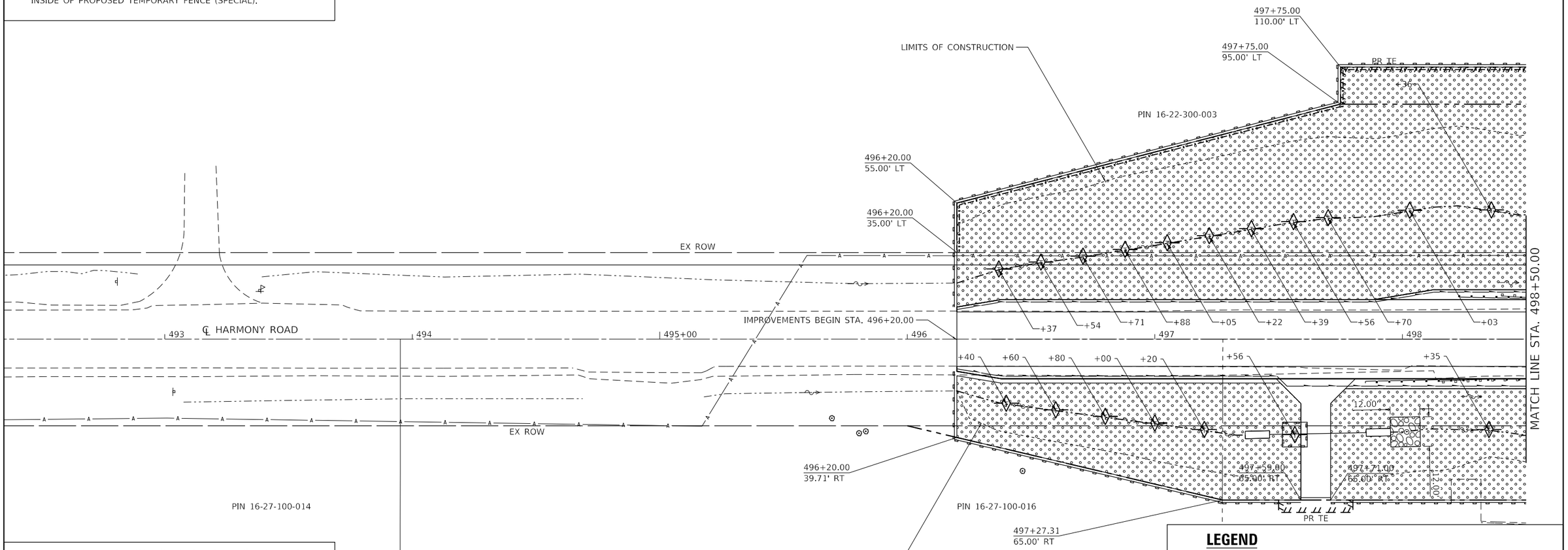
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NOTES

1. PROPOSED PERIMETER EROSION BARRIER TO BE INSTALLED 1' WITHIN RIGHT OF WAY. BARRIER SHOWN BEHIND RIGHT OF WAY FOR CLARITY.
2. ALL DISTURBED AREAS SCHEDULED FOR PERMANENT SEEDING RESTORATION SHALL ALSO RECEIVE TEMPORARY EROSION CONTROL SEEDING AND TEMPORARY WILDLIFE FRIENDLY EROSION CONTROL BLANKET AS NEEDED DURING CONSTRUCTION PER SECTION 280 OF THE SSRBC.
3. PROPOSED PERIMETER EROSION BARRIER SHALL BE INSTALLED INSIDE OF PROPOSED TEMPORARY FENCE (SPECIAL).

N

0 20 40 60
SCALE IN FEET



ANTICIPATED CONSTRUCTION SEQUENCE

1. INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL SUCH AS PERIMETER EROSION BARRIER, INLET FILTERS, AND INLET AND PIPE PROTECTION
2. PERFORM TREE REMOVAL, AND EARTHWORK NECESSARY FOR COMPENSATORY STORAGE.
3. PROVIDE TEMPORARY SEEDING AND EROSION CONTROL BLANKET ON ALL DISTURBED AREAS.
4. PERFORM TEMPORARY BYPASS AND DEWATERING OPERATIONS FOR IN-STREAM WORK PLAN.
5. DEMOLISH EXISTING STRUCTURE AND INSTALL REPLACEMENT STRUCTURE AT COON CREEK.
6. GRADE AND CONSTRUCT PROPOSED ROADWAY.
7. A FINAL SURFACE DTM SHALL BE PROVIDED BY THE CONTRACTOR TO VERIFY COMPENSATORY STORAGE VOLUMES.
8. AFTER FINAL CONSTRUCTION OF ALL ROADWAY ITEMS, PERFORM FINAL LANDSCAPING AND EROSION CONTROL INSTALLATION.

LEGEND

- DITCH FLOW
- PERIMETER EROSION BARRIER
- INLET FILTER
- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION
- STONE RIPRAP, CLASS A3 WITH FILTER FABRIC
- WETLANDS
- SURFACE WATERS
- OPEN-CELL REVETMENT MAT
- CLOSED-CELL REVETMENT MAT
- SEEDING, CLASS 4B AND 5B WITH WILDLIFE FRIENDLY EROSION CONTROL BLANKET
- SEEDING, CLASS 2A WITH WILDLIFE FRIENDLY EROSION CONTROL BLANKET

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1170 SOUTH HOUBOLT ROAD
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(815) 744-4200

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	DRAWN - JLN	REVISED -
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING AND EROSION CONTROL PLAN
HARMONY ROAD OVER COON CREEK

SCALE: 1"=20' | SHEET 2 OF 3 SHEETS | STA. 492+50 TO STA. 498+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	28
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

NOTES

1. PROPOSED PERIMETER EROSION BARRIER TO BE INSTALLED 1' WITHIN RIGHT OF WAY. BARRIER SHOWN BEHIND RIGHT OF WAY FOR CLARITY.
2. ALL DISTURBED AREAS SCHEDULED FOR PERMANENT SEEDING RESTORATION SHALL ALSO RECEIVE TEMPORARY EROSION CONTROL SEEDING AND TEMPORARY WILDLIFE FRIENDLY EROSION CONTROL BLANKET AS NEEDED DURING CONSTRUCTION PER SECTION 280 OF THE SSRBC.
3. PROPOSED PERIMETER EROSION BARRIER SHALL BE INSTALLED INSIDE OF PROPOSED TEMPORARY FENCE (SPECIAL).

N

0 20 40 60
SCALE IN FEET

MATCH LINE STA. 498+50.00

LIMITS OF CONSTRUCTION

PR TE

PR ROW

EX ROW

499+41.43
110.00' LT

499+44.99
61.32' LT

499+45.00
53.66' LT

500+44.21
110.00' LT

500+55.00
110.00' LT

℄ COON CREEK

500+55.00
68.00' LT

500+40.00
53.00' LT

500+74.98
68.00' LT

500+74.98
53.00' LT

PIN 16-22-300-003

504+36.00
53.00' LT

12.00'

℄ HARMONY ROAD

IMPROVEMENTS END STA. 504+36.00

499+51.56
43.02' RT

499+51.38
48.19' RT

499+51.24
52.17' RT

500+71.05
30.00' RT

501+04.14
31.46' RT

501+28.14
32.31' RT

501+95.00
34.05' RT

502+24.14
30.79' RT

502+37.26
61.75' RT

502+37.26
65.00' RT

502+44.24
50.00' RT

502+44.11
65.00' RT

503+84.00
50.00' RT

503+84.00
85.00' RT

PIN 16-27-100-013

504+36.00
50.00' RT

504+36.00
85.00' RT

498+80.00
65.00' RT

498+80.00
80.00' RT

499+50.26
80.00' RT

℄ COON CREEK

℄

LEGEND

- PERIMETER EROSION BARRIER
- DITCH FLOW
- INLET FILTER
- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION
- STONE RIPRAP, CLASS A3 WITH FILTER FABRIC
- WETLANDS
- SURFACE WATERS
- OPEN-CELL REVETMENT MAT
- CLOSED-CELL REVETMENT MAT
- SEEDING, CLASS 4B AND 5B WITH WILDLIFE FRIENDLY EROSION CONTROL BLANKET
- SEEDING, CLASS 2A WITH WILDLIFE FRIENDLY EROSION CONTROL BLANKET

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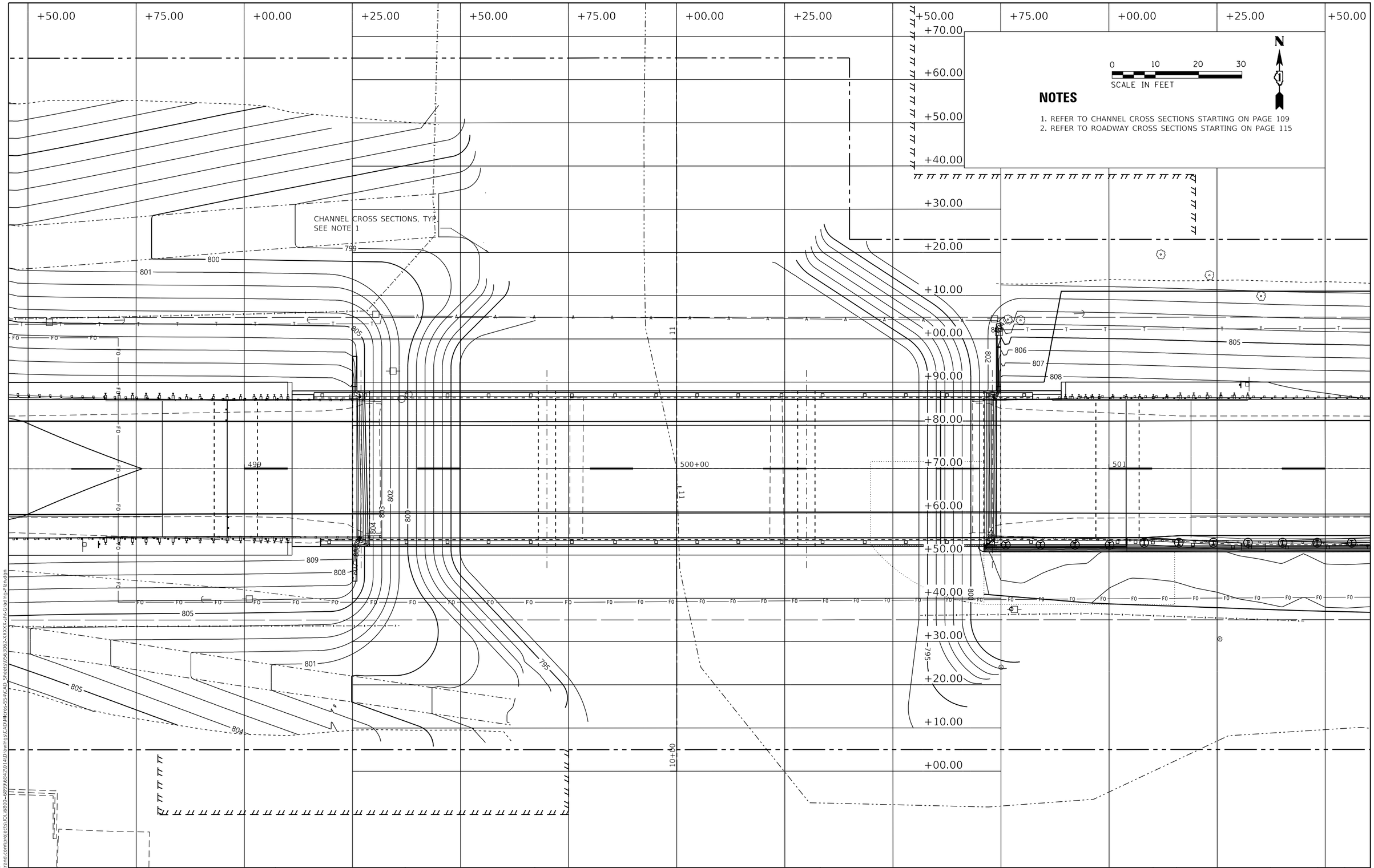
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING AND EROSION CONTROL PLAN
HARMONY ROAD OVER COON CREEK

SCALE: 1"=20' | SHEET 3 OF 3 SHEETS | STA. 498+50 TO STA. 504+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	29
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	



NOTES

1. REFER TO CHANNEL CROSS SECTIONS STARTING ON PAGE 109
2. REFER TO ROADWAY CROSS SECTIONS STARTING ON PAGE 115

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	DRAWN - JLN	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNDERBRIDGE GRADING PLAN
HARMONY ROAD OVER COON CREEK

SCALE: 1" = 10' | SHEET 1 OF 1 SHEETS | STA. 498+50 TO STA. 501+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	30
		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

PLAT OF HIGHWAYS

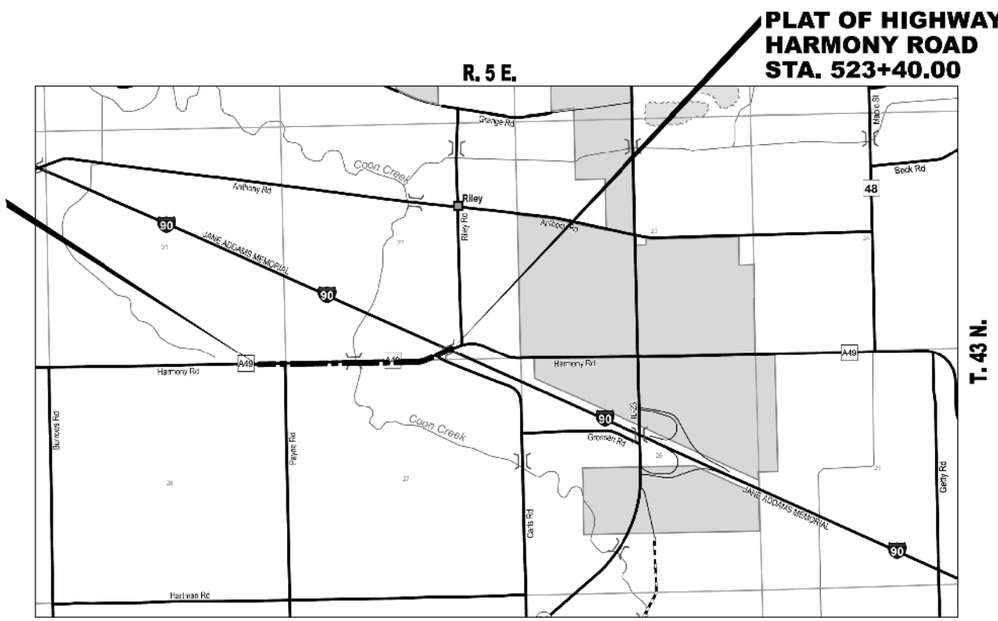
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SHEET INDEX

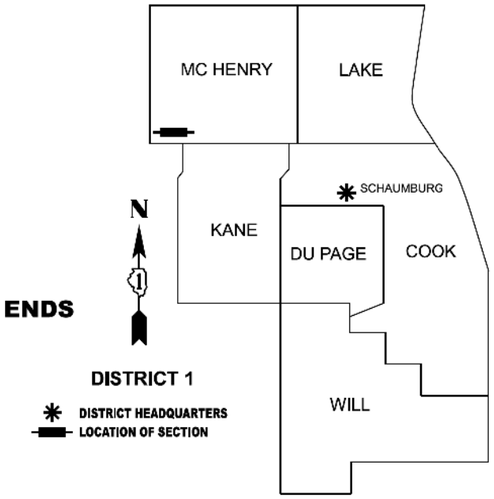
1 COVER /OWNERS INDEX SHEET
2 LEGEND SHEET
3 PLAT OF HIGHWAYS
4 TOTAL HOLDING /ALIGNMENT SHEET /SECTIONS

ROUTE: HARMONY ROAD (F.A.S. ROUTE 1019)
LIMITS: OVER COON CREEK
SECTION: 19-00509-00-BR
COUNTY: MCHENRY
JOB NO.: R-55-001-97

PARCEL NUMBER	OWNER	SHEET NUMBER	PROPERTY ACQUIRED BY
0001	HERBERT H. FRANKS, A MARRIED MAN AND ELI FRANKS, A MARRIED MAN AS JOINT TENANTS	3 & 4	
0002	CENTURY POINT APARTMENTS, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY	3 & 4	



LOCATION MAP



THIS DOCUMENT PREPARED BY CLAASSEN, WHITE & ASSOCIATES, P.C.

MAIL TO:
MCHENRY COUNTY DIVISION OF TRANSPORTATION
16111 NELSON ROAD
WOODSTOCK, IL 60098

PREPARED BY:

CWA SURVEY
CLAASSEN, WHITE & ASSOCIATES, P.C.
LAND SURVEYORS
121 AIRPORT DRIVE, UNIT I, JOLIET, ILLINOIS 60431
(815) 744-3720 claassenwhite@cwasurvey.com
CWA Job #7492

GROSS LENGTH OF PROJECT IMPROVEMENTS = 816 FEET = 0.15 MILE, HARMONY ROAD

OVERALL PROJECT LENGTH = 4,400 FEET = 0.84 MILE, HARMONY ROAD

MODEL: JMODELNAME$
FILENAME: $FILE$

PLOTTED BY: = JMH	FIELD - 01/14/2025	REVISED -	MCHENRY COUNTY DIVISION OF TRANSPORTATION PLAT OF HIGHWAYS
FIELD WORK COMPLETED = 01/14/2025	DRAWN - JMH	REVISED -	
PLOT SCALE = 1"=1'	CHECKED - KAG	REVISED -	
PLOT DATE = 03/17/2025	DATE - 03/17/2025	REVISED -	

F.A. RTE.:	SECTION: 19-00509-00-BR	COUNTY: MCHENRY JOB NO.: R-55-001-97
	STA. 479+00.00 TO STA. 523+40.00	ROUTE: HARMONY ROAD (F.A.S. ROUTE 1019)
		SHEET NO. 1 OF 4 SHEETS

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USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 1 OF 4 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	31
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

USER NAME = $USER$
PLOT DATE = $DATE$

LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS

TRAFFIC SIGNAL GULFBOX	DRAINAGE FLOW LINE
TRAFFIC SIGNAL HANDHOLE	RIP RAP
TRAFFIC SIGNAL SIGNAL POST	HEADWALL
TRAFFIC SIGNAL STEEL MAST ARM	CULVERT END SECTION
TRAFFIC SIGNAL PEDESTRIAN PUSH BUTTON	DRAINAGE MANHOLE
TRAFFIC SIGNAL WOODEN POLE	INLET
TRAFFIC SIGNAL VEHICLE DETECTION PRIORITY	ROADWAY DITCH FLOW
TRAFFIC SIGNAL VEHICLE DETECTION MAGNET	VEGETATION LINE
TRAFFIC SIGNAL JUNCTION BOX	STUMP
TRAFFIC SIGNAL CONTROLLER	SHRUB
TRAFFIC SIGNAL HEAVY DUTY HANDHOLE	EVERGREEN TREE
RAILROAD CANTILEVER MAST ARM	DECIDUOUS TREE
RAILROAD CROSSBUCK	WOODS/BUSH LINE
RAILROAD TRACK	TRAFFIC SIGN
RAILROAD TRACK (ABANDONED)	GUARDRAIL POST
RAILROAD CROSSGATE	GUARDRAIL
RAILROAD CONTROL BOX	FIELD LINE
RAILROAD FLASHING SIGNAL	LEVEE/NOISE BARRIER
UTILITY TELEPHONE SPLICE BOX	FENCE
UTILITY POWER POLE	MAIL BOX
UTILITY TRAFFIC SIGNAL	ADVERTISING SIGN
UTILITY LIGHT POLE	MARSH
UTILITY FIRE HYDRANT	LIGHTING HANDHOLE
UTILITY MANHOLE	LIGHTING POWER POLE
UTILITY TELEPHONE POLE	LIGHTING JUNCTION BOX
UTILITY GUY ANCHOR	LIGHTING HEAVYDUTY HANDHOLE
UTILITY PIPELINE WARNING SIGN	LIGHTING CONTROLLER
UTILITY HANDHOLE	LIGHTING PULL POINT
UTILITY SPLICE BOX	HIGHWAY LIGHTING ELECTRICAL GROUND
UTILITY JUNCTION BOX	HIGHWAY LIGHTING SINGLE UNIT
UTILITY HEAVY DUTY HANDHOLE	HIGHWAY LIGHTING DOUBLE UNIT
UTILITY DOUBLE HANDHOLE	EXISTING CONCRETE BARRIER
UTILITY CONTROLLER	EXISTING CREEK OR DITCH
UTILITY WATER METER	EXISTING EDGE OF WATER
	EXISTING EDGE OF PAVEMENT

RIGHT OF WAY LEGEND

SECTION CORNERS

QUARTER SECTION CORNERS

	EXISTING CENTERLINE
	EXISTING RIGHT-OF-WAY LINE
	FORMER RIGHT OF WAY LINE
	EXISTING EASEMENT LINE
AC	EXISTING RIGHT OF WAY & ACCESS CONTROL LINE
	PROPOSED RIGHT OF WAY & ACCESS CONTROL LINE
AC	PROPOSED ACCESS CONTROL LINE
	PROPOSED CENTERLINE
	PROPOSED RIGHT-OF-WAY LINE
	PROPOSED TEMPORARY EASEMENT LINE
	PROPOSED PERMANENT EASEMENT LINE
	SECTION LINE
	QUARTER SECTION LINE
	QUARTER QUARTER SECTION LINE
℄	PROPERTY LINE (TITLE)
	RECORDED PLAT/DEED LINE
APL	APPARENT PROPERTY LINE
	SAME OWNERSHIP
121.45'	MEASURED DIMENSION
(121.45')	RECORDED DIMENSION
□	FOUND STONE
○	FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
●	SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
⌖	PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
△	SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
+	FOUND CUT CROSS
+	SET CUT CROSS

■ STAKING OF PROPOSED RIGHT-OF-WAY AND PERMANENT EASEMENT CORNERS. SET 5/8 INCH METAL ROD WITH DEPARTMENT OF TRANSPORTATION SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER.

■B STAKING OF PROPOSED RIGHT-OF-WAY AND PERMANENT EASEMENT CORNERS IN CULTIVATED AREA, A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER.

LEGEND FOR ABBREVIATIONS

A/C	ACCESS CONTROL
AC	ACRE
AVE	AVENUE
BK	BOOK
BLVD	BOULEVARD
℄	CENTERLINE
CAB	CABINET
CH	COUNTY HIGHWAY
Ch	CHAIN
CP	CONTROL POINT
CPS	COTTON PICKER SPINDLE
DB	DEED BOOK
E	EAST
EX	EXISTING
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAU	FEDERAL AID URBAN
FND	FOUND
ha	HECTARE
IP	IRON PIPE
IR	IRON ROD
LT	LEFT
m	METER
m²	SQUARE METERS
N	NORTH
N/F	NOW OR FORMERLY
N & BC	NAIL AND BOTTLE CAP
N & C	NAIL AND CAP
N & W	NAIL AND WASHER
NE	NORTHEAST
NW	NORTHWEST
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
POT	POINT ON TANGENT
℄	PROPERTY LINE
PR	PROPOSED
R	RANGE
RD	ROAD
REC	RECORD
ROW	RIGHT-OF-WAY
RR	RAILROAD
RRS	RAILROAD SPIKE
RT	RIGHT
RTE	ROUTE
S	SOUTH
SBI	STATE BOND ISSUE
SE	SOUTHEAST
SEC	SECTION
SQ FT	SQUARE FEET
SR	STATE ROUTE
ST	STREET
STA	STATION
SMK	SURVEY MARKER
SW	SOUTHWEST
T	TOWNSHIP
TR	TOWNSHIP ROAD
USGS	U.S. GEOLOGICAL SURVEY
W	WEST

SPACE RESERVED FOR RECORDING OFFICER

PROPOSED PARCEL NUMBER LEGEND

00123001	PROPOSED FEE SIMPLE ACQUISITION
00123001PE	PROPOSED PERMANENT EASEMENT
00123001TE	PROPOSED TEMPORARY EASEMENT
00123001DED	PROPOSED DEDICATION
00123001AC	PROPOSED ACCESS CONTROL LINE
00123001A	PROPOSED FEE SIMPLE ACQUISITION WITH MULTIPLE TRACTS
00123001TE-A	PROPOSED TEMPORARY EASEMENT WITH MULTIPLE TRACTS

CURVE ABBREVIATIONS

PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVE
PCC	POINT OF COMPOUND CURVE
R	RADIUS OF CURVE
L	LENGTH OF CURVE
CB	CHORD BEARING
C	CHORD LENGTH
D	DEGREE OF CURVE
E	EXTERNAL ORDINATE
Δ	DELTA

BASIS OF COORDINATE & BEARING STATEMENT

ALL COORDINATES, BEARINGS AND DISTANCES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE (EAST ZONE) NAD83 (2011 ADJUSTMENT)

GROUND DISTANCE = GRID DISTANCE DIVIDED BY PROJECT COMBINATION FACTOR OF 0.99995101

AREAS SHOWN BASED ON GROUND DISTANCES

TOPOGRAPHIC STATEMENT

THE TOPOGRAPHY SHOWN HEREON WAS SURVEYED BY CWA SURVEY IN JANUARY OF 2025.

PREPARED BY:

CWA SURVEY

CLAASSEN, WHITE & ASSOCIATES, P.C.
LAND SURVEYORS
121 AIRPORT DRIVE, UNIT I, JOLIET, ILLINOIS 60431
(815) 744-3720 claassenwhite@cwasurvey.com
CWA Job #7482

MODEL: $MODELNAME$
FILE NAME: $FILES$

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FIELD WORK COMPLETED = 01/14/2025	DRAWN - JMH	REVISED -	
PLOT SCALE = 1"=1"	CHECKED - KAG	REVISED -	
PLOT DATE = 03/17/2025	DATE - 03/17/2025	REVISED -	

MCHENRY COUNTY DIVISION OF TRANSPORTATION
PLAT OF HIGHWAYS

F.A. RTE.:	SECTION: 19-00509-00-BR	COUNTY: MCHENRY JOB NO.: R-55-001-97
	STA. TO STA.	ROUTE: HARMONY ROAD (F.A.S. ROUTE 1019)
		SHEET NO. 2 OF 4 SHEETS

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	DRAWN - JLN	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 2 OF 4 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	32
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

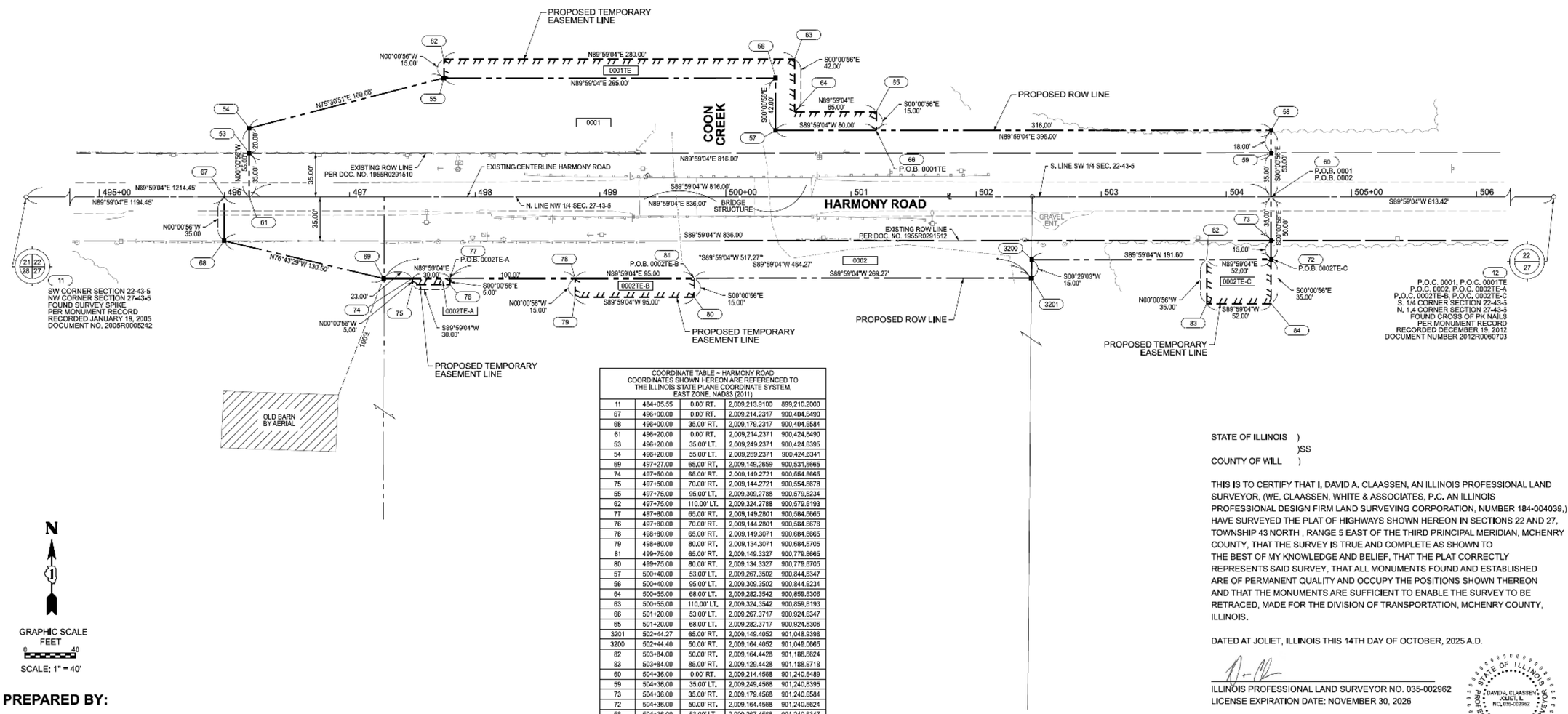
PART OF THE SW 1/4 OF SECTION 22 & PART OF THE NW 1/4 OF SECTION 27, ALL IN TWP. 43 N., R. 5 E. OF THE 3RD. P.M., IN MCHENRY COUNTY, ILLINOIS.

PARCEL NUMBER	TOTAL HOLDINGS	ROW ACQUISITION			REMAINDER	EASEMENT AREA		EASEMENT PURPOSE	PARCEL INDEX NUMBER
		PART TAKEN	AREA IN EXISTING ROW	NET					
	ACRES	ACRES	ACRES	ACRES	ACRES	ACRES	SQ FT		
0001 0001TE	225.891	1.327	0.656	0.671	224.564	0.133	5,805	GRADING	16-22-300-003 16-21-400-001 16-22-400-004
0002 0002TE-A 0002TE-B 0002TE-C	497.716	1.138	0.672	0.466	496.578	TE-A 0.003 TE-B 0.033 TE-C 0.042	TE-A 150 TE-B 1,425 TE-C 1,820	GRADING GRADING GRADING	16-27-100-016 16-27-100-018 16-27-100-013 16-27-100-005 ** CONTIG. PINS

** CONTIG. PINS
16-27-100-004
16-27-100-006
16-27-100-008
16-27-100-009
16-27-100-010
16-27-100-014
16-27-100-017
16-27-200-002
16-27-200-003
16-27-200-007
16-27-200-008
16-27-300-004
16-27-300-005
16-27-300-006
16-27-400-001
16-27-400-003
16-27-400-006
16-27-400-008

SPACE RESERVED FOR RECORDING OFFICER

SEE SHEET 4 FOR TOTAL HOLDINGS OF 0001 & 0002



COORDINATE TABLE ~ HARMONY ROAD
COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE. NAD83 (2011)

11	484+05.55	0.00' RT.	2,009,213.9100	899,210.2000
67	496+00.00	0.00' RT.	2,009,214.2317	900,404.6490
68	496+00.00	35.00' RT.	2,009,179.2317	900,404.6584
61	496+20.00	0.00' RT.	2,009,214.2371	900,424.6490
53	496+20.00	35.00' LT.	2,009,249.2371	900,424.6395
54	496+20.00	55.00' LT.	2,009,269.2371	900,424.6341
69	497+27.00	65.00' RT.	2,009,149.2659	900,531.6665
74	497+60.00	65.00' RT.	2,009,149.2721	900,564.6665
75	497+50.00	70.00' RT.	2,009,144.2721	900,554.6678
55	497+75.00	95.00' LT.	2,009,309.2788	900,579.6234
62	497+75.00	110.00' LT.	2,009,324.2788	900,579.6193
77	497+80.00	65.00' RT.	2,009,149.2801	900,584.6665
76	497+80.00	70.00' RT.	2,009,144.2801	900,584.6678
78	498+80.00	65.00' RT.	2,009,149.3071	900,684.6665
79	498+80.00	80.00' RT.	2,009,134.3071	900,684.6705
81	499+75.00	65.00' RT.	2,009,149.3327	900,779.6665
80	499+75.00	80.00' RT.	2,009,134.3327	900,779.6705
57	500+40.00	53.00' LT.	2,009,267.3502	900,844.6347
56	500+40.00	95.00' LT.	2,009,309.3502	900,844.6234
64	500+55.00	68.00' LT.	2,009,282.3542	900,859.6306
63	500+55.00	110.00' LT.	2,009,324.3542	900,859.6193
66	501+20.00	53.00' LT.	2,009,267.3717	900,924.6347
65	501+20.00	68.00' LT.	2,009,282.3717	900,924.6306
3201	502+44.27	65.00' RT.	2,009,149.4052	901,048.9398
3200	502+44.40	50.00' RT.	2,009,164.4052	901,049.0665
82	503+84.00	50.00' RT.	2,009,164.4428	901,188.6624
83	503+84.00	85.00' RT.	2,009,129.4428	901,188.6718
60	504+36.00	0.00' RT.	2,009,214.4568	901,240.6489
59	504+36.00	35.00' LT.	2,009,249.4568	901,240.6395
73	504+36.00	35.00' RT.	2,009,179.4568	901,240.6584
72	504+36.00	50.00' RT.	2,009,164.4568	901,240.6624
58	504+36.00	53.00' LT.	2,009,267.4568	901,240.6347
84	504+36.00	85.00' RT.	2,009,129.4568	901,240.6718
12	510+49.42	0.00' RT.	2,009,214.6220	901,854.0690

STATE OF ILLINOIS)
)SS
COUNTY OF WILL)

THIS IS TO CERTIFY THAT I, DAVID A. CLAASSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, CLAASSEN, WHITE & ASSOCIATES, P.C. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-004039,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 22 AND 27, TOWNSHIP 43 NORTH , RANGE 5 EAST OF THE THIRD PRINCIPAL MERIDIAN, MCHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DIVISION OF TRANSPORTATION, MCHENRY COUNTY, ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS 14TH DAY OF OCTOBER, 2025 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026

STATE OF ILLINOIS — DAVID A. CLAASSEN, JOLIET, IL, NO. 035-002962 — PROFESSIONAL LAND SURVEYOR

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

PREPARED BY:

CWA SURVEY

CLAASSEN, WHITE & ASSOCIATES, P.C.
LAND SURVEYORS
121 AIRPORT DRIVE, UNIT I, JOLIET, ILLINOIS 60431
(815) 744-3720 claassenwhite@cwasurvey.com
CWA Job #7492

MODEL: 3VIEW-NAMES
FILE NAME: [illegible]

PLOTTED BY: = JMH	FIELD - 01/14/2025	REVISED -	
FIELD WORK COMPLETED = 01/14/2025	DRAWN - JMH	REVISED -	
PLOT SCALE = 1"=40'	CHECKED - KAG	REVISED -	
PLOT DATE = 03/17/2025	DATE - 03/17/2025	REVISED -	

MCHENRY COUNTY DIVISION OF TRANSPORTATION
PLAT OF HIGHWAYS

F.A. RTE.:	SECTION: 19-00509-00-BR	COUNTY: MCHENRY JOB NO.: R-55-001-97
	STA 495+00 TO STA 506+00	ROUTE: HARMONY ROAD (F.A.S. ROUTE 1019)
		SHEET NO. 3 OF 4 SHEETS

MODEL: Default
FILE NAME: S:\JOL\6800-6899\6842\0140\Drawings\CAD\Micro-S\4\CAD_Sheets\0563062-XXXX-chr-ella4.dgn

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

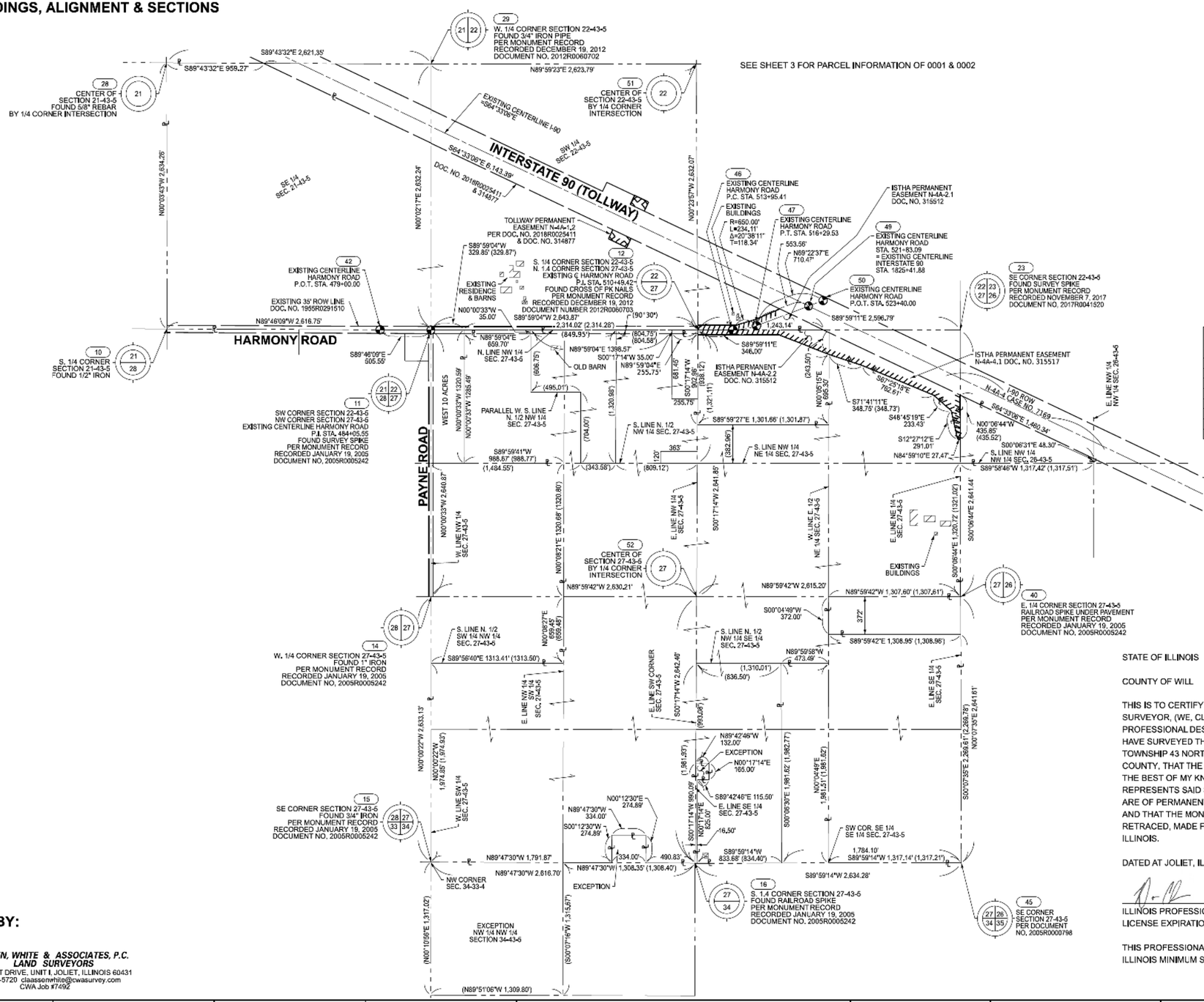
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 3 OF 4 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	33
	CONTRACT NO. 61M72			
	ILLINOIS FED. AID PROJECT			

TOTAL HOLDINGS, ALIGNMENT & SECTIONS



SEE SHEET 3 FOR PARCEL INFORMATION OF 0001 & 0002

SPACE RESERVED FOR RECORDING OFFICER

COORDINATE TABLE – HARMONY ROAD COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011)				
PT. NO.	STATION	OFFSET	NORTHING	EASTING
42	479+00.00	0.00' RT.	2,009,215.9455	898,704.6531
11	484+05.55	0.00' RT.	2,009,213.9100	899,210.2000
12	510+49.42	0.00' RT.	2,009,214.6220	901,854.0690
46	513+95.42	0.00' RT.	2,009,214.5403	902,200.0637
47	516+29.53	0.00' RT.	2,009,256.1932	902,429.1577
49	521+83.09	0.00' RT.	2,009,451.1652	902,947.2425
50	523+40.00	0.00' RT.	2,009,506.4330	903,094.1018

SECTION CORNERS		
PT. NO.	NORTHING	EASTING
10	2,009,224.4480	896,593.4740
11	2,009,213.9100	899,210.2000
12	2,009,214.6220	901,854.0690
14	2,006,573.0390	899,210.6220
15	2,003,939.9050	899,210.9020
16	2,003,930.3650	901,827.5820
23	2,009,214.0090	904,450.8540
28	2,011,858.7083	896,590.6179
29	2,011,846.1500	899,211.9440
40	2,006,572.5794	904,456.0310
45	2,003,930.9725	904,461.8604
51	2,011,846.6245	901,835.7294
52	2,006,572.8085	901,840.8270

N

GRAPHIC SCALE
FEET
0 500
SCALE: 1" = 500'

STATE OF ILLINOIS)
)SS
COUNTY OF WILL)

THIS IS TO CERTIFY THAT I, DAVID A. CLAASSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, CLAASSEN, WHITE & ASSOCIATES, P.C. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-004039,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 21, 22, AND 27, TOWNSHIP 43 NORTH , RANGE 5 EAST OF THE THIRD PRINCIPAL MERIDIAN, MCHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DIVISION OF TRANSPORTATION, MCHENRY COUNTY, ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS 14TH DAY OF OCTOBER, 2025 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026

STATE OF ILLINOIS
DAVID A. CLAASSEN
JOLIET, IL
NO. 035-002962
PROFESSIONAL LAND SURVEYOR

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

PREPARED BY:

CWA SURVEY
CLAASSEN, WHITE & ASSOCIATES, P.C.
LAND SURVEYORS
121 AIRPORT DRIVE, UNIT I, JOLIET, ILLINOIS 60431
(815) 743-5720 claassenwhite@cwasurvey.com
CWA Job #7492

MODEL: INVOICENAMES
FILE NAME: DELETE

PLOTTED BY: = JMH	FIELD - 01/14/2025	REVISED -	**MCHENRY COUNTY DIVISION OF TRANSPORTATION**	F.A. RTE.:	SECTION: 19-00509-00-BR
FIELD WORK COMPLETED = 01/14/2025	DRAWN - JMH	REVISED -	**PLAT OF HIGHWAYS**		STA 479+00.00 TO 523+40.00
PLOT SCALE = 1"=500'	CHECKED - KAG	REVISED -			
PLOT DATE = 03/17/2025	DATE - 3/18/2025	REVISED -			

COUNTY: MCHENRY	JOB NO.: R-55-001-97						
ROUTE: HARMONY ROAD (F.A.S. ROUTE 1019)							
SHEET NO. 4 OF 4 SHEETS							

MODEL: Default
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STRAND ASSOCIATES	1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = JohnN	DESIGNED - JLN	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**PLAT OF HIGHWAYS** **HARMONY ROAD OVER COON CREEK**	SCALE: N/A SHEET 4 OF 4 SHEETS STA. N/A TO STA. N/A
			DRAWN - JLN	REVISED -			
		PLOT SCALE = 2.0000 ' / in.	CHECKED - MJG	REVISED -			
		PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -			

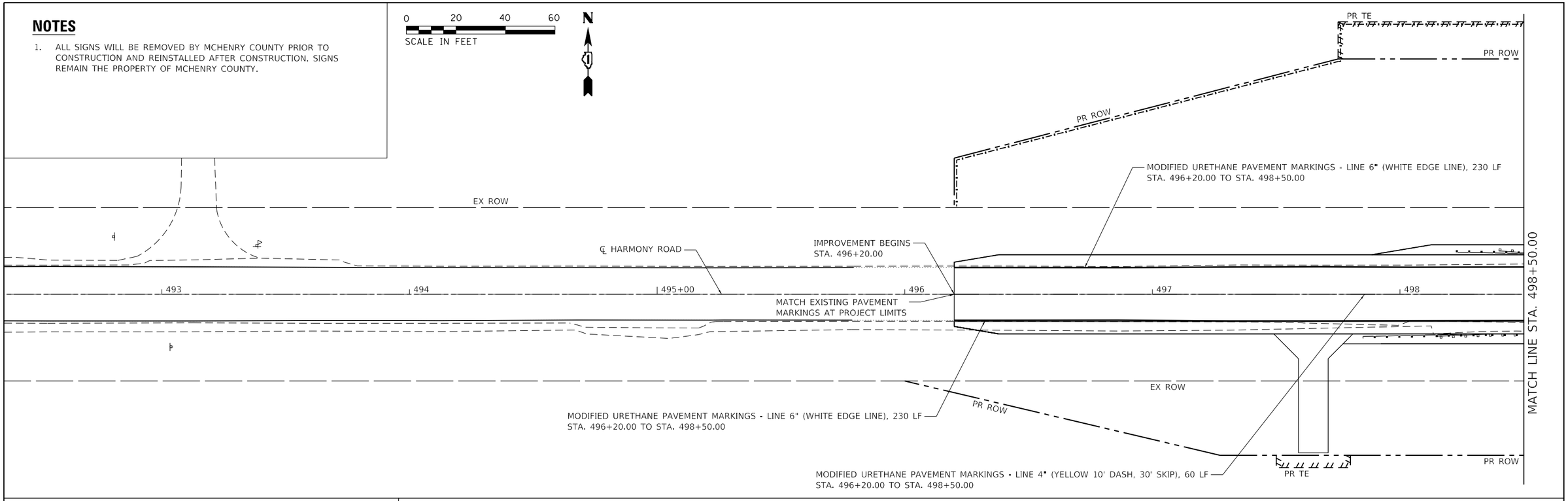
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	34
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

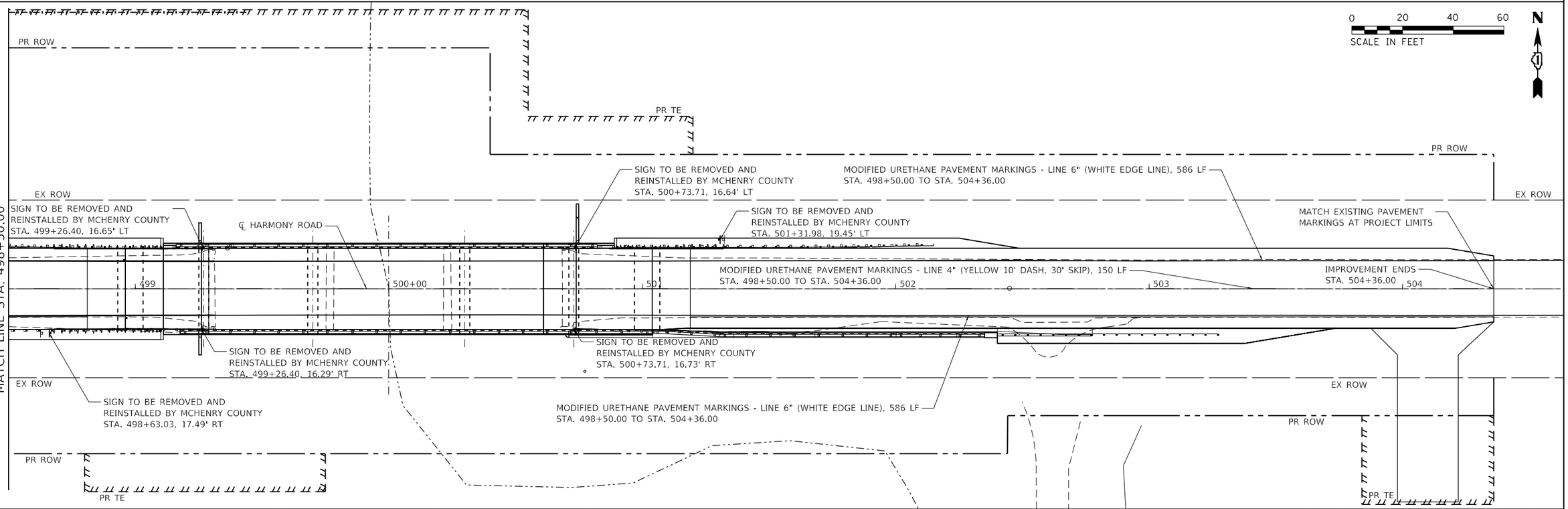
NOTES

1. ALL SIGNS WILL BE REMOVED BY MCHENRY COUNTY PRIOR TO CONSTRUCTION AND REINSTALLED AFTER CONSTRUCTION. SIGNS REMAIN THE PROPERTY OF MCHENRY COUNTY.

0 20 40 60
SCALE IN FEET

N





STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/24/2026	DATE -8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNAGE PLAN
HARMONY ROAD OVER COON CREEK

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 492+50 TO STA. 504+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	35
		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

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Benchmark: Elev. 804.66. Set railroad spike in the north face of the sixth power pole east of Coon Creek on the south side of Harmony Road.

Existing Structure: SN 056-3138 was built in 1980 as the Harmony Road over Coon Creek Bridge. The structure is a three-span bridge with 21"x36" PPC deck beams supported on concrete pile bent abutments with HP 8"x36" steel piles and piers with concrete encased HP 12"x53" steel piles. The structure is 139'-6" in length from back-to-back of abutments and 30'-0" out-to-out width. The structure is placed perpendicular, or zero skew, to the approach roadway. The structure will be replaced in full.

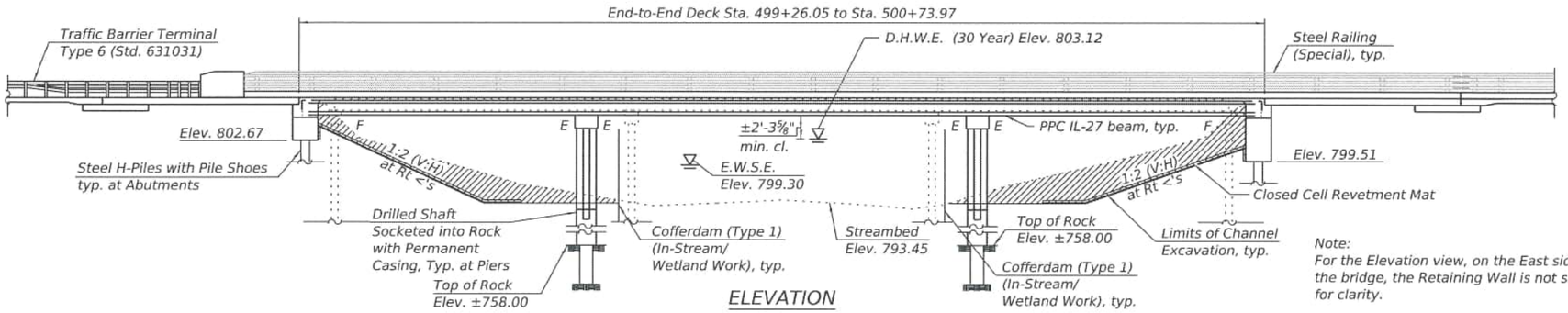
Traffic Control: The existing and proposed structure will be removed and reconstructed under full road closure. A posted detour route will be utilized to accommodate all traffic.

Salvage: None.

Notes:
1. A Bronze benchmark supplied by McHenry County shall be placed flush in wet concrete on the horizontal surface of the approach block as shown in the drawings or directed by the Engineer. This work will not be measured for payment, but shall be included in the cost of Concrete Superstructures.

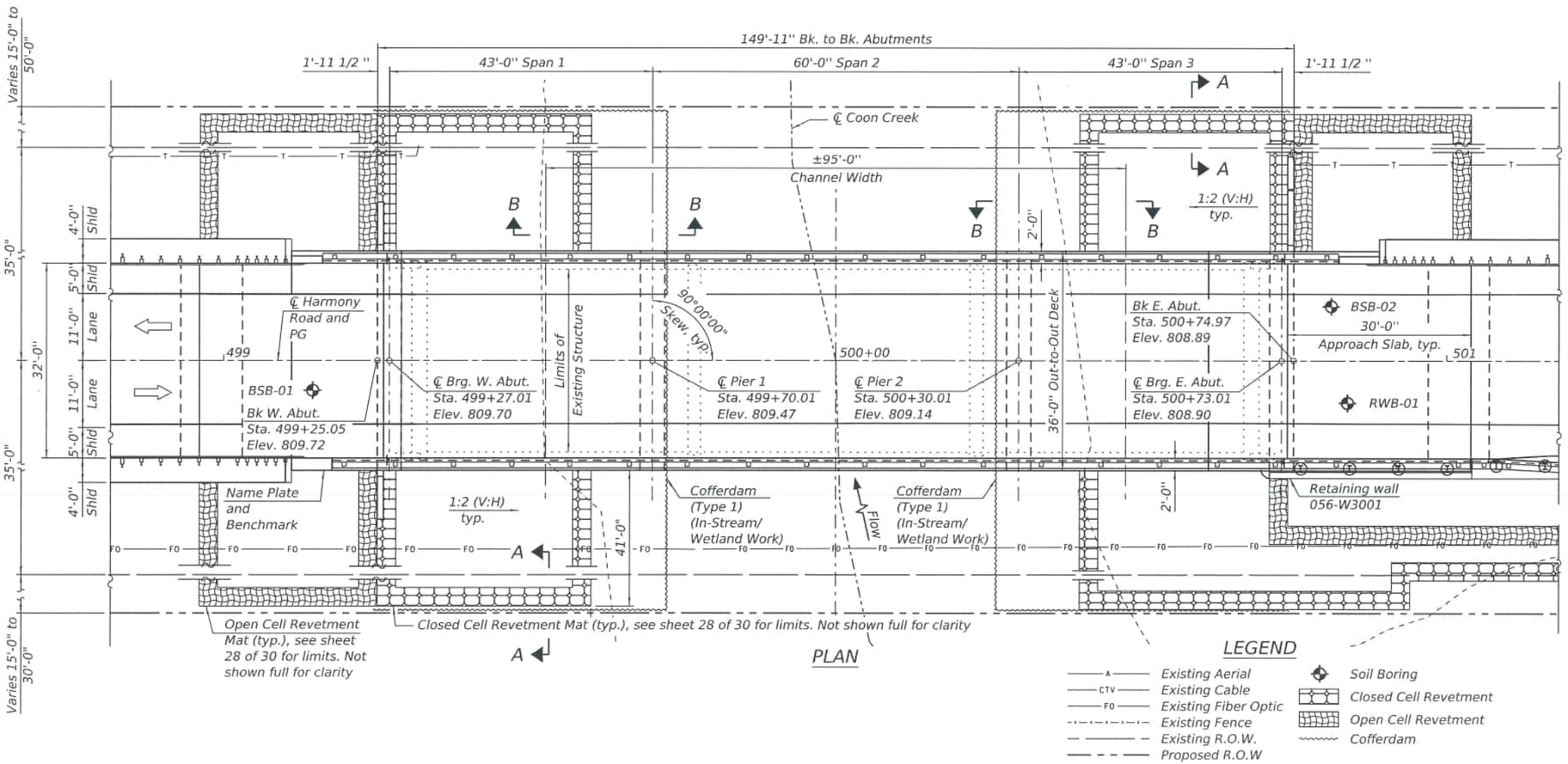
COON CREEK
BUILT 20XX BY
MCHENRY COUNTY
DIVISION OF TRANSPORTATION
SEC. 19-00509-00-BR
F.A.S. 1019 STA. 500+00.00
STR. NO. 056-3062
LOADING HL-93

NAME PLATE
See Std. 515001



ELEVATION

Note:
For the Elevation view, on the East side of the bridge, the Retaining Wall is not shown for clarity.



PLAN

LEGEND

A	Existing Aerial		Soil Boring
CTV	Existing Cable		Closed Cell Revetment
FO	Existing Fiber Optic		Open Cell Revetment
	Existing Fence		Cofferdam
	Existing R.O.W.		
	Proposed R.O.W		

DESIGN SPECIFICATIONS
2020 AASHTO LRFD Bridge Design Specifications, Customary U.S. Units 9th Edition with Interims

DESIGN STRESSES

FIELD UNITS
f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50, HP Piles)

PRECAST PRESTRESSED UNITS
f'c = 8,500 psi
f'ci = 6,500 psi
fpu = 270,000 psi (0.6"Ø low lax strands)
fpbt = 202,500 psi (0.6"Ø low lax strands)

KEITH R. BEHREND
081-007864
LICENSED STRUCTURAL ENGINEER
OF
ILLINOIS
Keith Behrend 7/24/2026

Keith R. Behrend, S.E.
Licensed Structural Engineer
State of Illinois No. 081-007864
Registration Expires 11/30/2026

I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and compiles with requirements of the specified AASHTO LRFD Bridge Design Specifications.

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.081
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.141
Soil Site Class = D



LOCATION SKETCH

GENERAL PLAN & ELEVATION
F.A.S. 1019 HARMONY ROAD
OVER COON CREEK
SEC 19-00509-00-BR
MCHENRY COUNTY
STA. 500+00.00
STRUCTURE NO. 056-3062

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

USER NAME = CodyH		DESIGNED - JFG		REVISED -	
		CHECKED - KRB		REVISED -	
PLOT SCALE = 0:2.0000 '-' / in.		DRAWN - CJH		REVISED -	
PLOT DATE = 7/22/2026		CHECKED - JFG		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 056-3062
SHEET 1 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	36
		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. The finishing machine rails shall be placed on the top of the top flange of the exterior beams within the deck pour. Beam blocks shall be placed between beams at all tie locations in each bay for the full width of the deck pour.
3. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
4. Steel Railing (Special) designed by others based on CalTrans railing ST-76.
5. For pay limits of Channel Excavation and Articulated Block Revetment Mat, see sheet 28 of 30. Quantity shown represents full payment for all work required at this structure and SN 056-W3001.

WATERWAY NOTES

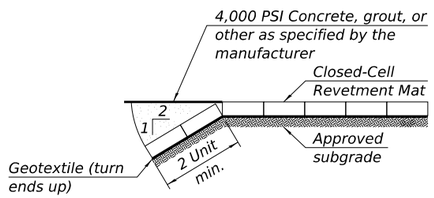
1. Contractor shall be responsible for meeting the requirements of United States Army Corps of Engineers nationwide permit 14 during construction.
2. Any stream channel modifications shall be limited to the minimum necessary for the placement of the proposed revetment mat and shall be limited to the immediate vicinity of the project.
3. Any temporary fills shall consist of non-erodible materials. After work is completed, all affected areas shall be returned to pre-construction elevations and shall be restored in accordance with the contract drawings or as directed by the Owner.
4. Work in the waterway should be timed to take place during low or no-flow conditions when flow is at or below the normal water elevation.
5. The quantity for Cofferdam (Type 1) (In stream/Wetland Work) represents the total lump sum payments for all work required at this structure and SN 056-W3001 to complete construction.

INDEX OF SHEETS

1	General Plan and Elevation
2	General Notes and Total Bill of Materials
3	Cross Section and Removal Details
4	Top of Deck Slab Elevations Layout
5-6	Top of Deck Slab Elevations
7-8	Top of Approach Slab Elevations
9	Plan and Deck Cross Section
10	Superstructure Details
11	Abutment Diaphragm Details
12	Pier Diaphragm Details
13-15	Bridge Approach Slab Details
16	Framing Plan and Interior Moment Reaction Tables
17-19	IL-27 Beam Details
20	Expansion Bearing Details
21	West Abutment
22	East Abutment
23	Abutments Details
24	Drilled Shaft Piers 1 and 2
25	Drilled Shaft Piers 1 and 2 Details
26	Pile Details
27	Bar Splicer Assembly and Mechanical Splicer Details
28	Revetment Mat Details
29-30	Soil Borings

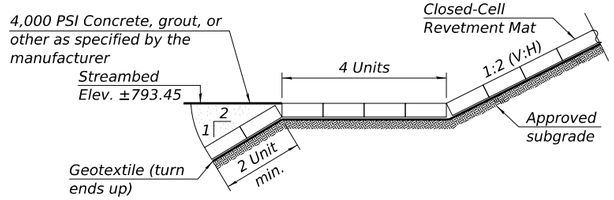
TOTAL BILL OF MATERIALS

Item	Unit	Super	Sub	Total
CHANNEL EXCAVATION	CU YD		1,158	1,158
FILTER FABRIC	SQ YD		1,778	1,778
ARTICULATED BLOCK REVETMENT MAT	SQ YD		1,778	1,778
REMOVAL OF EXISTING STRUCTURES	EACH	1		1
STRUCTURE EXCAVATION	CU YD		302	302
CONCRETE STRUCTURES	CU YD		218.3	218.3
CONCRETE SUPERSTRUCTURE	CU YD	202.7		202.7
BRIDGE DECK GROOVING	SQ YD	694		694
PROTECTIVE COAT	SQ YD	865		865
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	97.3		97.3
FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL27N	FOOT	872		872
REINFORCEMENT BARS	POUND		21,180	21,180
REINFORCEMENT BARS, EPOXY COATED	POUND	92,920	20,130	113,050
BAR SPLICERS	EACH		48	48
FURNISHING STEEL PILES HP12X63	FOOT		330	350
DRIVING PILES	FOOT		330	350
TEST PILE STEEL HP12X63	EACH		2	2
PILE SHOES	EACH		12	12
NAME PLATES	EACH	1		1
PERMANENT CASING	FOOT		219	219
DRILLED SHAFT IN SOIL	CU YD		92	92
DRILLED SHAFT IN ROCK	CU YD		8	8
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24		24
ANCHOR BOLTS 1 1/4"	EACH	48		48
GRANULAR BACKFILL FOR STRUCTURES	CU YD		114	114
GEOCOMPOSITE WALL DRAIN	SQ YD		60	60
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT		153	153
COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK)	EACH		1	1
BAR TERMINATORS	EACH	114	360	474
THERMAL INTEGRITY PROFILE DATA COLLECTION	FOOT		258	258
THERMAL INTEGRITY PROFILE TESTING	EACH		6	6
STEEL RAILING (SPECIAL)	FOOT	353		353

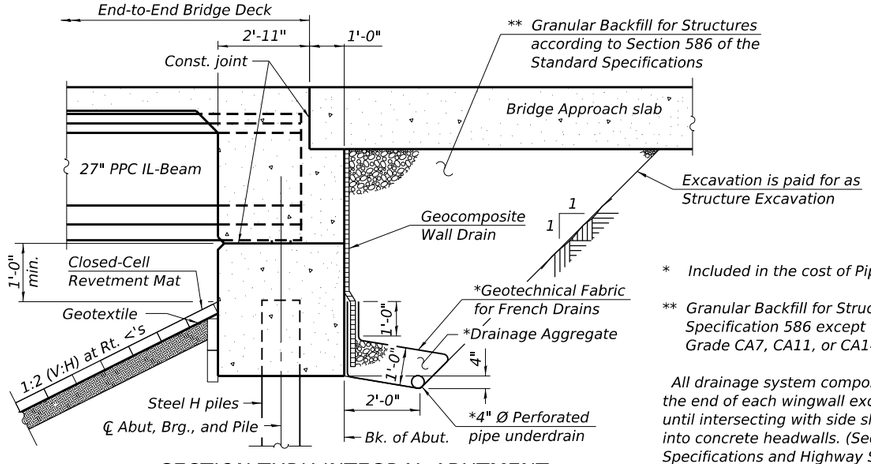


SECTION A-A

(Closed cell shown, open cell similar)



SECTION B-B



SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. at Rt. ∠'s)

* Included in the cost of Pipe Underdrains for Structures.

** Granular Backfill for Structures shall follow Standard Specification 586 except the course Aggregate shall be Grade CA7, CA11, or CA14.

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

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)				
	W. Abut.	W. Pier	E. Pier	E. Abut.	Item 113
Q100	802.67	788.05	788.08	799.51	8
Q200	802.67	787.93	787.96	799.51	8
Design	802.67	788.05	788.08	799.51	8
Check	802.67	787.93	787.96	799.51	8

WATERWAY INFORMATION

Drainage Area = 85.13 sq. mi

Existing Overtopping Elev. 806.88 at Sta. 504+65

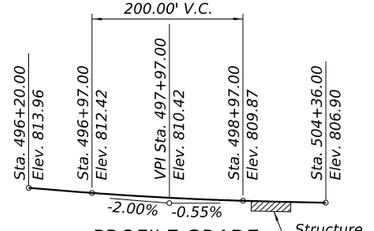
Proposed Overtopping Elev. 806.88 at Sta. 504+65

Flood	Freq. Yr.	Q C.F.S.	Opening Ft²		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
10-Year	10	2660	707	753	802.28	0.17	0.15	802.45	802.43
Design	30	3466	832	1063	803.12	0.16	0.13	803.28	803.25
Base	100	4370	933	1173	803.98	0.16	0.13	804.14	804.11
Scour Check	200	4909	1008	1246	804.50	0.20	0.16	804.70	804.66
Max. Calc.	500	5590	1064	1306	804.93	0.24	0.19	805.17	805.12

10-Year Velocity through Existing Structure = 2.67 ft/s

10-Year Velocity through Proposed Structure = 3.56 ft/s

2-Year Discharge = 1,360 c.f.s



PROFILE GRADE

(Along ℄ Roadway)

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

USER NAME = emilyre		DESIGNED - JFG		REVISED -	
		CHECKED - KRB		REVISED -	
PLOT SCALE = 0:2.0000 ':" / in.		DRAWN - CJH		REVISED -	
PLOT DATE = 7/24/2026		CHECKED - JFG		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

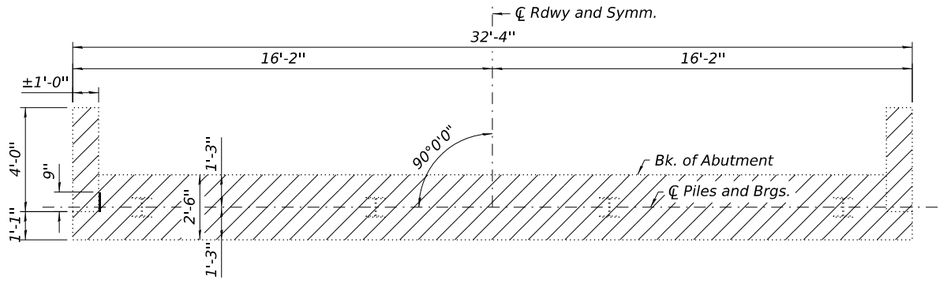
GENERAL NOTES AND TOTAL BILL OF MATERIALS
STRUCTURE NO. 056-3062

SHEET 2 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	37
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

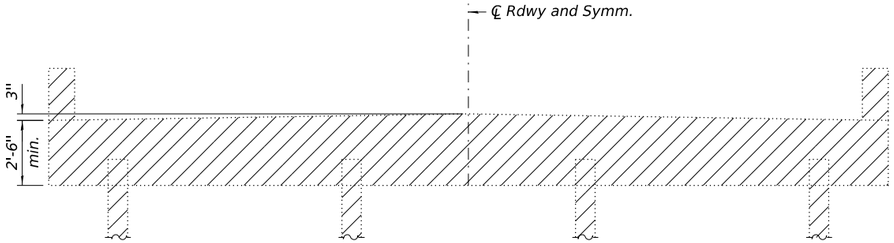
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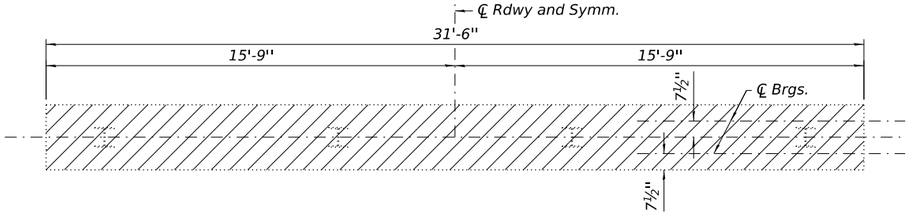
EXISTING ABUTMENT PLAN

(West Abutment, East Abutment rotated 180°)

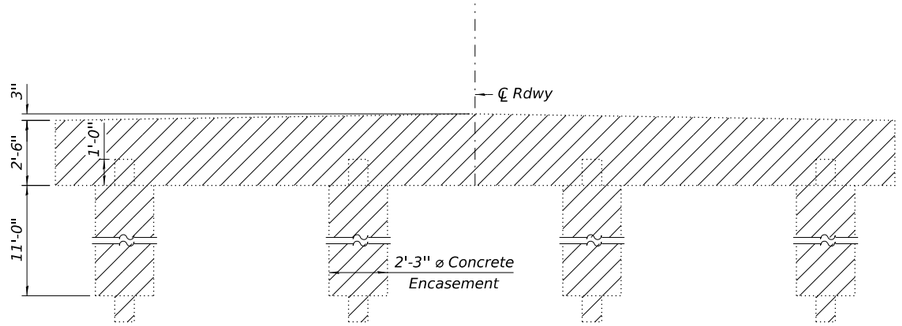


EXISTING ABUTMENT ELEVATION

(Looking East)

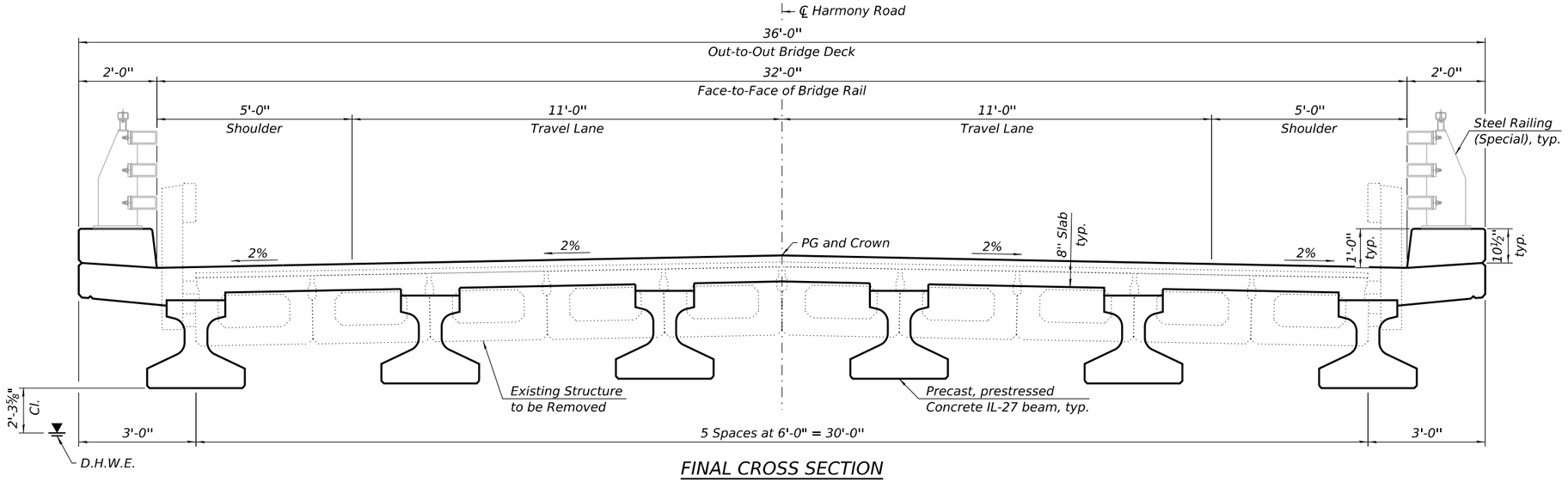


EXISTING PIER PLAN



EXISTING PIER ELEVATION

(Looking East)



FINAL CROSS SECTION

(Looking East)

LEGEND

Removal of Existing Structures

Notes:

1. *See existing structure drawings for existing structure details not shown.*

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PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - CJH	REVISED -	
PLOT DATE = 7/24/2026	CHECKED - JFG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

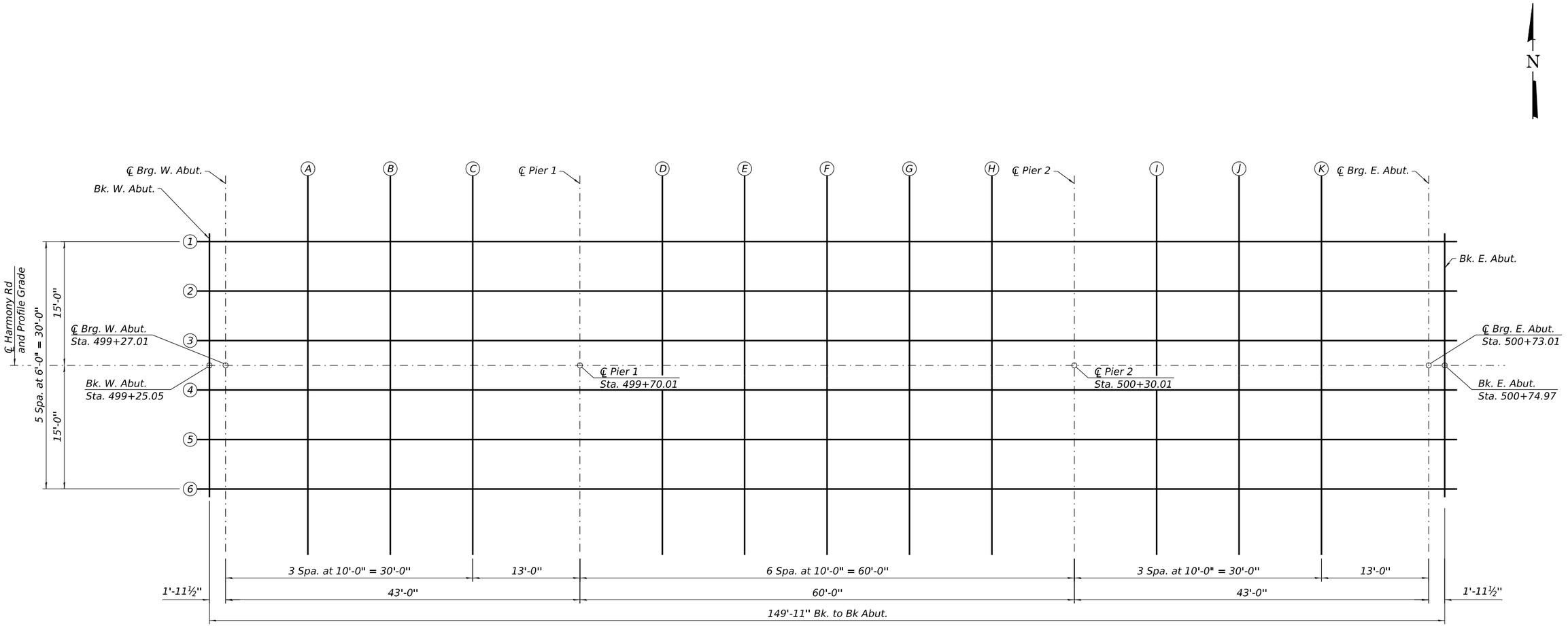
CROSS SECTION AND REMOVAL DETAILS
STRUCTURE NO. 056-3062

SHEET 3 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	38
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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TOP OF DECK SLAB PLAN

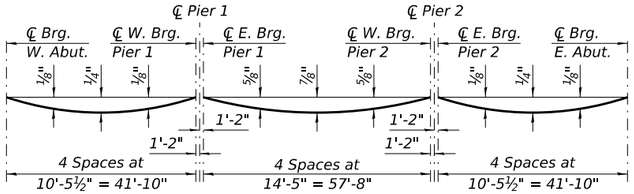
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IDFPR NO. 184-001273

USER NAME = emilyre	DESIGNED - JFG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK SLAB ELEVATIONS LAYOUT STRUCTURE NO. 056-3062	
	CHECKED - KRB	REVISED -			
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN - CJH	REVISED -			
PLOT DATE = 7/24/2026	CHECKED - JFG	REVISED -		SHEET 4 OF 30 SHEETS	

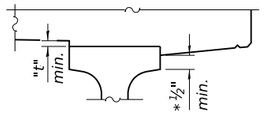
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	39
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		



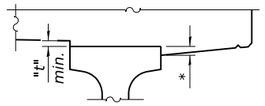
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

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



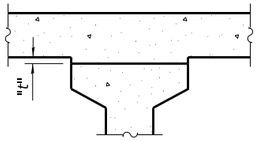
At Minimum Fillet



At Maximum Fillet

** Variable (not less than ½")*

EXTERIOR BEAMS



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown below, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of W. Abut.	499+25.05	-15.00	809.42	809.42
CL Brg. W. Abut.	499+27.01	-15.00	809.40	809.40
A	499+37.01	-15.00	809.35	809.36
B	499+47.01	-15.00	809.29	809.31
C	499+57.01	-15.00	809.24	809.26
CL Pier 1	499+70.01	-15.00	809.17	809.17
D	499+80.01	-15.00	809.11	809.15
E	499+90.01	-15.00	809.06	809.12
F	500+00.01	-15.00	809.00	809.08
G	500+10.01	-15.00	808.95	809.01
H	500+20.01	-15.00	808.89	808.93
CL Pier 2	500+30.01	-15.00	808.84	808.84
I	500+40.01	-15.00	808.78	808.80
J	500+50.01	-15.00	808.73	808.75
K	500+60.01	-15.00	808.67	808.69
CL Brg. E. Abut.	500+73.01	-15.00	808.60	808.60
Bk. of E. Abut.	500+74.97	-15.00	808.59	808.59

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of W. Abut.	499+25.05	-9.00	809.54	809.54
CL Brg. W. Abut.	499+27.01	-9.00	809.52	809.52
A	499+37.01	-9.00	809.47	809.48
B	499+47.01	-9.00	809.41	809.43
C	499+57.01	-9.00	809.36	809.38
CL Pier 1	499+70.01	-9.00	809.29	809.29
D	499+80.01	-9.00	809.23	809.27
E	499+90.01	-9.00	809.18	809.24
F	500+00.01	-9.00	809.12	809.20
G	500+10.01	-9.00	809.07	809.13
H	500+20.01	-9.00	809.01	809.05
CL Pier 2	500+30.01	-9.00	808.96	808.96
I	500+40.01	-9.00	808.90	808.92
J	500+50.01	-9.00	808.85	808.87
K	500+60.01	-9.00	808.79	808.81
CL Brg. E. Abut.	500+73.01	-9.00	808.72	808.72
Bk. of E. Abut.	500+74.97	-9.00	808.71	808.71

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of W. Abut.	499+25.05	-3.00	809.66	809.66
CL Brg. W. Abut.	499+27.01	-3.00	809.64	809.64
A	499+37.01	-3.00	809.59	809.60
B	499+47.01	-3.00	809.53	809.55
C	499+57.01	-3.00	809.48	809.50
CL Pier 1	499+70.01	-3.00	809.41	809.41
D	499+80.01	-3.00	809.35	809.39
E	499+90.01	-3.00	809.30	809.36
F	500+00.01	-3.00	809.24	809.32
G	500+10.01	-3.00	809.19	809.25
H	500+20.01	-3.00	809.13	809.17
CL Pier 2	500+30.01	-3.00	809.08	809.08
I	500+40.01	-3.00	809.02	809.04
J	500+50.01	-3.00	808.97	808.99
K	500+60.01	-3.00	808.91	808.93
CL Brg. E. Abut.	500+73.01	-3.00	808.84	808.84
Bk. of E. Abut.	500+74.97	-3.00	808.83	808.83

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	CHECKED - KRB	REVISED -	
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - CJH	REVISED -	
PLOT DATE = 7/24/2026	CHECKED - JFG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS (1 OF 2)
STRUCTURE NO. 056-3062
SHEET 5 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	40
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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℄ HARMONY ROAD AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of W. Abut.	499+25.05	0.00	809.72	809.72
CL Brg. W. Abut.	499+27.01	0.00	809.70	809.70
A	499+37.01	0.00	809.65	809.66
B	499+47.01	0.00	809.59	809.61
C	499+57.01	0.00	809.54	809.56
CL Pier 1	499+70.01	0.00	809.47	809.47
D	499+80.01	0.00	809.41	809.45
E	499+90.01	0.00	809.36	809.42
F	500+00.01	0.00	809.30	809.38
G	500+10.01	0.00	809.25	809.31
H	500+20.01	0.00	809.19	809.23
CL Pier 2	500+30.01	0.00	809.14	809.14
I	500+40.01	0.00	809.08	809.10
J	500+50.01	0.00	809.03	809.05
K	500+60.01	0.00	808.97	808.99
CL Brg. E. Abut.	500+73.01	0.00	808.90	808.90
Bk. of E. Abut.	500+74.97	0.00	808.89	808.89

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of W. Abut.	499+25.05	3.00	809.66	809.66
CL Brg. W. Abut.	499+27.01	3.00	809.64	809.64
A	499+37.01	3.00	809.59	809.60
B	499+47.01	3.00	809.53	809.55
C	499+57.01	3.00	809.48	809.50
CL Pier 1	499+70.01	3.00	809.41	809.41
D	499+80.01	3.00	809.35	809.39
E	499+90.01	3.00	809.30	809.36
F	500+00.01	3.00	809.24	809.32
G	500+10.01	3.00	809.19	809.25
H	500+20.01	3.00	809.13	809.17
CL Pier 2	500+30.01	3.00	809.08	809.08
I	500+40.01	3.00	809.02	809.04
J	500+50.01	3.00	808.97	808.99
K	500+60.01	3.00	808.91	808.93
CL Brg. E. Abut.	500+73.01	3.00	808.84	808.84
Bk. of E. Abut.	500+74.97	3.00	808.83	808.83

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of W. Abut.	499+25.05	9.00	809.54	809.54
CL Brg. W. Abut.	499+27.01	9.00	809.52	809.52
A	499+37.01	9.00	809.47	809.48
B	499+47.01	9.00	809.41	809.43
C	499+57.01	9.00	809.36	809.38
CL Pier 1	499+70.01	9.00	809.29	809.29
D	499+80.01	9.00	809.23	809.27
E	499+90.01	9.00	809.18	809.24
F	500+00.01	9.00	809.12	809.20
G	500+10.01	9.00	809.07	809.13
H	500+20.01	9.00	809.01	809.05
CL Pier 2	500+30.01	9.00	808.96	808.96
I	500+40.01	9.00	808.90	808.92
J	500+50.01	9.00	808.85	808.87
K	500+60.01	9.00	808.79	808.81
CL Brg. E. Abut.	500+73.01	9.00	808.72	808.72
Bk. of E. Abut.	500+74.97	9.00	808.71	808.71

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of W. Abut.	499+25.05	15.00	809.42	809.42
CL Brg. W. Abut.	499+27.01	15.00	809.40	809.40
A	499+37.01	15.00	809.35	809.36
B	499+47.01	15.00	809.29	809.31
C	499+57.01	15.00	809.24	809.26
CL Pier 1	499+70.01	15.00	809.17	809.17
D	499+80.01	15.00	809.11	809.15
E	499+90.01	15.00	809.06	809.12
F	500+00.01	15.00	809.00	809.08
G	500+10.01	15.00	808.95	809.01
H	500+20.01	15.00	808.89	808.93
CL Pier 2	500+30.01	15.00	808.84	808.84
I	500+40.01	15.00	808.78	808.80
J	500+50.01	15.00	808.73	808.75
K	500+60.01	15.00	808.67	808.69
CL Brg. E. Abut.	500+73.01	15.00	808.60	808.60
Bk. of E. Abut.	500+74.97	15.00	808.59	808.59

NORTH FACE OF CURB LINE

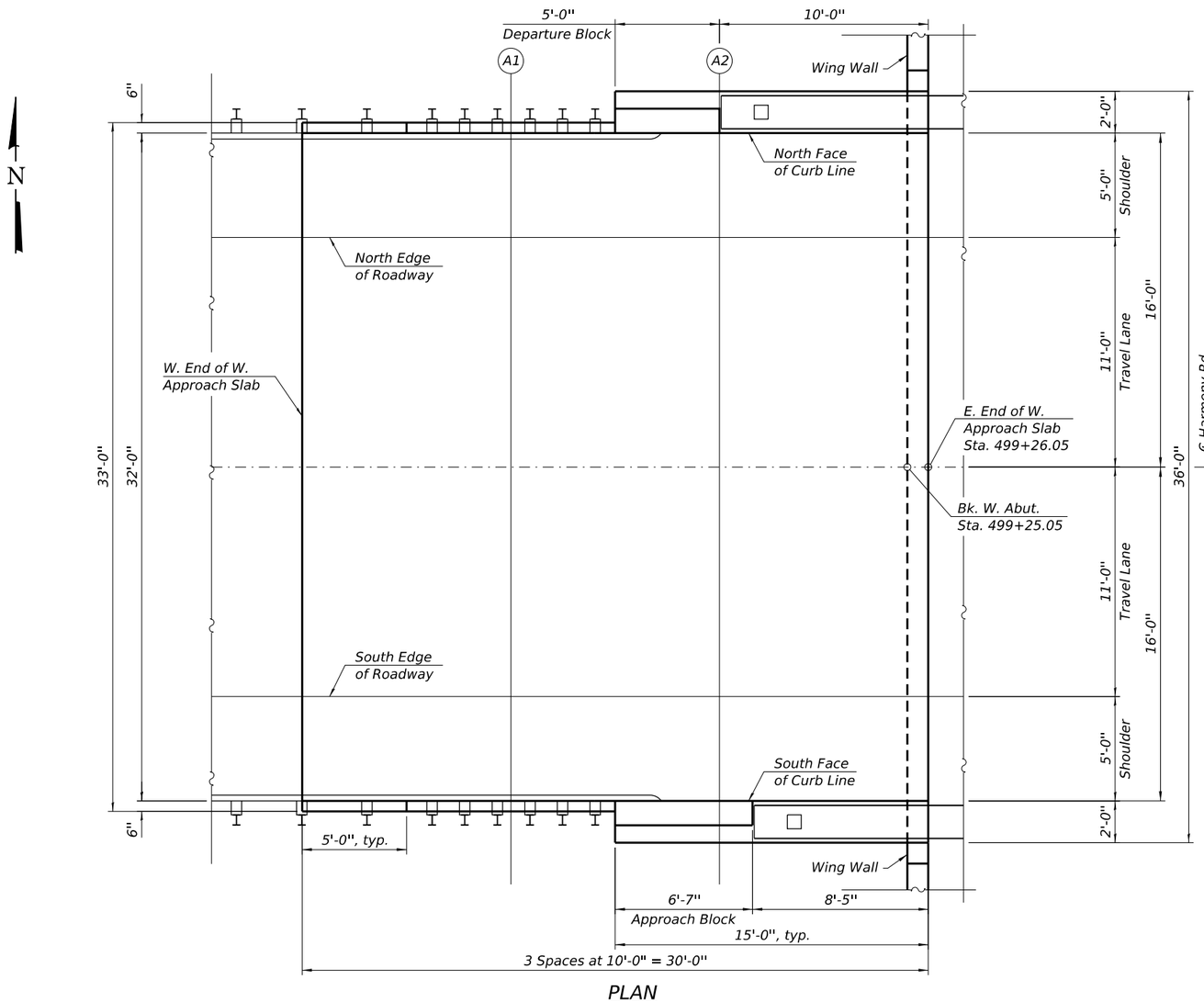
Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Slab	498+96.05	-16.00	809.56
A1	499+06.05	-16.00	809.50
A2	499+16.05	-16.00	809.45
E. End W. Approach Slab	499+26.05	-16.00	809.39

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Slab	498+96.05	-11.00	809.66
A1	499+06.05	-11.00	809.60
A2	499+16.05	-11.00	809.55
E. End W. Approach Slab	499+26.05	-11.00	809.49

℄ HARMONY RD AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Slab	498+96.05	0.00	809.88
A1	499+06.05	0.00	809.82
A2	499+16.05	0.00	809.77
E. End W. Approach Slab	499+26.05	0.00	809.71



PLAN
(West Approach)

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Slab	498+96.05	11.00	809.66
A1	499+06.05	11.00	809.60
A2	499+16.05	11.00	809.55
E. End W. Approach Slab	499+26.05	11.00	809.49

SOUTH FACE OF CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Slab	498+96.05	16.00	809.56
A1	499+06.05	16.00	809.50
A2	499+16.05	16.00	809.45
E. End W. Approach Slab	499+26.05	16.00	809.39

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	CHECKED - KRB	REVISED -	
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - CJH	REVISED -	
PLOT DATE = 7/24/2026	CHECKED - JFG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS (1 OF 2)
STRUCTURE NO. 056-3062

SHEET 7 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	42
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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NORTH FACE OF CURB LINE

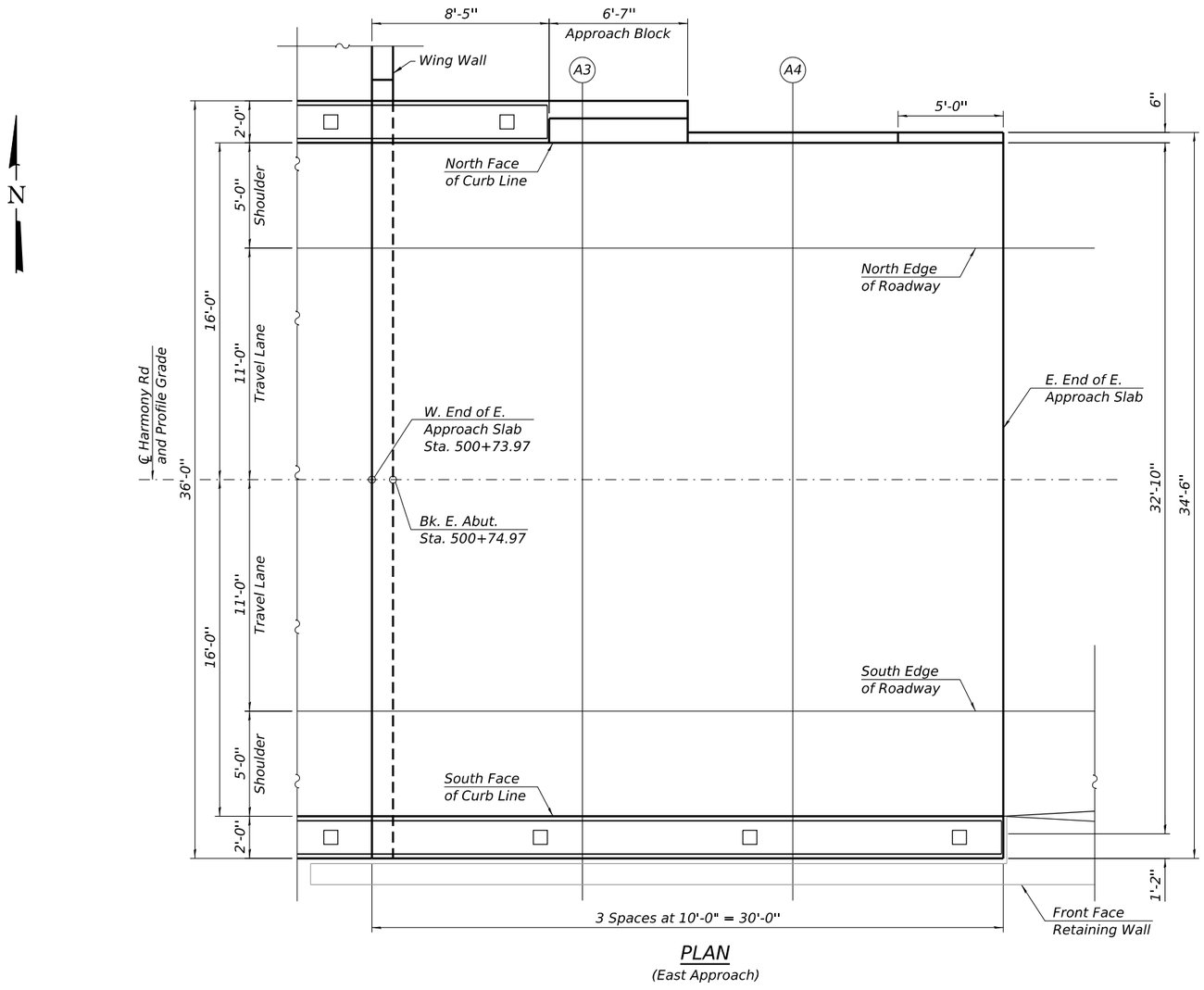
Location	Station	Offset	Theoretical Grade Elevations
W. End E. Approach Slab	500+73.97	-16.00	808.58
A3	500+83.97	-16.00	808.52
A4	500+93.97	-16.00	808.47
E. End E. Approach Slab	501+03.97	-16.00	808.41

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Approach Slab	500+73.97	-11.00	808.68
A3	500+83.97	-11.00	808.62
A4	500+93.97	-11.00	808.57
E. End E. Approach Slab	501+03.97	-11.00	808.51

℄ HARMONY RD AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Approach Slab	500+73.97	0.00	808.90
A3	500+83.97	0.00	808.84
A4	500+93.97	0.00	808.79
E. End E. Approach Slab	501+03.97	0.00	808.73



PLAN
(East Approach)

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Approach Slab	500+73.97	11.00	808.68
A3	500+83.97	11.00	808.62
A4	500+93.97	11.00	808.57
E. End E. Approach Slab	501+03.97	11.00	808.51

SOUTH FACE OF CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Approach Slab	500+73.97	16.00	808.58
A3	500+83.97	16.00	808.52
A4	500+93.97	16.00	808.47
E. End E. Approach Slab	501+03.97	16.00	808.41

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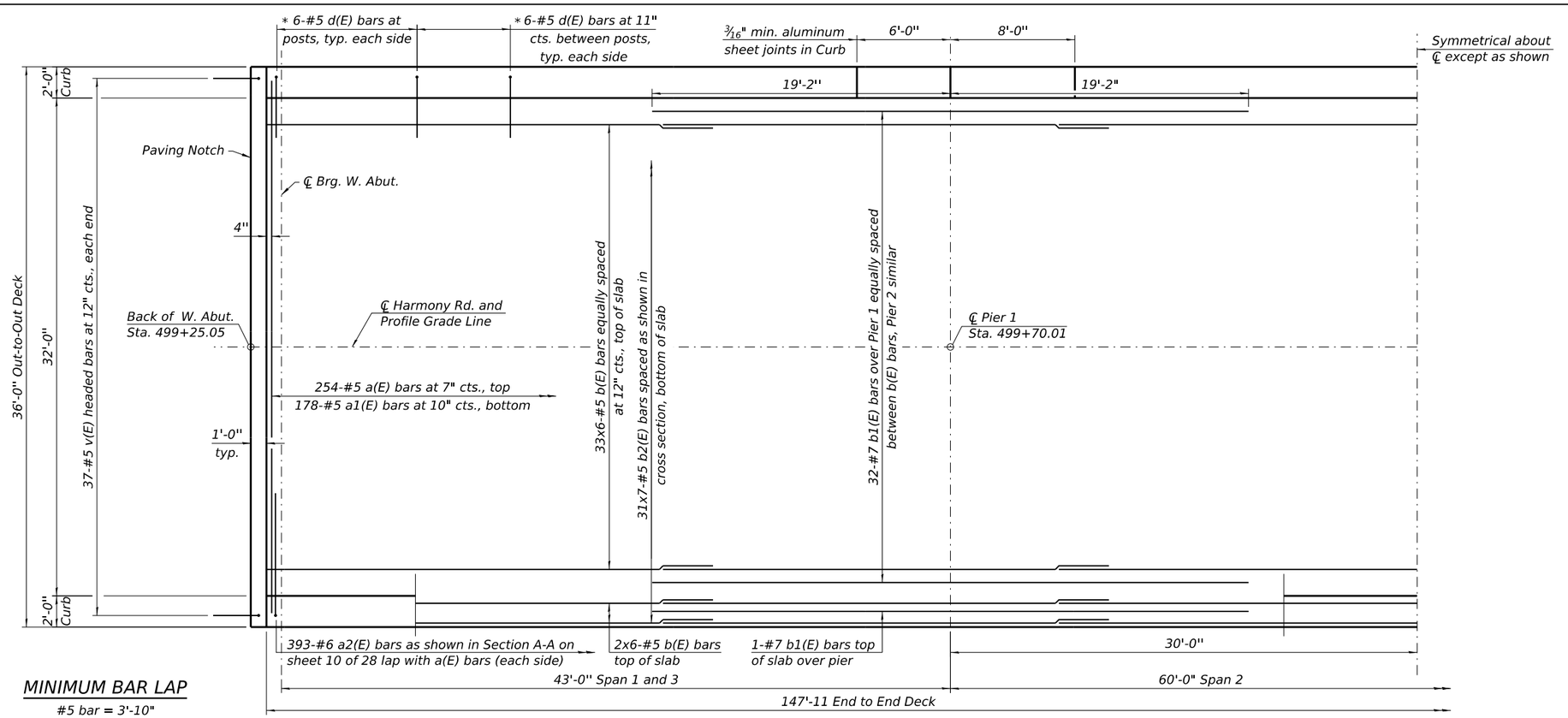
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS (2 OF 2)
STRUCTURE NO. 056-3062
SHEET 8 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	43
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		



MINIMUM BAR LAP

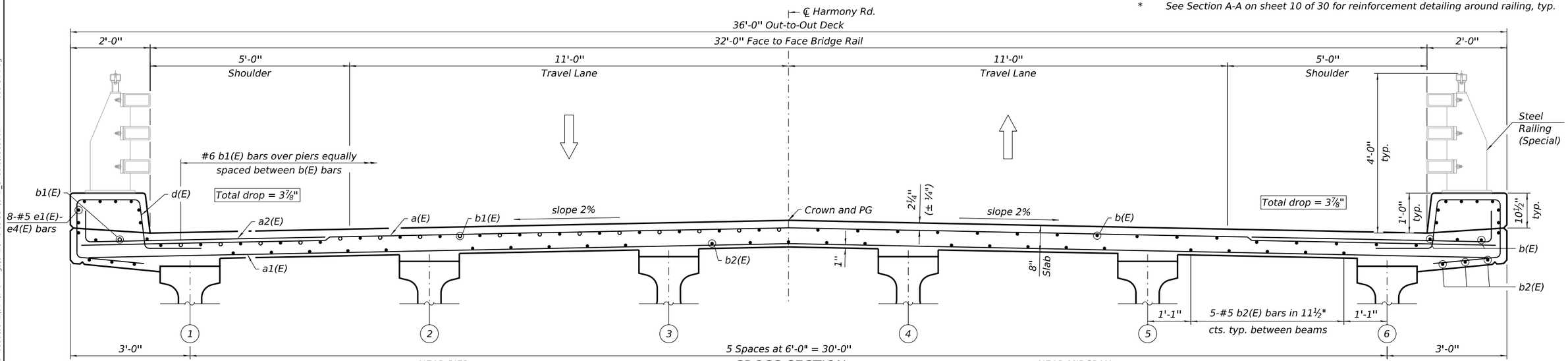
#5 bar = 3'-10"

PARTIAL PLAN

Notes:

1. See sheet 10 of 30 for superstructure details and Bill of Material.
2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
3. For Steel Railing (Special) details, see sheets 94 thru 98 of 117.

* See Section A-A on sheet 10 of 30 for reinforcement detailing around railing, typ.



CROSS SECTION

(Looking East)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

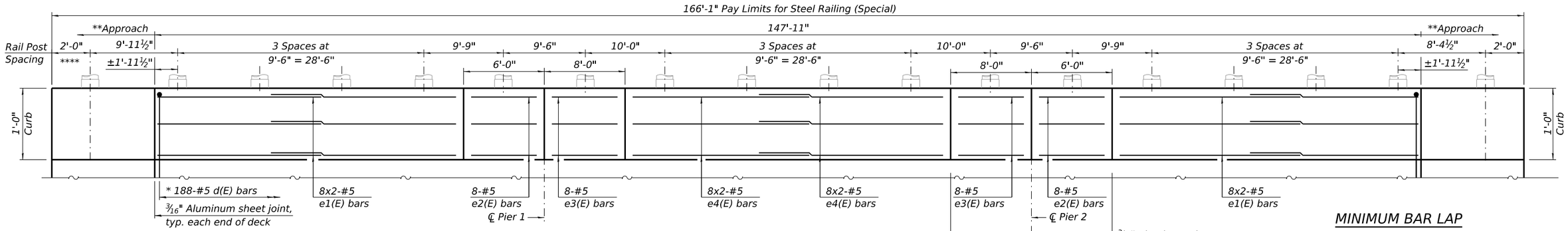
PLAN AND DECK CROSS SECTION
STRUCTURE NO. 056-3062

SHEET 9 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	44
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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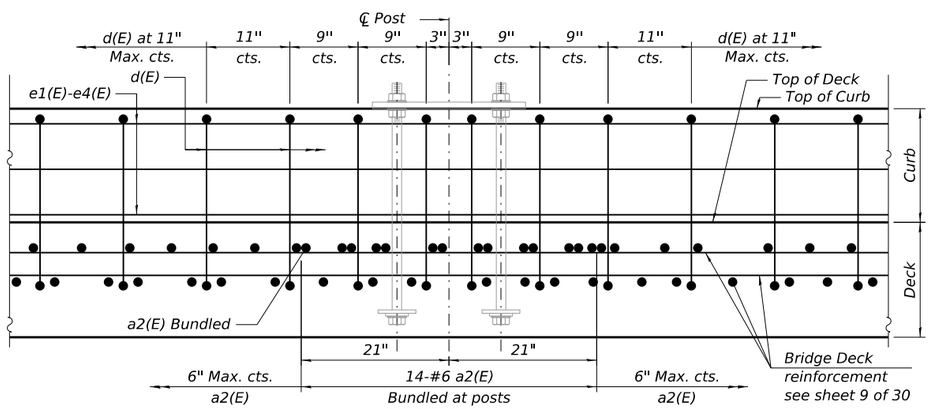


INSIDE ELEVATION OF CURB

(Looking North, rotate 180° for South Curb)

MINIMUM BAR LAP

#5 bar = 3'-10"



SECTION A-A

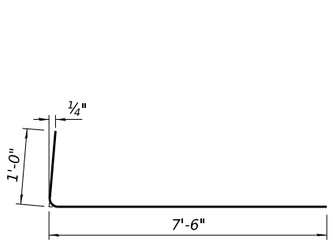
Note: Post not shown for clarity

* See Section A-A for reinforcement detailing around railing posts.

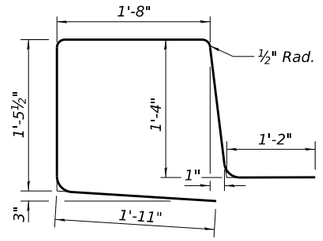
** See sheet 15 of 30 for Approach curb and end block reinforcement details.

*** The 3/16" min. aluminum sheet shall be ASTM B209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Coat included with concrete superstructure.

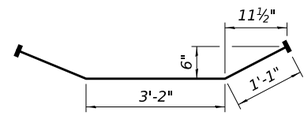
**** Spacing applies to North Curb only. See sheet 14 of 30 for rail post spacing on the South Curb of the East Approach.



BAR a2(E)



BAR d(E)

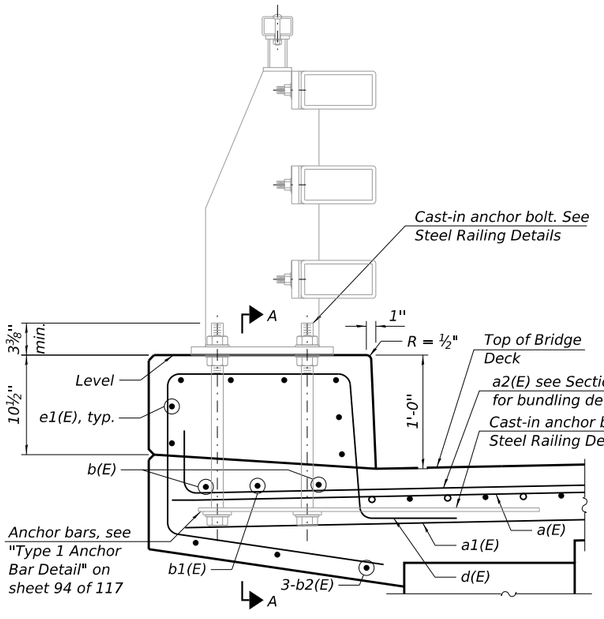


BAR m23(E)

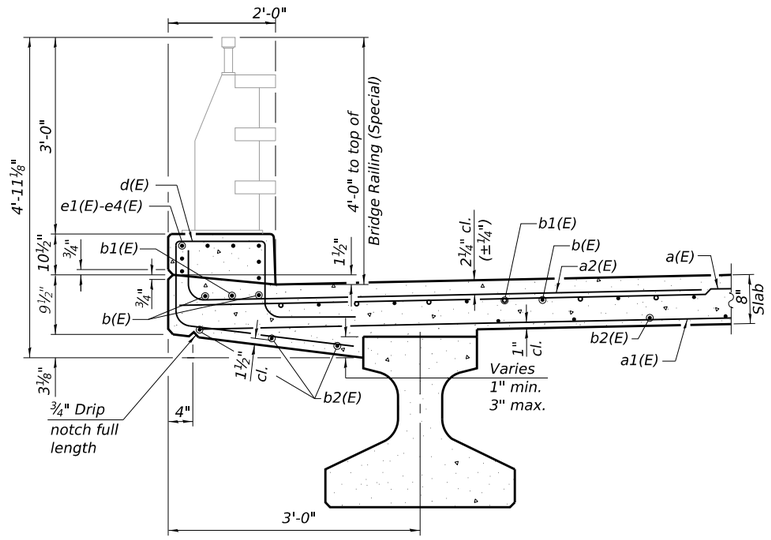
(Headed 40-#6 bar Terminators)

SUPERSTRUCTURE BILL OF MATERIALS

Bar	No.	Size	Length	Shape
a(E)	254	#5	35'-8"	
a1(E)	178	#5	35'-8"	
a2(E)	786	#6	8'-6"	
b(E)	222	#5	27'-10"	
b1(E)	68	#7	38'-4"	
b2(E)	217	#5	23'-10"	
d(E)	376	#5	7'-7"	
e1(E)	64	#5	20'-8"	
e2(E)	32	#5	5'-8"	
e3(E)	32	#5	7'-8"	
e4(E)	32	#5	23'-7"	
m10(E)	8	#6	35'-8"	
m11(E)	20	#6	4'-11"	
m12(E)	8	#6	2'-4"	
m13(E)	10	#6	3'-2"	
m14(E)	4	#6	1'-5"	
m15(E)	24	#5	4'-0"	
m20(E)	20	#6	3'-2"	
m21(E)	20	#6	4'-11"	
m22(E)	24	#6	4'-0"	
m23(E)	20	#6	5'-4"	
s10(E)	52	#5	8'-5"	
s11(E)	52	#5	9'-1"	
s12(E)	48	#5	7'-9"	
s20(E)	40	#5	8'-10"	
s21(E)	40	#5	6'-7"	
v(E)	74	#5	3'-1"	
CONCRETE SUPERSTRUCTURE		CU YD	195.5	
BRIDGE DECK GROOVING		SQ YD	494	
PROTECTIVE COAT		SQ YD	622	
REINFORCEMENT BARS, EPOXY COATED		POUND	52,350	
BAR TERMINATOR		EACH	114	
STEEL RAILING (SPECIAL)		FOOT	353	

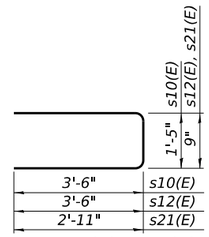


TYPICAL SECTION AT RAILING POST

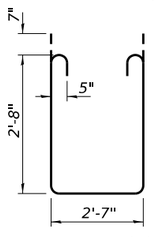


SECTION THRU CURB

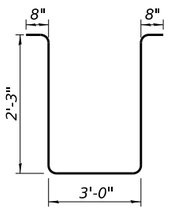
(At Steel Railing Post, anchor bolts and plate not shown for clarity)



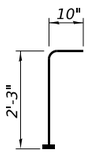
BARS s10(E), s12(E) AND s21(E)



BAR s11(E)



BAR s20(E)



BAR v(E)

(Headed 74-#6 bar Terminators)

Notes:

1. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Bar head is paid for as Bar Terminators. Remainder of epoxy coated rebar paid for as Reinforcement Bars, Epoxy Coated.
2. Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line. The 1'-0" curb beneath the steel railing shall be quantified and paid for as Concrete Superstructure.

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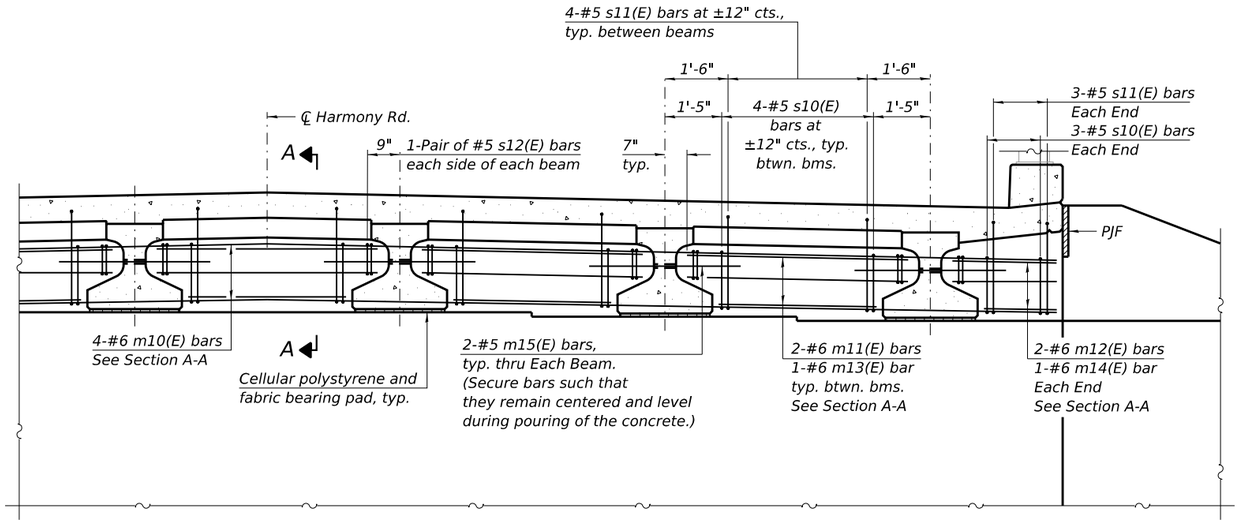
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STATE OF ILLINOIS
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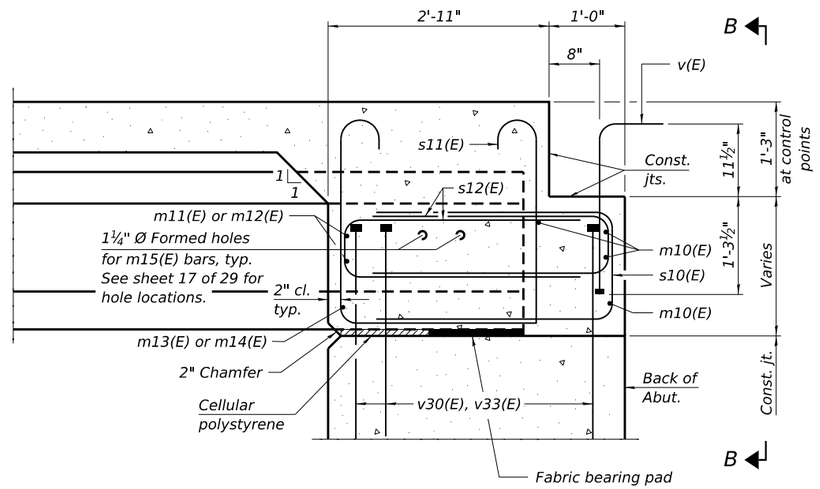
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 056-3062
SHEET 10 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

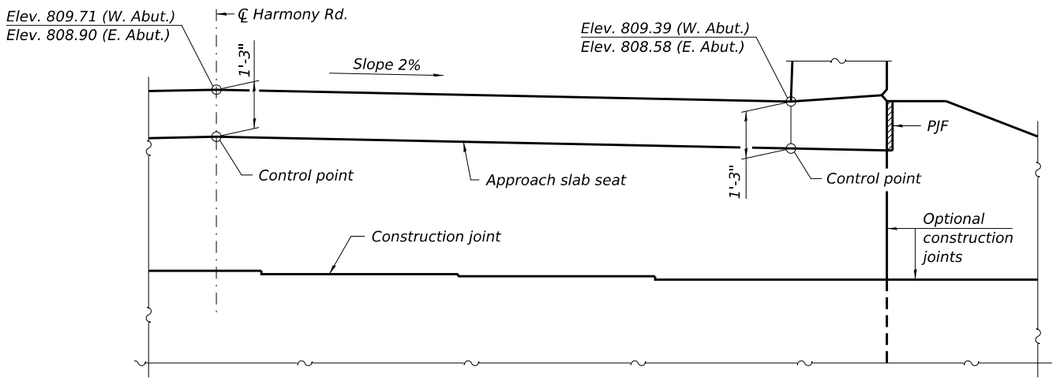
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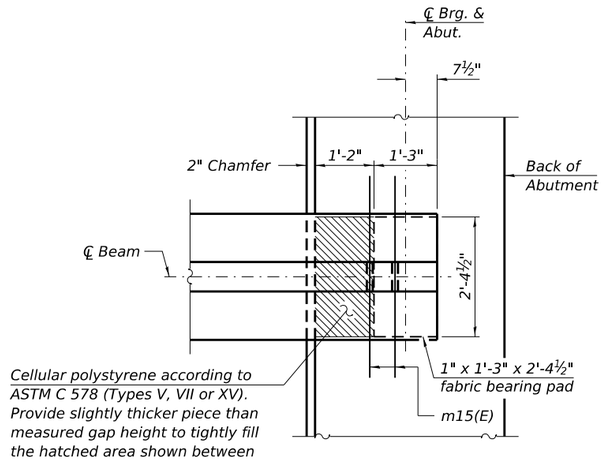
DIAPHRAGM AT ABUTMENT



SECTION A-A



VIEW B-B



Cellular polystyrene according to ASTM C 578 (Types V, VII or XV). Provide slightly thicker piece than measured gap height to tightly fill the hatched area shown between abutment cap and bottom of beam.

PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:

1. *See sheet 10 of 30 for superstructure details and Bill of Material.*
2. *See sheet 13 and 14 of 30 for PJF details.*
3. *The approach slab seat shall have a constant slope determined from the control points shown.*
4. *Cost of cellular polystyrene is included with Concrete Superstructure.*

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PLOT DATE = 7/24/2026	CHECKED - JFG	REVISED -	

STATE OF ILLINOIS
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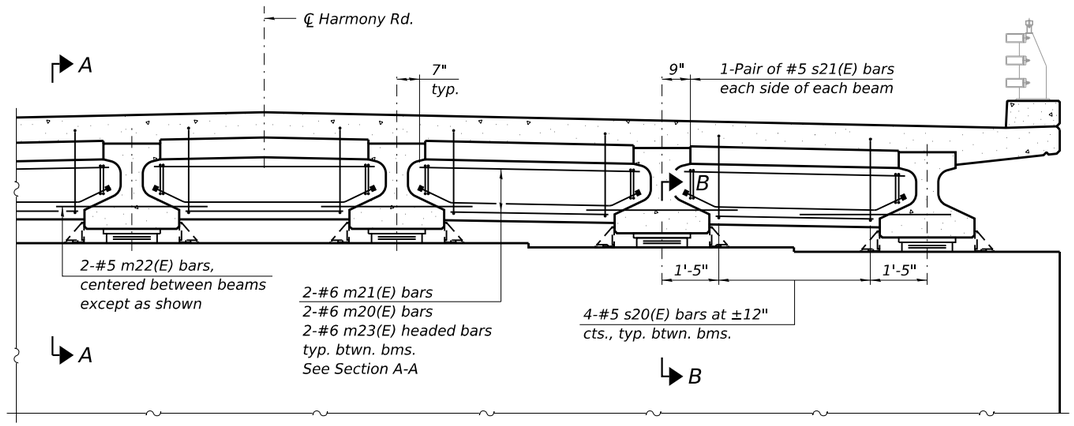
ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 056-3062

SHEET 11 OF 30 SHEETS

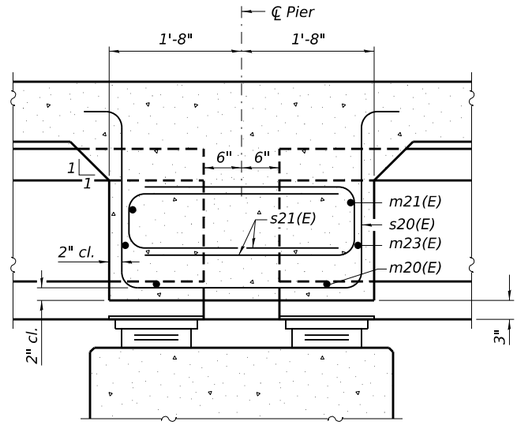
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1019	19-00509-00-BR	MCHENRY	117	46
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	ILLINOIS	FED. AID PROJECT		

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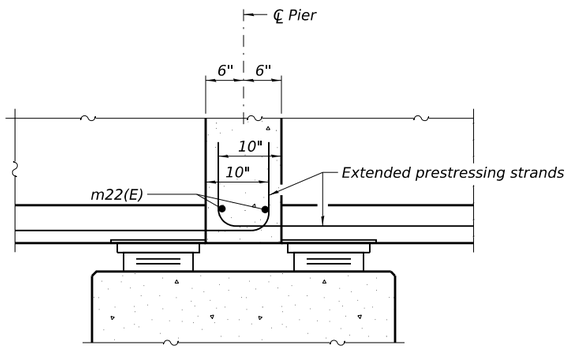
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DIAPHRAGM AT PIER



SECTION A-A



SECTION B-B

Notes:

1. *See sheet 10 of 30 for superstructure details and Bill of Material.*
2. *The s20(E) and s21(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.*
3. *Horizontal dimensions for Section A-A and Section B-B are along ℄ of beam unless otherwise noted.*

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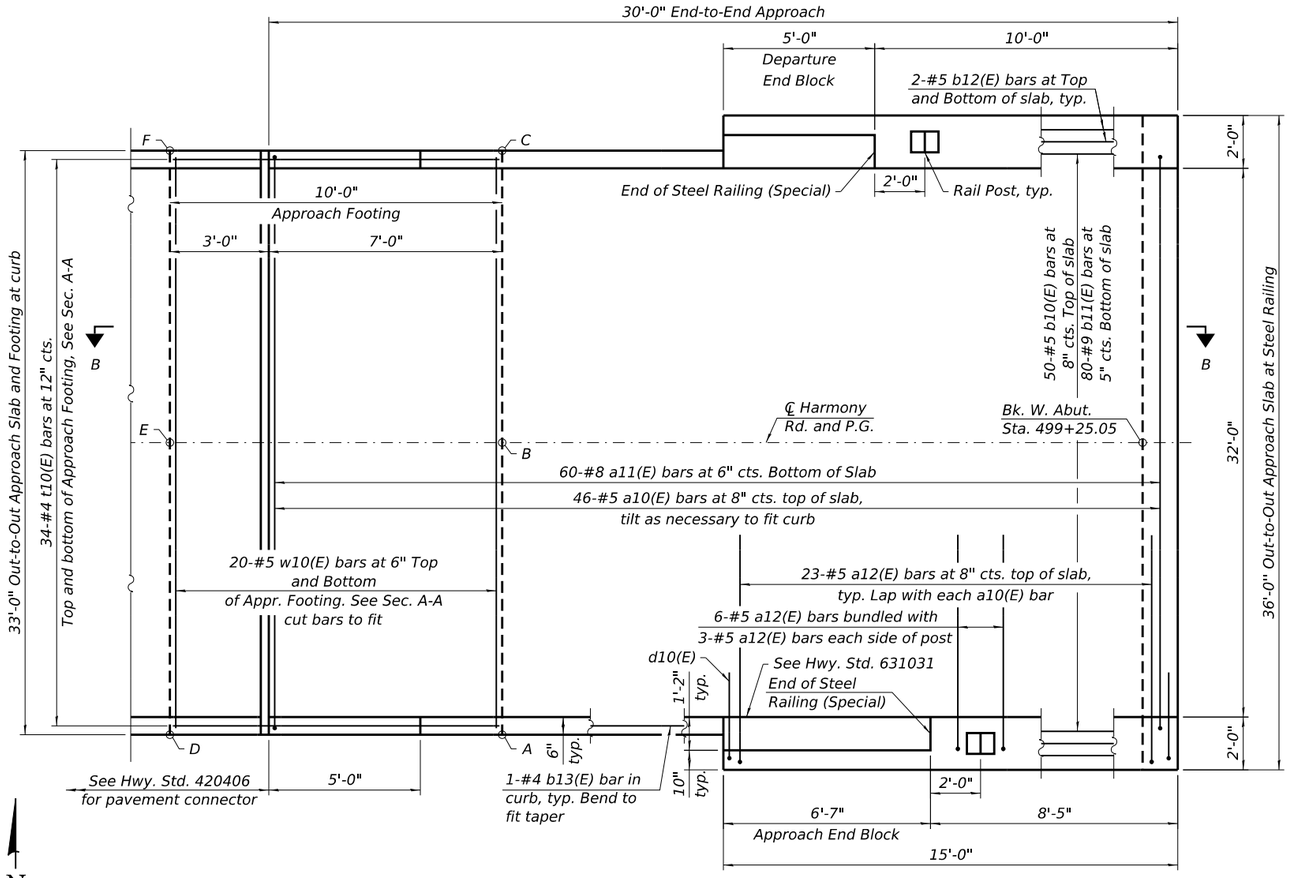
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DIAPHRAGM DETAILS
STRUCTURE NO. 056-3062

SHEET 12 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	47
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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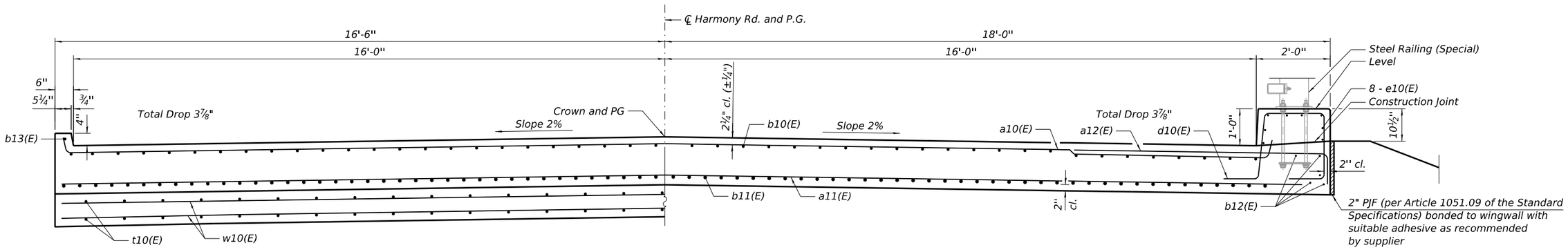


N

PLAN
(West approach)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

West Approach		
Point / Location	Top	Bottom
A	808.26	807.42
B	808.59	807.75
C	808.26	807.42
D	808.31	807.48
E	808.64	807.81
F	808.31	807.48



AT APPROACH FOOTING — NEAR ABUTMENT

CROSS SECTION
(Looking East)

Notes:
1. For Section B-B, see sheet 15 of 30.

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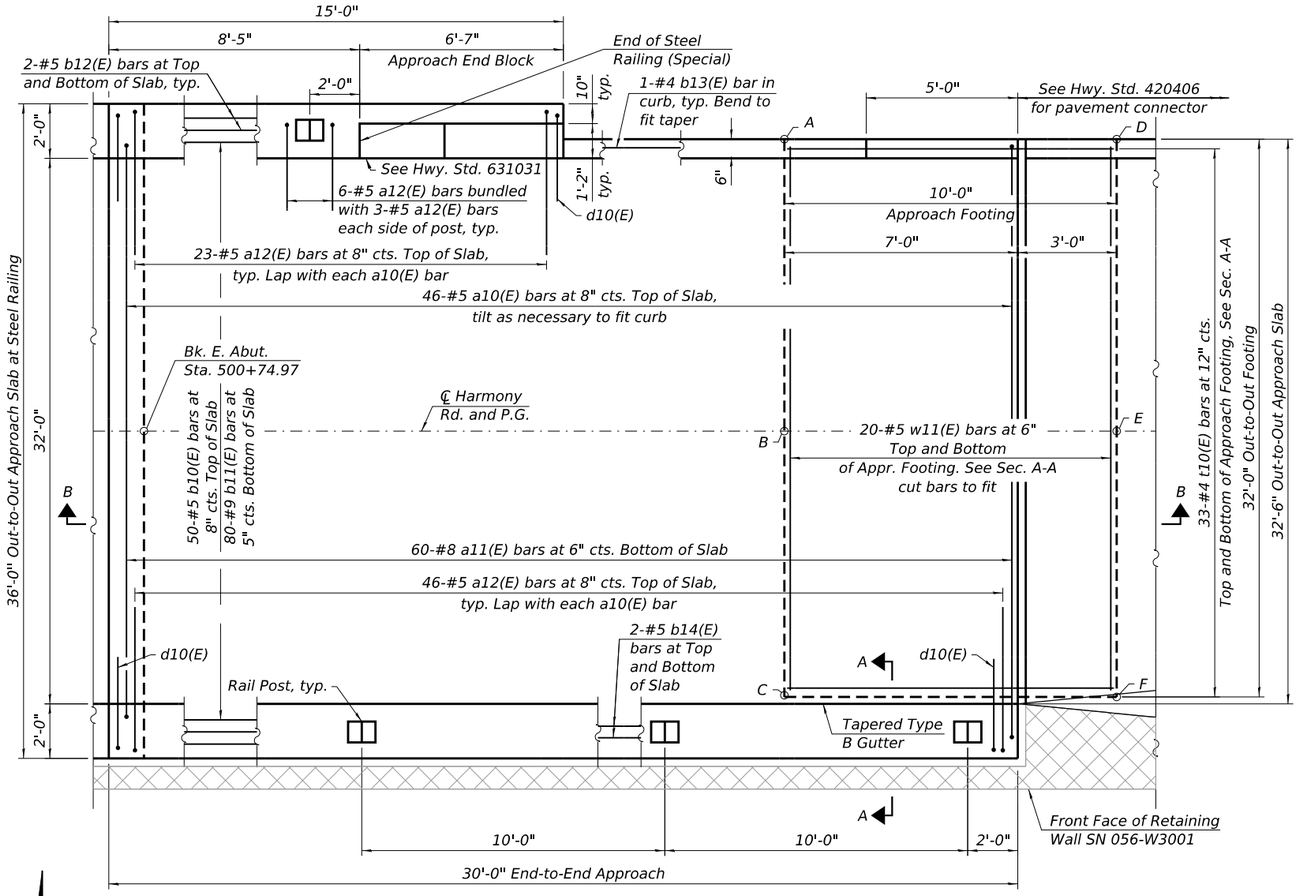
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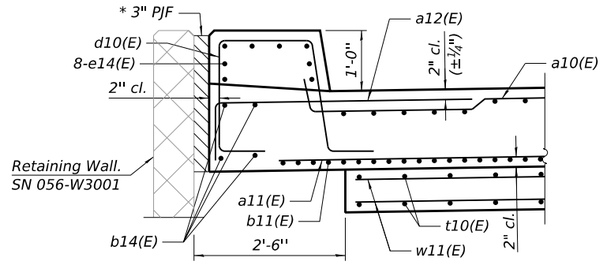
BRIDGE APPROACH SLAB DETAILS (1 OF 3)
STRUCTURE NO. 056-3062
SHEET 13 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	48
		CONTRACT NO. 61M72		
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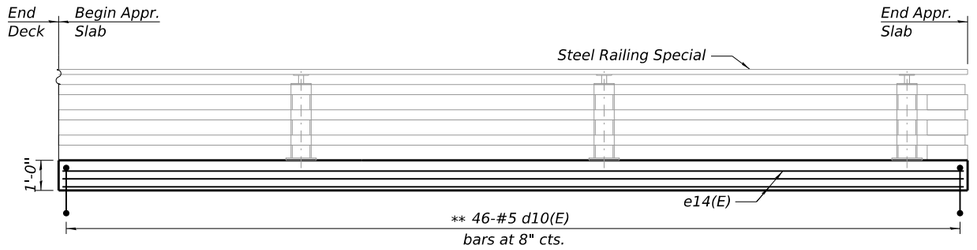
PLAN
(East approach)



SECTION A-A

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

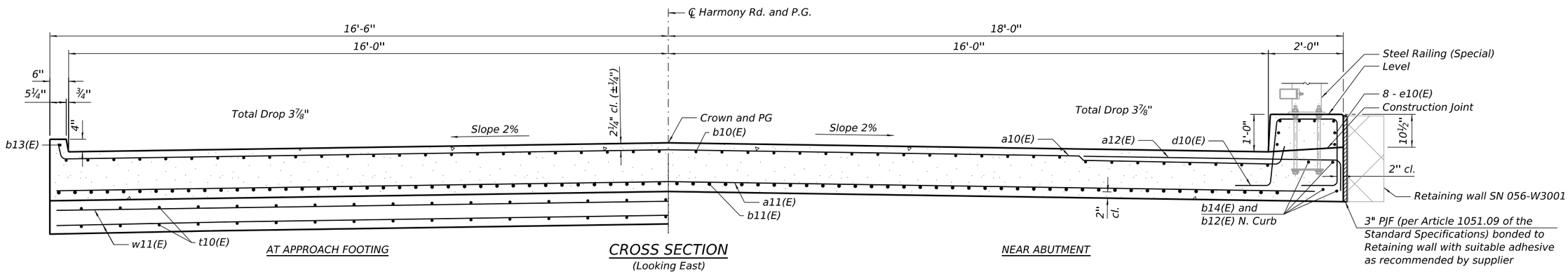
East Approach		
Point / Location	Top	Bottom
A	807.19	806.36
B	807.52	806.69
C	807.19	806.36
D	807.14	806.30
E	807.47	806.63
F	807.14	806.30



OUTSIDE ELEVATION OF SOUTH RAILING AND CURB

* Cost included with the cost of Concrete Superstructure (Approach Slab).

** See Section A-A on sheet 10 of 30 for detailing around railing posts.



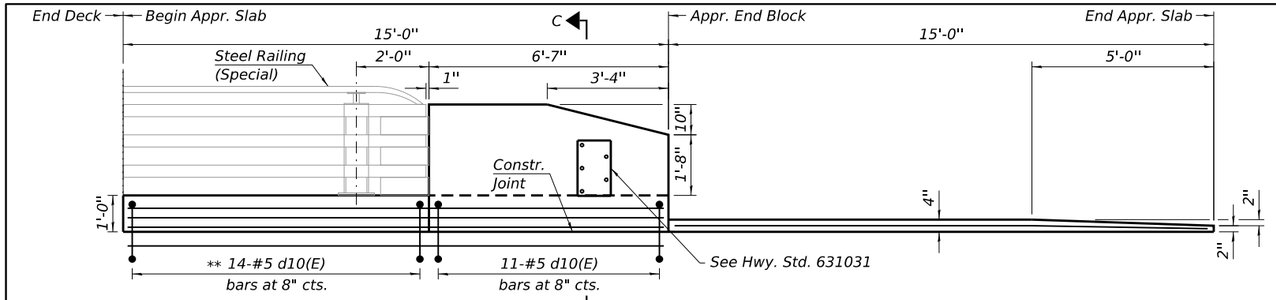
AT APPROACH FOOTING

CROSS SECTION
(Looking East)

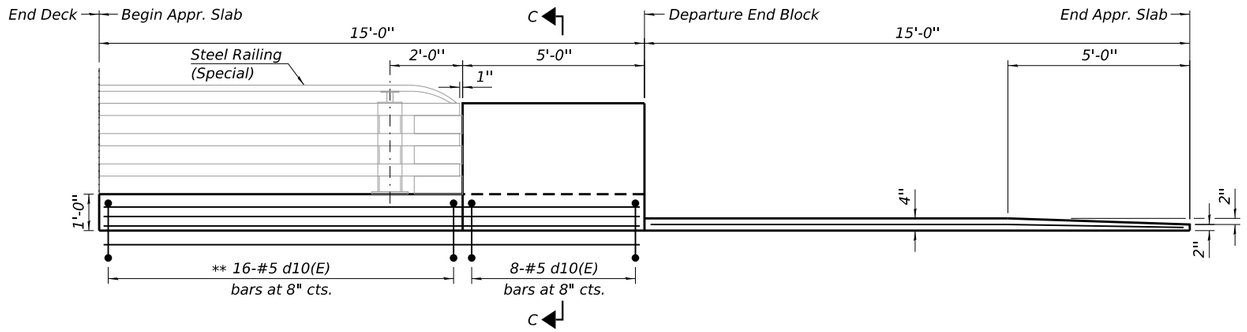
NEAR ABUTMENT

Notes:
1. For Section B-B, see sheet 15 of 30.

N

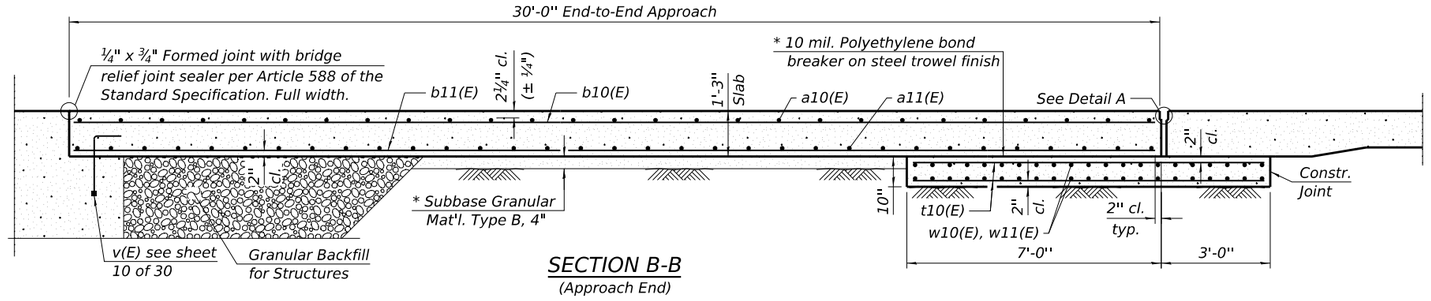


INSIDE ELEVATION OF APPROACH RAILING AND CURB



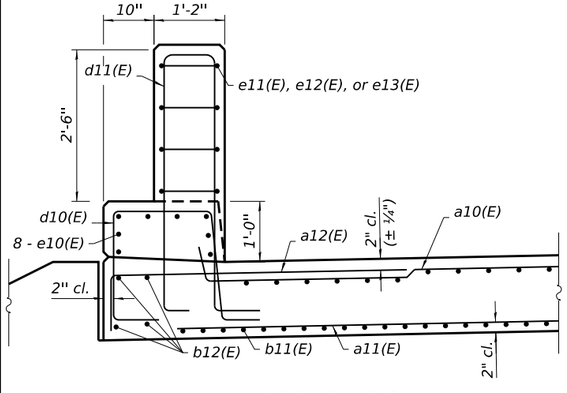
OUTSIDE ELEVATION OF DEPARTURE RAILING AND CURB

(At West Approach Only)

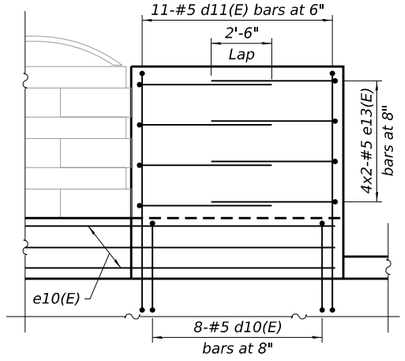


SECTION B-B

(Approach End)

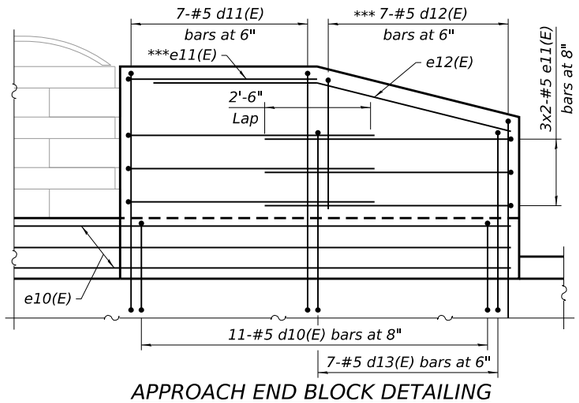


SECTION C-C



DEPARTURE END BLOCK DETAILING

(At West Approach Only)



APPROACH END BLOCK DETAILING

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Curb concrete under railing shall be paid for as Concrete Superstructure.

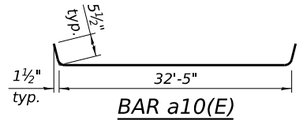
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

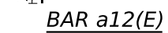
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

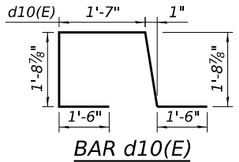
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 30.



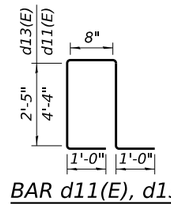
BAR a10(E)



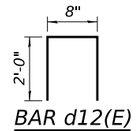
BAR a12(E)



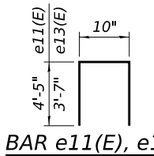
BAR d10(E)



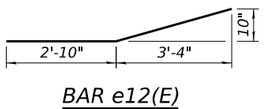
BAR d11(E), d13(E)



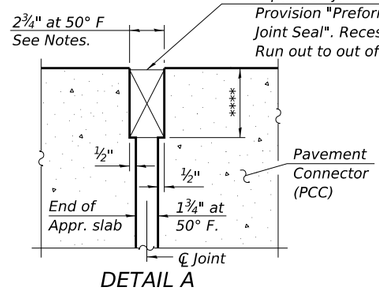
BAR d12(E)



BAR e11(E), e13(E)



BAR e12(E)



DETAIL A

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	33'-5"	
a11(E)	120	#8	33'-8"	
a12(E)	151	#5	7'-4"	
b10(E)	100	#5	29'-8"	
b11(E)	160	#9	29'-8"	
b12(E)	12	#5	14'-8"	
b13(E)	3	#4	14'-8"	
b14(E)	4	#4	29'-8"	
d10(E)	120	#5	8'-2"	
d11(E)	25	#5	11'-4"	
d12(E)	14	#5	4'-8"	
d13(E)	14	#5	7'-6"	
e10(E)	24	#5	14'-8"	
e11(E)	14	#5	9'-8"	
e12(E)	4	#5	6'-4"	
e13(E)	8	#5	8'-0"	
e14(E)	8	#5	29'-8"	
t10(E)	134	#4	9'-8"	
w10(E)	40	#5	32'-8"	
w11(E)	40	#5	31'-8"	
CONCRETE STRUCTURES		CU YD	20.1	
CONCRETE SUPERSTRUCTURE		CU YD	7.2	
BRIDGE DECK GROOVING		SQ YD	200	
PROTECTIVE COAT		SQ YD	243	
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)		CU YD	97.3	
REINFORCEMENT BARS, EPOXY COATED		Pound	40,570	

* Cost included with Concrete Superstructure (Approach Slab).

** See Section A-A on sheet 10 of 30 for detailing around railing posts.

*** Cut bars to fit. Maintain min. 2" clearance.

**** Per manufacture recommendations.

Notes:

1. For steel Railing (Special) details, see sheets 94-98 of 117.

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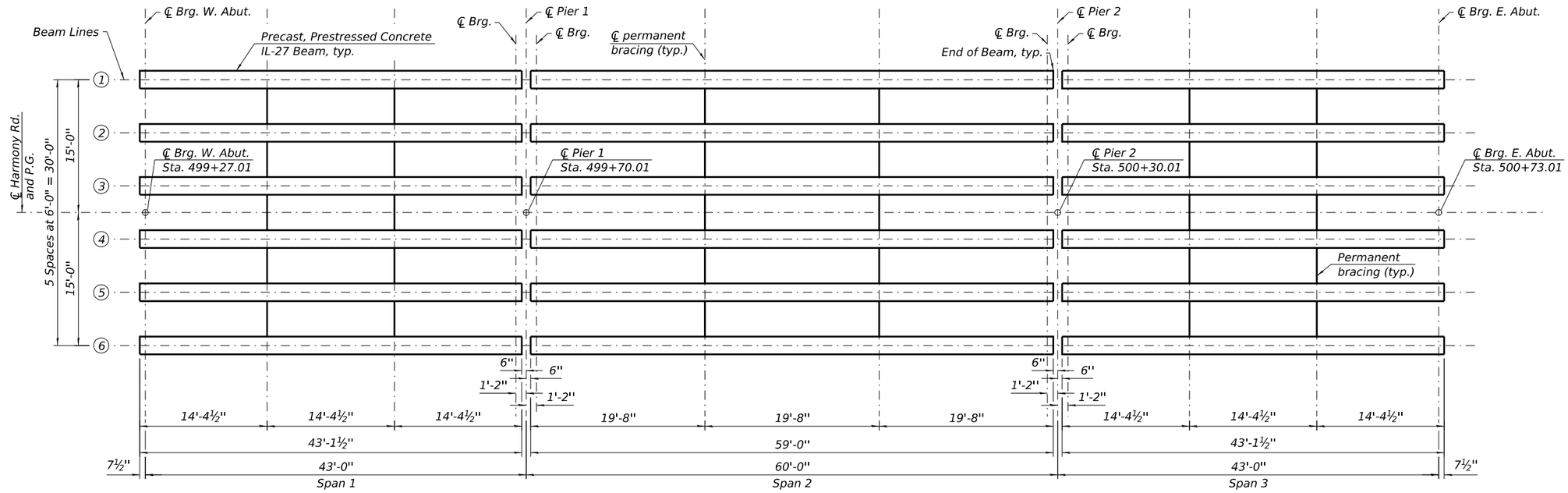
BRIDGE APPROACH SLAB DETAILS (3 OF 3)
STRUCTURE NO. 056-3062

SHEET 15 OF 30 SHEETS

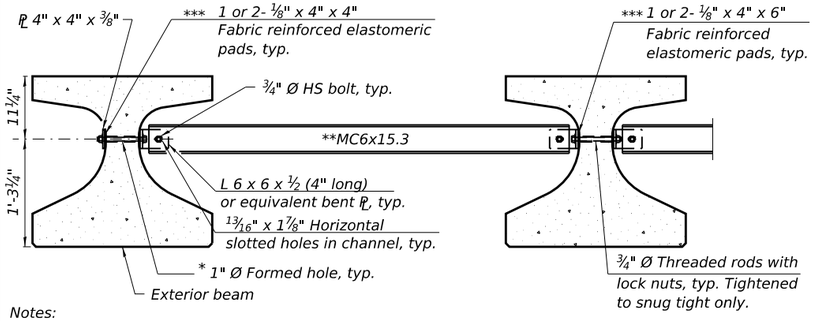
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FRAMING PLAN



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" Ø unless otherwise noted.
5/16" x 3" x 3" plate washers are required over all slotted holes.
All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.
Threaded rods shall be ASTM F 1554 Grade 55.
Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

* Fabricator shall locate to miss strands within permissible tolerances.

** Alternate MC6x18 channels are permitted to facilitate material acquisition.

*** Place pads as necessary to provide a flat mounting surface between the steel and concrete.

PERMANENT BRACING DETAILS

FRAMING PLAN

Symmetrical 3 span

		0.4 Sp. 1 0.6 SP. 3	Pier 1 Pier 2	0.5 Sp. 2
I	(in^4)	33,879	33,879	33,879
I'	(in^4)	124,058	124,058	124,058
S_b	(in^3)	3,060	3,060	3,060
S_b'	(in^3)	5,993	5,993	5,993
S_t	(in^3)	2,127	2,127	2,127
S_t'	(in^3)	19,696	19,696	19,696
$DC1$	(k/')	1.11	0	1.11
M_{DC1}	('k)	233.9	0	464.6
$DC2$	(k/')	0.27	0.27	0.27
M_{DC2}	('k)	31.3	-69.1	48.2
DW	(k/')	0.3	0.3	0.3
M_{DW}	('k)	29.8	-65.8	45.9
$LLDF$		0.54	0.54	0.50
M_{L+IM}	('k)	386.3	-352.8	431.1

Notes:
1. For beam details, see sheets 17-19 of 30.
2. Cost for permanent bracing included in Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N.

FRAMING PLAN

		West Abutment East Abutment		Pier 1 Span 1 Pier 2 Span 3		Pier 1 Span 2 Pier 2 Span 2	
		Interior	Exterior	Interior	Exterior	Interior	Exterior
	$LLDF$	0.671	0.671	-	-	-	-
	OCF	1.000	1.000	-	-	-	-
	R_{DC1}	23.3	23.3	23.3	23.3	32.2	32.2
	R_{DC2}	4.2	4.2	7.5	7.5	8.1	8.1
*	R_{DW}	4.0	4.0	7.2	7.2	7.7	7.7
*	R_{LL}	55.4	48.7	66.4	58.8	63.9	55.8
*	R_{IM}	14.1	11.9	15.9	13.4	16.9	14.3
*	R_{TOTAL} (Strength I)(Impact)	162.1	146.3	193.2	175.6	203.4	184.5
	R_{TOTAL} (Strength I)(No Impact)	137.4	125.5	165.5	152.2	173.8	159.6

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

I: Non-composite moment of inertia of beam section ($in.^4$).
I': Composite moment of inertia of beam section ($in.^4$).
S_b: Non-composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
S_b': Composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
S_t: Non-composite section modulus for the top fiber of the prestressed beam ($in.^3$).
S_t': Composite section modulus for the top fiber of the prestressed beam ($in.^3$).
$DC1$: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
$DC2$: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft).
$LLDF$: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
OCF: Obtuse Correction Factor computed according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.
R_{DC1}: Un-factored reaction due to non-composite dead load (kip).
R_{DC2}: Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).
R_{DW}: Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).
R_L: Un-factored live load reaction (kip).
R_{IM}: Un-factored dynamic load allowance (impact) (kip).
R_{Total} (Strength I)(Impact): Total factored reaction including dynamic load allowance (impact) (kip).
R_{Total} (Strength I)(No Impact): Total factored reaction not including dynamic load allowance (impact) (kip).

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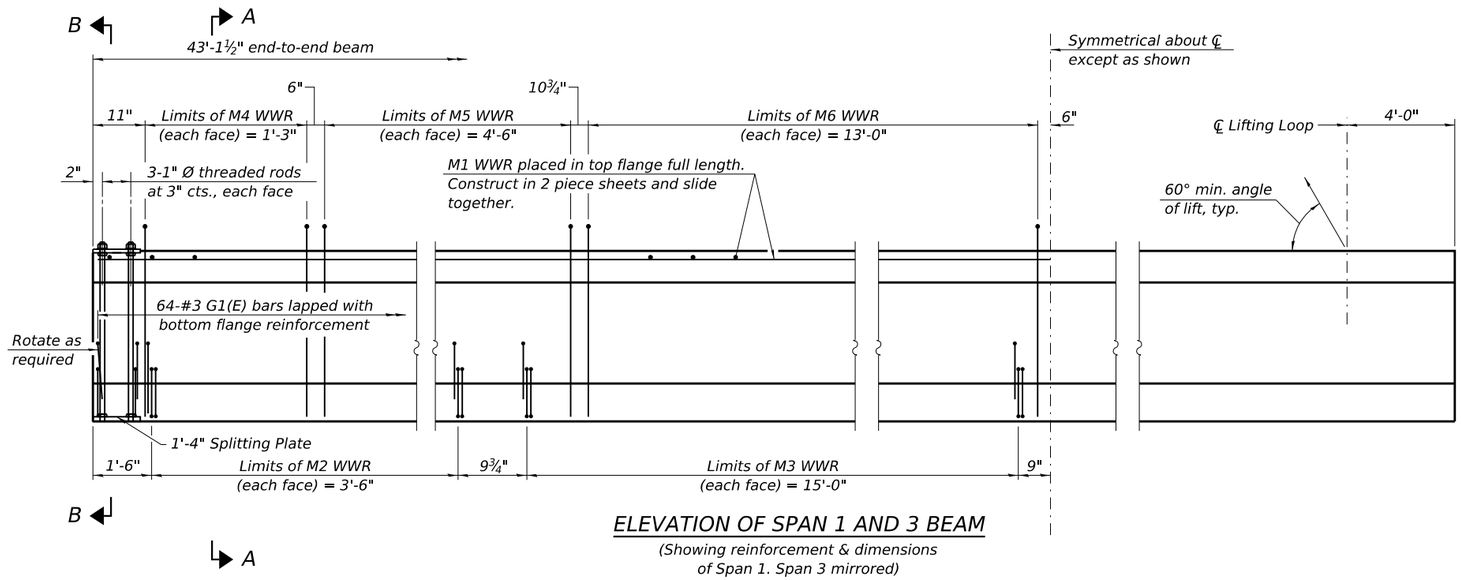
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FRAMING PLAN AND INTERIOR MOMENT REACTION TABLES
STRUCTURE NO. 056-3062
SHEET 16 OF 30 SHEETS

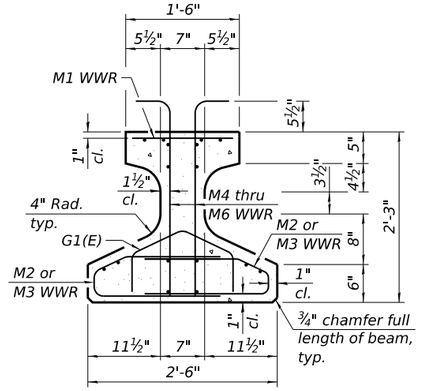
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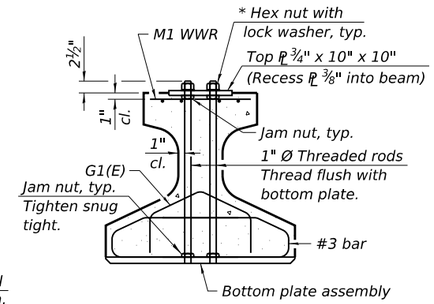


ELEVATION OF SPAN 1 AND 3 BEAM

(Showing reinforcement & dimensions of Span 1. Span 3 mirrored)

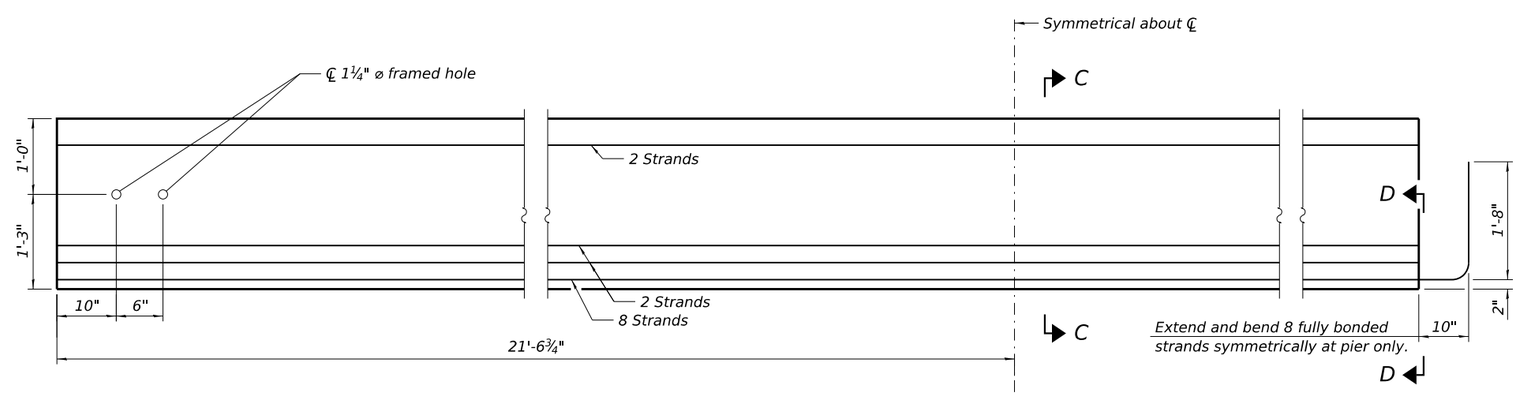


SECTION A-A



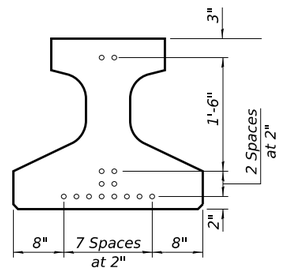
SECTION B-B

* Only tighten sufficiently to compress lock washers



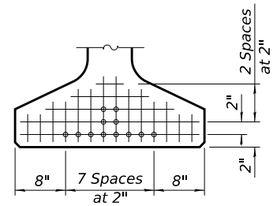
ELEVATION OF SPAN 1 AND 3 BEAM

(Showing prestressing steel of Span 1. Span 3 mirrored)



SECTION C-C

(14-0.6" Ø 270 ksi strands)



VIEW D-D

○ *Fully bonded strand*

Notes:

1. *See sheet 19 of 30 for additional details and Bill of Material.*

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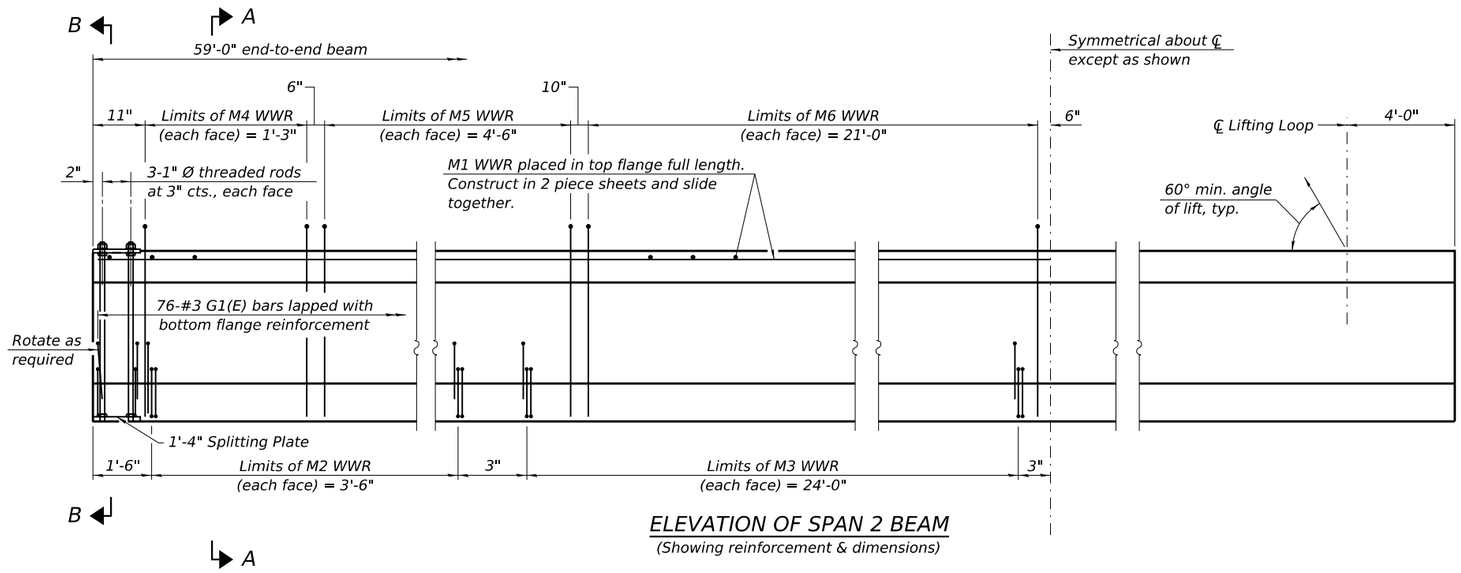
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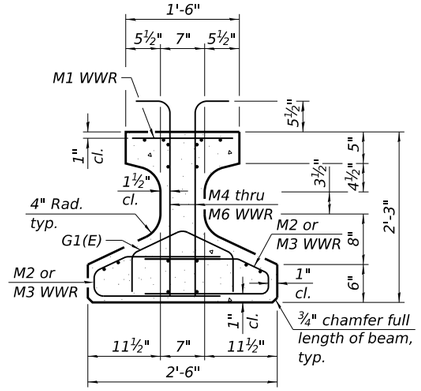
IL-27 BEAM DETAILS (1 OF 3)
STRUCTURE NO. 056-3062
SHEET 17 OF 30 SHEETS

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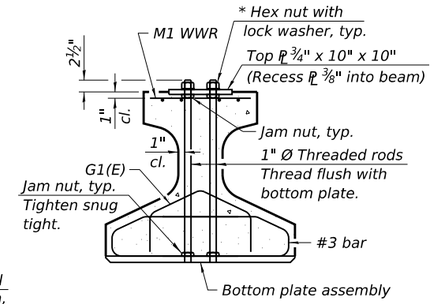
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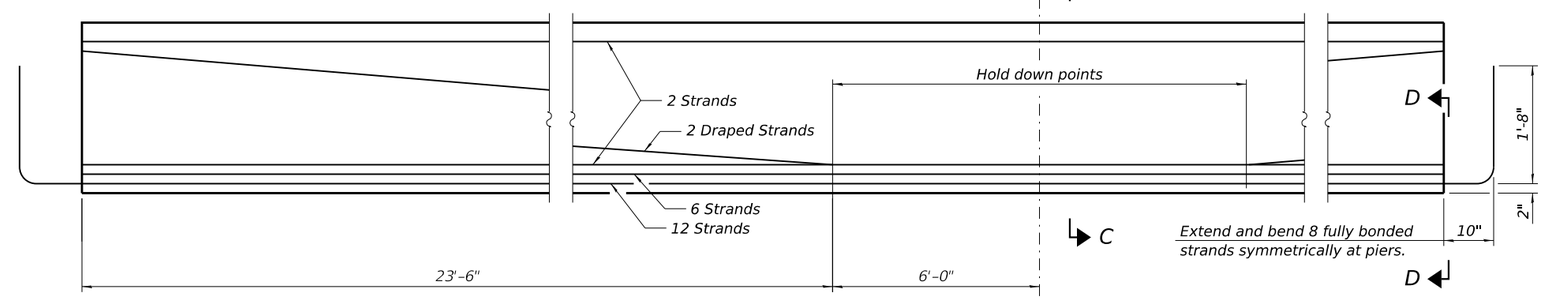
ELEVATION OF SPAN 2 BEAM
(Showing reinforcement & dimensions)



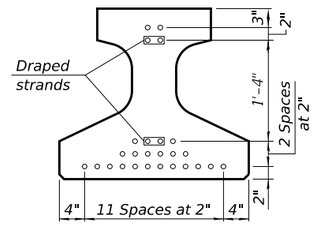
SECTION A-A



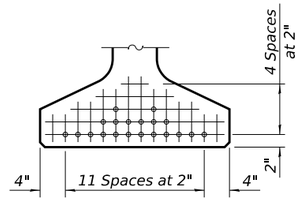
SECTION B-B
* Only tighten sufficiently to compress lock washers



ELEVATION OF SPAN 2 BEAM
(Showing prestressing steel)



SECTION C-C
(24-0.6" Ø 270 ksi strands)



VIEW D-D
○ Fully bonded strand

Notes:
1. *See sheet 19 of 30 for additional details and Bill of Material.*

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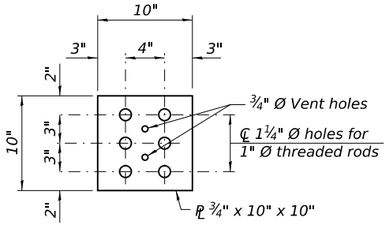
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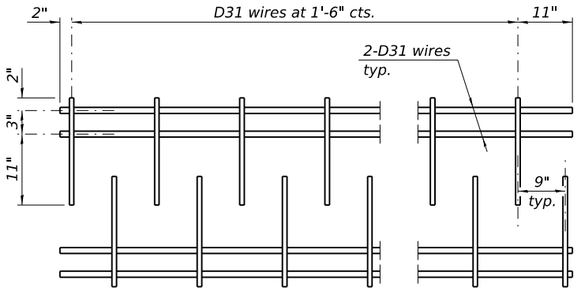
IL-27 BEAM DETAILS (2 OF 3)
STRUCTURE NO. 056-3062
SHEET 18 OF 30 SHEETS

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PLAN - TOP PLATE



M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-4").

NOTES

Inserts for ¾" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The minimum nominal diameter for lifting loops shall be ½" and the minimum nominal cross sectional area shall be 0.153 sq. in.

The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 6500 psi.

A minimum 2½" Ø lifting pin shall be used to engage the lifting loops during handling.

Bend the extended strands inward on the fascia beams to maintain 1½" clearance inside the pier diaphragm.

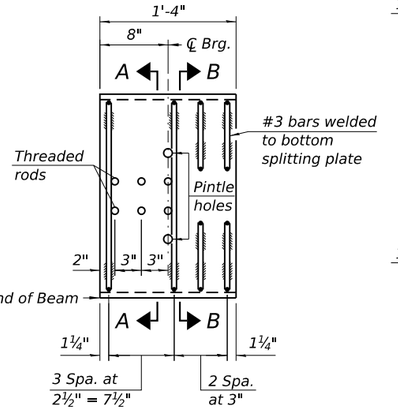
The top and bottom plates shall be AASHTO M270 Grade 50.

The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

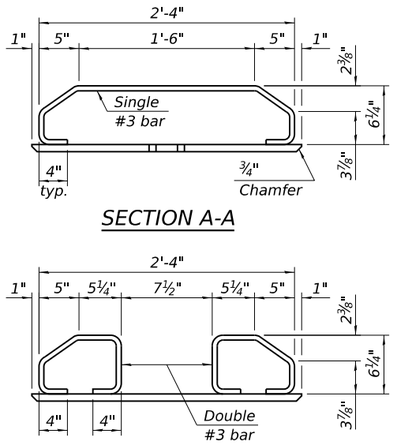
Threaded rods shall be ASTM F 1554 Grade 55.

Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.

See sheet 20 of 30 for pintle hole coordination with bearings.

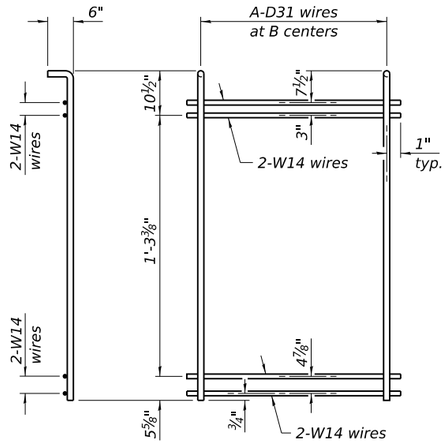


PLAN - BOTTOM PLATE



SECTION A-A

SECTION B-B



M4 THRU M6 WWR DETAIL

(See Table of Dimensions)

TABLE OF DIMENSIONS

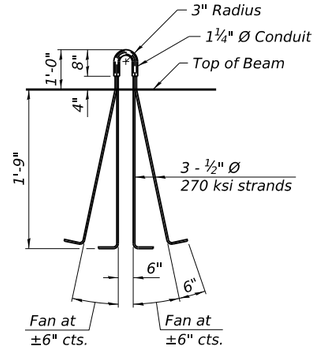
(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

SPAN 1 AND 3

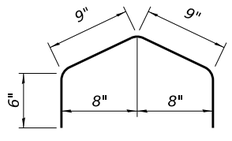
WWR	A	B
M2	15	3"
M3	11	1'-6"
M4	6	3"
M5	10	6"
M6	14	1'-0"

SPAN 2

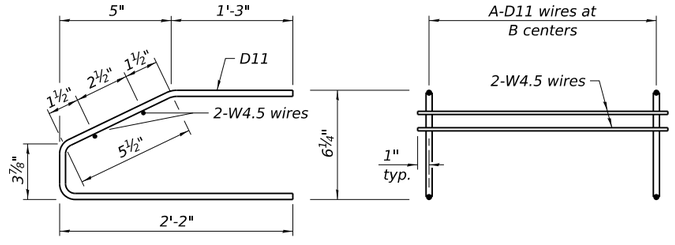
WWR	A	B
M2	15	3"
M3	17	1'-6"
M4	6	3"
M5	10	6"
M6	22	1'-0"



LIFTING LOOP DETAIL



BAR G1(E)



M2 AND M3 WWR DETAIL

(See Table of Dimensions)

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N	Ft.	872

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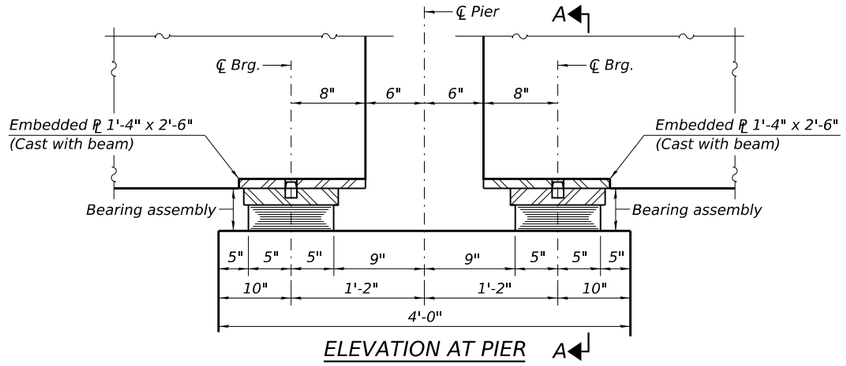
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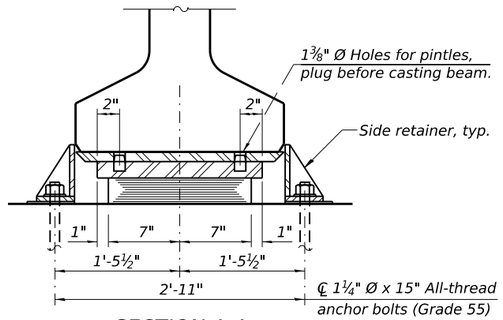
IL-27 BEAM DETAILS (3 OF 3)
STRUCTURE NO. 056-3062
SHEET 19 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	54
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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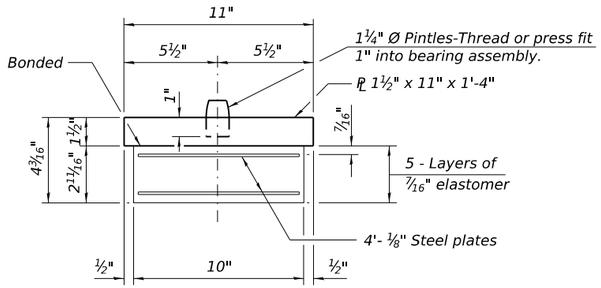


ELEVATION AT PIER

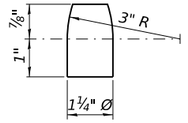


SECTION A-A

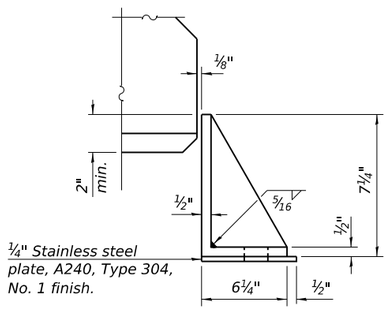
TYPE I ELASTOMERIC EXP. BRG.

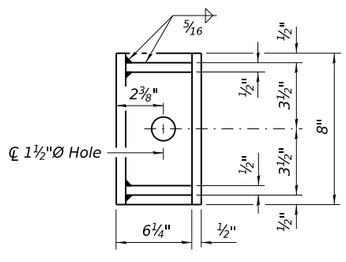


BEARING ASSEMBLY



PINTLE





SIDE RETAINER

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

Notes:

Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

See sheet 17-19 of 30 for additional details of embedded plate.

Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

All exposed bearing plates and side retainers shall be hot dip galvanized according to AASHTO M111.

BILL OF MATERIAL

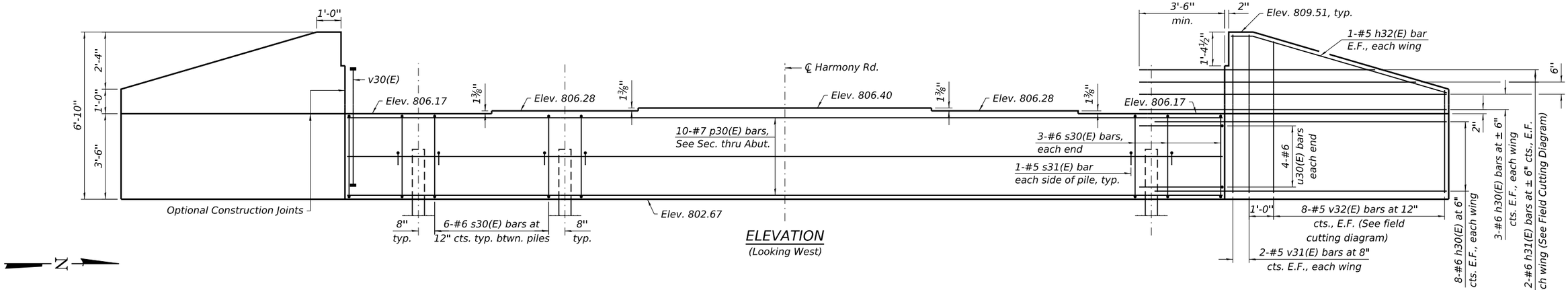
Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	24
1¼" ∅ Anchor Bolts	Each	48

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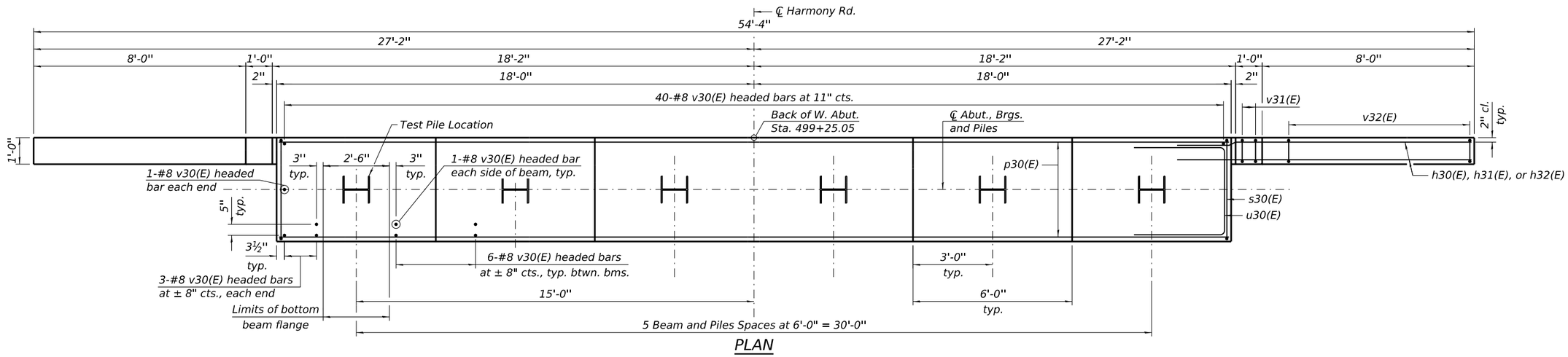
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PLOT DATE = 7/24/2026		CHECKED - JFG	REVISED -		SHEET 20 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	55
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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ELEVATION
(Looking West)



PLAN

PILE DATA

Type: Steel H Pile 12" x 63 with Pile shoes
Nominal Required Bearing: 497 Kips
Factored Resistance Available: 273 Kips
Est. Length: 35'-0"
No. Production Piles: 5
No. Test Piles: 1

Notes:
1. *Pour steps monolithically with cap.*
2. *Bar Terminators, paid for separately. For Total Bill of Material, see sheet 23 of 30.*
3. *For Section thru Abutment, field cutting diagram, and bar diagrams, see sheet 23 of 30.*
4. *For details of piles see sheet 26 of 30.*

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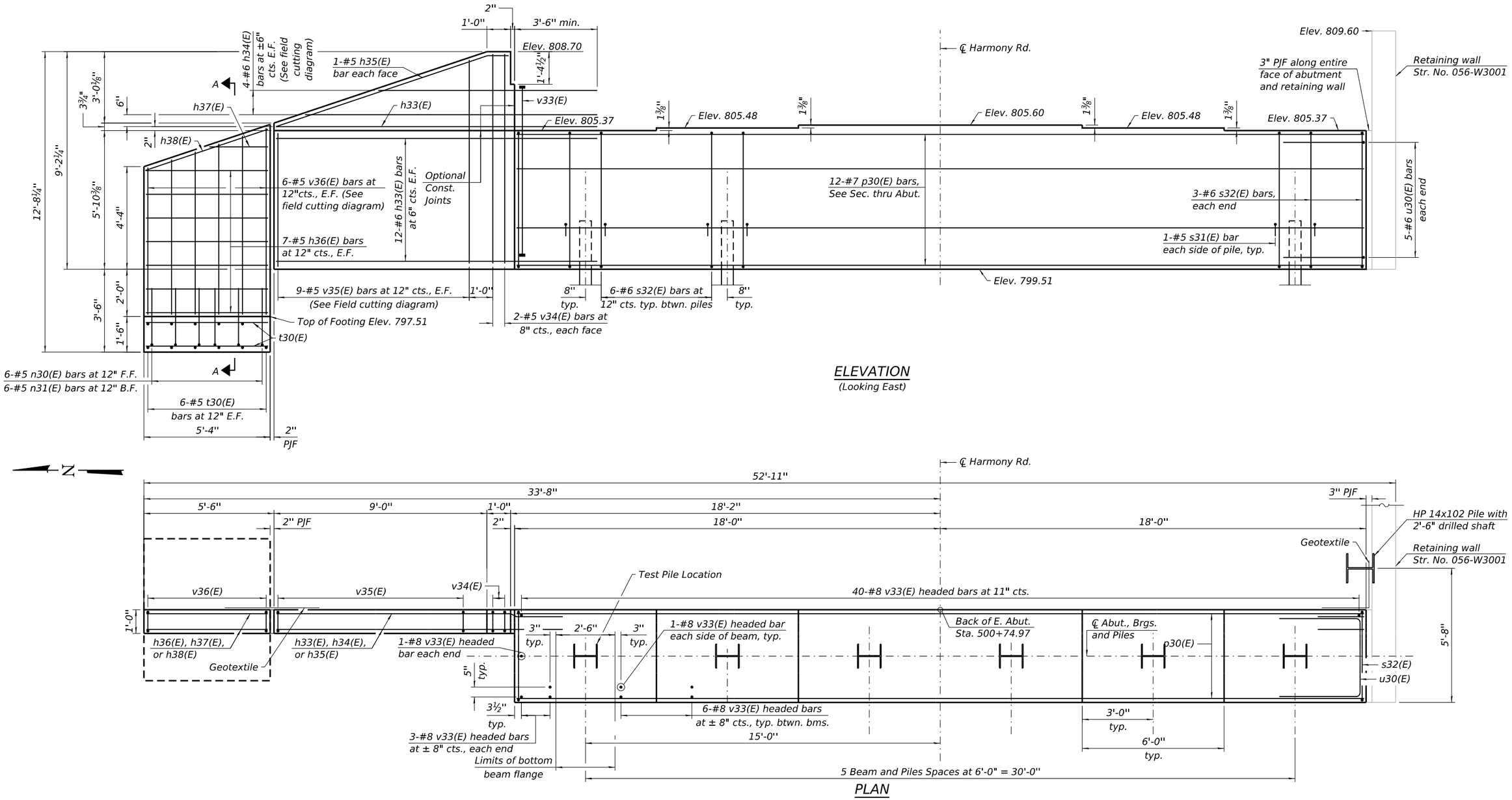
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PLOT DATE = 7/24/2026	CHECKED - ELT	REVISED -	

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DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 056-3062
SHEET 21 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	56
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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ELEVATION
(Looking East)

PLAN

PILE DATA

Type: Steel H Pile 12" x 63 with Pile shoes
Nominal Required Bearing: 497 Kips
Factored Resistance Available: 273 Kips
Est. Length: 35'-0"
No. Production Piles: 5
No. Test Piles: 1

Notes:
1. *Pour steps monolithically with cap.*
2. *Bar Terminators, paid for separately. For Total Bill of Material, see sheet 23 of 30.*
3. *For Section thru Abutment, Section A-A, field cutting diagram, and bar diagrams, see sheet 23 of 30.*
4. *For details of piles see sheet 26 of 30.*

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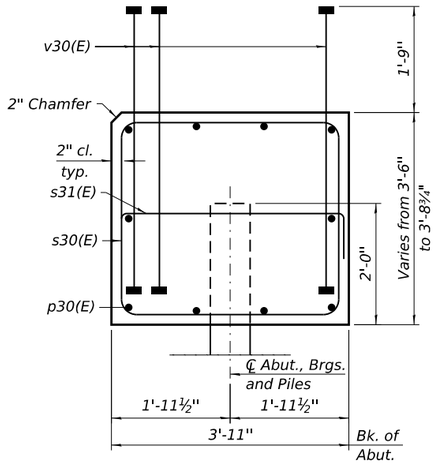
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STATE OF ILLINOIS
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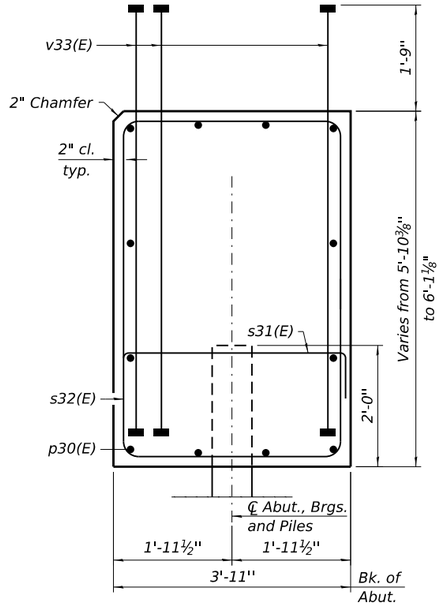
EAST ABUTMENT
STRUCTURE NO. 056-3062
SHEET 22 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

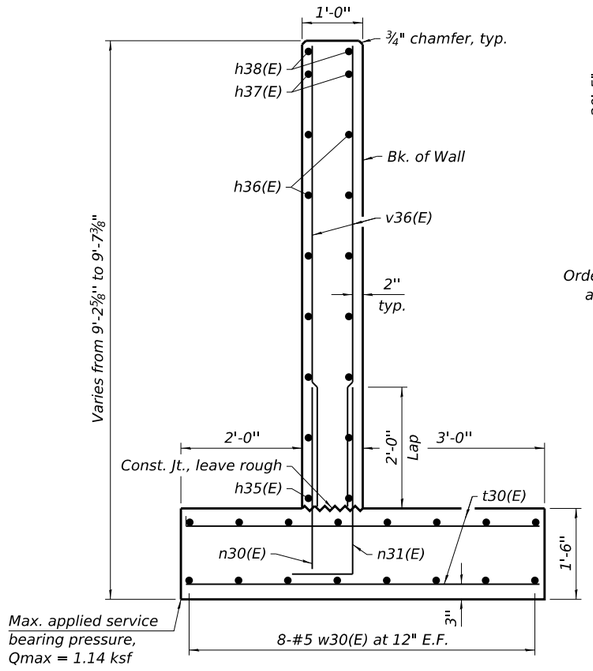
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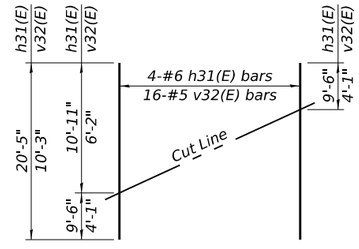
WEST ABUTMENT
SEC. THRU ABUT.



EAST ABUTMENT
SEC. THRU ABUT.

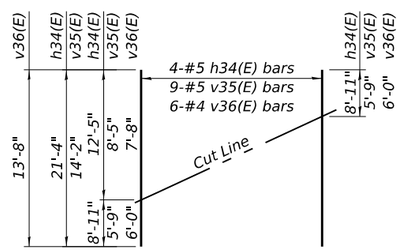


SECTION A-A



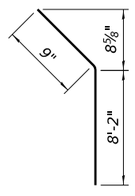
WEST ABUTMENT
FIELD CUTTING DIAGRAM

Order h31(E) and v32(E) full length. Cut as shown and use remainder of bars in opposite wing.

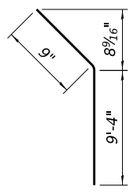


EAST ABUTMENT
FIELD CUTTING DIAGRAM

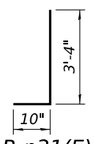
Order h34(E), v35(E), and v36(E) full length. Cut as shown and use remainder of bars in opposite face of wing.



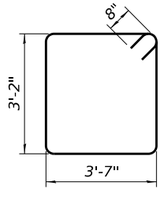
BAR h32(E)



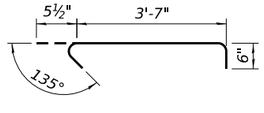
BAR h35(E)



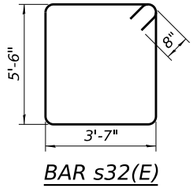
BAR n31(E)



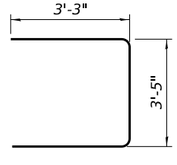
BAR s30(E)



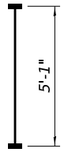
BAR s31(E)



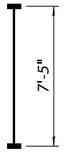
BAR s32(E)



BAR u30(E)



BAR v30(E)
(Headed 180-#8 Bar Terminators)



BAR v33(E)
(Headed 180-#8 bar Terminators)

WEST ABUTMENT TOTAL
BILL OF MATERIALS

Bar	No.	Size	Length	Shape
h30(E)	44	#6	12'-6"	
h31(E)	4	#6	20'-5"	
h32(E)	4	#5	8'-11"	
p30(E)	10	#7	35'-8"	
s30(E)	36	#6	14'-10"	
s31(E)	12	#5	4'-7"	
u30(E)	8	#6	9'-11"	
v30(E)	90	#8	5'-1"	
v31(E)	8	#5	6'-5"	
v32(E)	16	#5	10'-3"	
STRUCTURE EXCAVATION			CU. YD.	120
CONCRETE STRUCTURES			CU. YD.	22.9
REINFORCEMENT BARS, EPOXY COATED			POUND	4,140
FURNISHING STEEL PILES HP12X63			FOOT	175
DRIVING PILES			FOOT	175
TEST PILE STEEL HP12X63			EACH	1
PILE SHOES			EACH	6
BAR TERMINATORS			EACH	180

EAST ABUTMENT TOTAL
BILL OF MATERIALS

Bar	No.	Size	Length	Shape
h33(E)	26	#6	13'-6"	
h34(E)	4	#6	21'-4"	
h35(E)	2	#5	10'-1"	
h36(E)	14	#5	5'-0"	
h37(E)	2	#5	2'-1"	
h38(E)	2	#5	5'-3"	
n30(E)	6	#5	3'-2"	
n31(E)	6	#5	4'-2"	
p30(E)	12	#7	35'-8"	
s31(E)	12	#5	4'-7"	
s32(E)	36	#6	19'-6"	
t30(E)	12	#5	5'-8"	
u30(E)	10	#6	9'-11"	
v33(E)	90	#8	7'-5"	
v34(E)	4	#5	8'-9"	
v35(E)	9	#5	14'-2"	
v36(E)	6	#5	13'-8"	
w30(E)	14	#5	5'-0"	
STRUCTURE EXCAVATION			CU. YD.	182
CONCRETE STRUCTURES			CU. YD.	34.2
REINFORCEMENT BARS, EPOXY COATED			POUND	5,130
FURNISHING STEEL PILES HP12X63			FOOT	175
DRIVING PILES			FOOT	175
TEST PILE STEEL HP12X63			EACH	1
PILE SHOES			EACH	6
BAR TERMINATORS			EACH	180

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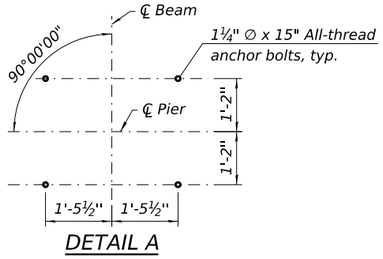
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DEPARTMENT OF TRANSPORTATION

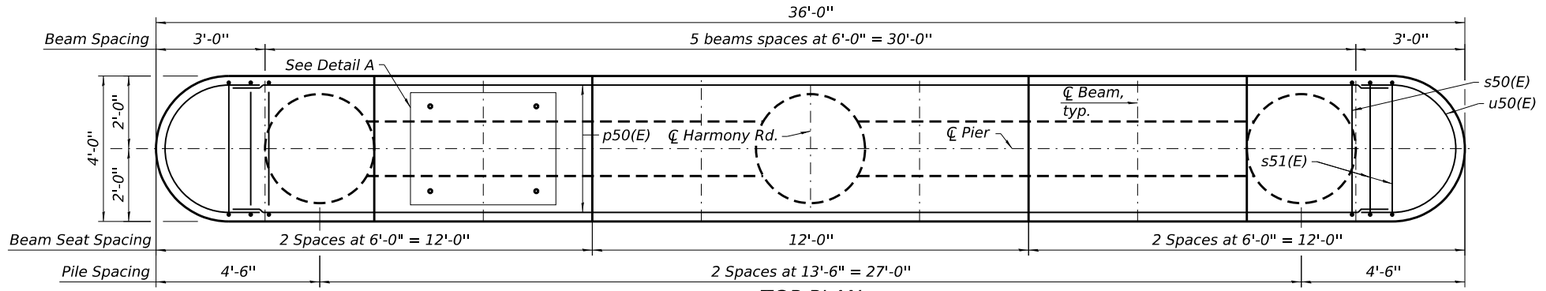
ABUTMENT DETAILS
STRUCTURE NO. 056-3062
SHEET 23 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

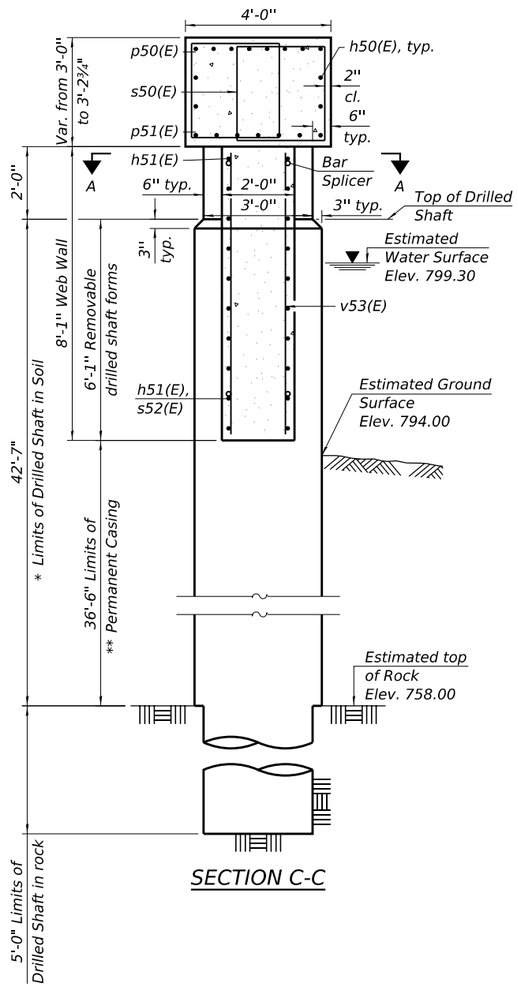
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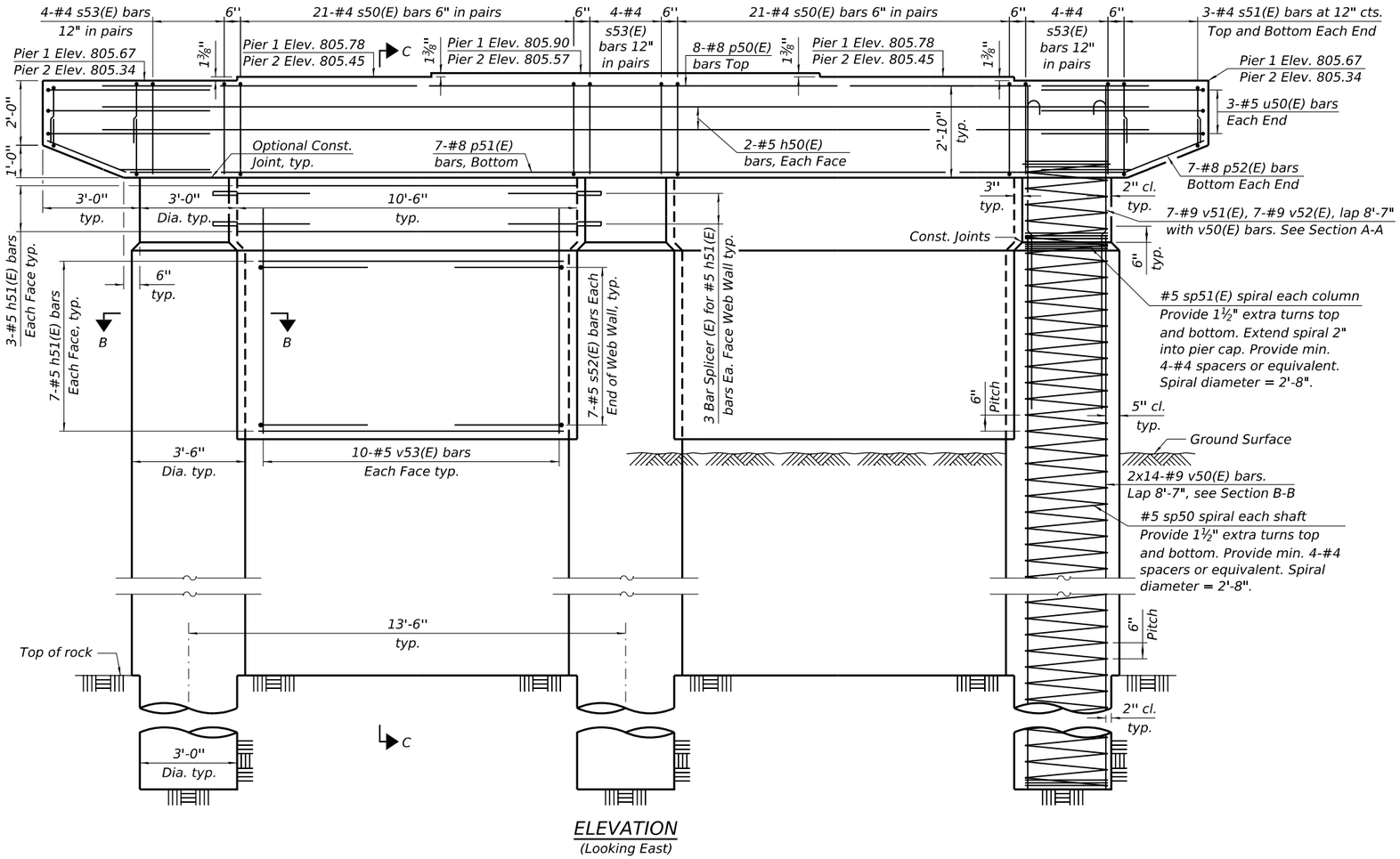
DETAIL A



TOP PLAN



SECTION C-C



ELEVATION
(Looking East)

* *If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.*

** *Contractor is responsible for determining the casing thickness and the actual tip elevation to be used.*

Notes:

1. *Space reinforcement in cap to miss anchor bolts.*
2. *Pour steps monolithically with cap.*
3. *For Construction Sequence of Web Wall, see sheet 25 of 30.*
4. *For Section A-A and Section B-B, see sheet 25 of 30.*
5. *For Bar Details and Bill of Materials, see sheet 25 of 30.*

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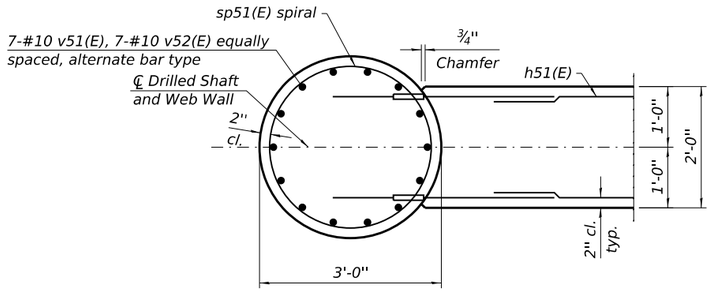
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		CHECKED - KRB	REVISED -	
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PLOT DATE = 7/24/2026		CHECKED - JFG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

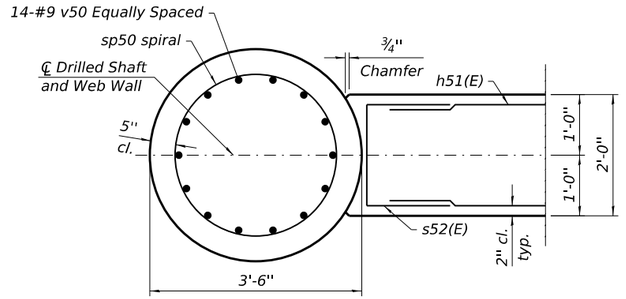
DRILLED SHAFT PIERS 1 AND 2
STRUCTURE NO. 056-3062
SHEET 24 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	59
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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SECTION A-A



SECTION B-B

BAR p52(E)

BAR s50(E)

BAR s51(E), s52(E), s53(E)

BAR u50(E)

BAR v52(E)

BILL OF MATERIALS

(For 2 Piers)

	Bar	No.	Size	Length	Shape
	h50(E)	8	#5	32'-4"	
	h51(E)	80	#5	9'-8"	
	p50(E)	16	#8	32'-4"	
	p51(E)	14	#8	30'-0"	
	p52(E)	28	#8	7'-6"	
	s50(E)	168	#4	11'-1"	
	s51(E)	24	#4	7'-0"	
	s52(E)	56	#5	5'-0"	
	s53(E)	48	#4	7-9"	
***	sp50	6	#5	47'-5"	
***	sp51(E)	6	#5	2'-2"	
	u50(E)	12	#5	11'-3"	
	v50	168	#9	28'-2"	
	v51(E)	42	#9	13'-4"	
	v52(E)	42	#9	13'-10"	
	v53(E)	80	#5	7'-9"	
	CONCRETE STRUCTURES			CU YD	141.1
	REINFORCEMENT BARS			POUND	21,180
	REINFORCEMENT BARS, EPOXY COATED			POUND	10,860
	BAR SPLICERS			EACH	48
	PERMANENT CASING			FOOT	219
	DRILLED SHAFT IN SOIL			CU YD	92
	DRILLED SHAFT IN ROCK			CU YD	8
	THERMAL INTEGRITY PROFILE DATA COLLECTION			FOOT	258
	THERMAL INTEGRITY PROFILE TESTING			EACH	6

*** Length is height of spiral

Construction Sequence for Web Wall

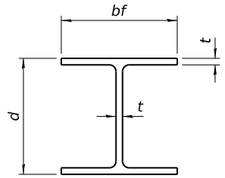
1. Set lower web wall forms through water to bear on the circular edge of drilled shafts and secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position though water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.

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(815) 744-4200
IDFPR NO. 184-001273

USER NAME = emilyre	DESIGNED - JFG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRILLED SHAFT PIERS 1 AND 2 DETAILS STRUCTURE NO. 056-3062
	CHECKED - KRB	REVISED -		
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN - CJH	REVISED -		
PLOT DATE = 7/24/2026	CHECKED - JFG	REVISED -		SHEET 25 OF 30 SHEETS

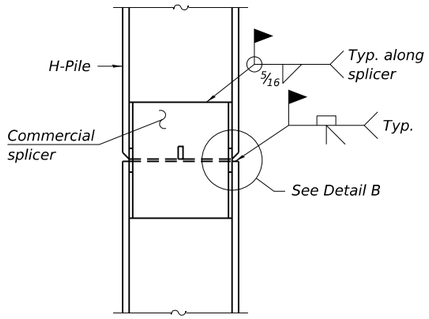
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	60
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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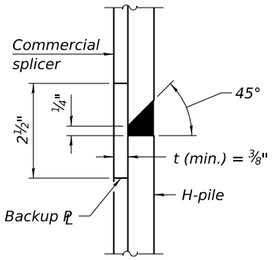


STEEL PILE TABLE

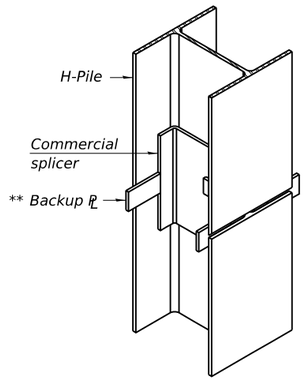
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18	18	1	36"
x157	17¾"	17⅞"	⅞"	36"
x135	17½"	17¾"	¾"	36"
HP 16x183	16½"	16½"	1⅛"	36"
x162	16¼"	16⅛"	1"	36"
x141	16	16	⅞"	36"
x121	15¾"	15⅞"	¾"	36"
HP 14x117	14¼"	14⅞"	13/16"	30"
x102	14"	14¾"	11/16"	30"
x89	13⅞"	14¾"	⅝"	30"
x73	13⅝"	14⅝"	½"	30"
HP 12x84	12¼"	12¼"	11/16"	24"
x74	12⅛"	12¼"	⅝"	24"
x63	12"	12⅛"	½"	24"
x53	11¾"	12"	7/16"	24"
HP 10x57	10"	10¼"	9/16"	24"
x42	9¾"	10⅛"	7/16"	24"
HP 8x36	8"	8⅛"	7/16"	18"



ELEVATION

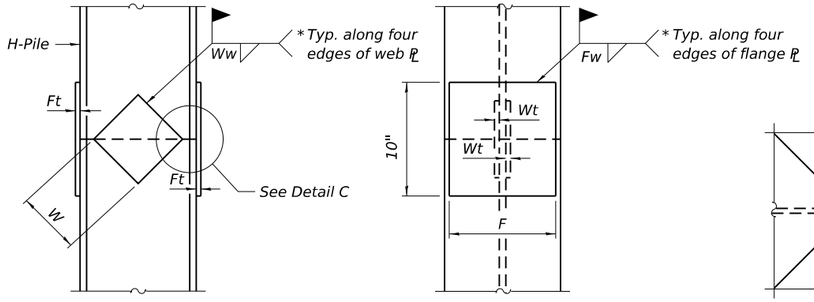


DETAIL B



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



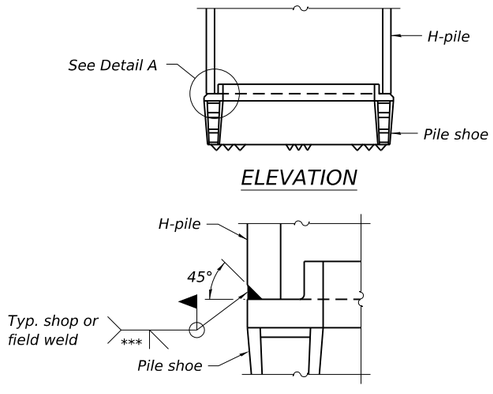
ELEVATION

END VIEW

DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 18x181	15½"	1½"	1"	9½"	⅞"	¾"
x157	15¼"	1¼"	1"	9½"	⅞"	¾"
x135	15¼"	1¼"	1"	9½"	⅞"	¾"
HP 16x183	13¾"	1½"	1"	8¼"	⅞"	¾"
x162	13½"	1½"	1"	8¼"	¾"	⅝"
x141	13½"	1¼"	⅞"	8¼"	¾"	⅝"
x121	13½"	1¼"	⅞"	8¼"	¾"	⅝"
HP 14x117	12½"	1¼"	⅞"	7¾"	⅝"	½"
x102	12½"	1"	¾"	7¾"	⅝"	½"
x89	12½"	⅞"	11/16"	7¾"	⅝"	½"
x73	12½"	¾"	9/16"	7¾"	⅝"	½"
HP 12x84	10"	1"	11/16"	6½"	⅝"	½"
x74	10"	⅞"	11/16"	6½"	⅝"	½"
x63	10"	¾"	½"	6½"	½"	⅜"
x53	10"	¾"	½"	6½"	½"	⅜"
HP 10x57	8"	⅞"	9/16"	5¼"	½"	⅜"
x42	8"	¾"	9/16"	5¼"	½"	⅜"
HP 8x36	6¾"	⅝"	7/16"	4"	½"	⅜"

WELDED PLATE FIELD SPLICE

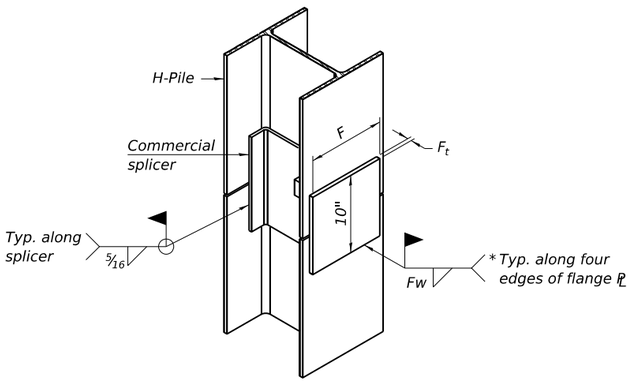


ELEVATION

DETAIL A

SHOE ATTACHMENT

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



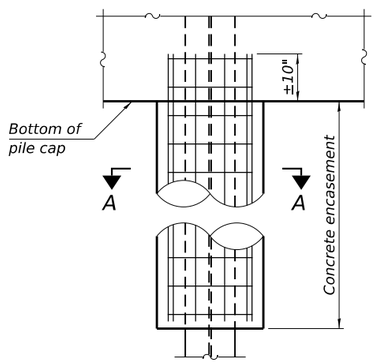
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

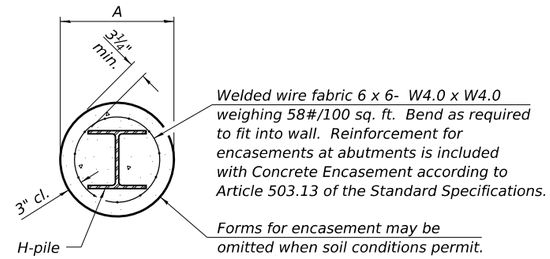
* Interrupt welds ¼" from end of web and/or each flange.

** Remove portions of backup PL's that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).



ELEVATION



SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT
(when specified)

F-HP 4-4-2025

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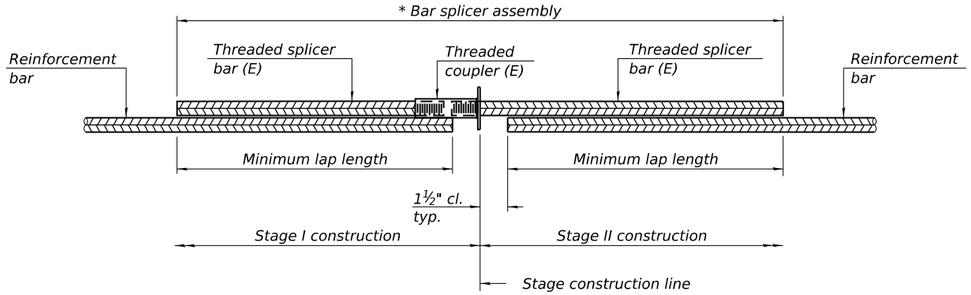
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PLOT DATE = 7/24/2026		CHECKED - JFG		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PILE DETAILS
STRUCTURE NO. 056-3062
SHEET 26 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	61
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

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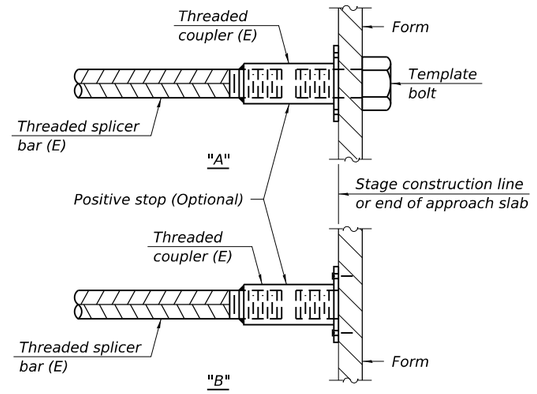
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1½" + thread length

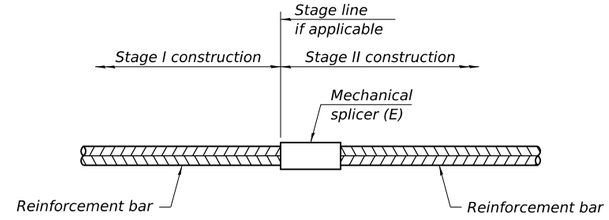
** Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.*

Location	Bar size	No. assemblies required	Minimum lap length
Web Walls	#5	48	2'-1"



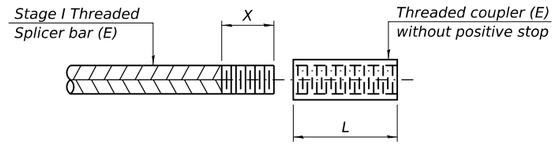
INSTALLATION AND SETTING METHODS

"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



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

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 approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

4-4-2025

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IDFPR NO. 184-001273

USER NAME = emilyre	DESIGNED -		REVISED -
	CHECKED -		REVISED -
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - CJH		REVISED -
PLOT DATE = 7/24/2026	CHECKED - JFG		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

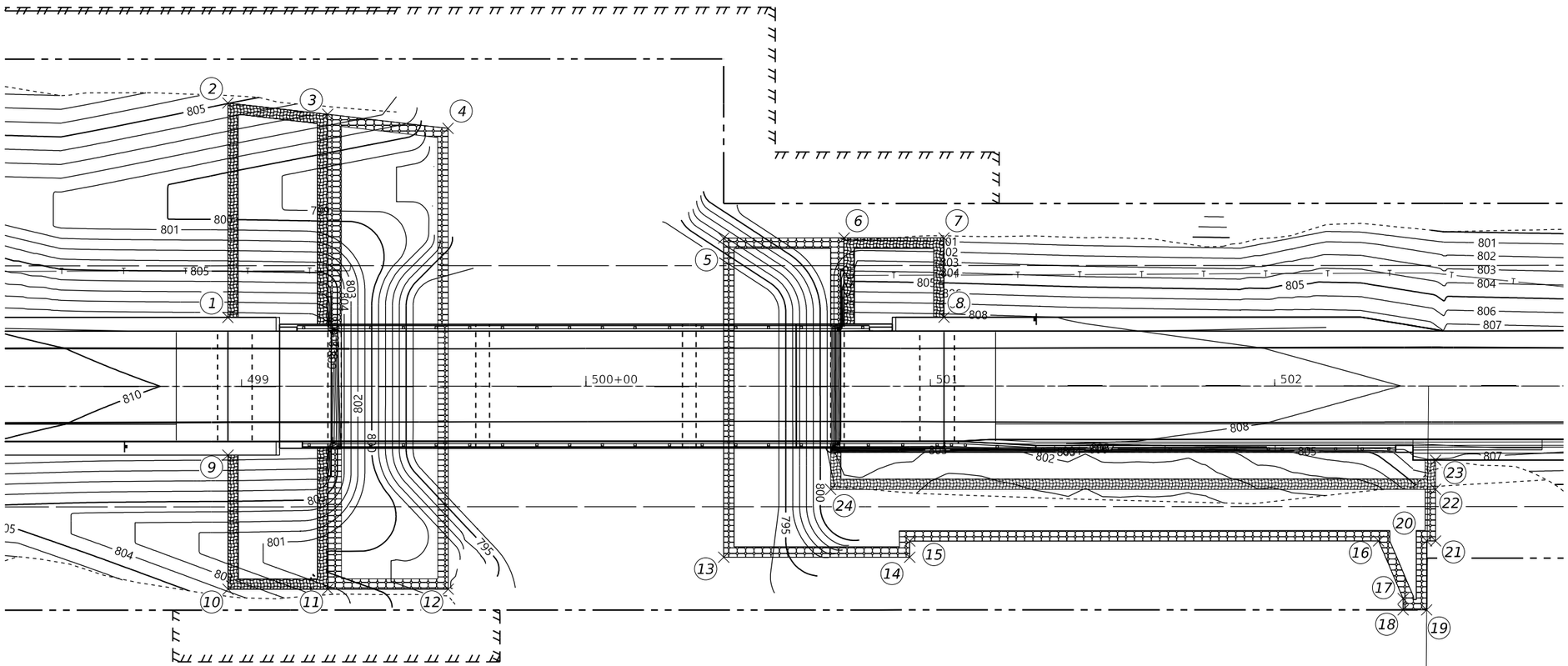
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 056-3062

SHEET 27 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	62
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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ARTICULATED BLOCK REVETMENT MAT LAYOUT

POINT #	STATION	OFFSET	ELEVATION
1	498+96.05	20.00 LT	809.47
2	498+96.05	82.24 LT	805.53
3	499+25.05	78.96 LT	803.00
4	499+60.00	74.87 LT	795.21
5	500+40.00	43.00 LT	796.75
6	500+74.97	43.00 LT	800.92
7	501+03.97	43.00 LT	800.66
8	501+03.97	20.00 LT	808.33
9	498+96.05	20.00 RT	809.47
10	498+96.05	58.93 LT	804.34
11	499+25.05	58.93 RT	801.51
12	499+60.00	58.93 RT	798.70
13	500+40.00	49.67 RT	793.45
14	500+94.00	49.67 RT	795.13
15	500+94.00	45.00 RT	795.94
16	502+30.16	45.00 RT	798.78
17	502+37.26	61.75 RT	795.58
18	502+37.26	65.00 RT	795.51
19	502+44.11	65.00 RT	799.81
20	502+44.11	45.00 RT	803.86
21	502+46.70	45.00 RT	804.61
22	502+46.70	30.00 RT	805.71
23	502+46.70	21.51 RT	806.97
24	500+71.05	30.00 RT	800.72

LEGEND

- Existing ROW
- Proposed ROW
- Open Cell Articulated Revetment Mat Layout Point (See Table)
- Closed Cell Articulated Revetment Mat Layout Point (See Table)

Notes:

1. *See details on sheet 37 of 117 in set.*
2. *See Structural drawing sheets for Pipe Underdrain for Structures 4".*
3. *It is recommended that the Revetment Mat is placed prior to the installation of the Bridge Superstructure.*

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IDFPR NO. 184-001273

USER NAME =	emilyre	DESIGNED -	NMA	REVISED -	
		CHECKED -	AMS	REVISED -	
PLOT SCALE =	0.1667 ' / in.	DRAWN -	NMA	REVISED -	
PLOT DATE =	7/24/2026	CHECKED -	AMS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REVETMENT MAT DETAILS
STRUCTURE NO. 056-3062
SHEET 28 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	63
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

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7/24/2026 10:15:00 AM

Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING BSB-01

Rubino Job No.:	G21.093	Drilling Method:	3 ¼ HSA / NX Rock Coring
Project:	Harmony Road Bridge Replacement	Sampling Method:	Split Spoon
Location:	McHenry County, Illinois	Hammer Type:	Automatic
City, State:	Strand Associates, Inc.	Boring Location:	West Abutment
Client:	Harmony Road over Coon Creek		

WATER LEVELS***

While Drilling	9 ft
Upon Completion	N/A
Delay	N/A

Station: 499+14.49
Offset: 4.88

Surface Elev.: 808.28 ft

Elevation (feet)	Depth, (feet)	Graphic Log	Sample Type	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	SPT Blows per 6-inch	Moisture, %	Additional Remarks
	0					Approximately 8 inches of ASPHALT			
						Approximately 6 inches of GRAVEL FILL			
				1	18	FILL: brown sand and gravel FILL: brown loam, some sand and gravel	10-9-8 N=17	8	
805				2	18	FILL: brown and black silty clay, little sand, trace gravel	2-1-2 N=3	16	Qp=0.5 P tsf
	5			3	18	Medium stiff, brown SILTY CLAY LOAM, little sand, trace gravel *Possible Fill*	2-3-4 N=7	14	Qr=0.7 B tsf
800				4	18	Stiff, brown SILTY CLAY, trace sand *Possible Fill*	2-2-4 N=6	18	Qr=1.2 B tsf
	10			5	18	Very loose to loose, brown SAND, trace to some gravel	1-0-1 N=1	22	
795				6	18		3-1-5 N=6	18	
	15			7	18		3-1-8 N=9	6	
790				8	3	Stiff, gray SILTY CLAY, little sand	3-3-5 N=8	13	
	20			9	18	Medium dense to dense, gray SANDY LOAM	9-9-18 N=27	9	
785				10	12		15-15-16 N=31	10	
	25			11	18	Very stiff, gray SILTY CLAY LOAM, little sand and gravel	10-8-9 N=17	9	Qr=2.5 B tsf
780				12	14	Very dense to extremely dense, brown gray SAND and GRAVEL *grinding and chattering observed during drilling at approximately 30 feet BEG* *slow drilling from approximately 28½ to 33½ feet BEG*	6-30-27 N=57	9	>>◎
775				13	12		36-49-50/0"	8	
	35					Weathered LIMESTONE Bedrock *heavy grinding and chattering observed during drilling from approximately 34½ to 41½ feet BEG*			
770									
	40								

STANDARD PENETRATION TEST DATA
Moisture ✕ PL ◪ LL ✚ (0, 25, 50)
STRENGTH, tsf ▲ Qu (Rimac) ✳ Qp/Qr (0, 2.0, 4.0)

Continued Next Page

Completion Depth:	55.0 ft	Sample Types:	Pressuremeter	Latitude: 42.1824008
Date Boring Started:	4/26/23	Auger Cutting	Shelby Tube	Longitude: -88.6415252
Date Boring Completed:	4/26/23	Split-Spoon	Grab Sample	Drill Rig: Geoprobe 3126GT
Logged By:	J.I.	Rock Core	No Recovery	Remarks: Water added to hole during coring.
Drilling Contractor:	Rubino Engineering, Inc.			Log Entry: J. Ignarski
				Checked By: J. Ignarski

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING BSB-01

Rubino Job No.:	G21.093	Drilling Method:	3 ¼ HSA / NX Rock Coring
Project:	Harmony Road Bridge Replacement	Sampling Method:	Split Spoon
Location:	McHenry County, Illinois	Hammer Type:	Automatic
City, State:	Strand Associates, Inc.	Boring Location:	West Abutment
Client:	Harmony Road over Coon Creek		

WATER LEVELS***

While Drilling	9 ft
Upon Completion	N/A
Delay	N/A

Station: 499+14.49
Offset: 4.88

Elevation (feet)	Depth, (feet)	Graphic Log	Sample Type	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	SPT Blows per 6-inch	Moisture, %	Additional Remarks
	40								
				14	50	**Auger refusal at approximately 41¼ feet below existing grade. Boring continued with rock coring.** RUN 1: 41¼ to 49¼ feet Gray LIMESTONE, very poor, low field strength, thinly-bedded, highly fractured, horizontal and vertical fractures, some clay infills, fossiliferous REC: 52% RQD: 7%	-CORE-		>>◎
765									
	45								
760				15	92	RUN 2: 49¼ to 57¼ feet Gray LIMESTONE, poor, moderate field strength, thinly-bedded, moderately fractured, horizontal and oblique fractures, some clay infills REC: 96% RQD: 26%	-CORE-		>>◎
	50								
755									compr. strength = 489 tsf
	55					End of rock core at approximately 57¼ feet below existing grade.			

STANDARD PENETRATION TEST DATA
Moisture ✕ PL ◪ LL ✚ (0, 25, 50)
STRENGTH, tsf ▲ Qu (Rimac) ✳ Qp/Qr (0, 2.0, 4.0)

Completion Depth:	55.0 ft	Sample Types:	Pressuremeter	Latitude: 42.1824008
Date Boring Started:	4/26/23	Auger Cutting	Shelby Tube	Longitude: -88.6415252
Date Boring Completed:	4/26/23	Split-Spoon	Grab Sample	Drill Rig: Geoprobe 3126GT
Logged By:	J.I.	Rock Core	No Recovery	Remarks: Water added to hole during coring.
Drilling Contractor:	Rubino Engineering, Inc.			Log Entry: J. Ignarski
				Checked By: J. Ignarski

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING BSB-02

Rubino Job No.:	G21.093	Drilling Method:	3 ¼ HSA / NX Rock Coring
Project:	Harmony Road Bridge Replacement	Sampling Method:	Split Spoon
Location:	McHenry County, Illinois	Hammer Type:	Automatic
City, State:	Strand Associates, Inc.	Boring Location:	East Abutment
Client:	Harmony Road over Coon Creek		

WATER LEVELS***

While Drilling	11 ft
Upon Completion	N/A
Delay	N/A

Station: 500+81.12
Offset: -8.95

Surface Elev.: 807.82 ft

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	SPT Blows per 6-inch	Moisture, %	Additional Remarks
	0			Approximately 5 inches of ASPHALT			
		1	18	Approximately 12 inches of GRAVEL FILL FILL: brown sand, some gravel	7-10-10 N=20	5	
805	5	2	16		5-3-5 N=8	7	
		3	15	FILL: dark brown silty clay loam, trace gravel	3-4-4 N=8	15 16	Qr=1.5 B tsf Qr=1.2 B tsf
800		4	12	Very loose, brown SAND, some gravel	2-1-1 N=2	7	Qr=0.5 B tsf
	10	5	12	Medium stiff, black SILTY CLAY, trace sand and gravel *Possible Buried Topsoil*	0-0-0 N=0	23 55	>>Qr=0.8 B tsf 8% Organic Content
795		6	10	Loose, gray SANDY LOAM, some gravel	2-2-4 N=6	25	2% Organic Content
	15	7	14	Medium dense to dense, gray SAND and GRAVEL	13-13-11 N=24	6	
790		8	14		9-14-18 N=32	8	
	20	9	12		12-18-15 N=33	10	
785		10	12	Medium dense, gray SANDY LOAM, little gravel	8-8-7 N=15	9	Qr=1.8 B tsf
	25	11	10	Very stiff, gray SILTY CLAY LOAM, trace gravel	10-13-14 N=27	10	Qr=3.0 B tsf
780		12	13		7-12-16 N=28	11	Qr=2.9 B tsf
	30						
775		13	16	Weathered LIMESTONE Bedrock	10-24-26 N=50	11 11	Qr=1.0 B tsf
	35						
770		14 15	8 92	**Auger refusal at approximately 39 feet below**	4-50/4"- -CORE-	>> >>	
	40			*Continued Next Page*			

STANDARD PENETRATION TEST DATA
Moisture ◪ PL ✚ LL (0, 25, 50)
STRENGTH, tsf ▲ Qu (Rimac) ✳Qp/Qr (0, 2.0, 4.0)

Completion Depth:	55.0 ft	Sample Types:	Pressuremeter, Shelby Tube, Auger Cutting, Grab Sample, Split-Spoon, No Recovery, Rock Core
Date Boring Started:	4/24/23		
Date Boring Completed:	4/24/23		
Logged By:	H.G.		
Drilling Contractor:	Rubino Engineering, Inc.		

Latitude: 42.1824405
Longitude: -88.6409106
Drill Rig: Geoprobe 3126GT
Remarks: Water added to hole during coring.
Log Entry: J. Ignarski
Checked By: J. Ignarski

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING BSB-02

Rubino Job No.:	G21.093	Drilling Method:	3 ¼ HSA / NX Rock Coring
Project:	Harmony Road Bridge Replacement	Sampling Method:	Split Spoon
Location:	McHenry County, Illinois	Hammer Type:	Automatic
City, State:	Strand Associates, Inc.	Boring Location:	East Abutment
Client:	Harmony Road over Coon Creek		

WATER LEVELS***

While Drilling	11 ft
Upon Completion	N/A
Delay	N/A

Station: 500+81.12
Offset: -8.95

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	SPT Blows per 6-inch	Moisture, %	Additional Remarks
	40			**existing grade. Boring continued with rock coring.** RUN 1: 39 to 47 feet Gray LIMESTONE, very poor, weak to moderate field strength, thinly-bedded, highly fractured, horizontal and vertical fractures, solution cavities filled with quartz, pyritization along joints, fossiliferous REC: 96% RQD: 19%			
765	45	16	65	RUN 2: 47 to 55 feet Dark gray DOLOSTONE, fair, strong to very strong field strength, medium to thinly-bedded, moderately fractured, argilacious with shale between bedding planes, chert/quartz nodules, pyritization REC: 100% RQD: 68%	-CORE-		>> compr. strength = 382 tsf
760							
755	50						
	55			End of rock core at approximately 55 feet below existing grade.			compr. strength = 625 tsf

STANDARD PENETRATION TEST DATA
Moisture ◪ PL ✚ LL (0, 25, 50)
STRENGTH, tsf ▲ Qu (Rimac) ✳Qp/Qr (0, 2.0, 4.0)

Completion Depth:	55.0 ft	Sample Types:	Pressuremeter, Shelby Tube, Auger Cutting, Grab Sample, Split-Spoon, No Recovery, Rock Core
Date Boring Started:	4/24/23		
Date Boring Completed:	4/24/23		
Logged By:	H.G.		
Drilling Contractor:	Rubino Engineering, Inc.		

Latitude: 42.1824405
Longitude: -88.6409106
Drill Rig: Geoprobe 3126GT
Remarks: Water added to hole during coring.
Log Entry: J. Ignarski
Checked By: J. Ignarski

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
STRUCTURE NO. 056-3062
SHEET 30 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	65
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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		WHA= 1437D19		
	ILLINOIS			

INDEX OF SHEETS

1 COVER SHEET
2 GENERAL PLAN AND ELEVATION
3 GENERAL DATA
4-5 BEAM REPAIRS
6-7 21"x36" PPC DECK BEAM DETAILS
8-15 1979 EXISTING PLANS

UTILITIES

COMED
123 ENERGY AVENUE
ROCKFORD, IL 61109
(630) 576-7094

AT&T
1000 COMMERCE DRIVE
OAK BROOK, IL 60523
ATTN: JANET AHERN
G05256@ATT.COM
(630) 573-6414

TRAFFIC DATA:

HIGHWAY CLASSIFICATION: MAJOR COLLECTOR
3R GUIDELINES
2017 ADT = 1200
2037 ADT = 1783

STANDARDS

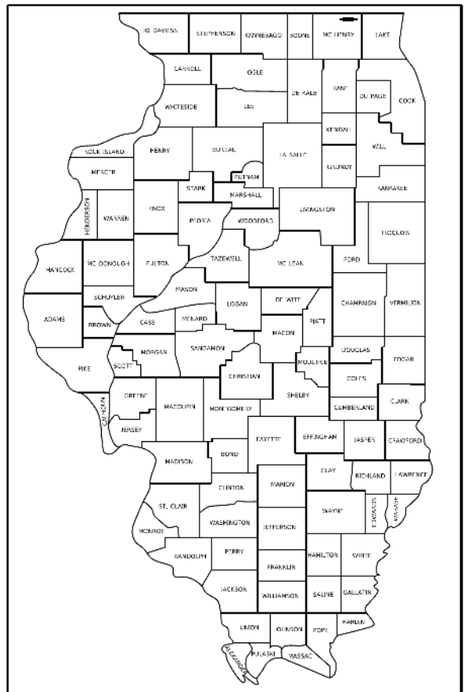
000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701901-07	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR 22-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

PLANS FOR PROPOSED EMERGENCY BRIDGE REPAIRS

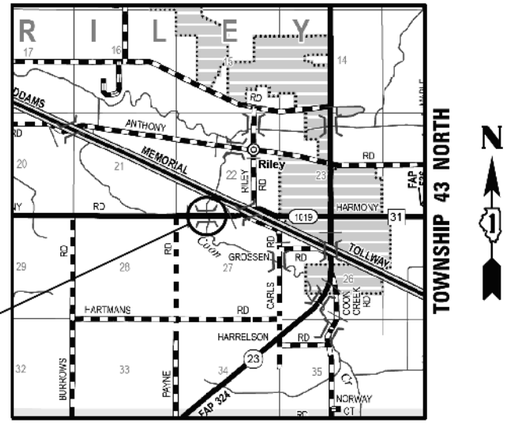
S.N. 056-3138
SECTION 20-00522-00-BR
STRUCTURE REPAIRS
NON-MFT
MCHENRY COUNTY

FOR INFORMATION ONLY



LOCATION OF SECTION INDICATED THUS: -

RANGE 5 EAST OF 3RD P.M.



F.A.S. 1019 (HARMONY ROAD) OVER COON CREEK, A THREE SPAN (3 @ 46'-0") PRECAST PRESTRESSED CONCRETE DECK BEAM BRIDGE AT STA. 10+00. NO SKEW.

LOCATION MAP SCALE
0 1 2 4 MILES

GROSS LENGTH = 150 FT. = 0.03 MILE
NET LENGTH = 150 FT. = 0.03 MILE

100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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. DIG NO. A1052410
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

811 Know what's below. Call before you dig.

ATTENTION CONTRACTORS
THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF MATERIALS AND PHYSICAL RESEARCH, "PROJECT PROCEDURES GUIDE" IS APPLICABLE TO THIS PROJECT.

PROJECT ENGINEER: JKP
PROJECT MANAGER: BKC

MCHENRY COUNTY DIVISION OF TRANSPORTATION

APPROVED _____ 20 _____

_____
MCHENRY COUNTY ENGINEER

BRIAN K. CONVERSE
062-048141
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

DATE: 05-21-2020
EXPIRES 11/30/21

WILLETT HOFMANN & ASSOCIATES INC
ENGINEERING ARCHITECTURE LAND PLANNING
800 EAST 2ND STREET, DIXON, IL 61021-3437
T. 815-284-5316 DES. FIRM #184-000918

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1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS
STRUCTURE NO. 056-3062

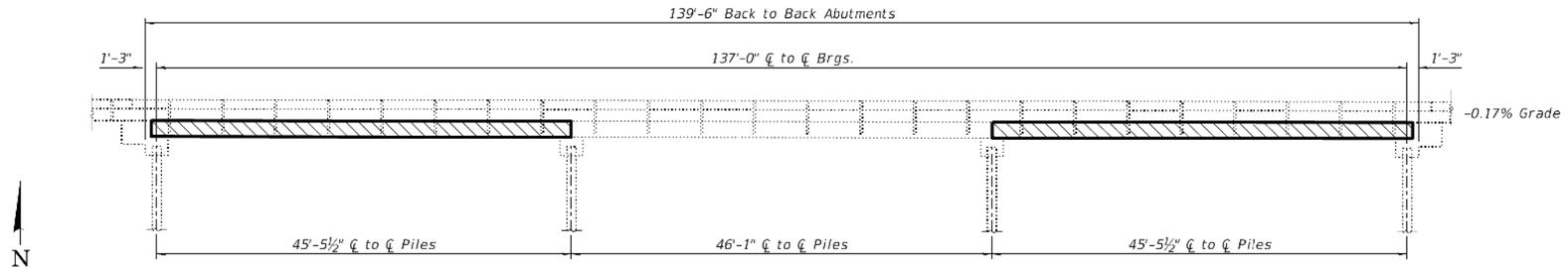
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	66
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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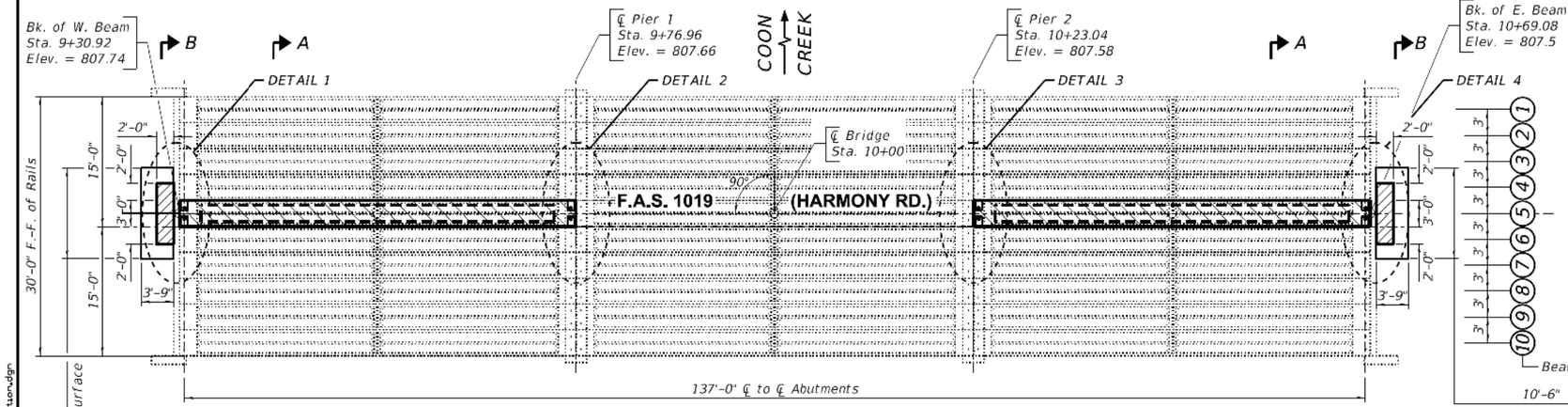
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BENCHMARK: *See Structural Sheet 9 of 14, Elevations are provided for Information Only.*

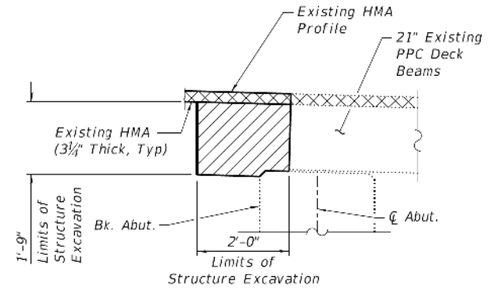
EXISTING STRUCTURE: *S.N. 056-3138 was originally built as F.A.S. 1019, in 1979. The existing structure is a three span (3 @ 46'-0") precast prestressed concrete deck beam bridge at Sta. 10+00. No Skew.*



ELEVATION VIEW

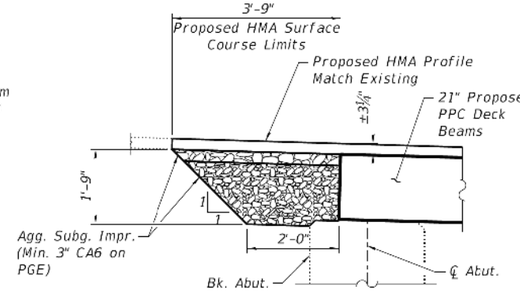


PLAN VIEW



EXISTING SECTION THRU ABUT.

W. Abut. Shown, E. Abut. Similar;
Structure Ex. Required only behind Beams to be Removed;



PROPOSED SECTION THRU ABUT.

W. Abut. Shown, E. Abut. Similar;
Aggregate Subgrade Improvement (CA and PGE)
Required only behind Beams to be Removed
Match proposed HMA to Existing HMA on adjacent beams.

NOTES:

See Structural Sheet 3 of 14 for Section A-A and B-B.

See Structural Sheet 4 of 14 for Sections C-C and D-D and Details 1-4.

FOR INFORMATION ONLY

LEGEND

Beam Replacement

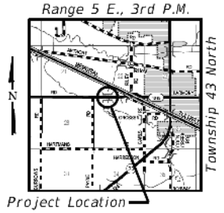
Structure Excavation

STATE OF ILLINOIS — 001-005213 — BRIAN K. COMERS — DIXON, IL — PROFESSIONAL STRUCTURAL ENGINEER

DATE: 05-21-2020

EXPIRES 11/30/20

"I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS BRIDGE REPAIR DESIGN IS STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING SHOWN ON THE PLANS, THE DESIGN IS AN ECONOMICAL ONE COMPLIES WITH REQUIREMENTS OF THE CURRENT 'AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES'."



LOCATION SKETCH

GENERAL PLAN & ELEVATION
F.A.S. 1019 (HARMONY RD.) OVER COON CREEK
SECTION 20-00522-00-BR
MCHENRY COUNTY
STATION 10+00
STRUCTURE NO. 056-3138

REVISION	DATE	BY	REMARKS

DESIGNED JKP
DRAWN DAN
REVIEWED JKP
APPROVED BKC

MCHENRY COUNTY DIVISION OF TRANSPORTATION
F.A.S.1019 (HARMONY ROAD) OVER COON CREEK
STATION 10+00

WILLETT HOFMANN & ASSOCIATES, INC.

STRUCTURAL SHEET NO. 1 OF 14 SHEETS

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	20-00522-00-BR	MCHENRY	15	2
		WHA= 1437D19		
	ILLINOIS			

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1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS
STRUCTURE NO. 056-3062

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	67
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES:

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The contractor is responsible for the protection of all underground and surface utilities as outlined in Article 107.39 of the Standard Specifications. This work shall be considered as included in the unit bid prices of the contract and no additional compensation will be allowed. Any utility property damaged during construction shall be repaired or replaced to the satisfaction of the owner at the contractor's expense.

The location and elevation of the utilities as shown on the plans are not to be taken as exact. The contractor shall use special care when conducting contruction operations near them to prevent damage.

Contractor shall contact J.U.L.I.E. 48 hours prior to construction to locate utilities.

The contractor shall notify the respective utilities to make necessary adjustments prior to this construction.

The contractor shall adhere to all posting signs for the structure.

Any damage to existing properties will be paid by the Contractor.

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures.

If the contractor's procedure for the existing beam removal or placement of the new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and the procedure will not overstress the new or existing beams. To distribute load to multiple beams and protect the existing surface, in all cases a double layer mat of heavy timbers shall always be used under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. If heavy equipment will be placed on the new PPC Deck beams, the following shall be done prior to placement of the timber mats: grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys.

Any damage done to the bridge during beam removal shall be repaired by the Contractor with no additional compensation provided.

Changeable Message Sign to be installed at each end of the project at a location to be determined by the engineer for 14 days each.

TOTAL BILL OF MATERIAL - ROADWAY & BRIDGE

	ITEM	UNIT	ROADWAY	SUPER	TOTAL
	Aggregate Subgrade Improvement	Cu. Yd.	3	–	3
*	Hot-Mix Asphalt Surface Course, IL-9.5FG, Mix "C", N50	Ton	10.0	–	10.0
	Bituminous Materials (Tack Coat)	Pound	19	–	19
	Bituminous Materials (Prime Coat)	Pound	20	–	20
*	Precast Prestressed Concrete Deck Beams (21" Depth)	Sq. Ft.	–	272	272
	Waterproofing Membrane System	Sq. Yd.	–	41	41
*	Portland Cement Mortar Fairing Course	Foot	–	184	184
	Mobilization	L. Sum	1	–	1
	Changeable Message Sign	Cal. Da.	28	–	28
	Construction Layout	L. Sum	1	–	1
*	Removal of Existing Precast Prestressed Concrete Deck Beams	Sq. Ft.	–	276	276
*	Structure Excavation (Special)	Cu. Yd.	2	–	2
*	Traffic Control and Protection, (Special)	L. Sum	1	–	1

*See Special Provisions

LOADING HS-20

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

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications of Highway Bridges, 17th Edition

DESIGN STRESSES

FIELD UNITS

fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS (PROPOSED)

f'c = 6,000 psi
f'ci = 5,000 psi
f's = 270,000 psi (½" Ø Low Lax Strands)
f'si = 201,960 psi (½" Ø Low Lax Strands)

PRECAST PRESTRESSED UNITS (EXISTING)

f'c = 5,000 psi (Prestressed Beams)
f'ci = 4,000 psi (Prestressed Beams)
f's = 270,000 psi (Prestressed Strands)
f'si = 189,000 psi (Prestressed Strands)

FOR INFORMATION ONLY

GENERAL DATA
F.A.S. 1019 (HARMONY RD.) OVER COON CREEK
SECTION 20-00522-00-BR
MCHENRY COUNTY
STATION 10+00
STRUCTURE NO. 056-3138

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REVISION	DATE	BY	REMARKS

DESIGNED JKP
DRAWN DAN
REVIEWED JKP
APPROVED BKC

MCHENRY COUNTY DIVISION OF TRANSPORTATION
F.A.S.1019 (HARMONY ROAD) OVER COON CREEK
STATION 10+00

WILLETT HOFMANN & ASSOCIATES, INC.

STRUCTURAL SHEET NO. 2 OF 14 SHEETS

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		WHA= 1437D19		
	ILLINOIS			

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1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

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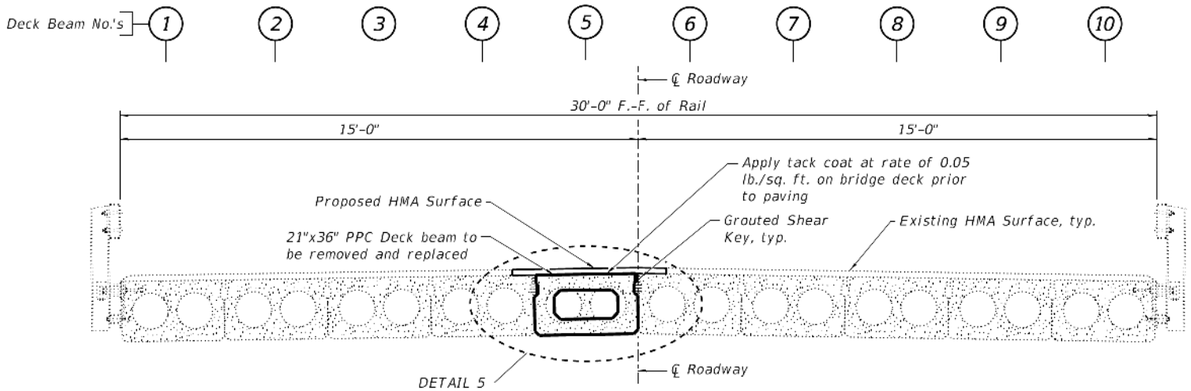
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS
STRUCTURE NO. 056-3062

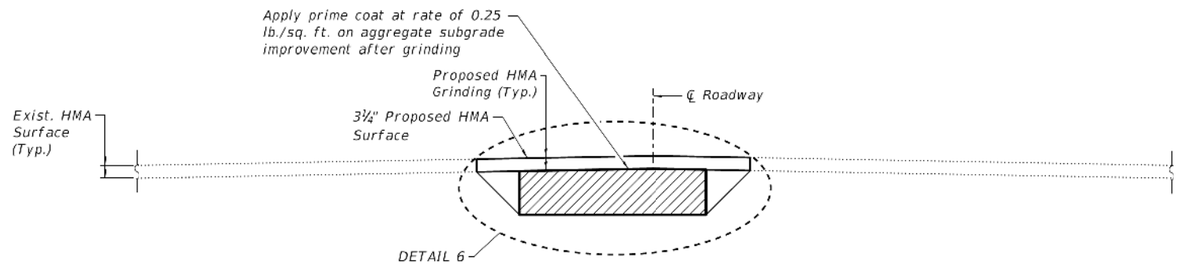
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		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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SECTION A-A

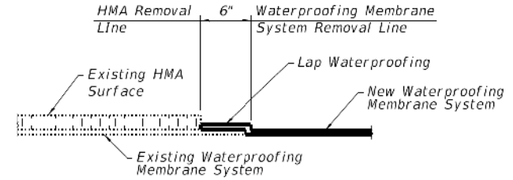


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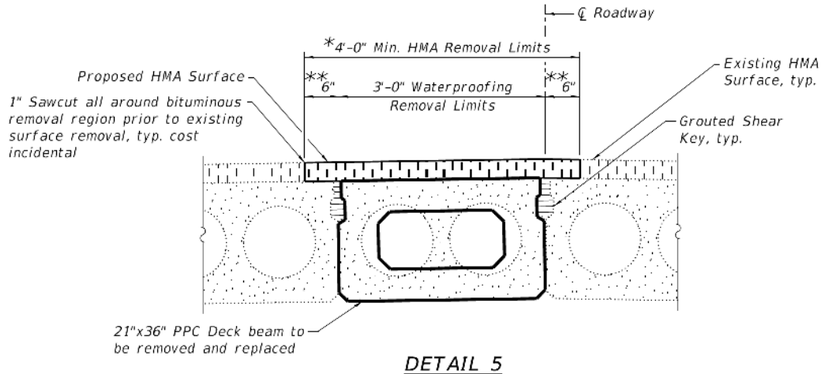
FOR INFORMATION ONLY

LEGEND

Structure Excavation



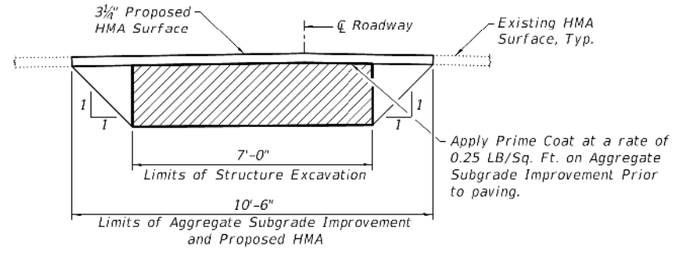
WATERPROOFING TREATMENT



DETAIL 5

*HMA Removal shall be incidental to removal of Existing Precast Prestressed Concrete Deck Beams.

**Care shall be taken when removing Existing HMA surface as not to damage Existing Waterproofing Membrane. HMA Removal Limits shall be extended if damage occurs to Existing Waterproofing Membrane with no additional compensation provided. See Waterproofing Treatment Detail.



DETAIL 6

NOTE:

The work for grout and shear key labor and materials shall be included in the unit price of Precast, Prestressed, Concrete Deck Beams (21" depth) pay item.

REVISION	DATE	BY	REMARKS

DESIGNED JKP
DRAWN DAN
REVIEWED JKP
APPROVED RKC

MCHENRY COUNTY DIVISION OF TRANSPORTATION
F.A.S.1019 (HARMONY ROAD) OVER COON CREEK
STATION 10+00

WILLETT HOFMANN & ASSOCIATES, INC.

BEAM REPAIRS

STRUCTURAL SHEET NO. 3 OF 14 SHEETS

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	20-00522-00-BR	MCHENRY	15	4
		WHA# 1437D19		
	ILLINOIS			

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(815) 744-4200
IDFPR NO. 184-001273

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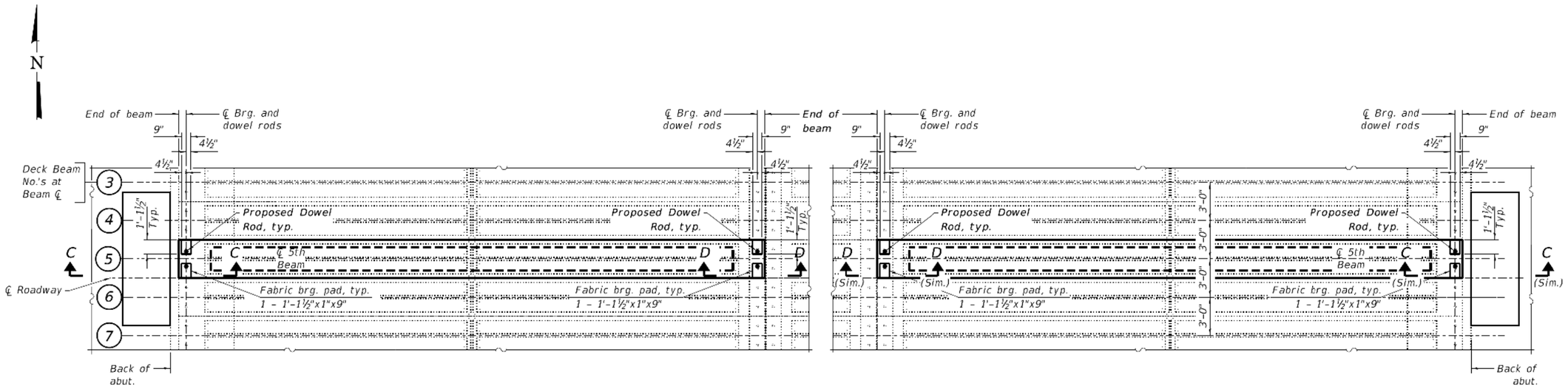
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS
STRUCTURE NO. 056-3062

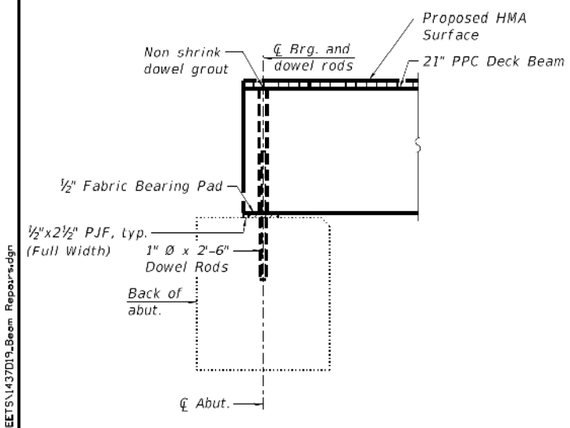
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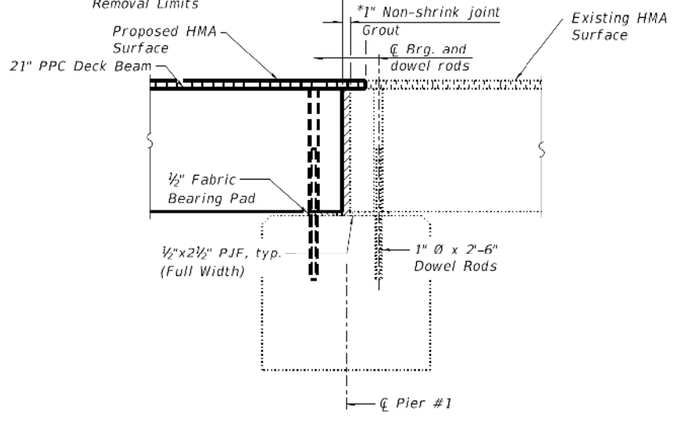
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DETAIL 1 DETAIL 2 DETAIL 3 DETAIL 4



SECTION C-C



SECTION D-D

*HMA Removal shall be incidental to removal of Existing Precast Prestressed Concrete Deck Beams.

**Care shall be taken when removing Existing HMA surface as not to damage Existing Waterproofing Membrane. HMA Removal Limits shall be extended if damage occurs to Existing Waterproofing Membrane with no additional compensation provided. See Waterproofing Treatment Detail on Structural Sheet 3 of 14.

FOR INFORMATION ONLY

NOTES:

The bearing seat surfaces shall be adjusted by shimming the bearing to assure firm and even bearing prior to placement of grout. 2-⅛" fabric adjusting shims of the dimensions of the bearing pad shown shall be provided for each bearing.

*Contractor shall remove all existing joint grout at ends of proposed deck beams at pier locations and place new grout at same locations in accordance with Standard Specifications for Road & Bridge Construction. Cost for this work incidental to the square foot cost of Precast Prestressed Concrete Deck Beams (21" depth)

Existing dowel rods are to be burned off, ground flush and sealed with epoxy prior to placement of the new beams.

Cost of dowel rods and fabric bearing pads is included with furnishing and erecting precast, prestressed, concrete deck beams (21" depth)

Joint repair at Detail 1, 2, 3, & 4 shall be included in the contract unit price of Precast, Prestressed, Concrete Deck Beams (21" depth)

REVISION	DATE	BY	REMARKS

DESIGNED	JKP
DRAWN	DAN
REVIEWED	JKP
APPROVED	BKC

MCHENRY COUNTY DIVISION OF TRANSPORTATION
F.A.S.1019 (HARMONY ROAD) OVER COON CREEK
STATION 10+00

WILLETT HOFMANN & ASSOCIATES, LLC

BEAM REPAIRS

STRUCTURAL SHEET NO. 4 OF 14 SHEETS

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	20-00522-00-BR	MCHENRY	15	5
		WHA# 1437D19		
	ILLINOIS			

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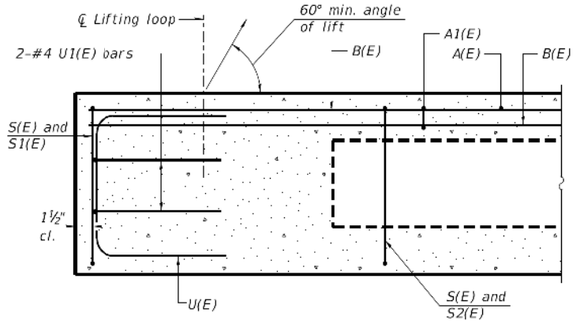
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS
STRUCTURE NO. 056-3062

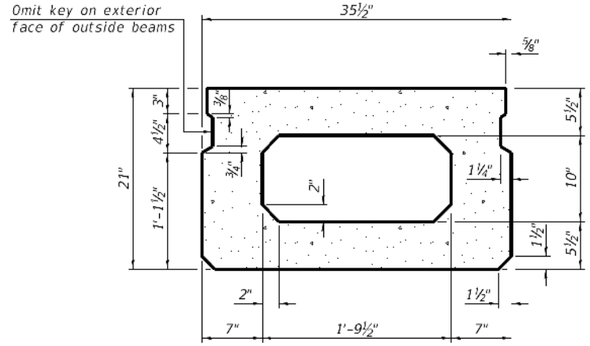
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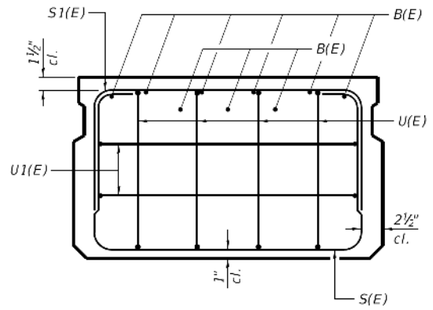
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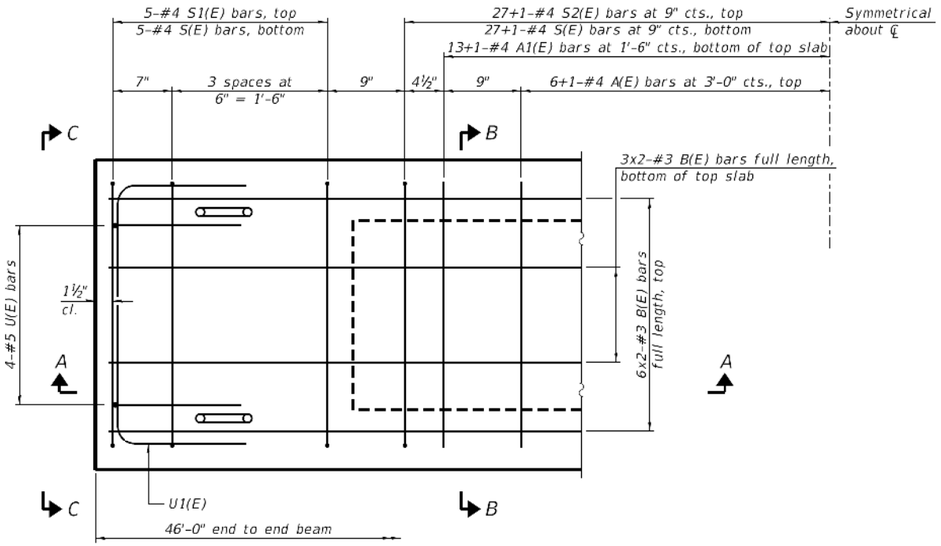
SECTION A-A



SECTION B-B
(Showing dimensions)



VIEW C-C

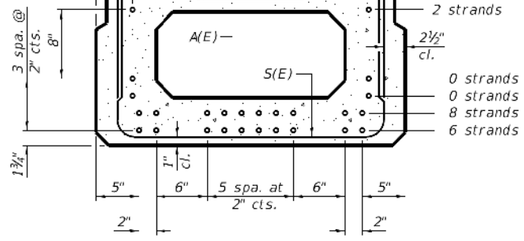


PLAN VIEW

Note:
Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.

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

Bars indicated thus 27+1- #4 etc., indicates 27 bars each side of ℄ plus 1 additional bar at ℄.



SECTION B-B
(Showing reinforcement and permissible strand locations)

Note:
Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

MINIMUM BAR LAP
#3 bar = 1'-6"

FOR INFORMATION ONLY

BAR LIST
ONE BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A(E)	13	#4	2'-7"	—
A1(E)	27	#4	2'-10"	⌒
B(E)	18	#3	23'-8"	—
S(E)	65	#4	6'-5"	⊐⊏
S1(E)	10	#4	4'-11"	⊐⊏
S2(E)	65	#4	5'-2"	⊐⊏
U(E)	8	#5	4'-0"	⊔
U1(E)	4	#4	5'-0"	⊔

Note:
See Structural Sheet 6 of 14 for additional details and Bill of Material.

REVISION	DATE	BY	REMARKS

DESIGNED	JKP
DRAWN	DAN
REVIEWED	JKP
APPROVED	BKC

MCHENRY COUNTY DIVISION OF TRANSPORTATION
F.A.S.1019 (HARMONY ROAD) OVER COON CREEK
STATION 10+00

WILLETT HOFMANN & ASSOCIATES, INC.

21" X 36" PPC DECK BEAM

STRUCTURAL SHEET NO. 5 OF 14 SHEETS

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	20-00522-00-BR	MCHENRY	15	6
		WHA# 1437D19		
	ILLINOIS			

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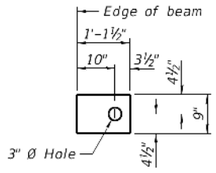
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(815) 744-4200
IDFPR NO. 184-001273

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS
STRUCTURE NO. 056-3062

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

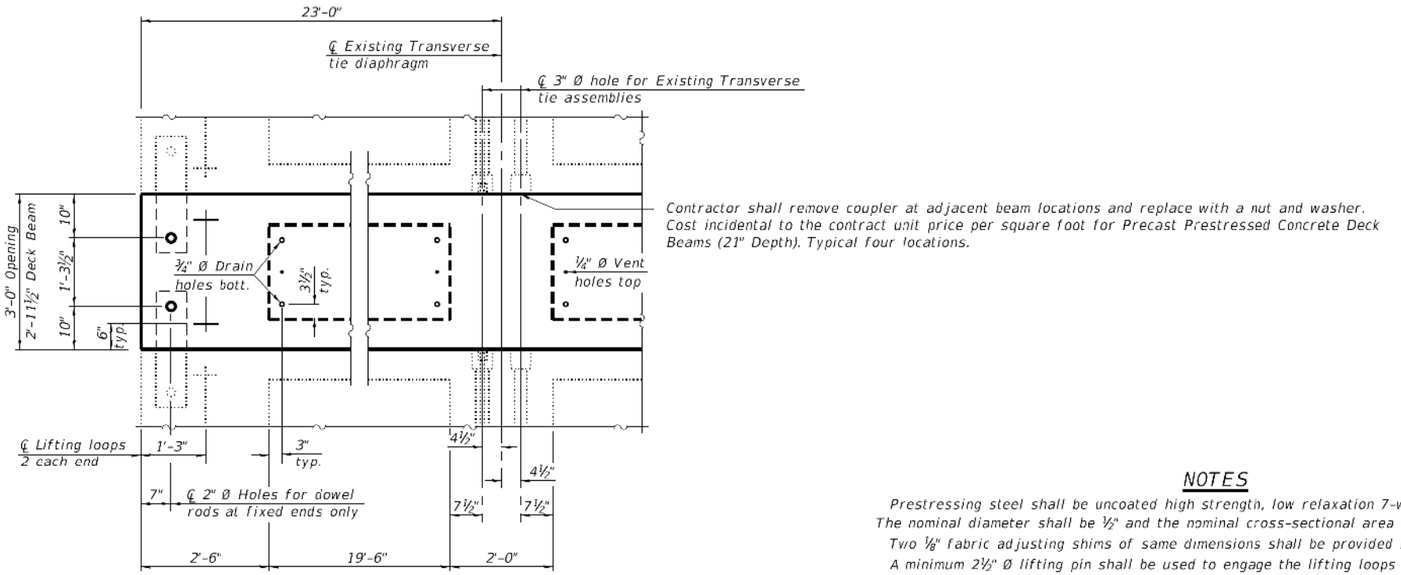


FABRIC BEARING PAD
(Exterior)

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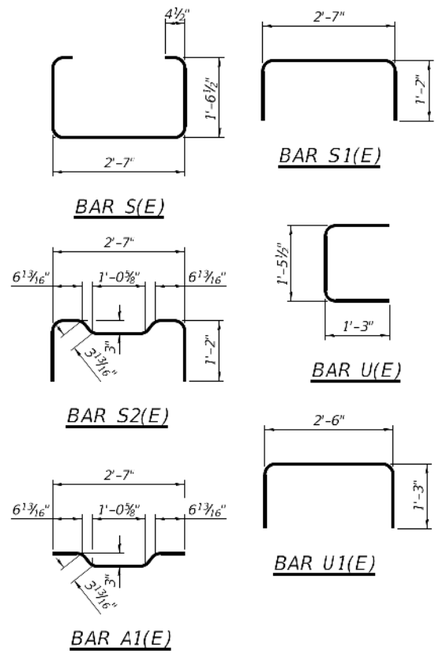
Notes:
All bearing pads shall be ½" thick.

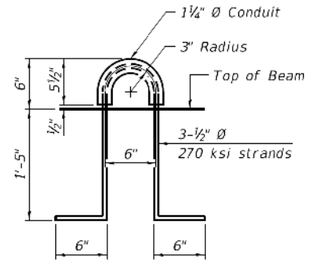
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PLAN VIEW

Contractor shall remove coupler at adjacent beam locations and replace with a nut and washer. Cost incidental to the contract unit price per square foot for Precast Prestressed Concrete Deck Beams (21" Depth). Typical four locations.





LIFTING LOOP DETAIL

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.

Two ⅛" fabric adjusting shims of same dimensions shall be provided for each bearing pad location.

A minimum 2½" Ø lifting pin shall be used to engage the lifting loops during handling.

Corrosion Inhibitor, per Article 1020.05(b)(10) and 1021.07 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

Compressive strength of prestressed concrete, f'c, shall be 6000 psi.

Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (21" depth)	Sq. Ft.	272

REVISION	DATE	BY	REMARKS

DESIGNED JKP
DRAWN DAN
REVIEWED JKP
APPROVED BKC

MCHENRY COUNTY DIVISION OF TRANSPORTATION
F.A.S.1019 (HARMONY ROAD) OVER COON CREEK
STATION 10+00

WILLETT HOFMANN & ASSOCIATES, INC.

21" X 36" PPC DECK BEAM DETAILS

STRUCTURAL SHEET NO. 6 OF 14 SHEETS

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	20-00522-00-BR	MCHENRY	15	7
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	ILLINOIS			

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		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS

McHENRY COUNTY HIGHWAY DEPARTMENT

PLANS FOR PROPOSED
NON-MOTOR FUEL TAX PROJECT
C.H. 31 COUNTY BRIDGE PROJ. 253

INDEX OF SHEETS

1. COVER SHEET
2. SUMMARY OF QUANTITIES & TYPICAL CROSS SECTION
3. PLAN AND PROFILE
4-8 BRIDGE PLANS

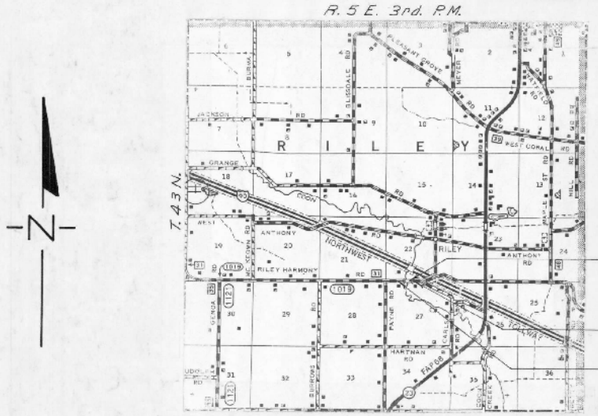
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2113-2
2230-13
2298-4
2299-8
2300-1
2336-1
2340-2
BLR 21

SCALES

PLAN	1 INCH = 50 FEET
PROFILE HORIZ.	1 INCH = 50 FEET
PROFILE VERT.	1 INCH = 5 FEET

FOR INFORMATION ONLY



LAYOUT

APPROX. SCALE: 1 INCH = 1 MILE
NET LENGTH OF SECTION = 160.00 FEET = 0.030 MILE

FRED J. STONE JR. 26065 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Fred J. Stone Jr.
Illinois Professional No. 26065

16-10 056-3138
1326

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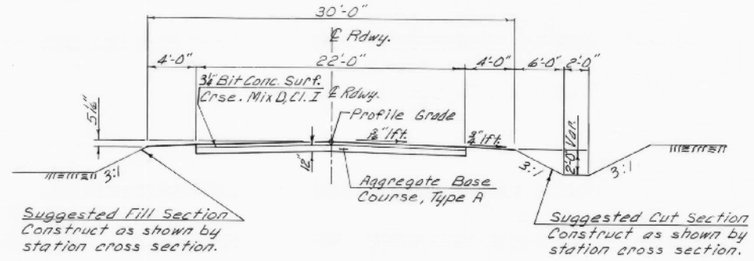
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		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 31		McHENRY	8	2
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

SUMMARY OF QUANTITIES

ITEM	UNIT	QUANTITY
EARTH EXCAVATION	CU. YD.	25
CHANNEL EXCAVATION	CU. YD.	225
AGGREGATE BASE COURSE TYPE A	TON	37
BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D; CLASS I	TON	61
REMOVAL OF EXISTING STRUCTURES	EACH	1
CLASS X CONCRETE	CU. YD.	45.3
PRECAST PRESTRESSED CONCRETE DECK BEAMS (21" DEPTH)	SQ. FT.	4,140
STEEL RAILING, TYPE S	LIN. FT.	285
REINFORCEMENT BARS	POUND	4,830
FURNISHING STEEL PILES HP8X36	LIN. FT.	175
FURNISHING STEEL PILES HP12x53	LIN. FT.	189
DRIVING STEEL PILES	LIN. FT.	364
TEST PILE STEEL HP8x36	EACH	1
TEST PILE STEEL HP12x53	EACH	1
NAME PLATES	EACH	1
TRAFFIC BARRIER TERMINAL TYPE 1A	EACH	4
STEEL PLATE BEAM GUARD RAIL TYPE A	LIN. FT.	175
STEEL PLATE BEAM GUARD RAIL TYPE B	LIN. FT.	100
TRAFFIC BARRIER TERMINAL TYPE 5A	EACH	4
PORTLAND CEMENT MORTAR FAIRING COURSE	LIN. FT.	310
WATERPROOFING MEMBRANE SYSTEM	SQ. YD.	460



Current ADT = 650

TYPICAL CROSS SECTION

Sta. 9+20 to 10+80

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DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS
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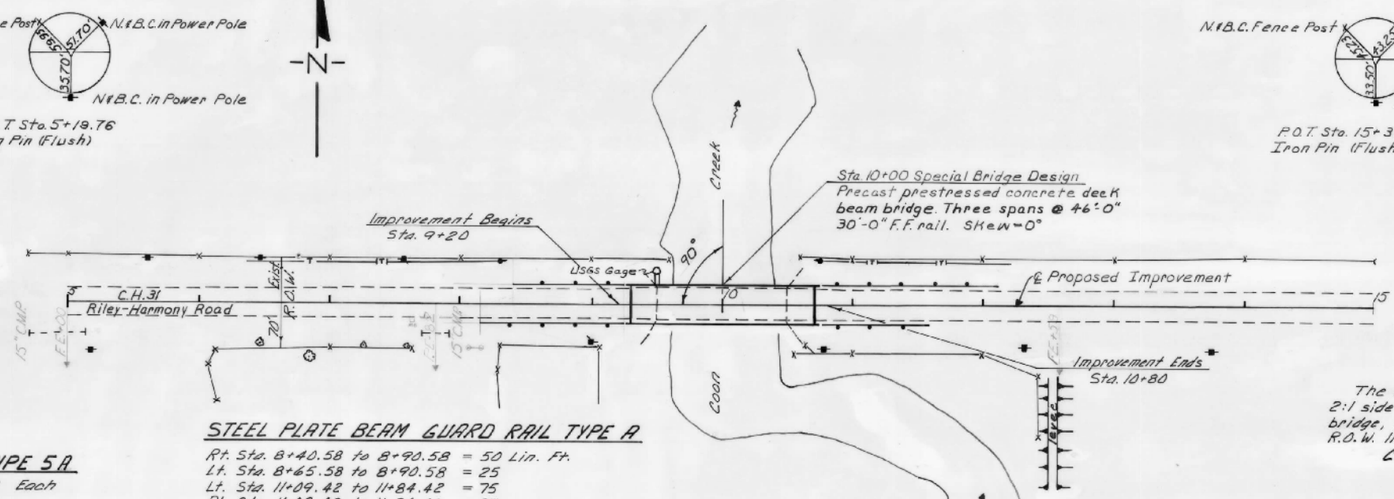
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DORIS L. POUST, ETAL, TRS.

N. ℄ B.C. in Fence Post — N. ℄ B.C. in Power Pole — N ℄ B.C. in Power Pole

P.O.T. Sta. 5+19.76
Iron Pin (Flush)

N. ℄ B.C. Fence Post — N. ℄ B.C. Fence Post — N. ℄ B.C. in Power Pole

P.O.T. Sta. 15+37.41
Iron Pin (Flush)



TRAFFIC BARRIER TERMINAL TYPE 5A

Rt. ℄ Lt. Sta. 9+15.58 to 9+28.83 = 2 Each
Rt. ℄ Lt. Sta. 10+71.17 to 10+84.42 = 2
Total = 4 Each

STEEL PLATE BEAM GUARD RAIL TYPE B

Rt. ℄ Lt. Sta. 8+90.58 to 9+15.58 = 50 Lin. Ft.
Rt. ℄ Lt. Sta. 10+84.42 to 11+09.42 = 50
Total = 100 Lin. Ft.

STEEL PLATE BEAM GUARD RAIL TYPE A

Rt. Sta. 8+40.58 to 8+90.58 = 50 Lin. Ft.
Lt. Sta. 8+65.58 to 8+90.58 = 25
Lt. Sta. 11+09.42 to 11+84.42 = 75
Rt. Sta. 11+09.42 to 11+34.42 = 25
Total = 175 Lin. Ft.

TRAFFIC BARRIER TERMINAL TYPE 1A

Rt. Sta. 8+15.58 to 8+40.58 = 1 Each
Lt. Sta. 8+40.58 to 8+65.58 = 1
Lt. Sta. 11+84.42 to 12+09.42 = 1
Rt. Sta. 11+34.42 to 11+59.42 = 1
Total = 4 Each

CHANNEL EXCAVATION

The channel shall be excavated as shown with 2:1 side slopes within the limits of the proposed bridge, then taper to the existing channel at the R.O.W. line. Excavated material to be wasted.
CHANNEL EXCAVATION = 225 CU. YD.

EXISTING STRUCTURE NO. 056-3020

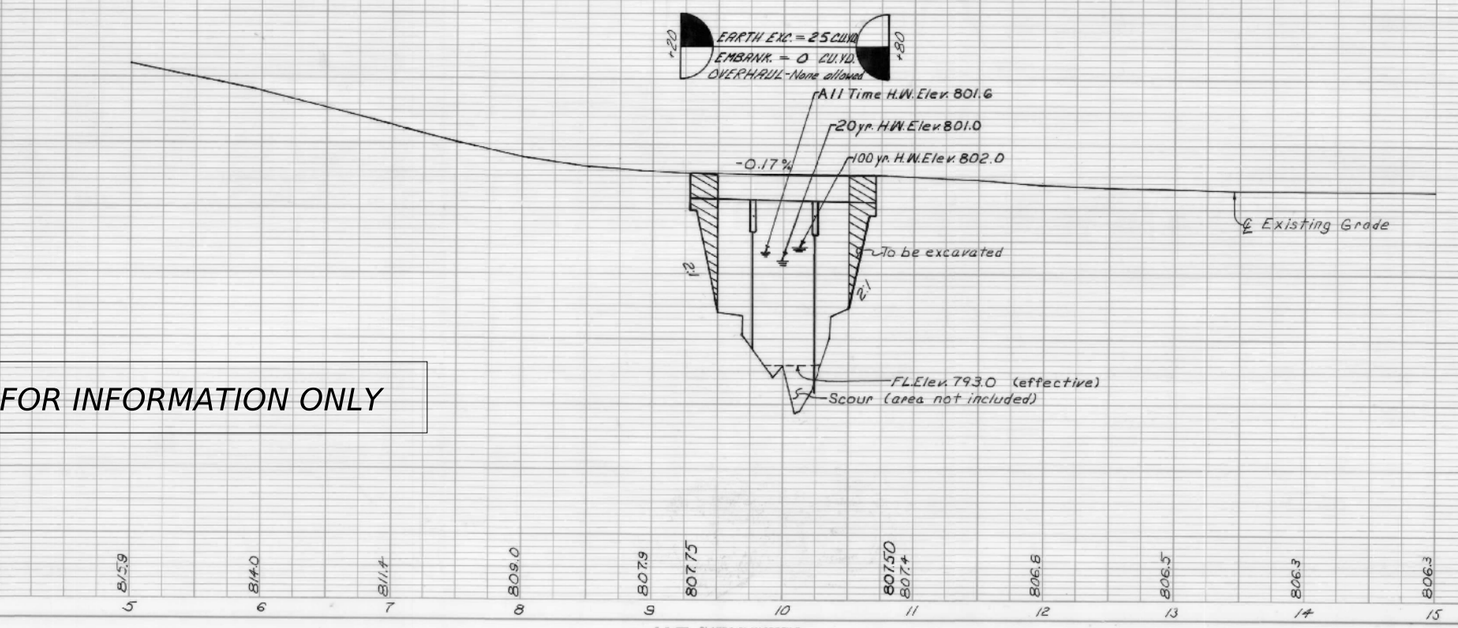
EXISTING STRUCTURE - Single span thru truss with concrete deck on closed concrete abutments 101.70' F.F. Abut. 25.0' F.F. Rail
REMOVAL OF EXISTING STRUCTURES = 1 EACH

RICH & DAWN POLIVKA
N.E. ¼, N.W. ¼, SEC. 27, T. 43 N., R. 5 E., 3rd. P.M.

B.M. #1 R.R. Spike in Power Pole
33' LT. Sta. 7+47
Elev. 812.07

B.M. #2 Chisled "D" in S.E. Wingwall
Elev. 807.84

B.M. #3 R.R. Spike in Power Pole
33' Rt. Sta. 12+31
Elev. 803.34



FOR INFORMATION ONLY

PLATE 1, PLAN-PROFILE
KEUFFEL & ESSER CO.
48 7024 MADE IN U.S.A.

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		PLOT DATE = 7/24/2026	CHECKED - JFG

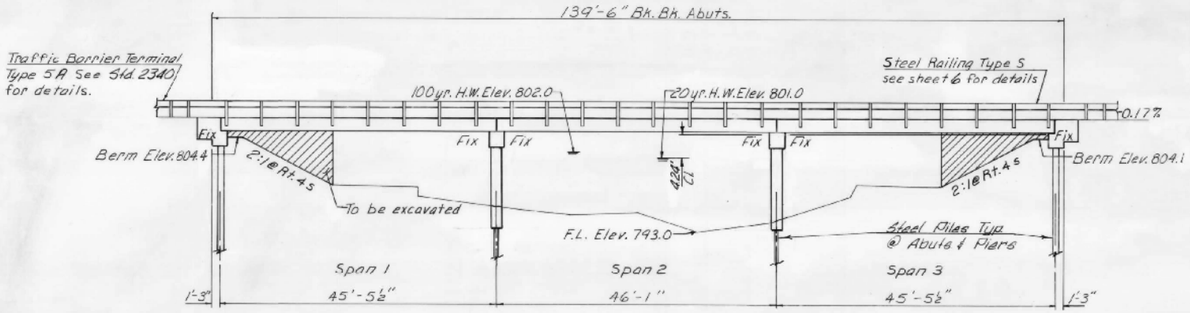
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REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

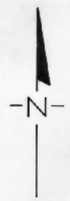
EXISTING DRAWINGS
STRUCTURE NO. 056-3062

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

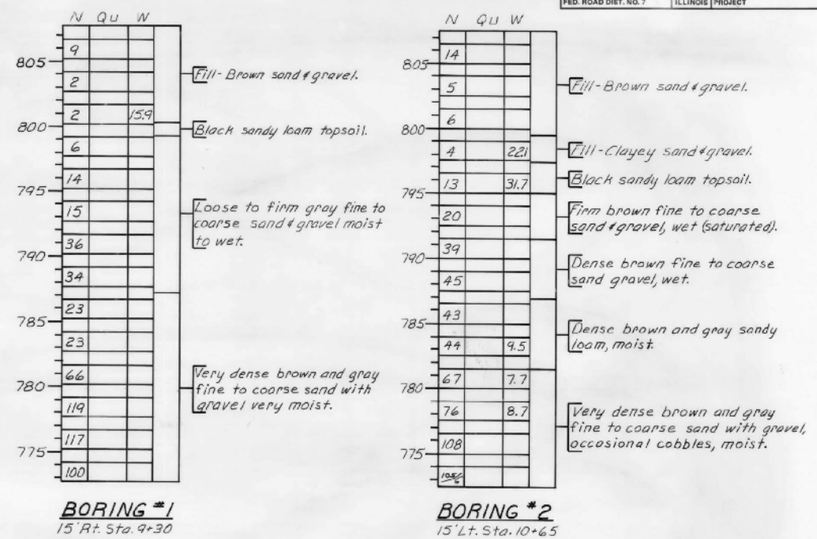
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH-31		McHENRY	8	4
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



ELEVATION

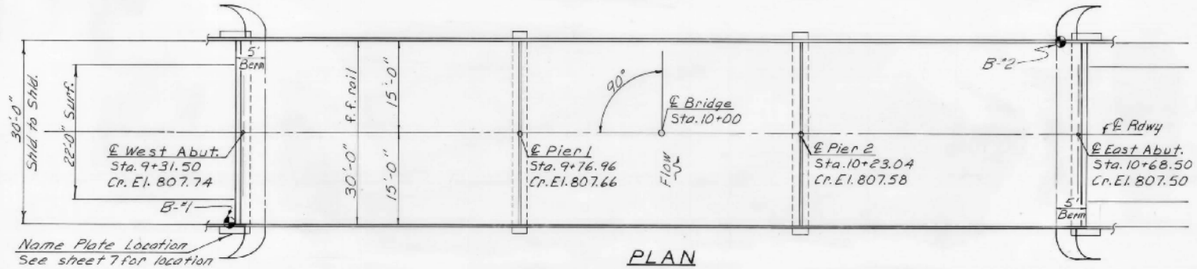


FOR INFORMATION ONLY



BORING #1
15' Rt. Sta. 9+30

BORING #2
15' Lt. Sta. 10+65



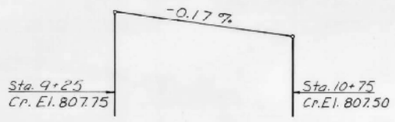
PLAN

BORING DATA

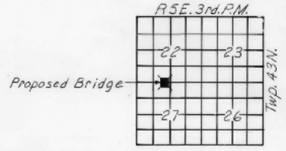
N—Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30".
Qu-Unconfined Compressive Strength - t/s.f.
W—Water content - percentage of oven dry weight - %
▼—Water level after elapsed time intervals.
▽—Water level at the end of boring.

STRUCTURE NO. 056-
COON CREEK
BUILT 19__ BY
McHENRY COUNTY
LOADING HS 20

LETTERING FOR NAME PLATE
See Std. 2113



PROFILE GRADE
Top of Class I



LOCATION PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Precast Prestressed Concrete Deck Beams (21" Depth)	Sq. Ft.	4,140		4,140
Class X Concrete	Cu. Yd.		453	453
Reinforcement Bars	Pound		66,830	66,830
Steel Railing Type S	Lin. Ft.	285		285
Name Plates	Each	1		1
Steel Piles HP 8 x 36	Lin. Ft.		175	175
Test Pile Steel HP 8 x 36	Each		1	1
Steel Piles HP 12 x 53	Lin. Ft.		189	189
Test Pile Steel HP 12 x 53	Each		1	1
Waterproofing Membrane System	Sq. Yd.	460		460
Portland Cement Mortar Fairing Course	Lin. Ft.	310		310
Bit. Conc. Surf. Crse. Mix O, Class I	Ton	51		51

GENERAL NOTES

Class X Concrete shall be used in the abutments.
Boring Data is shown only as a guide to bidders in estimating soil conditions which may be encountered during construction.
The Contractor shall drive two steel test piles in permanent locations, one at the east abutment and one at pier 1, as directed by the Engineer before ordering the remainder of the piles.

WATERWAY DATA

Drainage Area — 85.3 Sq. Mi
Existing Opening — 645 Sq. Ft.
Req'd Opening (20 yr) — 655 Sq. Ft.
Proposed Opening — 655 Sq. Ft.
Computed Discharge (20 yr) — 3,150 C.F.S.
Created Head (20 yr) — 0.5 Ft.
Computed Discharge (100 yr) — 4,500 C.F.S.
Created Head (100 yr) — 0.8 Ft.

DESIGN STRESSES

f'c = 5,000 (Prestressed Beams)
f'ci = 4,000 (Prestressed Beams)
fc = 1,400 (Class X Concrete)
f's = 270,000 (Prestressed Strands)
fsi = 189,000 (Prestressed Strands)
fs = 20,000 (Reinforcement Bars)
n = 8.5 (Class X Concrete)
LOADING: HS 20-44
DESIGN SPECIFICATIONS: A.A.S.H.T.O. 1977 '78, '79 INTERIMS.

Fred J. Stone Jr.
Illinois Structural No. 2934

FRED J. STONE JR. REGISTERED 2934 ILLINOIS STRUCTURAL ENGINEER

GENERAL PLAN & ELEVATION

C.H. ROUTE 31
BRIDGE PROJ. 253
McHENRY COUNTY
STATION 10+00

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F. S. CHECKED R. S.
DRAWN R. S. DATE 12-26-79 NO. 1326

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7/24/2026 10:15:57 AM

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

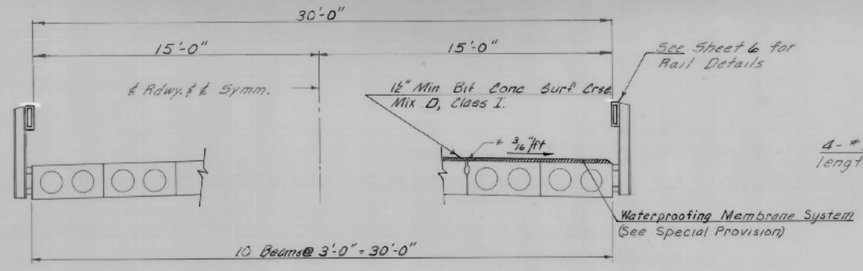
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PLOT DATE =	7/24/2026	CHECKED -	JFG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS
STRUCTURE NO. 056-3062

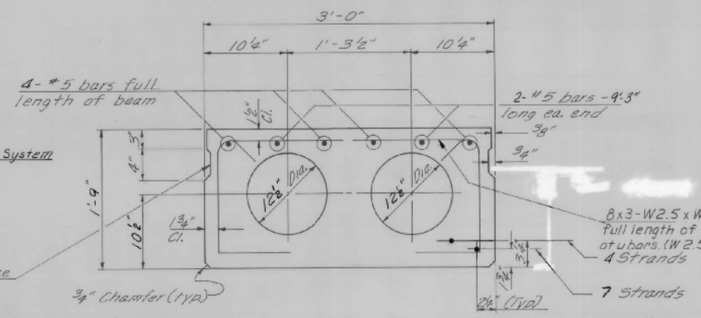
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		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 31		McHENRY	8	5
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



* Dry pack longitudinal joint with 2:1 Sand and P.C. mortar mix. (Cost incidental to bridge deck typ)

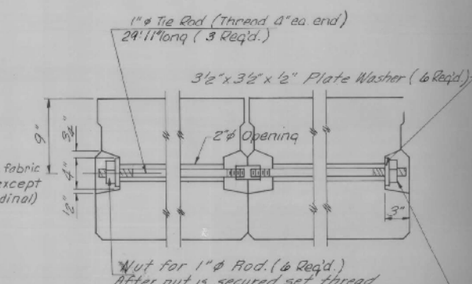
CROSS SECTION



TYPICAL SECTION THRU BEAM

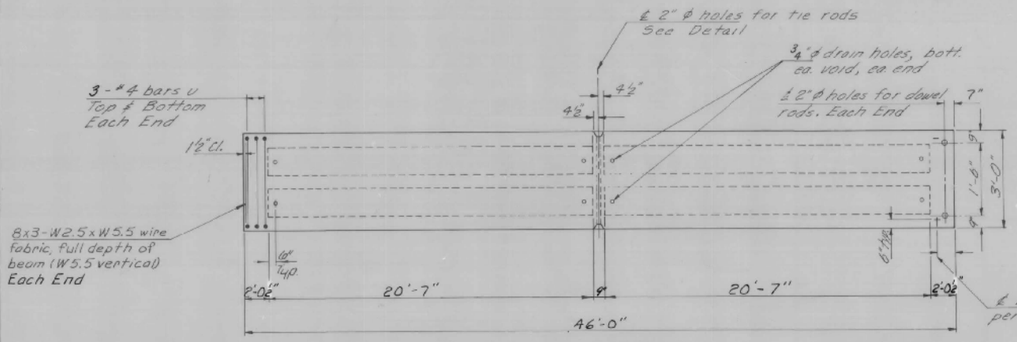
11 - 7 wire ½"ϕ strands stressed to 23,900 lbs. each. Strands shall be non-galvanized extra high strength stress relieved. Place strands symm. about ℄ of beam. Cross sectional area of strands shall be 0.153 sq. in. Reinforcement bars shall conform to AASHTO: M-31 or M-53, Grade 60.

Note: The top surface of the beams shall be finished in accordance with Article 5050b of the standard Specifications except that the surface shall not be roughened by brooming. The finished surface shall be free of depressions or high spots with sharp corners.

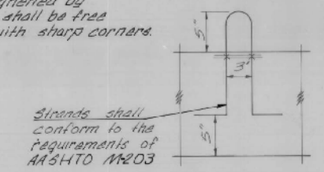


TRANSVERSE TIE ROD DETAIL

1" ϕ Rod may be spliced by full threaded 3" sleeve.

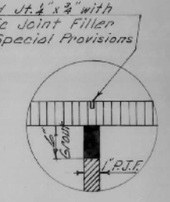


TYPICAL PLAN OF BEAMS

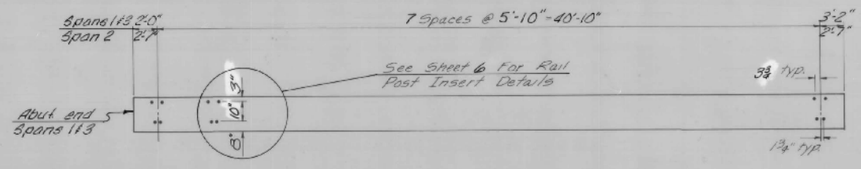


Strands shall conform to the requirements of AASHTO M203

2 - ½" strands / Loop. 2 ea end ea beam Loops shall be burned off after beams have been erected



DETAIL A



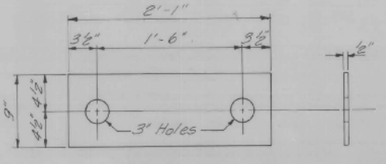
ELEVATION OF OUTSIDE BEAMS

Showing Rail Post Spacing

FOR INFORMATION ONLY

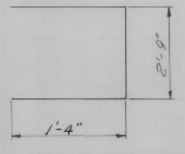
LIFTING LOOP DETAIL

Approved alternates may be substituted for the above.

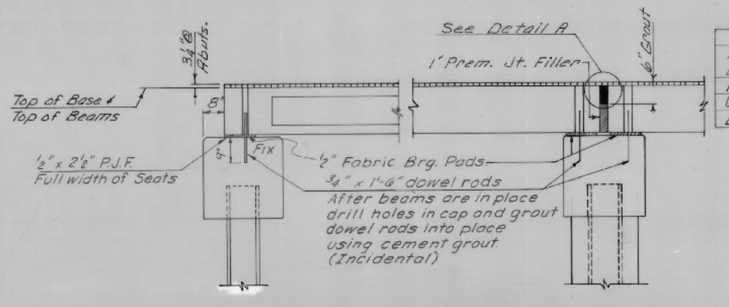


BEARING PAD DETAILS

60 Required



BAR u



SECTION AT ABUTMENTS

SECTION AT PIERS

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Precast Prestressed Concrete Deck Beams (21" Depth)	Sq. Ft.	4,140
Portland Cement Mortar Fairing Crse.	Lin. Ft.	310
Waterproofing Membrane System	Sq. Yd.	460
Bit. Conc. Surf. Crse. Mix D, Class I	Ton	51

SUPERSTRUCTURE
C.H. ROUTE 31
BRIDGE PROJ. 253
McHENRY COUNTY
STATION 10+00

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S. CHECKED R.S.
DRAWN R.S DATE 12-26-79 NO. 1326

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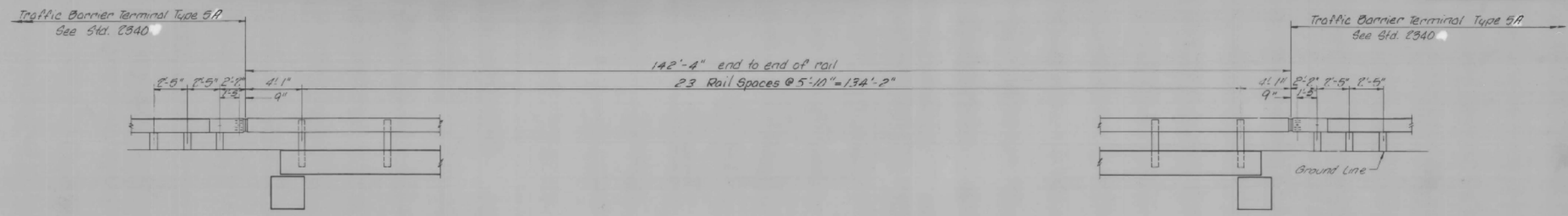
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS
STRUCTURE NO. 056-3062

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

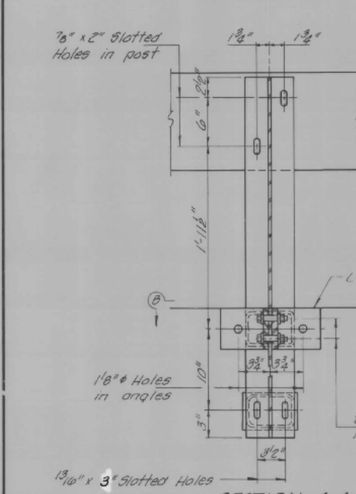
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O.H. 31		McHENRY	8	6
	ROAD DIST.			



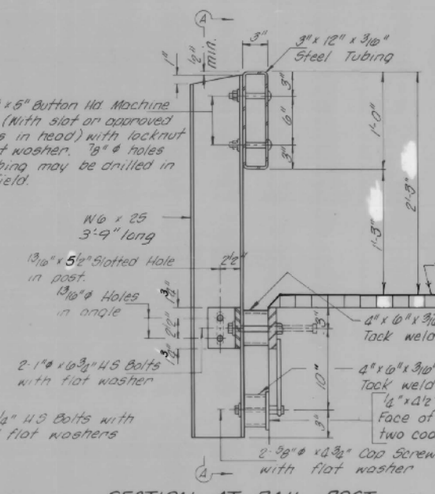
ELEVATION

Showing inside face of rail

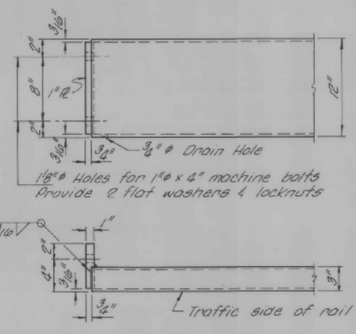
FOR INFORMATION ONLY



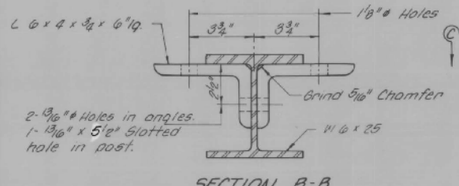
SECTION A-A



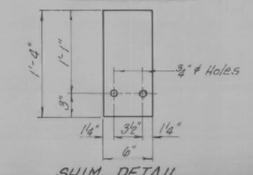
SECTION AT RAIL POST



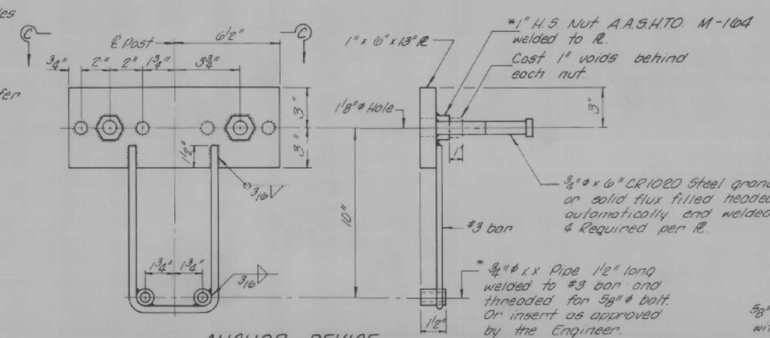
END OF RAIL DETAILS



SECTION B-B

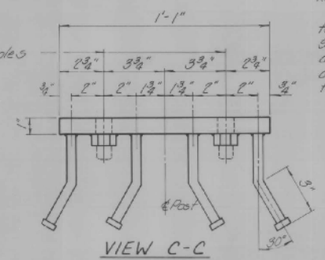


SHIM DETAIL

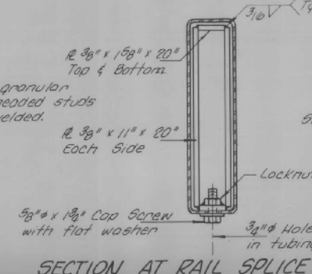


ANCHOR DEVICE

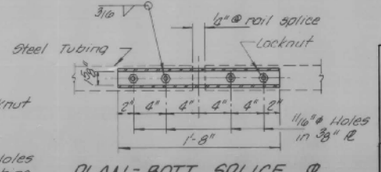
* Threaded areas shall be plugged or blocked off during casting of beam.



VIEW C-C



SECTION AT RAIL SPLICE



PLAN - BOTT. SPLICE PL

NOTES

Hollow structural steel tubing shall conform to the requirements of A.S.T.M. designation A-500 Grade B [redacted] Structural Steel Tubing.

All other steel shapes and plates shall conform to the requirements of A.A.S.H.T.O. designation M-183 except posts and angles shall conform to A.A.S.H.T.O. M-223, Grade 50.

Bolts, cap screws, and nuts shall conform to the requirement of A.S.T.M. designation A-307 except for high strength bolts, nuts and washers noted which shall conform to A.A.S.H.T.O. designation M-164.

All bolts, nuts, cap screws, washers and lockwashers shall be galvanized in accordance with A.A.S.H.T.O. designation M-232.

All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with A.S.T.M. designation A-385 & A.A.S.H.T.O. M-111. Galvanized rail shall not be painted.

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per lineal foot for STEEL RAILING, TYPE S.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

For multi span bridges, sufficient 1/8" x 6" x 1'-4" galvanized steel shims shall be provided to align rail between adjacent spans. Cost incidental to Steel Railing.

The 3/4" ø high strength bolts used to connect the 6 x 4 x 3/8 angles to the post shall be tightened in accordance with Art. 505.04 (g)(3) of the Standard Specifications. The 1" ø high strength bolts connecting the angle to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8" ø cap screws in bottom of posts shall be tightened to a snug fit only.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type S	Lin. Ft.	285

RAILING DETAILS

C.H. ROUTE 31
BRIDGE PROJ. 253
McHENRY COUNTY
STATION 10+00

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S. CHECKED R.S.
DRAWN R.S. DATE 12-26-79 NO. 1326

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

USER NAME = emilyre		DESIGNED -		REVISED -	
		CHECKED -		REVISED -	
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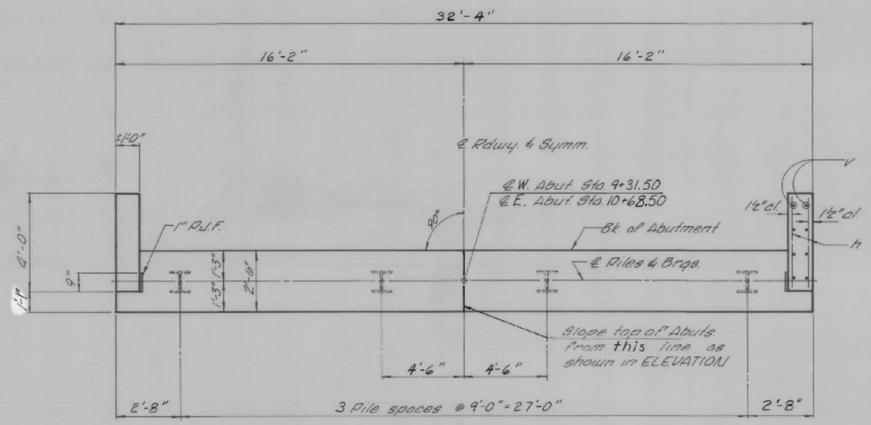
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS
STRUCTURE NO. 056-3062

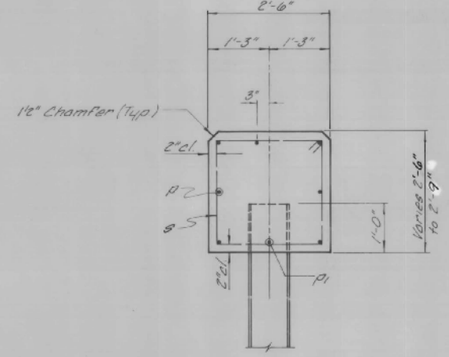
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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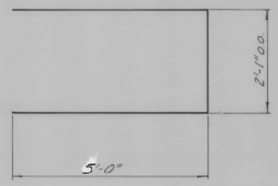
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CH 31		McHENRY	8	7
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



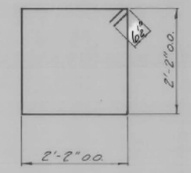
PLAN



SECTION A-A

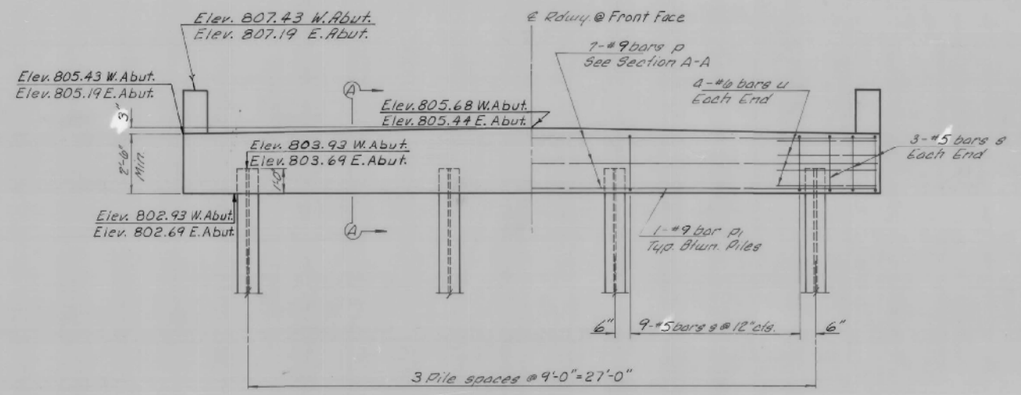


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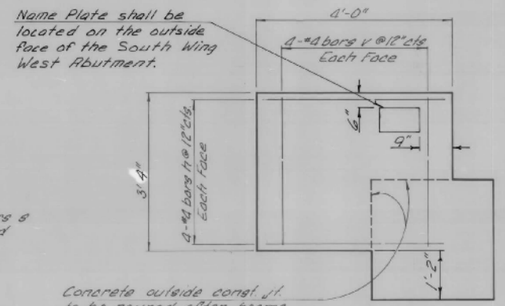


BAR s

FOR INFORMATION ONLY



ELEVATION



ELEVATION - WING

PILE DATA

Type _____ Steel HP 8 x 36
No. Reqd. (2 Abuts.) _____ *8
Est. Length _____ 25 Feet / Pile
Capacity _____ 90 Tons / Pile
*Includes one test pile to be driven in a permanent location at the east abutment.

BILL OF MATERIAL - 2 ABUTS.

BAR	NO.	SIZE	LENGTH	SHAPE
h	32	#4	3'-9"	——
p	14	#9	32'-0"	——
p1	2	#9	8'-6"	——
s	66	#5	9'-9"	□
u	16	#6	12'-1"	▭
v	32	#4	3'-1"	——
Class X Concrete			Cu. Yd.	17.4
Reinforcement Bars			Pound	2,800
Steel Piles HP 8 x 36			Lin. Ft.	175
Test Piles Steel HP 8x36			Each	1

ABUTMENTS
C.H. ROUTE 31
BRIDGE PROJ. 253
McHENRY COUNTY
STATION 10+00

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F. S. CHECKED R. S.
DRAWN R. S. DATE 12-26-79 NO. 1326

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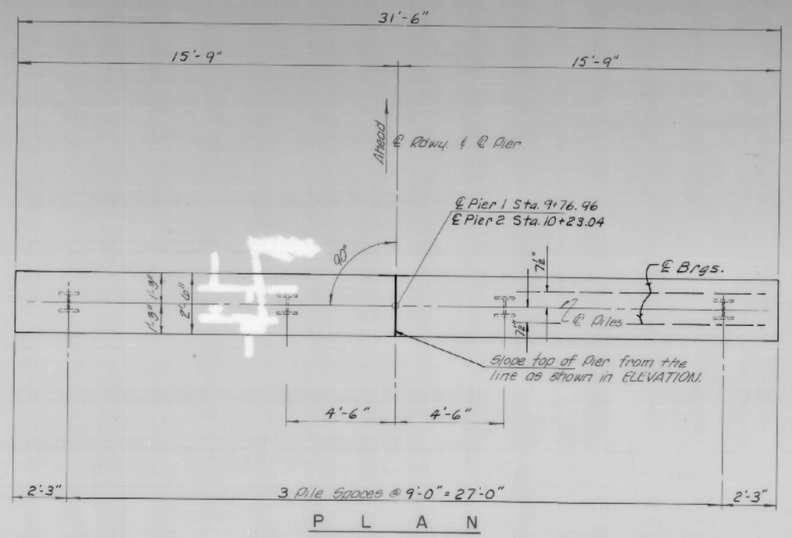
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

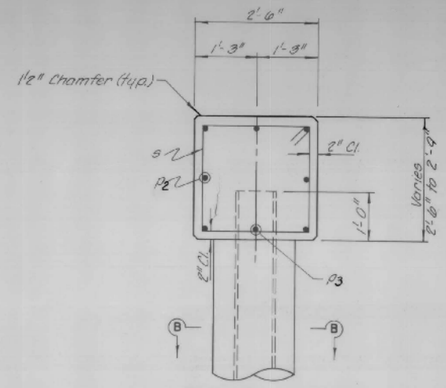
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STRUCTURE NO. 056-3062

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		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

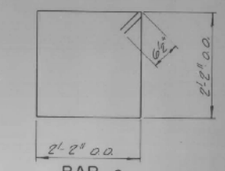
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C.H. 31		McHENRY	8	8
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



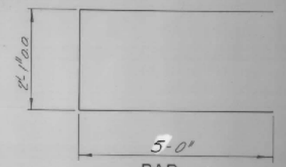
PLAN



SECTION A-A

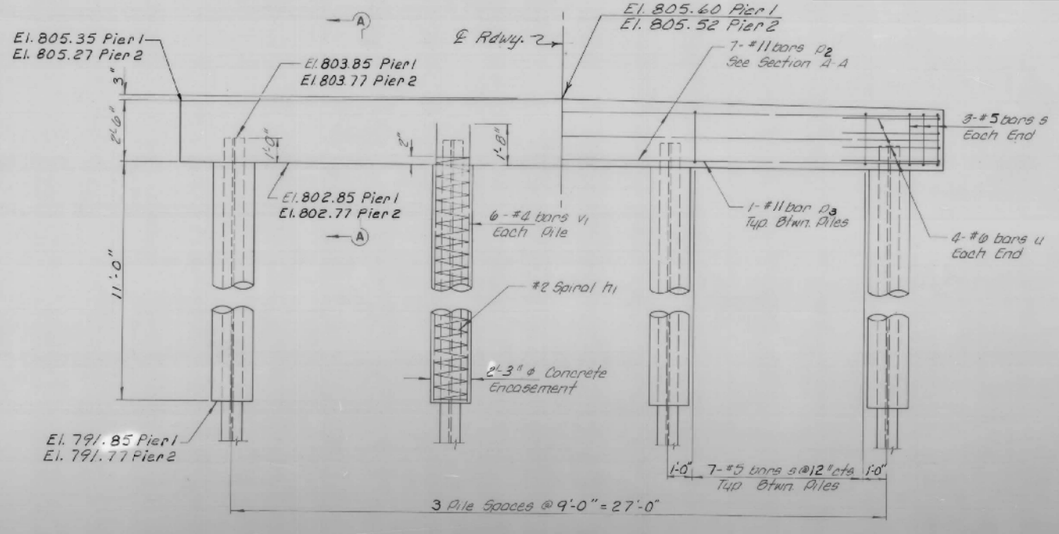


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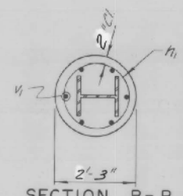


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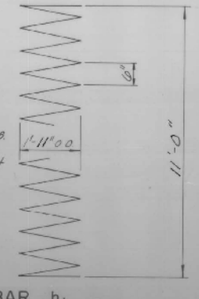
ELEVATION
(Looking East)



SECTION B-B

12.6 Cu. Yds. of concrete encasement included in quantity of Class X Concrete. Excavation required for the encasement of the pile is unclassified excavation and will not be measured for payment.

Note:
#2 spiral with 6" max. pitch. 1½ extra turns top & bottom. Splices in spirals shall be made by a lap of 1½ extra turns. Spacers and 1½ extra turns at lap are included in the cost of the spirals.



BAR h1

PILE DATA

Type	Steel HP 12x53
No. Req'd (2 Piers)	*8
Capacity	62 Tons / Pile
Est. Length	27 Feet / Pile

* Includes one test pile to be driven in a permanent location at Pier 1.

BILL OF MATERIAL - 2 PIERS

BAR	NO.	SIZE	LENGTH	SHAPE
h1	8	#2	149'-5"	WWW
P2	14	#11	31'-2"	——
P3	6	#11	8'-6"	——
s	54	#5	9'-9"	□
u	16	#8	12'-1"	⊏
V1	48	#4	12'-6"	——
Class X Concrete			Cu. Yd.	27.9
Reinforcement Bars			Pound	4,030
Steel Piles HP 12x53			Lin. Ft.	189
Test Piles Steel HP 12 X 53 Each				1

PIERS
C.H. ROUTE 31
BRIDGE PROJ. 253
McHENRY COUNTY
STATION 10+00

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S. CHECKED A.S.
DRAWN A.S. DATE 12-26-79 NO. 1326

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EXISTING DRAWINGS
STRUCTURE NO. 056-3062

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	80
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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Benchmark: Elev. 804.66. Set railroad spike in the north face of the sixth power pole east of Coon Creek on the south side of Harmony Road.

Existing Structure: None.

Traffic Control: The proposed structure will be constructed under full road closure.

No Salvage.

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition with Interims

DESIGN STRESSES

FIELD UNITS

f 'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50) Soldier Piles

STA. 500+71.05
BUILT 20XX BY
MCHENRY COUNTY
STATE OF ILLINOIS
F.A.S. 1019
Sec. 19-00509-00-BR
STR. NO. 056-W3001

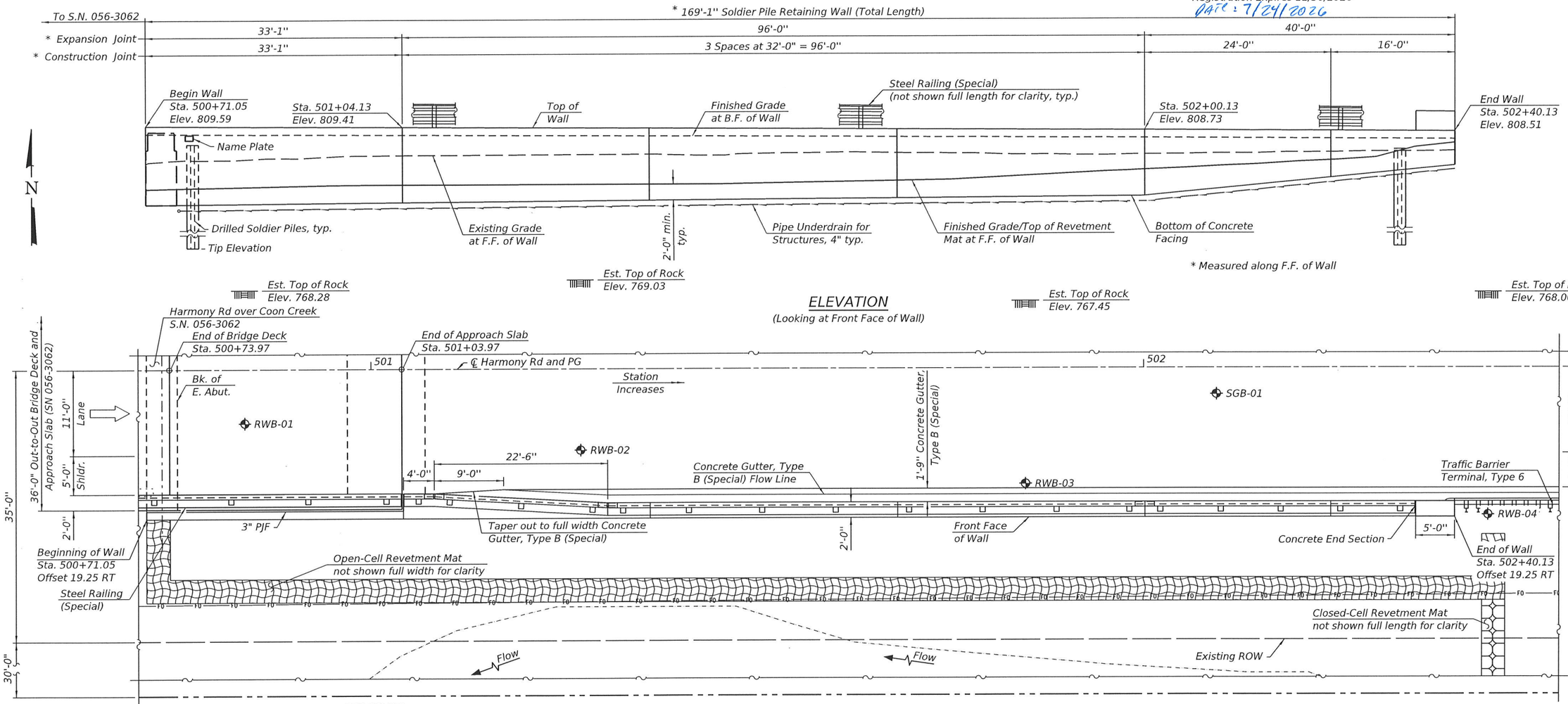
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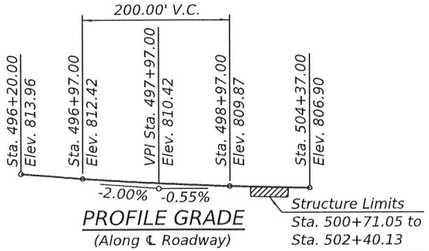
See Std. 515001

NATHAN D RICK 081-007039 LICENSED STRUCTURAL ENGINEER OF ILLINOIS

Nathan D. Rick, S.E.
Licensed Structural Engineer
State of Illinois No. 081-007039
Registration Expires 11/30/2026
DATE: 7/24/2026

I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and compiles with requirements of the specified AASHTO LRFD Bridge Design Specifications.



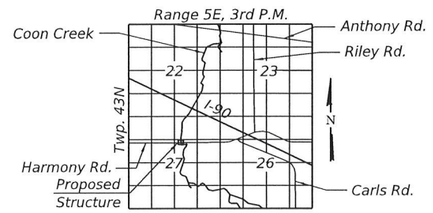


PROFILE GRADE
(Along ℄ Roadway)

PLAN

LEGEND

- Soil Boring
- Existing ROW
- Proposed ROW
- FO — Fiber Optic Line
- Open-Cell Revetment Mat
- Closed-Cell Revetment Mat



LOCATION SKETCH

Notes:
1. Offsets are measured from ℄ Harmony Road to the front face of wall.
2. F.F. denotes Front Face.
3. B.F. denotes Back Face.

GENERAL PLAN AND ELEVATION RETAINING WALL ALONG HARMONY ROAD AT COON CREEK F.A.S. 1019 SEC. 19-00509-00-BR MCHENRY COUNTY STA. 500+71.05 TO STA. 502+40.13 STR. NO. 056-W3001

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 056-W3001
SHEET 1 OF 10 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	SEC. 19-00509-00-BR	MCHENRY	117	81
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
3. All new structural steel shall be AASHTO M270 Grade 50.
4. No field welding is permitted except as specified in the contract documents.
5. The Contractor is responsible for the design and performance of the lagging using no less than a 3 in. nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.
6. For pay limits of Channel Excavation and Articulated Block Revetment Mat, see sheet 63 of 117. The plan quantity reported with the Total Bill of Material for SN 056-3062 represents full payment for all work required at this structure and SN 056-3062 for these pay items.
7. Steel Railing (Special) designed by others based on California ST-76 Bridge Rail.

WATERWAY NOTES

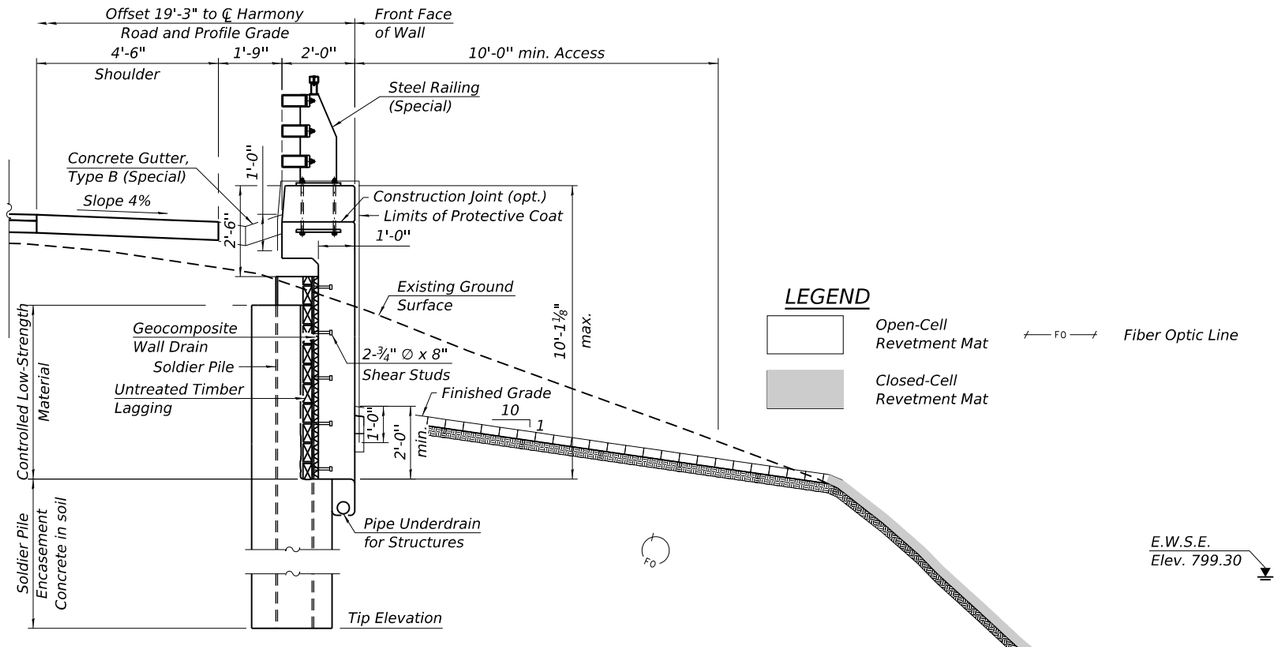
1. Contractor shall be responsible for meeting the requirements of United States Army Corps of Engineers nationwide permit 14 during construction.
2. Any stream channel modifications shall be limited to the minimum necessary for the placement of the proposed revetment mat and shall be limited to the immediate vicinity of the project.
3. Any temporary fills shall consist of non-erodible materials. After work is completed, all affected areas shall be returned to pre-construction elevations and shall be restored in accordance with the contract drawings or as directed by the Owner.
4. Work in the waterway should be timed to take place during low or no-flow conditions when flow is at or below the normal water elevation.
5. Individual payment for all in-stream work and wetland work will not be made for or measured at this structure. The quantity for Cofferdam (Type I) (In-stream/Wetland Work) reported in the Total Bill of Material for SN 056-3062 is to represent the total payment to be made for all in-stream work and wetland work required at this structure and SN 056-3062 to complete the planned construction. All work shall be in accordance with the project special provisions and applicable General Notes.

INDEX OF SHEETS

1	General Plan and Elevation
2	General Notes and Total Bill of Materials
3	Foundation Plan and Elevation
4-5	Wall Panel Layout
6	Wall Panel Details
7-10	Soil Borings

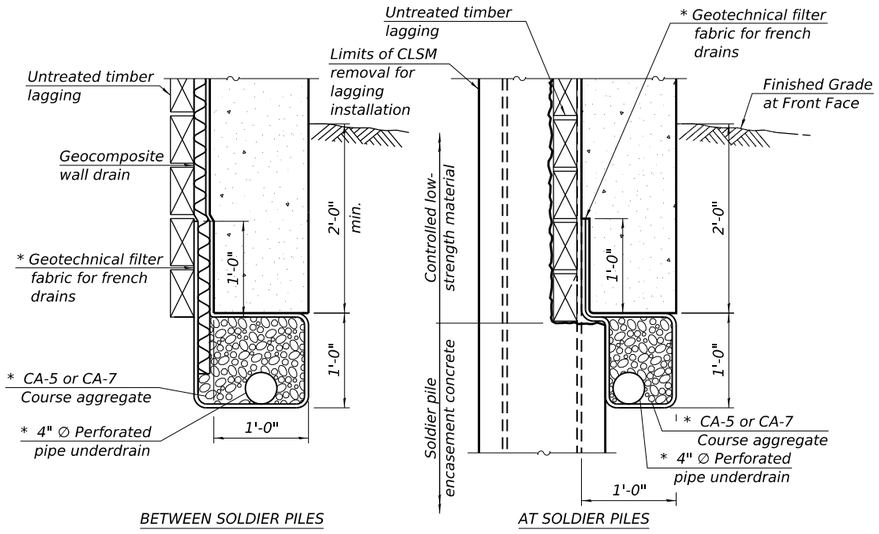
TOTAL BILL OF MATERIALS

Item	Unit	Total
STRUCTURE EXCAVATION	CU YD	118
CONCRETE STRUCTURES	CU YD	67.0
PROTECTIVE COAT	SQ YD	235
STUD SHEAR CONNECTORS	EACH	250
REINFORCEMENT BARS, EPOXY COATED	POUND	8,250
FURNISHING SOLDIER PILES (HP SECTION)	FOOT	700
DRILLING AND SETTING SOLDIER PILES (IN SOIL)	CU FT	3,135
UNTREATED TIMBER LAGGING	SQ FT	1,028
GEOCOMPOSITE WALL DRAIN	SQ YD	115
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	170
BAR TERMINATORS	EACH	272
CONCRETE GUTTER, TYPE B (SPECIAL)	FOOT	136
STEEL RAILING (SPECIAL)	FOOT	131



SECTION THRU SOLDIER PILE WALL

(Looking East)
(Shown for Panels 3 thru 6)



UNDERDRAIN DETAILS FOR DRILLED SOLDIER PILE WALLS

* Included in the cost of Pipe Underdrains for Structures 4"

All drainage system components shall extend to 2'-0" from the end of the retaining wall except an outlet pipe shall extend until intersecting with side slopes. The pipes shall drain into concrete headwalls (See Article 601.50 of the Standard Specifications and Highway Standard 601101).

The cost of the outlet pipe is included in the cost of the concrete headwalls. See civil plans for locations and payment.

Should the headwall outlet location intercept the Articulated Block Revetment Mat, the Contractor shall work to minimize the removal of the block to only what is necessary to properly seat the headwall. Annular space between the headwall and revetment mat shall then be filled with the same grout provided for the closed cell placement. This work will not be measured for payment but is considered included in the cost of the Concrete Headwalls and will be performed to the satisfaction of the Engineer.

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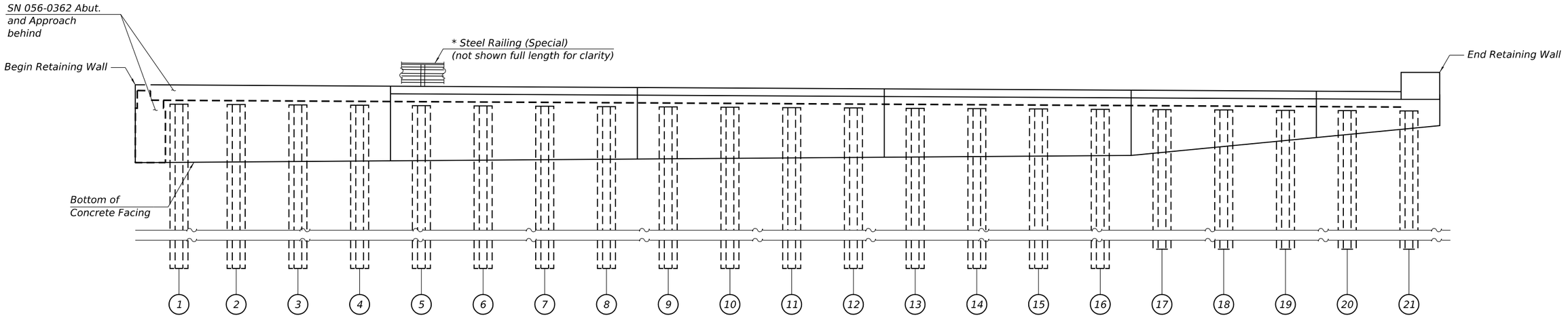
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DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND TOTAL BILL OF MATERIALS
STRUCTURE NO. 056-W3001
SHEET 2 OF 10 SHEETS

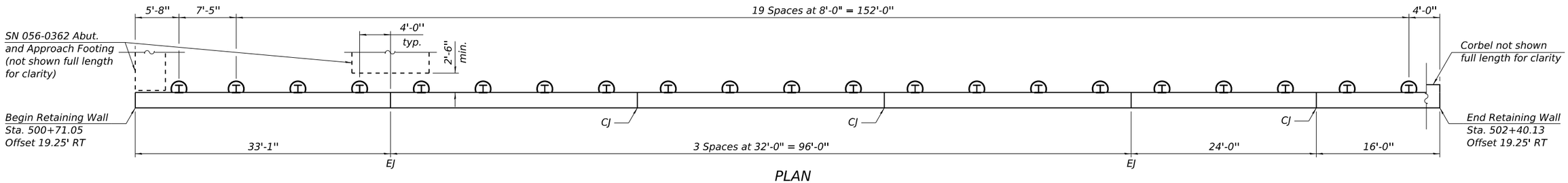
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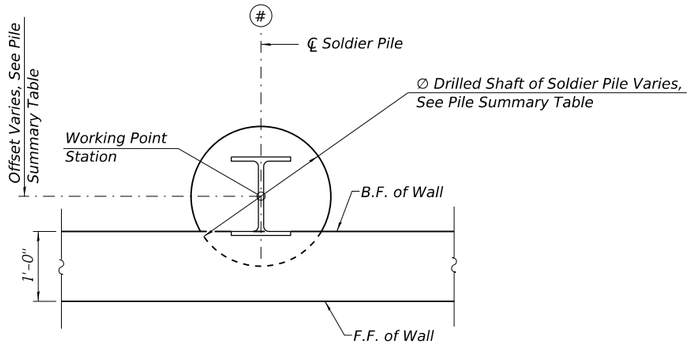


ELEVATION

(Looking at F.F. of Wall)



PLAN



SOLDIER PILE WORKING POINT

PILE SUMMARY

Pile No.	Working Point Station	Offset	Top of Pile Elev.	Top of Encasement	Drilled Shaft Diameter (ft)	Pile Section	Pile Tip Elev.	Pile Length (ft)
1	500+76.72	17.73	807.28	799.55	2'-6"	HP14x102	773.28	34.0
2	500+84.13	17.73	807.24	799.60	2'-6"	HP14x102	773.34	33.9
3	500+92.13	17.73	807.20	799.66	2'-6"	HP14x102	773.40	33.8
4	501+00.13	17.73	807.15	799.72	2'-6"	HP14x102	773.45	33.7
5	501+08.13	17.73	807.11	799.77	2'-6"	HP14x102	773.51	33.6
6	501+16.13	17.73	807.06	799.83	2'-6"	HP14x102	773.56	33.5
7	501+24.13	17.73	807.02	799.89	2'-6"	HP14x102	773.62	33.4
8	501+32.13	17.73	806.98	799.95	2'-6"	HP14x102	773.68	33.3
9	501+40.13	17.73	806.93	800.00	2'-6"	HP14x102	773.73	33.2
10	501+48.13	17.73	806.89	800.06	2'-6"	HP14x102	773.79	33.1
11	501+56.13	17.73	806.84	800.12	2'-6"	HP14x102	773.84	33.0
12	501+64.13	17.73	806.80	800.18	2'-6"	HP14x102	773.90	32.9
13	501+72.13	17.73	806.76	800.23	2'-6"	HP14x102	773.96	32.8
14	501+80.13	17.73	806.71	800.29	2'-6"	HP14x102	774.01	32.7
15	501+88.13	17.73	806.67	800.35	2'-6"	HP14x102	774.07	32.6
16	501+96.13	17.73	806.62	800.41	2'-6"	HP14x102	774.12	32.5
17	502+04.13	17.30	806.58	800.82	2'-0"	HP12x63	778.98	27.6
18	502+12.13	17.30	806.54	801.60	2'-0"	HP12x63	779.74	26.8
19	502+20.13	17.30	806.49	802.37	2'-0"	HP12x63	780.49	26.0
20	502+28.13	17.30	806.45	803.15	2'-0"	HP12x63	781.25	25.2
21	502+36.13	17.30	806.40	803.92	2'-0"	HP12x63	782.00	24.4

LEGEND:

EJ - Expansion Joint

CJ - Construction Joint

(#) - Pile No.

Notes:

1. All dimensions measured along Front Face of Wall.

∗ 2. For Steel Railing (Special) details, see sheets 94 thru 98 of 117.

∗ 3. For Rail post spacing, see sheet 4 and 5 of 10.

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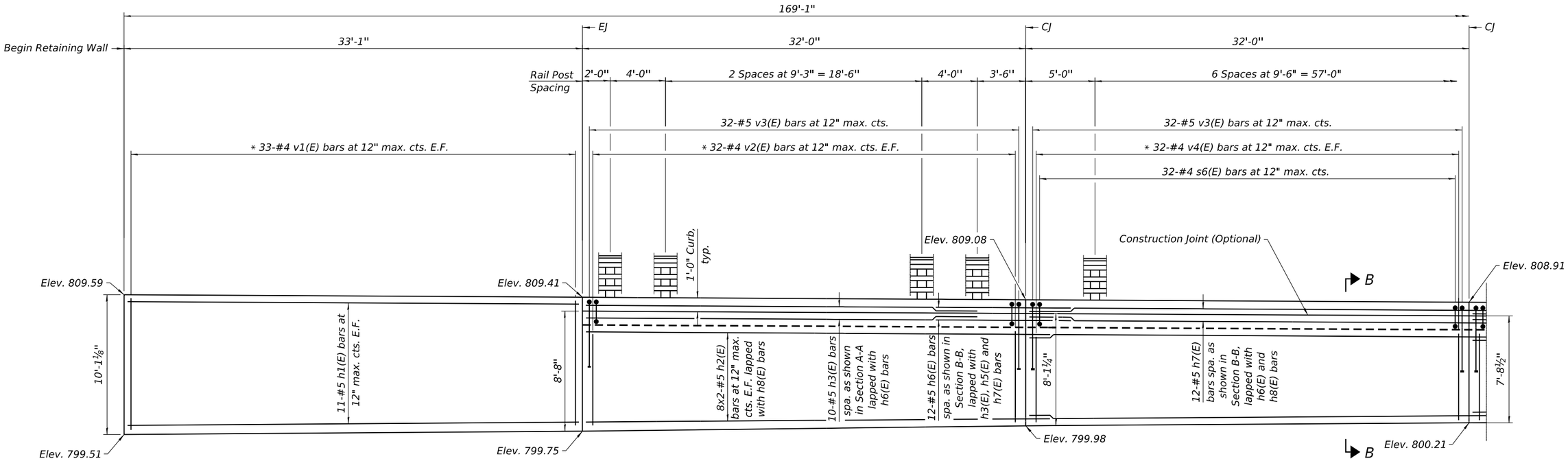
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DEPARTMENT OF TRANSPORTATION

FOUNDATION PLAN AND ELEVATION
STRUCTURE NO. 056-W3001
SHEET 3 OF 10 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	ILLINOIS	FED. AID PROJECT		

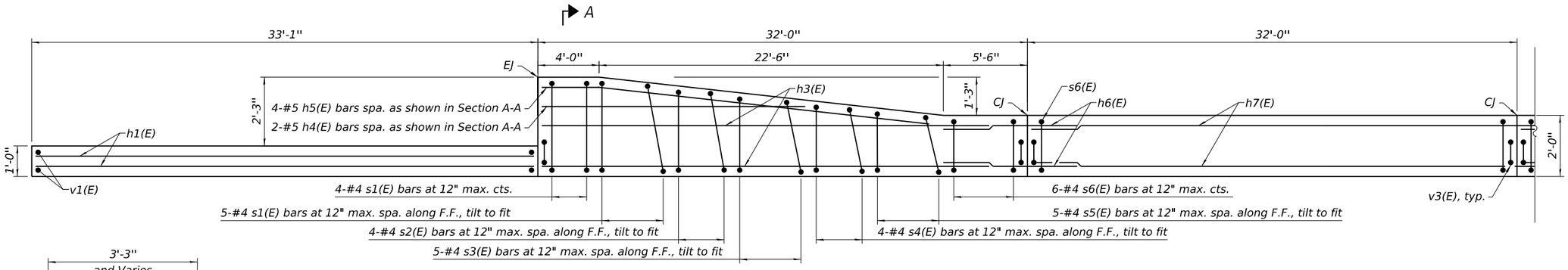
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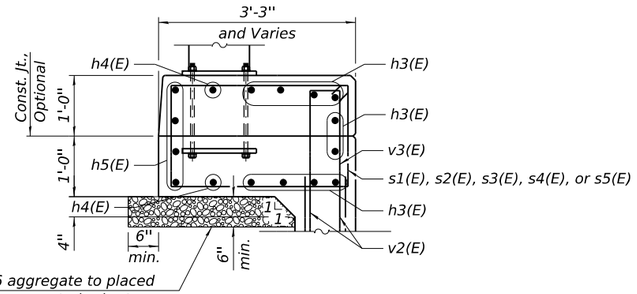
* See Field Cutting Diagram on sheet 5 of 10.

ELEVATION

(Looking at Front Face of Wall)



PLAN



CA-6 aggregate to placed and compacted prior to construction of corbel. Cost included in the cost of Concrete Structures.

SECTION A-A

LEGEND:

EJ - Expansion Joint

CJ - Construction Joint

MIN LAP

#5 Bar = 2'-1" in Wall
#5 Bar = 2'-9" in Corbel

Notes:

1. All dimensions are measured along the Front Face of Wall.
2. For Section B-B, bar bending diagrams, joint details, and Bill of Material, see sheet 6 of 10.
3. Bars indicated thus 20x3 - #5 etc. indicates 20 lines of bars with 3 lengths per line.

STRAND ASSOCIATES®
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JOLIET, ILLINOIS 60431
(815) 744-4200
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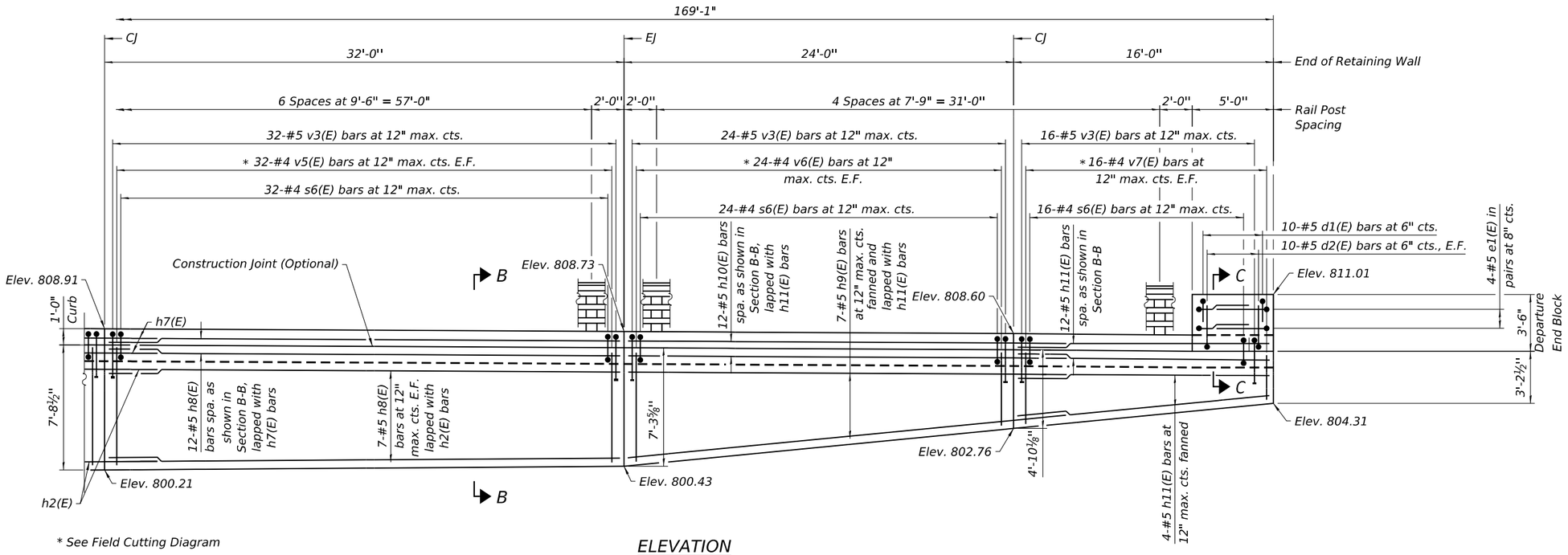
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PLOT DATE = 7/24/2026	CHECKED - ELR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALL PANEL LAYOUT (1 OF 2)
STRUCTURE NO. 056-W3001
SHEET 4 OF 10 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	SEC. 19-00509-00-BR	MCHENRY	117	84
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

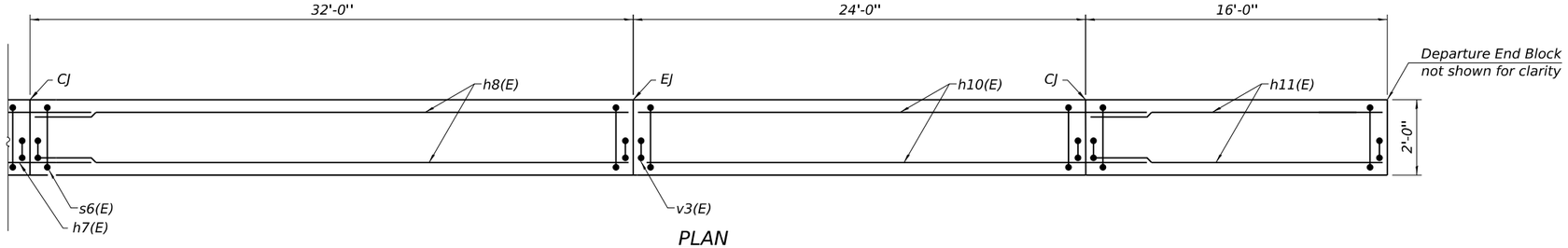
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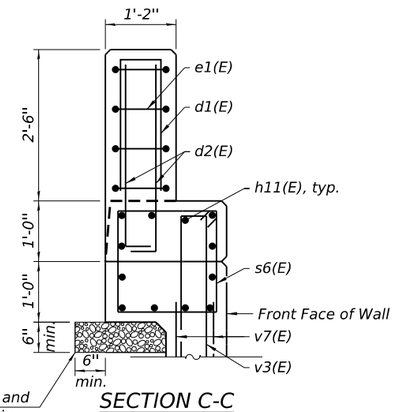
* See Field Cutting Diagram

ELEVATION

(Looking at Front Face of Wall)

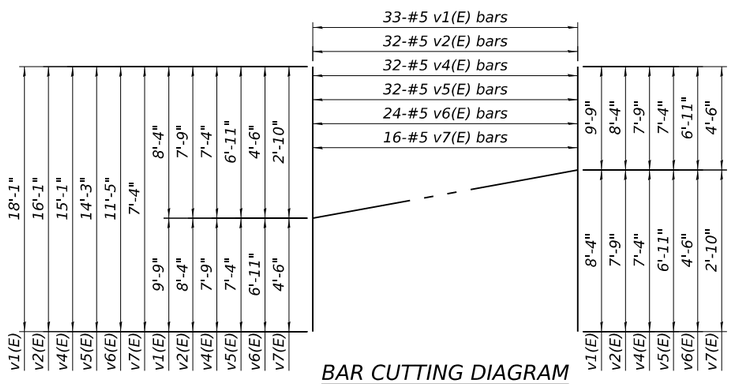


PLAN



SECTION C-C

CA-6 aggregate to be placed and compacted prior to construction of corbel. Cost included in the cost of Concrete Structures.



BAR CUTTING DIAGRAM

Order bars full length, cut bars to be used on opposite face of wall at opposite end of run

MIN LAP

#5 Bar = 2'-1" in Wall
#5 Bar = 2'-9" in Corbel

LEGEND:

EJ - Expansion Joint

CJ - Construction Joint

Notes:

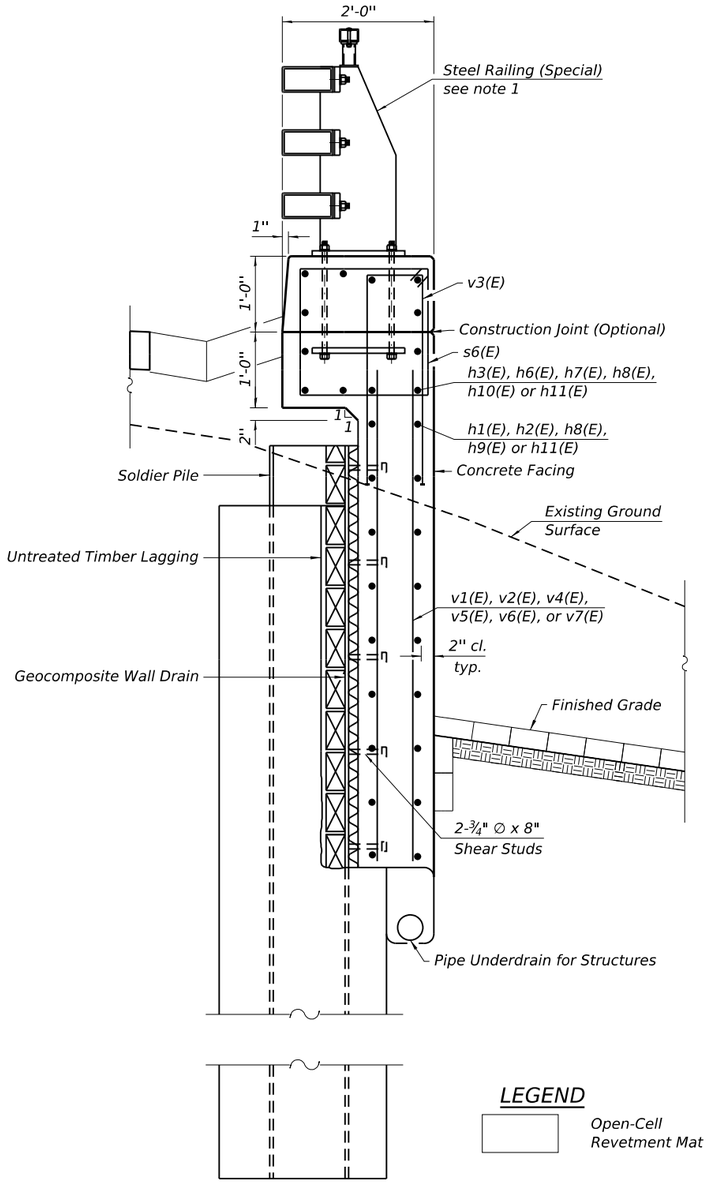
1. All dimensions are measured along the Front Face of Wall.
2. For Section B-B, bar bending diagrams, joint details, and Bill of Material, see sheet 6 of 10.
3. Bars indicated thus 20x3 - #5 etc. indicates 20 lines of bars with 3 lengths per line.

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(815) 744-4200
IDFPR NO. 184-001273

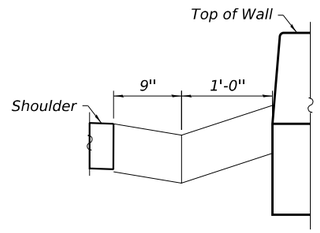
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	CHECKED - NDR	REVISED -		
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - DMH	REVISED -		
PLOT DATE = 7/24/2026	CHECKED - ELR	REVISED -		SHEET 5 OF 10 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	SEC. 19-00509-00-BR	MCHENRY	117	85
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

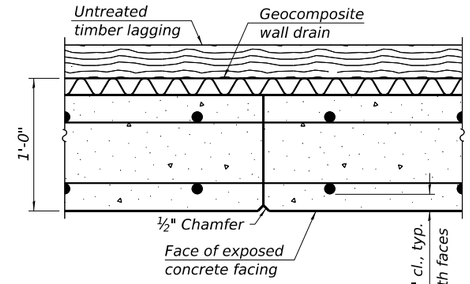
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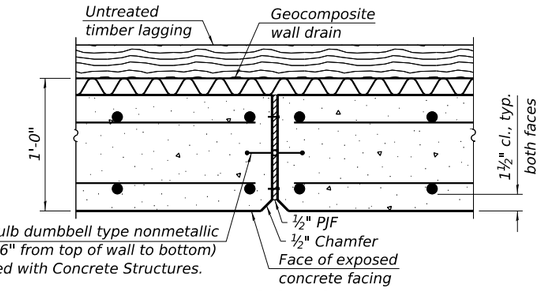
SECTION B-B
(Looking East)
(Shown for Panels 3 thru 6)



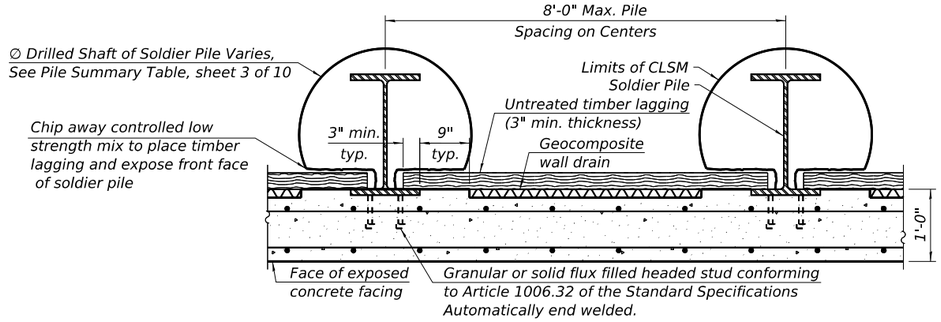
CONCRETE GUTTER, TYPE B (SPECIAL)



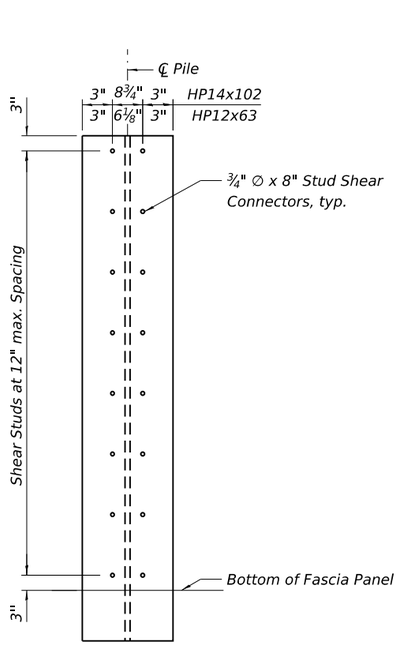
CONSTRUCTION JOINT



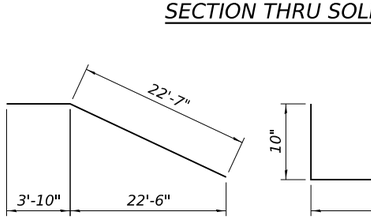
EXPANSION JOINT



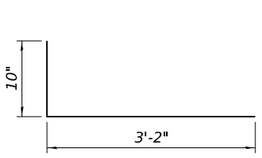
SECTION THRU SOLDIER PILE WALL



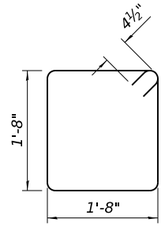
SHEAR STUD SPACING
(250 Studs required)



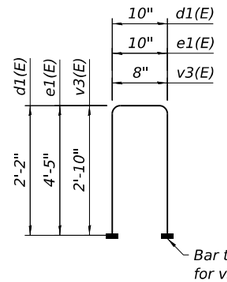
BAR h5(E)



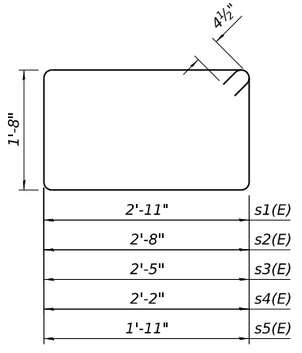
BAR d2(E)



BARS s6(E)



BARS d1(E), e1(E) & v3(E)
(272-#5 Headed Bar Terminators
v3(E) bars reqd.)



BARS s1(E), s2(E), s3(E), s4(E), AND s5(E)

MIN LAP
#5 bar = 2'-1" in wall
#5 bar = 2'-9" in corbel

BILL OF MATERIALS

Bar	No.	Size	Length	Shape
d1(E)	10	#5	5'-2"	
d2(E)	20	#5	4'-0"	
e1(E)	8	#5	9'-8"	
h1(E)	22	#5	32'-9"	
h2(E)	32	#5	34'-3"	
h3(E)	10	#5	29'-1"	
h4(E)	2	#5	14'-11"	
h5(E)	4	#5	26'-5"	
h6(E)	12	#5	8'-5"	
h7(E)	12	#5	34'-11"	
h8(E)	26	#5	31'-8"	
h9(E)	14	#5	26'-4"	
h10(E)	12	#5	27'-0"	
h11(E)	20	#5	15'-8"	
s1(E)	9	#4	9'-11"	
s2(E)	4	#4	9'-5"	
s3(E)	5	#4	8'-11"	
s4(E)	4	#4	8'-5"	
s5(E)	5	#4	7'-11"	
s6(E)	110	#4	7'-5"	
v1(E)	33	#4	18'-1"	
v2(E)	32	#4	16'-1"	
v3(E)	136	#5	6'-4"	
v4(E)	32	#4	15'-1"	
v5(E)	32	#4	14'-3"	
v6(E)	24	#4	11'-5"	
v7(E)	16	#4	7'-4"	

DESCRIPTION	UNIT	QUANTITY
STRUCTURE EXCAVATION	CU YD	118
CONCRETE STRUCTURES	CU YD	67.0
PROTECTIVE COAT	SQ YD	235
STUD SHEAR CONNECTORS	EACH	250
REINFORCEMENT BARS, EPOXY COATED	POUND	8,250
BAR TERMINATORS	EACH	272

Notes:
1. *For Steel Railing (Special) details, see sheets 94 thru 98 of 117.*
2. *For details not shown in Section B-B, see Section Thru Soldier Pile Wall on sheet 2 of 10 and Section C-C on sheet 5 of 10.*

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
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PLOT DATE = 7/24/2026	CHECKED - ELR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALL PANEL DETAILS
STRUCTURE NO. 056-W3001
SHEET 6 OF 10 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	SEC. 19-00509-00-BR	MCHENRY	117	86
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

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rubino ENGINEERING INC.
Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING RWB-01

Rubino Job No.: G21.093
Project: Harmony Road Bridge Replacement
Location: McHenry County, Illinois
City, State: Strand Associates, Inc.
Client: Harmony Road over Coon Creek

Drilling Method: 3 ¼ HSA / NX Rock Coring
Sampling Method: Split Spoon
Hammer Type: Automatic
Boring Location: Retaining Wall

WATER LEVELS***
While Drilling 9 ft
Upon Completion 9 ft
Delay N/A

Station: 500+83.77
Offset: 6.92

Surface Elev.: 807.78 ft

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	SPT Blows per 6-inch	Moisture, %	Additional Remarks
	0			Approximately 5½ inches of ASPHALT			
805		1	18	FILL: brown silty loam, some gravel	7-9-10 N=19	9 4	
				FILL: brown sand and gravel			
	5	2	15	Very stiff, brown SANDY CLAY LOAM, trace gravel *Possible Fill*	7-8-10 N=18	8 7	
		3	8	Loose, brown SAND and GRAVEL, some fines *Possible Fill*	9-4-2 N=6	8 6	Qp=0.5 P tsf
800		4	18		1-1-1 N=2	12 31	Qp=0.8 P tsf
	10	5	4	Soft to medium stiff, black SILTY CLAY, trace sand and gravel *Possible Buried Topsoil*	1-2-3 N=5	57	LL = 27 PL = 15 5% Organic Content >> 9% Organic Content
795		6	8	Medium dense to dense, brown SAND and GRAVEL	4-6-7 N=13	14	
	15	7	8		8-10-15 N=25	13	
790		8	12		2-17-21 N=38	9	
	20	9	12		13-8-6 N=14	11 9	Qp=0.8 P tsf
785		10	10	Medium stiff, gray SILTY CLAY LOAM, trace gravel	6-8-9 N=17	9 9	
	25	11	12	Very stiff to hard, gray SILTY CLAY LOAM, little gravel	9-9-8 N=17	10 10	Qp=2.0 P tsf
780		12	18		19-16-19 N=35	10 10	>> Qp=4.5 P tsf
	30						
775		13	10	Very stiff, gray SANDY CLAY LOAM, little gravel	26-17-9 N=26	9	
	35			*Grinding/chattering observed during drilling at approximately 36 feet BEG*			
770		14	2	Extremely dense, gray SAND and GRAVEL	50/2"--	18	>>
	40	15	113	*Possible Weathered Limestone Bedrock*	-CORE-		>>

Continued Next Page

Completion Depth: 49.5 ft
Date Boring Started: 4/3/23
Date Boring Completed: 4/3/23
Logged By: H.G.
Drilling Contractor: Rubino Engineering, Inc.

Sample Types: Auger Cutting, Split-Spoon, Rock Core, Pressuremeter, Shelby Tube, Grab Sample, No Recovery

Latitude: 42.1823970
Longitude: -88.6409006
Drill Rig: Geoprobe 3126GT
Remarks: Water added to hole during coring.
Log Entry: J. Ignarski
Checked By: A. Tomaras

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

rubino ENGINEERING INC.
Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING RWB-01

Rubino Job No.: G21.093
Project: Harmony Road Bridge Replacement
Location: McHenry County, Illinois
City, State: Strand Associates, Inc.
Client: Harmony Road over Coon Creek

Drilling Method: 3 ¼ HSA / NX Rock Coring
Sampling Method: Split Spoon
Hammer Type: Automatic
Boring Location: Retaining Wall

WATER LEVELS***
While Drilling 9 ft
Upon Completion 9 ft
Delay N/A

Station: 500+83.77
Offset: 6.92

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	SPT Blows per 6-inch	Moisture, %	Additional Remarks
	40			**Auger refusal at approximately 39½ feet below existing grade. Boring continued with rock coring.**			
765				RUN 1: 39½ to 49½ feet Gray LIMESTONE, poor, moderate to strong field strength, thinly-bedded, intensely fractured, horizontal and vertical fractures, some clay infills, fossiliferous REC: 94% RQD: 36%			compr. strength = 409 tsf
	45						
760				End of rock core at approximately 49½ feet below existing grade.			

Completion Depth: 49.5 ft
Date Boring Started: 4/3/23
Date Boring Completed: 4/3/23
Logged By: H.G.
Drilling Contractor: Rubino Engineering, Inc.

Sample Types: Auger Cutting, Split-Spoon, Rock Core, Pressuremeter, Shelby Tube, Grab Sample, No Recovery

Latitude: 42.1823970
Longitude: -88.6409006
Drill Rig: Geoprobe 3126GT
Remarks: Water added to hole during coring.
Log Entry: J. Ignarski
Checked By: A. Tomaras

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

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1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

USER NAME = emilyre	DESIGNED -		REVISED -
	CHECKED -		REVISED -
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PLOT DATE = 7/24/2026	CHECKED - ELR		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG (1 OF 4)
STRUCTURE NO. 056-W3001
SHEET 7 OF 10 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	SEC. 19-00509-00-BR	MCHENRY	117	87
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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rubino ENGINEERING INC.
Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING RWB-02

Rubino Job No.: G21.093
Project: Harmony Road Bridge Replacement
Location: McHenry County, Illinois
City, State: Strand Associates, Inc.
Client: Harmony Road over Coon Creek

Drilling Method: 3 ¼ HSA / NX Rock Coring
Sampling Method: Split Spoon
Hammer Type: Automatic
Boring Location: Retaining Wall

WATER LEVELS***
While Drilling 11 ft
Upon Completion N/A
Delay N/A

Station: 501+27.13
Offset: 10.44

Surface Elev.: 807.53 ft

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	SPT Blows per 6-inch	Moisture, %	Additional Remarks
805	0	1	16	FILL: gray gravel FILL: brown silty clay loam, trace gravel	4-2-2 N=4	9 6	Qr=1.4 B tsf
		2	12	FILL: brown sand and gravel FILL: brown silty clay loam, trace gravel	2-2-2 N=4	15	Qr=1.3 B tsf LL = 42 PL = 23
800	5	3	10	FILL: brown sand and gravel	0-0-17 N=17	11 14	Qr=0.6 B tsf
	10	4	13	Soft, black SILTY CLAY, trace sand and gravel *Possible Buried Topsoil*	2-1-2 N=3	34	5% Organic Content
795		5	8	Loose, brown SAND and GRAVEL	1-3-5 N=8	16	
		6	10		4-5-2 N=7	18	
790	15	7	12	Dense, brown SAND and GRAVEL	9-16-19 N=35	10	
	20	8	12		14-16-19 N=35	9	
		9	13		16-6-6 N=12	11 11	Qr=0.4 B tsf
785		10	0	Soft, gray SILTY CLAY LOAM, trace sand and gravel *No recovery. Soils classified from auger cuttings.*	15-15-11 N=26		
	25	11	16	Stiff, gray SILTY CLAY, trace sand and gravel	8-8-9 N=17	9	Qr=1.6 B tsf
780		12	14	Hard, gray SILTY CLAY, trace sand and gravel	18-15-23 N=38	10	>> Qr=5.5 B tsf
	30						
775		13	14	Very dense, gray SAND and GRAVEL *Possible Weathered Limestone Bedrock*	29-32-33 N=65	8	>>
770	35	14 15	0 26	**Auger refusal at approximately 38½ feet below existing grade. Boring continued with rock coring.**	50/0"-- -CORE-		>>
	40			*Continued Next Page*			

STANDARD PENETRATION TEST DATA
Moisture, PL, LL (0, 25, 50)
STRENGTH, tsf: Qu (Rimac), Qp/Qr (0, 2.0, 4.0)

Completion Depth: 47.5 ft
Date Boring Started: 4/4/23
Date Boring Completed: 4/19/23
Logged By: H.G.
Drilling Contractor: Rubino Engineering, Inc.

Sample Types: Auger Cutting, Split-Spoon, Rock Core, Pressuremeter, Shelby Tube, Grab Sample, No Recovery

Latitude: 42.1823878
Longitude: -88.6407406
Drill Rig: Geoprobe 3126GT
Remarks: Water added to hole during coring.
Log Entry: J. Ignarski
Checked By: J. Ignarski

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

rubino ENGINEERING INC.
Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING RWB-02

Rubino Job No.: G21.093
Project: Harmony Road Bridge Replacement
Location: McHenry County, Illinois
City, State: Strand Associates, Inc.
Client: Harmony Road over Coon Creek

Drilling Method: 3 ¼ HSA / NX Rock Coring
Sampling Method: Split Spoon
Hammer Type: Automatic
Boring Location: Retaining Wall

WATER LEVELS***
While Drilling 11 ft
Upon Completion N/A
Delay N/A

Station: 501+27.13
Offset: 10.44

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	SPT Blows per 6-inch	Moisture, %	Additional Remarks
765	40	16	50	RUN 1: 38½ to 41 feet Gray LIMESTONE, very poor, moderate field strength, thinly-bedded, intensely fractured, pyritic, solution cavities filled with quartz and calcite REC: 85% RQD: 0%	-CORE-		>>
	45	17	13	RUN 2: 41 to 46 feet Gray LIMESTONE, poor, strong field strength, thinly-bedded, intensely fractured, pyritic, solution cavities filled with quartz and calcite, interbedded clay and shale REC: 83% RQD: 33%	-CORE-		>>
				RUN 3: 46 to 47½ feet Gray LIMESTONE, very poor, strong field strength, thinly-bedded, intensely fractured, pyritic, solution cavities filled with quartz and calcite, interbedded clay and shale REC: 72% RQD: 0% End of rock core at approximately 47½ feet below existing grade.			

STANDARD PENETRATION TEST DATA
Moisture, PL, LL (0, 25, 50)
STRENGTH, tsf: Qu (Rimac), Qp/Qr (0, 2.0, 4.0)

Completion Depth: 47.5 ft
Date Boring Started: 4/4/23
Date Boring Completed: 4/19/23
Logged By: H.G.
Drilling Contractor: Rubino Engineering, Inc.

Sample Types: Auger Cutting, Split-Spoon, Rock Core, Pressuremeter, Shelby Tube, Grab Sample, No Recovery

Latitude: 42.1823878
Longitude: -88.6407406
Drill Rig: Geoprobe 3126GT
Remarks: Water added to hole during coring.
Log Entry: J. Ignarski
Checked By: J. Ignarski

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

USER NAME = emilyre	DESIGNED -		REVISED -
	CHECKED -		REVISED -
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - DMH		REVISED -
PLOT DATE = 7/24/2026	CHECKED - ELR		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG (2 OF 4)
STRUCTURE NO. 056-W3001
SHEET 8 OF 10 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	SEC. 19-00509-00-BR	MCHENRY	117	88
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING RWB-03

Rubino Job No.:	G21.093	Drilling Method:	3 ¼ HSA / NX Rock Coring
Project:	Harmony Road Bridge Replacement	Sampling Method:	Split Spoon
Location:	McHenry County, Illinois	Hammer Type:	Automatic
City, State:	Strand Associates, Inc.	Boring Location:	Retaining Wall
Client:	Harmony Road over Coon Creek		

WATER LEVELS***

While Drilling	11 ft
Upon Completion	N/A
Delay	N/A

Station: 501+84.62
Offset: 14.89

Surface Elev.: 806.70 ft

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	SPT Blows per 6-inch	Moisture, %	Additional Remarks
805	0	1	18	Approximately 12 inches of TOPSOIL, with sand and gravel	4-3-2 N=5	13	Qr=1.3 B tsf
				FILL: brown silty clay, trace sand and gravel FILL: brown sandy loam, trace gravel			
	5	2	15	FILL: brown silty clay loam, trace gravel	1-1-2 N=3	13	Qr=0.4 B tsf
800		3	18	FILL: brown sand and gravel, some fines	17-13-5 N=18	5	
				Medium stiff, black SILTY CLAY, with roots and organic *Possible Buried Topsoil*		24	
	10	4	16	Medium stiff, gray SILTY CLAY, trace sand and gravel	2-3-2 N=5	48	Qr=0.9 B tsf 3% Organic Content
795		5	14	Loose, brown SAND and GRAVEL	3-3-4 N=7	9	
		6	12		4-4-3 N=7	16	
	15			*interbedded clay layer from approximately 14½ to 15 feet BEG*			
790		7	16	Medium dense to dense, brown SAND and GRAVEL	12-17-15 N=32	22	
		8	12		12-14-14 N=28	13	
	20	9	13	Stiff to very stiff, gray SILTY CLAY LOAM, trace sand and gravel	2-5-4 N=9	9	Qr=1.6 B tsf
785		10	16		5-9-9 N=18	11	Qr=2.1 B tsf
	25	11	18		6-7-18 N=25	9	Qr=1.9 B tsf
780		12	18	Very hard, gray SILTY CLAY LOAM, trace sand and gravel	27-22-27 N=49	9	>> Qr=8.6 B tsf
	30						
775		13	18	Very dense, gray SAND and GRAVEL *Possible Weathered Limestone Bedrock*	32-33-35 N=68	13	>>
	35	14	1		50/1"--		>>
770		15	93	**Auger refusal at approximately 39¼ feet below existing grade.**	-CORE-		>>
	40			*Continued Next Page*			

STANDARD PENETRATION TEST DATA
Moisture, PL, LL (0, 25, 50)
STRENGTH, tsf: Qu (Rimac), Qp/Qr (0, 2.0, 4.0)

Completion Depth:	49.3 ft	Sample Types:	Pressuremeter, Shelby Tube, Grab Sample, No Recovery, Auger Cutting, Split-Spoon, Rock Core
Date Boring Started:	4/21/23	Latitude:	42.1823762
Date Boring Completed:	4/24/23	Longitude:	-88.6405284
Logged By:	H.G.	Drill Rig:	Geoprobe 3126GT
Drilling Contractor:	Rubino Engineering, Inc.	Remarks:	Water added to hole during coring.
		Log Entry:	J. Ignarski
		Checked By:	J. Ignarski

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING RWB-03

Rubino Job No.:	G21.093	Drilling Method:	3 ¼ HSA / NX Rock Coring
Project:	Harmony Road Bridge Replacement	Sampling Method:	Split Spoon
Location:	McHenry County, Illinois	Hammer Type:	Automatic
City, State:	Strand Associates, Inc.	Boring Location:	Retaining Wall
Client:	Harmony Road over Coon Creek		

WATER LEVELS***

While Drilling	11 ft
Upon Completion	N/A
Delay	N/A

Station: 501+84.62
Offset: 14.89

Elevation (feet)	Depth, (feet)	MATERIAL DESCRIPTION	Additional Remarks
765	40	**existing grade. Boring continued with rock coring.** RUN 1: 39¼ to 49¼ feet Gray LIMESTONE, poor, strong field strength, thinly-bedded, intensely fractured, horizontal and vertical fractures, clay infills, chert nodules, and pyritization REC: 72% RQD: 0%	
760	45	End of rock core at approximately 49½ feet below existing grade.	

STANDARD PENETRATION TEST DATA
Moisture, PL, LL (0, 25, 50)
STRENGTH, tsf: Qu (Rimac), Qp/Qr (0, 2.0, 4.0)

Completion Depth:	49.3 ft	Sample Types:	Pressuremeter, Shelby Tube, Grab Sample, No Recovery, Auger Cutting, Split-Spoon, Rock Core
Date Boring Started:	4/21/23	Latitude:	42.1823762
Date Boring Completed:	4/24/23	Longitude:	-88.6405284
Logged By:	H.G.	Drill Rig:	Geoprobe 3126GT
Drilling Contractor:	Rubino Engineering, Inc.	Remarks:	Water added to hole during coring.
		Log Entry:	J. Ignarski
		Checked By:	J. Ignarski

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

USER NAME = emilyre	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS LOG (3 OF 4) STRUCTURE NO. 056-W3001
	CHECKED -	REVISED -		
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN - DMH	REVISED -		SHEET 9 OF 10 SHEETS
PLOT DATE = 7/24/2026	CHECKED - ELR	REVISED -		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	SEC. 19-00509-00-BR	MCHENRY	117	89
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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rubino ENGINEERING INC.
Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING RWB-04

Rubino Job No.:	G21.093	Drilling Method:	3 ¼ HSA / NX Rock Coring
Project:	Harmony Road Bridge Replacement	Sampling Method:	Split Spoon
Location:	McHenry County, Illinois	Hammer Type:	Automatic
City, State:	Strand Associates, Inc.	Boring Location:	Retaining Wall
Client:	Harmony Road over Coon Creek		

WATER LEVELS***

While Drilling	11.5 ft
Upon Completion	N/A
Delay	N/A

Station: 502+44.51
Offset: 18.95

Surface Elev.: 806.50 ft

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	SPT Blows per 6-inch	Moisture, %	Additional Remarks
	0			Approximately 6 inches of TOPSOIL			
805		1	13	FILL: brown and black silty clay, little sand and gravel, with bricks	5-7-4 N=11	10	
	5	2	15	FILL: brown sand with bricks	3-2-2 N=4	12	
800		3	10		3-4-3 N=7	10	
		4	9	Medium stiff, brown and gray SILTY CLAY, trace sand and gravel	2-2-3 N=5	33	Qp=0.5 P tsf 4% Organic Content
795	10	5	12	Very loose, gray SANDY LOAM, trace gravel	3-1-2 N=3	23	
		6	15	Medium dense to dense, brown and gray SAND and GRAVEL	4-7-11 N=18	12	
790	15	7	18	*Heaving/blow-in sands encountered at approximately 16 feet BEG. N-values may be elevated.*	24-19-20 N=39	15	
		8	9		13-15-18 N=33	7	
785	20	9	6		28-15-16 N=31	9	
		10	14	Very stiff, pinkish-gray SILTY CLAY LOAM, little sand and gravel	8-8-5 N=13	10	Qp=3.5 P tsf
780	25	11	16	Very stiff, gray SILTY CLAY LOAM, little sand and gravel	8-16-22 N=38	8	Qr=2.8 B tsf
		12	14		22-21-30 N=51	9	Qr=2.3 B tsf
775	30						
		13	11	Extremely dense, gray SAND and GRAVEL *Possible Weathered Limestone Bedrock*	18-22-50/2"	14	
770	35						
		14	2		50/2"--		
	40	15	118	**Auger and sppon refusal at approximately 38½ feet below existing grade. Boring continued with rock coring.**	--	11	

Continued Next Page

STANDARD PENETRATION TEST DATA
Moisture: × PL: ◪ LL: ✚ (0, 25, 50)
STRENGTH, tsf: ▲ Qu (Rimac) ✳Qp/Qr (0, 2.0, 4.0)

Completion Depth:	49.0 ft	Sample Types:	Auger Cutting, Split-Spoon, Rock Core, Pressuremeter, Shelby Tube, Grab Sample, No Recovery
Date Boring Started:	4/24/23	Latitude:	42.1823657
Date Boring Completed:	4/25/23	Longitude:	-88.6403074
Logged By:	H.G.	Drill Rig:	Geoprobe 3126GT
Drilling Contractor:	Rubino Engineering, Inc.	Remarks:	Water added to hole during coring.
		Log Entry:	J. Ignarski
		Checked By:	J. Ignarski

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

rubino ENGINEERING INC.
Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING RWB-04

Rubino Job No.:	G21.093	Drilling Method:	3 ¼ HSA / NX Rock Coring
Project:	Harmony Road Bridge Replacement	Sampling Method:	Split Spoon
Location:	McHenry County, Illinois	Hammer Type:	Automatic
City, State:	Strand Associates, Inc.	Boring Location:	Retaining Wall
Client:	Harmony Road over Coon Creek		

WATER LEVELS***

While Drilling	11.5 ft
Upon Completion	N/A
Delay	N/A

Station: 502+44.51
Offset: 18.95

Elevation (feet)	Depth, (feet)	MATERIAL DESCRIPTION	Additional Remarks
	40	**coring.**	
765		RUN 1: 39 to 49 feet 39 to 43 feet: Gray LIMESTONE, poor, strong field strength, thinly-bedded, intensely fractured, horizontal and vertical fractures, interbedded shale between bedding planes, solution cavities filled with quartz, pyritization	
	45	43 to 49 feet: Dark gray DOLOSTONE, poor, strong field strength, thinly-bedded, moderately to intensely fractured, argilacious with shale between bedding planes, solution cavities filled with quartz, pyritization,	
760		REC: 98% RQD: 28% End of rock core at approximately 49 feet below existing grade.	

STANDARD PENETRATION TEST DATA
Moisture: × PL: ◪ LL: ✚ (0, 25, 50)
STRENGTH, tsf: ▲ Qu (Rimac) ✳Qp/Qr (0, 2.0, 4.0)

Completion Depth:	49.0 ft	Sample Types:	Auger Cutting, Split-Spoon, Rock Core, Pressuremeter, Shelby Tube, Grab Sample, No Recovery
Date Boring Started:	4/24/23	Latitude:	42.1823657
Date Boring Completed:	4/25/23	Longitude:	-88.6403074
Logged By:	H.G.	Drill Rig:	Geoprobe 3126GT
Drilling Contractor:	Rubino Engineering, Inc.	Remarks:	Water added to hole during coring.
		Log Entry:	J. Ignarski
		Checked By:	J. Ignarski

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

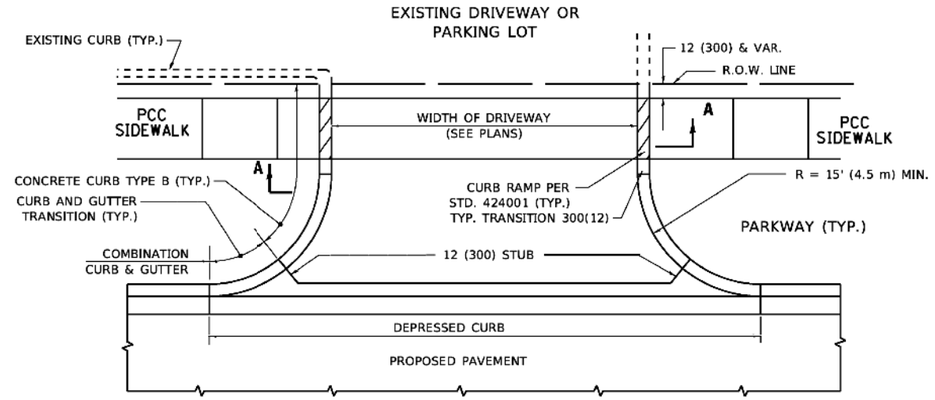
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

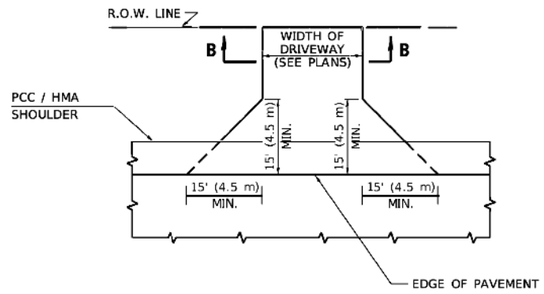
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STRUCTURE NO. 056-W3001
SHEET 10 OF 10 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

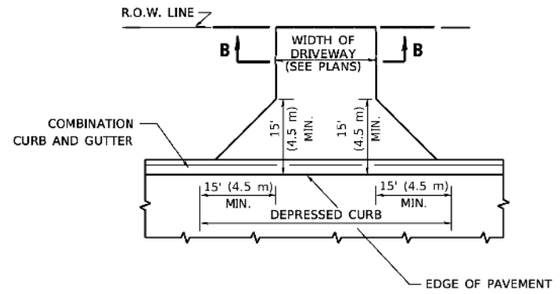
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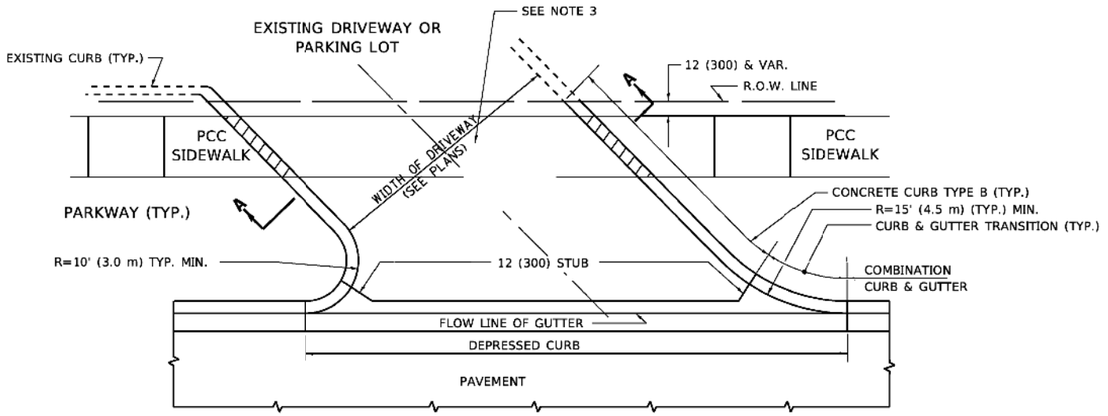
WITH CONCRETE CURB, TYPE B



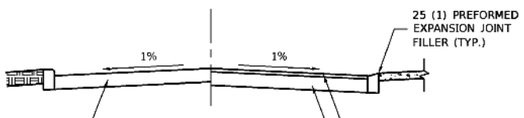
ADJACENT TO PCC /HMA SHOULDER



ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B



SECTION A–A

RIGID DRIVEWAY

COMMERCIAL ENTRANCE (CE):
PCC DRIVEWAY PAVEMENT 8 (200)
MEASURED IN SQ. YD. (m^2)

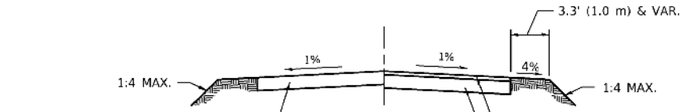
PRIVATE ENTRANCE (PE):
PCC DRIVEWAY PAVEMENT 6 (150
MEASURED IN SQ. YD. (m^2)

HMA DRIVEWAY

HMA SURFACE COURSE,
MIX "D", IL-9.5, N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

COMMERCIAL ENTRANCE (CE):
HMA BASE COURSE, 8 (200)
MEASURED IN SQ. YD. (m^2).

PRIVATE ENTRANCE (PE):
HMA BASE COURSE, 6 (150)
MEASURED IN SQ. YD. (m^2).



SECTION B–B

RIGID DRIVEWAY

COMMERCIAL ENTRANCE (CE):
PCC DRIVEWAY PAVEMENT 8 (200)

PRIVATE ENTRANCE (PE):
PCC DRIVEWAY PAVEMENT 6 (150)

HMA DRIVEWAY

HMA SURFACE COURSE,
MIX "D", IL-9.5, N50, 3 (75)
MEASURED IN TONS (METRIC TONS)

COMMERCIAL ENTRANCE (CE):
AGGREGATE BASE COURSE, TY B, 8 (200)
MEASURED IN SQ. YD. (m^2).

PRIVATE ENTRANCE (PE):
AGGREGATE BASE COURSE, TY B, 6 (150)
MEASURED IN SQ. YD. (m^2).

RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX "D", IL-95, N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE COURSE, TYPE B, 8 (200)
MEASURED IN SQ. YD. (m^2).

GENERAL NOTES

1. 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.

2. 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.

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

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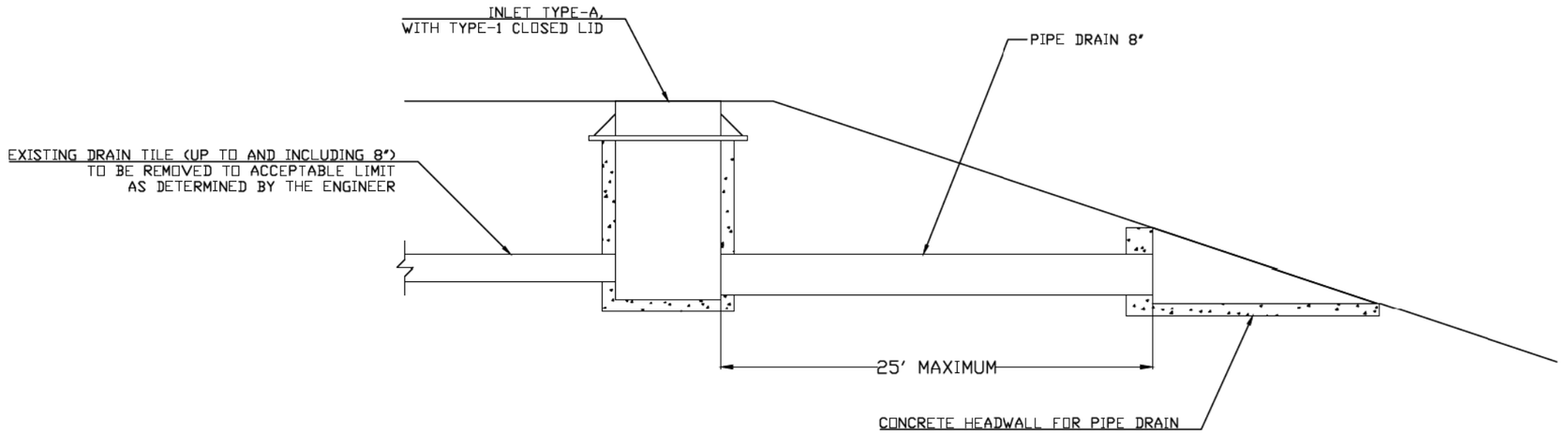
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PLOT DATE	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS – MCDOT

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	91
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	



NOTES:

-CONTRACTOR TO EXERCISE CAUTION WHEN EXCAVATING AROUND THE EXISTING TILE TO PRESERVE THE INTEGRITY OF THE TILE

-REMOVAL OF EXISTING PIPE INCLUDED IN PAY ITEM

-IF TILE LARGER THAN 8" IS ENCOUNTERED STORM SEWER ITEMS SHALL BE USED

NOTE: THIS WORK SHALL BE PAID FOR AS "OUTFALL STRUCTURE".

MC6011

Pg ____ of ____

DRAIN TILE OUTFALL, SPECIAL

REVISIONS	DATE
ORIGINAL DRAWING	4/30/24

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/23/2024	DATE - 7/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OUTFALL STRUCTURE

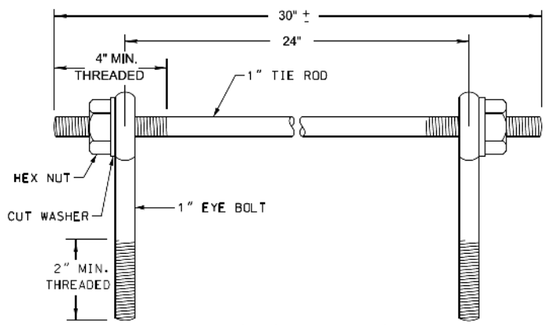
SCALE: N.T.S. | SHEET 1 OF 1 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

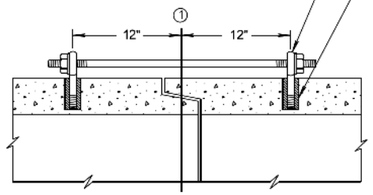
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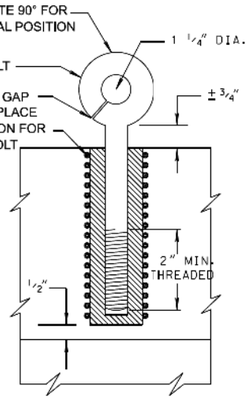
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EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)



LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS. JOINT TIES AND HARDWARE SHALL BE GALVANIZED STEEL.

CONCRETE CULVERT PIPE AND SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT THE LAST THREE JOINTS BEFORE A FLARED END SECTION

THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR CONCRETE PIPE.

UNLESS OTHERWISE STATED IN THE CONTRACT THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE CULVERT PIPE AS INDICTED ON THE PLANS AND BY THIS DETAIL WILL BE CONSIDERED INCLUDED IN THE COST OF PIPE CULVERTS OR STORM SEWERS.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR GALVANIZED STEEL JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

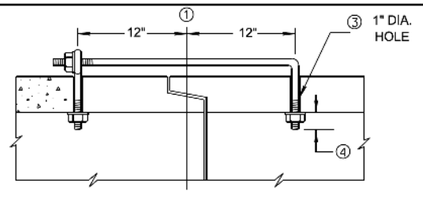
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12" FROM ℄ OF TONGUE AND GROOVE.

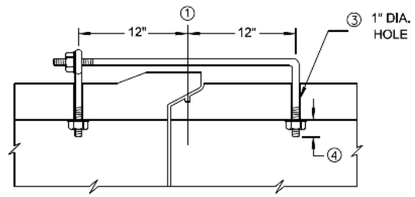
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2".

⑤ OPENING TO BE ROD DIAMETER + 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

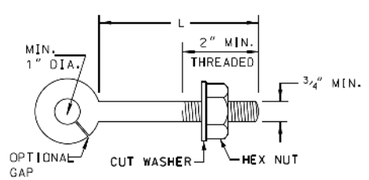


(MODIFIED BELL PIPE)

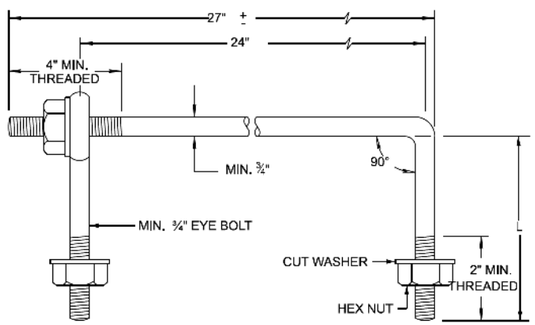
LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4½"	6¼"
30"	5"	7"
36"	5½"	7"
42"	6"	
48"	6½"	
60"	7½"	
66"	8"	



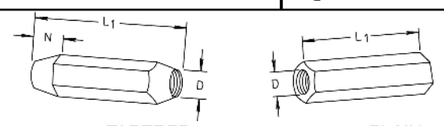
EYE BOLT



EYE BOLT AND TIE ROD

(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

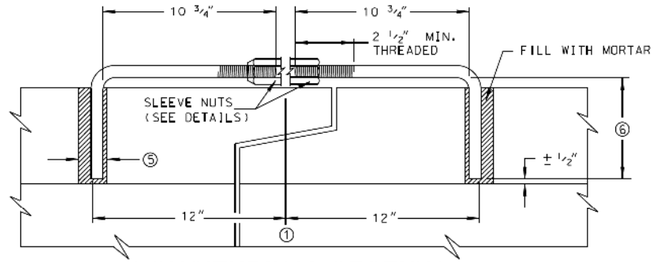
EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)



TAPERED PLAIN

RIGHT AND LEFT THREADS

SLEEVE NUTS



LONGITUDINAL SECTION

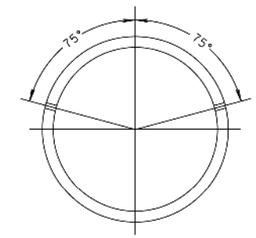
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)

ADJUSTABLE TIE ROD TABLE

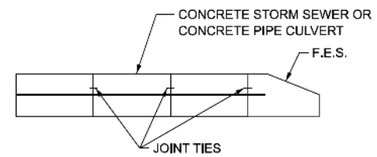
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60			5	½"
66-84			5	½"
90-108	1	1	7	1 7/16"

DIMENSIONS SHOWN ARE IN INCHES



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



TYPICAL JOINT TIE LOCATIONS

MODEL: Joint Ties [Sheet]
FILE NAME: H:\McHenryCounty\W23301.00 West Sdon Phase II\CADD\CADD ORD 23-02\01_Roadway\03_Sheet\21_District Details\W23301-sht-countydetails.dgn

ENGINEERING RESOURCE ASSOCIATES

USER NAME = tstensilk	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
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PLOT DATE = 1/12/2026	DATE -	REVISED -	

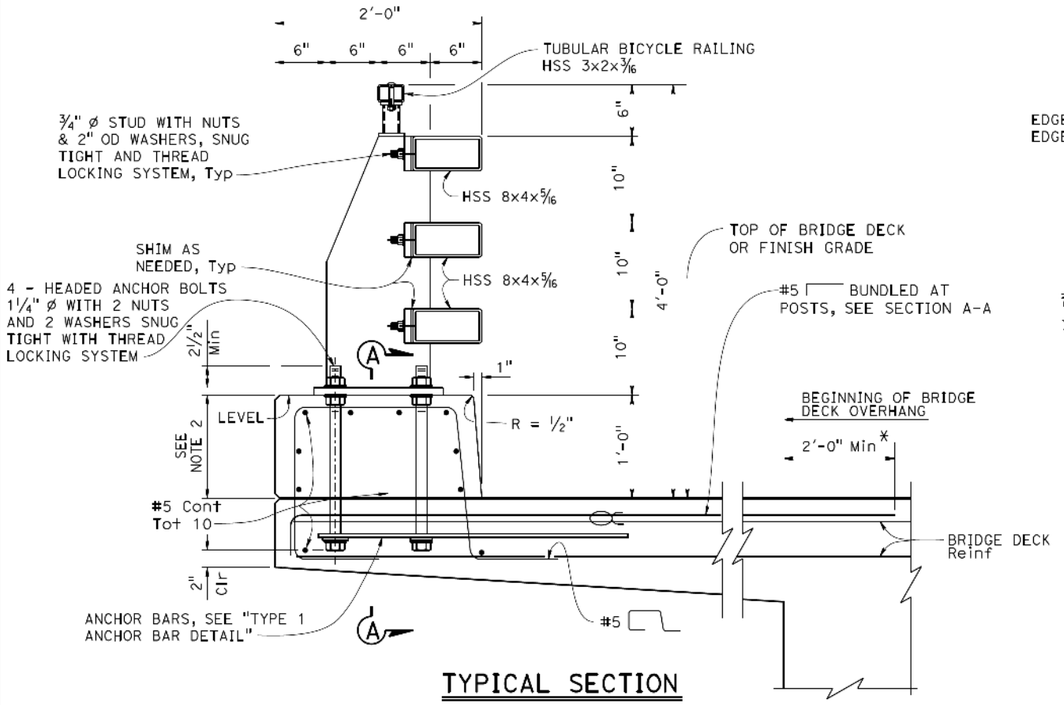
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MCDOT JOINT TIE DETAIL
####

SCALE: | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	93
		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

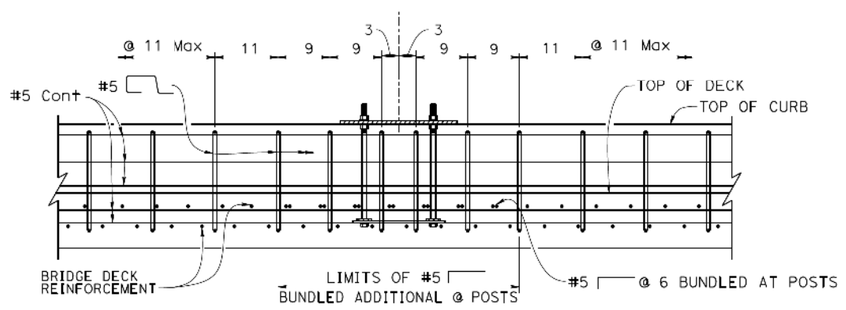
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TYPICAL SECTION

NO SCALE

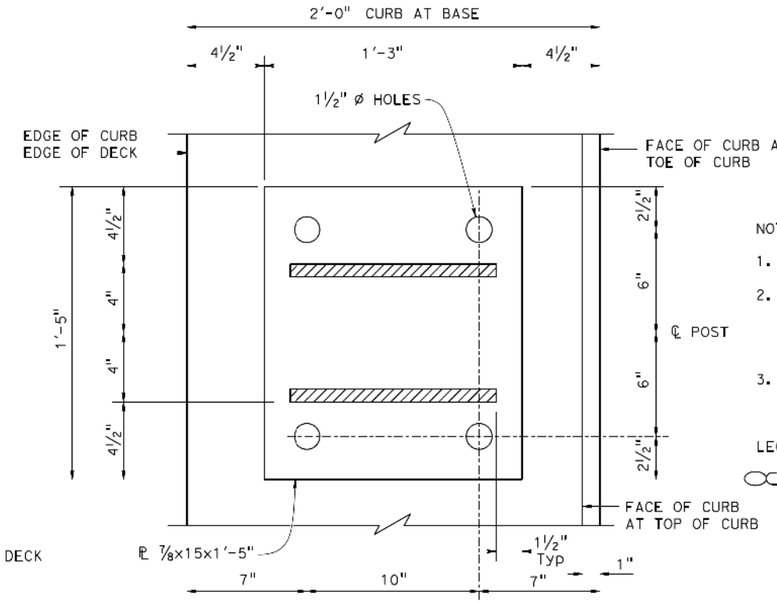
* #5 ⌐ ¬ Bundled at posts to extend 2'-0" Min beyond beginning of bridge deck overhang.



NOTE:
Post not shown for clarity.

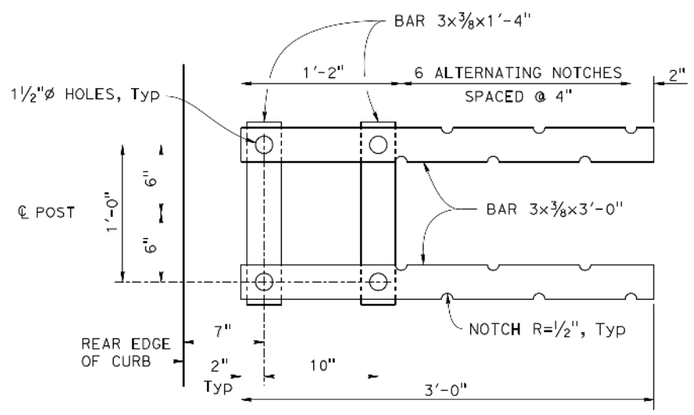
SECTION A-A

NO SCALE



BASE PLATE

NO SCALE



TYPE 1 ANCHOR BAR DETAIL

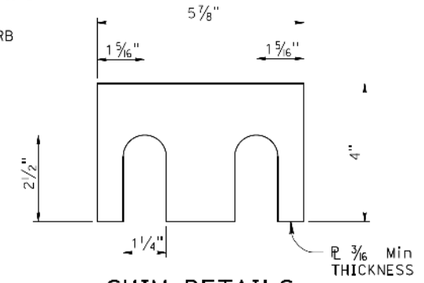
NO SCALE

NOTES:

1. Anchor bolts may be tack welded to anchor bars.
2. Curb dimension at back side of rail will vary with bridge deck cross slope, and if overlay is placed on the bridge deck. For the same reasons, the anchor bolt lengths will vary.
3. Use extra thick washers for anchor bolts, with a minimun thickness of 0.305" and a maximum thickness of 0.375".

LEGEND:

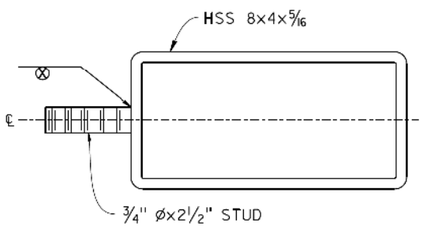
℄ - Bundled reinforcement.



SHIM DETAILS

NO SCALE

NOTE:
Shims as needed between posts and HSS rail tubes.



RAIL SECTION AT POST

NO SCALE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. X — Exp. X — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

THE REGISTERED CIVIL ENGINEER FOR THE PROJECT IS RESPONSIBLE FOR THE SELECTION AND PROPER APPLICATION OF THE COMPONENT DESIGN AND ANY MODIFICATIONS SHOWN.

BRIDGE STANDARD DETAILS

xs16-121-1 (FILE NO.)	JULY 2022 (APPROVAL DATE)	The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE No. XX-XXXX
POST MILE X.X

CALIFORNIA ST-76 BRIDGE RAIL DETAILS No. 1

Refer to: https://www.dot.ca.gov/hq/esc/techpubs/manual/bridgemanuals/bridge-standard-detail-sheets/index.html

DATE PLOTTED -> 19 JUL 2022 — TIME PLOTTED -> 12:48
I: -> 20220627 xs16-121-1.dgn — USERNAME -> s148360

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: XXXX
PROJECT NUMBER & PHASE: XXXXXXXXXX1

COUNTY/ROUTE: XXX/XXX
CONTRACT No.: XX-XXXXX4

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES			SHEET	OF
10-8-20	7-1-22	12-07-22	1	5

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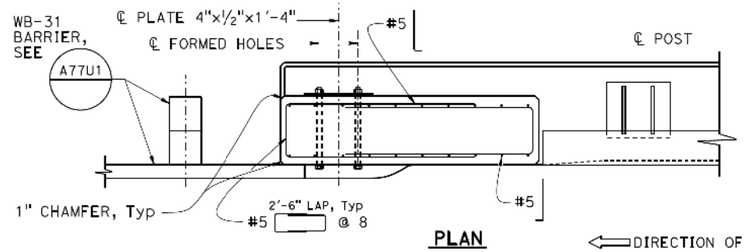
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL RAILING (SPECIAL)
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 1 OF 5 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

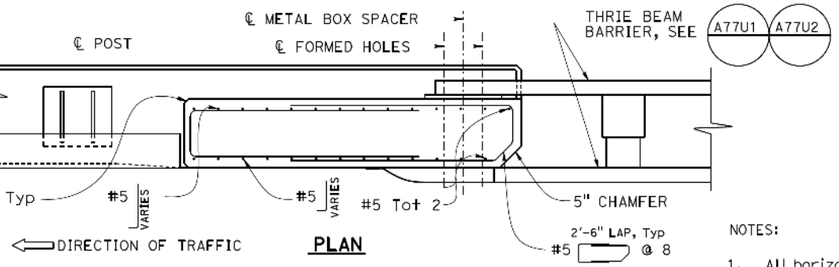


PLAN

⇦ DIRECTION OF TRAFFIC

DEPARTURE END BLOCK DETAIL

NO SCALE



⇦ DIRECTION OF TRAFFIC

PLAN

APPROACH TRANSITION END BLOCK DETAIL

NO SCALE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER — X — DATE

PLANS APPROVAL DATE

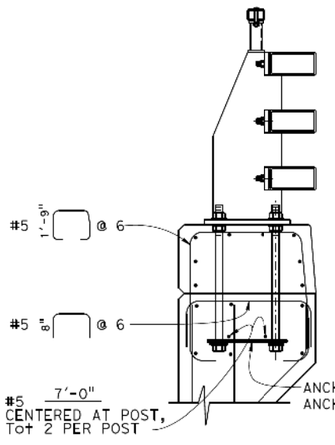
REGISTERED PROFESSIONAL ENGINEER — No. X — Exp. X — CIVIL — STATE OF CALIFORNIA

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THE REGISTERED CIVIL ENGINEER FOR THE PROJECT IS RESPONSIBLE FOR THE SELECTION AND PROPER APPLICATION OF THE COMPONENT DESIGN AND ANY MODIFICATIONS SHOWN.

NOTES:

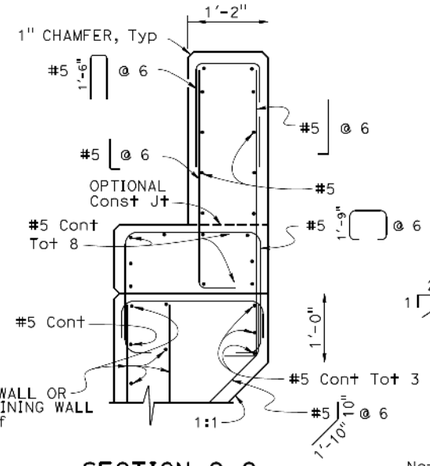
1. All horizontal members are parallel to longitudinal profile grade.
2. Posts are normal to profile grade of structure.
3. Posts are vertical to the transverse cross section.
4. If departure end block is within the Clear Recovery Zone (CRZ, 30 feet for expressways and freeways and 20 feet for conventional highways) of opposing traffic, then use the approach end block at the departure end.
5. Anchor bolts may be tack welded to anchorage.
6. For parapet shoe details see "CALIFORNIA ST-76 BRIDGE RAIL - DETAILS No. 5" sheet.



SECTION B-B

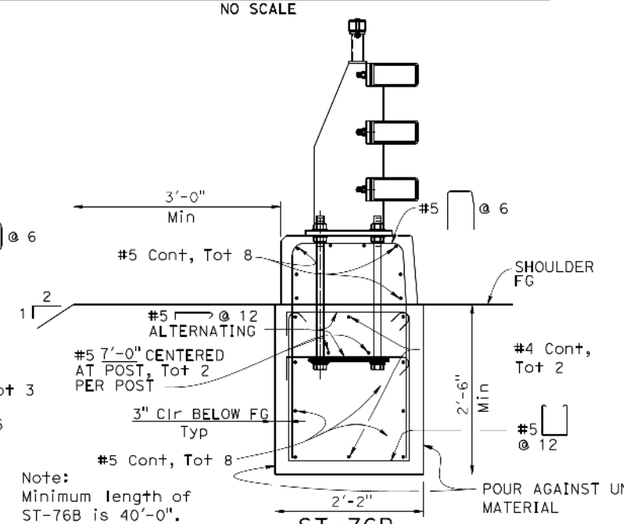
NO SCALE

NOTE:
For details not shown see "SECTION C-C"



SECTION C-C

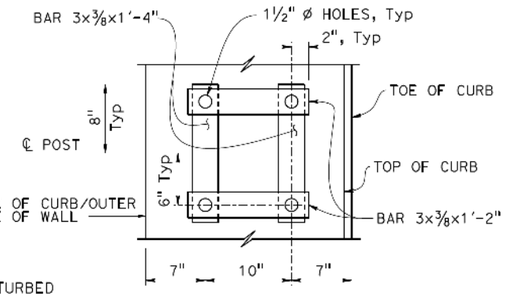
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Note:
Minimum length of ST-76B is 40'-0".

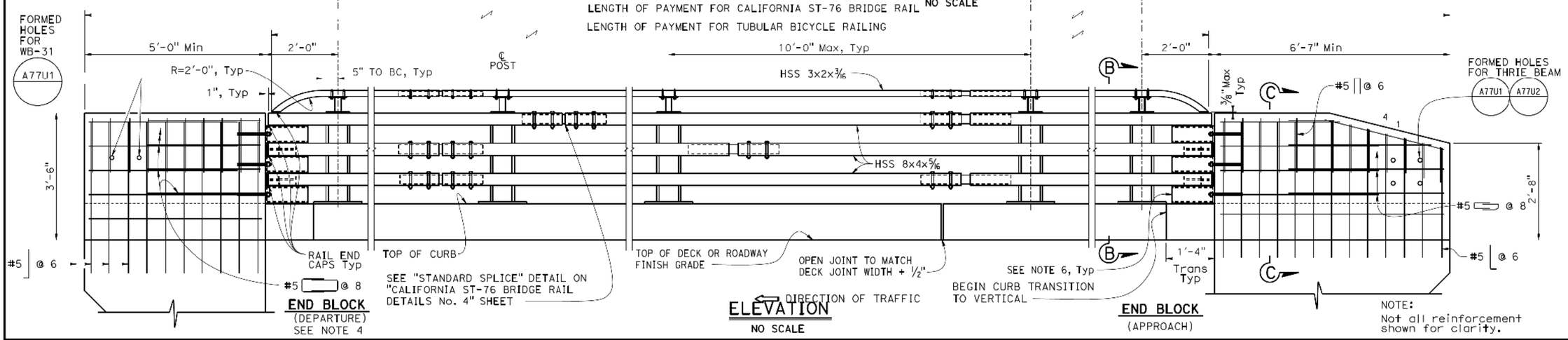
ST-76B

NO SCALE



TYPE 2 ANCHOR BAR DETAIL

NO SCALE



SEE "STANDARD SPLICE" DETAIL ON "CALIFORNIA ST-76 BRIDGE RAIL DETAILS No. 4" SHEET

END BLOCK (DEPARTURE) SEE NOTE 4

⇦ DIRECTION OF TRAFFIC

ELEVATION

NO SCALE

END BLOCK (APPROACH)

NOTE:
Not all reinforcement shown for clarity.

BRIDGE STANDARD DETAILS

xs16-121-2	JULY 2022	The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California
FILE NO.	APPROVAL DATE	

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE No.	XX-XXXX
POST MILE	X.X

CALIFORNIA ST-76 BRIDGE RAIL DETAILS No. 2

Refer to: http://www.dot.ca.gov/hq/esc/techpubs/manual/bridgemanuals/bridge-standard-detail-sheets/index.html

DATE PLOTTED -> 19 JUL 2022 TIME PLOTTED -> 12:40
I: -> 20220627 xs16-121-2.dgn USERNAME -> s148360

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: XXXX
PROJECT NUMBER & PHASE: XXXXXXXXXX1

COUNTY/ROUTE: XXX/XXX
CONTRACT No.: XX-XXXX4

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES			SHEET	OF
10-8-19	7-1-22	6-27-22	2	5

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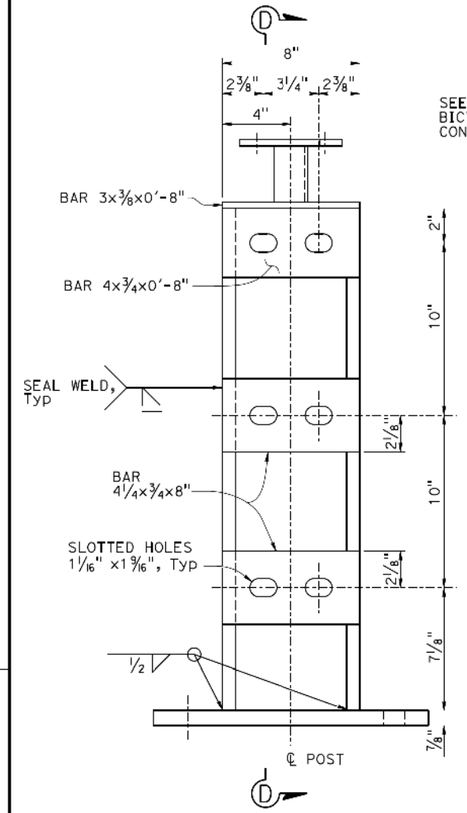
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL RAILING (SPECIAL)
HARMONY ROAD OVER COON CREEK

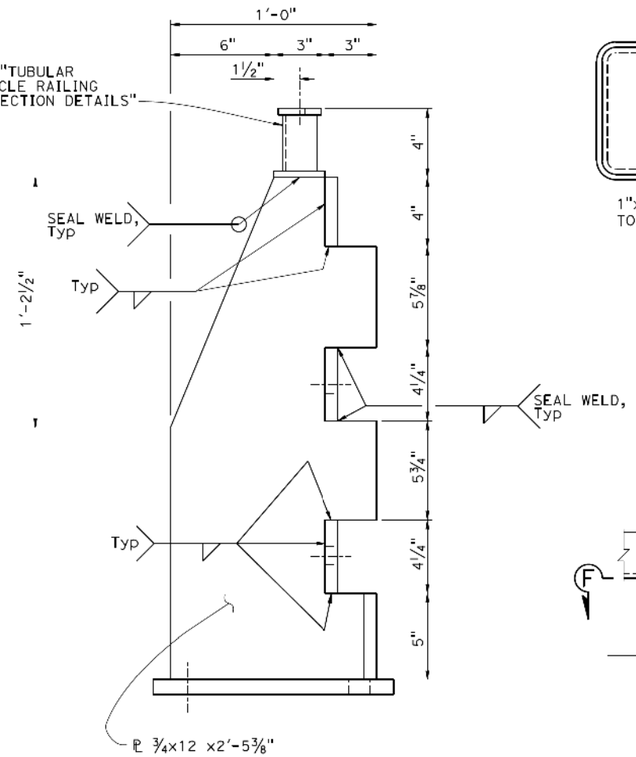
SCALE: N/A | SHEET 2 OF 5 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	



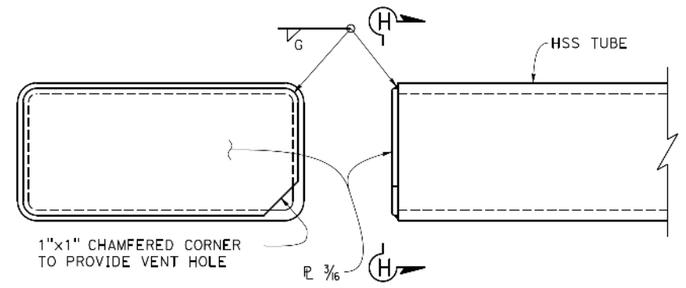
POST DETAIL

NO SCALE



SECTION D-D

NO SCALE

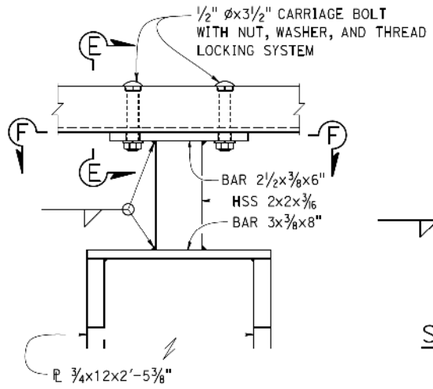


VIEW H-H ELEVATION

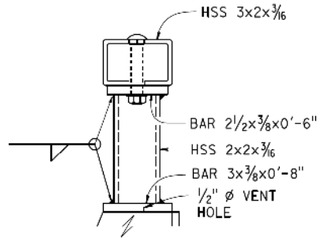
RAIL END CAP

NO SCALE

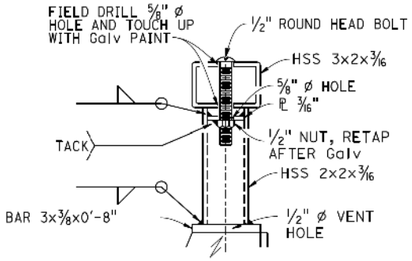
NOTE: For vehicular rail tubes and bicycle railing tubes.



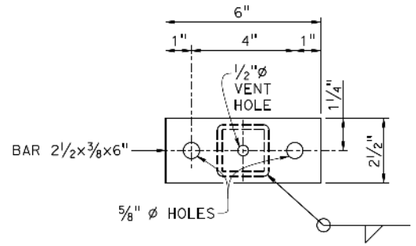
ELEVATION



SECTION E-E



SECTION E-E ALTERNATIVE



SECTION F-F

TUBUAR BICYCLE RAILING CONNECTION DETAILS

NO SCALE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER X DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. X Exp. X CIVIL — STATE OF CALIFORNIA

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BRIDGE STANDARD DETAILS

xs16-121-3	JULY 2022	The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California
FILE NO.	APPROVAL DATE	

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE No. XX-XXXX
POST MILE X.X

CALIFORNIA ST-76 BRIDGE RAIL DETAILS No. 3

Refer to: http://www.dot.ca.gov/hq/esc/techpubs/manual/bridgemanuals/bridge-standard-detail-sheets/index.html

DATE PLOTTED -> 19 JUL 2022 TIME PLOTTED -> 12:40
IF: -> 20220627 xs16-121-3.dgn USERNAME -> s148360

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: XXXX
PROJECT NUMBER & PHASE: XXXXXXXXXX1

COUNTY/ROUTE: XXX/XXX
CONTRACT No.: XX-XXXXX4

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES			SHEET	OF
10-8-19	7-1-22	6-28-22	3	5

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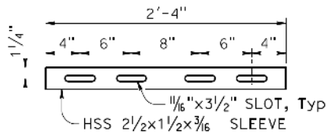
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

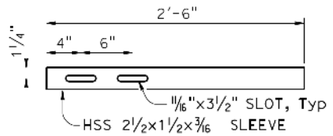
STEEL RAILING (SPECIAL)
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 3 OF 5 SHEETS | STA. N/A | TO STA. N/A

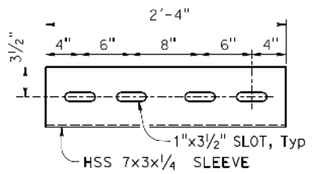
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	96
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		



HSS 3x2x3/16 RAIL

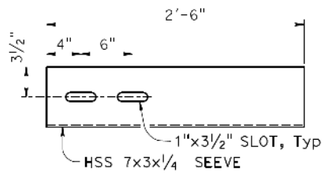


HSS 3x2x3/16 RAIL



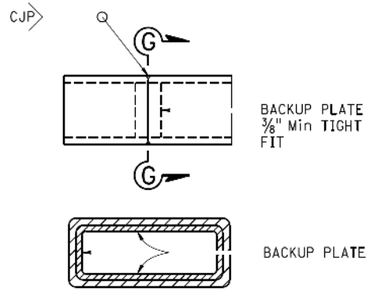
HSS 8x4x5/16 RAIL

STANDARD SLEEVES
DETAILS
NO SCALE



HSS 8x4x5/16 RAIL

EXPANSION SLEEVES
DETAILS
NO SCALE



SECTION G-G

ALTERNATE TUBE
WELDED STANDARD SPLICE
NO SCALE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER X DATE

PLANS APPROVAL DATE

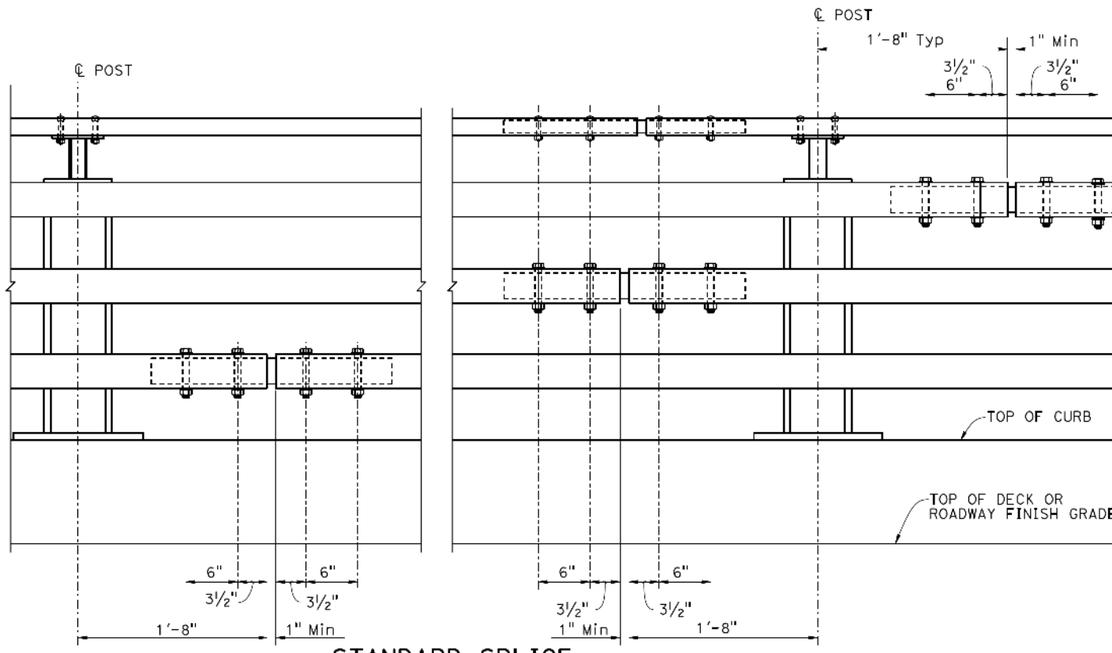
REGISTERED PROFESSIONAL ENGINEER — No. X — Exp. X — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

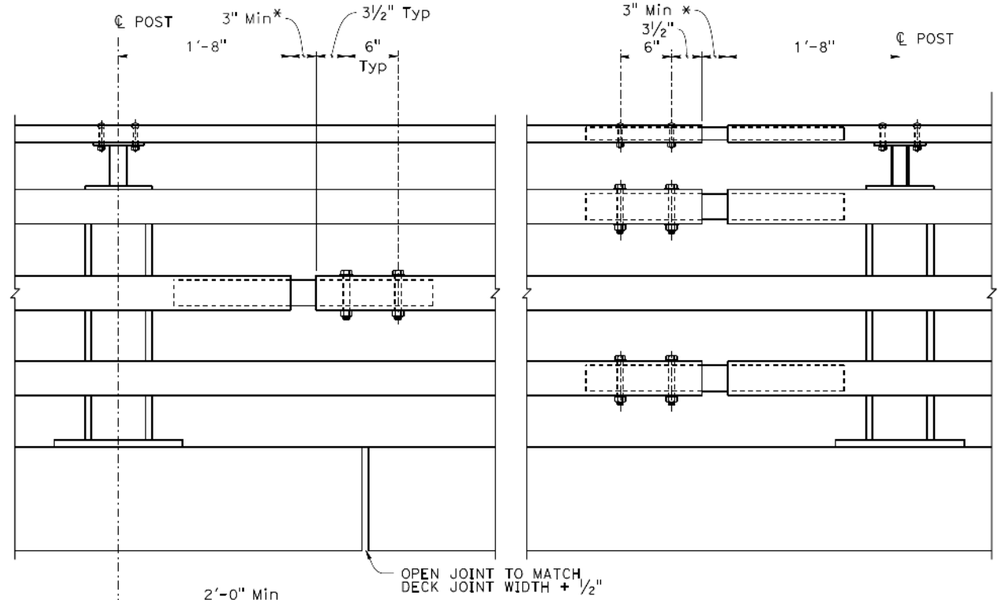
THE REGISTERED CIVIL ENGINEER FOR THE PROJECT IS RESPONSIBLE FOR THE SELECTION AND PROPER APPLICATION OF THE COMPONENT DESIGN AND ANY MODIFICATIONS SHOWN.

NOTES:

1. HS bolts with nut and washers, snug tightened, and thread locking system.
2. Use ½"ø x 3⅝ BOLTS (HSS 3x2x3/16)
   Use ¾"ø x 5⅝ BOLTS (HSS 8x4x5/16)
3. Each rail length must be continuous over a minimum of two posts.
4. The fabricator must check that the tubular sleeve splices conform to the dimensions indicated to assure proper clearance.
5. Except for expansion splices, not more than one splice permitted per same side of post.



STANDARD SPLICE
NO SCALE



EXPANSION SPLICE
NO SCALE
* MATCH DECK OR WALL JOINT

BRIDGE STANDARD DETAILS		
xs16-121-4 (FILE NO.)	JULY 2022 (APPROVAL DATE)	The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE No.	
XX-XXXX	
POST MILE	
X.X	

CALIFORNIA ST-76 BRIDGE RAIL DETAILS No. 4

Refer to: https://www.dot.ca.gov/hq/esc/techpubs/manual/bridgemanuals/bridge-standard-detail-sheets/index.html

DATE PLOTTED -> 19 JUL 2022 TIME PLOTTED -> 12:55
- 1 - -> 20220627 xs16-121-4.dgn USERNAME -> s148360
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: XXXX
PROJECT NUMBER & PHASE: XXXXXXXXX1

COUNTY/ROUTE: XXX/XXX
CONTRACT No.: XX-XXXX4

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES			SHEET	OF
11/29/21	5-26-22	7-8-22	4	5

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SA STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

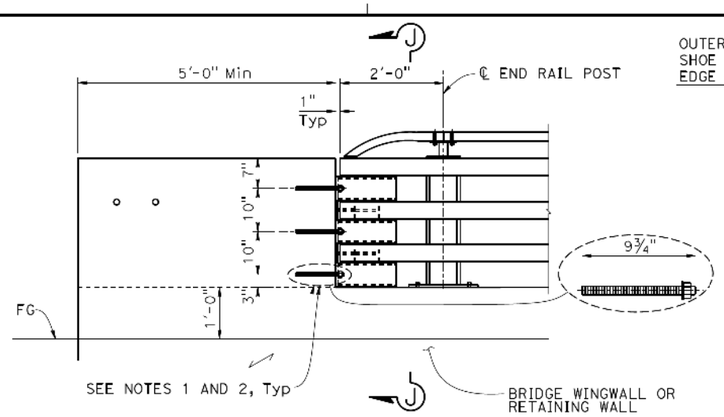
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL RAILING (SPECIAL)
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 4 OF 5 SHEETS | STA. N/A | TO STA. N/A

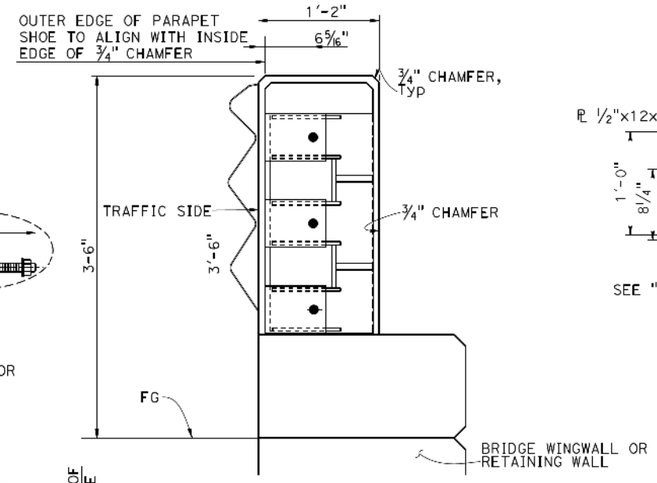
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	97
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		



PARAPET SHOE AT DEPARTURE END BLOCK

¾" = 1'-0"

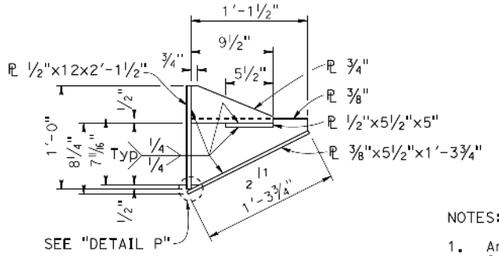
NOTE: Parapet shoe connection to approach end block is similar



SECTION J-J

¾" = 1'-0"

Note: Bridge railing not shown for clarity.

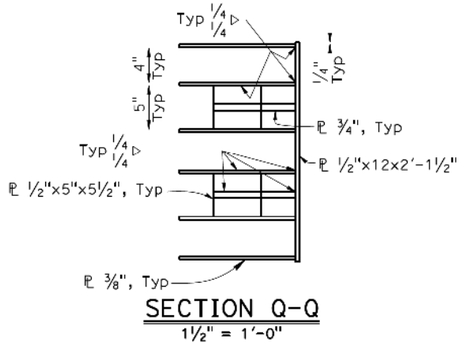


SECTION K-K

1½" = 1'-0"

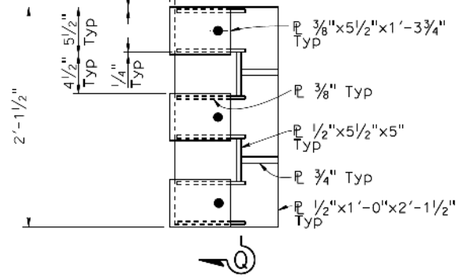
NOTES:

1. Anchor bolts must be ⅞" Dia and ASTM F1554 Grade 105 fully threaded rods with heavy hex nut and one hardened washer (1¾" OD) each. Embed threaded rods 8" into concrete anchor block with DRILL AND BOND (CHEMICAL ADHESIVE) anchorage system.
2. DRILL AND BOND (CHEMICAL ADHESIVE) anchorages is subjected to approval of Engineer. Installation procedure must comply with manufacture instructions.



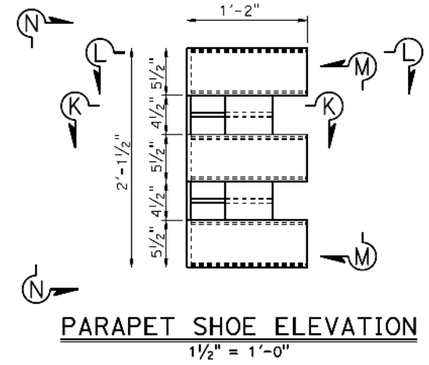
SECTION Q-Q

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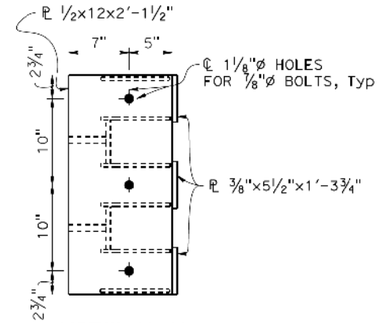
VIEW M-M

1½" = 1'-0"



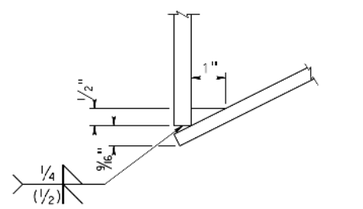
PARAPET SHOE ELEVATION

1½" = 1'-0"



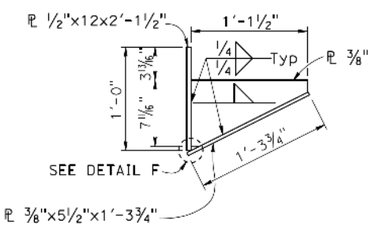
VIEW N-N

1½" = 1'-0"



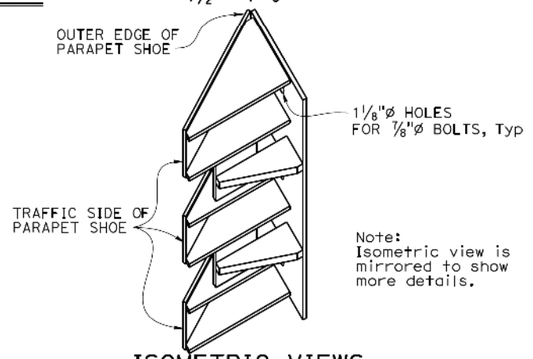
DETAIL P

1½" = 1'-0"



SECTION L-L

1½" = 1'-0"



Note: Isometric view is mirrored to show more details.

ISOMETRIC VIEWS

1½" = 1'-0"

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. X — Exp. X — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

THE REGISTERED CIVIL ENGINEER FOR THE PROJECT IS RESPONSIBLE FOR THE SELECTION AND PROPER APPLICATION OF THE COMPONENT DESIGN AND ANY MODIFICATIONS SHOWN.

BRIDGE STANDARD DETAILS

xs16-121-5 (FILE NO.) | JULY 2022 (APPROVAL DATE)

The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE No. XX-XXXX
POST MILE X.X

CALIFORNIA ST-76 BRIDGE RAIL DETAILS No. 5

Refer to: https://www.dot.ca.gov/hq/esc/techpubs/manual/bridgemanuals/bridge-standard-detail-sheets/index.html

DATE PLOTTED -> 19 JUL 2022 TIME PLOTTED -> 12:48
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ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: XXXX
PROJECT NUMBER & PHASE: XXXXXXXXXX1

COUNTY/ROUTE: XXX/XXX
CONTRACT No.: XX-XXXXX4

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES			SHEET	OF
04-26-22	7-1-22	5-26-22	5	5

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STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

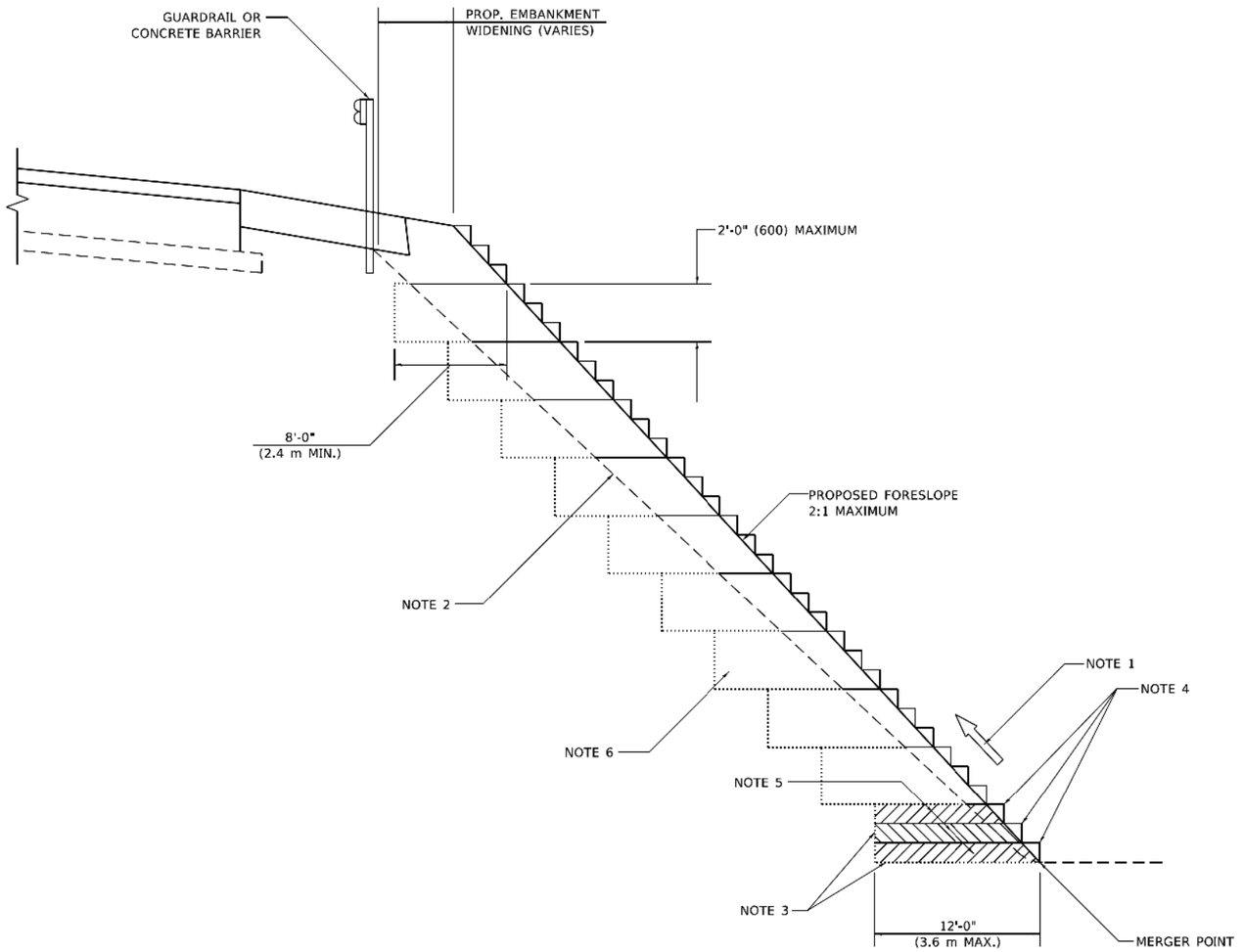
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL RAILING (SPECIAL)
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 5 OF 5 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	98
		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			



TYPICAL BENCHING DETAIL FOR EMBANKMENT

GENERAL NOTES

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

BASIS OF PAYMENT

1. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

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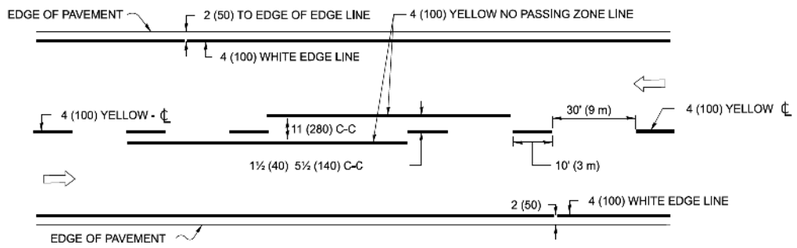
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

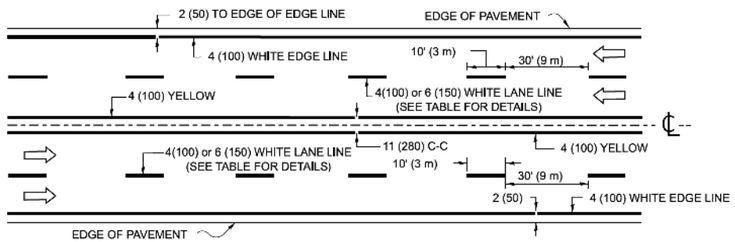
BENCHING DETAIL
FOR EMBANKMENT WIDENING

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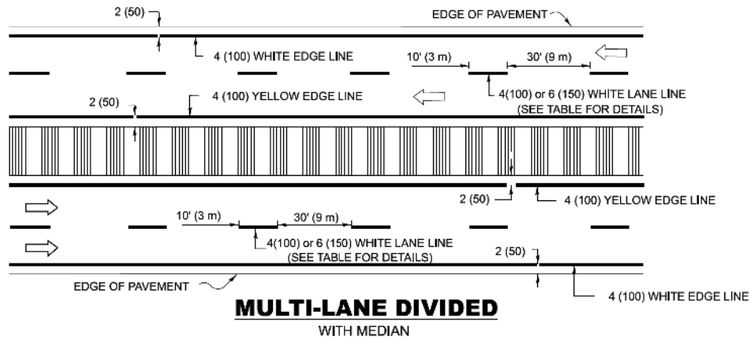
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1019	19-00509-00-BR	MCHENRY	117	99
	BD-51	CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			



2-LANE ROADWAY

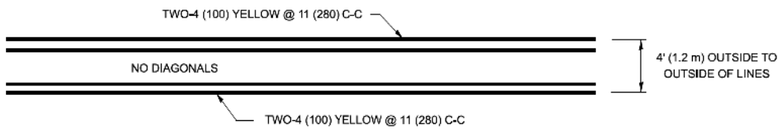


MULTI-LANE UNDIVIDED

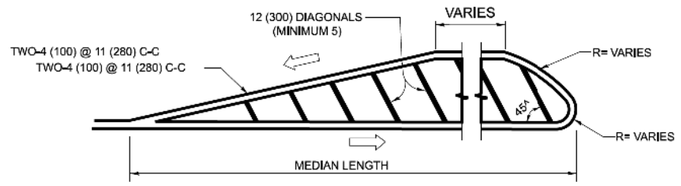


MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



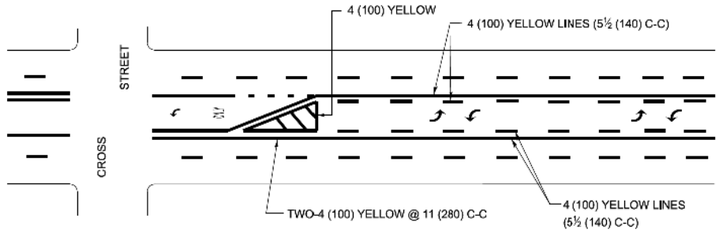
4' (1.2 m) WIDE MEDIANS ONLY



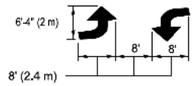
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

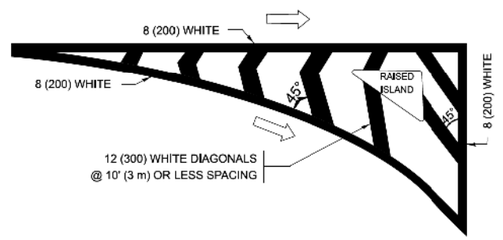


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

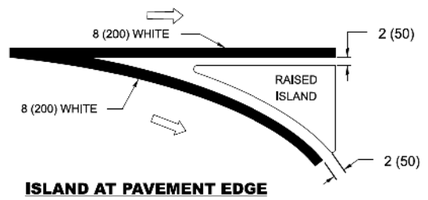


MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

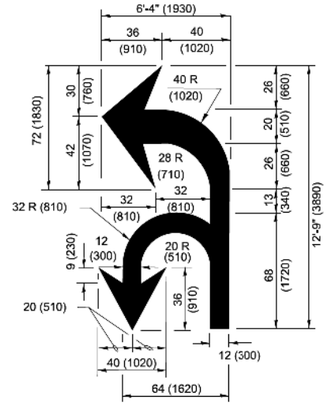


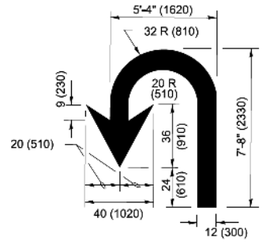
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

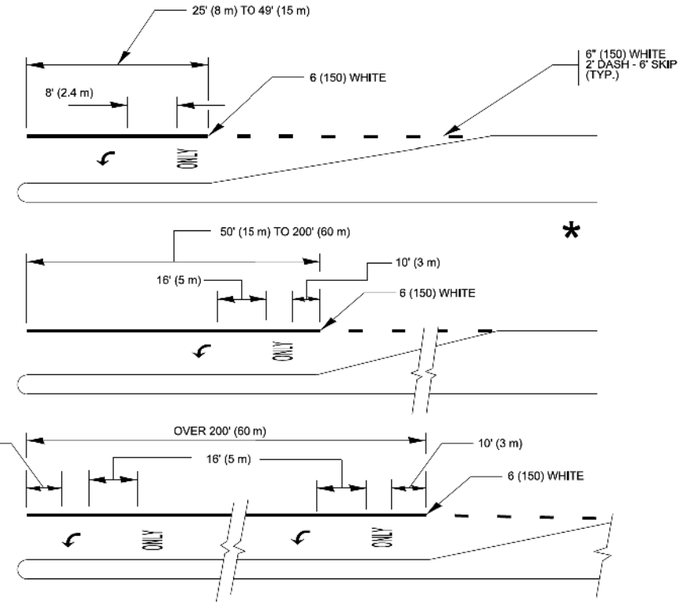
TYPICAL ISLAND MARKING





U-TURN

COMBINATION LEFT AND U-TURN



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

* 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 MARKING

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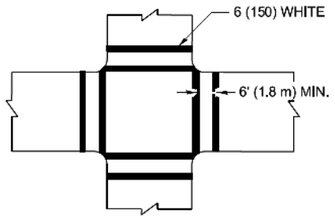
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PLOT DATE = 6/29/2026	DATE - 03-19-90	REVISED - K. KANNAN-HOSADURGA 06-29-26

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

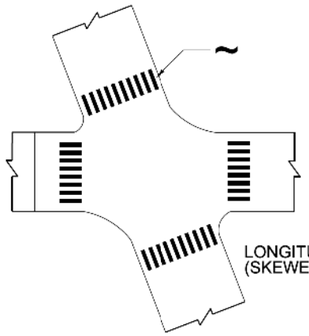
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

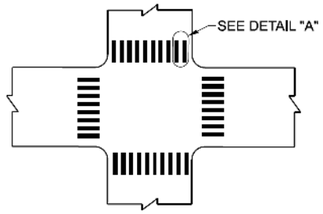
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TC-13A	CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			



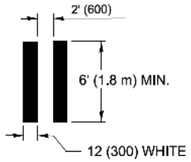
TRANSVERSE CROSSWALK



LONGITUDINAL CROSSWALK
(SKEWED INTERSECTION)



LONGITUDINAL CROSSWALK

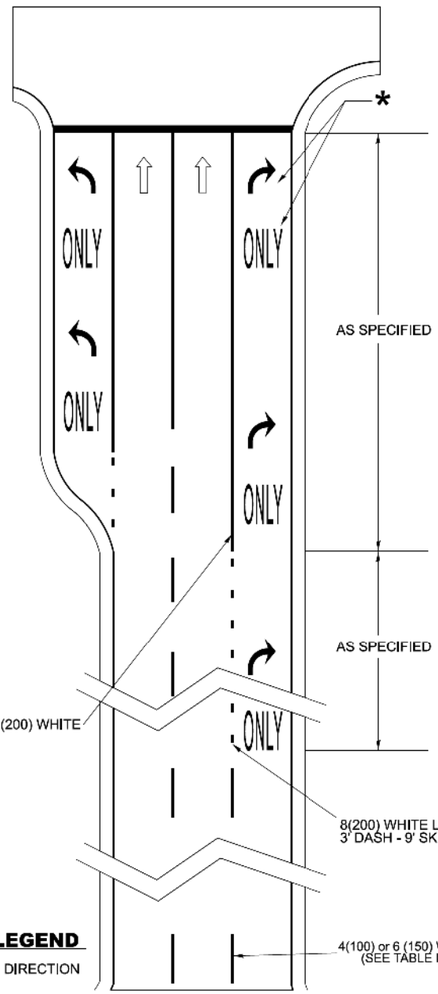


DETAIL "A"

TYPICAL CROSSWALK MARKING

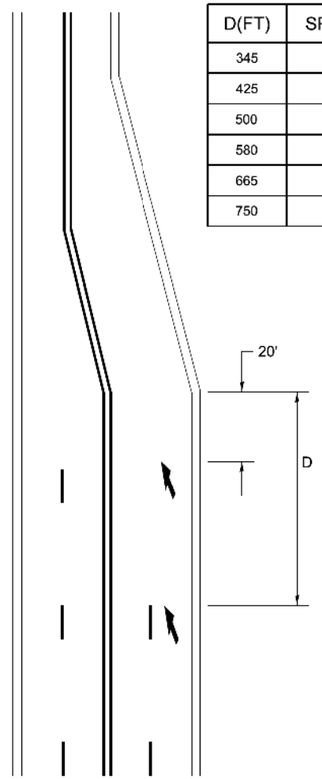
~ THE INDIVIDUAL LONGITUDINAL ELEMENTS OF A LONGITUDINAL BAR CROSSWALK SHOULD BE ANGLED SUCH THAT THEY ARE PARALLEL TO THE TRAVEL PATH OF APPROACHING TRAFFIC

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



ARTERIAL ROAD LANE-DROP MARKINGS

* FOLLOW TYPICAL TURN LANE MARKINGS FOR PLACEMENT AND SIZE DETAILS OF 'ARROW' AND 'ONLY' MARKINGS IN THE TURN LANE.



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

LANE REDUCTION TRANSITION

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

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	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES FOR SPEED LIMIT <= 45 MPH LANE LINES FOR SPEED LIMIT > 45 MPH	4 (100) 6 (150)	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (TYPICAL FOR EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS, EXCEPT AT LANE-DROP MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (0.60m) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
TRANSVERSE CROSSWALK LONGITUDINAL BARS CROSSWALK	2 @ 6 (150) 12 (300) @ 90°	SOLID SOLID	WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART AND PARALLEL TO TRAFFIC FLOW SEE TYPICAL CROSSWALK MARKING DETAIL 'A'.
STOP LINES	24 (600)	SOLID	WHITE	PLACE MINIMUM 4' (1.2 m) IN ADVANCE OF CROSSWALK IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, NO MORE THAN 30' (9.1 m) OR LESS THAN 4' (1.2 m) FROM NEAREST EDGE OF INTERSECTING TRAVELED WAY.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001, TC 23 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF
ARTERIAL LANE-DROP MARKINGS DOTTED LINES FOR LANE-DROP TURN LANE MARKINGS	8 (200) 8 (200)	SKIP - DASH SOLID	WHITE WHITE	3' (0.91 m) LINE WITH 9' (2.74 m) SPACE

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.

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	DRAWN -	REVISED - C. JUCIUS 12-21-15	
	CHECKED -	REVISED - C. JUCIUS 04-12-16	
PLOT DATE = 6/29/2026	DATE - 03-19-90	REVISED - K. KANNAN-HOSADURGA 06-23-26	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	100A
	TC-13B	CONTRACT NO. 61M72		
		ILLINOIS FED. AID PROJECT		

ROUTE MARKERS

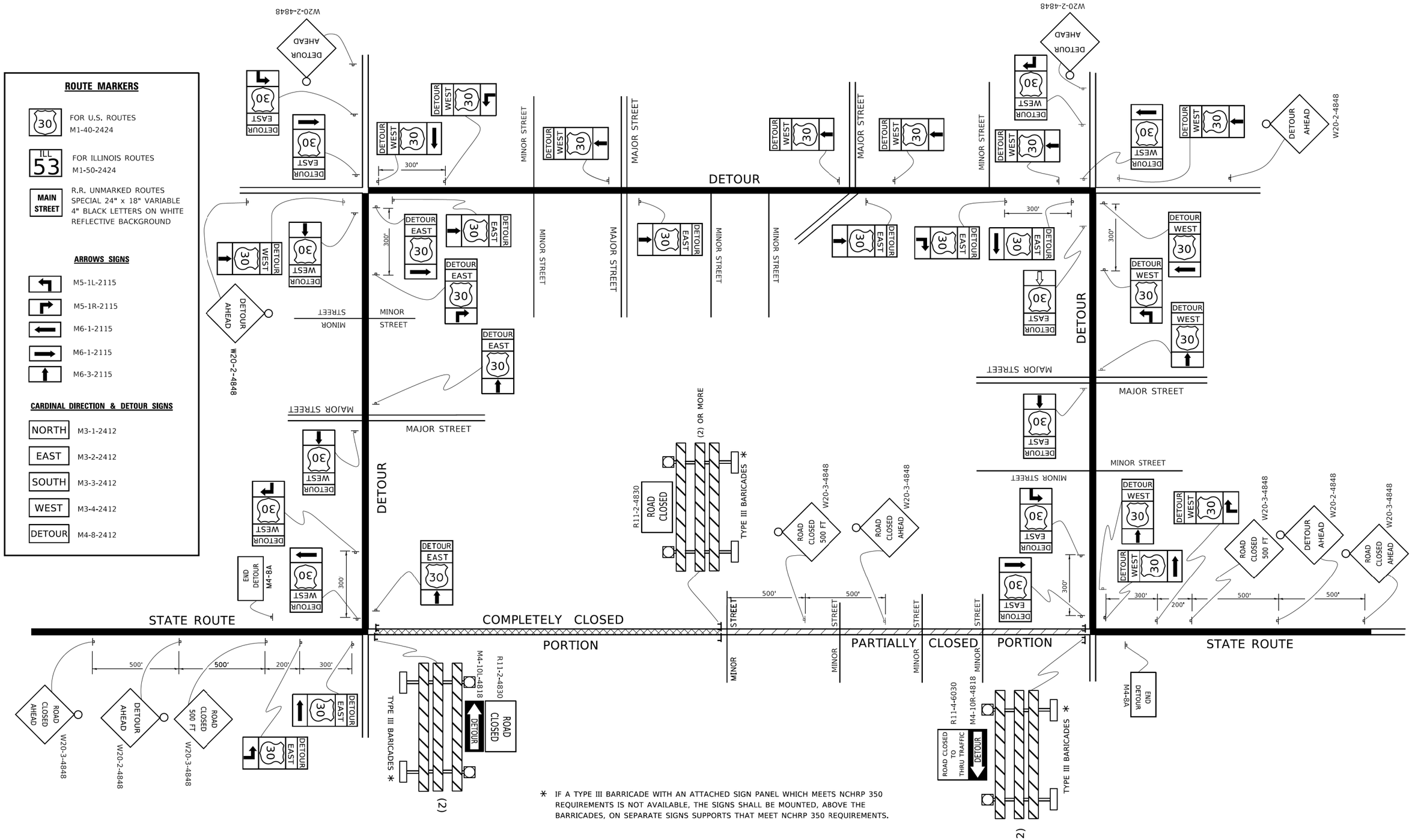
- 30 — FOR U.S. ROUTES M1-40-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS

- M5-1L-2115
- M5-1R-2115
- M6-1-2115
- M6-1-2115
- M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

NORTH	M3-1-2412
EAST	M3-2-2412
SOUTH	M3-3-2412
WEST	M3-4-2412
DETOUR	M4-8-2412



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

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	DRAWN -	REVISED -	R. BORO 09-14-09	
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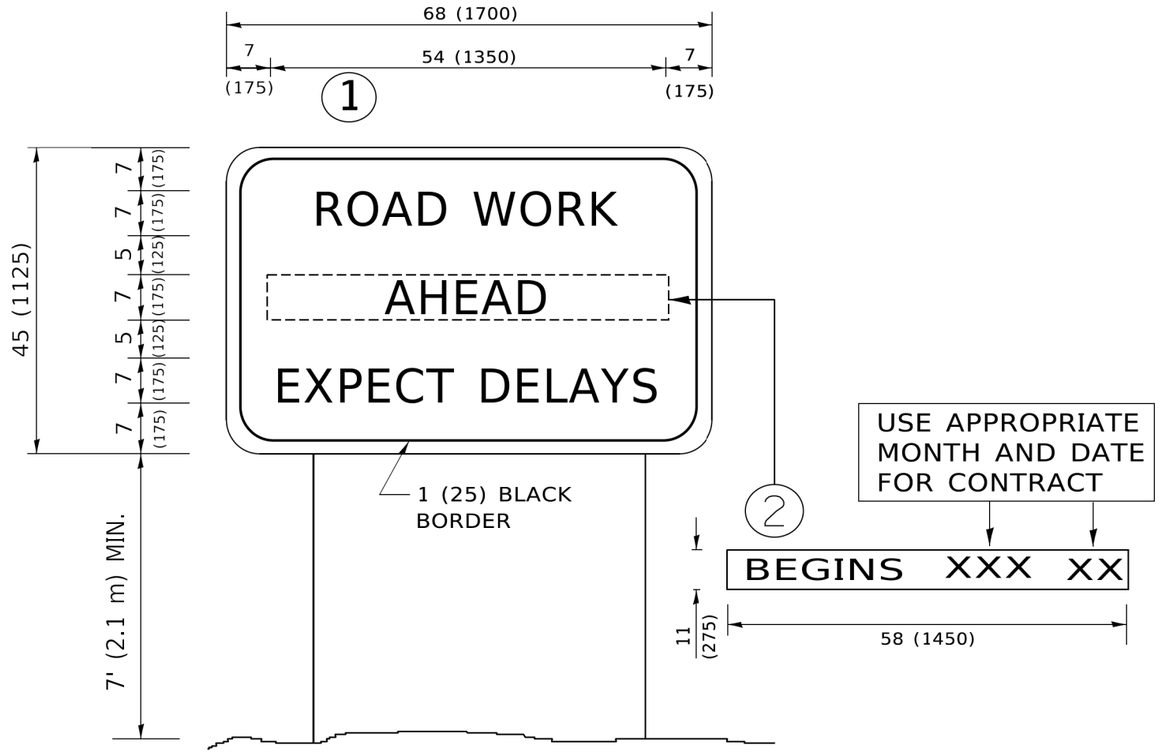
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	101
	TC-21	CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

tc21.dgn 3/4/2019 10:46:33 AM User=footemj



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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	DRAWN -	REVISED -	R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED -	C. JUCIUS 01-31-07

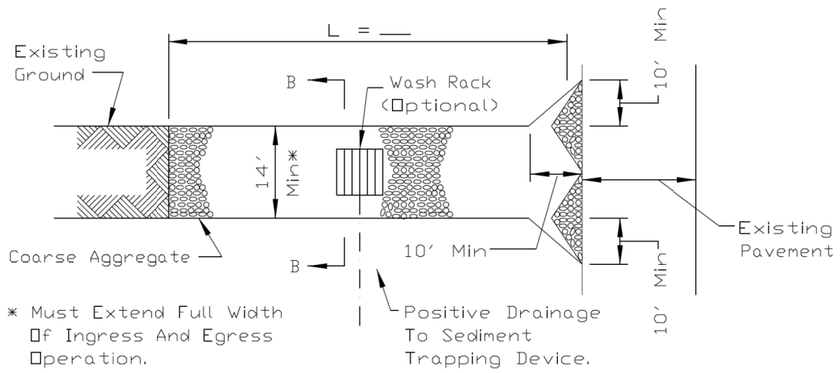
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

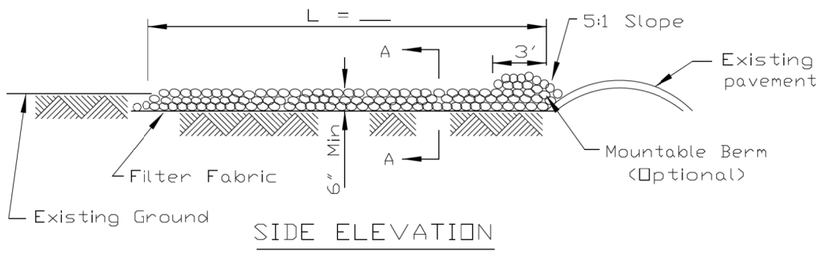
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1019	19-00509-00-BR	MCHENRY	117	102
	TC-22	CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW



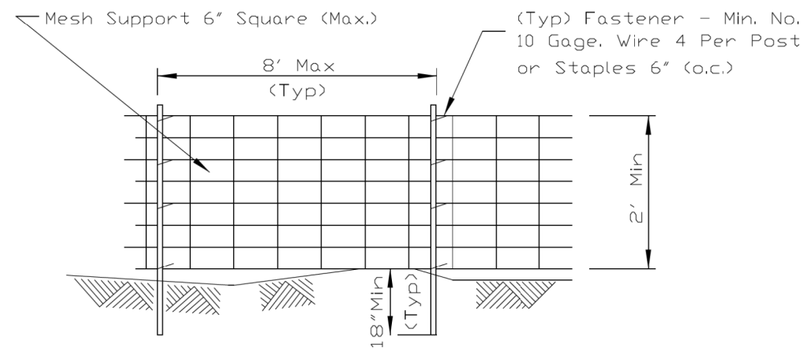
SIDE ELEVATION

NOTES:

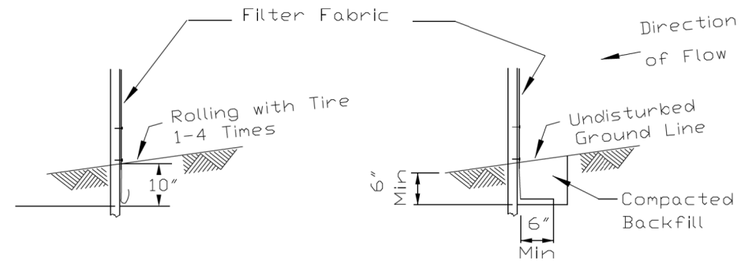
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE		STANDARD DWG. NO.
Project	NRCS Natural Resources Conservation Service	IL-630
Designed ____ Date ____		SHEET 1 OF 2
Checked ____ Date ____		DATE 8-18-94
Approved ____ Date ____		

SILT FENCE WITH WIRE SUPPORT PLAN



ELEVATION



FABRIC ANCHOR DETAIL

STATIC SLICE INSTALLATION TRENCH INSTALLATION

NOTES:

1. Silt Fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization. Silt fence shall be placed on the flattest area available.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE		STANDARD DWG. NO.
Project		IUM-620A(W)
Designed ____ Date ____		SHEET 1 OF 2
Checked ____ Date ____		DATE 3-16-2012
Approved ____ Date ____		

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JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS URBAN MANUAL STANDARDS
HARMONY ROAD OVER COON CREEK

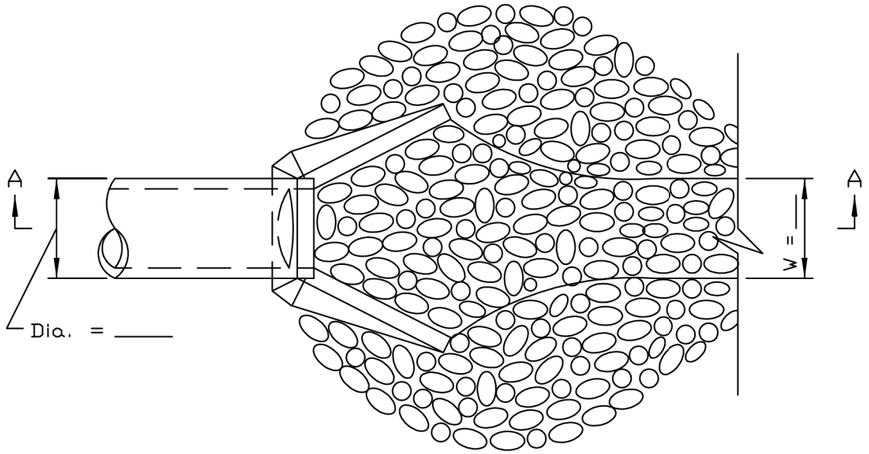
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		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

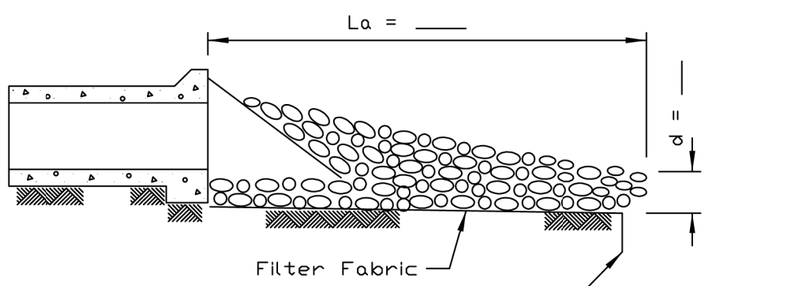
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PIPE OUTLET TO CHANNEL

Pipe Outlet To Well-Defined Channel



PLAN



SECTION A-A

NOTES:

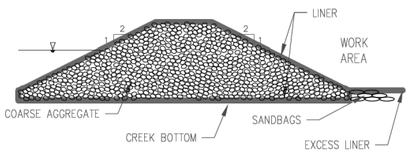
1. The filter fabric shall meet the requirements in material specification 592 GEOTEXTILE Table 1 or 2, Class I, II or III.
2. The rock riprap shall meet the IDOT requirements for the following gradation _____.
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAP. The rock may be equipment placed.

REFERENCE		STANDARD DWG. NO.
Project _____	NRCS Natural Resources Conservation Service	IL-611
Designed _____ Date _____		SHEET 1 OF 1
Checked _____ Date _____		DATE 8-18-94
Approved _____ Date _____		

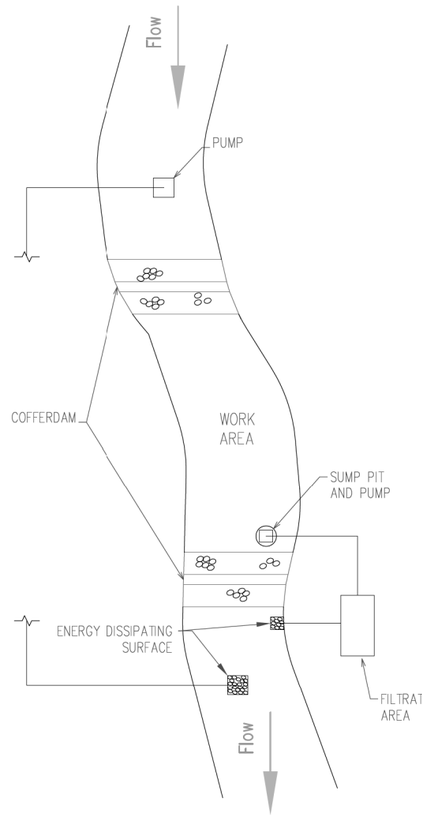
ROCK COFFERDAM



COFFERDAM CROSS-SECTION



COFFERDAM PROFILE



PLAN VIEW

NOTES:

1. THE LINER SHALL BE PLACED ON BOTTOM OF WATERWAY W/EXCESS LINER EXTENDING OUT OF THE COFFERED AREA. ONCE STONE IS PLACED, LINER WILL BE PULLED OVER ROCK AND EXTEND BEYOND THE PILE ON THE DOWNSTREAM SIDE. SANDBAGS WILL SECURE THE EXCESS LINER AS SHOWN. REFER TO THE STANDARD FOR LINER SPECIFICATIONS.

REFERENCE		STANDARD DWG. NO.
Project _____		IUM-503RF
Designed _____ Date _____		SHEET 5 OF 7
Checked _____ Date _____		DATE 7-09-2012
Approved _____ Date _____		

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USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

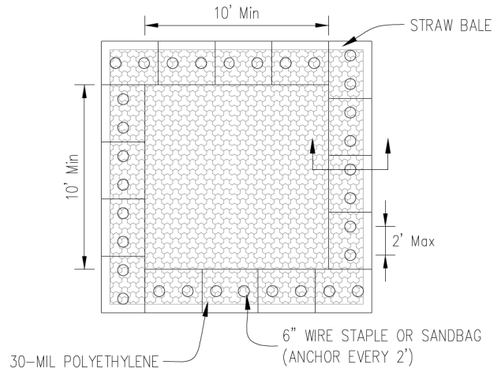
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS URBAN MANUAL STANDARDS
HARMONY ROAD OVER COON CREEK

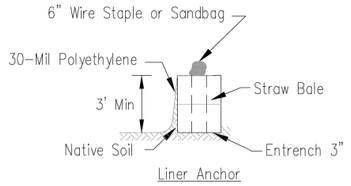
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

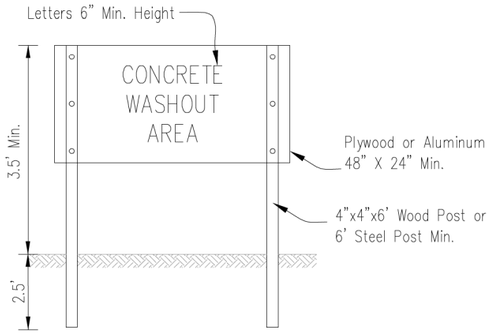
AUTOCAD2006



PLAN VIEW



STRAW BALE ANCHOR SECTIONS



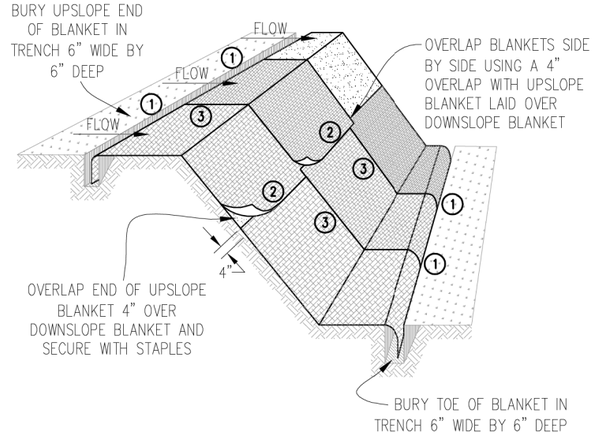
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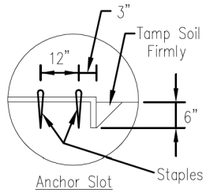
NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the faciliities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

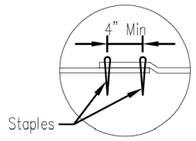
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			Drawn B. JOHNSON	6/08
			Checked	
			Approved	

AUTOCAD2006

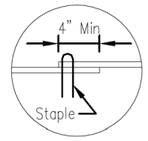




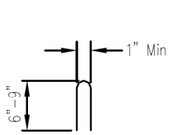
DETAIL 1



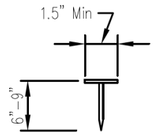
DETAIL 2



DETAIL 3



STAPLE DETAIL



PUSH PIN DETAIL

NOTES:

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

Sheet 1 of 1	Drawing No. JLM-5.20	File No.	EROSION CONTROL BLANKET INSTALLATION DETAILS	Date
			Designed	
			Drawn B. JOHNSON	11/08
			Checked	
			Approved	

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1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
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USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

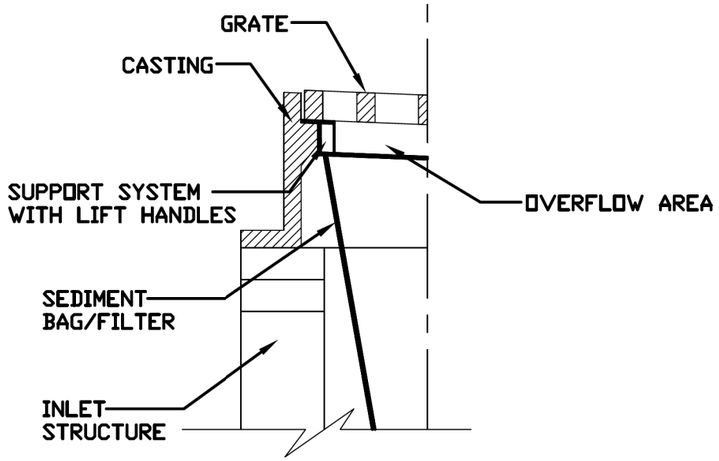
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

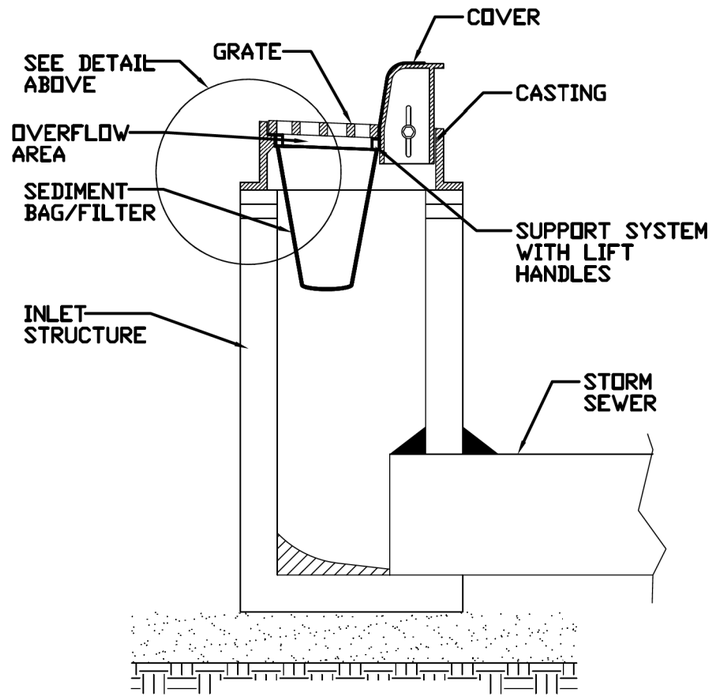
ILLINOIS URBAN MANUAL STANDARDS
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 3 OF 6 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	105
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

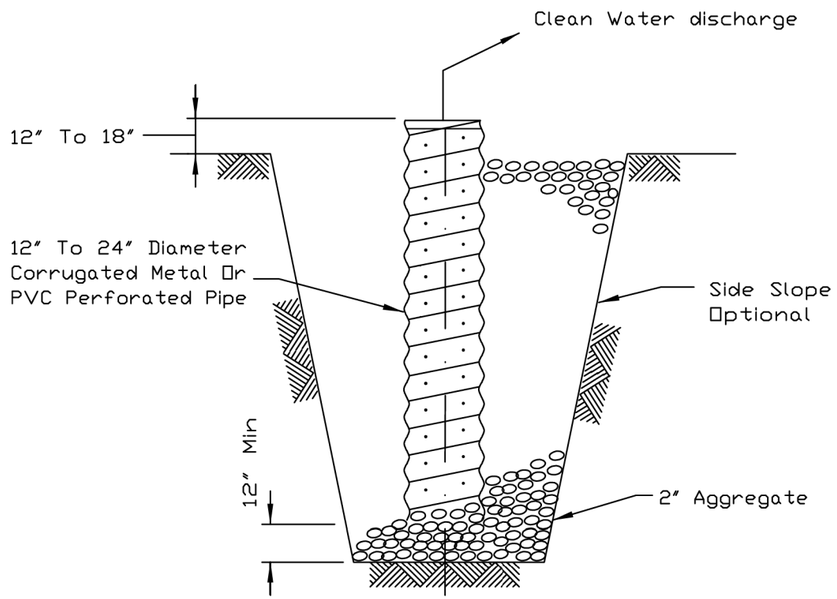
INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION





REFERENCE		STANDARD DWG. NO.
Project		IUM-561D
Designed ____ Date ____	ILLINOIS URBAN MANUAL	SHEET 1 OF 1
Checked ____ Date ____		DATE 01-11-11
Approved ____ Date ____		

SUMP PIT PLAN



SECTION

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

REFERENCE		STANDARD DWG. NO.
Project		IL-650
Designed ____ Date ____	NRCS Natural Resources Conservation Service	SHEET 1 OF 1
Checked ____ Date ____		DATE 8-11-94
Approved ____ Date ____		

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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -	

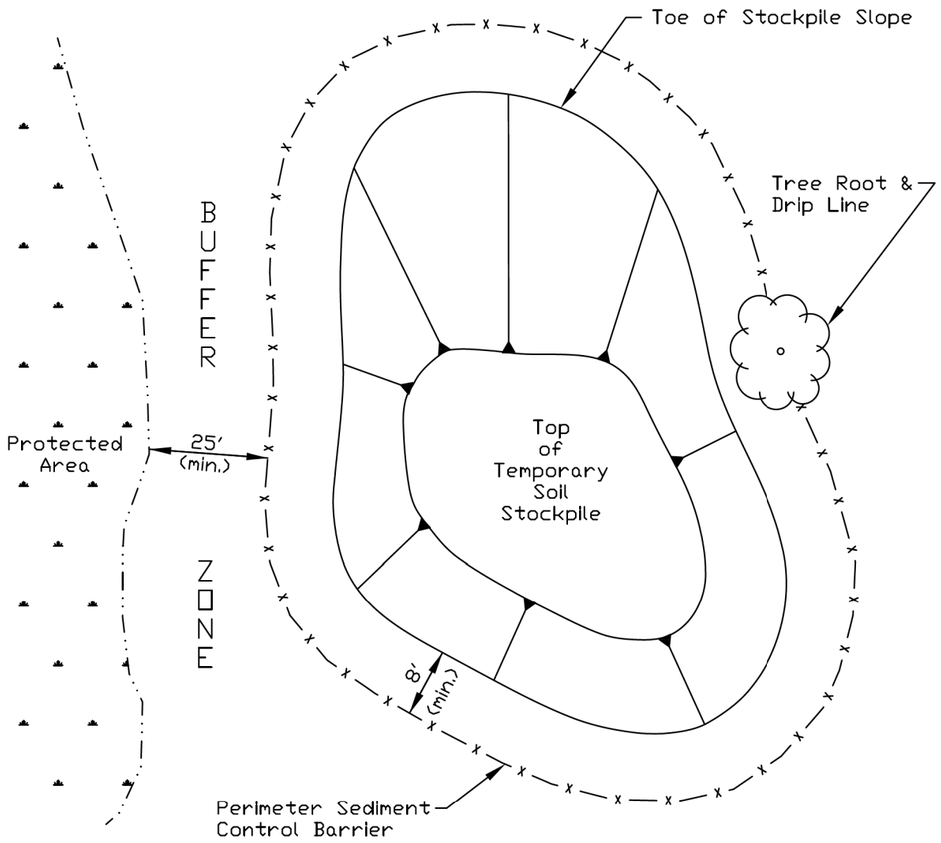
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS URBAN MANUAL STANDARDS
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 4 OF 6 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	106
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

TEMPORARY SOIL STOCKPILE DETAIL

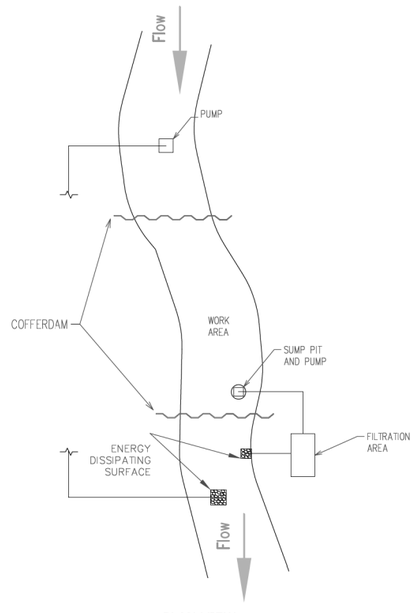


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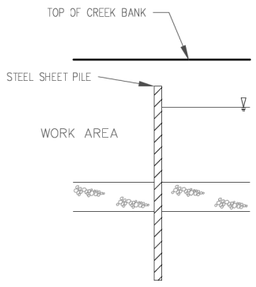
1. Stockpile slopes should be based on angle of repose of the soil material to avoid potential sloughing of the slope.
2. Soil stockpile to be stabilized in accordance with practical standards.
3. Do not locate stockpile within overland drainage flow path, designated floodways, drip line or over the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

REFERENCE		STANDARD DWG. NO.
Project		IUM-627
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE JANUARY 2017
Approved ____ Date ____		

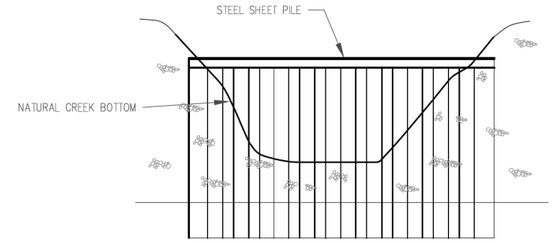
STEEL SHEET PILE COFFERDAM



PLAN VIEW



PROFILE



CROSS-SECTION

NOTES:

1. ALL DISCHARGES SHOULD BE ON ENERGY DISSIPATING SURFACES

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

REFERENCE		STANDARD DWG. NO.
Project		IUM-503SS
Designed ____ Date ____		SHEET 7 OF 7
Checked ____ Date ____		DATE 7-09-2012
Approved ____ Date ____		

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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS URBAN MANUAL STANDARDS
HARMONY ROAD OVER COON CREEK

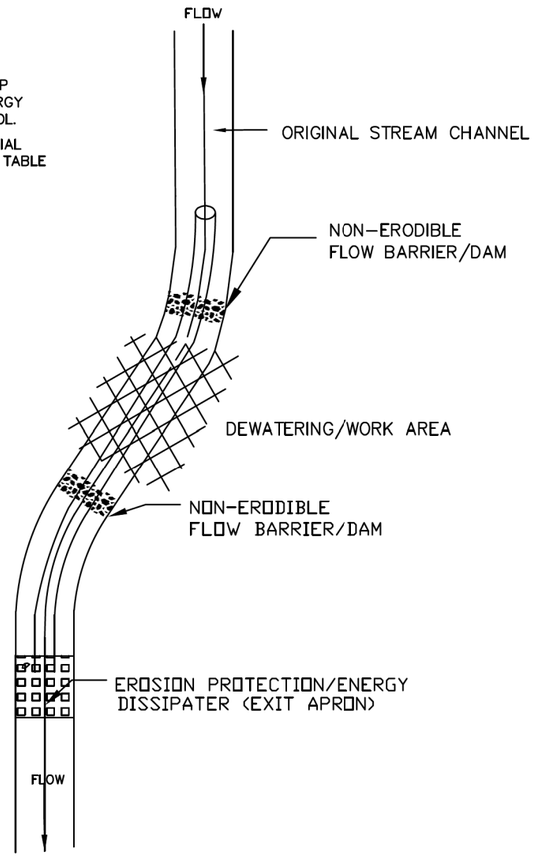
SCALE: N/A | SHEET 5 OF 6 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	107
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

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TEMPORARY STREAM DIVERSION - PIPE DIVERSION

NOTES:
1. PLACE GEOTEXTILE UNDER RIPRAP WHEN RIPRAP IS USED FOR ENERGY DISSIPATOR, OR EROSION CONTROL.
2. GEOTEXTILES SHALL MEET MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 2, CLASS 1.



PIPE DIAMETER_____

PIPE MATERIAL_____

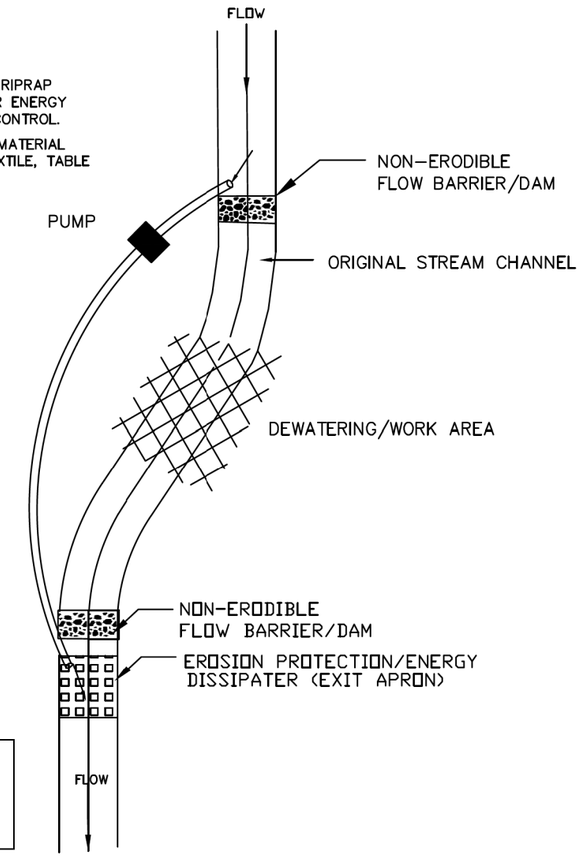
EROSION PROTECTION/ ENERGY DISSIPATOR DETAILS:

TYPICAL PIPE DIVERSION PLAN

REFERENCE		STANDARD DWG. NO.
Project _____		IUM-676PD
Designed _____ Date _____		SHEET 1 OF 1
Checked _____ Date _____		DATE 7-29-2011
Approved _____ Date _____		

TEMPORARY STREAM DIVERSION - BYPASS PUMP

NOTES:
1. PLACE GEOTEXTILE UNDER RIPRAP WHEN RIPRAP IS USED FOR ENERGY DISSIPATOR, OR EROSION CONTROL.
2. GEOTEXTILES SHALL MEET MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 2, CLASS 1.



PUMP SIZE: ____

EROSION PROTECTION/ ENERGY DISSIPATOR DETAILS:

TYPICAL PUMPED DIVERSION PLAN

REFERENCE		STANDARD DWG. NO.
Project _____		IUM-676BP
Designed _____ Date _____		SHEET 1 OF 1
Checked _____ Date _____		DATE 7-29-2011
Approved _____ Date _____		

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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

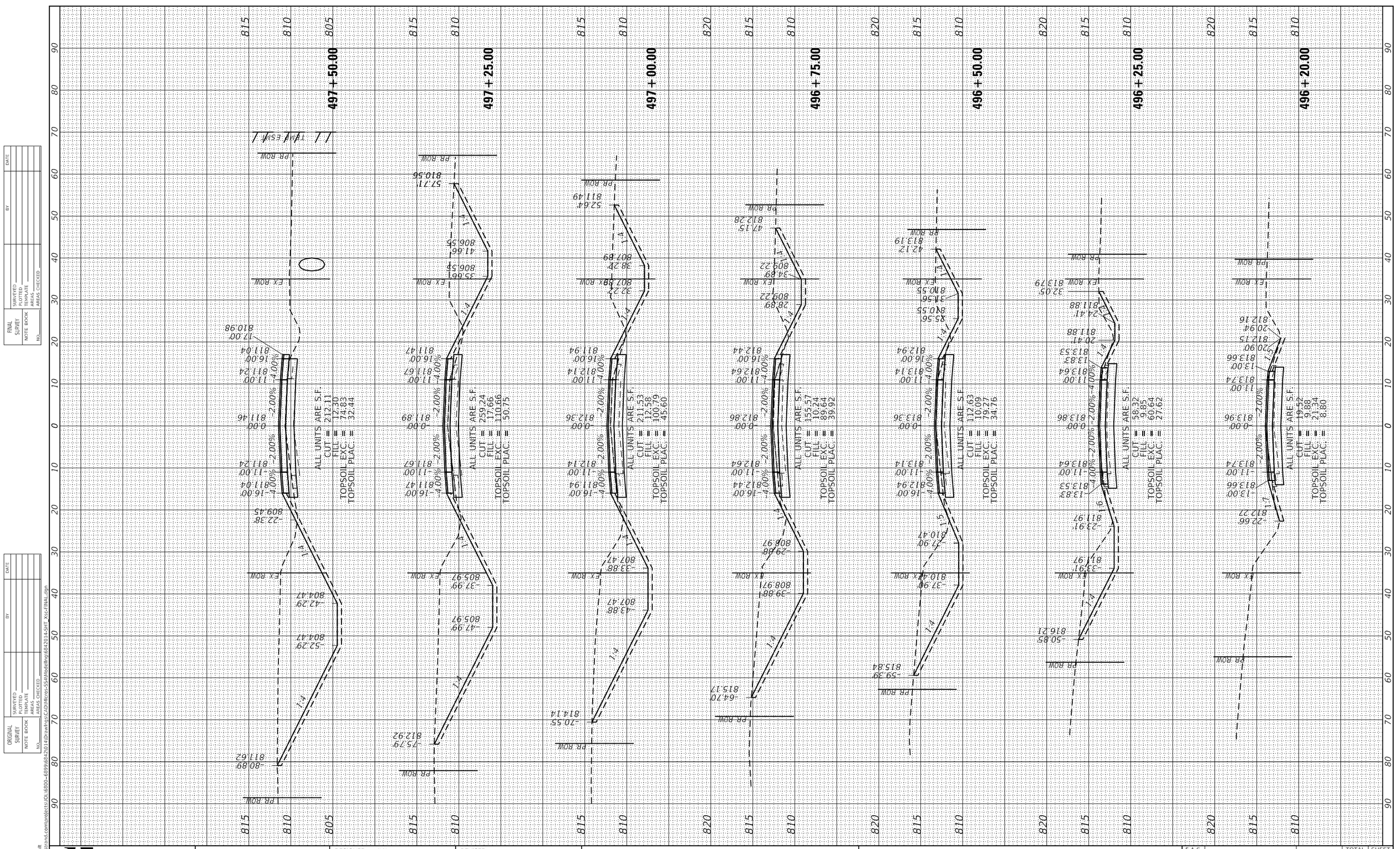
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS URBAN MANUAL STANDARDS
HARMONY ROAD OVER COON CREEK

SCALE: N/A | SHEET 6 OF 6 SHEETS | STA. N/A | TO STA. N/A

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	108
		CONTRACT NO. 61M72		
	ILLINOIS FED. AID PROJECT			

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NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY CROSS SECTIONS
HARMONY ROAD OVER COON CREEK

SCALE: NTS | SHEET 1 OF 6 SHEETS | STA. 496+20.00 TO STA. 497+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	109
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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

ORIGINAL SURVEY	SURVEYED	BY	DATE
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	DRAWN - JLN	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MJG	REVISED -	
PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY CROSS SECTIONS
HARMONY ROAD OVER COON CREEK

SCALE: NTS | SHEET 2 OF 6 SHEETS | STA. 497+65.00 TO STA. 499+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	110
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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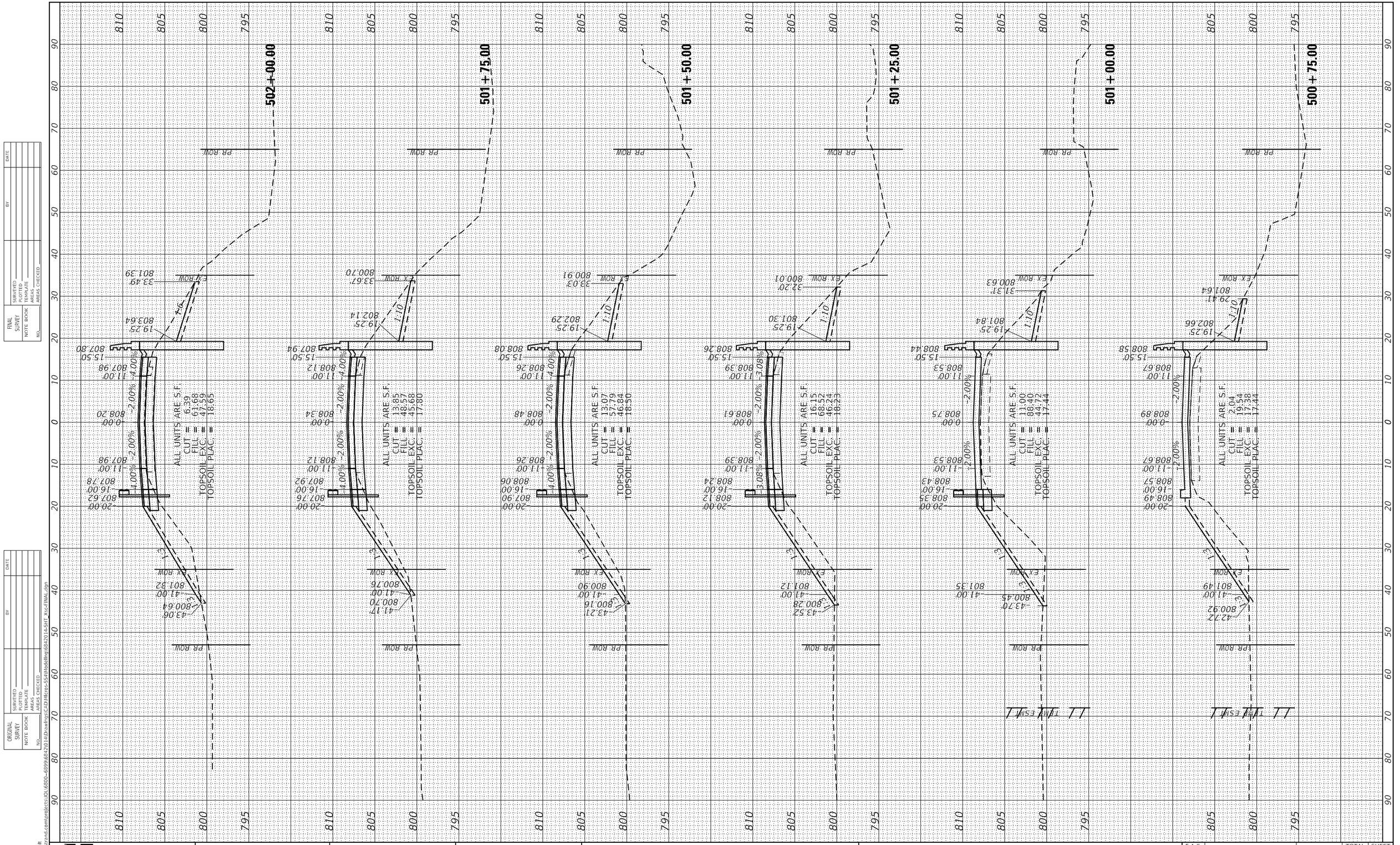
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
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ROADWAY CROSS SECTIONS
HARMONY ROAD OVER COON CREEK

SCALE: NTS | SHEET 3 OF 6 SHEETS | STA. 499+25.00 TO STA. 500+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	111
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		



USER NAME = JohnN	DESIGNED - JLN	REVISED -	
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY CROSS SECTIONS
HARMONY ROAD OVER COON CREEK

SCALE: NTS | SHEET 4 OF 6 SHEETS | STA. 500+75.00 TO STA. 502+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	112
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		

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

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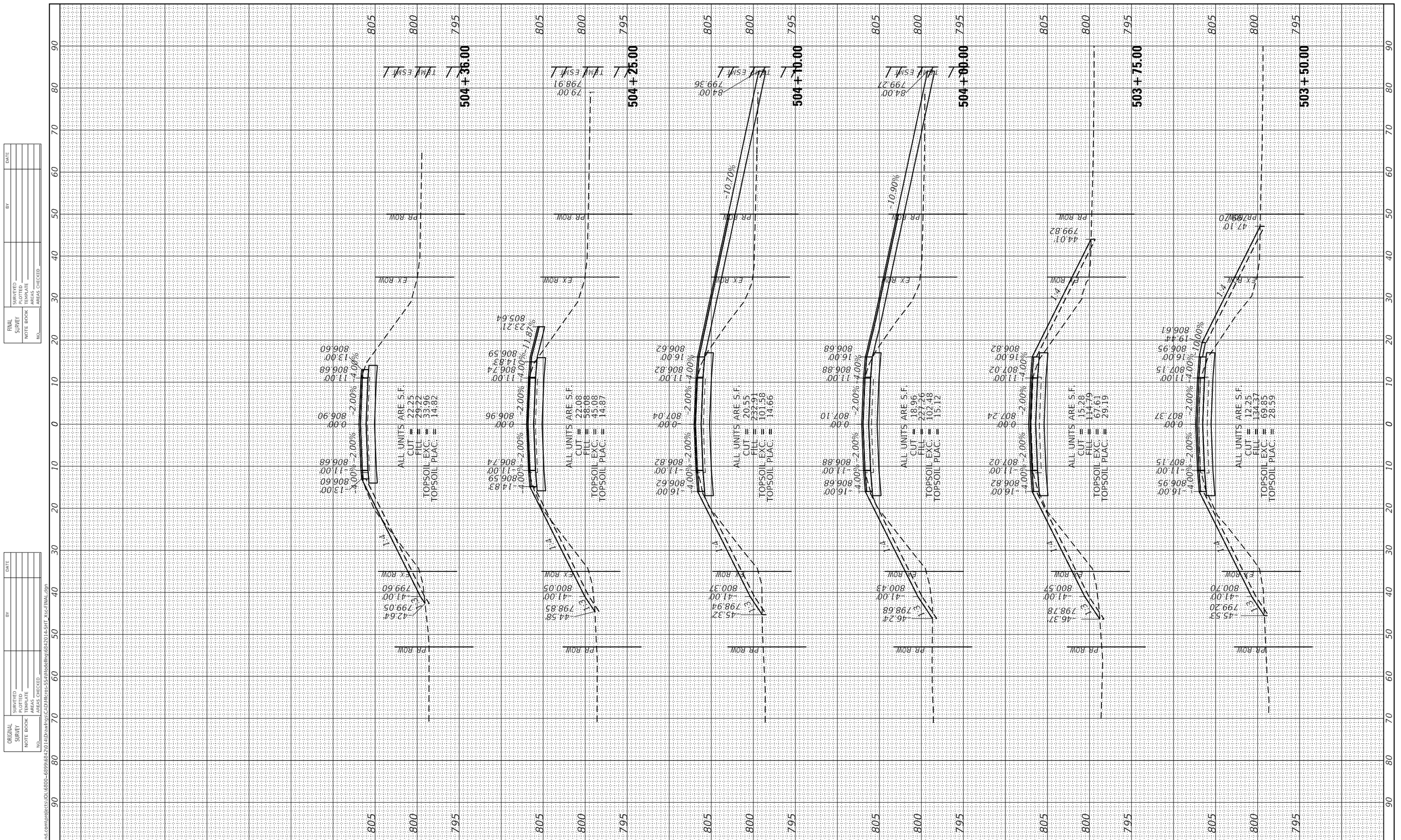
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY CROSS SECTIONS
HARMONY ROAD OVER COON CREEK

SCALE: NTS | SHEET 5 OF 6 SHEETS | STA. 502+25.00 TO STA. 503+25.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	113
		CONTRACT NO. 61M72		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY	SURVEYED	BY	DATE
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

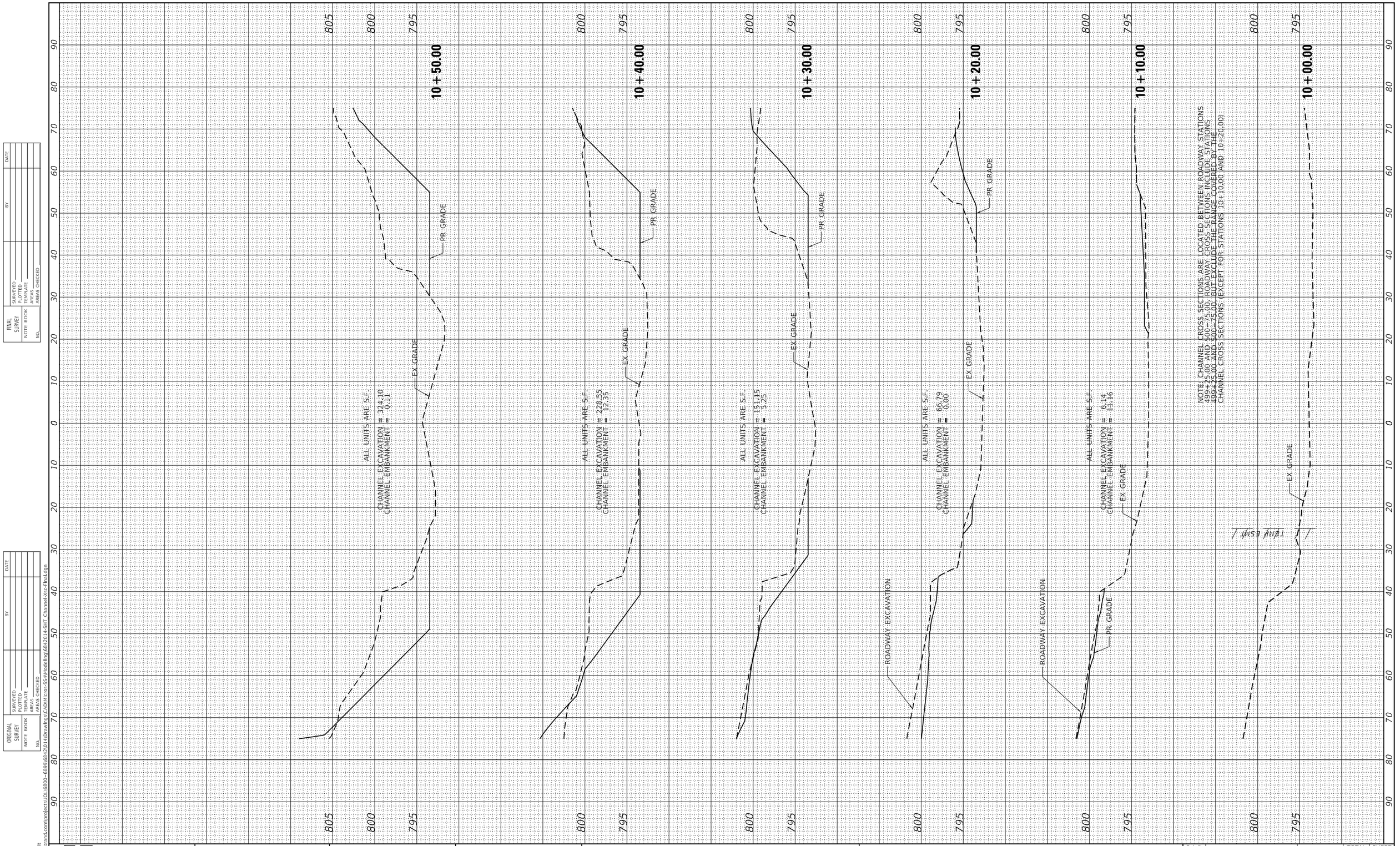
ROADWAY CROSS SECTIONS
HARMONY ROAD OVER COON CREEK

SCALE: NTS | SHEET 6 OF 6 SHEETS | STA. 503+50.00 | TO STA. 504+36.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	114
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

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

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



NOTE: CHANNEL CROSS SECTIONS ARE LOCATED BETWEEN ROADWAY STATIONS 499+25.00 AND 500+75.00; ROADWAY CROSS SECTIONS INCLUDE STATIONS CHANNEL CROSS SECTIONS EXCEPT FOR THE RANGE COVERED BY THE CHANNEL CROSS SECTIONS (EXCEPT FOR STATIONS 10+00.00 AND 10+20.00)

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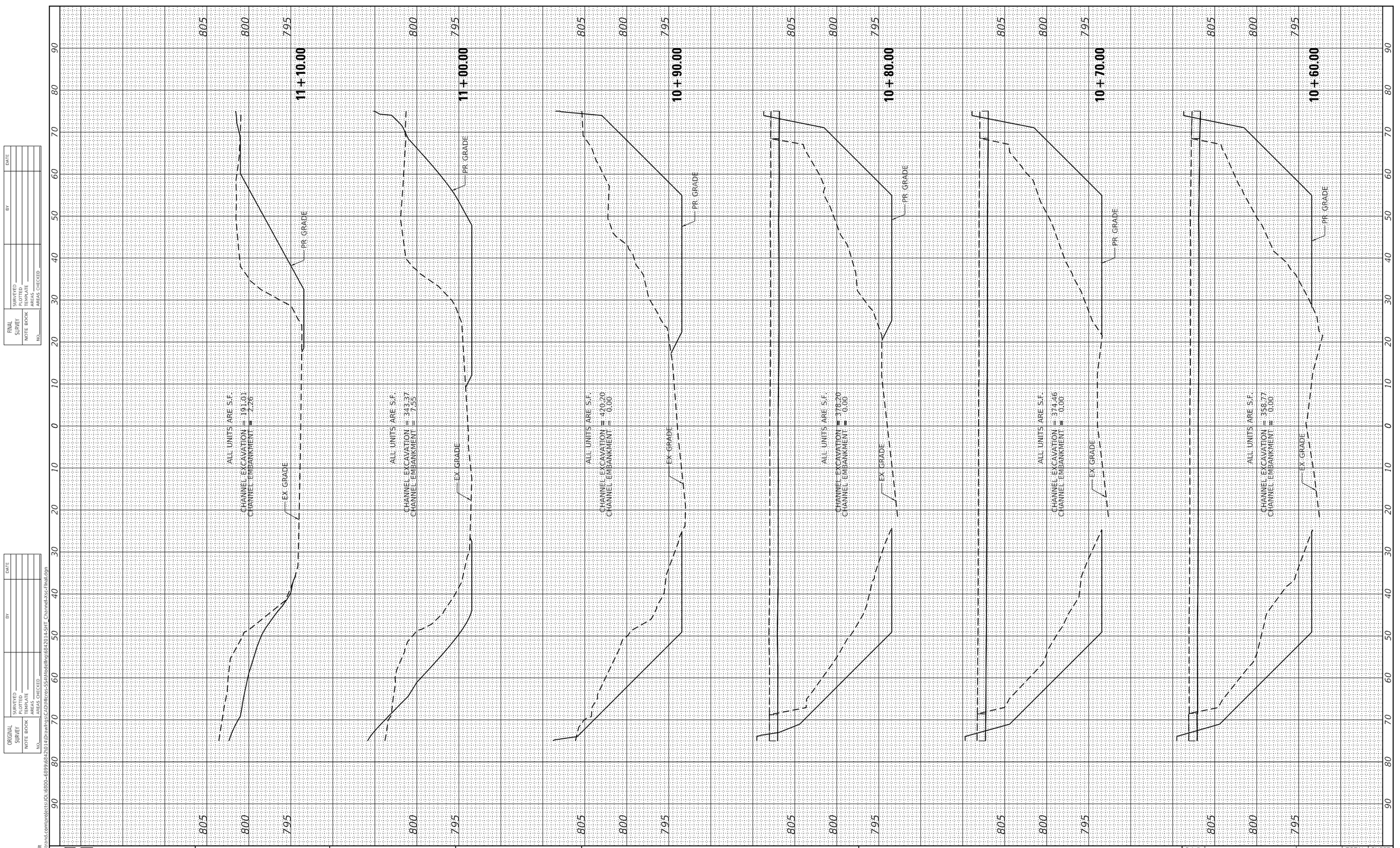
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHANNEL CROSS SECTIONS
HARMONY ROAD OVER COON CREEK

SCALE: NTS | SHEET 1 OF 3 SHEETS | STA. 10+00.00 | TO STA. 10+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	115
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	



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

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

MODEL: Default
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	DRAWN - JLN	REVISED -
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PLOT DATE = 8/24/2026	DATE - 8/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

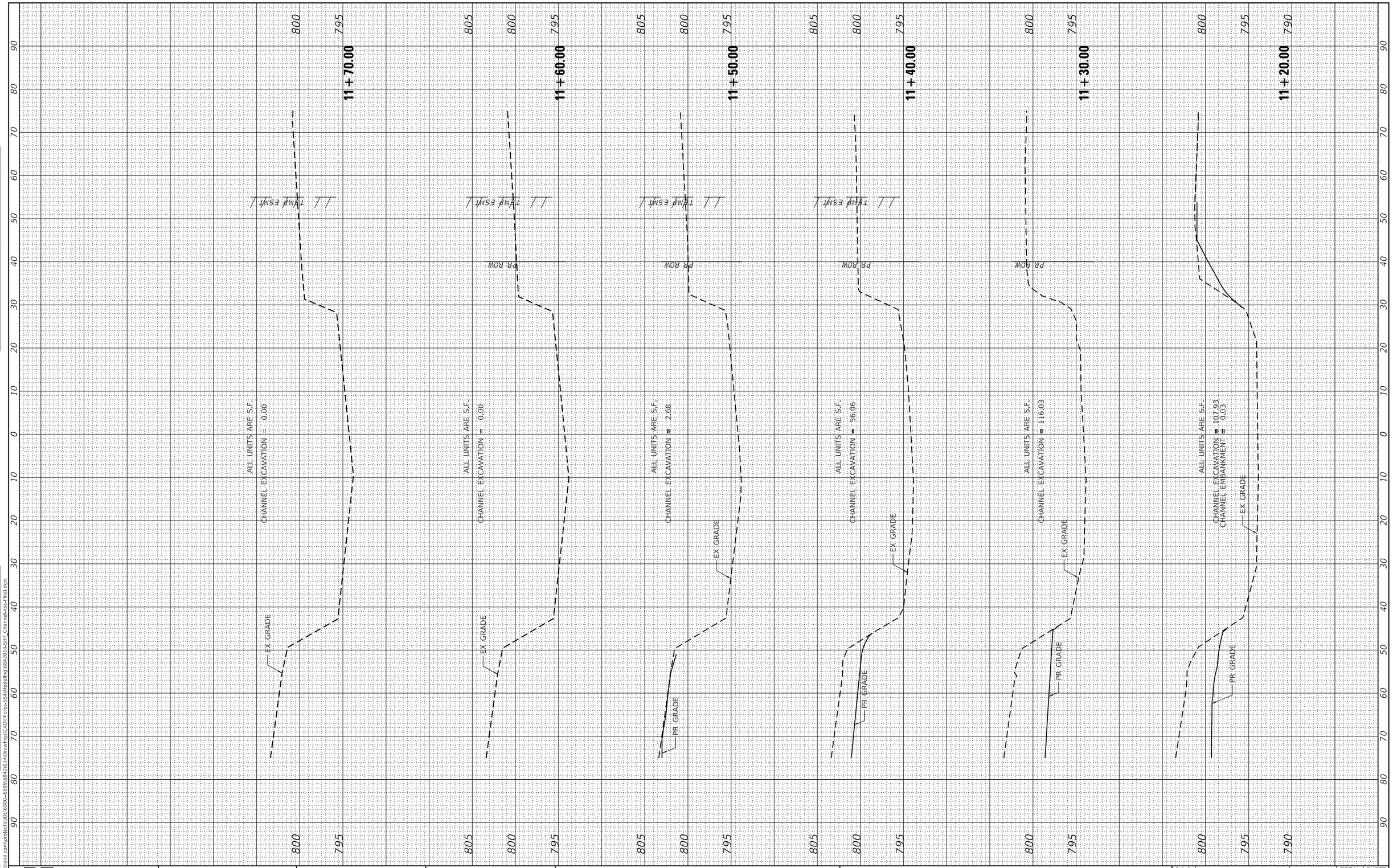
CHANNEL CROSS SECTIONS
HARMONY ROAD OVER COON CREEK

SCALE: NTS | SHEET 2 OF 3 SHEETS | STA. 10+60.00 | TO STA. 11+10.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	116
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	

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

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHANNEL CROSS SECTIONS
HARMONY ROAD OVER COON CREEK

SCALE: NTS | SHEET 3 OF 3 SHEETS | STA. 11+20.00 | TO STA. 11+70.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1019	19-00509-00-BR	MCHENRY	117	117
		CONTRACT NO. 61M72		
		ILLINOIS	FED. AID PROJECT	