11-06-2026 LETTING ITEM 034

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	1
	ILLINOIS	CONTRACT NO. 61M77		

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

PAULSEN ROAD (TR 114)
OVER NORTH BRANCH KISHWAUKEE RIVER
BRIDGE REPLACEMENT
SECTION 21–00532–00–BR
PROJECT: TQAC(305)
MCHENRY COUNTY
JOB NO. C–91–005–22

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

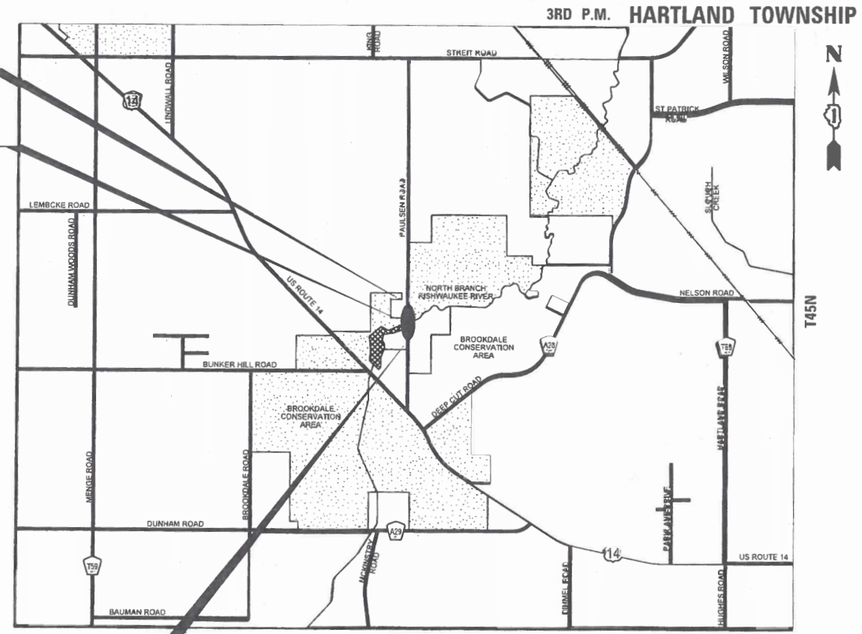
TRAFFIC DATA
EXISTING PAULSEN ROAD ADT = 250 (2021)
FUTURE PAULSEN ROAD ADT = 360 (2050)

SPEED LIMIT:
POSTED = 45 MPH
DESIGN = 45 MPH

DESIGN DESIGNATION:
PAULSEN ROAD:
RURAL – LOCAL

END IMPROVEMENT
STA 9+75.00

BRIDGE REPLACEMENT
STA. 5+27.08 TO 6+72.92
PROPOSED SN. 056–9071



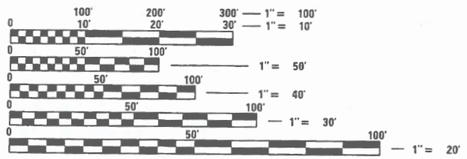
BEGIN IMPROVEMENT
STA 1+75.00

PROJECT LENGTH
GROSS LENGTH = 800 FT. = 0.152 MILE
NET LENGTH = 800 FT. = 0.152 MILE

P–91–005–22, D–91–014–22



LOCATION OF SECTION INDICATED THUS: – ■ –



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

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

CONSULTING ENGINEERS
BLA, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P:(630) 438 6400 F:(630) 438 6444 www.bla-inc.com

CONTRACT NO. 61M77

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Approved JULY 22, 2026
Jon R. Kopecki, P.E.
County of McHenry, County Engineer

Passed AUG. 26, 2026
District One Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review August 26, 2026
Regional Engineer

MATTHEW T. CESARIO 062.066160 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
July 27, 2026 DATE
MATTHEW T. CESARIO, P.E.
BLA, INC.
NO.: 062–066160
EXP. DATE: 11–30–2027
SHEETS: 1-45,73-89

PETER R. DOMBROWSKI 6519 7-27-2026 PROFESSIONAL ENGINEER STATE OF ILLINOIS
Peter R. Dombrowski
Expires: 11-30-2026
PETER DOMBROWSKI, P.E., S.E.
BLA, INC.
NO.: 081–006519
EXP. DATE: 11–30–2026
SHEETS: 46-72

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

BLA, Inc.

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HIGHWAY STANDARDS

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701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15'
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2, 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
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725001-01	OBJECT AND TERMINAL MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

COMMITMENTS

1. TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHOULD NOT BE CLEARED FROM APRIL 1ˢᵗ THROUGH OCTOBER 31ˢᵗ OF ANY GIVEN YEAR.
2. ANY REQUIRED NIGHT LIGHTING SHOULD FOLLOW INTERNATIONAL DARK-SKY ASSOCIATION (IDA) GUIDANCE TO MINIMIZE THE EFFECT OF LIGHT POLLUTION ON WILDLIFE; INCLUDING SHIELDING FIXTURES SO NO LIGHT TRAVELS UPDWARD, USING =WARM-WHITEM OR FILTERED LEDS (CCT < 3,000 K) TO MINIMIZE BLUE EMISSION, AND AVOIDING OVER-LIGHTING.
3. IF EROSION CONTROL BLANKET IS TO BE USED, WILDLIFE-FRIENDLY PLASTIC-FREE BLANKET SHOULD BE USED AROUND WETLANDS AND ADJACENT TO NATURAL AREAS, TO PREVENT THE ENTANGLEMENT OF NATIVE WILDLIFE.
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.
5. SOIL EROSION AND SEDIMENT CONTROL BMPS SHOULD BE IMPLEMENTED AND PROPERLY MAINTAINED.
6. ALL ON-SITE PERSONNEL BE EDUCATED ABOUT THE BLANDING'S TURTLE SPECIES AND INSTRUCTED TO STOP WORK IMMEDIATELY AND CONTACT THE DEPARTMENT (BRAD SEMEL, NATURAL HERITAGE DIVISION, 815-675-2386 EXT. 216) IF THEY ARE ENCOUNTERED IN THE PROJECT AREA. FLIERS WITH PHOTOS OF ADULT AND JUVENILE BLANDING'S TURTLES, AND LIFE-HISTORY INFORMATION, SHOULD BE DISTRIBUTED TO PERSONNEL.
7. EXCAVATIONS SHOULD BE INSPECTED DAILY FOR TRAPPED WILDLIFE AND SAFELY COVERED OVERNIGHT. SOIL OR OTHER POTENTIAL TURTLE NESTING MEDIUM STOCKPILES SHOULD ALSO HAVE EXCLUSIONARY FENCING INSTALLED AROUND THE PERIMETER TO DISCOURAGE TURTLE NESTING AND POTENTIAL HARM.
8. NO DISTURBANCE SIGNAGE AND CONSTRUCTION FENCING WILL BE INSTALLED TO PROTECT MEDIUM QUALITY HABITAT THAT WILL NOT BE IMPACTED.
9. ONCE THE GROWING SEASON BEGINS, THE PROJECT LIMITS SHOULD BE ROUTINELY MOWED SIMILAR TO TYPICAL LAWN GRASS HEIGHT (NOT MORE THAN 6-INCHES). THE AREA SHOULD NOT BE ALLOWED TO GROW IN EXCESS OF 6-INCHES AFTER THE INTIAL MOWING TO PREVENT THE RETURN OF FLORAL RESOURCES. MOWING SHOULD CONTINUE THROUGHOUT THE GROWING SEASON.
10. MOWER DECKS SHALL BE SET AT A HEIGHT THAT DOES NOT CAUSE SCALPING AND SOIL DISTURBANCE. IT IS RECOMMENDED THAT AREAS WHICH ARE NOT CURRENTLY MOWED AND MAINTAINED BE MOWED AT A DECK HEIGHT OF 6 INCHES UNLESS THE VEGETATION IS SHORTER SUCH THAT THIS DECK SETTING WOULD NOT BE FEASIBLE.
11. AREAS WHICH ARE CURRENTLY MOWED AND MAINTAINED SHALL BE MOWED AND MAINTAINED AT THE CURRENT HEIGHT AND DECK SETTINGS.
12. NO PARKING OR CONSTUCTION STAGING SHALL OCCUR ALONG PAULSEN ROAD WITHIN OR ADJACENT MEDIUM QUALITY HABITAT AREAS.
13. WORK WHICH DISTURBS THE GROUND OR MAY REMOVE FLOWERING PLANTS SHOULD BE DONE BETWEEN OCTOBER 1 AND APRIL 1 TO AVOID POTENTIAL IMPACTS TO THE RUSTY PATCHED BUMBLE BEE.
14. SITE PERSONNEL WILL BE EDUCATED ON THE POTENTIAL PRESENCE OF THE SPECIES. PHOTOGRAPHS OF ADULT AND JUVENILES WILL BE POSTED AT THE SITE.
15. EXCLUSIONARY FENCING WILL BE INSTALLED AROUND THE TERRESTRIAL WORK AREAS AND ANY IN-STREAM ROADS BY LATE MARCH AND MAINTAINED THROUGH OCTOBER TO ENSURE THAT TURTLES DO NOT ACCESS OR NEST IN THE WORK SITE.
16. STREAM FLOW AND OPENNESS WITH NATURAL SUBSTRATES SHALL BE MAINTAINED TO ENSURE THAT TURTLES CAN CONTINUE TO PASS UNDER THE CONSTRUCTION ZONE.
17. IF A CAUSEWAY IS REQUIRED, TEMPORARY CULVERTS SHALL BE PROPERLY SIZED TO MAINTAIN FLOW OF NORTH KISHWAUKEE RIVER.
18. FOLLOWING CONSTRUCTION, THE SITE SHALL BE RESEEDED WITH A CLASS 4 AND 5 MIX IN ACCORDANCE WITH SECTION 250 OF IDOTS STANDARD SPECIFICATIONS FOR ROAD AND BRDIGE CONSTRUCTION. THE BANKS AND RIVER SUBSTRATE SHALL BE RESTORED TO PRE-CONSTRUCTION ELEVATIONS AND CONDITIONS.

PERMITTING CONTACT

MCHENRY COUNTY PLANNING AND DEVELOPMENT (MCPD)
2200 N. SEMINARY AVENUE, WOODSTOCK, IL 60098
(815) 334-4560
CONTACT: ADAM WALLEN

MCHENRY LAKE COUNTY SOIL AND WATER CONSERVATION DISTRICT (MLCSWCD)
1648 S. EASTWOOD DRIVE, WOODSTOCK, IL 60098
(815) 338-0444X3
CONTACT: SPRING DUFFY

UNITED STATES ARMY CORPS OF ENGINEERS (USACOE) - CHICAGO DISTRICT
231 SOUTH LASALLE STREET, SUITE 1500, CHICAGO, IL 60604
(312) 846-5540
CONTACT: AARON SPENCER

UTILITY CONTACT

AT&T
ALEXANDER BRYANT
(630) 272-9010
AB8652@ATT.COM

COMED
KURT ARMSTRONG
(630) 396-8225
KURT.ARMSTRONG@COMED.COM

NICOR GAS
KAREY JOHNSON
(630) 388-2903
KAREJOHN@SOUTHERNCO.COM

DISTRICT STANDARDS

BD-51	BENCHING DETAIL FOR EMBANKMENT WIDENING
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-26	DRIVEWAY ENTRANCE SIGNING

MCHENRY COUNTY DETAIL

DRIVEWAY DETAIL - MCDOT

OWNER OF RECORD

THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. FOR INFORMATION REGARDING THE EXISTING STRUCTURE SEE RECORD PLANS ON SHEETS 72 -73

THOSE SEEKING THE FULL GEOTECHNICAL REPORT OR PRELIMINARY SITE INVESTIGATION 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 IV
(815) 334-4960

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 IV
(815) 334-4960

SURVEY DATUM

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

PUBLIC SERVICE CONTACT LIST

HARTLAND TOWNSHIP
15813 NELSON RD, WOODSTOCK, IL 60098
(815) 338-5526
CONTACT: CHARLES KRUSE, SUPERVISOR

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

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

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

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

MCHENRY COUNTY DIVISION OF TRANSPORTATION
16111 NELSON ROAD, WOODSTOCK, IL 60098
(815) 334-4960
CONTACT: JEREMY STULL, CONSTRUCTION MANAGER

ILLINOIS DEPARTMENT OF TRANSPORTATION - DISTRICT 1
201 WEST CENTER COURT, SCHAUMBURG, ILLINOIS 60196
KANNAN-HOSADURGA@ILLINOIS.GOV
(847) 705-4091
CONTACT: KALPANNA KANNAN-HOSADURGA, TRAFFIC CONTROL SUPERVISOR

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 9/22/2026	DATE - 8/19/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
INDEX, HIGHWAY STANDARDS, GENERAL NOTES, AND COMMITMENTS
SCALE: NTS | SHEET 1 OF 2 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	2
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2022 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2026; THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
2. 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 COUNTY, TOWNSHIP OR PRIVATE PROPERTY WITHOUT WRITTEN PERMISSION OF THE ENGINEER.
3. TRAFFIC CONTROL DEVICES: ALL TRAFFIC CONTROL DEVICES USED FOR THE DETOUR 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.
4. 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 IN ACCORDANCE WITH THE REGIONAL PERMIT NUMBER LRC-2020-759 OF THE UNITED STATES ARMY CORPS OF ENGINEERS AUTHORIZED UNDER SECTION 404 OF THE CLEAN WATER ACT. THE IEPA HAS ISSUED SECTION 401 WATER QUALITY CERTIFICATION FOR THIS ACTIVITY. SEE SPECIAL PROVISIONS FOR CONDITIONS.
5. RIGHT-OF-WAY MARKERS SHALL BE INSTALLED USING METHOD B OF THE STANDARD SPECIFICATIONS AND HIGHWAY STANDARDS.
6. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
7. EXISTING MAILBOXES AFFECTED BY CONSTRUCTION SHALL BE RELOCATED AS DIRECTED BY THE LOCAL POSTAL AUTHORITY AND THE ENGINEER.
8. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
9. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE DUMP TRUCK.
10. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
11. CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07 REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.
12. PHOSPHORUS FERTILIZER HAS BEEN INTENTIONALLY OMITTED FROM THE CONTRACT. A PHOSPHORUS-FREE FERTILIZER SHALL BE USED (MIDDLE NUMBER SHOULD EQUAL 0).
13. THE CONTRACTOR SHALL PROVIDE THE FINISHED GRADE DTM BEFORE LANDSCAPING TO VERIFY MCP&D STORMWATER MANAGEMENT PERMIT.
14. THE CONTRACTOR SHALL COORDINATE THE REMOVAL OF ANY EXISTING DETOUR SIGNAGE, WITH MCHENRY COUNTY DOT: HARTLAND TOWNSHIP.
15. IF BLANDING TURTLES ARE ENCOUNTERED THE CONTRACTOR SHALL PLACE THE TURTLE IN A SECURE CONTAINIER SUCH AS A 5-GALLON BUCKET AND CALL WILDLIFE RESOURCE CENTER AT 815-728-8307 OR 815-790-0355 OR CALL CINDI JABLONSKI AT 815-219-3324 (MCCD)

DRAINAGE NOTES

1. DURING CONSTRUCTION OPERATIONS, ALL LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE ROUTES AND 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 DRAINAGE FEATURES 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. INVESTIGATION INDICATED NO DRAIN TILES ARE PRESENT, HOWEVER, IF ANY FARM DRAIN, FIELD TILE SYSTEM OR OTHER UNDERGROUND TILE FACILITIES IS ENCOUNTERED IN THE WORK ZONE, THE TILE 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 AS TO MAINTAIN ITS ORIGINAL ALIGNMENT.
3. THE WORK SHALL BE IN ACCORDANCE WITH SECTION 611. THE MINIMUM SIZE FOR REPLACEMENT MUST BE 4 INCH. THE DRAIN PIPE MATERIAL SHALL BE PVC OR CORRUGATED PVC WITH A SMOOTH INTERIOR IN ACCORDANCE WITH SECTION 601. A "TYPE A" INLET WITH TYPE 1 CLOSED LID WILL BE CONSTRUCTED TO CONNECT THE TILE(S) AND/OR PIPE DRAIN(S).
4. PRIOR TO MAKING THE CONNECTION, 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.
5. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE THROUGHOUT THE CONSTRUCTION OF THIS PROJECT.
6. 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.

UTILITY NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL " JULIE" AT 1-800-892-0 123 FOR FIELD LOCATIONS OF BURIED UTILITIES AND FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED.)
2. THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY AND ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
3. 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.
4. THE CONTRACTOR SHALL COOPERATE WITH THE COUNTY IF ANY UNDERGROUND IMPROVEMENTS ARE REQUIRED BY THE COUNTY OR STATE WITHIN THE DURATION OF THE CONTRACT.
5. CONTRACTOR TO USE A INSTANT START/STOP VIBRATORY HAMMER EQUIPMENT IN THE VICINITY OF THE NICOR GAS MAIN.

MCHENRY COUNTY STANDARD DRAIN TILE NOTES

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

TREES AND SHRUBS

1. THE CONTRACTOR SHALL REMOVE ONLY THOSE TREES AND SHRUBS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER OR 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 AND SHALL REPLACE IN-KIND ANY DAMAGED PLANTS.
2. THE AREA TO BE PLANTED SHALL BE FINISHED TO LINE AND GRADE BEFORE PLANTING OPERATIONS ARE BEGUN. THE CONTRACTOR SHALL FURNISH ALL MARKING FLAGS (OR OTHER MARKINGS APPROVED BY THE ENGINEER) FOR LOCATING SEED AREAS, PLANTING (I.E. SHRUBS, TREES) AND FIXED LANDSCAPED FEATURES. FLAGGING FOR PLANTINGS SHALL BE MARKED WITH THE COMMON NAME OF PLANTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT OF ALL LANDSCAPING AND THE OUTLINING OF EACH AREA FOR MASS OR INDIVIDUAL PLANTING. THE TREE LOCATIONS SHALL BE COORDINATED WITH THE FENCING LAYOUT. THE ENGINEER WILL APPROVE THE LAYOUT OF ALL LANDSCAPING. WHERE SEEDLINGS ARE TO BE PLANTED THE PLANTING AREAS SHALL BE MARKED BY STEEL POSTS AS DESCRIBED IN ARTICLE 1081.13.

EARTHWORK & ROADWAY

1. THE CONTRACTOR WILL NOT BE ALLOWED TO STOCK PILE MATERIAL(S) BEYOND THE PROJECT LIMITS, UNLESS APPROVED BY THE ENGINEER. THE CONTRACTOR WILL NOT PLACE STOCK PILES IN LOCATIONS WHERE THEY WILL INTERFERE WITH DRAINAGE WAYS OR ON 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. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS 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.
3. ALL EXCAVATION AND EMBANKMENT LOCATIONS REQUIRING SEEDING SHALL BE CONSTRUCTED TO 6 INCHES BELOW FINISHED GRADE LINE TO ALLOW TOPSOIL PLACEMENT.
4. PAVEMENT ELEVATIONS: THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES FOR THE PROPOSED PAVEMENT OR SURFACE COURSE. UNLESS OTHERWISE INDICATED.
5. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE C ONTRACTOR'S VEHICLES AND/OR EQUIPMENT TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT CONTRACTOR EXPENSE.
6. THE AGGREGATE GRADATION FOR THE LOWER 9 INCHES OF AGGREGATE SUBGRADE IMPROVEMENT 12 INCHES SHALL BE CS 1 OR RR 1.
7. SUBSURFACE INFORMATION AND GEOTECHINICAL RECOMMENDATIONS ARE CONTAINED IN THE ROADWAY GEOTECHINAL REPORT, PAULSEN ROAD OVER NORTH BRANCH KISHWAUKEE RIVER, MCHENRY COUNTY, ILLINOIS, PREPARED BY WANG ENGINEERING, INC. (TERRACON), DATED MARCH 9, 2026.

   THE CONTRACTOR SHALL REVIEW THE REPORT PRIOR TO CONSTRUCTION.
8. THE SOIL AND GROUNDWATER CONDITIONS SHOWN OR DESCRIBED ARE BASED ON LIMITED SUBSURFACE EXPLORATION, ACTUAL CONDITIONS MAY VARY BETWEEN BORING LOCATIONS, VARIATIONS ENCOUNTERED DURING CONSTRUCTION SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY FOR EVALUATION.

EARTHWORK & ROADWAY CONT.

1. TOPSOIL SHALL BE STRIPPED WITHIN THE LIMITS OF CONSTRUCTION PRIOR TO EARTHWORK OPERATIONS. AN ASSUMED TOPSOIL THICKNESS OF 7 INCHES WAS USED FOR ESTIMATING PURPOSES. ACTUAL DEPTH SHALL BE VERIFIED IN THE FIELD. STRIPPED TOPSOIL SHALL BE STOCKPILED, PROTECTED, AND REUSED FOR FINAL GRADING, RESTORATION, AND LANDSCAPING. TOPSOIL SHALL NOT BE USED AS EMBANKMENT OR STRUCTURAL FILL.
2. AFTER STRIPPING AND EXCAVATION, THE EXPOSED SUBGRADE SHALL BE PROOFROLLED TO IDENTIFY UNSTABLE OR UNSUITABLE SOILS. AREAS EXHIBITING PUMPING, RUTTING, OR EXCESSIVE DEFLECTION SHALL BE EVALUATED USING CONE PENETROMETER TESTING IN ACCORDANCE WITH ARTICLE 301.04 OF THE IDOT STANDARD SPECIFICATIONS AND THE IDOT SUBGRADE STABILITY MANUAL (2005).
3. A MINIMUM OF 12 INCHES OF AGGREGATE SUBGRADE IMPROVEMENT (ASI) IS REQUIRED BENEATH ALL NEW PAVEMENT AND PAVEMENT WIDENING AREAS. IF UNSUITABLE SOILS ARE ENCOUNTERED BELOW THE 12-INCH ASI, ADDITIONAL UNDERCUT AND REPLACEMENT SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER.
4. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION MAY BE REQUIRED AT UNDERCUT LOCATIONS AS DIRECTED BY THE ENGINEER. FABRIC SHALL MEET ARTICLE 210 - FABRIC FOR GROUND STABILIZATION OF THE IDOT STANDARD SPECICATIONS. FABRIC PLACEMENT IS NOT REQUIRED EVERYWHERE AND SHALL BE USED ONLY WHERE NECESSARY TO ACHIEVE STABILITY.
5. IF UNSUITABLE OR UNSTABLE SOILS ARE ENCOUNTERED DURING CONSTUCTION, A MINIMUM OF 12 INCHES OF SOIL SHALL BE REMOVED BELOW THE PROPOSED SUBGRADE AND REPLACED WITH APPROVED GRANULAR MATERIAL OR ASI AS DIRECTED BY THE ENGINEER. REMOVAL LIMITS SHALL EXTEND ACROSS THE FULL ROADWAY WIDTH IN AFFECTED AREAS.
6. EMBANKMENT FILL SHALL COMPLY WITH SECTION 205 - EMBANKMENT OF THE IDOT STANDARD SPECIFICATIONS. FILL MATERIAL SHALL BE FREE OR ORGANIC MATTER AND DEBRIS, BE PLACED IN COMPACTED LIFTS, AND BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. PROPOSED EMBANKMENT SIDE SLOPES SHALL BE NO STEEPER THAN 3H:1V.
7. EXCAVATION SOILS MAY BE REUSED AS EMBANKMENT FILL ONLY IF THEY MEET THE FOLLOWING CRITERIA:

   -LIQUID LIMIT (LL) < 50
   -PLASTICITY INDEX (PI) > 12
   -MAXIMUM DRY DENSITY > 90 PCF (AASHTO T 99)

   - ORGAINC CONTENT < 10 PERCENT

   MATERIALS NOT MEETING THESE CRITERIA SHALL NOT BE REUSED AS STRUCTURAL FILL.
8. GROUNDWATER WAS ENCOUNTERED AT APPROXIMATELY 7 TO 11 FEET BELOW GROUND SURFACE. EXCAVATIONS EXTENDING INTO SATURATED GRANULAR SOILS MAY EXPERIENCE CAVING AND WATER INFILTRATION. THE CONTRACTOR SHALL CONTROL SURFACE WATER AND GROUNDWATER IN ACCORDANCE WITH APPLICABLE REGULATIONS. NO SPECIAL DEWATERING SYSTEM IS ANTICIPATED, BUT TEMPORARY MEASURES MAY BE REQUIRED.
9. A 25 PERCENT SHRINKAGE FACTOR SHALL BE USED FOR BORROW AND FURNISHED EXCAVATION QUANTITIES IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS.
10. EARTHWORK SHALL NOT BE PERFORMED DURING EXCESSIVELY WET OR FREEZING CONDITIONS. FROZEN OR SOFTENED SOILS SHALL BE REMOVED AND REPLACED. THE CONTRACTOR SHALL PREVENT EROSION, RUTTING, AND DEGRADATION OF EXPOSED SUBGRADE SOILS.
11. A QUALIFIED GEOTECHNICAL ENGINEER SHALL OBSERVE SUBGRADE CONDITIONS, EVALUATE UNSUITABLE SOILS, AND PROVIDE RECOMMENDATIONS DURING CONSTRUCTION AS REQUIRED BY THE ENGINEER.

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
INDEX, HIGHWAY STANDARDS, GENERAL NOTES, AND COMMITMENTS

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

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	3
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% LOCAL ROADWAY 0004 RURAL	80% FEDERAL 20% LOCAL BRIDGE 0010 056-9071	80% FEDERAL 20% LOCAL TRAINEE 0042 RURAL
*	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	652	652		
*	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	353	353		
	20101000	TEMPORARY FENCE	FOOT	175	175		
*	20101200	TREE ROOT PRUNING	EACH	11	11		
*	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	9	9		
*	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	2	2		
	20200100	EARTH EXCAVATION	CU YD	800	800		
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	200	200		
	20300100	CHANNEL EXCAVATION	CU YD	677	677		
	20400800	FURNISHED EXCAVATION	CU YD	1,146	1,146		
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	3,210	3,210		
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	755	755		
*	25000210	SEEDING, CLASS 2A	ACRE	0.5	0.5		
*	25000314	SEEDING, CLASS 4B	ACRE	0.5	0.5		

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SUMMARY OF QUANTITIES

SCALE: NTS | SHEET 1 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	4
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

BLA, Inc.

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% LOCAL ROADWAY 0004 RURAL	80% FEDERAL 20% LOCAL BRIDGE 0010 056-9071	80% FEDERAL 20% LOCAL TRAINEE 0042 RURAL
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	31	31		
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	31	31		
*	25100645	WILDLIFE FRIENDLY EROSION CONTROL BLANKET	SQ YD	3,661	3,661		
*	25400200	SELECTIVE MOWING STAKES	EACH	6	6		
*	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	76	76		
	28000305	TEMPORARY DITCH CHECKS	FOOT	196	196		
	28000315	AGGREGATE DITCH CHECKS	TON	5	5		
	28000400	PERIMETER EROSION BARRIER	FOOT	2,784	2,784		
*	28001105	TEMPORARY WILDLIFE FRIENDLY EROSION CONTROL BLANKET	SQ YD	3,661	3,661		
	28100105	STONE RIPRAP, CLASS A3	SQ YD	54	54		
	28100107	STONE RIPRAP, CLASS A4	SQ YD	432		432	
	28200200	FILTER FABRIC	SQ YD	501	69	432	
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	174	174		
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	2,452	2,452		

* SPECIALTY ITEM

BLA, Inc.

				CONSTRUCTION CODE		
				80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL
				ROADWAY	BRIDGE	TRAINEE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 RURAL	0010 056-9071	0042 RURAL
35101700	AGGREGATE BASE COURSE, TYPE B 5"	SQ YD	183	183		
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	130	130		
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	46	46		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	4,682	4,682		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	937	937		
40600370	LONGITUDINAL JOINT SEALANT	FOOT	1,308	1,308		
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	48	48		
40701821	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 7"	SQ YD	1,387	1,387		
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	100	100		
44000100	PAVEMENT REMOVAL	SQ YD	1,658	1,658		
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	158	158		
48101202	AGGREGATE SHOULDERS, TYPE B	CU YD	57	57		
48203025	HOT-MIX ASPHALT SHOULDERS, 7"	SQ YD	694	694		
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1	

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SUMMARY OF QUANTITIES

SCALE: NTS | SHEET 3 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	6
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

BLA, Inc.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% LOCAL ROADWAY 0004 RURAL	 80% FEDERAL 20% LOCAL BRIDGE 0010 056-9071	 80% FEDERAL 20% LOCAL TRAINEE 0042 RURAL
50105220	PIPE CULVERT REMOVAL	FOOT	84	84		
50200100	STRUCTURE EXCAVATION	CU YD	258		258	
50200300	COFFERDAM EXCAVATION	CU YD	7		7	
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1		1	
50300225	CONCRETE STRUCTURES	CU YD	76.1		76.1	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	131.4		131.4	
50300300	PROTECTIVE COAT	SQ YD	463		463	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	92.5		92.5	
50401315	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL36N	FOOT	426		426	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	73,750		73,750	
51200963	FURNISHING METAL SHELL PILES 16" X 0.375"	FOOT	252		252	
51202305	DRIVING PILES	FOOT	252		252	
51203200	TEST PILE METAL SHELLS	EACH	2		2	
51204650	PILE SHOES	EACH	10		10	

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SUMMARY OF QUANTITIES

SCALE: NTS | SHEET 4 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	7
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

BLA, Inc.

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% LOCAL ROADWAY 0004 RURAL	 80% FEDERAL 20% LOCAL BRIDGE 0010 056-9071	 80% FEDERAL 20% LOCAL TRAINEE 0042 RURAL
	51500100	NAME PLATES	EACH	1		1	
	54214503	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 18"	EACH	6	6		
	542A5473	PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 18"	FOOT	89	89		
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	140		140	
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	87		87	
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	11	11		
	60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	1,320	1,320		
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	127		127	
	60235300	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH	1	1		
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
*	63200310	GUARDRAIL REMOVAL	FOOT	140	140		
	66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	17	17		
	66700705	FURNISHING AND ERECTING DRAINAGE MARKERS	EACH	3	3		

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SUMMARY OF QUANTITIES

SCALE: NTS | SHEET 5 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	8
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

BLA, Inc.

					CONSTRUCTION CODE		
					80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL
					ROADWAY	BRIDGE	TRAINEE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0010	0042
					RURAL	056-9071	RURAL
	67100100	MOBILIZATION	L SUM	1	1		
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	720	720		
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	9	9		
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	4	4		
*	78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	4	4		
*	K0036118	MULCH PLACEMENT 3"	SQ YD	16	16		
	X0322278	RODENT SHIELDS	EACH	11	11		
	X0326806	WASHOUT BASIN	L SUM	1	1		
	X0327301	RELOCATE EXISTING MAILBOX	EACH	3	3		
	X1200247	TURBIDITY CURTAIN	SQ YD	471	471		
*	X2501820	SEEDING, CLASS 5 (MODIFIED)	ACRE	0.5	0.5		
	X2810844	REMOVE EXISTING RIPRAP	SQ YD	24	24		
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	3	3		

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SUMMARY OF QUANTITIES

SCALE: NTS | SHEET 6 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	9
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

BLA, Inc.

					CONSTRUCTION CODE		
					80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL
					ROADWAY	BRIDGE	TRAINEE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0010	0042
					RURAL	056-9071	RURAL
	X5021507	DEWATERING	L SUM	1	1		
	X5080530	BAR TERMINATORS	EACH	388		388	
	X6640104	FENCE REMOVAL	FOOT	713	713		
	X6640628	WOOD POST AND RAIL FENCE	FOOT	225	225		
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12		
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	64	64		
*	Z0007124	STEEL RAILING (SPECIAL)	FOOT	219		219	
	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	222	222		
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
	Z0076600	TRAINEES	HOUR	500			500
	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500			500

* SPECIALTY ITEM

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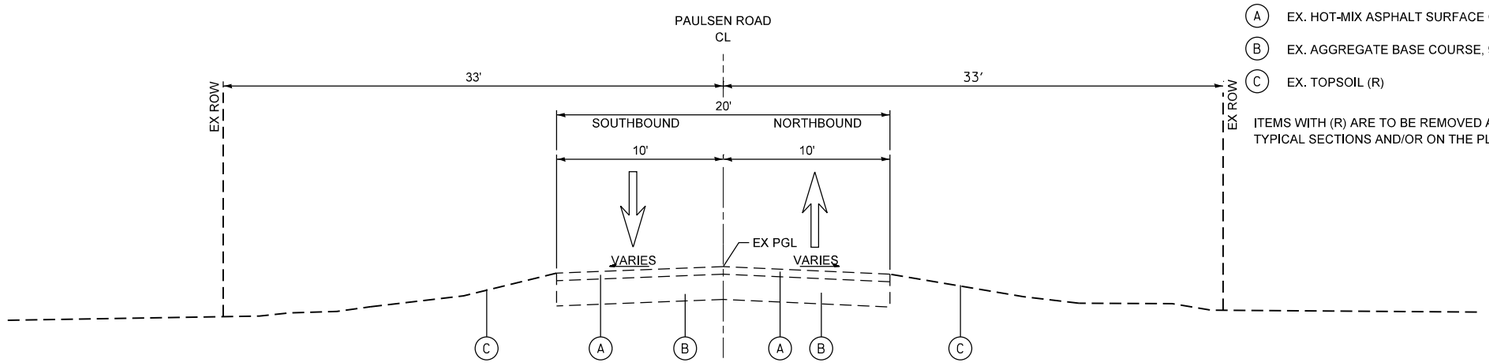
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SUMMARY OF QUANTITIES

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

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	10
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

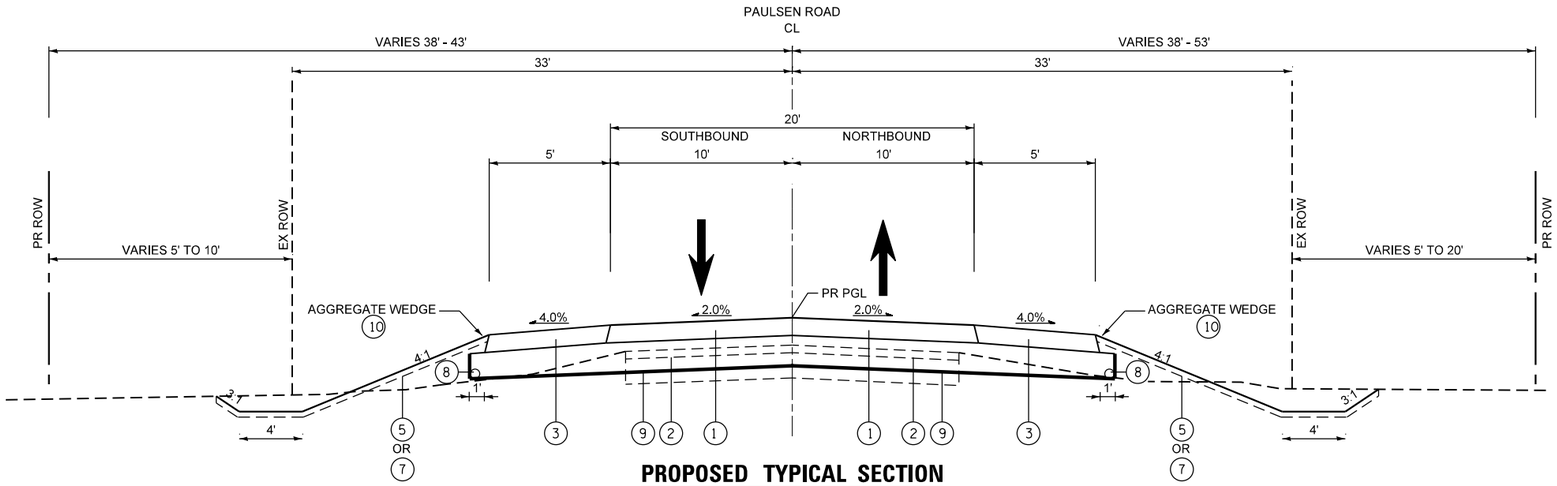
BLA, Inc.



EXISTING TYPICAL SECTION

STA 1+75.00 TO STA 9+75.00, PAULSEN ROAD

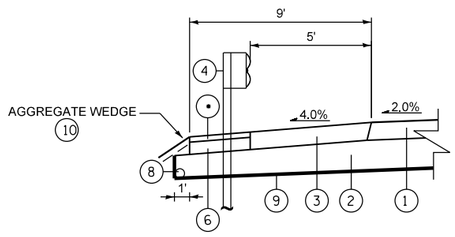
[BRIDGE OMISSION
STA 5+27.08 TO STA 6+72.92]



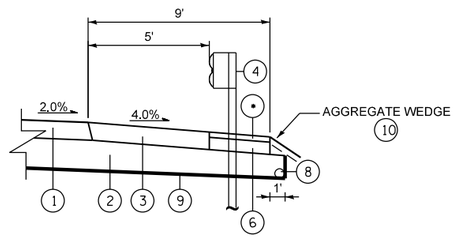
PROPOSED TYPICAL SECTION

STA 1+75.00 TO STA 9+75.00, PAULSEN ROAD

[BRIDGE OMISSION
STA 5+27.08 TO STA 6+72.92]



STA 6+60.00 TO STA 7+58.00



STA 4+44.00 TO STA 5+39.00

• HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5), 2"

EXISTING LEGEND

- (A) EX. HOT-MIX ASPHALT SURFACE COURSE, 5"-8" (R)
- (B) EX. AGGREGATE BASE COURSE, 9" (R)
- (C) EX. TOPSOIL (R)

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

PROPOSED LEGEND

1. HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 7 INCHES
2. AGGREGATE SUBGRADE IMPROVEMENT, 12 INCH
3. HOT-MIX ASPHALT SHOULDER, 7 INCH
4. TRAFFIC BARRIER TERMINAL (SPECIFIED IN PLANS)
5. TOPSOIL EXCAVATION AND PLACEMENT
   SEEDING, CL 4B / SEEDING CL 5 (MODIFIED) OR SEEDING CLASS 2A
6. AGGREGATE BASE COURSE TYPE B 5"
7. TOPSOIL EXCAVATION AND PLACEMENT
   SEEDING, CL 4B AND SEEDING, CL 5 (MODIFIED)
   (RUSTY PATCH BUMBLE BEE QUALITY HABITAT AREAS)
8. PIPE UNDERDRAIN TYPE 2, 4"
9. GEOTECHNICAL FABRIC FOR GROUND STABLIZATION
10. AGGREGATE SHOULDER, TYPE B

NOTE:

1. SELECTIVE MOWING STAKES SHALL BE INSTALLED ADJACENT TO THE RPBB QUALITY HABITAT AREAS AT A 10 FOOT OFFSET FROM THE EDGE OF SHOULDER.
2. FOR FULL DEPTH HMA PAVEMENT, THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE TOP LIFT OF BINDER MIX AND UNDER THE SURFACE MIX.
3. THE GUARDRAIL POSTS SHALL BE CORED.
4. A MINIMUM OF 28 FOOT TRANSITION LENGTH SHALL BE USED TO TRANSITION FROM A 2.00% SHOULDER CROSS SLOPE AT THE APPROACH SLABS TO A STANDARD 4% CROSS SLOPE ON THE HMA SHOULDERS BASED UPON AASHTO MAXIMUM RELATIVE SLOPE FOR DESIGN SPEED = 45 MPH.

SHLD TRANSITION: STA 4+99.08 TO 5+27.08 (BK S APPR)
STA 6+72.92 (BK N APPR) TO STA 7+00.92

HOT-MIX ASPHALT MIXTURE REQUIREMENTS			
MIXTURE TYPE	AIR VOIDS	THICKNESS	QMP
PAULSEN ROAD - HMA PAVEMENT (FULL DEPTH), 7"			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5)	4% @ 50 GYR	2"	LR1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR	5"	LR1030-2
PAULSEN ROAD - HMA SHOULDERS, 7"			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5)	4% @ 50 GYR	2"	LR1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR	5"	LR1030-2
DRIVEWAY RECONSTRUCTION			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5)	4% @ 50 GYR	3" (2 LIFTS)	LR1030-2
PAVEMENT CONNECTOR (HMA)			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5)	4% @ 50 GYR	2"	LR1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR	5"	LR1030-2
FIELD ENTRANCE			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5)	4% @ 50 GYR	2"	LR1030-2
GUARDRAIL STABILIZATION			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5)	4% @ 50 GYR	2"	LR1030-2
QMP DESIGNATIONS; QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)			

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
TYPICAL SECTIONS

SCALE: NTS | SHEET 1 OF 1 SHEETS | STA. XX+XX | TO STA. XX+XX

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	11
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.

TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	LOCATION	QUANTITY (UNIT)
PAULSEN ROAD		
1+87.69	26.04' LT	11
1+99.89	30.94' LT	8
1+99.89	30.94' LT	8
1+99.89	30.94' LT	7
1+99.89	30.94' LT	6
1+99.86	23.85' LT	6
2+16.54	24.47' LT	6
2+23.19	30.68' LT	10
2+45.20	25.54' LT	6
2+72.92	35.00' LT	14
3+00.15	20.89' LT	8
3+03.36	26.85' LT	12
3+07.17	19.89' LT	7
3+36.22	24.8' LT	8
3+36.75	21.75' LT	10
3+36.75	21.75' LT	12
3+37.71	27.9' LT	8
3+55.47	29.14' LT	12
3+55.47	29.14' LT	12
3+59.36	23.52' LT	12
3+67.99	19.71' LT	6
3+68.89	22.79' LT	7
3+80.67	19.94' LT	8
3+80.67	19.94' LT	10
3+87.87	18.62' LT	7
3+87.87	18.62' LT	8
3+87.87	18.62' LT	10
3+87.87	18.62' LT	11
3+89.32	26.95' LT	7
4+14.35	42.07' LT	8
4+20.25	37.3' LT	9
4+23.43	23.43' LT	8
4+31.34	40.12' LT	8
5+17.02	31.08' LT	12
5+25.82	34.90' LT	13
5+44.11	39.67' RT	6
5+47.38	32.75' LT	13
5+59.14	27.79' RT	7
6+45.66	28.13' LT	12
6+76.29	36.32' LT	10
6+97.72	30.87' RT	6
6+97.72	30.87' RT	7
7+05.11	36.04' RT	13
7+07.34	23.86' LT	12
7+20.86	25.54' LT	8
7+32.43	24.64' RT	8
7+36.62	31.02' RT	6
7+36.90	28.2' LT	12
7+37.21	25.84' LT	9
7+41.60	25.97' RT	6
7+41.60	25.97' RT	14
7+67.62	27.53' RT	11
7+67.62	27.53' RT	12
7+70.37	31.86' RT	7
7+84.52	26.97' LT	9
7+84.52	26.97' LT	13
8+17.87	23.82' LT	6
8+39.75	24.24' LT	7
8+52.07	26.11' RT	9
8+65.44	27.87' RT	12
8+72.07	29.93' RT	9
8+72.07	29.93' RT	9
8+95.44	25.98' RT	11

TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	LOCATION	QUANTITY (UNIT)
9+02.43	30.18' RT	10
9+05.82	22.14' RT	9
9+11.10	24.80' RT	6
9+15.40	25.81' RT	10
9+29.38	28.43' LT	7
9+32.66	30.17' LT	10
9+46.89	26.12' LT	6
9+51.33	28.32' RT	7
9+55.76	29.33' RT	8
SUBTOTAL:		652
PAY ITEM 20100110		652

TREE REMOVAL (OVER 15 UNITS DIAMETER)		
STATION	LOCATION	QUANTITY (UNIT)
PAULSEN ROAD		
1+99.34	26.35' LT	17
2+31.50	18.85' LT	20
2+40.99	24.08' LT	15
2+72.67	35.26' LT	25
3+09.41	20.98' LT	18
3+27.81	24.1' LT	19
3+49.42	22.84' LT	19
4+18.32	40.80' LT	19
4+38.89	26.67' LT	36
4+53.40	32.39' LT	15
5+24.85	28.25' LT	17
5+25.65	34.90' LT	15
5+60.58	20.31' LT	42
6+75.06	34.36' LT	18
6+96.11	28' LT	18
7+77.17	39.17' RT	18
8+46.65	28.97' RT	22
SUBTOTAL:		353

TEMPORARY FENCE			
STATION	LOCATION	TREE SIZE (INCH)	QUANTITY (FOOT)
PAULSEN ROAD			
6+45	43' LT	12"	25
8+10	33' LT	7"	25
8+80	31' LT	3 @ 5"	25
9+65	31' RT	8"	25
9+70	28' LT	9"	25
9+74	34' RT	2 @ 5"	25
9+90	32' LT	5"	25
SUBTOTAL:			175
PAY ITEM 20101000			175

TREE ROOT PRUNING			
STATION	LOCATION	TREE SIZE (INCH)	QUANTITY (EACH)
PAULSEN ROAD			
6+45	43' LT	12"	1
7+78	39' RT	18"	1
8+10	33' LT	7"	1
8+80	31' LT	3 @ 5"	3
9+65	31' RT	8"	1
9+70	28' LT	9"	1
9+74	34' RT	2 @ 5"	2
9+90	32' LT	5"	1
SUBTOTAL:			11
PAY ITEM 20101200			11

TREE PRUNING (1 TO 10 INCH DIAMETER)			
STATION	LOCATION	TREE SIZE (INCH)	QUANTITY (EACH)
PAULSEN ROAD			
8+10	33' LT	7"	1
8+80	31' LT	3 @ 5"	3
9+65	31' RT	8"	1
9+70	28' LT	9"	1
9+74	34' RT	2 @ 5"	2
9+90	32' LT	5"	1
SUBTOTAL:			9
PAY ITEM 20101300			9

TREE PRUNING (OVER 10 INCH DIAMETER)			
STATION	LOCATION	TREE SIZE (INCH)	QUANTITY (EACH)
PAULSEN ROAD			
6+45	43' LT	12"	1
7+78	39' RT	18"	1
SUBTOTAL:			2
PAY ITEM 20101350			2

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SCHEDULE OF QUANTITIES

SCALE: NTS | SHEET 1 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	12
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

STATION	STATION	LOCATION	ROADWAY PAVEMENT AREA (SF)	SHOULDER PAVEMENT AREA (SF)	ASSUMED DEPTH (FT)	VOLUME (CF)	PERCENTAGE (%)	QUANTITY (CY YD)
PAULSEN ROAD - ENGINEER'S DIRECTION (UNSUITABLE SOILS)								
1+75.00	4+50.00	LT/RT	5500	2750	1	8250	10	31
4+50.00	9+75.00	LT/RT	6984	3492	1	10476	10	39
PAULSEN ROAD - TOPSOIL STRIP								
ASSUME 10% OF TOPSOIL STRIP VOLUME = 834 CY X 10% = 83 CY ROUNDED TO 85 CY								85
EXCESS BALANCE OF TOPSOIL QUANTITY TO BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL								45
							SUBTOTAL:	200
PAY ITEM 20201200								200

GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

STATION	STATION	LOCATION	AGGREGATE SUBGRADE IMPROVEMENT, 12" AREA (SY)	VERTICAL WRAP (1' X L' X 2) / 9 (SY)	QUANTITY (SY)
PAULSEN ROAD					
1+75.00	4+50.00	LT/RT	986	61	1047
4+50.00	9+75.00	LT/RT	1466	84	1550
				SUBTOTAL:	2597
PAULSEN ROAD - ENGINEER'S DIRECTION (UNSUITABLE SOILS)					
1+75.00	4+50.00	LT/RT	986.00	25%	247
4+50.00	9+75.00	LT/RT	1466.00	25%	367
				SUBTOTAL:	613
PAY ITEM 21001000					3210

TOPSOIL EXCAVATION AND PLACEMENT 6IN - REQUIRED

STATION	STATION	LOCATION	QUANTITY (SQ YD)	QUANTITY (SQ FT)	THICKNESS (FEET)	QUANTITY REQUIRED (CU YD)
PAULSEN ROAD						
1+75.00	4+50.00	LT	653	5877	0.58	126
1+75.00	4+50.00	RT	786	7074	0.58	152
4+50.00	9+75.00	LT	950	8550	0.58	184
4+50.00	9+75.00	RT	1272	11448	0.58	246
					SUBTOTAL:	708
PAY ITEM 21101505						708
					ROUND QUANTITY	710

REFER TO EARTHWORK TABLE FOR TOPSOIL EXCAVATION AND PLACEMENT FOR TOTAL PAYABLE QUANTITY

SEEDING, CLASS 2A

STATION	STATION	LOCATION	QUANTITY (SQ YD)	QUANTITY (ACRE)
PAULSEN ROAD				
1+75.00	4+50.00	LT	273	0.06
1+75.00	4+50.00	RT	--	--
4+50.00	9+50.00	LT	820	0.17
4+50.00	9+50.00	RT	569	0.12
		SUBTOTAL:	1662	0.35
PAY ITEM 25000210				0.35
		ROUNDED QUANTITY		0.50

SEEDING, CLASS 4B

STATION	STATION	LOCATION	QUANTITY (SQ YD)	QUANTITY (ACRE)
PAULSEN ROAD				
1+75.00	4+50.00	LT	380	0.08
1+75.00	4+50.00	RT	786	0.16
4+50.00	9+50.00	LT	130	0.03
4+50.00	9+50.00	RT	703	0.15
		SUBTOTAL:	1999	0.42
PAY ITEM 25000314				0.42
		ROUNDED QUANTITY		0.50

NITROGEN FERTILIZER NUTRIENT

STATION	STATION	LOCATION	PERM. RESTORATION TYPE	QUANTITY (SQ YD)	QUANTITY (ACRE)	CONVERSION (90 POUND / ACRE)
PAULSEN ROAD						
1+75.00	4+50.00	LT	SEEDING CL 2A	273	0.06	5.08
1+75.00	4+50.00	RT	SEEDING CL 2A	--	--	--
4+50.00	9+50.00	LT	SEEDING CL 2A	820	0.17	15.24
4+50.00	9+50.00	RT	SEEDING CL 2A	569	0.12	10.59
					SUBTOTAL:	30.90
PAY ITEM 25000400						30.90
					ROUNDED QUANTITY	31.00

POTASSIUM FERTILIZER NUTRIENT

STATION	STATION	LOCATION	PERM. RESTORATION TYPE	QUANTITY (SQ YD)	QUANTITY (ACRE)	CONVERSION (90 POUND / ACRE)
PAULSEN ROAD						
1+75.00	4+50.00	LT	SEEDING CL 2A	273	0.06	5.08
1+75.00	4+50.00	RT	SEEDING CL 2A	--	--	--
4+50.00	9+50.00	LT	SEEDING CL 2A	820	0.17	15.24
4+50.00	9+50.00	RT	SEEDING CL 2A	569	0.12	10.59
					SUBTOTAL:	30.90
PAY ITEM 25000600						30.90
					ROUNDED QUANTITY	31.00

MULCH PLACEMENT 3"

STATION	LOCATION	TREE SIZE (INCH)	QUANTITY (SQ YD)
PAULSEN ROAD			
6+45	43' LT	12"	3
8+10	33' LT	7"	2
8+80	31' LT	3 @ 5"	3
9+65	31' RT	8"	2
9+70	28' LT	9"	2
9+74	34' RT	2 @ 5"	2
9+90	32' LT	5"	2
		SUBTOTAL:	16
PAY ITEM K0036118			16

Utilized for Tree Protection

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SCHEDULE OF QUANTITIES

SCALE: NTS | SHEET 2 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	13
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

BLA, Inc.

SELECTIVE MOWING STAKES

STATION	STATION	LOCATION	QUANTITY (EACH)
PAULSEN ROAD			
	1+75.00	LT	1
	1+75.00	RT	1
	3+43.00	LT	1
	5+24.00	LT	1
	6+78.00	LT	1
	7+63.00	RT	1
		SUBTOTAL:	6
PAY ITEM 25400200			6

AGGREGATE DITCH CHECK

STATION	OFFSET	TYPE	QUANTITY (TON)
PALUSEN ROAD			
4+00.00	27' LT	PERMANENT	1
5+38.00	38' RT	PERMANENT	1
7+00.00	29' LT	PERMANENT	1
7+00.00	35' RT	PERMANENT	1
5+25.00	40' RT	DEWATERING	0.5
7+25.00	40' RT	DEWATERING	0.5
ANTICIPATED (2) AGGREGATE DITCH CHECKS PER DEWATERING FACILITY			
		SUBTOTAL:	5
PAY ITEM 28000315			5

TEMPORARY DITCH CHECK

STATION	OFFSET	QUANTITY (FOOT)
PAULSEN ROAD		
2+28.71	29.71' LT	14
2+80.50	29.85' LT	14
2+68.53	27.53' RT	14
3+68.53	27.53' RT	14
4+23.77	22.64' LT	14
4+23.77	27.39' RT	14
5+23.77	22.61' LT	14
5+66.94	38.88' RT	14
6+93.55	22.58' RT	14
7+36.42	28.68' LT	14
7+93.88	22.90' RT	14
7+98.88	28.40' LT	14
8+93.88	23.40' LT	14
8+93.88	22.60' RT	14
	SUBTOTAL:	196
PAY ITEM 28000305		196

AGGREGATE SUBGRADE IMPROVEMENT 12"

STATION	STATION	LOCATION	QUANTITY (SQ YD)
PAULSEN ROAD			
1+75.00	4+50.00	LT/RT	986
4+50.00	9+50.00	LT/RT	1466
		SUBTOTAL:	2452
PAY ITEM 30300112			2452

TEMPORARY EROSION CONTROL SEEDING

STATION	STATION	LOCATION	PERM. RESTORATION TYPE	QUANTITY (SQ YD)	QUANTITY (ACRE)	CONVERSION (100 POUND / ACRE)
PAULSEN ROAD						
1+75.00	4+50.00	LT	SEEDING CL 4B / 5 (MOD)	380	0.08	7.85
1+75.00	4+50.00	LT	SEEDING CL 2A	273	0.06	5.64
1+75.00	4+50.00	RT	SEEDING CL 4B / 5 (MOD)	786	0.16	16.23
1+75.00	4+50.00	RT	SEEDING CL 2A	—	---	---
4+50.00	9+50.00	LT	SEEDING CL 4B / 5 (MOD)	130	0.03	2.69
4+50.00	9+50.00	LT	SEEDING CL 2A	820	0.17	16.93
4+50.00	9+50.00	RT	SEEDING CL 4B / 5 (MOD)	703	0.15	14.53
4+50.00	9+50.00	RT	SEEDING CL 2A	569	0.12	11.76
					SUBTOTAL:	75.63
PAY ITEM 25000600						75.63
					ROUNDED QUANTITY	76.00

AGGREGATE SUBGRADE IMPROVEMENT

STATION	STATION	LOCATION	ROADWAY PAVEMENT AREA (SF)	SHOULDER PAVEMENT AREA (SF)	ASSUMED DEPTH (FT)	VOLUME (CF)	PERCENTAGE (%)	QUANTITY (CY YD)
PAULSEN ROAD - ENGINEER'S DIRECTION (UNSUITABLE SOILS)								
1+75.00	4+50.00	LT/RT	5500	2750	1	8250	25	76
4+50.00	9+75.00	LT/RT	6984	3492	1	10476	25	97
							SUBTOTAL:	174
PAY ITEM 30300001								174

AGGREGATE BASE COURSE, TYPE B 5"

STATION	STATION	LOCATION	QUANTITY (SY YD)
PAULSEN ROAD			
1+75.00	4+50.00	RT	14
1+75.00	4+50.00	LT	14
4+50.00	9+75.00	RT	82
4+50.00	9+75.00	LT	73
		SUBTOTAL:	183
PAY ITEM 35101700			183

PERIMETER EROSION BARRIER

STATION	STATION	LOCATION	QUANTITY (FOOT)
PAULSEN ROAD			
1+75.00	4+50.00	LT	275
1+75.00	4+50.00	RT	294
4+50.00	9+75.00	LT	1000
4+50.00	9+75.00	RT	1215
		SUBTOTAL:	2784
PAY ITEM 28000400			2784

Note: Quantity includes two rows of Perimeter Erosion Barrier

TEMPORARY WILDLIFE FRIENDLY EROSION CONTROL BLANKET

STATION	STATION	LOCATION	PERM. RESTORATION TYPE	QUANTITY (SQ YD)
PAULSEN ROAD				
1+75.00	4+50.00	LT	SEEDING CL 4B / 5 (MOD)	380
1+75.00	4+50.00	LT	SEEDING CL 2A	273
1+75.00	4+50.00	RT	SEEDING CL 4B / 5 (MOD)	786
1+75.00	4+50.00	RT	SEEDING CL 2A	—
4+50.00	9+50.00	LT	SEEDING CL 4B / 5 (MOD)	130
4+50.00	9+50.00	LT	SEEDING CL 2A	820
4+50.00	9+50.00	RT	SEEDING CL 4B / 5 (MOD)	703
4+50.00	9+50.00	RT	SEEDING CL 2A	569
			SUBTOTAL:	3661
PAY ITEM 28001105				3661

AGGREGATE BASE COURSE, TYPE B 6"

STATION	LOCATION	TYPE	QUANTITY (SY YD)
PAULSEN ROAD			
3+89.59	RT	PRIVATE ENTRANCE	61
7+67.72	LT	PRIVATE ENTRANCE	69
		SUBTOTAL:	130
PAY ITEM 35101800			130

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 9/22/2026	DATE - 8/19/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SCHEDULE OF QUANTITIES

SCALE: NTS | SHEET 3 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	14
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.

AGGREGATE BASE COURSE, TYPE B 8"

STATION	LOCATION	TYPE	QUANTITY (SY YD)
PAULSEN ROAD			
2+54.28	LT	FIELD ENTRANCE	46
		SUBTOTAL:	46
PAY ITEM 35102000			46

HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 7"

STATION	STATION	LOCATION	QUANTITY (SQ YD)
PAULSEN ROAD			
1+75.00	4+50.00	LT/RT	611
4+50.00	9+75.00	LT/RT	776
		SUBTOTAL:	1387
PAY ITEM 40701821			1387

PAVEMENT REMOVAL

STATION	STATION	LOCATION	QUANTITY (SQ YD)
PAULSEN ROAD			
1+75.00	4+50.00	LT/RT	626
4+50.00	9+50.00	LT/RT	1032
		SUBTOTAL:	1658
PAY ITEM 44000100			1658

DRIVEWAY PAVEMENT REMOVAL

STATION	LOCATION	QUANTITY (SQ YD)
PAULSEN ROAD		
3+94.71	RT	71
7+70.36	LT	87
PAY ITEM 44000200		158

INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID

STATION	LOCATION	QUANTITY (EACH)
PAULSEN ROAD		
TO BE USED IF NEED DUE TO ENCOUNTERING AN UNKNOWN FIELD TILE		1
SUBTOTAL:		1
PAY ITEM 60235300		1

BITUMINOUS MATERIALS (PRIME COAT)

STATION	STATION	LOCATION	ROADWAY (SF)	SHOULDER (SF)	TOTAL AREA (SF)	APPLICATION 0.25 LB / SF	NUMBER APPLICATIONS	QUANTITY (POUNDS)
PAULSEN ROAD								
1+75.00	4+50.00	LT/RT	5500	2750	8250	0.25	1	2063
4+50.00	9+75.00	LT/RT	6984	3492	10476	0.25	1	2619
							SUBTOTAL:	4682
PAY ITEM 40600275								4682

BITUMINOUS MATERIALS (TACK COAT)

STATION	STATION	LOCATION	ROADWAY (SF)	SHOULDER (SF)	TOTAL AREA (SF)	APPLICATION 0.025 LB / SF	NUMBER APPLICATIONS	QUANTITY (POUNDS)
PAULSEN ROAD								
1+75.00	4+50.00	LT/RT	5500	2750	8250	0.025	2	413
4+50.00	9+75.00	LT/RT	6984	3492	10476	0.025	2	524
							SUBTOTAL:	937
PAY ITEM 40600290								937

LONGITUDINAL JOINT SEALANT

STATION	STATION	LOCATION	LENGTH (FT)	NO. OF APPLICATIONS	QUANTITY (FOOT)
PAULSEN ROAD					
1+75.00	4+50.00	CENTERLINE	275	2	550
4+50.00	9+75.00	CENTERLINE	379	2	758
INCLUDES PAVEMENT CONNECTOR					
				SUBTOTAL:	1308
PAY ITEM 40600370					1308

HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50

STATION	LOCATION	TYPE	THICKNESS (INCH)	AREA (SY)	QUANTITY (TON)
PAULSEN ROAD					
2+54.28	LT	FIELD ENTRANCE	2	46	5
3+89.59	RT	PRIVATE ENTRANCE	3	61	10
7+67.72	LT	PRIVATE ENTRANCE	3	69	12
1+75.00 TO 4+50.00	RT	GUARDRAIL TERM.	2	14	2
1+75.00 TO 4+50.01	LT	GUARDRAIL TERM.	2	14	2
4+50.00 TO 9+75.01	RT	GUARDRAIL TERM.	2	82	9
4+50.00 TO 9+75.00	LT	GUARDRAIL TERM.	2	73	8
				SUBTOTAL:	48
PAY ITEM 40604060					48

PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB

STATION	STATION	LOCATION	LOCATION	QUANTITY (SQ YD)
PAULSEN ROAD				
1+75.00	4+50.00	LT/RT		0
4+50.00	9+75.00	LT/RT	SOUTH	50
4+50.00	9+75.00	LT/RT	NORTH	50
			SUBTOTAL:	100
PAY ITEM 42000070				100

PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 18"

STATION	STATION	LOCATION	LENGTH (LF)	SIZE (IN)	QUANTITY (LF)
PAULSEN ROAD					
2+38.39	2+70.17	29.9' LT	27	18"	27
3+78.20	4+13.45	27.4' RT	30	18"	30
7+46.42	7+83.55	28.4' LT	32	18"	32
				SUBTOTAL:	89
PAY ITEM 542A5473					89

TRAFFIC BARRIER TERMINAL, TYPE 6

STATION	LOCATION	QUANTITY (EACH)
PAULSEN ROAD		
5+27.08	LT	1
5+27.08	RT	1
6+72.92	LT	1
6+72.92	RT	1
SUBTOTAL:		4
PAY ITEM 63100085		4

HOT-MIX ASPHALT SHOULDERS, 7 INCH

STATION	STATION	LOCATION	QUANTITY (SQ YD)
PAULSEN ROAD			
1+75.00	4+50.00	LT	153
1+75.00	4+50.00	RT	153
4+50.00	9+75.00	LT	194
4+50.00	9+75.00	RT	194
		SUBTOTAL:	694
PAY ITEM 48203025			694

PIPE UNDERDRAINS, TYPE 2, 4"

STATION	STATION	OFFSET	QUANTITY (FOOT)
MILLSTREAM ROAD			
1+75.00	4+50.00	LT	275
1+75.00	4+50.00	RT	275
4+50.00	9+75.00	LT	304
4+50.00	9+75.00	RT	416
4+50.00	9+75.00	LT/RT	50
		SUBTOTAL:	1320
PAY ITEM 60108204			1320

PIPE CULVERT REMOVAL

STATION	STATION	LOCATION	NUMBER OF PIPES	LENGTH (LF)	SIZE (IN)	QUANTITY (LF)
PAULSEN ROAD						
2+40.77	2+67.40	22' LT	1	27	17"X13"	27
3+84.35	4+08.47	20' RT	1	24	-	24
7+48.30	7+81.25	18' LT	1	33	10"	33
					SUBTOTAL:	84
PAY ITEM 50105220						84

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SCHEDULE OF QUANTITIES

SCALE: NTS | SHEET 4 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	15
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

BLA, Inc.

CONCRETE HEADWALLS FOR PIPE DRAINS

STATION	STATION	OFFSET	QUANTITY (EACH)
PAULSEN ROAD			
	4+75.00	20' LT	1
	5+27.08	24' RT	1
	5+54.08	32' LT	1
	5+54.08	32' RT	1
	6+45.92	32' LT	1
	6+45.92	32' RT	1
	6+60.77	24' RT	1
	7+39.53	24' LT	1
	7+47.22	24' LT	1
	7+47.22	24' RT	1
	7+87.26	20' RT	1
		SUBTOTAL:	11
PAY ITEM 60100060			11

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

STATION	LOCATION	QUANTITY (EACH)
PAULSEN ROAD		
4+90.18	RT	1
4+90.18	LT	1
7+09.82	RT	1
7+01.60	LT	1
SUBTOTAL:		4
PAY ITEM 63100167		4

GUARDRAIL REMOVAL

STATION	STATION	LOCATION	QUANTITY (FOOT)
PAULSEN ROAD			
1+75.00	4+50.00	RT	-
1+75.00	4+50.00	LT	-
4+50.00	9+75.00	RT	70
4+50.00	9+75.00	LT	70
		SUBTOTAL:	140
PAY ITEM 632000310			140

FURNISHING AND ERECTING RIGHT OF WAY MARKERS

STATION	OFFSET	PLAT OF HIGHWAY POINT	QUANTITY EACH
PALUSEN ROAD			
1+99.99	34.83 LT	302	1
2+00.00	39.83 LT	300	1
4+00.00	39.49 LT	303	1
4+00.00	44.49 LT	304	1
6+53.41	44.07 LT	305	1
6+53.37	39.07 LT	306	1
8+00.38	38.82 LT	307	1
8+00.38	33.82 LT	309	1
1+61.70	46.11RT	317	1
4+49.59	46.59 RT	318	1
4+49.59	51.59 RT	319	1
5+49.59	51.75 RT	320	1
5+49.59	46.75 RT	321	1
7+99.59	47.17 RT	322	1
7+99.59	37.17 RT	323	1
9+74.53	37.46 RT	324	1
9+74.54	32.46 RT	326	1
	SUBTOTAL:		17
PAY ITEM 66600105			17

CHANGEABLE MESSAGE SIGN

STATION	STATION	LOCATION	QUANTITY (CAL DA)
PAULSEN ROAD			
12 MONTHS	30 DAYS/MON	2SIGNS N/S LIMITS	720
		SUBTOTAL:	720
PAY ITEM 70107025			720

REMOVE SIGN PANEL ASSEMBLY TYPE A

LOCATION		DESCRIPTION		SIGN PANEL TY. 1 (SF)	SIGN PANEL TYPE	ACTION	QUANTITY
STATION	O/S	SIGN LEGEND SYMBOL	CODE				(EACH)
PAULSEN ROAD							
4+43.00	LT	NO PARKING	R7	5.0	SINGLE	REMOVE	1
4+43.00	RT	NO PARKING	R-7	5.0	SINGLE	REMOVE	1
4+67.00	RT	SPEED LIMIT	R-2	5.0	SINGLE	REMOVE	1
5+32.00	RT	BRIDGE WEIGHT LIMIT	R-12	6.0	SINGLE	REMOVE	1
5+62.00	RT	TYPE 3 OBJECT MARKER	OM3-R	3.0	SINGLE	REMOVE	1
5+62.00	LT	TYPE 3 OBJECT MARKER	OM3-L	3.0	SINGLE	REMOVE	1
6+38.00	RT	TYPE 3 OBJECT MARKER	OM3-L	3.0	SINGLE	REMOVE	1
6+38.00	LT	TYPE 3 OBJECT MARKER	OM3-R	3.0	SINGLE	REMOVE	1
6+50.00	LT	BRIDGE WEIGHT LIMIT	R-12	6.0	SINGLE	REMOVE	1
						SUBTOTAL:	9
PAY ITEM 72400100							9

GUARDRAIL REFLECTORS, TYPE A

STATION	STATION	LOCATION	TERMINAL LENGTH	SPACING (C-C /FT)	QUANTITY (EA)
PAULSEN ROAD					
1+75.00	4+50.00	RT	---	---	---
1+75.00	4+50.00	LT	---	---	---
4+50.00	9+75.00	RT	137.5	80	2
4+50.00	9+75.00	LT	137.5	80	2
				SUBTOTAL:	4
PAY ITEM 78200005					4

BARRIER WALL REFLECTORS, TYPE B

STATION	STATION	LOCATION	WALL LENGTH	SPACING (C-C /FT)	QUANTITY (EA)
PAULSEN ROAD					
1+75.00	4+50.00	RT	---	---	---
1+75.00	4+50.00	LT	---	---	---
4+50.00	9+75.00	RT	117	80	2
4+50.00	9+75.00	LT	117	80	2
				SUBTOTAL:	4
PAY ITEM 78200010					4

TURBIDITY CURTAIN

WATERWAY	BANK	LENGTH (FT)	DEPTH (FT)	AREA (SF)	QUANTITY (SY)
PAULSEN ROAD					
N. BRANCH KISHWAUKEE	SOUTH BANK	138	10	1380	153
N. BRANCH KISHWAUKEE	NORTH BANK	182	10	1820	202
N. BRANCH KISHWAUKEE	EXISTING PIER REMOVAL	95	11	1045	116
				SUBTOTAL:	471
PAY ITEM X1200247					471

TERMINAL MARKER - DIRECT APPLIED

STATION	LOCATION	QUANTITY (EACH)
PAULSEN ROAD		
4+77.68	LT	1
4+40.18	RT	1
7+47.42	LT	1
7+22.32	RT	1
SUBTOTAL:		4
PAY ITEM 72501000		4

RELOCATE EXISTING MAILBOX

	STATION	LOCATION	QUANTITY (EACH)
PAULSEN ROAD			
	3+66.43	16.44' LT	2
	7+86.81	14.91' LT	1
		SUBTOTAL:	3
PAY ITEM X0327301			3

TEMPORARY ACCESS (PRIVATE ENTRANCE)

STATION	LOCATION	QUANTITY (EACH)
PAULSEN ROAD		
2+54.28	LT	1
3+94.71	RT	1
7+70.36	LT	1
SUBTOTAL:		3
PAY ITEM X4021000		3

RODENT SHIELDS

STATION	STATION	OFFSET	QUANTITY (EACH)
PAULSEN ROAD			
	4+75.00	20' LT	1
	5+27.08	24' RT	1
	5+54.08	32' LT	1
	5+54.08	32' RT	1
	6+45.92	32' LT	1
	6+45.92	32' RT	1
	6+60.77	24' RT	1
	7+39.53	24' LT	1
	7+47.22	24' LT	1
	7+47.22	24' RT	1
	7+87.26	20' RT	1
		SUBTOTAL:	11
PAY ITEM X0322278			11

REMOVE EXISTING RIPRAP

STATION	STATION	LOCATION	QUANTITY (SQ YD)
PAULSEN ROAD			
	3+84.35	19.78' RT	3
	4+10.15	19.91' RT	5
	7+48.30	18.25' LT	5
	7+81.25	18.05' LT	11
		SUBTOTAL:	24
PAY ITEM X2810844			24

USER NAME = tnestor	DESIGNED - TN	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SCHEDULE OF QUANTITIES

SCALE: NTS | SHEET 5 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	16
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

BLA, Inc.

SEEDING, CLASS 5 (MODIFIED)

STATION	STATION	LOCATION	QUANTITY (SQ YD)	QUANTITY (ACRE)
PAULSEN ROAD				
1+75.00	4+50.00	LT	380	0.08
1+75.00	4+50.00	RT	786	0.16
4+50.00	9+50.00	LT	130	0.03
4+50.00	9+50.00	RT	703	0.15
		SUBTOTAL:	1999	0.41
PAY ITEM X2501820				0.42
ROUNDED QUANTITY				0.50

WOOD POST AND RAIL FENCE

STATION	STATION	LOCATION	QUANTITY (FOOT)
PAULSEN ROAD			
1+75.00	4+50.00	RT	225
4+50.00	9+50.00	LT/RT	0
		SUBTOTAL:	225
PAY ITEM X6640628			225

FENCE REMOVAL

STATION	STATION	LOCATION	QUANTITY (FOOT)
PAULSEN ROAD			
1+75.00	4+50.00	LT	141
1+75.00	4+50.00	RT	280
4+50.00	9+50.00	LT	81
4+50.00	9+50.00	RT	211
		SUBTOTAL:	713
PAY ITEM X6640104			713

WILDLIFE FRIENDLY EROSION CONTROL BLANKET

STATION	STATION	LOCATION	PERM. RESTORATION TYPE	QUANTITY (SQ YD)
PAULSEN ROAD				
1+75.00	4+50.00	LT	SEEDING CL 4B / 5 (MOD)	380
1+75.00	4+50.00	LT	SEEDING CL 2A	273
1+75.00	4+50.00	RT	SEEDING CL 4B / 5 (MOD)	786
1+75.00	4+50.00	RT	SEEDING CL 2A	—
4+50.00	9+50.00	LT	SEEDING CL 4B / 5 (MOD)	130
4+50.00	9+50.00	LT	SEEDING CL 2A	820
4+50.00	9+50.00	RT	SEEDING CL 4B / 5 (MOD)	703
4+50.00	9+50.00	RT	SEEDING CL 2A	569
			SUBTOTAL:	3661
PAY ITEM 25100645				3661

TEMPORARY INFORMATION SIGNING

LOCATION	TYPE	QUANTITY (SQ FT)
PAULSEN ROAD		
SOUTH LIMIT	ARTERIAL ROAD	25.7
NORTH LIMIT	ARTERIAL ROAD	25.7
3+94.71	DRIVEWAY	6.25
7+70.36	DRIVEWAY	6.25
	SUBTOTAL:	63.9
PAY ITEM X7200061		64

STABILIZED CONSTRUCTION ENTRANCE

STATION	LOCATION	DIMENSION (FEET)	QUANTITY (SQ YD)
PAULSEN ROAD			
1+75.00	SOUTH	50' X 20'	111
9+75.00	NORTH	50' X 20'	111
		SUBTOTAL:	222
PAY ITEM Z0013797			222

USER NAME = tnestor	DESIGNED - TN	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SCHEDULE OF QUANTITIES

SCALE: NTS | SHEET 6 OF 7 SHEETS | STA. | TO STA.

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	17
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.

PAULSEN ROAD EARTHWORK QUANTITES					
CUT					
STATION	CUT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
01+00	0.0				
		47.31	75.00	3548.25	131.42
01+75	94.6				
		102.645	25.00	2566.13	95.04
02+00	110.7				
		82.92	50.00	4146.00	153.56
02+50	55.2				
		37.78	50.00	1889.00	69.96
03+00	20.4				
		14.05	50.00	702.50	26.02
03+50	7.7				
		5.32	47.23	251.26	9.31
03+97	2.9				
		3.015	2.77	8.35	0.31
04+00	3.1				
		15.295	50.00	764.75	28.32
04+50	27.5				
		21.145	50.00	1057.25	39.16
05+00	14.8				
		9.54	50.00	477.00	17.67
05+50	4.3				
		2.14	16.09	34.43	1.28
05+66	0.0				
		0	33.91	0.00	0.00
06+00	0.0				
		0.11	50.00	5.50	0.20
06+50	0.2				
		6.975	50.00	348.75	12.92
07+00	13.7				
		30.61	50.00	1530.50	56.69
07+50	47.5				
		32.895	18.13	596.39	22.09
07+68	18.3				
		18.485	31.87	589.12	21.82
08+00	18.7				
		16.63	50.00	831.50	30.80
08+50	14.6				
		16.855	50.00	842.75	31.21
09+00	19.1				
		25.9	50.00	1295.00	47.96
09+50	32.7				
				TOTAL	795.72

PAULSEN ROAD EARTHWORK QUANTITES					
FILL					
STATION	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
01+00	0.0				
		0.03	75.00	2.25	0.08
01+75	0.1				
		0.255	25.00	6.38	0.24
02+00	0.5				
		5.245	50.00	262.25	9.71
02+50	10.0				
		22.645	50.00	1132.25	41.94
03+00	35.3				
		49.69	50.00	2484.50	92.02
03+50	64.1				
		79.755	47.23	3766.83	139.51
03+97	95.4				
		94.285	2.77	261.17	9.67
04+00	93.2				
		100.79	50.00	5039.50	186.65
04+50	108.4				
		112.29	50.00	5614.50	207.94
05+00	116.2				
		119.005	50.00	5950.25	220.38
05+50	121.8				
		60.91	16.09	980.04	36.30
05+66	0.0				
		0	33.91	0.00	0.00
06+00	0.0				
		110.305	50.00	5515.25	204.27
06+50	220.6				
		159.91	50.00	7995.50	296.13
07+00	99.2				
		70.425	50.00	3521.25	130.42
07+50	41.6				
		42.46	18.13	769.80	28.51
07+68	43.3				
		33.93	31.87	1081.35	40.05
08+00	24.6				
		21.085	50.00	1054.25	39.05
08+50	17.6				
		15.325	50.00	766.25	28.38
09+00	13.1				
		11.735	50.00	586.75	21.73
09+50	10.4				
				TOTAL	1,732.97

PAULSEN ROAD EARTHWORK QUANTITES					
TOPSOIL STRIP					
STATION	TOPSOIL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
01+00	0.0				
		17.69	75.00	1326.75	49.14
01+75	35.4				
		32.985	25.00	824.63	30.54
02+00	30.6				
		30.805	50.00	1540.25	57.05
02+50	31.0				
		29.62	50.00	1481.00	54.85
03+00	28.2				
		27.32	50.00	1366.00	50.59
03+50	26.4				
		21.07	47.23	995.14	36.86
03+97	15.7				
		15.805	2.77	43.78	1.62
04+00	15.9				
		25.1	50.00	1255.00	46.48
04+50	34.3				
		32.655	50.00	1632.75	60.47
05+00	31.0				
		30.255	50.00	1512.75	56.03
05+50	29.5				
		14.755	16.09	237.41	8.79
05+66	0.0				
		0	33.91	0.00	0.00
06+00	0.0				
		19.84	50.00	992.00	36.74
06+50	39.7				
		37.975	50.00	1898.75	70.32
07+00	36.3				
		36.23	50.00	1811.50	67.09
07+50	36.2				
		27.335	18.13	495.58	18.35
07+68	18.5				
		23.92	31.87	762.33	28.23
08+00	29.4				
		29.165	50.00	1458.25	54.01
08+50	29.0				
		28.7	50.00	1435.00	53.15
09+00	28.4				
		28.805	50.00	1440.25	53.34
09+50	29.2				
				TOTAL	833.67

EARTHWORK QUANTITIES SUMMARY TABLE									
LOCATION	EARTH EXCAVATION (CU YD)	ADJUSTED EARTH EXCAVATION (25%) (CU YD)	EMBANKMENT (CU YD)	BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION & PLACEMENT (CU YD)				
					TOPSOIL STRIP (CU YD)	10% UNUSABLE (REMOVAL AND DISPOSAL OF UNSUITABLE	TOPSOL EXCAVATION & PLACEMENT (CU YD) PLACED	TOPSOIL RESPREAD REQUIRED (CU YD)	BALANCE OF TOPSOIL (CU YD)
PAULSEN ROAD	796	597	1,733	-1,136	834	83	750	708	42
PROJECT TOTAL	796	597	1,733	-1,136	834	83	750	708	42
ROUNDED QUANTITY	800	600	1,735	-1,135	835	85	755	710	45
						10% is assumed unusable			TO BE INCLUDED IN THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS TO BE HAULED OFFSITE.

NOTES:

CONTRACTOR SHALL STRIP AND STOCKPILE TOPSOIL UNDER PAY ITEM, TOPSOIL EXCAVATION AND PLACEMENT

CONTRACTOR TO EXCAVATE ANY NECESSARY UNDERCUT AREAS UNDER PAY ITEM REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS.

DIFFERENCE BETWEEN TOPSOIL RESPREAD (PAID AS TOPSOIL EXCAVATION AND PLACEMENT) AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS

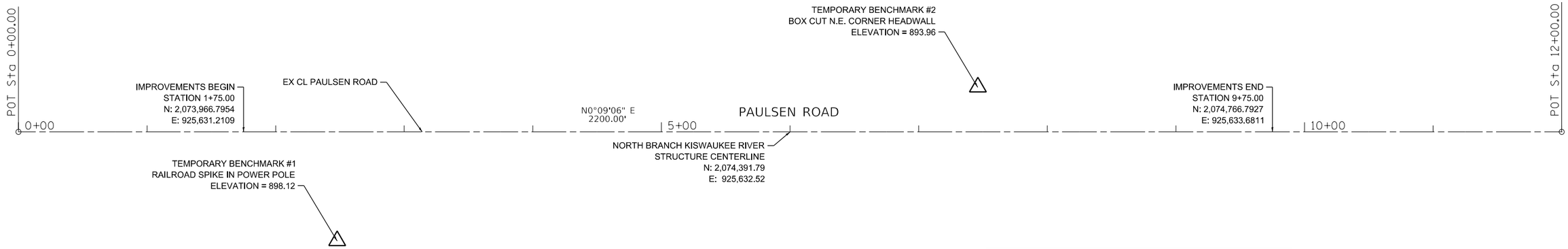
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SCHEDULE OF QUANTITIES

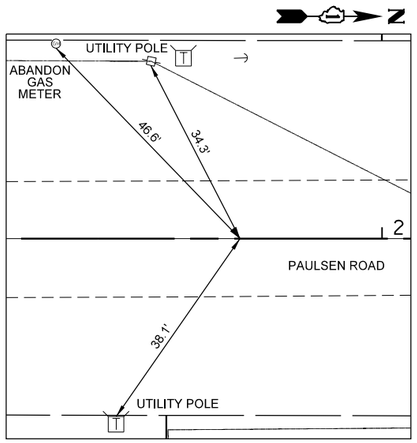
SCALE: | SHEET 7 OF 7 SHEETS | STA. | TO STA.

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	18
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

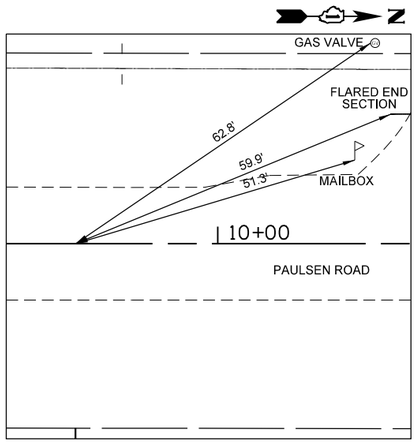


COORDINATE DATA TABLE - PAULSEN ROAD			
STATION	ELEMENT TYPE	NORTHING	EASTING
1+75.00	POT	2073966.80	925631.21
9+75.00	POT	2074766.79	925633.68

BENCHMARK TABLE - PAULSEN ROAD						
NO.:	STATION	OFFSET	ELEMENT TYPE	NORTHING	EASTING	ELEVATION
1	2+81.43	30.86; RT	RAILROAD SPIKE IN POWER POLE	2,073,951.29	925,599.96	898.12
2	7+48.58	17.48' LT	BOX CUT NE CORNER HEADWALL	2,074,594.74	925,601.69	893.96



ALIGNMENT TIE (A-1)
STA: 1+75.00
PAULSEN ROAD
N: 2,073,966.7954
E: 925,631.2109

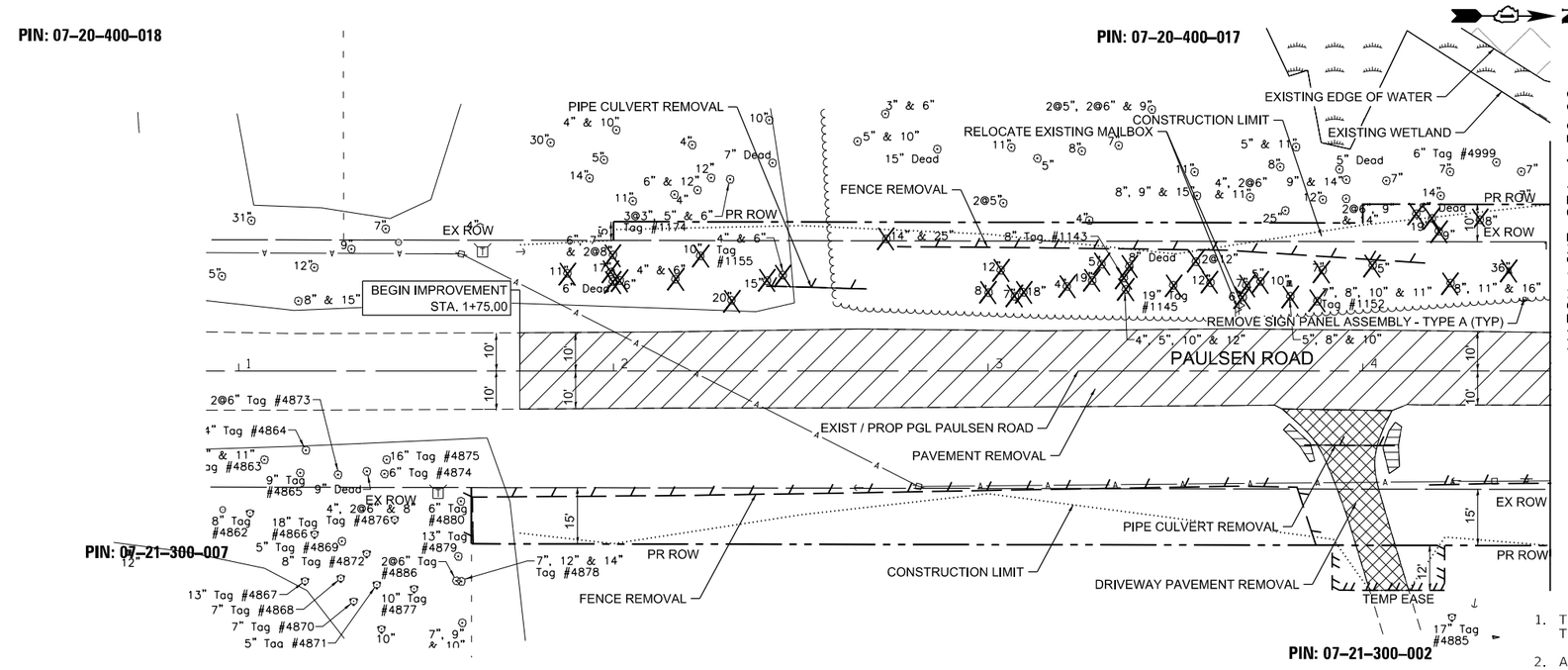


ALIGNMENT TIE (A-2)
STA: 9+75.00
PAULSEN ROAD
N: 2,074,766.7927
E: 925,633.6811

BLA, Inc.

USER NAME = tnestor	DESIGNED - TN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER ALIGNMENT, TIES, AND BENCHMARKS	
	DRAWN - TN	REVISED -			
PLOT SCALE = 80.0000 ' / in.	CHECKED - MTC	REVISED -			
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -		SCALE:1"=40' SHEET OF SHEETS STA. TO STA.	

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	19
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- PAVEMENT REMOVAL
- REMOVE EXISTING RIPRAP
- DRIVEWAY PAVEMENT REMOVAL
- TREE REMOVAL
- REMOVAL OF EXISTING STRUCTURE (REFER TO STRUCTURAL BILL OF MATERIALS)
- LINEAR ITEM REMOVAL
- TREE PROTECTION (TEMPORARY FENCE, TREE ROOT PRUNING, TREE PRUNING) (SEE NOTE 1,2)

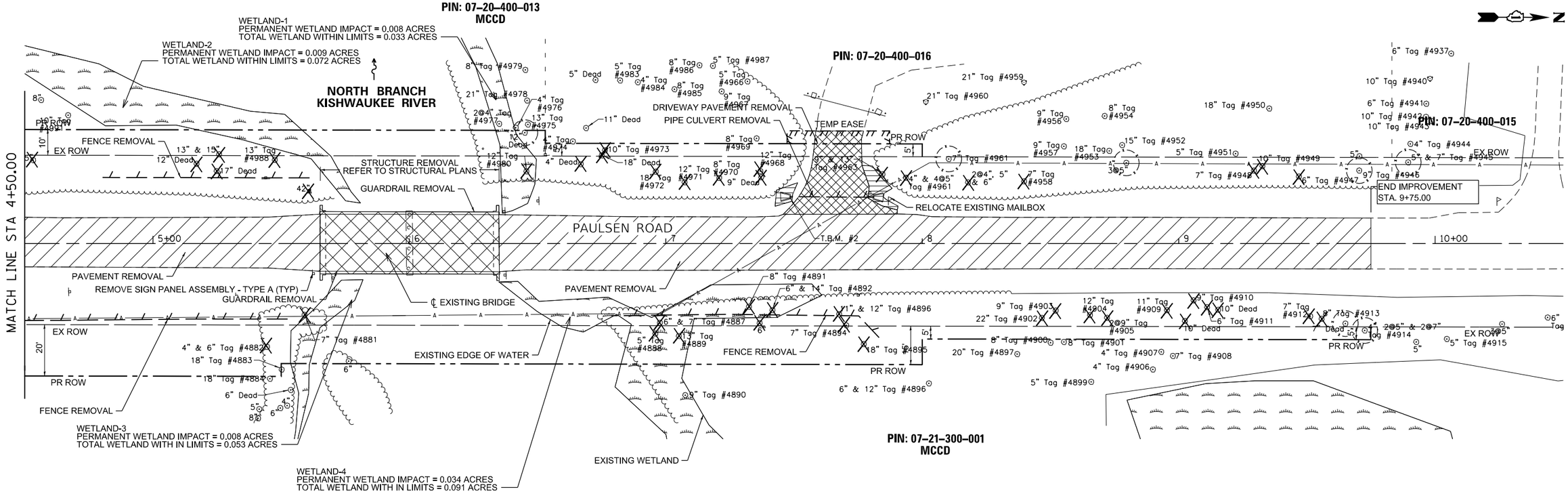
ALL SIGNS TO BE REMOVED SHALL REMAIN PROPERTY OF HARTLAND TOWNSHIP AND BE RETURNED UPON REMOVAL TO 15813 NELSON ROAD, WOODSTOCK ILLINOIS 60098. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "REMOVE SIGN PANEL ASSEMBLY - TYPE A". REFER TO THE SCHEDULES FOR EXACT LOCATIONS.

THE CONTRACTOR SHALL NOTIFY MCHENRY COUNTY DIVISION OF TRANSPORTATION PRIOR TO THE DETOUR REMOVAL IN ORDER FOR MCDOT TO SCHEDULE THE SIGN REPLACEMENT.

MAILBOXES TO BE RELOCATED SHALL BE REMOVED, INSTALLED AT TEMPORARY LOCATION, AND THEN PERMANENTLY INSTALLED PER ARTICLE 107.20 OF THE STANDARD SPECS

THE EXISTING GUARDRAIL ATTACHED TO THE STRUCTURE SHALL BE REMOVED, SALVAGED AND RETURNED TO THE HARTLAND TOWNSHIP GARAGE. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PAY ITEM GUARDRAIL REMOVAL.

1. TREE TRUNK PROTECTION SHALL BE PAID FOR BY THE PAY ITEM TEMPORARY FENCE PER THE UNIT OF FOOT.
2. A NOMINAL QUANTITY FOR TREE ROOT PRUNING, TREE PRUNING (1TO 10 DIAMETER), AND TREE PRUNING (OVER 10 INCH DIAMETER) HAVE BEEN INCLUDED TO BE USED AT THE DIRECTION OF THE ENGINEER.



USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

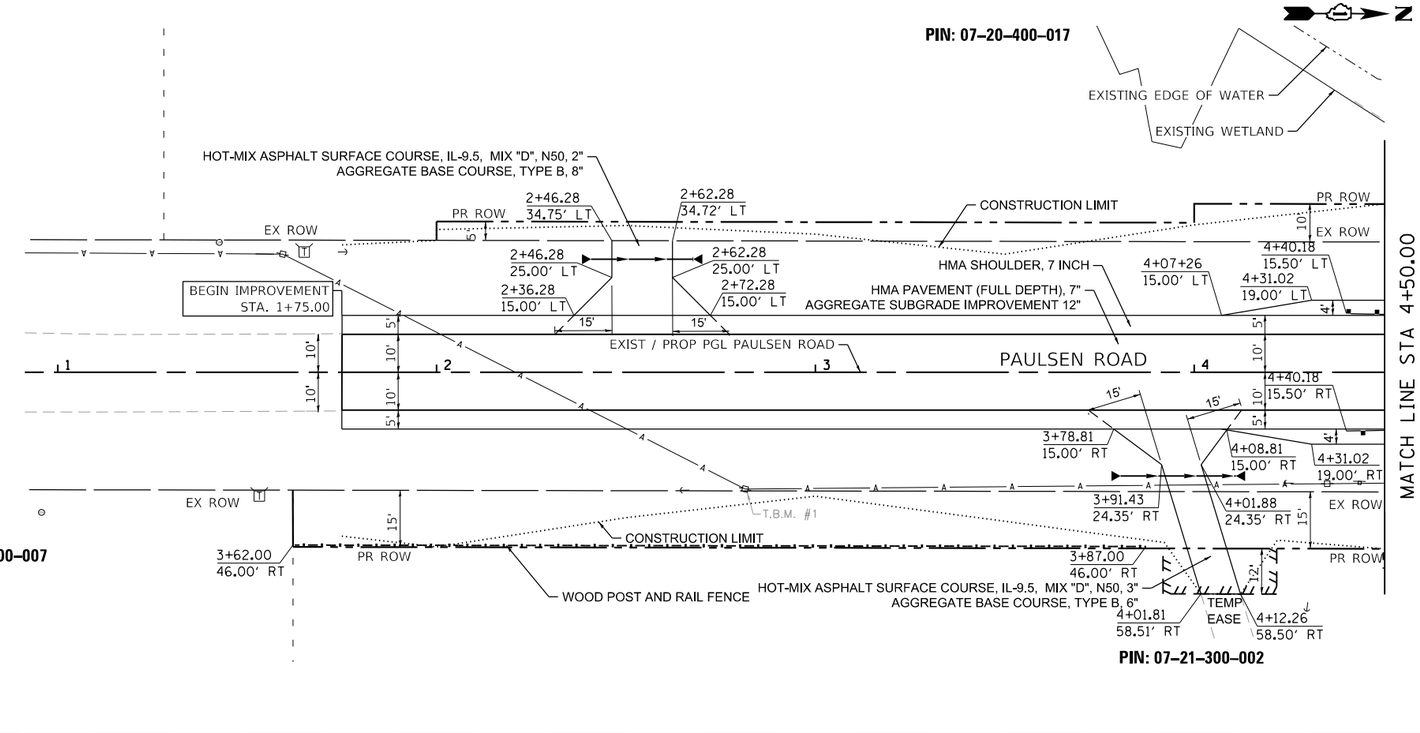
PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
REMOVAL PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	20
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

PIN: 07–20–400–018

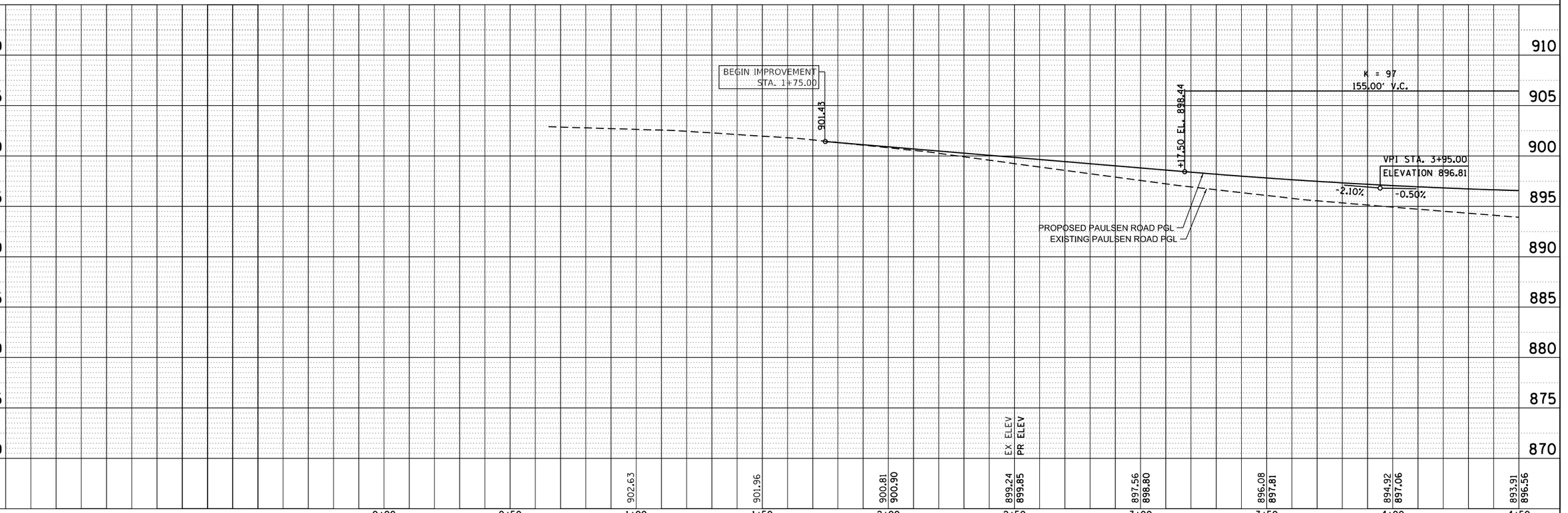
PIN: 07–20–400–017



PIN: 07–21–300–007

PIN: 07–21–300–002

NOTE:
REFER TO PLAT OF HIGHWAYS FOR PROPOSED RIGHT OF WAY STATIONING AND OFFSETS



BLA, Inc.

PLAN
SURVEYED
PLOTTED
DRAWN
CHECKED
NOTE BOOK
NO.
8'
DATE
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME

PROFILE
SURVEYED
PLOTTED
DRAWN
CHECKED
NOTE BOOK
NO.
B.M. NOTED
STRUCTURE NOTATNS CHKD
BY
DATE

FILE NAME = W:\1755-028 MCDOT Paulsen Road Bridge Phase II\CADD_SHEETS\21-00532-00-BR_sh_Plan and Profile-21.dgn

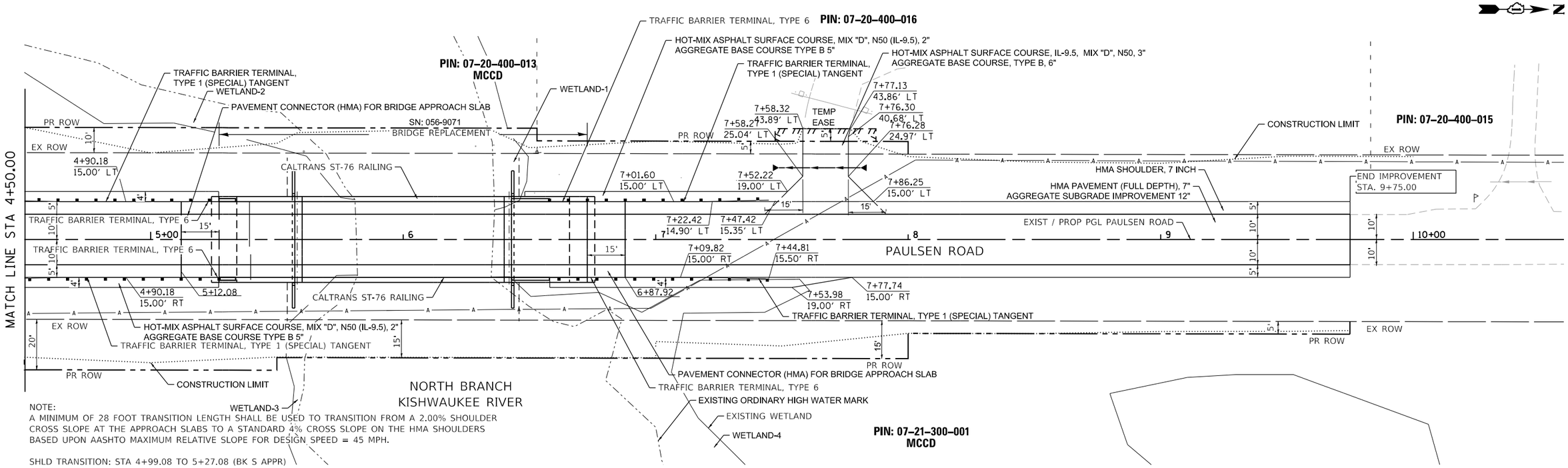
USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
PLAN AND PROFILE

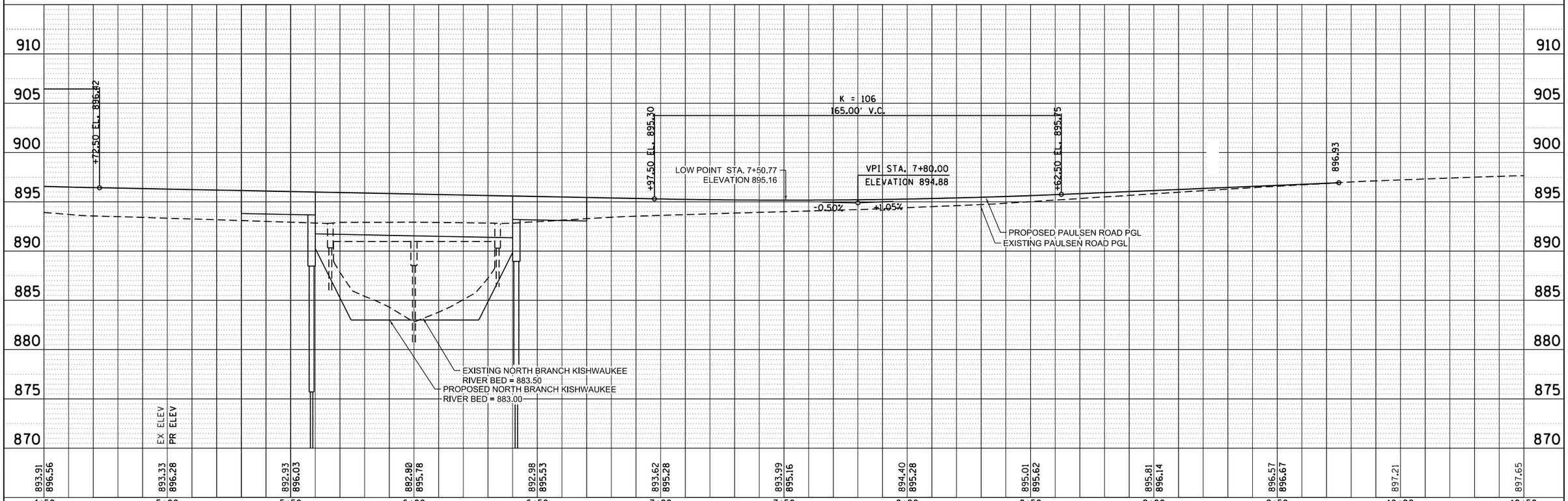
SCALE: 1"=20' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	21
		CONTRACT NO. 61M77		
		ILLINOIS	FED. AID PROJECT	



NOTE:
A MINIMUM OF 28 FOOT TRANSITION LENGTH SHALL BE USED TO TRANSITION FROM A 2.00% SHOULDER CROSS SLOPE AT THE APPROACH SLABS TO A STANDARD 4% CROSS SLOPE ON THE HMA SHOULDERS BASED UPON AASHTO MAXIMUM RELATIVE SLOPE FOR DESIGN SPEED = 45 MPH.

SHLD TRANSITION: STA 4+99.08 TO 5+27.08 (BK S APPR)
STA 6+72.92 (BK N APPR) TO STA 7+00.92



USER NAME = tnestor	DESIGNED - TN	REVISED -
	DRAWN - TN	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
PLAN AND PROFILE

SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	22
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.

PLAN — SURVEYED, PLOTTED, DRAWN, CHECKED, R.T. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO. — BY, DATE

PROFILE — SURVEYED, PLOTTED, DRAWN, CHECKED, B.M. NOTED, STRUCTURE NO.TATNS GHKD, NOTE BOOK, NO.

FILE NAME = W:\1755-028 MCDOT Paulsen Road Bridge Phase II\CADD_SHEETS\21-00532-00-BR_sh_Plan and Profile-22.dgn

BLA, Inc.

GENERAL NOTES

1. THE TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES, AS SPECIFIED BY THE SPECIAL PROVISIONS OR THE ENGINEER, SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.
2. ALL SIGN COLORS SHALL BE ACCORDING TO THE LATEST EDITION OF THE MUTCD.
3. THE CONTRACTOR SHALL COORDINATE THE REMOVAL OF THE EXISTING DETOUR ROUTE SIGNAGE WITH THE ENGINEER, COUNTY AND IDOT. THE EXISTING DETOUR ROUTE SIGNS SHALL BE RETURNED TO THE COUNTY. THE DETOUR ROUTE SIGNAGE UNDER THIS PROJECT SHALL BE IN PLACE PRIOR TO THE REMOVAL OF THE EXISTING DETOUR SIGNS.

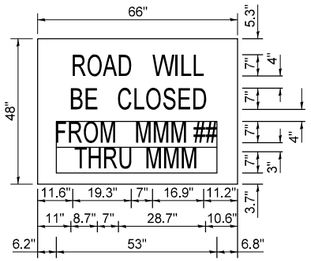
TEMPORARY INFORMATION SIGN

1. THE CONTRACTOR SHALL ERECT A TEMPORARY INFORMATION SIGN AT THE NORTH AND SOUTH ENDS OF THE PROJECT (2 TOTAL) TO INFORM THE PUBLIC OF THE CONSTRUCTION DURATION.
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.

LIMITATIONS OF CONSTRUCTION

THE CONTRACTOR SHALL COORDINATE THE 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 PAULSEN 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.



DETAIL

1. SIGN SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING. ONE SIGN ASSEMBLY EQUALS 27.3 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 AN 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.

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. THE CONTRACTOR'S SCHEDULE SHALL REFLECT THE FOLLOWING REQUIREMENTS AND SEQUENCE OF CONSTRUCTION. THESE REQUIREMENTS FOLLOW THE SUGGESTED TRAFFIC CONTROL PLAN IN CLUDED IN THE DRAWINGS.
2. PAULSEN ROAD WILL BE COMPLETELY CLOSED TO TRAFFIC FOR THE DURATION SPECIFIED IN THE CONTRACT DOCUMENTS.
3. THE DRIVEWAYS WILL REMAIN OPEN / ACCESSIBLE AT ALL TIMES. ANY TEMPORARY MEASURES REQUIRED TO DO SO SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY ACCESS (PRIVATE ENTRANCE)."
4. DROP-OFFS GREATER THAN (OR GREATER THAN OR EQUAL TO) 12" NOT SHIELDED BY A TEMPORARY CONCRETE BARRIER WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFFS IS LOCATED WITHIN 8 FT OF THE TRAVEL WAY. PRIOR TO REOPENING THE DRIVEWAY THE CONTRACTOR SHALL IMMEDIATELY PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN 12". NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THE REQUIREMENT.
5. TWO SIGNS SHALL BE USED AT EACH COMMERICAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.

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. REMOVE EXISTING PAVEMENT, BRIDGE STRUCTURE, AND WINGWALLS.
6. CONSTRUCT THE PROPOSED BRIDGE AND WINGWALLS.
7. CONSTRUCT EMBANKMENT, SUBGRADE, AND AGGREGATE BASE COURSES.
8. CONSTRUCT SHOULDERS AND PAVEMENT (INCLUDING FINAL SURFACE).
9. PLACE GUARDRAILS AND TRAFFIC BARRIER TERMINALS.
10. PLACE PERMAMENT RESTORATION.
11. FINALIZE PUNCH LIST AND SITE CLEANUP.

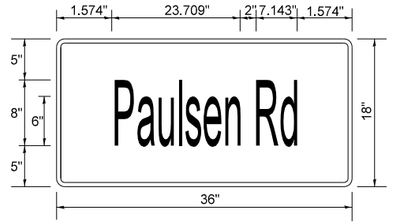
CONTACTS & COORDINATION

1. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE MAINTENANCE OF TRAFFIC OPERATIONS WITH ALL SCHOOL DISTRICTS, MUNICIPALITIES, TOWNSHIP, COUNTIES, AND ENTITIES LISTED ON THE GENERAL NOTES PLAN SHEETS.
2. THE CONTRACTOR SHALL CONTACT THE IDOT DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, KALPANNA KANNAN-HOSADURGA, AT KALPANNA.KANNAN-HOSADURGA@ILLINOIS.GOV. A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
3. THE CONTRACTOR SHALL NOTIFY MCHENRY COUNTY DIVISION OF TRANSPORTATION (MCDOT)PRIOR TO THE DETOUR REMOVAL IN ORDER FOR MCDOT TO SCHEDULE THE SIGN REPLACEMENT.

TRAFFIC CONTROL – IDOT STANDARD DRAWINGS

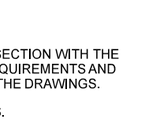
1. THE CONTRACTOR IS ENCOURAGED TO COMPLETE ALL WORK UNDER THE DETOUR CLOSURE. NO ADDITIONAL COMPENSATION FOR TRAFFIC CONTROL AND PROTECTION SHALL BE APPROVED IF THE CONTRACTOR IS NOT ABLE TO COMPLETE WORK WITHIN THE DETOUR TIME FRAME.
2. IN THE EVENT THE CONTRACTOR'S OPERATION REQUIRES WORK THAT WILL 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 POTENTIAL STANDARD DRAWINGS HAS BEEN INCLUDED ON THE INDEX OF SHEETS AND GENERAL NOTES PLAN SHEET AS WELL AS IN THE SPECIAL PROVISION FOR "TRAFFIC CONTROL PLAN".

SIGN DESIGN



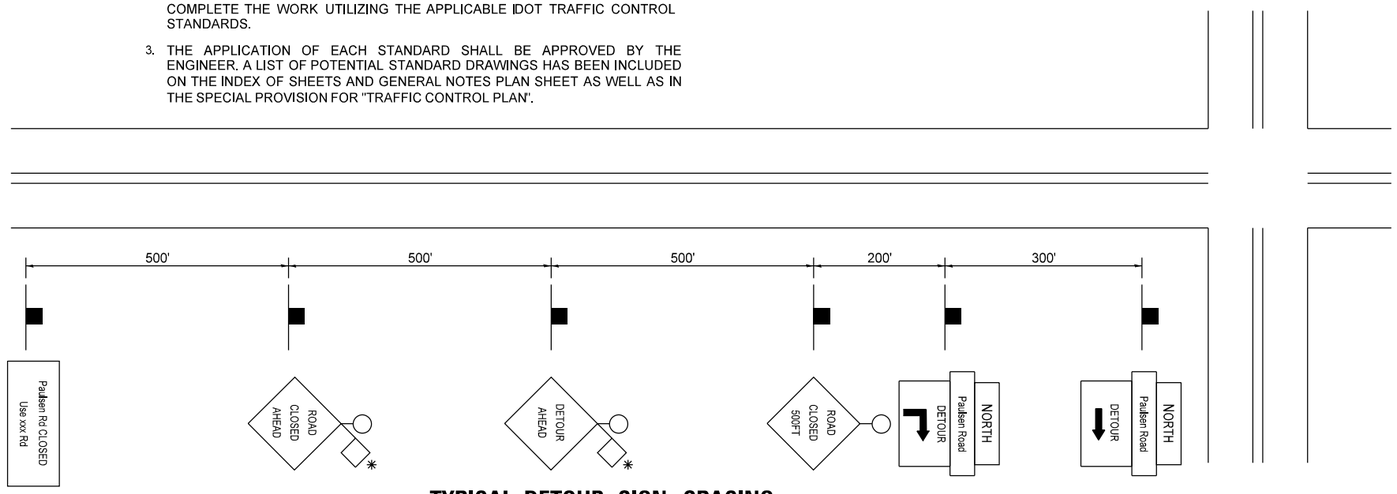
WIDTH x HEIGHT	:	36" x 18"
BORDER WIDTH	:	0.5"
CORNER RADIUS	:	1"
FONT	:	SERIES C
BACKGROUND	:	ORANGE
LETTERS/BORDERS	:	BLACK

TYPICAL DETOUR SIGN ASSEMBLIES



M3-1P(0) OR M3-3P(0)
ROAD NAME SIGNS

M4-9 SERIES



TYPICAL DETOUR SIGN SPACING

REFER TO DISTRICT STANDARD TC-21 FOR SIGN SPACING DETAILS.

USER NAME = tnestor	DESIGNED - TN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER DETOUR NOTES	
	DRAWN - TN	REVISED -			
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTC	REVISED -			
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -		SHEET 1 OF 1 SHEETS STA. TO STA.	

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	24
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.

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 IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION (SPECIAL)" IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH MCHENRY COUNTY DIVISION OF TRANSPORTATION (MCDOT) REGARDING THE PERIOD OF CLOSURE OF PAULSEN ROAD AND SHALL ALSO BE RESPONSIBLE FOR ALL SIGNAGE AND CHANGEABLE MESSAGES SIGNS REGARDING THIS CLOSURE. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED PRIOR TO CONSTRUCTION AT THE LOCATIONS DETERMINED BY THE ENGINEER AND PAID FOR AS "CHANGEABLE MESSAGE SIGN" (CAL MO.)
3. TEMPORARY INFORMATION SIGNS SHALL BE PLACED PRIOR TO THE CONSTRUCTION AND AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL CONTACT MCHENRY COUNTY DIVISION OF TRANSPORTATION (MCDOT) AND ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) 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.
6. SIGN LOCATION MAY BE ADJUSTED TO FIT FIELD CONDITIONS WITH THE PRIOR 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 INCIDENTAL TO "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. THE CONTRACTOR SHALL COORDINATE THE REMOVAL OF EXISTING DETOUR SIGNAGE.

SIGN LEGEND

BRIDGE OUT

1. R11-2 48" x 30" MOUNTED ABOVE TYPE III BARRICADE WITH 2 AMBER FLASHING LIGHTS AND ORANGE WARNING FLAGS, 18" x 18" MIN
2. (OMITTED)

BRIDGE OUT
X.X MILES AHEAD
LOCAL TRAFFIC ONLY

3. R11-3b 60" x 30" MOUNTED ABOVE TYPE III BARRICADE

SOUTH Paulsen Road CLOSED AT BRIDGE OR NORTH Paulsen Road CLOSED AT BRIDGE

4. R11-4 60" x 30"

DETOUR

5. M4-10L 48" x 18" TYPICAL MOUNTED ABOVE TOP OF TYPE III BARRICADE

DETOUR

6. M4-10R 48" x 18" TYPICAL MOUNTED ABOVE TOP OF TYPE III BARRICADE

NORTH

7. M3-1P(0) 24" x 12"

SOUTH

8. M3-3P(0) 24" x 12"

END DETOUR

9. M4-8a 24"x18"

DETOUR

10. M4-9R 30" x 24"

DETOUR

11. M4-9L 30" x 24"

DETOUR

12. M4-9 30" x 24"

DETOUR

13. M4-9 30" x 24"

DETOUR

14. M4-9 30" x 24"

Paulsen Rd
ROAD CLOSED AHEAD

15. ROAD NAME SIGNS, 36" x 18" 8" UC LETTERS, 6" LC LETTERS
16. ADVANCE ROAD CLOSED SIGNS W20-3 48" x 48" WITH AMBER FLASHING LIGHT AND ORANGE WARNING FLAG, 18" X 18" MIN.

ROAD CLOSED 500FT

17. ADVANCE ROAD CLOSED SIGN W20-3 48" x 48" WITH AMBER FLASHING LIGHT & ORANGE WARNING FLAG, 18" X 18" MIN.

DETOUR AHEAD

18. ADVANCE DETOUR SIGN W20-2 48" x 48" WITH AMBER FLASHING LIGHT & ORANGE WARNING FLAG, 18" X 18" MIN.

ROAD CLOSED

19. R11-2 48" x 30" MOUNTED ABOVE TYPE III BARRICADE

Paulsen Rd CLOSED
USE Deep Cut Rd

20. SPECIAL 48" x 30" (O)-6030

TIS — TEMPORARY INFORMATION SIGN (SEE SHEET 79 FOR THE TEMPORARY INFORMATION SIGN DETAIL)

CMS — CHANGEABLE MESSAGE SIGN

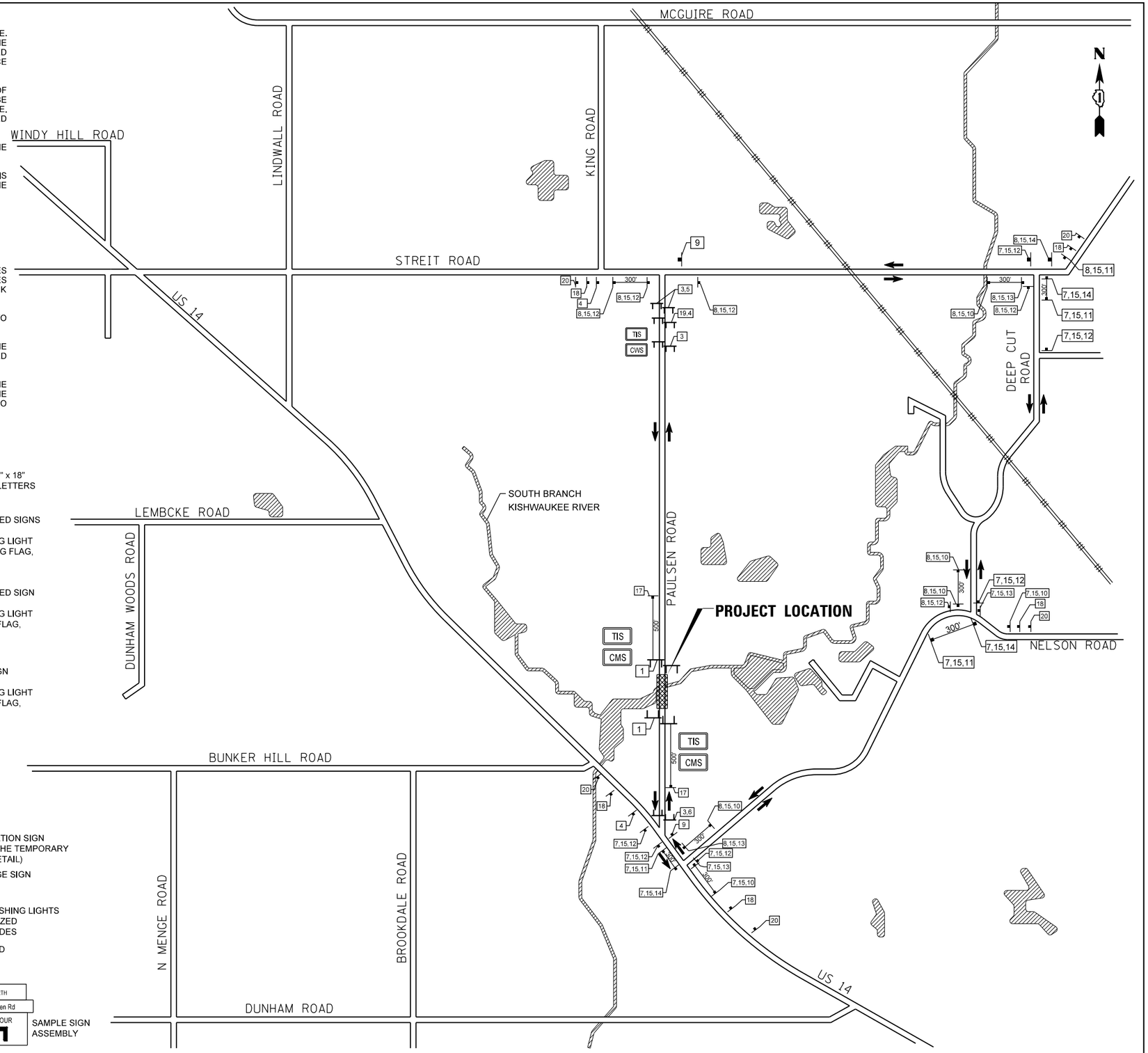
TYPE III BARRICADE WITH TWO AMBER FLASHING LIGHTS AND STD. REFLECTORIZED SHEETING ON BOTH SIDES

NOTE: ✳ INDICATES FLAG(S) NOT REQUIRED

LEGEND

- DIRECTION OF TRAVEL
- DETOUR SIGN ASSEMBLY
- PROJECT AREA
- BODIES OF WATER

NORTH / Paulsen Rd / DETOUR — SAMPLE SIGN ASSEMBLY



USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 750.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
DETOUR PLAN

SCALE: NTS | SHEET 1 OF 1 SHEETS | STA. | TO STA.

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	23
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORTATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION AND SEDIMENT CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENT FROM LEAVING THE CONSTRUCTION SITE BY UTILIZING PROPER TEMPORARY EROSION AND SEDIMENT CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN SEDIMENT CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, OWNER, OR MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN IDOT STANDARD 280001.

SECTION 280. TEMPORARY EROSION CONTROL, OF THE STANDARD SPECIFICATIONS ADDITIONALLY SUPPLEMENTS THIS PLAN.

SITE AND CONSTRUCTION ACTIVITY DESCRIPTION

1. THE PROJECT IS LOCATED ON PAULSEN ROAD OVER NORTH BRANCH KISHWAUKEE RIVER.
2. THE PROJECT SHALL GENERALLY CONSIST OF THE FOLLOWING:
   - A) REMOVAL OF THE EXISTING STRUCTURE AND PAVEMENT;
   - B) CONSTRUCTION OF PAULSEN ROAD BRIDGE OVER NORTH BRANCH KISHWAUKEE RIVER, AND INSTALLATION OF RIP RAP;
   - C) CONSTRUCTION OF ROADWAY IMPROVEMENTS, INCLUDING ROADWAY RECONSTRUCTION, GRADING, BINDER, AND SURFACE;
   - D) SEEDING AND ALL OTHER COLLATERAL WORK SUCH AS SITE RESTORATION.

SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES

1. INSTALL SEDIMENT AND EROSION CONTROL SYSTEMS PRIOR TO EARTHWORK ACTIVITIES.
2. INSTALL TEMPORARY COFFERDAM, SUMP PIT, AND FILTER DEVICE. DEWATER THE WORK AREA
3. STRIP AND STOCKPILE TOPSOIL AND BEGIN GRADING. TEMPORARY SEED AS REQUIRED.
4. DEMOLISH EXISTING STRUCTURE WITHOUT IMPACT OR DEBRIS ENTERING THE EXISTING WATERWAY.
5. DRIVE PILES FOR NEW STRUCTURES BUILD CONCRETE SUBSTRUCTURE THEN BUILD CONCRETE SUPERSTRUCTURE.
6. COMPLETE ROADWAY RECONSTRUCTION THROUGH BINDER AND GRADING.
7. COMPLETE FINAL SURFACE AND RESTORATION.
8. REMOVE ACCUMULATED SEDIMENT AND REMOVE TEMPORARY COFFERDAMS.
9. REMOVE EROSION CONTROL MEASURES AND RESTORE.

CONSTRUCTION SITE DISTURBANCE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 1.39 ACRES TO BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITES.

SWPPP REFERENCED DOCUMENTS

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION AND SEDIMENT CONTROL SYSTEMS.
2. PROJECT PLAN DOCUMENTS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES FROM THIS CONSTRUCTION SITE

THE SITE DRAINS INTO THE NORTH BRANCH KISHWAUKEE RIVER.

COUNTY REQUIREMENTS

MCHENRY COUNTY REQUIRES COMPLIANCE WITH NPDES PHASE II PROGRAM. AS SUCH, ALL DEVELOPMENTS SHALL PROVIDE TO THE EXTENT POSSIBLE, CONSTRUCTION SITE RUNOFF CONTROL AND ILLICIT DISCHARGE PREVENTION AND ELIMINATION.

1. THE OWNER IS RESPONSIBLE FOR SUBMITTING THE NOTICE OF INTENT (NOI) TO THE IEPA AFTER THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPLETE. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THE NOI IS POSTMARKED AT LEAST 30 DAYS BEFORE COMMENCEMENT OF ANY WORK ON THE SITE.
2. THE CONTRACTOR IS RESPONSIBLE FOR HAVING THE SWPPP ON SITE AT ALL TIMES.
3. INSPECTION OF CONTROLS WILL BE COMPLETED BY THE OWNER AT LEAST ONCE EVERY 7 DAYS AND WITHIN 24 HOURS OF A STORM 0.5" OR GREATER, OR EQUIVALENT SNOW FALL.
4. AN INCIDENT OF NON-COMPLIANCE (ION) MUST BE COMPLETED AND SUBMITTED BY THE OWNER TO THE IEPA AND COPIED TO THE COUNTY IF, AT ANY TIME, AN EROSION CONTROL DEVICE FAILS.
5. A NOTICE OF TERMINATION (NOT) SHALL BE COMPLETED AND SUBMITTED BY THE OWNER IN COMPLIANCE WITH NPDES PHASE II REQUIREMENTS WHEN ALL PERMANENT EROSION CONTROL MEASURES ARE IN PLACE AND VEGETATION IS GROWING AND THRIVING. THE NOTICE SHALL BE SENT TO THE IEPA AND MCHENRY COUNTY PLANNING AND DEVELOPMENT.
6. THE CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO CONTROL WASTE SUCH AS DISCARDED MATERIALS, CONCRETE TRUCK WASH OUT, CHEMICALS, LITTER AND SANITARY WASTE AT THE CONSTRUCTION SITE THAT MAY CAUSE ADVERSE IMPACTS TO WATER QUALITY.

MISCELLANEOUS

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LBS/ACRES, IF DIRECTED.
2. ALL EROSION AND SEDIMENT CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION AND SEDIMENT CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

POLLUTION PREVENTION DURING CONSTRUCTION

1. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING, PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS OR OTHER CONSTRUCTION RELATED ACTIVITIES.
   - A) WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
   - B) AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER.
     - i. PLACE TEMPORARY SEDIMENT CONTROL PRACTICES (FILTER BARRIERS, ETC.) AT LOCATIONS SHOWN ON THE PLANS.
     - ii. TEMPORARILY SEED ERODIBLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE AREA WITHIN THE CONTRACT LIMITS.
   - C) EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN (7) DAYS.
   - D) CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
   - E) THE OWNER OR THE DESIGNATED REPRESENTATIVE SHALL INSPECT THE PROJECT WEEKLY DURING CONSTRUCTION ACTIVITIES INSPECTION SHALL ALSO BE DONE AFTER RAINS OF 1/2- INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING THE WINTER SHUTDOWN PERIOD.
   - F) SEDIMENT COLLECTED DURING CONSTRUCTION FROM THE VARIOUS TEMPORARY SEDIMENT CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED EROSION CONTROL PRACTICE.
   - G) THE TEMPORARY EROSION AND SEDIMENT CONTROL SYSTEMS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER, AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING.
   - H) EXCEPT AS PREVENTED BY INCLEMENT WEATHER CONDITIONS, ALL DISTURBED AREAS TO REMAIN INACTIVE FOR MORE THAN 7 DAYS SHALL BE STABILIZED BY SEEDING, SODDING, MULCHING, COVERING, OR BY OTHER EQUIVALENT EROSION CONTROL MEASURES WITHIN 7 DAYS. PERMANENT SOIL STABILIZATION SHALL BE PROVIDED WITHIN 14 DAYS AFTER FINAL GRADE IS ESTABLISHED.
   - I) ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE REMOVED AND DISPOSED OF WITHIN 30 DAYS AFTER SITE STABILIZATION IS ACHIEVED OR AFTER TEMPORARY PRACTICES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE PERMANENTLY REMOVED TO PREVENT FURTHER EROSION.

MAINTENANCE AFTER CONSTRUCTION

CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE BY THE PROJECT OWNER. MAINTENANCE UP TO THIS DATE WILL BE BY CONTRACTOR.

CERTIFICATIONS

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER IR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

ENGINEER: MATTHEW CESARIO, P.E.

DATE: 5/15/2026

OWNER'S CERTIFICATION

"I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS."

OWNER: MCHENRY COUNTY DIVISION OF TRANSPORTATION

JOYCE DELONG, P.E. — DESIGN MANAGER (TITLE) — 7/21/2026 (DATE)

USER NAME = tnestor	DESIGNED - TN	REVISED -	
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PLOT DATE = 7/21/2026	DATE - 5/15/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
STORMWATER POLLUTION PREVENTION PLAN AND NOTES

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	25
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.

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 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) ILRI0 PERMIT SET FORTH BY THE ILLINOIS EPA, THE U.S. ARMY CORPS OF ENGINEERS JOINT 404 PERMIT, THE MCHENRY COUNTY STORMWATER MANAGEMENT PERMIT AND ALL REQUIREMENTS SET FORTH BY THE 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. THE MLCSWCD 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.
8. ALL AREAS OF DISTURBED SOIL SHALL BE STABILIZED WITH EROSION CONTROL BLANKET FOLLOWING COMPLETION OF FINAL SOIL DISTURBING ACTIVITIES. THE EROSION CONTROL BLANKET SHALL BE WILDLIFE-FRIENDLY PLASTIC-FREE BLANKET AND USED AROUND WETLANDS AND ADJACENT TO NATURAL AREAS TO PREVENT ENTANGLEMENT OF NATIVE WILDLIFE. IF SOIL DISTURBANCE IS NOT FINAL THEN TEMPORARY WILDLIFE EROSION CONTROL BLANKET SHALL BE PLACED.
9. AS A PERMIT CONDITION REQUIRED FOR THIS PROJECT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE COUNTY, THE US ARMY CORPS OF ENGINEERS, MCHENRY-LAKE COUNTY 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 WORK FOR WHICH IT IS REQUIRED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
10. CONCRETE WASHOUT(S) ARE ANTICIPATED FOR THIS PROJECT AND SHALL BE DRAWN ONTO THE PLANS AT THE TIME OF INSTALLATION. 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.
11. STABILIZED CONSTRUCTION ENTRANCES ARE ANTICIPATED FOR THIS PROJECT. A QUANTITY HAS BEEN INCLUDED IN THE PROJECT TO COMPLETE THIS WORK. IT IS ANTICIPATED THAT THE STABILIZED CONSTRUCTION ENTRANCES WILL BE PLACED NORTH AND SOUTH OF THE PROJECT LIMITS. IF THE ENTRANCE LOCATIONS ARE TO BE REVISED, THE CONTRACTOR SHALL SUBMIT THE LOCATION AND DETAILS THROUGH THE ENGINEER FOR APPROVAL.

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 AN ALTERNATIVE MEASURE 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, WATER INFLATED DEVICES, RIP RAP, GEOTEXTILE LINER / TURBIDITY CURTAIN, ETC.) EARTHEN COFFERDAMS ARE NOT PERMISSIBLE. LUMBER TO BE USED FOR TEMPORARYCONSTRUCTION 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 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, METHOD 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–LAKE COUNTY SOIL AND WATER CONSERVATION DISTRICT NOTES

1. THE CONTRACTOR AND ENGINEER SHALL MEET WITH THE MCHENRY-LAKE COUNTY SOIL & WATER CONSERVATION DISTRICT TO COORDINATE ALL IN-STREAM WORK ACTIVITIES.
2. THE CONTRACTOR'S IN-STREAM WORK PLAN SHALL BE SUBMITTED TO THE 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.

MCHENRY COUNTY STANDARD SOIL EROSION AND SEDIMENT CONTROL NOTES

1. CONTROL MEASURES SHALL MEET THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE ILLINOIS URBAN MANUAL (HTTPS://ILLINOISURBANMANUAL.ORG/) 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 PLACE MENT AND FERTILIZATION, AS NECESSARY.
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 NOT LATER THAN 14 CALENDAR DAYS FROM THE INITIATION OF STABILIZATION IN THE WORK AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFI ED BELOW:
   A. WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE 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, EROSION CONTROL BLANKET IN COMBINATION 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 STOCKPILES.
11. THE STORMWATER MANAGEMENT SYSTEM SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION OF 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 PRODUCTS, CONSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, VEHICLE FLUIDS, SANITARY WASTE, AND OTHER MATERIALS PRESENT ON THE DEVELOPMENT SITE TO PRECIPITATION ENTERING 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 MATERIAL DEBRIS.
17. THE ENFORCEMENT OFFICER MAY REQUIRE ADDITIONAL SOIL EROSION AND SEDIMENT CONTROL MEASURES, BASED ON DEVELOPED SITE SPECIFIC CONSIDERATIONS AND THE EFFECTIVENESS OF THE INSTALLED CONTROL MEASURES.

MAINTENANCE SCHEDULE

1. PERIMETER EROSION BARRIER - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL PERIMETER EROSION BARRIER WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT OR EQUIVALENT SNOWFALL. 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 BLANKET WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT OR EQUIVALENT SNOWFALL. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE EROSION BLANKET FUNCTIONAL AS DESIGNED.
3. TEMPORARY & AGGREGATE DITCH CHECKS - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL DITCH CHECKS WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER 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 6 INCHES LOWER THAN THE AGGREGATE SIDES AND 18 INCHES LOWER THAN THE TOP OF THE DITCH.

USER NAME = tnestor	DESIGNED - TN	REVISED -
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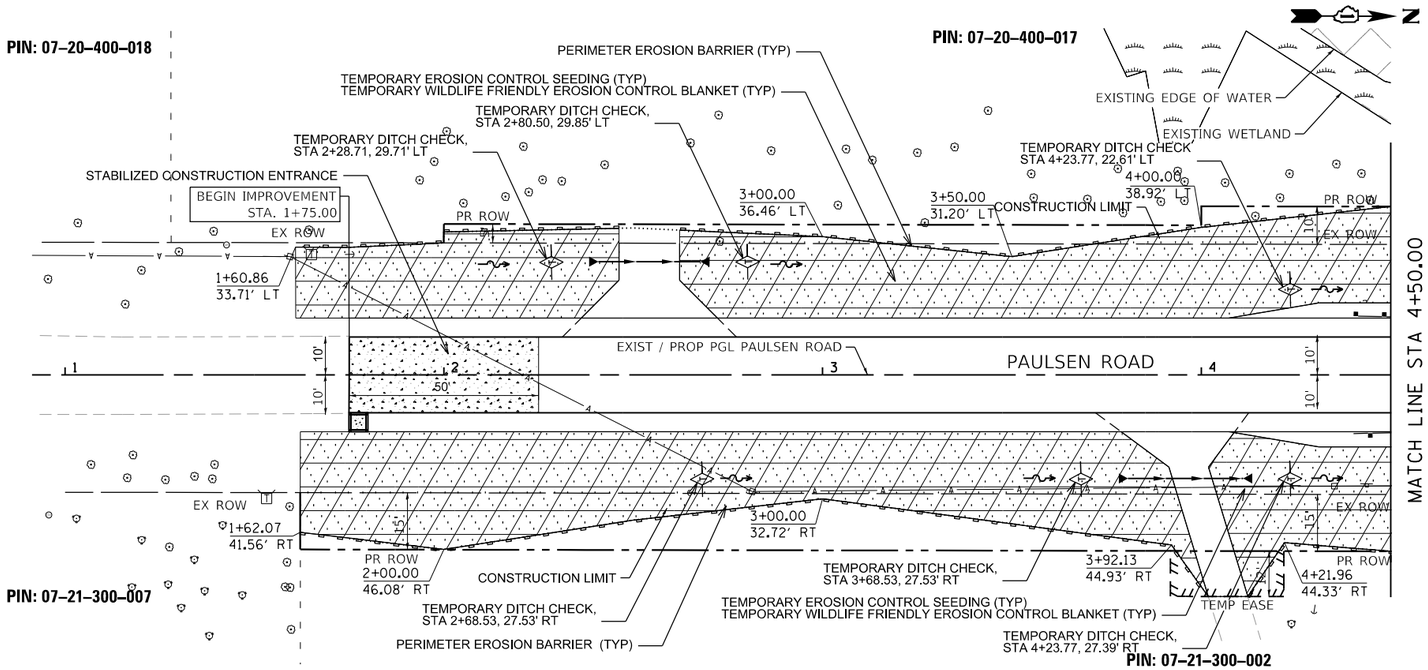
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SOIL EROSION AND SEDIMENT CONTROL GENERAL NOTES

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	26
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

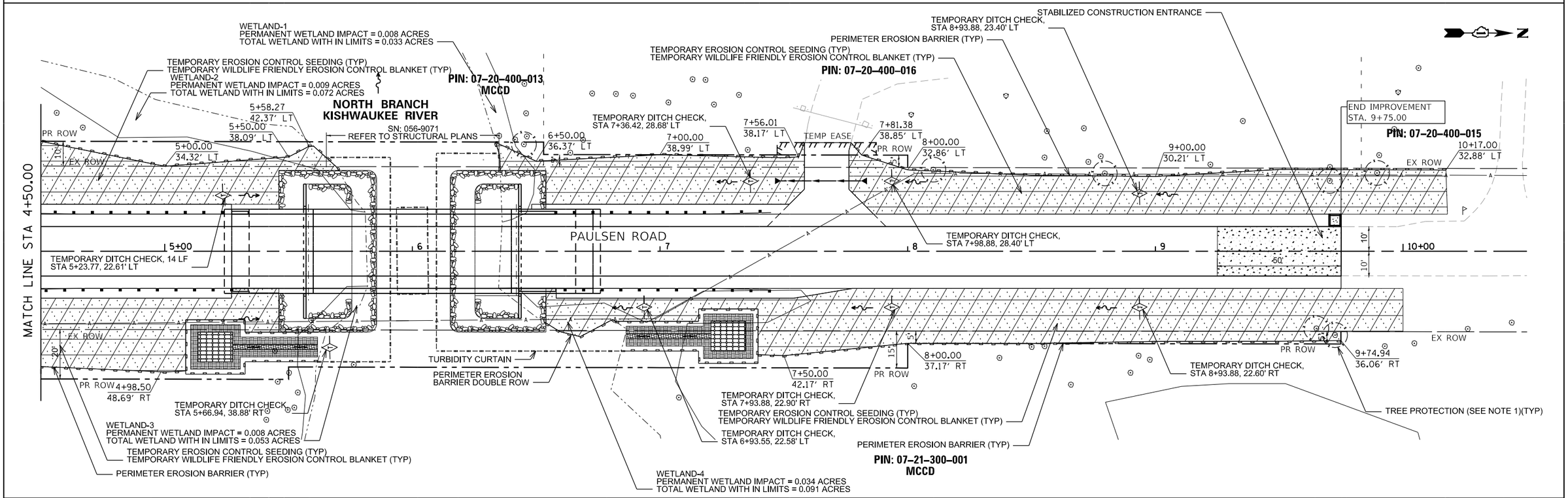
BLA, Inc.



LEGEND

- PERIMETER EROSION BARRIER (DOUBLE ROW PLACED ADJACENT TO PROJECT LIMITS)
- STABILIZED CONSTUCTION ENTRANCE
- TEMPORARY EROSION CONTROL SEEDING TEMPORARY WILDLIFE FRIENDLY EROSION CONTROL BLANKET
- TURBIDITY CURTAIN
- DEWATERING TRAIN
- DEWATERING TANK
- TEMPORARY DITCH CHECKS
- CONCRETE WASHOUT BASIN

CONTRACTOR SHALL NOT IMPACT ADDITIONAL WETLANDS OUTSIDE CONSTRUCTION LIMITS



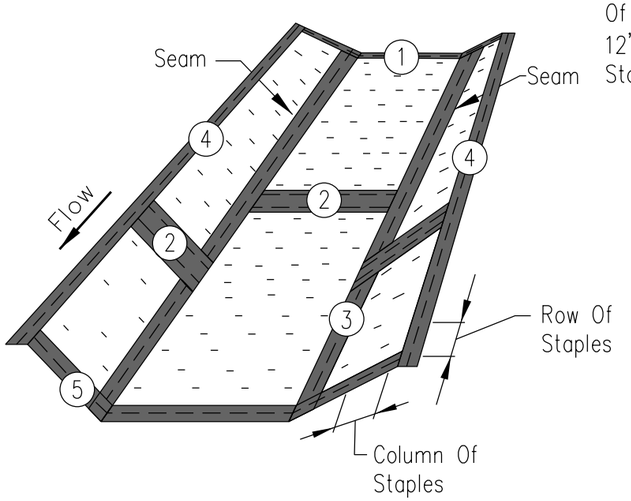
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	DRAWN - TN	REVISED -
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PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -

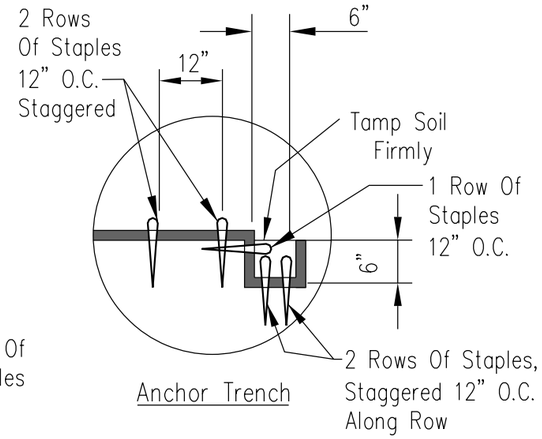
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SOIL EROSION AND SEDIMENT CONTROL PLAN

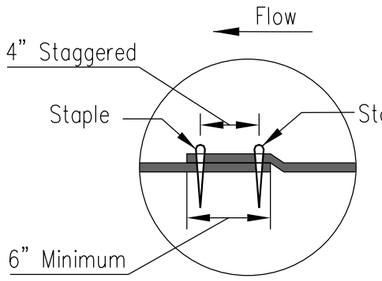
SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	27
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

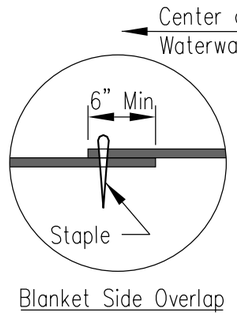




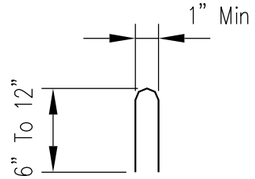
DETAIL 1



DETAIL 2



DETAIL 3



STAPLE DETAIL

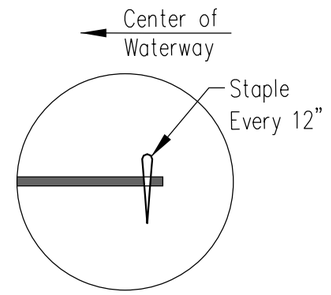
Waterway #			
Waterway Width (ft)			
ECB Width (ft)			
Length (ft)			
Stations	_____ to _____	_____ to _____	_____ to _____

NOTES:

1. The erosion control blanket consists of a machine produced mat of specified material. The product must meet the minimum requirements specified in Table 1, below. Ensure that the product is new and unused, and is furnished in rolls. Alternative materials may be used upon approval by the designer.
2. Prepare soil prior to installing erosion control blanket, including seeding, fertilizing, and lime application.
3. The erosion control blanket is to be placed in firm contact with the soil and not be allowed to bridge over surface irregularities. The blanket can not be stretched.
4. Install the erosion control blanket according to manufacturer's instructions. If no manufacturer's instructions are available, install the blanket as follows:
   a. Use "U" shaped staples, 0.12 in diameter wire or greater (#11 gauge). See Staple Detail for dimensions.
   b. Bury upstream end of blanket in a trench 6 inch wide by 6 inch deep and stapled in staggered rows across the width as shown in Detail 1.
   c. For joining ends of rolls, overlap end of upslope blanket a minimum of 6 inches over downslope blanket (shingle style). Use a double row of staggered staples 4 inches apart, as shown in Detail 2.
   d. Overlap blankets on side slopes a minimum 6 inches over the blanket below (shingle style). Staple overlap at 12 inch intervals. See Detail 3.
   e. Staple the outer edge along sides of the blanket every 12 inches. See Detail 4.
   f. Staples are to be placed alternately in columns (in the direction of the waterway) 2 feet apart and in rows (across the waterway) 3 feet apart, throughout the area covered by erosion blanket.
   g. Downstream (terminal) end of blanket are to be stapled with a double row of staggered staples 12 inches apart. See Detail 5.
5. Start laying the blankets by rolling center blanket in the direction of flow, centered on the centerline of waterway. No overlap of blankets at the center of the waterway.

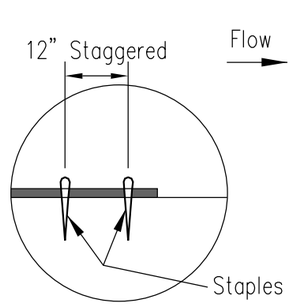
TABLE 1. MINIMUM REQUIREMENTS FOR EROSION CONTROL BLANKET

(See Note 1)	Coconut Blanket	Wood Fiber Blanket	
Type of Fiber	100% coconut fibers	100% curled wood fibers	
Weight, lbs/sq. yd.	0.50	0.63	
Life Expectancy			
Fiber Length	N/A	80% of fibers > 6 in.	
Fiber Dimensions	N/A	0.021 in. x 0.042 in.	
Netting	Cover Top and bottom of blanket with a max. 5/8" x 5/8" opening size netting, bound to the mat on max. 1.5" centers.	Cover Top and bottom of blanket with a max. 5/8" x 5/8" opening size netting	
Netting Required ? 9 Yes 9 No			



Blanket Side Edge

DETAIL 4



Terminal End

DETAIL 5

Not To Scale

BLA, Inc.

Date
Designed
Drawn M. QUINONES 7/1/15
Checked
Approved

EROSION CONTROL BLANKET
INSTALLATION DETAILS

United States Department of Agriculture
Natural Resources Conservation Service

File No. IL ENG-61
Drawing No.
Page 1 of 1
Sheet of

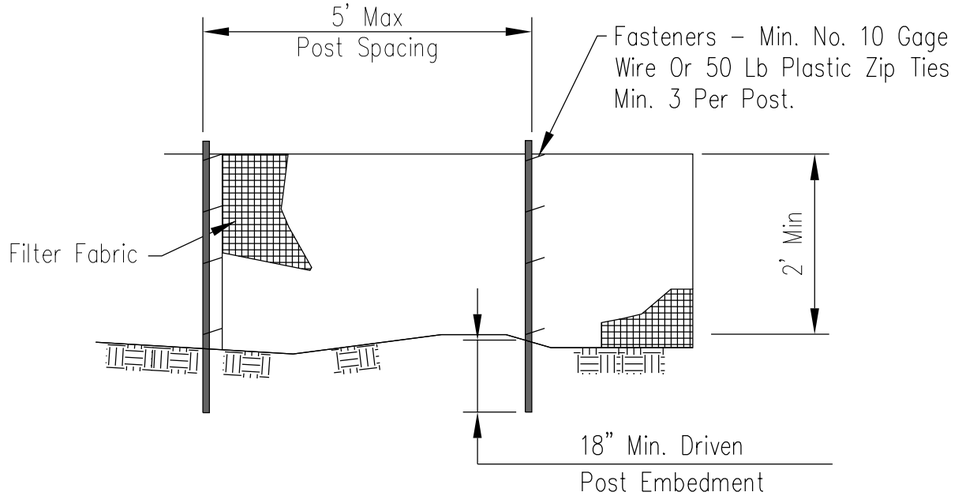
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	DRAWN - TN	REVISED -
PLOT SCALE = 60.00 ' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SOIL EROSION AND SEDIMENT CONROL DETAILS

SCALE: NTS | SHEET 1 OF 9 SHEETS | STA. N/A | TO STA. N/A

CH. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	28
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

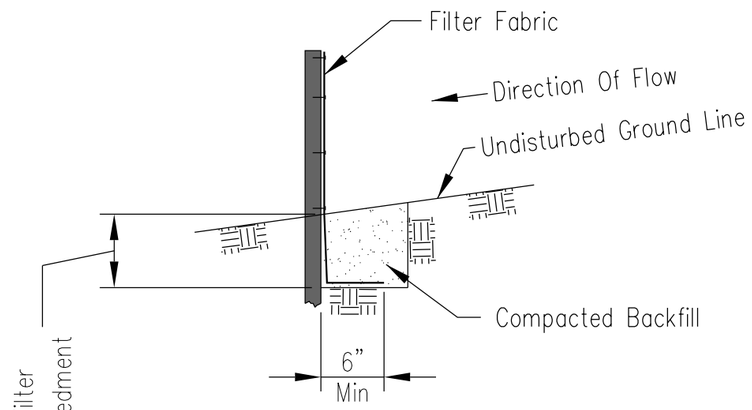


ELEVATION

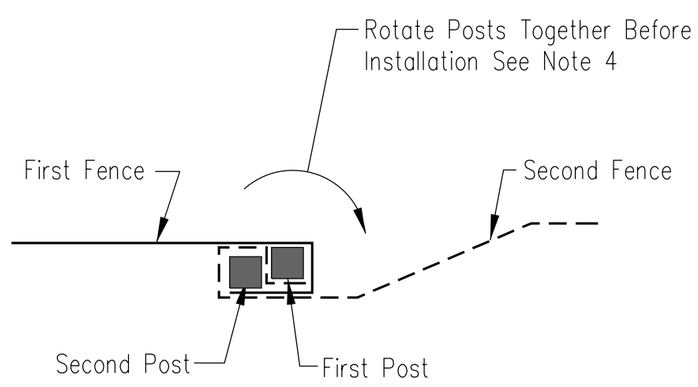
NOTES:

1. Temporary silt fence shall be installed prior to any grading work in the area to be protected. Fence shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
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 50 for woven.
3. Fence posts shall be either wood post with a minimum cross-sectional area of 1.5" X 1.5" or a standard steel post.
4. When splices are necessary make splice at post according to splice detail. Place the end post of the second fence inside the end post of the first fence. Rotate both posts together at least 180 degrees to create a tight seal with the fabric material. Cut the fabric near the bottom of the posts to accommodate the 6 inch flap. Then drive both posts and bury the flap. Compact backfill well.

NOTE:
1. THIS WORK SHALL BE PAID FOR AS PERIMETER EROSION BARRIER



FABRIC ANCHOR DETAIL



SPLICE DETAIL–PLAN VIEW

Date
Designed —
Drawn — M. QUINONES — 8/1/14
Checked —
Approved —

SILT FENCE

United States Department of Agriculture
Natural Resources Conservation Service

File No.
IL-ENG-49

Drawing No.

Page 1 of 1

Sheet of

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USER NAME = tnestor	DESIGNED - TN	REVISED -
	DRAWN - TN	REVISED -
PLOT SCALE = 60.00 ' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

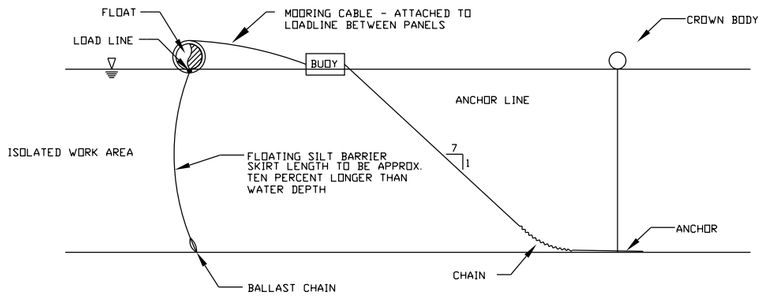
PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SOIL EROSION AND SEDIMENT CONROL DETAILS

SCALE: NTS | SHEET 2 OF 9 SHEETS | STA. N/A | TO STA. N/A

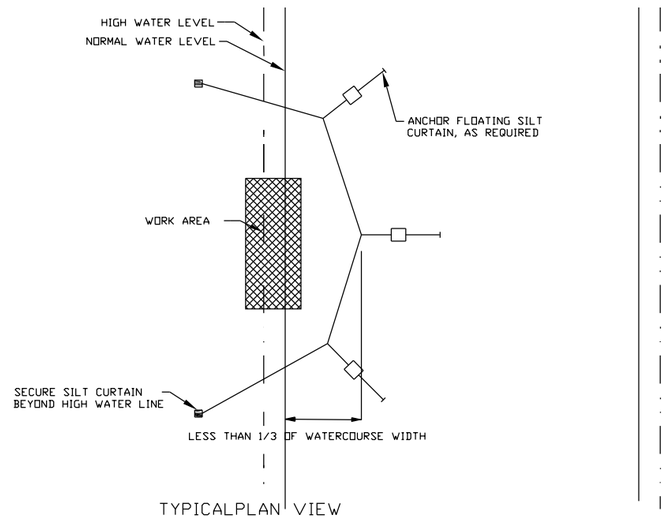
CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	29
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

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FLOATING SILT CURTAIN - TYPICAL LAYOUT



TYPICAL COMPONENTS / ANCHORAGE SYSTEM



TYPICALPLAN VIEW

Maximum flow for waterbody shall be less than 5fps.

Isolated work area shall not exceed more than 1/3 stream width.

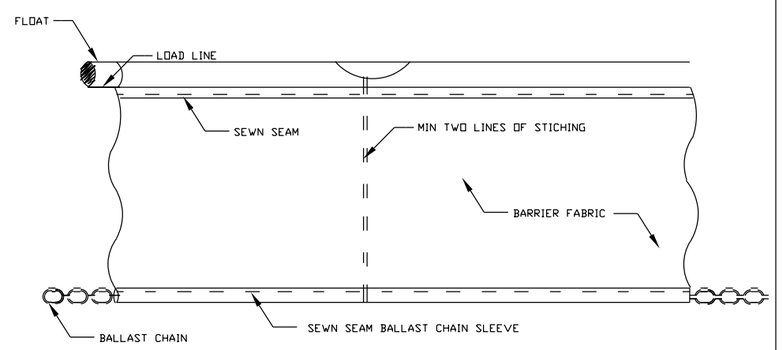
Silt curtain shall be placed parallel to stream flow.

REFERENCE
Project
Designed Date
Checked Date
Approved Date

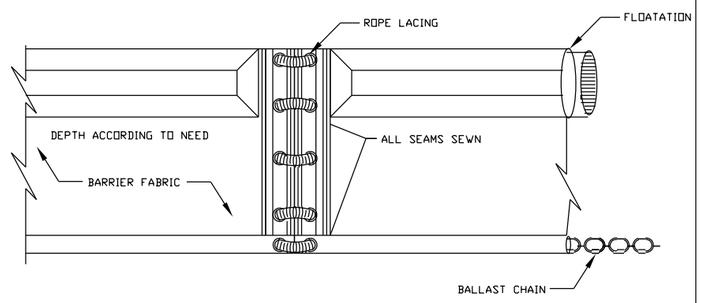
STANDARD DWG. NO.
IUM-617A
SHEET 1 OF 1
DATE 1-06-2012

PAID FOR AS: TURBIDITY CURTAIN

FLOATING SILT CURTAIN - PANEL CONNECTORS



SEWN SEAM



GROMMETED HOLES WITH ROPE LACING

REFERENCE
Project
Designed Date
Checked Date
Approved Date

STANDARD DWG. NO.
IUM-617B
SHEET 1 OF 1
DATE 1-06-2012

PAID FOR AS: TURBIDITY CURTAIN

NOTES:

1. THE TURBIDITY CURTAIN SHALL BE A MAXIMUM OF 100 FEET LONG FOR EACH SECTION OF CURTAIN REQUIRED. LAST SECTION SHALL CONNECT TO PERIMETER EROSION BARRIER AT EACH END FOR ANCHORING.
2. THE TURBIDITY CURTAIN SHALL BE PLACED AS CLOSE TO THE WORK AS POSSIBLE WITHOUT INTERFERING WITH CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL CONTINUALLY MONITOR THE INSTALLATION TAKING INTO ACCOUNT WEATHER PATTERNS AND PREVAILING WIND DIRECTIONS THAT MAY AFFECT WATER LEVELS, VELOCITY, AND MOVEMENT OF THE TURBIDITY CURTAIN.
3. THE TURBIDITY CURTAIN SHALL BE REMOVED BY PULLING TOWARDS THE SHORE TO MINIMIZE ESCAPE OF SEDIMENTS INTO THE WATERWAY.
4. THE WEIGHTED ANCHOR SYSTEM SHALL BE A TYPE THAT ALLOWS THE CURTAIN TO CONFORM TO THE BOTTOM OF THE WATERWAY. THE WEIGHTED ANCHOR SYSTEM SHALL BE INCLUDED IN THE COST OF THE TURBIDITY CURTAIN.
5. THE ADJACENT DETAIL SHALL BE USED FOR TURBIDITY CURTAIN INSTALLATION.

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
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PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -	

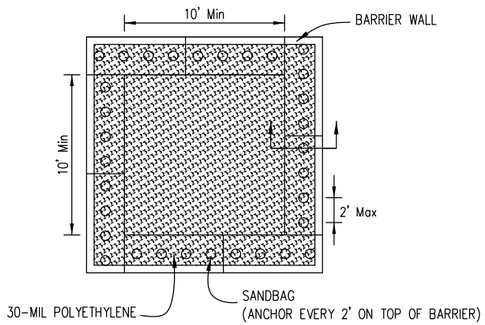
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SOIL EROSION AND SEDIMENT CONROL DETAILS

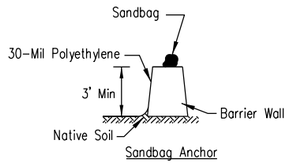
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CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	30
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

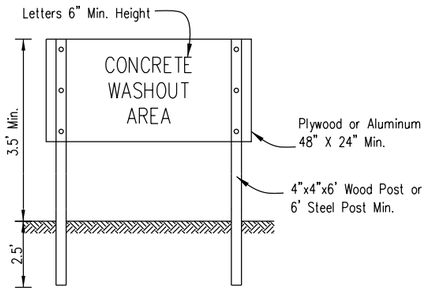
BLA, Inc.



PLAN VIEW



BARRIER WALL ANCHOR SECTION



SIGN DETAIL

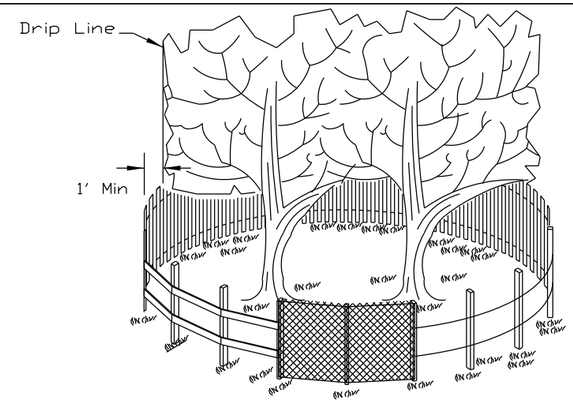
NOTES:

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.

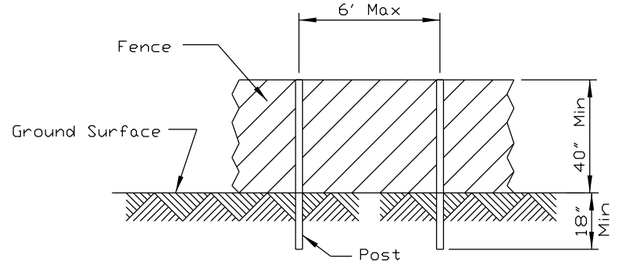
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

Sheet 3 of 3	File No. IUM-654BW Drawing No.	TEMPORARY CONCRETE WASHOUT FACILITY – BARRIER WALL	Designed _____ Date _____ Drawn B. JOHNSON 6/08 Checked _____ Approved _____

TREE PROTECTION - FENCING



SIDE VIEW



POST AND FENCE DETAIL

NOTES:
1. The fence shall be located a minimum of 1 foot outside the drip line of the tree to be saved and in no case closer than 5 feet to the trunk of any tree.
2. Fence posts shall be either standard steel posts or wood posts with a minumum cross sectional area of 3.0 sq. in.
3. The fence may be either 40" high snow fence, 40" plastic web fencing or any other material as approved by the engineer/inspector.

REFERENCE	NRCS	STANDARD DWG. NO.
Project _____	Natural Resources Conservation Service	IL-690
Designed _____ Date _____		SHEET 1 OF 1
Checked _____ Date _____		DATE 4-7-94
Approved _____ Date _____		

NOTE:
TREE TRUNK PROTECTION SHALL BE PAID FOR BY THE PAY ITEM "TEMPORARY FENCE" PER THE UNIT OF FOOT

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 60.00 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

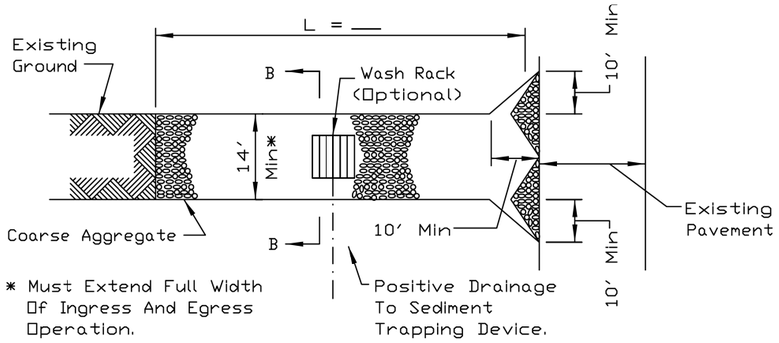
PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SOIL EROSION AND SEDIMENT CONROL DETAILS

SCALE: NTS | SHEET 4 OF 9 SHEETS | STA. N/A | TO STA. N/A

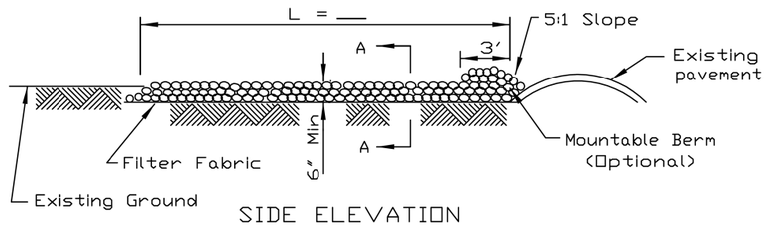
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TR 114	21-00532-00-BR	MCHENRY	89	31
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

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STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW



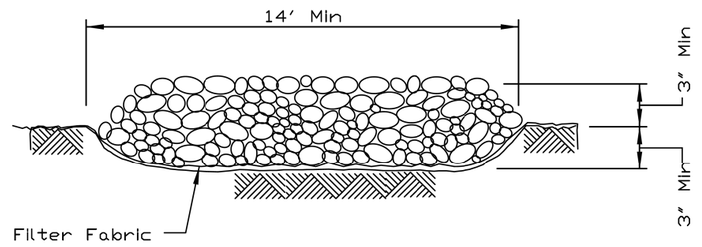
SIDE ELEVATION

NOTES:

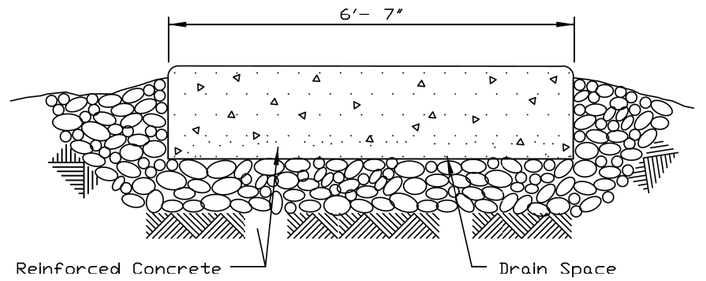
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 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	NRCS	STANDARD DWG. NO.
Project ___	Natural Resources Conservation Service	IL-630
Designed ___ Date ___		SHEET 1 OF 2
Checked ___ Date ___		DATE 8-18-94
Approved ___ Date ___		

STABILIZED CONSTRUCTION ENTRANCE PLAN



SECTION A-A



SECTION B-B

REFERENCE	NRCS	STANDARD DWG. NO.
Project ___	Natural Resources Conservation Service	IL-630
Designed ___ Date ___		SHEET 2 OF 2
Checked ___ Date ___		DATE 8-18-94
Approved ___ Date ___		

USER NAME = tnestor	DESIGNED - TN	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN - TN	REVISED -	
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PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -	

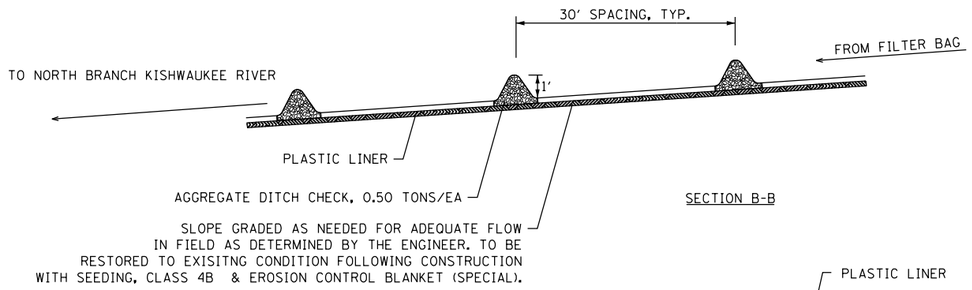
PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SOIL EROSION AND SEDIMENT CONROL DETAILS

SCALE: NTS | SHEET 5 OF 9 SHEETS | STA. N/A | TO STA. N/A

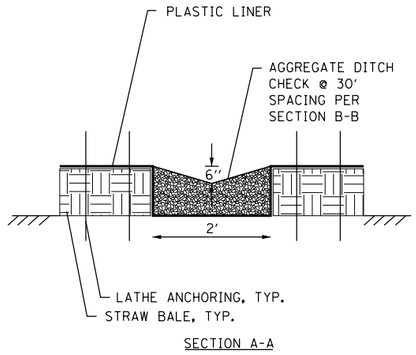
CH. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	32
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

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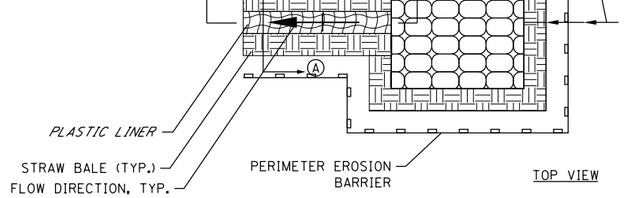
TEMPORARY DEWATERING DETAIL



SECTION B-B



SECTION A-A



TOP VIEW

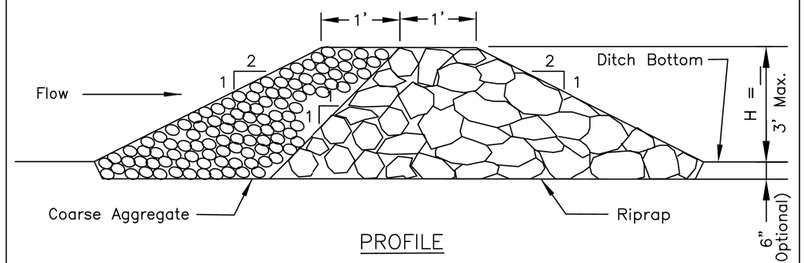
TEMPORARY DEWATERING SUMP NOTES:

1. IF DEWATERING IS NECESSARY, THE INLET OF THE HOSE SHALL BE PLACED IN A SUMP PIT AT THE LOCATION SHOWN ON THE EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER, AND PUMPED INTO A DEWATERING SYSTEM PRIOR TO REJOINING THE FLOW OF THE RIVER.
2. REFER TO PROJECT SPECIFICATIONS FOR DEWATERING SUMP USE AND METHODOLOGY. SUMP PIT AND ALL APPURTENANCES SHOWN IN THE DETAIL SHALL BE PAID FOR IN THE COST FOR DEWATERING.

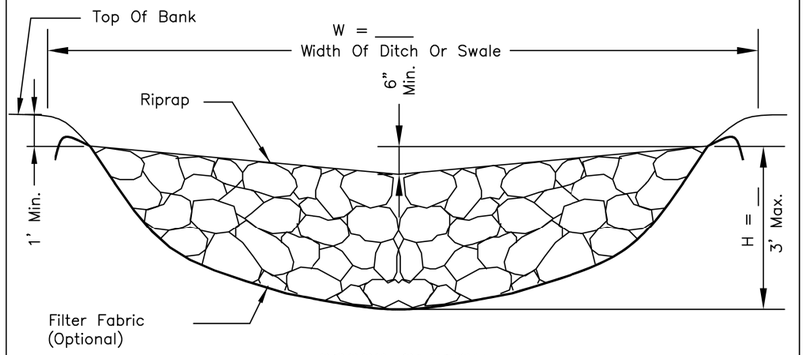
NOTE:

TEMPORARY DEWATERING DITCH AND ALL ITEMS SHOWN HEREIN WITH THE EXCEPTION OF AGGREGATE DITCH CHECKS AND PERIMETER EROSION BARRIER TO BE PAID FOR AS "DEWATERING" - LUMP SUM AS DESCRIBED IN THE PROJECT SPECIFICATIONS.

AGGREGATE DITCH CHECK



PROFILE



CROSS SECTION
CENTERLINE LOOKING DOWNSTREAM

NOTES;
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II, or IV and shall be placed over the cleared area prior to the placing of rock.
2. Coarse aggregate shall meet one of the following IDOT gradations, CA–1, CA–2, CA–3, or CA–4.
3. Riprap shall meet IDOT gradation RR–3 or RR–4 and meet Quality Designation A.
4. Coarse aggregate and riprap shall be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
5. For added stability, the base of the dam may be keyed 6 inches into the soil.
6. See plans for spacing of dams and H dimensions.
7. Maximum drainage area to each dam is 10 acres.
8. ROCK CHECK DAM–COARSE AGGREGATE IL–605CA may be used for drainage areas under 2 acres.

REFERENCE			STANDARD DWG. NO.
Project		NRCS Natural Resources Conservation Service	IL-605R
Designed	Date		SHEET 1 OF 1
Checked	Date		DATE 1-29-99
Approved	Date		

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 60.00 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

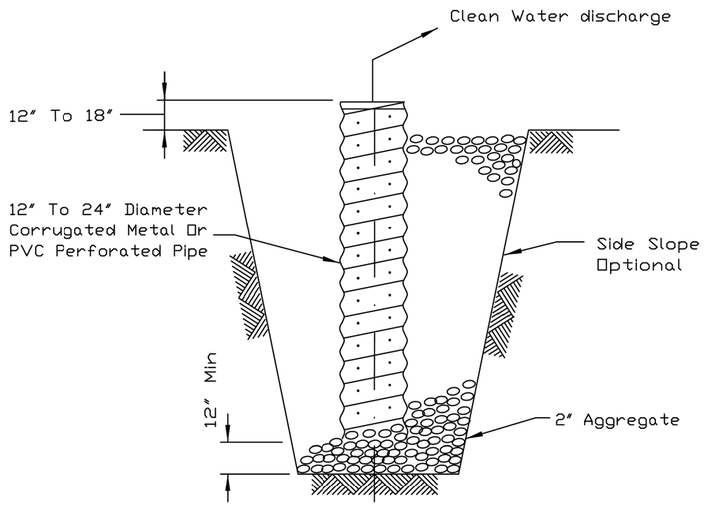
PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SOIL EROSION AND SEDIMENT CONROL DETAILS

SCALE: NTS | SHEET 6 OF 9 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	33
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.

SUMP PIT PLAN



SECTION

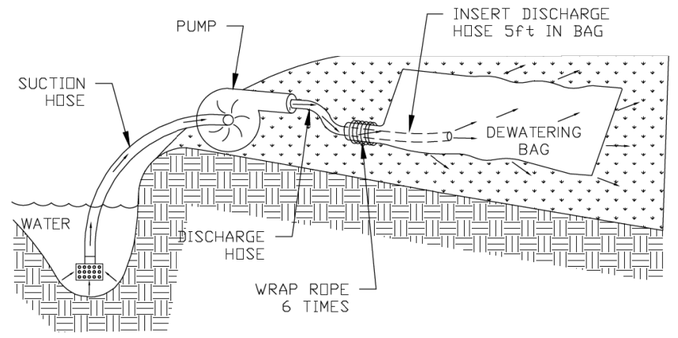
NOTES:
1. Pit dimensions are optional.
2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled 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	NRCS	STANDARD DWG. NO.
Project _____	Natural Resources Conservation Service	IL-650
Designed _____ Date _____		SHEET 1 OF 1
Checked _____ Date _____		DATE 8-11-94
Approved _____ Date _____		

DEWATERING BAG STANDARD DRAWING

THE PURPOSE OF A DEWATERING BAG IS TO COLLECT SEDIMENT CONTAINED IN THE DISCHARGE WATER, TO PREVENT THE SCOUR AND EROSION FROM EXITING A PIPE AT HIGH VELOCITY, TO DEFUSE THE WATER OVER A WIDER AREA TO MINIMIZE EROSION AS THE WATER DRAINED AWAY, AND TO RETAIN OIL CONTAINED WITHIN EFFLUENT.

A SedCatch DEWATERING BAG OR APPROVED EQUAL SHOULD BE USED ANYTIME WATER IS PUMPED ON THE SITE.



INSTALLATION AND USE:

1. PLACE DEWATERING BAG ON THE GROUND OR ON A TRAILER OVER A RELATIVELY LEVEL, STABILIZED AREA.
2. INSERT DISCHARGE PIPE A MINIMUM OF 5ft. INSIDE DEWATERING BAG AND SECURE WITH A ROPE WRAPPED 6 TIMES AROUND THE SNOUT OVER A 6 INCH WIDTH OF THE BAG.
3. REPLACE DEWATERING BAG WHEN HALF FULL OF SEDIMENT OR WHEN THE SEDIMENT HAS REDUCED THE FLOW RATE OF THE PUMP DISCHARGE TO AN IMPRACTICAL AMOUNT.

MAINTENANCE AND DISPOSAL:

1. REMOVE AND DISPOSE OF ACCUMULATED SEDIMENT AWAY FROM WATERWAYS OR ENVIRONMENTALLY SENSITIVE AREAS. SLIT OPEN SEDIMENT BAG AND REMOVE ACCUMULATED SEDIMENT. DISPOSE OF BAG AT AN APPROPRIATE RECYCLING OR SOLID WASTE FACILITY. OR; AS DIRECTED BY THE ENGINEER.

DEWATERING BAG DETAIL

NOT TO SCALE

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 60.00 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SOIL EROSION AND SEDIMENT CONROL DETAILS

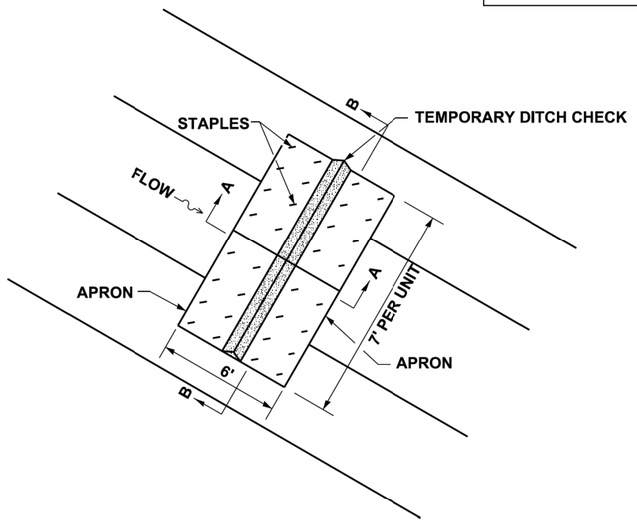
SCALE: NTS | SHEET 7 OF 9 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	34
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

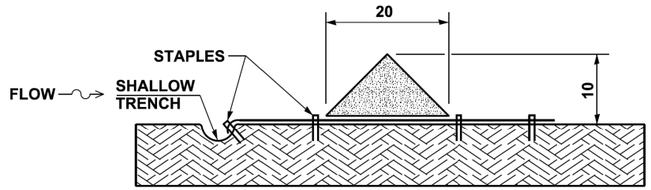
BLA, Inc.

FOR BARE EARTH APPLICATION ONLY

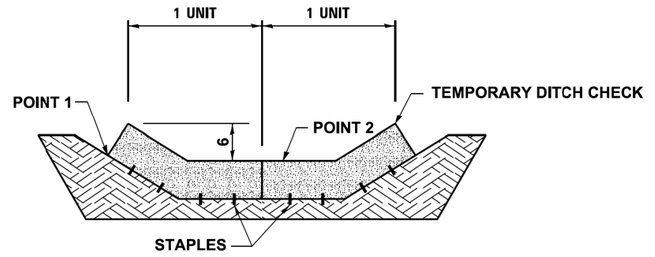
NOTE:
TO BE PAID AS "TEMPORARY DITCH CHECKS".



PLAN



SECTION A-A



SECTION B-B

NOTES:

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

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

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

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

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

URETHANE FOAM GEOTEXTILE DITCH CHECK

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

USER NAME = tnestor	DESIGNED - TN	REVISED -
	DRAWN - TN	REVISED -
PLOT SCALE = 60.00 ' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

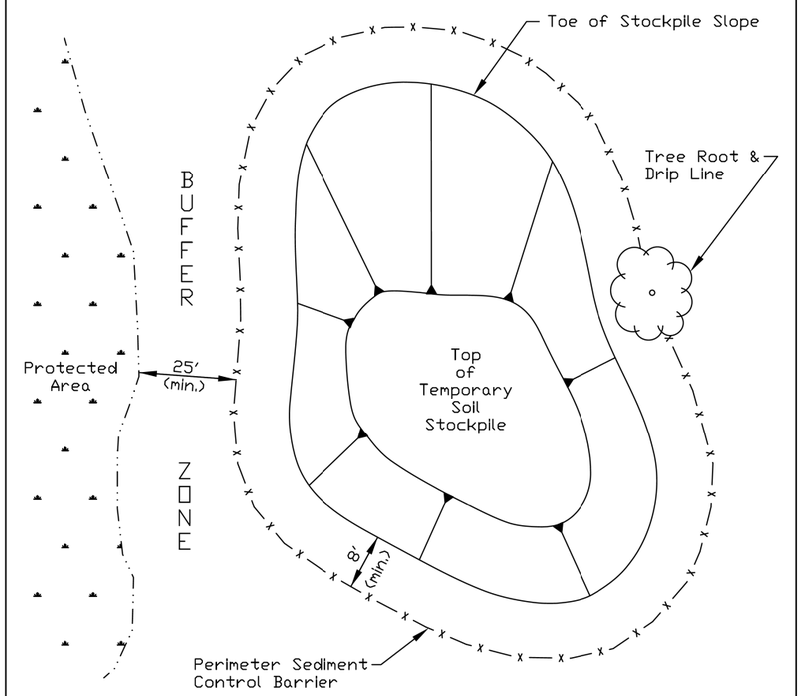
PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SOIL EROSION AND SEDIMENT CONROL DETAILS

SCALE: NTS | SHEET 8 OF 9 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	35
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

BLA, Inc.

TEMPORARY SOIL STOCKPILE DETAIL



NOTES:

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

STANDARD DWG. NO.
IUM-627
SHEET 1 OF 1
DATE JANUARY 2017

USER NAME = tnestor	DESIGNED - TN	REVISED -
	DRAWN - TN	REVISED -
PLOT SCALE = 60.00 ' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
SOIL EROSION AND SEDIMENT CONROL DETAILS

SCALE: NTS | SHEET 9 OF 9 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	36
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

PIN: 07–20–400–018

PIN: 07–20–400–017

PIPE CULVERT, CLASS A, TYPE 1 EQUIVLENT ROUND-SIZE 18"
27 LF @ 1.47%

PRECAST REINFORCED CONCRETE FLARED END SECTIONS,
EQUIVALENT ROUND-SIZE 18"
+38.39, 29.9' LT
INV 896.97

PRECAST REINFORCED CONCRETE FLARED END SECTIONS,
EQUIVALENT ROUND-SIZE 18"
+70.17, 29.9' LT
INV 896.48

EXISTING EDGE OF WATER

EXISTING WETLAND

BEGIN IMPROVEMENT
STA. 1+75.00

PR ROW

EX ROW

CONSTRUCTION LIMIT

EXIST / PROP PGL PAULSEN ROAD

PAULSEN ROAD

MATCH LINE STA 4+50.00

PIN: 07–21–300–007

PRECAST REINFORCED CONCRETE FLARED END SECTIONS,
EQUIVALENT ROUND-SIZE 18"
+78.20, 27.4' RT
INV 894.33

TEMP EASE

PIPE CULVERT, CLASS A, TYPE 1 EQUIVLENT ROUND-SIZE 18"
30 LF @ 2.73%

PIN: 07–21–300–002

PRECAST REINFORCED CONCRETE FLARED END SECTIONS,
EQUIVALENT ROUND-SIZE 18"
+13.45, 27.3' RT
INV 893.51

BEGIN IMPROVEMENT
STA. 1+75.00

STA 1+50.00
BEGIN LEFT DITCH

STA 1+50.00
BEGIN RIGHT DITCH

PR RIGHT DITCH PROFILE

PR LEFT DITCH PROFILE

U/S INV = 896.97

PIPE CULVERT, CLASS A, TYPE 1 EQUIVLENT
ROUND-SIZE 18" 27 LF @ 1.47%

D/S INV = 896.48

PROPOSED PAULSEN ROAD PGL

EXISTING PAULSEN ROAD PGL

U/S INV = 894.33

PIPE CULVERT, CLASS A, TYPE 1 EQUIVLENT
ROUND-SIZE 18" 30 LF @ 2.73%

D/S INV = 893.51

K = 97
155.00' V.C.

+17.50 ELEV. 898.44

VPI STA. 3+95.00
ELEVATION 896.81

STA 4+50.00
END LEFT DITCH

EX. ELEV
PR. ELEV

902.63
901.96
900.81 / 900.90
899.24 / 899.85
897.56 / 898.80
896.08 / 897.81
894.92 / 897.06
893.91 / 896.56

0+00 0+50 1+00 1+50 2+00 2+50 3+00 3+50 4+00 4+50

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
DRAINAGE AND GRADING PLAN AND PROFILE

SCALE: 1"=20' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

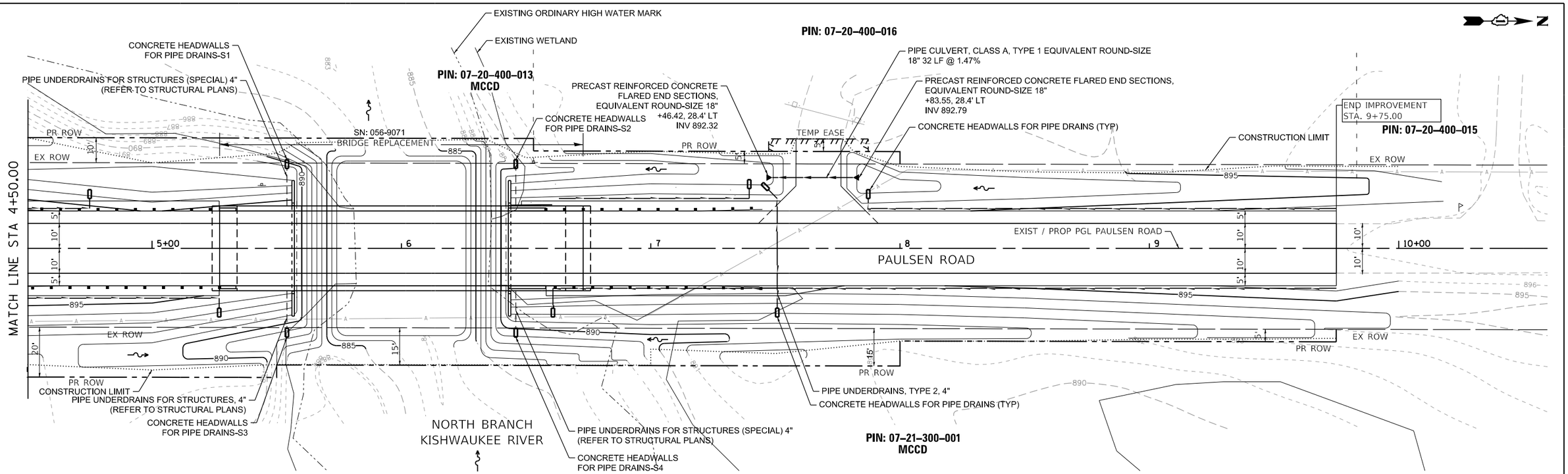
CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	37
		CONTRACT NO. 61M77		
		ILLINOIS	FED. AID PROJECT	

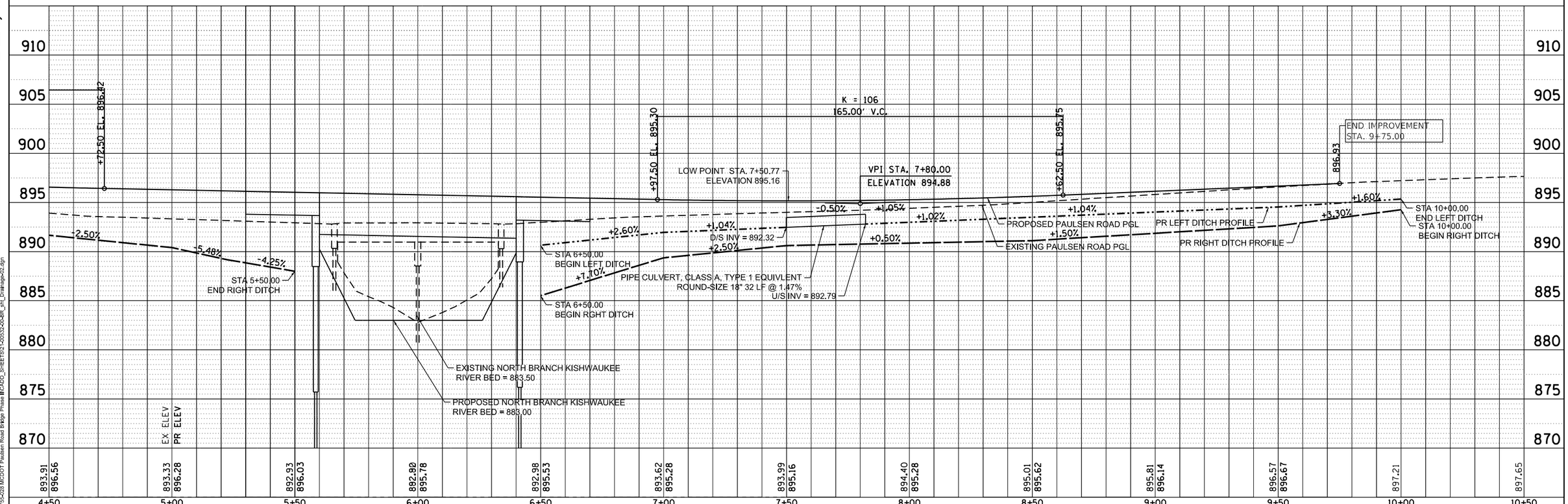
BLA, Inc.

PLAN: SURVEYED, PLOTTED, ADDENDUM CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO. ____, BY, DATE

PROFILE: SURVEYED, PLOTTED, QUANTITIES CHECKED, B.M. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO. ____, BY, DATE

FILE NAME = W:\755x208 MCDOT Paulsen Road Bridge Phase II\CADD_SHEETS\21-00532-00-BR_sht_Drainage-01.dgn





PLAN — SURVEYED — PLOTTED — DESIGN CHECKED — R/T OF WAY CHECKED — CADD FILE NAME — NOTE BOOK — NO. — BY — DATE

PROFILE — SURVEYED — PLOTTED — DESIGN CHECKED — B.M. NOTED — STRUCTURE NO/ATN'S OHRD — NOTE BOOK — NO. — BY — DATE

BLA, Inc.

FILE NAME = W:\755-028 MCDOT Paulsen Road Bridge Phase II\CADD_SHEETS\21-00532-00-BR_sh1_Drainage02.dgn

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
DRAINAGE AND GRADING PLAN AND PROFILE

SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

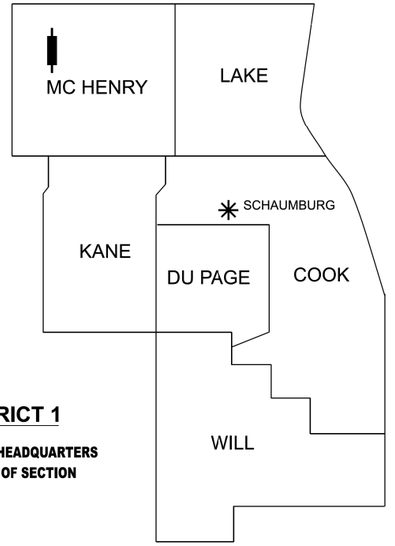
CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	38
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

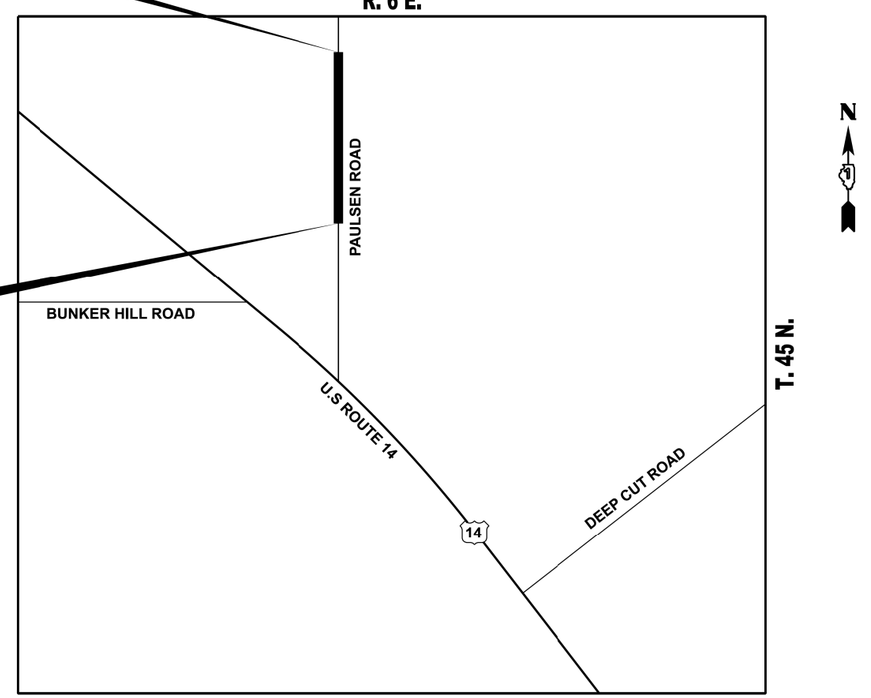
SPACE RESERVED FOR RECORDING OFFICER

ROUTE: TR 114 (PAULSEN ROAD)
SECTION: 21-00532-00-BR
COUNTY: McHENRY
LIMITS: AT NORTH BRANCH OF KISHWAUKEE CREEK
JOB NO.: R-55-001-97



DISTRICT 1

✳ DISTRICT HEADQUARTERS
LOCATION OF SECTION



LOCATION MAP

PARCEL NUMBER	OWNER	SHEET NUMBER	PROPERTY ACQUIRED BY
0001	Albany Bank & Trust Company, N.A., as Trustee under the provisions of a Trust Agreement dated February 25, 2022, and known as trust number 11-6575	3 & 5	
0002	McHenry County Conservation District	3 & 5	
0003 0003TE	Arthur J. Bieneman, Jr. and Marcy B. Bieneman, as Trustees of the Arthur J. Bieneman, Jr. Trust Under Trust Agreement dated June 9, 1998 and Marcy B. Bieneman and Arthur J. Bieneman, Jr., as Trustees of the Marcy B. Bieneman Trust Under Trust Agreement dated June 9, 1998	4 & 5	
0004 0004TE	Thomas Tierney, as Trustee of the Thomas Tierney Trust dated September 25, 2014	3 & 5	
0005	McHenry County Conservation District	4 & 5	

PROJECT LENGTH = 1,200.00 LIN, FT. = 0.227 MILE, PAULSEN ROAD

PREPARED BY:

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

BLA, Inc.

MODEL: Default
FILE NAME: S:\DRAWINGS\Mchenry Co\Mc2135\Sheet 1.dgn

PLOTTED BY: = KLK	FIELD - DD	REVISED -	ILLINOIS DEPARTMENT OF TRANSPORTATION PLAT OF HIGHWAYS
FIELD WORK COMPLETED = 12/18/2024	DRAWN - KLK	REVISED -	
PLOT SCALE = 1"=1'	CHECKED - KJR	REVISED -	
PLOT DATE = 3/19/2025	DATE - 1/13/2025	REVISED -	

F.A. RTE.:	SECTION: 21-00532-00-BR	COUNTY: McHENRY JOB NO.: R-55-001-97
	STA NONE TO STA	ROUTE: TR 114 (PAULSEN ROAD)
		SHEET NO. 1 OF 6 SHEETS

USER NAME = Klk
PLOT DATE = 3/19/2025

LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS

- TRAFFIC SIGNAL GULFBOX
- TRAFFIC SIGNAL HANDHOLE
- TRAFFIC SIGNAL SIGNAL POST
- TRAFFIC SIGNAL STEEL MAST ARM
- TRAFFIC SIGNAL PEDESTRIAN PUSH BUTTON
- TRAFFIC SIGNAL WOODEN POLE
- TRAFFIC SIGNAL VEHICLE DETECTION PRIORITY
- TRAFFIC SIGNAL VEHICLE DETECTION MAGNET
- TRAFFIC SIGNAL JUNCTION BOX
- TRAFFIC SIGNAL CONTROLLER
- TRAFFIC SIGNAL HEAVY DUTY HANDHOLE
- RAILROAD CANTILEVER MAST ARM
- RAILROAD CROSSBUCK
- RAILROAD TRACK
- RAILROAD TRACK (ABANDONED)
- RAILROAD CROSSGATE
- RAILROAD CONTROL BOX
- RAILROAD FLASHING SIGNAL
- UTILITY TELEPHONE SPLICE BOX
- UTILITY POWER POLE
- UTILITY TRAFFIC SIGNAL
- UTILITY LIGHT POLE
- UTILITY FIRE HYDRANT
- UTILITY MANHOLE
- UTILITY TELEPHONE POLE
- UTILITY GUY ANCHOR
- UTILITY PIPELINE WARNING SIGN
- UTILITY HANDHOLE
- UTILITY SPLICE BOX
- UTILITY JUNCTION BOX
- UTILITY HEAVY DUTY HANDHOLE
- UTILITY DOUBLE HANDHOLE
- UTILITY CONTROLLER
- UTILITY WATER METER
- DRAINAGE FLOW LINE
- RIP RAP
- HEADWALL
- CULVERT END SECTION
- DRAINAGE MANHOLE
- INLET
- ROADWAY DITCH FLOW
- VEGETATION LINE
- STUMP
- SHRUB
- EVERGREEN TREE
- DECIDUOUS TREE
- WOODS/BUSH LINE
- TRAFFIC SIGN
- GUARDRAIL POST
- GUARDRAIL
- FIELD LINE
- LEVEE/NOISE BARRIER
- FENCE
- MAIL BOX
- ADVERTISING SIGN
- MARSH
- LIGHTING HANDHOLE
- LIGHTING POWER POLE
- LIGHTING JUNCTION BOX
- LIGHTING HEAVYDUTY HANDHOLE
- LIGHTING CONTROLLER
- LIGHTING PULL POINT
- HIGHWAY LIGHTING ELECTRICAL GROUND
- HIGHWAY LIGHTING SINGLE UNIT
- HIGHWAY LIGHTING DOUBLE UNIT
- EXISTING CONCRETE BARRIER
- EXISTING CREEK OR DITCH
- 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
- EXISTING RIGHT OF WAY & ACCESS CONTROL LINE
- PROPOSED RIGHT OF WAY & ACCESS CONTROL LINE
- 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
- 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
EXIST	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
m^2	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
PROP	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 CRDINATE
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 0.9999406974

AREAS SHOWN BASED ON GROUND DISTANCES

TOPOGRAPHIC STATEMENT

THE TOPOGRAPHY SHOWN HEREON WAS SURVEYED BY JORGENSEN & ASSOCIATES, INC. IN DECEMBER, 2024.

PREPARED BY:

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

BLA, Inc.

MODEL: Default
FILE NAME: S:\DRAWINGS\McHenry Co\Mc2139\Sheet 2.dgn

PLOTTED BY: = KLK	FIELD - DD	REVISED -	ILLINOIS DEPARTMENT OF TRANSPORTATION PLAT OF HIGHWAYS	F.A. RTE.:	SECTION: 21-00532-00-BR
FIELD WORK COMPLETED = 12/18/2024	DRAWN - KLK	REVISED -			STA NONE TO STA
PLOT SCALE = 1" = 1"	CHECKED - KJR	REVISED -			
PLOT DATE = 3/19/2025	DATE - 1/14/2025	REVISED -			

COUNTY: McHENRY JOB NO.: R-55-001-97
ROUTE: TR 114 (PAULSEN ROAD)
SHEET NO. 2 OF 6 SHEETS

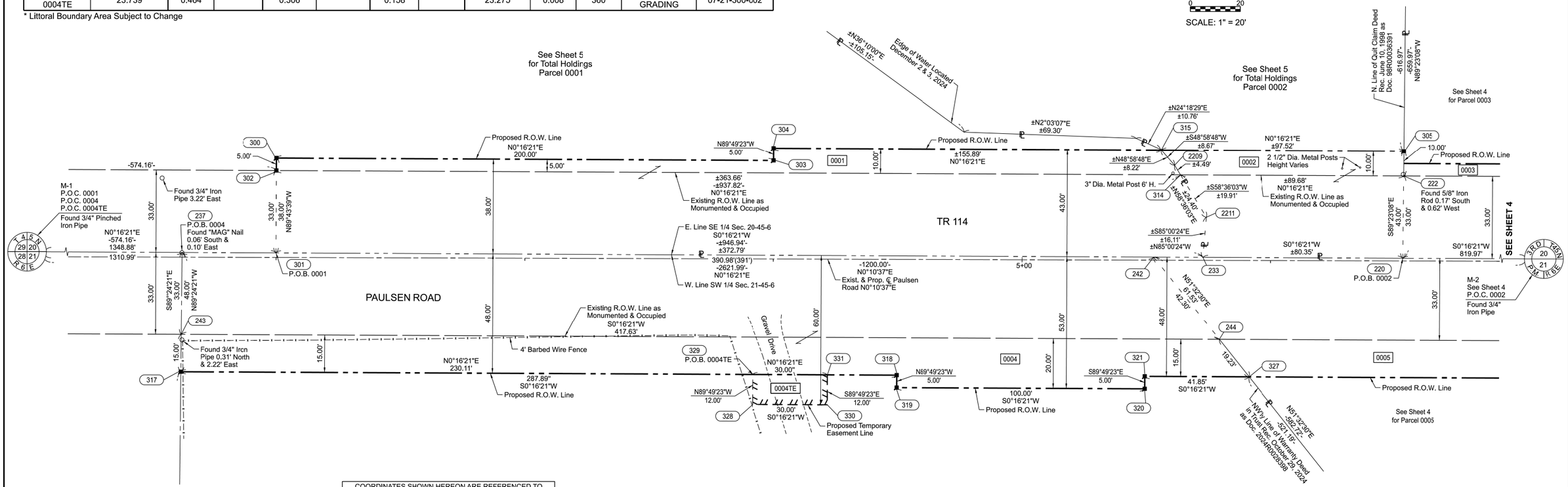
PART OF THE SE 1/4 OF SEC. 20 AND PART OF THE SW 1/4 OF SEC. 21, TWP. 45 N., R. 6 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

PARCEL NUMBER	TOTAL HOLDINGS	FEE SIMPLE ACQUISITION						REMAINDER	EASEMENT AREA		EASEMENT PURPOSES	PARCEL INDEX NUMBER
		GROSS		PREVIOUSLY PRESCRIBED		NET						
	ACRES	ACRES	SQ FT	ACRES	SQ FT	ACRES	SQ FT	ACRES	ACRES	SQ FT		
0001	12.721*	0.341		0.281		0.060		12.380*				07-20-400-017 07-20-400-018
0002	74.777*	0.084		0.062		0.022		74.693*				07-20-400-003 07-20-400-013 07-20-400-014
0004 0004TE	23.739	0.464		0.306		0.158		23.275	0.008	360	DRIVEWAY GRADING	07-21-300-002

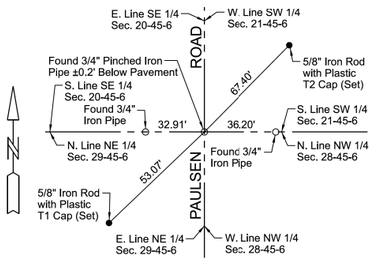
* Littoral Boundary Area Subject to Change

SPACE RESERVED FOR RECORDING OFFICER

GRAPHIC SCALE FEET
0 20
SCALE: 1" = 20'



COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011)				
PT. NO.	STATION	OFFSET	NORTHING	EASTING
317	1+61.70	46.11' Rt.	2,073,953.353	925,677.276
243	1+61.81	31.11' Rt.	2,073,953.508	925,662.277
237	1+62.05	1.89' Lt.	2,073,953.850	925,629.280
301	1+99.94	1.83' Lt.	2,073,991.737	925,629.460
302	1+99.99	34.83' Lt.	2,073,991.894	925,596.463
300	2+00.00	39.83' Lt.	2,073,991.918	925,591.463
329	3+91.81	46.49' Rt.	2,074,183.459	925,678.371
328	3+91.81	58.49' Rt.	2,074,183.422	925,690.371
303	4+00.00	39.49' Lt.	2,074,191.916	925,592.414
304	4+00.00	44.49' Lt.	2,074,191.932	925,587.414
331	4+21.81	46.54' Rt.	2,074,213.458	925,678.514
330	4+21.81	58.54' Rt.	2,074,213.421	925,690.514
318	4+49.59	46.59' Rt.	2,074,241.242	925,678.646
319	4+49.59	51.59' Rt.	2,074,241.226	925,683.646
321	5+49.59	46.75' Rt.	2,074,341.241	925,679.122
320	5+49.59	51.75' Rt.	2,074,341.225	925,684.122
242	5+53.03	1.24' Lt.	2,074,344.823	925,631.140
315	5+55.89	44.23' Lt.	2,074,347.816	925,588.156
2209	5+61.30	38.05' Lt.	2,074,353.208	925,594.355
314	5+63.65	34.22' Lt.	2,074,355.551	925,598.193
233	5+72.72	1.21' Lt.	2,074,364.519	925,631.234
2211	5+74.08	17.26' Lt.	2,074,365.922	925,615.184
244	5+79.44	31.80' Rt.	2,074,371.131	925,664.264
327	5+91.44	46.82' Rt.	2,074,383.090	925,679.321
220	6+53.08	1.07' Lt.	2,074,444.873	925,631.616
222	6+53.33	34.07' Lt.	2,074,445.227	925,598.620
305	6+53.41	44.07' Lt.	2,074,445.334	925,588.620



M-1
"Monument Record"
Southeast Corner of Section 20-45-6
N.2,072,642.871-E.925,623.042
Recorded January 17, 2025
Document No. 2025R0001462

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT I, KIRK J. RUTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, JORGENSEN & ASSOCIATES, INC. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 20, TOWNSHIP 45 NORTH, RANGE 6 EAST AND SECTION 21, TOWNSHIP 45 NORTH, RANGE 6 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 DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS ___ DAY OF _____ 20___ A.D.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 4006
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026

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

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

BLA, Inc.

MODEL: Default
FILE NAME: S:\DRAWINGS\McHenry Co\Mc2135\Sheet 3.dgn

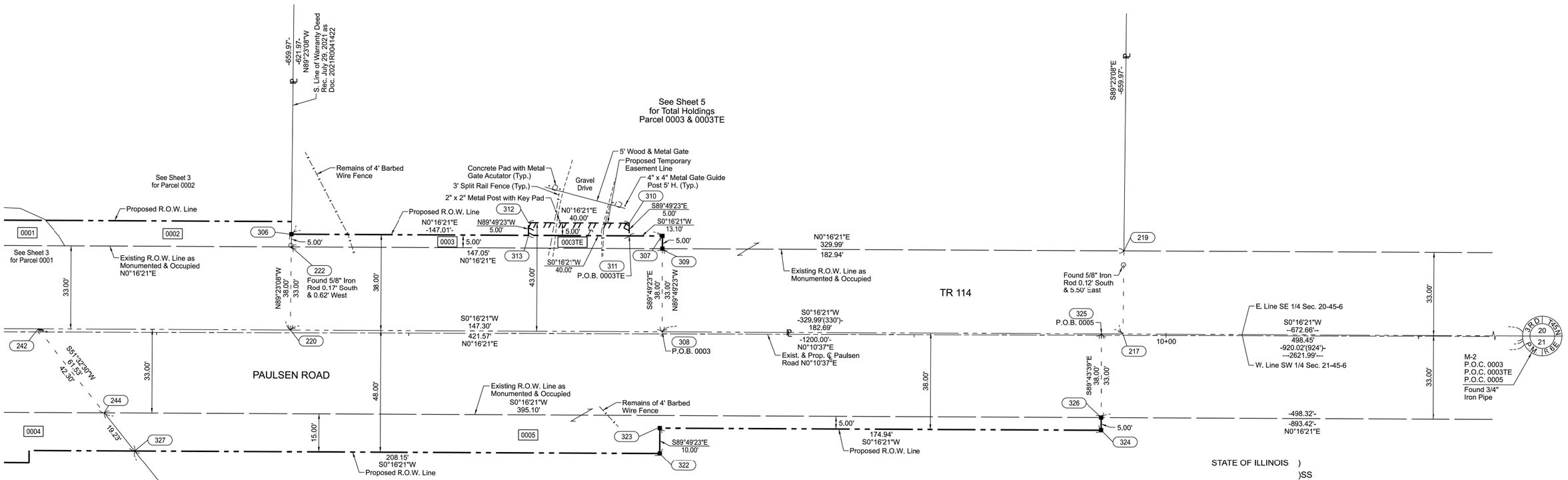
PLOTTED BY: = KLK	FIELD - DD	REVISED -	**ILLINOIS DEPARTMENT OF TRANSPORTATION PLAT OF HIGHWAYS**	F.A. RTE.:	SECTION: 21-00532-00-BR	COUNTY: McHENRY JOB NO.: R-55-001-97
FIELD WORK COMPLETED = 12/18/2024	DRAWN - KLK	REVISED -			STA 1+00 TO STA 7+00	ROUTE: TR 114 (PAULSEN ROAD)
PLOT SCALE = 1"=20'	CHECKED - KJR	REVISED -				SHEET NO. 3 OF 6 SHEETS
PLOT DATE = 3/19/2025	DATE - 1/13/2025	REVISED -				

PART OF THE SE 1/4 OF SEC. 20 AND PART OF THE SW 1/4 OF SEC. 21, TWP. 45 N., R. 6 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

PARCEL NUMBER	TOTAL HOLDINGS	FEE SIMPLE ACQUISITION						REMAINDER	EASEMENT AREA		EASEMENT PURPOSES	PARCEL INDEX NUMBER
		GROSS		PREVIOUSLY PRESCRIBED		NET						
	ACRES	ACRES	SQ FT	ACRES	SQ FT	ACRES	SQ FT	ACRES	ACRES	SQ FT		
0003 0003TE	5.000	0.128		0.112		0.016		4.872	0.005	200	DRIVEWAY GRADING	07-20-400-016
0005	16.074	0.403		0.309		0.094		15.671				07-21-300-001 07-21-100-014(leasehold)

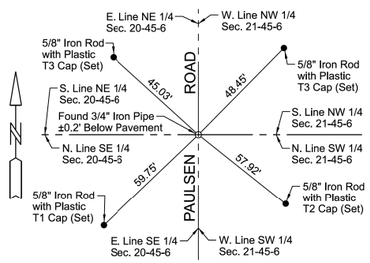
SPACE RESERVED FOR RECORDING OFFICER

GRAPHIC SCALE
FEET
0 20
SCALE: 1" = 20'



See Sheet 5
for Total Holdings
Parcel 0005

COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011)				
PT. NO.	STATION	OFFSET	NORTHING	EASTING
242	5+53.03	1.24' Lt.	2,074,344.823	925,631.140
244	5+79.44	31.80' Rt.	2,074,371.131	925,664.264
327	5+91.44	46.82' Rt.	2,074,383.090	925,679.321
220	6+53.08	1.07' Lt.	2,074,444.873	925,631.616
222	6+53.33	34.07' Lt.	2,074,445.227	925,598.620
306	6+53.37	39.07' Lt.	2,074,445.281	925,593.620
313	7+47.28	38.91' Lt.	2,074,539.190	925,594.067
312	7+47.28	43.91' Lt.	2,074,539.205	925,589.067
311	7+87.28	38.84' Lt.	2,074,579.190	925,594.257
310	7+87.28	43.84' Lt.	2,074,579.205	925,589.257
323	7+99.59	37.17' Rt.	2,074,591.269	925,670.311
322	7+99.59	47.17' Rt.	2,074,591.238	925,680.311
308	8+00.38	0.82' Lt.	2,074,592.175	925,632.317
309	8+00.38	33.82' Lt.	2,074,592.277	925,599.319
307	8+00.38	38.82' Lt.	2,074,592.293	925,594.319
324	9+74.53	37.46' Rt.	2,074,766.206	925,671.144
326	9+74.54	32.46' Rt.	2,074,766.230	925,666.144
325	9+74.59	0.53' Lt.	2,074,766.387	925,633.146
217	9+83.06	0.52' Lt.	2,074,774.856	925,633.186
219	9+83.31	33.52' Lt.	2,074,775.210	925,600.190



M-2
"Monument Record"

East 1/4 Corner of Section 20-45-6
N.2,075,264.830-E.925,635.518
Recorded January 17, 2025
Document No. 2025R0001462

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT I, KIRK J. RUTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, JORGENSEN & ASSOCIATES, INC. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 20, TOWNSHIP 45 NORTH, RANGE 6 EAST AND SECTION 21, TOWNSHIP 45 NORTH, RANGE 6 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 DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS ___ DAY OF _____ 20___ A.D.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 4006
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026

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

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

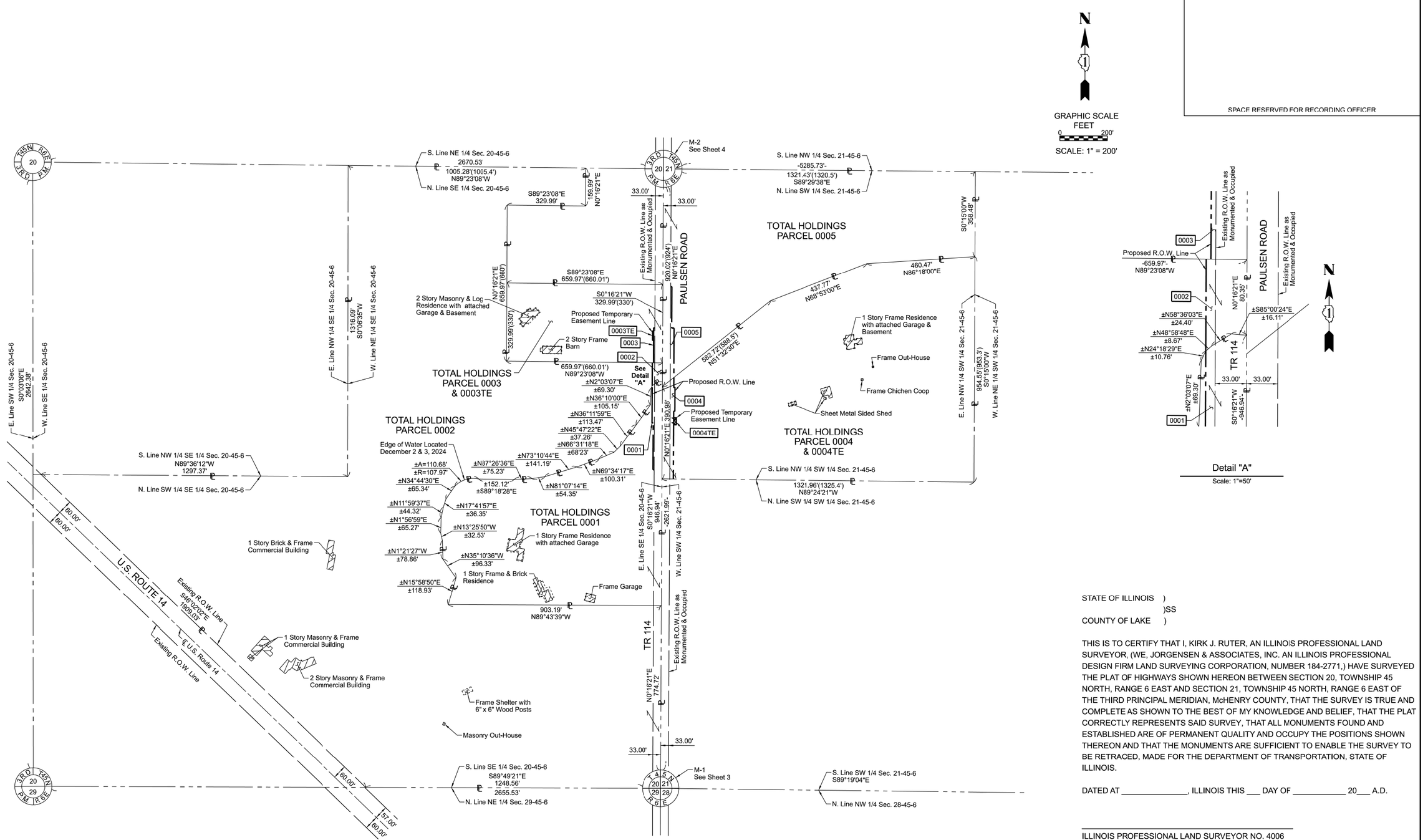
BLA, Inc.

MODEL: Default
FILE NAME: S:\DRAWINGS\McHenry Co\Mc2135\Sheet 4.dgn

PLOTTED BY: = KLK	FIELD - DD	REVISED -	**ILLINOIS DEPARTMENT OF TRANSPORTATION**	F.A. RTE.:	SECTION: 21-00532-00-BR	COUNTY: McHENRY JOB NO.: R-55-001-97
FIELD WORK COMPLETED = 12/18/2024	DRAWN - KLK	REVISED -	**PLAT OF HIGHWAYS**		STA 5+00 TO STA 11+00	ROUTE: TR 114 (PAULSEN ROAD)
PLOT SCALE = 1" = 20'	CHECKED - KJR	REVISED -				SHEET NO. 4 OF 6 SHEETS
PLOT DATE = 3/19/2025	DATE - 1/14/2025	REVISED -				

PART OF THE SE 1/4 OF SEC. 20 AND PART OF THE SW 1/4 OF SEC. 21, TWP. 45 N., R. 6 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

SPACE RESERVED FOR RECORDING OFFICER



Detail "A"

Scale: 1"=50'

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT I, KIRK J. RUTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, JORGENSEN & ASSOCIATES, INC. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 20, TOWNSHIP 45 NORTH, RANGE 6 EAST AND SECTION 21, TOWNSHIP 45 NORTH, RANGE 6 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 DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS ___ DAY OF _____ 20___ A.D.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 4006
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026

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

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

BLA, Inc.

MODEL: Default
FILE NAME: S:\DRAWINGS\McHenry Co\Mc2135\Sheet 5.dgn

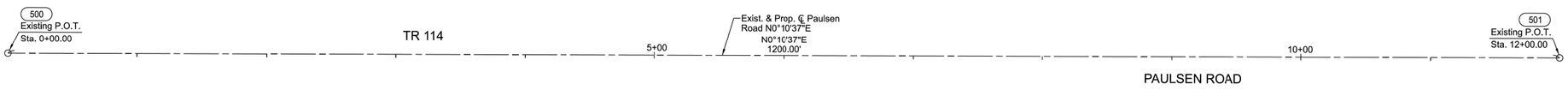
PLOTTED BY: = KLK	FIELD - DD	REVISED -	**ILLINOIS DEPARTMENT OF TRANSPORTATION**
FIELD WORK COMPLETED = 12/18/2025	DRAWN - KLK	REVISED -	**PLAT OF HIGHWAYS**
PLOT SCALE = 1"=200'	CHECKED - KJR	REVISED -	
PLOT DATE = 1/20/2025	DATE - 1/14/2025	REVISED -	

F.A. RTE.:	SECTION: 21-00532-00-BR	COUNTY: McHENRY JOB NO.: R-55-001-97
	STA NONE TO STA	ROUTE: TR 114 (PAULSEN ROAD)
		SHEET NO. 5 OF 6 SHEETS

PART OF THE SE 1/4 OF SEC. 20 AND PART OF THE SW 1/4 OF SEC. 21, TWP. 45 N., R. 6 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

SPACE RESERVED FOR RECORDING OFFICER

GRAPHIC SCALE
FEET
0 50
SCALE: 1" = 50'



COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011)			
PT. NO.	STATION	NORTHING	EASTING
500	0+00.00	2,073,791.796	925,630.671
501	12+00.00	2,074,991.790	925,634.376

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT I, KIRK J. RUTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, JORGENSEN & ASSOCIATES, INC. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 20, TOWNSHIP 45 NORTH, RANGE 6 EAST AND SECTION 21, TOWNSHIP 45 NORTH, RANGE 6 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 DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS ___ DAY OF _____ 20___ A.D.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 4006
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026

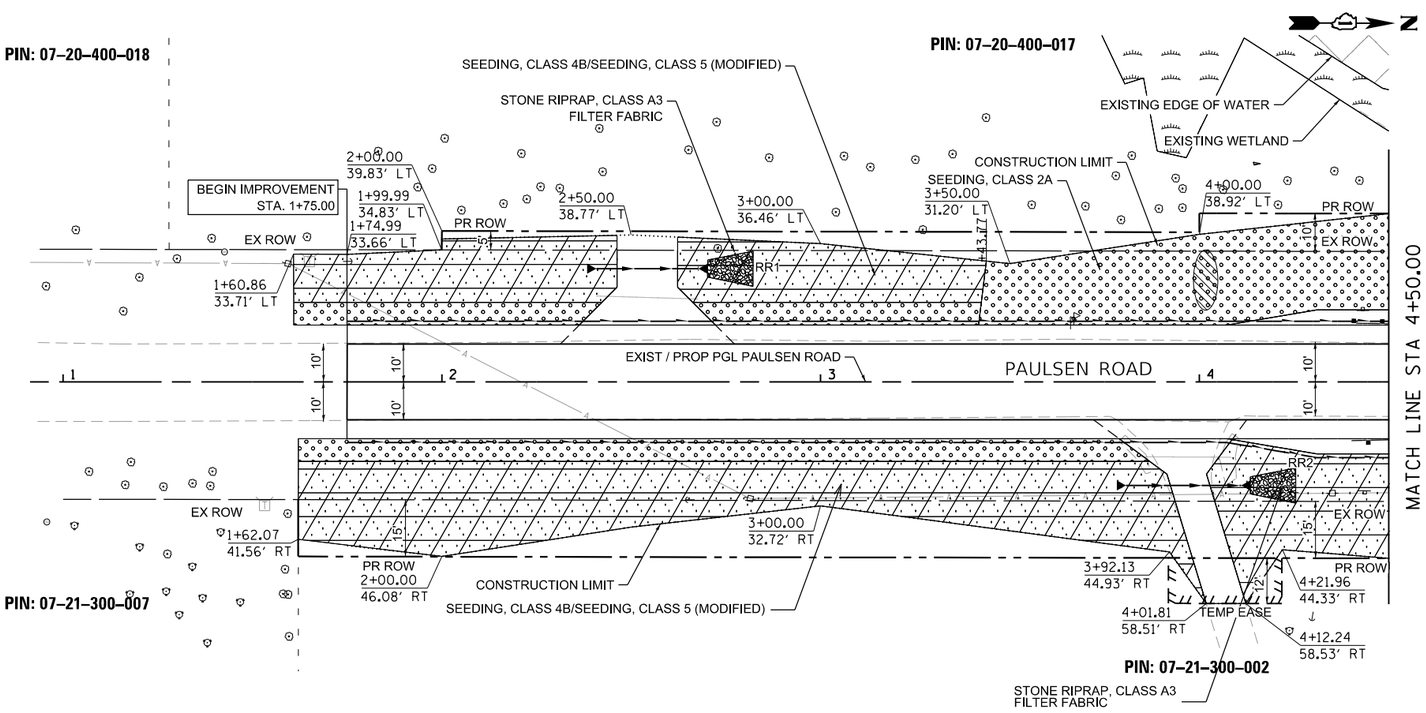
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

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

BLA, Inc.

MODEL: Default
FILE NAME: S:\DRAWINGS\McHenry Co\Mc2135\Sheet 6.dgn

	PLOTTED BY: = KLK	FIELD - DD	REVISED -	**ILLINOIS DEPARTMENT OF TRANSPORTATION PLAT OF HIGHWAYS**	F.A. RTE.:	SECTION: 21-00532-00-BR	COUNTY: McHENRY JOB NO.: R-55-001-97
	FIELD WORK COMPLETED = 12/18/2024	DRAWN - KLK	REVISED -			STA 0+00.00 TO STA 12+00.00	ROUTE: TR 114 (PAULSEN ROAD)
	PLOT SCALE = 1"=50'	CHECKED - KJR	REVISED -				SHEET NO. 6 OF 6 SHEETS
	PLOT DATE = 1/20/2025	DATE - 1/14/2025	REVISED -				



LEGEND

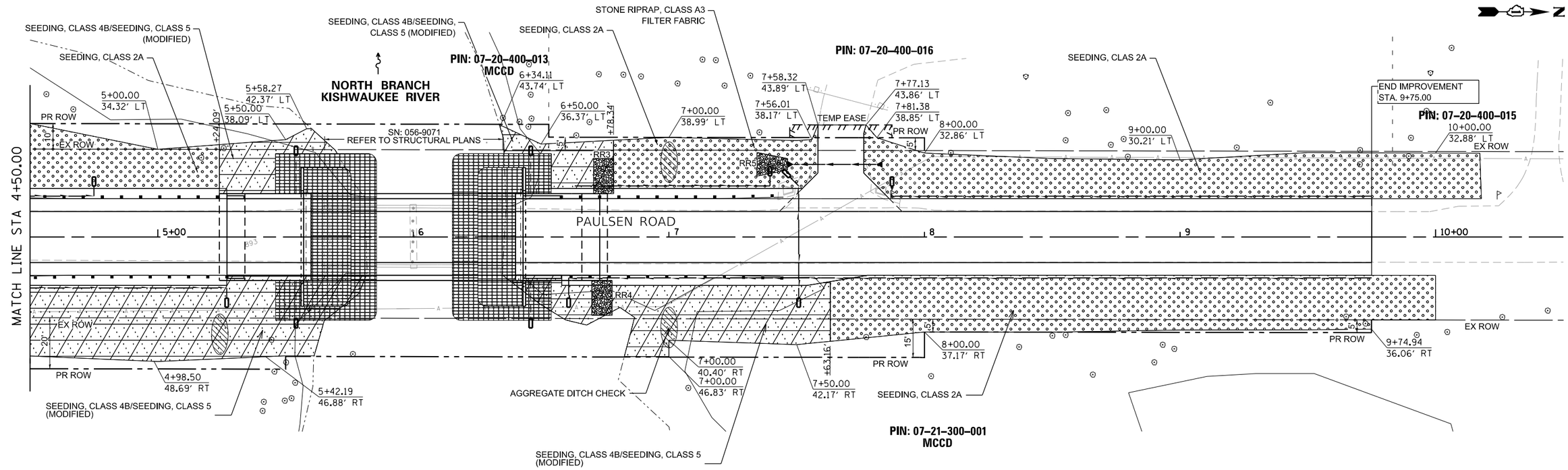
- STONE RIPRAP, CLASS A4
- STONE RIPRAP, CLASS A3
- SEEDING, CLASS 4B / SEEDING, CLASS 5 (MODIFIED) WILDLIFE FRIENDLY EROSION CONTROL BLANKET
- SEEDING, CLASS 2A WILDLIFE FRIENDLY EROSION CONTROL BLANKET
- AGGREGATE DITCH CHECK

NOTE:
EXISTING TREES WITHIN THE PROJECT LIMITS SHALL RECIEVE A HARDWOOD BARK MULCH RING ACCORDING TO THE SPECIAL PROVISION "MULCH PLACEMENT FOR EXISTING WOODY PLANTS". REFER TO THE SCHEDULE OF QUANTITIES FOR LOCATIONS.

RIPRAP SIZE AND PLACEMENT CHART

ROAD		STRUCTURE STATION	STRUCTURE OFFSET	DIA.	IDOT ROCK GRADATION	L-apron (ft)	W1 (ft)	W2 (ft)	tmin (in)	t-bed (in)	RIPRAP, CLASS A3 (SQ YD)	FILTER FABRIC (SQ YD)
PAULSEN	RR1	2+70.17	29.9' LT	18"	RR-3	12	4.5	9.3	8	-	10	13
PAULSEN	RR2	4+13.45	27.3' RT	18"	RR-3	12	4.5	9.3	8	-	10	13
PAULSEN	RR3	6+74.00	17.0' LT	-	RR-4	14	8	8	8	-	12	15
PAULSEN	RR4	6+74.00	17.0' RT	-	RR-4	14	8	8	8	-	12	15
PAULSEN	RR5	7+83.55	28.4' LT	18"	RR-3	12	4.5	9.3	8	-	10	13
TOTAL											54	69

FILTER FABRIC QUANTITY ACCOUNTS FOR WRAPPING OF THE STONE SIDES.



BLA, Inc.

USER NAME = tnestor	DESIGNED - TN	REVISED -
	DRAWN - TN	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
LANDSCAPING AND PERMANENT EROSION CONTROL PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	45
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

Benchmark: Railroad Spike (Set) in Second Power Pole South of Kishwaukee River North Branch on the East side of Paulsen Road.
Sta. 2+81.45, 30.82' RT.
NAVD '88 Elevation 898.12

Existing Structure: Structure No. 056-3071 was originally constructed in 1959. It consists of a two-span precast prestressed concrete deck beam bridge. The length of the structure is 70'-0" with no skew. The clear roadway width is 22'-0", which consists of two 11'-0" lanes. The bridge will be closed and traffic will be detoured.

WATERWAY INFORMATION

Drainage Area = 20.40 sq. mi.
Existing Overtopping Elev. = 892.79 at Sta. 06+35.04
Proposed Overtopping Elev. = 895.16 at Sta. 07+50.77

Flood	Freq. Yr.	Q C.F.S	Opening-ft Exist.	Opening-ft Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater Elev. Exist.	Headwater Elev. Prop.
	10	878.0	281.0	363.0	889.10	0.18	0	889.28	889.10
Design	20	1182.0	321.0	406.0	889.70	0.25	0.02	889.95	889.72
Base	100	1950.0	391.0	487.0	890.74	0.42	0.10	891.16	890.84
Max. Calc.	500	2847.0	410.0	551.0	891.70	1.28	0.34	892.98	892.04

10-Year velocity through existing structure = 2.80 ft/s
10-Year velocity through proposed structure = 2.40 ft/s

DESIGN SCOUR ELEVATION TABLE

Event/Limit State	Design Scour Elevations (ft.) S. Abut.	N. Abut.	Item 113
Q100	888.30	887.88	8
Q200	888.30	887.88	
Design	888.30	887.88	
Check	888.30	887.88	

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.054g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.098g
Soil Site Class = C

DESIGN SPECIFICATIONS

2024 AASHTO LRFD Bridge Design Specifications, 10th Edition

LOADING HL-93

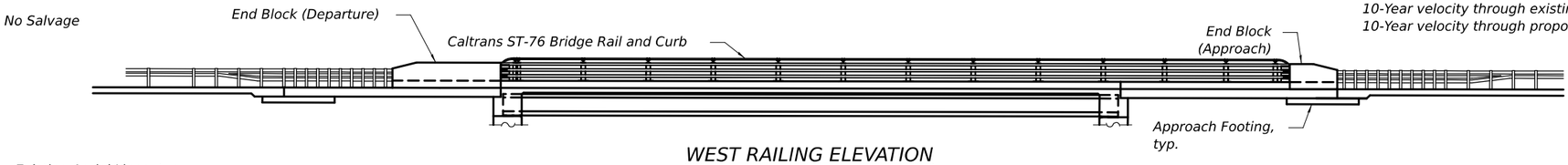
Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

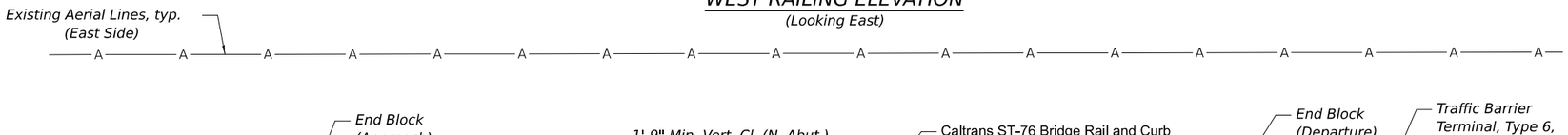
FIELD UNITS
f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)

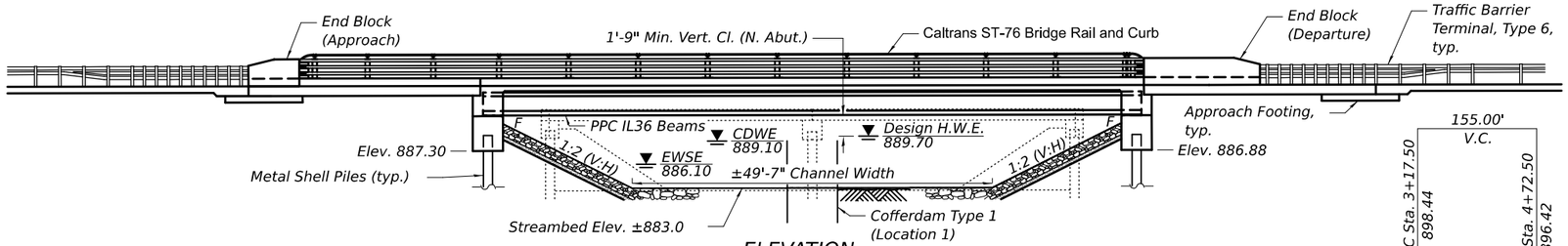
PRECAST PRESTRESSED UNITS
f'c = 8,500 psi
f'ci = 6,500 psi
fpu = 270,000 psi (0.6" ∅ low lax. strands)
fpbt = 202,300 psi (0.6" ∅ low lax. strands)

RAILING
Posts & Plates: fy = 36,000 psi min. (ASTM A709/ A709M, Grade 36)
Rails: fy = 46,000 psi (ASTM A500/ A500M Grade B)
Anchor Bolts: ASTM 1554, Grade 105
Parapet Shoe Plates: fy = 50,000 psi (ASTM A709/ A709M, Grade 50)

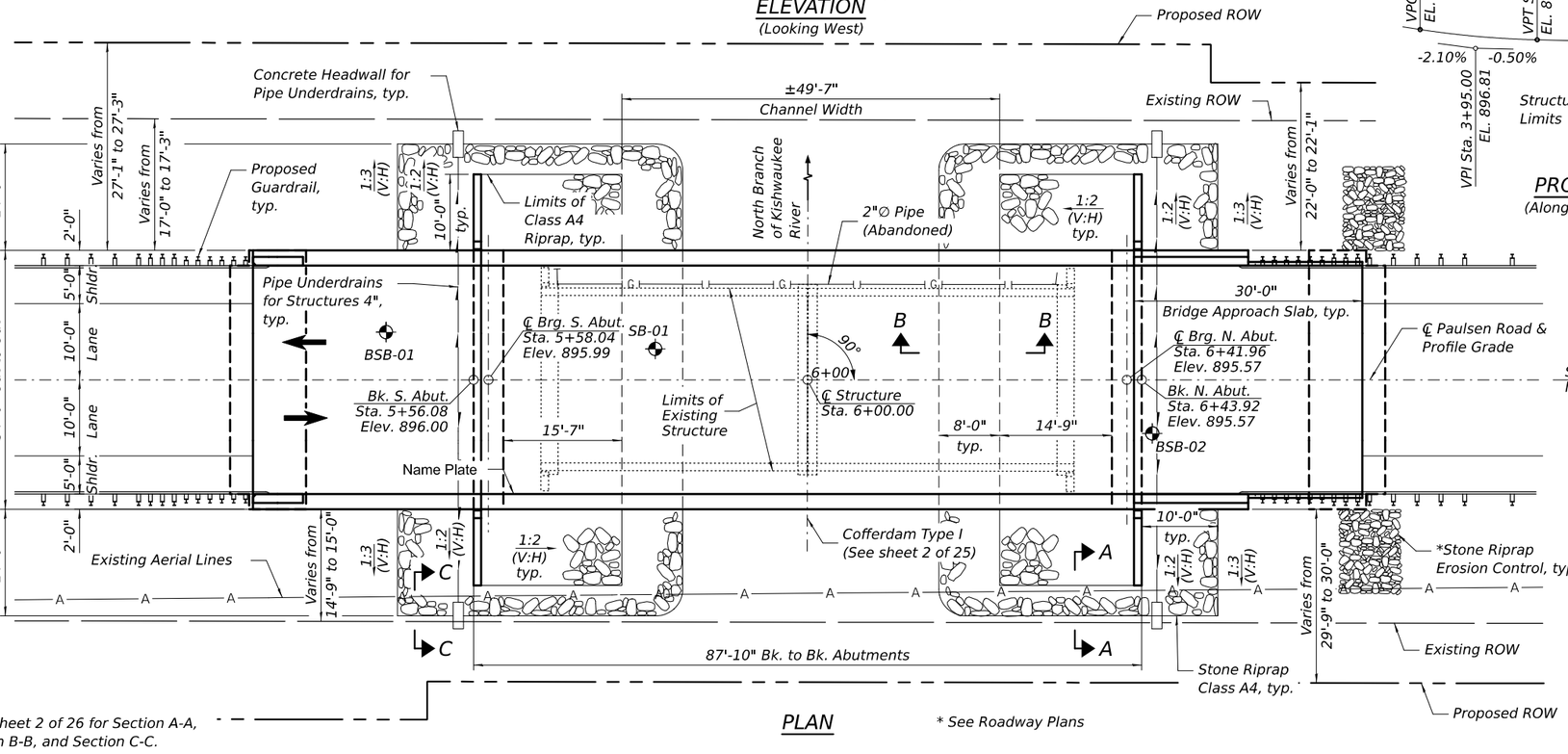


WEST RAILING ELEVATION
(Looking East)

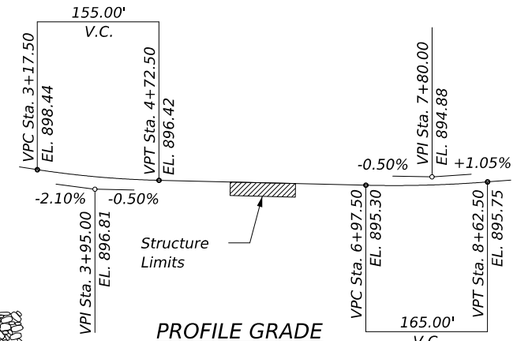


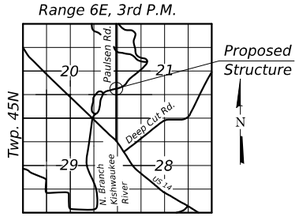


ELEVATION
(Looking West)



PROFILE GRADE
(Along ℄ of Paulsen Road)





LOCATION SKETCH

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

STATE OF ILLINOIS
PETER R. DOMBROWSKI
6519
7-27-2021
REGISTERED STRUCTURAL ENGINEER
Peter R. Dombrowski
Expires : 11-30-2026

Notes:
See sheet 2 of 26 for Section A-A, Section B-B, and Section C-C.

PLAN

* See Roadway Plans

GENERAL PLAN & ELEVATION
PAULSEN ROAD OVER
NORTH BRANCH OF KISHWAUKEE RIVER
TR 114 - SECTION 21-00532-00-BR
MCHENRY COUNTY
STATION 6+00.00
STRUCTURE NO. 056-9071

USER NAME = mwoller	DESIGNED - MTW	REVISED -	
	CHECKED - MJW	REVISED -	
PLOT SCALE = 0.2 '' / in.	DRAWN - MTW	REVISED -	
PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 056-9071
SHEET 1 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	46
		CONTRACT NO. 61M77		
		ILLINOIS	FED. AID PROJECT	

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INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Top of Slab Elevations Layout
4. Top of Slab Elevations
5. Top of South Approach Slab Elevations
6. Top of North Approach Slab Elevations
7. Superstructure
8. Superstructure Details
9. Abutment Diaphragm Details
10. South Bridge Approach Slab
11. South Bridge Approach Slab Details
12. North Bridge Approach Slab
13. North Bridge Approach Slab Details
14. Steel Railing Details I
15. Steel Railing Details II
16. Steel Railing Details III
17. Steel Railing Details IV
18. Steel Railing Details V
19. Framing Plan
20. IL36N Beam
21. IL36N Beam Details
22. Abutments
23. Metal Shell Pile Details
24. Soil Boring Logs I
25. Soil Boring Logs II
26. Soil Boring Logs III
27. Existing Plans I
28. Existing Plans II

GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.

2. Protective Coat shall be applied to the top of deck and the top and inside faces of curbs.

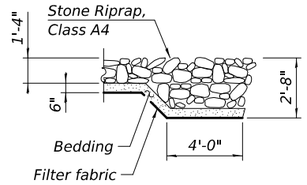
3. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

4. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

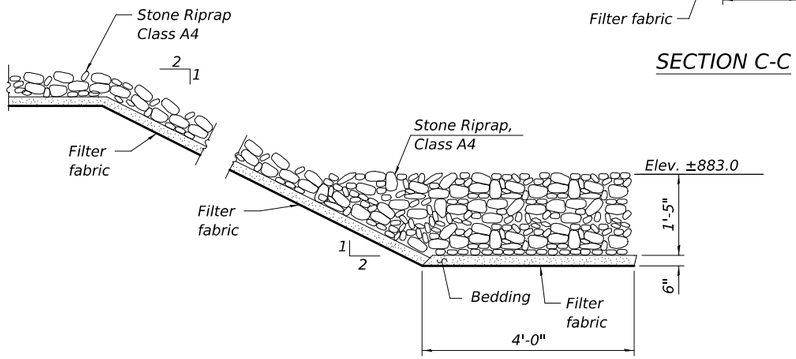
5. Contractor to submit a copy of the precast beam shop drawings to the Engineer of Record for load rating purposes.

TOTAL BILL OF MATERIAL

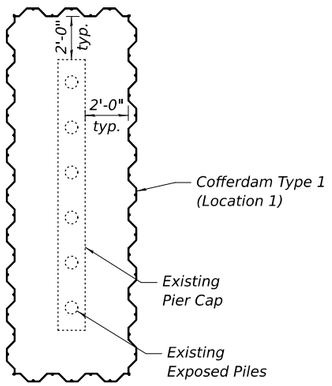
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq Yd	---	432	432
Filter Fabric	Sq Yd	---	432	432
Removal Of Existing Structures No. 1	Each	1	---	1
Structure Excavation	Cu Yd	---	258	258
Cofferdam Excavation	Cu Yd	---	7	7
Cofferdam (Type 1) (Location - 1)	Each	---	1	1
Concrete Structures	Cu Yd	---	76.1	76.1
Concrete Superstructure	Cu Yd	131.4	---	131.4
Protective Coat	Sq Yd	463	---	463
Concrete Superstructure (Approach Slab)	Cu Yd	92.5	---	92.5
Furnishing And Erecting Precast Prestressed Concrete Beams, IL36N	Foot	426	---	426
Reinforcement Bars, Epoxy Coated	Pound	60,270	13,480	73,750
Furnishing Metal Shell Piles 16" X 0.375"	Foot	---	252	252
Driving Piles	Foot	---	252	252
Test Pile Metal Shells	Each	---	2	2
Pile Shoes	Each	---	10	10
Name Plates	Each	1	---	1
Granular Backfill For Structures	Cu Yd	---	140	140
Geocomposite Wall Drain	Sq Yd	---	87	87
Pipe Underdrains For Structures 4"	Foot	---	127	127
Steel Railing (Special)	Foot	219.0	---	219.0
Bar Terminators	Each	68	320	388



SECTION C-C

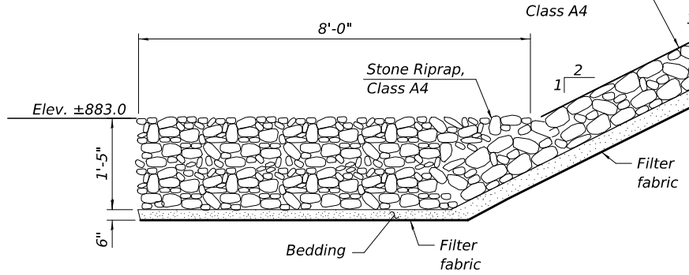


SECTION A-A

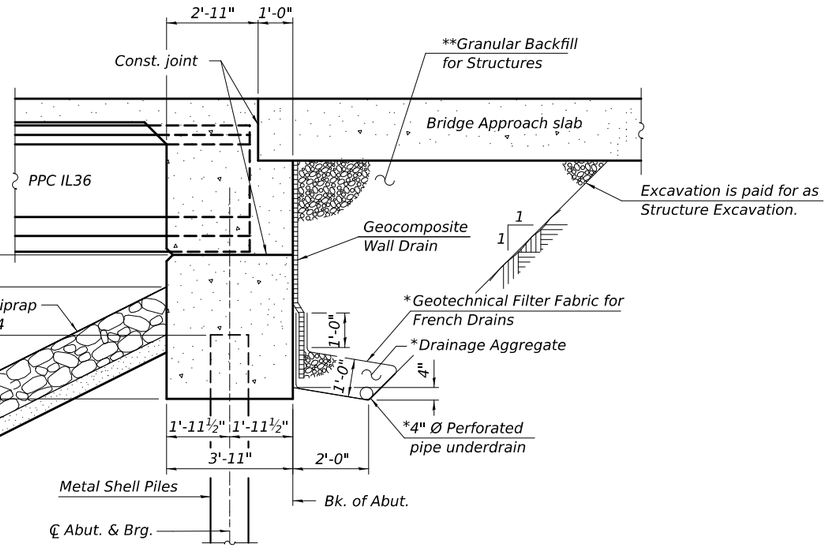


COFFERDAM PLAN

(Pier removal only)



SECTION B-B



SECTION THRU INTEGRAL ABUTMENT

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

** Granular Backfill for Structures shall follow Standard Specification 586 except the course aggregate shall be grade CA 7, CA 11, or CA 14.

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

NORTH BRANCH OF KISHWAUKEE RIVER
BUILT 202_ BY
MCHENRY COUNTY
SEC. 21-00532-00-BR
STA. 6+00.00
STR. NO. 056-9071 LOADING HL-93

NAME PLATE

See Std. 515001

BLA, Inc.

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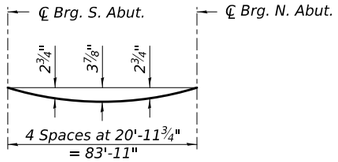
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PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 056-9071
SHEET 2 OF 26 SHEETS

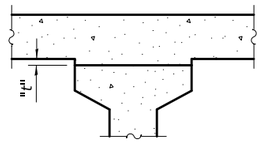
C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	47
		CONTRACT NO. 61M77		
		ILLINOIS	FED. AID PROJECT	



DEAD LOAD DEFLECTION DIAGRAM

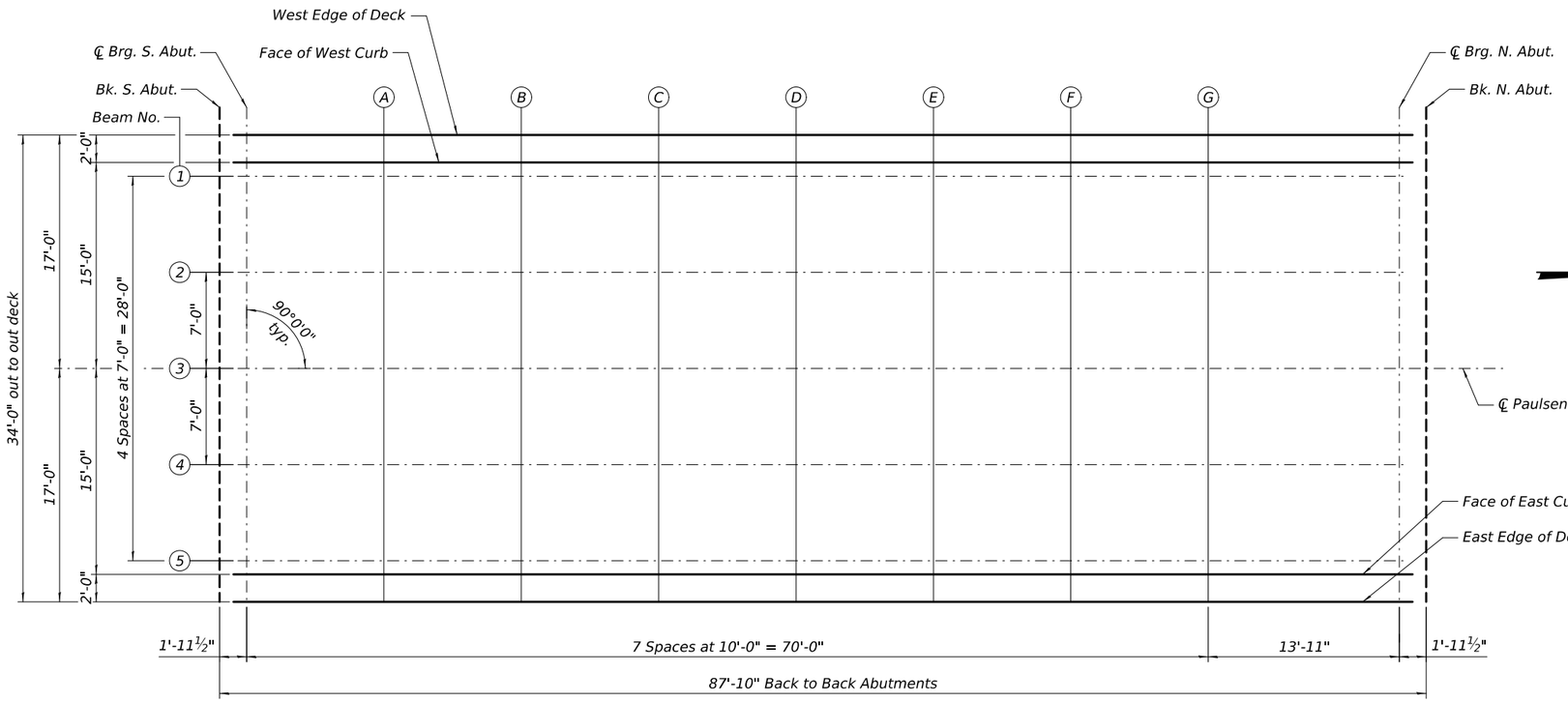
(Includes weight of concrete, excluding beams.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 4 of 25.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals as shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" as shown on sheet 4 of 25, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS



PLAN

MODEL: Br_Sheet_Consultant
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PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 056-9071
SHEET 3 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	48
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

WEST EDGE OF DECK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	5+56.08	-17.00	895.79	895.79
℄ Brg. S. Abut.	5+58.04	-17.00	895.78	895.78
A	5+68.04	-17.00	895.73	895.84
B	5+78.04	-17.00	895.68	895.89
C	5+88.04	-17.00	895.63	895.90
D	5+98.04	-17.00	895.58	895.88
E	6+08.04	-17.00	895.53	895.82
F	6+18.04	-17.00	895.48	895.72
G	6+28.04	-17.00	895.43	895.58
℄ Brg. N. Abut.	6+41.96	-17.00	895.36	895.36
Bk. N. Abut.	6+43.92	-17.00	895.35	895.35

FACE OF WEST CURB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	5+56.08	-15.00	895.70	895.70
℄ Brg. S. Abut.	5+58.04	-15.00	895.69	895.69
A	5+68.04	-15.00	895.64	895.75
B	5+78.04	-15.00	895.59	895.80
C	5+88.04	-15.00	895.54	895.82
D	5+98.04	-15.00	895.49	895.80
E	6+08.04	-15.00	895.44	895.74
F	6+18.04	-15.00	895.39	895.63
G	6+28.04	-15.00	895.34	895.49
℄ Brg. N. Abut.	6+41.96	-15.00	895.27	895.27
Bk. N. Abut.	6+43.92	-15.00	895.26	895.26

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	5+56.08	-14.00	895.72	895.72
℄ Brg. S. Abut.	5+58.04	-14.00	895.71	895.71
A	5+68.04	-14.00	895.66	895.77
B	5+78.04	-14.00	895.61	895.82
C	5+88.04	-14.00	895.56	895.84
D	5+98.04	-14.00	895.51	895.82
E	6+08.04	-14.00	895.46	895.76
F	6+18.04	-14.00	895.41	895.65
G	6+28.04	-14.00	895.36	895.51
℄ Brg. N. Abut.	6+41.96	-14.00	895.29	895.29
Bk. N. Abut.	6+43.92	-14.00	895.28	895.28

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	5+56.08	-7.00	895.86	895.86
℄ Brg. S. Abut.	5+58.04	-7.00	895.85	895.85
A	5+68.04	-7.00	895.80	895.92
B	5+78.04	-7.00	895.75	895.97
C	5+88.04	-7.00	895.70	896.00
D	5+98.04	-7.00	895.65	895.98
E	6+08.04	-7.00	895.60	895.92
F	6+18.04	-7.00	895.55	895.81
G	6+28.04	-7.00	895.50	895.66
℄ Brg. N. Abut.	6+41.96	-7.00	895.43	895.43
Bk. N. Abut.	6+43.92	-7.00	895.42	895.42

BEAM 3, ℄ PAULSEN RD. & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	5+56.08	0.00	896.00	896.00
℄ Brg. S. Abut.	5+58.04	0.00	895.99	895.99
A	5+68.04	0.00	895.94	896.06
B	5+78.04	0.00	895.89	896.11
C	5+88.04	0.00	895.84	896.14
D	5+98.04	0.00	895.79	896.12
E	6+08.04	0.00	895.74	896.06
F	6+18.04	0.00	895.69	895.95
G	6+28.04	0.00	895.64	895.80
℄ Brg. N. Abut.	6+41.96	0.00	895.57	895.57
Bk. N. Abut.	6+43.92	0.00	895.56	895.56

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	5+56.08	7.00	895.86	895.86
℄ Brg. S. Abut.	5+58.04	7.00	895.85	895.85
A	5+68.04	7.00	895.80	895.92
B	5+78.04	7.00	895.75	895.97
C	5+88.04	7.00	895.70	896.00
D	5+98.04	7.00	895.65	895.98
E	6+08.04	7.00	895.60	895.92
F	6+18.04	7.00	895.55	895.81
G	6+28.04	7.00	895.50	895.66
℄ Brg. N. Abut.	6+41.96	7.00	895.43	895.43
Bk. N. Abut.	6+43.92	7.00	895.42	895.42

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	5+56.08	14.00	895.72	895.72
℄ Brg. S. Abut.	5+58.04	14.00	895.71	895.71
A	5+68.04	14.00	895.66	895.77
B	5+78.04	14.00	895.61	895.82
C	5+88.04	14.00	895.56	895.84
D	5+98.04	14.00	895.51	895.82
E	6+08.04	14.00	895.46	895.76
F	6+18.04	14.00	895.41	895.65
G	6+28.04	14.00	895.36	895.51
℄ Brg. N. Abut.	6+41.96	14.00	895.29	895.29
Bk. N. Abut.	6+43.92	14.00	895.28	895.28

FACE OF EAST CURB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	5+56.08	15.00	895.70	895.70
℄ Brg. S. Abut.	5+58.04	15.00	895.69	895.69
A	5+68.04	15.00	895.64	895.75
B	5+78.04	15.00	895.59	895.80
C	5+88.04	15.00	895.54	895.82
D	5+98.04	15.00	895.49	895.80
E	6+08.04	15.00	895.44	895.74
F	6+18.04	15.00	895.39	895.63
G	6+28.04	15.00	895.34	895.49
℄ Brg. N. Abut.	6+41.96	15.00	895.27	895.27
Bk. N. Abut.	6+43.92	15.00	895.26	895.26

EAST EDGE OF DECK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	5+56.08	17.00	895.79	895.79
℄ Brg. S. Abut.	5+58.04	17.00	895.78	895.78
A	5+68.04	17.00	895.73	895.84
B	5+78.04	17.00	895.68	895.89
C	5+88.04	17.00	895.63	895.90
D	5+98.04	17.00	895.58	895.88
E	6+08.04	17.00	895.53	895.82
F	6+18.04	17.00	895.48	895.72
G	6+28.04	17.00	895.43	895.58
℄ Brg. N. Abut.	6+41.96	17.00	895.36	895.36
Bk. N. Abut.	6+43.92	17.00	895.35	895.35

BLA, Inc.

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	CHECKED - MJW	REVISED - ____	
PLOT SCALE = 0.2 '' / in.	DRAWN - KN	REVISED - ____	
PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 056-9071
SHEET 4 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	49
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

West Edge of Shoulder

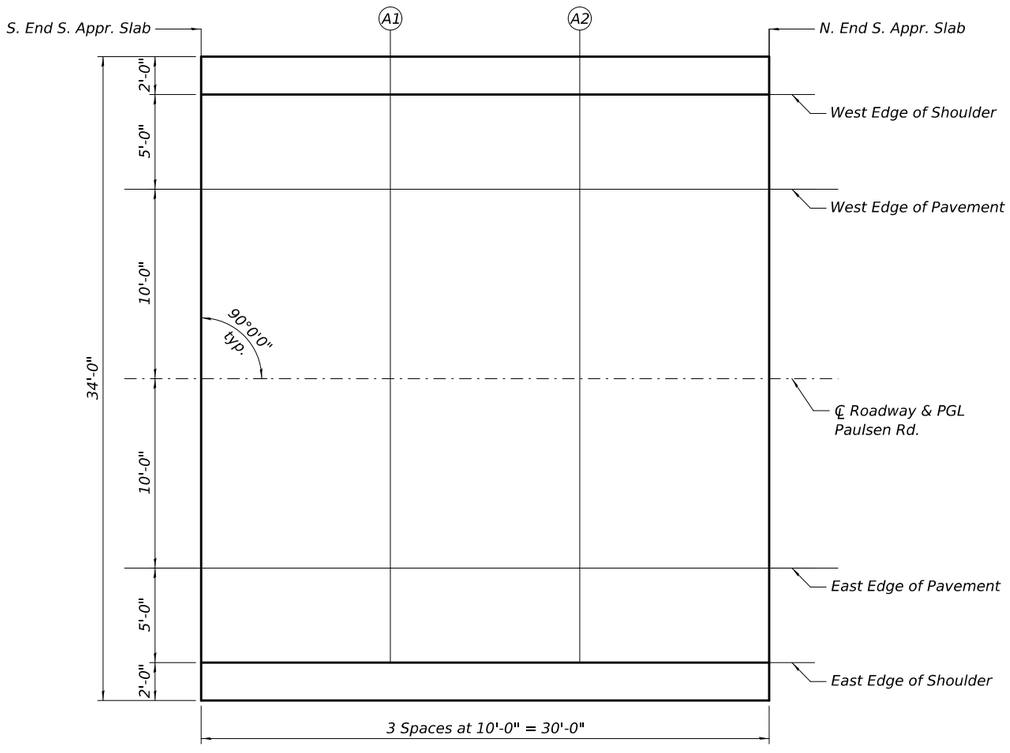
Location	Station	Offset	Theoretical Grade Elevations
S. End. S. Appr. Slab	5+27.08	-15.00	895.85
A1	5+37.08	-15.00	895.80
A2	5+47.08	-15.00	895.75
N. End S. Appr. Slab	5+57.08	-15.00	895.70

West Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
S. End. S. Appr. Slab	5+27.08	-10.00	895.95
A1	5+37.08	-10.00	895.90
A2	5+47.08	-10.00	895.85
N. End S. Appr. Slab	5+57.08	-10.00	895.80

℄ Roadway & PGL

Location	Station	Offset	Theoretical Grade Elevations
S. End. S. Appr. Slab	5+27.08	0.00	896.15
A1	5+37.08	0.00	896.10
A2	5+47.08	0.00	896.05
N. End S. Appr. Slab	5+57.08	0.00	896.00



SOUTH APPROACH PLAN

East Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
S. End. S. Appr. Slab	5+27.08	10.00	895.95
A1	5+37.08	10.00	895.90
A2	5+47.08	10.00	895.85
N. End S. Appr. Slab	5+57.08	10.00	895.80

East Edge of Shoulder

Location	Station	Offset	Theoretical Grade Elevations
S. End. S. Appr. Slab	5+27.08	15.00	895.85
A1	5+37.08	15.00	895.80
A2	5+47.08	15.00	895.75
N. End S. Appr. Slab	5+57.08	15.00	895.70

BLA, Inc.

MODEL: Br_Sheet_Consultant
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PLOT SCALE = 0.2 '' / in.	DRAWN - KN	REVISED - ____	
PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 056-9071
SHEET 5 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	50
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

West Edge of Shoulder

Location	Station	Offset	Theoretical Grade Elevations
S. End. N. Appr. Slab	6+42.92	-15.00	895.27
A3	6+52.92	-15.00	895.22
A4	6+62.92	-15.00	895.17
N. End N. Appr. Slab	6+72.92	-15.00	895.12

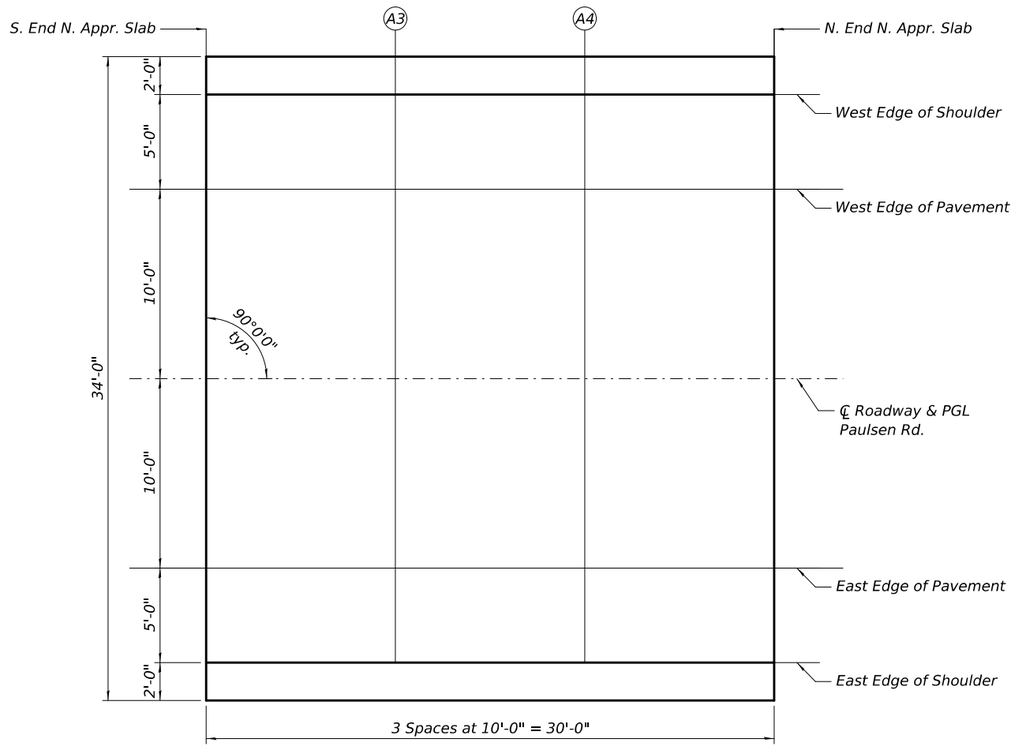
West Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
S. End. N. Appr. Slab	6+42.92	-10.00	895.37
A3	6+52.92	-10.00	895.32
A4	6+62.92	-10.00	895.27
N. End N. Appr. Slab	6+72.92	-10.00	895.22

℄ Roadway & PGL

Location	Station	Offset	Theoretical Grade Elevations
S. End. N. Appr. Slab	6+42.92	0.00	895.57
A3	6+52.92	0.00	895.52
A4	6+62.92	0.00	895.47
N. End N. Appr. Slab	6+72.92	0.00	895.42

N



NORTH APPROACH PLAN

East Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
S. End. N. Appr. Slab	6+42.92	10.00	895.37
A3	6+52.92	10.00	895.32
A4	6+62.92	10.00	895.27
N. End N. Appr. Slab	6+72.92	10.00	895.22

East Edge of Shoulder

Location	Station	Offset	Theoretical Grade Elevations
S. End. N. Appr. Slab	6+42.92	15.00	895.27
A3	6+52.92	15.00	895.22
A4	6+62.92	15.00	895.17
N. End N. Appr. Slab	6+72.92	15.00	895.12

BLA, Inc.

MODEL: Br_Sheet_Consultant
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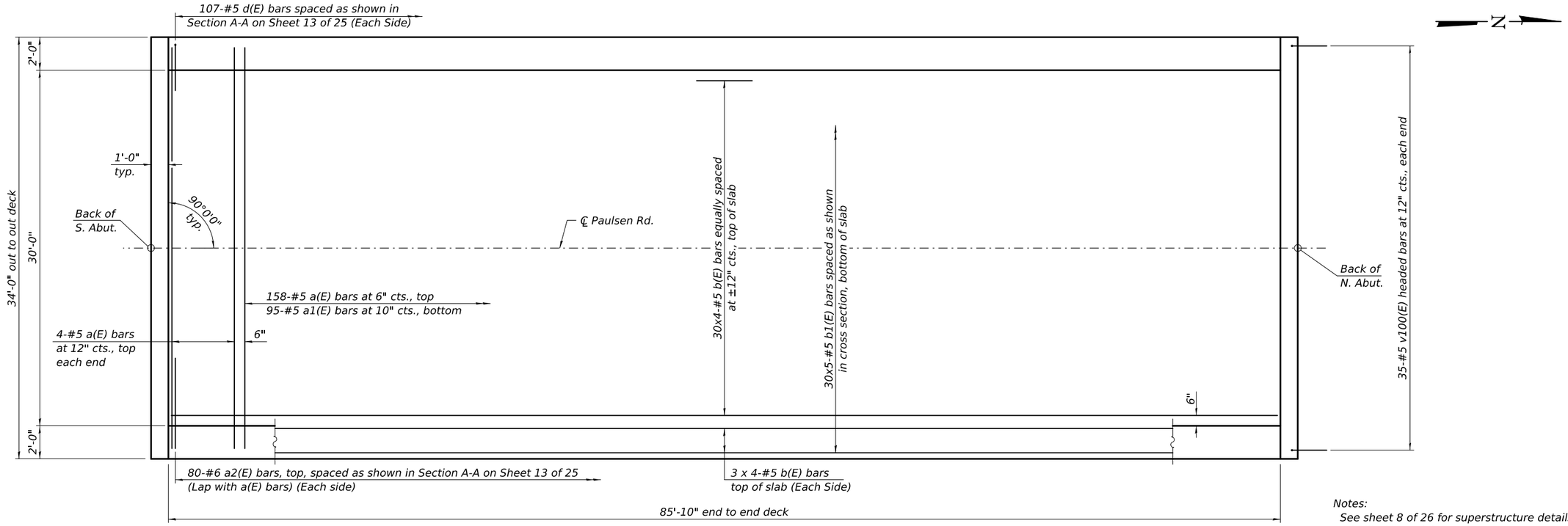
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PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 056-9071
SHEET 6 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	51
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

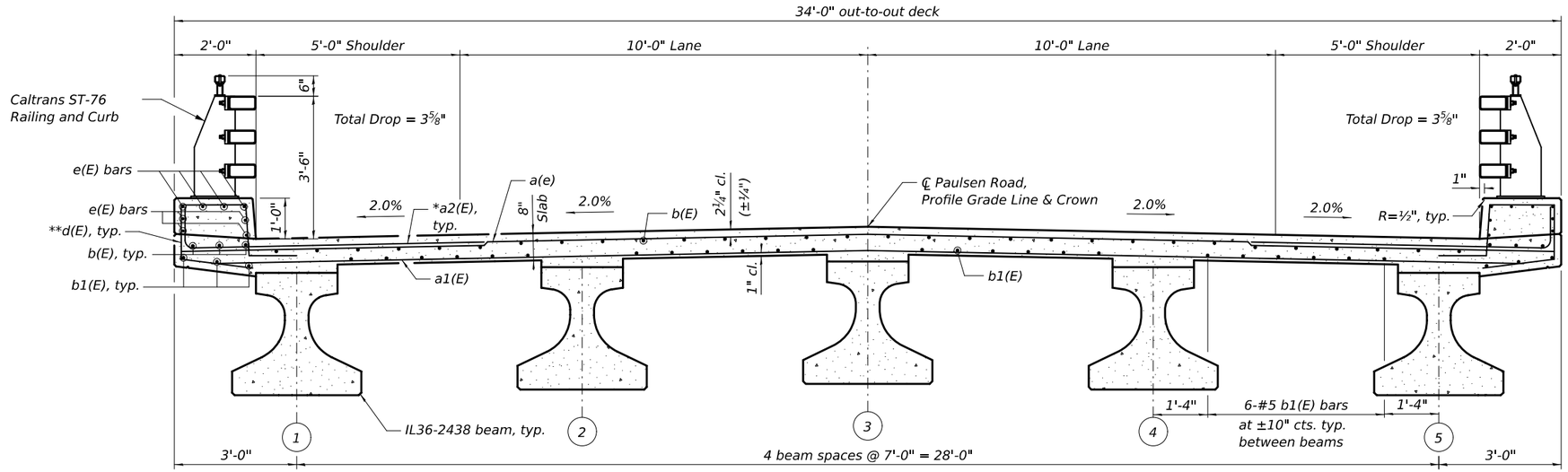


PLAN

Notes:
See sheet 8 of 26 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MINIMUM BAR LAP

#5 bar = 3'-10"



CROSS SECTION

(Looking North)

*a2(E) bars bundled at posts.
See Section A-A on Sheet 14 of 26
**d(E) bars spaced as shown in Section A-A on Sheet 14 of 26

BLA, Inc.

MODEL: Br_Sheet_Consultant
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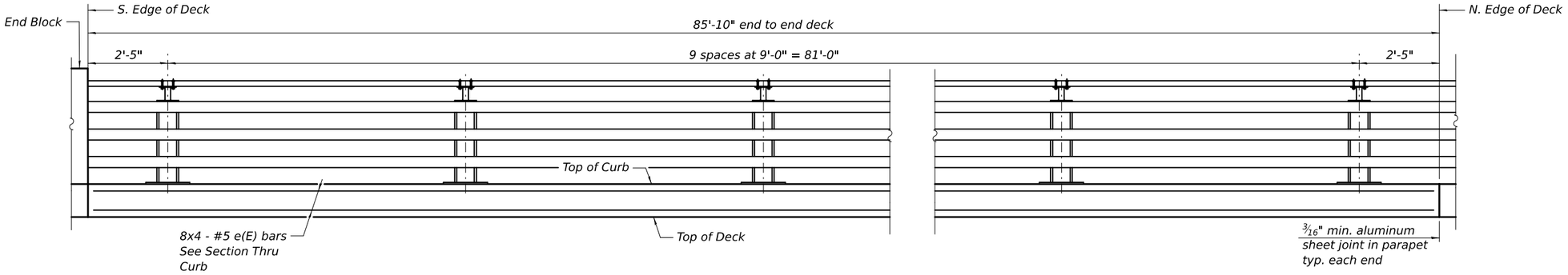
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PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 056-9071
SHEET 7 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	52
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

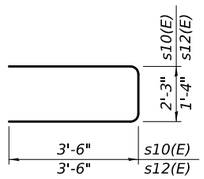


INSIDE ELEVATION - WEST PARAPET AND CURB

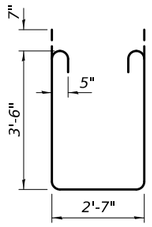
(Looking East) East Parapet & Curb similar

MINIMUM BAR LAP

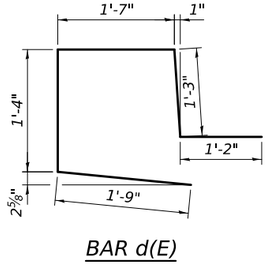
#5 bar = 3'-10"



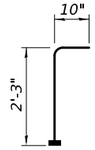
BARS s10(E) & s12(E)



BAR s11(E)

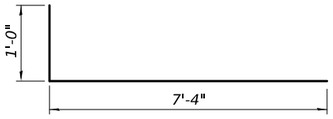


BAR d(E)



BAR v100(E)

(Headed. 68 - #5 Bar terminators)

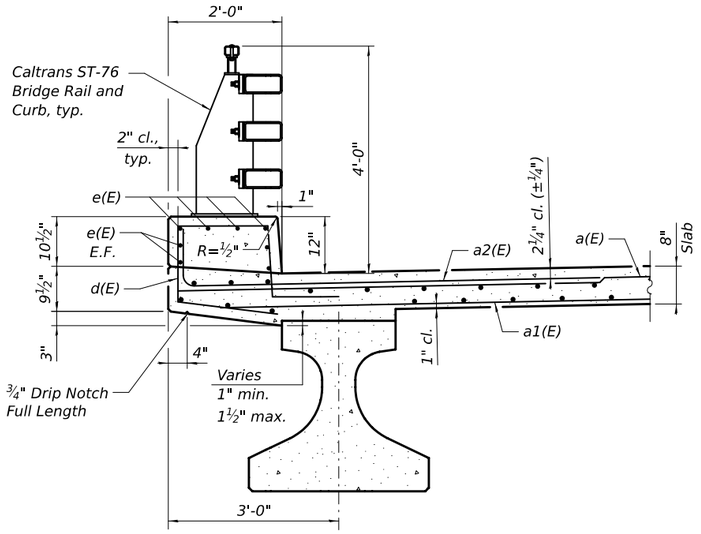


BAR a2(E)

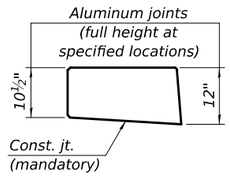
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	166	#5	33'-8"	
a1(E)	95	#5	32'-2"	
a2(E)	160	#6	8'-4"	
b(E)	144	#5	24'-3"	
b1(E)	150	#5	20'-2"	
d(E)	214	#5	7'-1"	
e(E)	64	#5	24'-3"	
m10(E)	8	#6	33'-8"	
m11(E)	16	#6	5'-8"	
m12(E)	8	#6	2'-2"	
m13(E)	8	#6	3'-6"	
m14(E)	4	#6	1'-1"	
m15(E)	20	#5	4'-0"	
s10(E)	48	#5	9'-3"	
s11(E)	48	#5	10'-9"	
s12(E)	40	#5	8'-4"	
v100(E)	70	#5	3'-1"	
Concrete Superstructure			Cu. Yd.	120.0
Protective Coat			Sq. Yd.	344
Reinforcement Bars, Epoxy Coated			Pound	23,290

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



SECTION THRU CURB



PARAPET JOINT DETAILS

Notes:

The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

Bar terminators, paid for separately. See Total Bill of Material.

See Sht. 14 to 18 of 26 for Railing Details.

Bill of Material includes curb quantities.

BLA, Inc.

MODEL: BI_Sheet_Consultant
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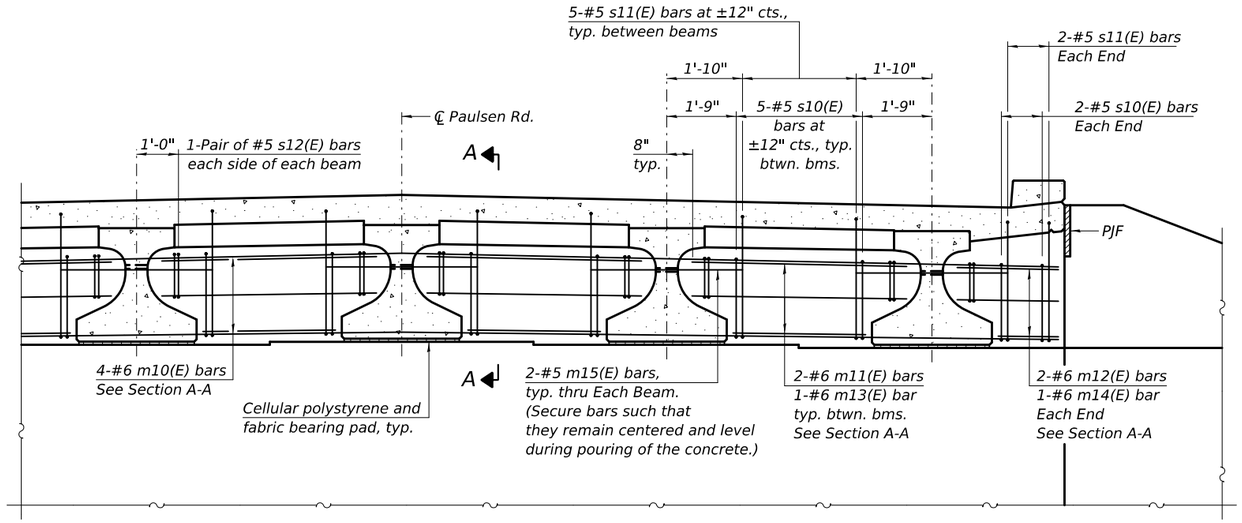
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PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 056-9071

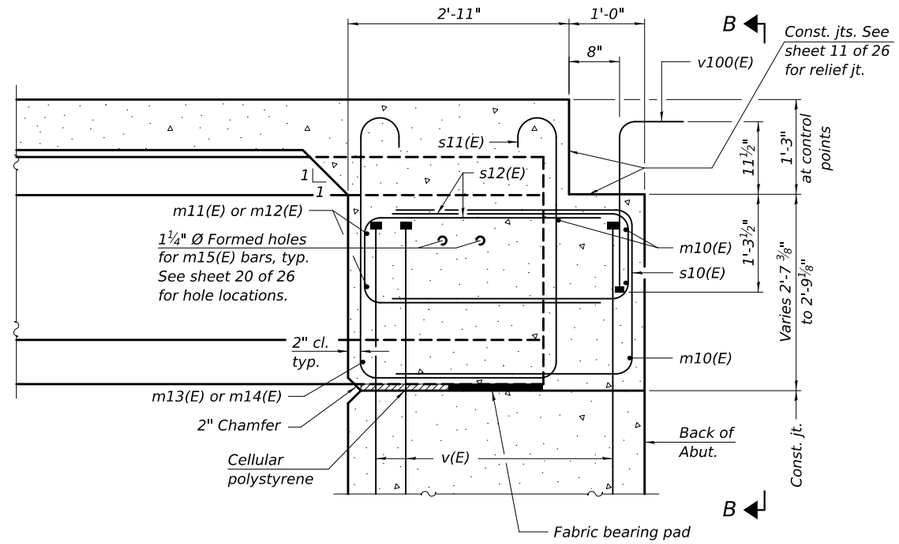
SHEET 8 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	53
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

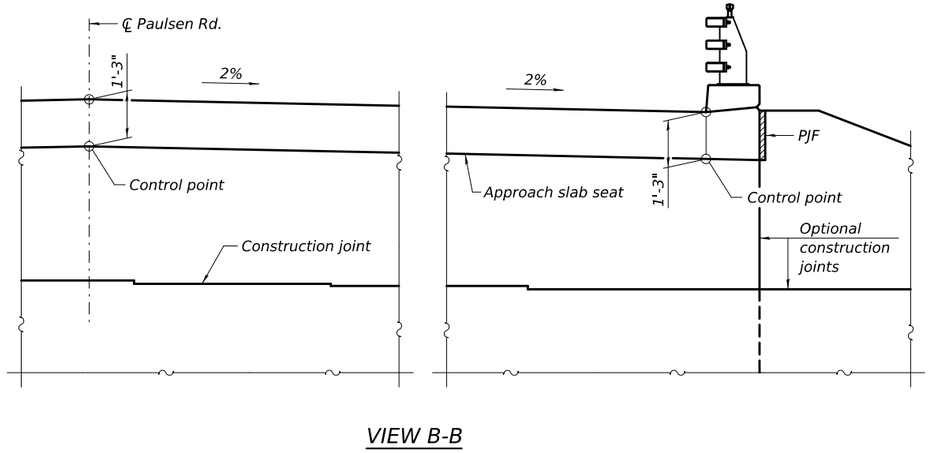


DIAPHRAGM AT ABUTMENT

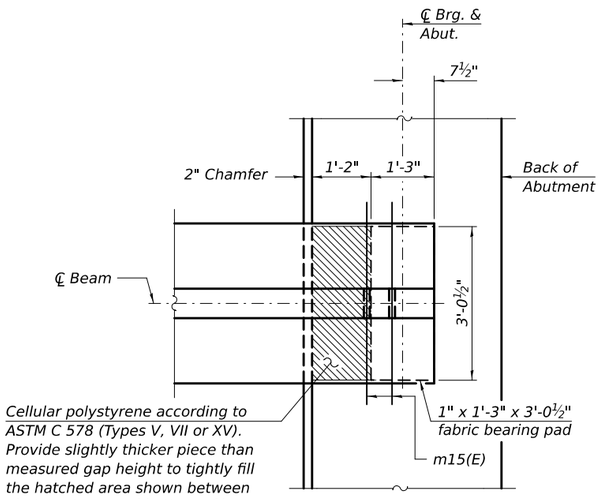
(Railing not shown for clarity)



SECTION A-A



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:

See sheet 8 of 26 for superstructure details and Bill of Material.

See sheet 10 of 26 for PJF details.

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure.

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

BLA, Inc.

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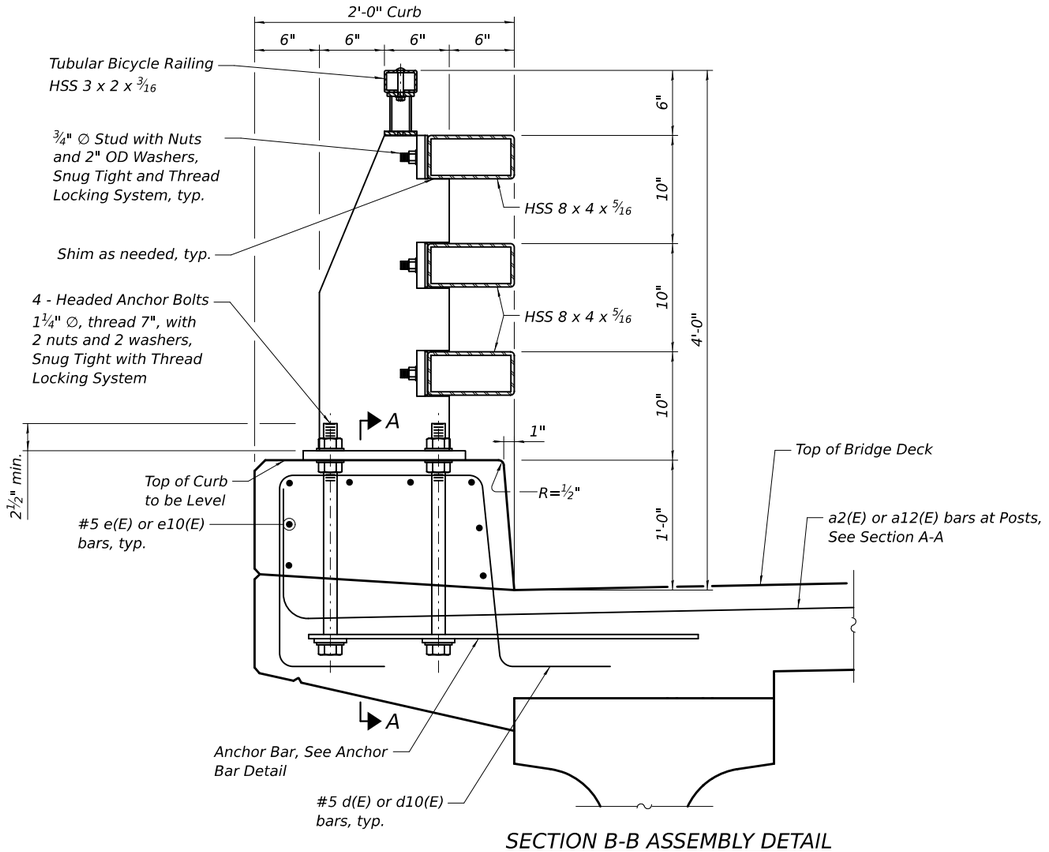
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PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 056-9071
SHEET 9 OF 26 SHEETS

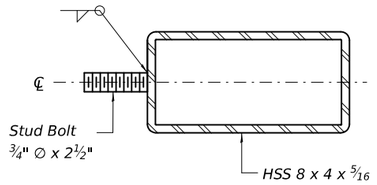
C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	54
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

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SECTION B-B ASSEMBLY DETAIL

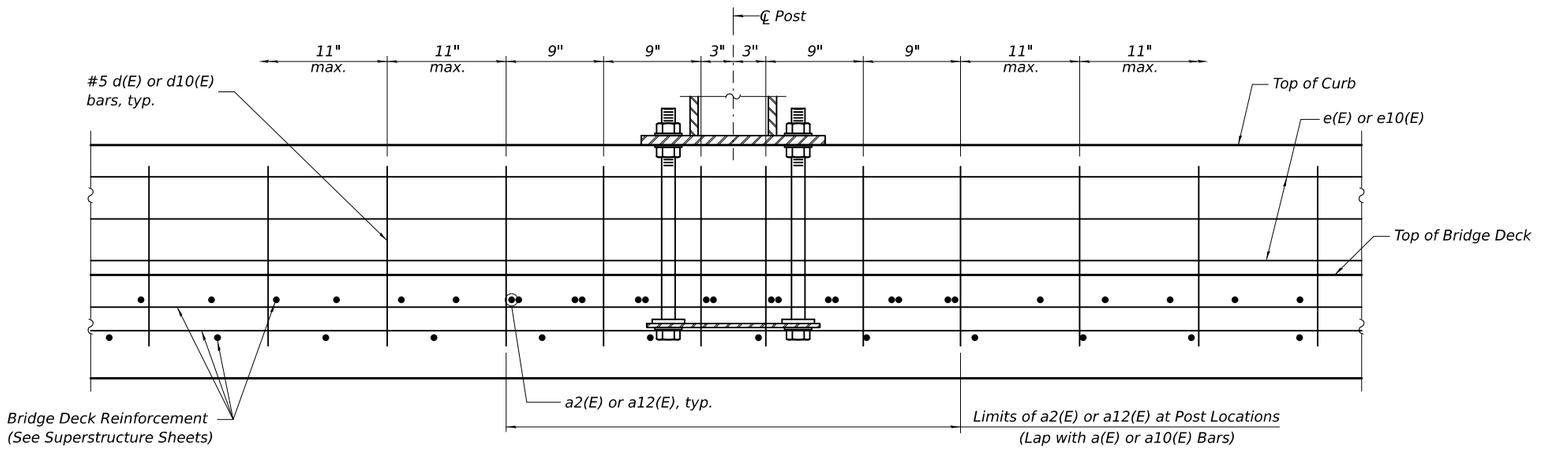
(Section on Superstructure shown)
(Section on Approach Slab similar)



RAIL SECTION AT POST

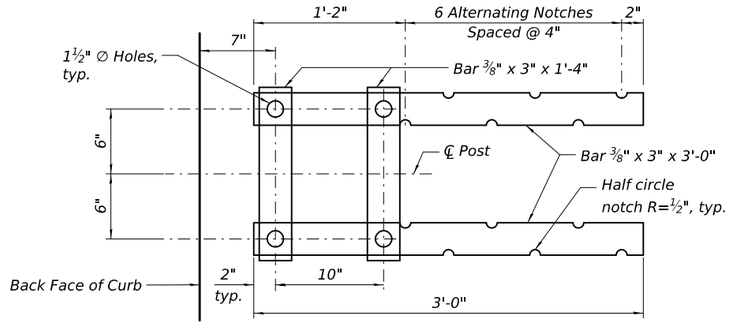
Notes:

1. All railing components shall be galvanized. Anchor Bar is not galvanized.
2. HS bolts with nut and washers, snug tightened, and thread locking system.
3. Use 1/2" ∅ x 3 5/16" BOLTS (HSS 3 x 2 x 3/16)
   Use 3/4" ∅ x 5 5/16" BOLTS (HSS 8 x 4 x 5/16)
4. Each rail length must be continuos over a minimum of two posts.
5. The fabricator must check that the tubular sleeve splices conform to the dimensions indicated to assure proper clearance.
6. Not more than one splice permitted per same side of post.
7. All horizontal members are parallel to longitudinal profile grade.
8. Posts are normal to profile grade of structure.
9. Posts are vertical to the transverse cross section.
10. Anchor bolts may be tack welded to anchorage.
11. Use extra thick washers for anchor bolts, with a minimum thickness of 0.305" and a maximum thickness of 0.375".
12. All railing components shall be paid for as Steel Railing (Special)



SECTION A-A

(Section on Superstructure shown)
(Section on South Approach Slab similar)



ANCHOR BAR DETAIL

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing (Special)	Foot	219.0

USER NAME = mwaller	DESIGNED - MTW	REVISED -	
	CHECKED - MJW	REVISED -	
PLOT SCALE = 0.2 '' / in.	DRAWN - MTW	REVISED -	
PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL RAILING DETAILS I
STRUCTURE NO. 056-9071
SHEET 14 OF 26 SHEETS

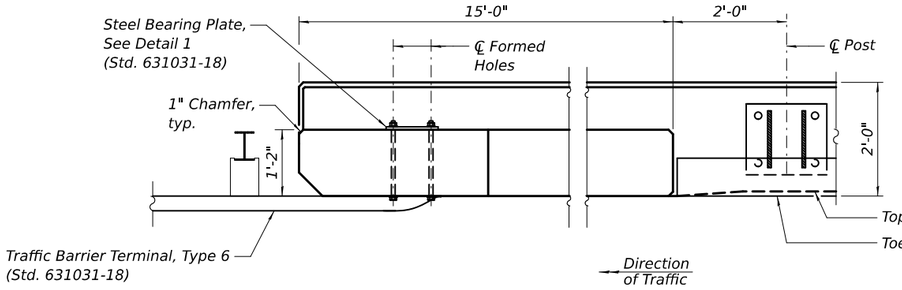
C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	59
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

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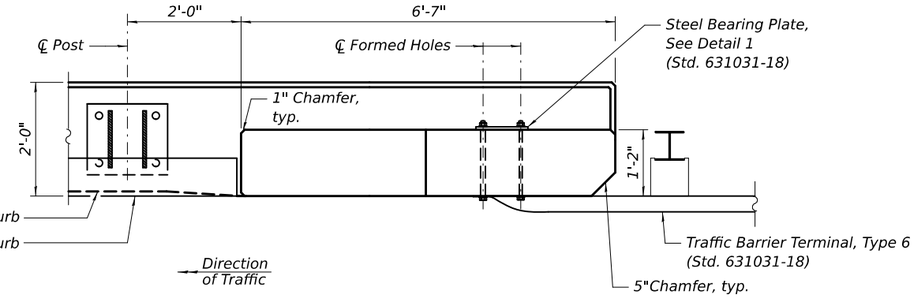
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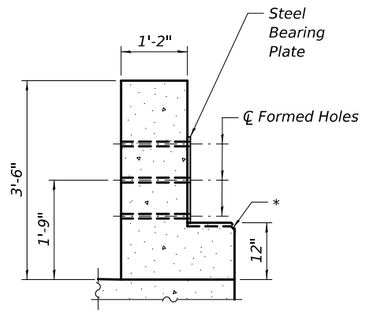
* At Steel bearing Plate location, form concrete parapet with an indentation to allow the installation of Steel Bearing Plate. Cost of formwork for parapet indentations included in the cost of Concrete Superstructure



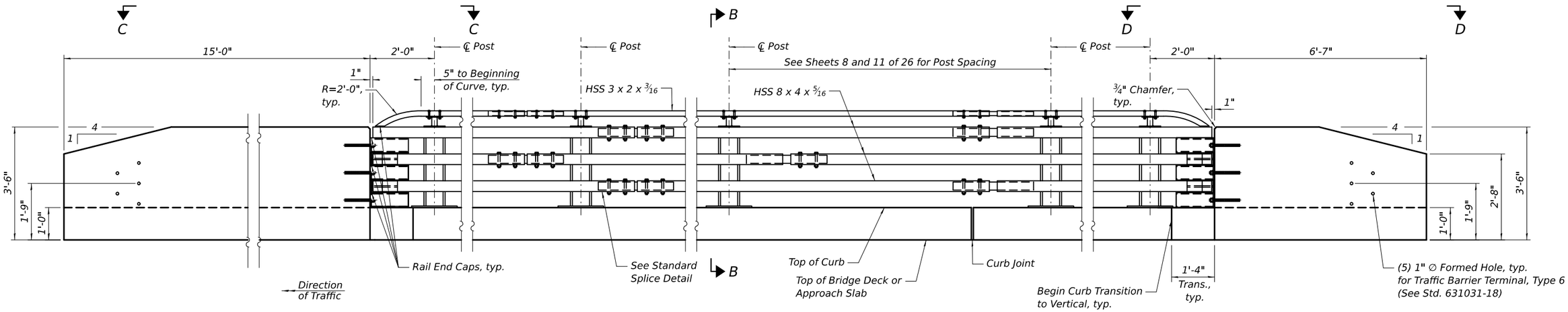
SECTION C-C - END BLOCK (DEPARTURE)



SECTION D-D - END BLOCK (APPROACH)



DETAIL 1



END BLOCK (DEPARTURE)

TYPICAL INSIDE ELEVATION

(East Face of West Railing Shown)
(See Sheet 14 of 26 for Section B-B)

END BLOCK (APPROACH)

Note:
Reinforcement not shown for clarity.

USER NAME = mweller	DESIGNED - MTW	REVISED -	
	CHECKED - MJW	REVISED -	
PLOT SCALE = 0.2 '' / in.	DRAWN - MTW	REVISED -	
PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -	

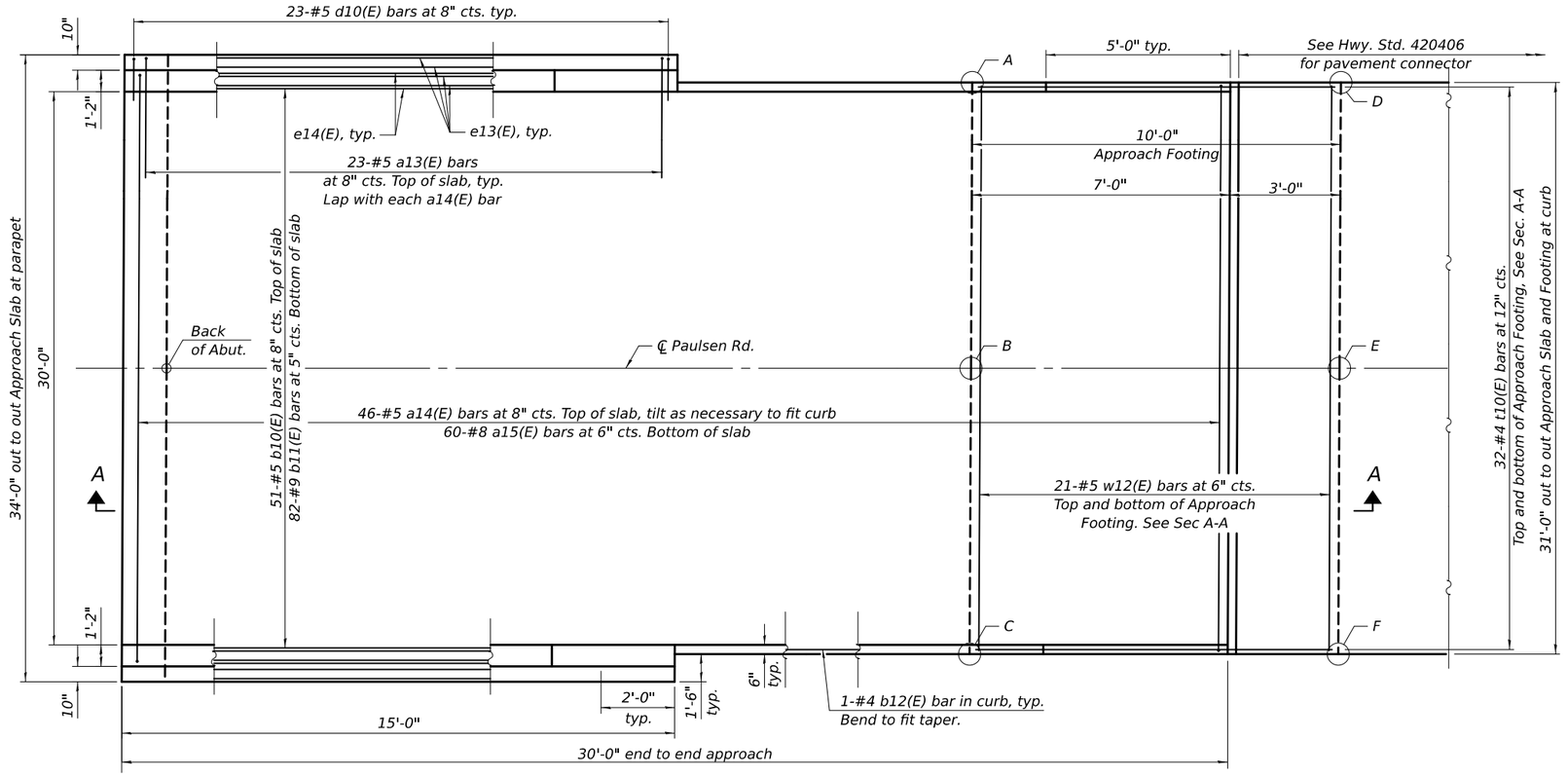
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL RAILING DETAILS II
STRUCTURE NO. 056-9071
SHEET 15 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	60
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.

MODEL: BI_Sheet_Consultant
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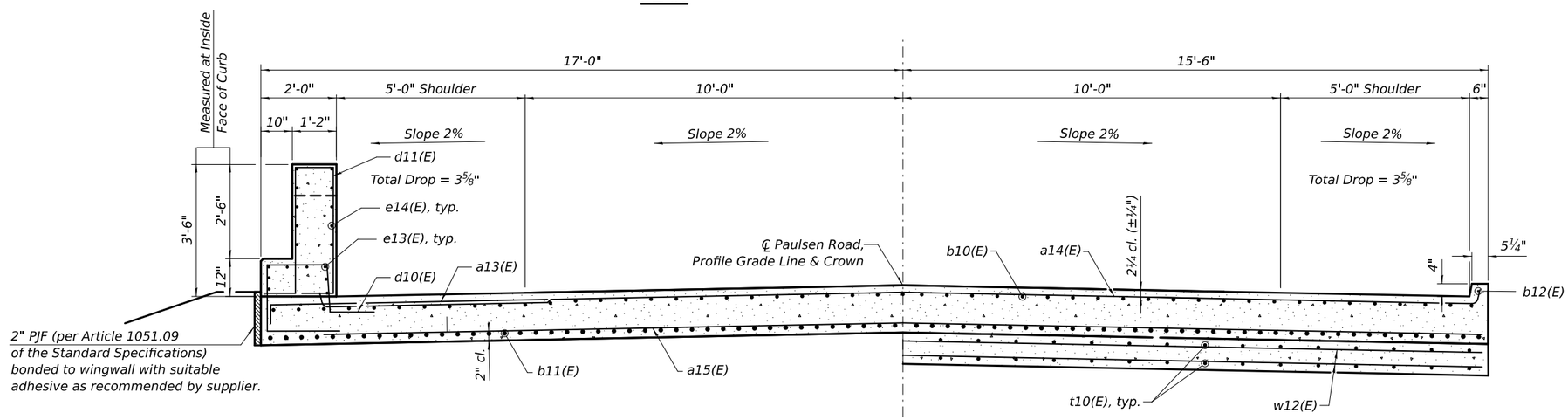


PLAN

North Approach		
Point/ Location	Top	Bottom
A - SW	893.86	893.03
B - S ℄	894.20	893.37
C - SE	893.86	893.03
D - NW	893.85	893.02
E - N ℄	894.15	893.32
F - NE	893.85	893.02

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Notes:
See Sheet 13 of 26 for Section A-A.



NEAR ABUTMENT — AT APPROACH FOOTING

CROSS SECTION
(Looking South)

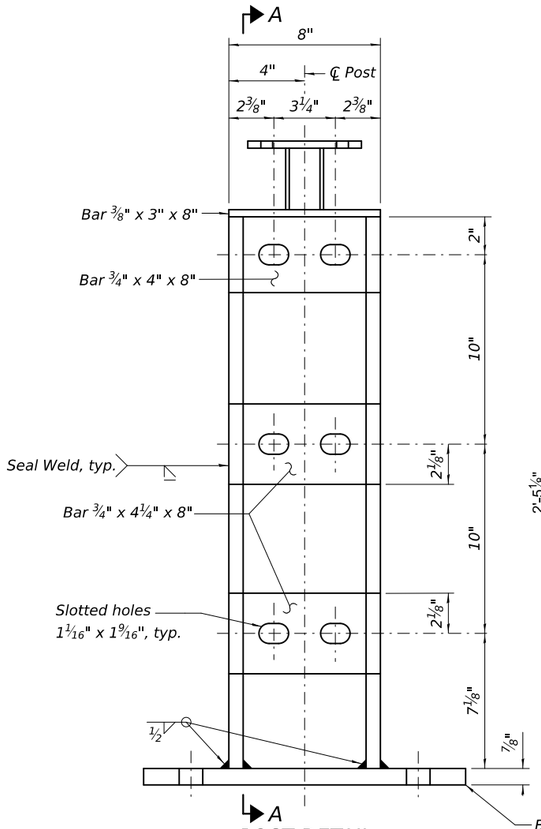
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	CHECKED -	REVISED -			
PLOT SCALE = 0.2 '' / in.	DRAWN -	REVISED -			
PLOT DATE = 8/14/2026	CHECKED -	REVISED -		SHEET 12 OF 26 SHEETS	

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	57
		CONTRACT NO. 61M77		
		ILLINOIS	FED. AID PROJECT	

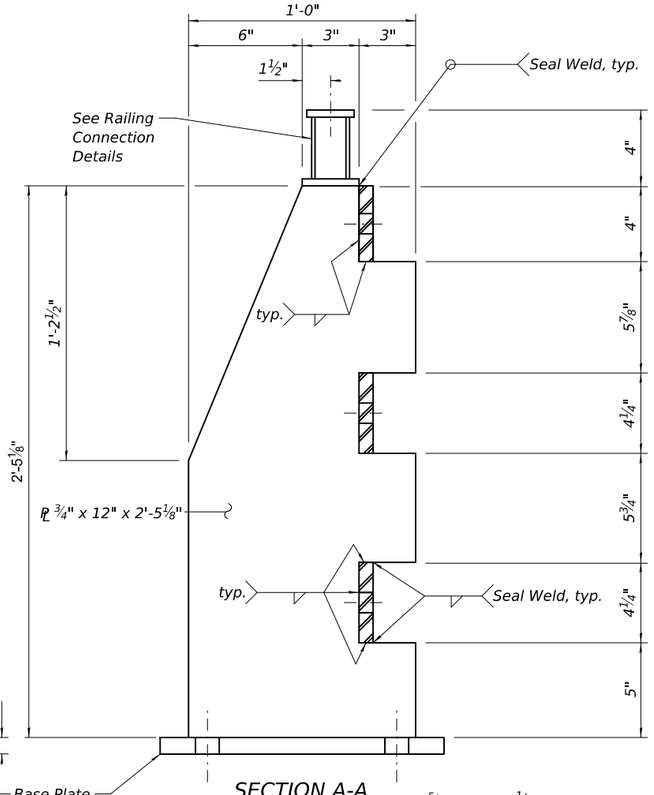
BLA, Inc.

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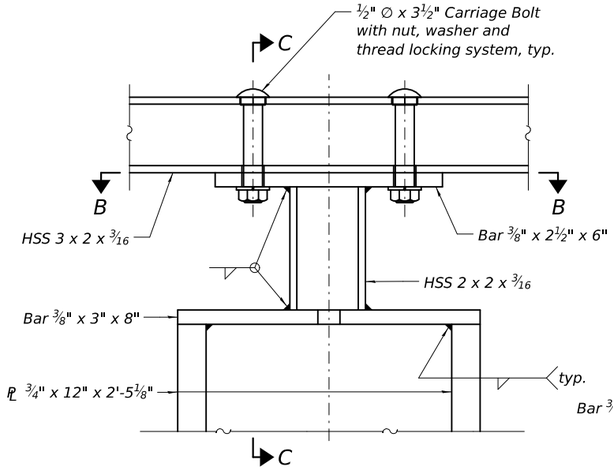
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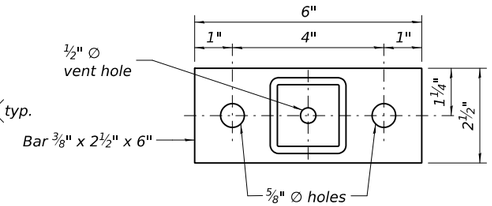
POST DETAIL



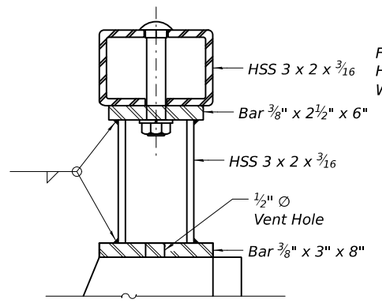
SECTION A-A



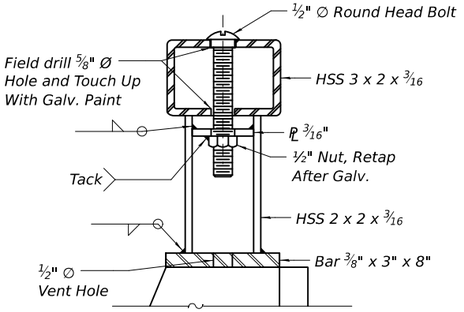
ELEVATION



VIEW B-B

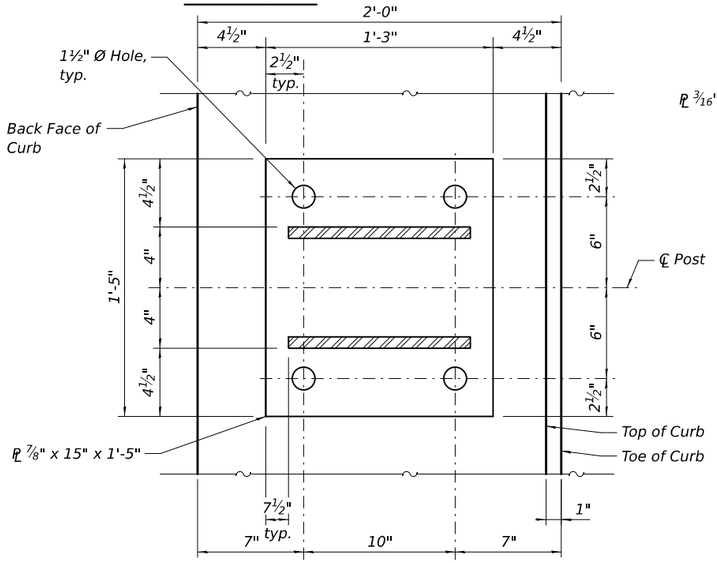


SECTION C-C

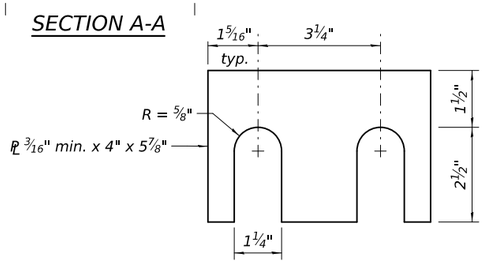


ALTERNATIVE SECTION C-C

RAILING CONNECTION DETAILS

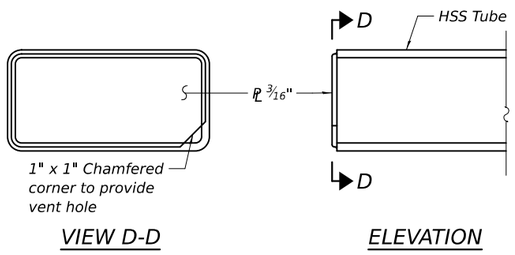


BASE PLATE DETAIL



SHIM DETAIL

Shim as needed to get full bearing
between posts and HSS rail tubes.



VIEW D-D ELEVATION

RAIL END CAP

USER NAME = mweller	DESIGNED - MTW	REVISED -	
	CHECKED - MJW	REVISED -	
PLOT SCALE = 0.2 '' / in.	DRAWN - MTW	REVISED -	
PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

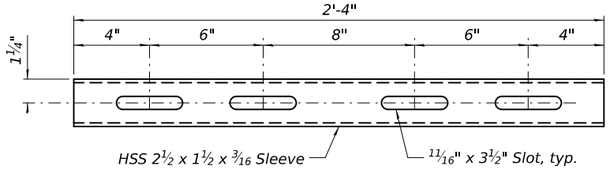
STEEL RAILING DETAILS III
STRUCTURE NO. 056-9071
SHEET 16 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

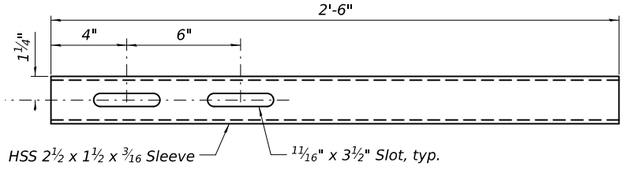
BLA, Inc.

MODEL: Br_Sheet_Consultant
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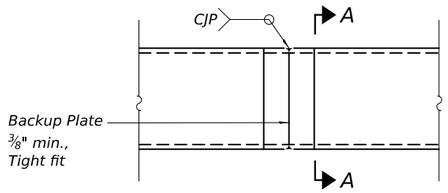
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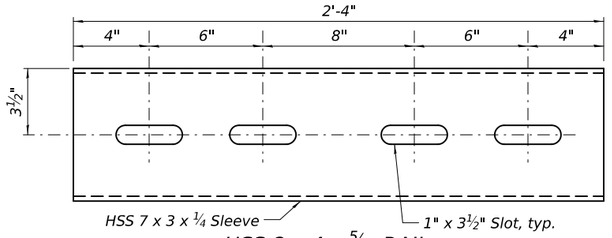


HSS 3 x 2 x 3/16 RAIL



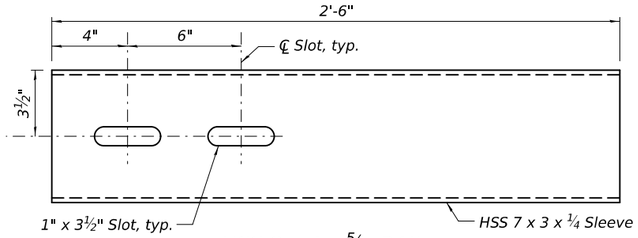
HSS 3 x 2 x 3/16 RAIL





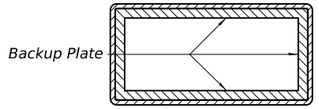
HSS 8 x 4 x 5/16 RAIL

STANDARD SLEEVE DETAILS



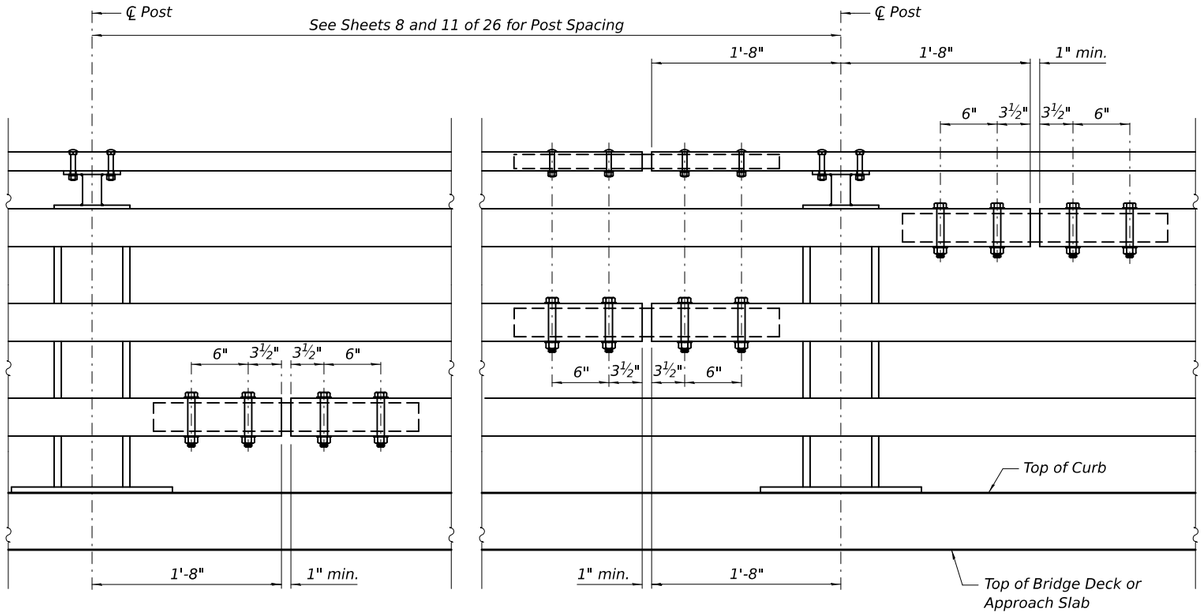
HSS 8 x 4 x 5/16 RAIL

EXPANSION SLEEVE DETAILS

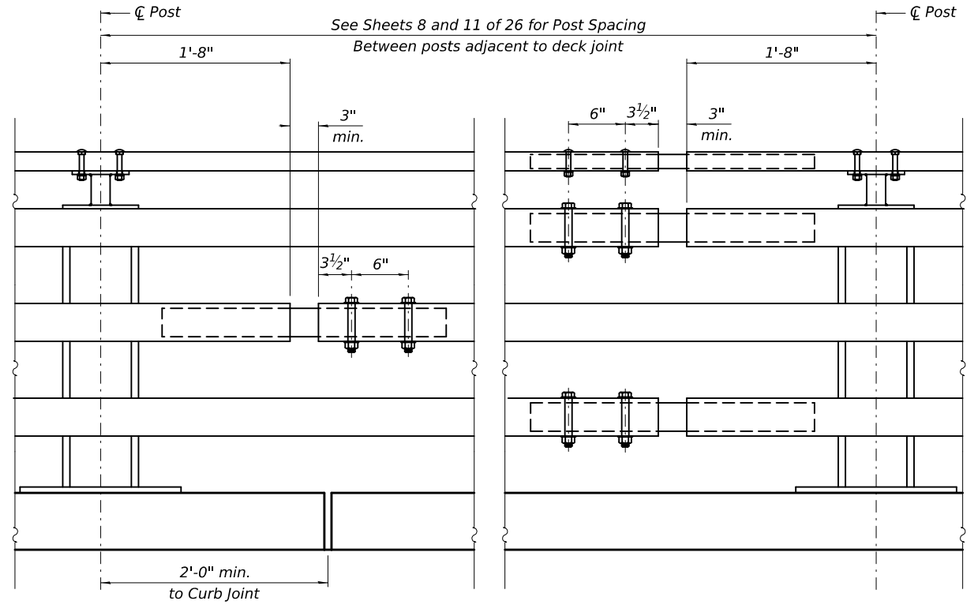


SECTION A-A

ALTERNATE TUBE
WELDED STANDARD SPLICE



STANDARD SPLICE



EXPANSION SPLICE

BLA, Inc.

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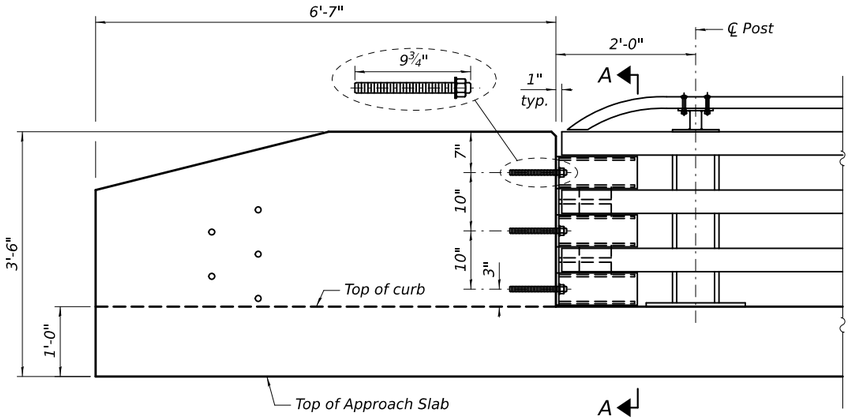
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PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL RAILING DETAILS IV
STRUCTURE NO. 056-9071

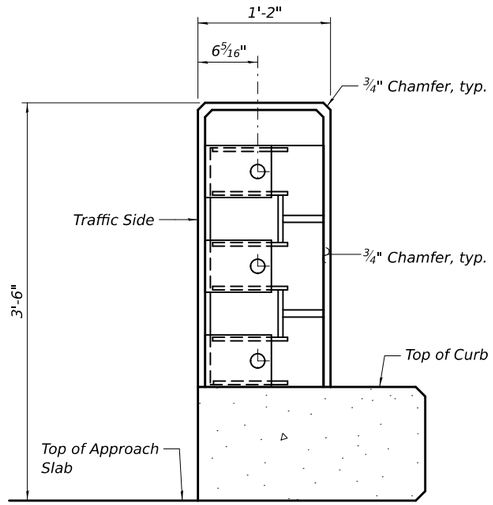
SHEET 17 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	62
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		



PARAPET SHOE AT END BLOCK (APPROACH)

(Parapet shoe connection to departure end block is similar)



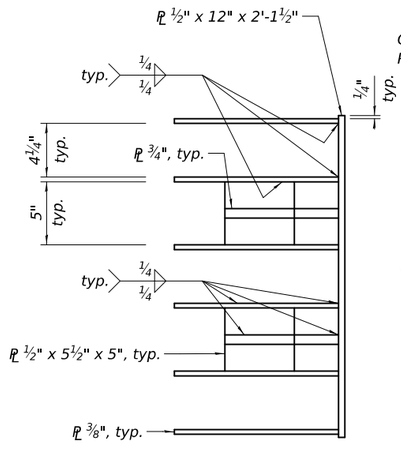
SECTION A-A

(Bridge railing not shown for clarity)

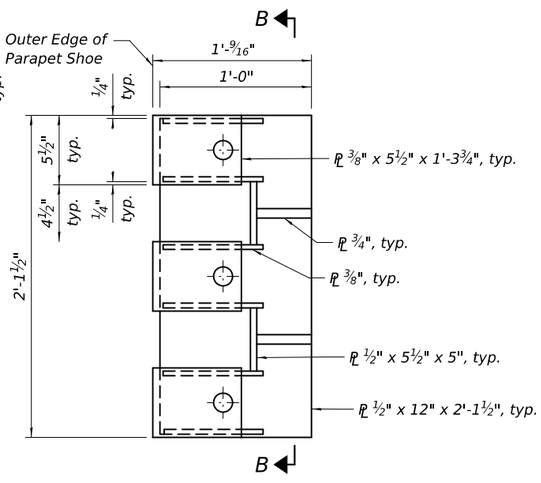
Notes:

Anchor bolts must be ⅞" ∅ 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.

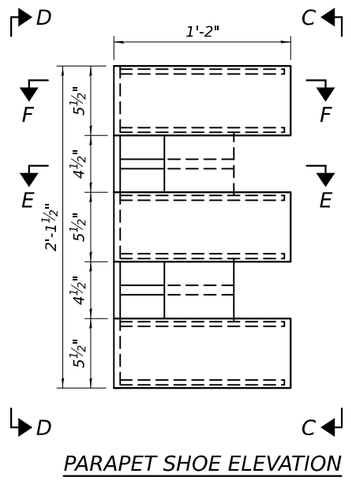
DRILL AND BOND (CHEMICAL ADHESIVE) anchorages are subjected to approval of Engineer. Installation procedure must comply with manufacturer's instructions.



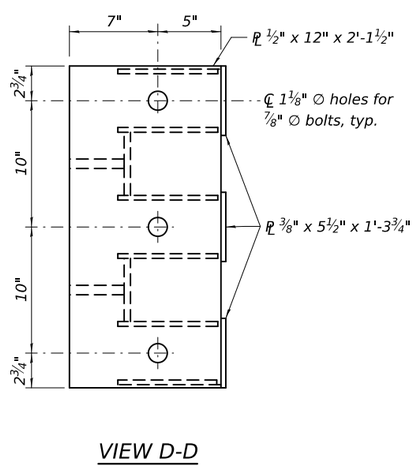
SECTION B-B



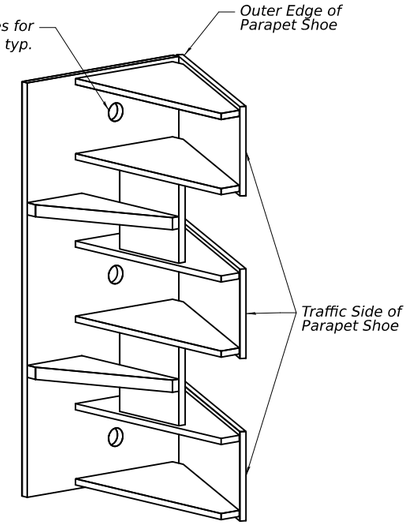
VIEW C-C



PARAPET SHOE ELEVATION

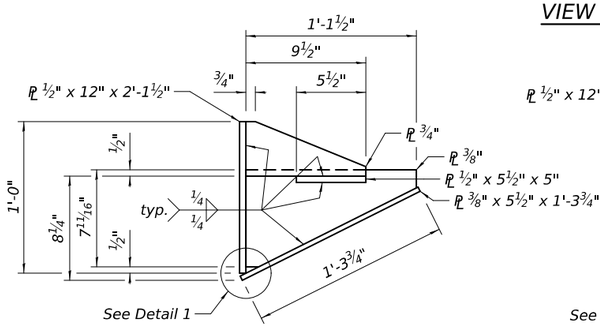


VIEW D-D

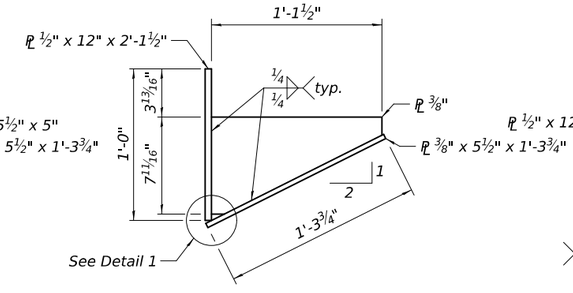


ISOMETRIC VIEW

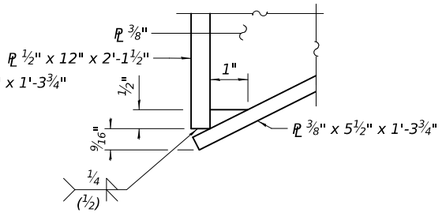
Isometric rear view mirrored to show more details.



SECTION E-E



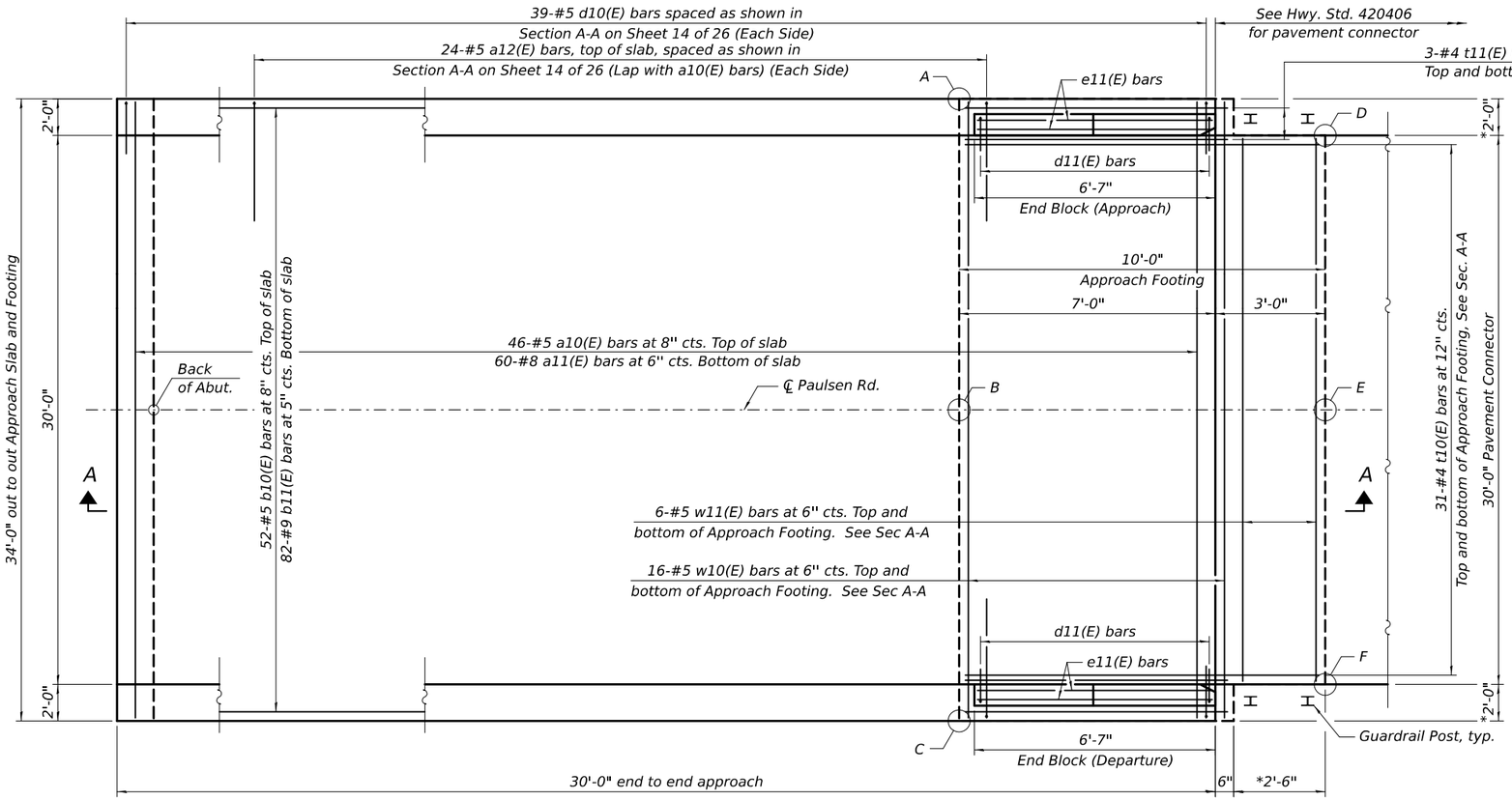
SECTION F-F



DETAIL 1

USER NAME = mwaller	DESIGNED - MTW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STEEL RAILING DETAILS V STRUCTURE NO. 056-9071	C.H. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	CHECKED - MJW	REVISED -			TR 114 / 21-00532-00-BR / MCHENRY / 89 / 63
PLOT SCALE = 0.2 '' / in.	DRAWN - MTW	REVISED -			CONTRACT NO. 61M77
PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -		SHEET 18 OF 26 SHEETS	ILLINOIS / FED. AID PROJECT

BLA, Inc.
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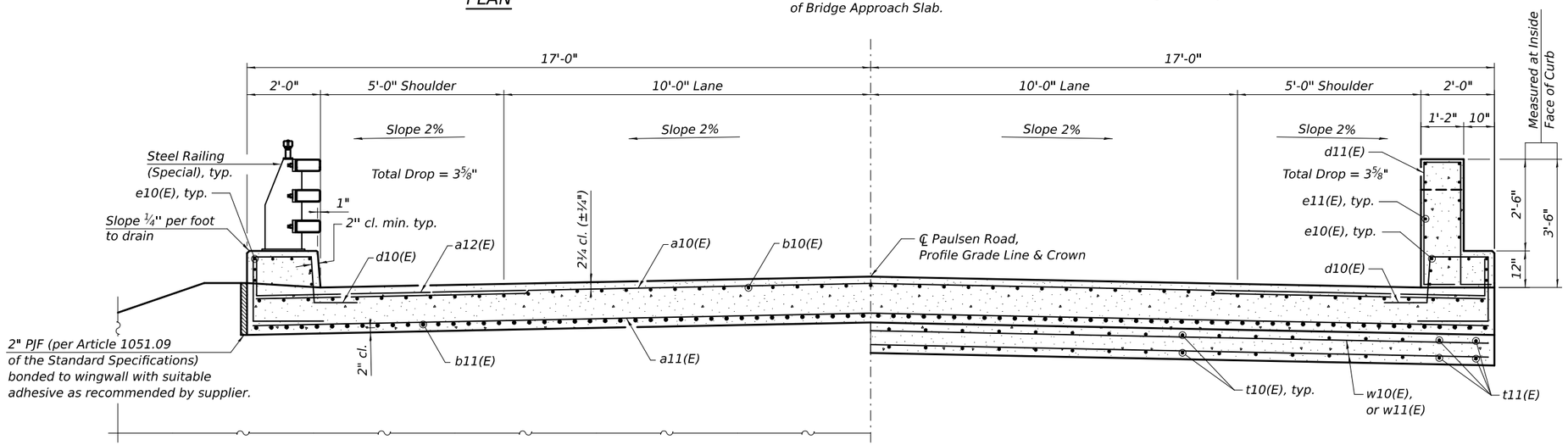
PLAN

* Approach Footing is notched at Guardrail Posts. Notch begins 6" beyond end of Bridge Approach Slab.

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

South Approach		
Point/ Location	Top	Bottom
A - NE	894.52	893.69
B - N ℄	894.86	894.03
C - NW	894.52	893.69
D - SE	894.61	893.78
E - S ℄	894.91	894.08
F - SW	894.61	893.78

Notes:
See Sheet 11 of 26 for Section A-A.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



NEAR ABUTMENT

AT APPROACH FOOTING

CROSS SECTION
(Looking South)

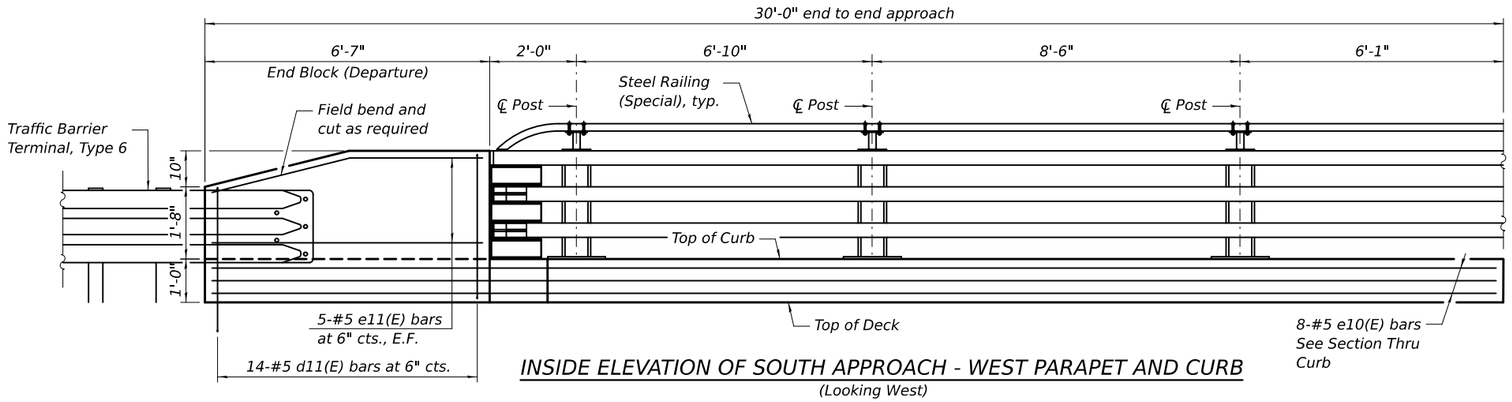
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PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -		SHEET 10 OF 26 SHEETS	

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	55
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	ILLINOIS FED. AID PROJECT			

BLA, Inc.

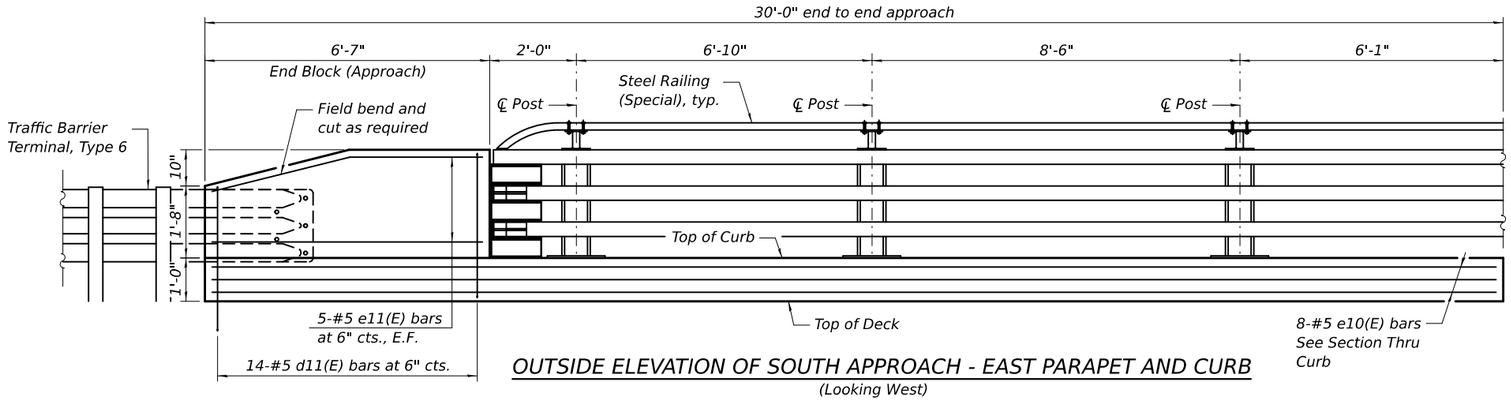
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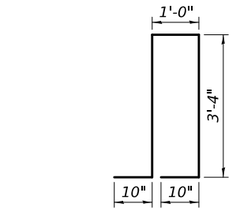
INSIDE ELEVATION OF SOUTH APPROACH - WEST PARAPET AND CURB

(Looking West)

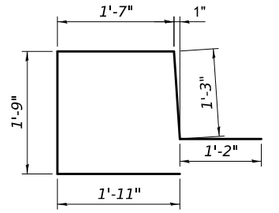


OUTSIDE ELEVATION OF SOUTH APPROACH - EAST PARAPET AND CURB

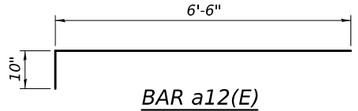
(Looking West)



BAR d11(E)



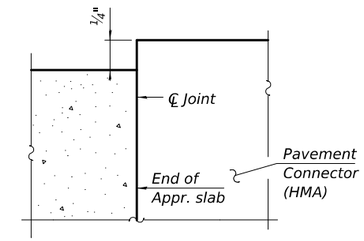
BAR d10(E)



BAR a12(E)

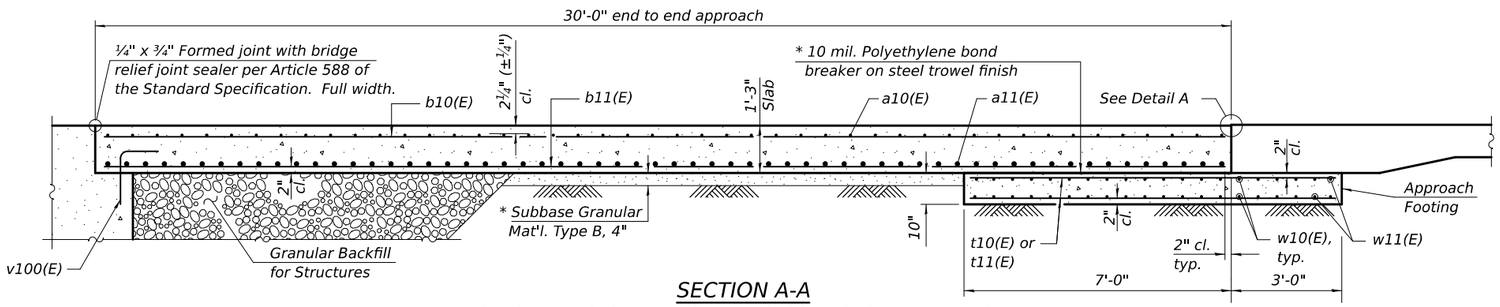
SOUTH APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	46	#5	33'-8"	
a11(E)	60	#8	33'-8"	
a12(E)	48	#5	7'-4"	
b10(E)	52	#5	29'-8"	
b11(E)	82	#9	29'-8"	
d10(E)	78	#5	7'-8"	
d11(E)	28	#5	9'-4"	
e10(E)	16	#5	29'-8"	
e11(E)	20	#5	6'-3"	
t10(E)	62	#4	9'-8"	
t11(E)	12	#4	7'-2"	
w10(E)	32	#5	33'-8"	
w11(E)	12	#5	29'-8"	
Concrete Superstructure			Cu. Yd.	5.8
Concrete Superstructure (Approach Slab)			Cu. Yd.	47.2
Concrete Structures			Cu. Yd.	10.5
Protective Coat			Sq. Yd.	124
Reinforcement Bars, Epoxy Coated			Pound	20,740



DETAIL A

(at Rt. ∠'s)



SECTION A-A

(North approach shown; South approach slab similar by 180° rotation)

* Cost included with Concrete Superstructure (Approach Slab)

Notes:

1. *Parapet concrete shall be paid for as Concrete Superstructure.*
2. *Approach slab shall be paid for as Concrete Superstructure (Approach Slab).*
3. *Approach footing concrete shall be paid for as Concrete Structures.*
4. *The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.*
5. *Cost of excavation for approach footing included with Concrete Structures.*
6. *For Granular Backfill for Structures and drainage treatment details, see Sheet 2 of 26.*
7. *See Sheets 14-18 of 26 for Railing Details and End Block Details.*

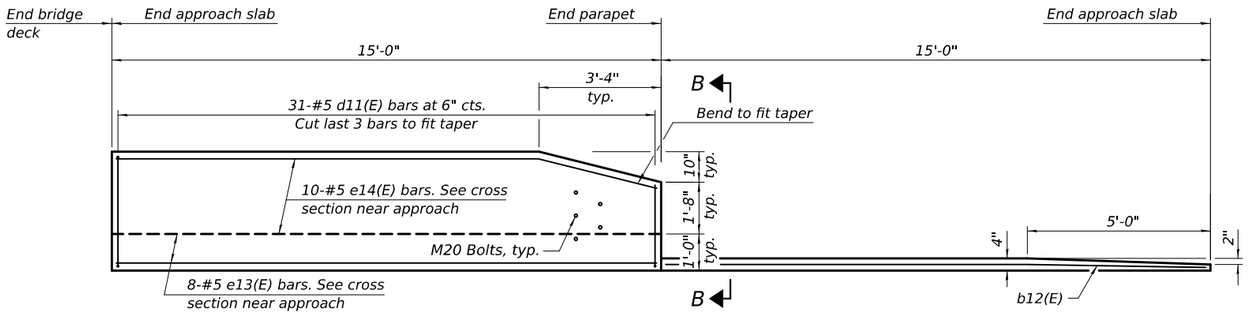
BLA, Inc.

MODEL: BL_Sheet_Consultant
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	CHECKED - MJW	REVISED -			
PLOT SCALE = 62.5 ' / in.	DRAWN - MTW	REVISED -			
PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -		SHEET 11 OF 26 SHEETS	

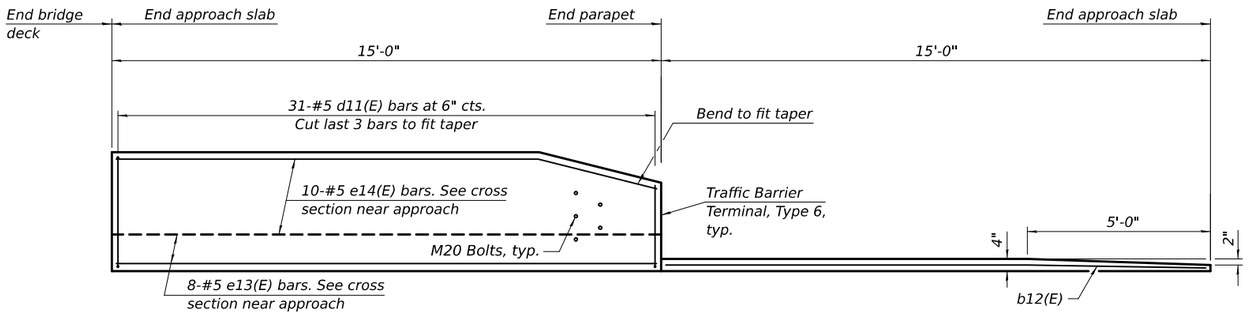
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TR 114	21-00532-00-BR	MCHENRY	89	56
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

8/14/2026 12:27:41 PM



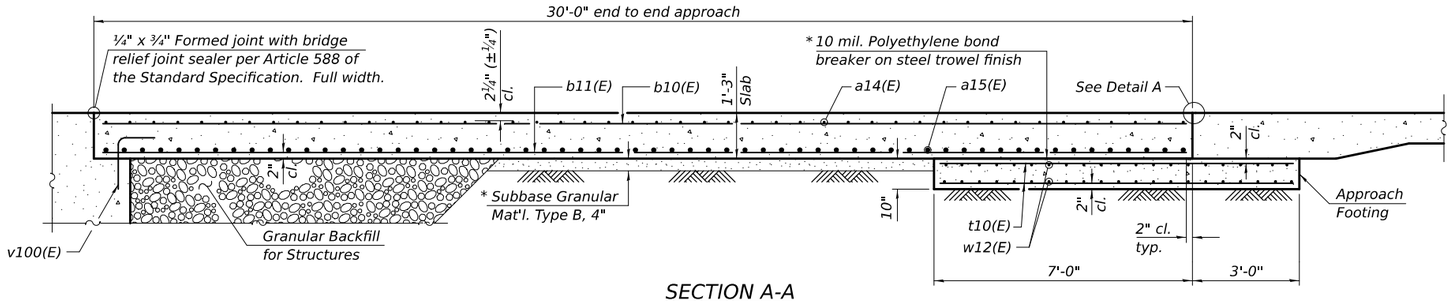
INSIDE ELEVATION OF NORTH APPROACH - WEST PARAPET AND CURB

(Looking West)



OUTSIDE ELEVATION OF NORTH APPROACH - EAST PARAPET AND CURB

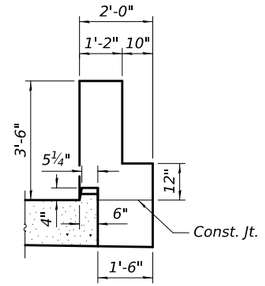
(Looking West)



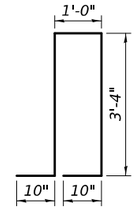
SECTION A-A

* Cost included with Concrete Superstructure (Approach Slab).

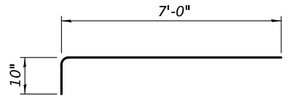
Notes:
1. Parapet concrete and curb shall be paid for as Concrete Superstructure.
2. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
3. Approach footing concrete shall be paid for as Concrete Structures.
4. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
5. Cost of excavation for approach footing included with Concrete Structures.
6. For Granular Backfill for Structures and drainage treatment details, see Sheet 2 of 26.
7. See Sheets 14-18 of 26 for Railing Details and End Block Details.



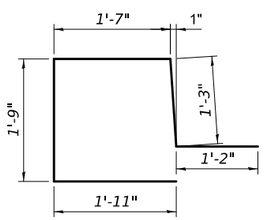
VIEW B-B



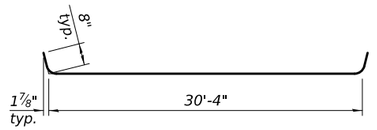
BAR d11(E)



BAR a13(E)



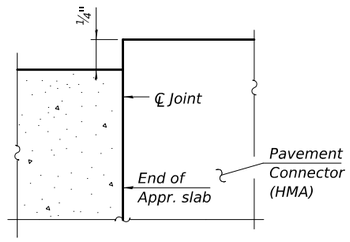
BAR d10(E)



BAR a14(E)

NORTH APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a13(E)	46	#5	7'-10"	
a14(E)	46	#5	31'-8"	
a15(E)	60	#8	30'-8"	
b10(E)	51	#5	29'-8"	
b11(E)	82	#9	29'-8"	
b12(E)	2	#4	14'-8"	
d10(E)	46	#5	7'-8"	
d11(E)	62	#5	9'-4"	
e13(E)	16	#5	14'-8"	
e14(E)	20	#5	14'-8"	
t10(E)	64	#4	9'-8"	
w12(E)	42	#5	30'-8"	
Concrete Superstructure		Cu. Yd.	5.6	
Concrete Superstructure (Approach Slab)		Cu. Yd.	45.2	
Concrete Structures		Cu. Yd.	9.6	
Protective Coat		Sq. Yd.	119	
Reinforcement Bars, Epoxy Coated		Pound	19,960	



DETAIL A

(at Rt. ∠'s)

BLA, Inc.

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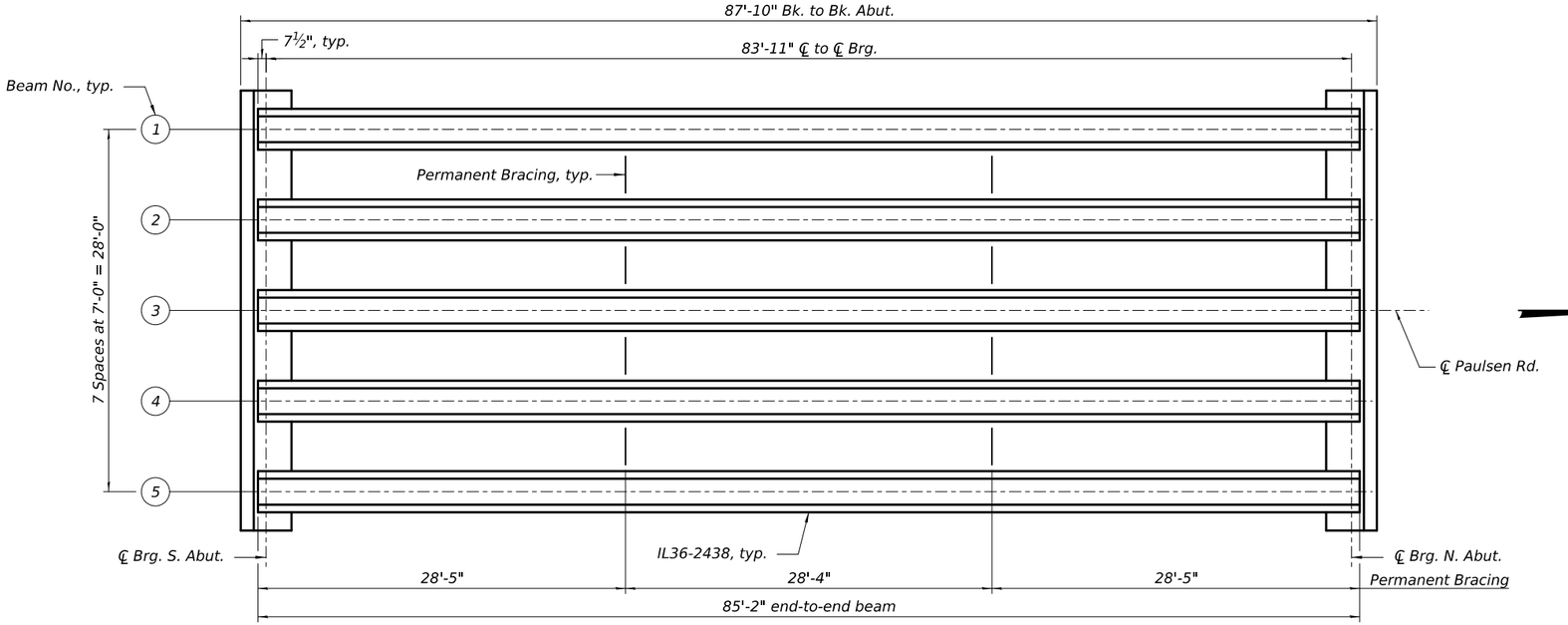
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

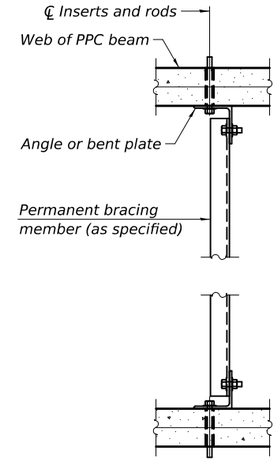
NORTH BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 056-9071
SHEET 13 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	58
		CONTRACT NO. 61M77		
		ILLINOIS	FED. AID PROJECT	

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FRAMING PLAN



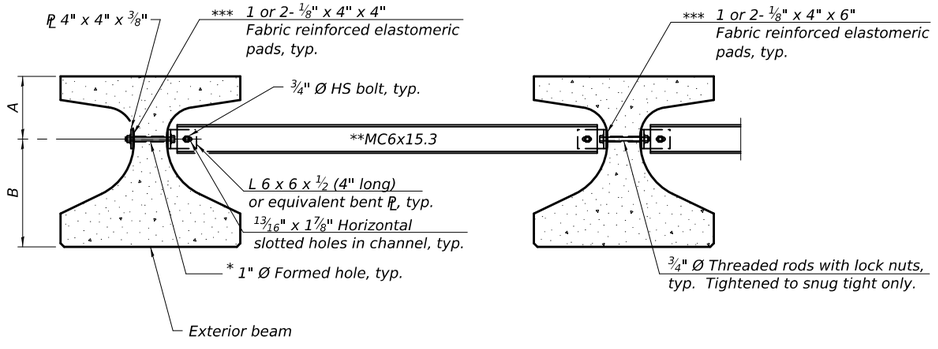
PLAN

(When 90° bracing is specified)

INTERIOR BEAM MOMENT TABLE		
		0.5 Sp.
I	(in^4)	100,433
I'	(in^4)	292,742
S_b	(in^3)	6,832
S_b'	(in^3)	11,710
S_t	(in^3)	4,715
S_t'	(in^3)	26,613
DC1	(k/')	1.511
M_{DC1}	('k)	1,330
DC2	(k/')	0.167
M_{DC2}	('k)	147
DW	(k/')	0.300
M_{DW}	('k)	264
LLDF	('k)	0.601
$M_{℄ + IM}$	('k)	1,323

INTERIOR BEAM REACTION TABLE		
		Abutments
LLDF	(k)	0.743
OCF	(k)	---
R_{DC1}	(k)	63.4
R_{DC2}	(k)	7.0
R_{DW}	(k)	12.6
$R_{℄}$	(k)	67.5
R_{IM}	(k)	15.7
R_{Total} (Strength I)(Impact)	(k)	252.6
R_{Total} (Strength I)(No Impact)	(k)	225.1

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.
$M_{℄ + IM}$: 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).
$R_{℄}$: 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).



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.

Beam	A	B
IL36	1'-1¼"	1'-10¾"

* 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

(8 required)

BLA, Inc.

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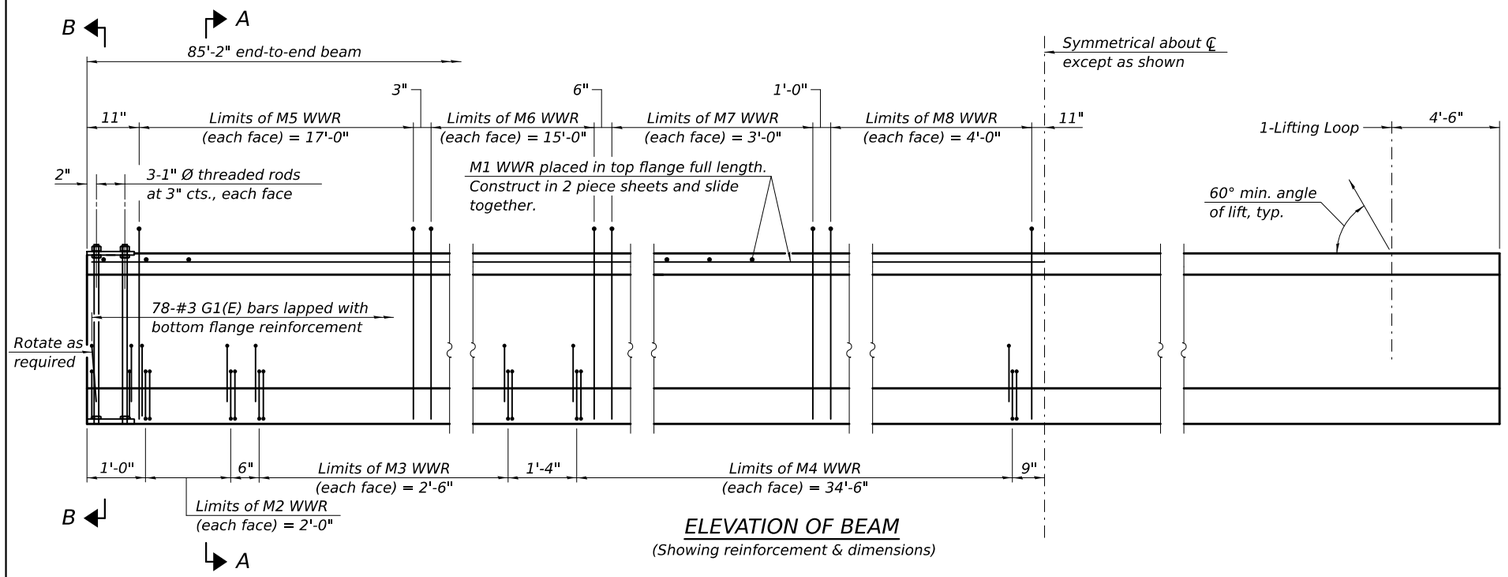
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PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -	

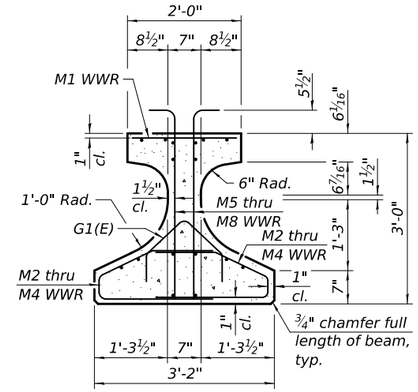
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 056-9071
SHEET 19 OF 26 SHEETS

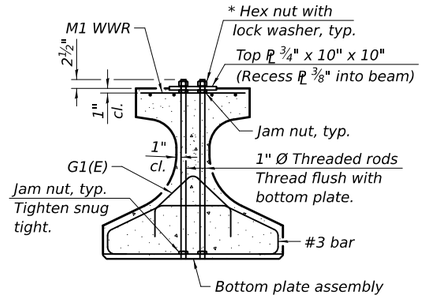
C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			



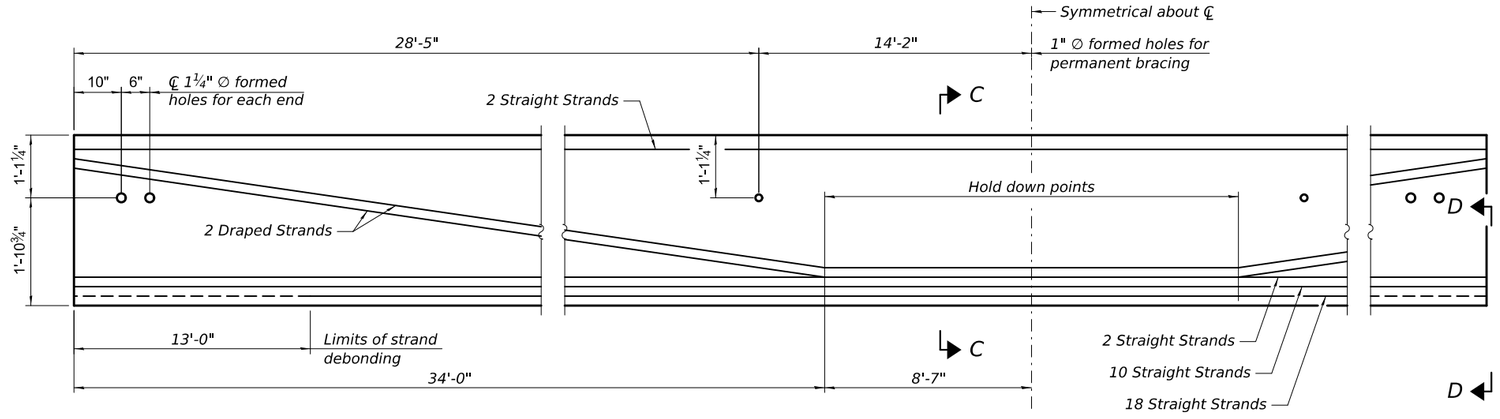
ELEVATION OF BEAM
(Showing reinforcement & dimensions)



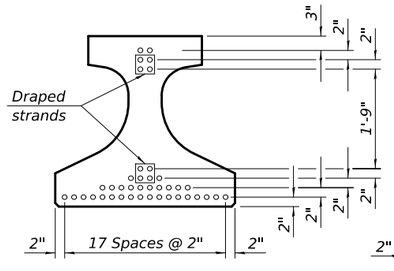
SECTION A-A



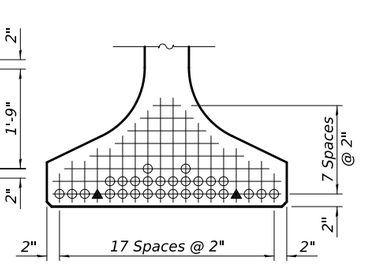
SECTION B-B
* Only tighten sufficiently to
compress lock washers



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C
(36-0.6" Ø 270 ksi strands)
34B-2T-2db-4d



VIEW D-D

○ Fully bonded strand

▲ Partially debonded strand

Note:
See sheet 21 of 26 for additional details and Bill of Material.

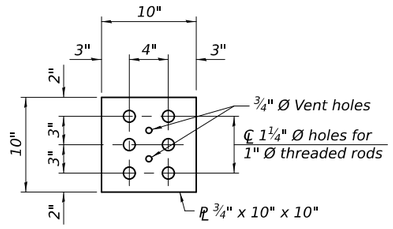
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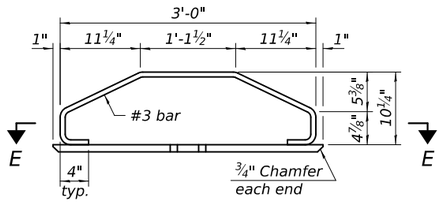
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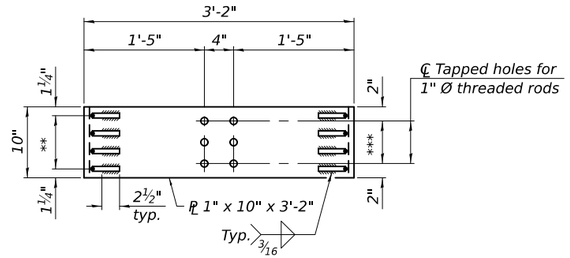
C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	65
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			



PLAN - TOP PLATE



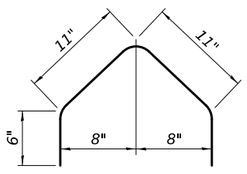
ELEVATION - BOTTOM PLATE ASSEMBLY



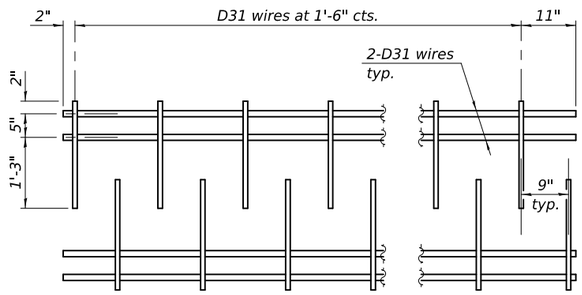
SECTION E-E

** 3 Spaces at 2½" = 7½"

*** 2 Spaces at 3" = 6"



BAR G1(E)



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.

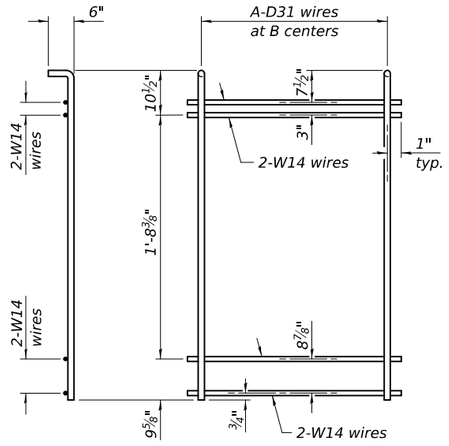
Threaded rods shall be ASTM F 1554 Grade 55.

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

TABLE OF DIMENSIONS

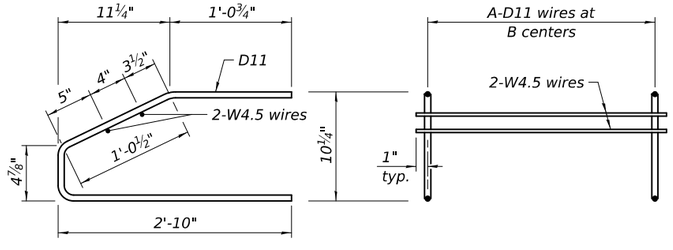
(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

WWR	A	B
M2	9	3"
M3	6	6"
M4	24	1'-6"
M5	69	3"
M6	31	6"
M7	4	1'-0"
M8	3	2'-0"



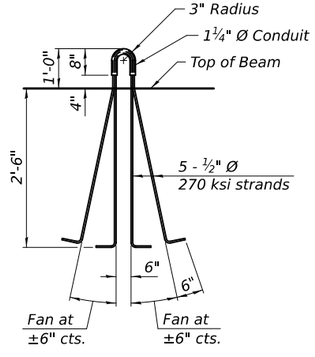
M5 THRU M8 WWR DETAIL

(See Table of Dimensions)



M2 THRU M4 WWR DETAIL

(See Table of Dimensions)



LIFTING LOOP DETAIL

BILL OF MATERIAL

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Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Ft.	426

BLA, Inc.

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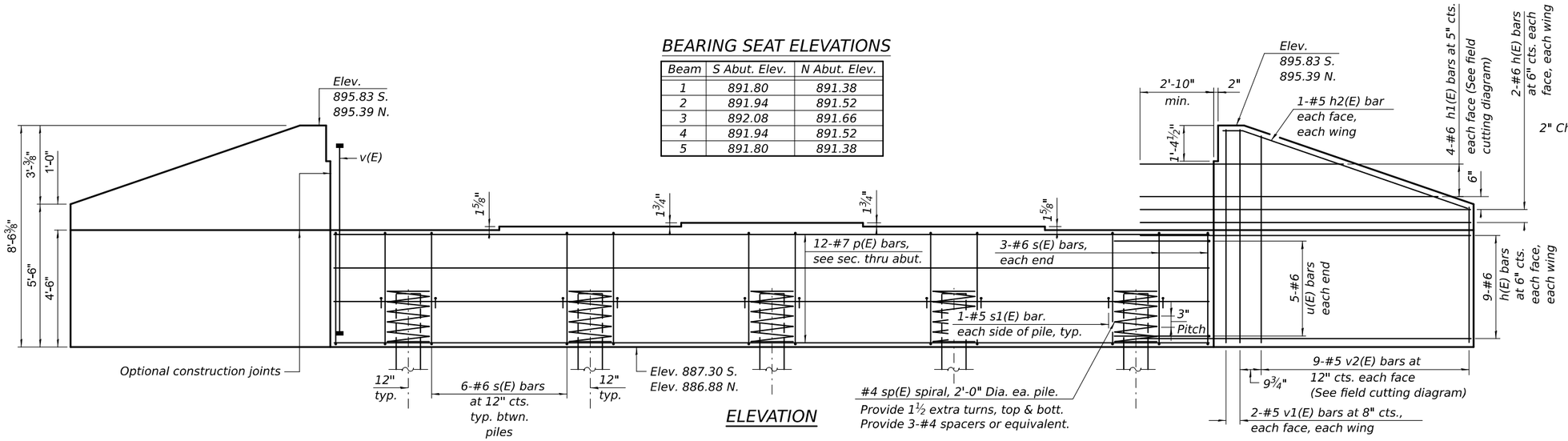
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL36N BEAM DETAILS
STRUCTURE NO. 056-9071
SHEET 21 OF 26 SHEETS

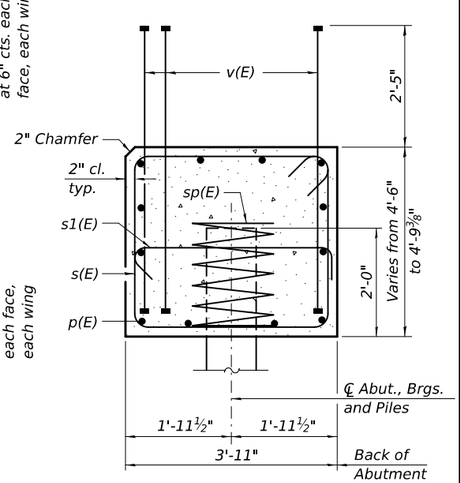
C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	66
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BEARING SEAT ELEVATIONS

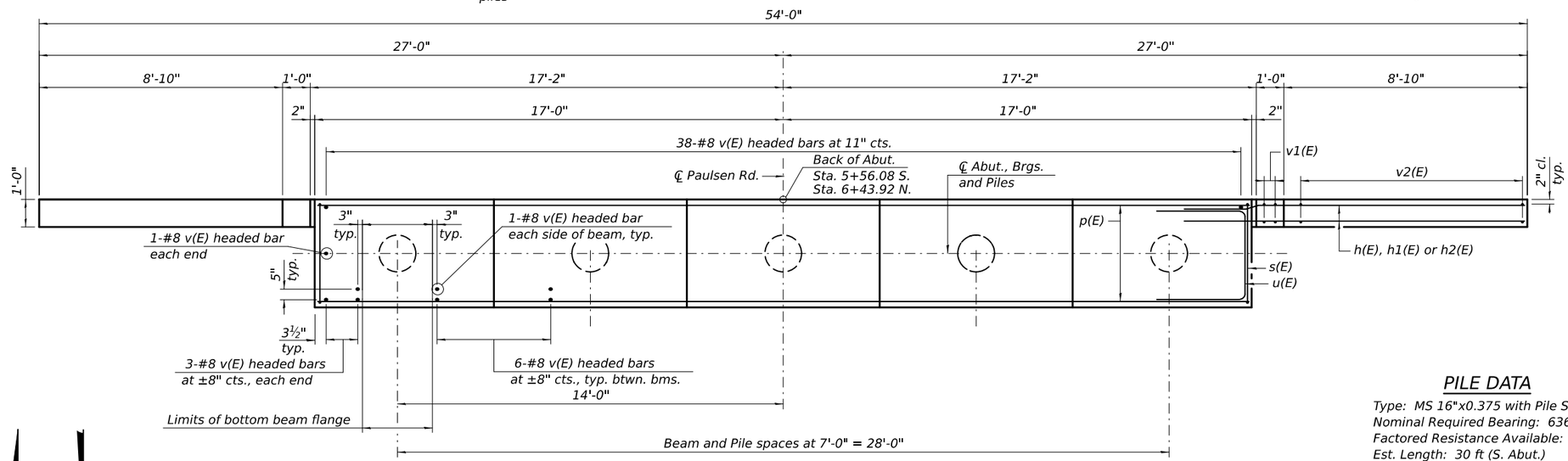
Beam	S Abut. Elev.	N Abut. Elev.
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2	891.94	891.52
3	892.08	891.66
4	891.94	891.52
5	891.80	891.38



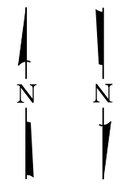
ELEVATION

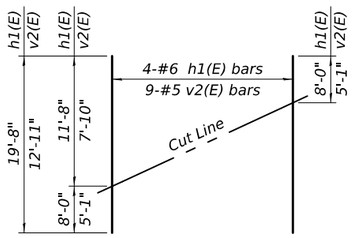


SEC. THRU ABUT.



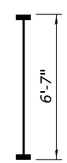
PLAN





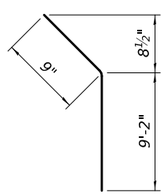
FIELD CUTTING DIAGRAM

Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.

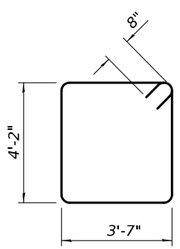


BAR v(E)

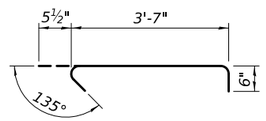
(Headed. 320 - #8 Bar terminators)



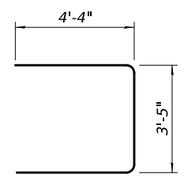
BAR h2(E)



BAR s(E)



BAR s1(E)



BAR u(E)

PILE DATA

Type: MS 16"x0.375 with Pile Shoes
Nominal Required Bearing: 636 kips
Factored Resistance Available: 350 kips
Est. Length: 30 ft (S. Abut.)
33 ft (N. Abut.)
No. Production Piles: 8
No. Test Piles: 2 (1 at S. Abut.)
(1 at N. Abut.)
No. Pile Shoes: 10

BILL OF MATERIAL FOR 2 ABUTMENTS

	Bar	No.	Size	Length	Shape
	h(E)	88	#6	12'-8"	
	h1(E)	16	#6	19'-8"	
	h2(E)	8	#5	9'-11"	
	p(E)	24	#7	33'-8"	
	s(E)	60	#6	16'-10"	
	s1(E)	20	#5	4'-7"	
*	sp(E)	10	#4	2'-0"	
	u(E)	20	#6	12'-1"	
	v(E)	160	#8	6'-7"	
	v1(E)	16	#5	8'-1"	
	v2(E)	36	#5	12'-11"	
	Structure Excavation	Cu. Yd.	258		
	Concrete Structures	Cu. Yd.	56.0		
	Reinforcement Bars, Epoxy Coated	Pound	9,760		
	Furnishing Metal Shell Piles 16" x 0.325"	Foot	252		
	Driving Piles	Foot	252		
	Test Pile Metal Shells	Each	2		
	Pile Shoes	Each	10		

* Length is height of spiral.

Notes:
Pour steps monolithically with cap.
For details of piles see sheet 23 of 26.
Bar terminators, paid for separately.
See Total Bill of Material.

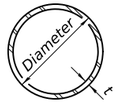
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	CHECKED - MJW	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

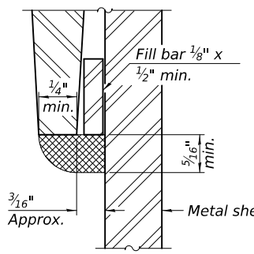
ABUTMENTS
STRUCTURE NO. 056-9071
SHEET 22 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	67
		CONTRACT NO. 61M77		
		ILLINOIS	FED. AID PROJECT	

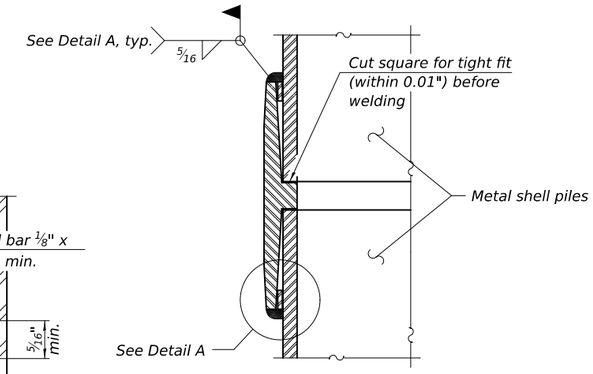


METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³/ft.)
PP12	0.250"	31.40	0.0267
PP14	0.250"	36.75	0.0368
PP14	0.312"	45.65	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470

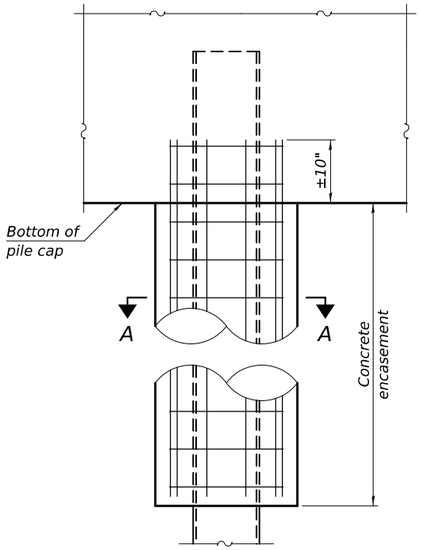


DETAIL A

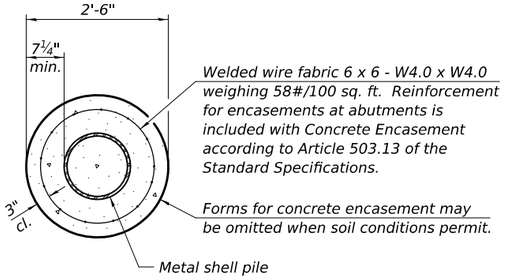


WELDED COMMERCIAL SPLICE

Notes:
The ⅛" x ½" min. fill bar may be constructed of 2 bars with a ⅛" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



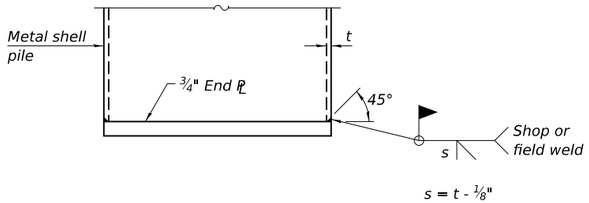
ELEVATION



SECTION A-A

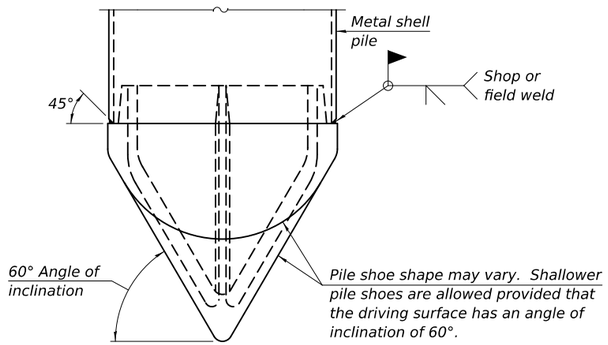
INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)



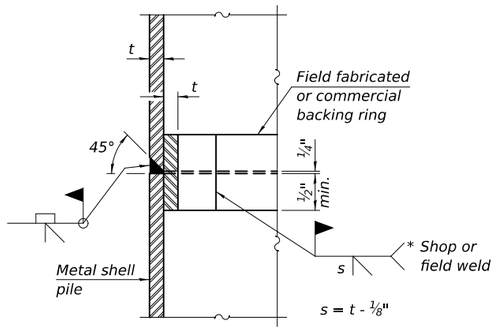
$s = t - \frac{1}{8}$"

END PLATE ATTACHMENT



PILE SHOE ATTACHMENT

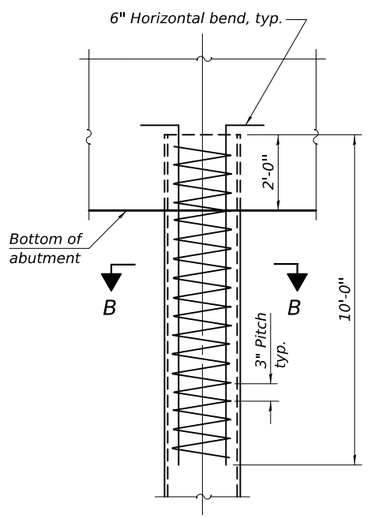
(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).



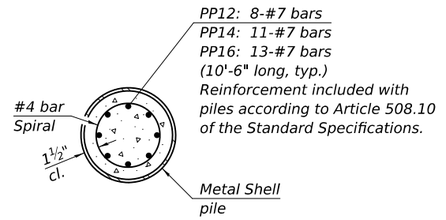
$s = t - \frac{1}{8}$"

COMPLETE PENETRATION WELD SPLICE

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



ELEVATION



SECTION B-B

REINFORCEMENT AT ABUTMENTS

(Omit when concrete encasement is specified)

Note:
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

F-MS 4-4-2025

USER NAME = mweller	DESIGNED - MTW	REVISED -	
	CHECKED - MJW	REVISED -	
PLOT SCALE = 0.2 '' / in.	DRAWN - MTW	REVISED -	
PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 056-9071
SHEET 23 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	68
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

BLA, Inc.

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Wang Engineering
wangeng@wangeng.com
Telephone:
Fax:

BORING LOG BSB-01

WEI Job No.: KE235001

Client: BLA
Project: Paulsen Road/North Branch Kishwaukee River
Location: McHenry County, IL

Datum: NAVD 88
Elevation: 893.00 ft
North: 2074336.40 ft
East: 925626.18 ft
Station: 5+44.59
Offset: 6.17 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	892.3	8-inch thick ASPHALT --PAVEMENT--						
	891.5	Stiff (1.00P), brown SILTY CLAY LOAM, trace gravel; damp --FILL--			1	3 14 16	NP	4
	890.0	Dense, gray SANDY GRAVEL; damp --FILL--						
		Stiff, brown SILTY CLAY LOAM, trace gravel; damp --FILL--	5		2	3 2 3	1.00 P	24
	887.5	Medium stiff, black SILTY CLAY, trace gravel and organic matter; moist --Buried TOPSOIL-- --RDR 2--			3	2 4 4	0.75 P	57
			10		4	2 2 4	0.82 B	59
	882.5	Medium dense, brown to gray SAND, trace gravel; saturated --RDR 2--			5	3 6 4	NP	25
	880.0	Medium dense, gray SANDY GRAVEL; saturated --RDR 2--	15		6	11 11 11	NP	8
	877.5	Medium dense, brown SAND, trace gravel; saturated --RDR 2--			7	11 13 10	NP	10
	875.0	Hard, pinkish gray CLAY LOAM, trace gravel; damp --RDR 2--			8	15 16 > 28	10.25 B	8
	873.2		20					
	872.5	Gray SILT; saturated						
		Dense, gray SANDY LOAM, trace gravel; saturated --RDR 2--			9	14 23 24	NP	19
	870.0	Hard, brown SILTY CLAY LOAM to SILTY LOAM, trace gravel; damp --RDR 2--	25		10	18 24 32	6.81 S	13
			30		11	12 35 40	7.38 S	14
			35		12	11 14 27	4.02 S	12
					13	19 29 > 37	4.50 P	12
			40		14	14 21 35	9.10 B	13

GENERAL NOTES

Begin Drilling: 03-01-2023 Complete Drilling: 03-01-2023
Drilling Contractor: Wang Testing Services Drill Rig: 20B57T [91%]
Driller: RR&GT Logger: D. Morken Checked by: M. Snider
Drilling Method: 2.25" ID HSA to 10', mud rotary thereafter; backfilled upon completion

WATER LEVEL DATA

While Drilling: 11.00 ft
At Completion of Drilling: MUD
Time After Drilling: NA
Depth to Water: NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Wang Engineering
wangeng@wangeng.com
Telephone:
Fax:

BORING LOG BSB-01

WEI Job No.: KE235001

Client: BLA
Project: Paulsen Road/North Branch Kishwaukee River
Location: McHenry County, IL

Datum: NAVD 88
Elevation: 893.00 ft
North: 2074336.40 ft
East: 925626.18 ft
Station: 5+44.59
Offset: 6.17 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	851.3	Very dense, brown and gray SAND, trace gravel; saturated --RDR 2--	45		15	24 26 26	NP	16
	844.0	Hard, brown SILTY CLAY LOAM, little gravel; moist --RDR 2--	50		16	24 37 35	> 4.50 P	10
	841.3	Stiff, brown CLAY LOAM, trace gravel; moist --RDR 2--	55		17	8 10 50/3"	1.89 B	10
	836.3	Very dense, brown SANDY GRAVEL; saturated --RDR 2--			18	15 26 28	NP	16
	833.0	Boring terminated at 60.00 ft	60					

GENERAL NOTES

Begin Drilling: 03-01-2023 Complete Drilling: 03-01-2023
Drilling Contractor: Wang Testing Services Drill Rig: 20B57T [91%]
Driller: RR&GT Logger: D. Morken Checked by: M. Snider
Drilling Method: 2.25" ID HSA to 10', mud rotary thereafter; backfilled upon completion

WATER LEVEL DATA

While Drilling: 11.00 ft
At Completion of Drilling: MUD
Time After Drilling: NA
Depth to Water: NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

BLA, Inc.
WANGENGINC KE235001.GPJ WANGENG.GDT 4/14/23
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PLOT SCALE = 0.2 '' / in.	DRAWN - KN	REVISED -	
PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS I
STRUCTURE NO. 056-9071
SHEET 24 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	69
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

Wang Engineering
wangeng@wangeng.com
Telephone:
Fax:

BORING LOG BSB-02

WEI Job No.: KE235001

Client BLA
Project Paulsen Road/North Branch Kishwaukee River
Location McHenry County, IL

Datum: NAVD 88
Elevation: 892.60 ft
North: 2074437.12 ft
East: 925639.71 ft
Station: 6+45.35
Offset: 7.04 RT

Elevation (ft)	Depth (ft)	SOIL AND ROCK DESCRIPTION	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
892.2		5-inch thick ASPHALT --PAVEMENT--					
891.4		9-inch thick, brown SANDY GRAVEL --AGGREGATE BASE--					
890.9		Hard, brown CLAY LOAM, trace gravel; damp --FILL--		1	15 20 14	> 4.50 P	17
	5	Loose to dense, gray SANDY GRAVEL; damp --FILL-- --RDR 2--		2	8 3 3	NP	
887.1		Soft, brown CLAY LOAM, trace gravel; moist					
886.2		--FILL-- Medium dense, brown SAND, trace gravel; moist		3	2 1 20	0.41 B	27
884.6		--FILL-- Medium dense, brown SANDY GRAVEL; moist to saturated --RDR 2--		4	40 11 8	NP	12
	10			5	7 9 10	NP	14
				6	10 6 8	NP	11
	15			7	9 8 14	> 4.50 P	11
876.0		Hard, pinkish brown to gray SILTY CLAY LOAM, trace gravel; damp --RDR 2--					
	20			8	15 10 17	NR	
		--few silt seams--		9	11 19 19	9.02 B	15
869.6		Dense, brown SILT, trace gravel, few sand seams; damp to moist --RDR 2--		10	7 20 13	NP	14
	25			11	12 12 20	NP	19
864.6		Dense, brown SAND, trace gravel; saturated --RDR 2--		12	14 15 18	NP	22
860.9	30	Dense, brown SILT, trace gravel, few clay and sand seams; damp to moist --RDR 2--		13	12 18 23	NP	15
855.9	35	Hard, gray and brown SILTY CLAY LOAM, trace gravel; damp --RDR 2--					
	40	--2-inch silt lens; saturated--		14	17 27 27	9.02 B	14

GENERAL NOTES

Begin Drilling 03-02-2023 Complete Drilling 03-02-2023
Drilling Contractor Wang Testing Services Drill Rig 20CME55T [81%]
Driller RR&GT Logger D. Morken Checked by M. Snider
Drilling Method 2.25" ID HSA to 15', mud rotary thereafter; backfilled upon completion

WATER LEVEL DATA

While Drilling ▽ 11.00 ft
At Completion of Drilling ▼ MUD
Time After Drilling NA
Depth to Water ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Wang Engineering
wangeng@wangeng.com
Telephone:
Fax:

BORING LOG BSB-02

WEI Job No.: KE235001

Client BLA
Project Paulsen Road/North Branch Kishwaukee River
Location McHenry County, IL

Datum: NAVD 88
Elevation: 892.60 ft
North: 2074437.12 ft
East: 925639.71 ft
Station: 6+45.35
Offset: 7.04 RT

Elevation (ft)	Depth (ft)	SOIL AND ROCK DESCRIPTION	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
850.9		Very dense, brown SAND, trace gravel; saturated --RDR 2--		15	20 22 39	NP	17
845.9	45	Very stiff to hard, reddish brown to pinkish gray CLAY LOAM, trace gravel; damp --RDR 2--		16	21 12 18	2.46 B	11
	50			17	14 26 26	5.33 S	9
832.6	55	Boring terminated at 60.00 ft		18	22 30 32	8.04 B	12
	60						

GENERAL NOTES

Begin Drilling 03-02-2023 Complete Drilling 03-02-2023
Drilling Contractor Wang Testing Services Drill Rig 20CME55T [81%]
Driller RR&GT Logger D. Morken Checked by M. Snider
Drilling Method 2.25" ID HSA to 15', mud rotary thereafter; backfilled upon completion

WATER LEVEL DATA

While Drilling ▽ 11.00 ft
At Completion of Drilling ▼ MUD
Time After Drilling NA
Depth to Water ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC KE235001.GPJ WANGENG.GDT 4/14/23

BLA, Inc.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS II
STRUCTURE NO. 056-9071
SHEET 25 OF 26 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	70
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

Wang Engineering
wangeng@wangeng.com
Telephone:
Fax:

BORING LOG SB-01

WEI Job No.: KE235001

Client: BLA
Project: Paulsen Road/North Branch Kishwaukee River
Location: McHenry County, IL

Datum: NAVD 88
Elevation: 892.80 ft
North: 2074371.81 ft
East: 925628.39 ft
Station: 5+80.00
Offset: 4.07 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	892.5	4-inch thick ASPHALT --SURFACE--						
		17-inch thick CONCRETE						
	891.1	--DECK--						
			5					
	886.1	--WATER--						
	884.1	Gray SANDY GRAVEL; saturated						
	883.3	--RDR 1--	10	1	6 20 14 8	NP	24	
		Medium stiff (0.50P), black SILTY CLAY, trace organic matter; wet --RDR 1--		2	6 10 8 12	0.75 P	39	
	880.3	Medium dense, gray SANDY GRAVEL; saturated --RDR 1--		3	9 9 8 7	NP	8	
			15	4	10 11 10 10	NP	9	
	876.3	Medium dense, brown SAND, trace gravel; saturated --RDR 1--		5	14 12 13 12	NP	16	
	873.8	Boring terminated at 19.00 ft	20					

GENERAL NOTES

Begin Drilling: 03-01-2023 Complete Drilling: 03-01-2023
Drilling Contractor: Wang Testing Services Drill Rig: 20B57T [91%]
Driller: RR&GT Logger: D. Morken Checked by: M. Snider
Drilling Method: 2.25" ID HSA; backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ 7.00 ft
At Completion of Drilling: ▼ 7.00 ft
Time After Drilling: NA
Depth to Water: NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC KE235001.GPJ WANGENG.GDT 4/14/23

BLA, Inc.

MODEL: Bl_Sheet_Consultant
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	CHECKED - MJW	REVISED -	
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PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED -	

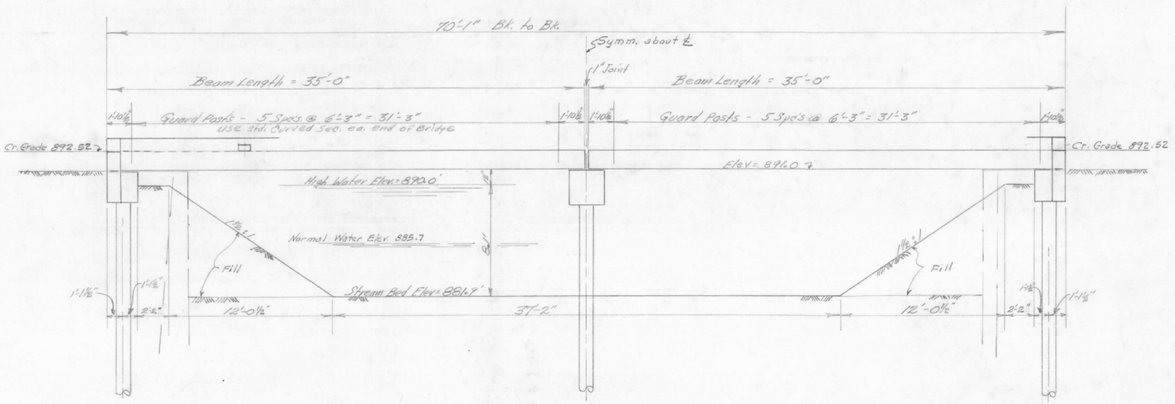
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS III
STRUCTURE NO. 056-9071
SHEET 26 OF 26 SHEETS

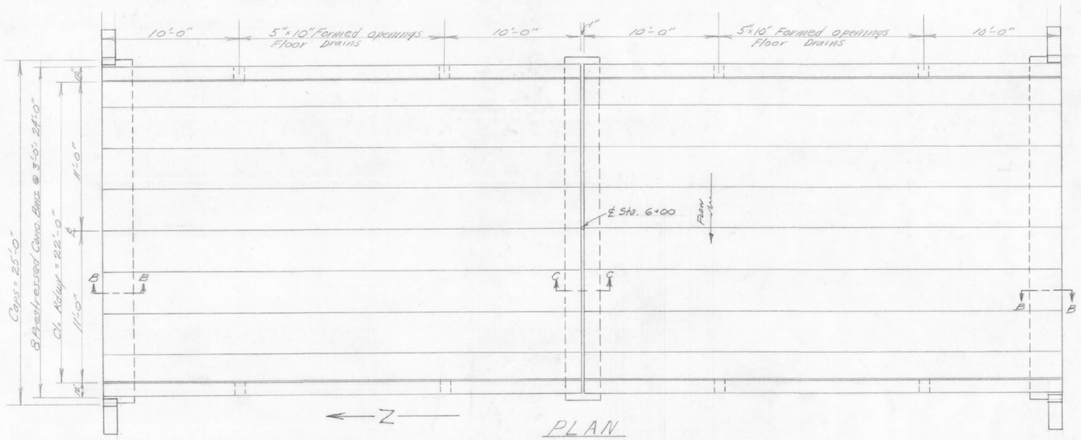
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TR 114	21-00532-00-BR	MCHENRY	89	71
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

B.M. Top of S.W. Wingwall existing Bridge. Elev. = 895.73
□ on Curb Headwall N.W. of Brookdale Bridge Elev. = 896.98

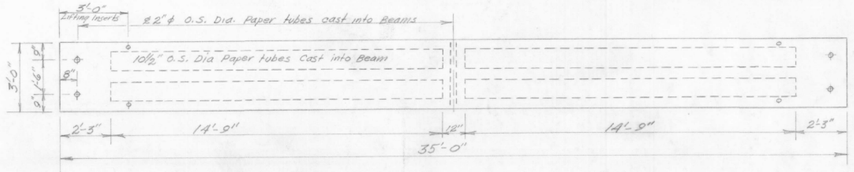
Existing Structure: Steel Truss - one Span @ 58' - 14' Roadway.
Materials to be Salvaged for County: Traffic plates - 6" I Beams - Sheet Piling in North Abutment



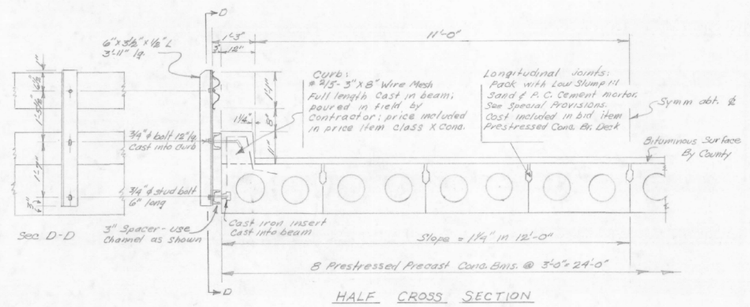
ELEVATION



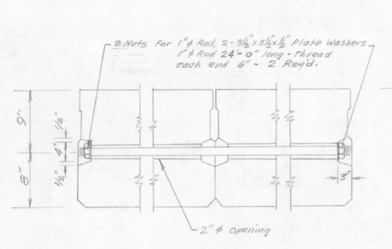
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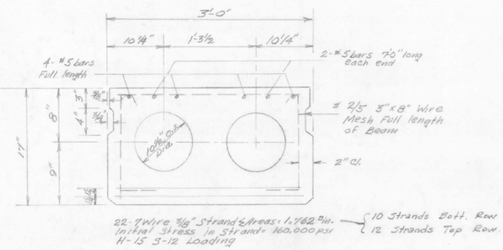
PLAN OF TYPICAL BEAM



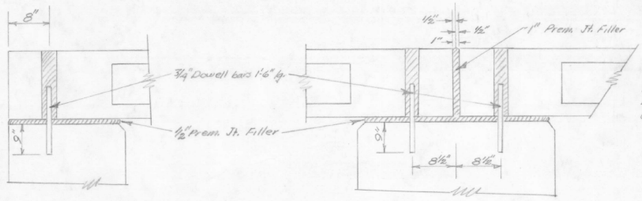
HALF CROSS SECTION



TYPICAL TRANSVERSE TIE ASSEMBLY



TYPICAL SECTION THRU BEAM



SECTION B-B

SECTION C-C

After Beams are in place, drill holes in over ℄ abut. Caps and grout dowell bars into caps & beams. Cost to be included in unit price bid for Bridge Deck

GENERAL NOTES

Class X Concrete shall be used in pile Caps and curbs.
For Item "Precast Prestressed Concrete Bridge Deck" see Special Provisions.
Handrail shall be paid for as "Metal Plate Bridge Rail" and shall include all posts, shoes, channels, bolts, nuts, and washers required for splicing and fastening to bridge - Handrail shall receive one shop coat of red lead paint and two field coats of aluminum paint. Paint shall be furnished and applied by the Contractor. See Special Provisions.

One Creosoted Timber Test Pile shall be driven in permanent location

The existing Bridge is to become the property of the Contractor, with the exception of the steel traffic plates and the bridge planks, which are to become the property of McHenry County Highway Department, see Art. 49.3 (a), Standard Specifications for Road and Bridge Construction, January 2, 1958.

TOTAL BILL OF MATERIAL

ITEM	UNITS	TOTAL
Precast Prestressed Concrete Bridge Deck	Sq. Ft.	1680
Class X Concrete (Structure 16.4 + Curbs 4.5)	Cu. Yds.	20.9
Reinforcement Bars	Lbs.	2230
Metal Plate Bridge Rail	Lin. Ft.	132
Furnishing Creosoted Piles 20' to 38' Ft.	Lin. Ft.	275
Driving Timber Piles (25' lg)	Lin. Ft.	275
Furnishing Metal Pile Shells (14" O.D. 30' lg)	Lin. Ft.	180
Driving and Filling Shells (30' lg)	Lin. Ft.	180
Test Piles (Creosoted Timber)	Each	One
Removal of Existing Structures	Each	One
Name Plates	Each	One

WATERWAY INFORMATION

Drainage Area 12,900 Acres
Character rolling, Cultivated
Proposed Opening 390 Sq. Ft.

Loading: H-15 S-12

March 1958
R.D. - R.S.

PAULSEN BRIDGE
HARTLAND TOWNSHIP
McHENRY COUNTY
056-3071 10-8 1 OF 2

For Reference Only

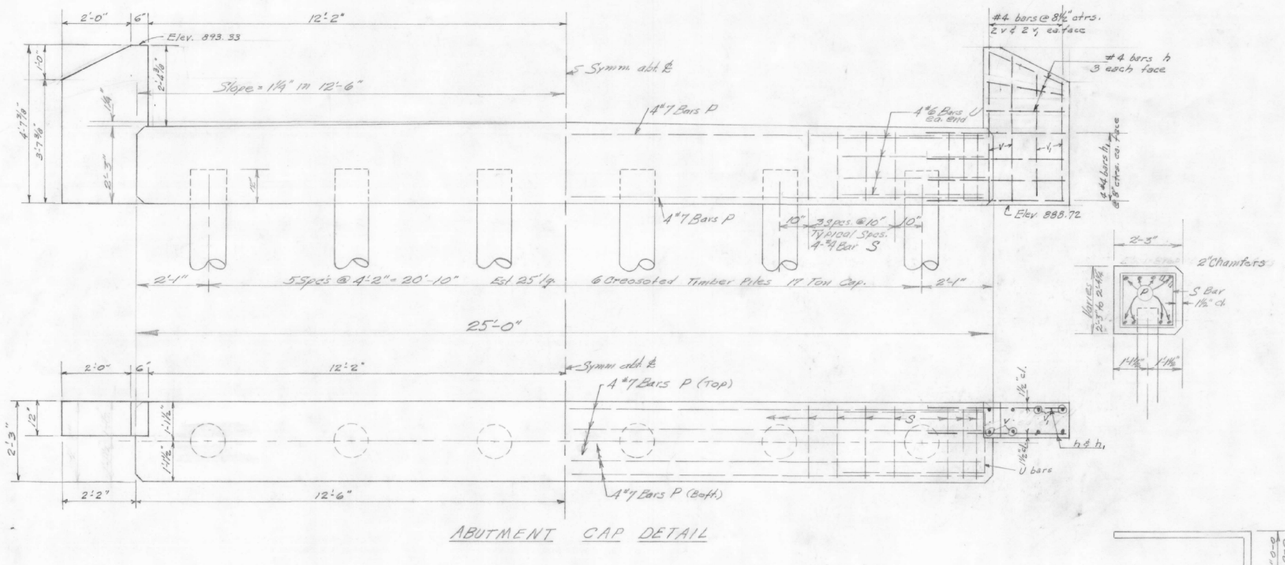
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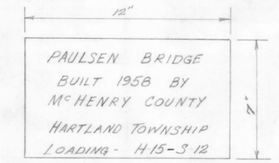
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS I
STRUCTURE NO. 056-9071
SHEET 1 OF 2 SHEETS

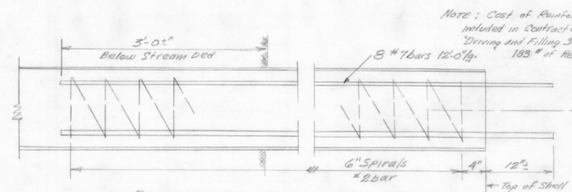
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TR 114	21-00532-00-BR	MCHENRY	89	72
		CONTRACT NO. 61M77		
		ILLINOIS	FED. AID PROJECT	



ABUTMENT CAP DETAIL

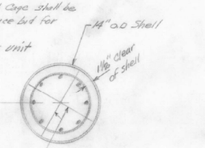


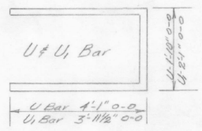
NAME PLATE DETAIL
See Standard 2113

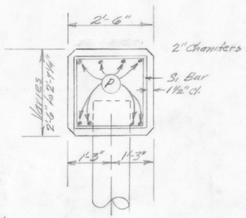


REINFORCEMENT CAGE FOR METAL SHELLS

Note: Cost of Reinforcement Cage shall be included in Contract Unit Price Bid for "Driving and Filling Shells". 189 # of Reinf. per unit

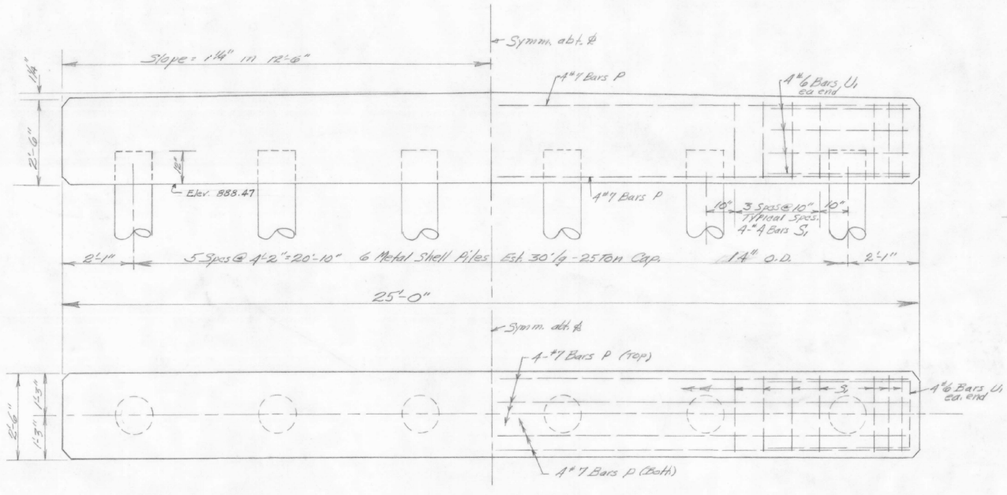






REINF. BARS - 2 ABUTS. & 1 PIER

Bar	No.	Size	Length	Shape
P	24	#7	25'-0"	—
U	16	#6	10'-0"	⊏
U,	8	#6	10'-0"	⊏
S	52	#4	8'-0"	□
S,	26	#4	9'-0"	□
h	24	#4	3'-3"	—
h,	32	#4	4'-0"	—
v	16	#4	4'-3"	—
v,	16	#4	3'-6"	—



PIER CAP DETAIL

PAULSEN BRIDGE
HARTLAND TOWNSHIP
McHENRY COUNTY
2 OF 2

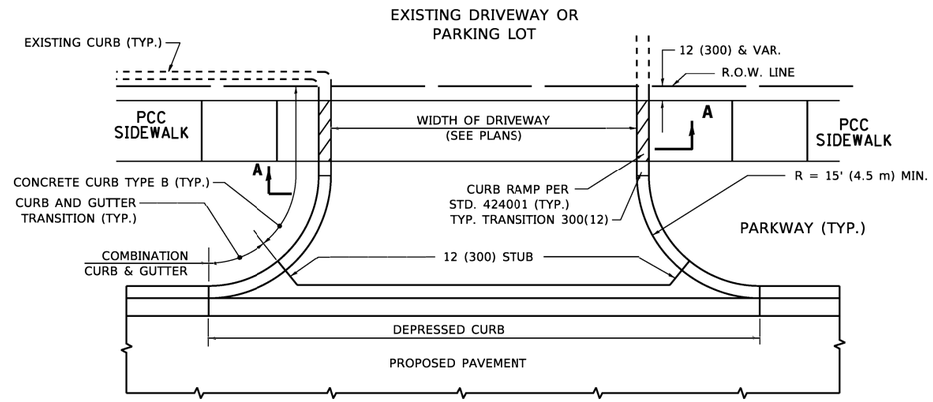
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PLOT DATE = 8/14/2026	CHECKED - MJW	REVISED - ____					ILLINOIS FED. AID PROJECT		

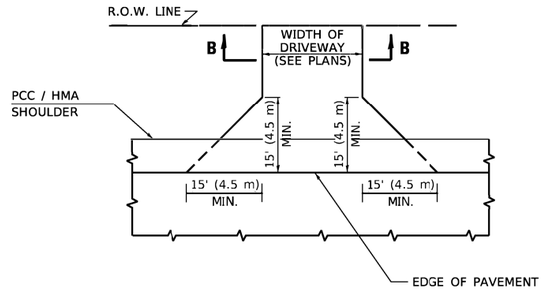
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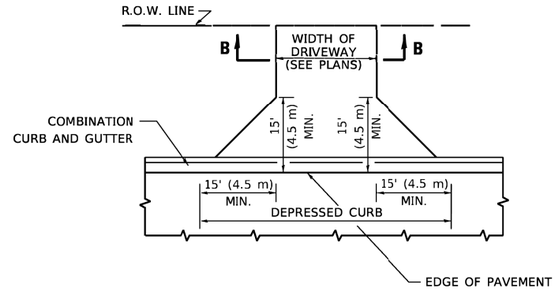
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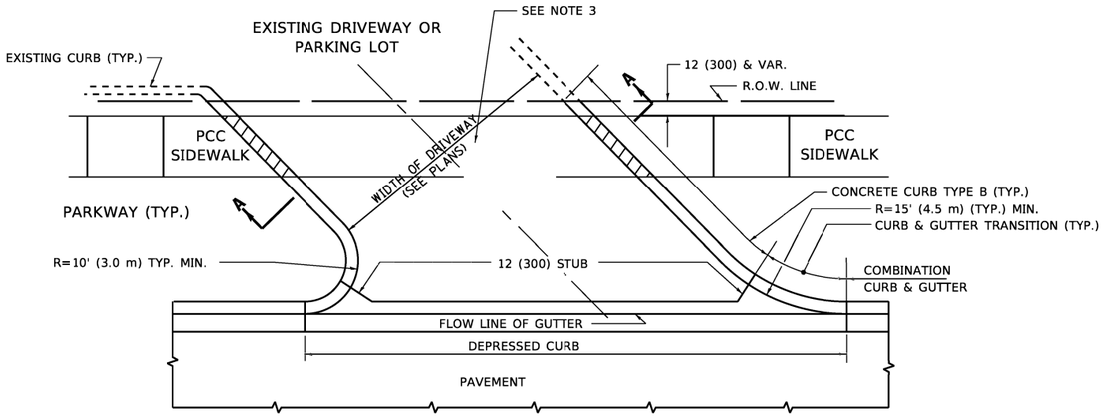
WITH CONCRETE CURB, TYPE B



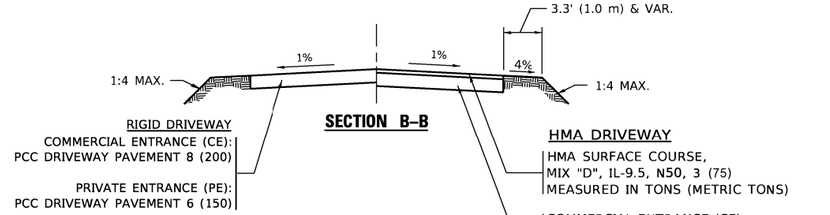
ADJACENT TO PCC /HMA SHOULDER



ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B



SECTION 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)

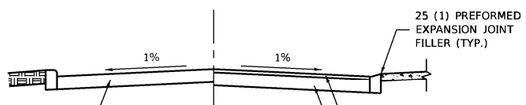
COMMERCIAL ENTRANCE (CE):
AGGREGATE BASE COURSE, TY B, 8 (200)
MEASURED IN SQ. YD. (m^2).

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).



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).

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.

BLA, Inc.

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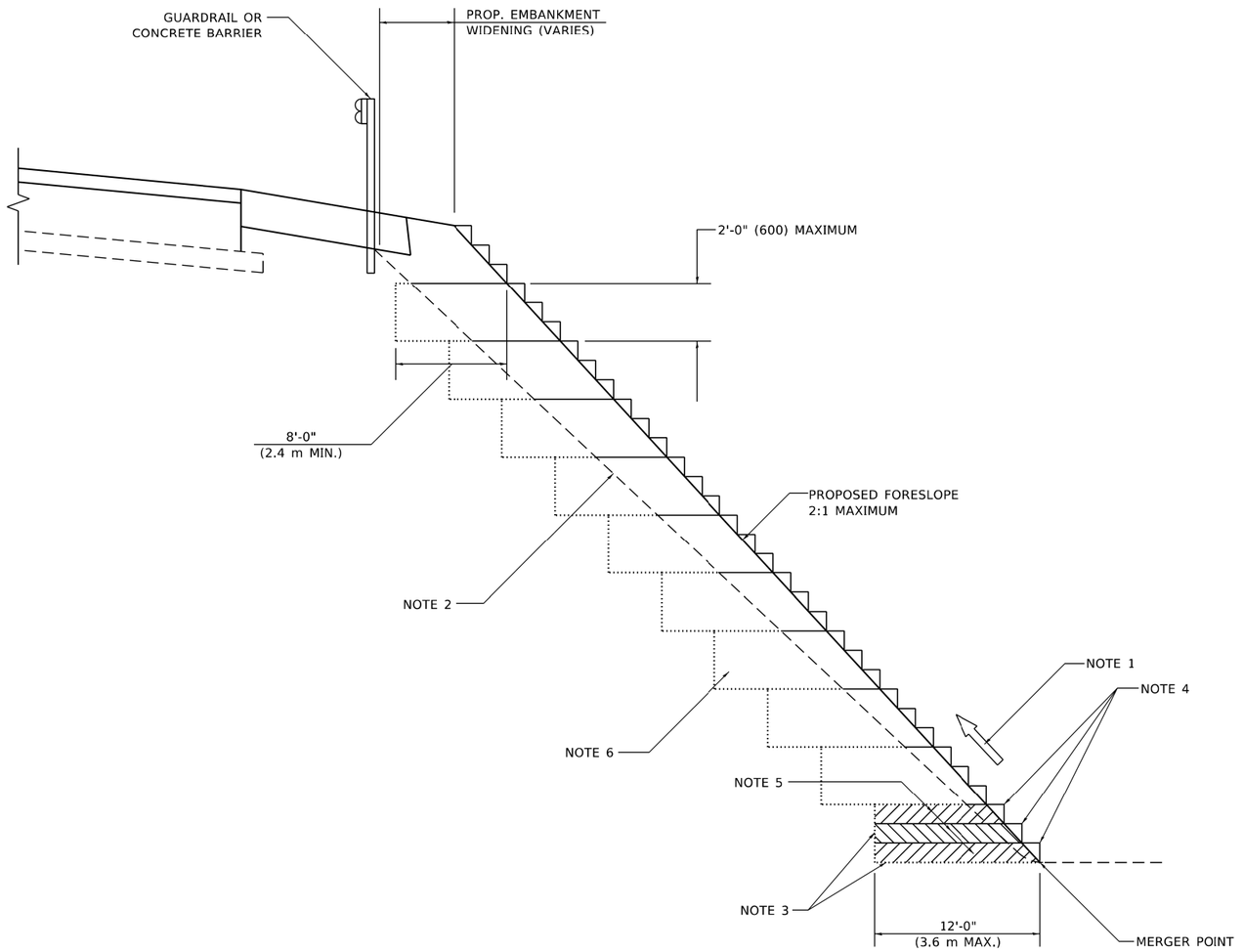
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS – MCDOT

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	74
		CONTRACT NO. 61M77		
		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.

BLA, Inc.

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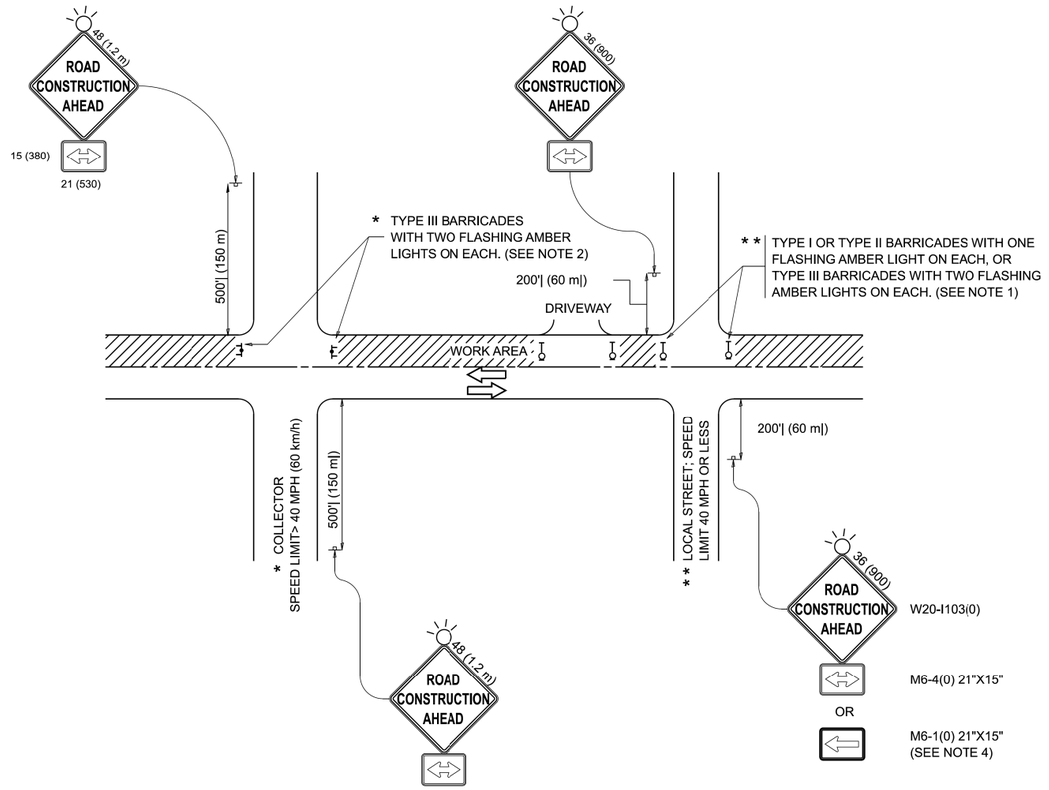
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PLOT DATE = 11/18/2022	DATE - 06-16-04	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	75
	BD-51	CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

BLA, Inc.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	0003
	TC-10	CONTRACT NO. 61M77		
	ILLINOIS | FED. AID PROJECT			

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ROUTE MARKERS

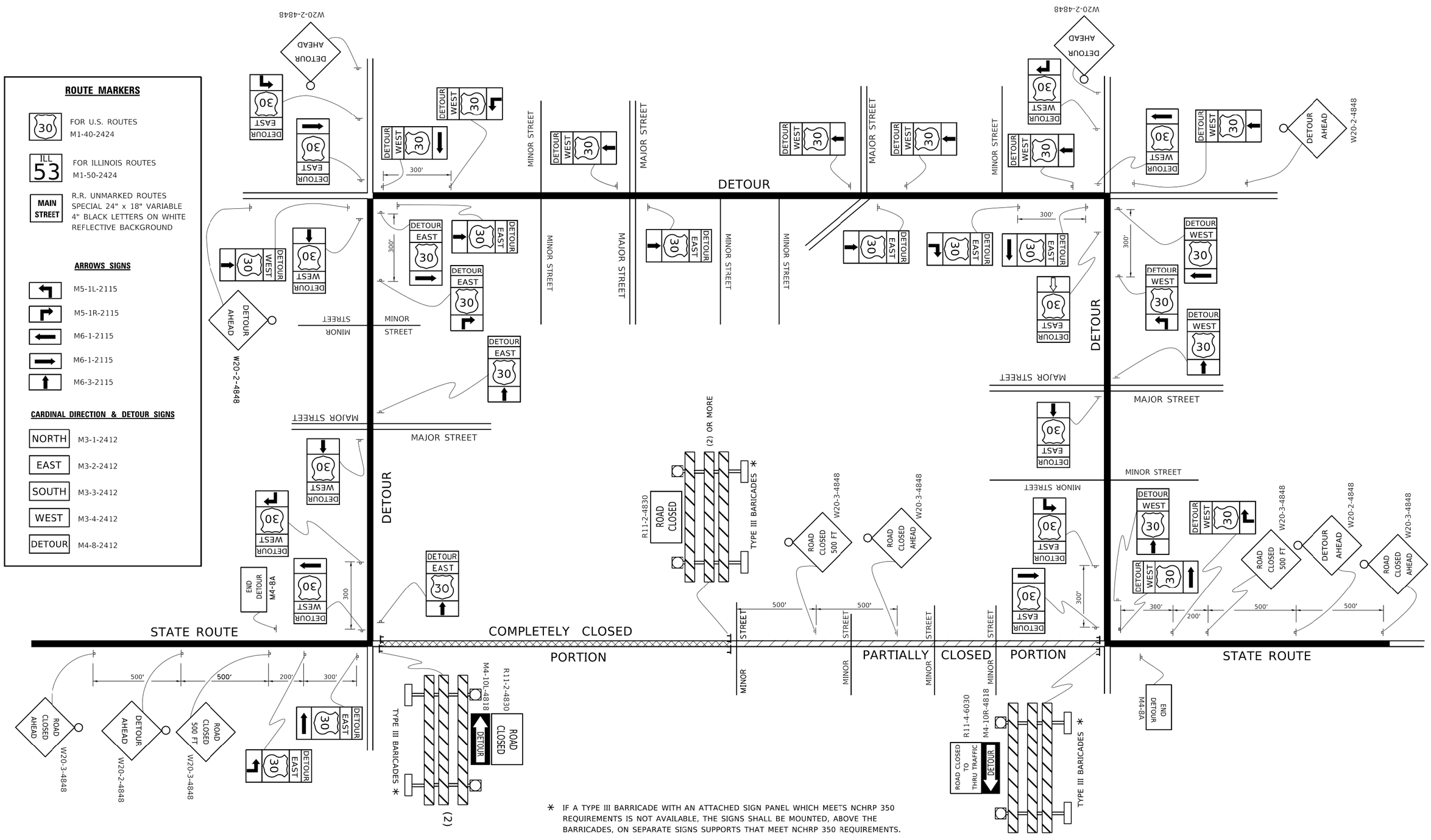
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- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

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.

BLA, Inc.

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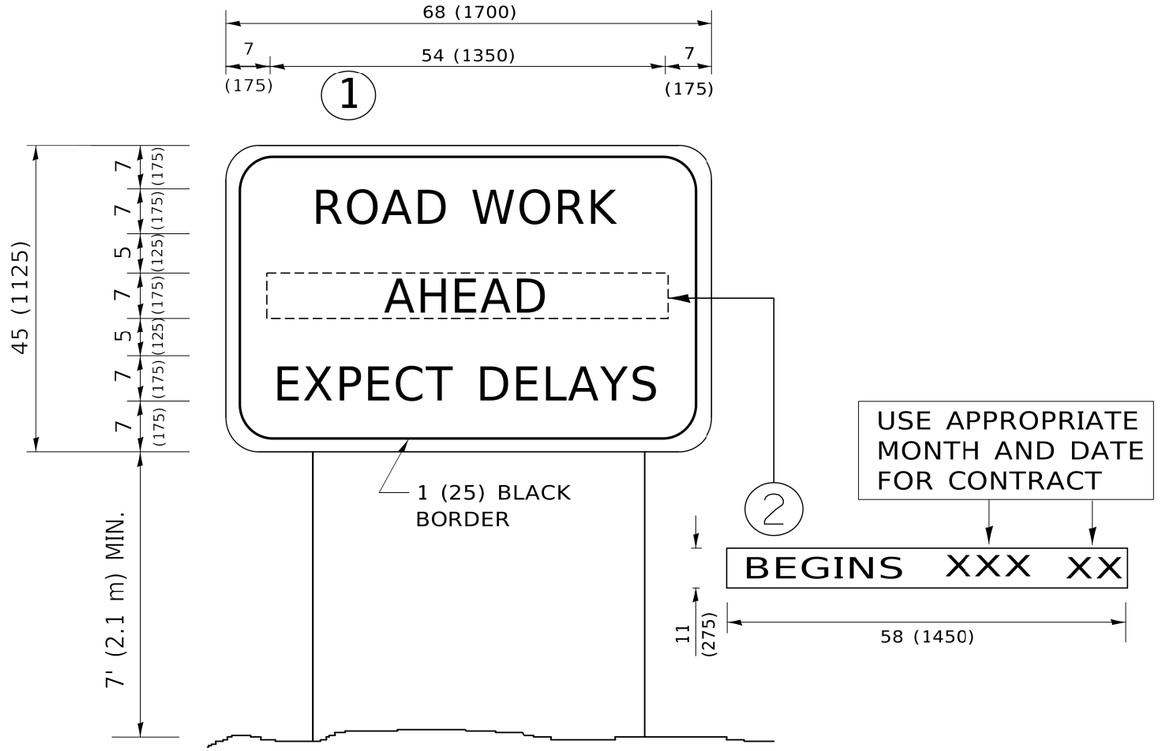
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	77
	TC-21	CONTRACT NO. 61M77		
		ILLINOIS	FED. AID PROJECT	

stc21.dgn 3/4/2019 10:46:33 AM j.henr.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.

BLA, Inc.

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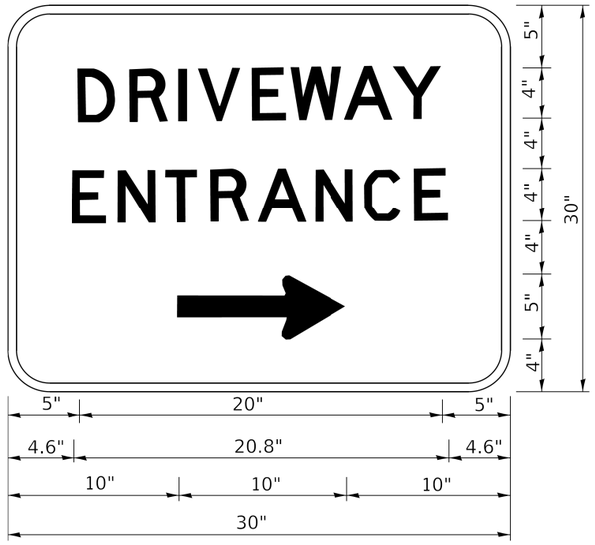
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD
INFORMATION SIGN

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	78
	TC-22	CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

tc22.dgn 3/4/2019 10:48:10 AM User:footemj



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

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MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

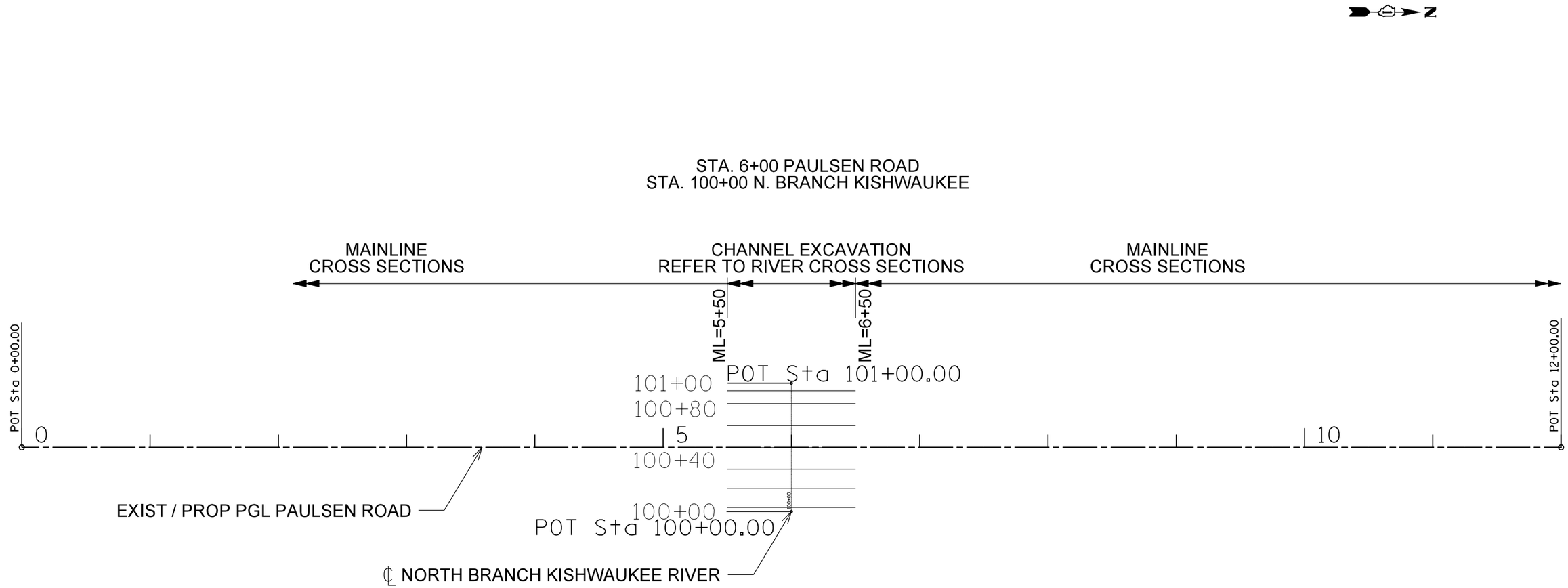
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	79
	TC-26	CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

tc26.dgn 3/4/2019 10:59:25 AM User:footemj

BLA, Inc.

STA. 6+00 PAULSEN ROAD
STA. 100+00 N. BRANCH KISHWAUKEE



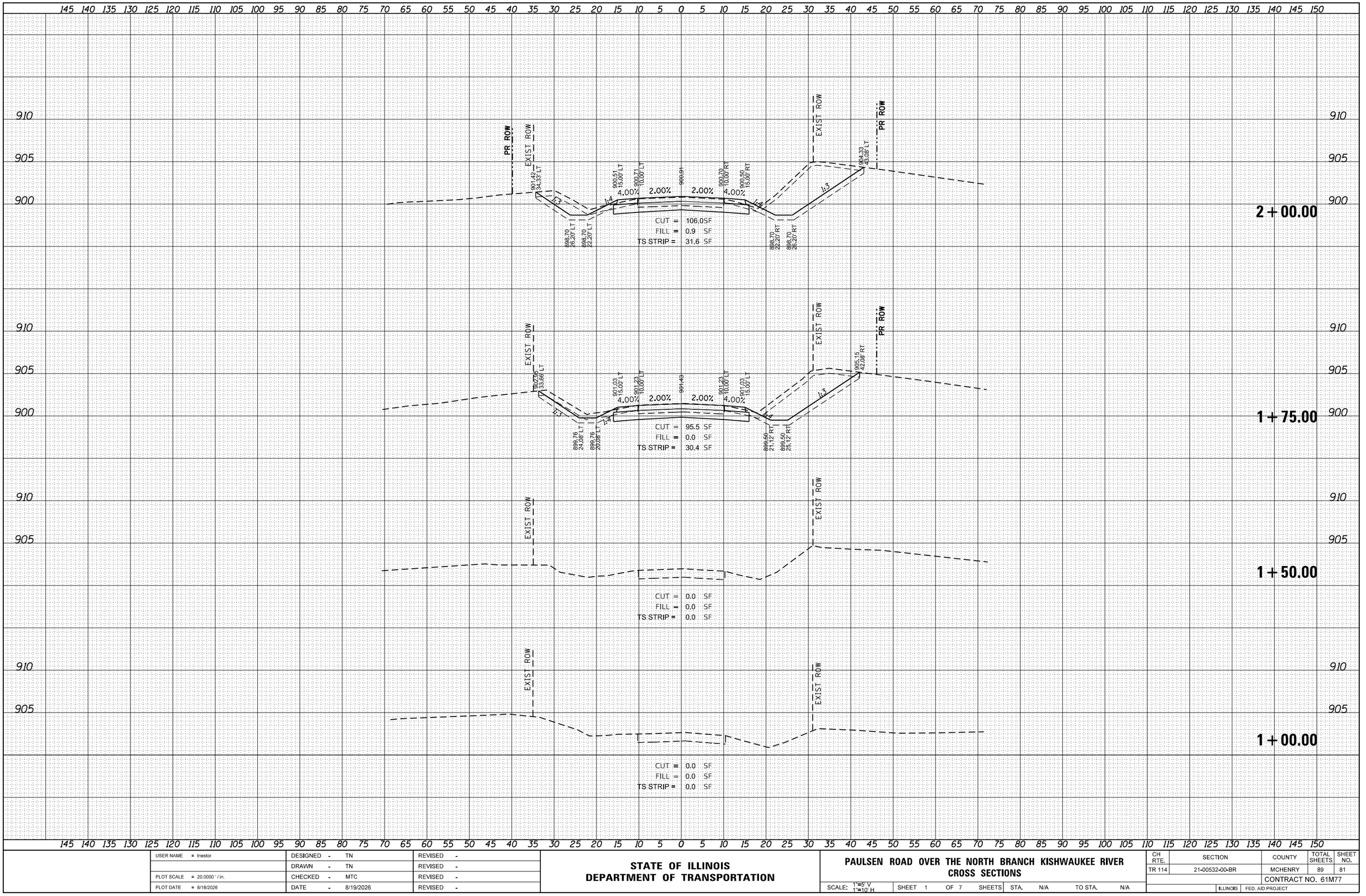
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PLOT DATE = 8/18/2026	DATE - 8/18/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
CROSS SECTION LOCATION LEGEND

SCALE: NTS | SHEET 1 OF 1 SHEETS | STA. | TO STA.

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	80
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		



BLA, Inc.

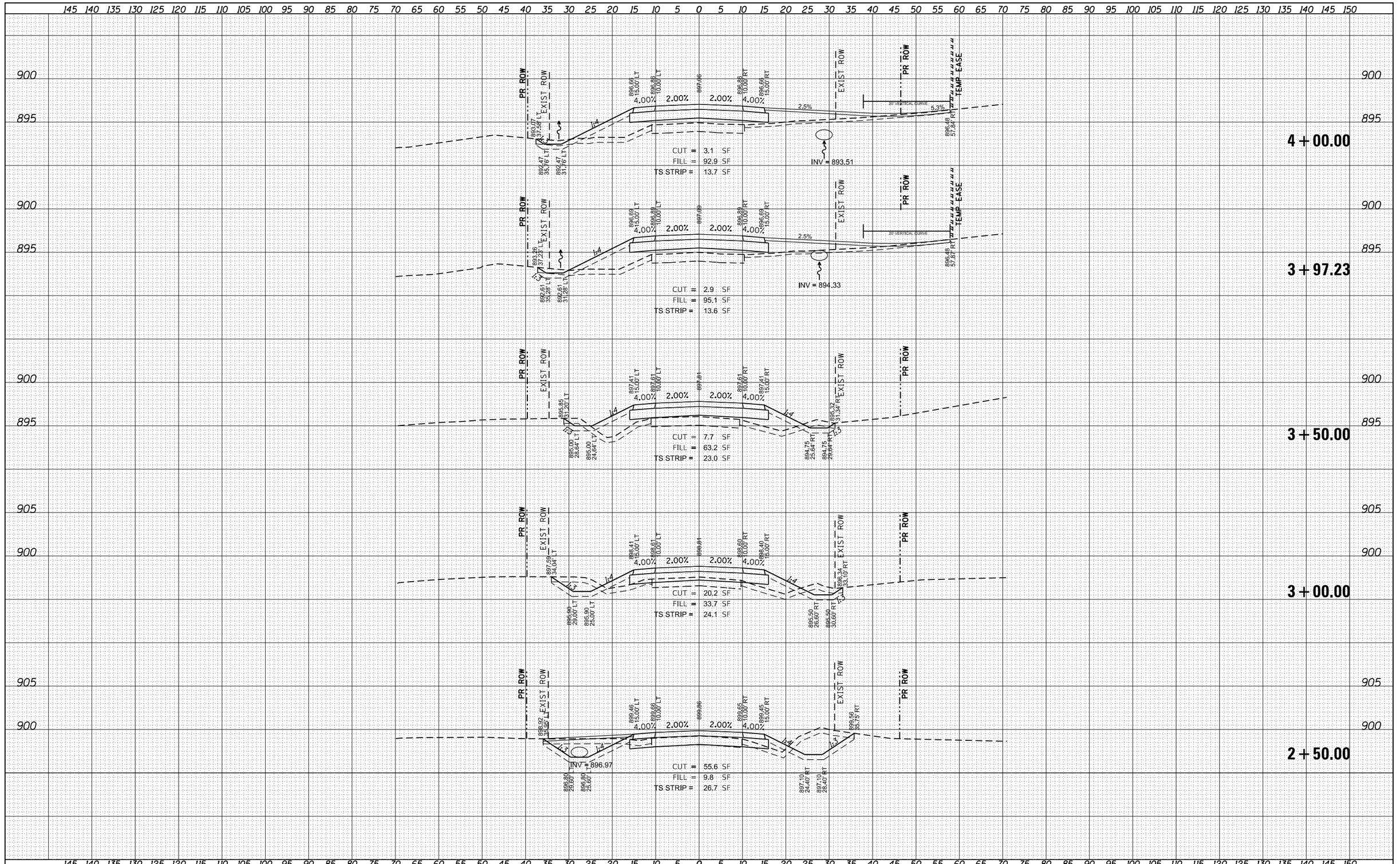
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PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
CROSS SECTIONS

SCALE: 1"=5' V, 1"=10' H | SHEET 1 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	81
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		



BLA, Inc.

USER NAME = tnestor	DESIGNED - TN	REVISED -	
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PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

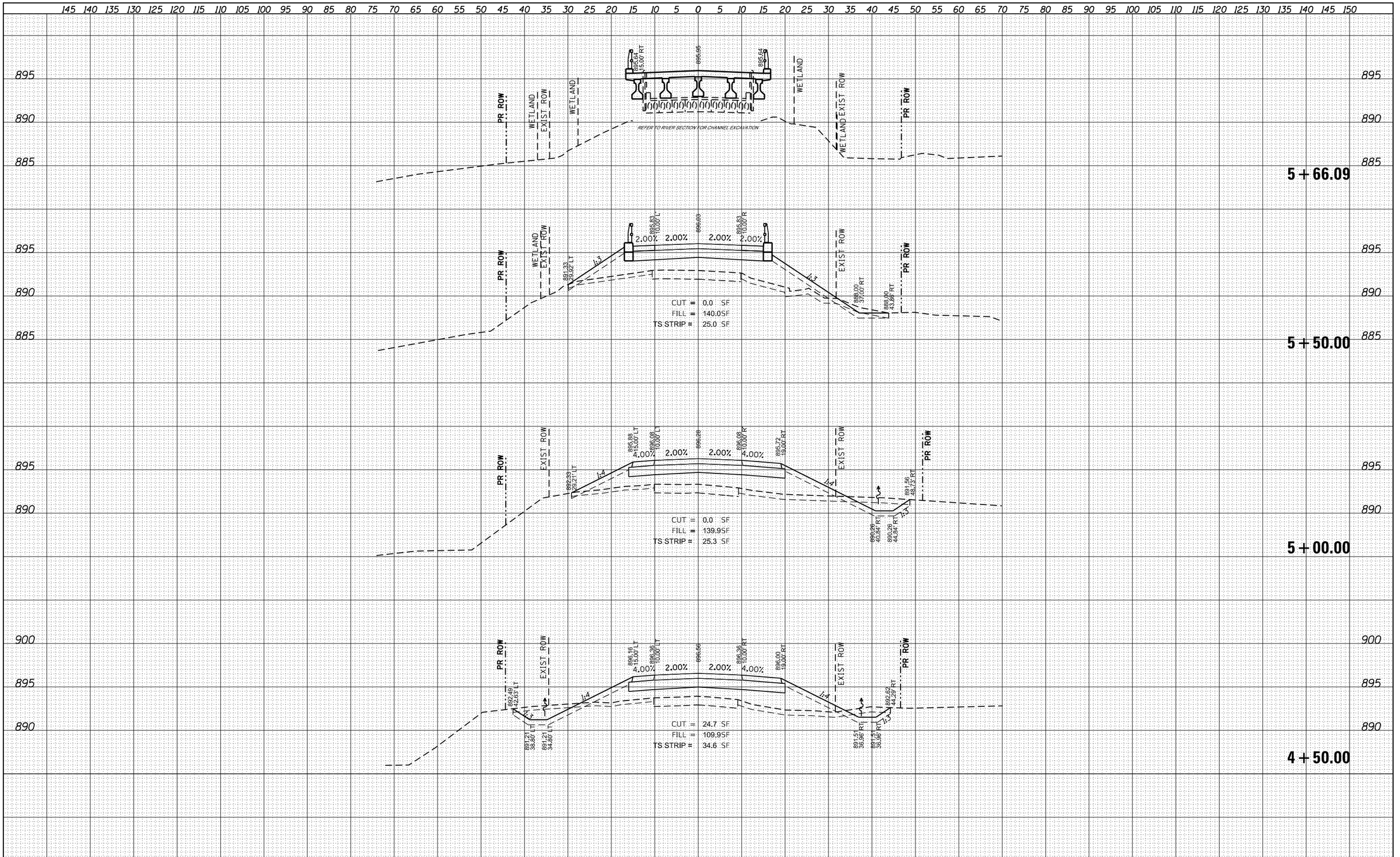
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
CROSS SECTIONS

SCALE: 1"=5' V, 1"=10' H | SHEET 2 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	82
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

BLA, Inc.



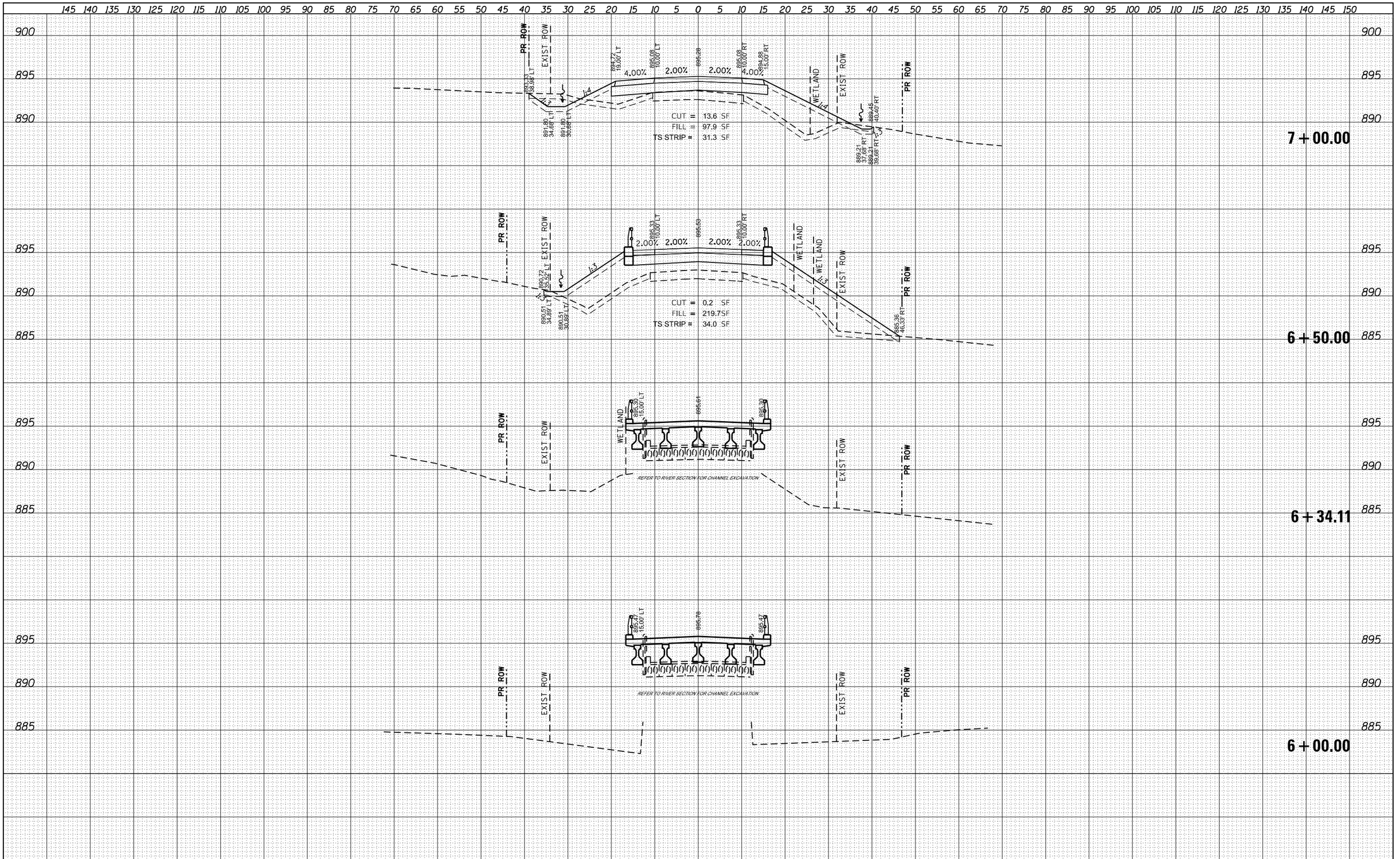
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PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
CROSS SECTIONS

SCALE: 1"=5' V, 1"=10' H | SHEET 3 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	83
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		



BLA, Inc.

USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

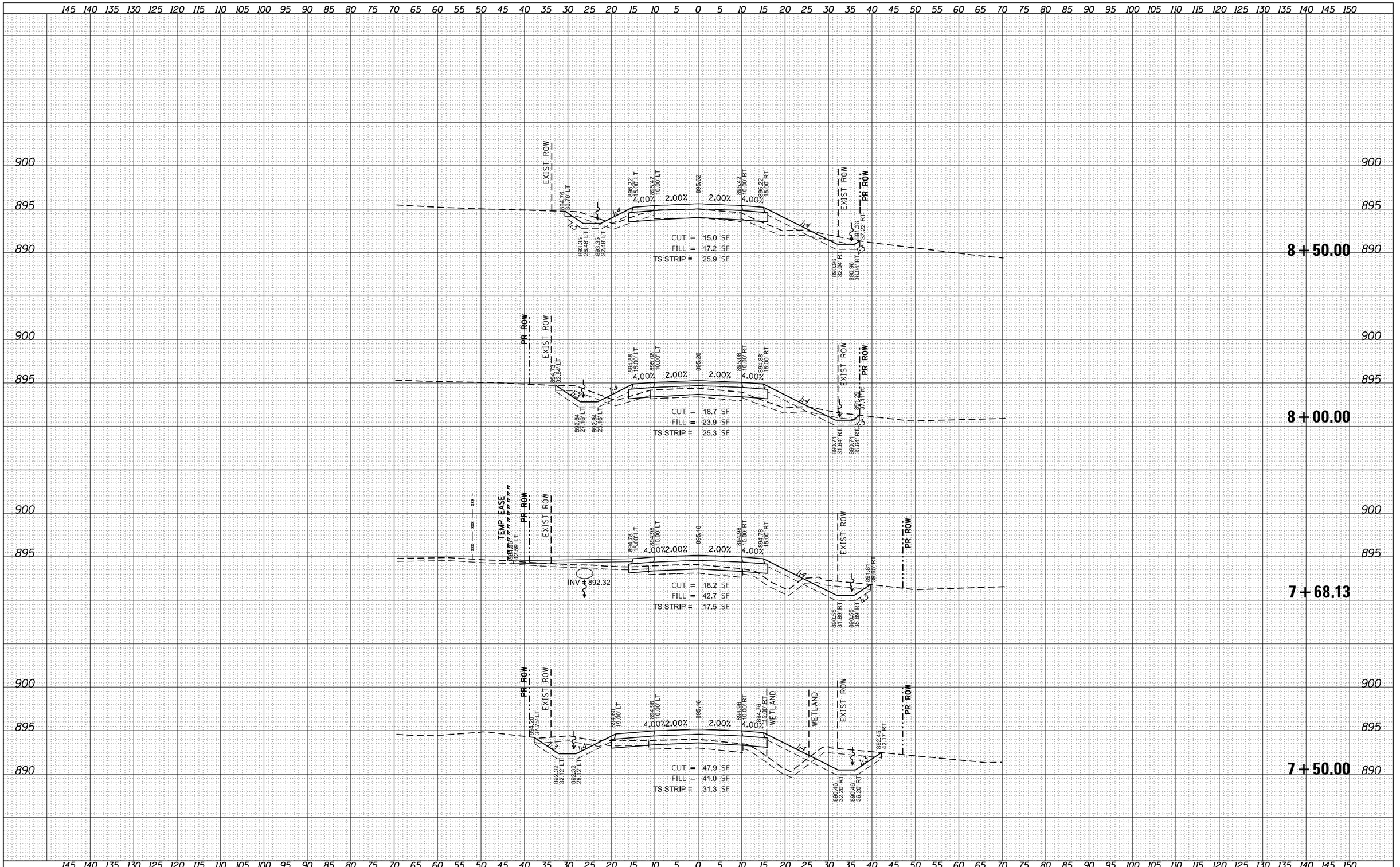
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
CROSS SECTIONS

SCALE: 1"=5' V, 1"=10' H | SHEET 4 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	84
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.



USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
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PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

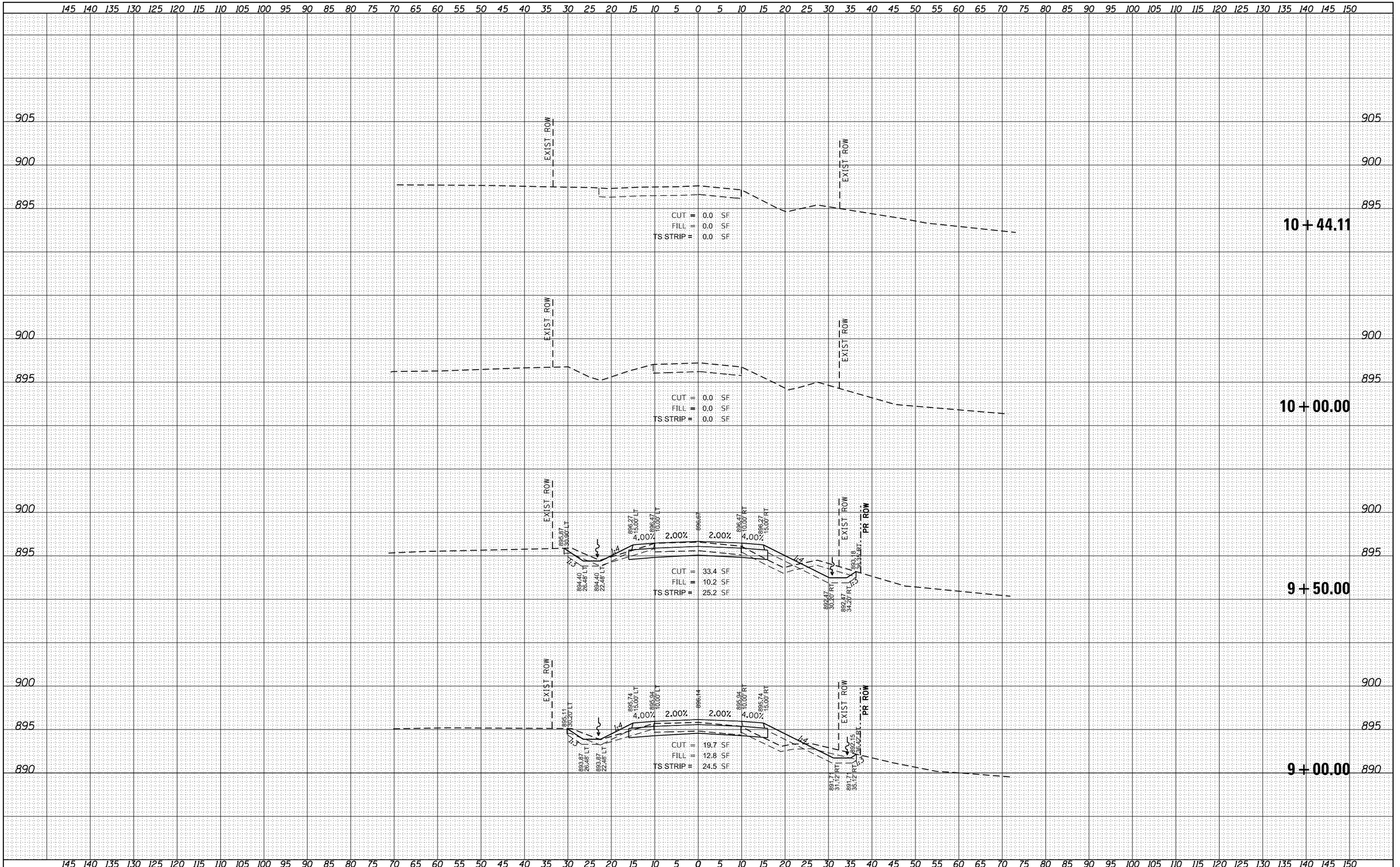
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
CROSS SECTIONS

SCALE: 1"=5' V, 1"=10' H | SHEET 5 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	85
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.



USER NAME = tnestor	DESIGNED - TN	REVISED -	
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PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

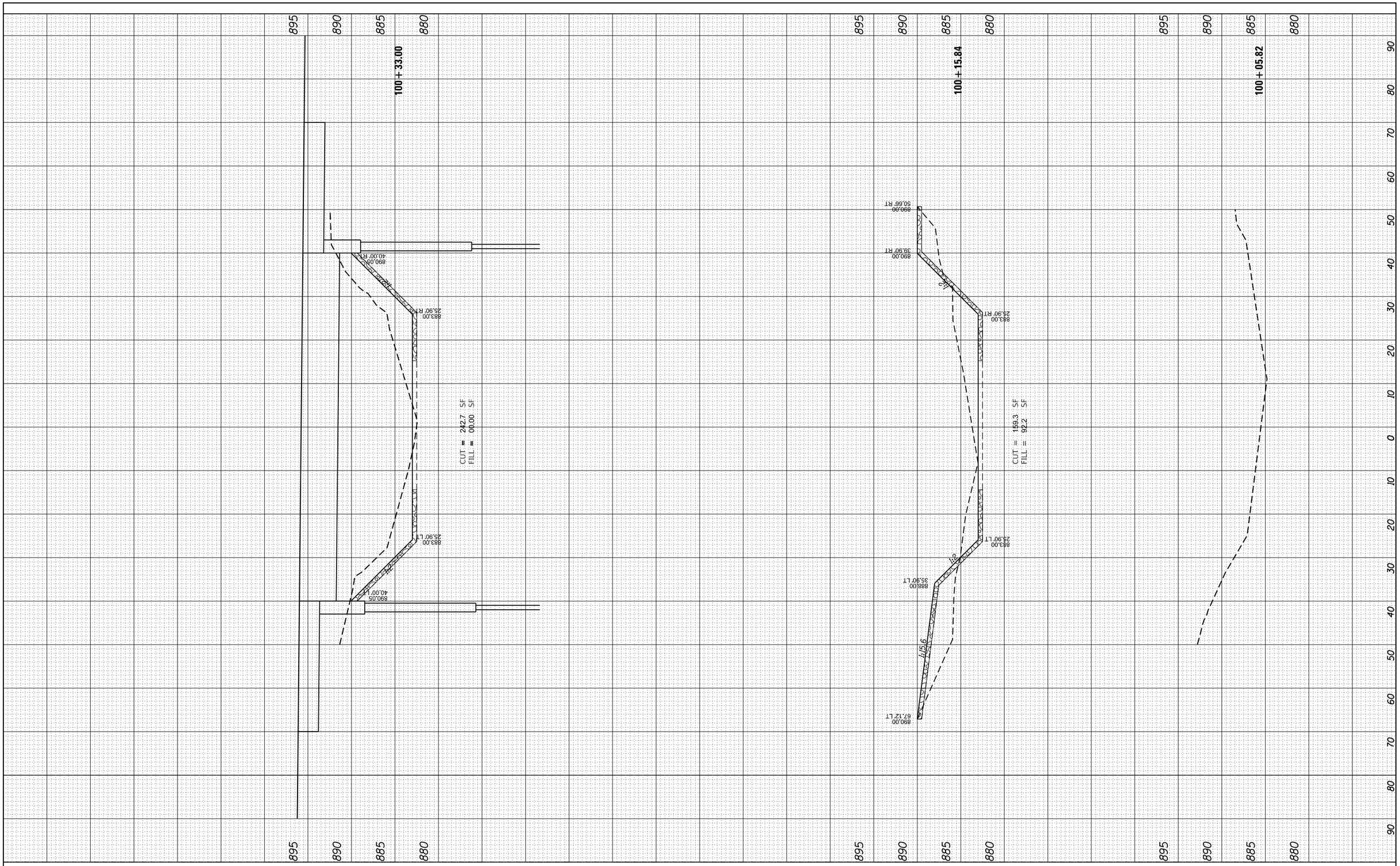
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
CROSS SECTIONS

SCALE: 1"=5' V, 1"=10' H | SHEET 6 OF 7 SHEETS | STA. N/A | TO STA. N/A

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	86
		CONTRACT NO. 61M77		
	ILLINOIS FED. AID PROJECT			

BLA, Inc.



USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
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PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

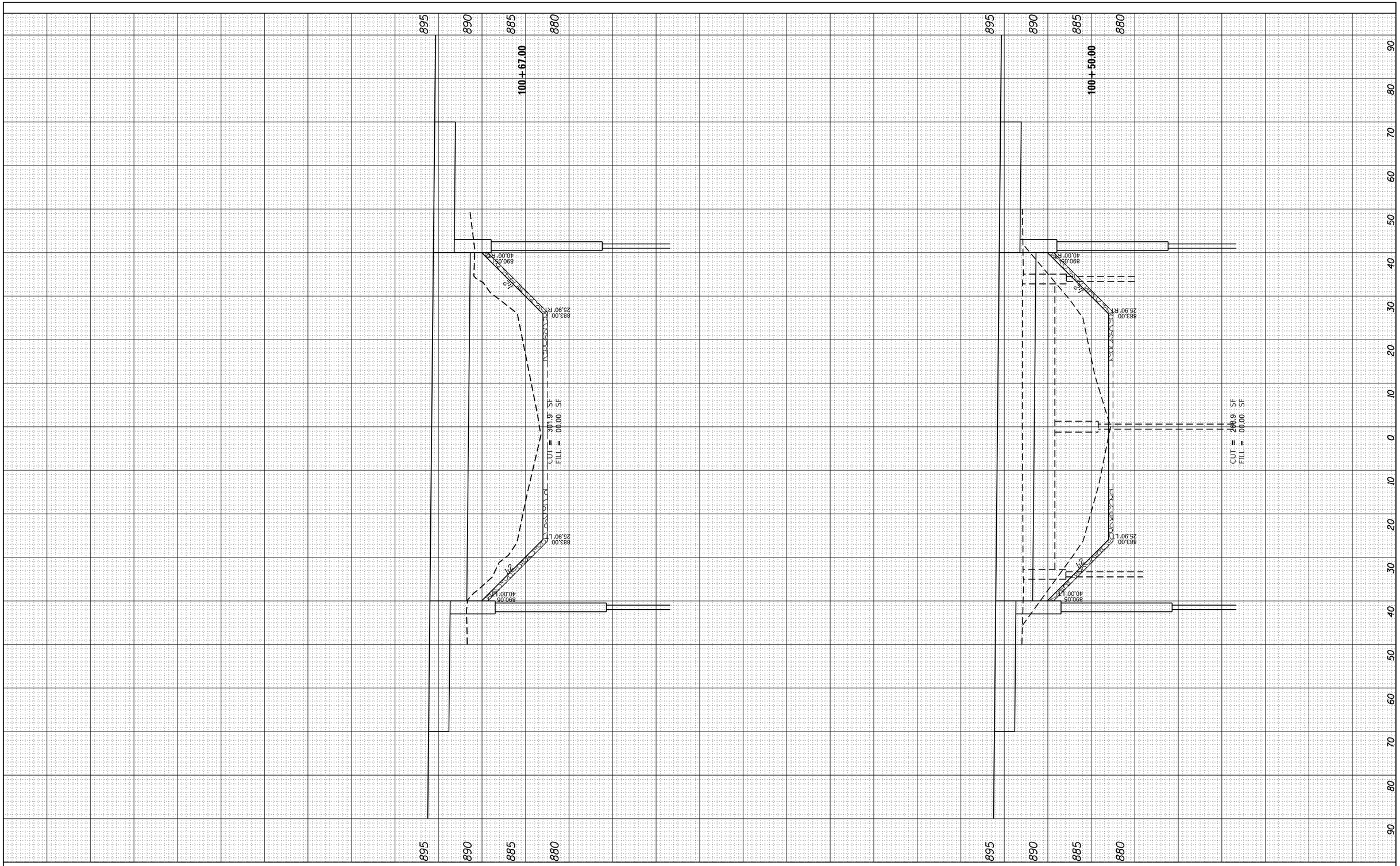
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
CHANNEL CROSS SECTIONS

SCALE: 1"=5' V, 1"=10' H | SHEET 1 OF 3 SHEETS | STA. | TO STA.

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	87
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.



USER NAME = tnestor	DESIGNED - TN	REVISED -	
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PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

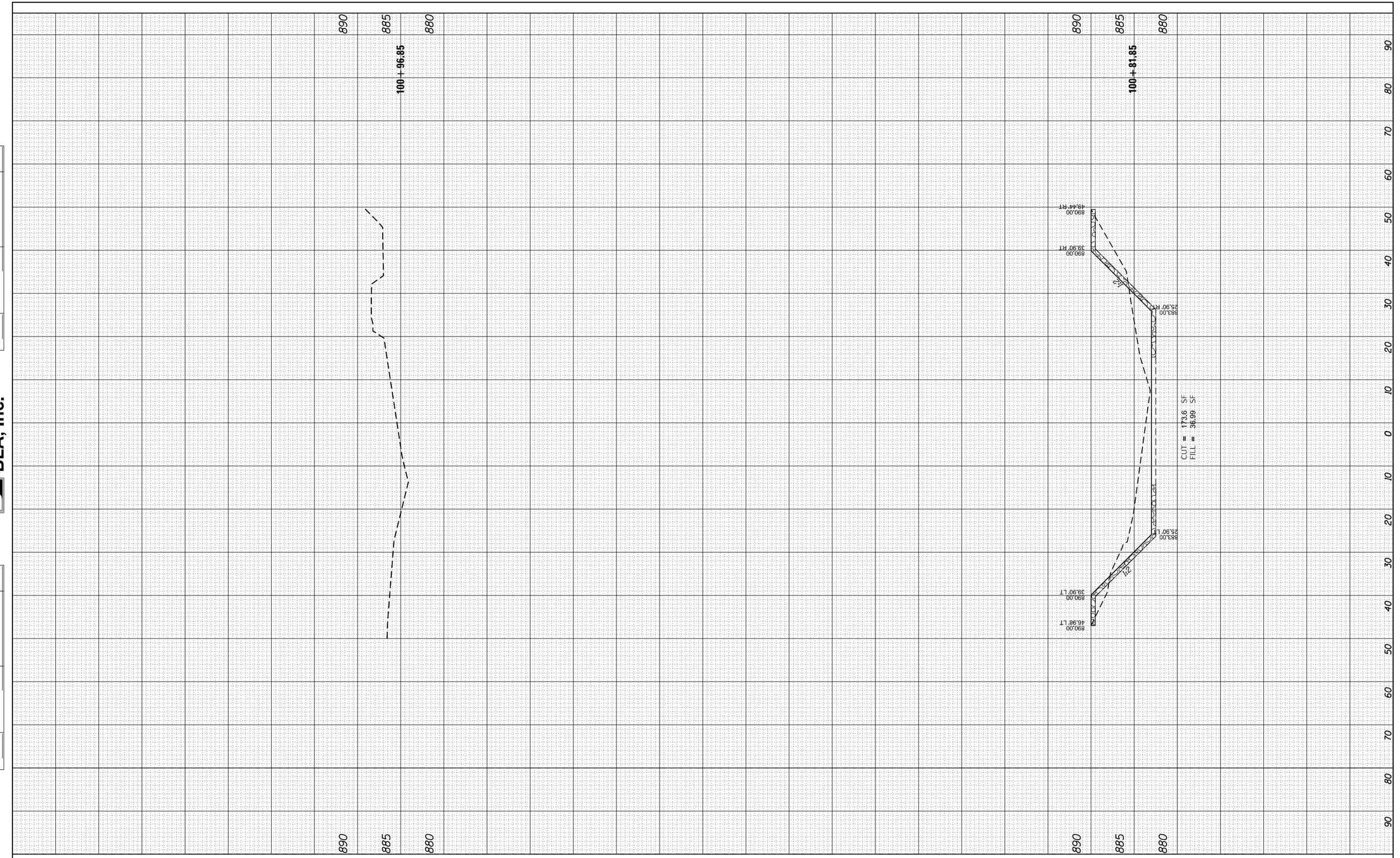
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
CHANNEL CROSS SECTIONS

SCALE: 1"=5' V, 1"=10' H | SHEET 1 OF 3 SHEETS | STA. | TO STA.

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	88
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		

BLA, Inc.



USER NAME = tnestor	DESIGNED - TN	REVISED -	
	DRAWN - TN	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MTC	REVISED -	
PLOT DATE = 8/18/2026	DATE - 8/19/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULSEN ROAD OVER THE NORTH BRANCH KISHWAUKEE RIVER
CHANNEL CROSS SECTIONS

SCALE: 1"=5' V, 1"=10' H | SHEET 1 OF 3 SHEETS | STA. | TO STA.

CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 114	21-00532-00-BR	MCHENRY	89	89
		CONTRACT NO. 61M77		
	ILLINOIS	FED. AID PROJECT		