11-08-2024 LETTING ITEM 118

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 61K76		

INDEX OF SHEETS
FOR INDEX OF SHEETS, SEE SHEET NO. 2

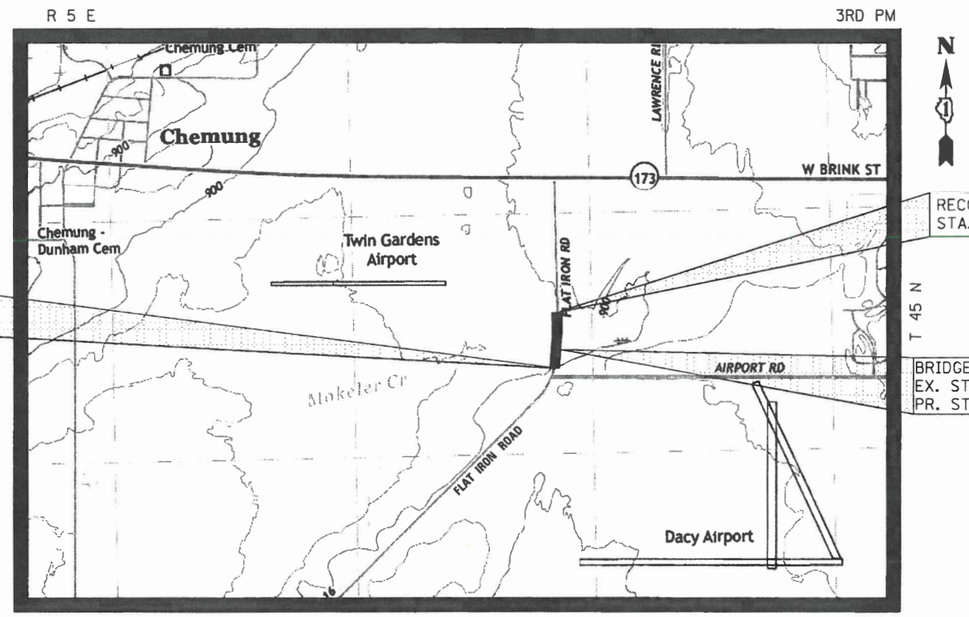
INDEX OF HIGHWAY STANDARDS
FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 4077 (FLAT IRON ROAD)
OVER MOKELER CREEK
BRIDGE REPLACEMENT
SECTION 19-00508-00-BR
PROJECT 4IDQ(698)
MCHENRY COUNTY

C-91-071-20



DUNHAM TOWNSHIP

LOCATION MAP
NOT TO SCALE

LOCATION OF SECTION INDICATED THUS: –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED July 22 20 24
Joseph R Korpalski Jr
COUNTY OF MCHENRY, COUNTY ENGINEER

PASSED Aug 22 20 24
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW Aug 22nd 20 24
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

DESIGN SPEED:
FLAT IRON ROAD - 60 MPH

POSTED SPEED:
FLAT IRON ROAD - 55 MPH (STATUTORY)

DESIGN DESIGNATIONS:
FLAT IRON ROAD - MAJOR COLLECTOR

TRAFFIC DATA
2021 ADT = 1,550
2050 ADT = 2,800

PROJECT LENGTH:
GROSS LENGTH = 631.10 FT. (0.120 MILE)
NET LENGTH = 631.10 FT. (0.120 MILE)

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

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

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

CONTRACT NO. 61K76

STATE OF ILLINOIS · GREGORY S. HATLESTAD · 081-004162 · LICENSED STRUCTURAL ENGINEER · CHICAGO, ILLINOIS

SIGNED
DATE 07-16-2024 EXPIRES 11-30-2024
FOR DRAWINGS 40 TO 65

CIVILTECH ENGINEERING, INC. · 184-000826 · LSP/E/SE CORPORATION · ILLINOIS

DAVID J. KREEGER · 062-056261 · LICENSED PROFESSIONAL ENGINEER OF · ILLINOIS

SIGNED
DATE 07-16-2024 EXPIRES 11-30-2025
FOR DRAWINGS 1 TO 39, 66 TO 92

CIVILTECH
Two Pierce Place, Suite 1400 - Itasca, Illinois 60143
Tel: 630.773.3900 - Fax: 630.773.3975
www.civiltechinc.com

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

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
515001-04	NAME PLATE FOR BRIDGES
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
602301-04	INLET - TYPE A
604001-05	FRAME AND LIDS TYPE 1
630001-13	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC / HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
666001-01	RIGHT OF WAY MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701901-09	TRAFFIC CONTROL DEVICES
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

IDOT DISTRICT ONE STANDARDS

BD-34	DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY.1 SPL.
BD-51	BENCHING DETAIL FOR EMBANKMENT WIDENING
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ("STANDARD SPECIFICATIONS"), ADOPTED JANUARY 1, 2022; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2024; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (IMUTCD); THE DETAILS IN THE PLANS, AND THE SPECIAL PROVISIONS AND IDOT STANDARD DRAWINGS INCLUDED IN THE CONTRACT DOCUMENTS.

2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. DO NOT SCALE THE PLANS FOR CONSTRUCTION DIMENSIONS.

3. ALL WORK SHALL BE COMPLETED WITHIN THE LIMITS OF THE PROJECT SHOWN. NO EQUIPMENT, MATERIAL YARD OR FIELD OFFICE SHALL BE SET UP OR STORED ON COUNTY OR PRIVATE PROPERTY WITHOUT WRITTEN PERMISSION OF 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 LIMITED TO THE GRADING LIMITS SHOWN IN THE PLANS. ALL PROPOSED CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH REGIONAL PERMIT NUMBER LRC-2023-129 OF THE DEPARTMENT OF THE ARMY AUTHORIZED UNDER SECTION 404 OF THE CLEAN WATER ACT. THE IEPA HAS ISSUED SECTION 401 WATER QUALITY CERTIFICATION FOR THIS ACTIVITY. SEE SPECIAL PROVISIONS FOR CONDITIONS.

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

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

PAVING

1. HOT-MIX ASPHALT SURFACE COURSE AND HOT-MIX ASPHALT BINDER COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION AND TOPSOIL PLACEMENT HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.

2. THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACE, BINDER, OR BASE UPON WHICH THE HOT-MIX ASPHALT MATERIALS ARE PLACED.

3. ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS, AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER, MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

MCHENRY COUNTY STANDARD DRAIN TILE NOTES

I. 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 OR BYPASSED AROUND THE SITE. THE SIZE OF THE REPLACED OR BYPASSED DRAIN TILE SHALL BE EQUIVALENT TO THE EXISTING DRAIN TILE.

DRAINAGE

1. DURING CONSTRUCTION OPERATIONS, ALL LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, PERMANENT DITCHES, 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 STRUCTURES 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.

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

   THE WORK SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION FOR "OUTFALL STRUCTURE".

3. MORTAR: ALL CONNECTION POINTS WHERE THE DRAIN TILE OR STORM SEWER 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.

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

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

PROFILE: NOTE BOOK NO.____ | SURVEYED ____ PLOTTED ____ GRADES CHECKED ____ E.M. NOTED ____ STRUCTURE NOTATNS CHKD | BY | DATE

MODEL: \$MODELNAME\$
FILE NAME: ...\3839_Gen Notes

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 8/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	2
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES (CONTINUED)

ROADWAY EXCAVATION AND SUBGRADE

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

2. 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.

3. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS 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 AGGREGATE SUBGRADE IMPROVEMENT 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 SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED, AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

4. THE CONTRACTOR WILL NOT BE ALLOWED TO STOCKPILE MATERIAL(S) BEYOND THE PROJECT LIMITS. THE CONTRACTOR SHALL NOT PLACE STOCKPILES IN LOCATIONS WHERE THEY WILL INTERFERE WITH DRAINAGE WAYS OR ON PAVEMENTS THAT ARE NOT SPECIFIED FOR REMOVAL. ANY DAMAGE CAUSED BY THE CONTRACTOR'S STOCKPILING OR CONSTRUCTION OPERATIONS WILL BE REPAIRED BY THE CONTRACTOR.

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

6. PAVEMENT ELEVATIONS: THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES FOR THE PROPOSED PAVEMENT OR SURFACE COURSE. UNLESS OTHERWISE INDICATED.

7. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS1 OR RR1.

STAKING

1. THE CONSTRUCTION BASELINE HAS BEEN ESTABLISHED FOR STAKING PURPOSES ONLY AND IS NOT INTENDED TO BE A CENTERLINE OF RIGHT-OF-WAY.

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

UTILITIES

1. BEFORE STARTING ANY EXCAVATION. THE CONTRACTOR SHALL CALL "JULIE" AT 1-8OO-892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES AND FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)

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

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

COMPENSATORY STORAGE

1. THE CONTRACTOR SHALL PROVIDE THE FINISHED GRADE DIGITAL TERRAIN MODEL (DTM) TO THE ENGINEER PRIOR TO LANDSCAPING TO VERIFY COMPENSATORY STORAGE HAS BEEN PROVIDED IN CONFORMANCE WITH THE MCHENRY COUNTY STORMWATER MANAGEMENT PERMIT.

PUBLIC SERVICE CONTACT LIST

HARVARD FIRE PROTECTION DISTRICT
502 S EASTMAN STREET, HARVARD, IL 60033
(815) 943-6927
CONTACT: JOHN KIMMEL, FIRE CHIEF

NORTHWEST RESCUE CRITICAL CARE TRANSPORT
306 W FRONT STREET, HARVARD, IL 60033
(855) 426-5074
CONTACT: RYAN KURTH, CHIEF EXECUTIVE OFFICER

HARVARD POLICE DEPARTMENT
203 W DIGGINS ST, HARVARD, IL 60033
(815) 943-4431
CONTACT: TYSON BAUMAN, CHIEF OF POLICE

DUNHAM TOWNSHIP
107 AIRPORT ROAD, HARVARD, IL 60033
(815) 943-5751
CONTACT: DAVID NOLAN, HIGHWAY COMMISSIONER

HARVARD COMMUNITY UNIT SCHOOL DISTRICT 50
401 N DIVISION ST, HARVARD, IL 60033
(815) 943-4022
CONTACT: COREY TAFOYA, SUPERINTENDENT

CHEMUNG TOWNSHIP
807 8TH STREET, P.O. BOX 22, HARVARD, IL 60033
(815) 943-4553
CONTACT: ROBERT NYSTROM, HIGHWAY COMMISIONER

UNITED STATES POSTAL SERVICE
300 NORTH EASTMAN STREET, HARVARD, IL 60033
(815) 943-5182
CONTACT: JENNIFER A LONGO, POSTMASTER

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

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

PERMITTING CONTACT

HARVARD COMMUNITY DEVELOPMENT (HCD)
201 WEST DIGGINS STREET, HARVARD, IL 60033
(815) 943-6468 X108
CONTACT: DONOVAN DAY

ILLINOIS DEPARTMENT OF NATURAL RESOURCES - OFFICE OF WATER RESOURCES
ONE NATURAL RESOURCES WAY, SPRINGFIELD, IL 602702
(217) 782-3863
CONTACT: WILLIAM BOYD

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

UNITED STATES ARMY CORPS OF ENGINEERS (USACOE) - CHICAGO DISTRICT REGULATORY BRANCH
231 SOUTH LASALLE STREET. SUITE 1SOO, CHICAGO, IL 60604
(312) 846-5530
CONTACT: AARON SPENCER

UTILITY CONTACT

AT&T
TOM LASKOWSKI
630.779.4722
TL7895@ATT.COM

NICOR
JIMMY LY
331.238.0176
JILY@SOUTHERNCO.COM

COMED
KURT ARMSTRONG
779.231.3174
KURT.ARMSTRONG@COMED.ED

COMMITMENTS

THERE ARE NO COMMITMENTS.

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

PROFILE
SURVEYED ____ BY
PLOTTED ____ DATE
GRADES CHECKED ____
S.M. NOTED ____
STRUCTURE NOTATNS CHKD
NOTE BOOK ____
NO. ____

MODEL: SMODELNAME5
FILE NAME: ...\3839_Gen Notes

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PLOT SCALE = 100.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 8/23/2024	DATE - 7/16/2024	REVISED -	

GENERAL NOTES AND COMMITMENTS

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	3
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 0004 ROADWAY 80% FEDERAL / 20% COUNTY	0010 BRIDGE 80% FEDERAL / 20% COUNTY	0042 TRAINEES 80% FEDERAL / 20% COUNTY
	20200100	EARTH EXCAVATION	CU YD	2672	2672		
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1451	1451		
	20300100	CHANNEL EXCAVATION	CU YD	361		361	
	20400800	FURNISHED EXCAVATION	CU YD	388	388		
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	3982	3982		
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	781	781		
	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	486	486		
X	25000210	SEEDING, CLASS 2A	ACRE	1.00	1.00		
X	25000312	SEEDING, CLASS 4A	ACRE	0.50	0.50		
X	25000314	SEEDING, CLASS 4B	ACRE	0.25	0.25		
X	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	73	73		
X	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	73	73		
	28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	118	118		
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	115	115		
	28000305	TEMPORARY DITCH CHECKS	FOOT	168	168		
	28000400	PERIMETER EROSION BARRIER	FOOT	1618	1618		
	28001000	AGGREGATE (EROSION CONTROL)	TON	342	342		

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CROSS SEC'S CHKD / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK / NO. / BY / DATE

MODEL: $MODELNAME$
FILE NAME: ...\3839_sht_k01d.dgn

USER NAME = kdc	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	
	DRAWN - KDC	REVISED -			
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJK	REVISED -		SCALE: N.T.S.	SHEET 1 OF 5 SHEETS
PLOT DATE = 9/5/2024	DATE - 7/16/2024	REVISED -			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	4
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
					0004	0010	0042
					ROADWAY	BRIDGE	TRAINEES
					80% FEDERAL / 20% COUNTY	80% FEDERAL / 20% COUNTY	80% FEDERAL / 20% COUNTY
	28100107	STONE RIPRAP, CLASS A4	SQ YD	586	154	432	
	28200200	FILTER FABRIC	SQ YD	755	323	432	
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1461	1461		
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	2206	2206		
	35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	209	209		
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	4367	4367		
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	780	780		
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	952	952		
	40701881	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"	SQ YD	1269	1269		
	42000060	WELDED WIRE REINFORCEMENT	SQ YD	105	105		
	42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	140	140		
	42001300	PROTECTIVE COAT	SQ YD	140	140		
	44000100	PAVEMENT REMOVAL	SQ YD	1655	1655		
	48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	9	9		
	48203005	HOT-MIX ASPHALT SHOULDERS, 2"	SQ YD	209	209		
	48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SQ YD	463	463		
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	

PLAN: SURVEYED, PLOTTED, ALIGMENT CHECKED, BENCHMARK VERIFIED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, BENCHMARK VERIFIED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

MODEL: $MODELNAME$
FILE NAME: ...\3339_sht_sod.dgn

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	DRAWN - KDC	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 9/5/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 2 OF 5 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	5
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	

SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
					0004	0010	0042
					ROADWAY	BRIDGE	TRAINEES
					80% FEDERAL / 20% COUNTY	80% FEDERAL / 20% COUNTY	80% FEDERAL / 20% COUNTY
	50105220	PIPE CULVERT REMOVAL	FOOT	43	43		
	50200100	STRUCTURE EXCAVATION	CU YD	184		184	
	50300225	CONCRETE STRUCTURES	CU YD	76.1		76.1	
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	102.2		102.2	
	50300260	BRIDGE DECK GROOVING	SQ YD	392		392	
	50300300	PROTECTIVE COAT	SQ YD	481		481	
	50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	94.2		94.2	
	50401305	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL27N	FOOT	277		277	
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	66230		66230	
	51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	328		328	
	51202305	DRIVING PILES	FOOT	328		328	
	51203200	TEST PILE METAL SHELLS	EACH	2		2	
	51500100	NAME PLATES	EACH	1		1	
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	124		124	
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	72		72	
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	7	5	2	
	60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	950	950		

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / BASE MAP CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / BASE MAP CHECKED / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE

MODEL: SMODELNAME5
FILE NAME: ...\3839_sht_SQ3.dgn

USER NAME = kdc	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	
	DRAWN - KDC	REVISED -			
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJK	REVISED -			
PLOT DATE = 9/5/2024	DATE - 7/16/2024	REVISED -		SCALE: N.T.S.	SHEET 3 OF 5 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	6
		CONTRACT NO. 61K76		
		ILLINOIS FED. AID PROJECT		

SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 0004 ROADWAY 80% FEDERAL / 20% COUNTY	0010 BRIDGE 80% FEDERAL / 20% COUNTY	0042 TRAINEES 80% FEDERAL / 20% COUNTY
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	132		132	
X	63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	188	188		
X	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
X	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
	63200310	GUARDRAIL REMOVAL	FOOT	115	115		
	66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	9	9		
	67100100	MOBILIZATION	L SUM	1	1		
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	84	84		
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	842	842		
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	2525	2525		
X	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
X	78004620	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4"	FOOT	2525	2525		
X	78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	2525	2525		
X	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	24	24		
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	14	14		
	X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	100	100		
X	X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	10762	10762		

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, GRADES CHECKED, BM & CP SET, CADD FILE NAME, NOTE BOOK, NO, BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, BM & CP SET, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO, BY, DATE

MODEL: $MODELNAME$
FILE NAME: ...3839_sht_500.dgn

USER NAME = kdc	DESIGNED - KDC	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN - KDC	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 9/5/2024	DATE - 7/16/2024	REVISED -	

SUMMARY OF QUANTITIES

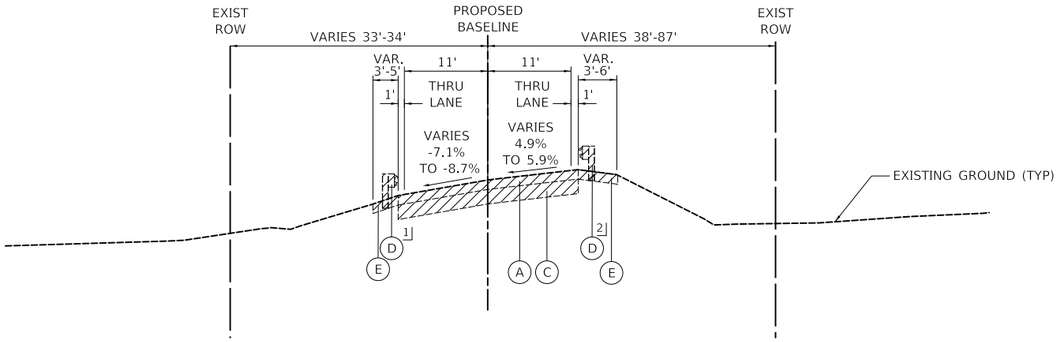
SCALE: N.T.S. | SHEET 4 OF 5 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	7
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 0004 ROADWAY 80% FEDERAL / 20% COUNTY	0010 BRIDGE 80% FEDERAL / 20% COUNTY	0042 TRAINEES 80% FEDERAL / 20% COUNTY
	X5021507	DEWATERING	L SUM	1	1		
	X5080530	BAR TERMINATORS	EACH	266		266	
	X6700405	ENGINEER'S FIELD OFFICE, TYPE A (MODIFIED)	CAL MO	9	9		
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
	XX006821	CONCRETE TRUCK WASHOUT	L SUM	1	1		
	XX007061	OUTFALL STRUCTURE	EACH	2	2		
X	Z0007124	STEEL RAILING (SPECIAL)	FOOT	112		112	
	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	267	267		
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
X	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	131	131		
X	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	2		
	Z0076600	TRAINEES	HOUR	500			500
	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500			500

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

PROFILE — NOTE BOOK NO. — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKED — BY — DATE

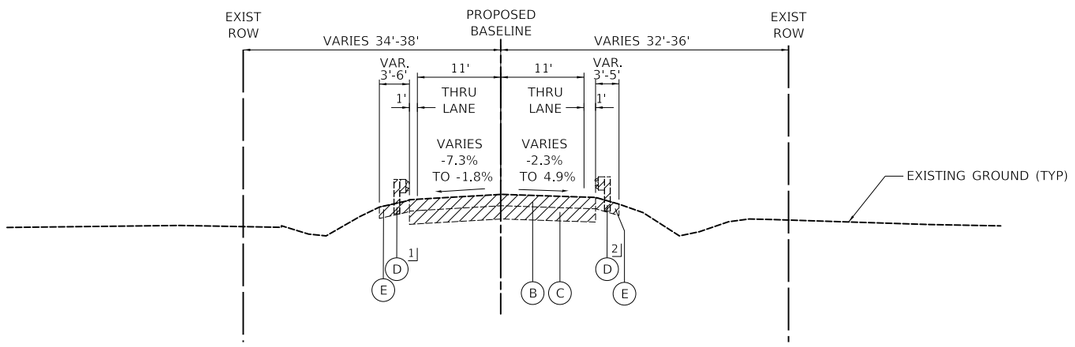


EXISTING TYPICAL SECTION

FLAT IRON ROAD
STA. 121+01.40 TO STA. 123+33.49

1] STA. 123+07 TO STA. 123+33.49
2] STA. 123+02 TO STA. 123+33.49

FLAT IRON ROAD
STA. 123+33.49 TO STA. 123+65.96
SN 056-3019
SEE BRIDGE PLANS



EXISTING TYPICAL SECTION

FLAT IRON ROAD
STA. 123+65.96 TO STA. 127+32.50

1] STA. 123+65.96 TO STA. 123+98
2] STA. 123+65.96 TO STA. 123+91

LEGEND

- (A) EXISTING H.M.A. PAVEMENT (7.5" & VARIES)
- (B) EXISTING H.M.A. PAVEMENT (9" & VARIES)
- (C) EXISTING AGGREGATE BASE (11" & VARIES) (REMOVE WHEN REQUIRED FOR AGGREGATE SUBGRADE PLACEMENT. PAID FOR AS "EARTH EXCAVATION")
- (D) EXISTING GUARDRAIL
- (E) EXISTING AGGREGATE SHOULDER (REMOVAL PAID FOR AS "EARTH EXCAVATION")

REMOVAL

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

PROFILE — DATE | BY | SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | STRUCTURE NO/ATPNS CHKD | NOTE BOOK | NO.

MODEL: SMODELNAME5
FILE NAME: ...\03-Typicals\3839-sht_typ

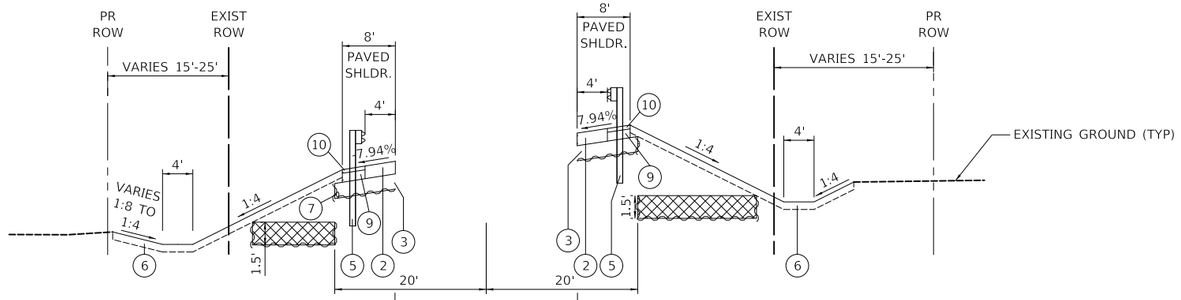
USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/26/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS

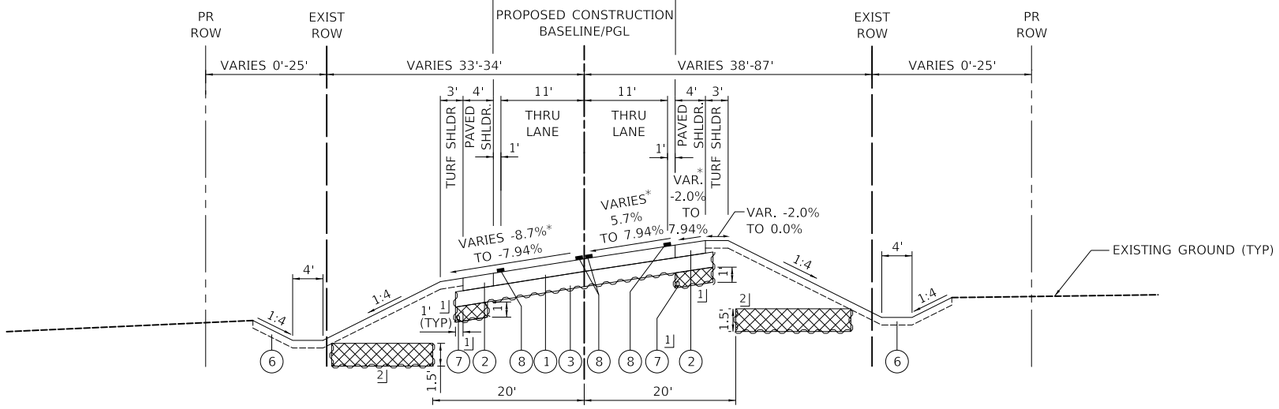
SCALE: N.T.S. | SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	9
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		



STA. 121+63.62 TO STA. 122+71.44

STA. 122+23.90 TO STA. 122+71.44

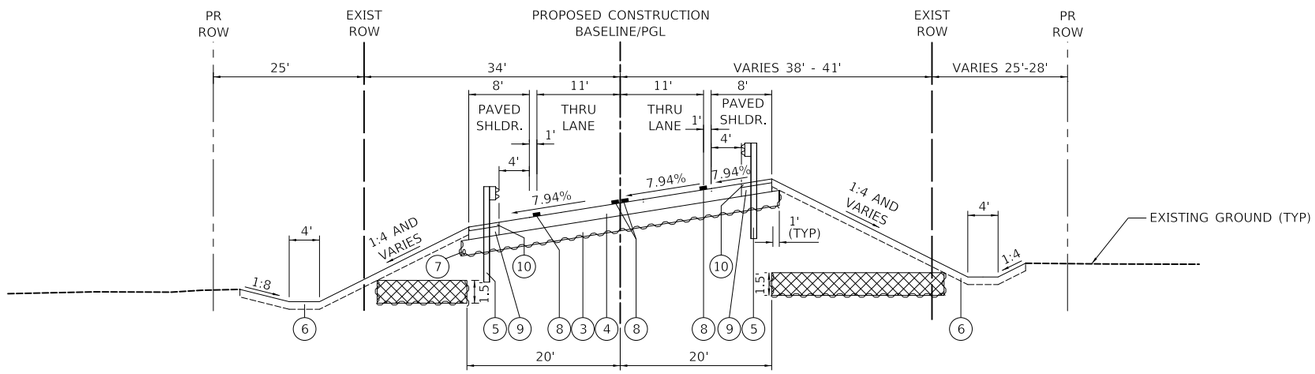


PROPOSED TYPICAL SECTION

FLAT IRON ROAD
STA. 121+01.40 TO STA. 122+71.44

1 STA. 121+01.40 TO STA. 122+00.00
2 STA. 122+00.00 TO STA. 122+71.44

* SEE SHEET 67 FOR SUPERELEVATION TRANSITION DETAILS



PROPOSED TYPICAL SECTION

FLAT IRON ROAD
STA. 122+71.44 TO STA. 122+91.98

LEGEND

1. HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10"
2. HOT-MIX ASPHALT SHOULDER, 10"
3. AGGREGATE SUBGRADE IMPROVEMENT, 12"
4. PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLABS
5. STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FT. POST
6. TOPSOIL EXCAVATION AND PLACEMENT, 6"
   SEE LANDSCAPING SHEETS FOR SEED TYPE
7. PIPE UNDERDRAIN, TYPE 2, 4"
8. PREFORMED PLASTIC PAVEMENT MARKING - TYPE D - STANDARD - LINE 4"
   GROOVING FOR RECESSED PAVEMENT MARKING 5"
9. AGGREGATE BASE COURSE, TYPE B, 8"
10. HOT-MIX ASPHALT SHOULDER, 2"

PROPOSED UNDERCUT
(REPLACE WITH AGGREGATE SUBGRADE IMPROVEMENT)
SEE MSET GEOTECHNICAL REPORT DATED 07/11/2024
FOR REPLACEMENT LIMITS

GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

HOT-MIX ASPHALT MIXTURE REQUIREMENTS TABLE		
MIXTURE TYPE	AIR VOIDS @ Ndes	QMP
HMA PAVEMENT (FULL DEPTH), 10"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70; 2"	4% @ 70 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 8"	4% @ 70 GYR.	LR 1030-2
HMA SHOULDERS, 10"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70; 2"	4% @ 70 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 8"	4% @ 70 GYR.	LR 1030-2
HMA SHOULDERS, 2"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70; 2"	4% @ 70 GYR.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2		

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LB/SY-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 58-28" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
3. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE HMA SURFACE LIFT AND UNDER THE TOP BINDER LIFT.

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

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

MODEL: $MODELNAME$
FILE NAME: ...\03-Typicals\3839-slit_typ

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/26/2024	DATE - 7/16/2024	REVISED -	

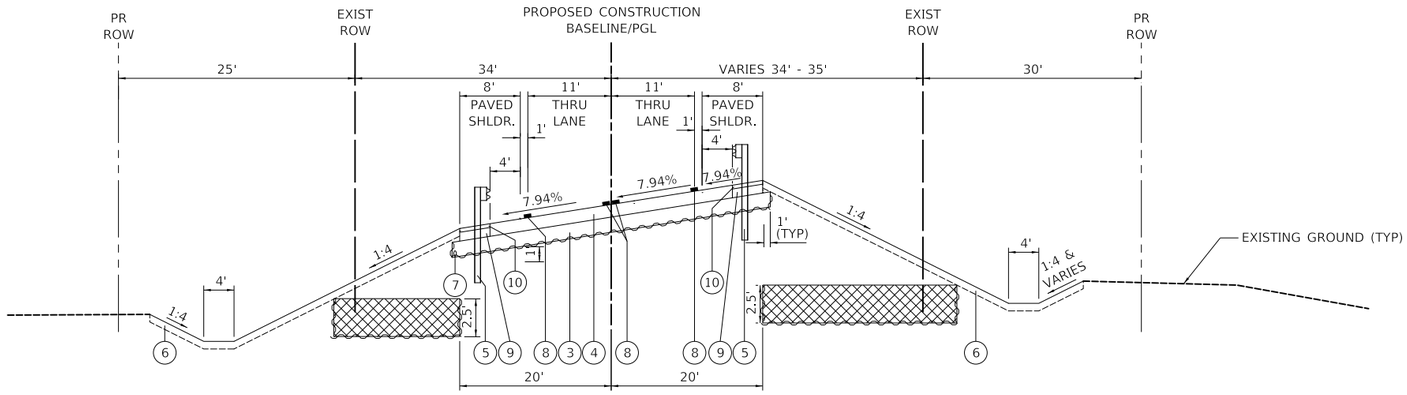
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS

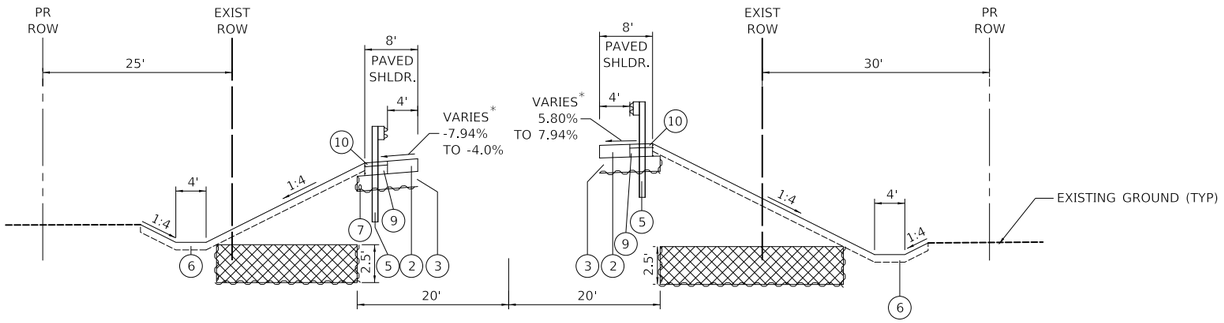
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	10
		CONTRACT NO. 61K76		
		ILLINOIS FED. AID PROJECT		

FLAT IRON ROAD
STA. 122+91.98 TO STA. 124+08.02
SN 056-3055
SEE BRIDGE PLANS



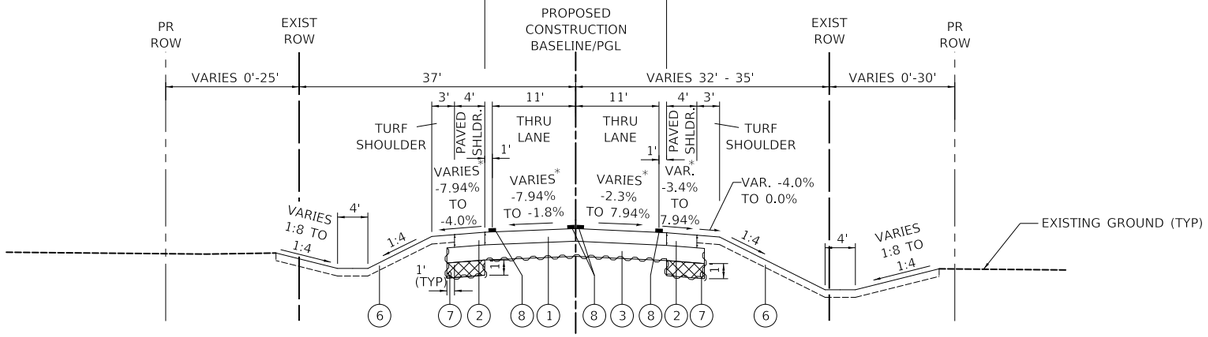
PROPOSED TYPICAL SECTION

FLAT IRON ROAD
STA. 124+08.02 TO STA. 124+26.81



STA. 124+26.81 TO STA. 125+65.00

STA. 124+26.81 TO STA. 124+86.04



* SEE SHEET 67 FOR SUPERELEVATION TRANSITION DETAILS

PROPOSED TYPICAL SECTION

FLAT IRON ROAD
STA. 124+26.81 TO STA. 127+32.50

LEGEND

1. HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10"
2. HOT-MIX ASPHALT SHOULDER, 10"
3. AGGREGATE SUBGRADE IMPROVEMENT, 12"
4. PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLABS
5. STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FT. POST
6. TOPSOIL EXCAVATION AND PLACEMENT, 6"
   SEE LANDSCAPING SHEETS FOR SEED TYPE
7. PIPE UNDERDRAIN, TYPE 2, 4"
8. PREFORMED PLASTIC PAVEMENT MARKING - TYPE D - STANDARD - LINE 4"
   GROOVING FOR RECESSED PAVEMENT MARKING 5"
9. AGGREGATE BASE COURSE, TYPE B, 8"
10. HOT-MIX ASPHALT SHOULDER, 2"

PROPOSED UNDERCUT
(REPLACE WITH AGGREGATE SUBGRADE IMPROVEMENT)
SEE MSET GEOTECHNICAL REPORT DATED 07/11/2024
FOR REPLACEMENT LIMITS

GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

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

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

MODEL: SMODELNAME5
FILE NAME: ...\03-Typicals\3839-sht_typ

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/26/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	11
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

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

PROFILE	DATE
SURVEYED	BY
PLOTTED	
GRADES CHECKED	
B.M. NOTED	
STRUCTURE NO	TAWS CHKD
NOTE BOOK	
NO.	

SCHEDULE OF EARTHWORK

FLAT IRON ROAD

STATION	DISTANCE	CUT	TOPSOIL STRIPPING	UNDERCUTS	EMBANKMENT REQUIRED	AGGREGATE SUBGRADE IMPROVEMENT	CUT	TOPSOIL STRIPPING	UNDERCUTS	EMBANKMENT REQUIRED	AGGREGATE SUBGRADE IMPROVEMENT
(XX+XX)	(FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	(CU. YD.)
120+80.		0.0	12.3	0.0	0.0	0.0					
	21						7.3	13.5	0.0	3.3	0.0
121+01.4		18.3	21.9	0.0	8.3	0.0					
	0						0.0	0.0	0.0	0.0	0.0
121+01.41		62.1	21.9	10.5	7.8	10.5					
	49						135.1	48.8	16.6	55.5	16.6
121+50.		88.0	32.3	7.9	53.9	7.9					
	50						349.5	66.3	56.4	296.6	56.4
122+00.		289.4	39.3	53.0	266.4	53.0					
	50						496.0	76.9	100.8	489.7	100.8
122+50.		246.3	43.8	55.8	262.4	55.8					
	50						376.5	74.2	105.0	446.3	105.0
123+00.		160.3	36.3	57.6	219.6	57.6					
	21						92.9	28.4	44.5	131.4	44.5
123+21.25		75.9	35.9	55.5	114.3	55.5					
	58						0.0	0.0	0.0	0.0	0.0
123+79.34		64.1	28.3	95.5	104.0	105.2					
	21						72.9	23.3	74.0	101.5	78.5
124+00.		126.5	32.6	97.9	161.3	99.9					
	50						195.8	59.8	202.1	334.5	205.8
124+50.		85.0	32.0	120.4	200.0	122.3					
	50						158.2	63.0	205.4	321.4	207.1
125+00.		85.9	36.0	101.4	147.1	101.4					
	50						133.1	67.8	106.5	189.1	106.7
125+50.		57.9	37.2	13.6	57.1	13.8					
	50						150.6	72.1	20.1	74.2	20.4
126+00.		104.7	40.7	8.1	23.0	8.1					
	50						219.5	75.5	15.1	33.3	15.1
126+50.		132.4	40.8	8.1	12.9	8.1					
	50						197.9	67.7	16.8	24.5	16.8
127+00.		81.3	32.4	10.0	13.6	10.0					
	32						78.7	30.8	12.0	16.7	12.0
127+32.49		49.4	18.9	10.0	14.2	10.0					
	0						0.0	0.0	0.0	0.0	0.0
127+32.5		15.1	18.9	0.0	17.4	0.0					
	28						7.7	12.9	0.0	8.8	0.0
127+60.		0.0	6.5	0.0	0.0	0.0					
EMBANKMENT REQUIRED TO FILL IN TEMPORARY SEDIMENT TRAPS							0.0	0.0	0.0	117.9	0.0
FLAT IRON ROAD							2,671.7	781.1	975.5	2,644.7	985.8

SCHEDULE OF EARTHWORK

CHANNEL EXCAVATION

STATION	DISTANCE	CUT	EMBANKMENT REQUIRED	CUT	EMBANKMENT REQUIRED
(XX+XX)	(FT.)	(SQ. FT.)	(SQ. FT.)	(CU. YD.)	(CU. YD.)
200+68.01		0.0	0.0		
	2			0.5	0.0
200+69.68		15.6	0.3		
	5			5.2	0.2
200+75.		37.1	1.4		
	18			39.2	0.5
200+92.82		81.7	0.0		
	7			25.5	0.0
201+00.		109.9	0.1		
	9			41.7	0.0
201+08.72		148.1	0.0		
	1			4.2	0.0
201+09.48		152.6	0.0		
	8			44.4	0.0
201+17.81		135.3	0.0		
	7			38.3	0.0
201+25.		152.5	0.0		
	15			0.0	0.0
201+40.01		155.9	0.0		
	8			45.6	0.5
201+47.52		172.0	3.3		
	1			4.8	0.2
201+48.28		171.3	9.7		
	2			10.4	0.7
201+50.		156.6	11.1		
	14			51.2	3.5
201+63.93		41.9	2.6		
	11			21.2	3.1
201+75.		61.6	12.7		
	19			25.1	5.1
201+93.97		9.9	1.7		
	2			3.9	0.7
201+96.38		0.0	0.0		
CHANNEL EXCAVATION				360.9	14.4

LINE	EARTHWORK SUMMARY	FLAT IRON ROAD SY	FLAT IRON ROAD CY	MOKELER CREEK SY	MOKELER CREEK CY
1	PROPOSED TOPSOIL REQUIRED (6")	5169	862	0	0
2	TOPSOIL EXCAVATION AND PLACEMENT		781		0
3	TOPSOIL FURNISH AND PLACE, 6" (LINE 1 MINUS LINE 2)	486	81		0
4	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (UNDERCUTS PER GEOTECH REPORT)		976		0
5	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (UNDERCUTS)		475		0
6	TOTAL REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (SUM OF LINES 4 AND 5)		1451		0
7	AGGREGATE SUBGRADE IMPROVEMENT (UNDERCUTS PER GEOTECH REPORT)		986		0
8	AGGREGATE SUBGRADE IMPROVEMENT (UNDERCUTS)		475		0
9	TOTAL AGGREGATE SUBGRADE IMPROVEMENT		1461		0
10	TOTAL CHANNEL EXCAVATION (CREEK)		0		361
11	TOTAL EARTH EXCAVATION FOR EROSION CONTROL		118		0
12	EXCAVATION (ROADWAY)		2672		0
13	TOTAL EARTH EXCAVATION (LINE 12)		2672		0
14	ROADWAY EARTH EXCAVATION AVAILABLE FOR EMBANKMENT ((1 - SHRINKAGE FACTOR) TIMES LINE 13)		2271		0
15	EMBANKMENT REQUIRED		2645		14
16	FURNISHED EXCAVATION (LINE 15 MINUS LINE 14)		374		14

THE SHRINKAGE FACTOR SHALL BE 15%.

MODEL: SMODELNAMES
FILE NAME: ...\3839-Earthwork Schedules.dgn

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/26/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF EARTHWORK

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	12
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

SCHEDULE OF GEOTECHNICAL FABRIC FOR GROUND STABILIZATION			
21001000			
			QUANTITY
START STATION	END STATION	LOCATION	(SQ YD)
120+80.0	121+50.0	LT	108.2
120+80.0	121+50.0	RT	107.1
121+50.0	122+00.0	LT	130.5
121+50.0	122+00.0	RT	112.1
122+00.0	122+50.0	LT	201.0
122+00.0	122+50.0	RT	241.2
122+50.0	S CREEK LIMITS	LT	204.6
122+50.0	S CREEK LIMITS	RT	339.8
N CREEK LIMITS	124+50.0	LT	292.3
N CREEK LIMITS	124+50.0	RT	313.9
124+50.0	125+00.0	LT	229.3
124+50.0	125+00.0	RT	277.1
125+00.0	125+50.0	LT	133.3
125+00.0	125+50.0	RT	112.2
125+50.0	126+00.0	LT	123.2
125+50.0	126+00.0	RT	111.1
126+00.0	126+50.0	LT	111.1
126+00.0	126+50.0	RT	111.1
126+50.0	127+00.0	LT	111.1
126+50.0	127+00.0	RT	111.1
127+00.0	127+60.0	LT	72.2
127+00.0	127+60.0	RT	72.2
UNDERCUTS			356.1
		TOTAL:	3,981.8
		ADJUSTED TOTAL:	3,982

SCHEDULE OF SEEDING, CLASS 2A			
25000210			
			QUANTITY
START STATION	END STATION	LOCATION	(ACRE)
120+80.0	121+50.0	LT	0.03
120+80.0	121+50.0	RT	0.05
121+50.0	122+00.0	LT	0.03
121+50.0	122+00.0	RT	0.05
122+00.0	122+50.0	LT	0.02
122+00.0	122+50.0	RT	0.03
122+50.0	123+00.0	LT	0.01
122+50.0	123+00.0	RT	0.01
123+00.0	S CREEK LIMITS	LT	0.00
124+00.0	124+50.0	LT	0.01
124+00.0	124+50.0	RT	0.01
124+50.0	125+00.0	LT	0.04
124+50.0	125+00.0	RT	0.03
125+00.0	125+50.0	LT	0.04
125+00.0	125+50.0	RT	0.05
125+50.0	126+00.0	LT	0.04
125+50.0	126+00.0	RT	0.05
126+00.0	126+50.0	LT	0.05
126+00.0	126+50.0	RT	0.05
126+50.0	127+00.0	LT	0.05
126+50.0	127+00.0	RT	0.04
127+00.0	127+60.0	LT	0.03
127+00.0	127+60.0	RT	0.03
STOCKPILE RESTORATION			0.05
		TOTAL:	0.80
		ADJUSTED TOTAL:	1.00

SCHEDULE OF SEEDING, CLASS 4A			
25000312			
			QUANTITY
START STATION	END STATION	LOCATION	(ACRE)
122+00.0	122+50.0	LT	0.02
122+00.0	122+50.0	RT	0.02
122+50.0	123+00.0	LT	0.03
122+50.0	123+00.0	RT	0.04
123+00.0	S CREEK LIMITS	LT	0.02
123+00.0	S CREEK LIMITS	RT	0.04
N CREEK LIMITS	124+00.0	LT	0.03
N CREEK LIMITS	124+00.0	RT	0.02
124+00.0	124+50.0	LT	0.03
124+00.0	124+50.0	RT	0.04
124+50.0	125+00.0	LT	0.00
124+50.0	125+00.0	RT	0.02
		TOTAL:	0.31
		ADJUSTED TOTAL:	0.50

SCHEDULE OF SEEDING, CLASS 4B			
25000314			
			QUANTITY
START STATION	END STATION	LOCATION	(ACRE)
123+00.0	S CREEK LIMITS	LT	0.01
123+00.0	S CREEK LIMITS	RT	0.02
N CREEK LIMITS	124+00.0	LT	0.01
N CREEK LIMITS	124+00.0	RT	0.01
		TOTAL:	0.05
		ADJUSTED TOTAL:	0.25

SCHEDULE OF NITROGEN FERTILIZER NUTRIENT	
25000400	
	QUANTITY
ITEM	(POUND)
SEEDING, CLASS 2A	72.4
TOTAL:	72.4
ADJUSTED TOTAL:	73

SCHEDULE OF POTASSIUM FERTILIZER NUTRIENT	
25000600	
	QUANTITY
ITEM	(POUND)
SEEDING, CLASS 2A	72.4
TOTAL:	72.4
ADJUSTED TOTAL:	73

SCHEDULE OF AGGREGATE (EROSION CONTROL)					
28001000					
					QUANTITY
ITEM	STONE TYPE	AREA (SF)	DEPTH (FT)	RATE (LB/CF)	(TON)
TEMPORARY SEDIMENT TRAP ST-1	RR-4	102.0	1.0	110	5.6
		160.0	1.75	110	15.4
		210.0	4.0	110	46.2
		120.0	1.5	110	9.9
	CA-3	16.0	0.5	125	0.5
TEMPORARY SEDIMENT TRAP ST-2	RR-4	106.5	1.0	110	5.9
		190.0	1.75	110	18.3
		232.5	4.0	110	51.2
		135.0	1.5	110	11.1
	CA-3	17.5	0.5	125	0.5
TEMPORARY SEDIMENT TRAP ST-3	RR-4	105.0	1.0	110	5.8
		180.0	1.75	110	17.3
		225.0	4.0	110	49.5
		130.0	1.5	110	10.7
	CA-3	17.0	0.5	125	0.5
TEMPORARY SEDIMENT TRAP ST-4	RR-4	109.5	1.0	110	6.0
		210.0	1.75	110	20.2
		247.5	4.0	110	54.5
		145.0	1.5	110	12.0
	CA-3	18.5	0.5	125	0.6
				TOTAL:	341.7
				ADJUSTED TOTAL:	342

SCHEDULE OF TEMPORARY EROSION CONTROL SEEDING	
28000250	
	QUANTITY
ITEM	(POUND)
SEEDING, CLASS 2A	75.4
SEEDING, CLASS 4A	31.4
SEEDING, CLASS 4B	3.2
TOTAL:	110.0
ADJUSTED TOTAL:	110

SCHEDULE OF TEMPORARY DITCH CHECKS		
28000305		
		QUANTITY
STATION	OFFSET	(FOOT)
122+20	43.1' LT	14
122+25	53.3' RT	14
123+21	40.0' LT	14
123+30	46.2' RT	14
123+58	44.7' LT	14
123+80	49.7' RT	14
124+55	47.2' LT	14
124+70	52.7' RT	14
125+55	39.6' LT	14
125+70	42.5' RT	14
126+55	35.2' LT	14
126+70	35.3' RT	14
TOTAL:		168

SCHEDULE OF PERIMETER EROSION BARRIER			
28000400			
			QUANTITY
START STATION	END STATION	LOCATION	(FOOT)
120+80.0	121+50.0	LT	69.9
120+80.0	121+50.0	RT	77.9
121+50.0	122+00.0	LT	48.5
121+50.0	122+00.0	RT	52.9
122+00.0	122+50.0	LT	48.0
122+00.0	122+50.0	RT	52.6
122+50.0	123+00.0	LT	47.7
122+50.0	123+00.0	RT	52.6
123+00.0	S CREEK LIMITS	LT	59.1
123+00.0	S CREEK LIMITS	RT	72.0
N CREEK LIMITS	124+00.0	LT	82.0
N CREEK LIMITS	124+00.0	RT	68.3
124+00.0	124+50.0	LT	47.8
124+00.0	124+50.0	RT	52.6
124+50.0	125+00.0	LT	47.9
124+50.0	125+00.0	RT	52.5
125+00.0	125+50.0	LT	49.9
125+00.0	125+50.0	RT	50.1
125+50.0	126+00.0	LT	50.1
125+50.0	126+00.0	RT	50.0
126+00.0	126+50.0	LT	50.0
126+00.0	126+50.0	RT	50.0
126+50.0	127+00.0	LT	51.1
126+50.0	127+00.0	RT	52.4
127+00.0	127+60.0	LT	66.4
127+00.0	127+60.0	RT	64.6
REINSTALLATION AT MOKELER CREEK			151.0
		TOTAL:	1,617.9
		ADJUSTED TOTAL:	1,618

SCHEDULE OF STONE RIPRAP, CLASS A4			
28100107			
			QUANTITY
START STATION	END STATION	LOCATION	(SQ YD)
122+50.0	123+00.0	RT	9.1
123+00.0	124+00.0	LT	38.2
BRIDGE INSTALLATION			432.0
123+00.0	124+00.0	RT	70.6
124+00.0	124+50.0	LT	21.7
124+00.0	124+50.0	RT	13.6
		TOTAL:	585.2
		ADJUSTED TOTAL:	586

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

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

MODEL: SMODELNAME5
FILE NAME: ...\3839_sht-Schedules.dgn

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/26/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 1 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	13
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

SCHEDULE OF FILTER FABRIC	
28200200	
ITEM	QUANTITY (SQ YD)
STONE RIPRAP, CLASS A4	585.2
TEMPORARY SEDIMENT TRAP ST-1	38.7
TEMPORARY SEDIMENT TRAP ST-2	43.0
TEMPORARY SEDIMENT TRAP ST-3	41.6
TEMPORARY SEDIMENT TRAP ST-4	45.9
TOTAL:	754.4
ADJUSTED TOTAL:	755

SCHEDULE OF AGGREGATE SUBGRADE IMPROVEMENT 12"			
30300112			
			QUANTITY
START STATION	END STATION	LOCATION	(SQ YD)
120+96.4	121+50.0	LT/RT	185.6
121+50.0	122+00.0	LT/RT	209.1
122+00.0	122+50.0	LT/RT	228.0
122+50.0	S BRIDGE LIMITS	LT/RT	219.0
N BRIDGE LIMITS	124+50.0	LT/RT	218.3
124+50.0	125+00.0	LT/RT	231.5
125+00.0	125+50.0	LT/RT	212.1
125+50.0	126+00.0	LT/RT	200.9
126+00.0	126+50.0	LT/RT	188.9
126+50.0	127+00.0	LT/RT	188.9
127+00.0	127+37.5	LT/RT	122.8
		TOTAL:	2,205.1
		ADJUSTED TOTAL:	2,206

SCHEDULE OF AGGREGATE BASE COURSE, TYPE B 8"	
35102000	
ITEM	QUANTITY (SQ YD)
HOT-MIX ASPHALT SHOULDERS, 2"	208.9
TOTAL:	208.9
ADJUSTED TOTAL:	209

SCHEDULE OF BITUMINOUS MATERIALS (PRIME COAT)								
40600275								
								QUANTITY
START STATION	END STATION	ROADWAY (SF)	HMA SHOULDERS 2" (SF)	HMA SHOULDERS 10" (SF)	TOTAL AREA (SF)	APPLICATION RATE (LB/SF)	# OF APPLICATIONS	(POUND)
120+96.4	121+50.0	1166.4		405.8	1572.2	0.25	1	393.1
121+50.0	122+00.0	1200.0	104.0	477.9	1781.9	0.25	1	445.5
122+00.0	122+50.0	1200.0	262.4	489.2	1951.6	0.25	1	487.9
122+50.0	S BRIDGE LIMITS	514.6	499.7	171.7	1186.0	0.25	1	296.5
N BRIDGE LIMITS	124+50.0	556.5	491.2	185.5	1233.2	0.25	1	308.3
124+50.0	125+00.0	1200.0	302.8	480.7	1983.5	0.25	1	495.9
125+00.0	125+50.0	1200.0	199.9	408.4	1808.3	0.25	1	452.1
125+50.0	126+00.0	1200.0	20.0	488.0	1708.0	0.25	1	427.0
126+00.0	126+50.0	1200.0		400.0	1600.0	0.25	1	400.0
126+50.0	127+00.0	1200.0		400.0	1600.0	0.25	1	400.0
127+00.0	127+37.5	780.0		260.0	1040.0	0.25	1	260.0
							TOTAL:	4,366.3
							ADJUSTED TOTAL:	4,367

SCHEDULE OF BITUMINOUS MATERIALS (TACK COAT)							
40600290							
							QUANTITY
START STATION	END STATION	ROADWAY (SF)	HMA SHOULDERS 10" (SF)	TOTAL AREA (SF)	APPLICATION RATE (LB/SF)	# OF APPLICATIONS	(POUND)
120+96.4	121+50.0	1166.4	405.8	1572.2	0.025	2	78.6
121+50.0	122+00.0	1200.0	477.9	1677.9	0.025	2	83.9
122+00.0	122+50.0	1200.0	489.2	1689.2	0.025	2	84.5
122+50.0	S BRIDGE LIMITS	514.6	171.7	686.3	0.025	2	34.3
N BRIDGE LIMITS	124+50.0	556.5	185.5	742.0	0.025	2	37.1
124+50.0	125+00.0	1200.0	480.7	1680.7	0.025	2	84.0
125+00.0	125+50.0	1200.0	408.4	1608.4	0.025	2	80.4
125+50.0	126+00.0	1200.0	488.0	1688.0	0.025	2	84.4
126+00.0	126+50.0	1200.0	400.0	1600.0	0.025	2	80.0
126+50.0	127+00.0	1200.0	400.0	1600.0	0.025	2	80.0
127+00.0	127+37.5	780.0	260.0	1040.0	0.025	2	52.0
						TOTAL:	779.2
						ADJUSTED TOTAL:	780

SCHEDULE OF LONGITUDINAL JOINT SEALANT			
40600370			
			QUANTITY
START STATION	END STATION	LOCATION	(FOOT)
120+96.4	121+50.0	CENTERLINE	48.6
121+50.0	122+00.0	CENTERLINE	50.0
122+00.0	122+50.0	CENTERLINE	50.0
122+50.0	S BRIDGE LIMITS	CENTERLINE	21.4
N BRIDGE LIMITS	124+50.0	CENTERLINE	23.2
124+50.0	125+00.0	CENTERLINE	50.0
125+00.0	125+50.0	CENTERLINE	50.0
125+50.0	126+00.0	CENTERLINE	50.0
126+00.0	126+50.0	CENTERLINE	50.0
126+50.0	127+00.0	CENTERLINE	50.0
127+00.0	127+37.5	CENTERLINE	32.5
		TOTAL:	475.7
		TOTAL (2 APPLICATIONS):	951.4
		ADJUSTED TOTAL:	952

SCHEDULE OF HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"			
40701881			
			QUANTITY
START STATION	END STATION	LOCATION	(SQ YD)
120+96.4	121+50.0	LT/RT	129.6
121+50.0	122+00.0	LT/RT	133.3
122+00.0	122+50.0	LT/RT	133.3
122+50.0	S BRIDGE LIMITS	LT/RT	57.2
N BRIDGE LIMITS	124+50.0	LT/RT	61.8
124+50.0	125+00.0	LT/RT	133.3
125+00.0	125+50.0	LT/RT	133.3
125+50.0	126+00.0	LT/RT	133.3
126+00.0	126+50.0	LT/RT	133.3
126+50.0	127+00.0	LT/RT	133.3
127+00.0	127+37.5	LT/RT	86.7
		TOTAL:	1,268.4
		ADJUSTED TOTAL:	1,269

SCHEDULE OF WELDED WIRE REINFORCEMENT			
42000060			
			QUANTITY
START STATION	END STATION	LOCATION	(SQ YD)
122+50	S BRIDGE LIMITS	LT/RT	54.8
N BRIDGE LIMITS	124+50	LT/RT	50.1
		TOTAL:	104.9
		ADJUSTED TOTAL:	105

SCHEDULE OF PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB			
42000080			
			QUANTITY
START STATION	END STATION	LOCATION	(SQ YD)
122+50	S BRIDGE LIMITS	LT/RT	73.0
N BRIDGE LIMITS	124+50	LT/RT	66.8
		TOTAL:	139.8
		ADJUSTED TOTAL:	140

SCHEDULE OF PROTECTIVE COAT			
42001300			
			QUANTITY
START STATION	END STATION	LOCATION	(SQ YD)
122+50	S BRIDGE LIMITS	LT/RT	73.0
N BRIDGE LIMITS	124+50	LT/RT	66.8
		TOTAL:	139.8
		ADJUSTED TOTAL:	140

SCHEDULE OF PAVEMENT REMOVAL			
44000100			
			QUANTITY
START STATION	END STATION	LOCATION	(SQ YD)
120+96.4	121+50.0	LT/RT	142.7
121+50.0	122+00.0	LT/RT	142.7
122+00.0	122+50.0	LT/RT	140.1
122+50.0	123+00.0	LT/RT	136.3
123+00.0	S BRIDGE LIMITS	LT/RT	91.8
N BRIDGE LIMITS	124+00.0	LT/RT	94.3
124+00.0	124+50.0	LT/RT	135.9
124+50.0	125+00.0	LT/RT	134.4
125+00.0	125+50.0	LT/RT	133.7
125+50.0	126+00.0	LT/RT	138.7
126+00.0	126+50.0	LT/RT	140.6
126+50.0	127+00.0	LT/RT	136.6
127+00.0	127+37.5	LT/RT	86.6
		TOTAL:	1,654.4
		ADJUSTED TOTAL:	1,655

SCHEDULE OF AGGREGATE SHOULDERS, TYPE B 8"			
48101600			
			QUANTITY
START STATION	END STATION	LOCATION	(SQ YD)
120+96.4	121+50.0	LT	1.8
120+96.4	121+50.0	RT	2.9
127+00.0	127+37.5	LT	2.0
127+00.0	127+37.5	RT	1.9
		TOTAL:	8.6
		ADJUSTED TOTAL:	9

SCHEDULE OF HOT-MIX ASPHALT SHOULDERS, 2"			
48203005			
			QUANTITY
START STATION	END STATION	LOCATION	(SQ YD)
121+50.0	122+00.0	LT	11.6
122+00.0	122+50.0	LT	21.9
122+00.0	122+50.0	RT	7.3
122+50.0	S BRIDGE LIMITS	LT	24.9
122+50.0	S BRIDGE LIMITS	RT	30.6
N BRIDGE LIMITS	124+50.0	LT	28.7
N BRIDGE LIMITS	124+50.0	RT	25.9
124+50.0	125+00.0	LT	21.9
124+50.0	125+00.0	RT	11.7
125+00.0	125+50.0	LT	22.2
125+50.0	126+00.0	LT	2.2
		TOTAL:	208.9
		ADJUSTED TOTAL:	209

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

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

MODEL: \$MODELNAME\$
FILE NAME: ...\3839_gIt-Schedules.dgn

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/26/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 2 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	14
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

SCHEDULE OF HOT-MIX ASPHALT SHOULDERS, 10"			
48203037			
			QUANTITY
START STATION	END STATION	LOCATION	(SQ YD)
120+96.4	121+50.0	LT	22.7
120+96.4	121+50.0	RT	22.4
121+50.0	122+00.0	LT	30.6
121+50.0	122+00.0	RT	22.5
122+00.0	122+50.0	LT	22.0
122+00.0	122+50.0	RT	32.4
122+50.0	S BRIDGE LIMITS	LT	9.4
122+50.0	S BRIDGE LIMITS	RT	9.7
N BRIDGE LIMITS	124+50.0	LT	10.2
N BRIDGE LIMITS	124+50.0	RT	10.4
124+50.0	125+00.0	LT	22.0
124+50.0	125+00.0	RT	31.4
125+00.0	125+50.0	LT	22.2
125+00.0	125+50.0	RT	23.2
125+50.0	126+00.0	LT	32.0
125+50.0	126+00.0	RT	22.2
126+00.0	126+50.0	LT	22.2
126+00.0	126+50.0	RT	22.2
126+50.0	127+00.0	LT	22.2
126+50.0	127+00.0	RT	22.2
127+00.0	127+37.5	LT	14.4
127+00.0	127+37.5	RT	14.4
		TOTAL:	462.9
		ADJUSTED TOTAL:	463

SCHEDULE OF PIPE CULVERT REMOVAL				
50105220				
				QUANTITY
START STATION	END STATION	LOCATION	PIPE SIZE (IN)	(FOOT)
125+82.6	126+04.1	RT	12" CMP	21.5
126+38.7	126+60.0	LT	12" CMP	21.4
			TOTAL:	42.9
			ADJUSTED TOTAL:	43

SCHEDULE OF CONCRETE HEADWALLS FOR PIPE DRAINS		
60100060		
		QUANTITY
STATION	OFFSET	(EACH)
122+00.0	31.9' RT	1
122+00.0	31.7' LT	1
123+02.8	29.9' LT	1
126+78.2	31.1' LT	1
126+78.2	31.1' RT	1
BRIDGE CONSTRUCTION		2
	TOTAL:	7

SCHEDULE OF PIPE UNDERDRAINS, TYPE 2, 4"			
60108204			
			QUANTITY
START STATION	END STATION	LOCATION	(FOOT)
121+01.4	121+50.0	LT	48.3
121+01.4	121+50.0	RT	49.1
121+50.0	122+00.0	LT	59.6
121+50.0	122+00.0	RT	70.0
122+00.0	122+50.0	LT	47.2
122+50.0	123+00.0	LT	49.2
123+00.0	123+50.0	LT	11.1
123+50.0	124+00.0	LT	19.1
124+00.0	124+50.0	LT	49.2
124+50.0	125+00.0	LT	49.2
125+00.0	125+50.0	LT	50.0
125+00.0	125+50.0	RT	50.0
125+50.0	126+00.0	LT	50.3
125+50.0	126+00.0	RT	50.0
126+00.0	126+50.0	LT	50.0
126+00.0	126+50.0	RT	54.1
126+50.0	127+00.0	LT	64.2
126+50.0	127+00.0	RT	64.2
127+00.0	127+32.5	LT	32.5
127+00.0	127+32.5	RT	32.5
		TOTAL:	949.8
		ADJUSTED TOTAL:	950

SCHEDULE OF STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	
63000003	
	QUANTITY
BRIDGE QUADRANT	(FOOT)
SW	62.5
SE	12.5
NW	100
NE	12.5
TOTAL:	187.5
ADJUSTED TOTAL:	188

SCHEDULE OF TRAFFIC BARRIER TERMINAL, TYPE 6	
63100085	
	QUANTITY
BRIDGE QUADRANT	(EACH)
SW	1
SE	1
NW	1
NE	1
TOTAL:	4

SCHEDULE OF TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	
63100167	
	QUANTITY
BRIDGE QUADRANT	(EACH)
SW	1
SE	1
NE	1
NW	1
TOTAL:	4

SCHEDULE OF GUARDRAIL REMOVAL			
63200310			
			QUANTITY
START STATION	END STATION	LOCATION	(FOOT)
123+00	S BRIDGE LIMITS	LT	26.2
123+00	S BRIDGE LIMITS	RT	31.7
N BRIDGE LIMITS	124+00	LT	31.6
N BRIDGE LIMITS	124+00	RT	25.4
		TOTAL:	114.9
		ADJUSTED TOTAL:	115

SCHEDULE OF FURNISHING AND ERECTING RIGHT OF WAY MARKERS		
66600105		
		QUANTITY
STATION	OFFSET	(EACH)
120+80.00	33.37' LT	1
121+66.60	66.48' RT	1
122+50.00	58.74' LT	1
123+98.00	59.30' LT	1
124+02.98	65.68' RT	1
126+50.00	63.04' RT	1
126+85.00	61.75' LT	1
127+60.00	36.31' LT	1
127+60.00	33.69' RT	1
	TOTAL:	9

SCHEDULE OF TERMINAL MARKER - DIRECT APPLIED			
72501000			
			QUANTITY
START STATION	END STATION	LOCATION	(EACH)
121+50	122+00	LT	1
122+00	122+50	RT	1
124+50	125+00	RT	1
125+50	126+00	LT	1
		TOTAL:	4

SCHEDULE OF PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4"			
78004620			
			QUANTITY
START STATION	END STATION	LOCATION/TYPE	(FOOT)
120+96.4	121+50.0	LT WHITE EDGE LINE	48.2
		DOUBLE YELLOW CTR	97.2
		RT WHITE EDGE LINE	49.0
121+50.0	122+00.0	LT WHITE EDGE LINE	49.6
		DOUBLE YELLOW CTR	100.0
		RT WHITE EDGE LINE	50.4
122+00.0	122+50.0	LT WHITE EDGE LINE	49.6
		DOUBLE YELLOW CTR	100.0
		RT WHITE EDGE LINE	50.4
122+50.0	123+00.0	LT WHITE EDGE LINE	49.6
		DOUBLE YELLOW CTR	100.0
		RT WHITE EDGE LINE	50.4
123+00.0	123+50.0	LT WHITE EDGE LINE	49.6
		DOUBLE YELLOW CTR	100.0
		RT WHITE EDGE LINE	50.4
123+50.0	124+00.0	LT WHITE EDGE LINE	49.6
		DOUBLE YELLOW CTR	100.0
		RT WHITE EDGE LINE	50.4
124+00.0	124+50.0	LT WHITE EDGE LINE	49.6
		DOUBLE YELLOW CTR	100.0
		RT WHITE EDGE LINE	50.4
124+50.0	125+00.0	LT WHITE EDGE LINE	49.6
		DOUBLE YELLOW CTR	100.0
		RT WHITE EDGE LINE	50.4
125+00.0	125+50.0	LT WHITE EDGE LINE	50.0
		DOUBLE YELLOW CTR	100.0
		RT WHITE EDGE LINE	50.0
125+50.0	126+00.0	LT WHITE EDGE LINE	50.0
		DOUBLE YELLOW CTR	100.0
		RT WHITE EDGE LINE	50.0
126+00.0	126+50.0	LT WHITE EDGE LINE	50.0
		DOUBLE YELLOW CTR	100.0
		RT WHITE EDGE LINE	50.0
126+50.0	127+00.0	LT WHITE EDGE LINE	50.0
		DOUBLE YELLOW CTR	100.0
		RT WHITE EDGE LINE	50.0
127+00.0	127+32.5	LT WHITE EDGE LINE	32.5
		DOUBLE YELLOW CTR	65.0
		RT WHITE EDGE LINE	32.5
		TOTAL:	2,524.4
		ADJUSTED TOTAL:	2,525

SCHEDULE OF GROOVING FOR RECESSED PAVEMENT MARKING 5"	
78011025	
	QUANTITY
ITEM	(FOOT)
PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4"	2,525
TOTAL:	2,525

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

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

MODEL: $MODELNAME$
FILE NAME: ...13839_sht-Schedules.dgn

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/26/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 3 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	15
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF GUARDRAIL REFLECTORS, TYPE A		
78200005		
		QUANTITY
STATION	LOCATION	(EACH)
121+98.6	LT	1
122+23.6	LT	1
122+48.6	LT	1
122+53.9	RT	1
122+73.6	LT	1
122+73.9	RT	1
122+93.9	RT	1
122+98.6	LT	1
123+13.9	RT	1
123+23.6	LT	1
123+33.9	RT	1
123+55.0	LT	1
123+76.0	RT	1
123+85.0	LT	1
123+96.0	RT	1
124+05.0	LT	1
124+16.0	RT	1
124+30.0	LT	1
124+36.0	RT	1
124+55.0	LT	1
124+56.0	RT	1
124+80.0	LT	1
125+05.0	LT	1
125+30.0	LT	1
TOTAL:		24

SCHEDULE OF RAISED REFLECTIVE PAVEMENT MARKER REMOVAL			
78300200			
			QUANTITY
START STATION	END STATION	LOCATION	(EACH)
121+01.4	121+50.0	CENTERLINE	1
121+50.0	122+00.0	CENTERLINE	2
122+00.0	122+50.0	CENTERLINE	1
122+50.0	123+00.0	CENTERLINE	1
123+00.0	123+50.0	CENTERLINE	1
123+50.0	124+00.0	CENTERLINE	2
124+00.0	124+50.0	CENTERLINE	1
124+50.0	125+00.0	CENTERLINE	1
125+00.0	125+50.0	CENTERLINE	1
125+50.0	126+00.0	CENTERLINE	1
126+00.0	126+50.0	CENTERLINE	1
127+00.0	127+32.5	CENTERLINE	1
TOTAL:			14

SCHEDULE OF EROSION CONTROL BLANKET (SPECIAL)			
X2511630			
			QUANTITY
START STATION	END STATION	LOCATION	(SQ YD)
PERMANENT CONDITION			
120+80.0	121+50.0	LT	162.0
120+80.0	121+50.0	RT	252.1
121+50.0	122+00.0	LT	160.8
121+50.0	122+00.0	RT	256.7
122+00.0	122+50.0	LT	189.9
122+00.0	122+50.0	RT	261.9
122+50.0	123+00.0	LT	205.5
122+50.0	123+00.0	RT	249.6
123+00.0	S CREEK LIMITS	LT	81.9
123+00.0	S CREEK LIMITS	RT	196.2
N CREEK LIMITS	124+00.0	LT	153.7
N CREEK LIMITS	124+00.0	RT	92.7
124+00.0	124+50.0	LT	173.8
124+00.0	124+50.0	RT	236.8
124+50.0	125+00.0	LT	180.1
124+50.0	125+00.0	RT	240.8
125+00.0	125+50.0	LT	183.1
125+00.0	125+50.0	RT	252.2
125+50.0	126+00.0	LT	199.5
125+50.0	126+00.0	RT	254.5
126+00.0	126+50.0	LT	223.1
126+00.0	126+50.0	RT	256.1
126+50.0	127+00.0	LT	220.1
126+50.0	127+00.0	RT	212.7
127+00.0	127+60.0	LT	147.5
127+00.0	127+60.0	RT	124.7
TEMPORARY CONDITION			
120+80.0	121+50.0	LT	162.0
120+80.0	121+50.0	RT	252.1
121+50.0	122+00.0	LT	160.8
121+50.0	122+00.0	RT	256.7
122+00.0	122+50.0	LT	189.9
122+00.0	122+50.0	RT	261.9
122+50.0	123+00.0	LT	205.5
122+50.0	123+00.0	RT	258.6
123+00.0	S CREEK LIMITS	LT	101.7
123+00.0	S CREEK LIMITS	RT	250.0
N CREEK LIMITS	124+00.0	LT	184.1
N CREEK LIMITS	124+00.0	RT	124.8
124+00.0	124+50.0	LT	195.5
124+00.0	124+50.0	RT	250.4
124+50.0	125+00.0	LT	180.1
124+50.0	125+00.0	RT	241.0
125+00.0	125+50.0	LT	183.1
125+00.0	125+50.0	RT	252.2
125+50.0	126+00.0	LT	199.5
125+50.0	126+00.0	RT	254.5
126+00.0	126+50.0	LT	223.1
126+00.0	126+50.0	RT	256.1
126+50.0	127+00.0	LT	220.1
126+50.0	127+00.0	RT	212.7
127+00.0	127+60.0	LT	147.5
127+00.0	127+60.0	RT	124.7
STOCKPILE RESTORATION			245.1
		TOTAL:	10,761.7
		ADJUSTED TOTAL:	10,762

SCHEDULE OF STABILIZED CONSTRUCTION ENTRANCE	
Z0013797	
	QUANTITY
LOCATION	(SQ YD)
SOUTH PROJECT LIMIT	133.3
NORTH PROJECT LIMIT	133.3
TOTAL:	266.6
ADJUSTED TOTAL:	267

SCHEDULE OF TEMPORARY TRAFFIC SIGNAL TIMING	
Z0073510	
	QUANTITY
INTERSECTION	(EACH)
US 14 & AIRPORT RD	1
US 14 & IL RTE 173	1
TOTAL:	2

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

PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKED
BY
DATE

MODEL: SMODELNAMES
FILE NAME: ...\3839_sht-Schedules.dgn

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/26/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 4 OF 4 SHEETS

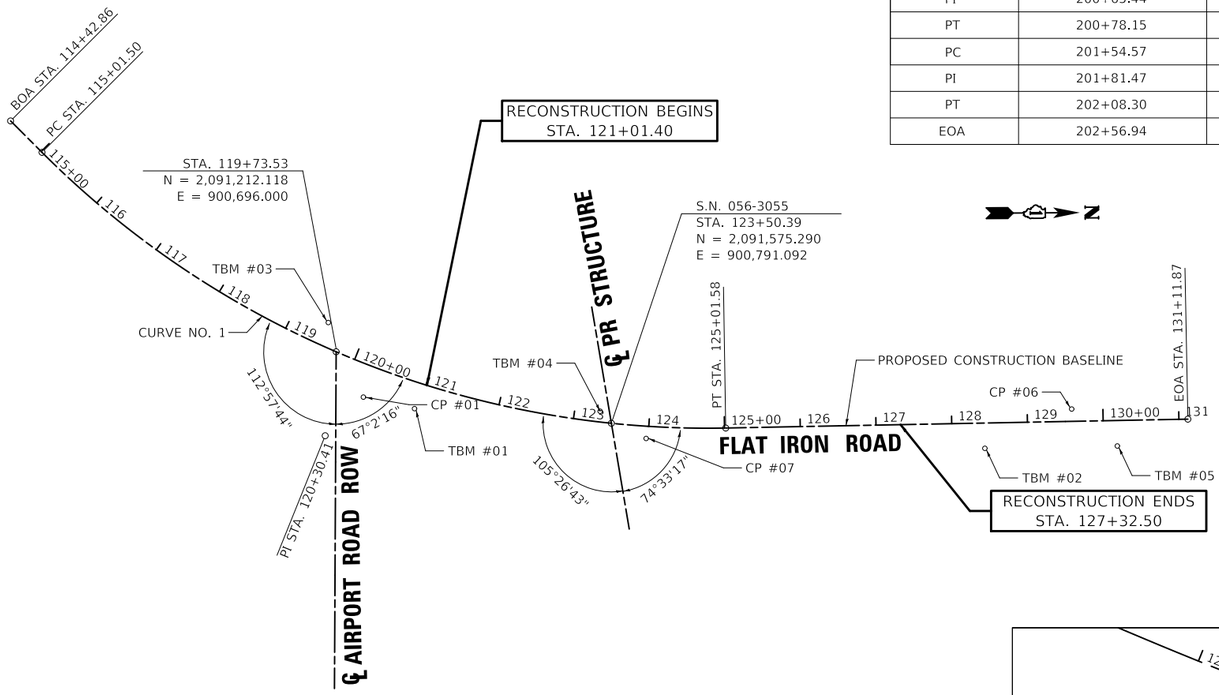
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	16
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	

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

BENCHMARKS

TBM NO.	LOCATION	ELEVATION	DESCRIPTION
1	STA. 120+95, 34' RT	903.00	RAILROAD SPIKE (SET) IN POWER POLE IN THE NE CORNER OF FLAT IRON ROAD & AIRPORT ROAD.
2	STA. 128+43, 33' RT	900.68	RAILROAD SPIKE (SET) IN FIFTH POWER POLE NORTH OF AIRPORT ROAD ON THE EAST SIDE OF FLAT IRON ROAD.
3	STA. 119+48, 31' LT	903.84	RAILROAD SPIKE (SET) IN FIRST POWER POLE SOUTH OF THE BRIDGE OVER MOKELER CREEK ON THE WEST SIDE OF FLAT IRON ROAD.
4	STA. 123+34, 14' LT	899.97	BOX CUT (SET) IN SW WINGWALL OF THE BRIDGE OVER MOKELER CREEK.
5	STA. 130+18, 34' RT	901.19	RAILROAD SPIKE (SET) IN SIXTH POWER POLE NORTH OF AIRPORT ROAD ON THE EAST SIDE OF FLAT IRON ROAD.

BASIS OF ELEVATIONS: ELEVATIONS ARE BASED ON MULTIPLE G.P.S. OBSERVATIONS AT TRAVERSE STATION #2 MEASURED ON MARCH 2, 2021. NAVD '88 ELEVATION 904.07



FLAT IRON ROAD ALIGNMENT DATA

POINT	STATION	NORTHING	EASTING
BOA	114+42.86	2,090,782.898	900,390.389
PC	115+01.50	2,090,824.270	900,431.951
PI	120+30.41	2,091,197.409	900,806.800
PT	125+01.58	2,091,726.240	900,797.678
EOA	131+11.87	2,092,336.439	900,787.153

MOKELER CREEK ALIGNMENT DATA

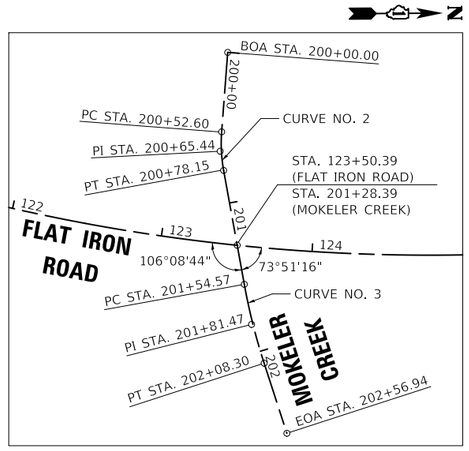
POINT	STATION	NORTHING	EASTING
BOA	200+00.00	2,091,569.267	900,663.750
PC	200+52.60	2,091,565.161	900,716.188
PI	200+65.44	2,091,564.159	900,728.993
PT	200+78.15	2,091,566.425	900,741.636
PC	201+54.57	2,091,579.907	900,816.856
PI	201+81.47	2,091,584.654	900,843.340
PT	202+08.30	2,091,592.905	900,868.949
EOA	202+56.94	2,091,607.822	900,915.248

FLAT IRON ROAD
CURVE NO. 1
PI STA. = 120+30.41
Δ = 46° 07' 08.76" (LT)
D = 4° 36' 41.59"
R = 1,242.44'
T = 528.91'
L = 1000.08'
E = 107.89'
P.C. STA. = 115+01.50
P.T. STA. = 125+01.58
e = 7.94%
T.R. = 61.37'
S.E. RUN = 211.69'

NOTE:

BOA = BEGINNING OF ALIGNMENT
PC = POINT OF CURVATURE
PT = POINT OF TANGENCY
PI = POINT OF INTERSECTION
EOA = END OF ALIGNMENT
TBM = TEMPORARY BENCHMARK
CP = CONTROL POINT

MOKELER CREEK	MOKELER CREEK
CURVE NO. 2	CURVE NO. 3
PI STA. = 200+65.44	PI STA. = 201+81.47
Δ = 14° 38' 17.38" (LT)	Δ = 7° 41' 46.82" (LT)
D = 57° 17' 44.81"	D = 14° 19' 26.20"
R = 100.00'	R = 400.00'
T = 12.84'	T = 26.91'
L = 25.55'	L = 53.73'
E = 0.81'	E = 0.90'
P.C. STA. = 200+52.60	P.C. STA. = 201+54.57
P.T. STA. = 200+78.15	P.T. STA. = 202+08.30

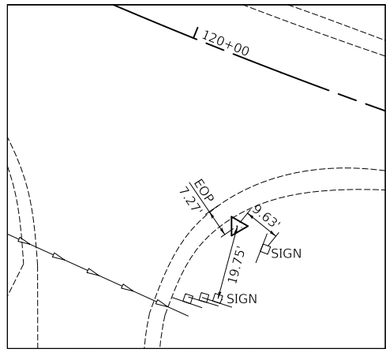


MOKELER CREEK ALIGNMENT
SCALE = 1'=50"

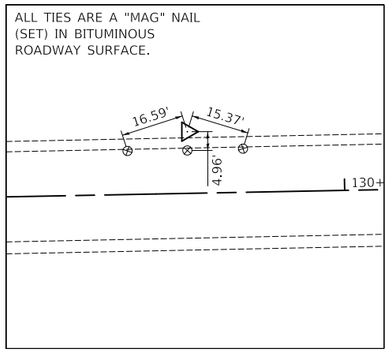
CONTROL POINTS

POINT NO.	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
1	2,091,247.932	900,755.918	120+28.34	42.06' RT	5/8" IRON ROD WITH CAP SET
6	2,092,183.067	900,773.507	129+58.76	16.29' LT	5/8" IRON ROD WITH CAP SET
7	2,091,621.160	900,811.257	123+97.51	16.18' RT	5/8" IRON ROD WITH CAP SET

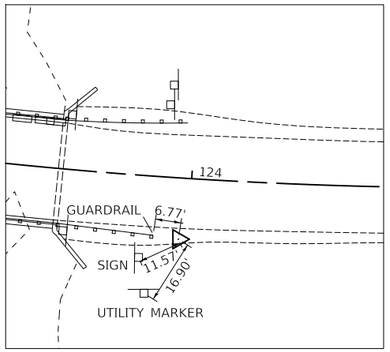
NOTE: BEARINGS AND COORDINATES ARE REFERENCED TO THE ILLINOIS COORDINATE SYSTEM NAD 83(2011) EAST ZONE



CONTROL POINT CP#01
5/8" IRON ROD WITH CAP SET
SCALE = 1'=20"



CONTROL POINT CP#06
5/8" IRON ROD WITH CAP SET
SCALE = 1'=20"



CONTROL POINT CP#07
5/8" IRON ROD WITH CAP SET
SCALE = 1'=20"

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

MODEL: \$MODELNAME\$
FILE NAME: ...\3839_ATB.dgn

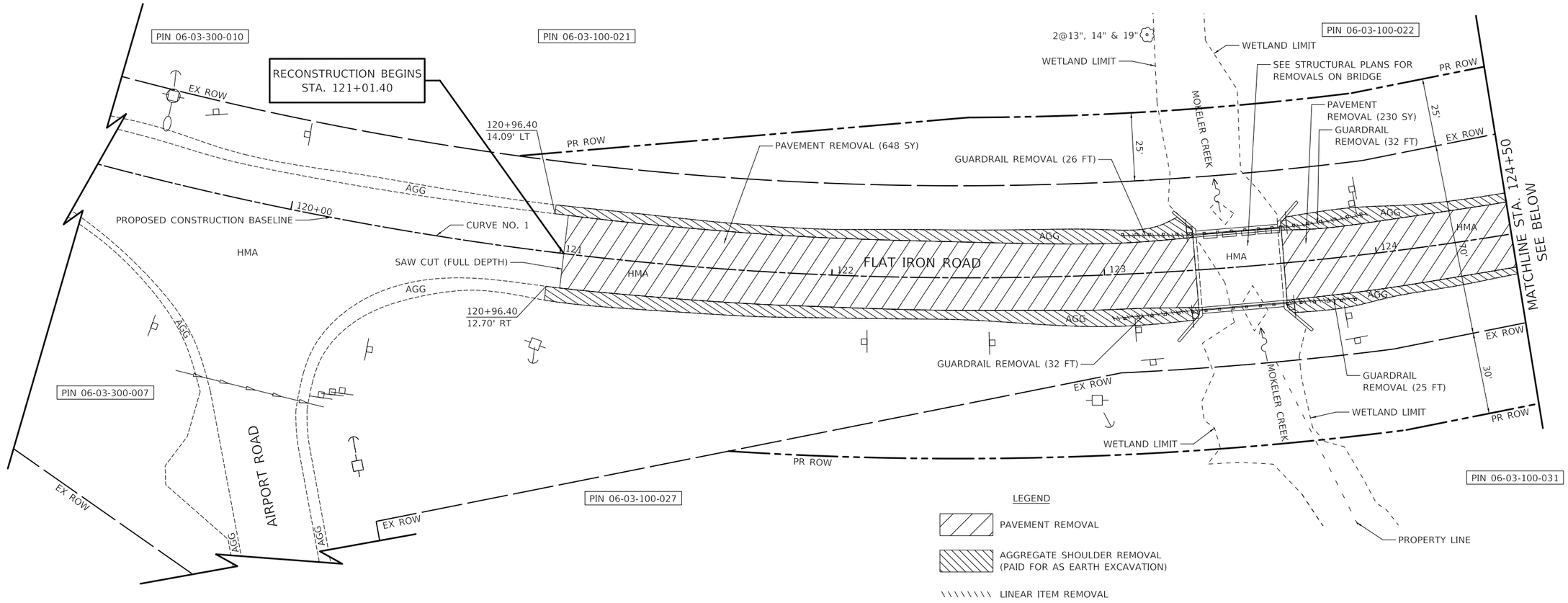
USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 200.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

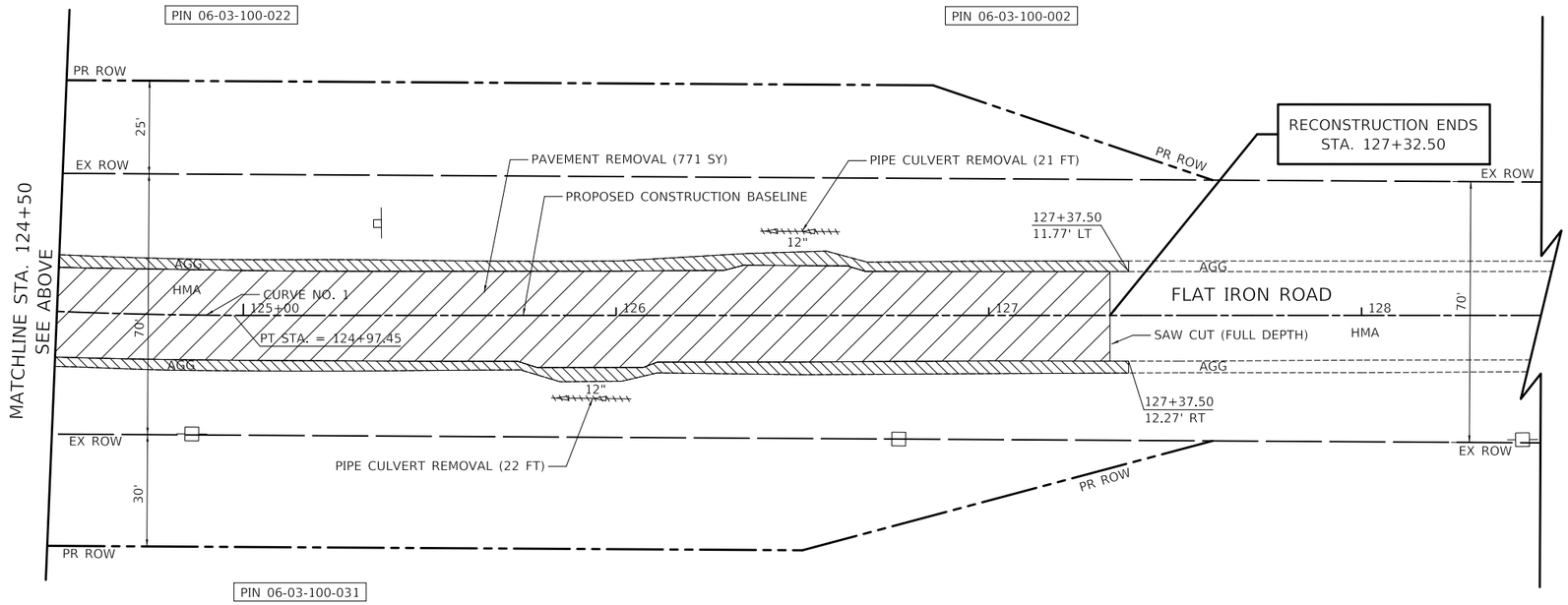
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1"=100' | SHEET 1 OF 1 SHEETS | STA. 121+01.40 TO STA. 127+32.50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	17
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		





NOTES

1. A QUANTITY OF "RAISED REFLECTIVE PAVEMENT MARKER REMOVAL" HAS BEEN INCLUDED WITHIN THE LIMITS OF RECONSTRUCTION. SEE SCHEDULE OF QUANTITIES.

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

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

MODEL: SMODELNAMES
FILE NAME: ...\06-Removals\3839-slt_rem

USER NAME = djk	DESIGNED - KDC	REVISED -	**STATE OF ILLINOIS**
	DRAWN - KDC	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -	**REMOVAL PLAN**
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 121+01.40 TO STA. 127+32.50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	18
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

NOTES

1. SHOULDER TAPERS ARE BASED ON A 37.5' TYPE 1 TERMINAL AND IDOT STANDARD 630301. THE TAPERS SHALL BE ADJUSTED BASED ON THE TYPE 1 SYSTEM SELECTED.

2. (LON) = LENGTH OF NEED

PROPOSED RECONSTRUCTION:
HOT-MIX ASPHALT PAVEMENT, FULL DEPTH, 10" (453 SY)
AGGREGATE SUBGRADE IMPROVEMENT, 12" (453 SY)
GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

HOT-MIX ASPHALT SHOULDERS, 10" (85 SY)
AGGREGATE SUBGRADE IMPROVEMENT, 12" (93 SY)
GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

HOT-MIX ASPHALT SHOULDERS, 2" (58 SY)
AGGREGATE BASE COURSE, TYPE B, 8" (58 SY)
AGGREGATE SUBGRADE IMPROVEMENT, 12" (73 SY)
GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

STEEL PLATE GUARDRAIL,
TYPE A, 9 FOOT POSTS (32.5 FT)

HOT-MIX ASPHALT SHOULDERS, 2" (29 SY)
AGGREGATE BASE COURSE, TYPE B, 8" (29 SY)
AGGREGATE SUBGRADE IMPROVEMENT, 12" (36 SY)
GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

HOT-MIX ASPHALT
SHOULDERS, 10" (10 SY)
AGGREGATE SUBGRADE
IMPROVEMENT, 12" (10 SY)
GEOTECHNICAL FABRIC FOR
GROUND STABLIZATION

1 STA. 124+26.81, 16.00' LT
2 STA. 124+26.81, 16.00' RT
3 HOT-MIX ASPHALT SHOULDERS, 2" (26 SY) AGGREGATE BASE COURSE, TYPE B, 8" (26 SY) AGGREGATE SUBGRADE IMPROVEMENT, 12" (33 SY) GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

PIN 06-03-300-010
PIN 06-03-100-021
PIN 06-03-100-022
PIN 06-03-300-007
PIN 06-03-100-027
PIN 06-03-100-031

120+96.40
17.37' LT
AGGREGATE SHOULDER,
TYPE B, 8" (2 SY)

RECONSTRUCTION BEGINS
STA. 121+01.40

121+01.40
17.42' LT
121+01.40
12.00' LT

LIMIT OF CONSTRUCTION

STEEL PLATE GUARDRAIL,
TYPE A, 9 FOOT POSTS (62.5 FT)

TRAFFIC BARRIER TERMINAL,
TYPE 1 (SPECIAL) TANGENT
121+96.48
(LON)

121+63.62
20.00' LT
121+06.40
16.00' LT
121+40.00
16.00' LT

122+71.44
16.00' LT

SN 056-3055
STA. 122+91.98 TO STA. 124+08.02
SEE STRUCTURAL PLANS

TRAFFIC BARRIER
TERMINAL, TYPE 6

MOKELER CREEK

PROPOSED CONSTRUCTION BASELINE/PGL

CURVE NO. 1

FLAT IRON ROAD

121+01.40
12.00' RT
122+71.44
0.00' RT
122+71.44
16.00' RT

AGGREGATE SHOULDER,
TYPE B, 8" (3 SY)
120+96.40
17.76' RT
121+06.40
16.00' RT
121+01.40
17.92' RT

121+99.90
16.00' RT
122+23.90
20.00' RT

TRAFFIC BARRIER TERMINAL,
TYPE 1 (SPECIAL) TANGENT
122+54.11
(LON)

124+26.81
0.00' LT

HOT-MIX ASPHALT SHOULDERS, 10" (87 SY)
AGGREGATE SUBGRADE IMPROVEMENT, 12" (102 SY)
GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

STEEL PLATE GUARDRAIL,
TYPE A, 9 FOOT POSTS (12.5 FT)

HOT-MIX ASPHALT SHOULDERS, 2" (38 SY)
AGGREGATE BASE COURSE, TYPE B, 8" (38 SY)
AGGREGATE SUBGRADE IMPROVEMENT, 12" (48 SY)
GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

PAVEMENT CONNECTOR (PCC) FOR
BRIDGE APPROACH SLAB (73 SY)
WELDED WIRE REINFORCEMENT (55 SY)
AGGREGATE SUBGRADE IMPROVEMENT, 12" (73 SY)
GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

TRAFFIC BARRIER
TERMINAL, TYPE 6

PAVEMENT CONNECTOR (PCC) FOR
BRIDGE APPROACH SLAB (67 SY)
WELDED WIRE REINFORCEMENT (50 SY)
AGGREGATE SUBGRADE IMPROVEMENT, 12" (67 SY)
GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

PROPOSED RECONSTRUCTION:
HOT-MIX ASPHALT PAVEMENT, FULL DEPTH, 10" (62 SY)
AGGREGATE SUBGRADE IMPROVEMENT, 12" (62 SY)
GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

PROPERTY LINE

HOT-MIX ASPHALT
SHOULDERS, 10" (10 SY)
AGGREGATE SUBGRADE
IMPROVEMENT, 12" (10 SY)
GEOTECHNICAL FABRIC FOR
GROUND STABLIZATION

STEEL PLATE GUARDRAIL,
TYPE A, 9 FOOT POSTS (12.5 FT)

124+35.18
(LON)

MATCHLINE STA. 124+50
SEE SHEET 20

EX ROW
PR ROW
AGG
HMA
120+00
121
122
123
124
5'
4'
8'
12'
25'
30'
70'
AIRPORT ROAD

N

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

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

EXISTING ELEVATION ALONG CONSTRUCTION BASELINE
PROPOSED PGL ELEVATION

905.28
904.90
904.59
904.25
903.94
903.60
903.38
903.13
902.91 / 903.02
902.64 / 902.91
902.36 / 902.80
902.06 / 902.69
901.79 / 902.58
901.49 / 902.47
901.21 / 902.36
900.89 / 902.25
900.66 / 902.14
900.39 / 902.03
900.32 / 901.92
900.23 / 901.74
900.15 / 901.50
900.04 / 901.26
899.97

910
905
900
895
890
885

119+50
120+00
120+50
121+00
121+50
122+00
122+50
123+00
123+50
124+00
124+50

RECONSTRUCTION BEGINS
STA. 121+01.40

VPI STA. 121+01.40
ELEVATION 903.12
-0.44%

PROPOSED PGL
EXISTING PROFILE

VPI STA. 123+85.00
ELEVATION 901.88
-0.44%
-0.95%
-0.95%

PR MOKELER CREEK BED GROUND ELEV. 889.50

MATCHLINE STA. 124+50
SEE SHEET 20

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

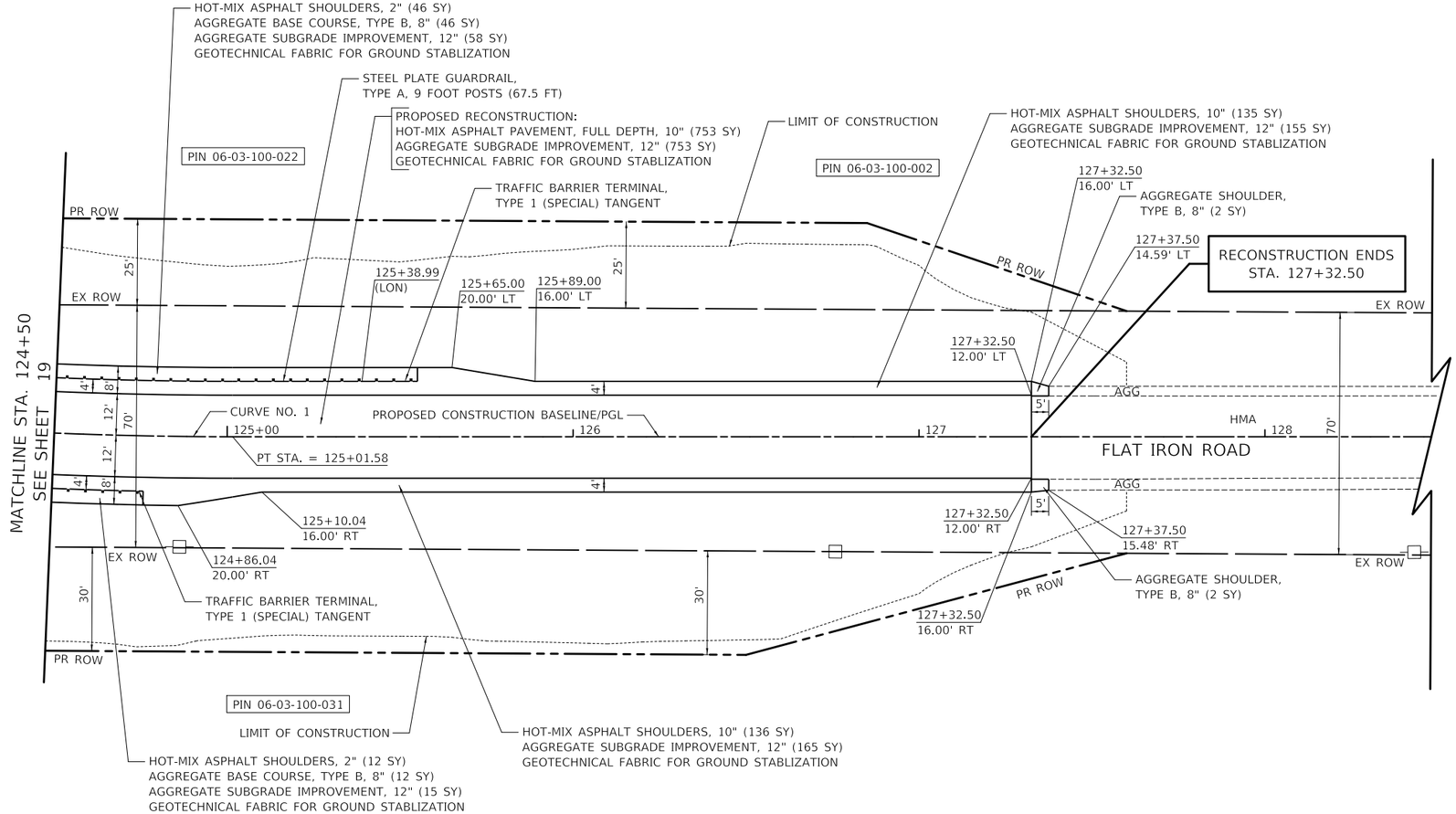
MODEL: SMODELNAMES
FILE NAME: ...\3839-sht_PP

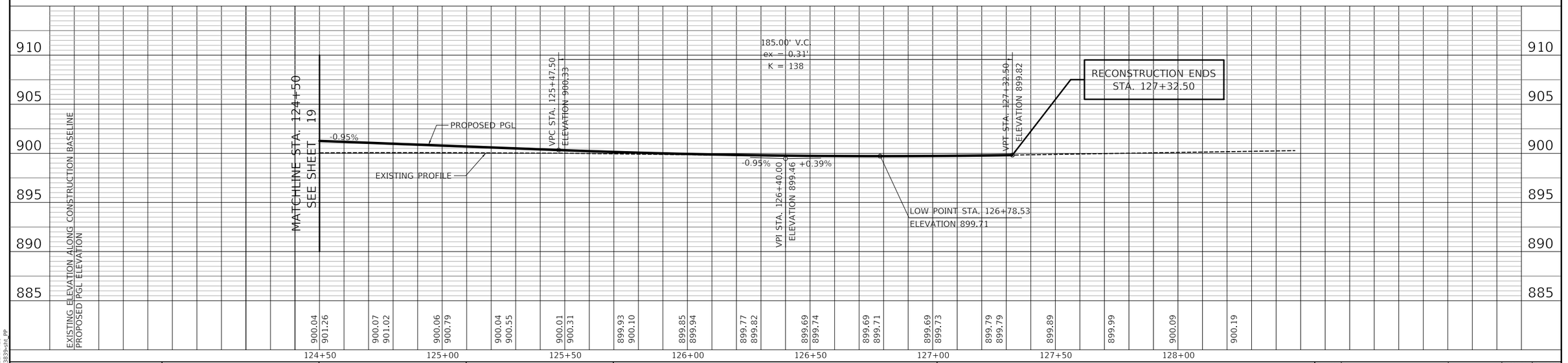
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1"=20'H/5'V | SHEET 1 OF 2 SHEETS | STA. 121+01.40 TO STA. 124+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	19
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			





USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1"=20'H/5'V | SHEET 2 OF 2 SHEETS | STA. 124+50.00 TO STA. 127+32.50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	20
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	

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

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

MODEL: $MODELNAME$
FILE NAME: ...\3839-sht_PP

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

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. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
4. 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.

TEMPORARY DETOUR DURATION

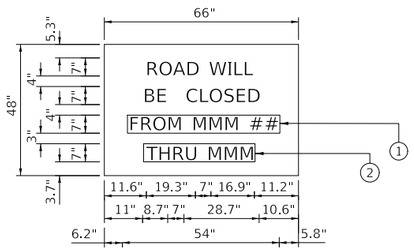
1. THE CONTRACT DOCUMENTS WILL ALLOW THE ROADWAY CLOSURE AND TEMPORARY DETOUR DETAILED IN THESE PLANS TO REMAIN IN PLACE TO THE COMPLETION DATE IDENTIFIED IN THE BDE SPECIAL PROVISION FOR "COMPLETION DATE PLUS WORKING DAYS". THE DETOUR AND ROAD CLOSURE DOES NOT APPLY TO THE ADDITIONAL WORKING DAYS.
2. THE CONTRACTOR WILL BE EXPECTED TO COMPLETE ALL PROPOSED WORK RELATED TO THE CONSTRUCTION OF THE PROPOSED BRIDGE AND ROADWAY DURING THIS CLOSURE. THE ROADWAY MUST HAVE HMA SURFACE COURSE PLACED AND THE GUARDRAIL INSTALLED BEFORE THE ROADWAY IS OPENED TO TRAFFIC.

TEMPORARY TRAFFIC SIGNAL TIMING

1. THE ANTICIPATED IMPACTS ON STATE ROUTES AS A RESULT OF THE PROPOSED CONSTRUCTION INCLUDES ADDITIONAL TRAFFIC AT THE INTERSECTION OF US 14 AND AIRPORT ROAD AND AT THE INTERSECTION OF US 14 AND IL ROUTE 173 IN THE CITY OF HARVARD.
2. TO MINIMIZE TRAFFIC IMPACTS, THE CONTRACTOR WILL HIRE AN IDOT APPROVED CONSULTANT TO IMPLEMENT TEMPORARY TRAFFIC SIGNAL ADJUSTMENTS AT THE ABOVE INTERSECTIONS TO REDUCE QUEUE DELAYS ON THE DETOUR ROUTE. WORK SHALL BE PAID FOR UNDER THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL TIMING".

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 SHALL 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 SHALL BE AS DIMENSIONED AND DETAILED ON THE DETOUR NOTES.
4. THE SIGNING, WHICH INCLUDES POST AND MOUNTING, SHALL BE PAID FOR AS "TEMPORARY INFORMATION SIGNING" PER SQ FT FOR EACH SIGN ERECTED.



DETAIL

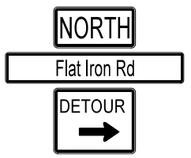
1. SIGN SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING. ONE SIGN ASSEMBLY EQUALS 27.3 SQ FT.
2. OVERLAY PANELS SHALL BE "HIGHWAY C" FONT.
3. OVERLAY PANEL (1) TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION.
4. OVERLAY PANEL (2) TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR OMIT THE DATE ON PANEL (2); 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.

PROFILE | NOTE BOOK NO.____ | SURVEYED ____ PLOTTED ____ CHECKED ____ E.M. NOTED ____ STRUCTURE NOTATNS CHKD | BY | DATE

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 ON FLAT IRON ROAD REMAINS OPEN AT ALL TIME THROUGH THE USE OF FLAGGERS AS SHOWN ON THE HIGHWAY STANDARDS.
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 SECTION 1106 OF THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE ENGINEER.



M3-1 OR M3-3

D3-1

M4-9 SERIES

TYPICAL DETOUR SIGN ASSEMBLIES

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 INCLUDED IN THE DRAWINGS.
2. FLAT IRON ROAD WILL BE COMPLETELY CLOSED TO TRAFFIC FOR THE DURATION SPECIFIED IN THE CONSTRUCTION DOCUMENTS.

SEQUENCE OF CONSTRUCTION

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

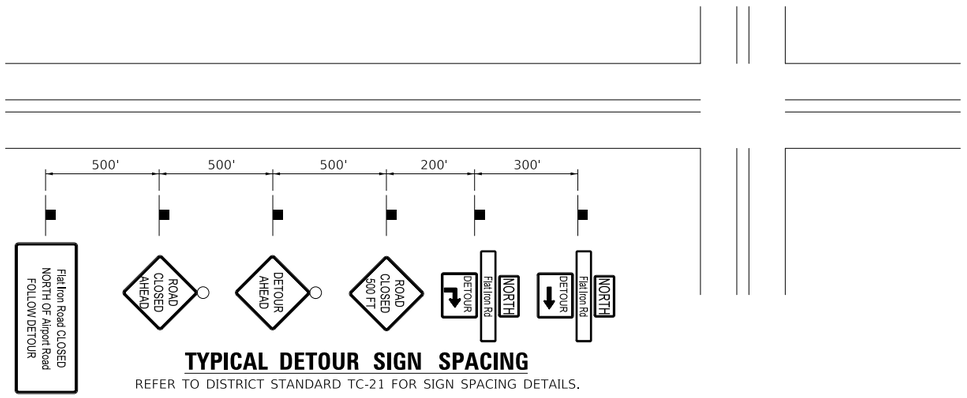
** IF CONTRACTOR ELECTS TO COMPLETE PERMANENT PAVEMENT MARKING OUTSIDE OF THE CLOSURE PERIOD, THEN THE CONTRACTOR SHALL PLACE THE APPROPRIATE TEMPORARY PAVEMENT MARKINGS. ALL TEMPORARY MARKINGS ON THE PERMANENT SURFACES SHALL BE TYPE IV TAPE.

CONTRACTS & COORDINATION

1. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE MAINTENANCE OF TRAFFIC OPERATIONS WITH ALL SCHOOL DISTRICTS, MUNICIPALITIES, TOWNSHIPS, COUNTIES, AND ENTITIES LISTED ON THE GENERAL NOTES PLAN SHEETS.
2. 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 CLOSURE 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".



TYPICAL DETOUR SIGN SPACING

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

MODEL: SMODELNAME5
FILE NAME: ...\3839-Detour-Notes

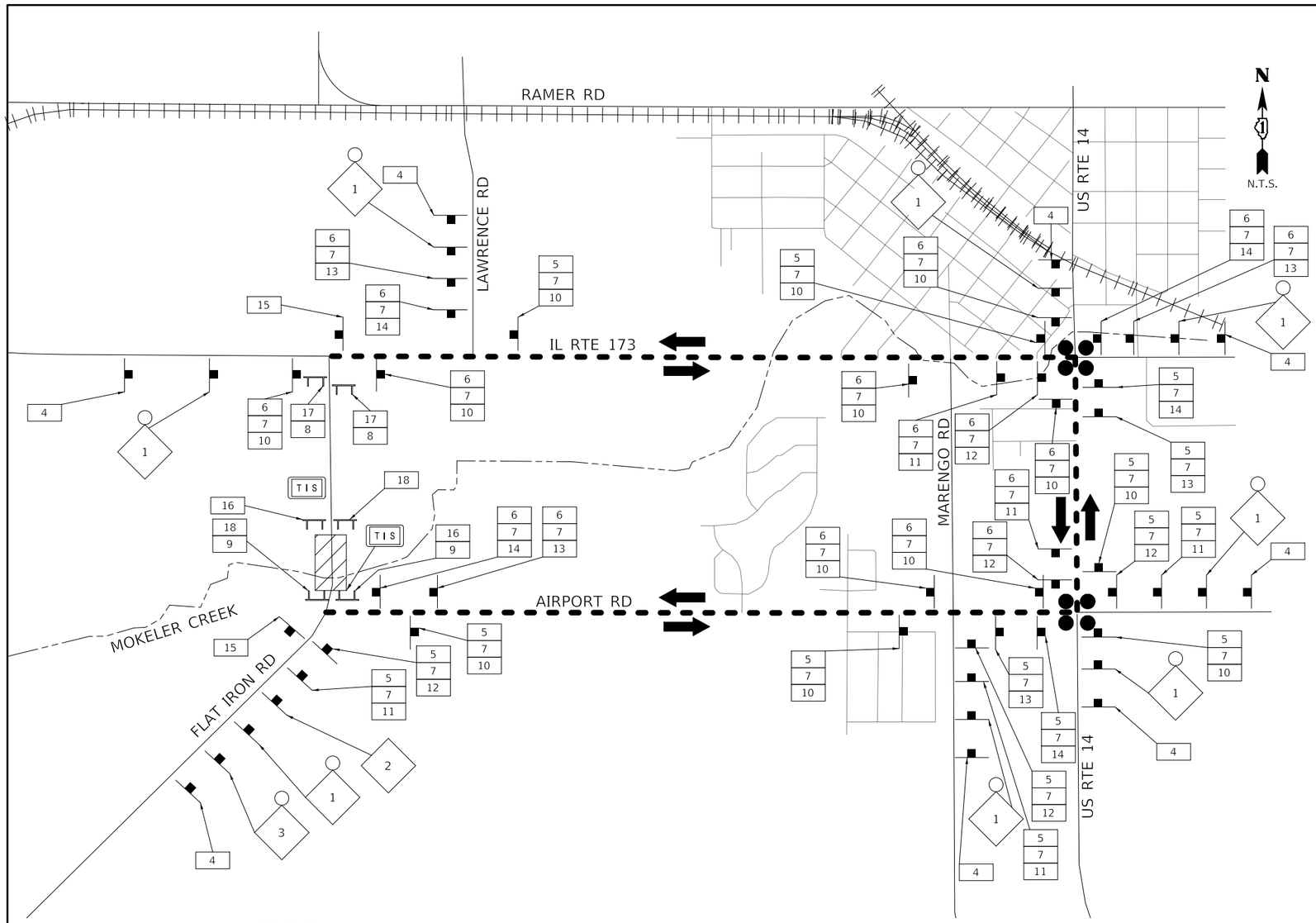
USER NAME = kdc	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 9/5/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR NOTES

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	21
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	



SCHEDULE OF DETOUR SIGNS

NOTES:

* SIGN 4 SHALL BE A SPECIAL ROAD NAME SIGN WITH MINIMUM 6" BLACK UPPERCASE LETTERS ON AN ORANGE REFLECTIVE BACKGROUND. WHEN LOWERCASE LETTERS ARE BEING USED THEY SHALL BE 3/4 OF THE SIZE OF THE UPPERCASE LETTERS.

** SIGN 7 SHALL BE A SPECIAL SIGN WITH MINIMUM 6" BLACK UPPERCASE LETTERS ON AN ORANGE REFLECTIVE BACKGROUND.

1. ALL DETOUR SIGNS SHALL BE POST MOUNTED PER APPLICABLE SIGN MOUNTING STANDARDS AND SHALL BE NEW OR IN LIKE NEW CONDITION.
2. SIGN LOCATION MAY BE ADJUSTED TO FIT FIELD CONDITIONS WITH PRIOR APPROVAL OF THE ENGINEER.
3. 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 NECCESSARY BY THE ENGINEER.
4. 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.
5. 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 TO NOT CAUSE TRAFFIC ISSUES.

SIGN NO.		SIGN TYPE
1	DETOUR AHEAD	W20-2(O)-4848
2	ROAD CLOSED 500 FT	W20-3(O)-4848
3	ROAD CLOSED AHEAD	W20-3(O)-4848
4 *	Flat Iron Road CLOSED NORTH OF Airport Road FOLLOW DETOUR	SPECIAL-(O)-6030
5	NORTH	M3-1(O)-2412
6	SOUTH	M3-3(O)-2412
7 **	Flat Iron Rd	D3-1-(O)-3612
8	DETOUR	M4-10L-4818
9	DETOUR	M4-10R-4818
10	DETOUR	M4-9(0)-3024
11	DETOUR	M4-9R(0)-3024
12	DETOUR	M4-9R(0)-3024
13	DETOUR	M4-9L(0)-3024
14	DETOUR	M4-9L(0)-3024
15	END DETOUR	M4-8A(0)-2418
16	ROAD CLOSED	R11-2-4830
17	BRIDGE OUT 0.4 MILES AHEAD LOCAL TRAFFIC ONLY	R11-3b-6030
18	BRIDGE OUT	R11-2-4830 (MODIFIED)
19	ROAD CLOSED TO THRU TRAFFIC	R11-4-6030

LEGEND

- TIS — TEMPORARY INFORMATION SIGN (SEE SHEET 74 FOR DETAILS)
- W20 SERIES DETOUR SIGN WITH AMBER FLASHING LIGHT (NUMBER DENOTES TYPE)
- M4-9 SERIES DETOUR SIGN WITH ROAD NAME & DIRECTION PLATES (NUMBER DENOTES TYPE)
- OTHER DETOUR SIGN (NUMBER DENOTES TYPE)
- DETOUR ROUTE
- DETOUR ROUTE DIRECTION OF TRAVEL
- DETOUR SIGN ASSEMBLY
- TYPE III BARRICADE WITH AMBER FLASHING LIGHTS
- WORK ZONE
- SIGNALIZED INTERSECTION WITH TEMPORARY TRAFFIC SIGNAL TIMING

PLAN / PROFILE — SURVEYED, PLOTTED, CHANGES CHECKED, B.M. NOTED, STRUCTURE NOTATNS CHKD, RT. OF WAY CHECKED, ALIGNMENT CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

MODEL: SMODELNAMES
FILE NAME: ...\3839-Detour-Notes

USER NAME = djk	DESIGNED - KDC	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DETOUR PLAN**	
	DRAWN - KDC	REVISED -			
PLOT SCALE = 100.0000 ' / in.	CHECKED - DJK	REVISED -		SCALE: N.T.S.	SHEET 1 OF 1 SHEETS
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	22
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

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

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

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED 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 COUNTY 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 NOT 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 CONTOL, OF THE STANDARD SPECIFICATIONS ADDITIONALLY SUPPLEMENTS THIS PLAN.

SITE AND CONSTRUCTION ACTIVITY DESCRIPTION

1. THE PROJECT IS LOCATED ON FLAT IRON ROAD OVER MOKELER CREEK, APPROXIMATELY 0.1 MILES NORTH OF AIRPORT ROAD.
2. THE PROJECT SHALL GENERALLY CONSIST OF THE FOLLOWING:
   - A) REMOVAL OF EXISTING STRUCTURE AND PAVEMENT;
   - B) CONSTRUCTION OF FLAT IRON ROAD BRIDGE OVER MOKELER CREEK AND INSTALLATION OF RIP RAP;
   - C) CONSTRUCTION OF ROADWAY IMPROVEMENTS, INCLUDING ROADWAY RECONSTRUCTION, GRADING, BINDER, SURFACE AND PAVEMENT MARKINGS;
   - 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. STRIP AND STOCKPILE TOPSOIL AND BEGIN MASS GRADING, TEMPORARY SEED AS REQUIRED.
3. DEMOLISH EXISTING STRUCTURE WITHOUT IMPACT OR DEBRIS ENTERING THE EXISTING WATERWAY.
4. DRIVE PILES FOR NEW STRUCTURE, BUILD CONCRETE SUBSTRUCTURES, THEN BUILD CONCRETE SUPERSTRUCTURES.
5. COMPLETE ROADWAY RECONSTRUCTION THROUGH BINDER AND GRADING.
6. COMPLETE FINAL SURFACE, PAVEMENT MARKINGS AND RESTORATION.
7. REMOVE EROSION CONTROL MEASURES AND RESTORE.

CONSTRUCTION SITE DISTURBANCE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 1.47 ACRES TO BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

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 MOKELER CREEK AND EVENTUALLY INTO PISCASAW CREEK.

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 SNOWFALL.
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 OR SEDIMENT 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 NOT SHALL BE SENT TO THE IEPA AND MCHENRY COUNTY.
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 100LB/ACRES, IF DESIRED.
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 PROJECT, 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 AT LOCATIONS SHOWN ON THE PLANS.
     - ii. TEMPORARILY SEED ERODIBLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE AREA WIHIN THE CONTRACT LIMITS.

POLLUTION PREVENTION DURING CONSTRUCTION (CONTINUED)

   - C) EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY 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.
   - 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: DAVID J. KREEGER, P.E. — DATE: 7/16/2024

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 J DeLong P.E. Design Manager 7/18/2024

NAME, PE — TITLE — DATE

MODEL: SMODELNAMES
FILE NAME: ...\3839_Stormwater Plan Notes

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN AND NOTES

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	23
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

GENERAL SOIL EROSION AND SEDIMENT CONTROL NOTES

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

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

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

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

4. 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 MLCSWCD 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 PLACEMENT 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 SPECIFIED BELOW:

   A. WHERE THE INTIATION 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 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 ISOLATED WETLANDS OF MCHENRY COUNTY (IWMC) OR BUFFER AREAS SHALL BE PLACED ON TIMBER MATS, OR AN EQUIVALENT CONTROL MEASURE.

15. EFFECTIVE CONTROL MEASURES SHALL BE UTILIZED IN ORDER 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 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 CONTROLLED MEASURES.

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

PROFILE — NOTE BOOK NO.____ — SURVEYED ____ PLOTTED ____ GRADES CHECKED ____ B.M. NOTED ____ STRUCTURE NO(TA)%S CHK'D ____ — BY — DATE

MODEL: SMODELNAMES
FILE NAME: ...\3839_Soil Erosion Sediment Control Notes

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	DRAWN - KDC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 8/23/2024	DATE - 7/16/2024	REVISED -	

SOIL EROSION AND SEDIMENT CONTROL GENERAL NOTES

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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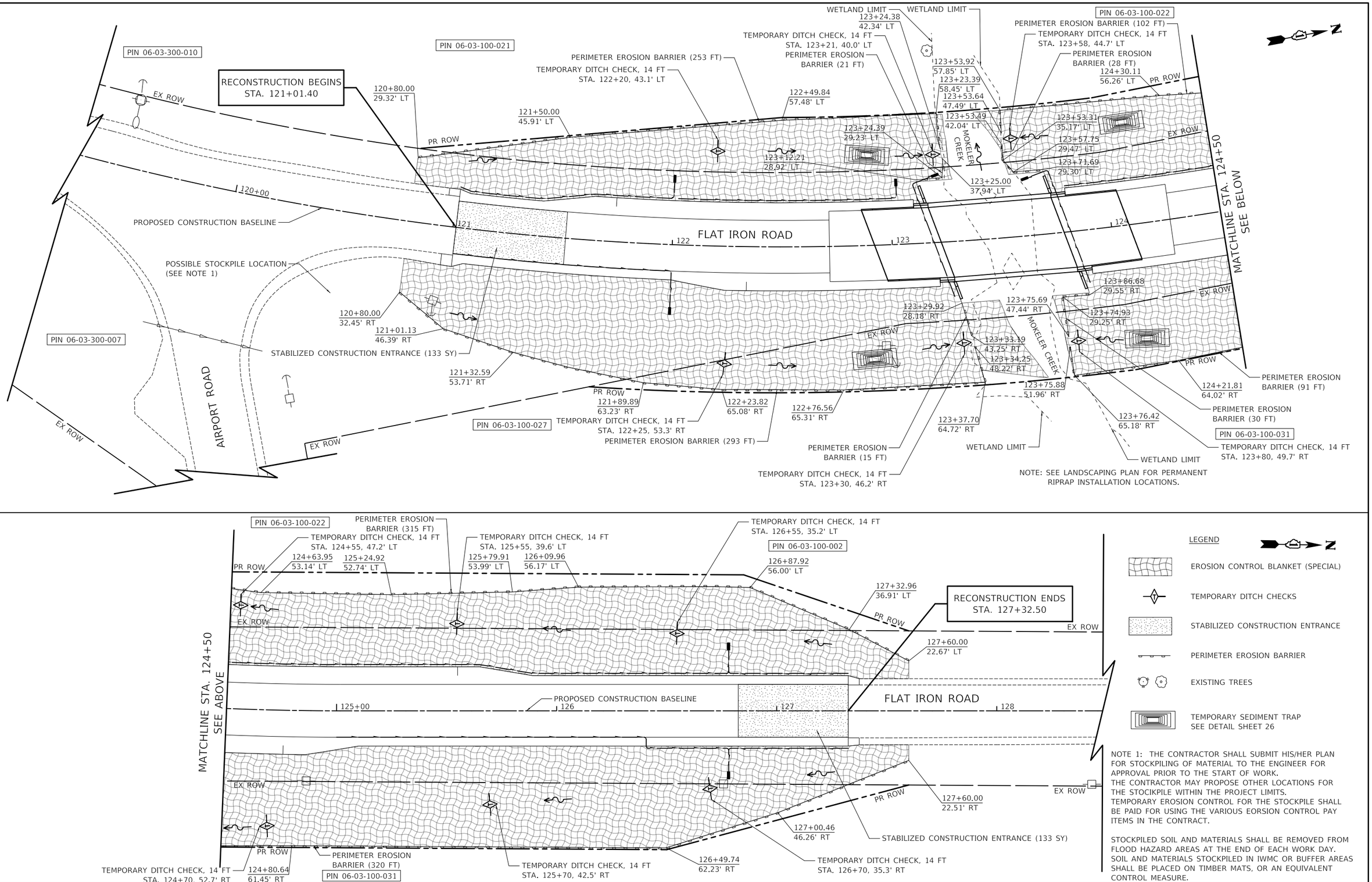
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- EROSION CONTROL BLANKET (SPECIAL)
- TEMPORARY DITCH CHECKS
- STABILIZED CONSTRUCTION ENTRANCE
- PERIMETER EROSION BARRIER
- EXISTING TREES
- TEMPORARY SEDIMENT TRAP
  SEE DETAIL SHEET 26

NOTE 1: THE CONTRACTOR SHALL SUBMIT HIS/HER PLAN FOR STOCKPILING OF MATERIAL TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF WORK. THE CONTRACTOR MAY PROPOSE OTHER LOCATIONS FOR THE STOCIKPILE WITHIN THE PROJECT LIMITS. TEMPORARY EROSION CONTROL FOR THE STOCKPILE SHALL BE PAID FOR USING THE VARIOUS EORSION CONTROL PAY ITEMS IN THE CONTRACT.

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.

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

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

MODEL: SMODELNAMES
FILE NAME: ...\09-Erosion Control\3839-sht_EC

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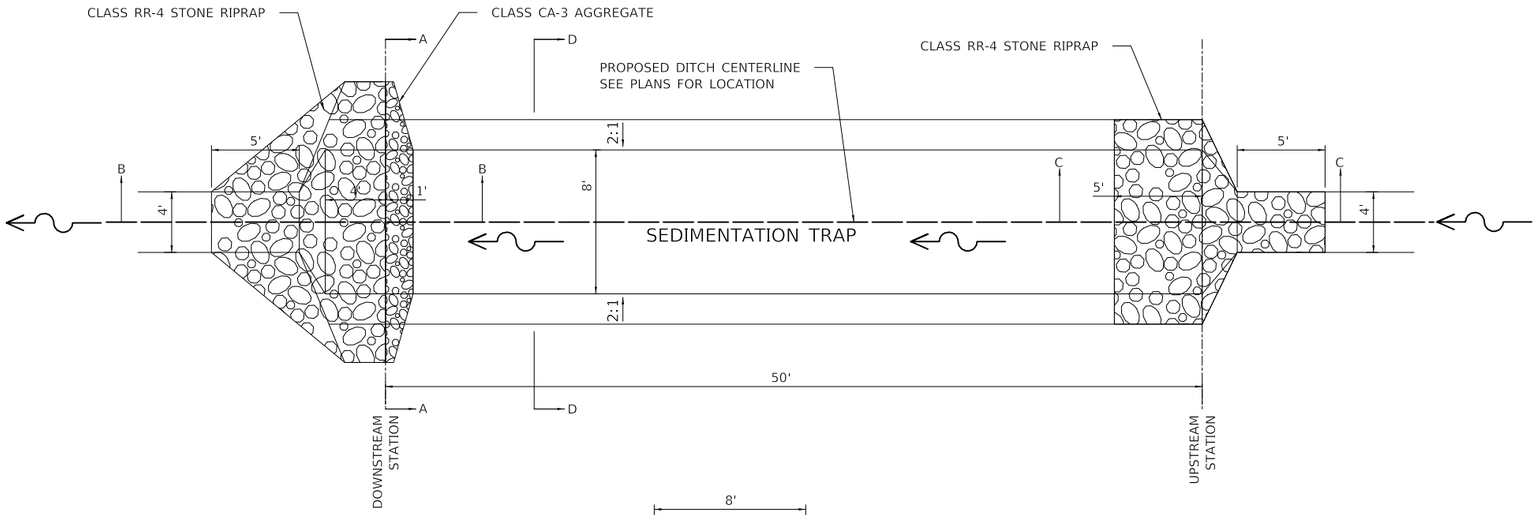
	DRAWN - KDC	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

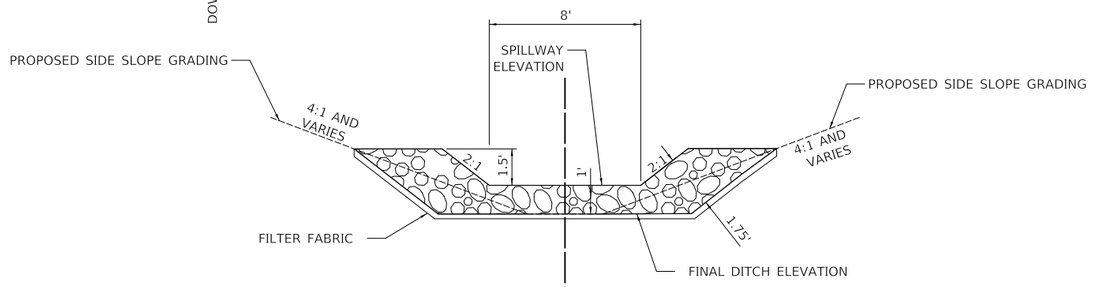
SOIL EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 121+01.40 | TO STA. 127+32.50

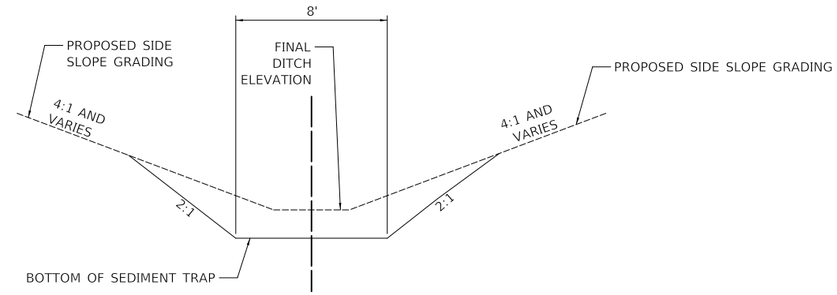
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	25
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			



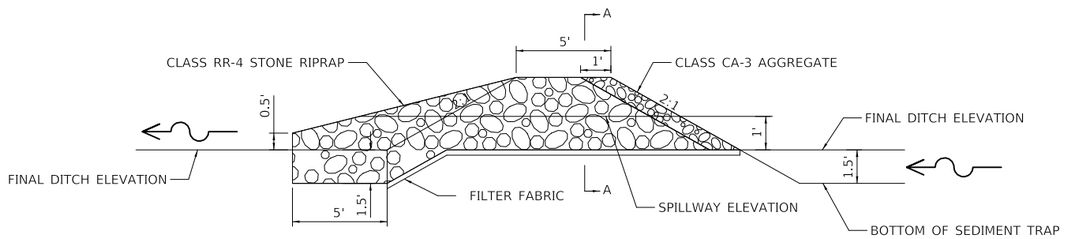
SEDIMENT TRAP NO.	LOCATION			SPILLWAY
	UPSTREAM STATION	DOWNSTREAM STATION		ELEV
ST-1	122+50	123+00	RT	896.53
ST-2	122+50	123+00	LT	896.14
ST-3	124+50	124+00	RT	895.34
ST-4	124+50	124+00	LT	894.00



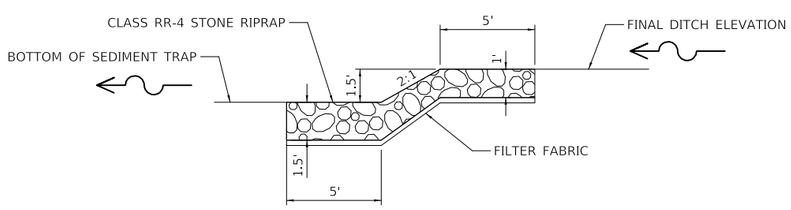
SECTION A-A



SECTION D-D



SECTION B-B



SECTION C-C

NOTES:

1) THIS WORK SHALL BE PERFORMED PER THE REQUIREMENTS FOR SEDIMENT BASINS CONTAINED WITHIN SECTION 280 OF THE STANDARD SPECIFICATIONS. THE UNIT WEIGHT USED TO CALCULATE RR-4 STONE IS 110 LB/CF AND THE UNIT WEIGHT USED TO CALCULATE CA-3 AGGREGATE IS 125 LB/CF, BOTH OF WHICH SHALL BE PAID FOR AS "AGGREGATE (EROSION CONTROL)". MATERIAL REQUIRED TO FILL THE SEDIMENT TRAP TO MEET THE FINAL CONDITION SHALL BE MEASURED AND PAID FOR AS "FURNISHED EXCAVATION".

SEDIMENT TRAP DETAIL

PLAN — DATE; SURVEYED; PLOTTED; ALIGNMENT CHECKED; RT. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK; NO.; 8Y

PROFILE — DATE; SURVEYED; PLOTTED; GRADES CHECKED; B.M. NOTED; STRUCTURE NO/ATN'S CHKD; NOTE BOOK; NO.; BY

MODEL: SMODELNAMES
FILE NAME: ...\3839_EC Details

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 8/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

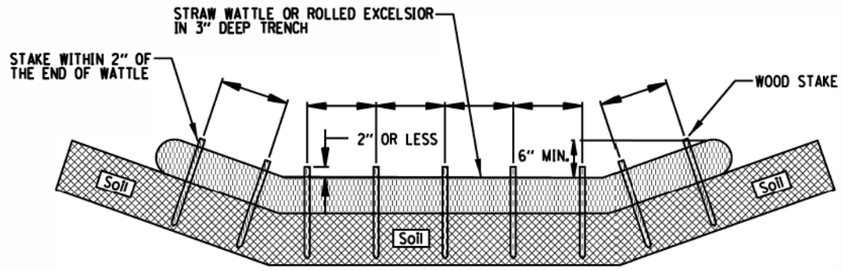
EROSION AND SEDIMENT CONTROL DETAILS

SCALE: N.T.S. | SHEET 1 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	26
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

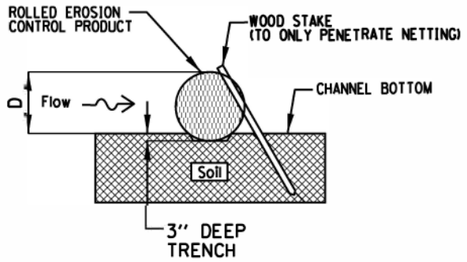
ROLLED EROSION CONTROL PRODUCTS

STAKING PATTERN GUIDE



NOTES:
1. OVERLAP MINIMUM IS THE DIAMETER OF THE ROLL.
2. 4' SPACING FOR WATTLES.
3. 2' SPACING FOR ROLLED EXCELSIOR.
4. OR SPACE ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

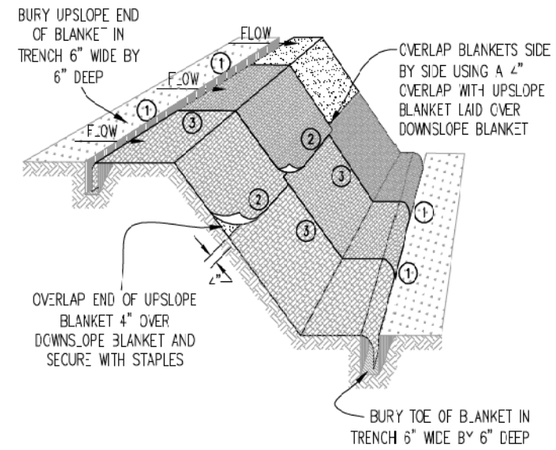
STAKE DETAIL

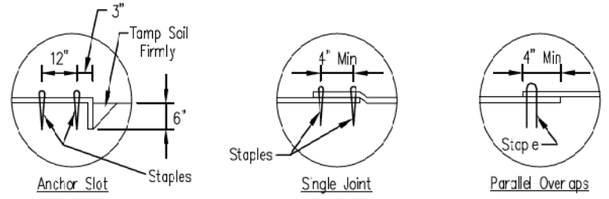


NOTES:
1. DRAWINGS ARE NOT TO SCALE.
2. ENDS OF WATTLES OR ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPSLOPE.
3. RECOMMENDED STAKES ARE 1 1/8" WIDE x 1 1/8" THICK x 30" LONG.
4. STAKES SHALL NOT EXTEND ABOVE THE STRAW WATTLE MORE THAN 2".
5. SPACING: THE TOE OF THE UPSTREAM DITCH CHECK SHALL CREATE A HORIZONTAL LINE WITH THE TOP OF THE DOWNSTREAM DITCH CHECK.

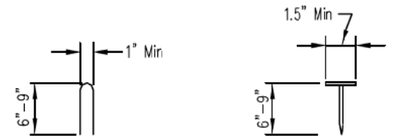
REFERENCE		STANDARD DWG. NO.
Project		IUM-514
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 08-2-2019
Approved ____ Date ____		

AUTOCAD2006





DETAIL 1 DETAIL 2 DETAIL 3



STAPLE DETAIL PUSH PIN DETAIL

NOTES:

1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 staples with non-stiched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

Sheet 1 of 1	File No. IUM-530 Drawing No.	EROSION CONTROL BLANKET INSTALLATION DETAILS	Date: Designed ____ ____; Drawn B. JOHNSON 11/08; Checked ____ ____; Approved ____ ____

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

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

MODEL: SMODELNAMES
FILE NAME: ...\3839_EC Details

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -

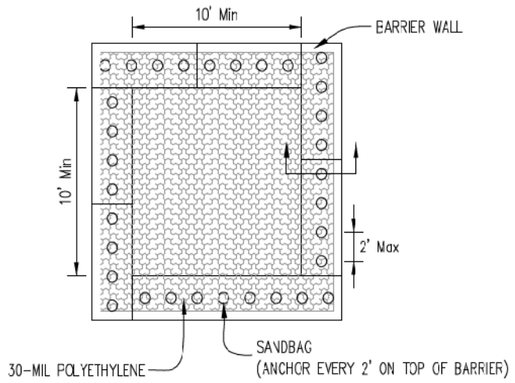
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL DETAILS

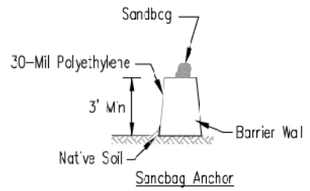
SCALE: N.T.S. SHEET 2 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	27
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

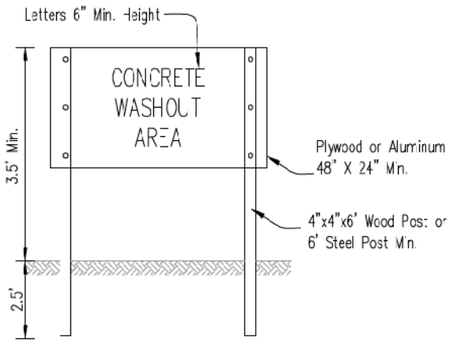
AUTOCAD2006



PLAN VIEW



BARRIER WALL ANCHOR SECTION



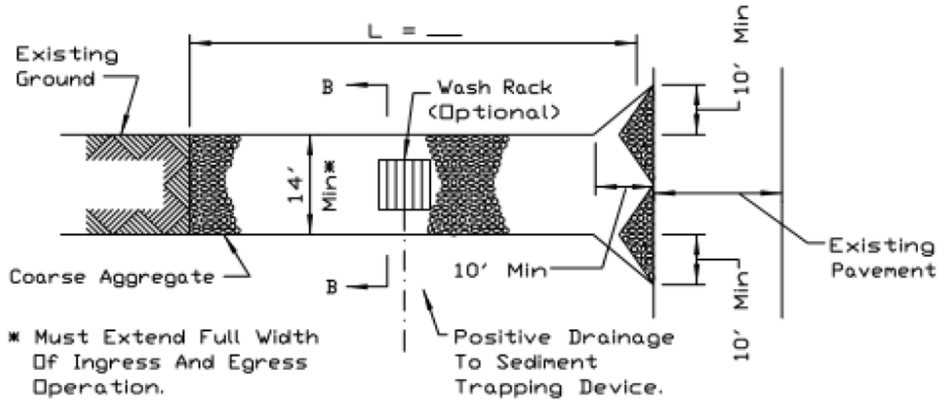
SIGN DETAIL

NOTES:

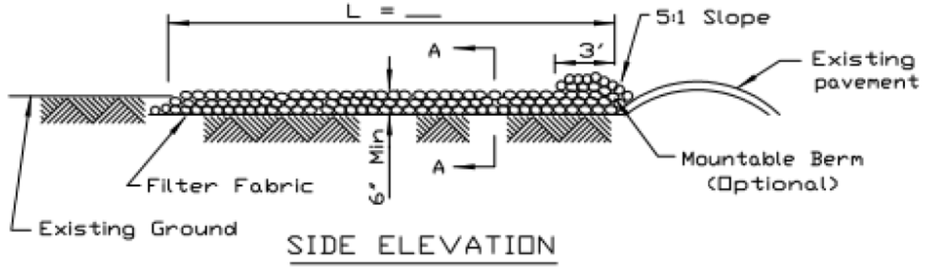
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

Sheet 3 of 3	File No. IL-M-630BW Drawing No.	TEMPORARY CONCRETE WASHOUT FACILITY – BARRIER WALL	Designed ____ Date ____ Drawn B. JOHNSON 6/08 Checked ____ ____ Approved ____ ____

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 Project ____ Designed ____ Date ____ Checked ____ Date ____ Approved ____ Date ____	NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-630 SHEET 1 OF 2 DATE 8-18-94

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

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

MODEL: SMODELNAMES
FILE NAME: ...\3839_EC Details

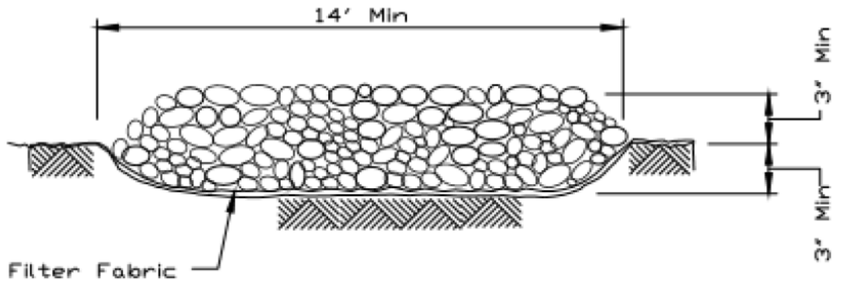
USER NAME = djk	DESIGNED - KDC	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN - KDC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

EROSION AND SEDIMENT CONTROL DETAILS

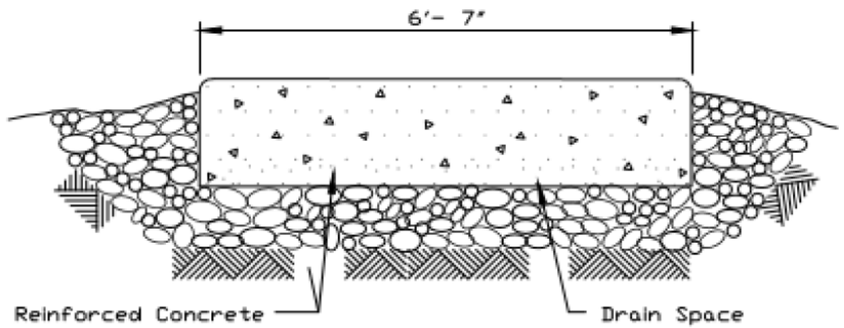
SCALE: N.T.S. | SHEET 3 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	28
		CONTRACT NO. 61K76		
		ILLINOIS FED. AID PROJECT		

STABILIZED CONSTRUCTION ENTRANCE PLAN



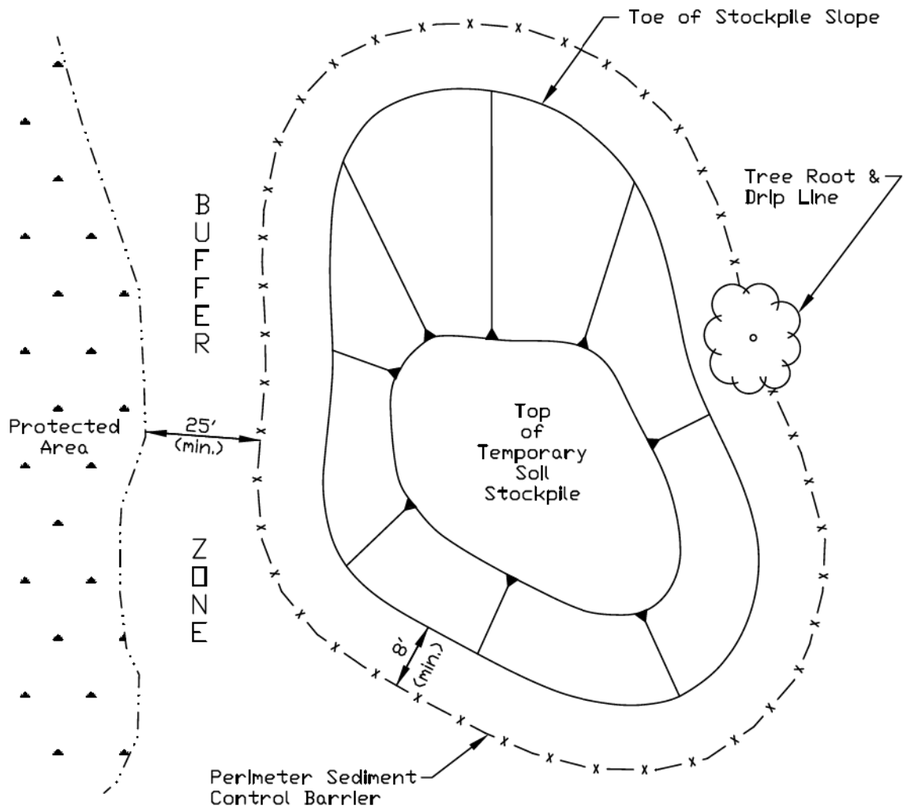
SECTION A-A



SECTION B-B

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

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		STANDARD DWG. NO.
Project		IUM-627
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE JANUARY 2017
Approved ____ Date ____		

USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - KDC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

EROSION AND SEDIMENT CONTROL DETAILS

SCALE: N.T.S. | SHEET 4 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	29
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

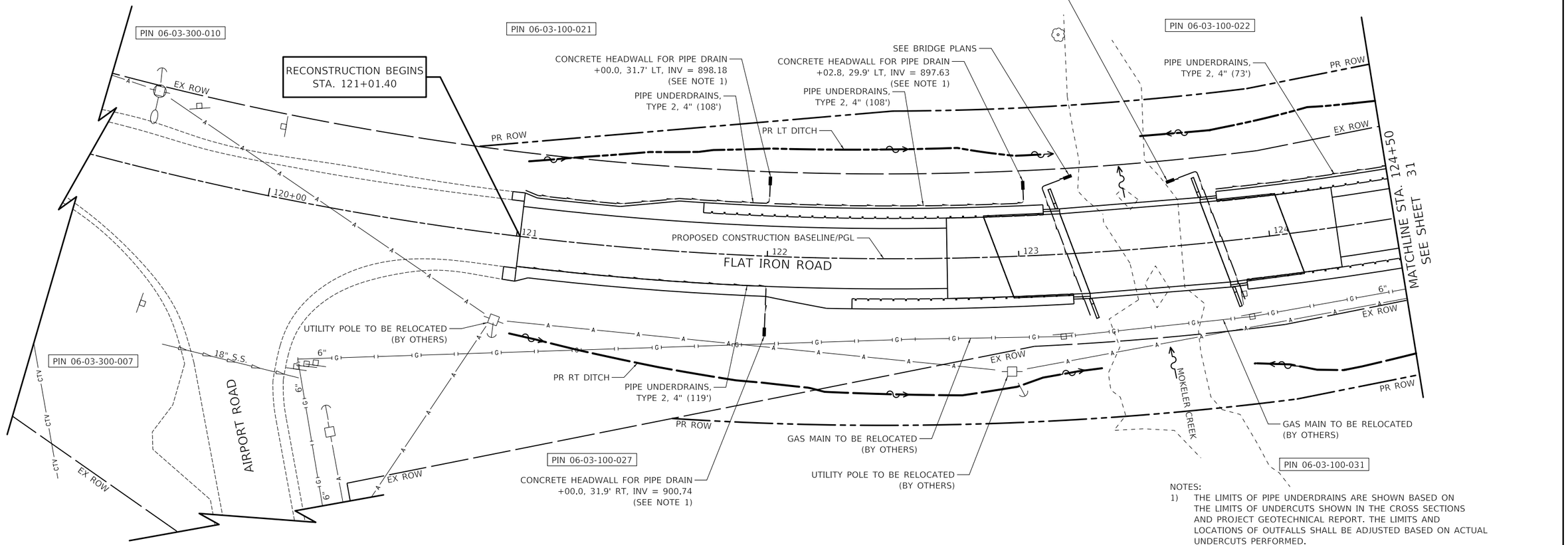
PLAN: SURVEYED, PLOTTED, DRAWN, CHECKED, AUTHENTICITY CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, DRAWN, CHECKED, B.M. NOTED, STRUCTURE NO/ATWS CHKD, NOTE BOOK, NO., BY, DATE

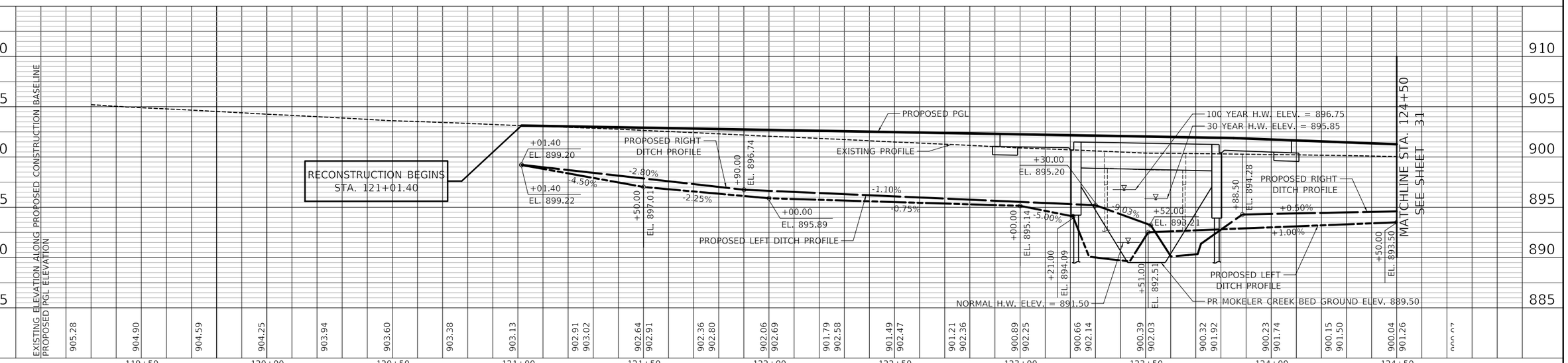
MODEL: SMODELNAMES
FILE NAME: ...\3839_EC Details

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

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NO(S)/PINS CHKD
NOTE BOOK
NO.
BY
DATE



NOTES:
1) THE LIMITS OF PIPE UNDERDRAINS ARE SHOWN BASED ON THE LIMITS OF UNDERCUTS SHOWN IN THE CROSS SECTIONS AND PROJECT GEOTECHNICAL REPORT. THE LIMITS AND LOCATIONS OF OUTFALLS SHALL BE ADJUSTED BASED ON ACTUAL UNDERCUTS PERFORMED.



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USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 8/23/2024	DATE - 7/16/2024	REVISED -	

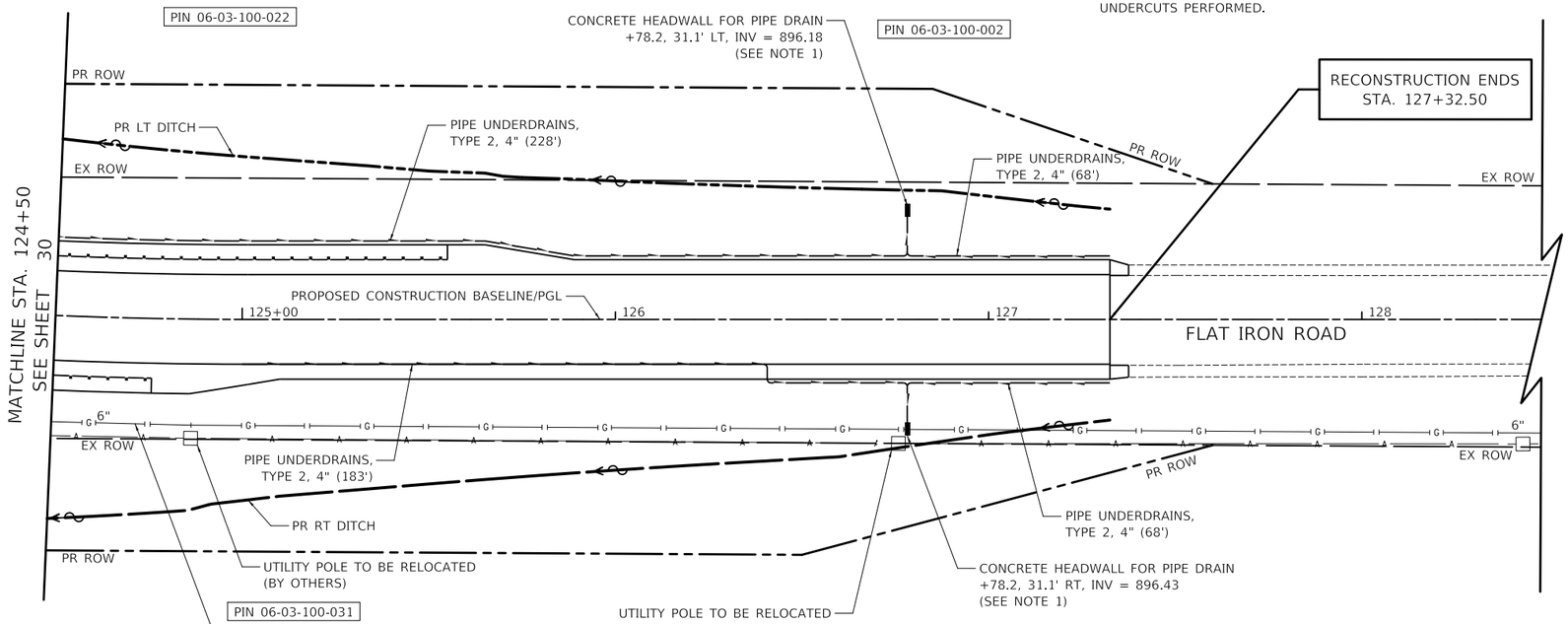
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

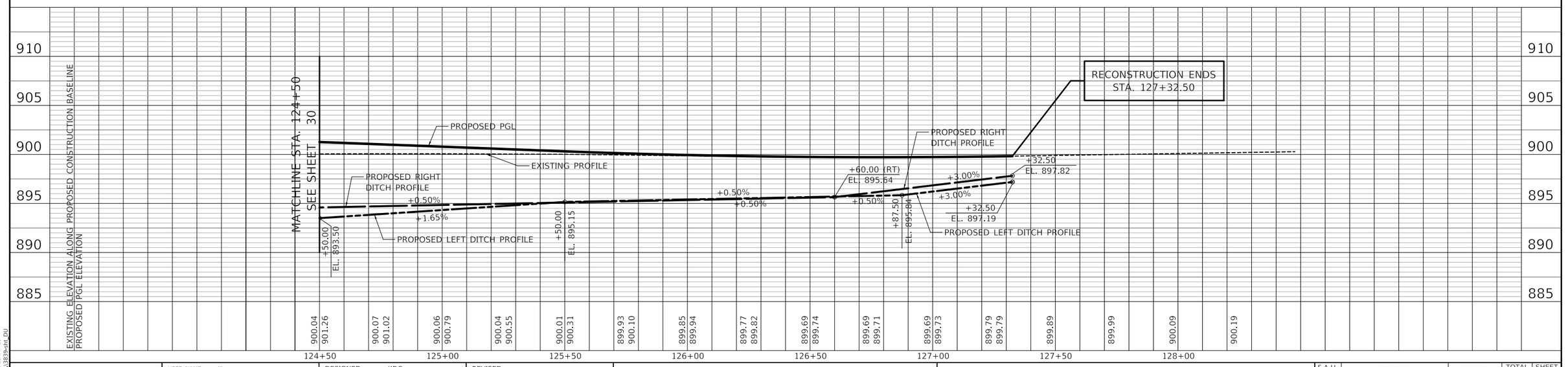
DRAINAGE AND GRADING

SCALE: 1"=20'H/5'V | SHEET 1 OF 2 SHEETS | STA. 121+01.40 TO STA. 124+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	30
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	

NOTES:
1) THE LIMITS OF PIPE UNDERDRAINS ARE SHOWN BASED ON THE LIMITS OF UNDERCUTS SHOWN IN THE CROSS SECTIONS AND PROJECT GEOTECHNICAL REPORT. THE LIMITS AND LOCATIONS OF OUTFALLS SHALL BE ADJUSTED BASED ON ACTUAL UNDERCUTS PERFORMED.





USER NAME = djk	DESIGNED - KDC	REVISED -	**STATE OF ILLINOIS**
	DRAWN - KDC	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -	**DRAINAGE AND GRADING**
PLOT DATE = 8/23/2024	DATE - 7/16/2024	REVISED -	SCALE: 1"=20'H/5'V | SHEET 2 OF 2 SHEETS | STA. 124+50.00 TO STA. 127+32.50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	31
		CONTRACT NO. 61K76		
	ILLINOIS | FED. AID PROJECT			

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

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NO/ATPNS CHKD, NOTE BOOK, NO., BY, DATE

MODEL: SMODELNAME5
FILE NAME: ...\3839sht_DU

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

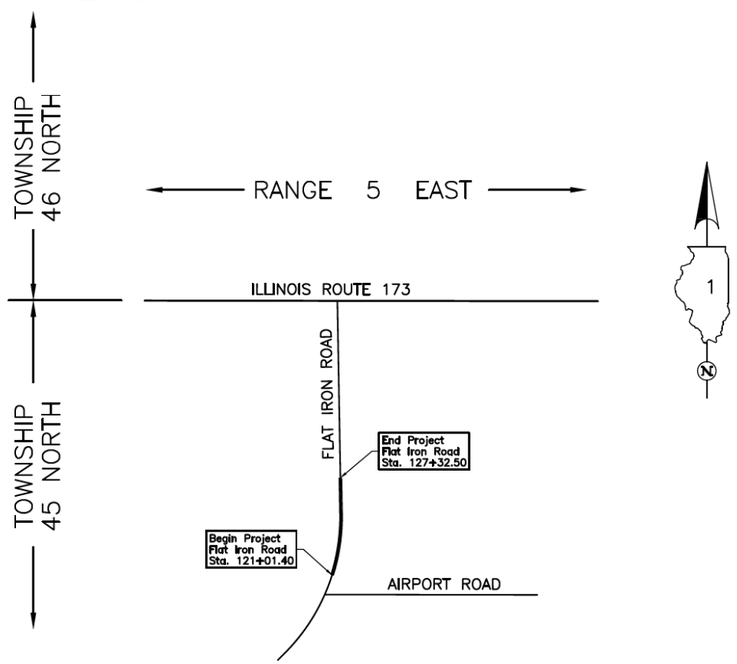
PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NO'S/FN'S CHKD
NOTE BOOK
NO.
BY
DATE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLAT OF HIGHWAYS

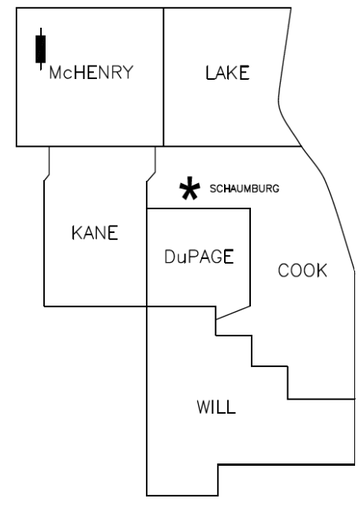
ROUTE: FLAT IRON ROAD
SECTION: 19-00508-00-BR
COUNTY: McHENRY
LIMITS: AT MOKELER CREEK
JOB NO.: R-55-001-97

PARCEL NUMBER	OWNER	SHEET NUMBER	PROPERTY ACQUIRED BY
0001	Thomas R. Hansen, as Trustee of a Trust Agreement dated April 7, 1981, known as The Thomas R. Hansen Declaration of Trust	2 & 3	
0002	Thomas R. Hansen, as Trustee of a Trust Agreement dated April 7, 1981, known as The Thomas R. Hansen Declaration of Trust	2 & 4	
0003	Flat Iron Farms II, LLC, an Illinois limited liability company	2 & 4	



LOCATION MAP

PROJECT LENGTH = 631.10 LIN. FT. = 0.120 MILE, FLAT IRON ROAD



DISTRICT HEADQUARTERS:-
LOCATION OF SECTION INDICATED THUS:-

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

IDOT USE ONLY

MODEL: SMODELNAME5
FILE NAME: ...\11-ROW Plans\3839-sht-plat.dgn

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SCALE: N.T.S. | SHEET 1 OF 5 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	32
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

PART OF THE WEST 1/2 OF SEC. 3, TWP. 45 N., R. 5 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER
0001	224.702	0.500	0.179	224.202	N/A	N/A	06-03-100-002 06-03-100-020 06-03-100-021 06-03-100-022 06-03-300-010 06-04-200-002 06-04-200-008 06-04-200-009 06-04-200-010 06-04-400-008 06-04-400-009
0002	*67.643	0.362	0.263	*67.281	N/A	N/A	06-03-100-027 06-03-100-028 06-03-100-029 06-03-200-006 06-03-200-010 06-03-200-023
0003	*67.068	0.892	0.655	*66.176	N/A	N/A	06-03-100-018 06-03-100-030 06-03-100-031 06-03-200-019 06-03-200-021 06-03-200-022

* Riparian Boundary Area Subject to Change

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
0001	249942	January 11, 1952
0001	249891	January 9, 1952
0002	249892	January 9, 1952
0003	249892	January 9, 1952
-----	315605	November 14, 1956

Construction Baseline Flat Iron Road Curve #1

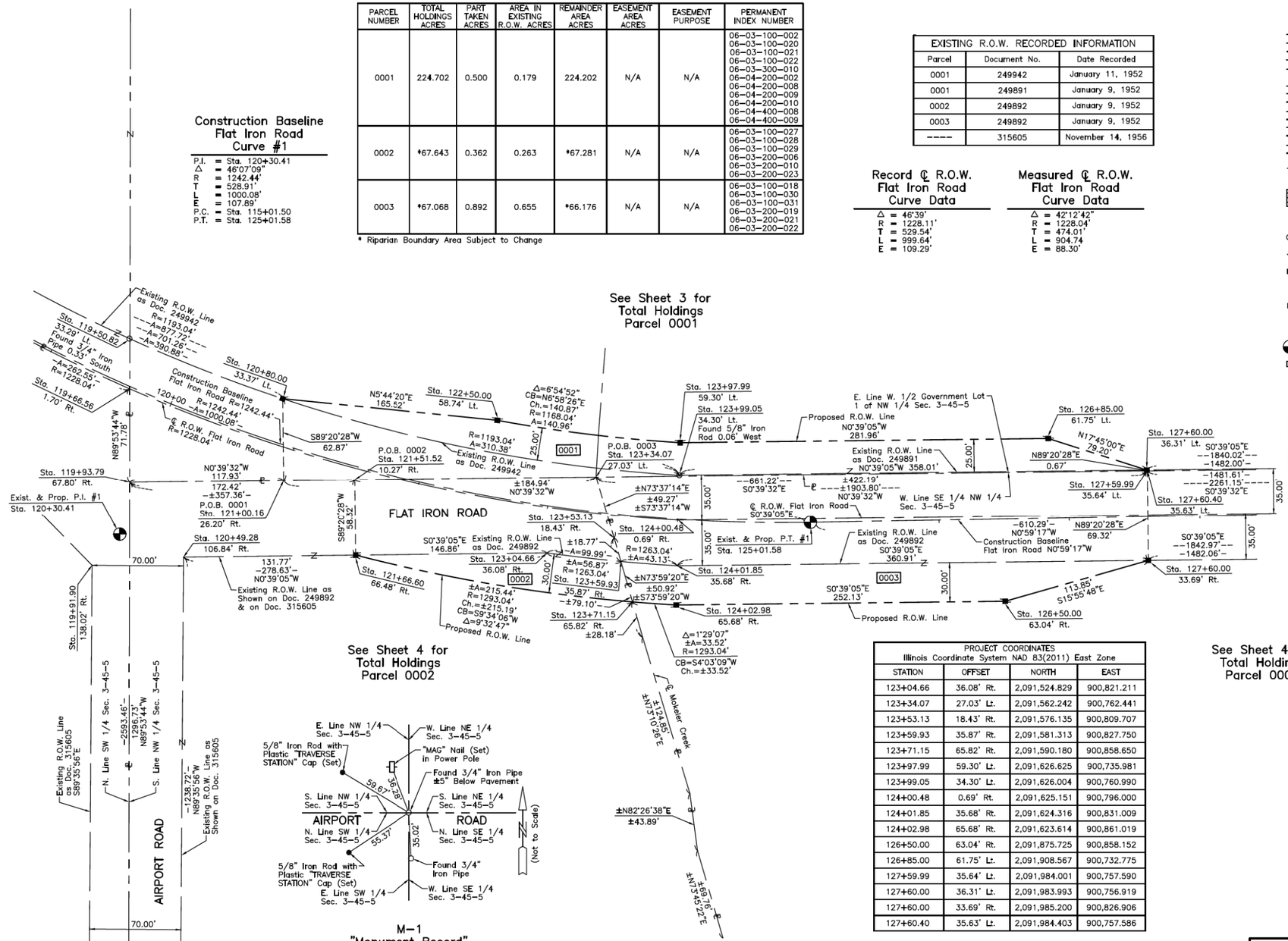
P.I. = Sta. 120+30.41
Δ = 46°07'09"
R = 1242.44'
T = 528.91'
L = 1000.08'
E = 107.89'
P.C. = Sta. 115+01.50
P.T. = Sta. 125+01.58

Record ℄ R.O.W. Flat Iron Road Curve Data

Δ = 46°39'
R = 1228.11'
T = 529.54'
L = 999.64'
E = 109.29'

Measured ℄ R.O.W. Flat Iron Road Curve Data

Δ = 42°12'42"
R = 1228.04'
T = 474.01'
L = 904.74
E = 88.30'



M-1
"Monument Record"
Center of Section 3-45-5
N.2,091,202.546-E.902,063.277
Recorded
Document No.

PROJECT COORDINATES Illinois Coordinate System NAD 83(2011) East Zone			
STATION	OFFSET	NORTH	EAST
123+04.66	36.08' Rt.	2,091,524.829	900,821.211
123+34.07	27.03' Lt.	2,091,562.242	900,762.441
123+53.13	18.43' Rt.	2,091,576.135	900,809.707
123+59.93	35.87' Rt.	2,091,581.313	900,827.750
123+71.15	65.82' Rt.	2,091,590.180	900,858.650
123+97.99	59.30' Lt.	2,091,626.625	900,735.981
123+99.05	34.30' Lt.	2,091,626.004	900,760.990
124+00.48	0.69' Rt.	2,091,625.151	900,796.000
124+01.85	35.68' Rt.	2,091,624.316	900,831.009
124+02.98	65.68' Rt.	2,091,623.614	900,861.019
126+50.00	63.04' Rt.	2,091,875.725	900,858.152
126+85.00	61.75' Lt.	2,091,908.567	900,732.775
127+59.99	35.64' Lt.	2,091,984.001	900,757.590
127+60.00	36.31' Lt.	2,091,983.993	900,756.919
127+60.00	33.69' Rt.	2,091,985.200	900,826.906
127+60.40	35.63' Lt.	2,091,984.403	900,757.586

LEGEND

SECTION CORNER
QUARTER SECTION CORNER
SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
EXISTING CENTER LINE
PROPOSED CENTER LINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
EXISTING ACCESS CONTROL LINE
PROPOSED ACCESS CONTROL LINE
120.32' MEASURED DIMENSION
129.32'(Comp.) COMPUTED DIMENSION
(129.32') RECORD DIMENSION
EXISTING BUILDING
0 40' 80'
SCALE: 1"=40'

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

O IRON PIPE OR ROD FOUND
⊕ "MAG" NAIL SET
\+ CUT CROSS FOUND OR SET
● 5/8" REBAR SET
■ ***STAKING OF PROPOSED RIGHT OF WAY.*** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
■ M ***STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.*** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
PERMANENT SURVEY MARKER, I.D.O.T STD 667101-02 (TO BE SET BY OTHERS)
□ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }
COUNTY OF LAKE } SS

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 3, TOWNSHIP 45N., RANGE 5E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

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

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

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

All dimensions are measured unless otherwise specified.
Areas shown on this plat are ground.
All measured and computed distances are grid not ground.
To obtain ground distances, divide grid distances shown by the combined factor of 0.9999450576.

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

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FLAT IRON ROAD

LIMITS: AT MOKELER CREEK COUNTY: McHENRY
SECTION: 19-00508-00-BR JOB NO.: R-55-001-97
STATION 119+00 TO STATION 128+00
SCALE: 1"=40' SHEET 2 OF 5

IDOT USE ONLY

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

REVISION DATE REVISION

PLAN / PROFILE — SURVEYED, PLOTTED, CROSS SECTIONS CHECKED, B.M. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

MODEL: SMODELNAMES
FILE NAME: ...\1)-ROW Plans\3839-sht-splat.dgn

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

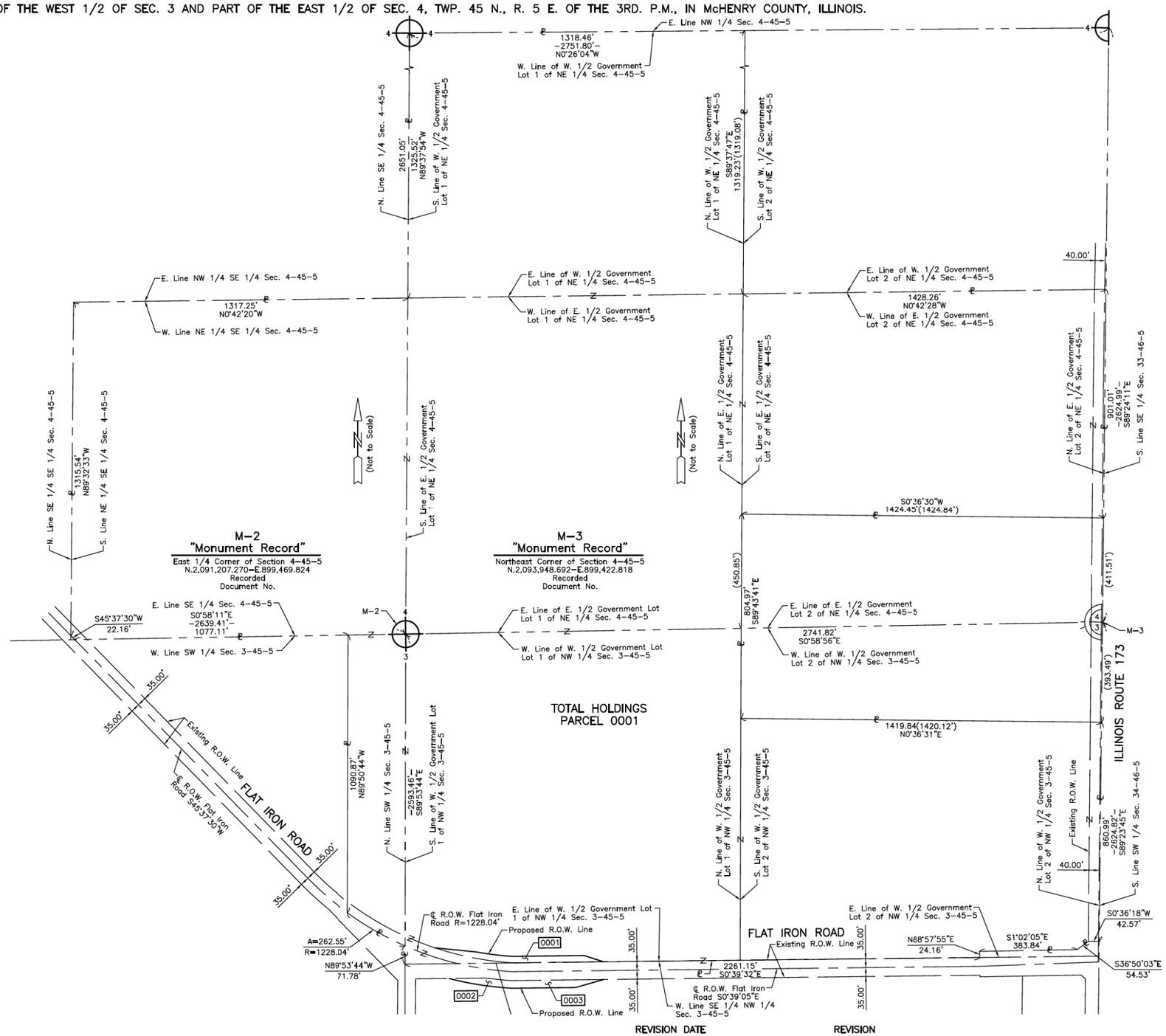
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SCALE: N.T.S. SHEET 2 OF 5 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	33
		CONTRACT NO. 61K76		
		ILLINOIS FED. AID PROJECT		

PART OF THE WEST 1/2 OF SEC. 3 AND PART OF THE EAST 1/2 OF SEC. 4, TWP. 45 N., R. 5 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



LEGEND

- SECTION CORNER (9 10 / 16 15)
- QUARTER SECTION CORNER (16 — 15)
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL — APPARENT PROPERTY LINE
- EXISTING CENTER LINE
- PROPOSED CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- AC — EXISTING ACCESS CONTROL LINE
- AC — PROPOSED ACCESS CONTROL LINE
- 120.32' — MEASURED DIMENSION
- 129.32'(Comp.) — COMPUTED DIMENSION
- (129.32') — RECORD DIMENSION
- EXISTING BUILDING
- 0 200' 400' N — SCALE: 1"=200'

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

- O IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- \+ CUT CROSS FOUND OR SET
- ● 5/8" REBAR SET
- ■ ***STAKING OF PROPOSED RIGHT OF WAY.*** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ■ M ***STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.*** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ◔ PERMANENT SURVEY MARKER, I.D.O.T STD 667101-02 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS } SS
COUNTY OF LAKE }

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 3, TOWNSHIP 45N., RANGE 5E. AND SECTION 4, TOWNSHIP 45N., RANGE 5E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

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

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

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

All dimensions are measured unless otherwise specified.
Areas shown on this plat are ground.
All measured and computed distances are grid not ground.
To obtain ground distances, divide grid distances shown by the combined factor of 0.9999450576.

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

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FLAT IRON ROAD

LIMITS: AT MOKELER CREEK COUNTY: McHENRY
SECTION: 19-00508-00-BR JOB NO.: R-55-001-97
STATION NONE TO STATION
SCALE: 1"=200' SHEET 3 OF 5

IDOT USE ONLY

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

REVISION DATE REVISION

PLAN: SURVEYED / PLOTTED / CROSS CHECKED / B.M. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE

PROFILE: SURVEYED / PLOTTED / CROSS CHECKED / B.M. NOTED / NOTE BOOK / NO. / BY / DATE

MODEL: SMODELNAME5
FILE NAME: ...\11-ROW Plans\3839-sht-plat.dgn

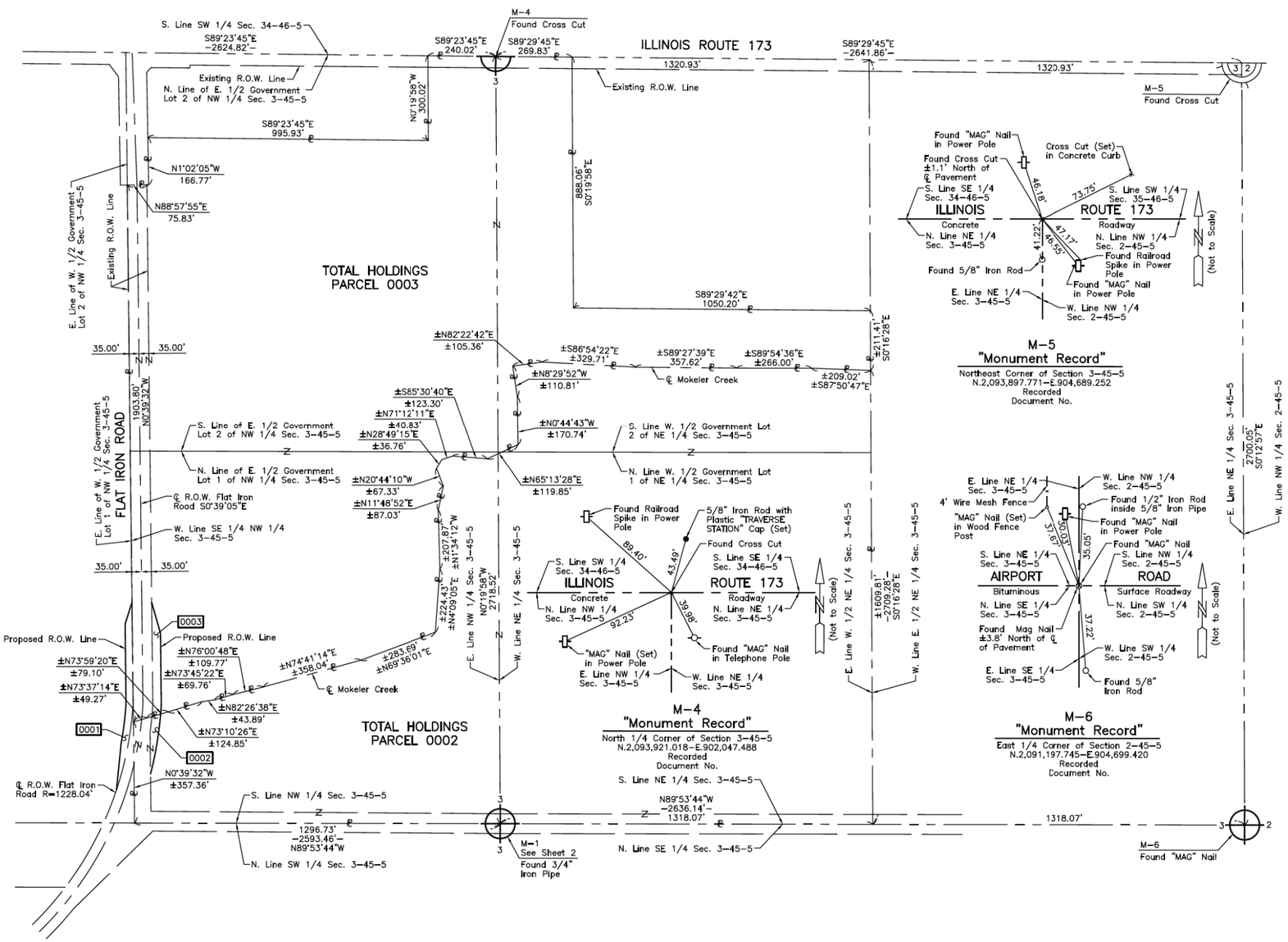
USER NAME = djk	DESIGNED - KDC	REVISED -	**STATE OF ILLINOIS**
	DRAWN - KDC	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

PLAT OF HIGHWAYS

SCALE: N.T.S. | SHEET 3 OF 5 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	34
		CONTRACT NO. 61K76		
		ILLINOIS FED. AID PROJECT		

PART OF THE NORTH 1/2 OF SEC. 3, TWP. 45 N., R. 5 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL — APPARENT PROPERTY LINE
- EXISTING CENTER LINE
- PROPOSED CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- AC — EXISTING ACCESS CONTROL LINE
- AC — PROPOSED ACCESS CONTROL LINE
- 120.32' MEASURED DIMENSION
- 129.32'(Comp.) COMPUTED DIMENSION
- (129.32') RECORD DIMENSION
- EXISTING BUILDING

N

0 200' 400'

SCALE: 1"=200'

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

- O IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- \+ CUT CROSS FOUND OR SET
- ● 5/8" REBAR SET
- ■ ***STAKING OF PROPOSED RIGHT OF WAY.*** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ■ M ***STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.*** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T STD 667101-02 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS } SS
COUNTY OF LAKE }

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 3, TOWNSHIP 45N., RANGE 5E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

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

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

All dimensions are measured unless otherwise specified.
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All measured and computed distances are grid not ground.
To obtain ground distances, divide grid distances shown by the combined factor of 0.9999450576.

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

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FLAT IRON ROAD

LIMITS: AT MOKELER CREEK COUNTY: McHENRY
SECTION: 19-00508-00-BR JOB NO.: R-55-001-97
STATION NONE TO STATION
SCALE: 1"=200' SHEET 4 OF 5

IDOT USE ONLY

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

REVISION DATE REVISION

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

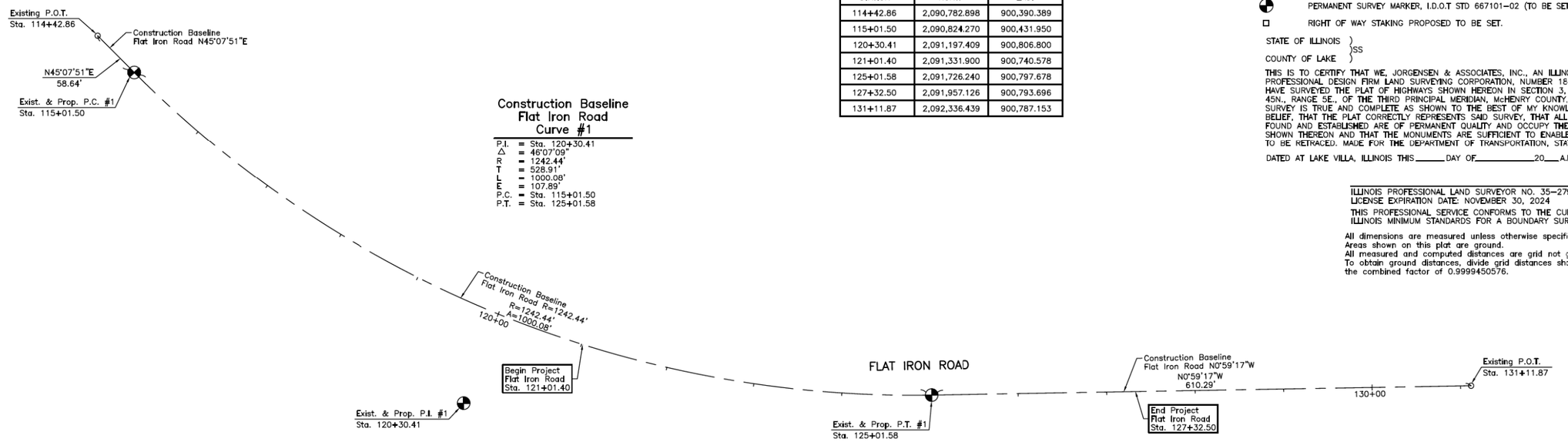
PROFILE: SURVEYED, PLOTTED, CHECKED, B.M. NOTED, STRUCTURE NO, BY, DATE; NOTE BOOK, NO.; STA/ELEV CHKD

MODEL: \$MODELNAMES
FILE NAME: ...\1-ROW Plans\3839-sht-plat.dgn

USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAT OF HIGHWAYS	
	DRAWN - KDC	REVISED -			
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -		SCALE: N.T.S.	SHEET 4 OF 5 SHEETS
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	35
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

PART OF THE WEST 1/2 OF SEC. 3, TWP. 45 N., R. 5 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



Construction Baseline
Flat Iron Road
Curve #1

P.I.	=	Sta. 120+30.41
Δ	=	46°07'09"
R	=	1242.44'
T	=	528.91'
L	=	1000.08'
E	=	107.89'
P.C.	=	Sta. 115+01.50
P.T.	=	Sta. 125+01.58

PROJECT COORDINATES
Illinois Coordinate System NAD 83(2011) East Zone

STATION	NORTH	EAST
114+42.86	2,090,782.898	900,390.389
115+01.50	2,090,824.270	900,431.950
120+30.41	2,091,197.409	900,806.800
121+01.40	2,091,331.900	900,740.578
125+01.58	2,091,726.240	900,797.678
127+32.50	2,091,957.126	900,793.696
131+11.87	2,092,336.439	900,787.153

LEGEND

9 10 16 15 SECTION CORNER
16 15 QUARTER SECTION CORNER

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
℄ PROPERTY (DEED) LINE
APL APPARENT PROPERTY LINE
EXISTING CENTER LINE
PROPOSED CENTER LINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
AC EXISTING ACCESS CONTROL LINE
AC PROPOSED ACCESS CONTROL LINE
120.32' MEASURED DIMENSION
129.32'(Comp.) COMPUTED DIMENSION
(129.32') RECORD DIMENSION
EXISTING BUILDING

0 60' 120'
SCALE: 1"=60'

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

○ IRON PIPE OR ROD FOUND ⊕ "MAG" NAIL SET
\+ CUT CROSS FOUND OR SET ● 5/8" REBAR SET
■ ***STAKING OF PROPOSED RIGHT OF WAY.*** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
■ M ***STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.*** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
PERMANENT SURVEY MARKER, I.D.O.T STD 667101-02 (TO BE SET BY OTHERS)
□ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 3, TOWNSHIP 45N., RANGE 5E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

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

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

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

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

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FLAT IRON ROAD

LIMITS: AT MOKELER CREEK COUNTY: McHENRY
SECTION: 19-00508-00-BR JOB NO.: R-55-001-97
STATION 114+42.86 TO STATION 131+11.87
SCALE: 1"=60' SHEET 5 OF 5

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

IDOT USE ONLY

REVISION DATE REVISION

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

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NO/ATN'S CHKD, NOTE BOOK, NO., BY, DATE

MODEL: SMODELNAME
FILE NAME: ...\1-ROW Plans\3839-sht-plat.dgn

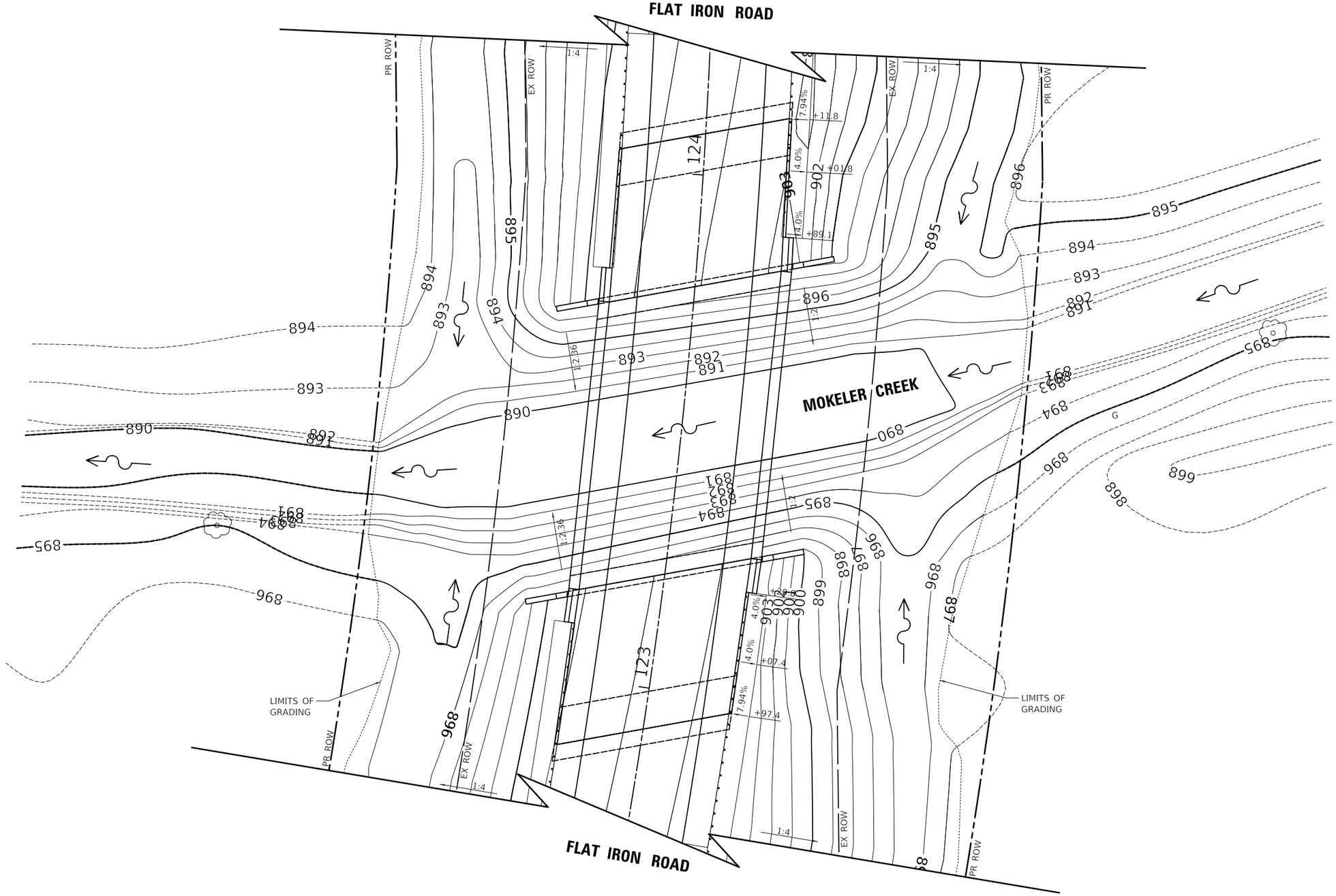
USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SCALE: N.T.S. SHEET 5 OF 5 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	36
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			



N

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

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

MODEL: SMODELNAMES
FILE NAME: ...\3839sht-grading_creek

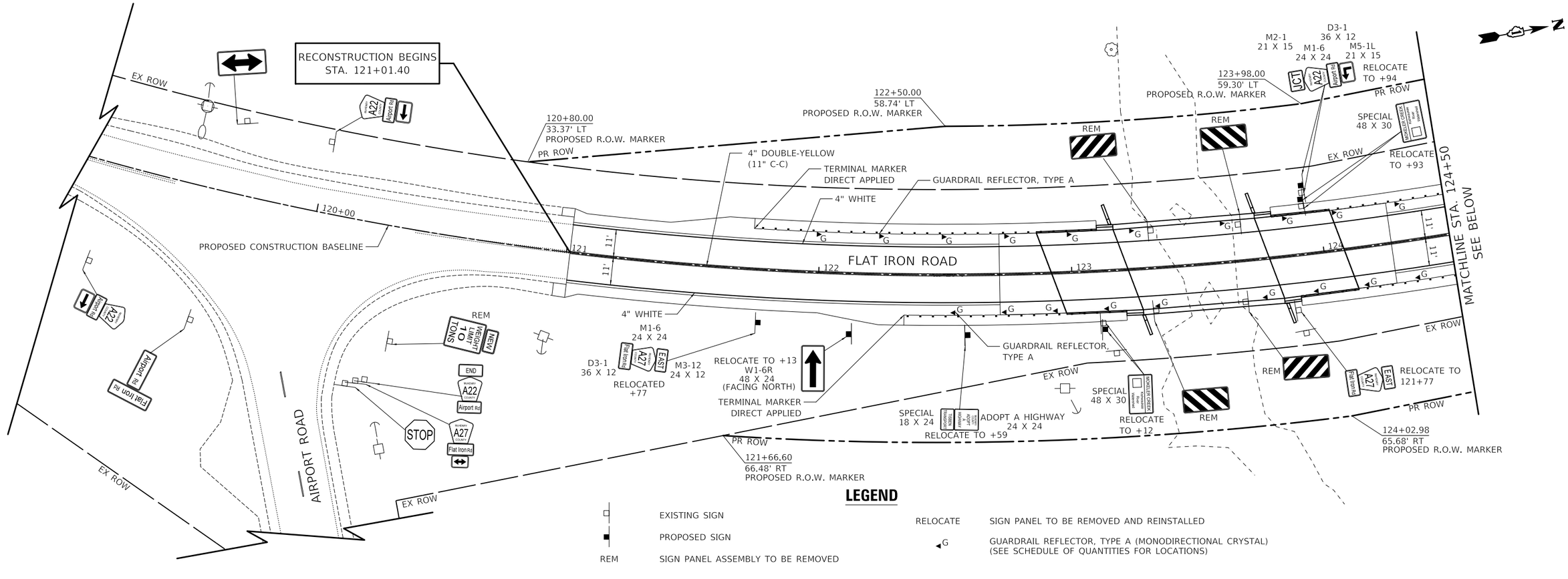
USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN – MOKELER CREEK

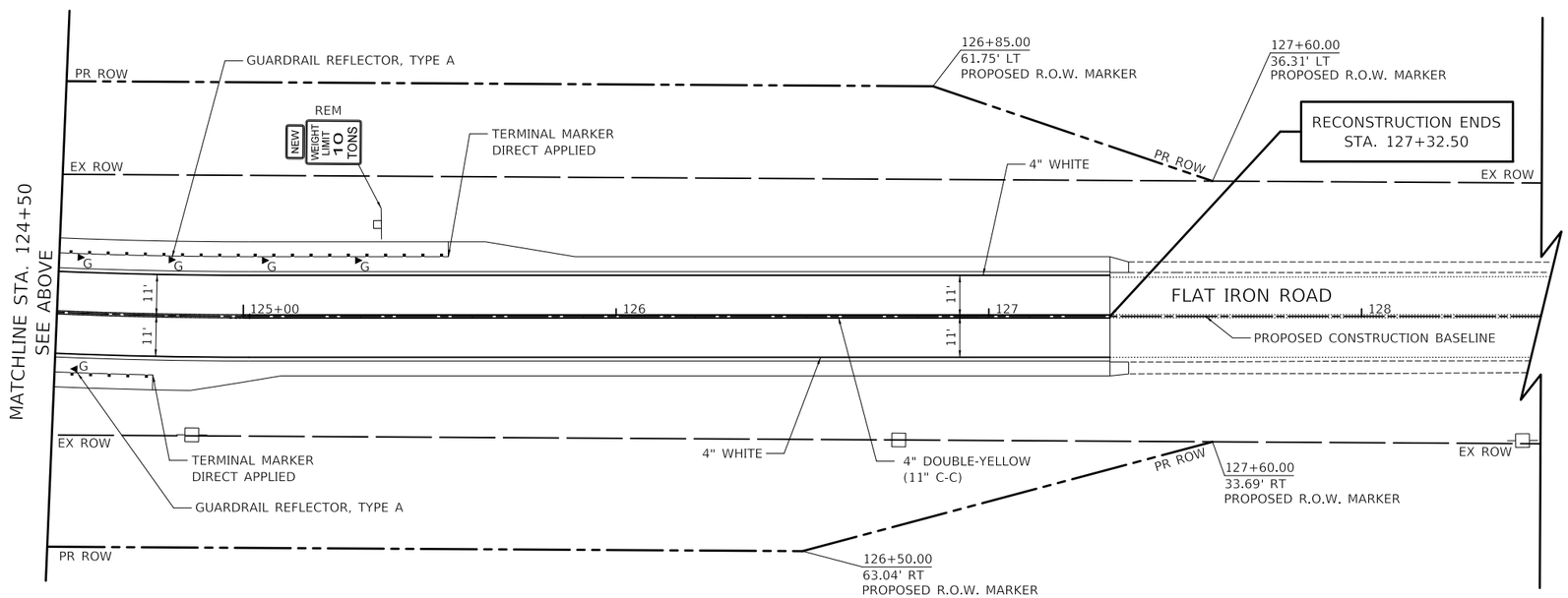
SCALE: 1"=10' | SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	37
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		



LEGEND

	EXISTING SIGN
	PROPOSED SIGN
REM	SIGN PANEL ASSEMBLY TO BE REMOVED
RELOCATE	SIGN PANEL TO BE REMOVED AND REINSTALLED
G	GUARDRAIL REFLECTOR, TYPE A (MONODIRECTIONAL CRYSTAL) (SEE SCHEDULE OF QUANTITIES FOR LOCATIONS)



NOTES

1. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
2. ALL PAVEMENT MARKINGS SHALL BE GROOVED PREFORMED PLASTIC, TYPE D.
3. EXISTING SIGNING SHALL REMAIN UNLESS OTHERWISE NOTED.
4. ALL WORK TO REMOVE OR REMOVE/REINSTALL SIGNS SHALL BE PERFORMED BY THE COUNTY.

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

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

MODEL: $MODELNAME$
FILE NAME: ...\3839-sht_pmk

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 121+01.40 TO STA. 127+32.50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	38
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

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

PIN 06-03-300-010
PIN 06-03-100-021
PIN 06-03-100-022
PIN 06-03-300-007
PIN 06-03-100-027
PIN 06-03-100-031

RECONSTRUCTION BEGINS
STA. 121+01.40

EX ROW
PR ROW
120+00
121
122
123
124
PROPOSED CONSTRUCTION BASELINE
FLAT IRON ROAD
AIRPORT ROAD
MOKELER CREEK
MATCHLINE STA. 124+50
SEE BELOW

SEEDING, CLASS 2A (0.10 ACRE)
SEEDING, CLASS 4A (0.06 ACRE)
LIMITS OF CONSTRUCTION
SEEDING, CLASS 2A (0.14 ACRE)
SEEDING, CLASS 4A (0.09 ACRE)
STONE RIPRAP, CLASS A4 (11 SY)
FILTER FABRIC (11 SY)
(CENTERED ON DITCH)
WETLAND LIMIT
SEEDING, CLASS 4A (0.01 ACRE)
SEEDING, CLASS 4B (0.01 ACRE)
STONE RIPRAP, CLASS A4 (14 SY)
FILTER FABRIC (14 SY)
(CENTERED ON DITCH)
SEEDING, CLASS 2A (0.01 ACRE)
SEEDING, CLASS 4A (0.05 ACRE)
STONE RIPRAP, CLASS A4 (12 SY)
FILTER FABRIC (21 SY)
(CENTERED ON DITCH)
STONE RIPRAP, CLASS A4 (30 SY)
FILTER FABRIC (30 SY)
(CENTERED ON DITCH)
SEEDING, CLASS 4A (0.02 ACRE)
SEEDING, CLASS 4B (0.02 ACRE)
STONE RIPRAP, CLASS A4 (449 SY)
FILTER FABRIC (449 SY)

LEGEND

TOPSOIL EXCAVATION AND PLACEMENT (6")
SEEDING, CLASS 2A
EROSION CONTROL BLANKET (SPECIAL)

TOPSOIL EXCAVATION AND PLACEMENT (6")
SEEDING, CLASS 4A
EROSION CONTROL BLANKET (SPECIAL)

TOPSOIL EXCAVATION AND PLACEMENT (6")
SEEDING, CLASS 4A
SEEDING, CLASS 4B
EROSION CONTROL BLANKET (SPECIAL)

STONE RIPRAP, CLASS A4 (16")
FILTER FABRIC

PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
E.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

PIN 06-03-100-022
PIN 06-03-100-002
PIN 06-03-100-031

SEEDING, CLASS 4A (0.01 ACRE)
SEEDING, CLASS 2A (0.24 ACRE)
LIMITS OF CONSTRUCTION
PR ROW
EX ROW
RECONSTRUCTION ENDS
STA. 127+32.50
MATCHLINE STA. 124+50
SEE ABOVE
PROPOSED CONSTRUCTION BASELINE
125+00
126
127
128
FLAT IRON ROAD
SEEDING, CLASS 2A (0.27 ACRE)
SEEDING, CLASS 4A (0.02 ACRE)

MODEL: \$MODELNAME\$
FILE NAME: ...\114-Landscaping\3839-sht_LS

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING AND PERMANENT EROSION CONTROL PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 121+01.40 TO STA. 127+32.50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	39
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

Bench Mark: T.B.M. #1 located at railroad spike (set) in power pole in the northeast corner of Flat Iron Road & Airport Road. NAVD '88 elevation 903.00.
T.B.M. #2 located at railroad spike (set) in fifth power pole north of Airport Road on the east side of Flat Iron Road. NAVD '88 Elevation 900.68

Existing Structure: S.N. 056-3019 was built in 1950 as Section 36-B-1 MFT by McHenry County. The bridge consists of a reinforced concrete slab superstructure supported on highwall abutments founded on timber piles. The bridge is 32'-6" long measured back to back of abutments and is 30'-4" wide measured out to out.

Bridge will be closed and traffic will be detoured during construction.

Salvage: None.

DESIGN SCOUR ELEVATION TABLE

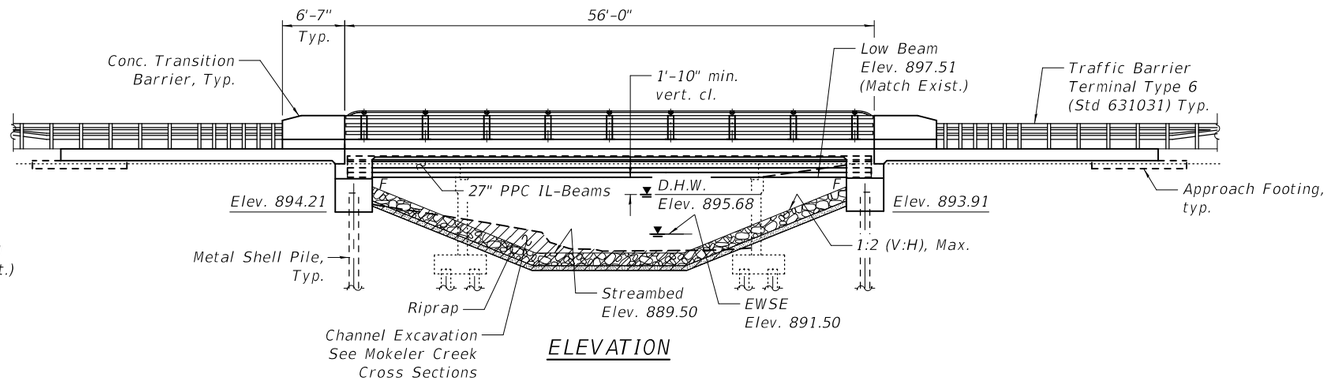
Event / Limit State	Design Scour Elevations (ft.) S. Abut.	N. Abut.	Item 113
Q100	894.15	893.92	8
Q200	894.15	893.92	
Design	894.15	893.92	
Check	894.15	893.92	

WATERWAY INFORMATION

Drainage Area = 5.59 sq.mi. Low Grade Elev. 899.55 @ Sta. 126+78

Flood	Freq. Yr.	Q C.F.S.	Opening Ft² Exist.	Opening Ft² Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	493	107	174	895.06	0.12	0.08	895.18	895.14
Design	30	742	126	193	895.68	0.36	0.17	896.04	895.85
Base	100	1073	148	217	896.42	0.69	0.33	897.11	896.75
Overtopping									
Max. Calc.	500	1554	172	237	897.21	1.38	0.69	898.59	897.90

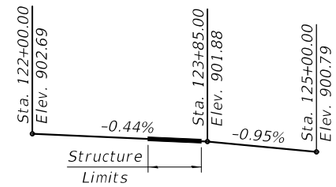
10 year velocity through the existing bridge = 4.59 ft/s
10 year velocity through the proposed bridge = 2.83 ft/s



ELEVATION

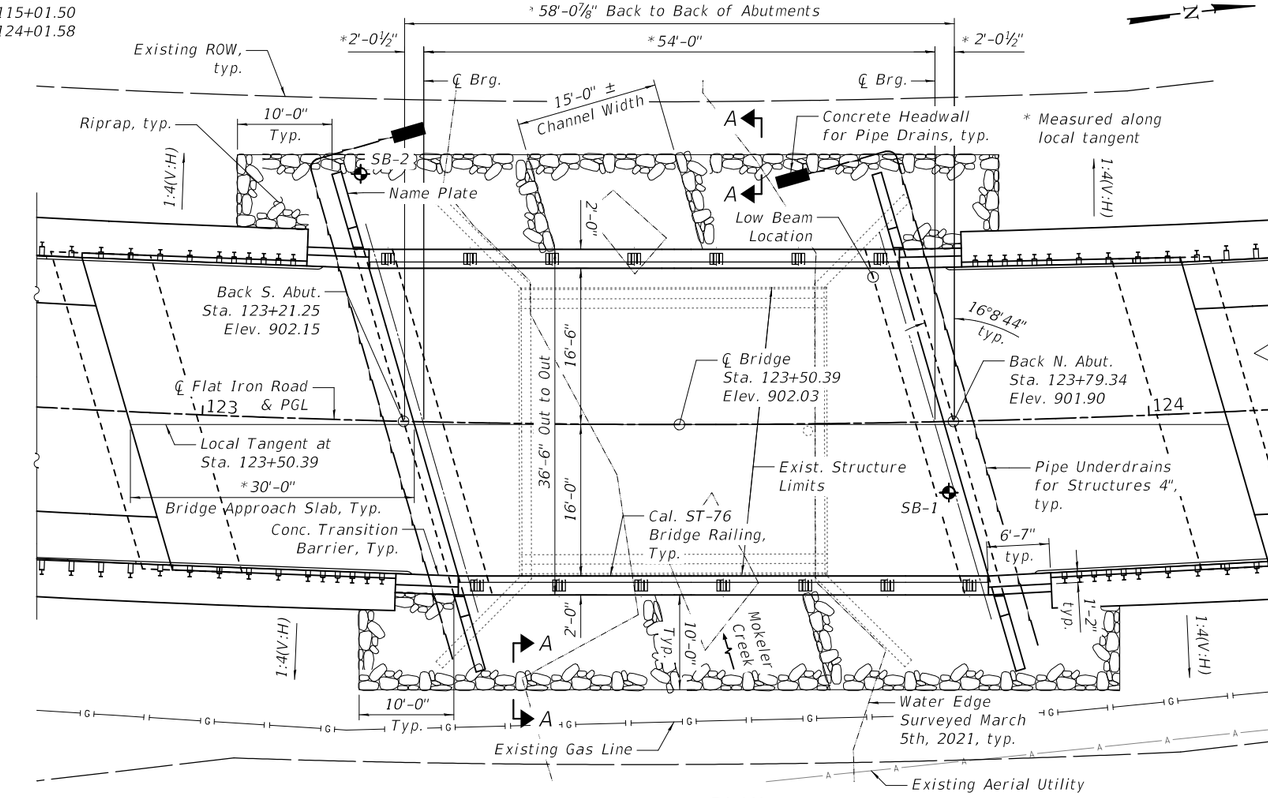
CURVE DATA

P.I. Sta. = 120+30.41
Δ = 46° 07' 08.76" (Lt.)
D = 4° 36' 41.59"
R = 1,242.44'
T = 528.91'
L = 1,000.08'
E = 107.89'
e = 7.94%
T.R. = 61.37'
S.E. Run = 211.69'
P.C. Sta. = 115+01.50
P.T. Sta. = 124+01.58

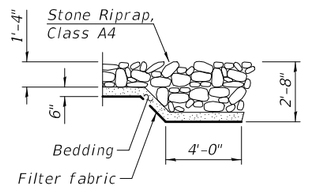


FLAT IRON ROAD PROFILE GRADE

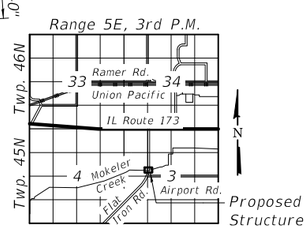
(Along ℄ Roadway)



PLAN



SECTION A-A



LOCATION SKETCH

CIVILTECH ENGINEERING, INC.
GREGORY J. HATLESTAD, S.E.

STATE OF ILLINOIS
GREGORY J. HATLESTAD
081-005562
ILLINOIS LICENSED STRUCTURAL ENGINEER

GREGORY J. HATLESTAD, S.E.
081-005562

EXP 11/30/2024

DATE 07/16/2024

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

LOADING HL-93

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
f'c = 4,000 psi (Superstructure Concrete)
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 Relax Strands)
fpbt = 202,300 psi (0.6" ∅ Low Relax Strands)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 0
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.076
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.127
Soil Site Class = D

GENERAL PLAN & ELEVATION
FLAT IRON ROAD OVER MOKELER CREEK
F.A.U. RTE. 4077 - SEC. 19-00508-00-BR
McHENRY COUNTY
STATION 123+50.39
STRUCTURE NO. 056-3055

MODEL: $MODELNAMES
FILE NAME: $FILELS

USER NAME= djk	DESIGNED - JAL	REVISED -	
	DRAWN - JAL	REVISED -	
PLOT SCALE= N/A	CHECKED - GJH	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
STRUCTURE NO. 056-3055
SHEET S1 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	40
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

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

2. The finishing machine rails shall be placed on the top of the top flange of the exterior beams within the deck pour. Beam blocks shall be placed between beams at all tie locations in each bay for the full width of the deck pour.

3. Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.

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

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

INDEX OF SHEETS

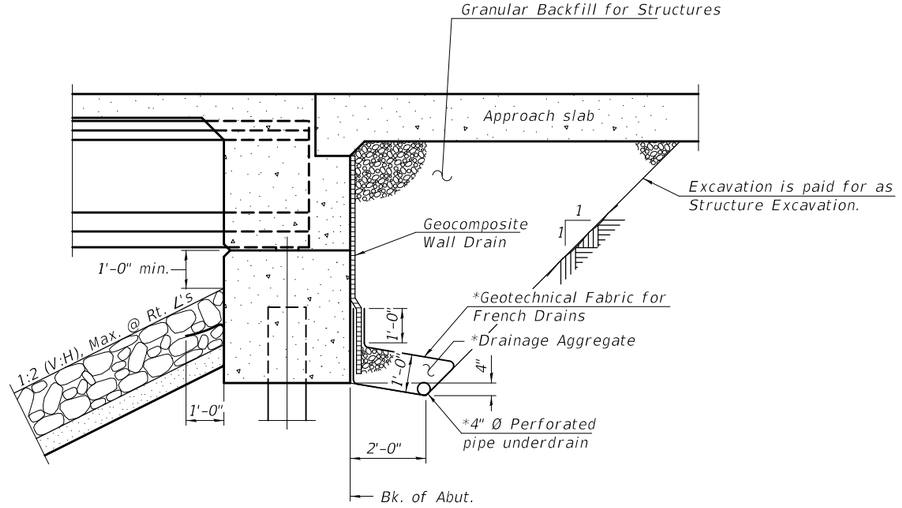
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yd.	-	-	361
Stone Riprap, Class A4	Sq. Yd.	-	432	432
Filter Fabric	Sq. Yd.	-	432	432
Removal of Existing Structures	Each	-	-	1
Structure Excavation	Cu. Yd.	-	184	184
Concrete Structures	Cu. Yd.	20.4	55.7	76.1
Concrete Superstructure	Cu. Yd.	102.2	-	102.2
Bridge Deck Grooving	Sq. Yd.	392	-	392
Protective Coat	Sq. Yd.	481	-	481
Concrete Superstructure (Approach Slab)	Cu. Yd.	94.2	-	94.2
Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N	Foot	277	-	277
Reinforcement Bars, Epoxy Coated	Pound	55,580	10,550	66,230
Furnishing Metal Shell Piles 14" x 0.250"	Foot	-	328	328
Driving Piles	Foot	-	328	328
Test Pile Metal Shells	Each	-	2	2
Name Plates	Each	-	-	1
Granular Backfill for Structures	Cu. Yd.	-	124	124
Geocomposite Wall Drain	Sq. Yd.	-	72	72
Concrete Headwall for Pipe Drains	Each	-	-	2
Pipe Underdrains for Structures 4"	Foot	-	132	132
Bar Terminators	Each	74	192	266
Steel Railing (Special)	Foot	112	-	112

MOKELER CREEK
BUILT 202_ BY
MCHENRY COUNTY
SEC. 19-00508-00-BR
F.A.U. RT. 4077 STA. 123+50.39
STR. NO. 056-3055 LOADING HL-93

NAME PLATE

See Std. 515001



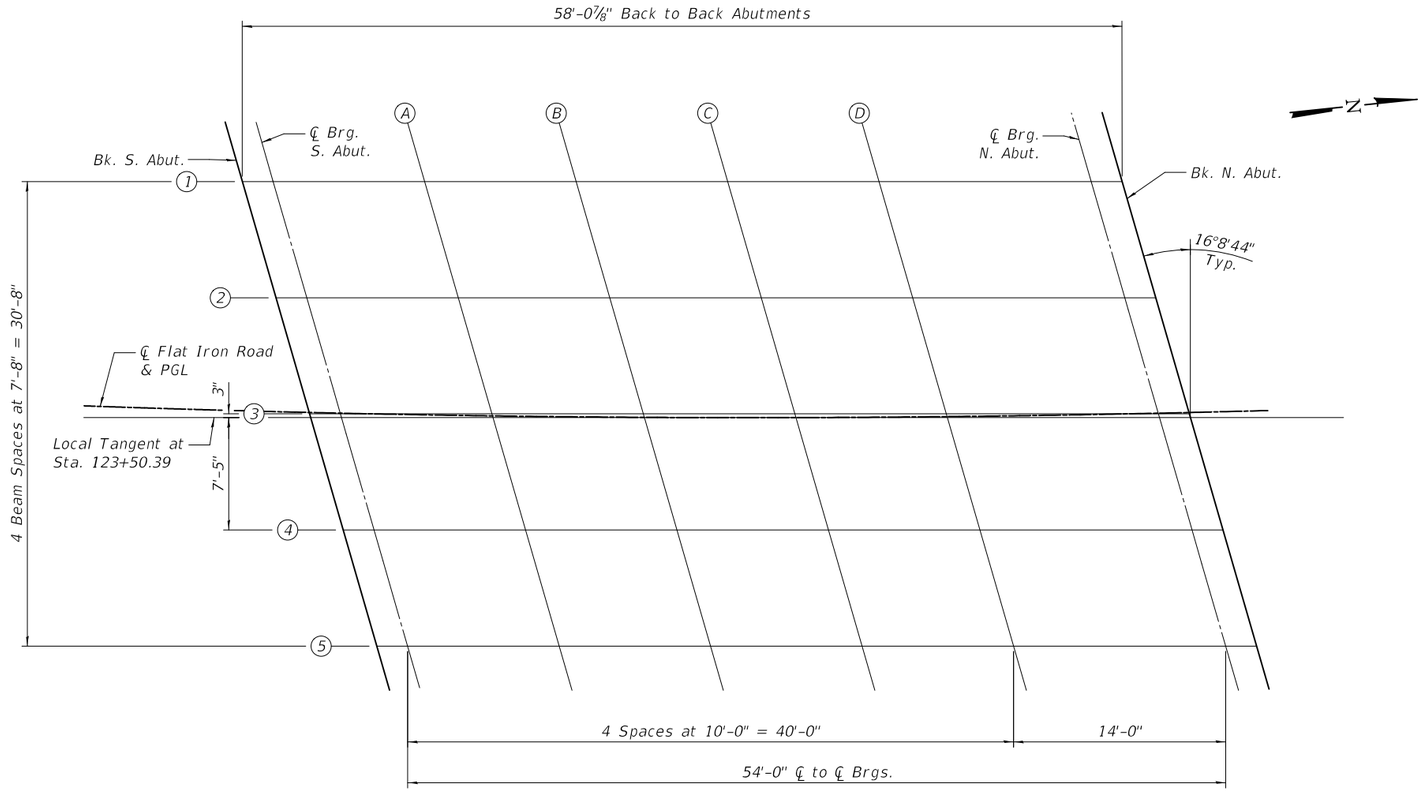
SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ∠'s)
*Included in the cost of Pipe Underdrains for Structures.

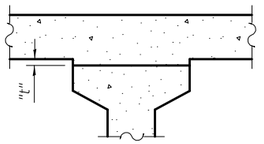
Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

MODEL: $MODELNAME$
FILE NAME: $FILE$

USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 056-3055	F.A.P. RTE. 4077
	DRAWN - JAL	REVISED -			SECTION 19-00508-00-BR
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			COUNTY McHENRY
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		SHEET S2 OF S26 SHEETS	TOTAL SHEETS 92
					SHEET NO. 41
					CONTRACT NO. 61K76
					ILLINOIS FED. AID PROJECT

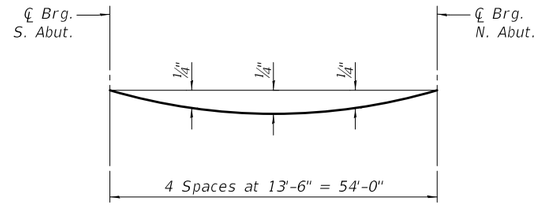


PLAN



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

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S3 thru S4.

Beam 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	123+16.42	-15.12	900.98	900.98
℄ Brg. S. Abut.	123+18.49	-15.18	900.97	900.97
A	123+28.61	-15.39	900.90	900.92
B	123+38.74	-15.53	900.85	900.87
C	123+48.86	-15.58	900.80	900.83
D	123+58.99	-15.55	900.76	900.78
℄ Brg. N. Abut.	123+73.16	-15.38	900.71	900.71
Bk. N. Abut.	123+75.23	-15.34	900.70	900.70

Beam 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	123+18.87	-7.52	901.57	901.57
℄ Brg. S. Abut.	123+20.92	-7.57	901.56	901.56
A	123+30.98	-7.77	901.50	901.51
B	123+41.04	-7.88	901.45	901.47
C	123+51.11	-7.92	901.40	901.42
D	123+61.17	-7.87	901.36	901.38
℄ Brg. N. Abut.	123+75.26	-7.67	901.31	901.31
Bk. N. Abut.	123+77.31	-7.63	901.31	901.31

Beam 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	123+21.28	0.09	902.17	902.17
℄ Brg. S. Abut.	123+23.32	0.05	902.15	902.15
A	123+33.32	-0.13	902.10	902.11
B	123+43.32	-0.23	902.04	902.07
C	123+53.32	-0.25	902.00	902.02
D	123+63.32	-0.18	901.96	901.98
℄ Brg. N. Abut.	123+77.32	0.04	901.92	901.92
Bk. N. Abut.	123+79.36	0.09	901.91	901.91

MODEL: $MODELNAME$
FILE NAME: $FILEL$

USER NAME= djk	DESIGNED - JAL	REVISED -	
	DRAWN - JAL	REVISED -	
PLOT SCALE= N/A	CHECKED - GJH	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 056-3055
SHEET S3 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	42
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

℄ & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	123+21.25	0.00	902.16	902.16
℄ Brg. S. Abut.	123+23.30	0.00	902.15	902.15
A	123+33.36	0.00	902.11	902.12
B	123+43.39	0.00	902.06	902.08
C	123+53.39	0.00	902.02	902.04
D	123+63.37	0.00	901.97	901.99
℄ Brg. S. Abut.	123+77.31	0.00	901.91	901.91
Bk. S. Abut.	123+79.34	0.00	901.90	901.90

Beam 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	123+23.66	7.71	902.76	902.76
℄ Brg. S. Abut.	123+25.69	7.66	902.75	902.75
A	123+35.63	7.50	902.69	902.71
B	123+45.57	7.43	902.64	902.67
C	123+55.51	7.43	902.60	902.62
D	123+65.45	7.51	902.56	902.58
℄ Brg. S. Abut.	123+79.36	7.76	902.52	902.52
Bk. S. Abut.	123+81.39	7.81	902.52	902.52

Beam 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	123+26.02	15.33	903.36	903.36
℄ Brg. S. Abut.	123+28.03	15.29	903.34	903.34
A	123+37.91	15.15	903.29	903.30
B	123+47.79	15.09	903.24	903.26
C	123+57.67	15.10	903.20	903.22
D	123+67.55	15.20	903.16	903.18
℄ Brg. S. Abut.	123+81.38	15.47	903.12	903.12
Bk. S. Abut.	123+83.39	15.53	903.12	903.12

MODEL: $MODELNAMES
FILE NAME: $FILELS

USER NAME= djk	DESIGNED - JAL	REVISED -	
	DRAWN - JAL	REVISED -	
PLOT SCALE= N/A	CHECKED - GJH	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II
STRUCTURE NO. 056-3055

SHEET S4 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	43
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

West Edge of Shoulder

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	122+86.44	-16.00	901.04
A	122+96.69	-16.10	900.99
B	123+06.94	-16.12	900.94
N. End S. Appr. Slab	123+17.18	-16.06	900.90
S. End N. Appr. Slab	123+73.92	-16.28	900.64
C	123+84.00	-16.26	900.59
D	123+94.07	-16.17	900.51
N. End N. Appr. Slab	124+04.14	-16.00	900.43

West Lane Line

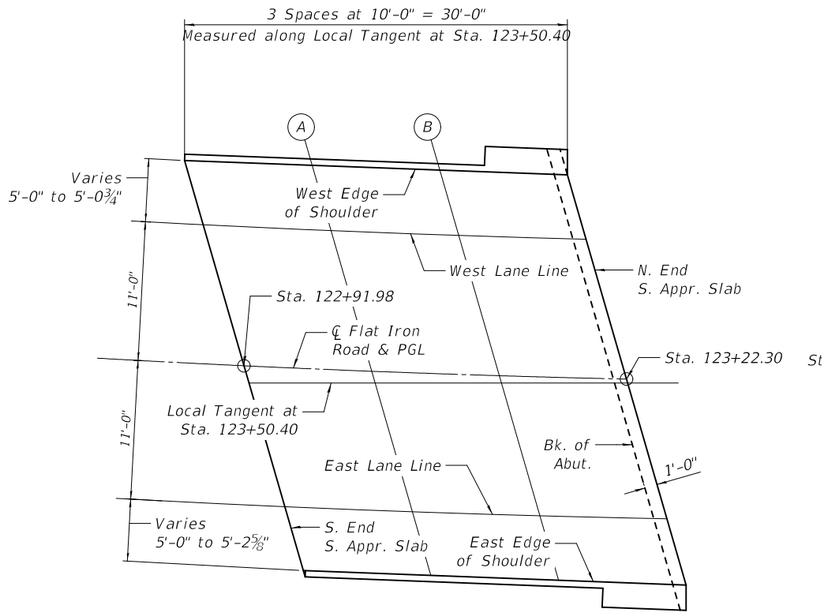
Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	122+88.19	-11.00	901.43
A	122+98.42	-11.00	901.39
B	123+08.63	-11.00	901.34
N. End S. Appr. Slab	123+18.81	-11.00	901.30
S. End N. Appr. Slab	123+75.36	-11.00	901.05
C	123+85.38	-11.00	901.00
D	123+95.38	-11.00	900.91
N. End N. Appr. Slab	124+05.36	-11.00	900.81

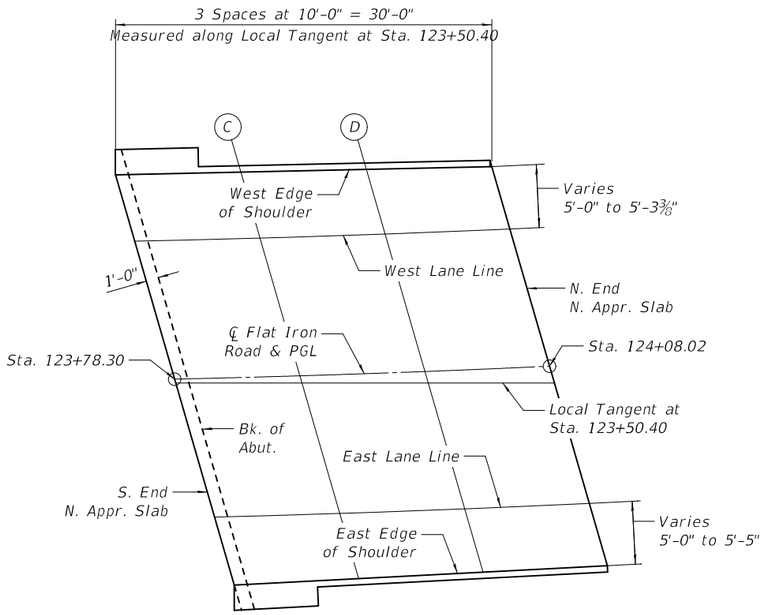
℄ & PGL

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	122+91.98	0.00	902.29
A	123+02.11	0.00	902.24
B	123+12.22	0.00	902.20
N. End S. Appr. Slab	123+22.30	0.00	902.15
S. End N. Appr. Slab	123+78.30	0.00	901.91
C	123+88.23	0.00	901.85
D	123+98.14	0.00	901.76
N. End N. Appr. Slab	124+08.02	0.00	901.66

East Lane Line

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	122+95.69	11.00	903.14
A	123+05.73	11.00	903.10
B	123+15.74	11.00	903.06
N. End S. Appr. Slab	123+25.72	11.00	903.01
S. End N. Appr. Slab	123+81.19	11.00	902.77
C	123+91.03	11.00	902.70
D	124+00.84	11.00	902.60
N. End N. Appr. Slab	124+10.64	11.00	902.51





PLAN

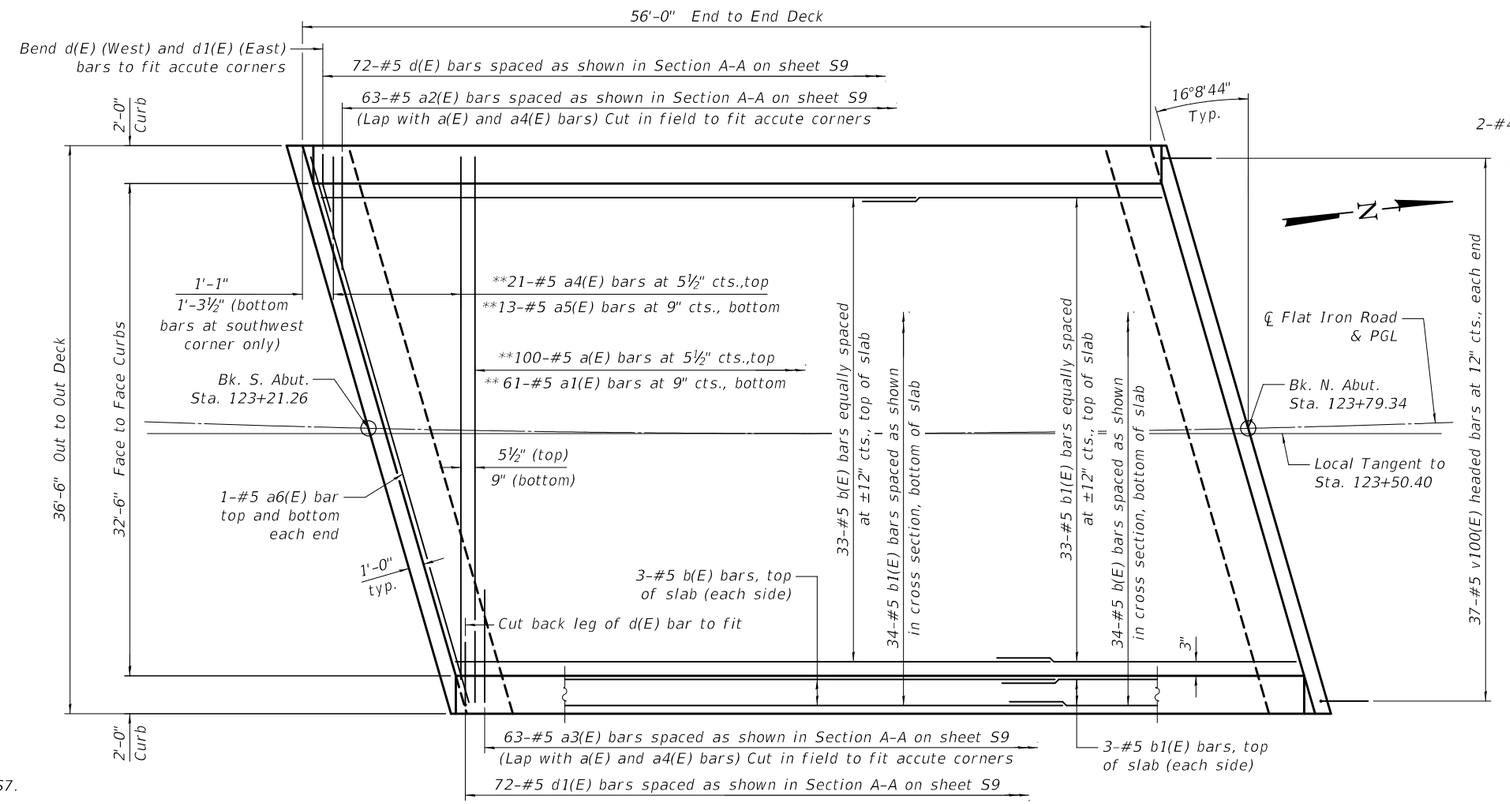
East Edge of Shoulder

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	122+97.36	16.00	903.53
A	123+07.35	16.00	903.49
B	123+17.34	16.06	903.45
N. End S. Appr. Slab	123+27.33	16.22	903.42
S. End N. Appr. Slab	123+82.60	16.42	903.19
C	123+92.33	16.20	903.10
D	124+02.07	16.06	902.99
N. End N. Appr. Slab	124+11.81	16.00	902.90

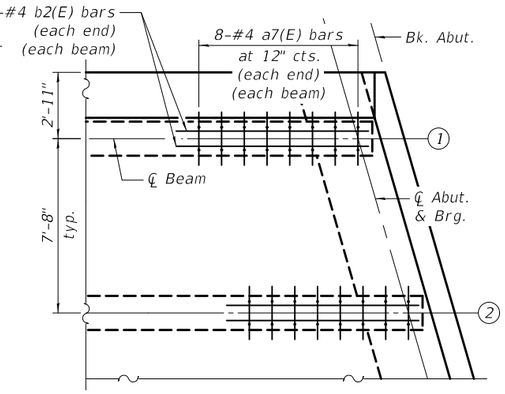
MODEL: $MODELNAME$
FILE NAME: $FILE$

USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF APPROACH SLAB ELEVATIONS STRUCTURE NO. 056-3055	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		SHEET S5 OF S26 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	44
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			



PLAN



PARTIAL PLAN

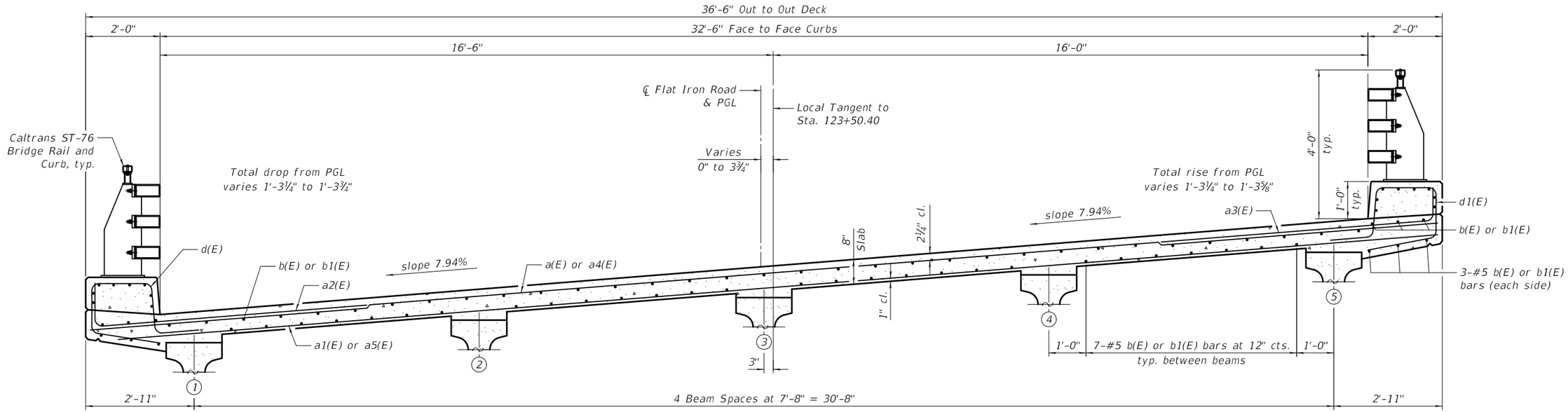
Showing Fillet Reinforcement
Beam 1 and 2 are shown, other beams are similar

MINIMUM BAR LAP

#5 bar = 3'-6"

* See Field Cutting Diagram on sheet S7.
** Place bars to miss post anchor bolts.

Notes:
See sheet S7 for superstructure details and Bill of Material.
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



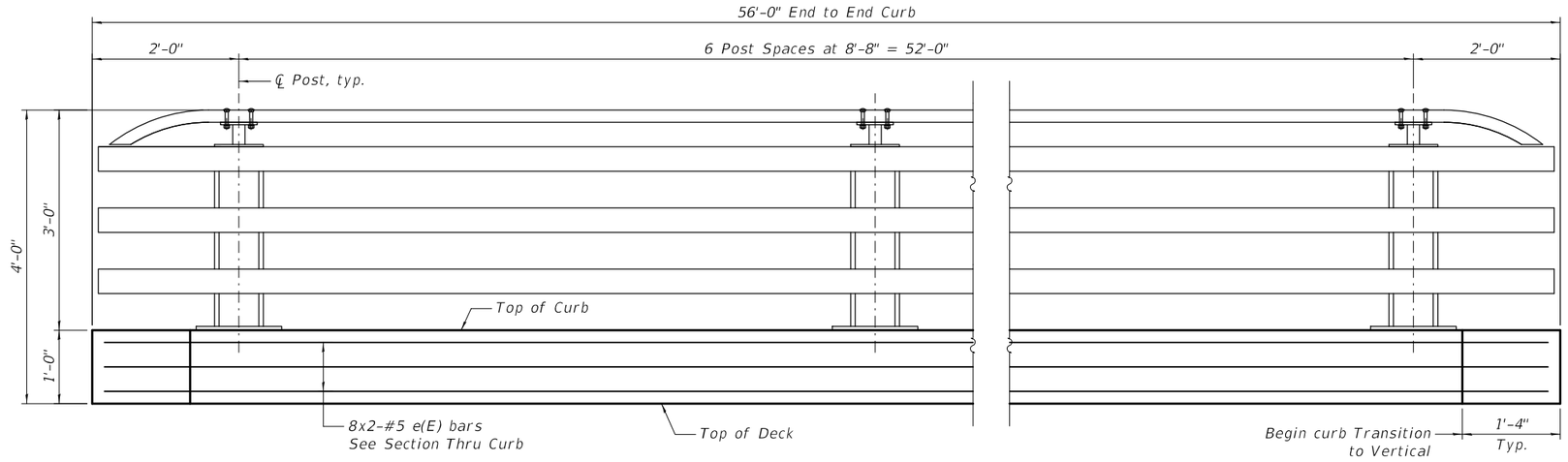
CROSS SECTION

(Looking North)

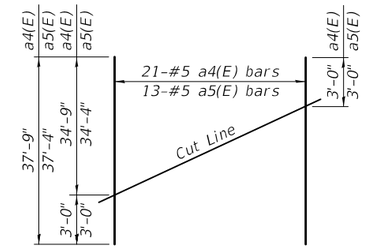
USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 056-3055	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		SHEET S6 OF S26 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	45
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

MODEL: $MODELNAME$
FILE NAME: $FILE$

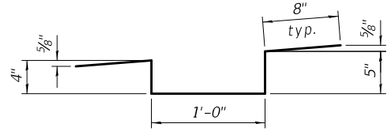


INSIDE ELEVATION OF BRIDGE RAIL AND CURB

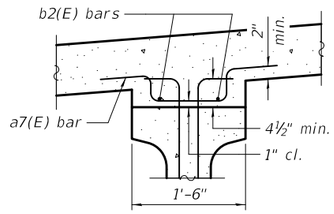


FIELD CUTTING DIAGRAM

Order a4(E) and a5(E) bars full length.
Cut as shown and use remainder of
bars in opposite end of deck.

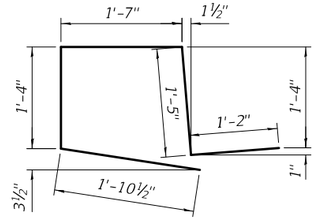


BAR a7(E)

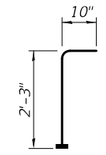


FILLET REINFORCEMENT DETAIL

(For Fillets over 2½")

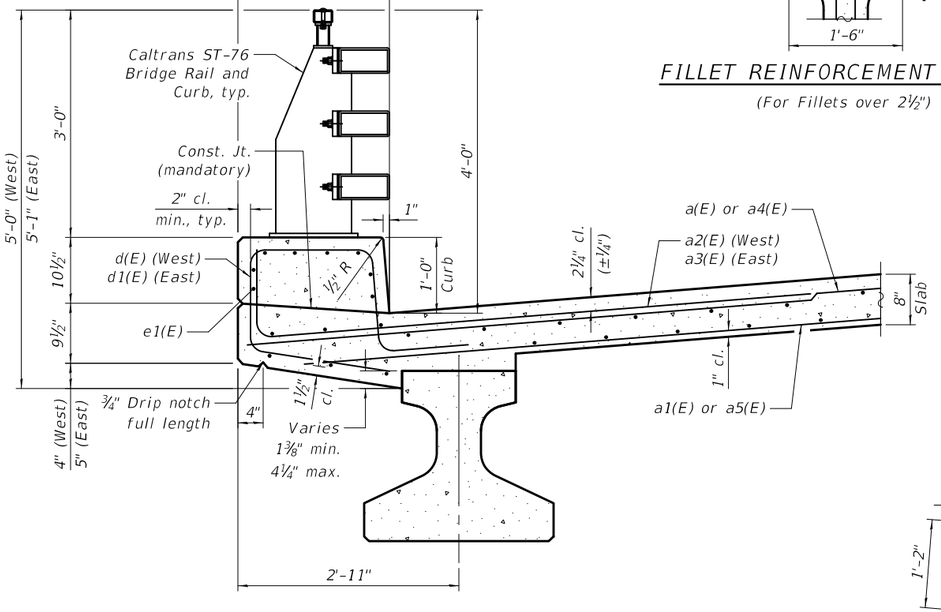


BAR d(E)



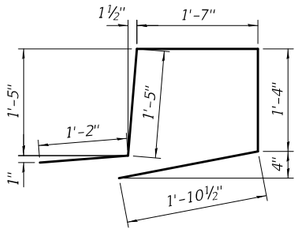
BAR v100(E)

(Headed)

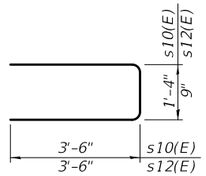


SECTION THRU CURB

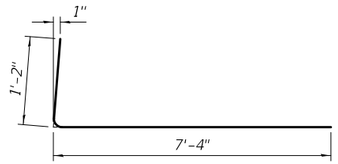
(West Curb Shown, East Curb Similar and Opposite)



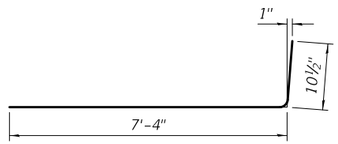
BAR d1(E)



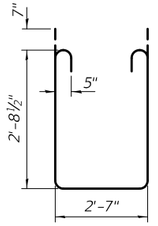
BARS s10(E) & s12(E)



BAR a2(E)



BAR a3(E)



BAR s11(E)

SUPERSTRUCTURE BILL OF MATERIAL

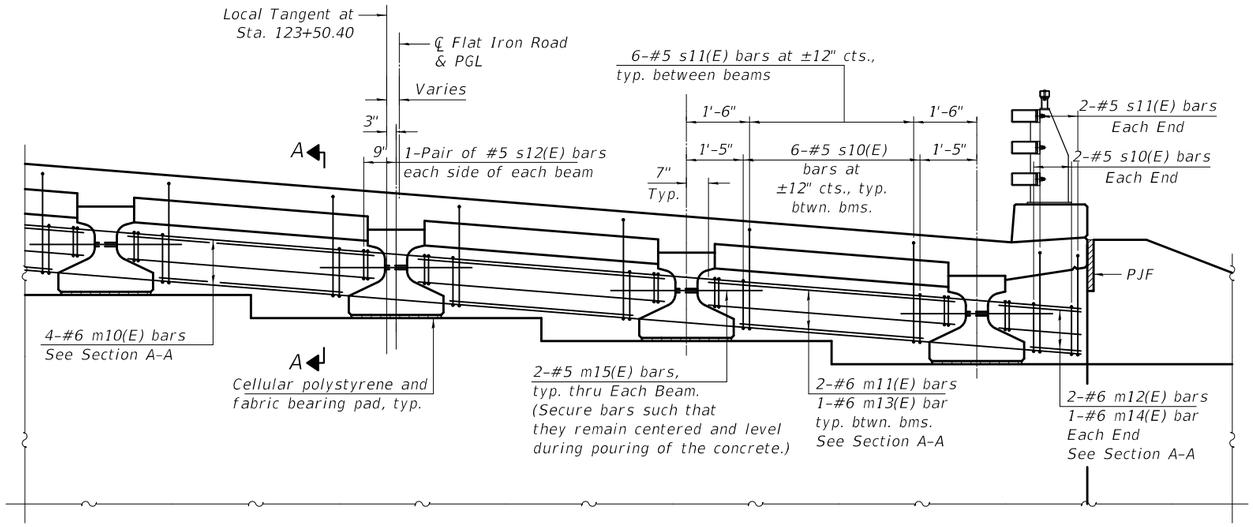
Bar	No.	Size	Length	Shape
a(E)	100	#5	36'-3"	
a1(E)	61	#5	35'-6"	
a2(E)	63	#5	8'-6"	
a3(E)	63	#5	8'-3"	
a4(E)	21	#5	37'-9"	
a5(E)	13	#5	37'-4"	
a6(E)	4	#5	37'-9"	
a7(E)	80	#4	3'-1"	
b(E)	73	#5	30'-0"	
b1(E)	73	#5	29'-2"	
b2(E)	20	#4	8'-6"	
d(E)	72	#5	7'-5"	
d1(E)	72	#5	7'-5"	
e(E)	32	#5	29'-7"	
m10(E)	8	#6	37'-9"	
m11(E)	16	#6	6'-9"	
m12(E)	8	#6	2'-3"	
m13(E)	8	#6	5'-0"	
m14(E)	4	#6	1'-4"	
m15(E)	20	#5	4'-0"	
s10(E)	56	#5	8'-4"	
s11(E)	56	#5	9'-2"	
s12(E)	40	#5	7'-9"	
v100(E)	74	#5	3'-1"	
Concrete Superstructure		Cu. Yd.	97.5	
Bridge Deck Grooving		Sq. Yd.	190	
Protective Coat		Sq. Yd.	241	
Reinforcement Bars, Epoxy Coated		Pound	17,900	
Bar Terminators		Each	74	

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

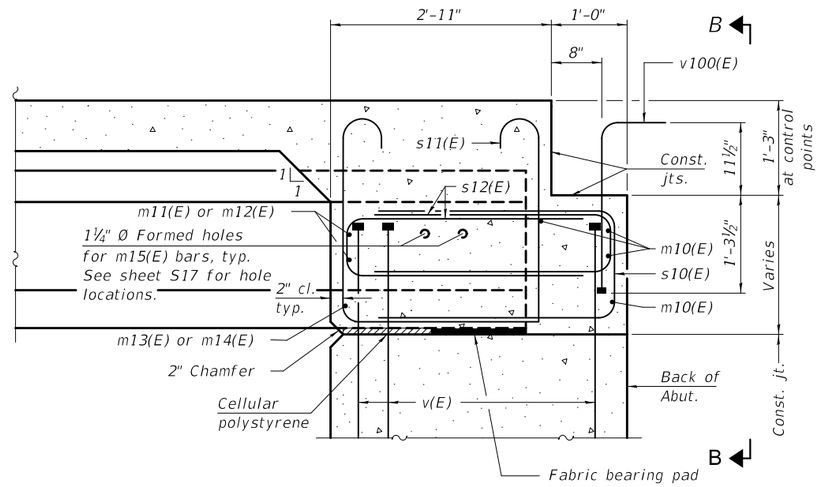
MODEL: $MODELNAMES
FILE NAME: $FILELS

USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS STRUCTURE NO. 056-3055 SHEET S7 OF S26 SHEETS	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -			

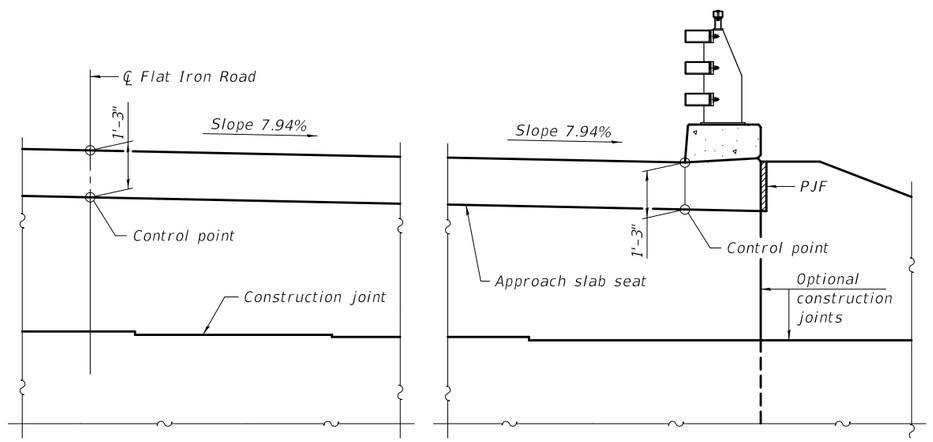
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	46
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			



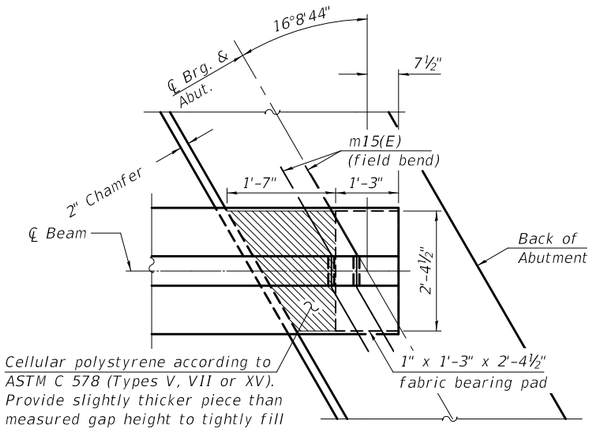
DIAPHRAGM AT ABUTMENT



SECTION A-A
(at Rt. L's)



VIEW B-B



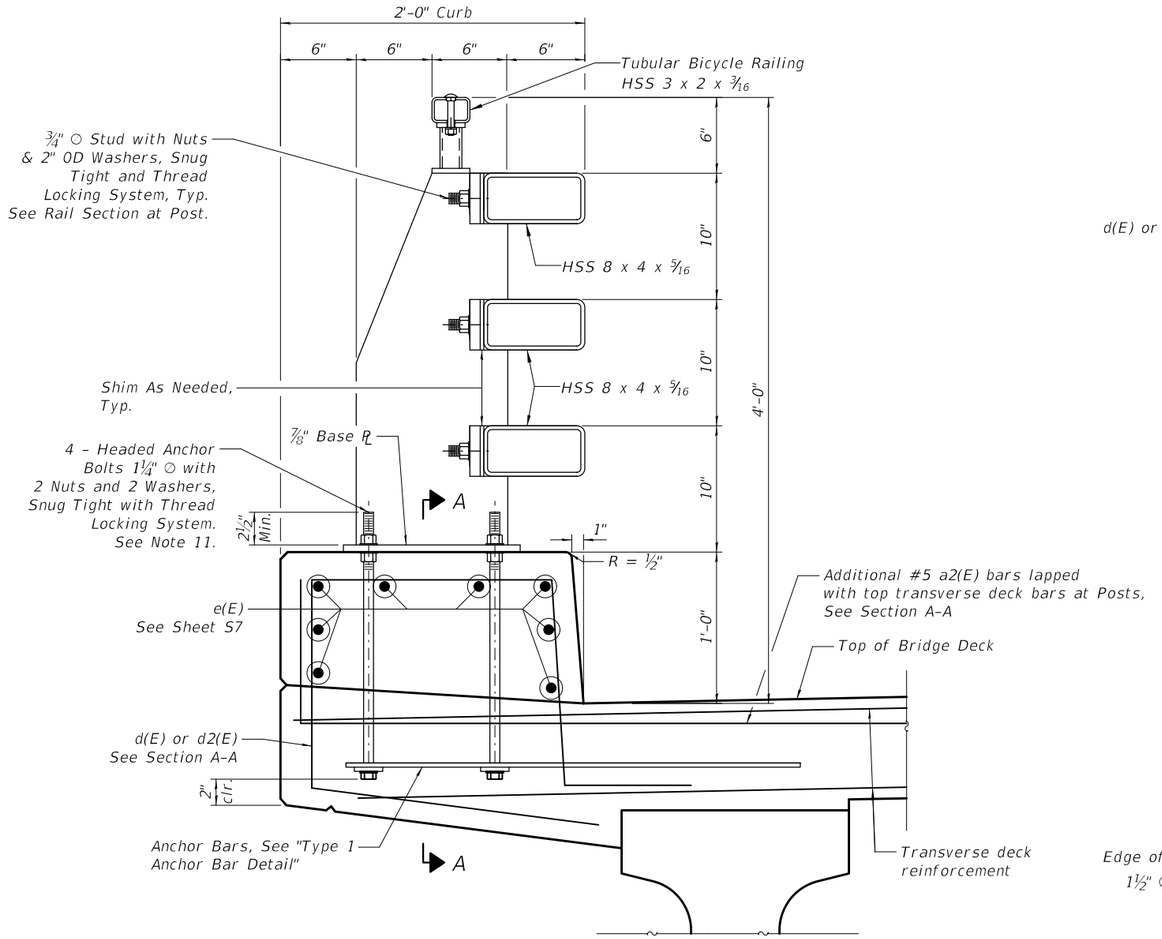
PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
See sheet S7 for superstructure details and Bill of Material.
See sheets S13 and S14 for PJF details.
The s10(E), s11(E) and s12(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of cellular polystyrene is included with Concrete Superstructure.

MODEL: $MODELNAMES
FILE NAME: $FILELS

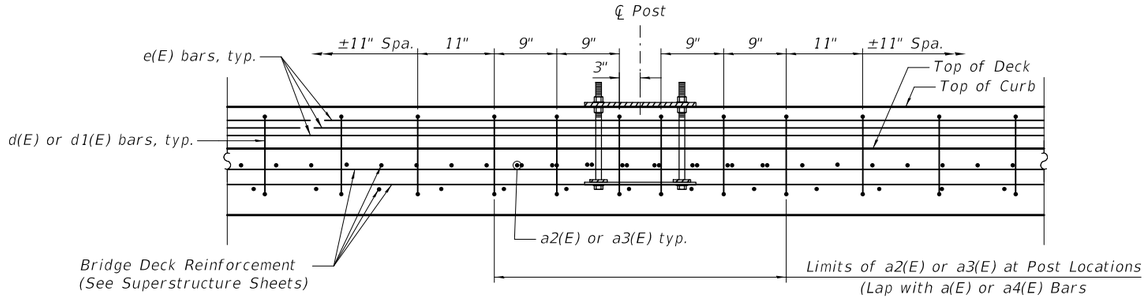
USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS STRUCTURE NO. 056-3055	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		SHEET S8 OF S26 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	47
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		



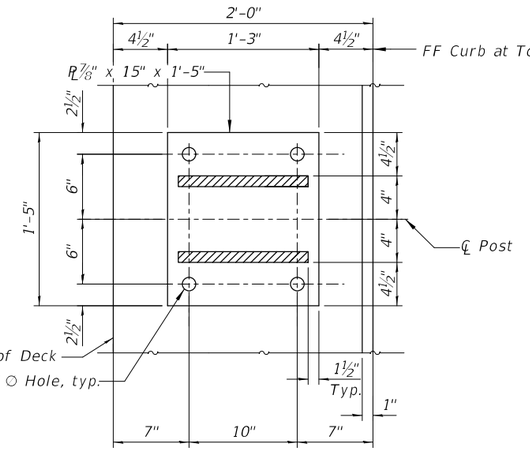
SECTION B-B - ASSEMBLY DETAIL

(Longitudinal bars in the deck not shown for clarity)

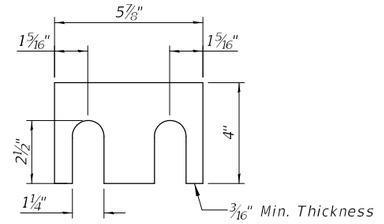


SECTION A-A

Note: Post not shown for clarity.

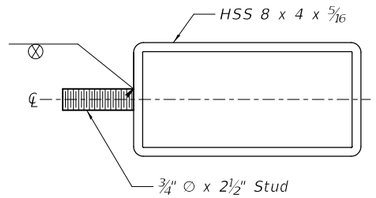


BASE PLATE



SHIM DETAILS

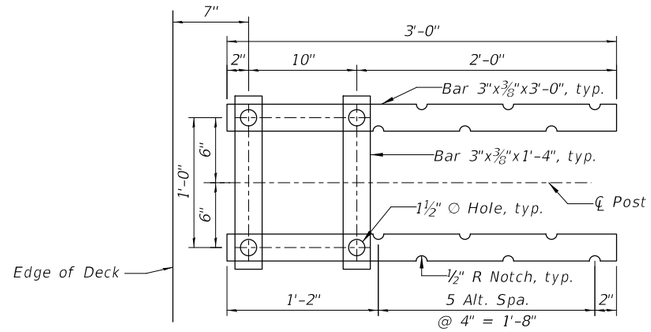
Note: Shims as needed to get fll bearing between posts and HSS Rail Tubes



RAIL SECTION AT POST

GENERAL NOTES

1. All railing components shall be galvanized. Type 1 anchor bar is not galvanized.
2. HS bolts with nut and washers, snug tightened, and thread locking system.
3. For rail splices use 1/2" ∅ X 3 5/16 BOLTS (HSS 3 X 2 X 3/16) and use 3/4" ∅ X 5 5/16 BOLTS (HSS 8 X 4 X 5/16)
4. Each rail length must be continuous 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).

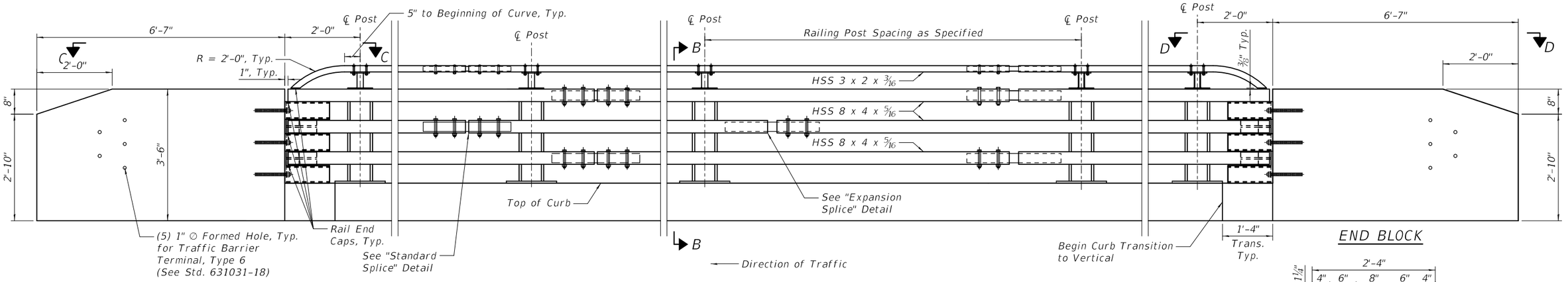


TYPE 1 ANCHOR BAR DETAIL

MODEL: $MODELNAMES
FILE NAME: $FILEELS

USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STEEL RAILING DETAILS I STRUCTURE NO. 056-3055	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		SHEET S9 OF S26 SHEETS	

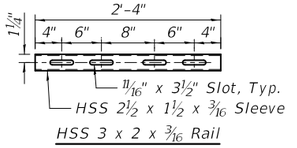
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	48
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			



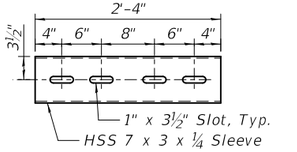
END BLOCK

TYPICAL ELEVATION
(See Sheet S12 for Section B-B)

END BLOCK

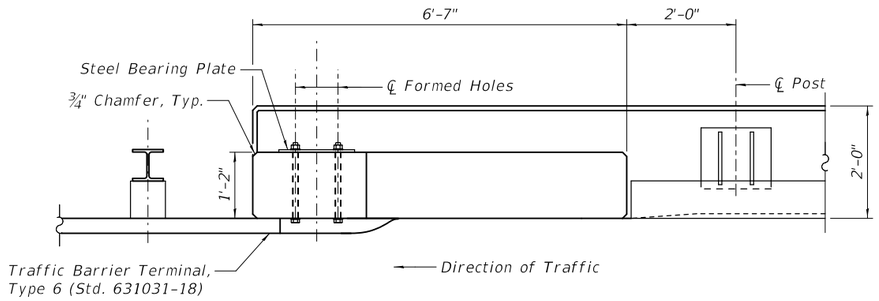


HSS 3 x 2 x 3/16 Rail

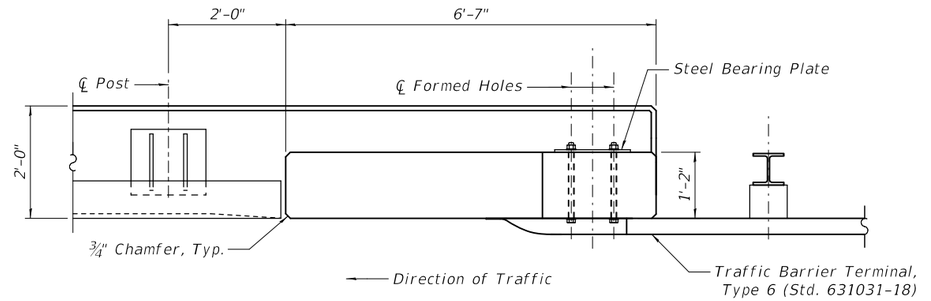


HSS 8 x 4 x 5/16 Rail

STANDARD SLEEVE DETAILS

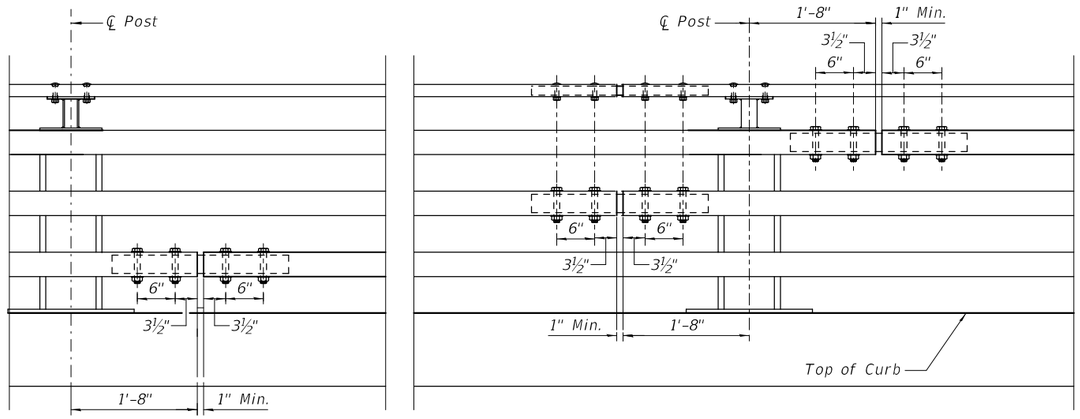


SECTION C-C - END BLOCK (DEPARTURE)

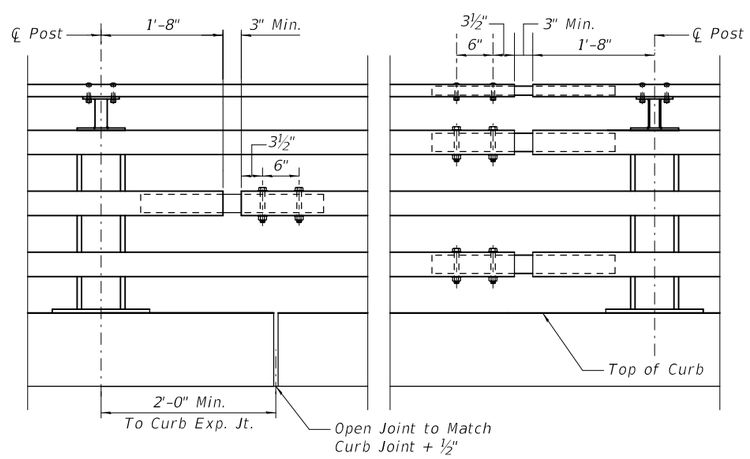


SECTION D-D - END BLOCK (APPROACH)

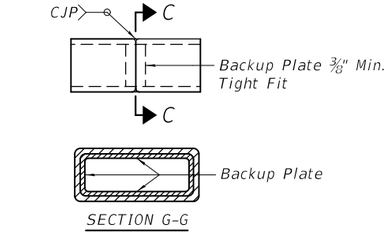
TYPICAL PLAN DETAILS



STANDARD SPLICE

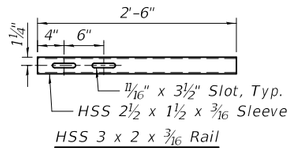


EXPANSION SPLICE

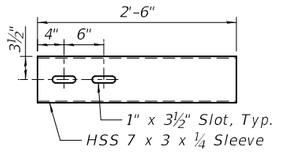


SECTION G-G

ALTERNATE TUBE WELDED STANDARD SPLICE



HSS 3 x 2 x 3/16 Rail



HSS 8 x 4 x 5/16 Rail

EXPANSION SLEEVE DETAILS

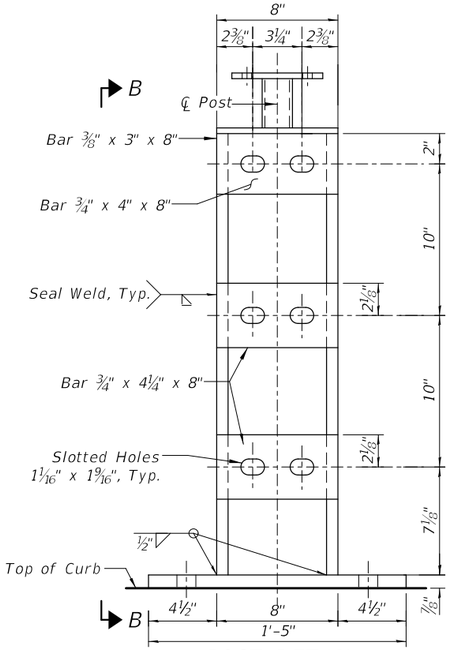
MODEL: $MODELNAME$
FILE NAME: $FILEL$

USER NAME= djk		DESIGNED - JAL		REVISED -	
		DRAWN - JAL		REVISED -	
PLOT SCALE= N/A		CHECKED - GJH		REVISED -	
PLOT DATE = 7/23/2024		DATE - 7/16/2024		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

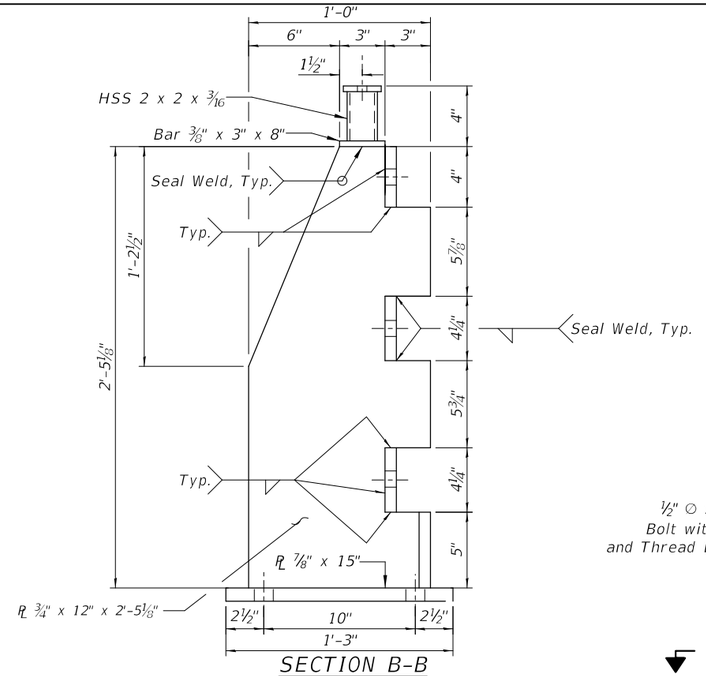
STEEL RAILING DETAILS II
STRUCTURE NO. 056-3055
SHEET S10 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	49
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		



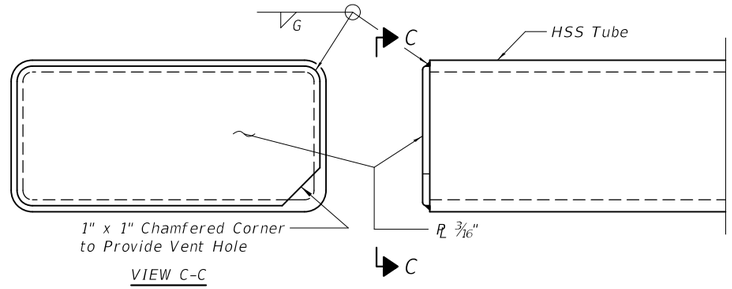
POST DETAIL

FRONT VIEW



SECTION B-B

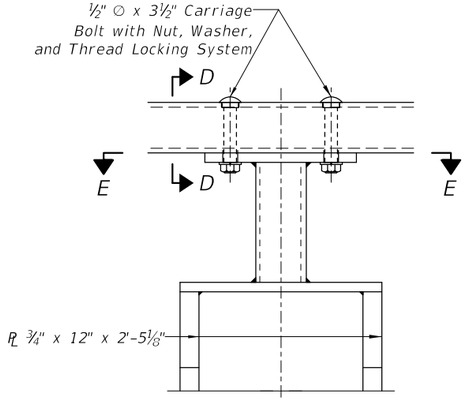
SIDE VIEW



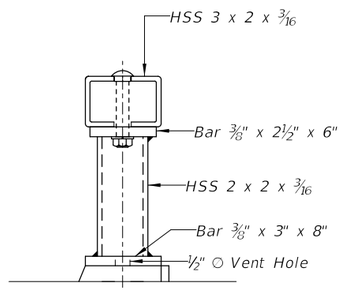
VIEW C-C

RAIL END CAP

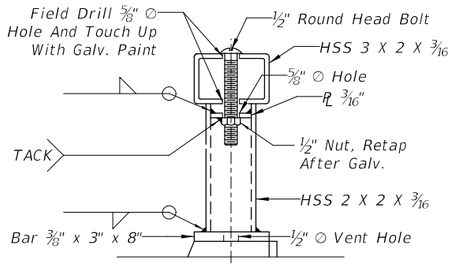
Note: For vehicular rail tube and bicycle railing tubes.



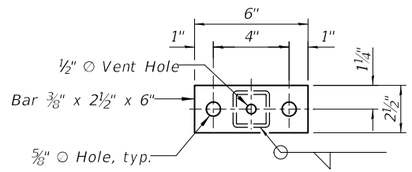
ELEVATION



SECTION D-D



SECTION D-D
ALTERNATIVE

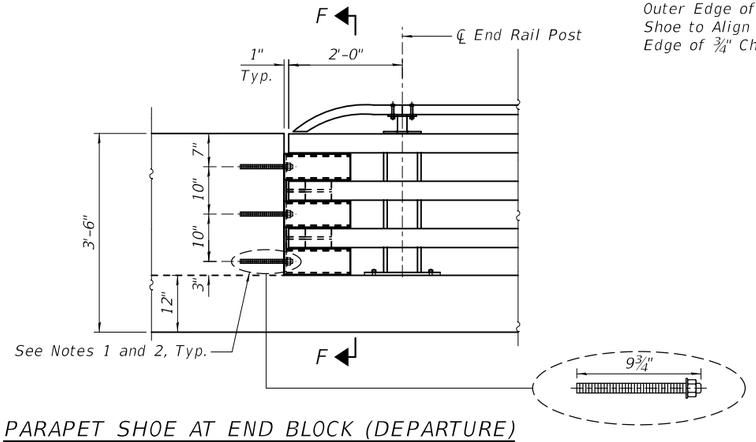


SECTION E-E

MODEL: $MODELNAME$
FILE NAME: $FILEL$

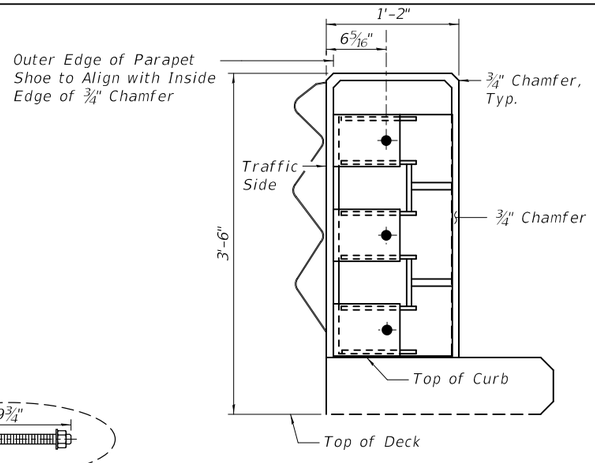
USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STEEL RAILING DETAILS III STRUCTURE NO. 056-3055	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		SHEET S11 OF S26 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	50
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		



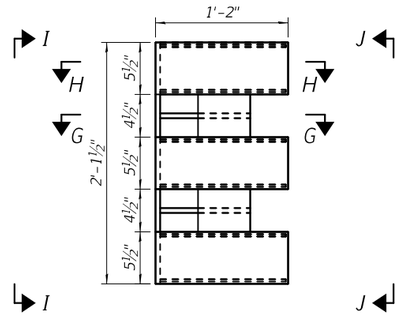
PARAPET SHOE AT END BLOCK (DEPARTURE)

Note: Parapet shoe connection to approach end block is similar.

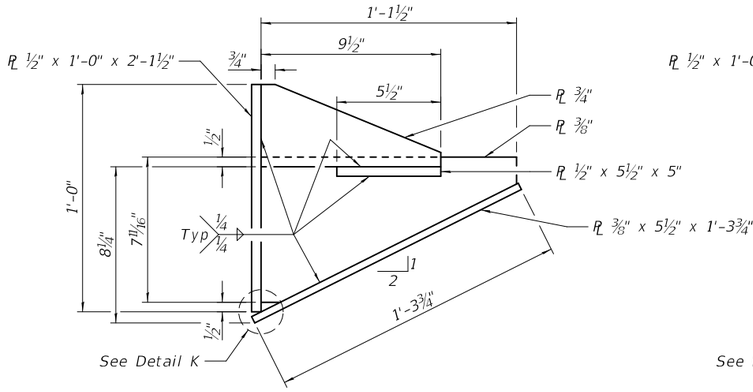


SECTION F-F

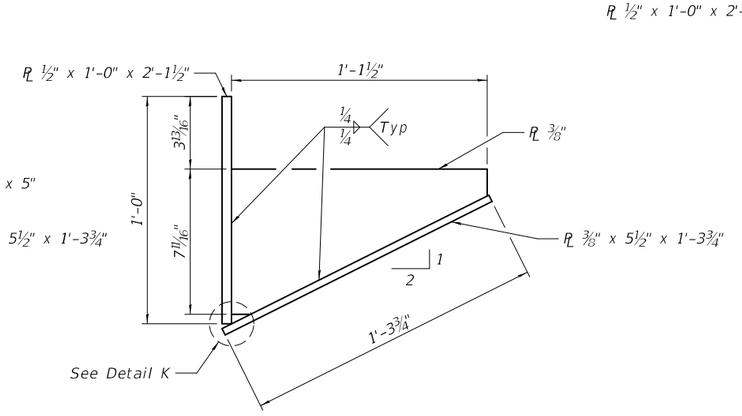
Note: Bridge railing not shown for clarity.



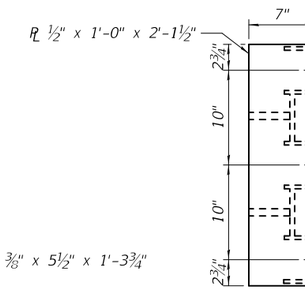
PARAPET SHOE ELEVATION



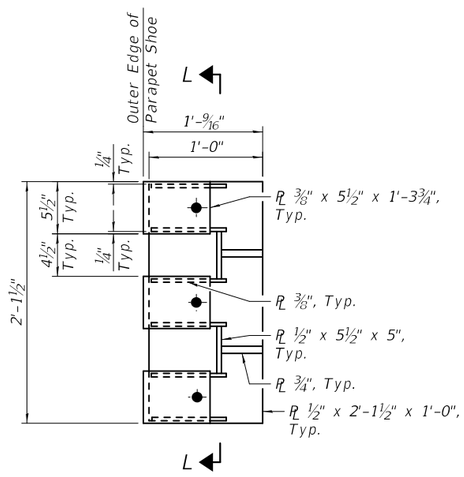
SECTION G-G



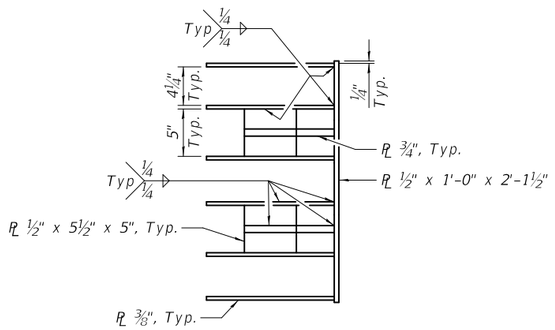
SECTION H-H



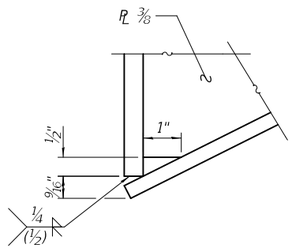
VIEW I-I



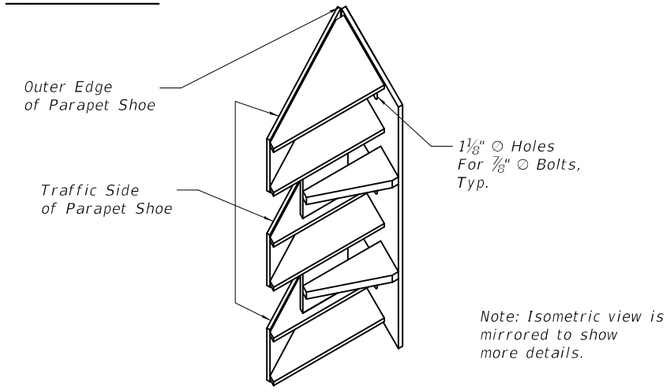
VIEW J-J



SECTION L-L



DETAIL K



Note: Isometric view is mirrored to show more details.

ISOMETRIC VIEW

Notes:

1. Anchor bolts must be ⅞" Dia. and ASTM F1554 Grade 105 fully threaded rods with heavy hex nut and one hardened washer (1¾" OD) each. Embed threaded rods 8" into concrete anchor block with DRILL AND BOND (CHEMICAL ADHESIVE) anchorage system.
2. DRILL AND BOND (CHEMICAL ADHESIVE) anchorages is subjected to approval of Engineer. Installation procedure must comply with manufacturer's instructions.

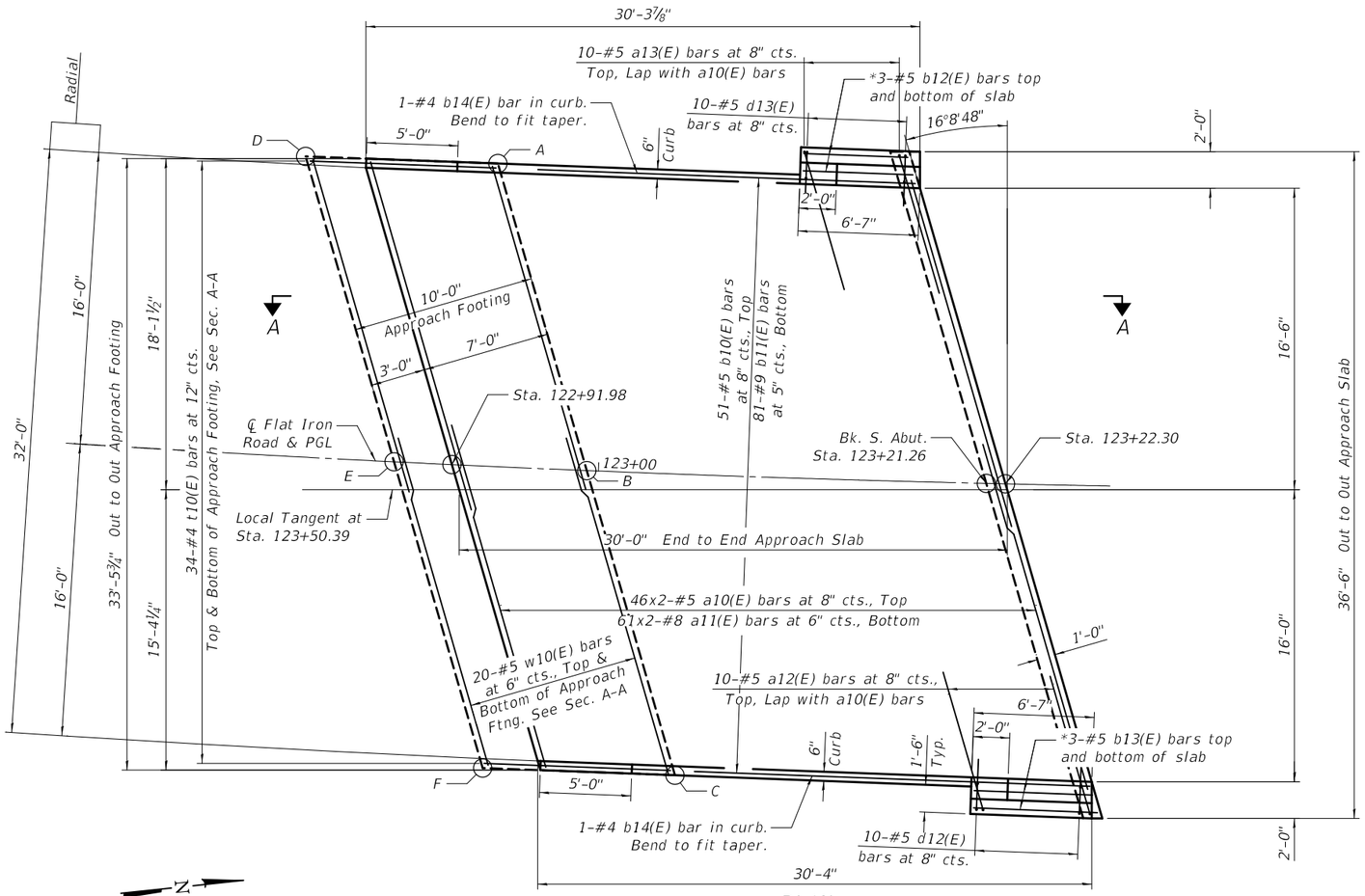
BILL OF MATERIAL

Item	Unit	Total
Steel Railing (Special)	Foot	112

MODEL: $MODELNAMES
FILE NAME: $FILEIS

USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STEEL RAILING DETAILS IV STRUCTURE NO. 056-3055	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -		SHEET S12 OF S26 SHEETS	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	51
			CONTRACT NO. 61K76	
	ILLINOIS	FED. AID PROJECT		

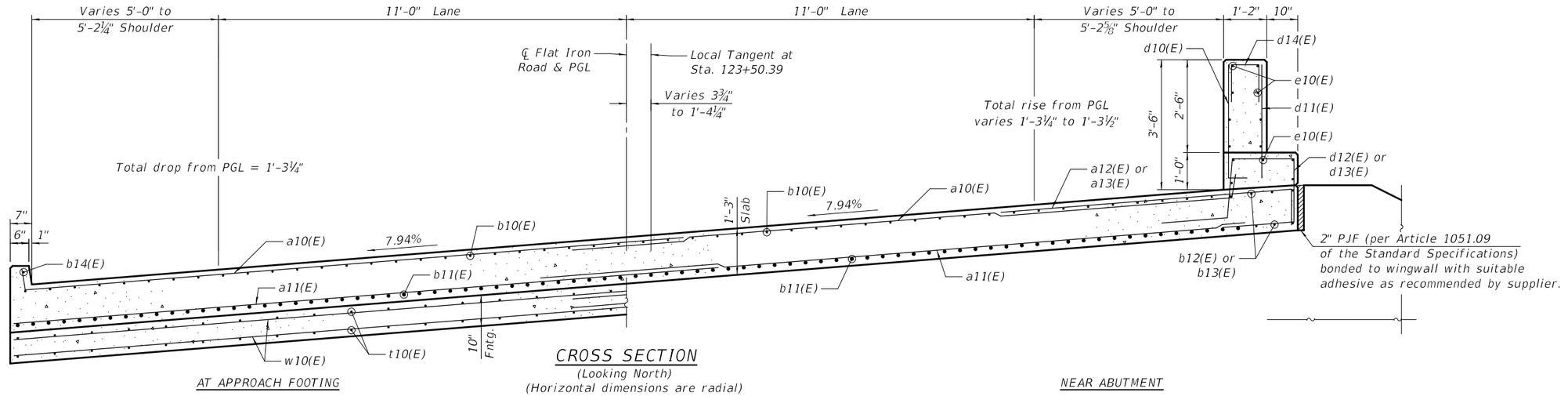


* Cut to fit in the field.

PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach		
Point/ Location	Top	Bottom
A -	899.71	898.88
B -	901.00	900.17
C -	902.29	901.46
D -	899.77	898.94
E -	901.05	900.22
F -	902.34	901.50



CROSS SECTION

(Looking North)
(Horizontal dimensions are radial)

AT APPROACH FOOTING

NEAR ABUTMENT

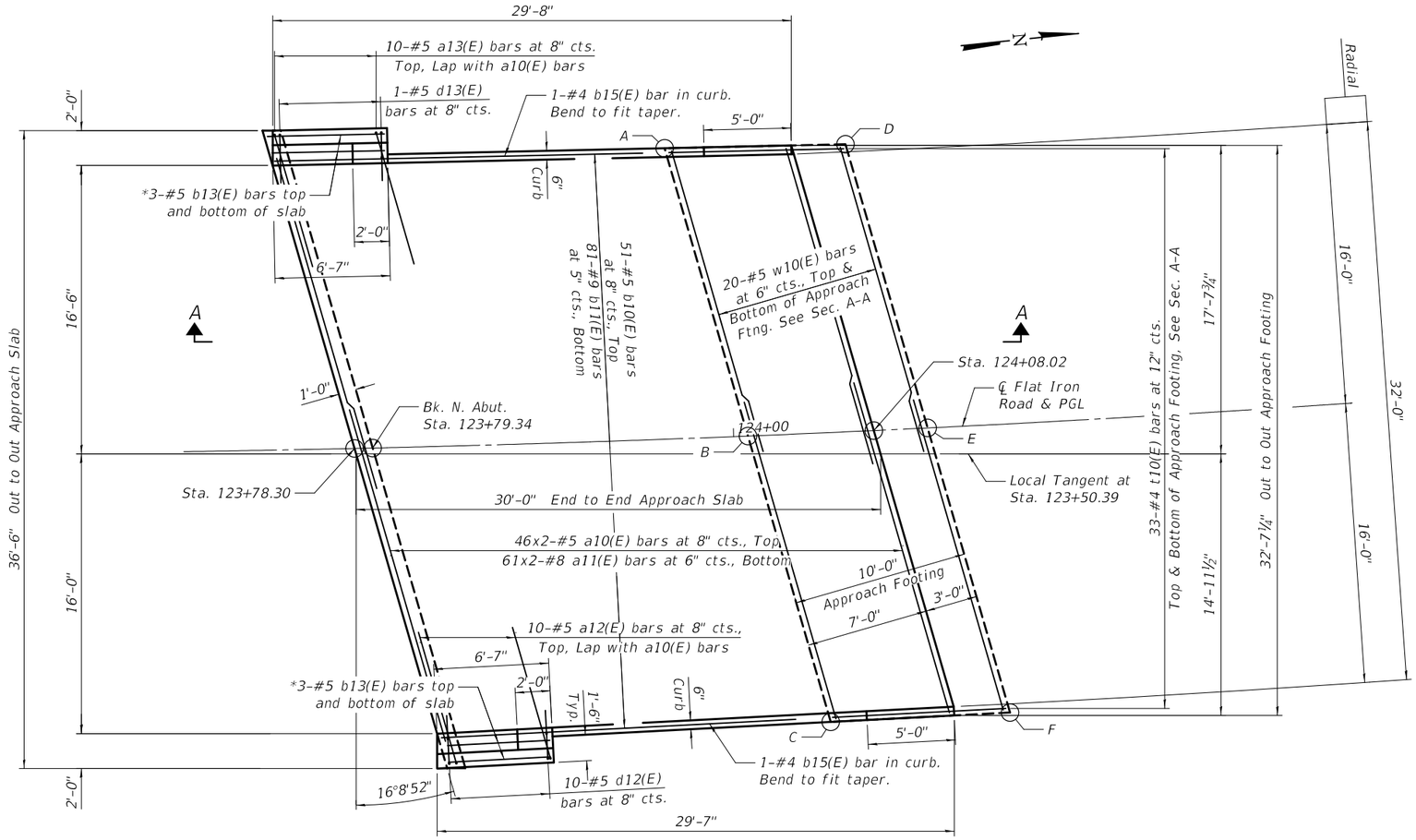
MODEL: $MODELNAMES
FILE NAME: $FILELS

USER NAME= djk	DESIGNED - JAL	REVISED -	
	DRAWN - JAL	REVISED -	
PLOT SCALE= N/A	CHECKED - GJH	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH APPROACH SLAB
STRUCTURE NO. 056-3055
SHEET S13 OF S26 SHEETS

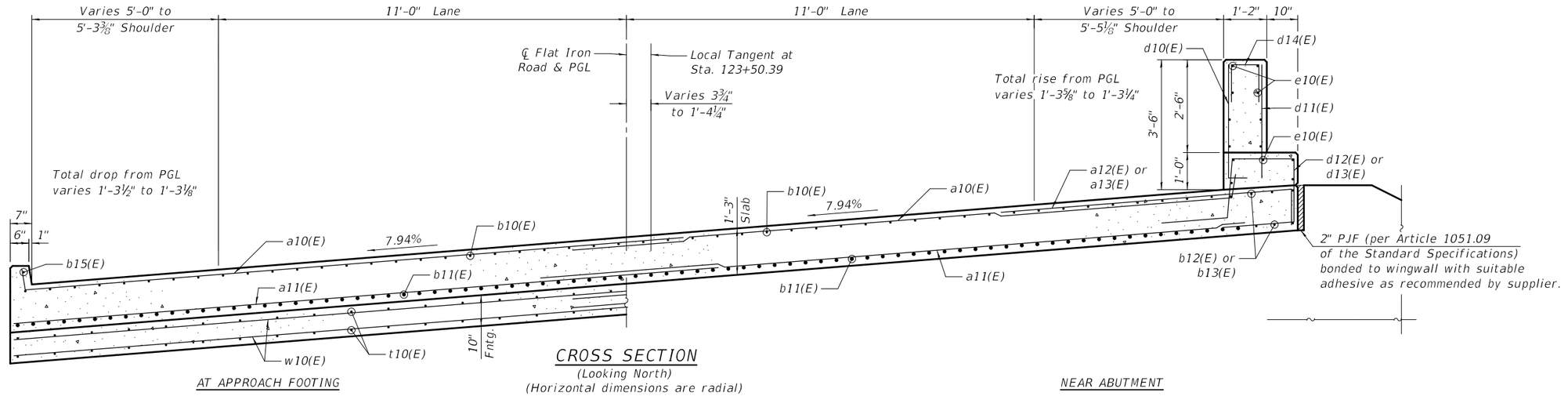
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	52
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			



PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

South Approach		
Point/ Location	Top	Bottom
A –	899.20	898.36
B –	900.48	899.65
C –	901.76	900.92
D –	899.12	898.28
E –	900.38	899.55
F –	901.66	900.82



CROSS SECTION
(Looking North)
(Horizontal dimensions are radial)

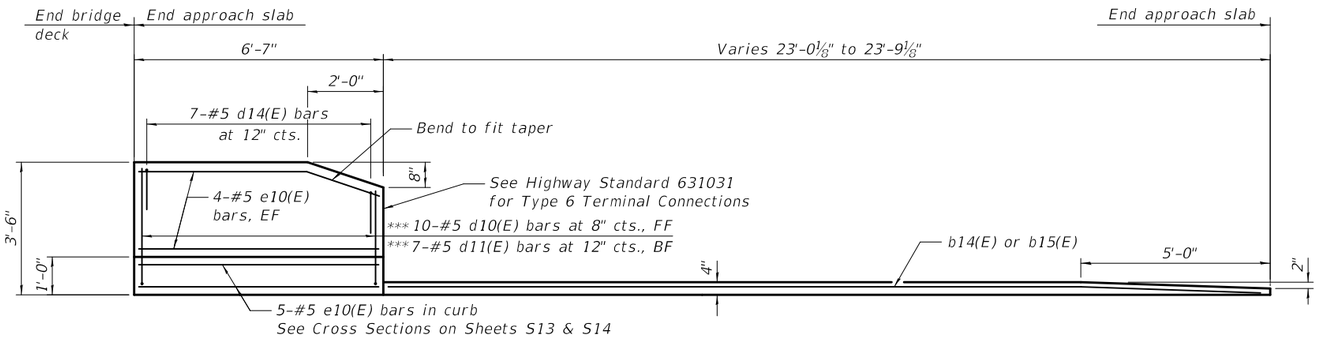
AT APPROACH FOOTING

NEAR ABUTMENT

MODEL: $MODELNAMES
FILE NAME: $FILELS

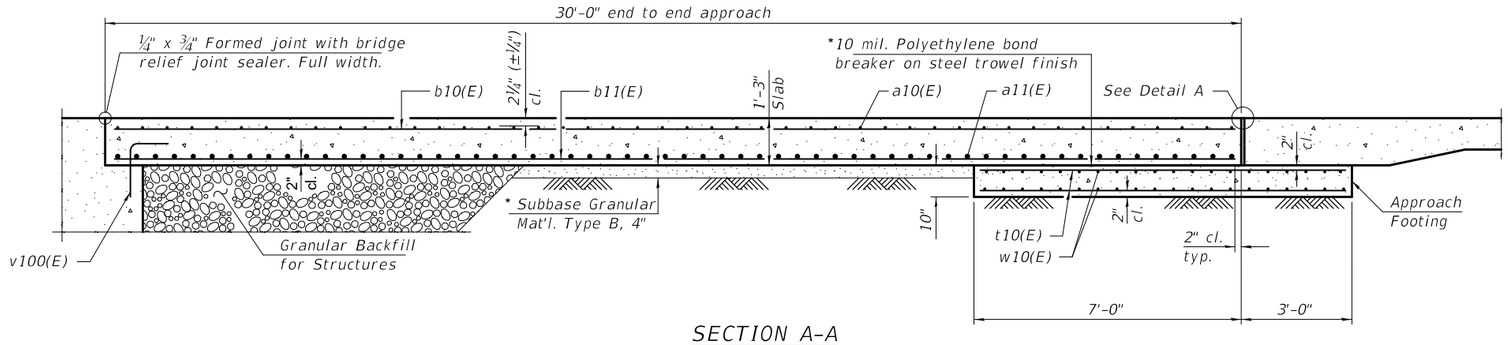
USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH APPROACH SLAB STRUCTURE NO. 056-3055	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		SHEET S14 OF S26 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	53
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

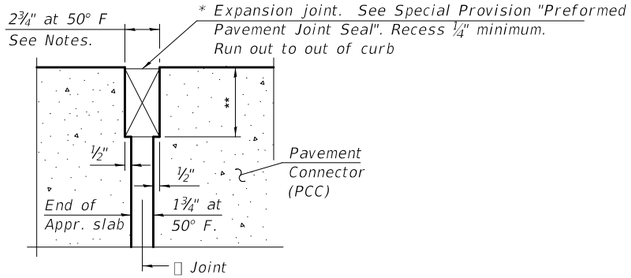


*** Cut to fit taper.

INSIDE ELEVATION OF RAILING AND CURB



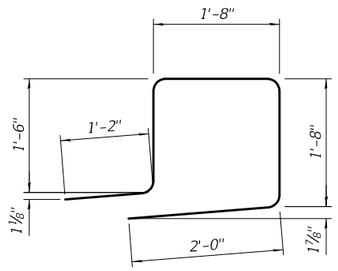
SECTION A-A



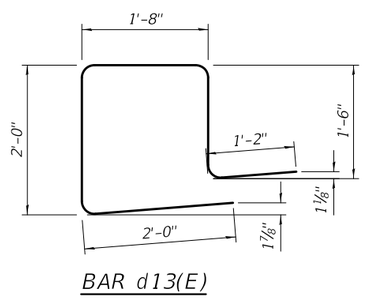
DETAIL A

* Cost included with Concrete Superstructure (Approach Slab).

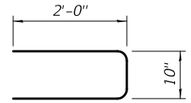
** Per manufacturer recommendations



BAR d12(E)



BAR d13(E)



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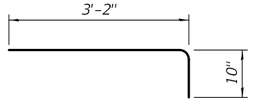
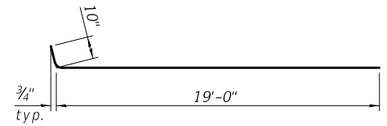
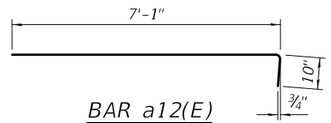


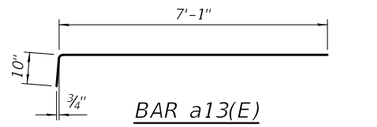
BAR d10(E)



BAR a10(E)



BAR a12(E)



BAR a13(E)

Notes:

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

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

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

Approach footing concrete shall be paid for as Concrete Structures.

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

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet S2.

For railing details, see sheets S9 through S12.

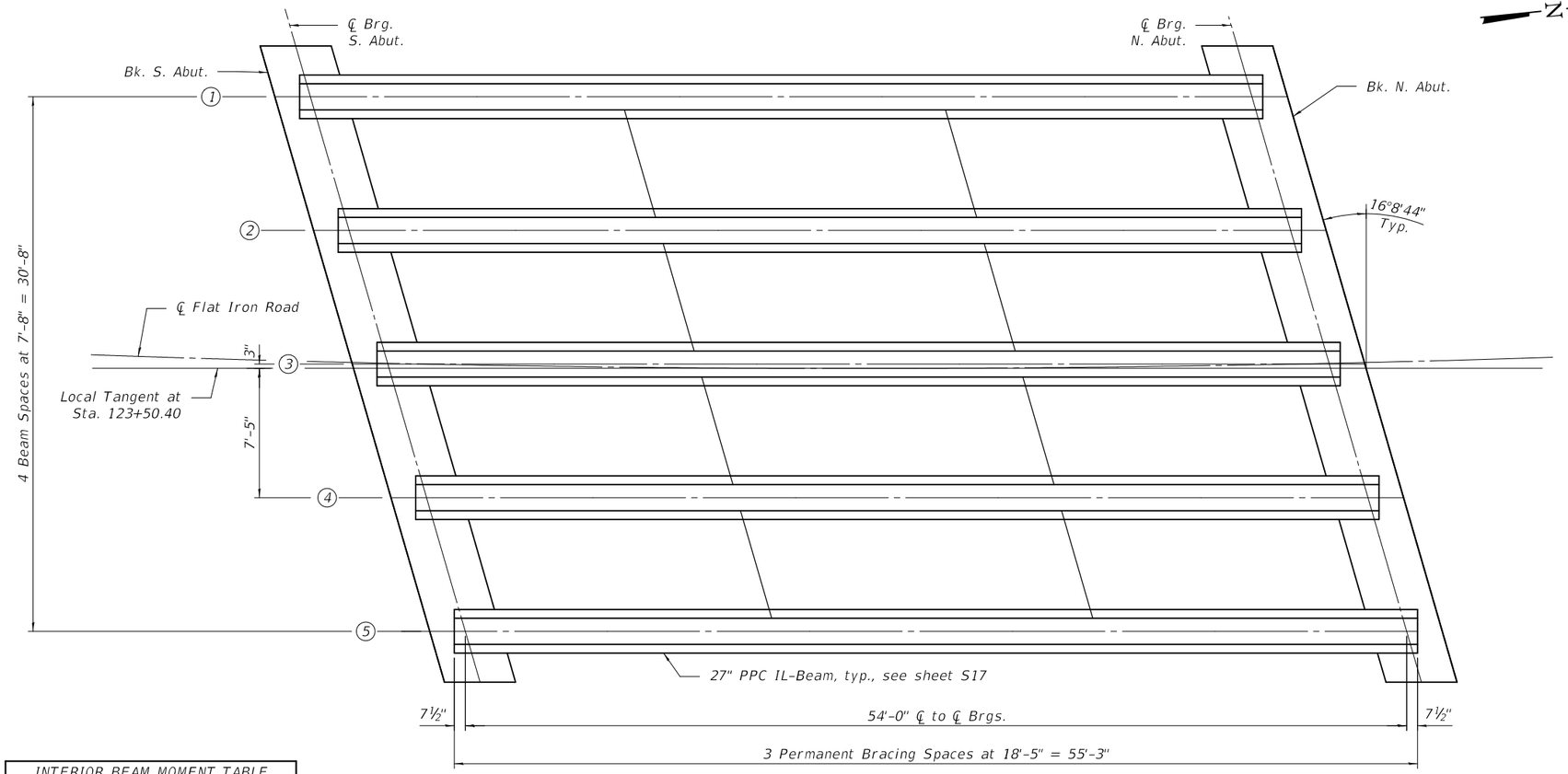
TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	184	#5	19'-10"	
a11(E)	244	#8	19'-8"	
a12(E)	20	#5	7'-4"	
a13(E)	20	#5	7'-4"	
b10(E)	102	#5	29'-8"	
b11(E)	162	#9	29'-8"	
b12(E)	12	#5	6'-3"	
b13(E)	12	#5	6'-9"	
b14(E)	2	#5	23'-3"	
b15(E)	5	#5	22'-8"	
d10(E)	40	#5	4'-0"	
d11(E)	28	#5	3'-0"	
d12(E)	20	#5	8'-0"	
d13(E)	20	#5	8'-4"	
d14(E)	28	#5	4'-10"	
e10(E)	52	#5	6'-3"	
t10(E)	67	#4	9'-8"	
w10(E)	160	#5	18'-11"	
Concrete Superstructure		Cu. Yd.	4.7	
Concrete Superstructure (Approach Slab)		Cu. Yd.	94.2	
Concrete Structures		Cu. Yd.	20.4	
Bridge Deck Grooving		Sq. Yd.	202	
Protective Coat		Sq. Yd.	240	
Reinforcement Bars, Epoxy Coated		Pound	41,370	

MODEL: $MODELNAMES
FILE NAME: $FILELS

USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	APPROACH SLAB DETAILS STRUCTURE NO. 056-3055	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			
PLOT DATE = 8/23/2024	DATE - 7/16/2024	REVISED -		SHEET S15 OF S26 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	54
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

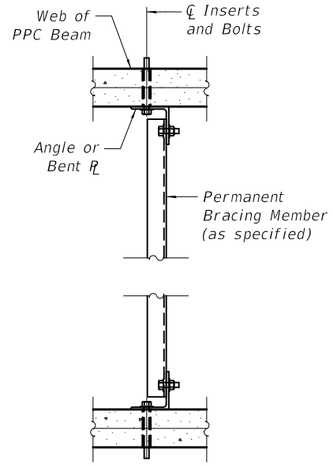


FRAMING PLAN

INTERIOR BEAM MOMENT TABLE		
		0.5 Span
I	(in^4)	33,879
I'	(in^4)	131,951
Sb	(in^3)	3,060
Sb'	(in^3)	6,131
St	(in^3)	2,127
St'	(in^3)	24,085
$DC1$	(k/')	1.300
$MDC1$	('k)	473.8
$DC2$	(k/')	0.160
$MDC2$	('k)	58.3
DW	(k/')	0.383
MDW	('k)	139.6
$LLDF$		0.730
M_{L+IM}	('k)	769.5

INTERIOR BEAM REACTION TABLE		
		Abutments
$LLDF$		0.791
OCF		1.053
$RDC1$	(k)	35.1
$RDC2$	(k)	4.3
RDW	(k)	10.3
R_{L+IM}	(k)	80.3
$RTotal$ (Strength I)(Impact)	(k)	205.4
$RTotal$ (Strength I)(No Impact)	(k)	176.7

I: Non-composite moment of inertia of beam section ($in.^4$).
I': Composite moment of inertia of beam section ($in.^4$).
Sb: Non-composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
Sb': Composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
St: Non-composite section modulus for the top fiber of the prestressed beam ($in.^3$).
St': Composite section modulus for the top fiber of the prestressed beam ($in.^3$).
$DC1$: Un-factored non-composite dead load (kips/ft.).
$MDC1$: 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.).
$MDC2$: 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.).
MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft).
$LLDF$: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
OCF: Obtuse Correction Factor computed according to Article 4.6.2.2.3c or as further simplied by IDOT provisions.



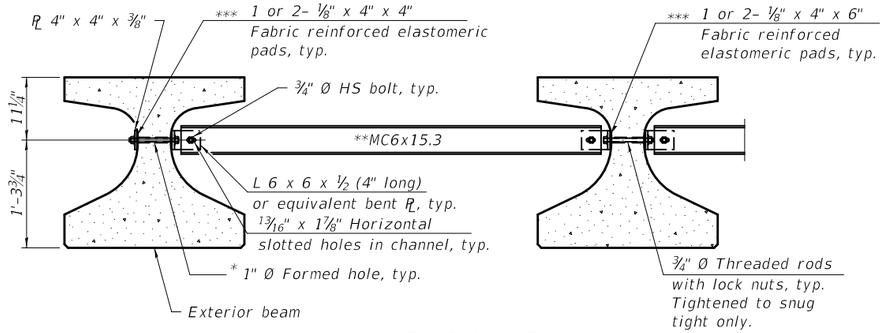
PLAN
PERMANENT BRACING

Notes:
1. All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
2. Two hardened washers are required for each set of oversized holes.
3. All holes shall be $^{15}/_{16}$" Ø unless otherwise noted.
4. $^{5}/_{16}$" x 3" x 3" plate washers are required over all slotted holes.
5. All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.
6. Threaded rods shall be ASTM F 1554 Grade 55.
7. Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
8. Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

* Fabricator shall locate to miss strands within permissible tolerances.

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

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

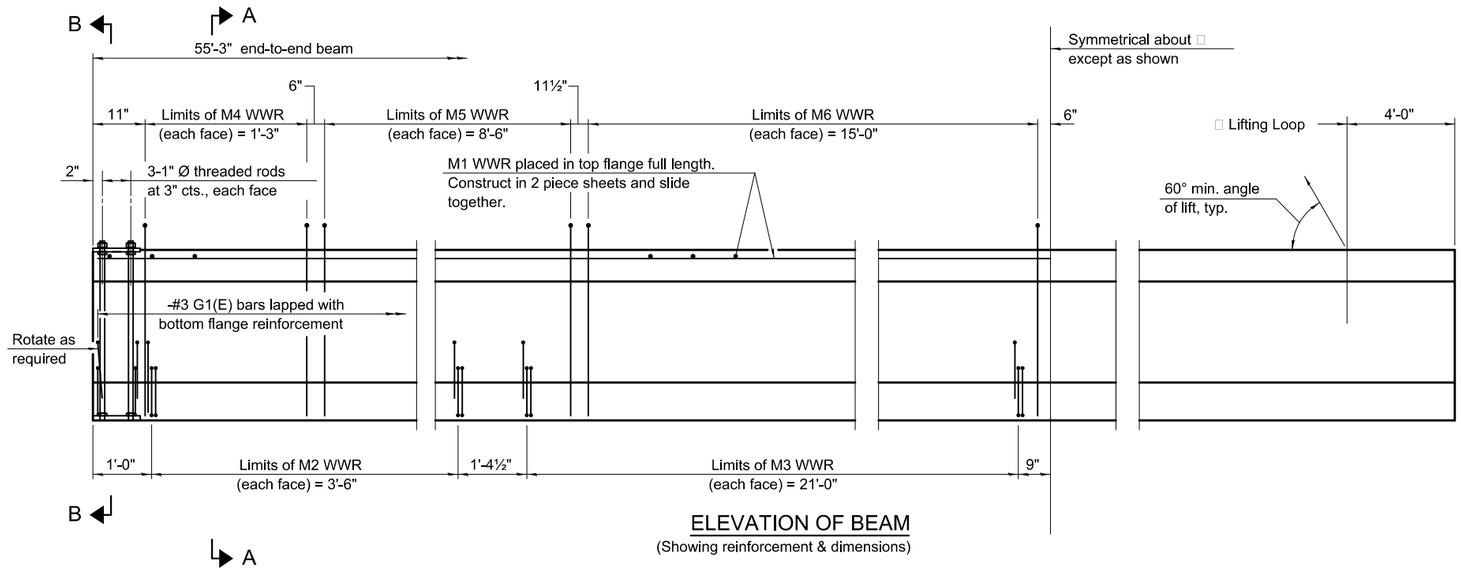


PERMANENT BRACING DETAILS

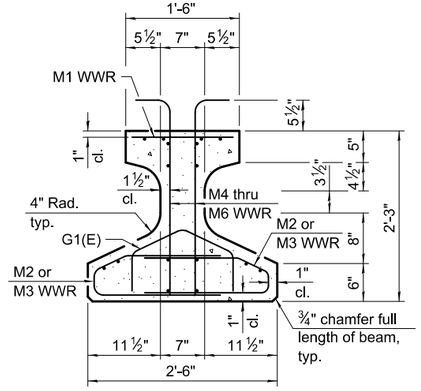
MODEL: $MODELNAMES
FILE NAME: $FILEL$

USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRAMING PLAN STRUCTURE NO. 056-3055	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		SHEET S16 OF S26 SHEETS	

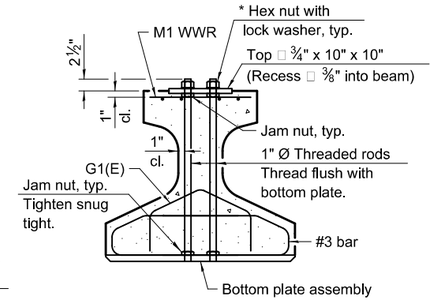
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	55
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	



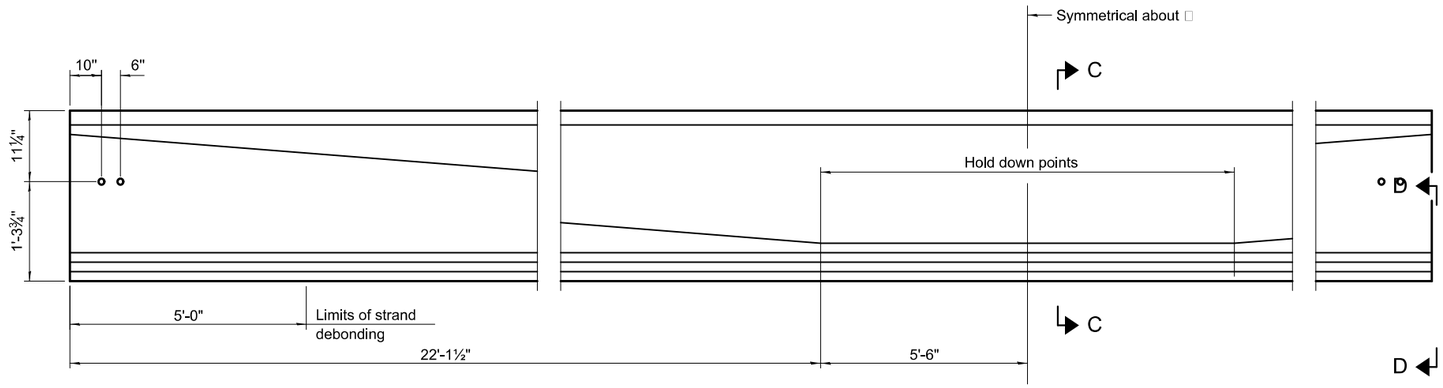
ELEVATION OF BEAM
(Showing reinforcement & dimensions)



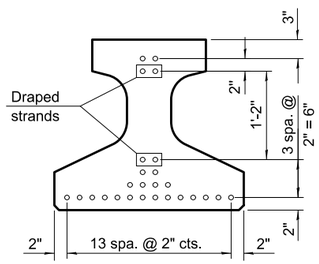
SECTION A-A



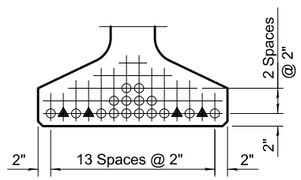
SECTION B-B
* Only tighten sufficiently to compress lock washers



ELEVATION OF BEAM
(Showing prestressing steel)



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



VIEW D-D

○ Fully bonded strand

▲ Partially debonded strand

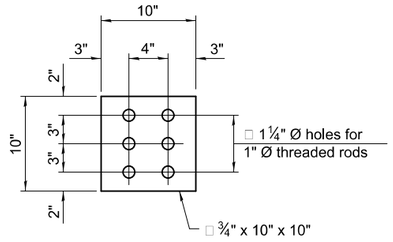
Note:
See sheet S18 for additional details and Bill of Material.

MODEL: $MODELNAME$
FILE NAME: $FILEL$

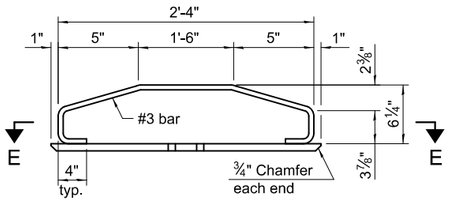
IL27-1830 5-15-2023

USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL27N BEAM STRUCTURE NO. 056-3055 SHEET S17 OF S26 SHEETS	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -			

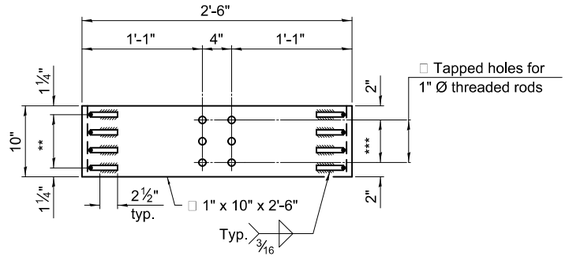
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	56
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		



PLAN - TOP PLATE



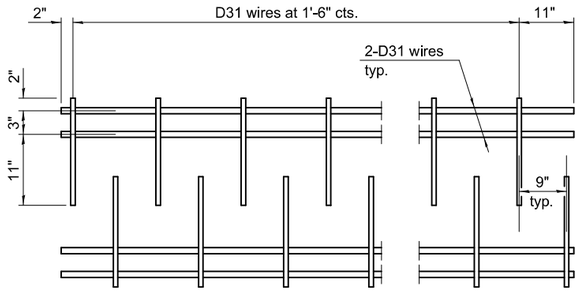
ELEVATION - BOTTOM PLATE ASSEMBLY



SECTION E-E

** 3 Spaces at 2 ½" = 7 ½"

*** 2 Spaces at 3" = 6"



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'-2").

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 nominal diameter for lifting loops shall be ½" and the nominal cross sectional area shall be 0.153 sq. in.

The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 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 1 1/2" clearance inside the pier diaphragm.

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

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

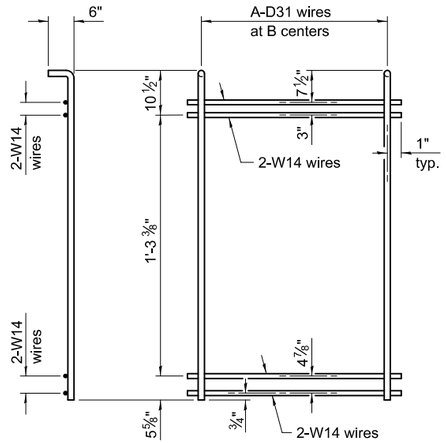
Threaded rods shall be ASTM F 1554 Grade 55.

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

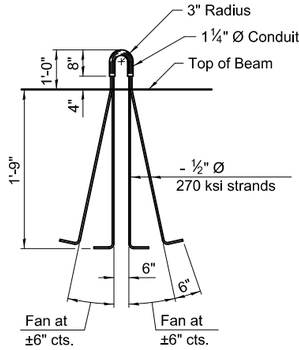
(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

WWR	A	B
M2	15	3"
M3	15	1'-6"
M4	6	3"
M5	18	6"
M6	16	1'-0"

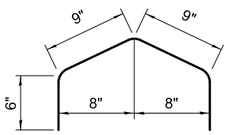


M4 THRU M6 WWR DETAIL

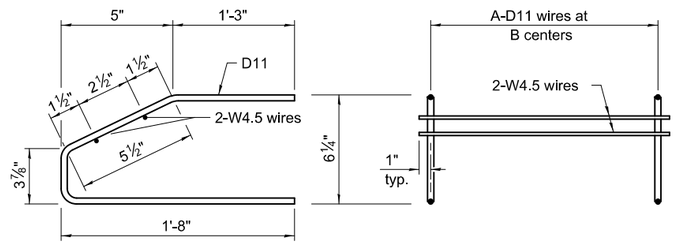
(See Table of Dimensions)



LIFTING LOOP DETAIL



BAR G1(E)



M2 AND M3 WWR DETAIL

(See Table of Dimensions)

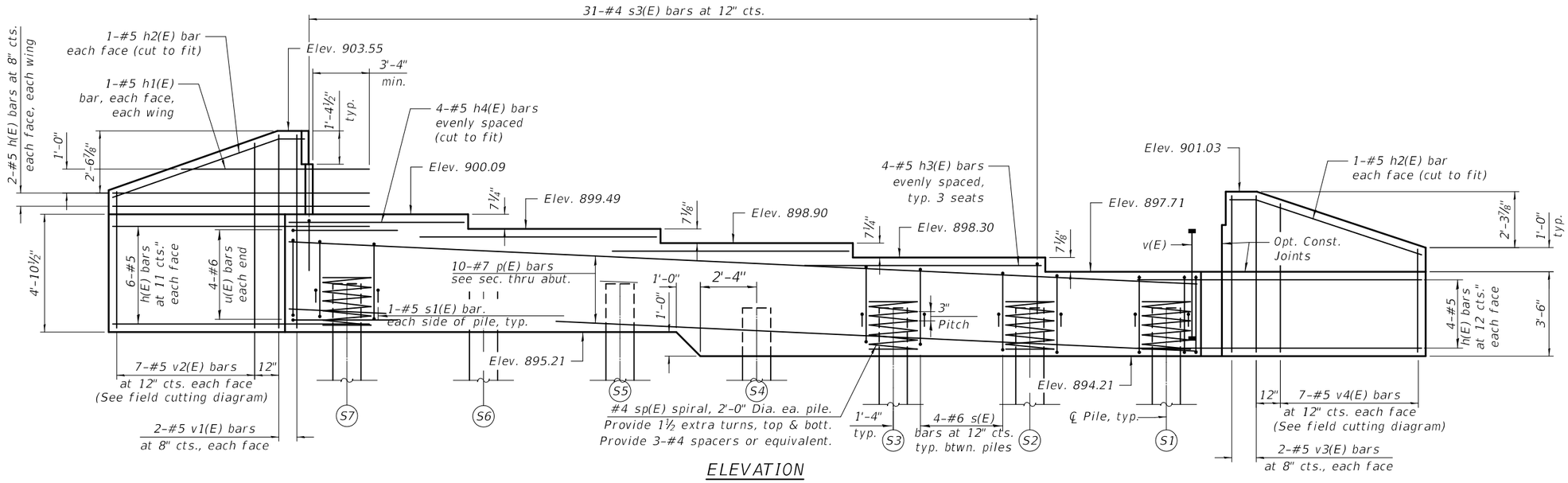
BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N	Ft.	277

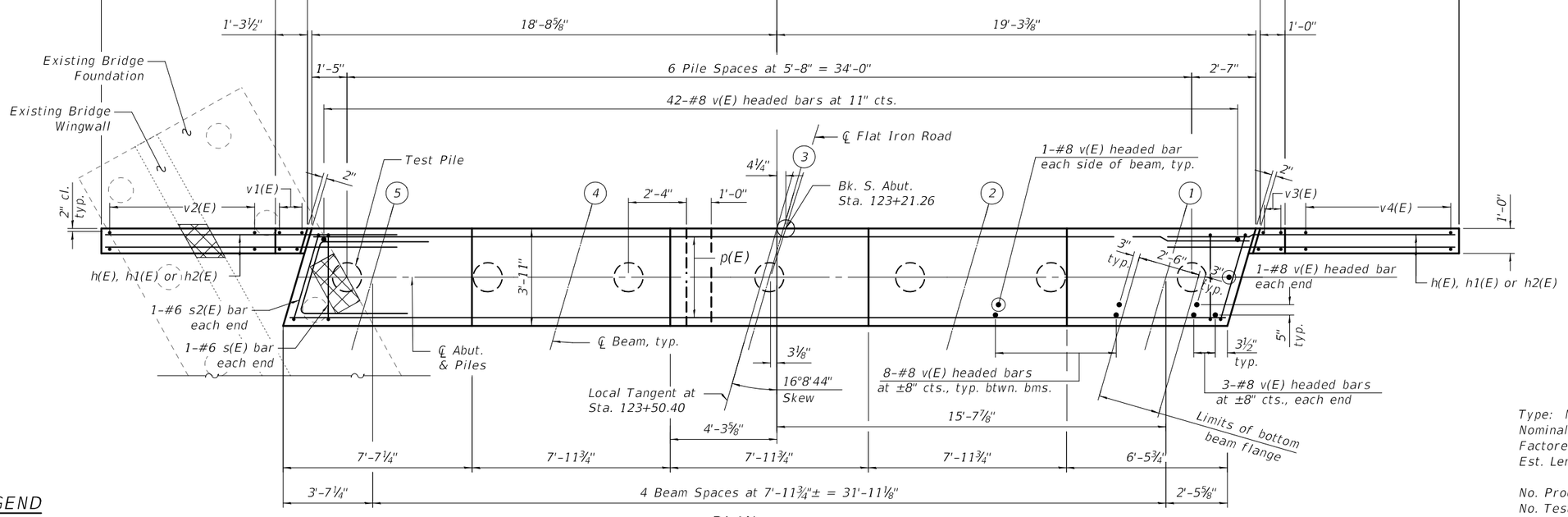
MODEL: $MODELNAMES
FILE NAME: $FILELS

USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL27N BEAM DETAILS STRUCTURE NO. 056-3055	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		SHEET S18 OF S26 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	57
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		



ELEVATION



PLAN

PILE DATA

Type: Metal Shell Pile 14" Φ x 0.25"
Nominal Required Bearing: 403 kips
Factored Resistance Available: 222 kips
Est. Length: 26 ft. (Piles S1 to S4)
27 ft. (Piles S5 to S7)
No. Production Piles: 6
No. Test Piles: 1

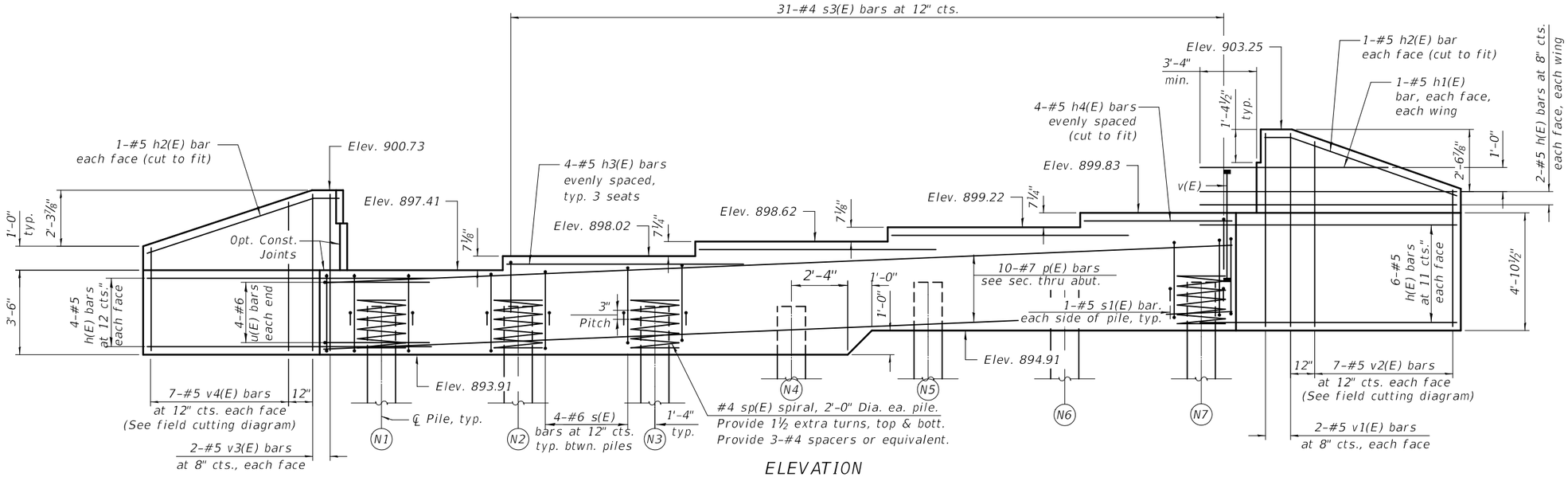
LEGEND

Removal of portions of the existing structure below the grade that interfere with the proposed construction in accordance with Article 501.04.

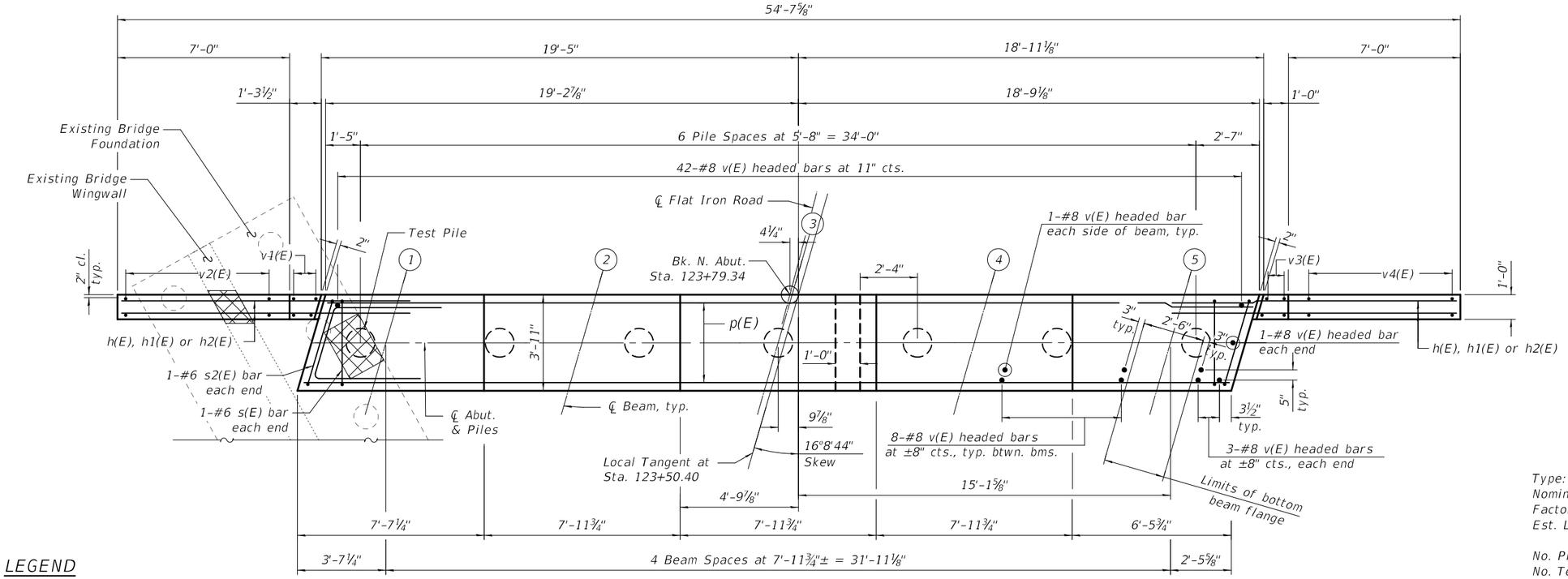
MODEL: $MODELNAMES
FILE NAME: $FILELS

USER NAME= djk		DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH ABUTMENT STRUCTURE NO. 056-3055
		DRAWN - JAL	REVISED -		
PLOT SCALE= N/A		CHECKED - GJH	REVISED -		
PLOT DATE = 7/23/2024		DATE - 7/16/2024	REVISED -		SHEET S19 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	58
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	



ELEVATION



PLAN

PILE DATA

Type: Metal Shell Pile 14" Φ x 0.25"
Nominal Required Bearing: 400 kips
Factored Resistance Available: 220 kips
Est. Length: 20 ft. (Piles N1 to N4)
21 ft. (Piles N5 to N7)
No. Production Piles: 6
No. Test Piles: 1

LEGEND

Removal of portions of the existing structure below the grade that interfere with the proposed construction in accordance with Article 501.04.

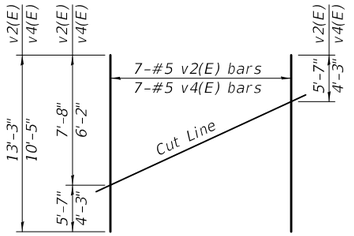
MODEL: $MODELNAMES
FILE NAME: $FILES

USER NAME= djk	DESIGNED - JAL	REVISED -	
	DRAWN - JAL	REVISED -	
PLOT SCALE= N/A	CHECKED - GJH	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

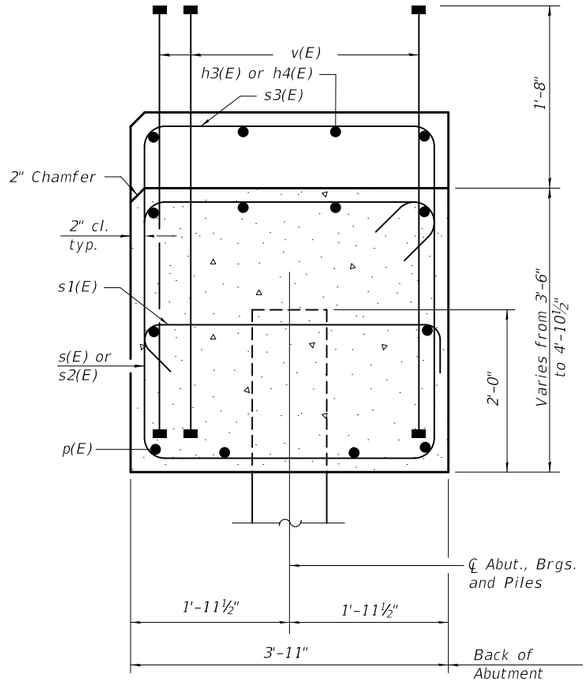
NORTH ABUTMENT
STRUCTURE NO. 056-3055
SHEET S20 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	59
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		



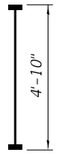
FIELD CUTTING DIAGRAM

Order v2(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite wingwall face.



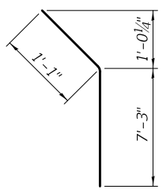
SEC. THRU ABUT.

Dimensions at right angles to abutment.

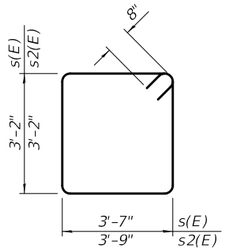


BAR v(E)

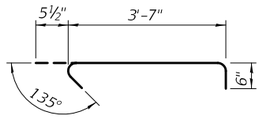
(Headed)



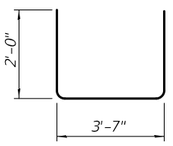
BAR h2(E)



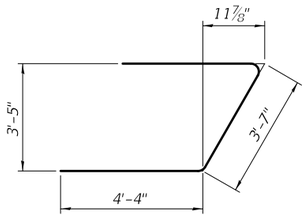
BAR s(E) & s2(E)



BAR s1(E)



BAR s3(E)



BAR u(E)

SOUTH ABUTMENT BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h(E)	28	#5	11'-9"	
	h1(E)	2	#5	8'-3"	
	h2(E)	2	#5	8'-4"	
	h3(E)	12	#5	10'-0"	
	h4(E)	4	#5	7'-5"	
	p(E)	10	#7	37'-8"	
	s(E)	26	#6	14'-10"	
	s1(E)	14	#5	4'-7"	
	s2(E)	2	#6	15'-2"	
	s3(E)	31	#4	7'-2"	
*	sp(E)	7	#4	2'-0"	
	u(E)	8	#6	12'-5"	
	v(E)	48	#8	4'-10"	
	v1(E)	4	#5	8'-0"	
	v2(E)	7	#5	13'-3"	
	v3(E)	4	#5	6'-6"	
	v4(E)	7	#5	10'-5"	
	Structure Excavation		Cu. Yd.	91	
	Concrete Structures		Cu. Yd.	27.8	
	Reinforcement Bars, Epoxy Coated		Pound	3,480	
	Furnishing Metal Shell Piles, 14" x 0.250"		Foot	185	
	Driving Piles		Foot	185	
	Test Pile, Metal Shells		Each	1	
	Granular Backfill for Structures		Cu. Yd.	62	
	Geocomposite Wall Drain		Sq. Yd.	36	
	Pipe Underdrains for Structures 4"		Foot	65	
	Bar Terminators		Each	96	

* Length is height of spiral.

NORTH ABUTMENT BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h(E)	28	#5	11'-9"	
	h1(E)	2	#5	8'-3"	
	h2(E)	2	#5	8'-4"	
	h3(E)	12	#5	10'-0"	
	h4(E)	4	#5	7'-5"	
	p(E)	10	#7	37'-8"	
	s(E)	26	#6	14'-10"	
	s1(E)	14	#5	4'-7"	
	s2(E)	2	#6	15'-2"	
	s3(E)	31	#4	7'-2"	
*	sp(E)	7	#4	2'-0"	
	u(E)	8	#6	12'-5"	
	v(E)	48	#8	4'-10"	
	v1(E)	4	#5	8'-0"	
	v2(E)	7	#5	13'-3"	
	v3(E)	4	#5	6'-6"	
	v4(E)	7	#5	10'-5"	
	Structure Excavation		Cu. Yd.	93	
	Concrete Structures		Cu. Yd.	27.9	
	Reinforcement Bars, Epoxy Coated		Pound	3,480	
	Furnishing Metal Shell Piles, 14" x 0.250"		Foot	143	
	Driving Piles		Foot	143	
	Test Pile, Metal Shells		Each	1	
	Granular Backfill for Structures		Cu. Yd.	62	
	Geocomposite Wall Drain		Sq. Yd.	36	
	Pipe Underdrains for Structures 4"		Foot	67	
	Bar Terminators		Each	96	

Notes:

Pour steps monolithically with cap.

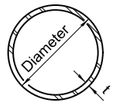
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

For details of piles see sheet S22.

MODEL: $MODELNAME$
FILE NAME: $FILEL$

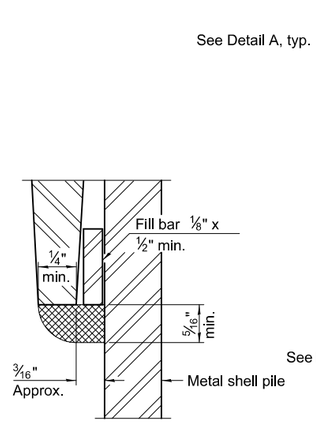
USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ABUTMENT DETAILS STRUCTURE NO. 056-3055
	DRAWN - JAL	REVISED -		
PLOT SCALE= N/A	CHECKED - GJH	REVISED -		SHEET S21 OF S26 SHEETS
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	60
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

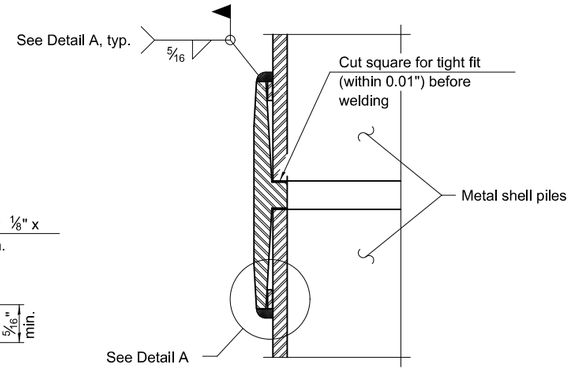


METAL SHELL PILE TABLE

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

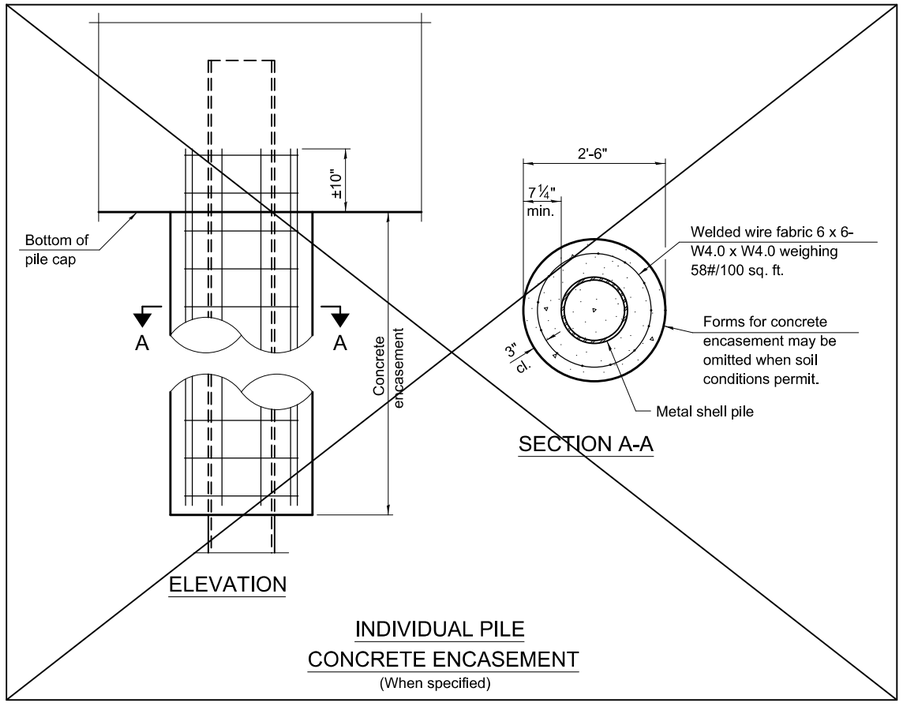


DETAIL A



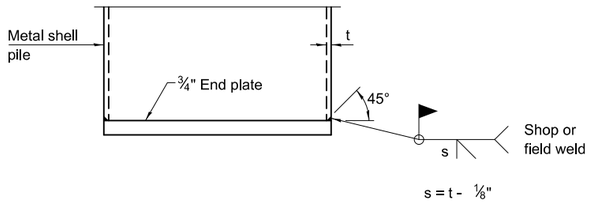
WELDED COMMERCIAL SPLICE

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.

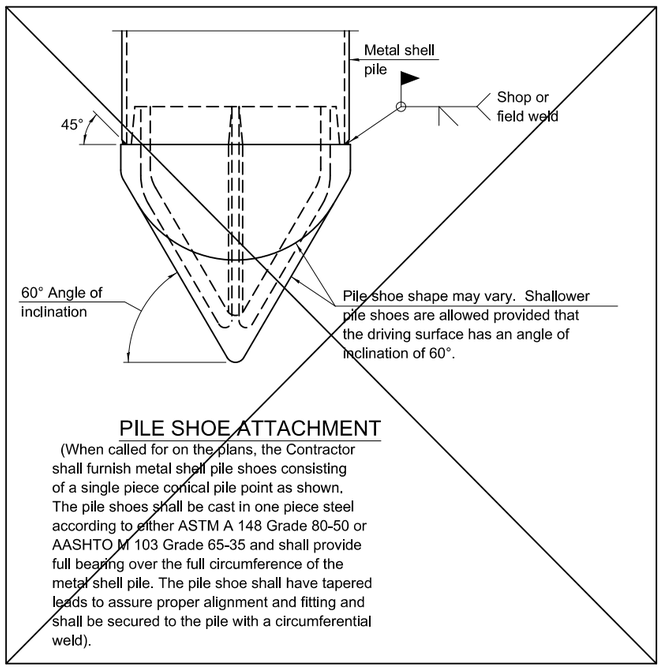


INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)

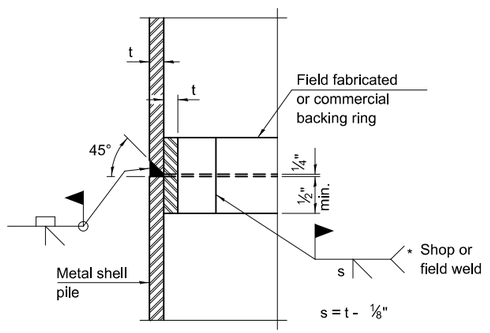


END PLATE ATTACHMENT



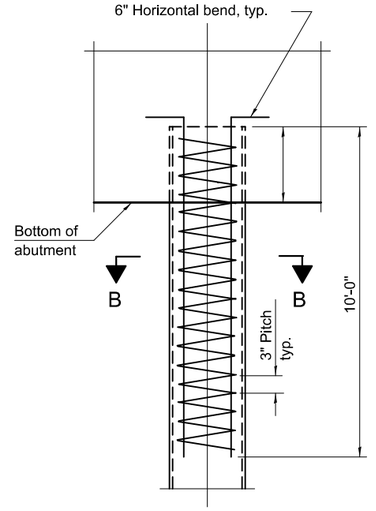
PILE SHOE ATTACHMENT

(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).

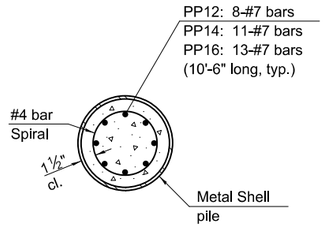


COMPLETE PENETRATION WELD SPLICE

* 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

5-15-2023

USER NAME= djk	DESIGNED - JAL	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**METAL SHELL PILE DETAILS STRUCTURE NO. 056-3055**
	DRAWN - JAL	REVISED -		
PLOT SCALE= N/A	CHECKED - GJH	REVISED -		SHEET S22 OF S26 SHEETS
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	61
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

MODEL: $MODELNAMES
FILE NAME: $FILELS

MSET PROJECT NO.: 21263 | **LOG OF BORING NO. SB-1** | Page 1 of 2

PROJECT: Flat Iron Road Bridge | SITE LOCATION: Harvard, IL

BORING LOCATION: Station 23+79, 7.2' R | CLIENT: Civiltech Engineering

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE TYPE/INTERVAL	SAMPLE NO.	SAMPLE N-VALUE Blows per ft.	TESTS Wc%	TESTS Dry Unit Weight, pcf	TESTS Unconfined Compressive Strength, tsf	REMARKS
0		Pavement: 9" Bit. Concrete over 10" Granular Base	900.7							
		Brown SAND with Gravel, A-1, medium dense	899.1	SS	1	14	4			
3				SS	2A	10	5			
		Reddish-Brown and Grey CLAY, A-6, very stiff Probable FILL	896.7	SS	2B	7	23		2.0 (Qp)	
6		Black Organic CLAY, A-7-6 to A-8, firm	895.2	SS	3	4	170		0.5 (Qp)	
		Brown and Grey SAND with Gravel, A-1, medium dense	892.7	SS	4	17	10			
9										
12		Reddish-Brown Sandy Clay LOAM, A-6, medium dense	890.2	SS	5	25	16			
		Brown SAND with Gravel, A-1, dense to medium dense	887.7	SS	6	39	12			
15										
18				SS	7	24	20			
21										

WATER LEVEL OBSERVATIONS, ft.
DURING DRILLING: 11.0'
IMMEDIATELY AFTER DRILLING: Dry
DELAYED READING AFTER

MSET

BORING STARTED: 4/27/21
BORING COMPLETED: 4/28/21
LOGGED BY: MF/GPF/mhp
BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 410 Nolen Drive, South Elgin, Illinois 60177 (847) 844-1895 f(847) 844-3875

MSET PROJECT NO.: 21263 | **LOG OF BORING NO. SB-1** | Page 2 of 2

PROJECT: Flat Iron Road Bridge | SITE LOCATION: Harvard, IL

BORING LOCATION: Station 23+79, 7.2' R | CLIENT: Civiltech Engineering

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE TYPE/INTERVAL	SAMPLE NO.	SAMPLE N-VALUE Blows per ft.	TESTS Wc%	TESTS Dry Unit Weight, pcf	TESTS Unconfined Compressive Strength, tsf	REMARKS
24		Brown SAND, A-1-b, medium dense	877.7	SS	8	25	19			
		Brown Sandy LOAM (f-c) with Gravel, A-2-4, very dense	875.7							
27				SS	9					
30				SS	10	60	9			
33				SS	11	55	10			
36										
39		Brown Sandy LOAM (fine), A-2-4, extremely dense	863.2	SS	12	50/4"	14			
		End of Boring at 40.0'	860.7							

WATER LEVEL OBSERVATIONS, ft.
DURING DRILLING: 11.0'
IMMEDIATELY AFTER DRILLING: Dry
DELAYED READING AFTER

MSET

BORING STARTED: 4/27/21
BORING COMPLETED: 4/28/21
LOGGED BY: MF/GPF/mhp
BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 410 Nolen Drive, South Elgin, Illinois 60177 (847) 844-1895 f(847) 844-3875

MODEL: $MODELNAMES
FILE NAME: $FILELS

USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS I STRUCTURE NO. 056-3055
	DRAWN - JAL	REVISED -		
PLOT SCALE= N/A	CHECKED - GJH	REVISED -		SHEET S23 OF S26 SHEETS
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	62
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

MSET PROJECT NO.: 21263 | **LOG OF BORING NO. SB-2** | Page 1 of 2

PROJECT: Flat Iron Road Bridge | SITE LOCATION: Harvard, IL

BORING LOCATION: Station 23+16, 26' L | CLIENT: Civiltech Engineering

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE TYPE/ INTERVAL	SAMPLE NO.	SAMPLE N-VALUE Blows per ft.	TESTS Wc%	TESTS Dry Unit Weight, pcf	TESTS Unconfined Compressive Strength, tsf	REMARKS
0		TOPSOIL - Black Sandy CLAY with Roots (4")	896.5							
		FILL - Blck to Brown Sandy LOAM with Gravel, A-2-4, slightly dense	896.2	SS	1A	6	8			
		Brown, Grey and Dark Grey Clay LOAM, A-6, soft	895.0	SS	1B	3	27		0.25 (Qp)	
3		Grey Sandy LOAM (f-m), A-2-4, slightly dense	893.5	SS	2A	6	11			
		Brown SAND (f-c) with Gravel, A-1, moist to wet, medium dense to dense	892.5	SS	2B	14	10			
6				SS	3	20	8			
9				SS	4	26	8			
12				SS	5	24	12			
15				SS	6	23	13			
				SS	7	30	14			
18				SS	8	37	9			
21				SS	9	29	12			

WATER LEVEL OBSERVATIONS, ft.
DURING DRILLING: 5.5'
IMMEDIATELY AFTER DRILLING: Dry
DELAYED READING AFTER

MSET

BORING STARTED: 5/20/21
BORING COMPLETED: 5/20/21
LOGGED BY: GPF
BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 410 Nolen Drive, South Elgin, Illinois 60177 (847) 844-1895 f(847) 844-3875

MSET PROJECT NO.: 21263 | **LOG OF BORING NO. SB-2** | Page 2 of 2

PROJECT: Flat Iron Road Bridge | SITE LOCATION: Harvard, IL

BORING LOCATION: Station 23+16, 26' L | CLIENT: Civiltech Engineering

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE TYPE/ INTERVAL	SAMPLE NO.	SAMPLE N-VALUE Blows per ft.	TESTS Wc%	TESTS Dry Unit Weight, pcf	TESTS Unconfined Compressive Strength, tsf	REMARKS
24		Brown SAND (f-c) with Gravel, A-1, SP	873.0	SS	10	26	9			
27				SS	11	19	17			
30				SS	12	34				
33		Grey SAND (f-c) with Gravel, A-1, SP, dense	864.0	SS	13	33	14			
36										
39		Grey Silt LOAM, A-4, medium dense to extremely dense	859.0	SS	14	16	14		3.5 (Qp)	
42		Hardpan		SS	15	50/ 4"	12		4.5+ (Qp)	
		End of Boring at 45.0'	851.5							

WATER LEVEL OBSERVATIONS, ft.
DURING DRILLING: 5.5'
IMMEDIATELY AFTER DRILLING: Dry
DELAYED READING AFTER

MSET

BORING STARTED: 5/20/21
BORING COMPLETED: 5/20/21
LOGGED BY: GPF
BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 410 Nolen Drive, South Elgin, Illinois 60177 (847) 844-1895 f(847) 844-3875

MODEL: $MODELNAMES
FILE NAME: $FILELS

USER NAME= djk	DESIGNED - JAL	REVISED -	
	DRAWN - JAL	REVISED -	
PLOT SCALE= N/A	CHECKED - GJH	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS II
STRUCTURE NO. 056-3055
SHEET S24 OF S26 SHEETS

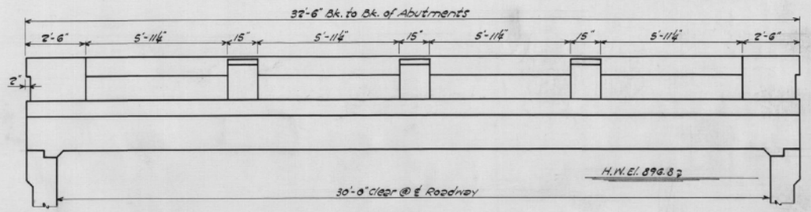
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	63
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

B.M. a On S.E. Corner Wingwall Elev. 898.17
Existing Structure: Beam & Slab 30' Span Rdy. 18'
Concrete Substructure. Contractor to remove Struct. No Salvage

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

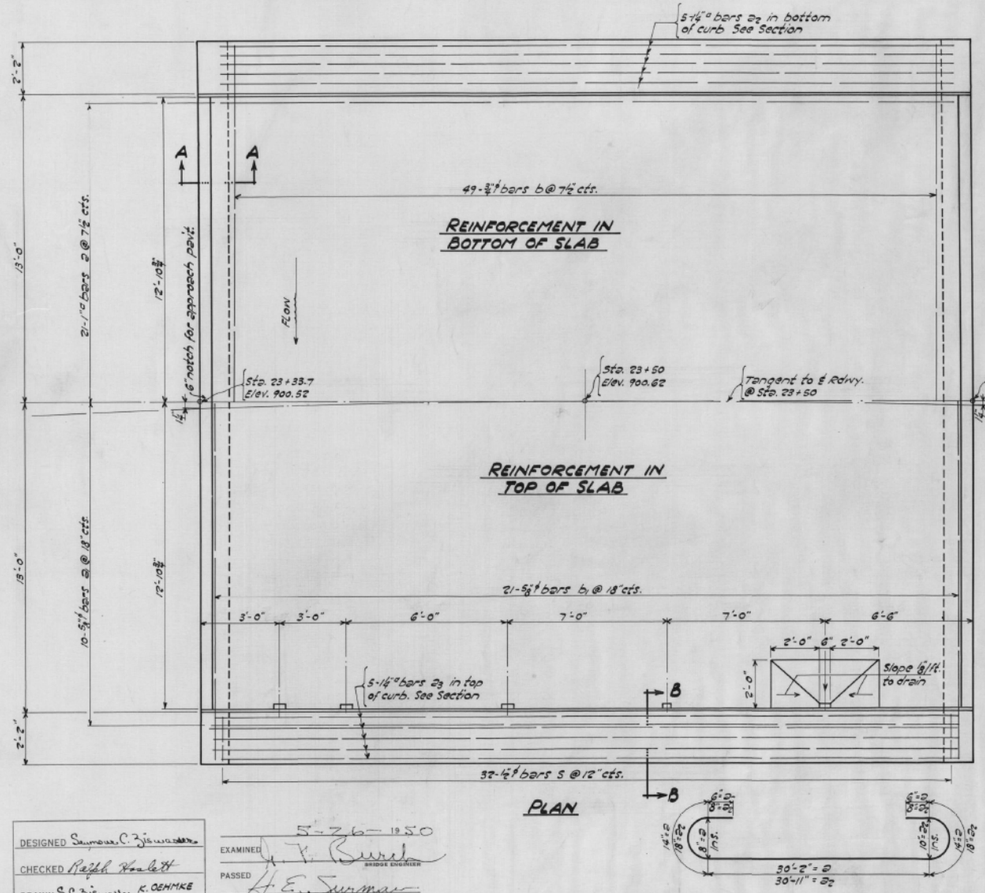
BOND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT -		

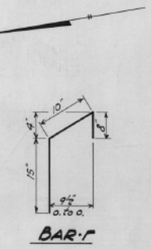
SHEET NO. 1
2 SHEETS



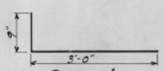
ELEVATION

Note: For Handrail details see Std. 606010
R Type 3B

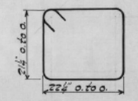




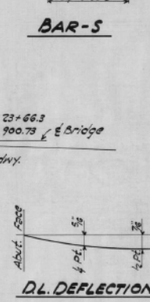
BAR-f



BAR-d



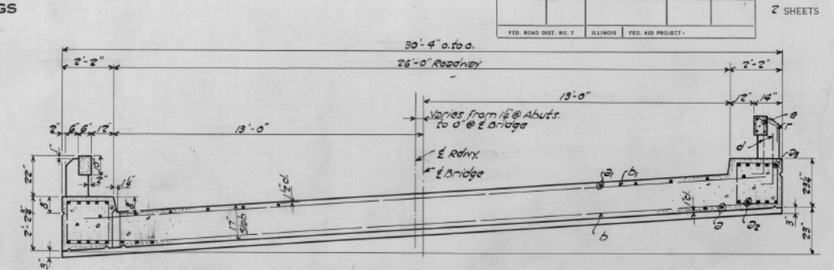
BAR-S



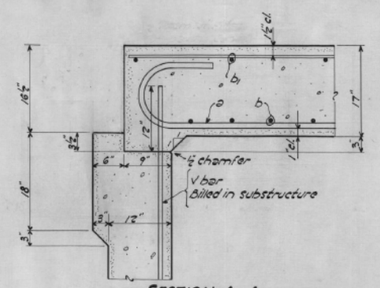
DL. DEFLECTION DIAGRAM

STATION 23+50
BUILT 1950 BY
MC HENRY COUNTY
SECTION 36-B-1 MFT
H-15 LOADING

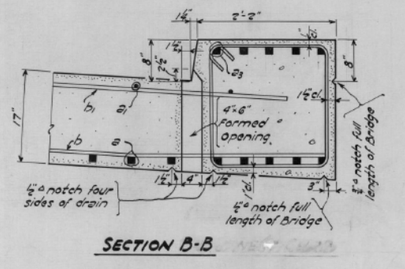
NAME PLATE DATA
Std 1884



CROSS SECTION OF RDWY. LOOKING NORTH



SECTION A-A



SECTION B-B

BILL OF MATERIAL - SUPER

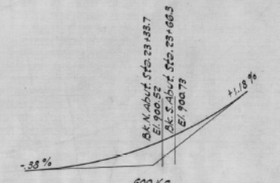
BAR	NO	SIZE	LENGTH	SHAPE
a	41	1" ø	33'-6"	
a_1	19	⅝" ø	31'-0"	
b_2	10	1½" ø	35'-3"	
b_3	10	1½" ø	32'-0"	
b	49	⅝" ø	30'-0"	
b_1	21	⅝" ø	28'-0"	
d	44	⅝" ø	3'-9"	
e	8	⅝" ø	30'-8"	
f	20	½" ø	2'-9"	
S	64	½" ø	8'-0"	
Class X Concrete			Cu.Yds.	54.5
Handrail Concrete			Cu.Yds.	1.6
Reinforcement Bars			Lbs.	12480
Name Plate			Ea.	1

GENERAL NOTES

Class X concrete shall be used thru-out except as noted.
Handrail concrete shall be used in Handrail.
Handrail shall not be poured until falsework has been removed.
Concrete floor slab shall be finished in accordance with Art. 6.13(e) of the Standard Specifications.
The concrete floor slab shall be poured in one continuous operation.
For backfill behind Abuts. see Art. 5.3.2(i) of the Standard Specification.
Curbs shall be built monolithically with slab.

TOTAL BILL OF MATERIAL

ITEM		SUPER	SUB	TOTAL
Class X Concrete	Cu.Yds.	54.5	85.0	139.5
Handrail Concrete	Cu.Yds.	1.6		1.6
Reinf. Bars	Lbs.	12480	3410	15890
Name Plate	Ea.	one		one
Untreated Piles	Lin.Ft.	-	848	848
Test Piles	Ea.	-	one	one
Removal Exist. Str.	Ea.		1	1
Metal Shoes	Ea.		54	54



SKETCH OF GRADE LINE

STRESSES
fc = 1200 lbs. Super
fc = 600 lbs. Sub
fs = 20,000 lbs.
n = 10
H-15 LOADING

DESIGNED Seymour C. Zilwaukee
CHECKED Ralph Hewett
DRAWN S.C. Zilwaukee K. OEHMKE
CHECKED Ralph Hewett

5-7-6-1950
EXAMINED J. T. Burch BRIDGE ENGINEER
PASSED H. E. Sumner ENGINEER OF DESIGN
APPROVED C. M. Hatthaway CHIEF HIGHWAY ENGINEER

SCHUTT BRIDGE OVER
MOKELER CREEK
SA. RT. 29 SEC. 36 B-1 MFT.
DUNHAM TWP.
McHENRY COUNTY
STA. 23+50

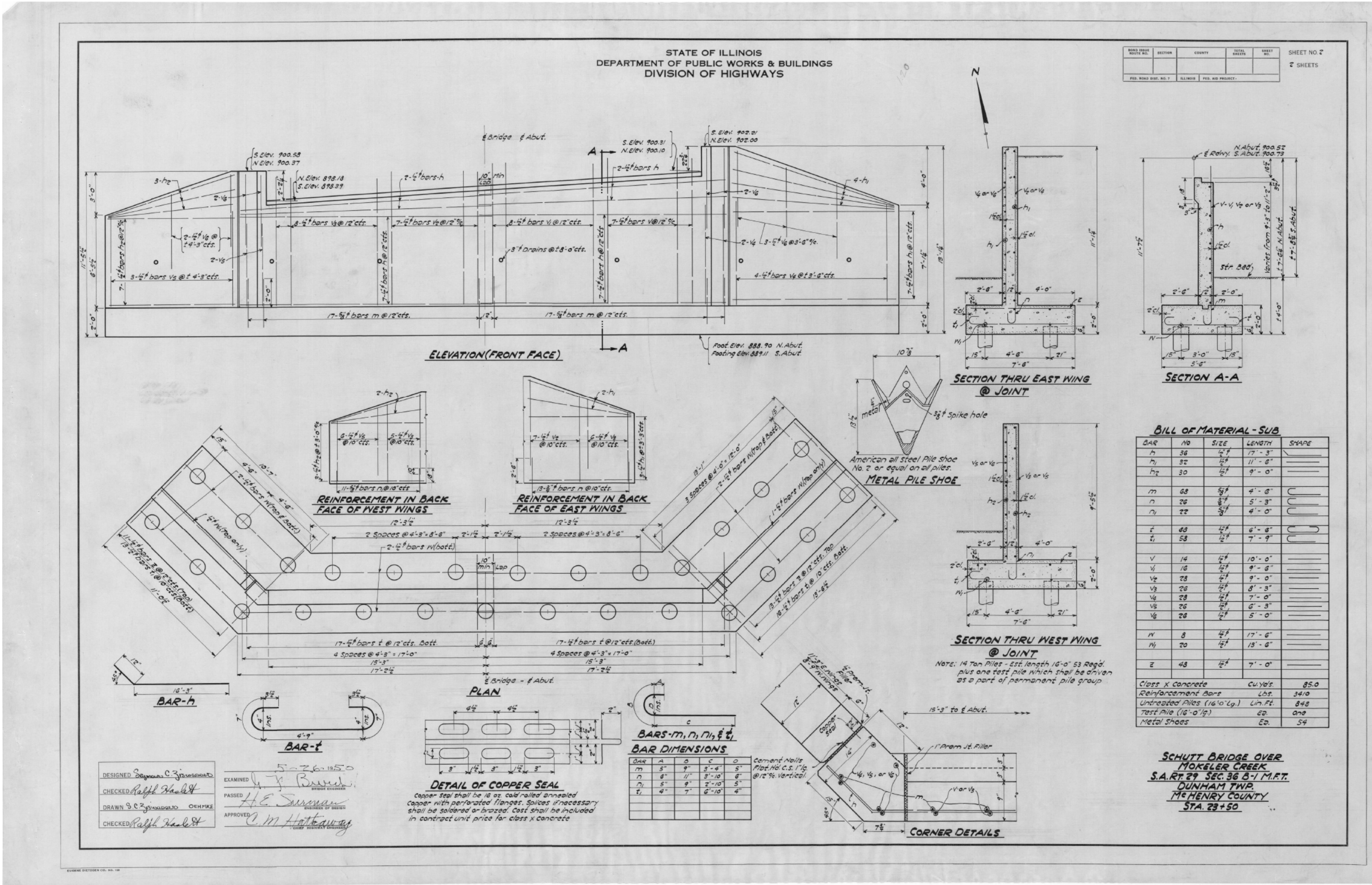
07-2
056-3019

EUGENE DIETZGEN CO. NO. 199

MODEL: $MODELNAMES
FILE NAME: $FILEL$

USER NAME= djk	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS I STRUCTURE NO. 056-3055	
	DRAWN - JAL	REVISED -			
PLOT SCALE= N/A	CHECKED - GJH	REVISED -			
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -		SHEET S25 OF S26 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	64
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		



BILL OF MATERIAL - SUB

BAR	NO	SIZE	LENGTH	SHAPE
h	36	½"φ	17' - 3"	
h_1	32	½"φ	11' - 6"	
h_2	30	½"φ	9' - 0"	
m	68	⅝"φ	4' - 6"	
n	26	¾"φ	5' - 3"	
n_1	22	⅝"φ	4' - 0"	
t	68	½"φ	6' - 6"	
t_1	58	½"φ	7' - 9"	
v	14	½"φ	10' - 0"	
v_1	16	½"φ	9' - 6"	
v_2	28	½"φ	9' - 0"	
v_3	26	½"φ	8' - 3"	
v_4	28	½"φ	7' - 0"	
v_5	26	½"φ	6' - 3"	
v_6	26	½"φ	5' - 0"	
w	8	½"φ	17' - 6"	
w_1	20	½"φ	13' - 6"	
z	48	½"φ	7' - 0"	

Class X Concrete	Cu. Yd's.	85.0
Reinforcement Bars	Lbs.	3410
Untreated Piles (16'-0" Lg.)	Lin. Ft.	848
Test Pile (16'-0" lg.)	Ea.	one
Metal Shoes	Ea.	54

BAR DIMENSIONS

BAR	A	B	C	D
m	5"	9"	3'-4"	5"
n	6"	11"	3'-10"	6"
n_1	5"	9"	2'-10"	5"
t_1	4"	7"	6'-10"	4"

DESIGNED Seymour C. Zimmerman
CHECKED Ralph Haslett
DRAWN S.C. Zimmerman OEHMKE
CHECKED Ralph Haslett
EXAMINED BRIDGE ENGINEER
PASSED H. E. Surman ENGINEER OF DESIGN
APPROVED C. M. Hathaway CHIEF HIGHWAY ENGINEER

USER NAME = djk	DESIGNED - JAL	REVISED -
	DRAWN - JAL	REVISED -
PLOT SCALE = N/A	CHECKED - GJH	REVISED -
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS II
STRUCTURE NO. 056-3055
SHEET S26 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	McHENRY	92	65

CONTRACT NO. 61K76
ILLINOIS FED. AID PROJECT

MODEL: $MODELNAME$
FILE NAME: $FILEL$

N

LEGEND

- WATERS OF THE US - WETLANDS - PERMANENT IMPACT AREA
- WATERS OF THE US - OPEN WATERS - TEMPORARY IMPACT AREA
- WATERS OF THE US - OPEN WATERS - PERMANENT IMPACT AREA

WETLAND AND BUFFER IMPACTS				
	TOTAL AREA WITHIN RIGHT-OF-WAY (ACRE)	TOTAL IMPACT AREA (SQUARE FEET)	TEMPORARY IMPACT AREA (ACRE)	PERMANENT IMPACT AREA (ACRE)
USACE WOUS WETLANDS	0.0352	1409	0	0.0323
USACE WOUS OPEN WATER	0.0506	2174	0.0458	0.0041

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

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

MODEL: SMODELNAME5
FILE NAME: ...\3839-IH-WOUS.dgn

USER NAME = djk	DESIGNED - KDC	REVISED -	
	DRAWN - KDC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WETLAND AND WATERS IMPACT PLAN

SCALE: 1"=10' | SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	66
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

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

PROFILE
SURVEYED
PLOTTED
ASSIGNMENT CHECKED
S.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

FLAT IRON ROAD SUPERELEVATION TABLE

CURVE NO. 1

		SOUTHBOUND LANES							NORTHBOUND LANES					
		OUTSIDE EDGE OF SHOULDER			OUTSIDE EDGE OF PAVEMENT				OUTSIDE EDGE OF PAVEMENT			OUTSIDE EDGE OF SHOULDER		
	STATION	ELEVATION	DISTANCE FROM EDGE OF PAVEMENT	CROSS SLOPE (%)	ELEVATION	DISTANCE FROM PGL	CROSS SLOPE (%)	P.G.L. ELEVATION	ELEVATION	DISTANCE FROM PGL	CROSS SLOPE (%)	ELEVATION	DISTANCE FROM EDGE OF PAVEMENT	CROSS SLOPE (%)
PROJECT START - BEGIN ROTATION SB PAVEMENT/SHOULDER AND NB PAVEMENT	121+01.40	901.73	4.00	-8.69%	902.08	12.00	-8.69%	903.12	903.81	12.00	5.73%	903.73	4.00	-2.00%
BEGIN ROTATION - NB SHOULDER	121+11.62	901.74	4.00	-8.32%	902.07	12.00	-8.32%	903.07	903.80	12.00	6.11%	903.72	4.00	-2.00%
END ROTATION - SB PAVEMENT	121+22.00	901.76	4.00	-7.94%	902.08	12.00	-7.94%	903.03	903.81	12.00	6.50%	903.78	4.00	-0.83%
	121+25.00	901.75	4.00	-7.94%	902.07	12.00	-7.94%	903.02	903.81	12.00	6.62%	903.79	4.00	-0.49%
	121+50.00	901.64	4.00	-7.94%	901.96	12.00	-7.94%	902.91	903.82	12.00	7.55%	903.91	4.00	2.32%
END ROTATION - NB PAVEMENT	121+60.30	901.48	5.36	-7.94%	901.91	12.00	-7.94%	902.86	903.81	12.00	7.94%	903.95	4.00	3.48%
	121+75.00	901.23	7.81	-7.94%	901.85	12.00	-7.94%	902.80	903.75	12.00	7.94%	903.96	4.00	5.14%
END ROTATION - NB SHOULDER - BEGIN FULL SUPERELEVATION	121+99.89	900.96	8.81	-7.94%	901.66	13.00	-7.94%	902.69	903.72	13.00	7.94%	904.04	4.00	7.94%
	122+00.00	901.10	8.00	-7.94%	901.74	12.00	-7.94%	902.69	903.64	12.00	7.94%	903.97	4.12	7.94%
	122+25.00	900.99	8.00	-7.94%	901.63	12.00	-7.94%	902.58	903.53	12.00	7.94%	904.17	8.00	7.94%
	122+50.00	900.88	8.00	-7.94%	901.52	12.00	-7.94%	902.47	903.42	12.00	7.94%	904.06	8.00	7.94%
START SOUTH APPROACH PAVEMENT	122+71.44	900.79	4.00	-7.94%	901.11	16.00	-7.94%	902.38	903.65	16.00	7.94%	903.97	4.00	7.94%
		SEE STRUCTURAL PLANS FOR SUPERELEVATION INFORMATION WITHIN BRIDGE LIMITS												
END NORTH APPROACH PAVEMENT	124+26.81	899.89	4.00	-7.94%	900.21	16.00	-7.94%	901.48	902.75	16.00	7.94%	903.07	4.00	7.94%
END FULL SUPERELEVATION - BEGIN SUPERELEVATION RUNOFF	124+29.00	899.87	8.00	-7.94%	900.51	12.00	-7.94%	901.46	902.41	12.00	7.94%	903.05	8.00	7.94%
	124+50.00	899.83	8.00	-7.15%	900.40	12.00	-7.15%	901.26	902.12	12.00	7.15%	902.69	8.00	7.15%
	124+75.00	899.78	8.00	-6.22%	900.27	12.00	-6.22%	901.02	901.77	12.00	6.21%	902.26	8.00	6.21%
PT	124+97.45	899.74	8.00	-5.37%	900.17	12.00	-5.37%	900.81	901.45	12.00	5.37%	901.79	6.20	5.37%
	125+00.00	899.73	8.00	-5.28%	900.16	12.00	-5.28%	900.79	901.42	12.00	5.28%	901.73	5.77	5.28%
	125+25.00	899.68	8.00	-4.34%	900.03	12.00	-4.34%	900.55	901.07	12.00	4.34%	901.24	4.00	4.34%
END ROTATION - SB SHOULDER	125+34.07	899.66	8.00	-4.00%	899.98	12.00	-4.00%	900.46	900.94	12.00	4.00%	901.10	4.00	4.00%
	125+50.00	899.58	8.00	-4.00%	899.90	12.00	-3.40%	900.31	900.72	12.00	3.40%	900.85	4.00	3.40%
	125+75.00	899.55	6.33	-4.00%	899.80	12.00	-2.46%	900.10	900.40	12.00	2.46%	900.49	4.00	2.46%
END ROTATION - SB THRU	125+87.40	899.58	4.72	-4.00%	899.77	12.00	-2.00%	900.01	900.25	12.00	2.00%	900.33	4.00	2.00%
	126+00.00	899.54	4.00	-4.00%	899.70	12.00	-2.00%	899.94	900.12	12.00	1.53%	900.18	4.00	1.53%
	126+25.00	899.42	4.00	-4.00%	899.58	12.00	-2.00%	899.82	899.89	12.00	0.59%	899.91	4.00	0.59%
BEGIN TANGENT RUNOUT	126+40.69	899.37	4.00	-4.00%	899.53	12.00	-2.00%	899.77	899.77	12.00	0.00%	899.77	4.00	0.00%
	126+50.00	899.34	4.00	-4.00%	899.50	12.00	-2.00%	899.74	899.70	12.00	-0.35%	899.68	4.00	-0.35%
	126+75.00	899.31	4.00	-4.00%	899.47	12.00	-2.00%	899.71	899.56	12.00	-1.29%	899.50	4.00	-1.29%
	127+00.00	899.33	4.00	-4.00%	899.49	12.00	-2.00%	899.73	899.46	12.00	-2.22%	899.37	4.00	-2.22%
END ROTATION - NB PAVEMENT	127+02.06	899.33	4.00	-4.00%	899.49	12.00	-2.00%	899.73	899.45	12.00	-2.30%	899.36	4.00	-2.30%
	127+25.00	899.39	4.00	-4.00%	899.55	12.00	-2.00%	899.79	899.51	12.00	-2.30%	899.39	4.00	-3.16%
PROJECT END - MATCH EXISTING	127+32.50	899.44	4.00	-4.00%	899.60	12.00	-1.80%	899.82	899.54	12.00	-2.30%	899.41	4.00	-3.44%

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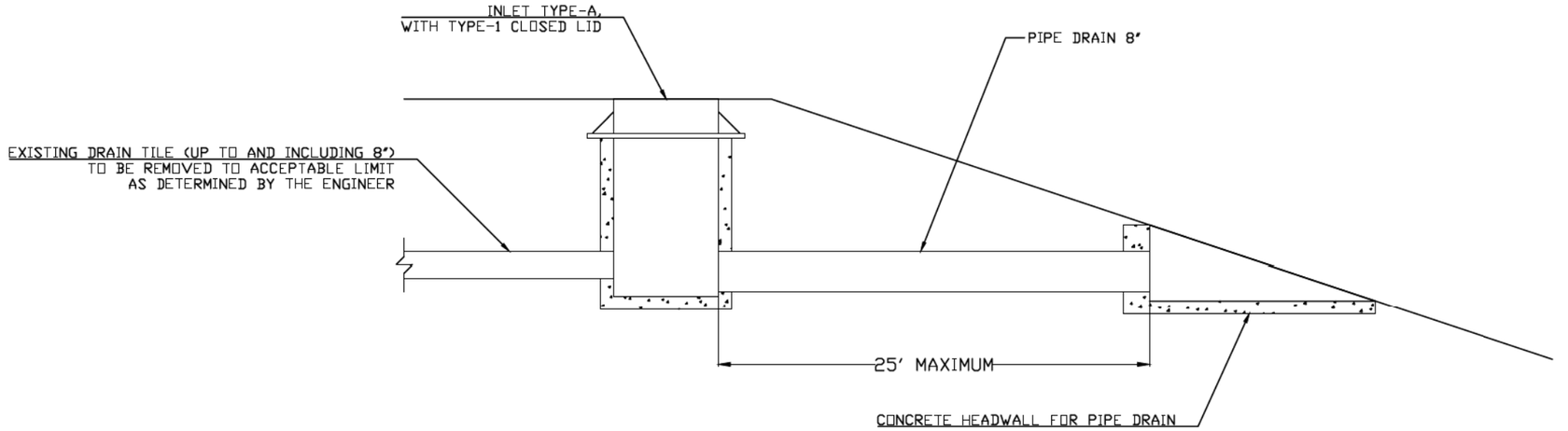
	DRAWN - KDC	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERELEVATION DETAILS

SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	67
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		



NOTES:

-CONTRACTOR TO EXERCISE CAUTION WHEN EXCAVATING AROUND THE EXISTING TILE TO PRESERVE THE INTEGRITY OF THE TILE

-REMOVAL OF EXISTING PIPE INCLUDED IN PAY ITEM

-IF TILE LARGER THAN 8" IS ENCOUNTERED STORM SEWER ITEMS SHALL BE USED

NOTE: THIS WORK SHALL BE PAID FOR AS "OUTFALL STRUCTURE".

MC6011

Pg ____ of ____

DRAIN TILE OUTFALL, SPECIAL

REVISIONS	DATE
ORIGINAL DRAWING	4/30/24

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

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

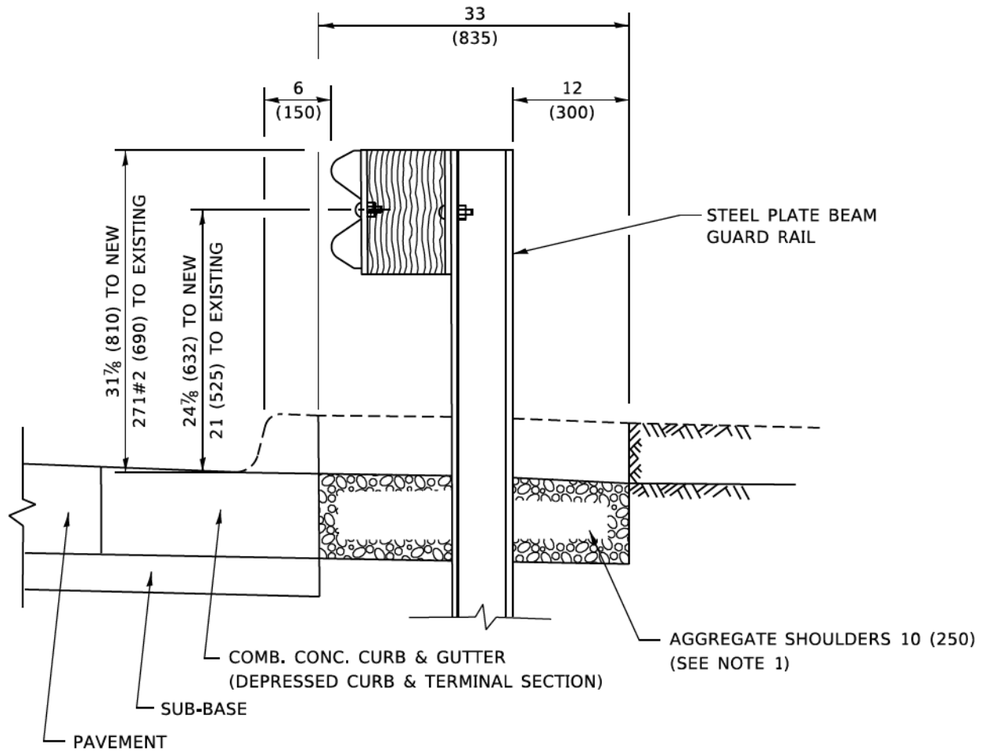
MODEL: SMODELNAMES
FILE NAME: ...\3839-Details.dgn

USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - KDC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 8/23/2024	DATE - 7/16/2024	REVISED -	

OUTFALL STRUCTURE

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	68
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

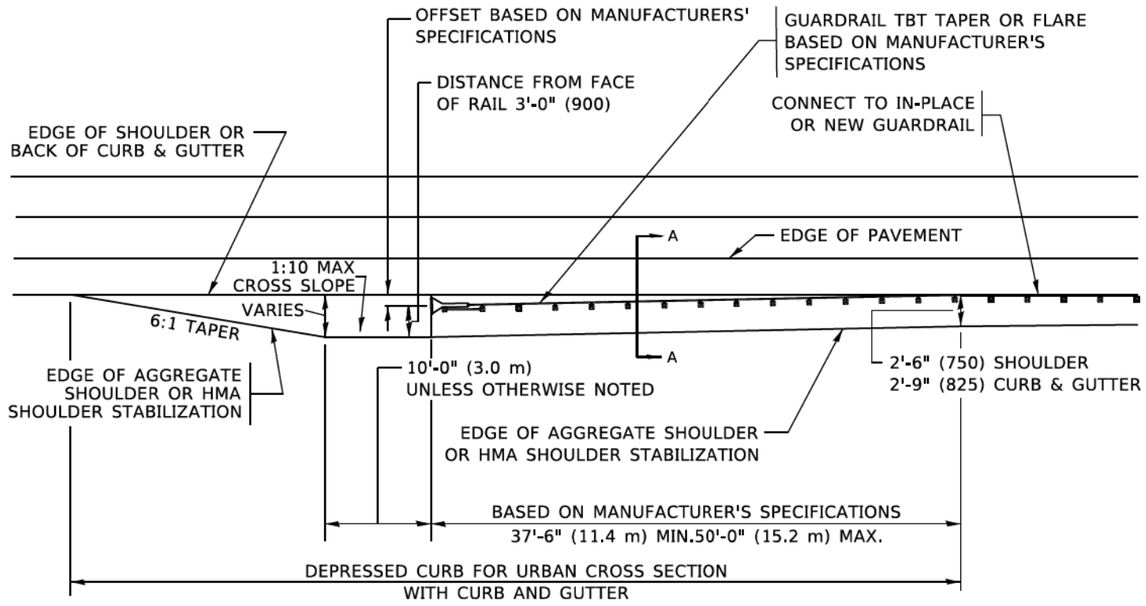


SECTION A–A

NOTES:

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

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



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

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

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

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

TBT = TRAFFIC BARRIER TERMINAL

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

USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - R. BORO 09-14-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - R. BORO 08-06-2012	
PLOT SCALE = 100.0000 ' / In.	CHECKED -	REVISED - R. BORO 05-08-2015	
PLOT DATE = 11/18/2022	DATE - 09-22-90	REVISED - K. SMITH 11-18-22	

DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY.1 SPL.

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	69
	BD600-10 (BD-34)	CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			

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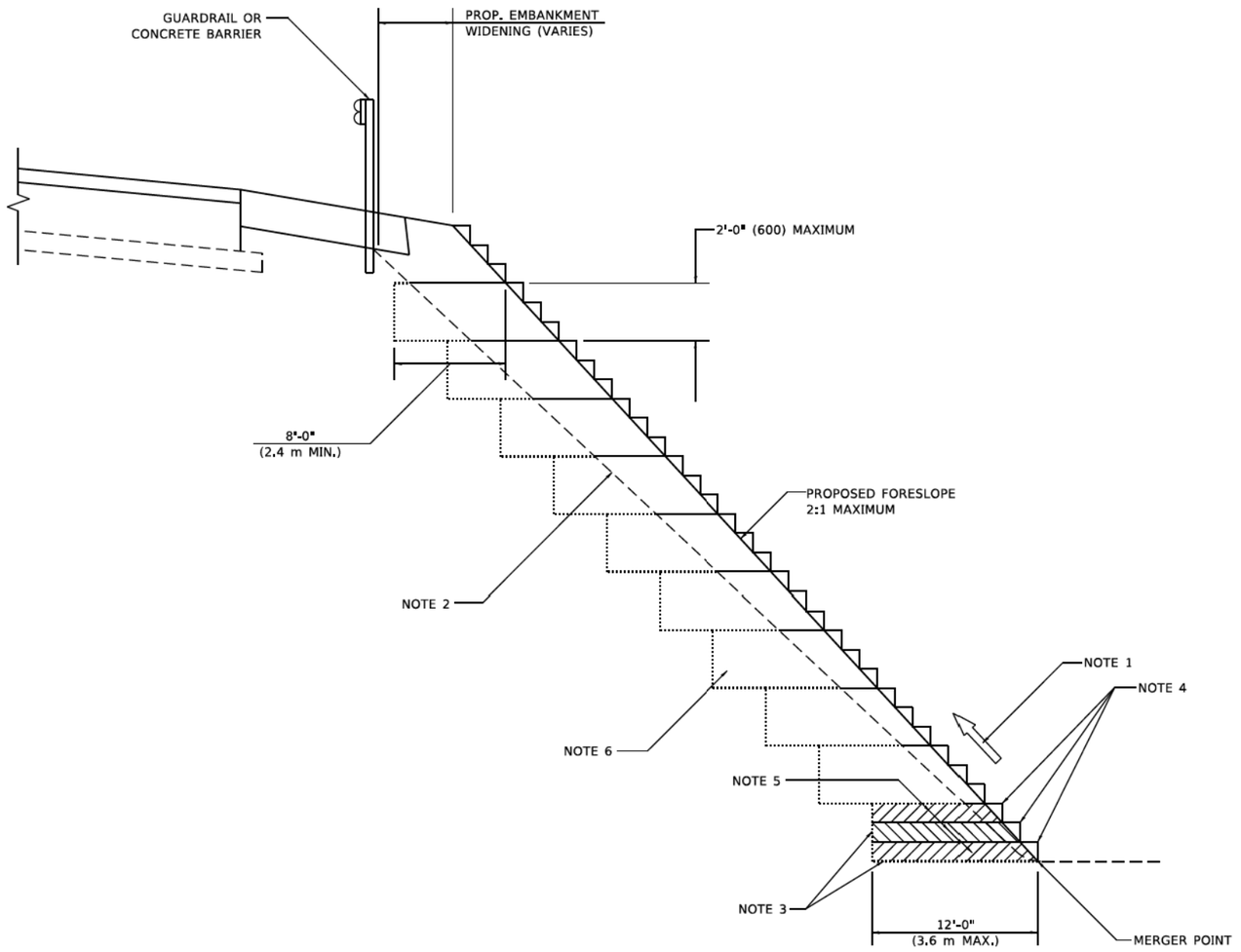

TYPICAL BENCHING DETAIL FOR EMBANKMENT

GENERAL NOTES

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

BASIS OF PAYMENT

1. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

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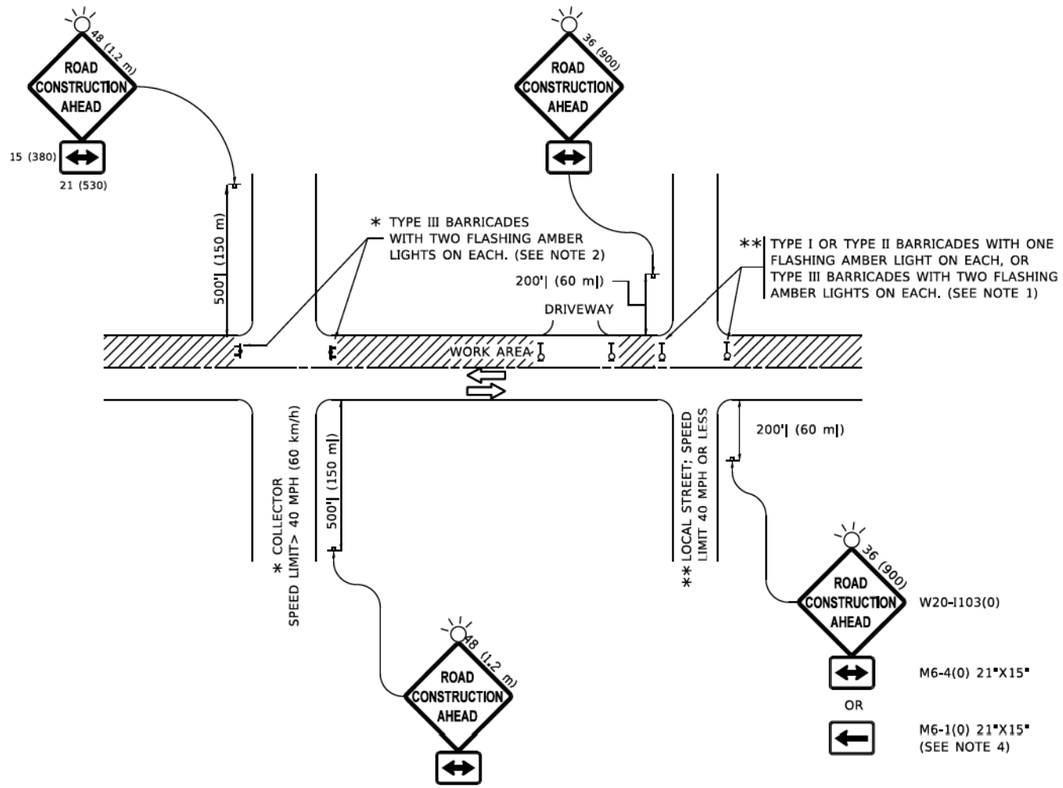
USER NAME = Lawrence.DeManche	DESIGNED -	REVISED - K. SMITH 11-18-22	
	DRAWN - CADD	REVISED -	
PLOT SCALE = 100.0000 ' / In.	CHECKED - S.E.B.	REVISED -	
PLOT DATE = 11/18/2022	DATE - 06-16-04	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	70
	BD-51	CONTRACT NO. 61K76		
	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.

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USER NAME = Lawrence.DeManche	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00
	DRAWN -	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100.0000 ' / In.	CHECKED -	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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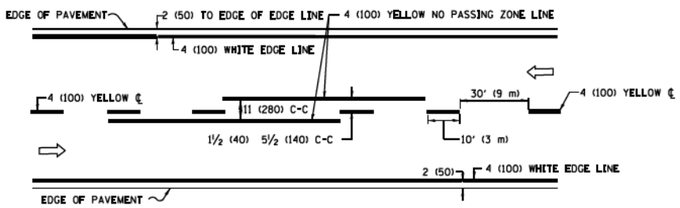
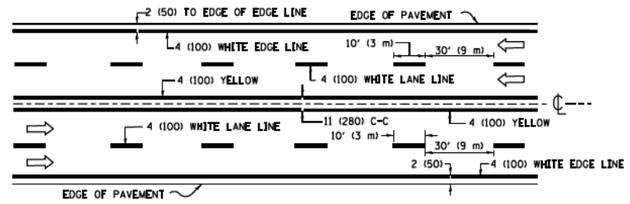
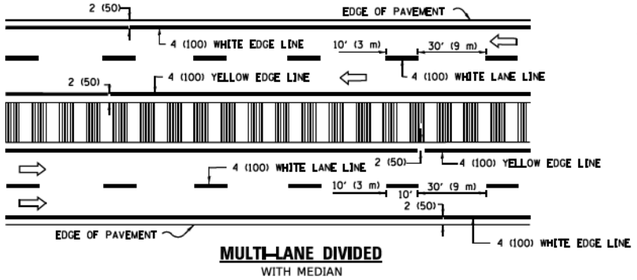
	TC-10	CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			



2–LANE ROADWAY

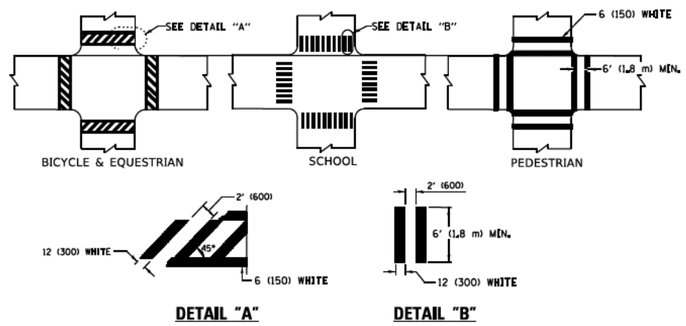


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

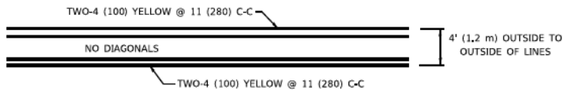
TYPICAL LANE AND EDGE LINE MARKING



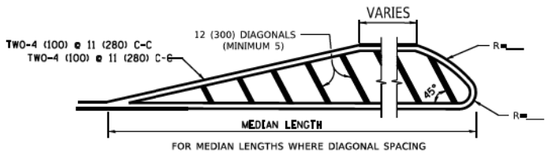
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



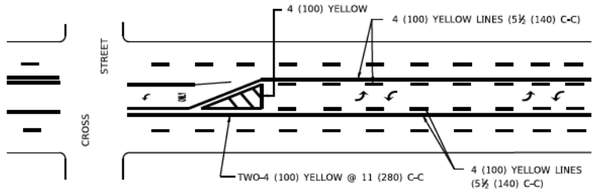
4' (1.2 m) WIDE MEDIANS ONLY



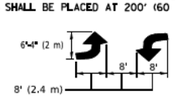
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

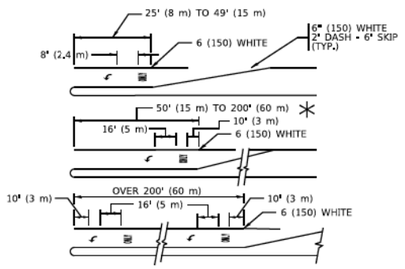


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

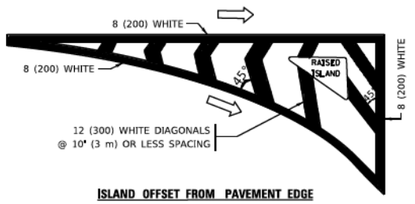


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)

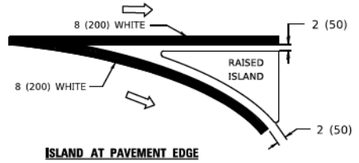
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

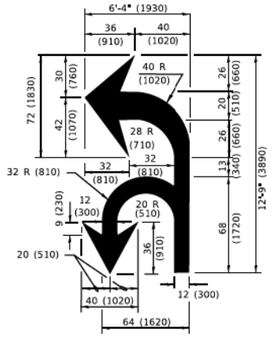


ISLAND OFFSET FROM PAVEMENT EDGE

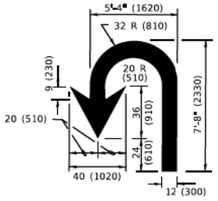


ISLAND AT PAVEMENT EDGE

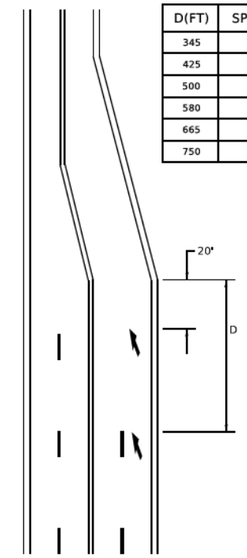
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m² EACH "X"=54.0 SQ. FT. (5.0 m²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

MODEL: Default
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USER NAME = footem	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	
	DRAWN -	REVISED - C. JUCIUS 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	72
	TC-13	CONTRACT NO. 61K76		
		ILLINOIS FED. AID PROJECT		

ROUTE MARKERS

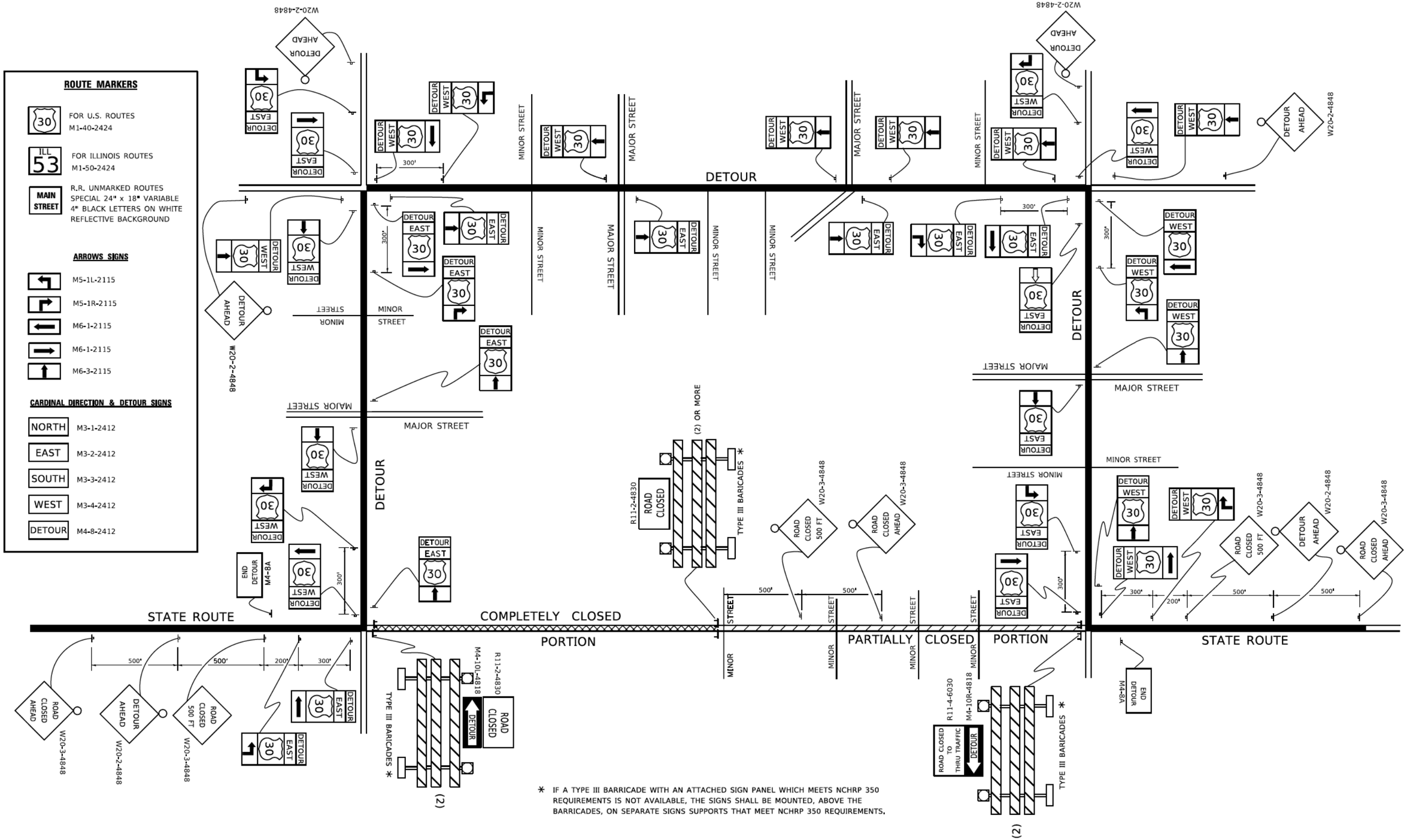
- 30 — FOR U.S. ROUTES M1-40-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS

- M5-1L-2115
- M5-1R-2115
- M6-1-2115
- M6-1-2115
- M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

- NORTH M3-1-2412
- EAST M3-2-2412
- SOUTH M3-3-2412
- WEST M3-4-2412
- DETOUR M4-8-2412



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

MODEL: Default
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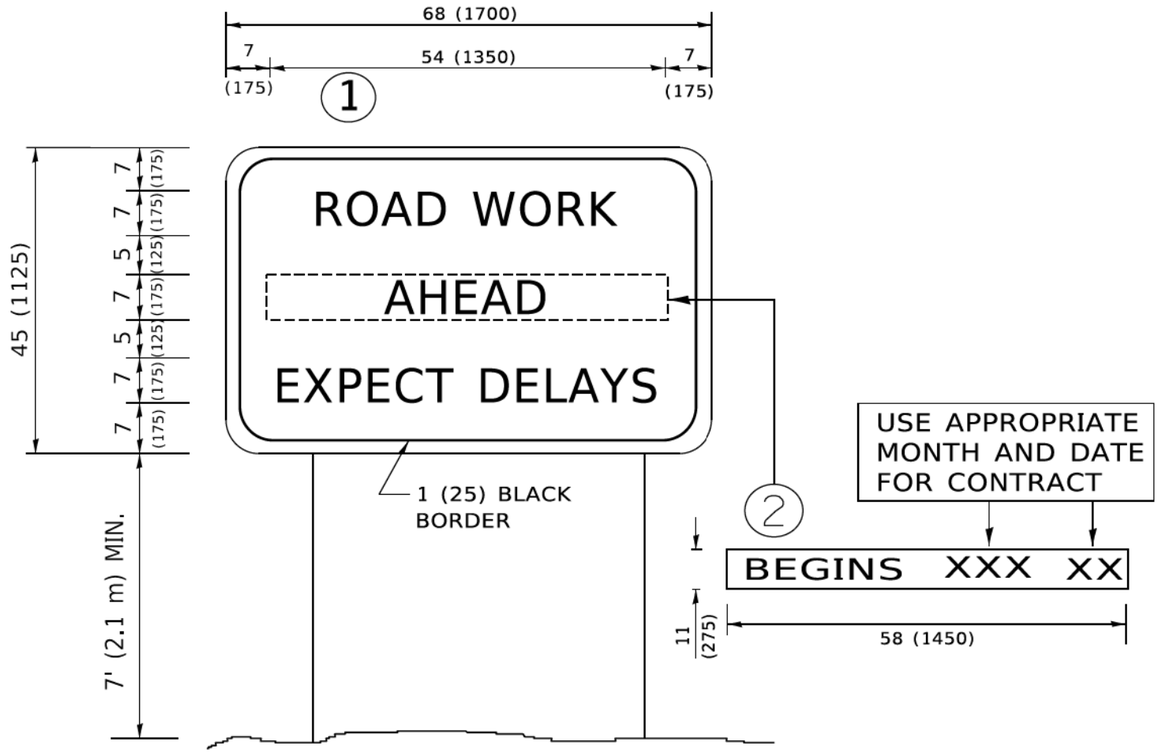
USER NAME = footem	DESIGNED -	REVISED - 10-18-02	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DETOUR SIGNING FOR CLOSING STATE HIGHWAYS**	
	DRAWN -	REVISED - R. BORO 09-14-09		SCALE: NONE	SHEET 1 OF 1 SHEETS
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED -			
PLOT DATE = 3/4/2019	DATE -	REVISED -			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	73
	TC-21	CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			



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.

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.Illinois.gov:PWIDOTDocuments\IDOT Offices\IDistrict 1\Projects\Dist1Sd22x34in\CADData\CADSheets\tc22.dgn

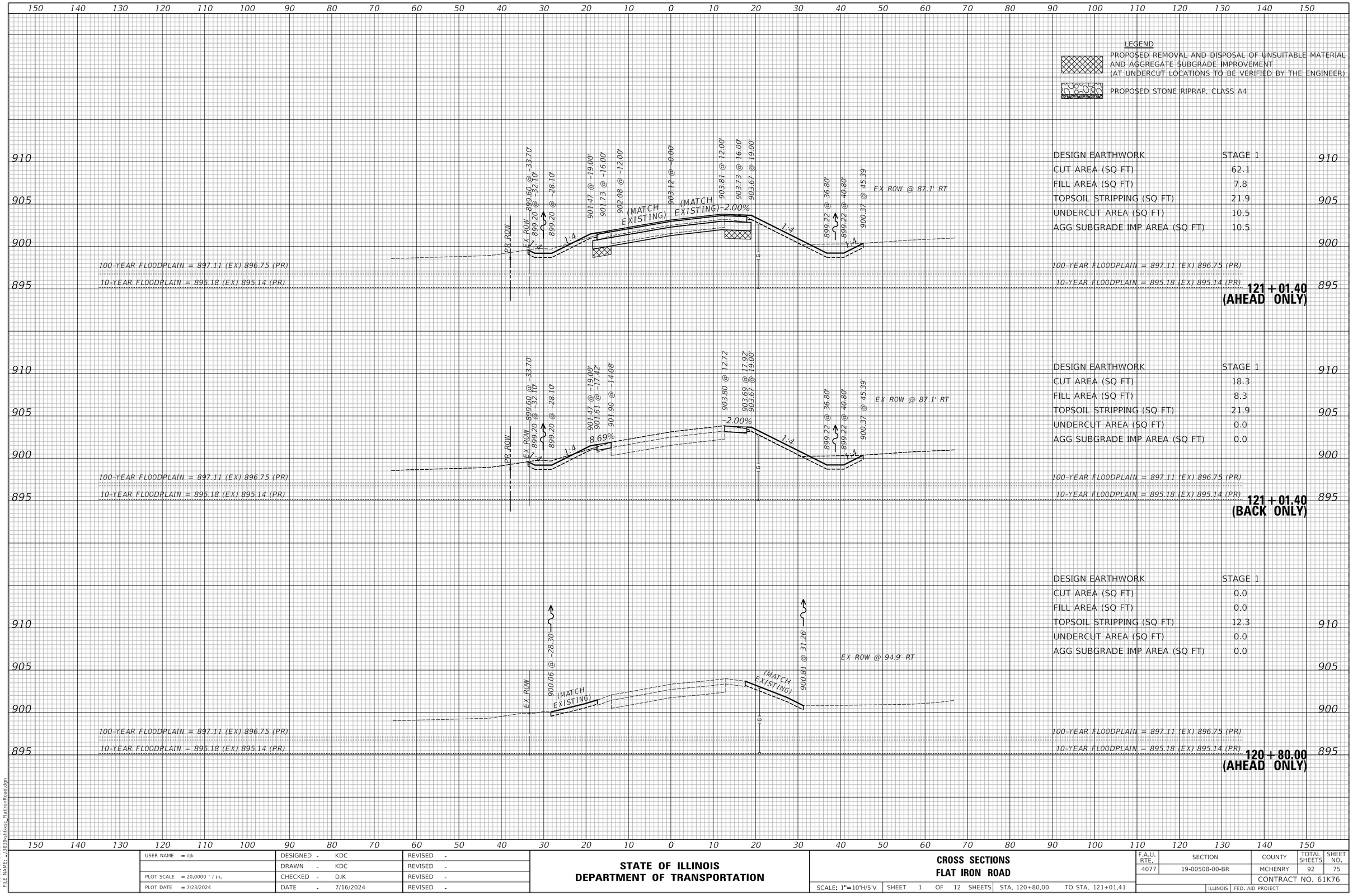
USER NAME = footem]	DESIGNED -	REVISED -	R. MIRS 09-15-97
	DRAWN -	REVISED -	R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED	-T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED -	C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE | SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	74
	TC-22	CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			



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

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PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
DATE
BY

MODEL: \$MODELNAME\$
FILE NAME: ...13839-sht-xsc_FlatIronRoad.dgn

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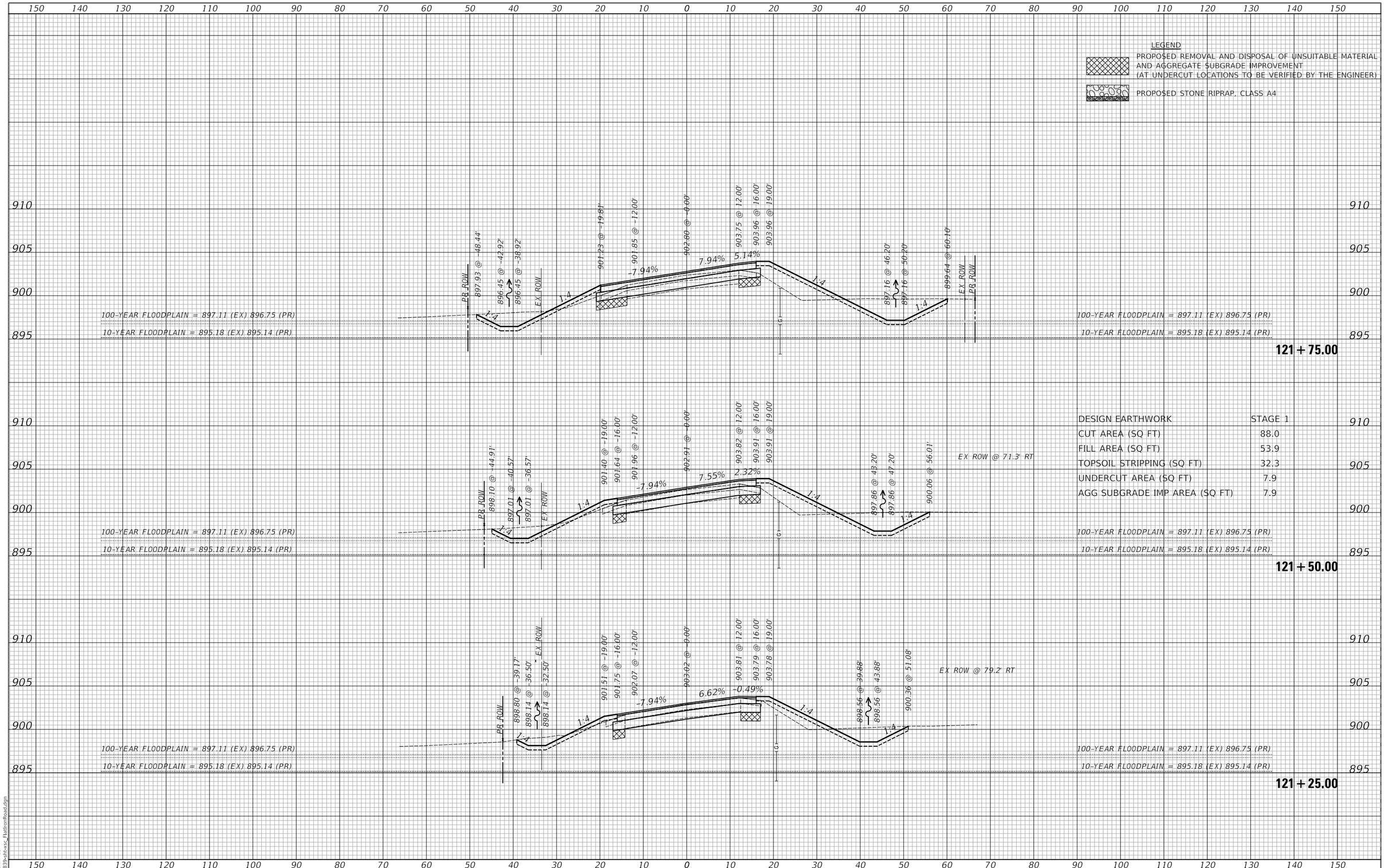
	DRAWN - KDC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FLAT IRON ROAD

SCALE: 1"=10'H/5'V | SHEET 1 OF 12 SHEETS | STA. 120+80.00 TO STA. 121+01.41

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	75
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	88.0
FILL AREA (SQ FT)	53.9
TOPSOIL STRIPPING (SQ FT)	32.3
UNDERCUT AREA (SQ FT)	7.9
AGG SUBGRADE IMP AREA (SQ FT)	7.9

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

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, S.M. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

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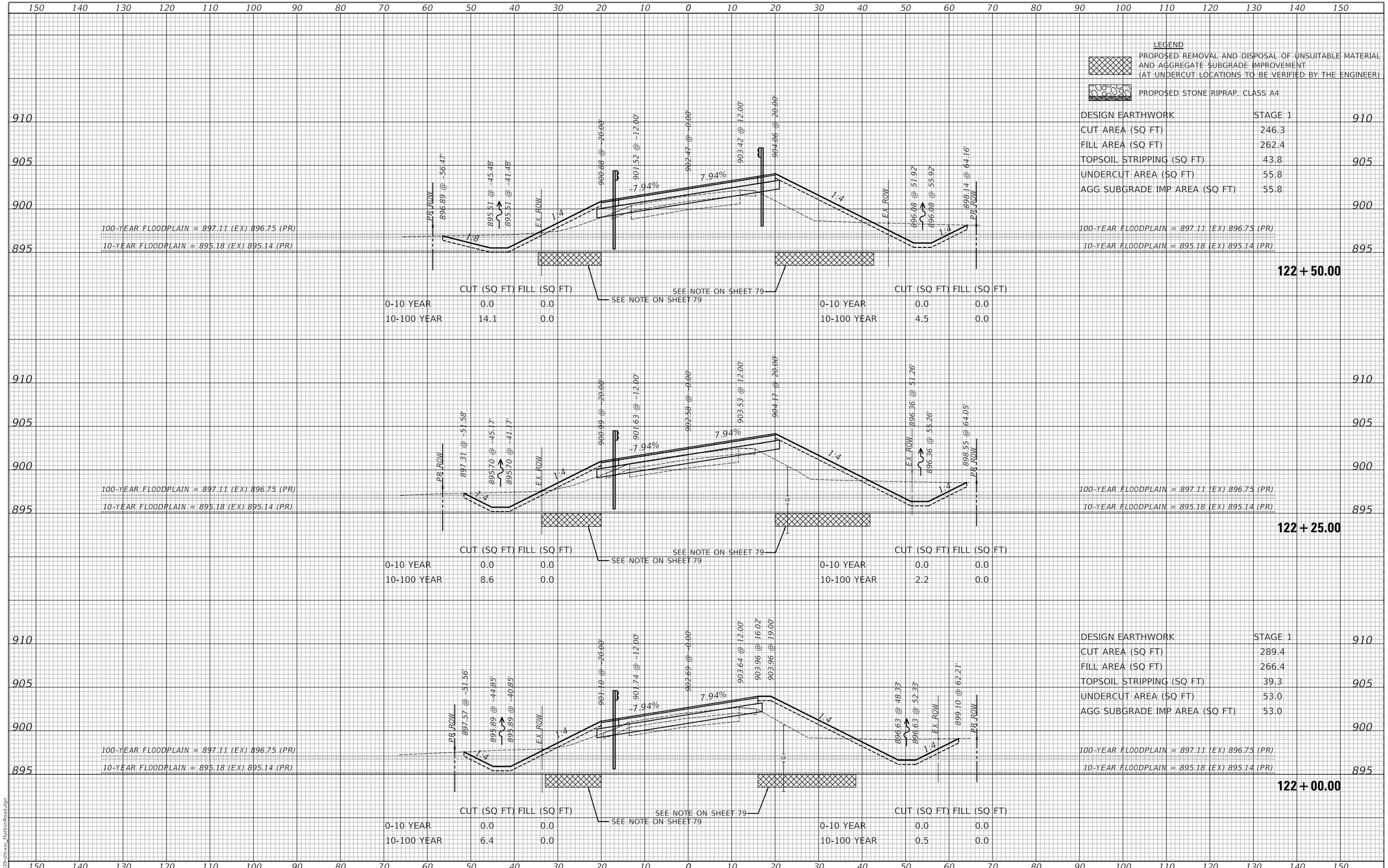
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FLAT IRON ROAD

SCALE: 1"=10'H/5'V | SHEET 2 OF 12 SHEETS | STA. 121+25.00 | TO STA. 121+75.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	76
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	



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ALIGNMENT CHECKED
E.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
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PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FLAT IRON ROAD

SCALE: 1"=10'H/5'V | SHEET 3 OF 12 SHEETS | STA. 122+00.00 TO STA. 122+50.00

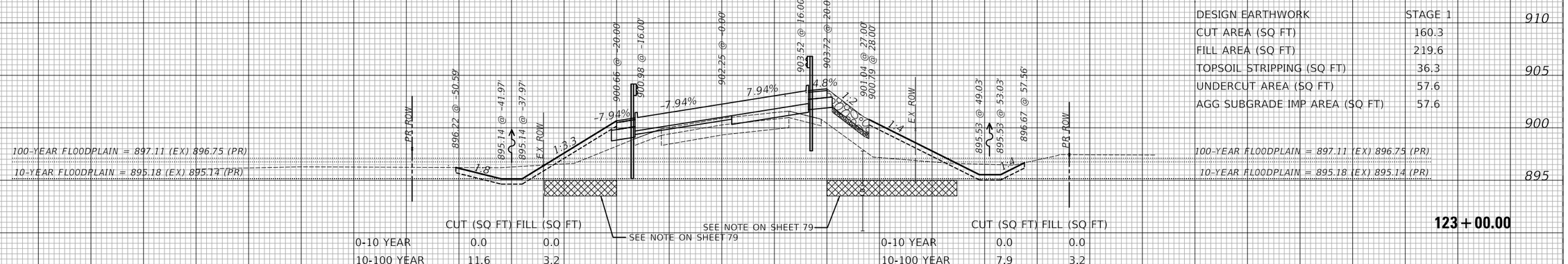
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	77
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	

LEGEND

PROPOSED REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND AGGREGATE SUBGRADE IMPROVEMENT (AT UNDERCUT LOCATIONS TO BE VERIFIED BY THE ENGINEER)

PROPOSED STONE RIPRAP, CLASS A4

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	160.3
FILL AREA (SQ FT)	219.6
TOPSOIL STRIPPING (SQ FT)	36.3
UNDERCUT AREA (SQ FT)	57.6
AGG SUBGRADE IMP AREA (SQ FT)	57.6



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PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FLAT IRON ROAD

SCALE: 1"=10'H/5'V | SHEET 4 OF 12 SHEETS | STA. 122+75.00 TO STA. 123+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	78
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	

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

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

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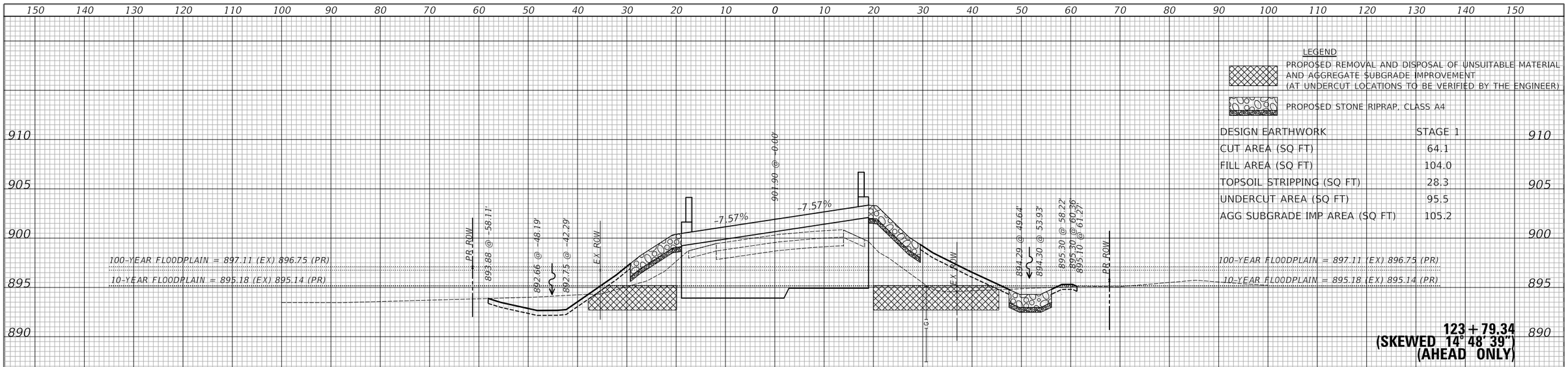


LEGEND

PROPOSED REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND AGGREGATE SUBGRADE IMPROVEMENT (AT UNDERCUT LOCATIONS TO BE VERIFIED BY THE ENGINEER)

PROPOSED STONE RIPRAP, CLASS A4

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	64.1
FILL AREA (SQ FT)	104.0
TOPSOIL STRIPPING (SQ FT)	28.3
UNDERCUT AREA (SQ FT)	95.5
AGG SUBGRADE IMP AREA (SQ FT)	105.2

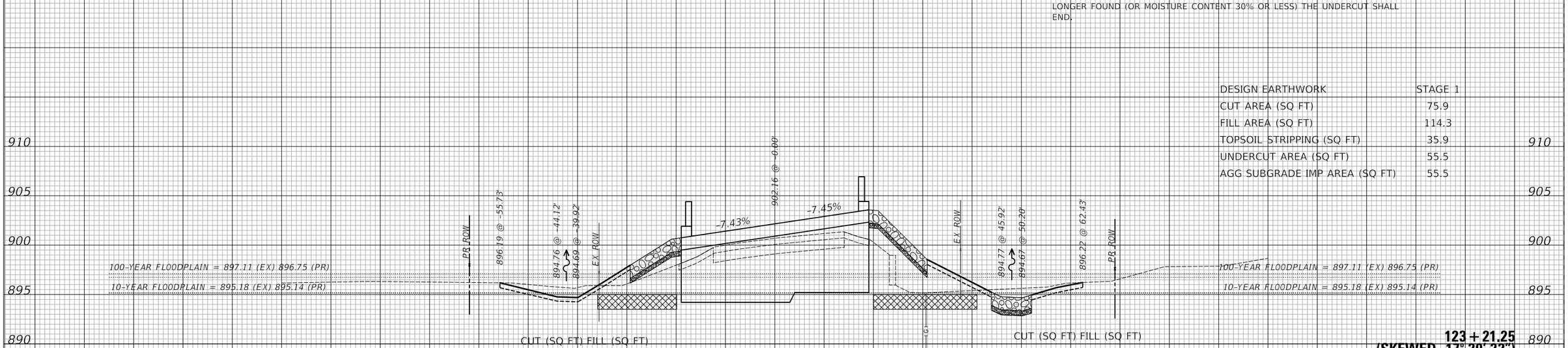
	CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR	18.8	3.6
10-100 YEAR	0.0	15.9

	CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR	4.2	8.2
10-100 YEAR	0.0	26.4

123 + 79.34
(SKEWED 14° 48' 39")
(AHEAD ONLY)

BRIDGE OMISSION
STA. 123 + 21.25 TO STA. 123 + 79.34
SN 056-3055

NOTE: THE PROPOSED UNDERCUT IS BASED ON THE RECOMMENDATION IN THE GEOTECHNICAL REPORT PREPARED BY MIDLAND STANDARD ENGINEERING AND TESTING. BORING SB-1 SHOWED THE PRESENCE OF A COMPRESSIBLE, ORGANIC LAYER WITH MOISTURE CONTENT OF 170%. BORING SB-2 SHOWED THE PRESENCE OF A COMPRESSIBLE, CLAY LAYER WITH MOISTURE CONTENT OF 27%. THE CONTRACTOR SHALL REMOVE THIS MATERIAL BEGINNING AT THE CREEK AND MOVING NORTH AND SOUTH. ONCE THE MATERIALS ARE NO LONGER FOUND (OR MOISTURE CONTENT 30% OR LESS) THE UNDERCUT SHALL END.



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	75.9
FILL AREA (SQ FT)	114.3
TOPSOIL STRIPPING (SQ FT)	35.9
UNDERCUT AREA (SQ FT)	55.5
AGG SUBGRADE IMP AREA (SQ FT)	55.5

	CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR	2.6	0.0
10-100 YEAR	9.8	7.6

	CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR	2.8	0.0
10-100 YEAR	6.8	26.9

123 + 21.25
(SKEWED 17° 29' 22")
(BACK ONLY)

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

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

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PLOT DATE = 7/23/2024		DATE - 7/16/2024		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FLAT IRON ROAD

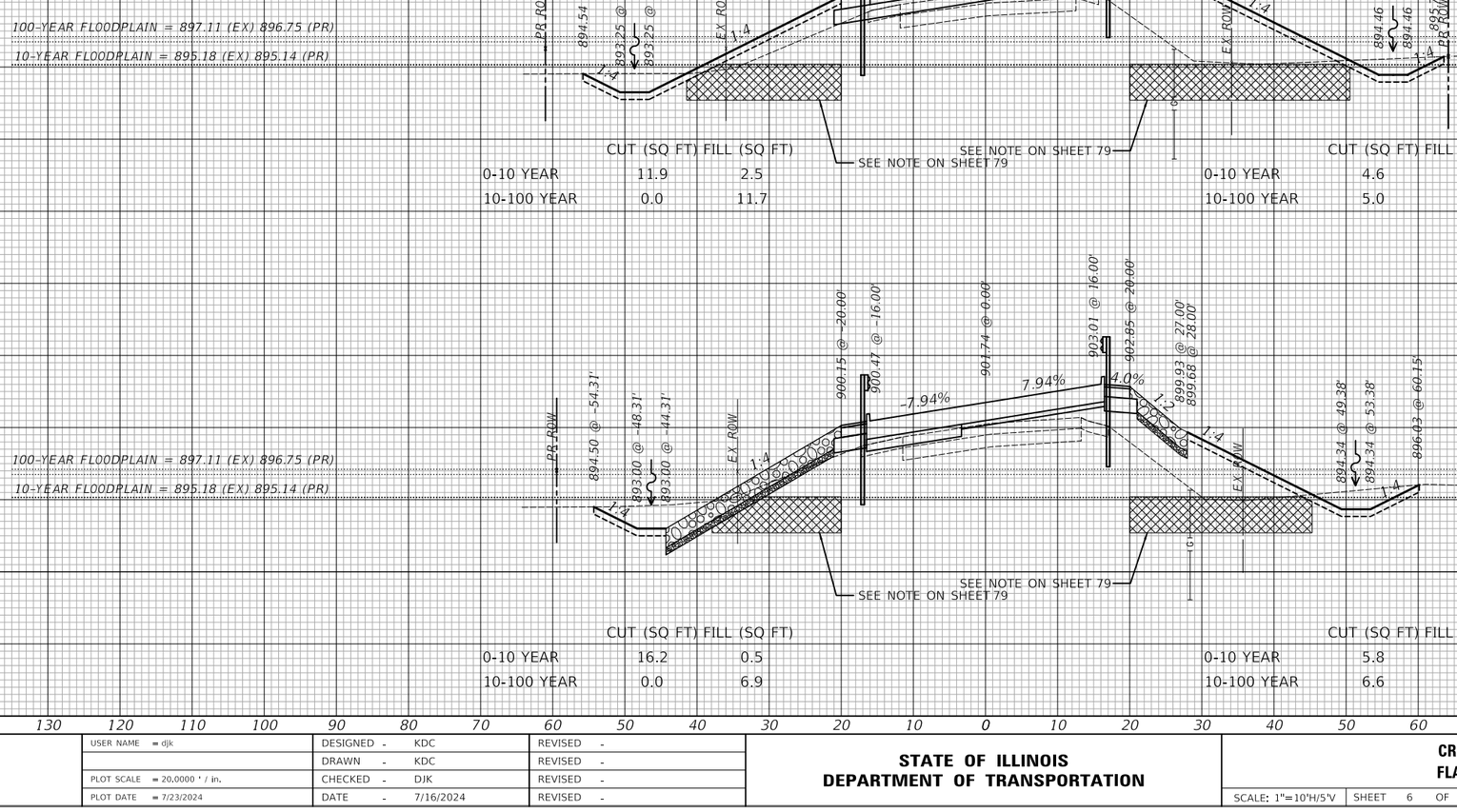
SCALE: 1"=10'H/5'V | SHEET 5 OF 12 SHEETS | STA. 123+21.25 | TO STA. 123+79.34

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	79
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

LEGEND

PROPOSED REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND AGGREGATE SUBGRADE IMPROVEMENT (AT UNDERCUT LOCATIONS TO BE VERIFIED BY THE ENGINEER)

PROPOSED STONE RIPRAP, CLASS A4



CUT (SQ FT)	FILL (SQ FT)		CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR 11.9	2.5		0-10 YEAR 4.6	0.0
10-100 YEAR 0.0	11.7		10-100 YEAR 5.0	37.4

124+25.00

CUT (SQ FT)	FILL (SQ FT)		CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR 16.2	0.5		0-10 YEAR 5.8	1.8
10-100 YEAR 0.0	6.9		10-100 YEAR 6.6	27.9

124+00.00

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	126.5
FILL AREA (SQ FT)	161.3
TOPSOIL STRIPPING (SQ FT)	32.6
UNDERCUT AREA (SQ FT)	97.9
AGG SUBGRADE IMP AREA (SQ FT)	99.9

PLAN
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RT. OF WAY CHECKED
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NOTE BOOK
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SURVEYED
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GRADES CHECKED
S.M. NOTED
STRUCTURE NOTATNS CHKD
BY
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MODEL: SMODELNAME$
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PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FLAT IRON ROAD

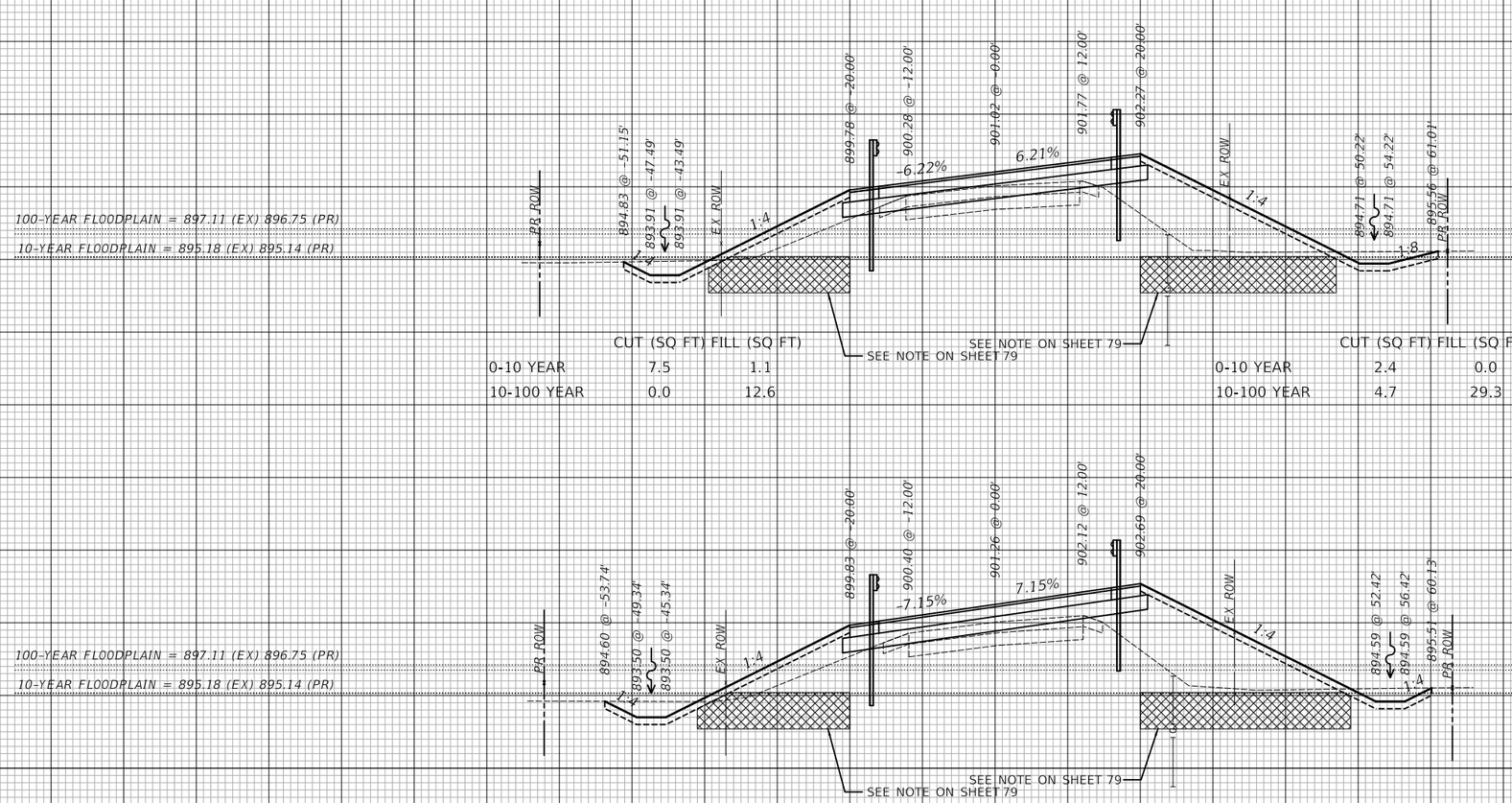
SCALE: 1"=10'H/5'V | SHEET 6 OF 12 SHEETS | STA. 124+00.00 TO STA. 124+25.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	80
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	

LEGEND

PROPOSED REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND AGGREGATE SUBGRADE IMPROVEMENT (AT UNDERCUT LOCATIONS TO BE VERIFIED BY THE ENGINEER)

PROPOSED STONE RIPRAP, CLASS A4



SEE NOTE ON SHEET 79

SEE NOTE ON SHEET 79

124 + 75.00

CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR 7.5	1.1
10-100 YEAR 0.0	12.6

CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR 2.4	0.0
10-100 YEAR 4.7	29.3

SEE NOTE ON SHEET 79

SEE NOTE ON SHEET 79

124 + 50.00

CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR 9.1	3.0
10-100 YEAR 0.0	13.6

CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR 3.4	0.0
10-100 YEAR 3.4	34.2

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	85.0
FILL AREA (SQ FT)	200.0
TOPSOIL STRIPPING (SQ FT)	32.0
UNDERCUT AREA (SQ FT)	120.4
AGG SUBGRADE IMP AREA (SQ FT)	122.3

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

PROFILE — NOTE BOOK NO.____ — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NO/ATNS CHKD — BY: ____ DATE: ____

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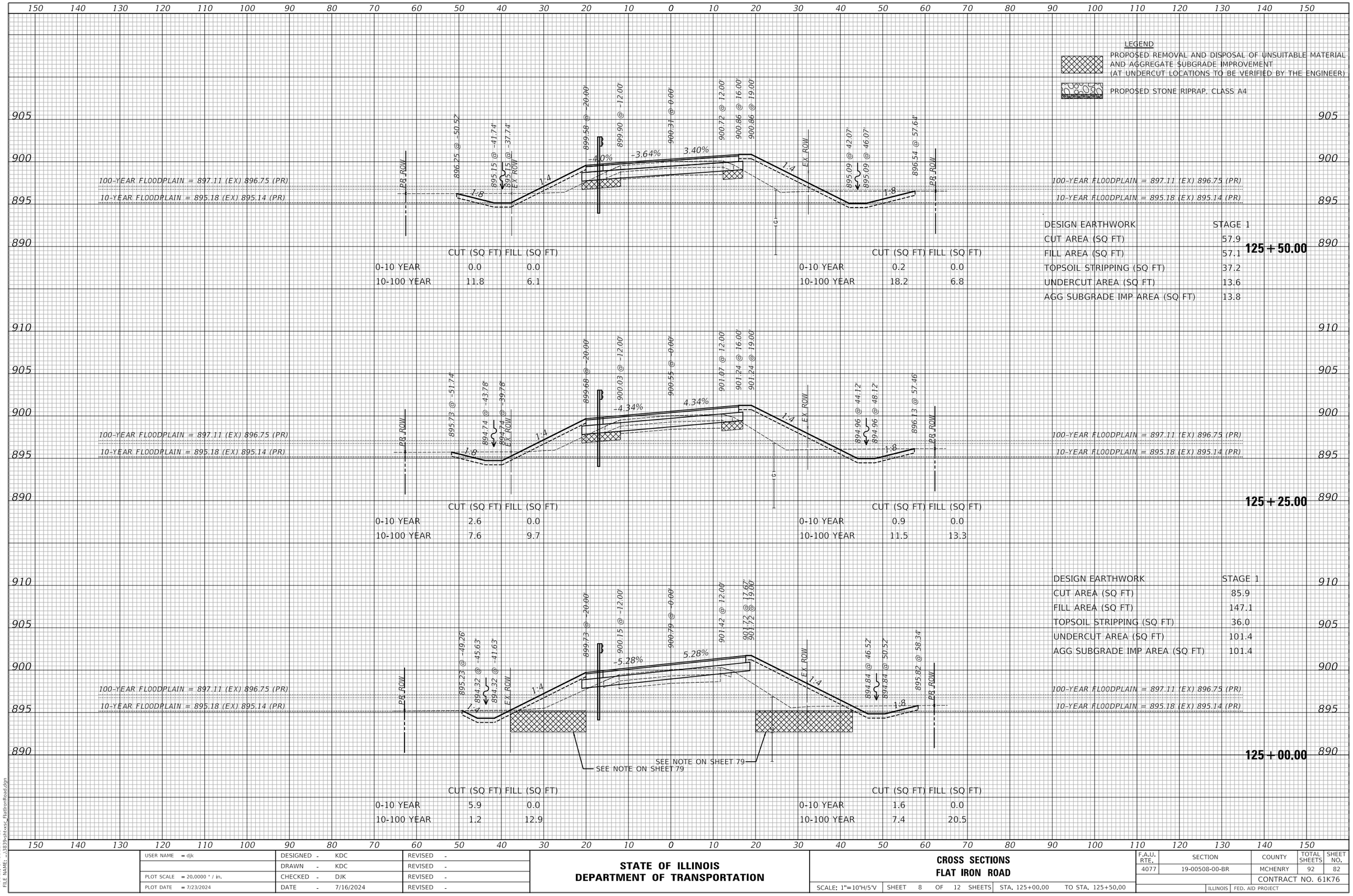
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FLAT IRON ROAD

SCALE: 1"=10'H/5'V | SHEET 7 OF 12 SHEETS | STA. 124+50.00 | TO STA. 124+75.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	81
		CONTRACT NO. 61K76		
	ILLINOIS FED. AID PROJECT			



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RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
DATE
BY

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

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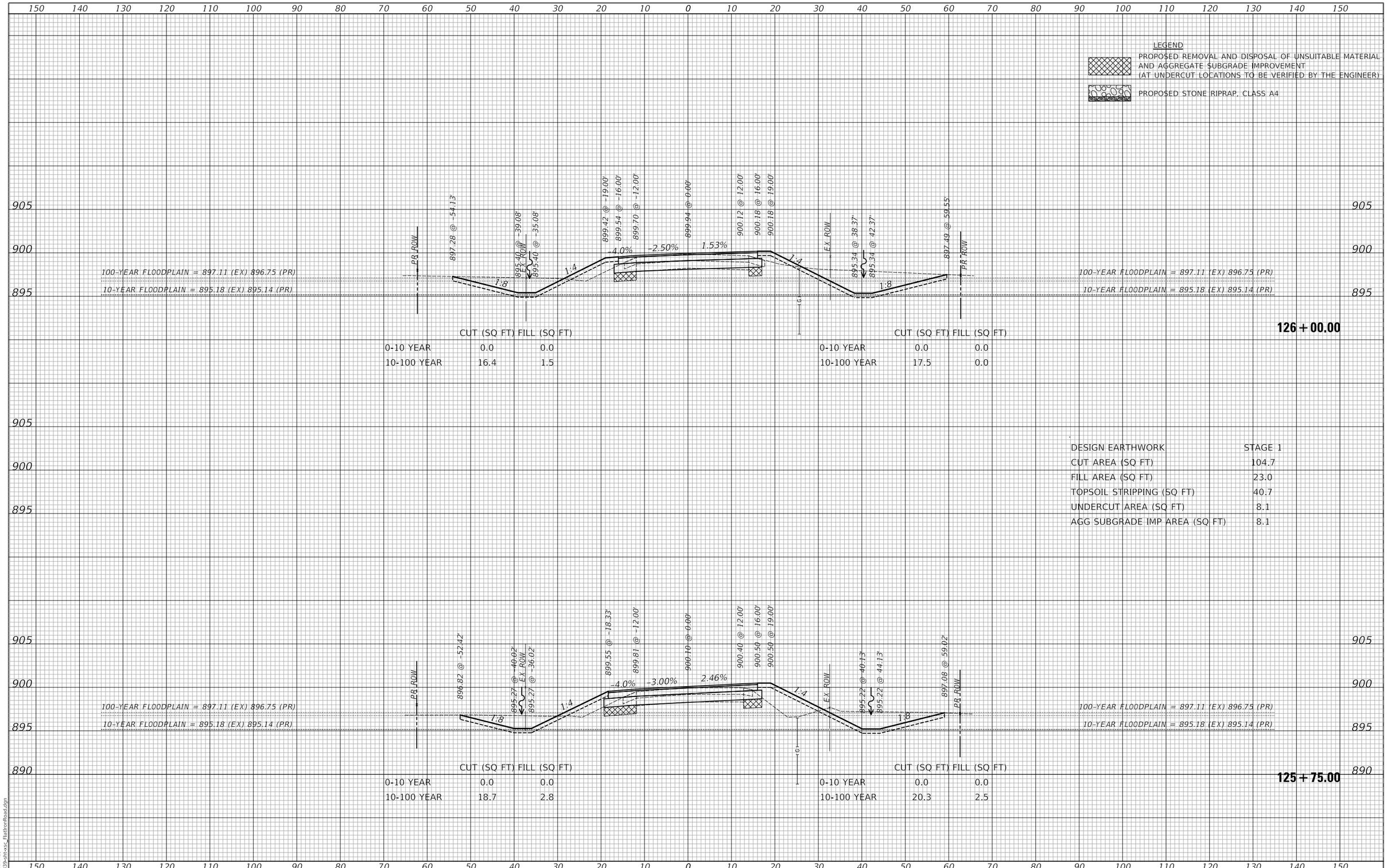
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FLAT IRON ROAD

SCALE: 1"=10'H/5'V | SHEET 8 OF 12 SHEETS | STA. 125+00.00 | TO STA. 125+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	82
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		



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CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
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CROSS CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

MODEL: SMODELNAMES
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	DRAWN - KDC	REVISED -	
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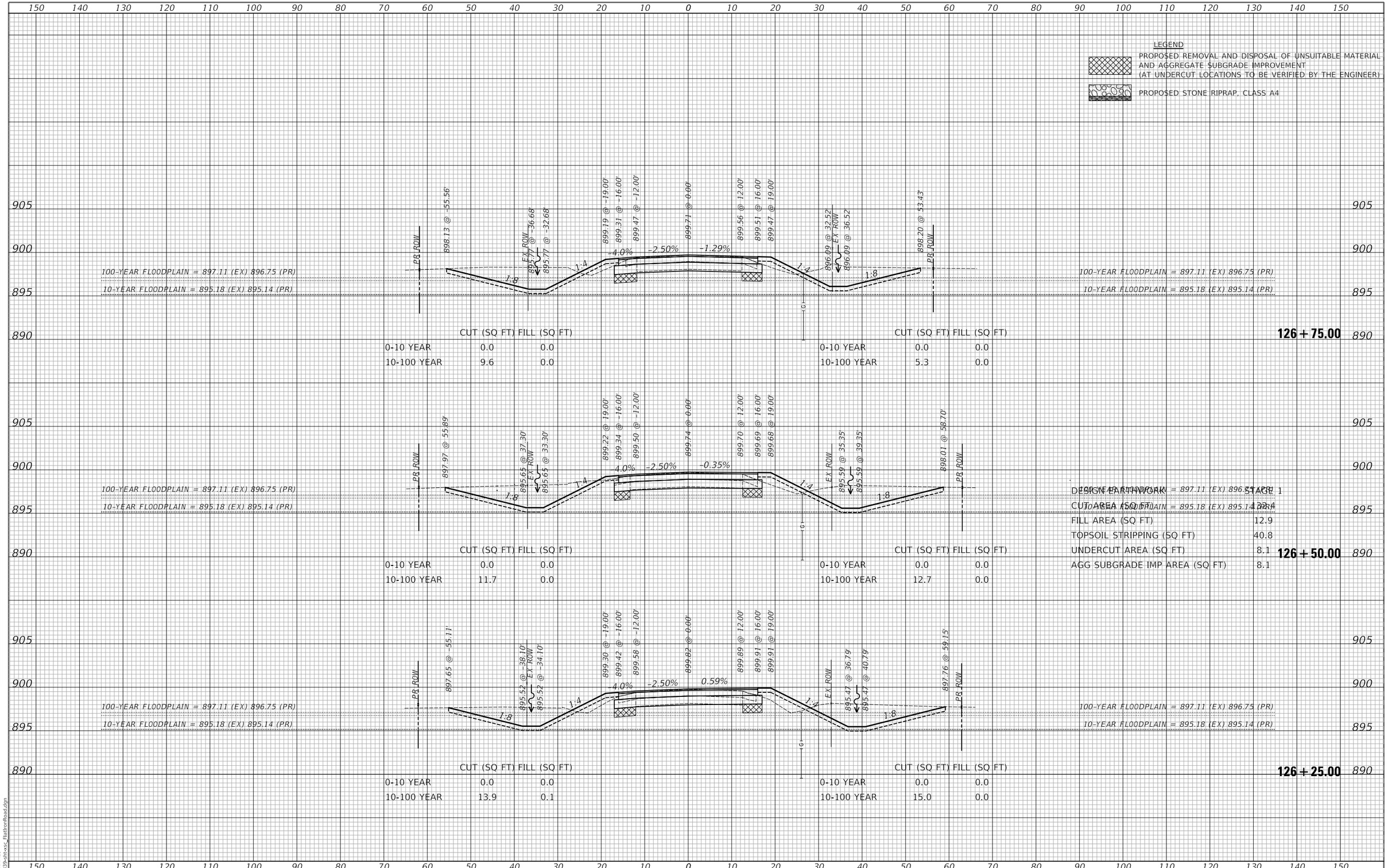
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FLAT IRON ROAD

SCALE: 1"=10'H/5'V | SHEET 9 OF 12 SHEETS | STA. 125+75.00 | TO STA. 126+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	83
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	



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RT. OF WAY CHECKED
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STRUCTURE NOTATNS CHKD
NOTE BOOK
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MODEL: SMODELNAMES
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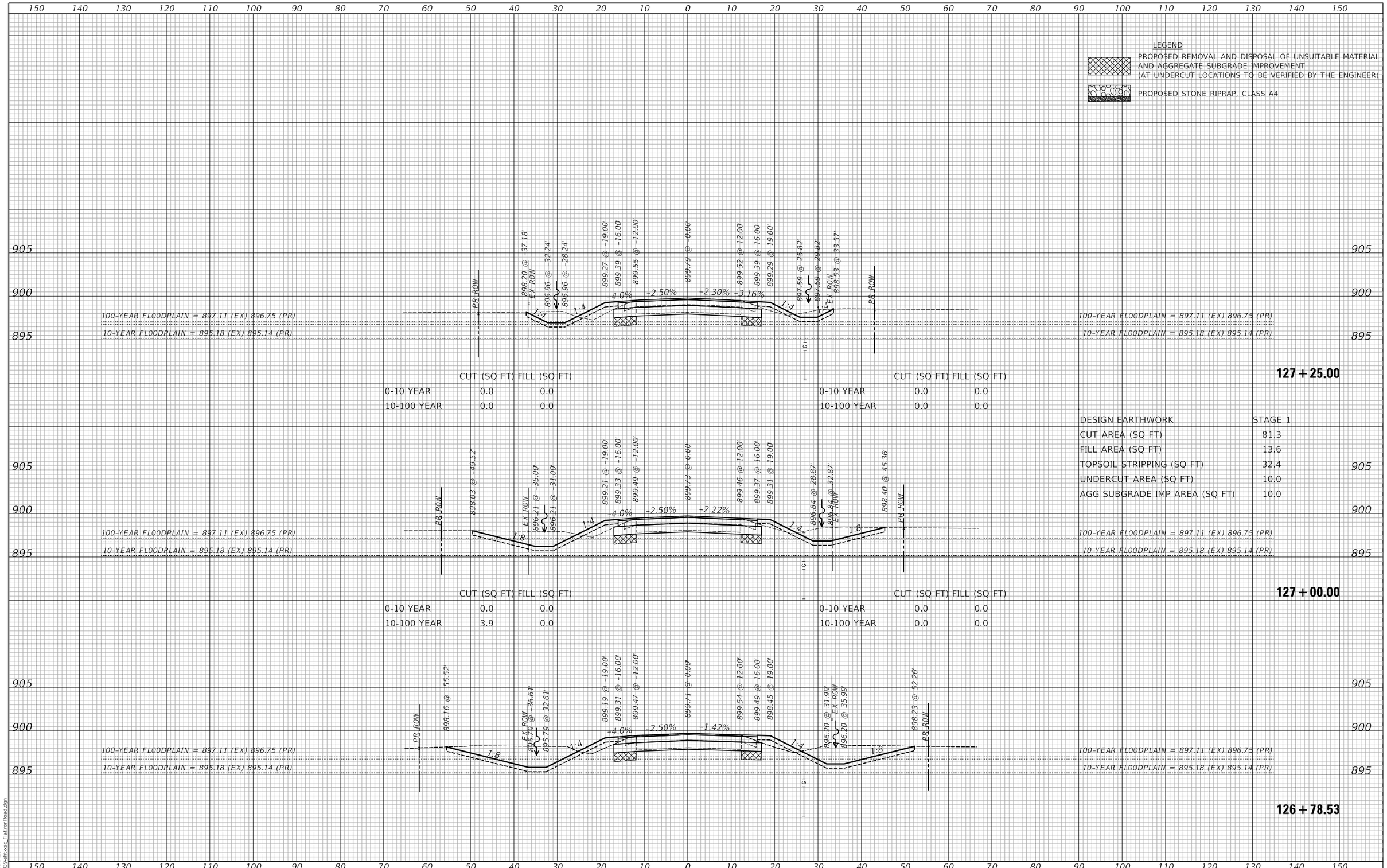
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FLAT IRON ROAD

SCALE: 1"=10'H/5'V | SHEET 10 OF 12 SHEETS | STA. 126+25.00 | TO STA. 126+75.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	84
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	



DESIGN EARTHWORK — STAGE 1

CUT AREA (SQ FT)	81.3
FILL AREA (SQ FT)	13.6
TOPSOIL STRIPPING (SQ FT)	32.4
UNDERCUT AREA (SQ FT)	10.0
AGG SUBGRADE IMP AREA (SQ FT)	10.0

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

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NO'S/PINS CHKD, BY, DATE, NOTE BOOK, NO.

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PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FLAT IRON ROAD

SCALE: 1"=10'H/5'V | SHEET 11 OF 12 SHEETS | STA. 126+78.53 TO STA. 127+25.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	85
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

LEGEND

PROPOSED REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND AGGREGATE SUBGRADE IMPROVEMENT (AT UNDERCUT LOCATIONS TO BE VERIFIED BY THE ENGINEER)

PROPOSED STONE RIPRAP, CLASS A4

910 905 900 895

EX. ROW

897.33 @ -21.57'

(MATCH EXISTING)

897.96 @ 21.45'

(MATCH EXISTING)

EX. ROW

6"

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	0.0
FILL AREA (SQ FT)	0.0
TOPSOIL STRIPPING (SQ FT)	6.5
UNDERCUT AREA (SQ FT)	0.0
AGG SUBGRADE IMP AREA (SQ FT)	0.0

127+60.00 (BACK ONLY)

PROFILE

SURVEYED
PLOTTED
CROSS SECTIONS CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD

NOTE BOOK
NO.

BY
DATE

905 900 895

EX. ROW

898.31 @ -36.03'

897.19 @ -31.55'

897.19 @ -27.55'

899.32 @ -19.00'

899.44 @ -16.00'

4.0%

899.41 @ 16.00'

899.30 @ 19.00'

-3.44%

897.81 @ 24.95'

897.81 @ 28.95'

898.53 @ 31.82'

EX. ROW

PR ROW

PR ROW

1:4 1:4 1:4 1:4

16"

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	15.1
FILL AREA (SQ FT)	17.4
TOPSOIL STRIPPING (SQ FT)	18.9
UNDERCUT AREA (SQ FT)	0.0
AGG SUBGRADE IMP AREA (SQ FT)	0.0

127+32.50 (AHEAD ONLY)

PROFILE

SURVEYED
PLOTTED
CROSS SECTIONS CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD

NOTE BOOK
NO.

BY
DATE

905 900 895

EX. ROW

898.31 @ -36.03'

897.19 @ -31.55'

897.19 @ -27.55'

899.32 @ -19.00'

899.44 @ -16.00'

899.60 @ -12.00'

(MATCH EXISTING) 4.0%

899.82 @ 0.00'

(MATCH EXISTING) -3.44%

899.54 @ 12.00'

899.41 @ 16.00'

899.30 @ 19.00'

897.81 @ 24.95'

897.81 @ 28.95'

898.53 @ 31.82'

EX. ROW

PR ROW

PR ROW

1:4 1:4 1:4 1:4

16"

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	49.4
FILL AREA (SQ FT)	14.2
TOPSOIL STRIPPING (SQ FT)	18.9
UNDERCUT AREA (SQ FT)	10.0
AGG SUBGRADE IMP AREA (SQ FT)	10.0

127+32.50 (BACK ONLY)

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

MODEL: SMODELNAMES
FILE NAME: ...\3839-sht-xs-c_FlatIronRoad.dgn

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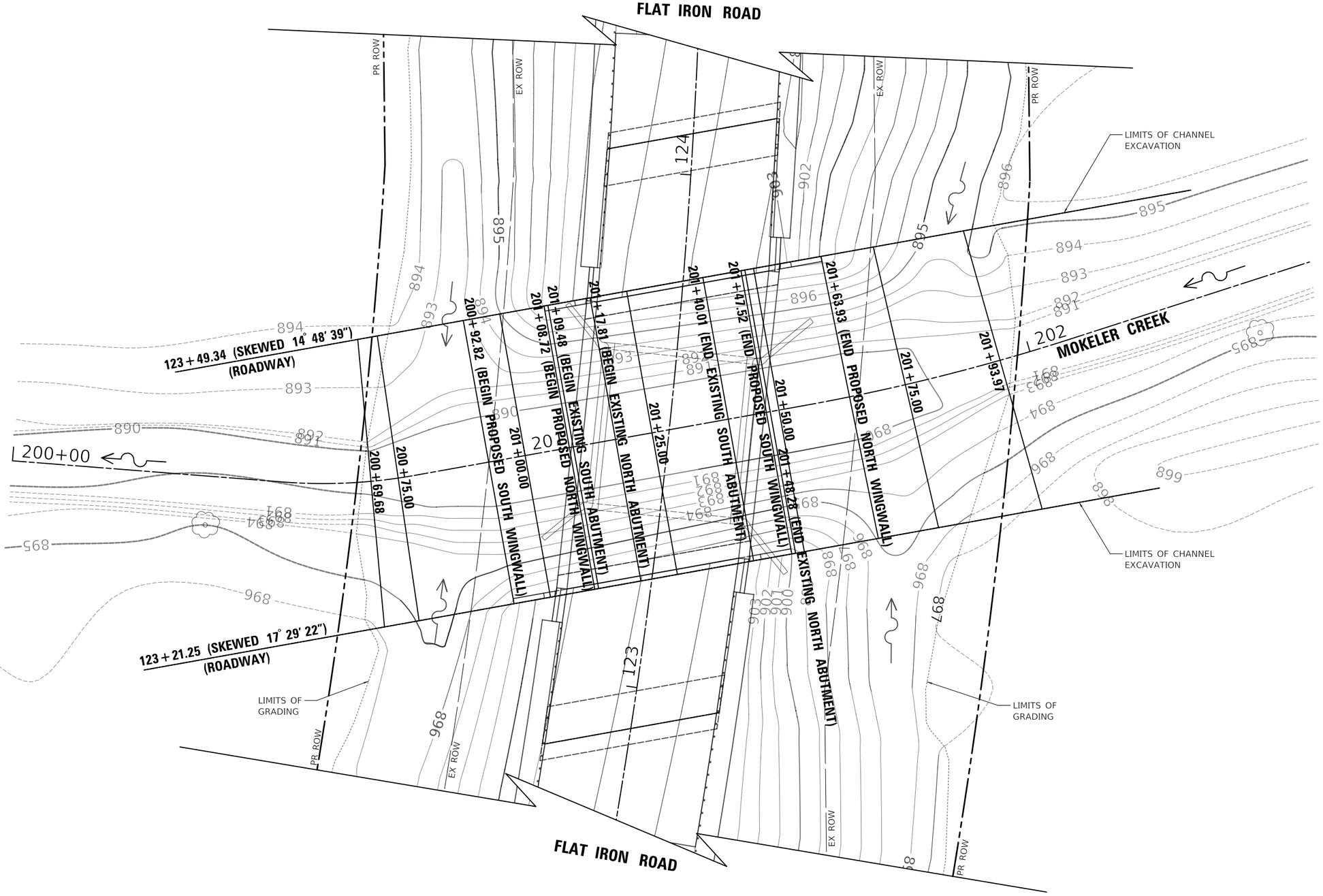
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FLAT IRON ROAD

SCALE: 1"=10'H/5'V | SHEET 12 OF 12 SHEETS | STA. 127+32.49 | TO STA. 127+60.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	86
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	



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

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

MODEL: $MODELNAME$
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	DRAWN - KDC	REVISED -	
PLOT SCALE = $SCALES	CHECKED - DJK	REVISED -	
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTION LOCATIONS – MOKELER CREEK

SCALE: 1"=10' | SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	87
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

LEGEND

PROPOSED STONE RIPRAP, CLASS A4

CUT (SQ FT) FILL (SQ FT)

0-10 YEAR	39.5	0.0
10-100 YEAR	2.1	0.0

SEE ROADWAY CROSS SECTIONS

FACE OF SOUTH BRIDGE WINGWALL

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

NORMAL WATER LINE = 891.50

891.71 @ -16.65'

889.50 @ -7.50'

889.50 @ 0.00'

889.50 @ 7.50'

1:2.8

1:2.4

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	81.7
FILL AREA (SQ FT)	0.0

200 + 92.82
(BEGIN PROPOSED SOUTH WINGWALL)

CUT (SQ FT) FILL (SQ FT)

0-10 YEAR	12.2	0.0
10-100 YEAR	2.0	0.0

SEE ROADWAY CROSS SECTIONS

SEE ROADWAY CROSS SECTIONS

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

NORMAL WATER LINE = 891.50

893.34 @ -21.85'

892.24 @ -10.33'

889.57 @ -6.28'

889.88 @ 0.00'

890.18 @ 5.99'

893.99 @ 12.48'

1:1.5

1:2.7

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	37.1
FILL AREA (SQ FT)	1.4

200 + 75.00

CUT (SQ FT) FILL (SQ FT)

0-10 YEAR	2.2	0.0
10-100 YEAR	1.8	0.0

SEE ROADWAY CROSS SECTIONS

SEE ROADWAY CROSS SECTIONS

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

NORMAL WATER LINE = 891.50

892.12 @ -7.75'

889.58 @ -5.92'

889.56 @ 0.00'

890.39 @ 5.54'

893.94 @ 10.08'

1:1.4

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	15.6
FILL AREA (SQ FT)	0.3

200 + 69.68
(AHEAD ONLY)

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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ALIGNMENT CHECKED
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PROFILE
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PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
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FILE NAME: ...\3839-sht-xs-c_Creek.dgn

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PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MOKELER CREEK

SCALE: 1"=10'H/5'V | SHEET 1 OF 5 SHEETS | STA. 200+60.68 | TO STA. 200+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	88
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

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

LEGEND

PROPOSED STONE RIPRAP, CLASS A4

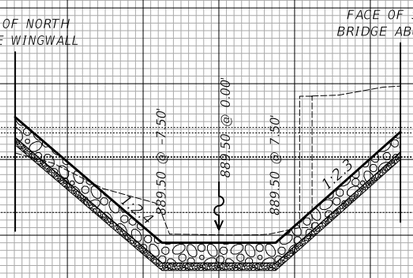
CUT (SQ FT) FILL (SQ FT)

0-10 YEAR	25.8	2.7
10-100 YEAR	18.3	7.2

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

NORMAL WATER LINE = 891.50



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	152.6
FILL AREA (SQ FT)	0.0

201+09.48
(BEGIN EXISTING SOUTH ABUTMENT)

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

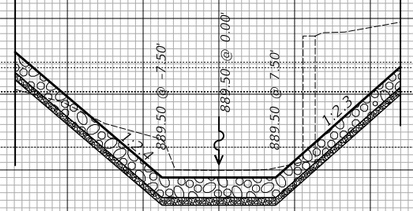
CUT (SQ FT) FILL (SQ FT)

0-10 YEAR	24.8	3.0
10-100 YEAR	17.6	7.3

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

NORMAL WATER LINE = 891.50



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	148.1
FILL AREA (SQ FT)	0.0

201+08.72
(BEGIN PROPOSED NORTH WINGWALL)

CUT (SQ FT) FILL (SQ FT)

0-10 YEAR	24.4	3.7
10-100 YEAR	6.5	0.0

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

NORMAL WATER LINE = 891.50

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	109.9
FILL AREA (SQ FT)	0.1

201+00.00

MODEL: SMODELNAMES
FILE NAME: ...\3839-sht-xs_Creek.dgn

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	DRAWN - KDC	REVISED -	
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PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MOKELER CREEK

SCALE: 1"=10'H/5'V | SHEET 2 OF 5 SHEETS | STA. 201+00.00 | TO STA. 201+08.08

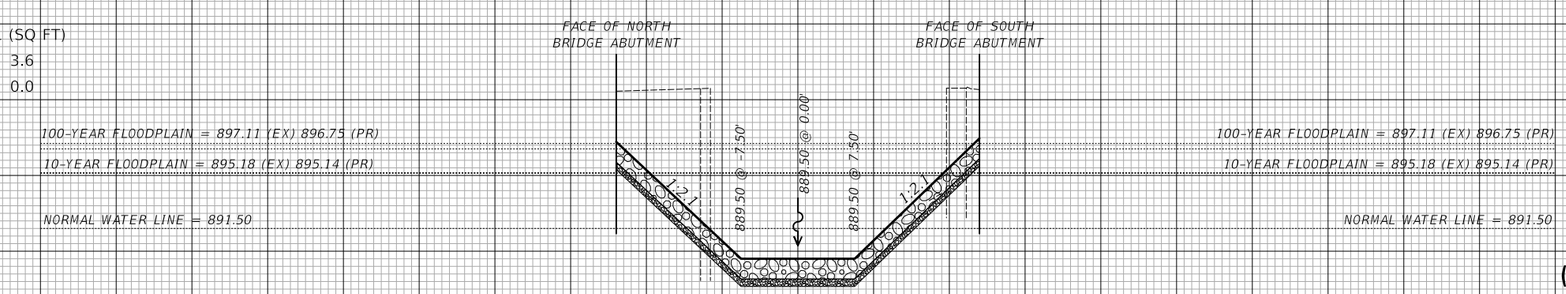
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	89
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

LEGEND

PROPOSED STONE RIPRAP, CLASS A4

CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR 17.6	3.6
10-100 YEAR 17.7	0.0

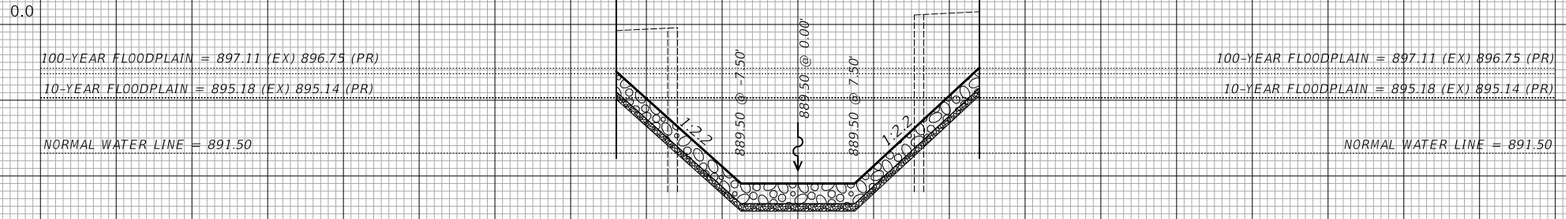
DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	155.9
FILL AREA (SQ FT)	0.0



201 + 40.01
(END EXISTING SOUTH ABUTMENT)

CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR 8.2	4.3
10-100 YEAR 19.4	0.0

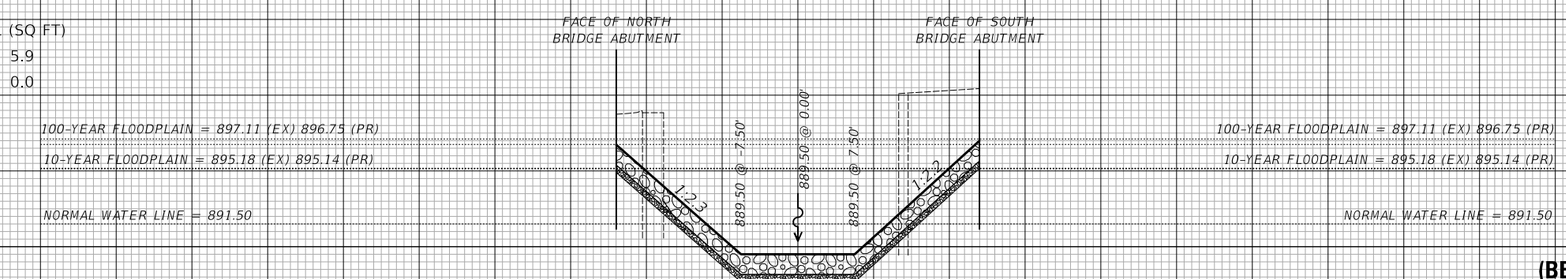
DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	152.5
FILL AREA (SQ FT)	0.0



201 + 25.00

CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR 11.5	5.9
10-100 YEAR 20.7	0.0

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	135.3
FILL AREA (SQ FT)	0.0



201 + 17.81
(BEGIN EXISTING NORTH ABUTMENT)

PLAN / PROFILE
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CHANGES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

MODEL: SMODELNAMES
FILE NAME: ...\3839sht+xss_Creek.dgn

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PLOT SCALE = 20.0000 ' / in.		CHECKED - DJK		REVISED -	
PLOT DATE = 7/23/2024		DATE - 7/16/2024		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MOKELER CREEK

SCALE: 1"=10'H/5'V | SHEET 3 OF 5 SHEETS | STA. 201+17.81 | TO STA. 201+40.01

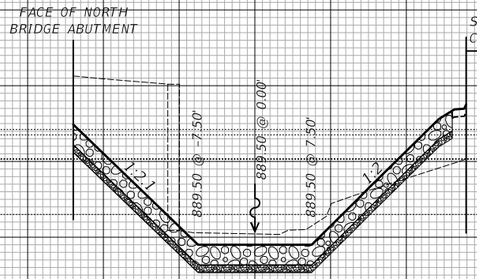
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	90
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	

LEGEND

PROPOSED STONE RIPRAP, CLASS A4

CUT (SQ FT) FILL (SQ FT)		
0-10 YEAR	22.8	9.9
10-100 YEAR	17.6	13.4

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)
10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)
NORMAL WATER LINE = 891.50

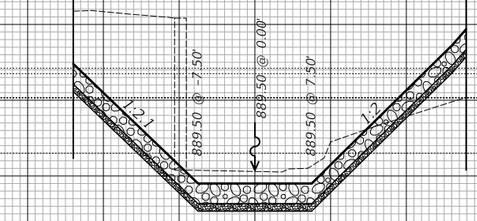


DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	156.6
FILL AREA (SQ FT)	11.1

201+50.00

CUT (SQ FT) FILL (SQ FT)		
0-10 YEAR	26.6	9.2
10-100 YEAR	19.1	13.3

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)
10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)
NORMAL WATER LINE = 891.50

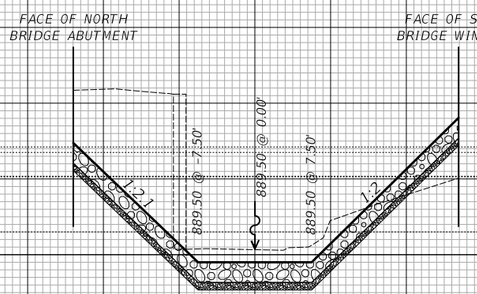


DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	171.3
FILL AREA (SQ FT)	9.7

201+48.28
(END EXISTING NORTH ABUTMENT)

CUT (SQ FT) FILL (SQ FT)		
0-10 YEAR	26.6	8.8
10-100 YEAR	19.1	11.3

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)
10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)
NORMAL WATER LINE = 891.50



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	172.0
FILL AREA (SQ FT)	3.3

201+47.52
(END PROPOSED SOUTH WINGWALL)

PLAN
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NO.
SURVEYED
PLOTTED
CHANGES CHECKED
R.M. NOTED
RT. OF WAY CHECKED
CADD FILE NAME
BY
DATE

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

MODEL: SMODELNAMES
FILE NAME: ...\3839-sht-xsc_Creek.dgn

USER NAME = djk	DESIGNED - KDC	REVISED -	**STATE OF ILLINOIS**	**CROSS SECTIONS**	
	DRAWN - KDC	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**MOKELER CREEK**	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -			
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -			

SCALE: 1"=10'H/5'V | SHEET 4 OF 5 SHEETS | STA. 201+40.59 | TO STA. 201+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	91
		CONTRACT NO. 61K76		
	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

LEGEND

PROPOSED STONE RIPRAP, CLASS A4

905 900 895 890

CUT (SQ FT) FILL (SQ FT)

	CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR	1.2	6.6
10-100 YEAR	0.0	0.0

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

NORMAL WATER LINE = 891.50

SEE ROADWAY CROSS SECTIONS

890.62 @ 5.31'

890.22 @ 0.00'

890.38 @ 4.33'

SEE ROADWAY CROSS SECTIONS

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

NORMAL WATER LINE = 891.50

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	9.9
FILL AREA (SQ FT)	1.7

201+93.97
(BACK ONLY)

905 900 895 890

CUT (SQ FT) FILL (SQ FT)

	CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR	25.3	9.6
10-100 YEAR	1.9	7.9

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

NORMAL WATER LINE = 891.50

SEE ROADWAY CROSS SECTIONS

889.91 @ -6.69'

889.87 @ 0.00'

890.82 @ 6.33'

893.27 @ 12.78'

SEE ROADWAY CROSS SECTIONS

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

NORMAL WATER LINE = 891.50

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	61.6
FILL AREA (SQ FT)	12.7

201+75.00

905 900 895 890

CUT (SQ FT) FILL (SQ FT)

	CUT (SQ FT)	FILL (SQ FT)
0-10 YEAR	11.8	1.4
10-100 YEAR	0.4	7.5

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

NORMAL WATER LINE = 891.50

FACE OF NORTH BRIDGE WINGWALL

889.50 @ -7.50'

889.56 @ 0.00'

889.50 @ 7.50'

895.50 @ 15.16'

SEE ROADWAY CROSS SECTIONS

100-YEAR FLOODPLAIN = 897.11 (EX) 896.75 (PR)

10-YEAR FLOODPLAIN = 895.18 (EX) 895.14 (PR)

NORMAL WATER LINE = 891.50

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	41.9
FILL AREA (SQ FT)	2.6

201+63.93
(END PROPOSED NORTH WINGWALL)

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

MODEL: \$MODELNAME\$
FILE NAME: ...\3839-sht-xsc_Creek.dgn

USER NAME = djk	DESIGNED - KDC	REVISED -	**STATE OF ILLINOIS**	**CROSS SECTIONS**	
	DRAWN - KDC	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**MOKELER CREEK**	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -		SCALE: 1"=10'H/5'V	SHEET 5 OF 5 SHEETS STA. 201+63.98 TO STA. 202+00.00
PLOT DATE = 7/23/2024	DATE - 7/16/2024	REVISED -			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4077	19-00508-00-BR	MCHENRY	92	92
		CONTRACT NO. 61K76		
		ILLINOIS	FED. AID PROJECT	