T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8	18-00489-00-BR	MCHENRY	70	1
	ILLINOIS	CONTRACT NO. 61K80		

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

PROJECT LOCATED IN CHEMUNG TOWNSHIP

11-08-2024 LETTING ITEM 119

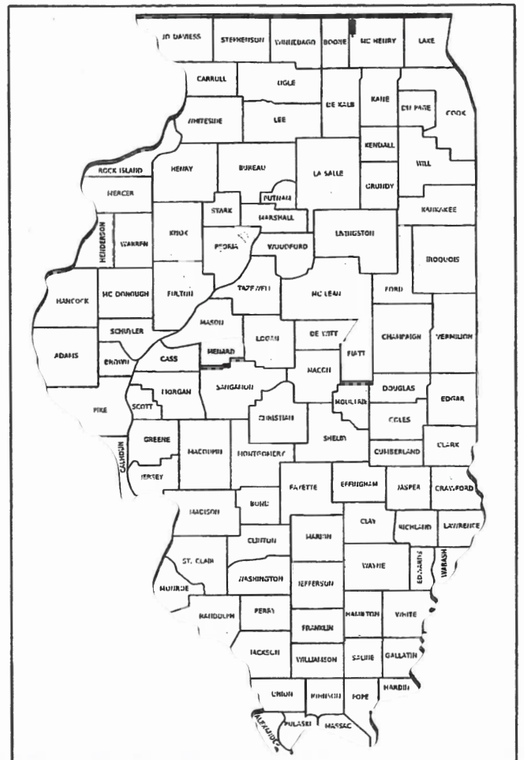
FEDERAL AID PROGRAM ENGINEER: CARMEN RAMOS, P.E., SCHAUMBURG, IL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

TOWNSHIP ROUTE 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK BRIDGE REPLACEMENT SECTION 18–00489–00–BR PROJECT 0ZIS(467) MCHENRY COUNTY

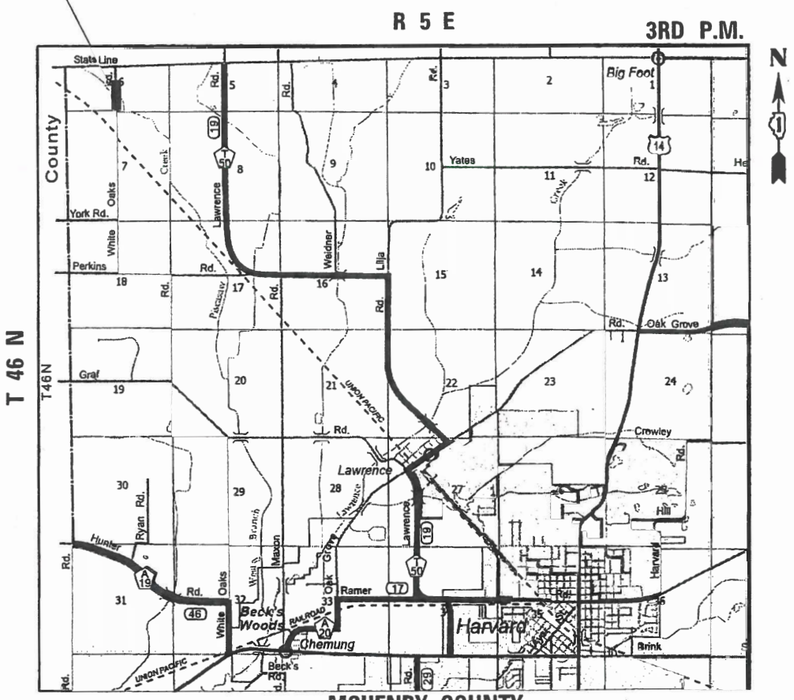
C–91–300–19



LOCATION OF SECTION INDICATED THUS: –

TRAFFIC DATA
FUNCTIONAL CLASSIFICATION: LOCAL ROAD
POSTED SPEED LIMIT = 55 MPH
DESIGN SPEED LIMIT = 55 MPH
2020 ADT = 50
2050 ADT = 130

WHITE OAKS ROAD
BETWEEN PERKINS ROAD
AND STATE LINE ROAD
BEGINS STA 102+40.00
ENDS STA 106+90.00
EXIST SN 056–3043
PROP SN 056–9043



MCHENRY COUNTY
LOCATION MAP
NOT TO SCALE

GROSS AND NET LENGTH = 450 FT. = 0.085 MILE

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

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

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

CONTRACT NO. 61K80

STRAND ASSOCIATES, INC.
ANTHONY J. STANDISH, S.E., P.E.
THIS STAMP APPLIES TO
DRAWINGS NO. 24 TO 51
LICENSE NO. ___–_____

LICENSED STRUCTURAL ENGINEER
ANTHONY J. STANDISH
081-005819
STATE OF ILLINOIS

DATE: 7/22/24 EXP: 11/24

STRAND ASSOCIATES, INC.
MARC A. GRIGAS, P.E.
THIS STAMP APPLIES TO
DRAWINGS NO. 1 TO 23 AND
52 TO 70
LICENSE NO. ___–_____

MARC A. GRIGAS
062-060836
LICENSED
PROFESSIONAL
ENGINEER
ILLINOIS

DATE: 7/22/24 EXP: 11/30/25

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED JULY 22 20 24
Joseph P. Kopaczewski
COUNTY OF MCHENRY, COUNTY ENGINEER

PASSED Aug 22 20 24
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

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

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMALS OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
515001-04	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTIONS
542401-04	METAL REINFORCED CONCRETE FLARED END SECTIONS
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
602301-04	INLET, TYPE A
604001-05	FRAMES AND LIDS, TYPE 1
610001-09	SHOULDER INLET WITH CURB
630001-13	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
666001-01	RIGHT-OF-WAY MARKERS
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701901-09	TRAFFIC CONTROL DEVICES
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
728001-01	TELESCOPING STEEL SIGN SUPPORT
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
BLR 24-2	MAILBOX TURNOUT FOR LOCAL ROADS

DISTRICT STANDARDS

BD - 08	DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING
BD - 51	BENCHING DETAIL FOR EMBANKMENT WIDENING
TC - 21	DETOUR SIGNING FOR CLOSING STATE HIGHWAY

MCHENRY COUNTY DETAIL

DRIVEWAY DETAIL - MCDOT

TELESCOPING STEEL SIGN SUPPORT (SPECIAL)

OUTFALL STRUCTURE

SURVEY DATUM

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

ILLINOIS DEPARTMENT OF TRANSPORTATION – DISTRICT 1 CONTACTS

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

MCHENRY COUNTY CONTACTS

ENTITY	CONTACT PERSON & TITLE	PHONE NUMBER
MCHENRY COUNTY DIVISION OF TRANSPORTATION	JEREMY STULL, CONSTRUCTION MANAGER	815-334-4967
MCHENRY COUNTY SHERIFF'S OFFICE	ROBB TADELMAN, COUNTY SHERIFF	815-338-2144
MCHENRY COUNTY OFFICE OF EMERGENCY MANAGEMENT	DAVID CHRISTENSEN, EMA DIRECTOR	815-338-6400
MCHENRY COUNTY HEALTH DEPARTMENT	MELISSA ADAMSON, PUBLIC HEALTH ADMINISTRATION	815-334-4510
CHEMUNG TOWNSHIP HIGHWAY DEPARTMENT	ROBERT NYSTROM, ROAD COMMISSIONER	815-790-7541
HARVARD FIRE PROTECTION DISTRICT	JOSH KELHOFER, PRESIDENT, BOARD OF TRUSTEES	815-943-6927
CITY OF HARVARD DEPARTMENT OF PUBLIC WORKS	ROB LAMZ, PUBLIC WORKS SUPERINTENDENT	815-943-4161

BOONE COUNTY CONTACTS

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

WALWORTH COUNTY, WISCONSIN, CONTACTS

ENTITY	CONTACT PERSON & TITLE	PHONE NUMBER
WALWORTH COUNTY DEPARTMENT OF PUBLIC WORKS, HIGHWAY DIVISION	BARRY PIERCE, ASSISTANT DIRECTOR	262-741-3799
WALWORTH COUNTY SHERIFF'S OFFICE	DAVE GERBER, SHERIFF	262-741-4400
WALWORTH COUNTY DEPARTMENT OF EMERGENCY MANAGEMENT	JASON ROWLAND, EMERGENCY MANAGEMENT	262-741-4616
WALWORTH COUNTY DEPARTMENT OF HEALTH AND HUMAN SERVICES	----------	262-741-3200
VILLAGE OF SHARON, WISCONSIN DEPARTMENT OF PUBLIC WORKS	ERIC GALLAGHER, DIRECTOR OF PUBLIC WORKS	262-736-4888

PERMITTING CONTACTS

ENTITY	CONTACT PERSON	PHONE NUMBER
MCHENRY COUNTY PLANNING & DEVELOPMENT DEPARTMENT (MCP&D)	STOYAN KOLEV	815-334-4520
MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT (MLSWCD)	SPRING DUFFEY	815-338-0444 EXT. 3
U.S. ARMY CORPS OF ENGINEERS (USACE) - CHICAGO DISTRICT	STASI BROWN	312-846-5544

UTILITY CONTACTS

ENTITY	CONTACT PERSON	PHONE NUMBER
COMED	JAMIE GADDIS	733-241-0741
ROCK ENERGY COOPERATIVE	CHRIS TULLAR	866-752-4550
ALLIANT ENERGY	MIKE SWAN	608-845-1149
SHARON & BERGEN TELEPHONE CO.	KENNY SHEPPARD	262-215-5096

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

USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MAG	REVISED -
PLOT DATE = 9/13/2024	DATE - 9/13/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	2
		CONTRACT NO.61K80		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: S:\OL\68500-68999\68420\13D\cwlngs\CAD\Micros-SS4\CAD Sheets\D112345-sht-Index.dgn

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE APPLICABLE REQUIREMENTS SET FORTH IN "THE STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2022, THERE IN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" IN EFFECT OF THE DATE OF INVITATION FOR BIDS; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2024; SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS; AND THE DETAILS AND STANDARD CONTAINED IN THESE PLANS.

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

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

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

5. THE CONTRACTOR SHALL TAKE EXTREME CAUTION DURING ALL PHASES OF CONSTRUCTION TO PREVENT THE DEPOSITION OF ANY MATERIAL INTO THE WATERWAY. DEMOLITION AND CONSTRUCTION ACTIVITIES WITHIN THE FLOODPLAIN SHALL BE LIMITED TO THE GRADING LIMITS SHOWN IN THE PLANS. ALL PROPOSED CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE REGIONAL PERMIT NUMBER LRC-2024-262-NWP OF THE DEPARTMENT OF THE ARMY AUTHORIZED UNDER SECTION 404 OF THE CLEAN WATER ACT. THE IEPA HAS ISSUED SECTION 401 WATER QUALITY CERTIFICATION FOR THIS ACTIVITY. SEE PROVISIONS FOR CONDITIONS.

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

7. EXISTING MAILBOXES AFFECTED BY CONSTRUCTION SHALL BE RELOCATED AS DIRECTED BY THE LOCAL POSTAL AUTHORITY AND ENGINEER.

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

MCHENRY COUNTY STANDARD DRAIN TILE NOTES

1. DRAIN TILES DISTURBED DURING CONSTRUCTION SHALL BE RECONNECTED BY THOSE RESPONSIBLE FOR THEIR DISTURBANCE, UNLESS THE PLANS SPECIFY ABANDONMENT OF THE DRAIN TILES.

2. ALL ABANDONED DRAIN TILES WITHIN DISTURBED AREAS SHALL BE REMOVED IN THEIR ENTIRETY.

3. DRAIN TILES WITHIN THE DISTURBED AREA OF A CONSTRUCTION SITE SHALL BE REPLACED, BYPASSED AROUND THE SITE OR INTERCEPTED AND CONNECTED TO THE STORMWATER MANAGEMENT SYSTEM FOR THE SITE. THE SIZE OF THE REPLACED OR BYPASSED DRAIN TILE SHALL BE EQUIVALENT TO THE EXISTING DRAIN TILE.

TREES

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

SOIL NOTES

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

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

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

DRAINAGE NOTES

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

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

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

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

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

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

EARTHWORK AND ROADWAY

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

2. ALL EXCAVATION AND EMBANKMENT LOCATIONS REQUIRING SEEDING SHALL BE CONSTRUCTED TO 4 INCHES BELOW FINISHED GRADE LINE TO ALLOW TOPSOIL PLACEMENT.

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

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

5. THE AGGREGATE GRADATION FOR AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

6. THE CONTRACTOR SHALL PROVIDE THE FINISHED GRADE DIGITAL TERRAIN MODEL (DTM) BEFORE LANDSCAPING TO VERIFY COMPENSATORY STORAGE HAS BEEN PROVIDED IN ACCORDANCE TO THE MCP&D STORMWATER MANAGEMENT PERMIT.

UTILITY NOTES

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

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

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

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE COUNTY.

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

MAINTENANCE SCHEDULE

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

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

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

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

COMMITMENTS

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

2. DRIVEWAY CULVERT TO BE INSTALLED AT 11219 WHITE OAKS ROAD, PARCEL NO. 01-06-300-007.

OWNER OF RECORD

1. THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. FOR INFORMATION REGARDING THE EXISTING STRUCTURE, SEE RECORD PLANS ON SHEET 50 AND 51.

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

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

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

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

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004 100% FED RURAL	BRIDGE 0010 100% FED RURAL	TRAINEES 0042 100% FED RURAL
+	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	64	64		
+	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	88	88		
	20101000	TEMPORARY FENCE	FOOT	22	22		
+	20101200	TREE ROOT PRUNING	EACH	4	4		
+	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	30	30		
	20200100	EARTH EXCAVATION	CU YD	480	480		
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	571	571		
	20300100	CHANNEL EXCAVATION	CU YD	475		475	
	20400800	FURNISHED EXCAVATION	CU YD	10	10		
	20800150	TRENCH BACKFILL	CU YD	14	14		
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,402	1,402		
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	725	725		
	25000210	SEEDING, CLASS 2A	ACRE	.50	.50		
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	42	42		
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	42	42		
	25000750	MOWING	ACRE	2.00	2.00		
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	139	139		
	28000305	TEMPORARY DITCH CHECKS	FOOT	150	150		
	28000400	PERIMETER EROSION BARRIER	FOOT	1,116	1,116		
	28000500	INLET AND PIPE PROTECTION	EACH	3	3		

+ SPECIALTY ITEM

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

USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK
SCALE: NTS | SHEET 1 OF 5 SHEETS | STA. | TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	4
		CONTRACT NO.61K80		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004 100% FED RURAL	BRIDGE 0010 100% FED RURAL	TRAINEES 0042 100% FED RURAL
28000510	INLET FILTERS	EACH	2	2		
28100105	STONE RIPRAP, CLASS A3	SQ YD	80	80		
28200200	FILTER FABRIC	SQ YD	1,270	80	1,190	
28500400	ARTICULATED BLOCK REVETMENT MAT	SQ YD	1,190		1,190	
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	120	120		
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1,070	1,070		
35101598	AGGREGATE BASE COURSE, TYPE B 3"	SQ YD	98	98		
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	130	130		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	2,454	2,454		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	451	451		
40600370	LONGITUDINAL JOINT SEALANT	FOOT	450	450		
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	188	188		
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	137	137		
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	86	86		
44000100	PAVEMENT REMOVAL	SQ YD	678	678		
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	144	144		
44201683	CLASS D PATCHES, TYPE III, 3 INCH	SQ YD	36	36		
44201684	CLASS D PATCHES, TYPE IV, 3 INCH	SQ YD	36	36		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
50105220	PIPE CULVERT REMOVAL	FOOT	51	51		

+ SPECIALTY ITEM

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

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	DRAWN - JLN	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJG	REVISED -	
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: NTS | SHEET 2 OF 5 SHEETS | STA. | TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	5
		CONTRACT NO.61K80		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004 100% FED RURAL	BRIDGE 0010 100% FED RURAL	TRAINEES 0042 100% FED RURAL
50200100	STRUCTURE EXCAVATION	CU YD	236		236	
50300225	CONCRETE STRUCTURES	CU YD	65.2		65.2	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	85.4		85.4	
50300260	BRIDGE DECK GROOVING	SQ YD	339		339	
50300300	PROTECTIVE COAT	SQ YD	464		464	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	85.1		85.1	
50401305	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL27N	FOOT	286		286	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	61,740		61,740	
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	416		416	
51202305	DRIVING PILES	FOOT	416		416	
51203200	TEST PILE METAL SHELLS	EACH	2		2	
51204650	PILE SHOES	EACH	10		10	
51500100	NAME PLATES	EACH	1		1	
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	4	4		
54213666	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 21"	EACH	2	2		
54262712	METAL FLARED END SECTIONS 12"	EACH	2	2		
542C0220	PIPE CULVERTS, CLASS C, TYPE 1 15"	FOOT	82	82		
542C0226	PIPE CULVERTS, CLASS C, TYPE 1 21"	FOOT	42	42		
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	105		105	
58700300	CONCRETE SEALER	SQ FT	340		340	

+ SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK
SCALE: NTS | SHEET 3 OF 5 SHEETS | STA. | TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	6
		CONTRACT NO.61K80		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004 100% FED RURAL	BRIDGE 0010 100% FED RURAL	TRAINEES 0042 100% FED RURAL
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	67		67	
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	6	2	4	
	60100945	PIPE DRAINS 12"	FOOT	45	45		
	60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	54	54		
	60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	474	474		
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	128		128	
	61000050	CONCRETE THRUST BLOCKS	EACH	2	2		
	61000335	TYPE G INLET BOX, STANDARD 610001	EACH	2	2		
+	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2		
+	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2		
	66201120	CONCRETE SHOULDER CURB	FOOT	30	30		
	66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	10	10		
	67100100	MOBILIZATION	L SUM	1	1		
+	72500300	OBJECT MARKER - TYPE 3	EACH	2	2		
+	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	2	2		
+	78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	4	4		
	X0322278	RODENT SHIELDS	EACH	7	7		
	X0326806	WASHOUT BASIN	L SUM	1	1		
	X0327301	RELOCATE EXISTING MAILBOX	EACH	2	2		
+	X2010106	TREE REMOVAL (UNDER 6 UNITS DIAMETER)	UNIT	3	3		

+ SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK
SCALE: NTS | SHEET 4 OF 5 SHEETS | STA. | TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	7
		CONTRACT NO.61K80		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004 100% FED RURAL	BRIDGE 0010 100% FED RURAL	TRAINEES 0042 100% FED RURAL
	X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	4,479	4,479		
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	2	2		
	X4024000	TEMPORARY ACCESS (FIELD ENTRANCE)	EACH	1	1		
	X5021512	COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK)	EACH	2		2	
	X5080530	BAR TERMINATORS	EACH	384		384	
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	8	8		
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
+	X7280105	TELESCOPING STEEL SIGN SUPPORT (SPECIAL)	FOOT	22	22		
	XX007061	OUTFALL STRUCTURE	EACH	3	3		
+	Z0007124	STEEL RAILING (SPECIAL)	FOOT	153		153	
	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	34	34		
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
	Z0023201	SEDIMENT CONTROL, SILT CURTAIN	EACH	1	1		
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	44	44		
	Z0076600	TRAINEES	HOUR	500			500
	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500			500

+ SPECIALTY ITEM

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STRAND ASSOCIATES® 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = JohnN	DESIGNED - JLN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - JLN	REVISED -	
	PLOT SCALE = 40.0000 ' / in.	CHECKED - MJG	REVISED -	
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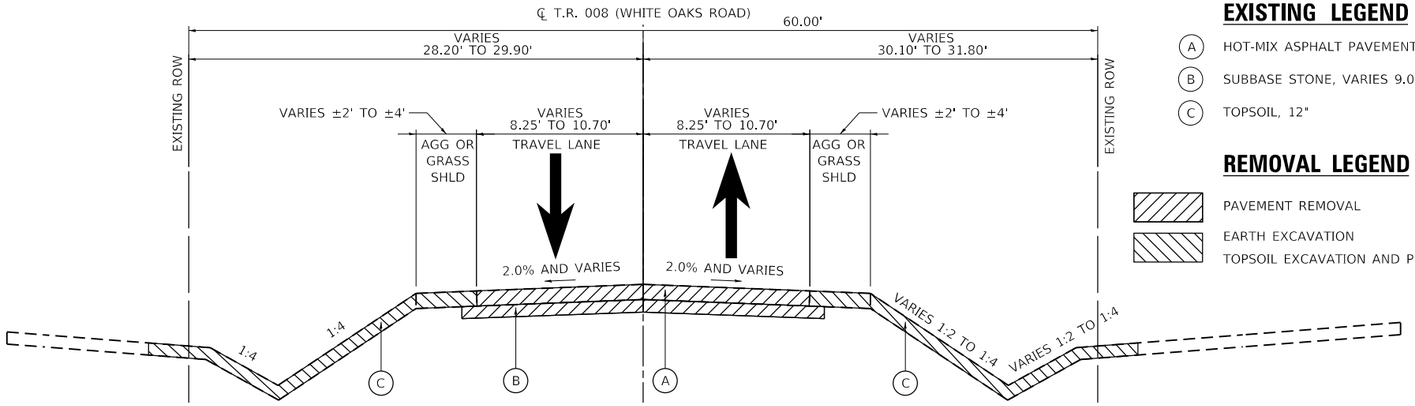
SUMMARY OF QUANTITIES
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: NTS | SHEET 5 OF 5 SHEETS | STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	8

CONTRACT NO.61K80

ILLINOIS | FED. AID PROJECT



EXISTING TYPICAL SECTION

LOOKING NORTH
STA. 103+12.00 TO STA. 104+79.06
STA. 105+21.32 TO STA. 106+90.00
BRIDGE OMISSION FROM STA. 104+79.06 TO STA. 105+21.32

EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT, VARIES 2.50" TO 4.00"
- (B) SUBBASE STONE, VARIES 9.00" TO 10.50"
- (C) TOPSOIL, 12"

REMOVAL LEGEND

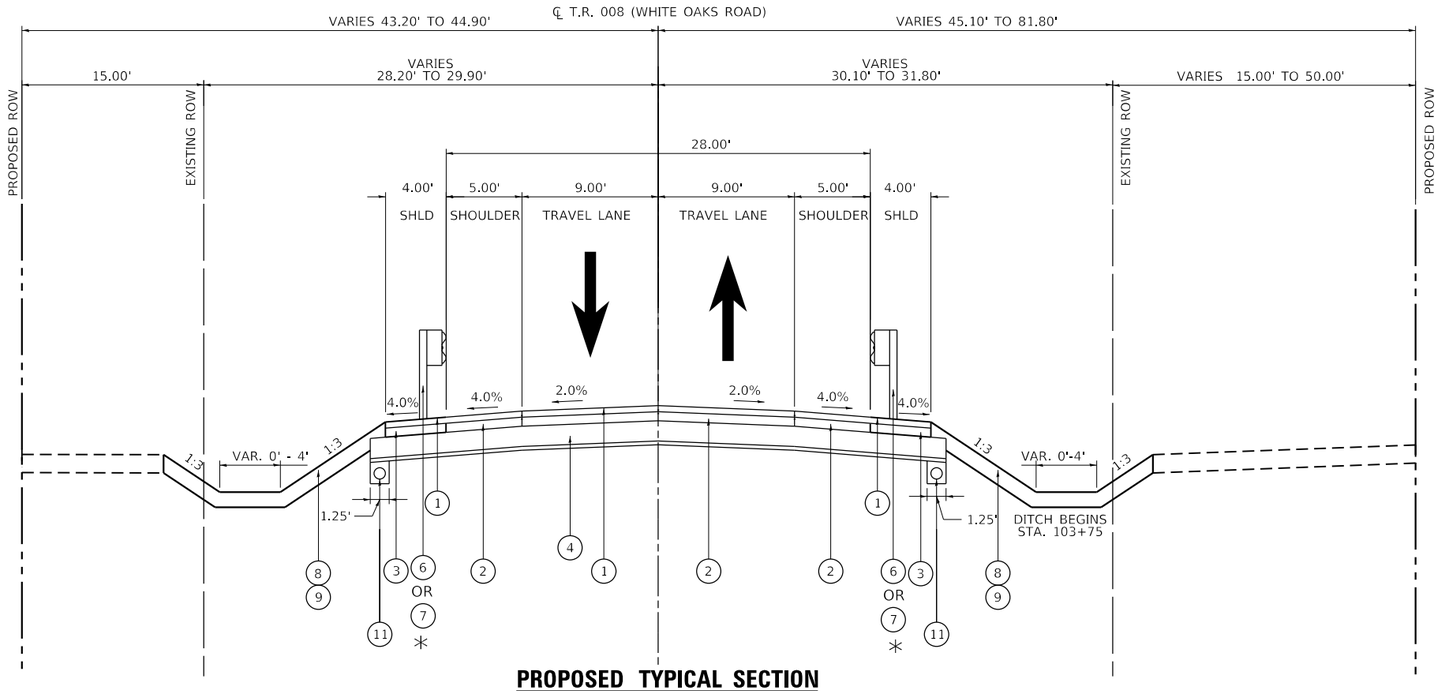
- PAVEMENT REMOVAL
- EARTH EXCAVATION
- TOPSOIL EXCAVATION AND PLACEMENT (4 IN.)

PROPOSED LEGEND

1. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"
2. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"
3. AGGREGATE BASE COURSE, TYPE B 3"
4. AGGREGATE SUBGRADE IMPROVEMENT, 12"
5. AGGREGATE SUBGRADE IMPROVEMENT (AS NECESSARY)
6. TRAFFIC BARRIER TERMINAL , TYPE 6
7. TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
8. TOPSOIL EXCAVATION AND PLACEMENT (4 IN.)
9. SEEDING WITH EROSION CONTROL BLANKET AND NUTRIENTS (SEE LANDSCAPING PLAN)
10. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
11. PIPE UNDERDRAINS, TYPE 2, 4"
12. CLASS D PATCHES, TYPE III OR IV, 3"

LONGITUDINAL JOINT SEALANT

1. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE MIX.



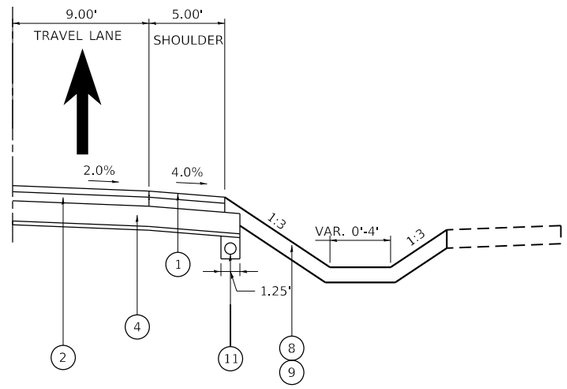
PROPOSED TYPICAL SECTION

LOOKING NORTH
STA. 103+12.00 TO STA. 104+41.07
STA. 105+58.89 TO STA. 106+90.00
BEGIN SOUTH APPROACH SLAB TO END NORTH APPROACH SLAB
STA. 104+41.07 TO 105+58.89

A MINIMUM OF 39 FOOT TRANSITION LENGTH SHALL BE USED AT LOCATIONS WITH TRAFFIC BARRIER TERMINALS TO TRANSITION FROM A 2% SHOULDER CROSS SLOPE AT THE APPROACH SLABS TO A STANDARD 4% CROSS SLOPE ON THE HMA SHOULDERS BASED UPON AASHTO MAXIMUM RELATIVE SLOPE FOR DESIGN SPEED = 55 MPH.
SHLD TRANSITIONS: STA. 104+02.07 TO STA. 104+41.07 (BK S APPR)
STA. 105+58.89 TO STA. 105+97.89 (BK N APPR)

A MINIMUM OF 22 FOOT TRANSITION LENGTH SHALL BE USED AT LOCATIONS WITHOUT TRAFFIC BARRIER TERMINALS TO TRANSITION FROM A 2% SHOULDER CROSS SLOPE AT THE APPROACH SLABS TO A STANDARD 4% CROSS SLOPE ON THE HMA SHOULDERS BASED UPON AASHTO MAXIMUM RELATIVE SLOPE FOR DESIGN SPEED = 55 MPH.
SHLD TRANSITIONS: STA. 104+19.07 TO STA. 104+41.07 (BK S APPR)
STA. 105+58.89 TO STA. 105+80.89 (BK N APPR)

* TRAFFIC BARRIER TERMINALS ARE LOCATED OUTSIDE THE RIGHT SHOULDER FROM STA. 103+64.39 TO STA. 104+51.89 AND OUTSIDE THE LEFT SHOULDER FROM STA. 105+48.20 TO STA. 106+35.70.
HMA SURFACE TO BE CORED PRIOR TO POST INSTALLATION. COST INCLUDED IN THE GUARDRAIL OR TEMRINAL SPECIFIED.



PROPOSED TYPICAL SECTION

LOOKING NORTH
LOCATIONS WITHOUT TRAFFIC BARRIER TERMINALS (TYP)

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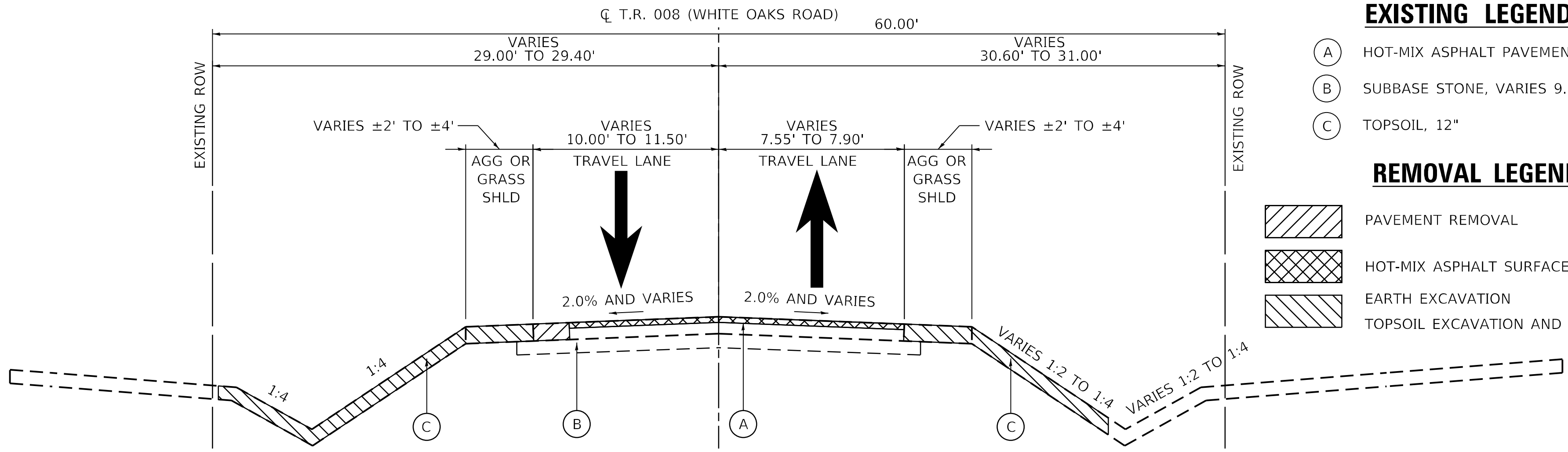
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: NTS | SHEET 1 OF 2 SHEETS | STA. | TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	9
		CONTRACT NO.61K80		
	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION

LOOKING NORTH
STA. 102+40.00 TO STA. 103+12.00

EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT, VARIES 2.50" TO 4.00"
- (B) SUBBASE STONE, VARIES 9.00" TO 10.50"
- (C) TOPSOIL, 12"

REMOVAL LEGEND

- PAVEMENT REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- EARTH EXCAVATION
- TOPSOIL EXCAVATION AND PLACEMENT (4 IN.)

PROPOSED LEGEND

1. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"
2. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"
3. AGGREGATE BASE COURSE, TYPE B 3"
4. AGGREGATE SUBGRADE IMPROVEMENT, 12"
5. AGGREGATE SUBGRADE IMPROVEMENT (AS NECESSARY)
6. TRAFFIC BARRIER TERMINAL , TYPE 6
7. TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
8. TOPSOIL EXCAVATION AND PLACEMENT (4 IN.)
9. SEEDING WITH EROSION CONTROL BLANKET AND NUTRIENTS (SEE LANDSCAPING PLAN)
10. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
11. PIPE UNDERDRAINS, TYPE 2, 4"
12. CLASS D PATCHES, TYPE III OR IV, 3"

LONGITUDINAL JOINT SEALANT

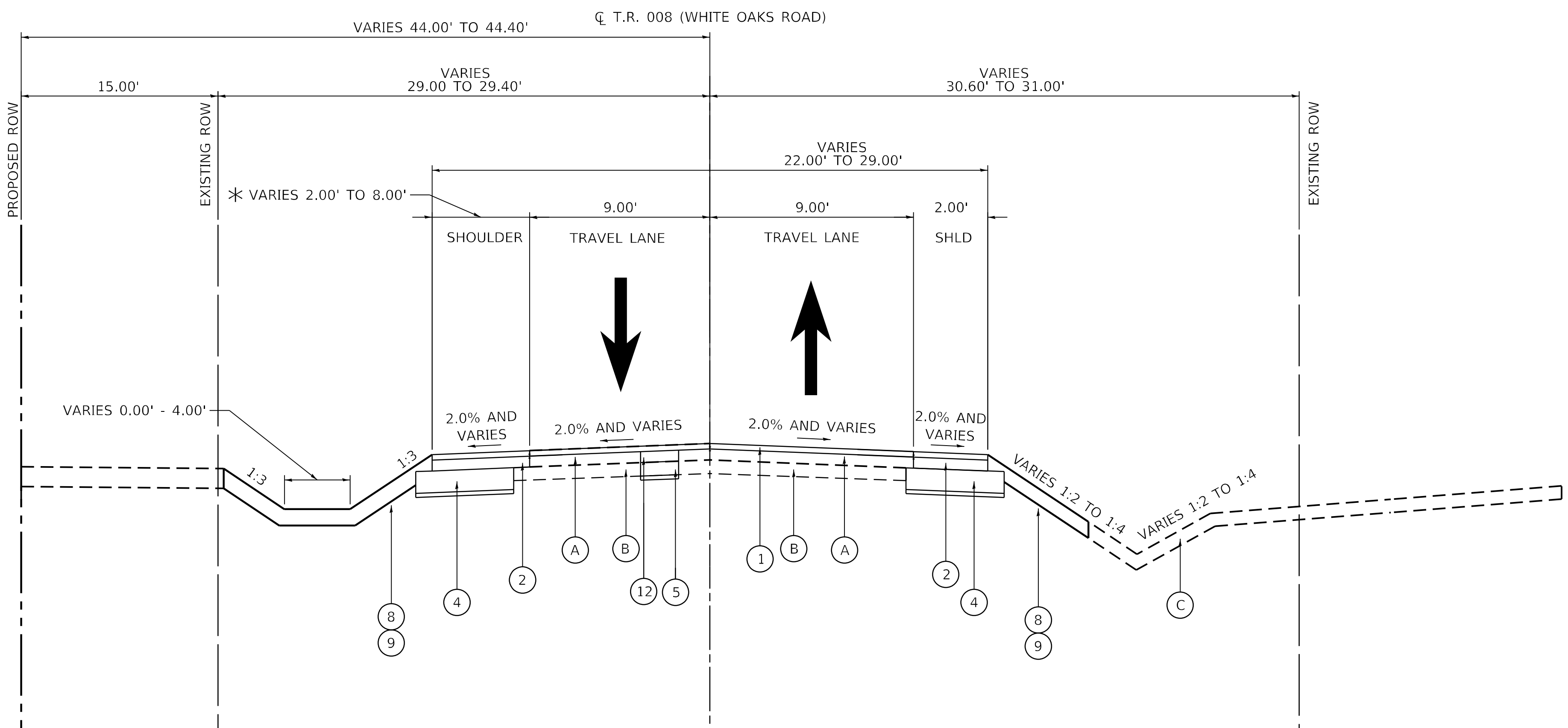
1. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE MIX.

HOT–MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	% AIR VOIDS @ NDS	QMP
HOT-MIX ASPHALT RECONSTRUCTION		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT SHOULDERS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT SHOULDERS AT GUARDRAIL		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT DRIVEWAYS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 3"	4% @ 50 GYR.	LR 1030-2
PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLABS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, VAR.	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT PAVEMENT WIDENING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"	4% @ 50 GYR.	LR 1030-2
CLASS D PATCHES, TYPE III OR IV, 3"		
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"	4% @ 50 GYR.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR1030-2		

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SQ YD./IN.

THE "AC TYPE" FOR ALL HMA SHALL BE "PG 58-28" UNLESS MODIFIED BY RELCAIMED MATERIALS SPECIFICATIONS.



PROPOSED TYPICAL SECTION

LOOKING NORTH
STA. 102+40.00 TO STA. 103+12.00

* 8.00' WIDE SHOULDER IS LOCATED IN THE MAILBOX TURNOUT SECTION BETWEEN THE RESIDENTIAL ENTRANCES.

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: NTS | SHEET 2 OF 2 SHEETS | STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	10
		CONTRACT NO.61K80		
		ILLINOIS FED. AID PROJECT		

EARTHWORK SCHEDULE

LOCATION		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%)	EMBANKMENT	FURNISHED EXCAVATION EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	UNSUITABLE MATERIALS
STATION	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
T.R. 008 (WHITE OAKS ROAD)								
102+33.00	102+40.00	1.98	1.68	0.36	1.32	5.10	2.46	2.64
102+40.00	102+50.00	2.82	2.40	0.28	2.12	4.10	1.96	2.14
102+50.00	102+73.00	0.07	0.06	6.85	-6.79	13.86	0.00	13.86
102+73.00	102+75.00	0.01	0.01	1.14	-1.13	2.41	0.00	2.41
102+75.00	103+00.00	8.29	7.04	8.15	-1.11	28.27	5.00	23.27
103+00.00	103+12.00	11.92	10.13	1.50	8.63	14.32	5.22	9.10
103+12.00	103+25.00	18.84	16.02	1.64	14.37	17.84	6.27	11.57
103+25.00	103+49.59	24.05	20.44	9.99	10.46	36.76	6.79	29.98
103+49.59	103+50.00	0.16	0.13	0.29	-0.16	0.65	0.02	0.62
103+50.00	103+75.00	17.04	14.48	10.67	3.82	38.81	6.96	31.85
103+75.00	104+00.00	44.78	38.06	21.78	16.28	56.76	21.49	35.27
104+00.00	104+25.00	97.05	82.50	55.43	27.07	79.64	32.67	46.97
104+25.00	104+50.00	105.17	89.39	92.37	-2.98	83.94	34.77	49.18
104+50.00	104+75.00	40.67	34.57	56.94	-22.37	41.98	17.35	24.63
104+75.00	105+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
105+00.00	105+25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
105+25.00	105+50.00	1.36	1.16	30.83	-29.68	26.33	9.63	16.70
105+50.00	105+75.00	9.39	7.98	45.21	-37.23	51.55	18.89	32.66
105+75.00	106+00.00	21.03	17.88	18.43	-0.55	49.52	18.09	31.42
106+00.00	106+25.00	25.87	21.99	8.20	13.79	47.67	17.22	30.46
106+25.00	106+50.00	18.75	15.94	15.58	0.36	47.41	11.95	35.46
106+50.00	106+55.05	2.41	2.05	4.34	-2.30	9.62	1.44	8.18
106+55.05	106+75.00	10.64	9.05	9.04	0.00	26.22	5.20	21.01
106+75.00	106+90.00	9.42	8.01	2.20	5.81	14.23	5.48	8.75
106+90.00	107+00.00	4.01	3.41	1.10	2.30	7.69	3.43	4.26
107+00.00	107+25.00	2.05	1.74	0.90	0.84	9.39	4.69	4.69
107+25.00	107+50.00	0.44	0.37	3.12	-2.74	9.73	4.89	4.84
TOTALS		478	406.49	406.35	0.140	724	242	481.91

CHANNEL EXCAVATION SCHEDULE

LOCATION		CHANNEL EXCAVATION
STATION	STATION	CU YD
T.R. 008 (WHITE OAKS ROAD)		
6+60.00	6+70.00	1.08
6+70.00	6+80.00	9.81
6+80.00	6+90.00	17.19
6+90.00	7+00.00	32.08
7+00.00	7+10.00	47.29
7+10.00	7+20.00	45.99
7+20.00	7+30.00	42.48
7+30.00	7+40.00	51.56
7+40.00	7+50.00	57.98
7+50.00	7+60.00	35.90
7+60.00	7+70.00	19.78
7+70.00	7+80.00	29.68
7+80.00	7+90.00	41.31
7+90.00	8+00.00	30.70
8+00.00	8+10.00	10.27
8+10.00	8+20.00	1.66
TOTALS		475

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STRAND ASSOCIATES®
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JOLIET, ILLINOIS 60431
(815) 744-4200

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	DRAWN - JLN	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: NTS | SHEET 1 OF 2 SHEETS | STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	11

CONTRACT NO.61K80
ILLINOIS | FED. AID PROJECT

TREE REMOVAL (UNDER 6 UNITS DIAMETER)		
STATION	LOCATION	QUANTITY (UNIT)
T.R. 008 (WHITE OAKS ROAD)		
104+65.97	36.20' RT	3
	TOTAL	3

TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	LOCATION	QUANTITY (UNIT)
T.R. 008 (WHITE OAKS ROAD)		
103+87.65	46.94' RT	8
104+37.74	43.42' RT	14
104+41.85	21.62' RT	6
104+47.64	58.12' RT	14
104+65.79	50.58' RT	6
105+75.68	23.09' RT	6
104+89.61	48.88' RT	10
	TOTAL	64

TREE REMOVAL (OVER 15 UNITS DIAMETER)		
STATION	LOCATION	QUANTITY (UNIT)
T.R. 008 (WHITE OAKS ROAD)		
104+29.50	45.50' RT	16
104+41.46	78.04' RT	18
104+47.34	60.85' RT	16
104+66.47	52.70' RT	20
104+67.27	58.25' RT	18
	TOTAL	88

TREE ROOT PRUNING		
STATION	LOCATION	QUANTITY (EACH)
T.R. 008 (WHITE OAKS ROAD)		
102+50.00	44.00 LT	1
102+90.00	44.00 LT	1
103+40.00	44.00 LT	1
103+70.00	44.00 LT	1
	TOTAL	4

TRENCH BACKFILL											
APPROACH	LENGTH	STATION FROM	OFFSET FROM	STATION TO	OFFSET TO	LENGTH WINTHIN 2' OF PAVEMENT	TRENCH WIDTH	DEPTH	PIPE VOLUME	BENCHING AND HAUNCHING	VOLUME
	FT		FT	FT	FT	FT	FT	FT	CU YD	CU YD	CU YD
21" DRIVEWAY	41.00	102+49.00	24.47 LT	102+90.00	31.36 LT	17.00	5.21	3.00	2.41	0.21	4.01
15" DRIVEWAY	37.00	103+31.00	31.09 LT	103+68.00	28.92 LT	17.00	4.63	2.20	1.31	0.21	3.00
15" FIELD ENTRANCE	43.00	106+35.00	24.92 RT	106+78.00	21.21 RT	21.00	4.63	3.00	1.54	0.25	3.74
REMOVED CULVERTS											
SW QUADRANT	30.50	102+61.82	24.75 LT	102+92.24	24.87 LT	16.00	1.50	1.5			1.33
NE QUADRANT	19.75	106+44.71	20.31 RT	106+64.44	19.75 RT	20.00	1.00	1.5			1.11
										TOTAL	14

OBJECT MARKER - TYPE 3		
STATION	LOCATION	QUANTITY (EACH)
T.R. 008 (WHITE OAKS ROAD)		
104+64.75	14.50' LT	1
105+35.29	14.50' RT	1
	TOTAL	2

TELESCOPING STEEL SIGN SUPPORT		
STATION	LOCATION	QUANTITY (FOOT)
T.R. 008 (WHITE OAKS ROAD)		
104+64.75	14.50' LT	11.00
105+35.29	14.50' RT	11.00
	TOTAL	22.00

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	DRAWN - JLN	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJG	REVISED -	
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

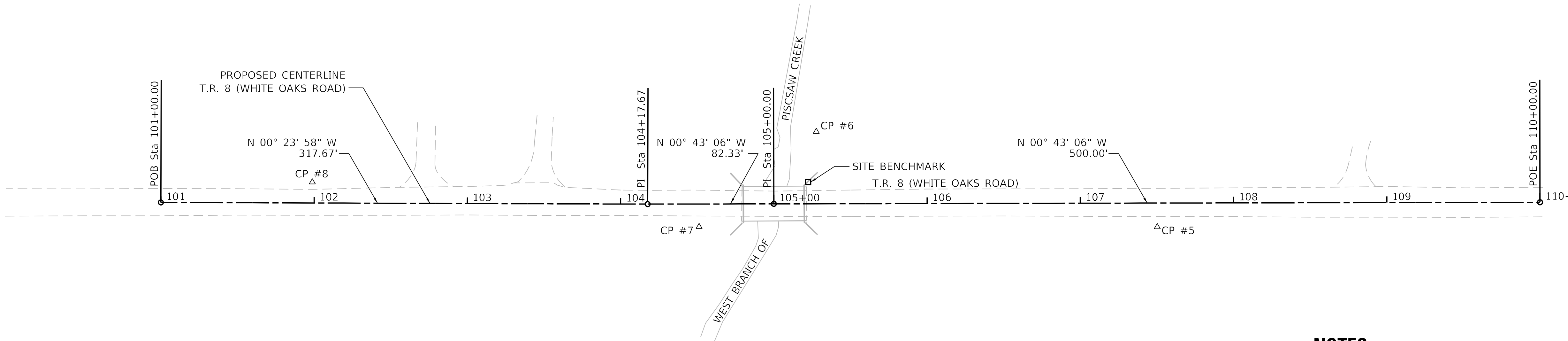
SCALE: NTS | SHEET 2 OF 2 SHEETS | STA. | TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	12
		CONTRACT NO.61K80		
	ILLINOIS FED. AID PROJECT			

PROPOSED CENTERLINE
T.R. 8 (WHITE OAKS ROAD)

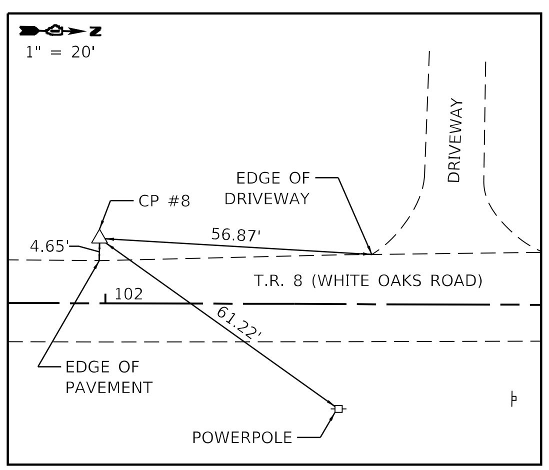
Point Type	Station	Northing	Easting
POB	101+00.00	2,120,942.4614	885,948.5084
PI	104+17.67	2,121,260.1213	885,946.2943
PI	105+00.00	2,121,342.4485	885,945.2620
POE	110+00.00	2,121,842.4092	885,938.9931

0 40 80 120
SCALE IN FEET

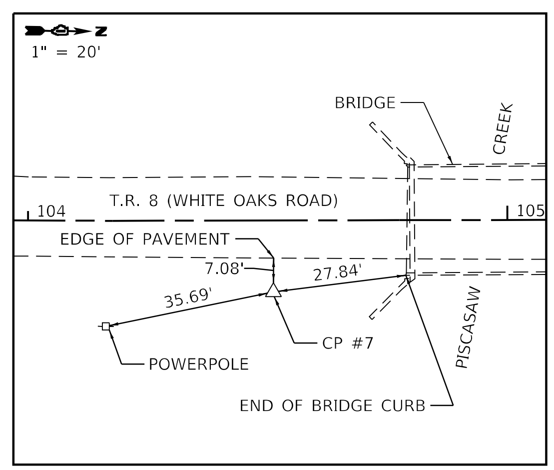


NOTES

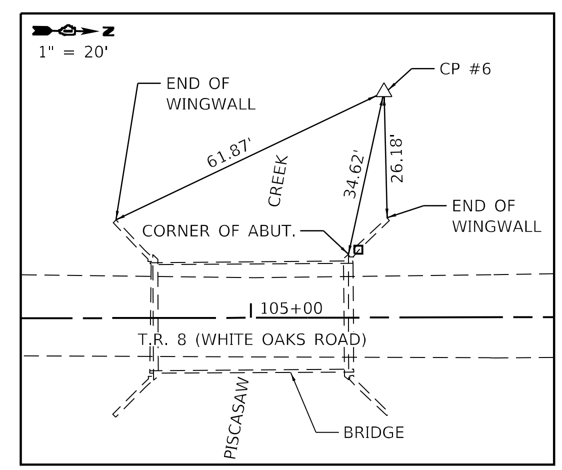
1. BEARINGS, DISTANCES, AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT).
2. ELEVATION SHOWN HEREON REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).



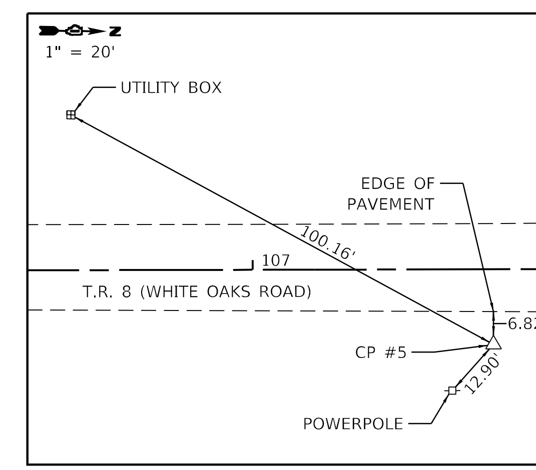
CONTROL POINT #8
SET 5/8" REBAR W/CAP
STA. 101+98.73, 13.53 LT
N: 2,121,041.096
E: 885,934.292
ELEV.=939.457



CONTROL POINT #7
STA. 104+51.18, 14.89 RT
SET 5/8" REBAR W/CAP
N: 2,121,293.818
E: 885,960.767
ELEV.=939.969



CONTROL POINT #6
STA. 105+27.82, 47.00 LT
SET 5/8" REBAR W/CAP
N: 2,121,369.676
E: 885,897.921
ELEV.=933.960



CONTROL POINT #5
STA. 107+50.13, 15.65 RT
SET 5/8" REBAR W/CAP
N: 2,121,592.757
E: 885,957.776
ELEV.=942.427

SITE BENCHMARK
ELEVATION=941.362

SET CUT SQUARE ON TOP OF CONCRETE HEADWALL AT THE NORTHWEST CORNER OF THE WHITE OAKS ROAD BRIDGE OVER THE WEST BRANCH OF PICASAW CREEK.

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STRAND ASSOCIATES® 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = JohnN	DESIGNED - JLN	REVISED -
		DRAWN - DJW	REVISED -
	PLOT SCALE = 80.0000 ' / in.	CHECKED - MJG	REVISED -
	PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

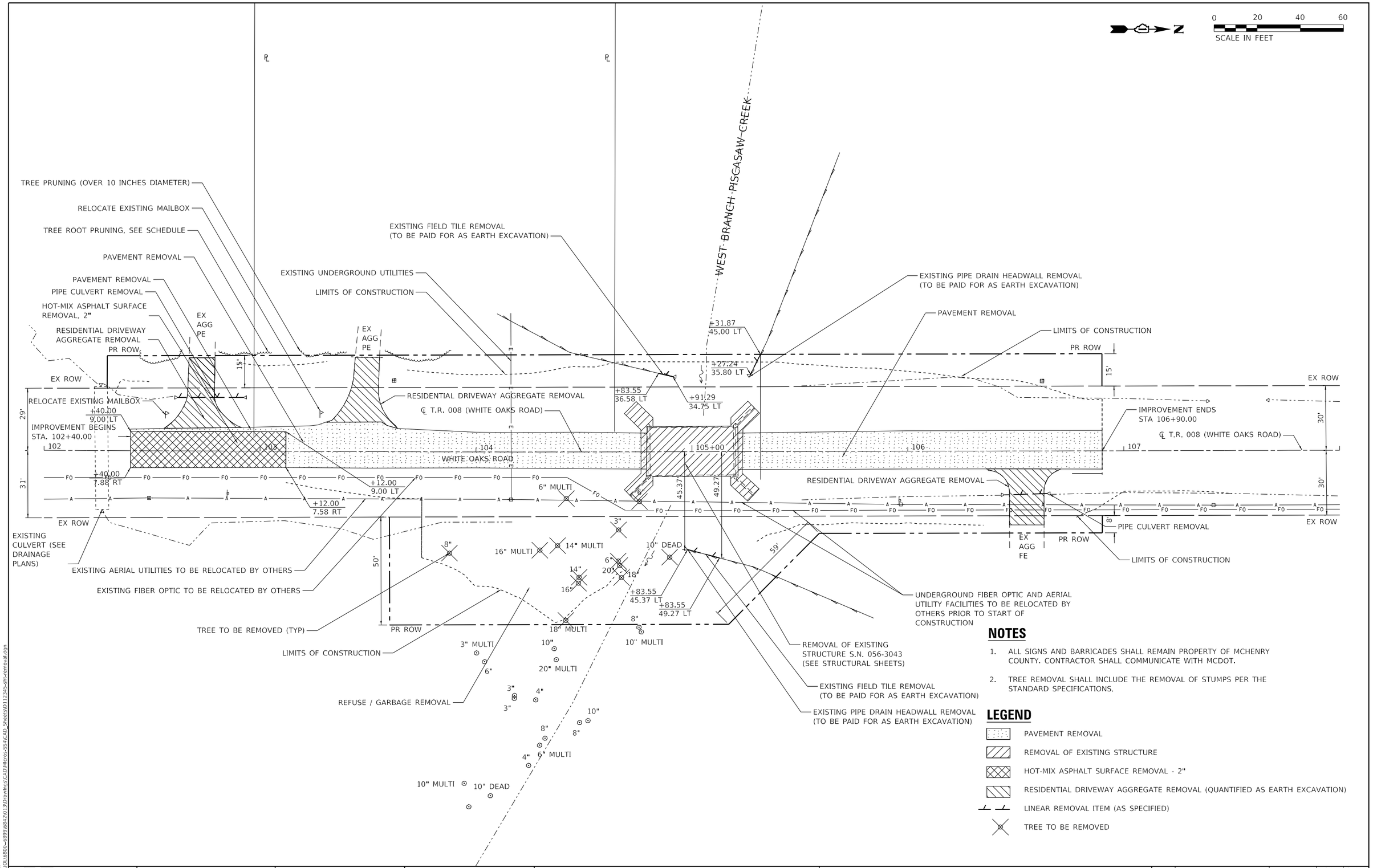
ALIGNMENT, TIES, AND BENCHMARK
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: 1" = 40' | SHEET 1 OF 1 SHEETS | STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	13

CONTRACT NO.61K80

ILLINOIS | FED. AID PROJECT



NOTES

1. ALL SIGNS AND BARRICADES SHALL REMAIN PROPERTY OF MCHENRY COUNTY. CONTRACTOR SHALL COMMUNICATE WITH MCDOT.
2. TREE REMOVAL SHALL INCLUDE THE REMOVAL OF STUMPS PER THE STANDARD SPECIFICATIONS.

LEGEND

- PAVEMENT REMOVAL
- REMOVAL OF EXISTING STRUCTURE
- HOT-MIX ASPHALT SURFACE REMOVAL - 2"
- RESIDENTIAL DRIVEWAY AGGREGATE REMOVAL (QUANTIFIED AS EARTH EXCAVATION)
- LINEAR REMOVAL ITEM (AS SPECIFIED)
- TREE TO BE REMOVED

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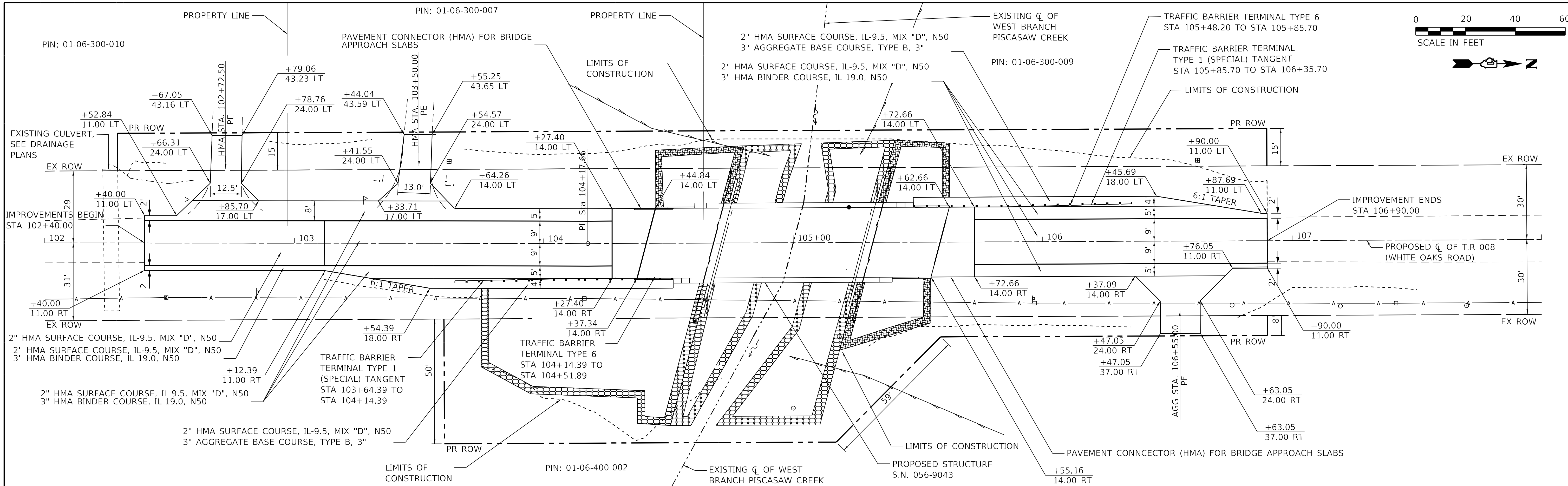
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -	

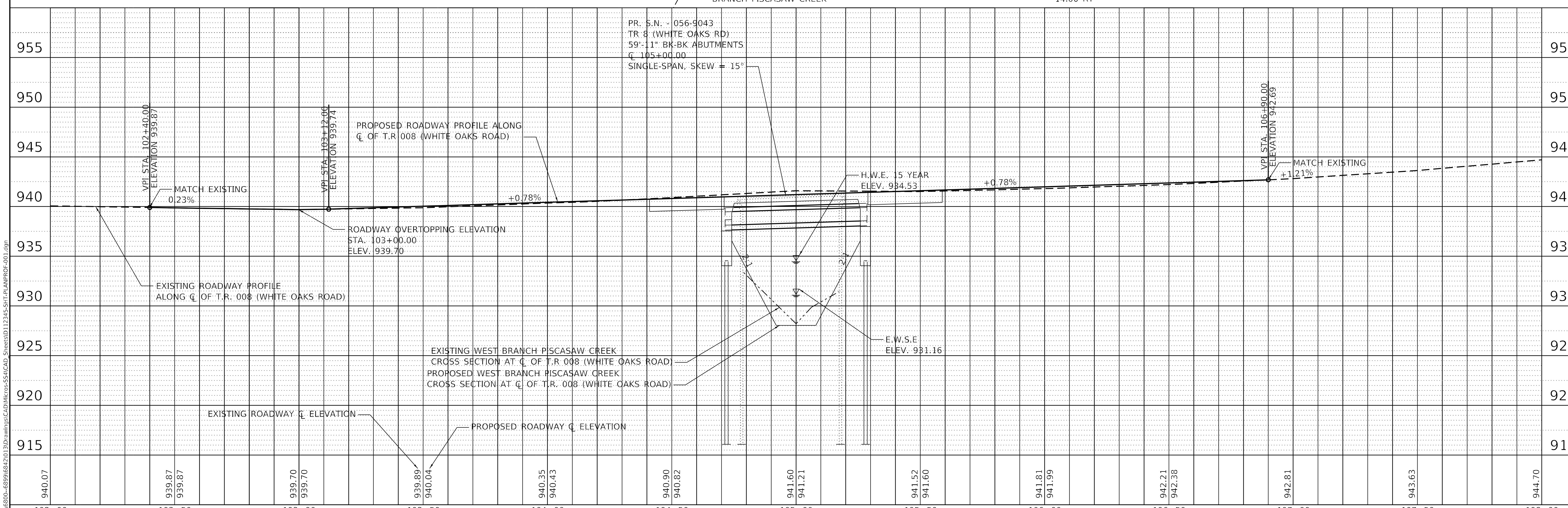
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 102+00 TO STA. 108+00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	14
		CONTRACT NO.61K80		
	ILLINOIS	FED. AID PROJECT		





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

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

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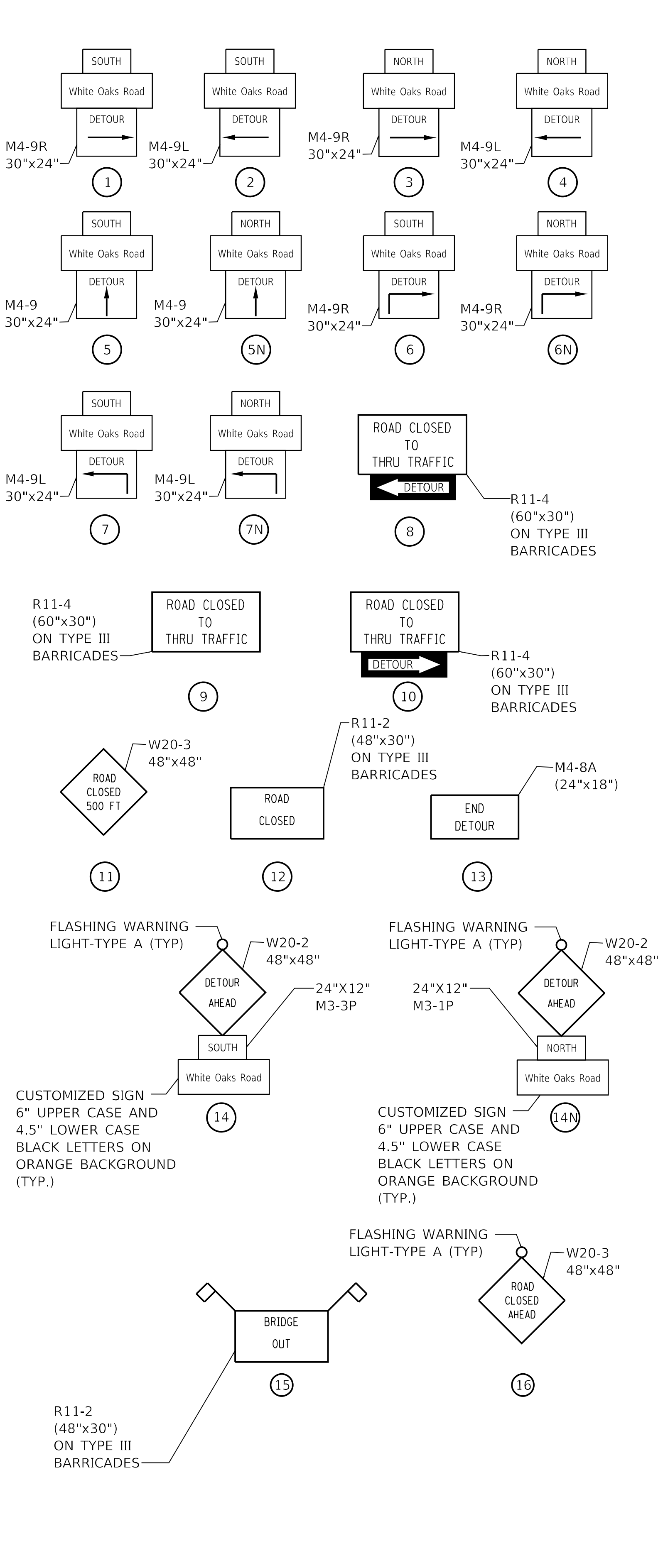
PLOT SCALE =	CHECKED - MAG	REVISED -	
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -	

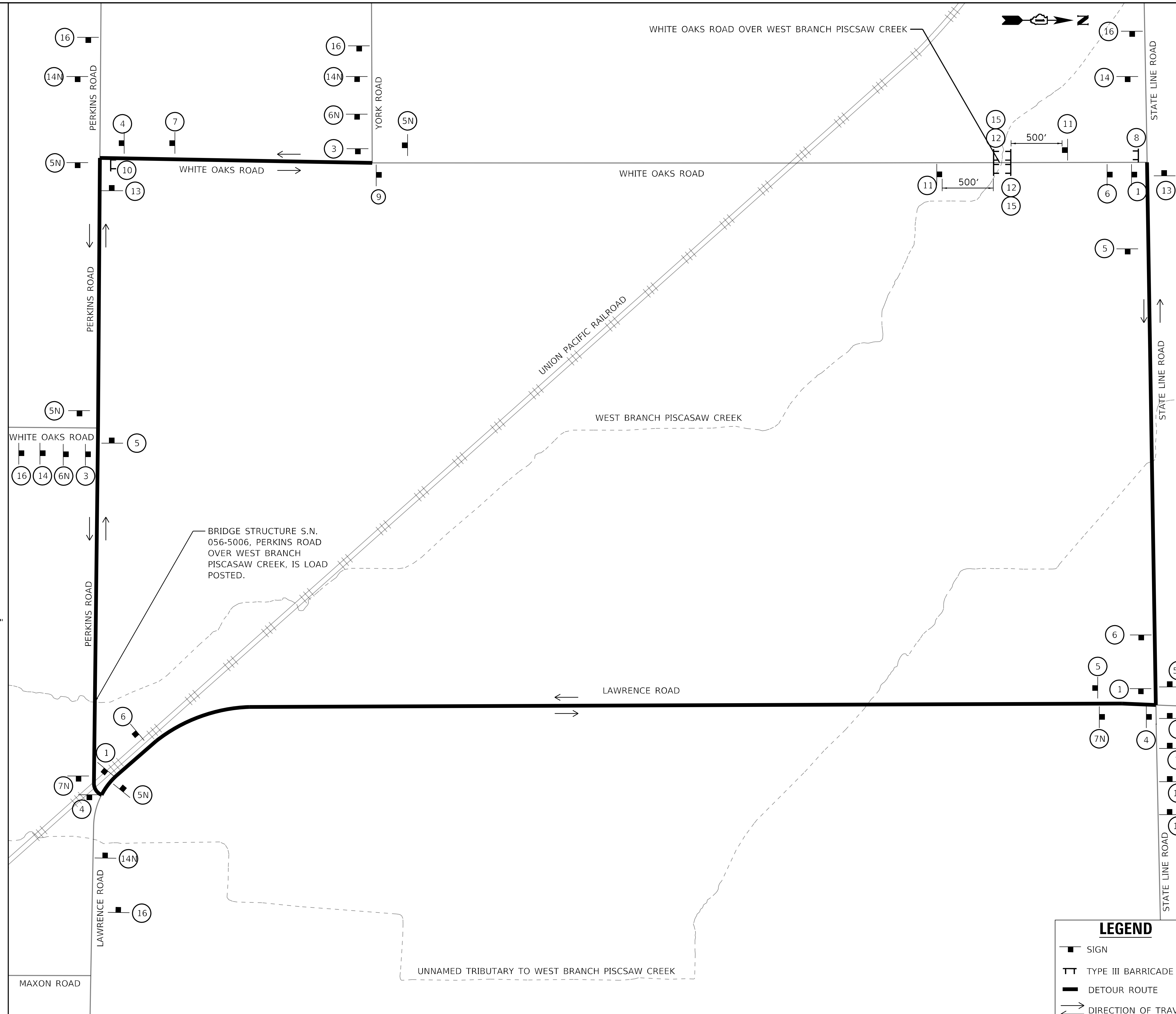
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
T.R. 008 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 102+00 TO STA. 108+00

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	15
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		





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	DRAWN - JLN	REVISED -	
PLOT SCALE = 1000.0000 ' / in.	CHECKED - MJG	REVISED -	
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED TRAFFIC CONTROL AND DETOUR PLAN
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	16

CONTRACT NO.61K80
ILLINOIS FED. AID PROJECT

GENERAL NOTES

1. THE BRIDGE IS CURRENLTY CLOSED AND AN EXISTING DETOUR IS IN PLACE BY MCHENRY COUNTY DIVISION OF TRANSPORTATION (MCDOT). THE CONTRACTOR SHALL COORDINATE WITH MCDOT TO HAVE MCDOT REMOVE EXISTING DETOUR SIGNING. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING THE PROPOSED DETOUR SIGNING.

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

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH MCDOT REGARDING THE PERIOD OF CLOSURE OF WHITE OAKS ROAD.

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

5. THE CONTRACTOR SHALL CONTACT MCDOT AT LEAST TWO (2) WEEKS IN ADVANCE OF THE INSTALLATION OF THE PROPOSED DETOUR.

6. ALL DETOUR SIGNS SHALL BE POST MOUNTED PER APPLICABLE SIGN MOUNTING STANDARDS.

7. SIGN LOCATIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS WITH THE PRIOR APPROVAL OF THE ENGINEER.

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

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

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

11. 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.

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

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

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

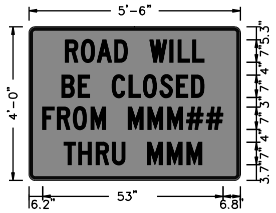
TEMPORARY INFORMATION SIGN

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

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

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

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



DETAIL

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

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

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

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

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

LIMITATIONS OF CONSTRUCTION

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

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

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

3. BRIDGE STRUCTURE S.N. 056-5006, PERKINS ROAD OVER WEST BRANCH PISCASAW CREEK, IS LOAD POSTED.

KEEPING ROADS OPEN TO TRAFFIC

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

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

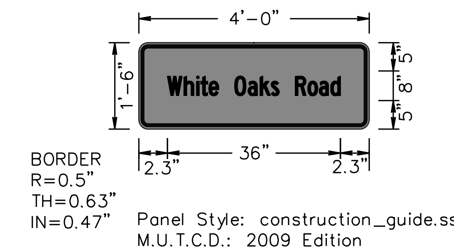
TRAFFIC CONTROL – IDOT STANDARD DRAWINGS

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

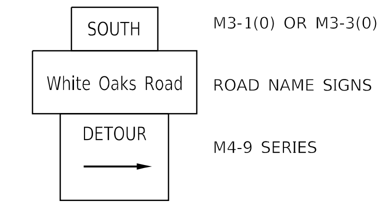
2. IN THE EVENT THE CONTRACTOR'S OPERATION REQUIRES WORK THAT WILL NOT BE COMPLETED UNDER THE DETOUR CLOSURE, THE CONTRACTOR WILL COMPLETE THE WORK UTILIZING THE APPLICABLE IDOT TRAFFIC CONTROL STANDARDS.

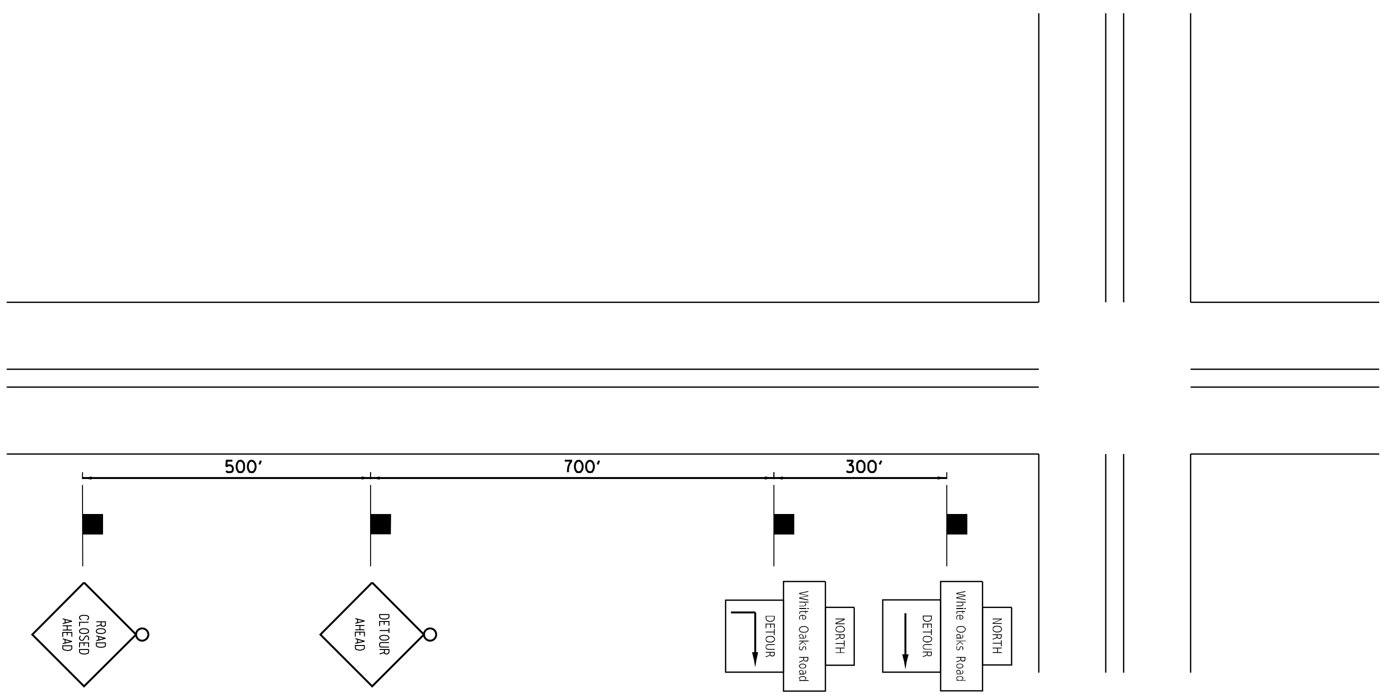
3. THE APPLICATION OF EACH STANDARD SHALL BE APPROVED BY THE ENGINEER. A LIST OF STANDARD DRAWINGS HAS BEEN INCLUDED ON THE INDEX OF SHEETS AND GENERAL NOTES PLAN SHEET AS WELL AS THE SPECIAL PROVISION FOR "TRAFFIC CONTROL PLAN, (SPECIAL)".

SIGN DESIGN



TYPICAL DETOUR SIGN ASSEMBLIES





TYPICAL DETOUR SIGN SPACING

REFER TO DISTRICT STANDARD TC-21 FOR SIGN SPACING DETAILS

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		DRAWN - JLN	REVISED -	
	PLOT SCALE = 1000.0000 ' / in.	CHECKED - MJG	REVISED -	
	PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -	

DETOUR NOTES
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK
SCALE: NTS | SHEET 1 OF 1 SHEETS | STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	17
		CONTRACT NO.61K80		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
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PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"
STA: 103+68.00
OFF: 28.92' LT (END OF PIPE)
INV: 935.49

PIPE CULVERT, CLASS C, TYPE 1 15" @ 0.44%

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"
STA: 103+31.00
OFF: 31.09' LT (END OF PIPE)
INV: 935.65

PIPE CULVERT, CLASS C, TYPE 1 21" @ 0.81%

EXISTING CULVERT, 6'x4' ELLIPTICAL CMP

PROPERTY LINE (TYP.)

METAL FLARED END SECTIONS 12"
STA: 104+37.38
OFF: 28.16' LT (IN CENTER)
INV: 936.00

PIPE DRAIN 12" - 14 LF @ 14.9%

TYPE G INLET BOX, STANDARD 610001
STA: 104+37.34
OFF: 13.17' LT (IN CENTER)
RIM: 940.42
INV: 937.92

INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID
STA: 104+52.35
OFF: 44.00' LT
INV: 934.39

EXISTING ℄ OF WEST BRANCH PISCASAW CREEK

PIPE DRAINS 8" - 39 LF @ 1.00%

CONCRETE HEADWALLS FOR PIPE DRAINS
STA: 104+92.44
OFF: 34.55' LT
INV: 934.00

INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID
STA: 105+31.35
OFF: 44.00' LT
INV: 933.55

PIPE DRAINS 8" - 5 LF @ 1.00%

CONCRETE HEADWALLS FOR PIPE DRAINS
STA: 105+28.23
OFF: 37.81' LT
INV: 933.50

0 20 40 60
SCALE IN FEET

N

PR ROW

EX ROW

℄ PROPOSED ROADSIDE DITCH

OPEN CELL REVETMENT MAT (TYP.)

CONCRETE HEADWALLS FOR PIPE DRAINS

℄ EXISTING ROADSIDE DITCH

PIPE UNDERDRAINS 4" (SPECIAL)

IMPROVEMENT ENDS STA 106+90.00

PIPE UNDERDRAINS, TYPE 2, 4"

℄ PROPOSED ROADSIDE DITCH

℄ T.R. 8 (WHITE OAKS ROAD)

℄ EXISTING ROADSIDE DITCH

DELINEATED WETLANDS (TYP.)

102 103 104 105+00 106 107

IMPROVEMENT BEGINS STA 102+40.00

CONCRETE HEADWALLS FOR PIPE DRAINS

℄ EXISTING ROADSIDE DITCH

PROPOSED STRUCTURE S.N. 056-9043

CONCRETE HEADWALLS FOR PIPE DRAINS
STA: 105+11.94
OFF: 49.07' RT
INV: 936.00

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"
STA: 106+78.00
OFF: 21.21' RT (END OF PIPE)
INV: 939.40

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 21"
STA: 102+49.00
OFF: 24.47' LT (END OF PIPE)
INV: 935.17

TYPE G INLET BOX, STANDARD 610001
STA: 104+29.85
OFF: 13.17' RT (IN CENTER)
RIM: 940.36
INV: 937.86

PIPE DRAIN 12" - 30 LF @ 13.4%

PIPE DRAINS 8" - 25 LF @ 1.00%

PIPE CULVERT, CLASS C, TYPE 1 15" @ 1.00%

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"
STA: 106+35.00
OFF: 24.92' RT (END OF PIPE)
INV: 938.97

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 21"
STA: 102+90.00
OFF: 31.36' LT (END OF PIPE)
INV: 935.50

METAL FLARED END SECTIONS 12"
STA: 104+29.68
OFF: 43.80' RT (IN CENTER)
INV: 934.00

ARTICULATED BLOCK REVETMENT MAT TO BE OMITTED WITHIN REVETMENT MAT LIMITS

CLOSED CELL REVETMENT MAT

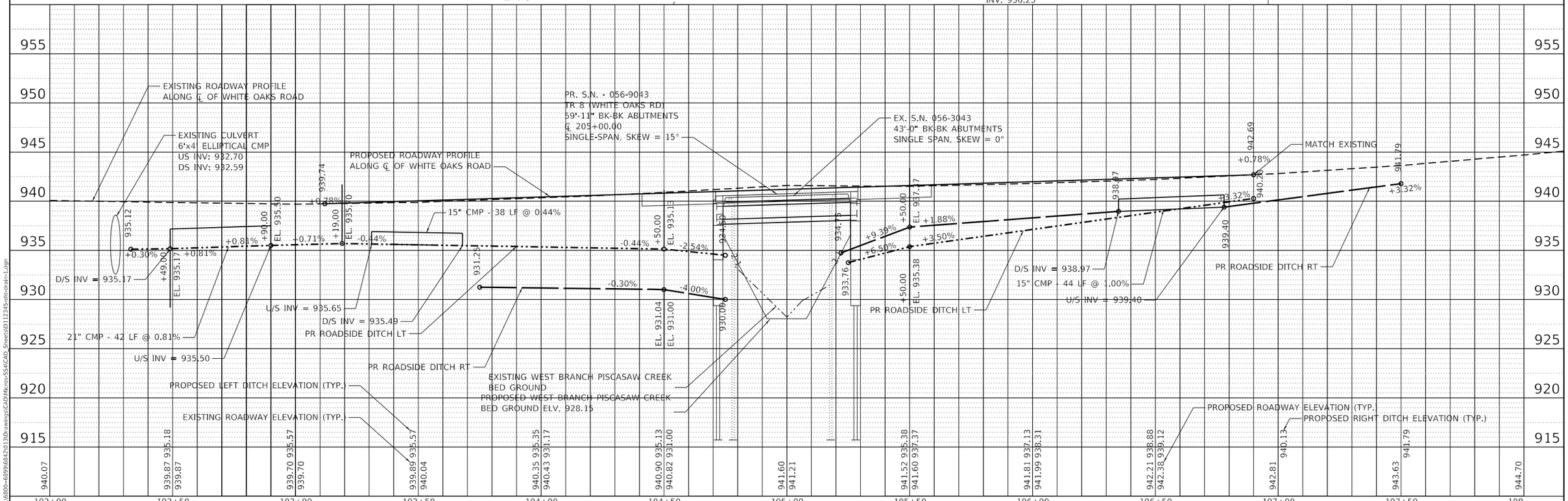
DELINEATED SURFACE WATERS (TYP.)

INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID
STA: 105+35.73
OFF: 57.57' RT
INV: 936.25

NOTES

1. PROPOSED FIELD TILE INFORMATION IS APPROXIMATE. TO BE MODIFIED IN THE FIELD IF NEEDED AS DIRECTED BY THE ENGINEER.

2. ALL FIELD TILE CONNECTIONS WILL UTILIZE THE STANDARD FOR OUTFALL STRUCTURE (XX007061)



PLAN / PROFILE
SURVEYED
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ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
B.M. NOTED
STRUCTURE NOTATIONS CHKD

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

USER NAME =	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE =	CHECKED - MAG	REVISED -
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

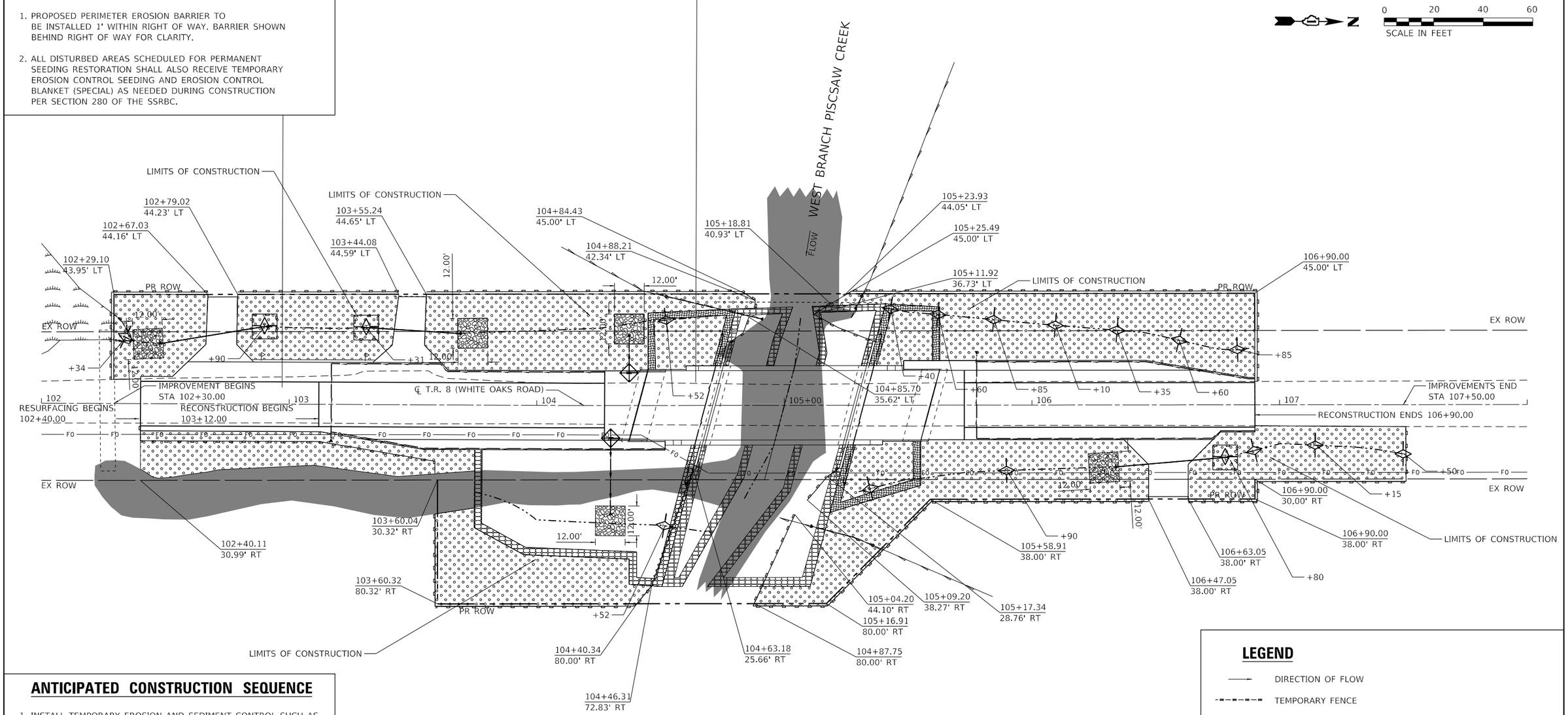
DRAINAGE AND GRADING PLAN AND PROFILE
T.R. 008 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 102+00 TO STA. 108+00

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	18
		CONTRACT NO. 61K80		
		ILLINOIS	FED. AID PROJECT	

NOTES

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



ANTICIPATED CONSTRUCTION SEQUENCE

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

LEGEND

- DIRECTION OF FLOW
- TEMPORARY FENCE
- PERIMETER EROSION BARRIER
- SEEDING, CLASS 2A WITH EROSION CONTROL BLANKET (SPECIAL)
- INLET FILTER
- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION
- STONE RIPRAP, CLASS A3 WITH FILTER FABRIC
- WETLANDS
- SURFACE WATERS
- TURBIDITY CURTAIN
- OPEN-CELL REVETMENT MAT
- CLOSED-CELL REVETMENT MAT

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USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING AND EROSION CONTROL PLAN
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 102+00 TO STA. 108+00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	19
		CONTRACT NO.61K80		
	ILLINOIS FED. AID PROJECT			

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GENERAL SOIL EROSION AND SEDIMENT CONTROL NOTES

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

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

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

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

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

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

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

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

9. ALL AREAS OF DISTURBED SOIL SHALL BE STABILIZED WITH EROSION CONTROL BLANKET (SPECIAL) OR TURF REINFORCEMENT MAT FOLLOWING COMPLETION OF SOIL DISTURBING ACTIVITIES.

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

11. AS A PERMIT CONDITION REQUIRED FOR THIS PROJECT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE COUNTY, MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT AND ENGINEER FOR APPROVAL. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR WORK WHICH IT IS REQUIRED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

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

14. ALL PERMANENT SEEDING RESTORATION SHALL BE PLACED ON 4 INCHES OF EXCAVATED TOPSOIL IN ACCORDANCE WITH SECTION 211 OF THE SSRBC.

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

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

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

DIVERSION AND DEWATERING NOTES

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

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

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

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

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

MCHENRY COUNTY STANDARD SOIL EROSION AND SEDIMENT CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MCHENRY–LAKE SOIL & WATER CONSERVATION DISTRICT NOTES

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

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

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

STRAND ASSOCIATES®
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JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = JohnN	DESIGNED - JLN	REVISED -
	DRAWN - JLN	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJG	REVISED -
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANSCAPING AND EROSION CONTROL NOTES
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	20
		CONTRACT NO.61K80		
	ILLINOIS	FED. AID PROJECT		

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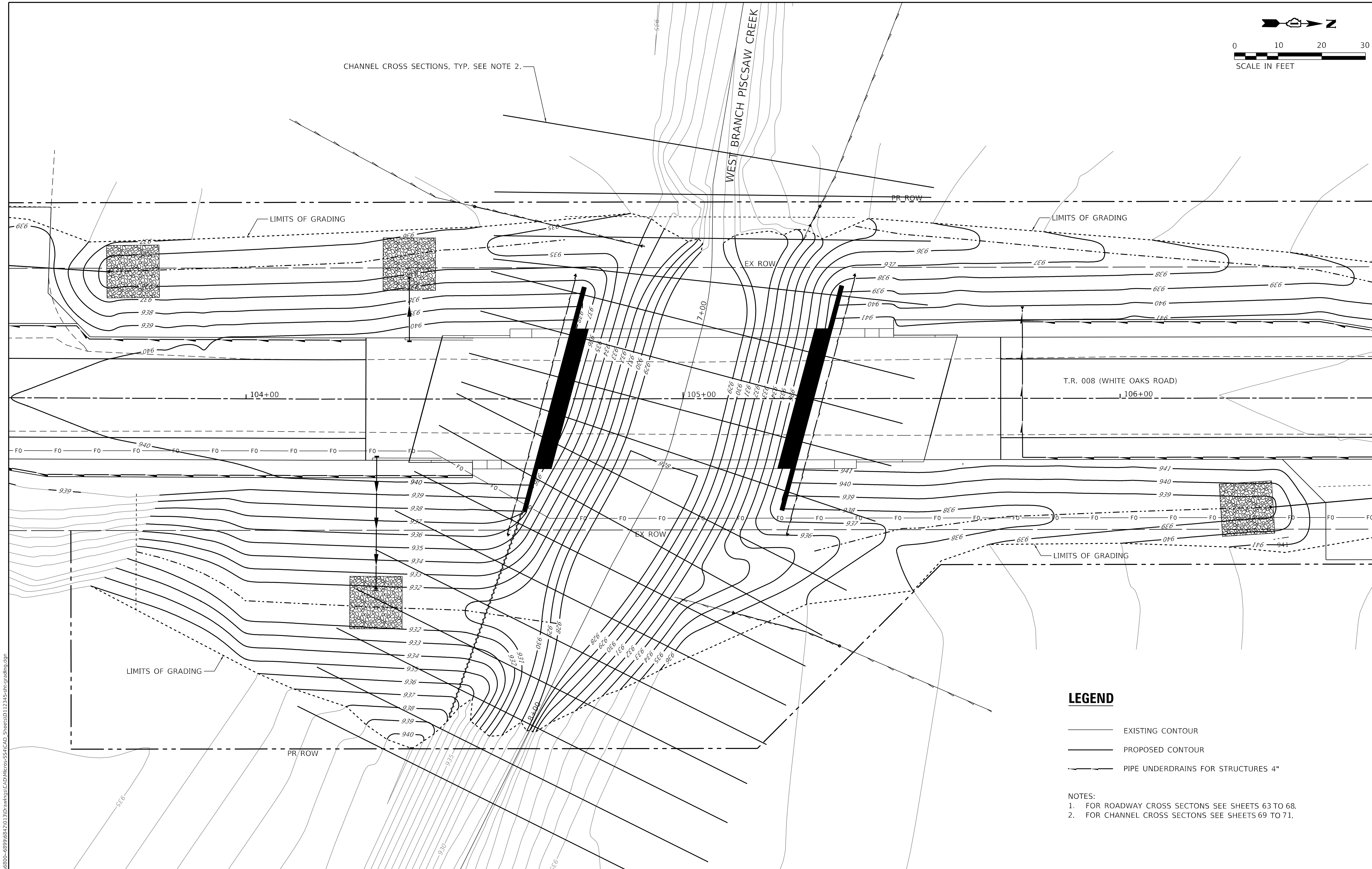

LEGEND

EXISTING CONTOUR

PROPOSED CONTOUR

PIPE UNDERDRAINS FOR STRUCTURES 4"

NOTES:

1. FOR ROADWAY CROSS SECTONS SEE SHEETS 63 TO 68.
2. FOR CHANNEL CROSS SECTONS SEE SHEETS 69 TO 71.

STRAND ASSOCIATES®
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(815) 744-4200

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USER NAME = JohnN	DESIGNED - JLN	REVISED -	
	DRAWN - JLN	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MJG	REVISED -	
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNDER BRIDGE GRADING PLAN
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 104+00 TO STA. 106+00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	21
		CONTRACT NO.61K80		
	ILLINOIS	FED. AID PROJECT		

MCHENRY COUNTY

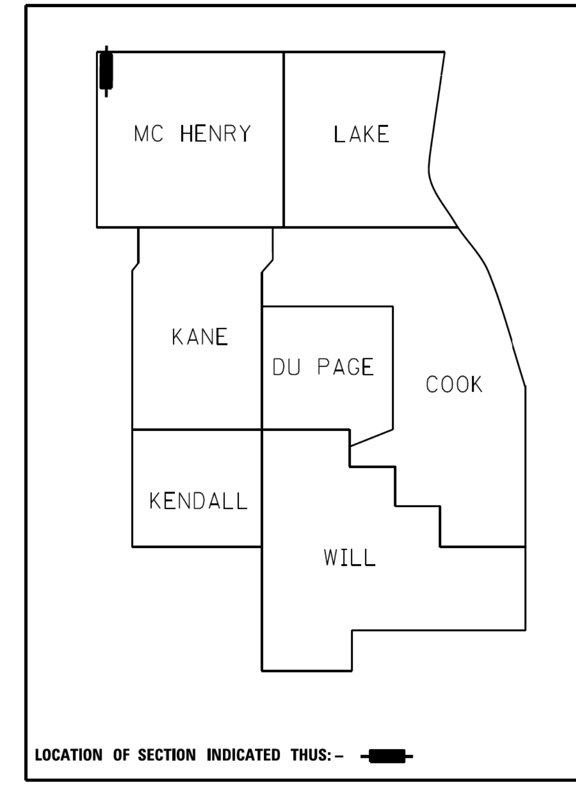
DIVISION OF TRANSPORTATION

SHEET INDEX

PLAT OF HIGHWAYS

ROUTE: TOWN ROUTE 8 – WHITE OAKS ROAD
SECTION: 18–00489–00–BR
COUNTY: MCHENRY
LIMITS: AT WEST BRANCH PISCASAW CREEK
JOB NO.: R–55–001–97

PARCEL NUMBER	OWNER NAME:	SHEET NUMBER:	PROPERTY ACQUIRED BY:
0001	JJ BRENNAN, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	2	
0002	DAVID A. BLANK AND KATHLEEN BLANK, HUSBAND AND WIFE, AS TENANTS BY THE ENTIRETY	2	
0003	ROBERT PODUNAVAC AND ASHLEY PODUNAVAC, HUSBAND AND WIFE, AS TENANTS BY THE ENTIRETY	2	
0004	WILLIAM GRUENES, SR.	2	



LOCATION MAP
NOT TO SCALE

PROJECT LENGTH – WHITE OAKS ROAD = 900 FEET = 0.170 MILES

SHEET 1 OF 2 SHEETS
IDOT USE ONLY

MODEL: Default
FILE NAME: S:\JOL\6800--6899\6842\013\Drawings\CAD\Micros-SS4\CAD_Sheets\D112345-sht-plat-1.dgn

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

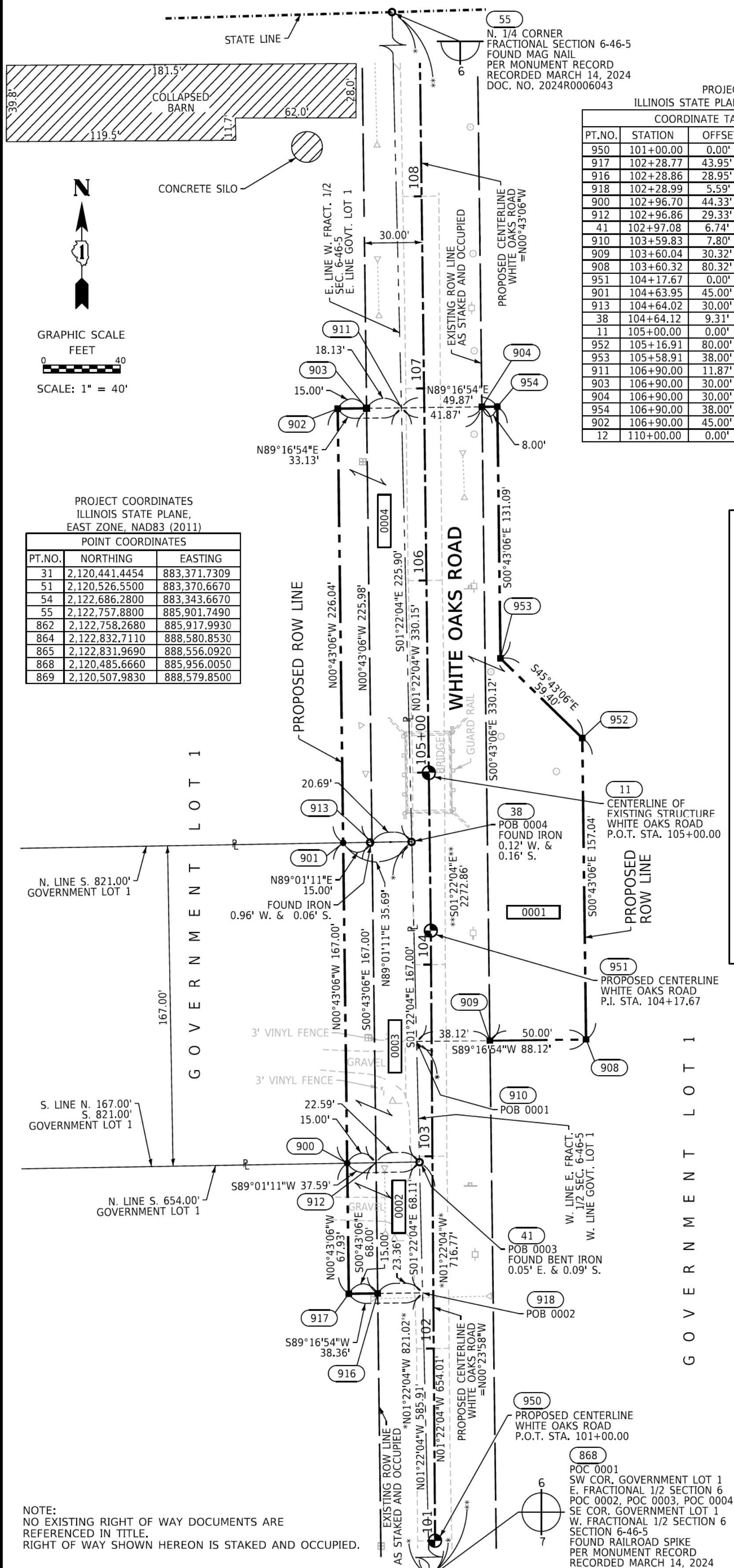
USER NAME = JohnN	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	STATE OF ILLINOIS
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -	

PLAT OF HIGHWAYS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE:	SHEET 1 OF 2 SHEETS	STA.	TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	22
		CONTRACT NO.61K80		
	ILLINOIS	FED. AID PROJECT		

PART OF FRACTIONAL SECTION 6 AND PART OF THE NE 1/4 OF SECTION 7, ALL IN TWP. 46 N., R. 5 E. OF THE 3RD. P.M., IN McCHENRY COUNTY, ILLINOIS.



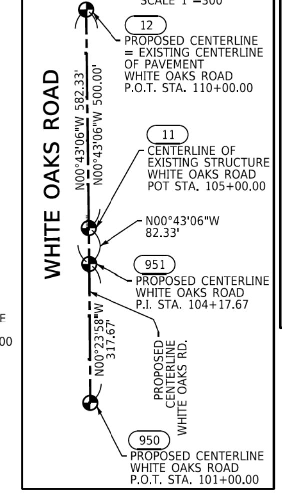
PROJECT COORDINATES
ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)

COORDINATE TABLE ~ WHITE OAKS ROAD				
PT.NO.	STATION	OFFSET	NORTHING	EASTING
950	101+00.00	0.00' RT.	2,120,942.4614	885,948.5084
917	102+28.77	43.95' LT.	2,121,070.9254	885,903.6630
916	102+28.86	28.95' LT.	2,121,071.1135	885,918.6619
918	102+28.99	5.59' LT.	2,121,071.4064	885,942.0187
900	102+96.70	44.33' LT.	2,121,138.8515	885,902.8113
912	102+96.86	29.33' LT.	2,121,139.1082	885,917.8093
41	102+97.08	6.74' LT.	2,121,139.4946	885,940.3929
910	103+59.83	7.80' LT.	2,121,202.2299	885,938.8949
909	103+60.04	30.32' RT.	2,121,202.7079	885,977.0165
908	103+60.32	80.32' RT.	2,121,203.3348	886,027.0126
951	104+17.67	0.00' RT.	2,121,260.1213	885,946.2943
901	104+63.95	45.00' LT.	2,121,305.8401	885,900.7175
913	104+64.02	30.00' LT.	2,121,306.0968	885,915.7155
38	104+64.12	9.31' LT.	2,121,306.4508	885,936.4063
11	105+00.00	0.00' RT.	2,121,342.4485	885,945.2620
952	105+16.91	80.00' RT.	2,121,360.3592	886,025.0437
953	105+58.91	38.00' RT.	2,121,401.8293	885,982.5204
911	106+90.00	11.87' LT.	2,121,532.2818	885,931.0139
903	106+90.00	30.00' LT.	2,121,532.0545	885,912.8822
904	106+90.00	30.00' RT.	2,121,532.8067	885,972.8775
954	106+90.00	38.00' RT.	2,121,532.9070	885,980.8769
902	106+90.00	45.00' LT.	2,121,531.8664	885,897.8834
12	110+00.00	0.00' RT.	2,121,842.4092	885,938.9931

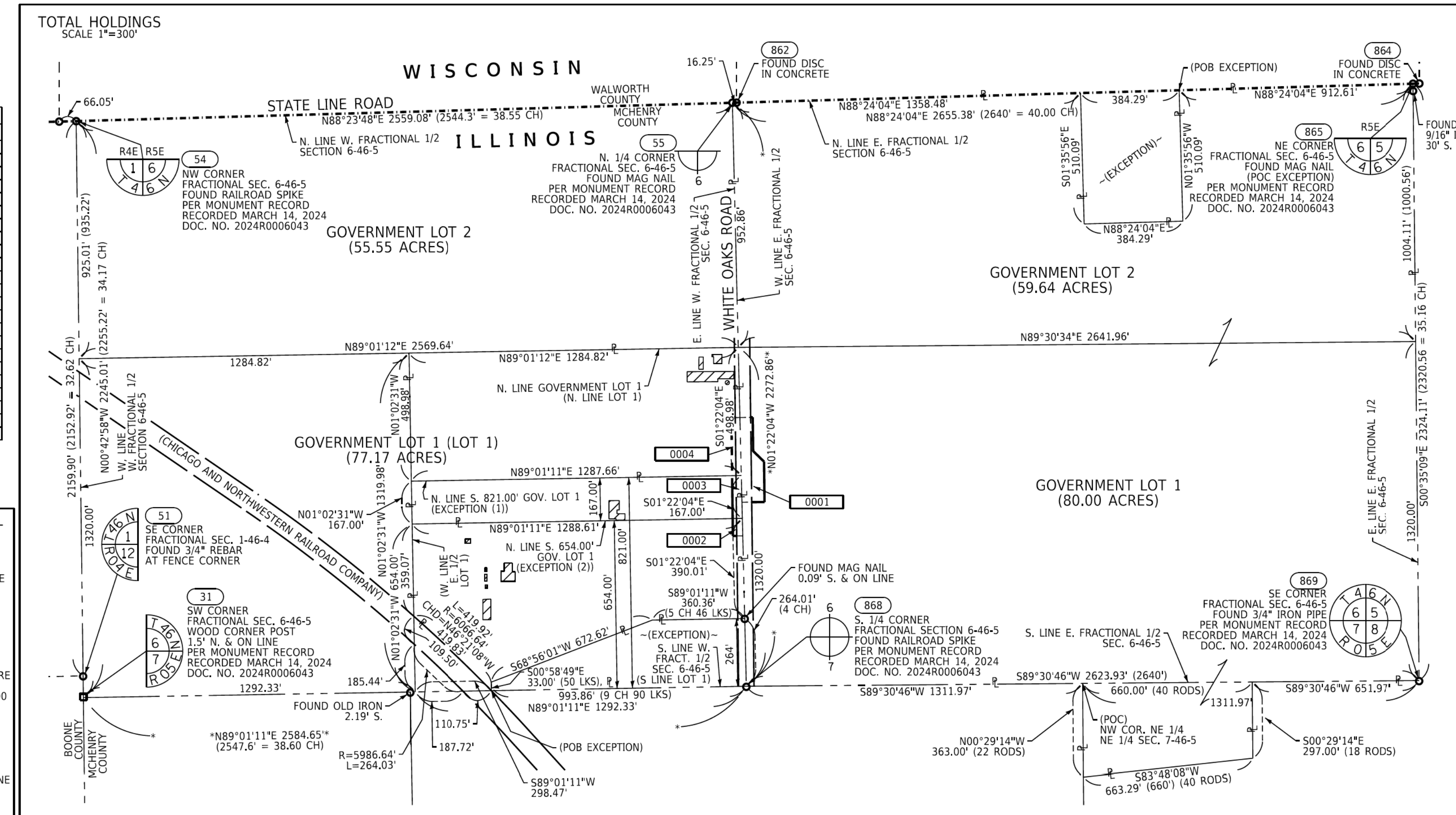
PROJECT COORDINATES
ILLINOIS STATE PLANE,
EAST ZONE, NAD83 (2011)

POINT COORDINATES		
PT.NO.	NORTHING	EASTING
31	2,120,441.4454	883,371.7309
51	2,120,526.5500	883,370.6670
54	2,122,686.2800	883,343.6670
55	2,122,757.8800	885,901.7490
862	2,122,758.2680	885,917.9930
864	2,122,832.7110	888,580.8530
865	2,122,831.9690	888,556.0920
868	2,120,485.6660	885,956.0050
869	2,120,507.9830	888,579.8500

CENTERLINE DETAIL
SCALE 1"=300'



TOTAL HOLDINGS
SCALE 1"=300'



PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		EASEMENT PURPOSE	PARCEL INDEX NUMBER
					ACRES	SQUARE FEET		
0001	139.774	0.535	0.303	139.239				01-06-400-002
0002	*13.998	0.059	0.036	*13.939				01-06-300-010
0003	4.938	0.140	0.083	4.798				01-06-300-007
0004	14.734	0.179	0.101	14.555				01-06-300-009

*TOTAL HOLDING AREA IS THAT PORTION LYING NORTHEASTERLY OF THE RAILROAD

STATE OF ILLINOIS)
)SS
COUNTY OF WILL)

THIS IS TO CERTIFY THAT I, DAVID A. CLAASSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, CLAASSEN, WHITE & ASSOCIATES, P.C. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-004039,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 6 AND 7, TOWNSHIP 46 NORTH, RANGE 5 EAST OF THE THIRD PRINCIPAL MERIDIAN, MCHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DIVISION OF TRANSPORTATION, MCHENRY COUNTY ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS 22ND DAY OF JULY 2024 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

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

STATE OF ILLINOIS PROFESSIONAL LAND SURVEYOR DAVID A. CLAASSEN JOLIET, IL NO. 2962

CLAASSEN, WHITE & ASSOCIATES, P.C. LAND SURVEYORS
121 AIRPORT DRIVE, UNIT I, JOLIET, ILLINOIS 60431
(815) 744-3720 claassenwhite@cwasurvey.com
CWA Job #6961

LEGEND

SECTION CORNER
QUARTER SECTION CORNER

- 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. STANDARD 667101.02 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

- SECTION / QUARTER SECTION LINE
- STATE LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE (APL)
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- EXISTING ACCESS CONTROL LINE (AC)
- PROPOSED ACCESS CONTROL LINE (AC)
- MEASURED DIMENSION (129.32')
- COMPUTED DIMENSION (129.32' (COMP))
- RECORDED DIMENSION ((129.32'))
- EXISTING BUILDING OR REMNANT THEREOF

SURVEY NOTES:
1. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
2. BEARING, DISTANCES, AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID". COORDINATES ARE FIXED HOLDING THE PUBLISHED NAD83(2011) VALUES FOR NCGS CONTROL MONUMENTS MAXON (PID-AJ2990). ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.99994664.
4. AREAS SHOWN ON THIS PLAT ARE "GROUND".
5. FIELD SURVEY COMPLETED IN MAY 5, 2022.

NOTE:
NO EXISTING RIGHT OF WAY DOCUMENTS ARE REFERENCED IN TITLE.
RIGHT OF WAY SHOWN HEREON IS STAKED AND OCCUPIED.

REVISION DATE: / / REVISION MADE BY:

IDOT USE ONLY

PLAT OF HIGHWAYS
MCHENRY COUNTY DIVISION OF TRANSPORTATION
WHITE OAKS ROAD

LIMITS: AT WEST BRANCH PISCASAW CREEK — COUNTY: MCHENRY
SECTION: 18-00489-00-BR — JOB NO.: R-55-001-97
STA. 101+00.00 TO STA. 108+00.00
SCALE: 1" = 40' — SHEET 2 OF 2 SHEETS

MCHENRY COUNTY DIVISION OF TRANSPORTATION
16111 NELSON ROAD
WOODSTOCK, ILLINOIS 60098

Benchmark: Elev. 941.36. Set cut square on top of concrete headwall at the NW corner of the bridge over W Branch Piscasaw Creek.

Existing Structure: Structure 056-3043 was originally built in 1947. The superstructure consists of one 43'-1" span with 5 equally spaced 24WF70 steel beams and 7" thick deck. The out to out of the deck measures 23'-4". The superstructure is supported on cast-in-place concrete wall abutments on spread footings.

Traffic Control: The bridge will be reconstructed under full road closure. A posted detour route will be utilized to accommodate traffic.

Salvage: No salvage.

I certify that to the best of knowledge, information and belief, this bridge/box culvert 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 Standard Specifications for Highway Bridges.

LICENSED STRUCTURAL ENGINEER
ANTHONY J. STANDISH
081-005819
STATE OF ILLINOIS
exp 11/24

DESIGN SPECIFICATIONS

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

LOADING HL-93

Allow 50 psf for future wearing surface

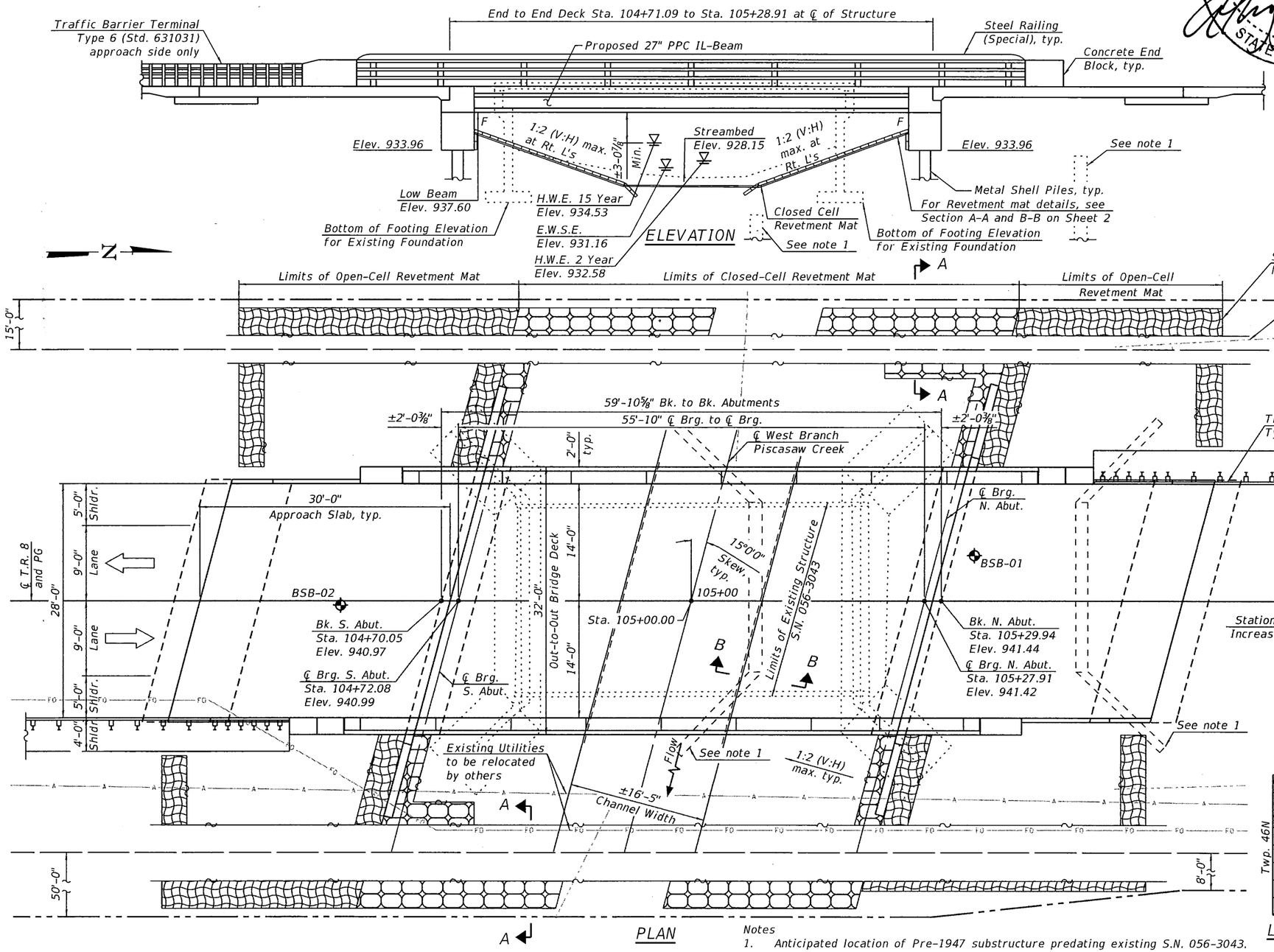
DESIGN STRESSES

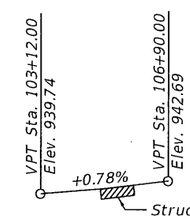
FIELD UNITS

f'c = 3,500 psi (substructure)
f'c = 4,000 psi (superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (ASTM A252 Grade 50)

PRECAST PRESTRESSED UNITS

f'c = 8,500 psi
f'ci = 6,500 psi
fpu = 270,000 psi (0.6" Φ low lax strands)
fpbt = 202,300 psi (0.6" Φ low lax strands)





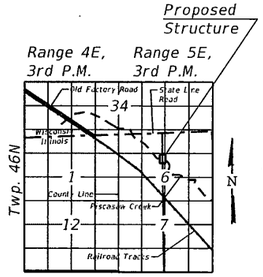
PROFILE GRADE
(Along ℄ Roadway)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.077g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.101g
Soil Site Class = D

LEGEND

- Soil Boring
- A — Existing Aerial
- FO — Existing Fiber Optic
- Existing R.O.W.
- Proposed R.O.W.
- Open-Cell Revetment Mat
- Closed-Cell Revetment Mat



LOCATION SKETCH

Notes
1. Anticipated location of Pre-1947 substructure predating existing S.N. 056-3043.

GENERAL PLAN & ELEVATION
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK
SEC 18-00489-00-BR
MCHENRY COUNTY
STA. 105+00.00
STRUCTURE NO. 056-9043

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

USER NAME =	DESIGNED - DWK	REVISED -
	CHECKED - NDR	REVISED -
PLOT SCALE =	DRAWN - CJH	REVISED -
PLOT DATE =	CHECKED - DWK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 056-9043
SHEET 1 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	24
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. The finish machine rails shall be placed in 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. Concrete Sealer shall be applied to the designated areas of the exposed abutment front face and sides, as well as the exposed faces of the wingwalls.
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.
6. The existing strucural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

WATERWAY INFORMATION

Drainage Area = 2.0 sq. mi. Ex. Overtopping Elev. = 939.74 @ Sta. 203+00
Prop. Overtopping Elev. = 939.74 @ Sta. 203+00

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.
Ten-Year	10	340	143	172	934.25	0.00	0.00	934.17	934.15
Design	15	383	154	183	934.53	0.00	0.00	934.48	934.44
Base	100	683	216	252	936.13	0.03	0.00	936.16	936.06
Scour Check	200	756	228	265	936.45	0.03	0.00	936.48	936.35
Max. Calc.	500	975	251	300	937.32	0.01	0.00	937.33	937.08

DESIGN SCOUR ELEVATION TABLE

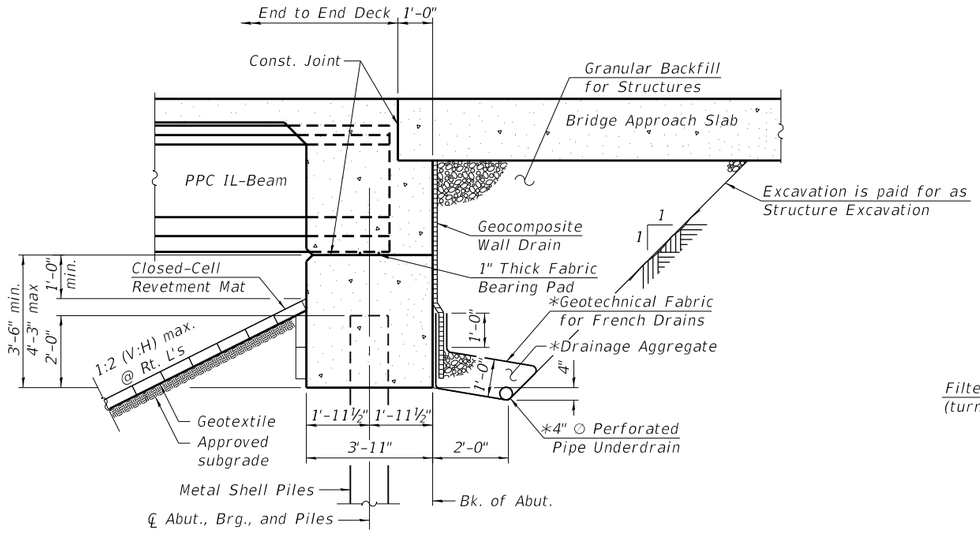
Event / Limit State	Design Scour Elevations (ft.) S. Abut.	N. Abut.	Item 113
Q100	933.96	933.96	8
Q200	933.96	933.96	
Design	933.96	933.96	
Check	933.96	933.96	

INDEX OF SHEETS

WEST BRANCH PISCASAW CREEK
BUILT 202X BY
MCHENRY COUNTY
SEC. 18-00489-00-BR
T.R. 8 STA. 105+00.00
STR. NO. 056-9043
LOADING HL-93

NAME PLATE

See Std. 515001

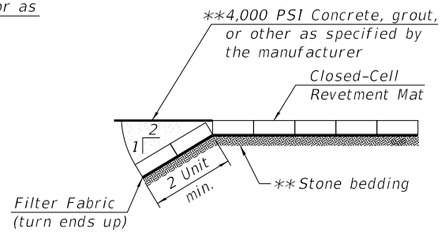


SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. L's)

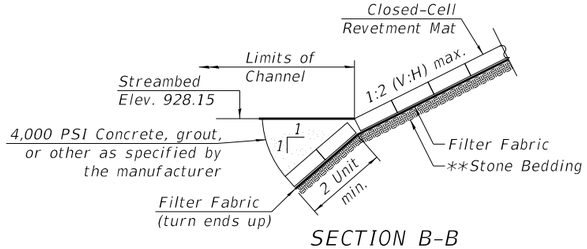
* Included in the cost of Pipe Underdrains for Structures, 4".

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).



SECTION A-A

Revetment Mat End Treatment Detail
(Closed cell shown, open cell similar)



SECTION B-B

** Included in the cost of Articulated Block Revetment Mat and installed per manufacturer's recommendations.

TOTAL BILL OF MATERIALS

Item	Unit	Super	Sub	Total
Channel Excavation	CU YD		475	475
Filter Fabric	SQ YD		1,190	1,190
Articulated Block Revetment Mat	SQ YD		1,190	1,190
Removal of Existing Structures	EACH	1		1
Structure Excavation	CU YD		236	236
Concrete Structures	CU YD		65.2	65.2
Concrete Superstructure	CU YD	85.4		85.4
Bridge Deck Grooving	SQ YD	339		339
Protective Coat	SQ YD	464		464
Concrete Superstructure (Approach Slab)	CU YD	85.1		85.1
Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N	FOOT	286		286
Reinforcement Bars, Epoxy Coated	POUND	53,500	8,240	61,740
Furnishing Metal Shell Piles 14" x 0.312"	FOOT		416	416
Driving Piles	FOOT		416	416
Test Pile Metal Shells	EACH		2	2
Pile Shoes	EACH		10	10
Name Plates	EACH	1		1
Granular Backfill for Structures	CU YD		105	105
Concrete Sealer	SQ FT		340	340
Geocomposite Wall Drain	SQ YD		67	67
Concrete Headwalls for Pipe Drains	EACH		4	4
Pipe Underdrains for Structures 4"	FOOT		128	128
Cofferdam (Type 1) (In-Stream/Wetland Work)	EACH			2
Bar Terminator	EACH		384	384
Steel Railing (Special)	FOOT	153		153

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PLOT SCALE =	DRAWN - CJH	REVISED -	
PLOT DATE =	CHECKED - DWK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 056-9043
SHEET 2 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	25
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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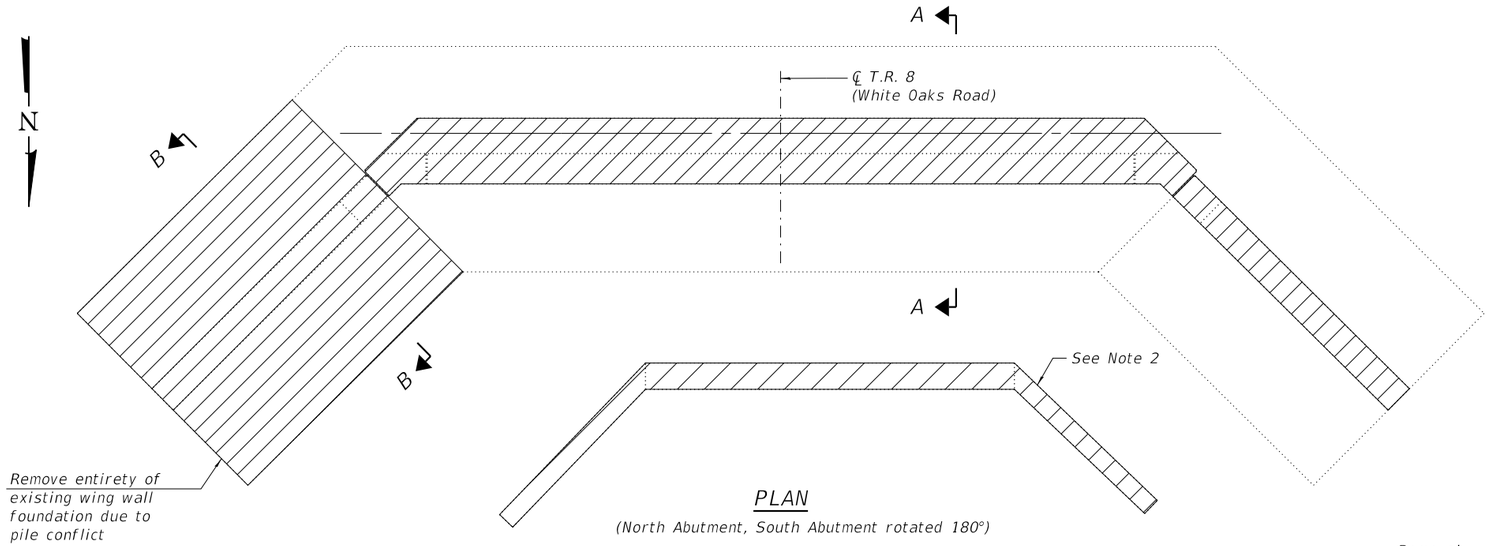
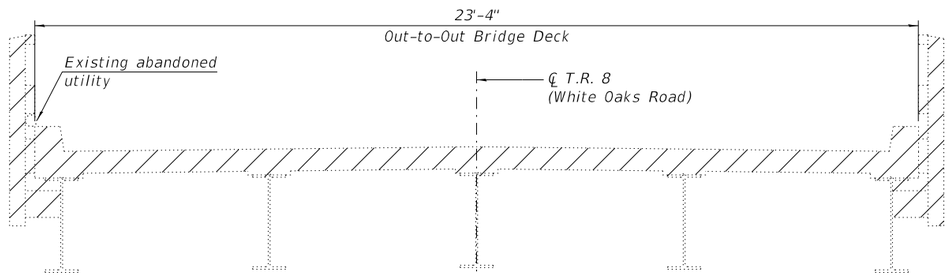


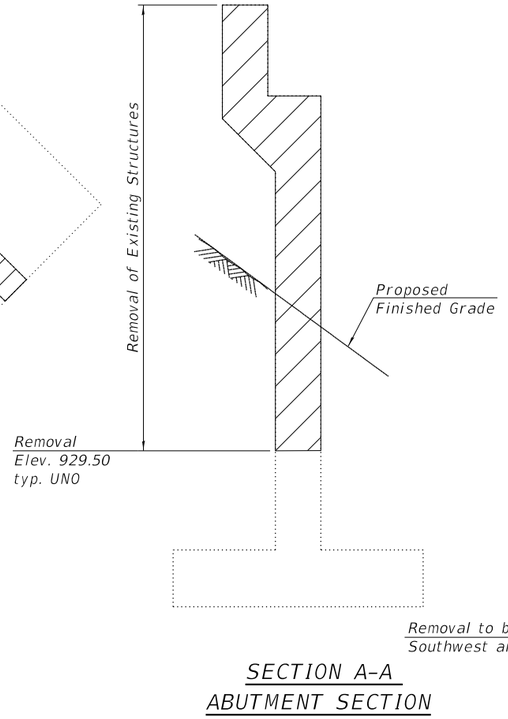
PLAN

(North Abutment, South Abutment rotated 180°)



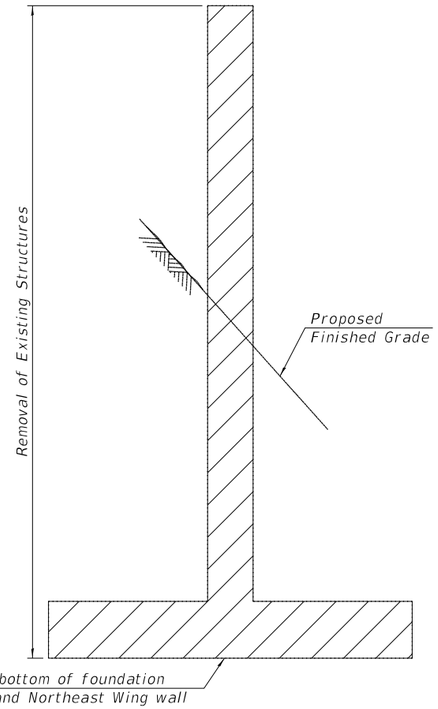
EXISTING CROSS SECTION

(Looking North)



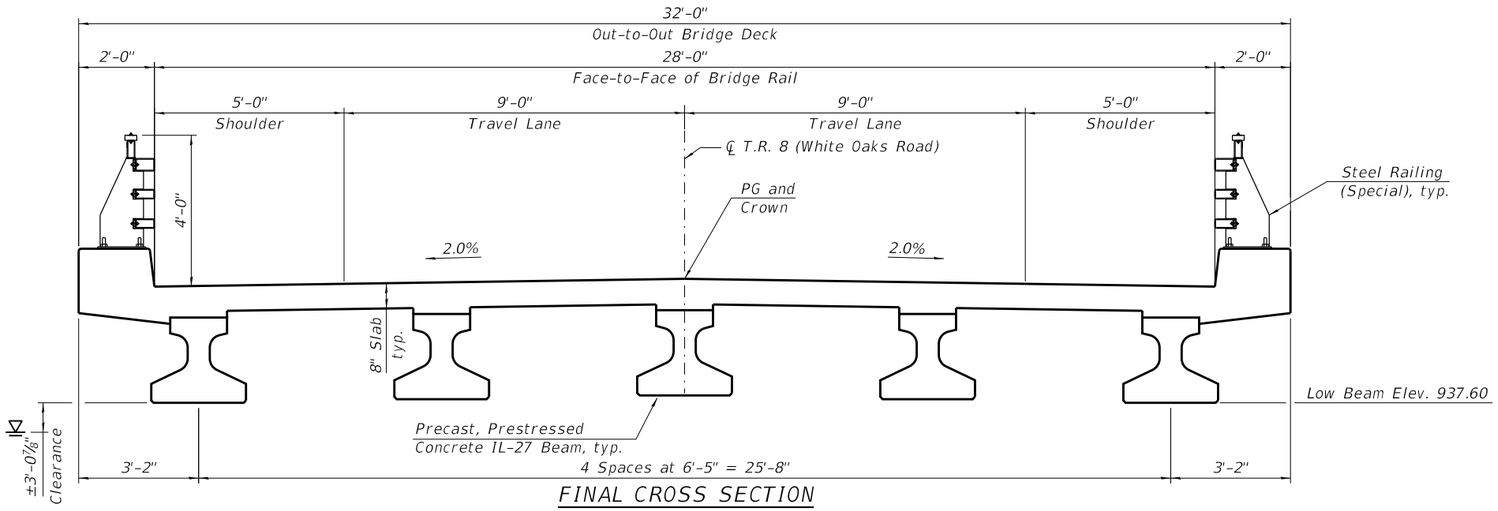
SECTION A-A

ABUTMENT SECTION



SECTION B-B

WINGWALL SECTION



FINAL CROSS SECTION

(Looking North)

LEGEND

Removal of Existing Structures

Notes:

1. See sheet 27 and 28 of 28 for existing drawings.
2. Pre-1947 substructure is on sheet 27 of 28. Cost associated with interaction, excavation, and removal of the Pre-1947 substructure is included in the cost of Removal of Existing Structures.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Removal of Existing Structures	Each	1

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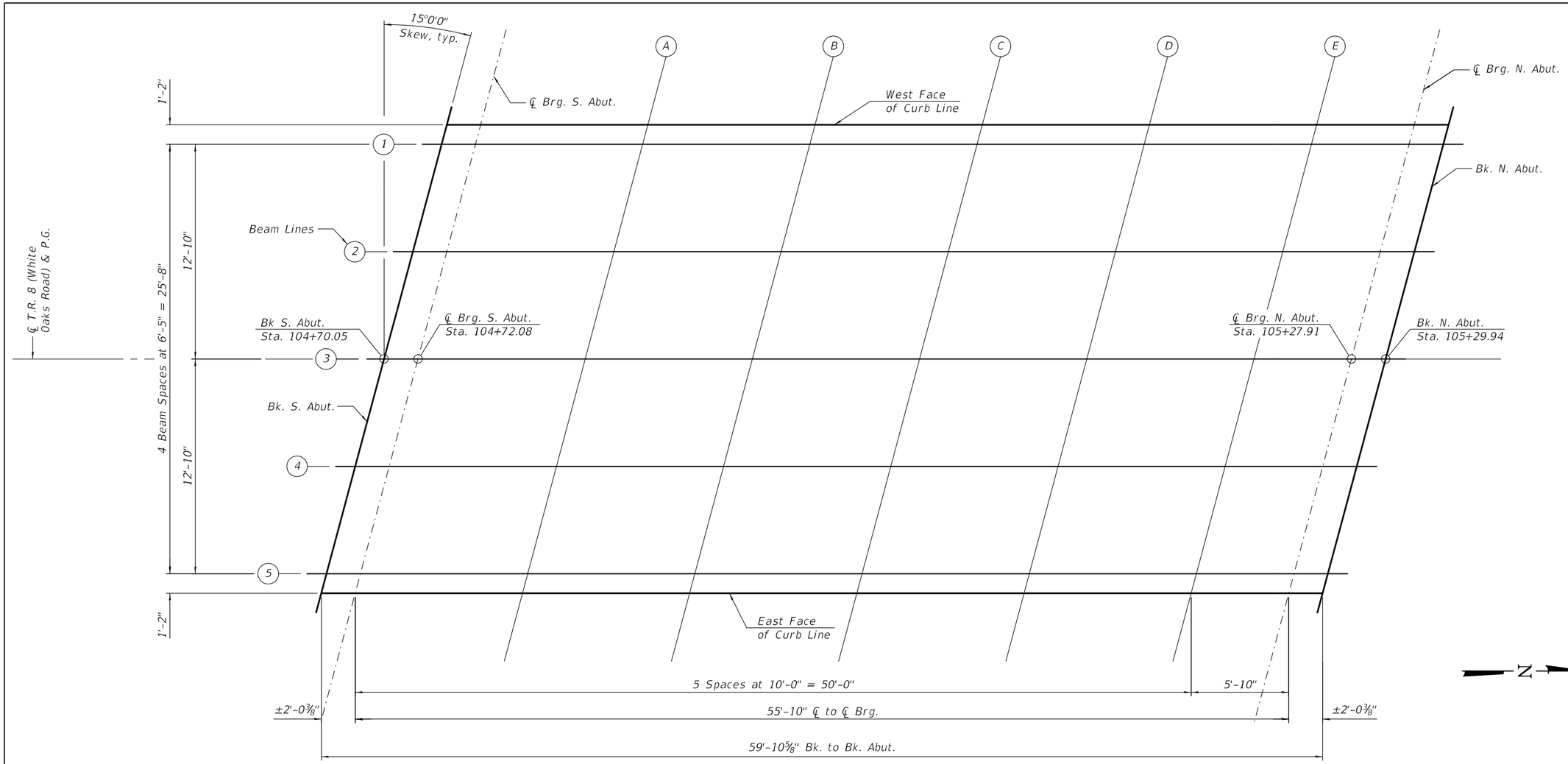
	CHECKED - NDR	REVISED -	
PLOT SCALE =	DRAWN - CJH	REVISED -	
PLOT DATE =	CHECKED - DWK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

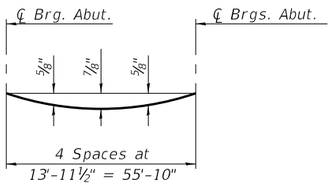
CROSS SECTION AND REMOVAL DETAILS
STRUCTURE NO. 056-9043

SHEET 3 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	26
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		



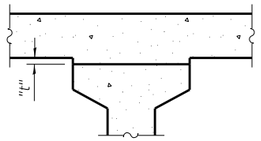
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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



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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION LAYOUT
STRUCTURE NO. 056-9043
SHEET 4 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	27
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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WEST FACE OF CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of S. Abut.	104+73.80	-14.00	940.72	940.72
CL Brg. S. Abut.	104+75.83	-14.00	940.74	940.74
A	104+85.83	-14.00	940.82	940.85
B	104+95.83	-14.00	940.89	940.96
C	105+05.83	-14.00	940.97	941.04
D	105+15.83	-14.00	941.05	941.11
E	105+25.83	-14.00	941.13	941.15
CL Brg. N. Abut.	105+31.67	-14.00	941.17	941.17
Bk. of N. Abut.	105+33.70	-14.00	941.19	941.19

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of S. Abut.	104+73.49	-12.83	940.74	940.74
CL Brg. S. Abut.	104+75.52	-12.83	940.76	940.76
A	104+85.52	-12.83	940.84	940.88
B	104+95.52	-12.83	940.91	940.98
C	105+05.52	-12.83	940.99	941.07
D	105+15.52	-12.83	941.07	941.13
E	105+25.52	-12.83	941.15	941.17
CL Brg. N. Abut.	105+31.35	-12.83	941.19	941.19
Bk. of N. Abut.	105+33.38	-12.83	941.21	941.21

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of S. Abut.	104+71.77	-6.42	940.86	940.86
CL Brg. S. Abut.	104+73.80	-6.42	940.87	940.87
A	104+83.80	-6.42	940.95	940.99
B	104+93.80	-6.42	941.03	941.10
C	105+03.80	-6.42	941.11	941.18
D	105+13.80	-6.42	941.19	941.24
E	105+23.80	-6.42	941.26	941.29
CL Brg. N. Abut.	105+29.63	-6.42	941.31	941.31
Bk. of N. Abut.	105+31.67	-6.42	941.33	941.33

℄ T.R. 8 (WHITE OAKS ROAD), PROFILE GRADE, AND BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of S. Abut.	104+70.05	0.00	940.97	940.97
CL Brg. S. Abut.	104+72.08	0.00	940.99	940.99
A	104+82.08	0.00	941.07	941.11
B	104+92.08	0.00	941.14	941.21
C	105+02.08	0.00	941.22	941.30
D	105+12.08	0.00	941.30	941.36
E	105+22.08	0.00	941.38	941.40
CL Brg. N. Abut.	105+27.91	0.00	941.42	941.42
Bk. of N. Abut.	105+29.95	0.00	941.44	941.44

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of S. Abut.	104+68.33	6.42	940.83	940.83
CL Brg. S. Abut.	104+70.36	6.42	940.85	940.85
A	104+80.36	6.42	940.92	940.96
B	104+90.36	6.42	941.00	941.07
C	105+00.36	6.42	941.08	941.15
D	105+10.36	6.42	941.16	941.22
E	105+20.36	6.42	941.24	941.26
CL Brg. N. Abut.	105+26.20	6.42	941.28	941.28
Bk. of N. Abut.	105+28.23	6.42	941.30	941.30

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of S. Abut.	104+66.61	12.83	940.69	940.69
CL Brg. S. Abut.	104+68.64	12.83	940.71	940.71
A	104+78.64	12.83	940.78	940.82
B	104+88.64	12.83	940.86	940.93
C	104+98.64	12.83	940.94	941.01
D	105+08.64	12.83	941.02	941.07
E	105+18.64	12.83	941.10	941.12
CL Brg. N. Abut.	105+24.48	12.83	941.14	941.14
Bk. of N. Abut.	105+26.51	12.83	941.16	941.16

EAST FACE OF CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. of S. Abut.	104+66.30	14.00	940.66	940.66
CL Brg. S. Abut.	104+68.33	14.00	940.68	940.68
A	104+78.33	14.00	940.76	940.80
B	104+88.33	14.00	940.84	940.90
C	104+98.33	14.00	940.91	940.99
D	105+08.33	14.00	940.99	941.05
E	105+18.33	14.00	941.07	941.09
CL Brg. N. Abut.	105+24.16	14.00	941.11	941.11
Bk. of N. Abut.	105+26.19	14.00	941.13	941.13

WEST FACE OF CURB

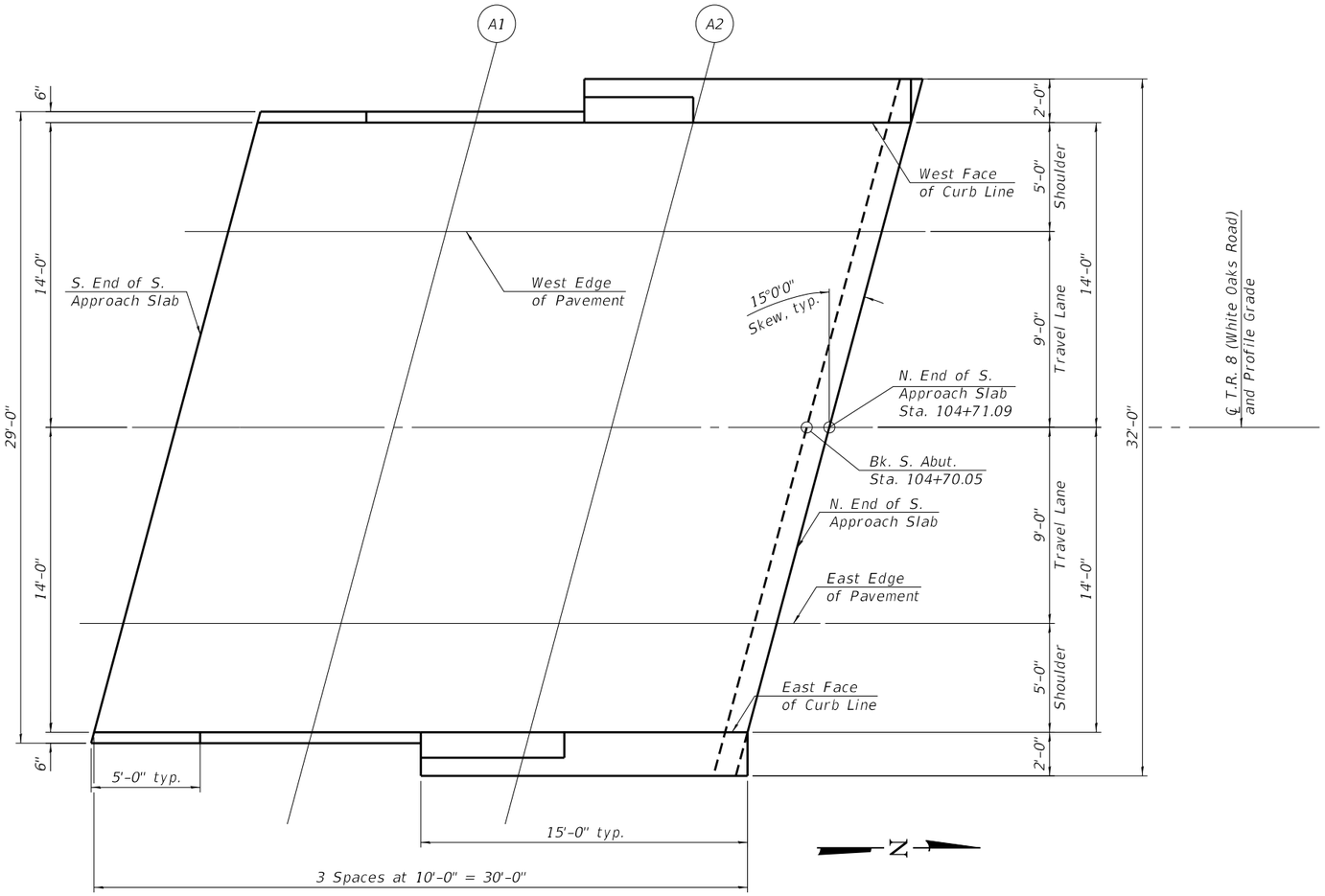
Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	104+44.84	-14.00	940.50
A1	104+54.84	-14.00	940.57
A2	104+64.84	-14.00	940.65
N. End S. Approach Slab	104+74.84	-14.00	940.73

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	104+43.50	-9.00	940.59
A1	104+53.50	-9.00	940.66
A2	104+63.50	-9.00	940.74
N. End S. Approach Slab	104+73.50	-9.00	940.82

℄ T.R. 8 (WHITE OAKS ROAD) AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	104+41.09	0.00	940.75
A1	104+51.09	0.00	940.82
A2	104+61.09	0.00	940.90
N. End S. Approach Slab	104+71.09	0.00	940.98



PLAN

South Approach

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	104+38.67	9.00	940.55
A1	104+48.67	9.00	940.63
A2	104+58.67	9.00	940.70
N. End S. Approach Slab	104+68.67	9.00	940.78

EAST FACE OF CURB

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	104+37.33	14.00	940.44
A1	104+47.33	14.00	940.52
A2	104+57.33	14.00	940.59
N. End S. Approach Slab	104+67.33	14.00	940.67

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PLOT DATE =	CHECKED - JAS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB LAYOUT AND ELEVATION (1 OF 2)
STRUCTURE NO. 056-9043

SHEET 6 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	29
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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WEST FACE OF CURB

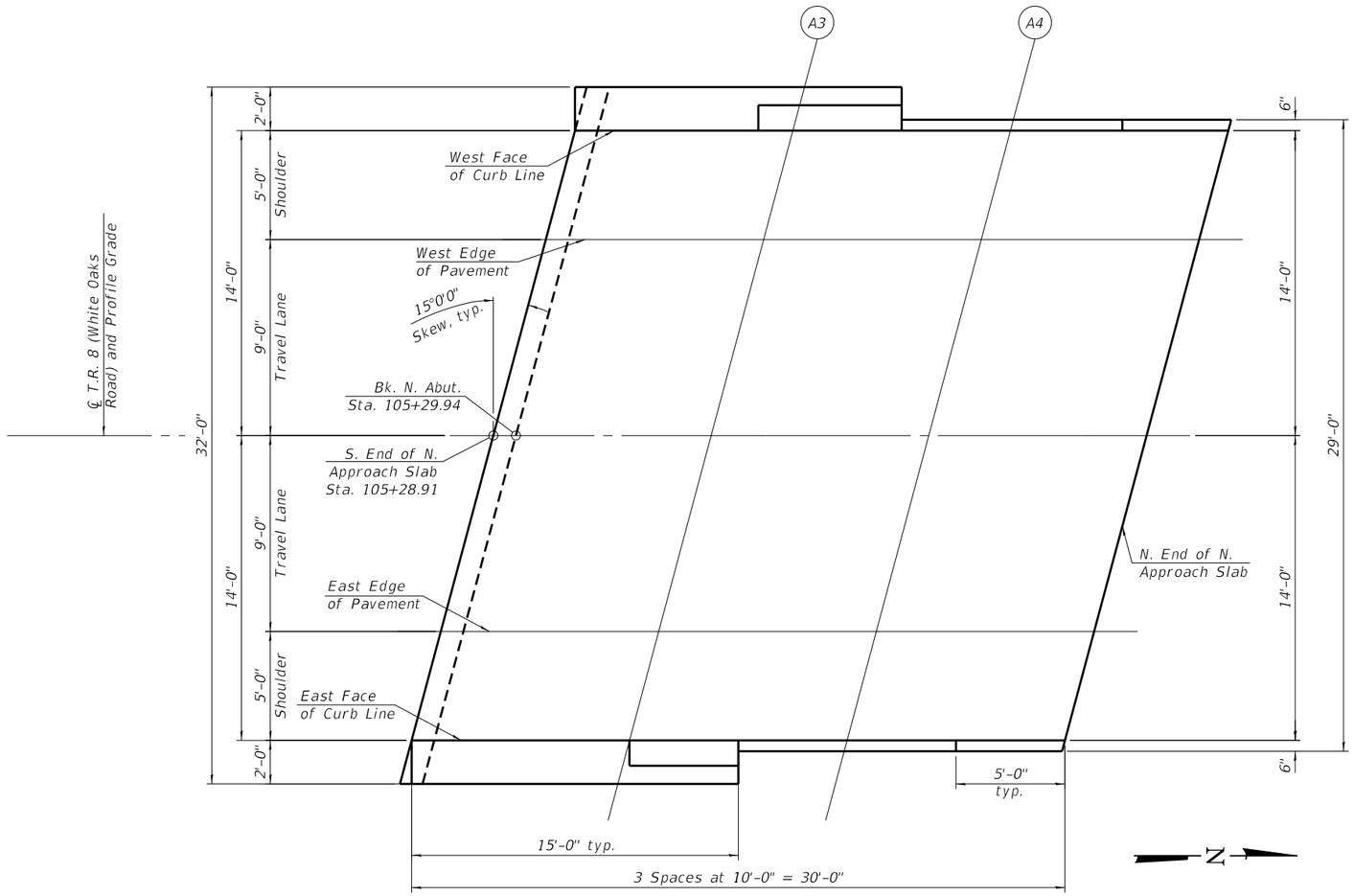
Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	105+32.66	-14.00	941.18
A3	105+42.66	-14.00	941.26
A4	105+52.66	-14.00	941.34
N. End N. Approach Slab	105+62.66	-14.00	941.42

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	105+31.32	-9.00	941.27
A3	105+41.32	-9.00	941.35
A4	105+51.32	-9.00	941.43
N. End N. Approach Slab	105+61.32	-9.00	941.50

℄ T.R. 8 (WHITE OAKS ROAD) AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	105+28.90	0.00	941.43
A3	105+38.90	0.00	941.51
A4	105+48.90	0.00	941.59
N. End N. Approach Slab	105+58.90	0.00	941.67



PLAN

North Approach

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	105+26.49	9.00	941.23
A3	105+36.49	9.00	941.31
A4	105+46.49	9.00	941.39
N. End N. Approach Slab	105+56.49	9.00	941.47

EAST FACE OF CURB

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	105+25.15	14.00	941.12
A3	105+35.15	14.00	941.20
A4	105+45.15	14.00	941.28
N. End N. Approach Slab	105+55.15	14.00	941.36

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PLOT SCALE =	DRAWN - CJH	REVISED -
PLOT DATE =	CHECKED - JAS	REVISED -

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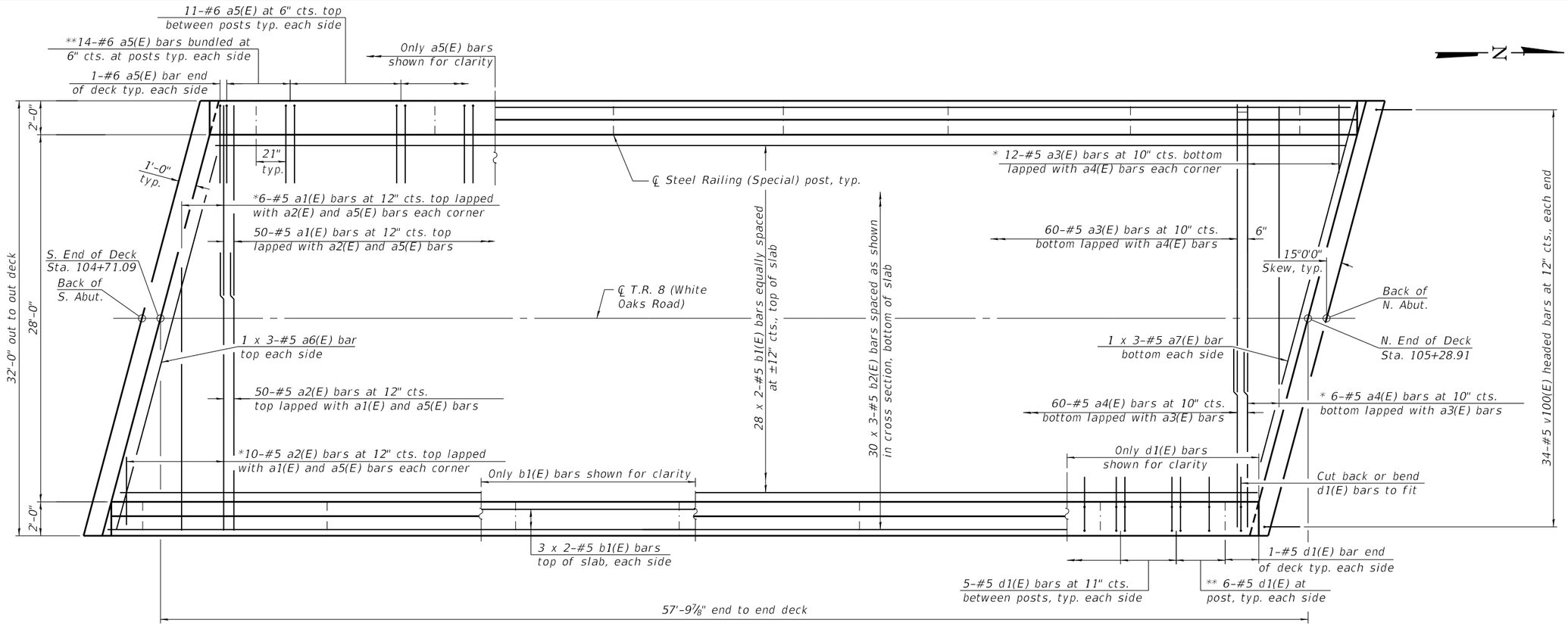
TOP OF APPROACH SLAB LAYOUT AND ELEVATION (2 OF 2)
STRUCTURE NO. 056-9043
SHEET 7 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	30
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		



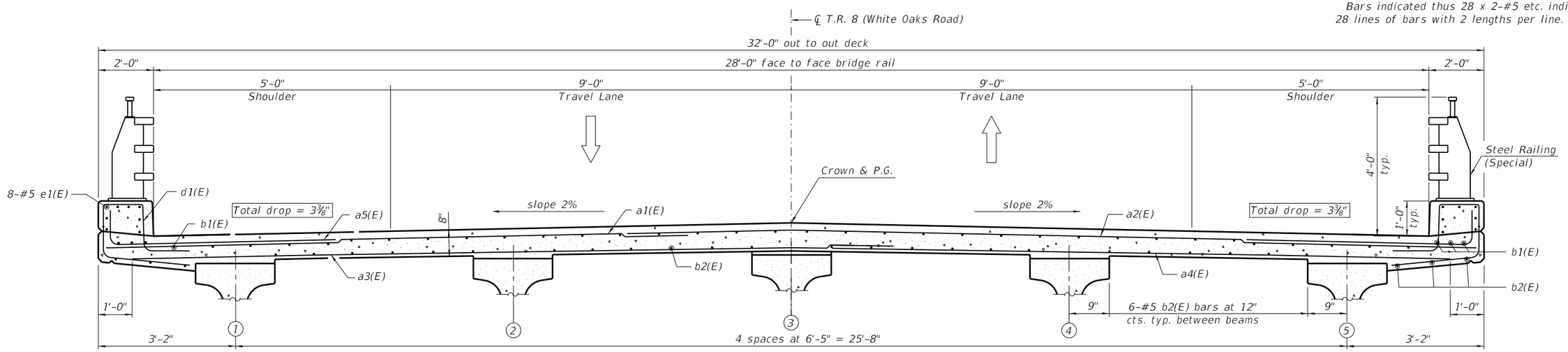
PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"

* Order a1(E), a2(E), a3(E) and a4(E) bars full length. Cut to fit skew.
** See Section A-A on sheet 9 of 28 for reinforcement detailing around railing, typ.

Notes:
See sheet 9 of 28 for superstructure details and Bill of Material.
Bars indicated thus 28 x 2-#5 etc. indicates 28 lines of bars with 2 lengths per line.



CROSS SECTION

(Looking North)

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STATE OF ILLINOIS
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SUPERSTRUCTURE PLAN AND DECK CROSS SECTION
STRUCTURE NO. 056-9043

SHEET 8 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	31
		CONTRACT NO. 61K80		
		ILLINOIS	FED. AID PROJECT	

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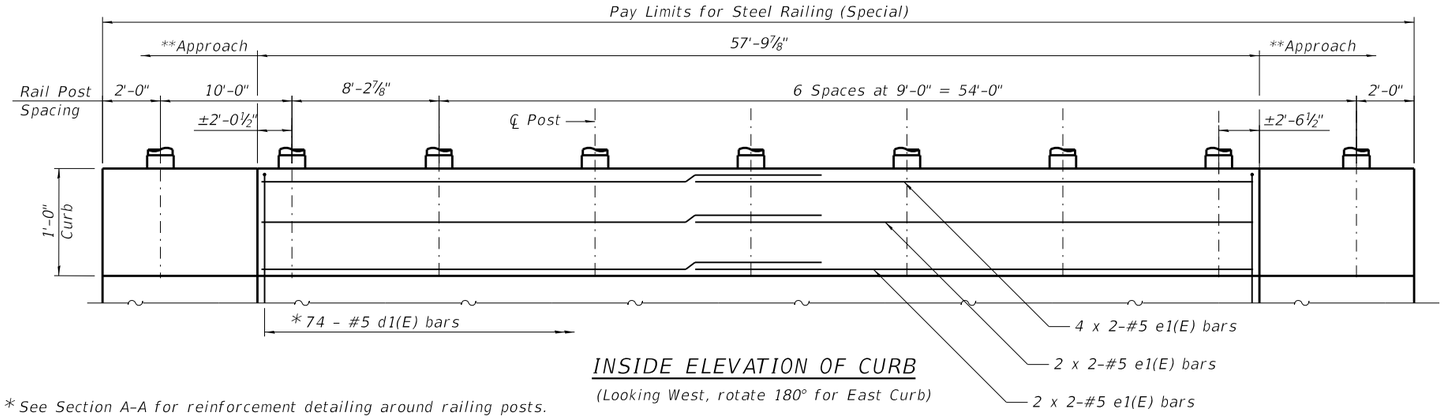
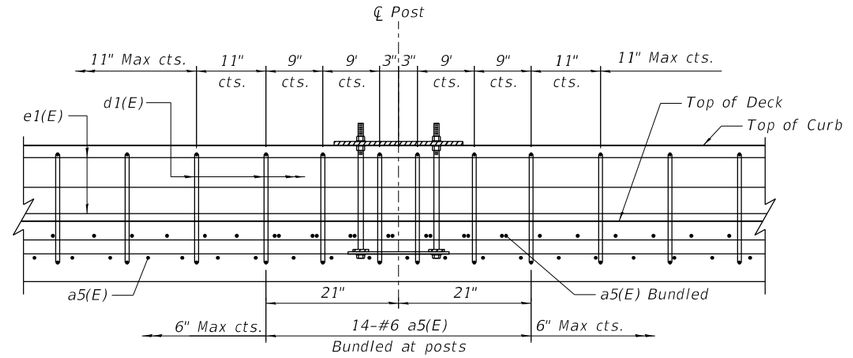


INSIDE ELEVATION OF CURB

(Looking West, rotate 180° for East Curb)

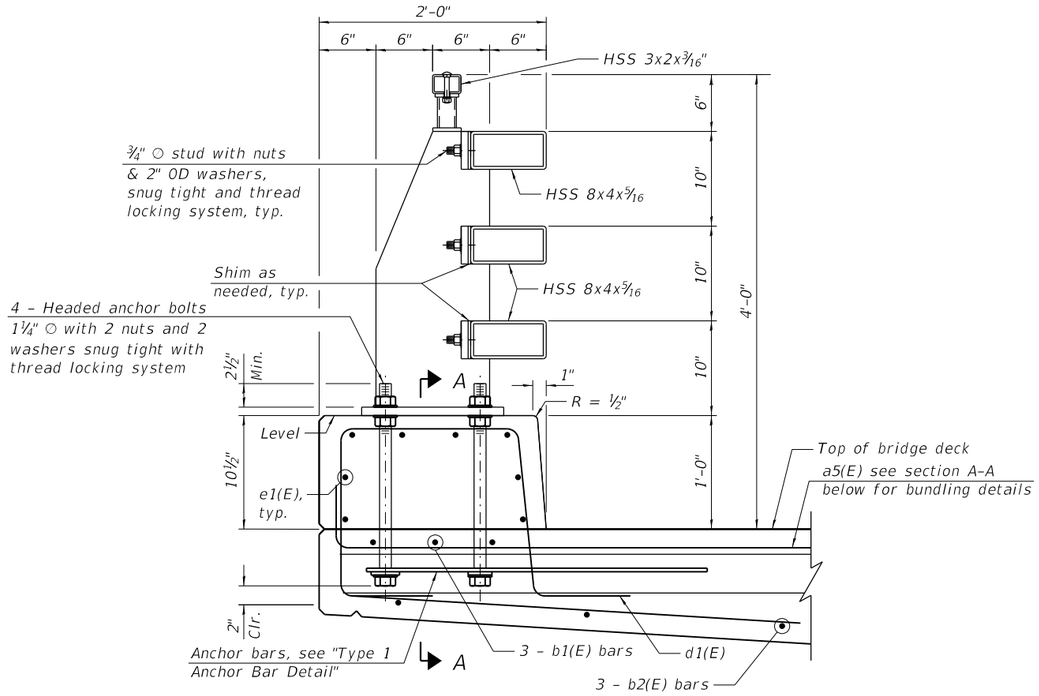


SECTION A-A

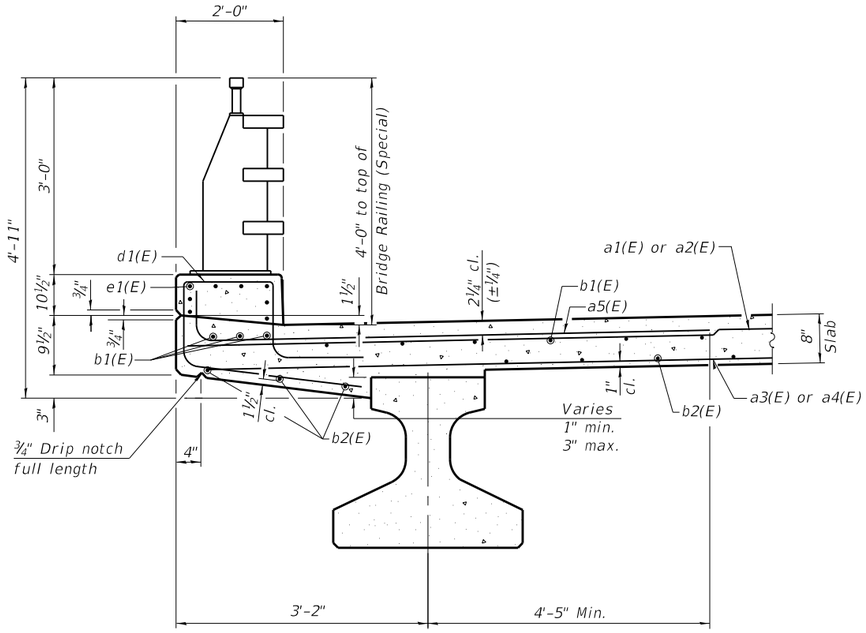
Note: Post not shown for clarity.

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

**See sheet 17 of 28 for Approach curb and end block reinforcement details.



TYPICAL SECTION AT RAILING POST



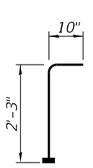
SECTION THRU CURB

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

SUPERSTRUCTURE BILL OF MATERIAL

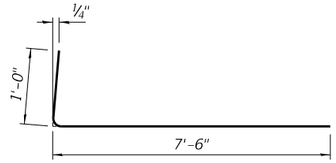
Bar	No.	Size	Length	Shape
a1(E)	66	#5	14'-7"	
a2(E)	66	#5	21'-0"	
a3(E)	78	#5	19'-3"	
a4(E)	78	#5	14'-3"	
a5(E)	330	#6	8'-5"	
a6(E)	6	#5	13'-5"	
a7(E)	4	#5	18'-3"	
b1(E)	68	#5	28'-8"	
b2(E)	90	#5	20'-4"	
d1(E)	148	#5	7'-9"	
e1(E)	16	#4	30'-8"	
m11(E)	16	#6	5'-9"	
m12(E)	8	#6	2'-10"	
m13(E)	8	#6	3'-10"	
m14(E)	4	#6	1'-9"	
m15(E)	20	#5	4'-0"	
s10(E)	52	#5	8'-5"	
s11(E)	52	#5	8'-4"	
s12(E)	40	#5	7'-9"	
v100(E)	68	#5	3'-1"	

Concrete Superstructure	Cu. Yd.	78.5
Bridge Deck Grooving	Sq. Yd.	167
Protective Coat	Sq. Yd.	232
Reinforcement Bars, Epoxy Coated	Pound	16,740
Bar Terminators	Each	68

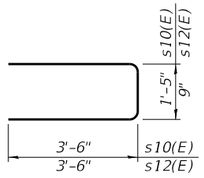


BAR v100(E)

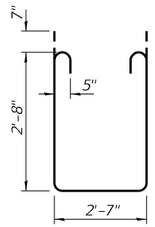
(Headed)



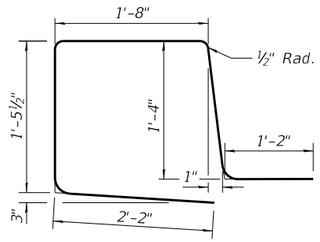
BAR a5(E)



BARS s10(E) & s12(E)



BAR s11(E)



BAR d1(E)

Notes:

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Bar head is paid for as Bar Terminators. Remainder of epoxy coated rebar paid for as Reinforcement Bars, Epoxy Coated.

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

The 1'-0" curb beneath the steel railing shall be quantified and paid for as Concrete Superstructure.

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PLOT SCALE =		DRAWN - CJH	REVISED -		SHEET 9 OF 28 SHEETS
PLOT DATE =		CHECKED - DWK	REVISED -		

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	32
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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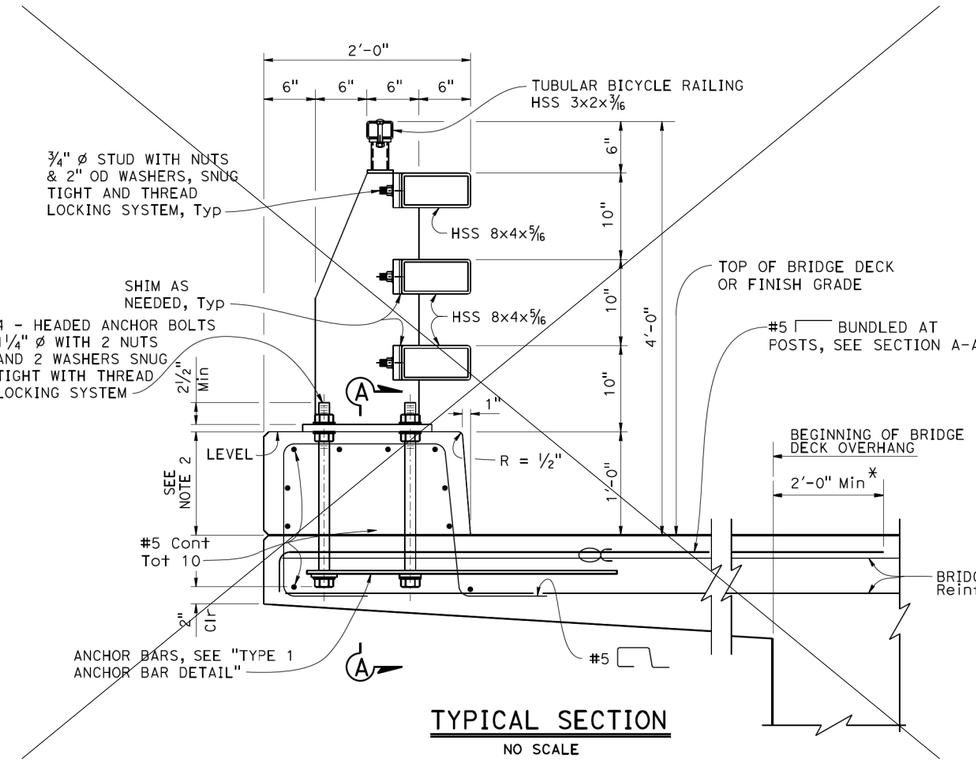
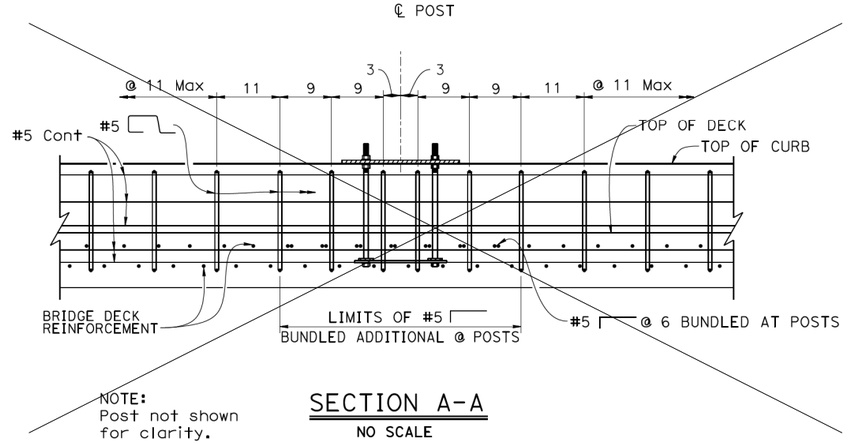
Note: See Typical Section at Railing Post on sheet 9 of 28 for curb and overhang reinforcement details.



TYPICAL SECTION

NO SCALE

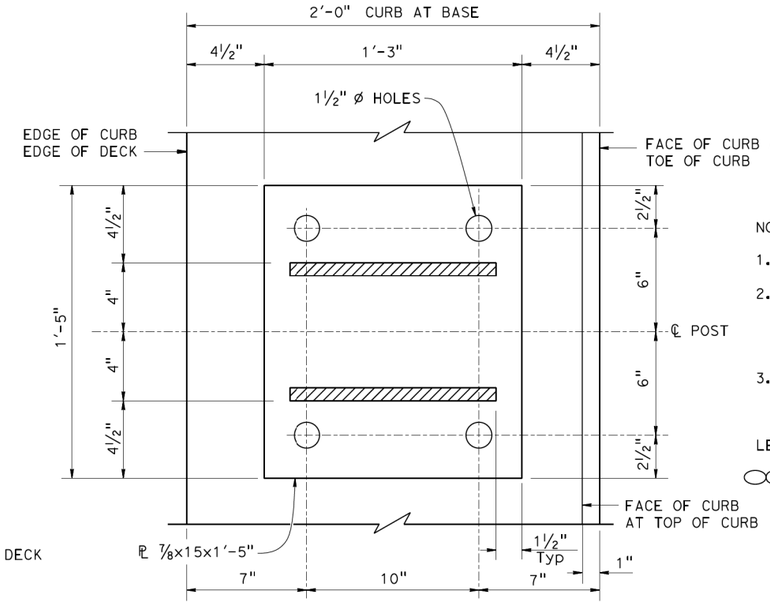
* #5 ⌐¬ Bundled at posts to extend 2'-0" Min beyond beginning of bridge deck overhang.



NOTE:
Post not shown for clarity.

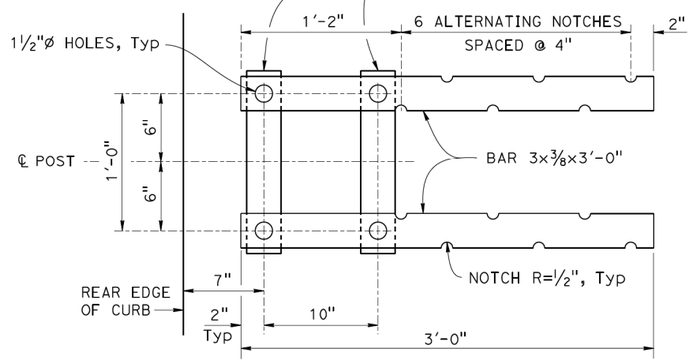
SECTION A-A

NO SCALE



BASE PLATE

NO SCALE



TYPE 1 ANCHOR BAR DETAIL

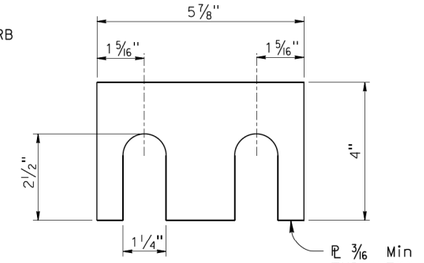
NO SCALE

NOTES:

1. Anchor bolts may be tack welded to anchor bars.
2. Curb dimension at back side of rail will vary with bridge deck cross slope, and if overlay is placed on the bridge deck. For the same reasons, the anchor bolt lengths will vary.
3. Use extra thick washers for anchor bolts, with a minimun thickness of 0.305" and a maximum thickness of 0.375".

LEGEND:

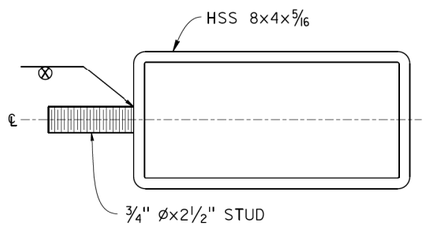
⌒ - Bundled reinforcement.



SHIM DETAILS

NO SCALE

NOTE:
Shims as needed between posts and HSS rail tubes.



RAIL SECTION AT POST

NO SCALE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER — DATE X

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. X — Exp. X — CIVIL — STATE OF CALIFORNIA

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BRIDGE STANDARD DETAILS

xs16-121-1 (FILE NO.) | JULY 2022 (APPROVAL DATE)

The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE No. XX-XXXX
POST MILE X.X

CALIFORNIA ST-76 BRIDGE RAIL DETAILS No. 1

Refer to: http://www.dot.ca.gov/hq/esc/techpubs/manual/bridgemanuals/bridge-standard-detail-sheets/index.html

DATE PLOTTED => 19-JUL-2022 TIME PLOTTED => 12:48
FILE => 20220627_xs16-121-1.dgn USERNAME => s148360
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: XXXX
PROJECT NUMBER & PHASE: XXXXXXXXXX1
COUNTY/ROUTE: XXX/XXX
CONTRACT No.: XX-XXXXX4

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES			SHEET	OF
10-6-20	7-8-22	12-27-23	1	5

Note: See Section A-A on sheet 9 of 28 for rebar details around posts.

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PLOT DATE =	CHECKED - DWK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING DETAILS (1 OF 5)
STRUCTURE NO. 056-9043
SHEET 10 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	33
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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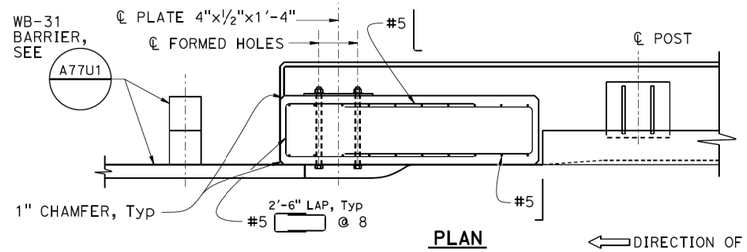
8/27/2024 9:54:42 AM

Note: Traffic Barrier Terminal, Type 6 to be used instead of California Thrie Beam Barrier. See sheet 16 of 28 for connection details.

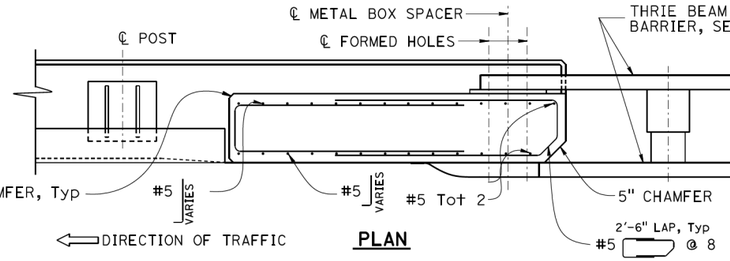


PLAN

DIRECTION OF TRAFFIC

DEPARTURE END BLOCK DETAIL

NO SCALE



DIRECTION OF TRAFFIC

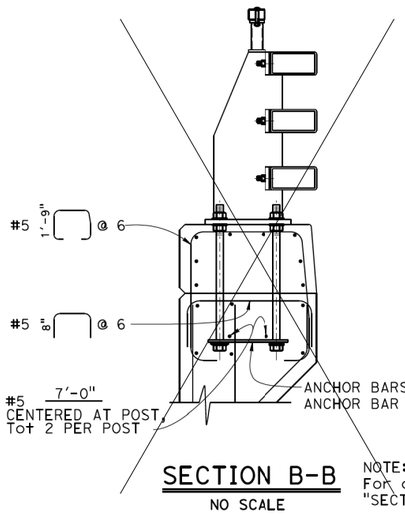
PLAN

APPROACH TRANSITION END BLOCK DETAIL

NO SCALE

NOTES:

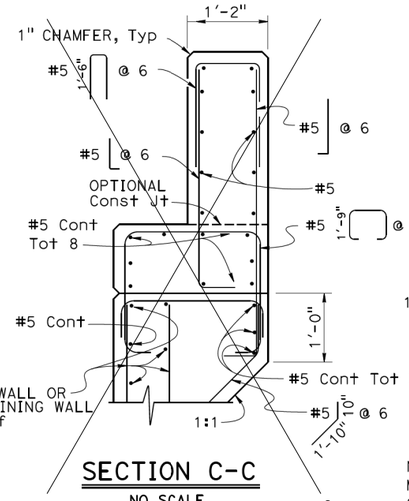
1. All horizontal members are parallel to longitudinal profile grade.
2. Posts are normal to profile grade of structure.
3. Posts are vertical to the transverse cross section.
4. If departure end block is within the Clear Recovery Zone (CRZ, 30 feet for expressways and freeways and 20 feet for conventional highways) of opposing traffic, then use the approach end block at the departure end.
5. Anchor bolts may be tack welded to anchorage.
6. For parapet shoe details see "CALIFORNIA ST-76 BRIDGE RAIL - DETAILS No. 5" sheet.



SECTION B-B

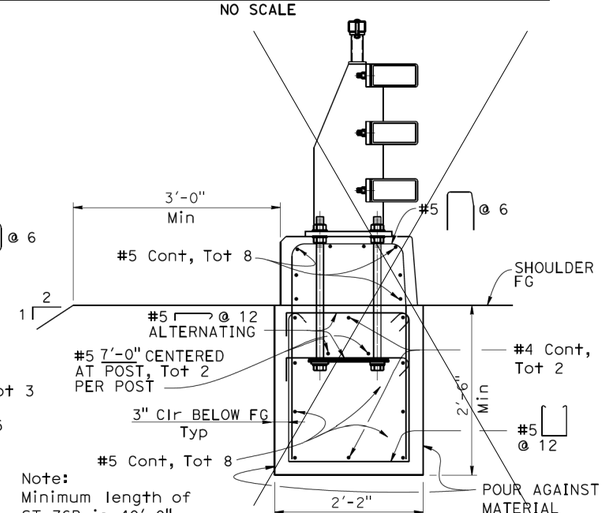
NO SCALE

NOTE:
For details not shown see "SECTION C-C"



SECTION C-C

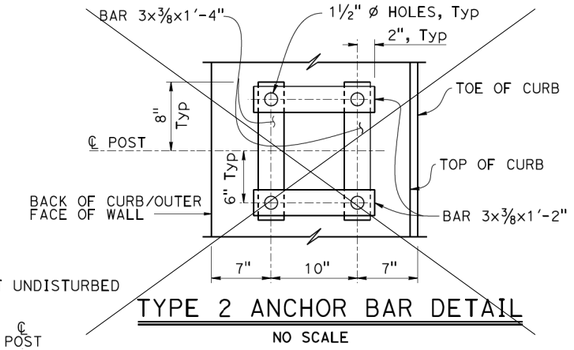
NO SCALE



Note:
Minimum length of ST-76B is 40'-0".

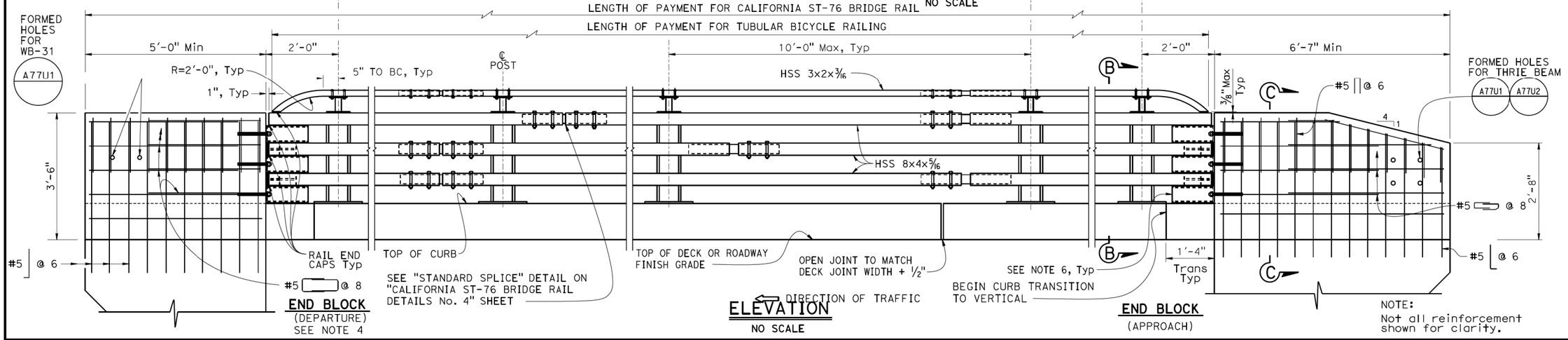
ST-76B

NO SCALE



TYPE 2 ANCHOR BAR DETAIL

NO SCALE



END BLOCK (DEPARTURE) SEE NOTE 4

DIRECTION OF TRAFFIC

ELEVATION

NO SCALE

END BLOCK (APPROACH)

NOTE:
Not all reinforcement shown for clarity.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

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BRIDGE STANDARD DETAILS

xs16-121-2 (FILE NO.)	JULY 2022 (APPROVAL DATE)	The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California

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DIVISION OF ENGINEERING SERVICES

BRIDGE NO. XX-XXXX
POST MILE X.X

CALIFORNIA ST-76 BRIDGE RAIL DETAILS No. 2

Refer to: https://www.dot.ca.gov/hq/esc/techpubs/manual/bridgemanuals/bridge-standard-detail-sheets/index.html

DATE PLOTTED => 19-JUL-2022 TIME PLOTTED => 12:48
FILE => 20220627_xs16-121-2.dgn USERNAME => s148360

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: XXXX
PROJECT NUMBER & PHASE: XXXXXXXXX1
COUNTY/ROUTE: XXX/XXX
CONTRACT No.: XX-XXXX4

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES			SHEET	OF
10-8-20	7-8-22	8-22-22	2	5

Note: See sheet 17 of 28 for departure and end block detailing.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING DETAILS (2 OF 5)
STRUCTURE NO. 056-9043
SHEET 11 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	34
		CONTRACT NO. 61K80		
		ILLINOIS	FED. AID PROJECT	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

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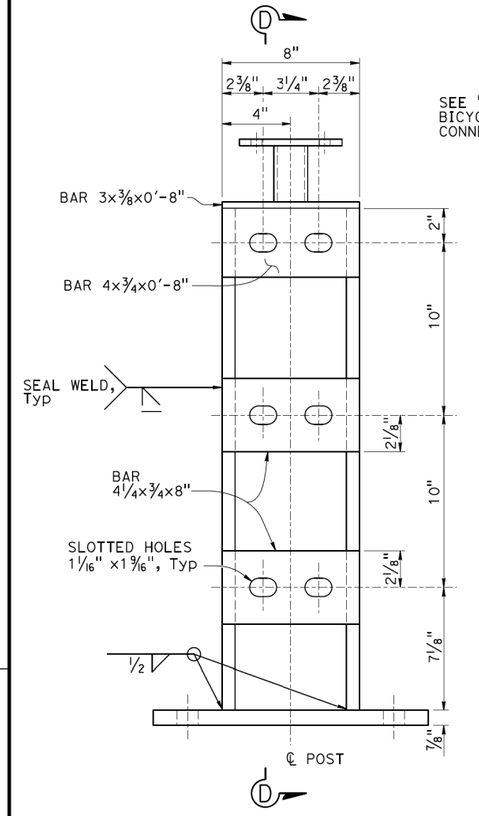

POST DETAIL

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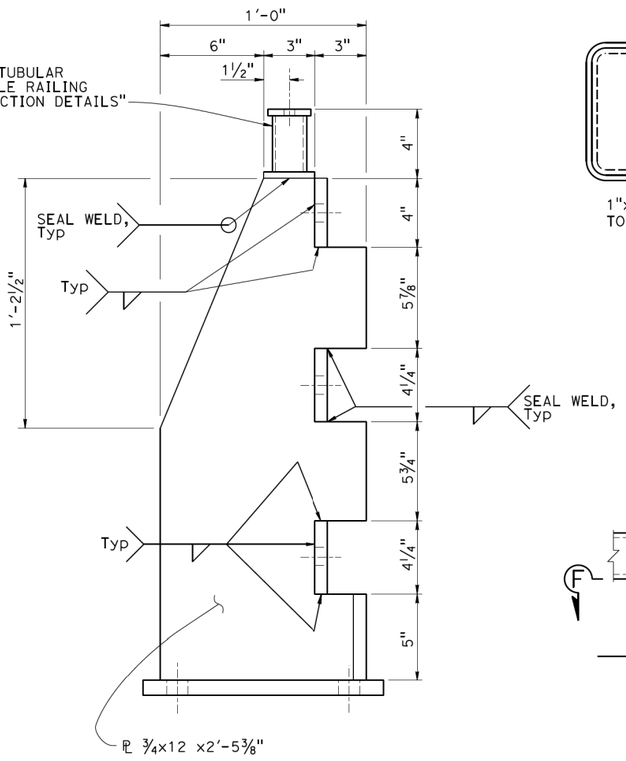
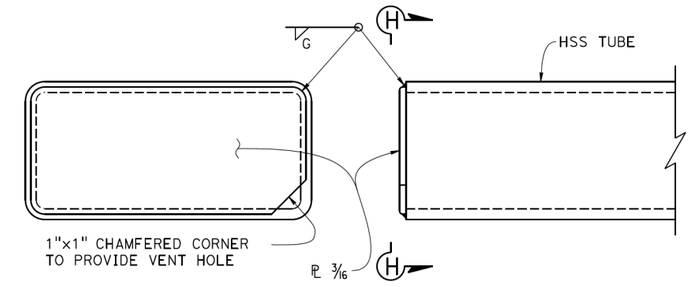


SECTION D-D

NO SCALE

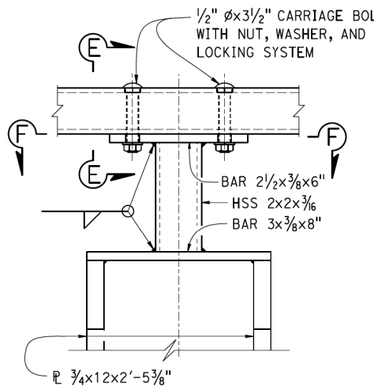


VIEW H-H ELEVATION

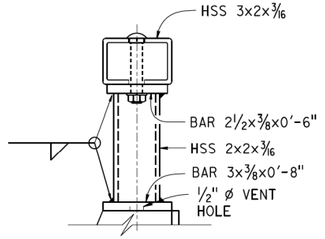
RAIL END CAP

NO SCALE

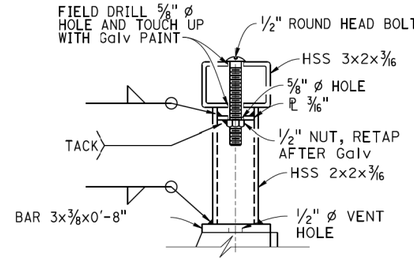
NOTE: For vehicular rail tubes and bicycle railing tubes.



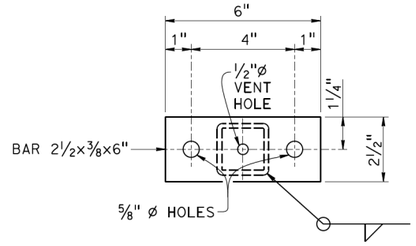
ELEVATION



SECTION E-E



SECTION E-E ALTERNATIVE



SECTION F-F

TUBUAR BICYCLE RAILING CONNECTION DETAILS

NO SCALE

BRIDGE STANDARD DETAILS

xs16-121-3 (FILE NO.)	JULY 2022 (APPROVAL DATE)	The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California

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BRIDGE No. XX-XXXX

POST MILE X.X

CALIFORNIA ST-76 BRIDGE RAIL DETAILS No. 3

Refer to: https://www.dot.ca.gov/hq/esc/techpubs/manual/bridgemanuals/bridge-standard-detail-sheets/index.html

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ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: XXXX
PROJECT NUMBER & PHASE: XXXXXXXXXX1

COUNTY/ROUTE: XXX/XXX
CONTRACT No.: XX-XXXXX4

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES			SHEET	OF
10-6-23	7-8-22	6-28-22	3	5

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING DETAILS (3 OF 5)
STRUCTURE NO. 056-9043
SHEET 12 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	35
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER _____ X DATE

PLANS APPROVAL DATE _____

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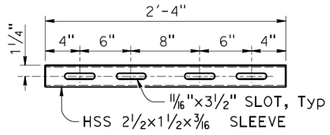
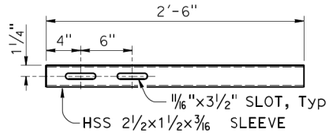
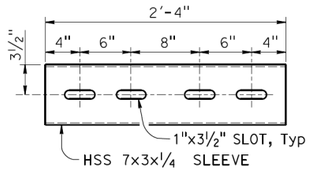


HSS 3x2x3/16 RAIL

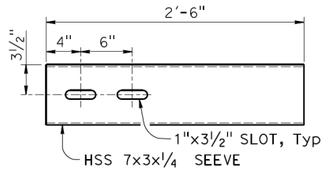


HSS 3x2x3/16 RAIL



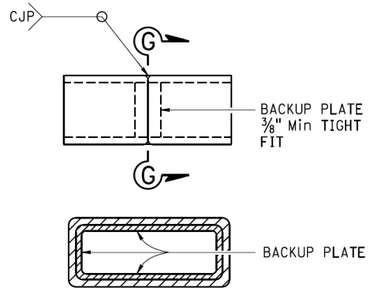
HSS 8x4x5/16 RAIL

STANDARD SLEEVES
DETAILS
NO SCALE



HSS 8x4x5/16 RAIL

EXPANSION SLEEVES
DETAILS
NO SCALE

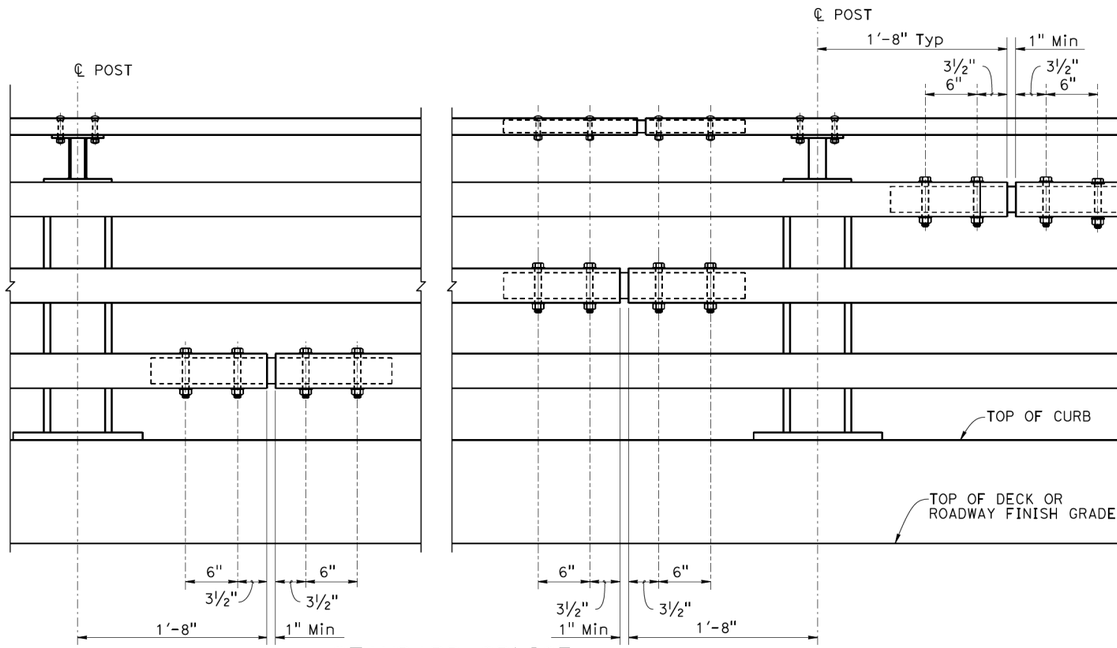


SECTION G-G

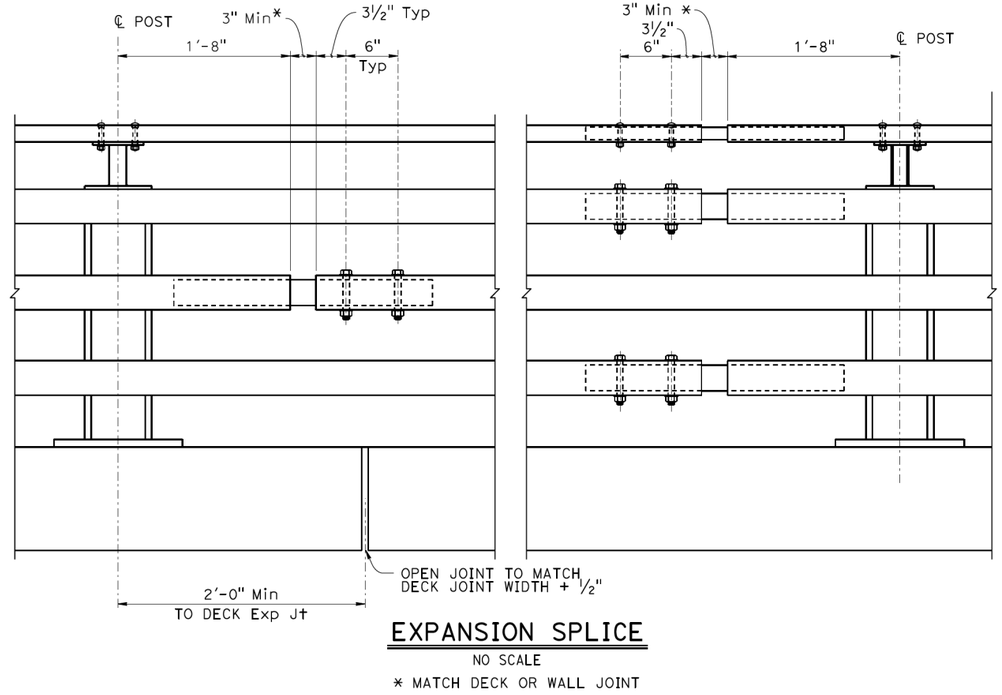
ALTERNATE TUBE
WELDED STANDARD SPLICE
NO SCALE

NOTES:

1. HS bolts with nut and washers, snug tightened, and thread locking system.
2. Use ½"Øx3⅝ BOLTS (HSS 3x2x3/16)
   Use ¾"Øx5⅝ BOLTS (HSS 8x4x5/16)
3. Each rail length must be continuous over a minimum of two posts.
4. The fabricator must check that the tubular sleeve splices conform to the dimensions indicated to assure proper clearance.
5. Except for expansion splices, not more than one splice permitted per same side of post.



STANDARD SPLICE
NO SCALE



EXPANSION SPLICE
NO SCALE
* MATCH DECK OR WALL JOINT

BRIDGE STANDARD DETAILS						
xs16-121-4 (FILE NO.)	JULY 2022 (APPROVAL DATE)	The components of the Bridge Standard details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES	BRIDGE No. XX-XXXX; POST MILE X.X	CALIFORNIA ST-76 BRIDGE RAIL DETAILS No. 4

Refer to: https://www.dot.ca.gov/hq/esc/techpubs/manual/bridgemanuals/bridge-standard-detail-sheets/index.html

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ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: XXXX
PROJECT NUMBER & PHASE: XXXXXXXXXX1
COUNTY/ROUTE: XXX/XXX
CONTRACT No.: XX-XXXXX4

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES			SHEET	OF
11/19/21	5-20-22	7-8-22	4	5

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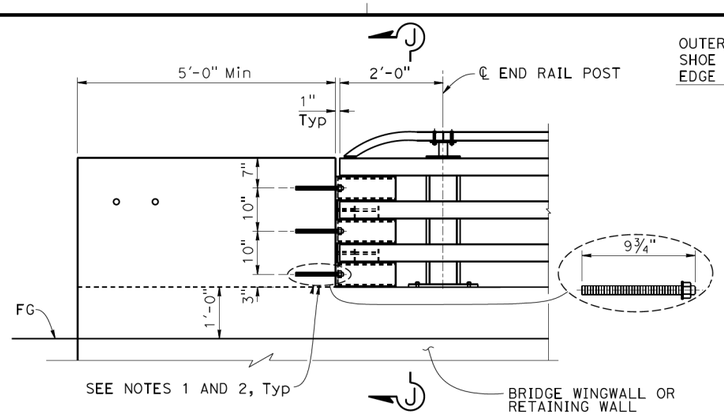
PLOT DATE =	CHECKED - DWK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING DETAILS (4 OF 5)
STRUCTURE NO. 056-9043
SHEET 13 OF 28 SHEETS

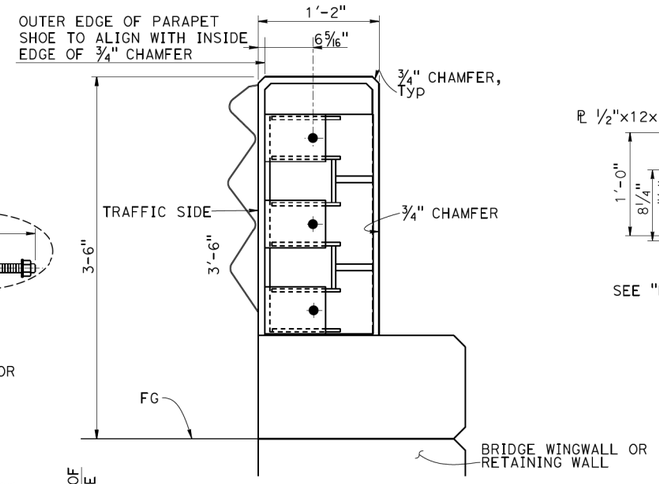
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	36
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		



PARAPET SHOE AT DEPARTURE END BLOCK

¾" = 1'-0"

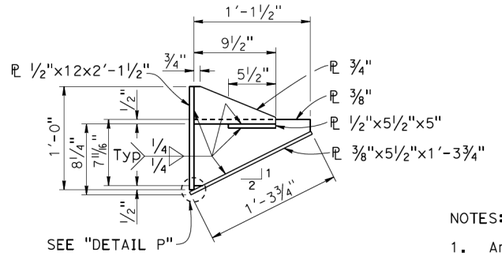
NOTE: Parapet shoe connection to approach end block is similar



SECTION J-J

¾" = 1'-0"

Note: Bridge railing not shown for clarity.

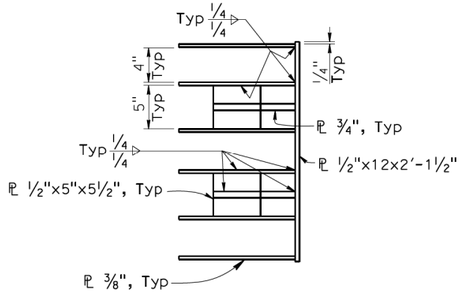


SECTION K-K

1½" = 1'-0"

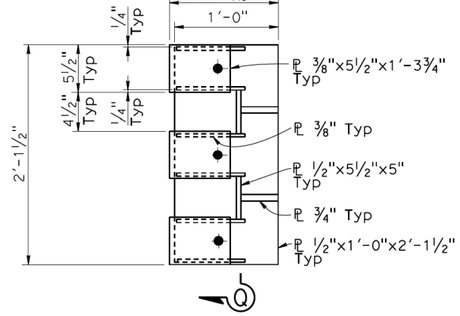
NOTES:

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



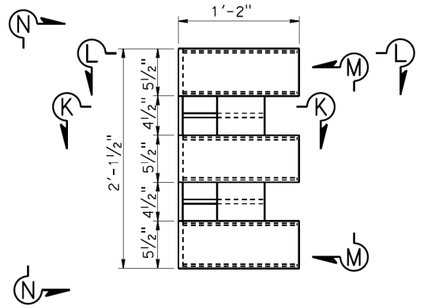
SECTION Q-Q

1½" = 1'-0"



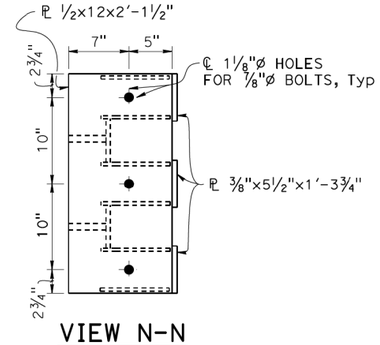
VIEW M-M

1½" = 1'-0"



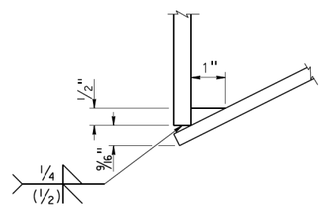
PARAPET SHOE ELEVATION

1½" = 1'-0"



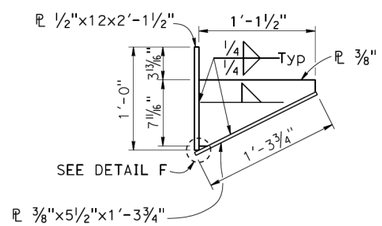
VIEW N-N

1½" = 1'-0"



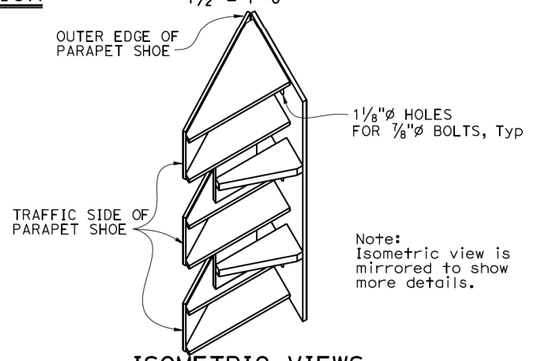
DETAIL P

1½" = 1'-0"



SECTION L-L

1½" = 1'-0"



Note: Isometric view is mirrored to show more details.

ISOMETRIC VIEWS

1½" = 1'-0"

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. X — Exp. X — CIVIL — STATE OF CALIFORNIA

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BRIDGE STANDARD DETAILS

xs16-121-5 (FILE NO.) | JULY 2022 (APPROVAL DATE)

The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE No. XX-XXXX
POST MILE X.X

CALIFORNIA ST-76 BRIDGE RAIL DETAILS No. 5

Refer to: https://www.dot.ca.gov/hq/esc/techpubs/manual/bridgemanuals/bridge-standard-detail-sheets/index.html

DATE PLOTTED => 19-JUL-2022 TIME PLOTTED => 12:48
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ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: XXXX
PROJECT NUMBER & PHASE: XXXXXXXXXX1

COUNTY/ROUTE: XXX/XXX
CONTRACT No.: XX-XXXXX4

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES			SHEET	OF
~~04-26-22~~		7-8-22 ~~5-26-22~~	5	5

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING DETAILS (5 OF 5)
STRUCTURE NO. 056-9043
SHEET 14 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	37
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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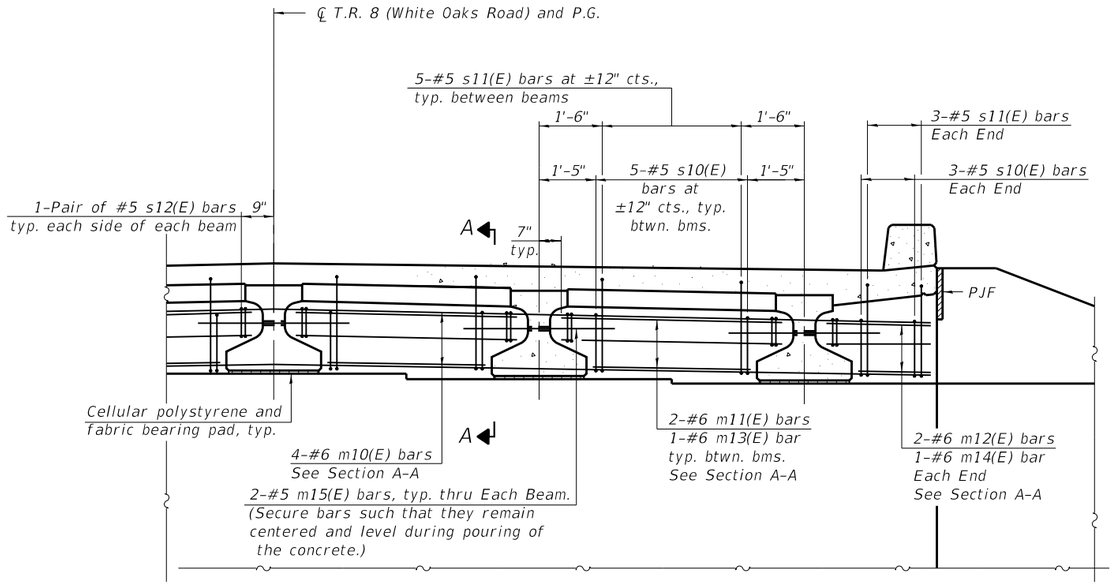
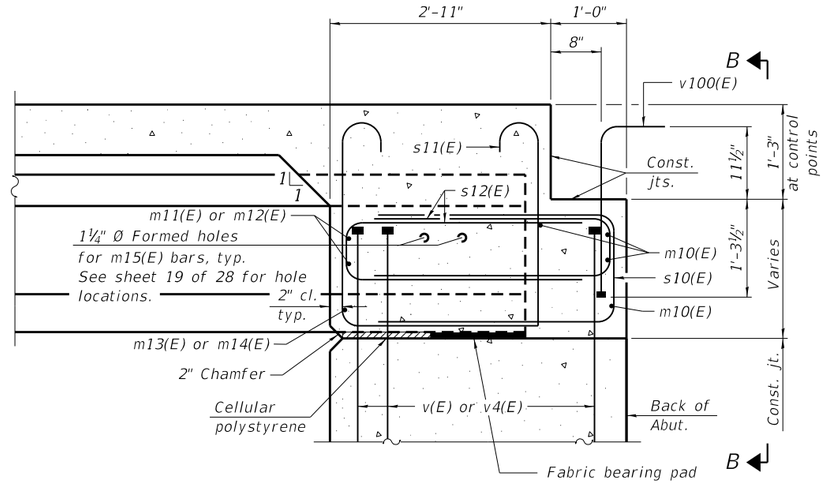


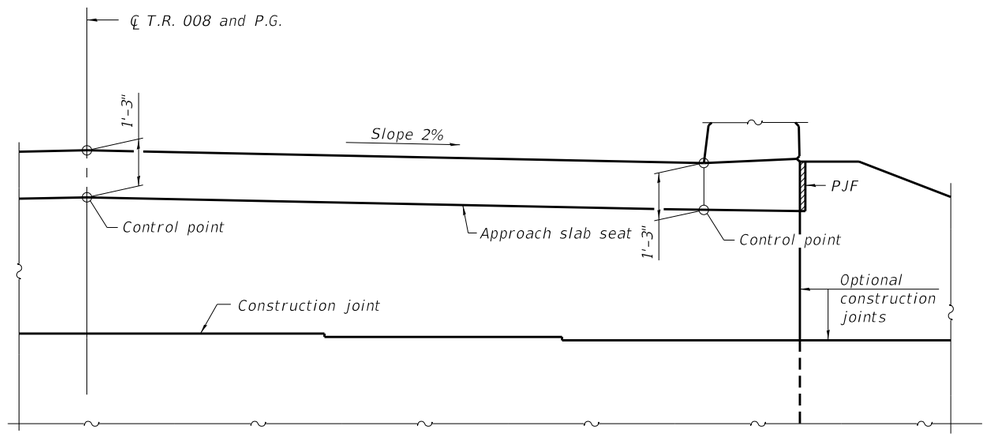
DIAPHRAGM AT ABUTMENT

(Railing not shown for clarity)

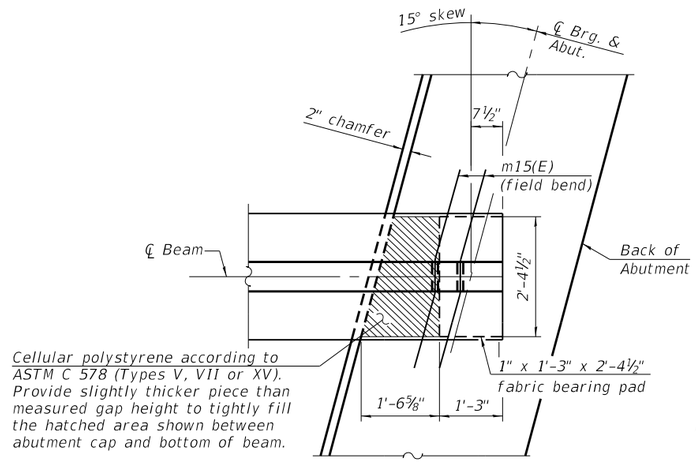


SECTION A-A

(at Rt. L's)



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:

1. See sheet 9 of 28 for superstructure details and Bill of Material.
2. See sheet 16 of 28 for PJF details.
3. 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.
4. The approach slab seat shall have a constant slope determined from the control points shown.
5. Cost of cellular polystyrene is included with Concrete Superstructure.
6. See sheet 21 and 22 of 28 for v(E) and v4(E) bar location and placement.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 056-9043
SHEET 15 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	38
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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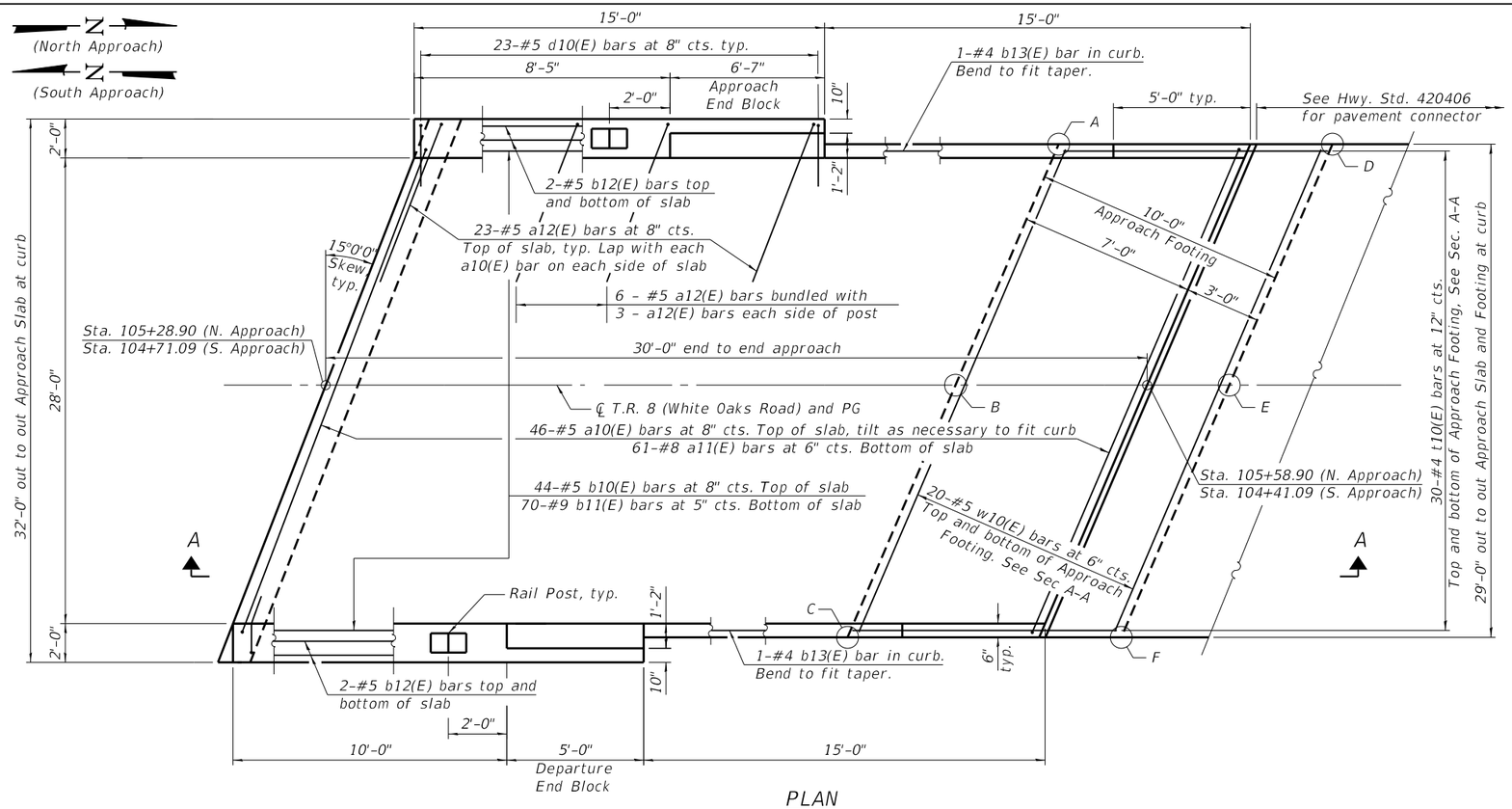
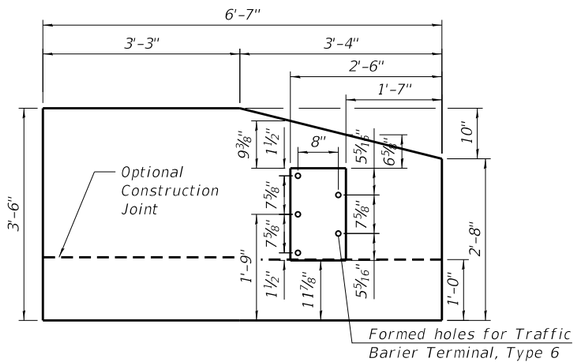


PLAN

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

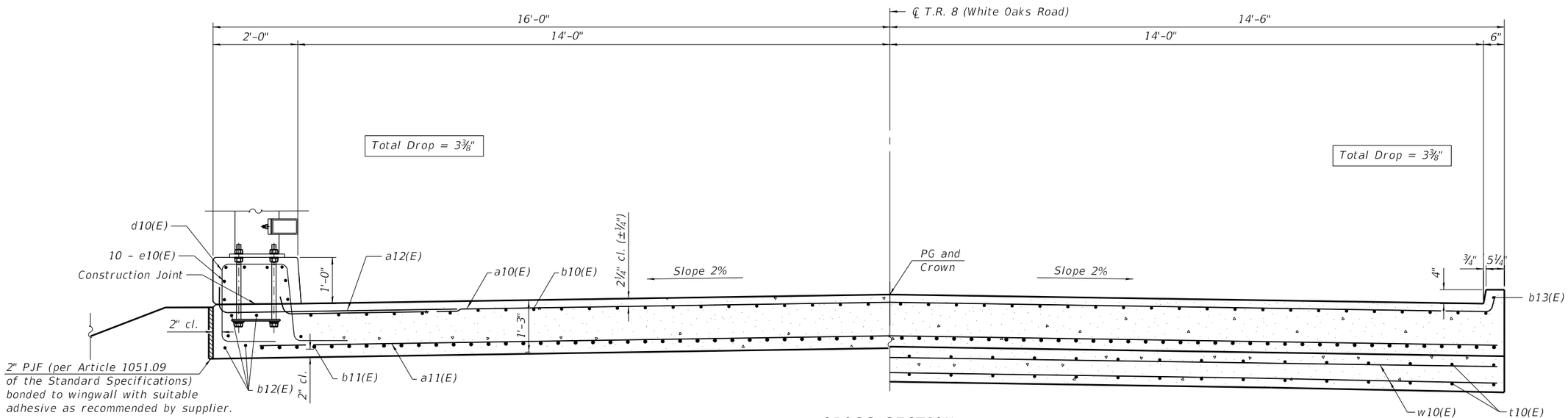
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach			South Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A	940.10	939.27	A	939.21	938.38
B	940.36	939.53	B	939.47	938.64
C	940.04	939.21	C	939.15	938.32
D	940.18	939.35	D	939.29	938.46
E	940.44	939.61	E	939.55	938.72
F	940.12	939.29	F	939.23	938.40



TRAFFIC BARRIER CONNECTION DETAIL

(Showing Traffic Barrier Connection Layout for Approach End Block)



NEAR ABUTMENT

CROSS SECTION

(Looking North)

AT APPROACH FOOTING

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STATE OF ILLINOIS
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BRIDGE APPROACH SLAB DETAILS (1 OF 2)
STRUCTURE NO. 056-9043
SHEET 16 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	39
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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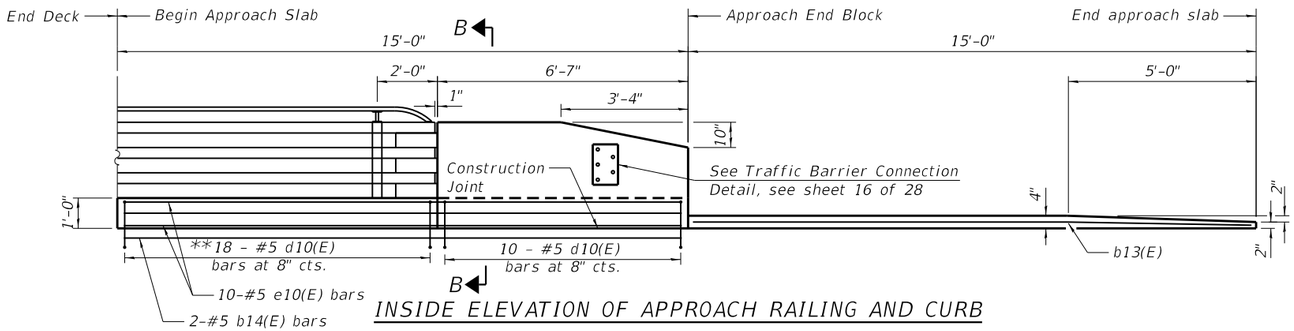
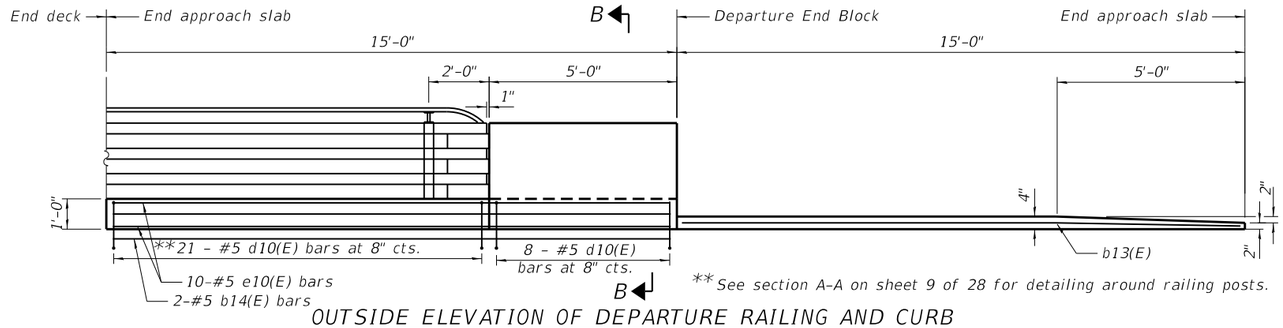
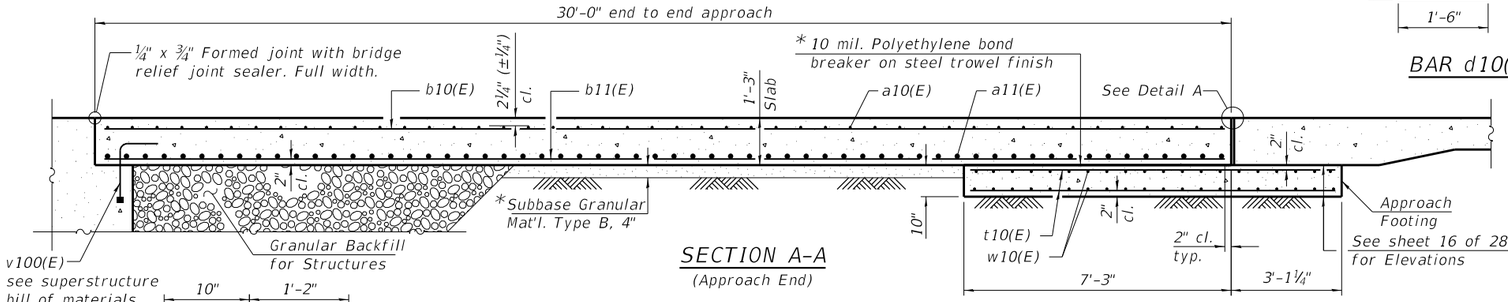


INSIDE ELEVATION OF APPROACH RAILING AND CURB



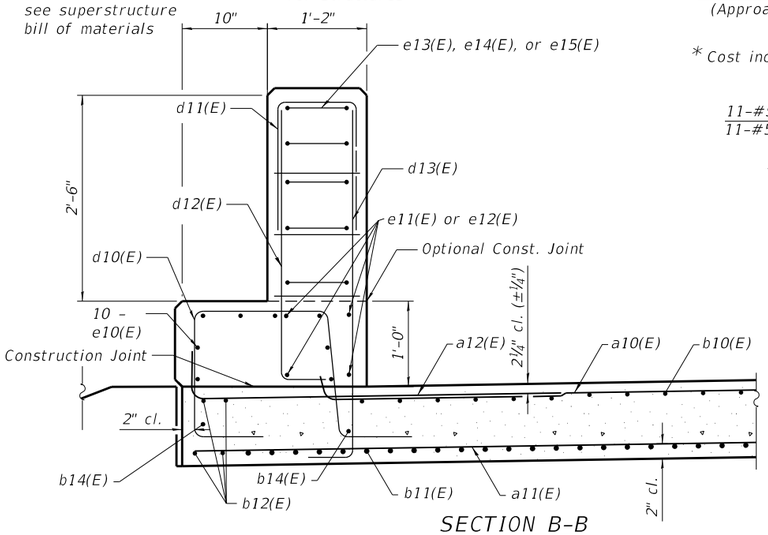
** See section A-A on sheet 9 of 28 for detailing around railing posts.

OUTSIDE ELEVATION OF DEPARTURE RAILING AND CURB

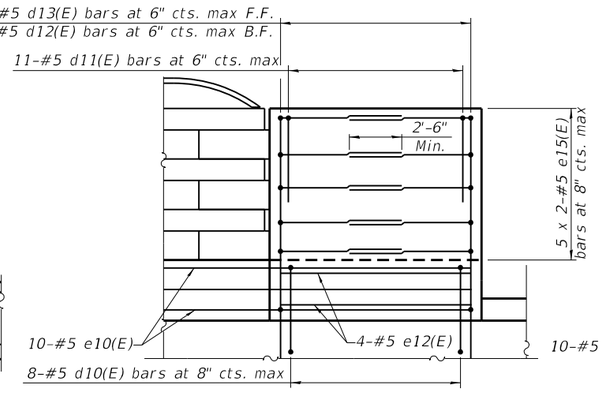


SECTION A-A
(Approach End)

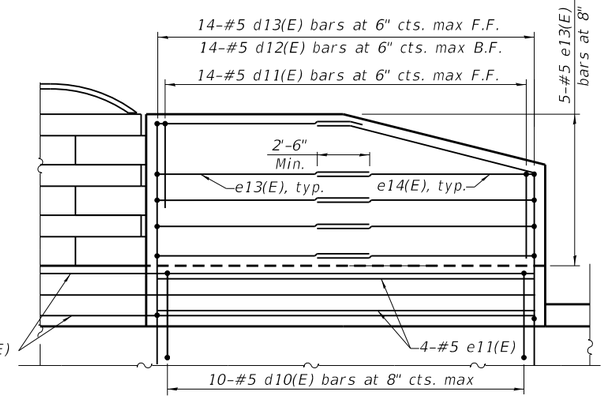
* Cost included with Concrete Superstructure (Approach Slab).



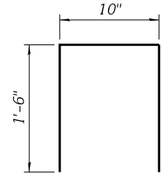
SECTION B-B



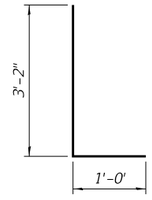
DEPARTURE END BLOCK DETAILING



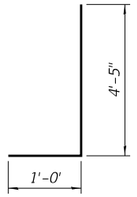
APPROACH END BLOCK DETAILING



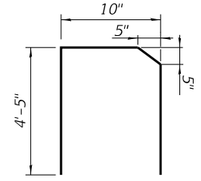
BAR d11(E)



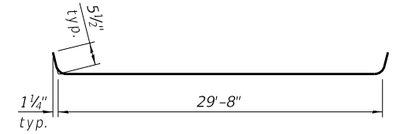
BAR d12(E)



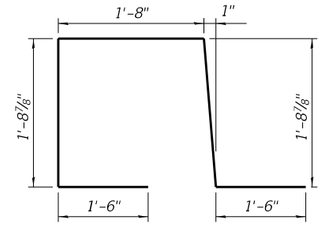
BAR d13(E)



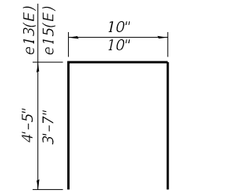
BAR e14(E)



BAR a10(E)



BAR d10(E)



BAR e13(E) and e15(E)

BAR a12(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.

The 1'-0" concrete curb beneath the steel railing, Approach and Departure End Block concrete shall be quantified and paid for as Concrete Superstructure.

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

Approach footing concrete shall be paid for as Concrete Structures.

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

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 28.

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	30'-7"	
a11(E)	122	#8	29'-8"	
a12(E)	116	#5	7'-4"	
b10(E)	88	#5	29'-8"	
b11(E)	140	#9	29'-8"	
b12(E)	16	#5	14'-8"	
b13(E)	4	#4	14'-8"	
b14(E)	8	#5	14'-8"	
d10(E)	114	#5	8'-2"	
d11(E)	50	#5	3'-10"	
d12(E)	50	#5	4'-2"	
d13(E)	50	#5	5'-5"	
e10(E)	40	#5	14'-8"	
e11(E)	8	#5	6'-3"	
e12(E)	8	#5	4'-8"	
e13(E)	10	#5	9'-10"	
e14(E)	10	#5	9'-6"	
e15(E)	20	#5	7'-10"	
t10(E)	120	#4	10'-0"	
w10(E)	80	#5	29'-8"	
Concrete Structures		Cu. Yd.	19.2	
Concrete Superstructure		Cu. Yd.	6.9	
Bridge Deck Grooving		Sq. Yd.	172	
Protective Coat		Sq. Yd.	232	
Concrete Superstructure (Approach Slab)		Cu. Yd.	85.1	
Reinforcement Bars, Epoxy Coated		Pound	36,760	

DETAIL A
(Flexible Pavement)

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BRIDGE APPROACH SLAB DETAILS (2 OF 2)
STRUCTURE NO. 056-9043
SHEET 17 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	40
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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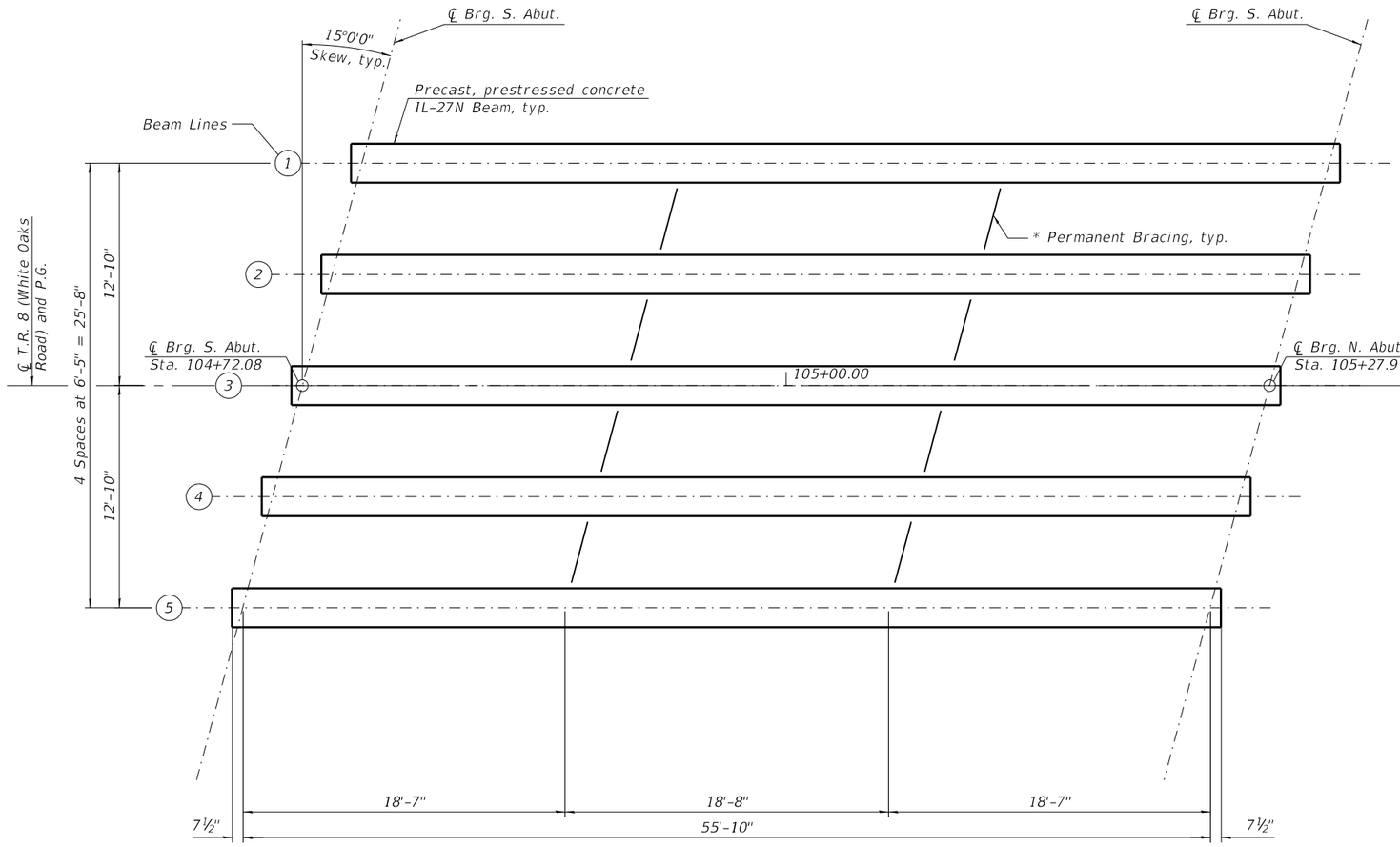
INTERIOR BEAM MOMENT TABLE

		0.5 Span
I	(in^4)	33,879
I'	(in^4)	127,271
S_b	(in^3)	3,060
S_b'	(in^3)	6,050
S_t	(in^3)	2,127
S_t'	(in^3)	21,340
DC1	(k/')	1.19
M_{DC1}	('k)	463.70
DC2	(k/')	0.15
M_{DC2}	('k)	69.40
DW	(k/')	0.32
M_{DW}	('k)	109.10
LLDF	('k)	0.53
M_{LL+IM}	('k)	699.40

INTERIOR BEAM REACTION TABLE

		Abutments
LLDF	(k)	0.82
OCF	(k)	1.17
R_{DC1}	(k)	43.10
R_{DC2}	(k)	5.00
R_{DW}	(k)	7.80
R_{LL}	(k)	41.68
R_{IM}	(k)	13.75
R_{Total} (Strength 1)(Impact)	(k)	199.90
R_{Total} (Strength 1)(No Impact)	(k)	175.85



FRAMING PLAN

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

* Cost included in Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N.

Notes:
1. All span and diaphragm dimensions are taken parallel or normal to ℄ of T.R. 8 (White Oaks Road).
2. For beam details, see sheets 19 and 20 of 28.
3. For diaphragm details, see sheet 15 of 28.

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FRAMING PLAN AND INTERIOR MOMENT REACTION TABLES
STRUCTURE NO. 056-9043
SHEET 18 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	41
			CONTRACT NO. 61K80	
		ILLINOIS	FED. AID PROJECT	

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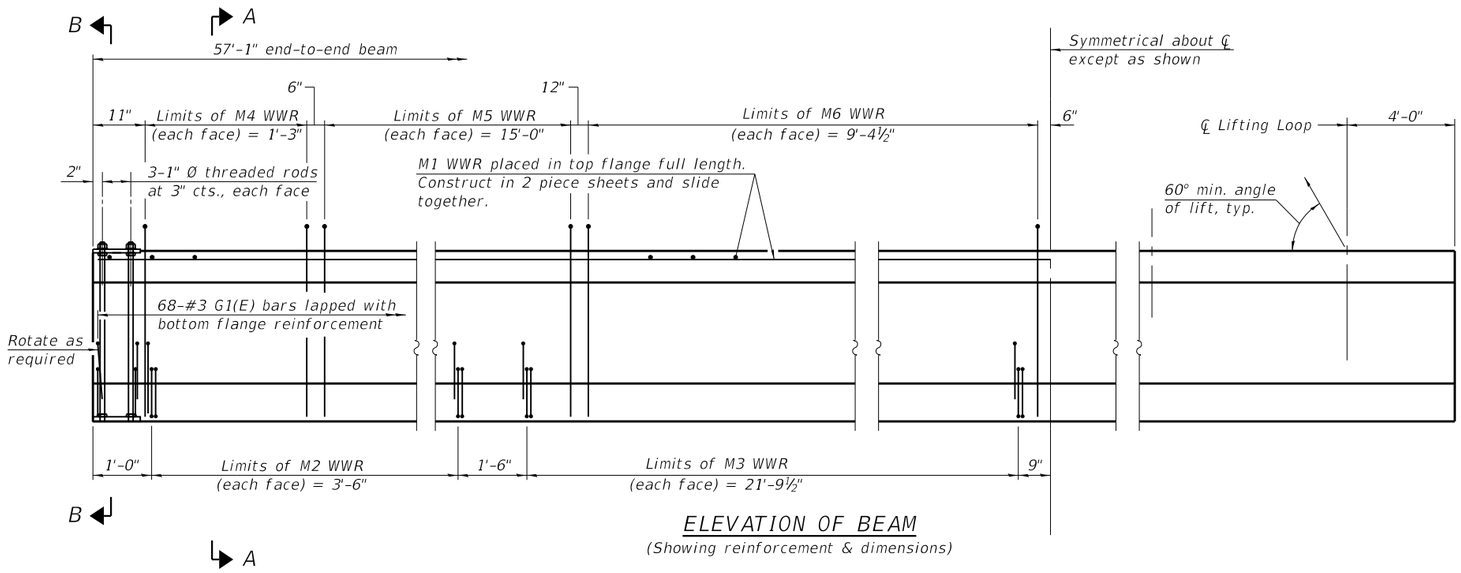
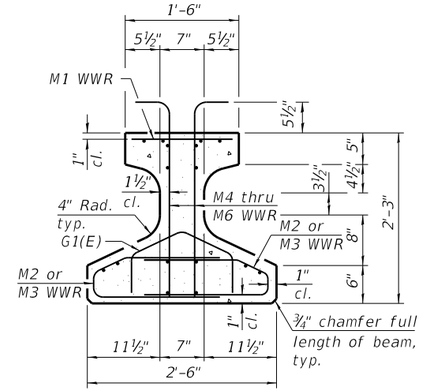
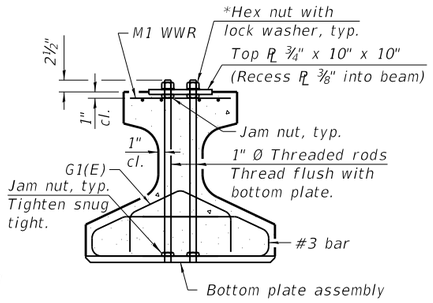


ELEVATION OF BEAM
(Showing reinforcement & dimensions)

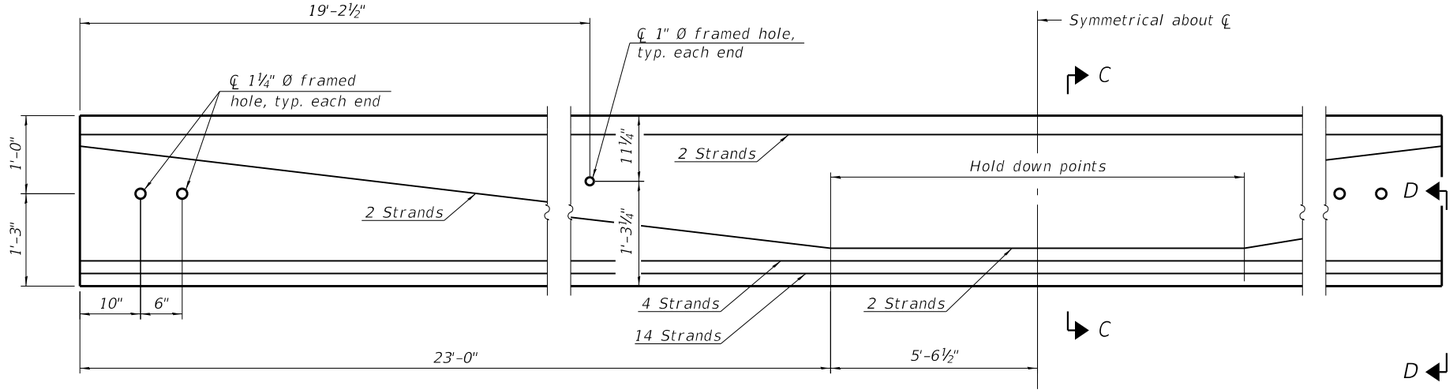


SECTION A-A

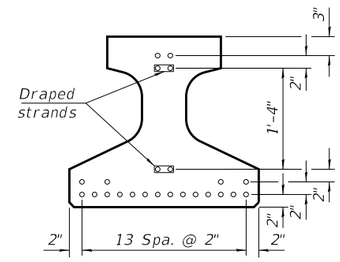


SECTION B-B

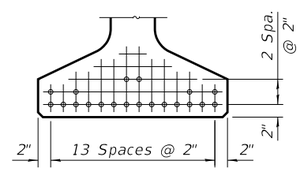
*Only tighten sufficiently to compress lock washers



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C
(22-0.6" Ø 270 ksi strands)



VIEW D-D

○ Fully bonded strand

Note:
1. See sheet 20 of 28 for additional details and Bill of Material.

IL27-1830

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

USER NAME =	DESIGNED - DWK	REVISED -	
	CHECKED - NDR	REVISED -	
PLOT SCALE =	DRAWN - CJH	REVISED -	
PLOT DATE =	CHECKED - DWK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-27 BEAM DETAILS (1 OF 2)
STRUCTURE NO. 056-9043
SHEET 19 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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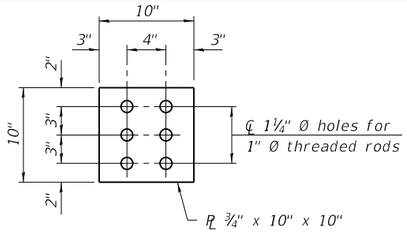
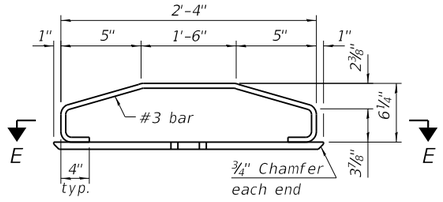
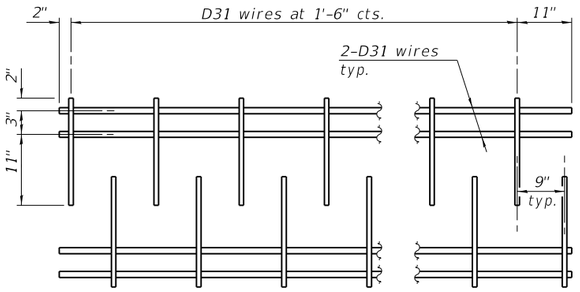


PLAN – TOP PLATE



ELEVATION – BOTTOM PLATE ASSEMBLY



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.

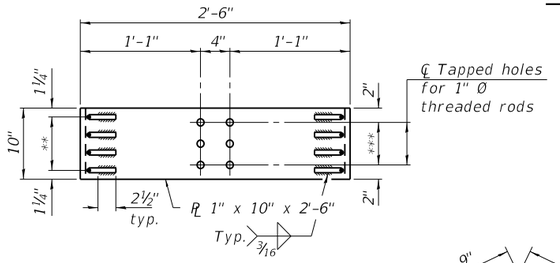
Bend the extended strands inward on the fascia beams to maintain 1½" clearance inside the pier diaphragm.

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

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

Threaded rods shall be ASTM F 1554 Grade 55.

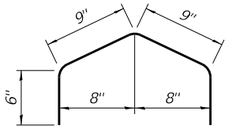
Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.



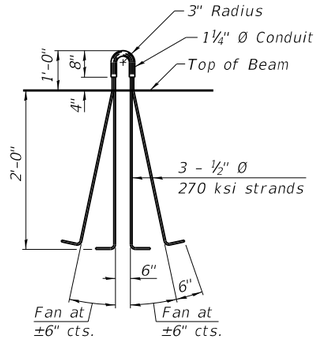
SECTION E-E

** 3 Spaces at 2½" = 7½"

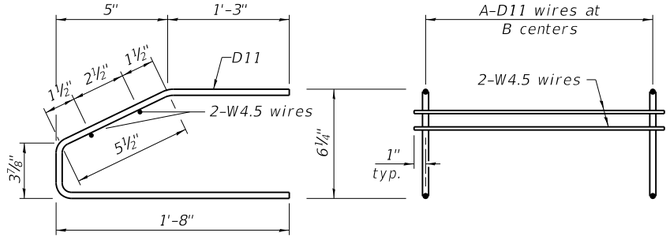
*** 2 Spaces at 3" = 6"



BAR G1(E)

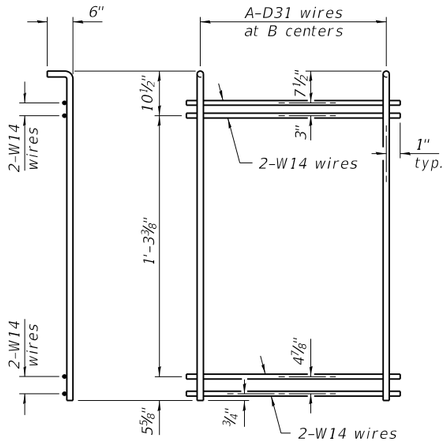


LIFTING LOOP DETAIL



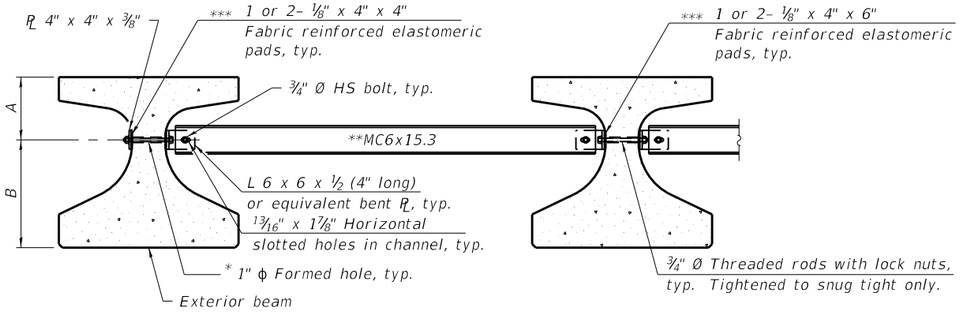
M2 AND M3 WWR DETAIL

(See Table of Dimensions)



M4 THRU M6 WWR DETAIL

(See Table of Dimensions)



Notes:

All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.

Two hardened washers are required for each set of oversized holes.

All holes shall be 15/16" Ø unless otherwise noted.

5/16" x 3" x 3" plate washers are required over all slotted holes.

All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

Beam	A	B
IL27	11¼"	1'-3¾"
~~IL36~~	~~1'-1¼"~~	~~1'-10¾"~~

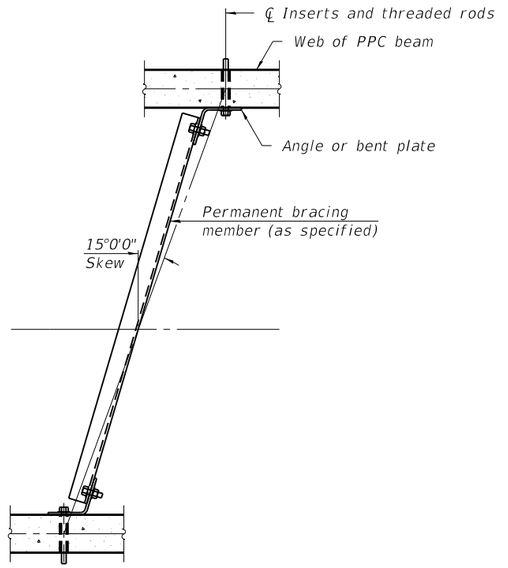
* Fabricator shall locate to miss strands within permissible tolerances.

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

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

PERMANENT BRACING DETAILS FOR IL27 ~~AND IL36~~ BEAMS

IL27-1830D



PLAN

TABLE OF DIMENSIONS

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

SPAN 1

WWR	A	B
M2	15	3"
M3	15	1'-6"
M4	6	3"
M5	16	6"
M6	10	1'-0"

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N	Ft.	286

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

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PLOT SCALE = | DRAWN - CJH | REVISED -
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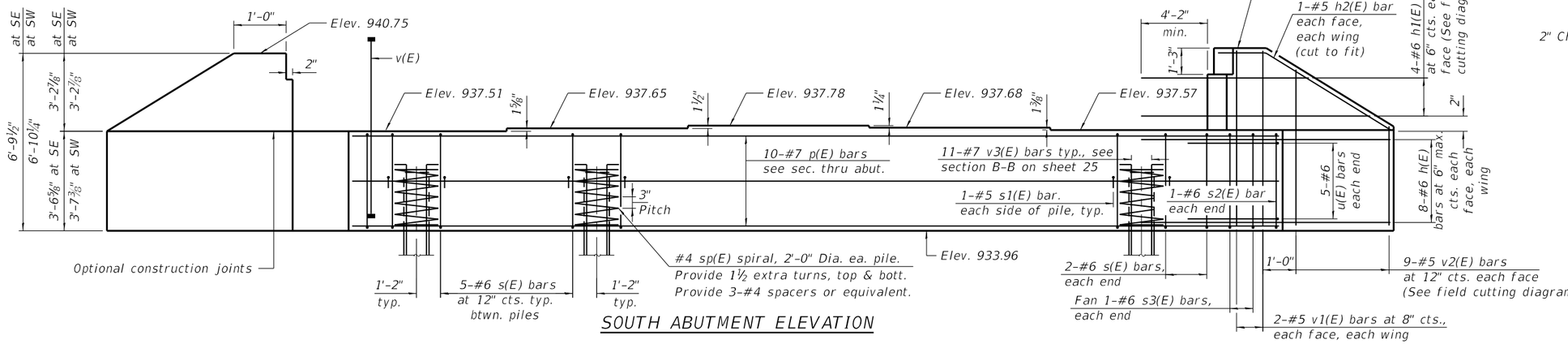
CHECKED - NDR | REVISED -

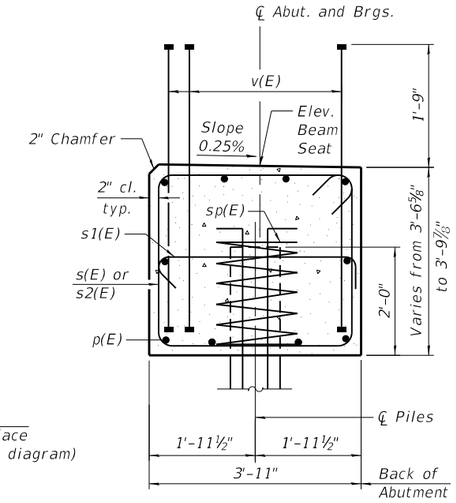
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-27 BEAM DETAILS (2 OF 2)
STRUCTURE NO. 056-9043
SHEET 20 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	43
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

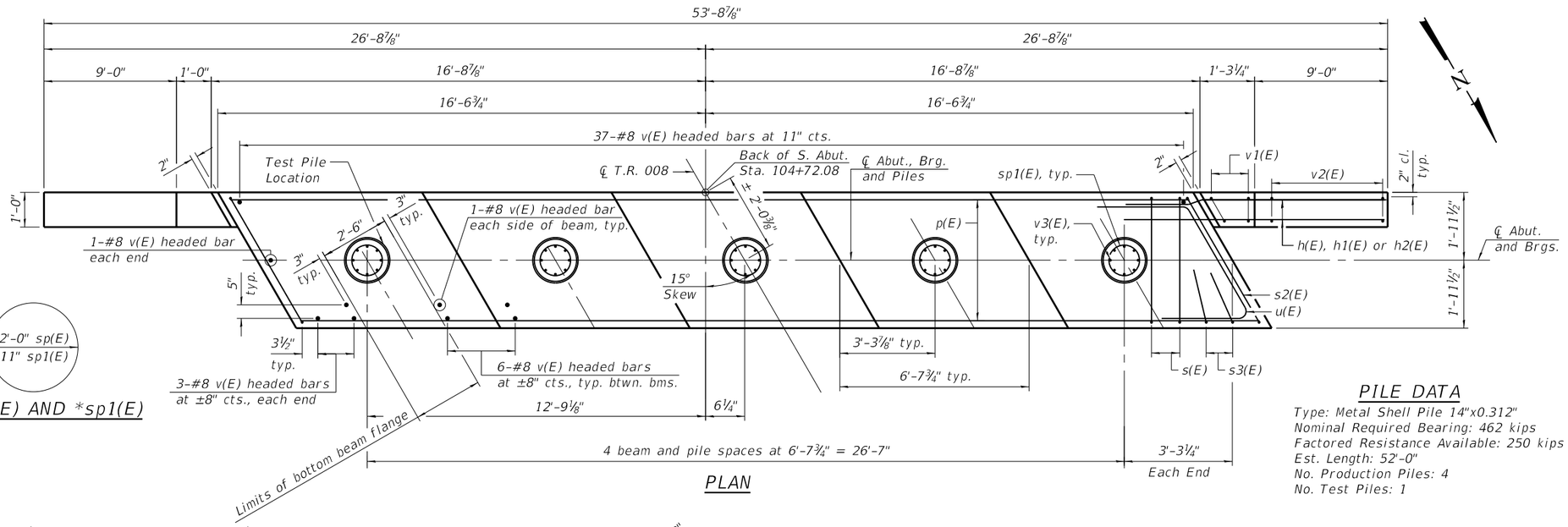


SOUTH ABUTMENT ELEVATION



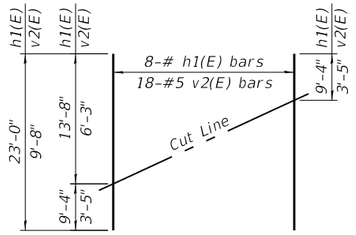
SEC. THRU ABUT.

Dimensions at right angles to abutment.



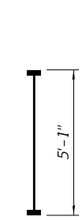
PLAN

BAR sp(E) AND *sp1(E)



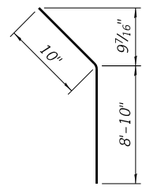
FIELD CUTTING DIAGRAM

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

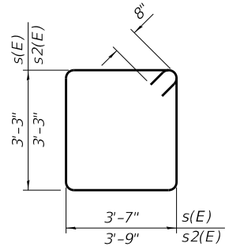


BAR v(E)

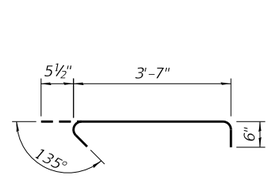
(Headed)



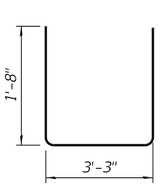
BAR h2(E)



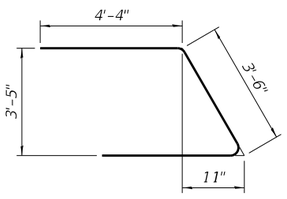
BAR s(E) & s2(E)



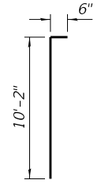
BAR s1(E)



BAR s3(E)



BAR u(E)



* BAR v3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#6	14'-5"	
h1(E)	8	#6	23'-0"	
h2(E)	4	#5	9'-8"	
p(E)	10	#7	32'-10"	
s(E)	24	#6	15'-0"	
s1(E)	10	#5	4'-7"	
s2(E)	2	#6	15'-4"	
s3(E)	2	#6	6'-7"	
sp(E)	5	#4	2'-0"	
v(E)	79	#8	5'-1"	
v1(E)	8	#5	6'-6"	
v2(E)	18	#5	9'-8"	
u(E)	10	#6	12'-2"	
*sp1(E)	5	#4	10'-0"	
* v3(E)	55	#7	10'-8"	
Structure Excavation		Cu. Yd.	112	
Concrete Structures		Cu. Yd.	21.8	
Reinforcement Bars, Epoxy Coated		Pound	4,000	
Bar Terminator		Each	158	
Furnishing Metal Shell Piles 14"X0.312"		Foot	208	
Driving Piles		Foot	208	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	5	
Concrete Sealer		Sq. Ft.	170	

* Not quantified under Reinforcement Bars, Epoxy Coated. Cost included in Furnishing Metal Shell Piles 14"X0.312"

PILE DATA

Type: Metal Shell Pile 14"x0.312"
Nominal Required Bearing: 462 kips
Factored Resistance Available: 250 kips
Est. Length: 52'-0"
No. Production Piles: 4
No. Test Piles: 1

Notes:
1. Pour steps monolithically with cap. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Bar head paid for as Bar Terminator. Remainder of epoxy coated rebar paid for as Reinforcement Bars, Epoxy Coated.
2. Length of spiral in Bill of Bars is the height of the spiral.

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PLOT SCALE =	DRAWN - CJH	REVISED -
PLOT DATE =	CHECKED - JAS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT PLAN AND ELEVATION (1 OF 2)
STRUCTURE NO. 056-9043
SHEET 21 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	44
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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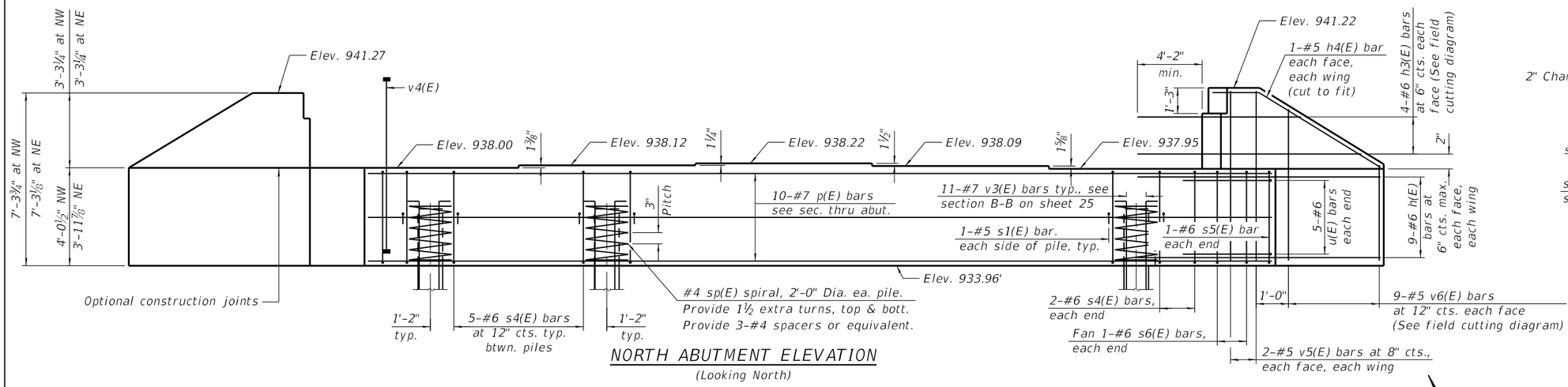
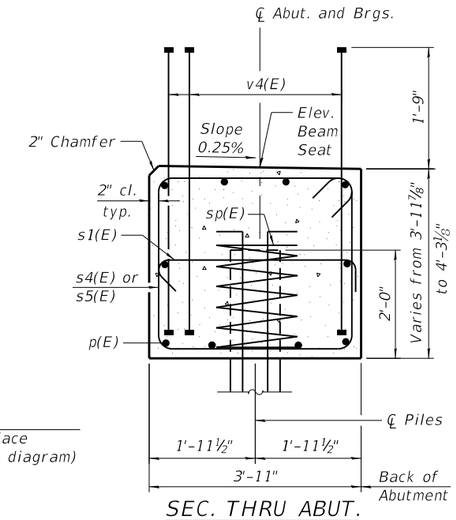


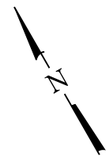
NORTH ABUTMENT ELEVATION

(Looking North)



SEC. THRU ABUT.

Dimensions at right angles to abutment.



PLAN

BAR sp(E) AND *sp1(E)

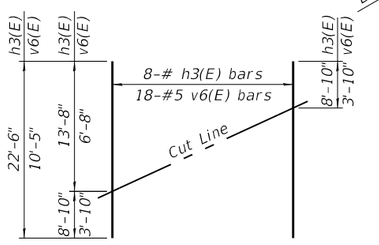
PILE DATA

Type: Metal Shell Pile 14"x0.312"
Nominal Required Bearing: 462 kips
Factored Resistance Available: 250 kips
Est. Length: 52'–0"
No. Production Piles: 4
No. Test Piles: 1

BILL OF MATERIAL

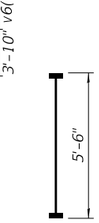
Bar	No.	Size	Length	Shape
h(E)	36	#6	14'–5"	
h3(E)	8	#6	22'–6"	
h4(E)	4	#5	14'–3"	
p(E)	10	#7	32'–10"	
s4(E)	24	#6	15'–10"	
s1(E)	10	#5	4'–7"	
s5(E)	2	#6	16'–2"	
s6(E)	2	#6	7'–0"	
sp(E)	5	#4	2'–0"	
v4(E)	79	#8	5'–6"	
v5(E)	8	#5	7'–0"	
v6(E)	18	#5	10'–6"	
u(E)	10	#6	12'–2"	
*sp1(E)	5	#4	10'–0"	
* v3(E)	55	#7	10'–8"	
Structure Excavation			Cu. Yd.	124
Concrete Structures			Cu. Yd.	24.2
Reinforcement Bars, Epoxy Coated			Pound	4,240
Bar Terminator			Each	158
Furnishing Metal Shell Piles 14"X0.312"			Foot	208
Driving Piles			Foot	208
Test Pile Metal Shells			Each	1
Pile Shoes			Each	5
Concrete Sealer			Sq. Ft.	170

* Not quantified under Reinforcement Bars, Epoxy Coated. Cost included in Furnishing Metal Shell Piles 14"X0.312"



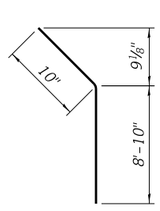
FIELD CUTTING DIAGRAM

Order h3(E) and v6(E) full length. Cut as shown and use remainder of bars in opposite wing.

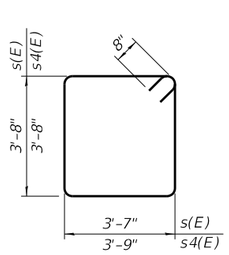


BAR v4(E)

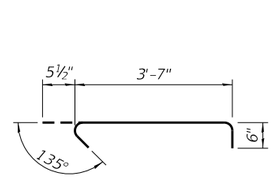
(Headed)



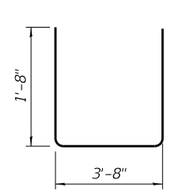
BAR h4(E)



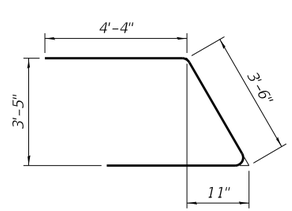
BAR s4(E) & s5(E)



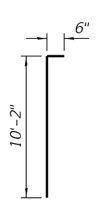
BAR s1(E)



BAR s6(E)



BAR u(E)



* BAR v3(E)

Notes:

1. Pour steps monolithically with cap. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Bar head paid for as Bar Terminator. Remainder of epoxy coated rebar paid for as Reinforcement Bars, Epoxy Coated.
2. Length of spiral in Bill of Materials is height of spiral.

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STATE OF ILLINOIS
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ABUTMENT PLAN AND ELEVATION (2 OF 2)
STRUCTURE NO. 056-9043
SHEET 22 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	45
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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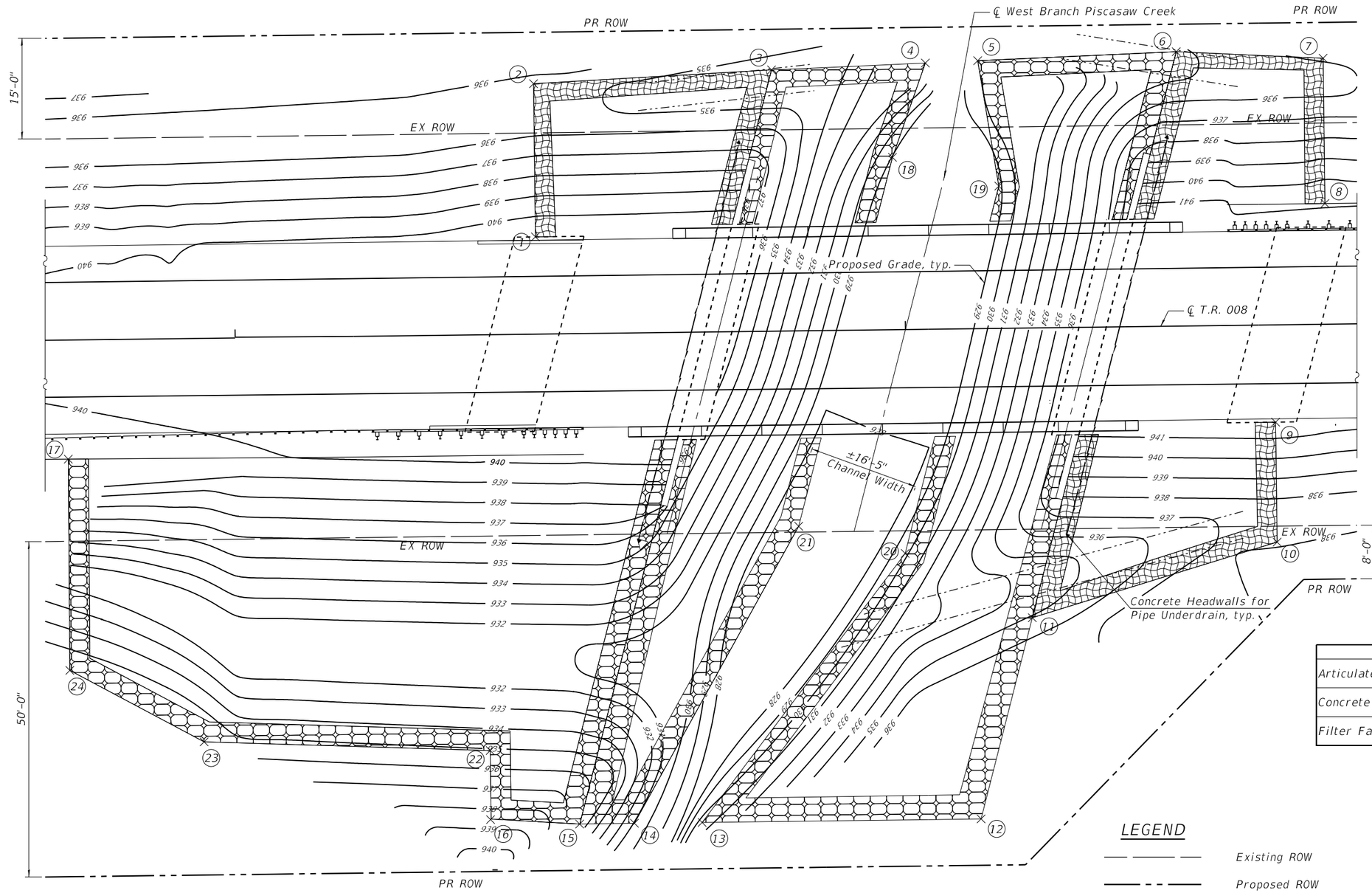

PLAN

ARTICULATED BLOCK REVETMENT MAT LAYOUT

Point #	Station	Offset	Elevation
1	104+44.98	14.50 LT	940.05
2	104+44.98	37.33 LT	935.91
3	104+80.50	38.94 LT	935.03
4	105+03.46	38.69 LT	931.43
5	105+11.27	39.94 LT	929.75
6	105+40.90	40.90 LT	934.81
7	105+62.79	39.66 LT	935.92
8	105+62.19	18.00 LT	941.24
9	105+55.02	14.50 RT	941.02
10	105+55.02	32.37 RT	938.29
11	105+18.37	43.19 RT	936.42
12	105+10.36	73.09 RT	936.56
13	104+68.76	73.09 RT	930.31
14	104+58.66	73.09 RT	930.94
15	104+50.47	73.09 RT	935.62
16	104+37.28	72.20 RT	938.53
17	103+75.00	18.00 RT	939.50
18	104+98.38	25.69 LT	928.87
19	105+14.18	21.20 LT	928.95
20	104+99.53	33.38 RT	929.79
21	104+83.70	29.13 RT	928.68
22	104+37.28	61.97 RT	935.05
23	103+94.96	60.28 RT	935.80
24	103+75.00	49.48 RT	935.91

BILL OF MATERIALS

Item	Unit	Total
Articulated Block Revetment Mat	Sq Yd	1190
Concrete Headwalls For Pipe Drains	Each	4
Filter Fabric	Sq Yd	1190

LEGEND

- Existing ROW
- Proposed ROW
- Pipe Underdrain for Structures 4"
- Open Cell Articulated Block Revetment Mat Layout Point (See Table)
- Closed Cell Articulated Block Revetement Mat Layout Point (See Table)

Notes:
1. See details on sheet 2 of 28.
2. See structural drawing sheets for PIPE UNDERDRAIN FOR STRUCTURES 4".
3. See sheet 18 of 70 for field tile outlet placement in revetment mat.
4. See drainage drawings for outlet placement with riprap.

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NMA
NDR
CJB
NMA

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND REVETMENT DETAILS
STRUCTURE NO. 056-9043
SHEET 23 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	46
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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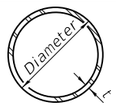
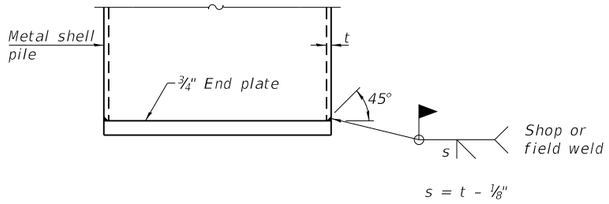
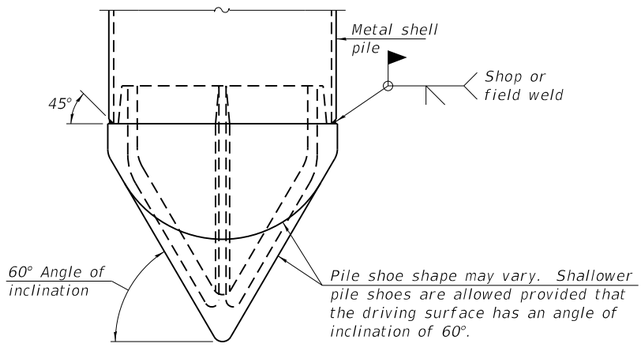


METAL SHELL PILE TABLE

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

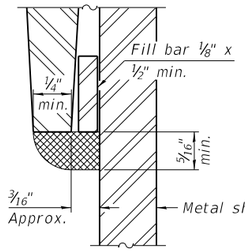


END PLATE ATTACHMENT

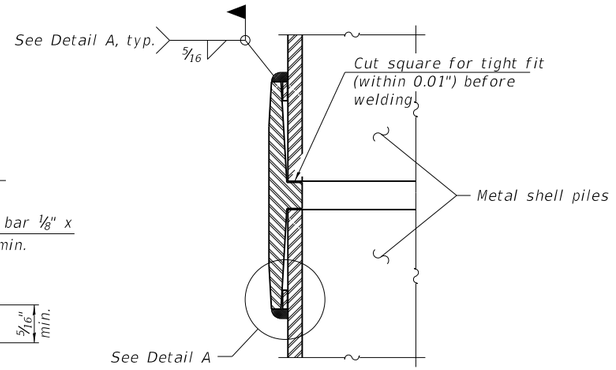


PILE SHOE ATTACHMENT

(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).

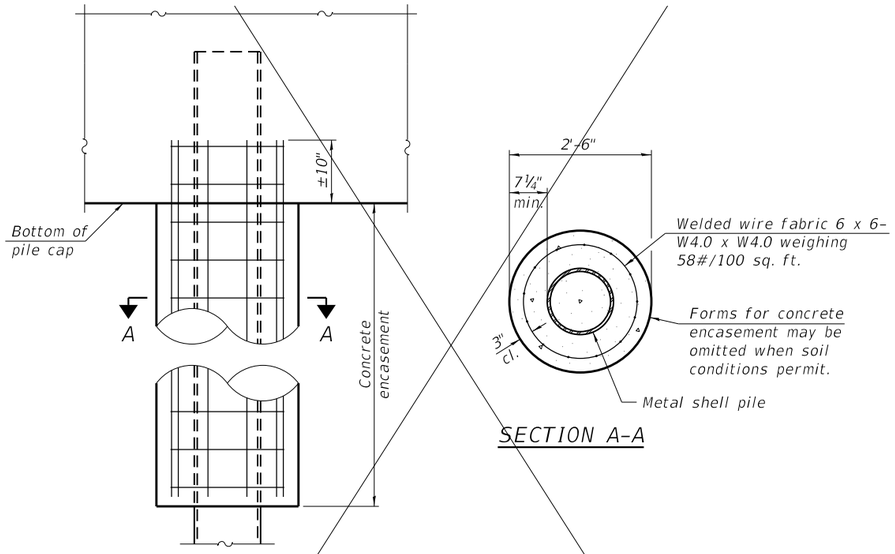


DETAIL A



WELDED COMMERCIAL SPLICE

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

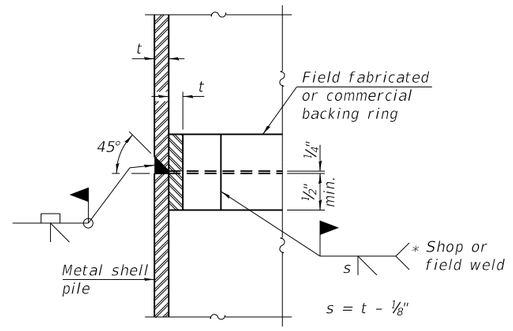


ELEVATION

SECTION A-A

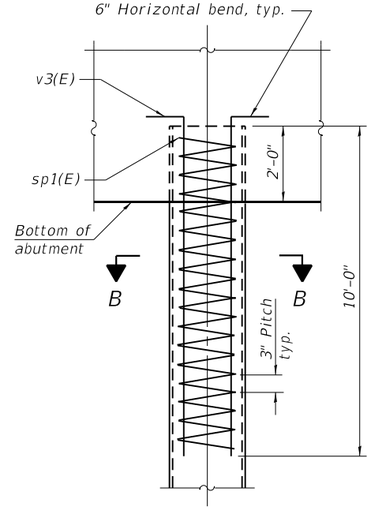
INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)



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.



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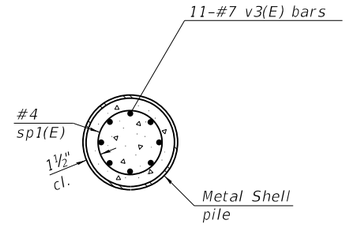

SECTION B-B

REINFORCEMENT AT ABUTMENTS

Note:
1. The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.
2. The sp1(E) and v3(E) bars and Concrete Structures poured into the metal shell piles to the cutoff elevation are not measured for payment and included in the cost of Furnishing Metal Shell Piles 14"X0.312".

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DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 056-9043
SHEET 24 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	47
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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

LOG OF BORING BSB-01

Rubino Job No.: G19.149_REV1
Project: White Oaks Road Bridge Replacement
Location: White Oaks Road
City, State: McHenry County, Illinois
Client: Stand Associates, Inc.

Drilling Method: 3 ¼ HSA and Mud Rotary
Sampling Method: Split Spoon
Hammer Type: Automatic
Boring Location: North of Bridge
3 feet east from edge of pavement

WATER LEVELS***
While Drilling N/A
Upon Completion N/A
Delay N/A

Station: 105+35.94
Offset: -5.02

Surface Elev.: 941.45 ft

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	USCS Classification	SPT Blows per 6-inch	Moisture, %	Additional Remarks
940	0	1	12	Approximately 4 inches of ASPHALT FILL: brown gravelly sand FILL: dark brown silty clay some sand and gravel		0 2 1 N=3	15	
	5	2	16			2 2 2 N=4	14	
935		3	15	Soft, gray silty CLAY, trace to little sand and gravel	CL	0 0 3 N=3	13	Q_u = 0.5 tsf
	10	4	17	Soft, gray SILTY CLAY LOAM	CL	0 0 2 N=2	19	
930		5	18	Medium stiff to stiff, gray silty CLAY, little sand and gravel		1 3 4 N=7	12	Q_u = 0.9 tsf
	15	6	18			2 4 6 N=10	11	Q_u = 1.2 tsf
925		7	15		CL	3 3 6 N=9	11	Q_u = 2.1 tsf
	20	8	12			3 4 5 N=9	11	Q_u = 3.0 tsf
920		9	13			2 5 7 N=12	10	Q_u = 2.8 tsf
	25	10	10	Medium dense, gray SAND and GRAVEL		7 10 11 N=21	12	
915		11	7		SW	7 13 10 N=23	13	
	30	12	3	Medium dense, gray SAND, trace to little fines and gravel *Interbedded clay lenses observed from 28½ to 33½ feet below existing grade*		8 9 13 N=22	21	
910		13	18		SW	5 7 9 N=16	12	
	35							
905		14	12	Very stiff, gray silty CLAY, little sand and gravel		7 9 13 N=22	10	Q_u = 3.7 tsf
	40							
900		15	5	*N-values may be skewed due to large rock encountered at approximatley 43½ feet below*		9 17 36	12	>>
	45			*Continued Next Page*				

STANDARD PENETRATION TEST DATA
Moisture, PL, LL
0 25 50
STRENGTH, tsf
Qu (Rimac) Qp
0 2.0 4.0

Completion Depth: 80.0 ft
Date Boring Started: 3/4/20
Date Boring Completed: 5/6/20
Logged By: J.I.
Drilling Contractor: Rubino Engineering, Inc.

Sample Types:
Auger Cutting
Split-Spoon
Rock Core
Pressuremeter
Shelby Tube
Hand Auger
No Recovery

Latitude: 42.4900324
Longitude: -88.6978268
Drill Rig: Geoprobe 7822DT
Remarks: Water/Mud added to hole at approximately 15 feet below existing grade.

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

rubino ENGINEERING INC.
Rubino Engineering, Inc.
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Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING BSB-01

Rubino Job No.: G19.149_REV1
Project: White Oaks Road Bridge Replacement
Location: White Oaks Road
City, State: McHenry County, Illinois
Client: Stand Associates, Inc.

Drilling Method: 3 ¼ HSA and Mud Rotary
Sampling Method: Split Spoon
Hammer Type: Automatic
Boring Location: North of Bridge
3 feet east from edge of pavement

WATER LEVELS***
While Drilling N/A
Upon Completion N/A
Delay N/A

Station: 105+35.94
Offset: -5.02

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	USCS Classification	SPT Blows per 6-inch	Moisture, %	Additional Remarks
895	45			*existing grade* Very stiff, gray silty CLAY, little sand and gravel *Interbedded sand and gravel lenses observed below 54 feet below existing grade*		N=53		
	50	16	18		CL	8 8 10 N=18	9	Q_u = 3.8 tsf
890								
	55	17	3			8 10 10 N=20	7	
885								
	60	18	14	Medium dense, gray SAND and GRAVEL		6 17 25 N=42	11 13	Q_u = 3.0 tsf
880					SW			
	65	19	18	Very stiff to hard, gray silty CLAY, trace to little sand and gravel		8 11 13 N=24	9 11	>> Q_u = 5.3 tsf
875								
	70	20	13			5 10 12 N=22	12	Q_u = 2.1 tsf
870					CL			
	75	21	14	*Chattering observed during drilling from 73½ to 78½ feet below existing grade may indicate large gravel/cobbles*		12 15 16 N=31	11	>> Q_u = 4.8 tsf
865								
	80	22	15	Medium dense, gray SAND, trace gravel End of boring at approximately 80 feet below existing grade.	SW	6 18 30 N=48	15	

STANDARD PENETRATION TEST DATA
Moisture, PL, LL
0 25 50
STRENGTH, tsf
Qu (Rimac) Qp
0 2.0 4.0

Completion Depth: 80.0 ft
Date Boring Started: 3/4/20
Date Boring Completed: 5/6/20
Logged By: J.I.
Drilling Contractor: Rubino Engineering, Inc.

Sample Types:
Auger Cutting
Split-Spoon
Rock Core
Pressuremeter
Shelby Tube
Hand Auger
No Recovery

Latitude: 42.4900324
Longitude: -88.6978268
Drill Rig: Geoprobe 7822DT
Remarks: Water/Mud added to hole at approximately 15 feet below existing grade.

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (1 OF 2)
STRUCTURE NO. 056-9043
SHEET 25 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	48
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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

LOG OF BORING BSB-02

Rubino Job No.: G19.149_REV1
Project: White Oaks Road Bridge Replacement
Location: White Oaks Road
City, State: McHenry County, Illinois
Client: Stand Associates, Inc.

Drilling Method: 3 ¼ HSA and Mud Rotary
Sampling Method: Split Spoon
Hammer Type: Automatic
Boring Location: South of bridge
3 feet west from edge of pavement

WATER LEVELS***
While Drilling 18.5 ft
Upon Completion N/A
Delay N/A

Station: 104+73.97
Offset: 4.27

Surface Elev.: 941.14 ft

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	USCS Classification	SPT Blows per 6-inch	Moisture, %	Additional Remarks
940	0	1	14	Approximately 4 inches of ASPHALT FILL: brown gravelly sand FILL: dark brown, black, and gray silty clay, trace to with sand and gravel		2 2 4 N=6	17	3% Organic Content
	5	2	9			2 2 3 N=5	15	3% Organic Content
935		3	12	*Increased percentage of sand observed at approximately 6 feet below existing grade*		0 2 1 N=3	23	3% Organic Content
	10	4	15	Medium stiff, gray SILTY CLAY LOAM	CL	2 2 3 N=5	14	Q_u = 0.7 tsf
930		5	18	Medium stiff to stiff, gray silty CLAY, little to some and gravel		2 2 2 N=4	13	Q_u = 0.5 tsf
	15	6	18			2 1 3 N=4	12	Q_u = 0.3 tsf
925		7	18			6 4 7 N=11	10	Q_u = 2.7 tsf
	20	8	16	Medium dense, gray SAND some gravel	SW	6 6 6 N=12	11 12	
920		9	18	Stiff to very stiff, gray silty CLAY, little sand and gravel		4 4 4 N=8	13 10	Q_u = 0.9 tsf
	25	10	18			2 4 8 N=12	11	Q_u = 1.1 tsf
915		11	18			3 4 7 N=11	12	Q_u = 1.6 tsf
	30	12	18			3 6 9 N=15	12	Q_u = 2.9 tsf
910		13	18			5 6 7 N=13	13	Q_u = 2.0 tsf
	35	14	18			6 7 9 N=16	12	Q_u = 2.2 tsf
905	40			*Trace sand* *Large rock/boulder encountered at approximately 41 feet below existing grade*	CL			
900	45	15	12			2 4 7	12	Q_u = 2.1 tsf

Continued Next Page

Completion Depth: 75.0 ft
Date Boring Started: 5/7/20
Date Boring Completed: 5/7/20
Logged By: J.I.
Drilling Contractor: Rubino Engineering, Inc.

Sample Types: Auger Cutting, Split-Spoon, Rock Core, Pressuremeter, Shelby Tube, Hand Auger, No Recovery

Latitude: 42.4898623
Longitude: -88.6977892
Drill Rig: Geoprobe 7822DT
Remarks: Water/Mud added to hole at approximately 21 feet below existing grade.

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

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

LOG OF BORING BSB-02

Rubino Job No.: G19.149_REV1
Project: White Oaks Road Bridge Replacement
Location: White Oaks Road
City, State: McHenry County, Illinois
Client: Stand Associates, Inc.

Drilling Method: 3 ¼ HSA and Mud Rotary
Sampling Method: Split Spoon
Hammer Type: Automatic
Boring Location: South of bridge
3 feet west from edge of pavement

WATER LEVELS***
While Drilling 18.5 ft
Upon Completion N/A
Delay N/A

Station: 104+73.97
Offset: 4.27

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	USCS Classification	SPT Blows per 6-inch	Moisture, %	Additional Remarks
895	45			Stiff to very stiff, gray silty CLAY, little sand and gravel		N=11		
	50	16	18			5 7 10 N=17	11	Q_u = 2.4 tsf
890		17	15			2 6 11 N=17	12	Q_u = 2.5 tsf
885	55	18	18	Medium dense, gray SAND, little gravel		6 8 14 N=22	11	
880	60				SW			
	65	19	18			7 13 23 N=36	16	
875		20	18	Medium dense, gray SAND and GRAVEL		8 12 34 N=46	10	
870	70				SW			
	75	21	18	End of boring at approximately 75 feet below existing grade.		10 12 23 N=35	14	

Completion Depth: 75.0 ft
Date Boring Started: 5/7/20
Date Boring Completed: 5/7/20
Logged By: J.I.
Drilling Contractor: Rubino Engineering, Inc.

Sample Types: Auger Cutting, Split-Spoon, Rock Core, Pressuremeter, Shelby Tube, Hand Auger, No Recovery

Latitude: 42.4898623
Longitude: -88.6977892
Drill Rig: Geoprobe 7822DT
Remarks: Water/Mud added to hole at approximately 21 feet below existing grade.

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (2 OF 2)
STRUCTURE NO. 056-9043
SHEET 26 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	49
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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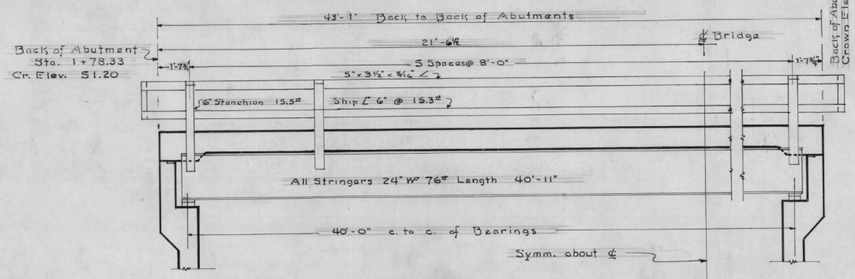
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



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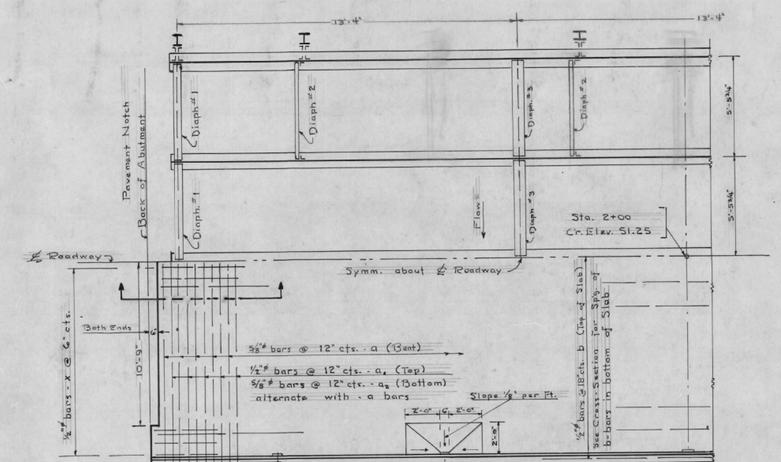
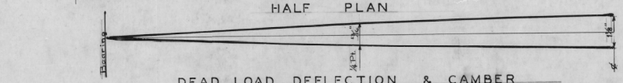
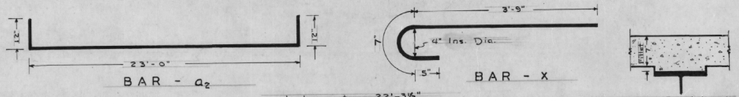
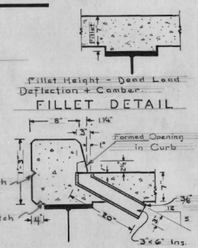


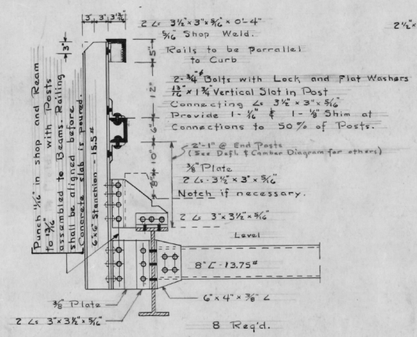




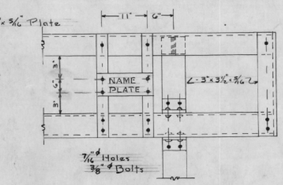


EXAMINED June 4, 1947
Approved G.A. Burch by J.F.W.
Bridge Engineer
PASSED
Engineer of Design
APPROVED
Chief Highway Engineer

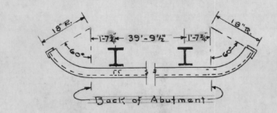
PREPARED BY
C. L. Troyer
County Supt. of Highways



RAIL DETAILS - DIAPH. 2



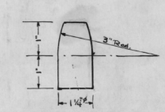
END OF RAIL
Provide Connections for Name Plate at No. West Corner only

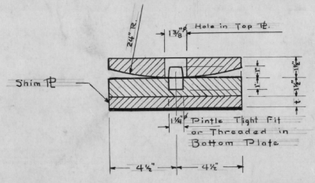


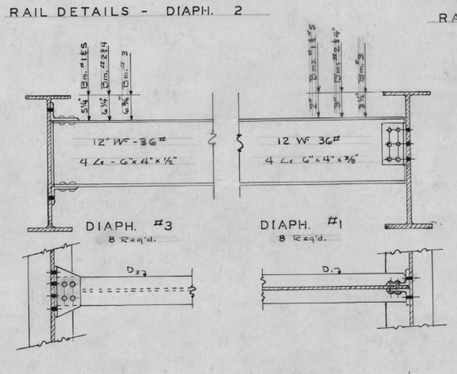
RAIL BEND DETAIL

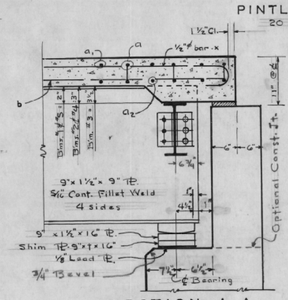
GENERAL NOTES

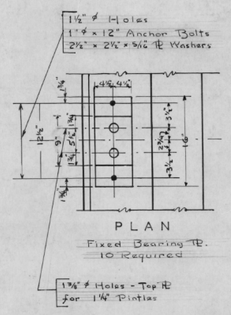
Class X Concrete shall be used thruout.
Concrete Floor shall be finished in accordance with Art. 61 of the Standard Specifications.
Rivets ¾"ϕ - Holes ⅞"ϕ All Connections riveted except as noted.
~~⅞"ϕ Tight-Fit Ribbed Bolts may be substituted for field rivets.~~
Assemble Handrail to beams in Shop, align, matchmark and leave assembled for Inspection.
Structural Steel shall receive one shop coat of red lead Paint and two field coats of aluminum paint. All paint shall be furnished by the Contractor. Inspection of Steel by the Illinois Division of Highways before painting.
Struct. Grade Machine Bolts with lock nuts may be substituted for field rivets.









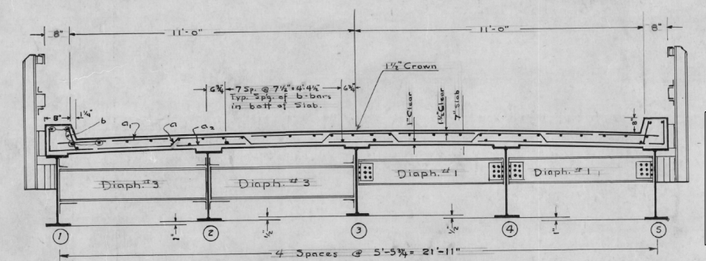


SUPERSTRUCTURE BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	43	⅝"ϕ	24'-9"
a1	42	½"ϕ	23'-0"
a2	42	⅝"ϕ	25'-0"
b	104	½"ϕ	21'-6"
x	90	½"ϕ	4'-9"
Class X Concrete		Cu.Yds.	23.7
Reinforcement Bars		Lbs.	4630
* Structural Steel		Lbs.	25,470
Floor Drains		Each	10
Name Plate		Each	1

* Approximate

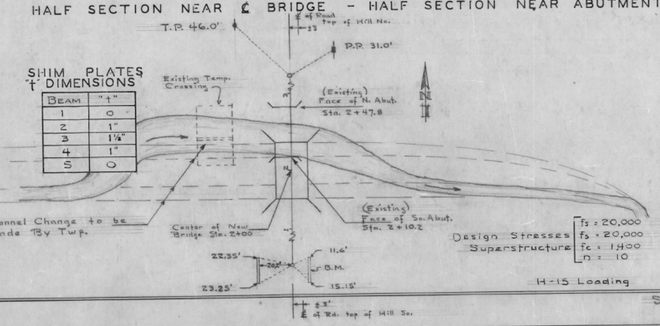
FOR REFERENCE ONLY



HALF SECTION NEAR ℄ BRIDGE - HALF SECTION NEAR ABUTMENTS

SHIM PLATES 't' DIMENSIONS

BEAM	"t"
1	0
2	1"
3	1⅛"
4	1"
5	0



TOTAL BILL OF MATERIAL

ITEM		SUPERSTR	SUBSTR.	TOTAL
Class X Concrete	Cu.Yds.	23.7	76.8	100.5
Reinforcement Bars	Lbs.	4630	5,510	10,140
* Structural Steel	Lbs.	25,470		25,470
Name Plate	Each	1		1
Floor Drains	Each	10		10

* Includes bearing plates, lead plates, and anchor bolts. Estimated weight.

WALTER'S BRIDGE
CHEMUNG TOWNSHIP
SECTION 6 OF T. 46 N. - R 5 E. OF 3RD P.M.
McHENRY COUNTY

SHEET 1 OF 2

Stds. 2012 (Revised)

04-2
056-3043

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

USER NAME =	DESIGNED - DWK	REVISED -	
	CHECKED - NDR	REVISED -	
PLOT SCALE =	DRAWN - CJH	REVISED -	
PLOT DATE =	CHECKED - DWK	REVISED -	

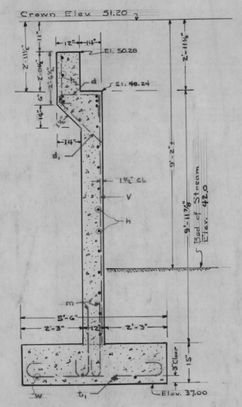
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS (1 OF 2)
STRUCTURE NO. 056-9043
SHEET 27 OF 28 SHEETS

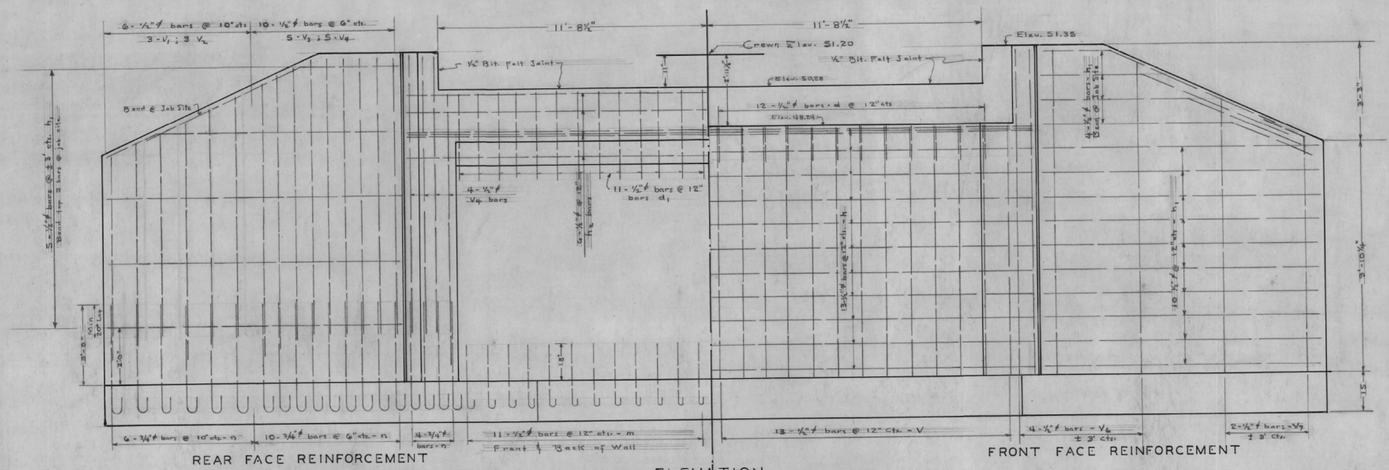
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	50
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

B.M. Sq. on East Conc. Headwall of C.M. Pipe Arch 200 Ft. South of Bridge. Elevation 50.0

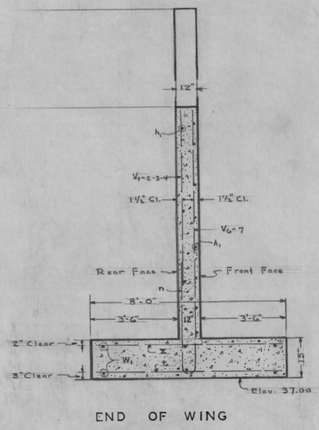
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



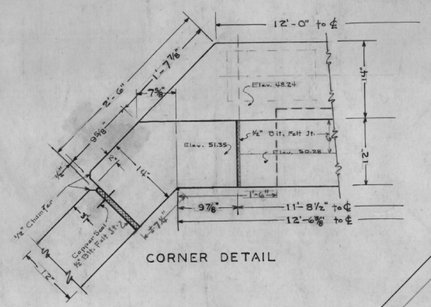
ABUTMENT SECTION

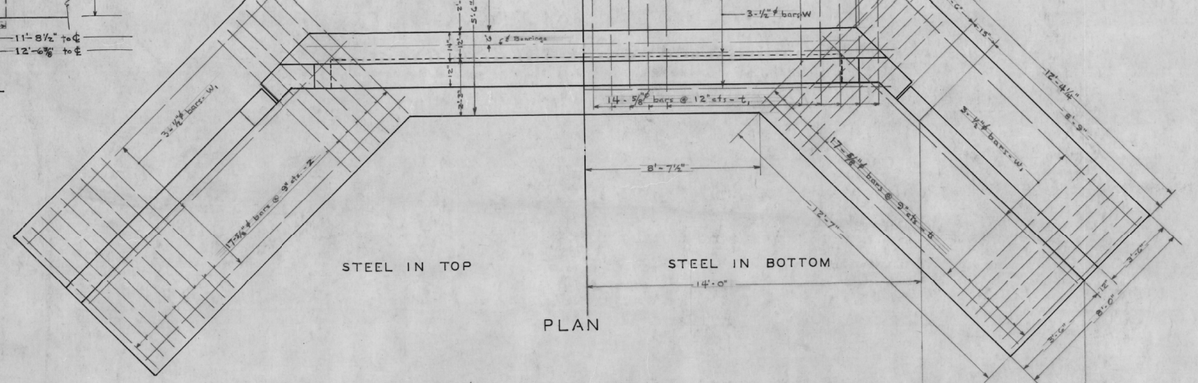


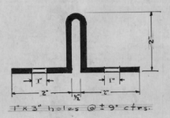
ELEVATION



END OF WING

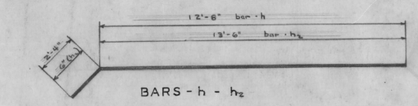




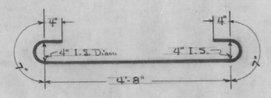


DETAIL OF COPPER SEAL

Copper Seal shall be 16 oz. cold rolled annealed copper. Cost of Copper Seal and Bituminous Joint is to be included in price bid for Class "X" Concrete. If Copper Seal is not in one piece joints must be soldered or brazed.

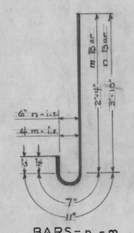


BARS - h - h2

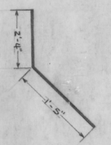


BARS - t1

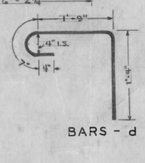
NOTE:
Wings to be poured separate from Abutment. Premoulded joint to be supported in place and in shape for a min. of 24 hrs. after completion of 1st pour.



BARS - n - m



BARS - d1



BARS - d

EXAMINED June 4, 1947
APPROVED
G. F. Burch by J.P.W
Bridge Engineer
PASSED
Engineer of Design
APPROVED
Chief Highway Engineer

PREPARED BY
County Supt. of Highways.

FOR REFERENCE ONLY

BILL OF MATERIAL
2 ABUTMENTS

BAR	NO.	SIZE	LENGTH
V	52	⅝" ϕ	9'-9"
V1	12	½" ϕ	8'-9"
V2	12	½" ϕ	9'-9"
V3	20	½" ϕ	10'-9"
V4	36	½" ϕ	11'-3"
V6	16	½" ϕ	13'-0"
V7	8	½" ϕ	11'-0"
d	48	½" ϕ	4'-0"
d1	44	½" ϕ	3'-9"
h	52	½" ϕ	15'-0"
h1	76	½" ϕ	9'-9"
h2	24	½" ϕ	14'-0"
n	80	¾" ϕ	5'-3"
t	68	⅝" ϕ	7'-9"
t1	56	⅝" ϕ	6'-6"
w	6	½" ϕ	28'-9"
w1	24	½" ϕ	12'-3"
m	88	¾" ϕ	3'-3"
z	68	⅝" ϕ	7'-9"
CLASS X CONCRETE			76.8 Cu.Yds
REINFORCEMENT BARS			5510 Lbs

CHEMUNG TOWNSHIP
SECTION 6 OF T. 46 N. - R. 5 E. of 3RD P.M.
McHENRY COUNTY

SHEET 2 OF 2

Std. 1748 (Revised)

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

USER NAME =	DESIGNED - DWK	REVISED -	
	CHECKED - NDR	REVISED -	
PLOT SCALE =	DRAWN - CJH	REVISED -	
PLOT DATE =	CHECKED - DWK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS (2 OF 2)
STRUCTURE NO. 056-9043
SHEET 28 OF 28 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	MCHENRY	71	51
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

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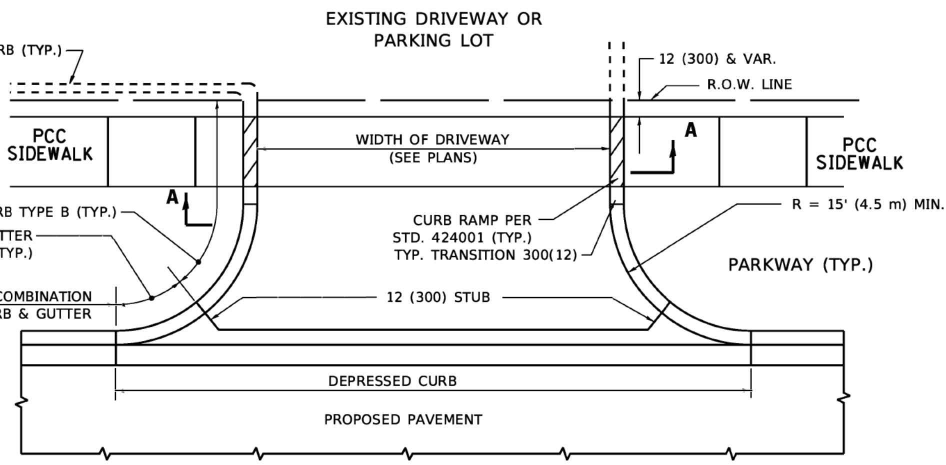
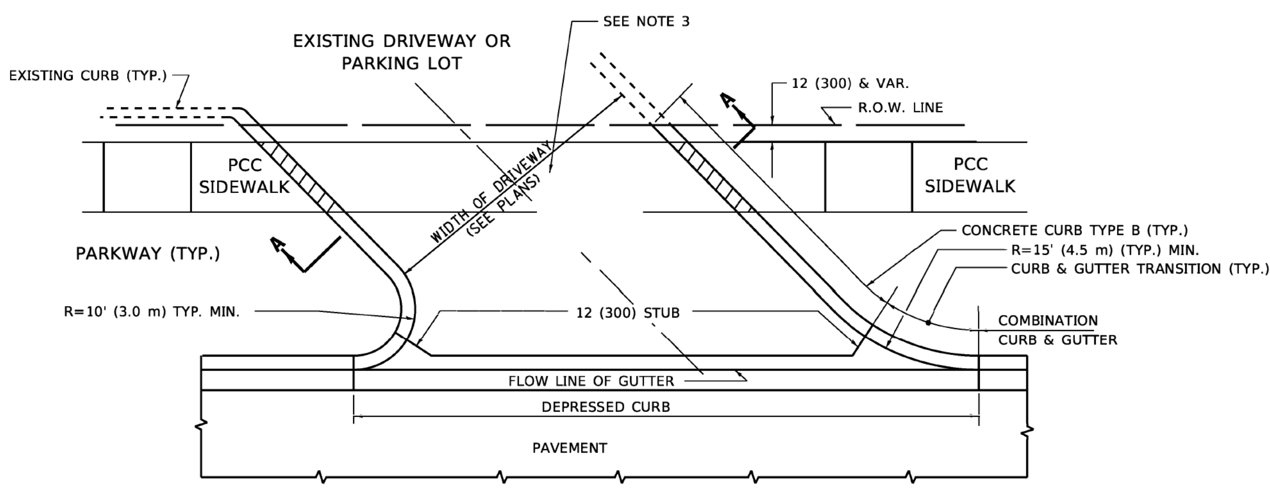
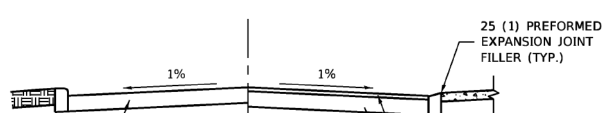


WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



SECTION A–A

RIGID DRIVEWAY

COMMERCIAL ENTRANCE (CE):
PCC DRIVEWAY PAVEMENT 8 (200)
MEASURED IN SQ. YD. (m^2)

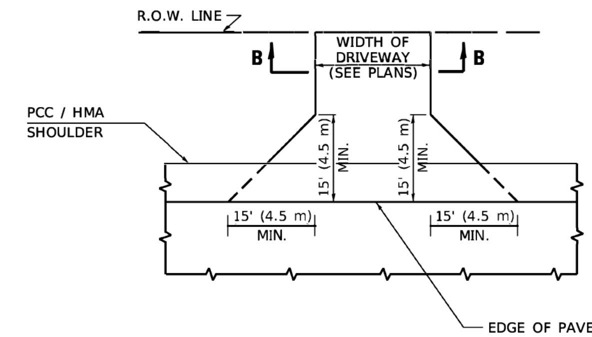
PRIVATE ENTRANCE (PE):
PCC DRIVEWAY PAVEMENT 6 (150
MEASURED IN SQ. YD. (m^2)

HMA DRIVEWAY

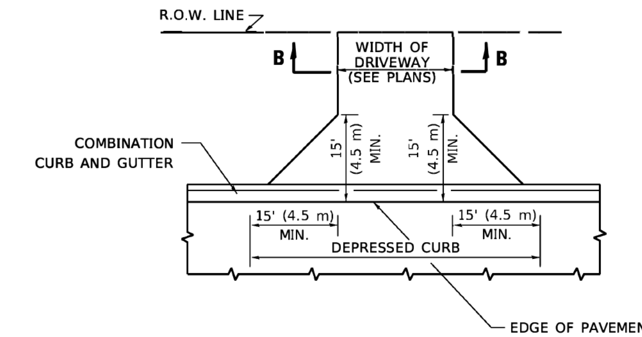
HMA SURFACE COURSE,
MIX "D", IL-9.5, N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

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

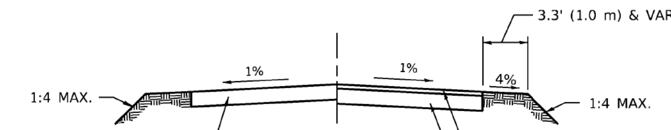
PRIVATE ENTRANCE (PE):
HMA BASE COURSE, 6 (150)
MEASURED IN SQ. YD. (m^2).



ADJACENT TO PCC /HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B–B

RIGID DRIVEWAY

COMMERCIAL ENTRANCE (CE):
PCC DRIVEWAY PAVEMENT 8 (200)

PRIVATE ENTRANCE (PE):
PCC DRIVEWAY PAVEMENT 6 (150)

HMA DRIVEWAY

HMA SURFACE COURSE,
MIX "D", IL-9.5, N50, 3 (75)
MEASURED IN TONS (METRIC TONS)

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

PRIVATE ENTRANCE (PE):
AGGREGATE BASE COURSE, TY B, 6 (150)
MEASURED IN SQ. YD. (m^2).

RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX "D", IL-95, N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE COURSE, TYPE B, 8 (200)
MEASURED IN SQ. YD. (m^2).

GENERAL NOTES

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

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

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

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FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 1\Projects\DistStd22x34\CADData\CADSheets\bd01.dgn

USER NAME	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS – MCDOT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -							
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO.				
PLOT DATE	DATE -	REVISED -		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				

MODEL: Default
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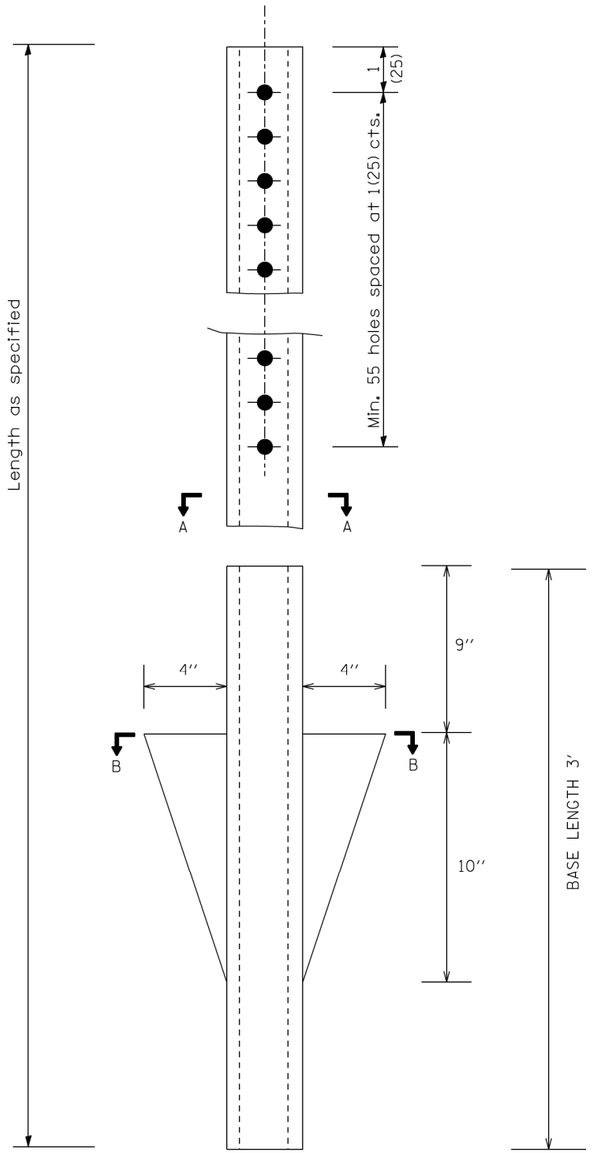
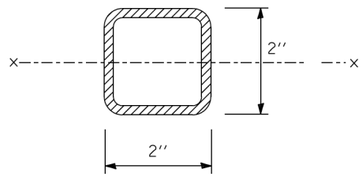
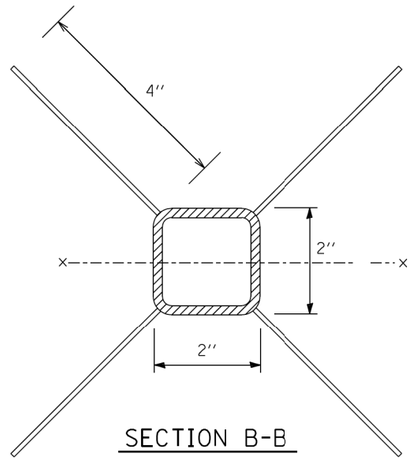
STRAND ASSOCIATES® 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = JohnN	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			008	18-00489-00-BR	McHENRY	71	52
	PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO.61K80				
	PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -		SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				





SECTION A-A



SECTION B-B

GENERAL NOTES

This work shall consist of furnishing and installing telescoping steel sign supports for ground-mounted signs utilizing a telescoping base section in accordance with applicable articles of Section 728 and as detailed in the plans and the following.

Posts as specified in article 1093.01 (c) shall be formed of 14 gage steel, except that the base shall be formed of 12 gage steel. Holes 7/16+or-1/64 inch diameter will be spaced one inch on centers on all sides for the entire length of the posts. Holes shall be on the centerline of each side in true alignment and opposite of each other to accept a 3/8 inch bolt through the post at any location. The post shall have a smooth galvanized finish applied either before of after forming.

The base shall be constructed with 12 gage steel winged anchors by using standard tubular steel and welding metal triangular fins on each corner of the tubular steel. The four triangular fins shall be 10 '' long by 4 '' wide mounted 9 '' from the top of the base pointing in a downward direction. The base shall be 3 feet in length. The base shall have a smooth galvanized finish applied either after fabrication.

TELESCOPING STEEL SIGN SUPPORT

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

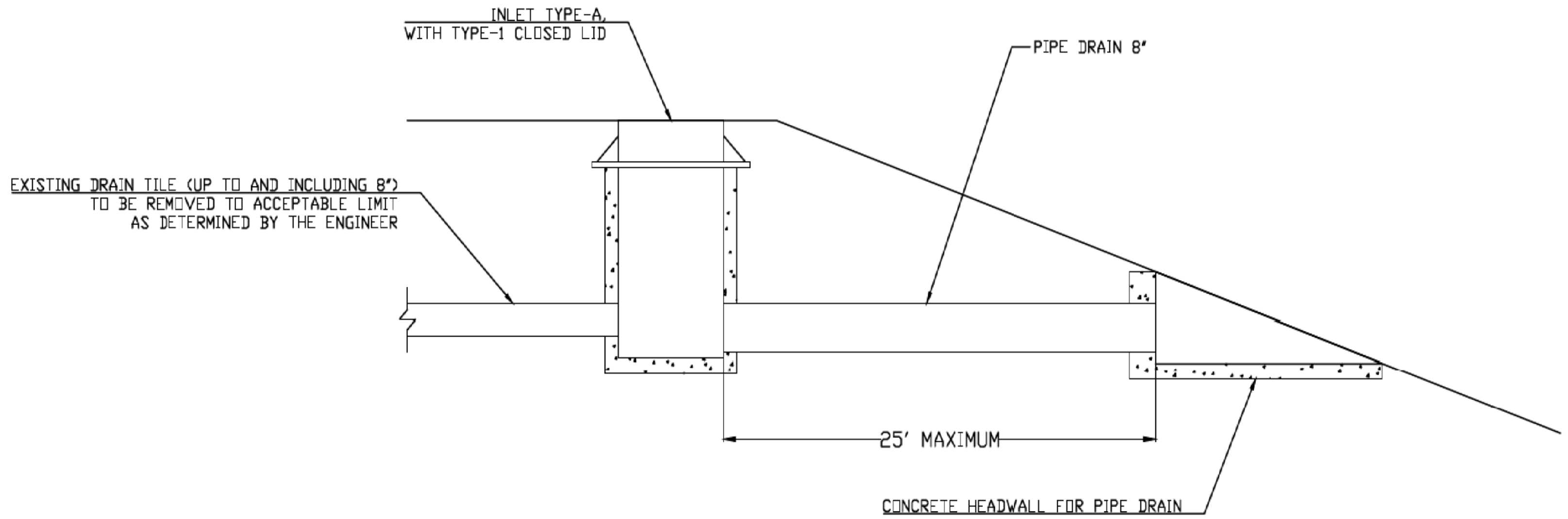
USER NAME = JohnN	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TELESCOPING STEEL SIGN SUPPORT (SPECIAL)
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: | SHEET 2 OF 3 SHEETS | STA. | TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	53
		CONTRACT NO.61K80		
	ILLINOIS FED. AID PROJECT			



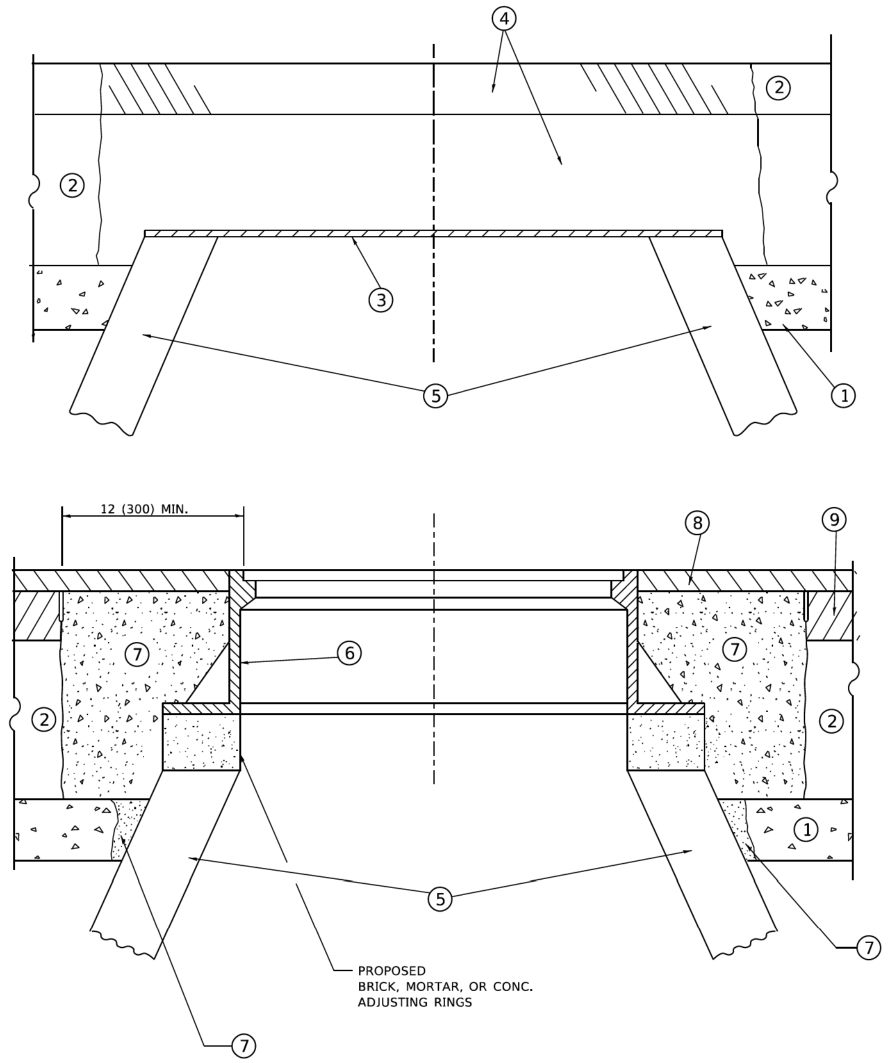
NOTES:

- 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	DRAIN TILE OUTFALL, SPECIAL	REVISIONS	DATE
Pg ____ of ____		ORIGINAL DRAWING	4/30/24

USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OUTFALL STRUCTURE	F.A.U. RTE. 4077	SECTION 19-00508-00-BR	COUNTY MCHENRY	TOTAL SHEETS 92 / SHEET NO. 68
	DRAWN - KDC	REVISED -			CONTRACT NO. 61K76			
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -		SCALE: N.T.S. SHEET 1 OF 1 SHEETS	ILLINOIS FED. AID PROJECT			
PLOT DATE = 8/23/2024	DATE - 7/16/2024	REVISED -						



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

1. SUB-BASE GRANULAR MATERIAL
2. EXISTING PAVEMENT
3. 36 (900) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND HMA SURFACE MIX
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS PP-2* CONCRETE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**
	DRAWN -	REVISED - R. BORO 12-06-11		
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. SMITH 11-18-22		
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BD600-03 (BD-08)		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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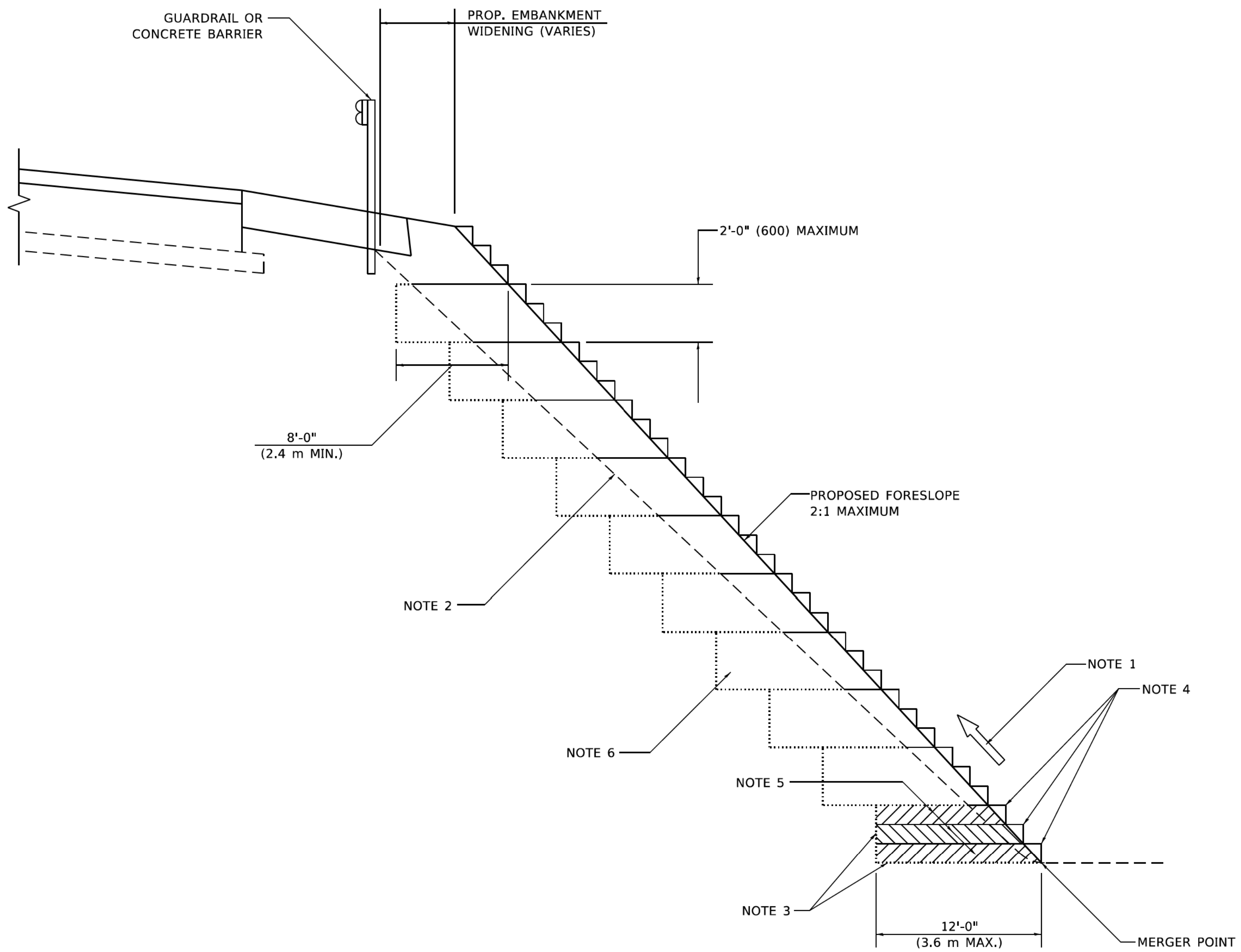
(815) 744-4200

USER NAME = JohnN	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DISTRICT ONE DETAILS**
	DRAWN -	REVISED -		**T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK**
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -		
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -		SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	55
		CONTRACT NO.61K80		
	ILLINOIS	FED. AID PROJECT		



TYPICAL BENCHING DETAIL
FOR EMBANKMENT

GENERAL NOTES

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

BASIS OF PAYMENT

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

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

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

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD–51	CONTRACT NO.		

ILLINOIS | FED. AID PROJECT

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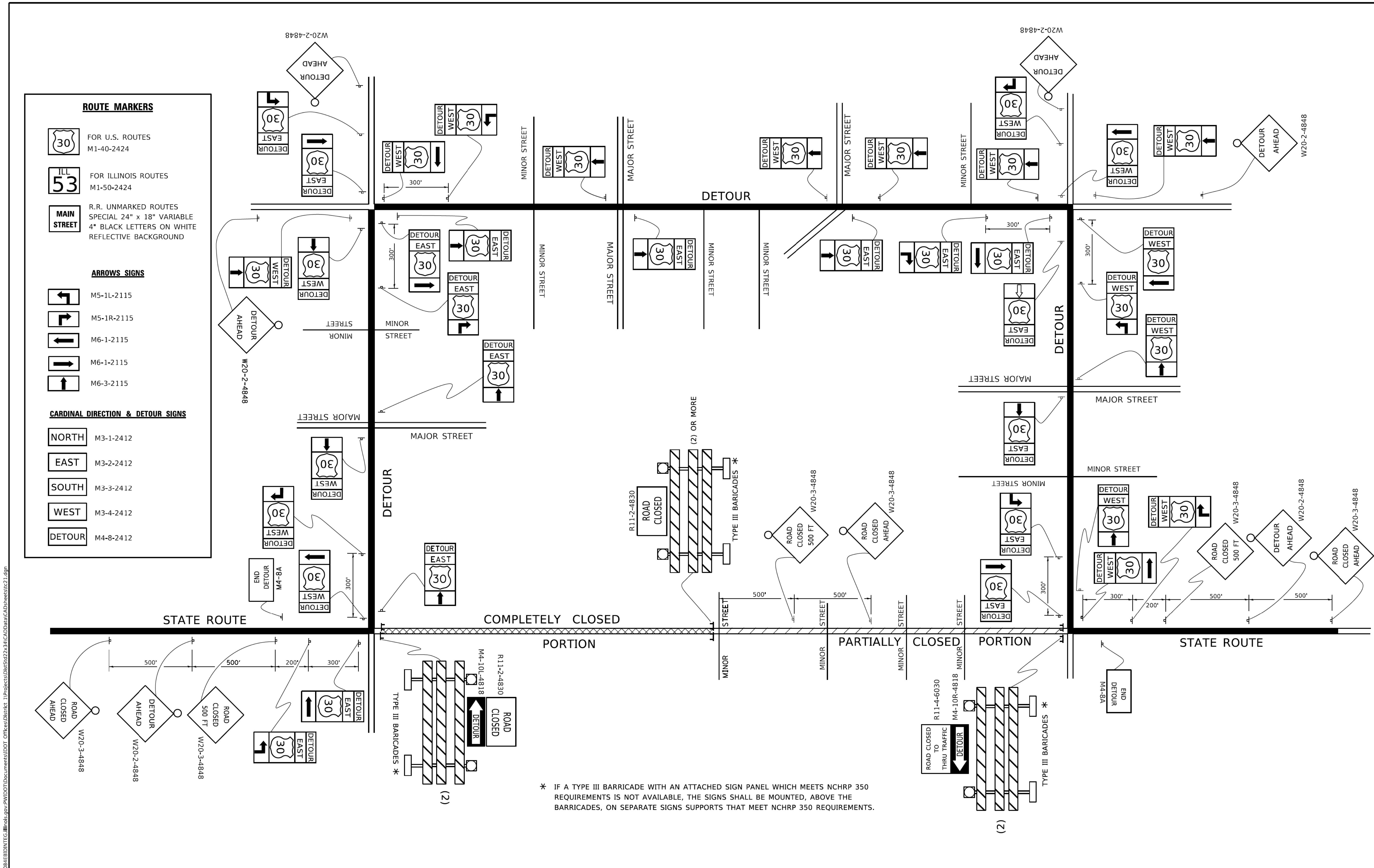
	DRAWN -	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -	

DISTRICT ONE DETAILS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: | SHEET 2 OF 3 SHEETS | STA. | TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	56
		CONTRACT NO.61K80		

ILLINOIS | FED. AID PROJECT



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USER NAME = footemJ	DESIGNED -	REVISED - 10-18-02
	DRAWN -	REVISED - R. BORO 09-14-09
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TC-21		CONTRACT NO.		

ILLINOIS FED. AID PROJECT

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USER NAME = JohnN	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

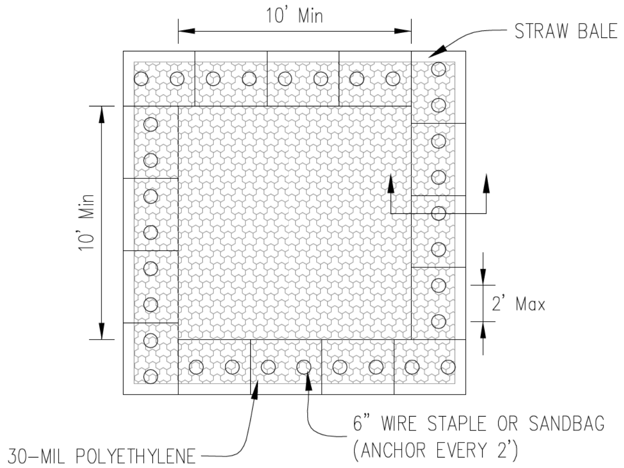
DISTRICT ONE DETAILS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: | SHEET 3 OF 3 SHEETS | STA. TO STA.

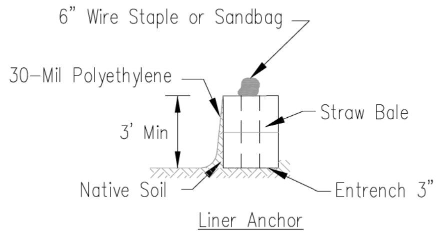
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	57
CONTRACT NO.61K80				

ILLINOIS FED. AID PROJECT

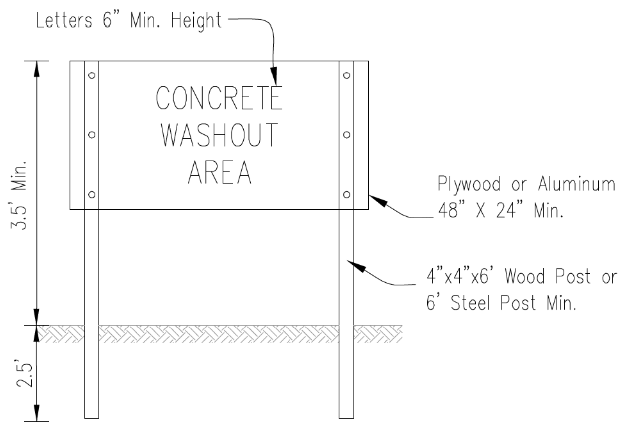
AUTOCAD2006



PLAN VIEW



STRAW BALE ANCHOR SECTIONS



SIGN DETAIL

NOTES:

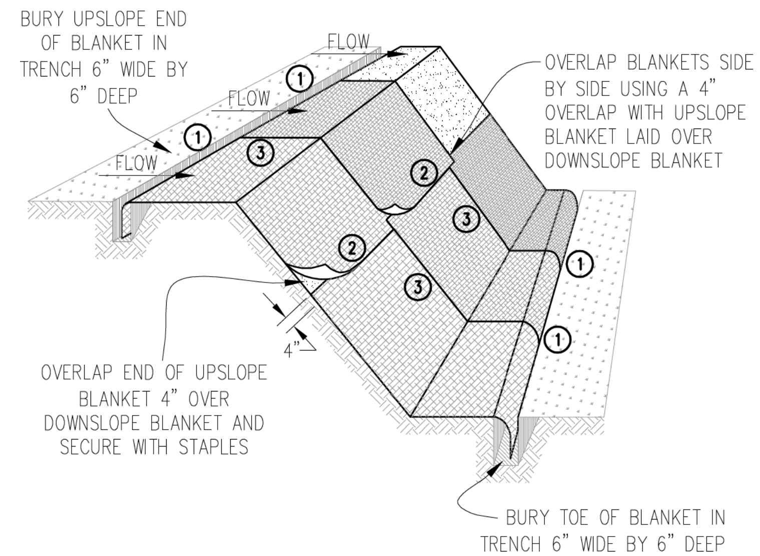
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the faciliities to a functional condition.

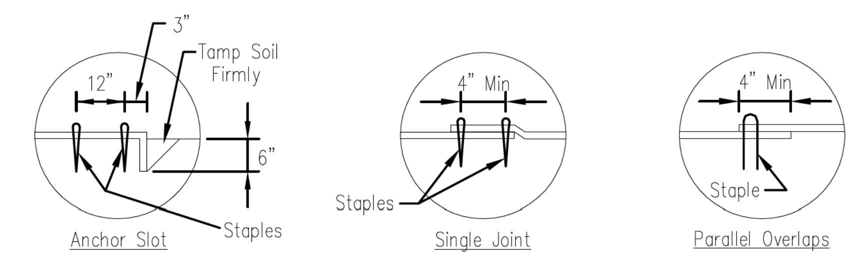
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

Sheet 1 of 3	Drawing No.	File No. IUM-654SB	TEMPORARY CONCRETE WASHOUT FACILITY – STRAW BALE	Date
			Designed	
			Drawn B. JOHNSON	6/08
			Checked	
			Approved	

AUTOCAD2006





DETAIL 1 DETAIL 2 DETAIL 3

STAPLE DETAIL PUSH PIN DETAIL

NOTES:

1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non-stiched blanket per 100 s.y. of material.

2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")

3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.

4. All anchor slots shall be stapled at approximately 12" intervals.

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

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PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS URBAN MANUAL STANDARDS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

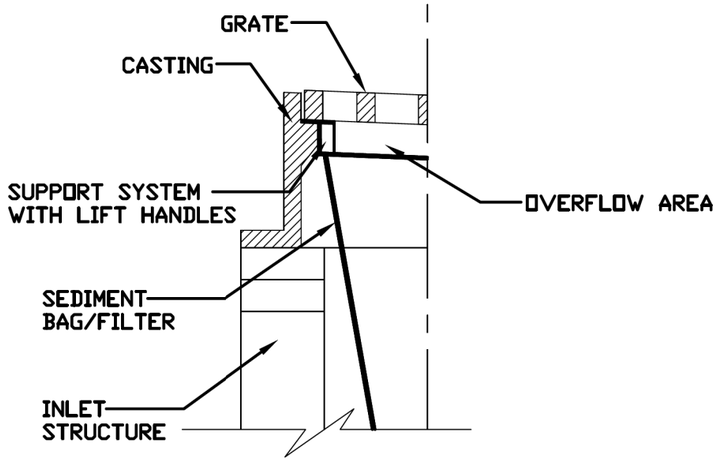
SCALE: NTS | SHEET 1 OF 5 SHEETS | STA. N/A | TO STA. N/A

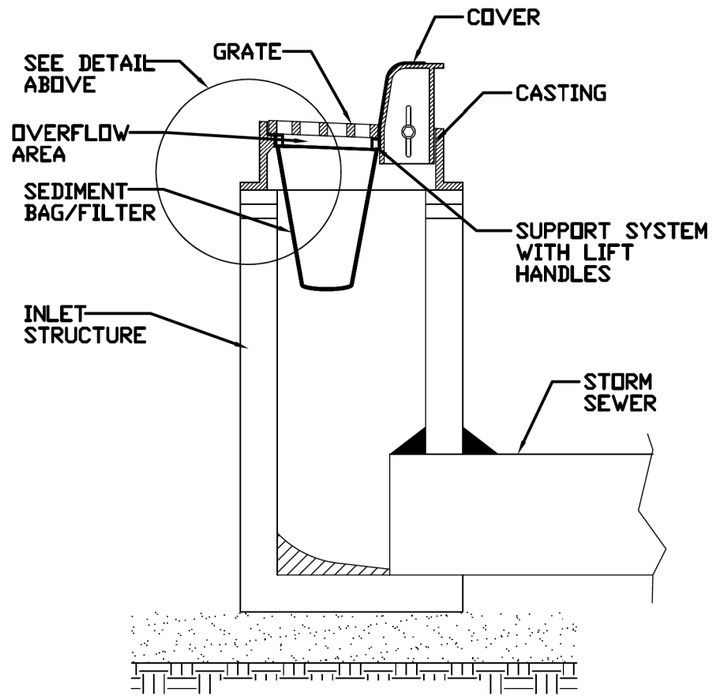
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	58

CONTRACT NO.61K80

ILLINOIS | FED. AID PROJECT

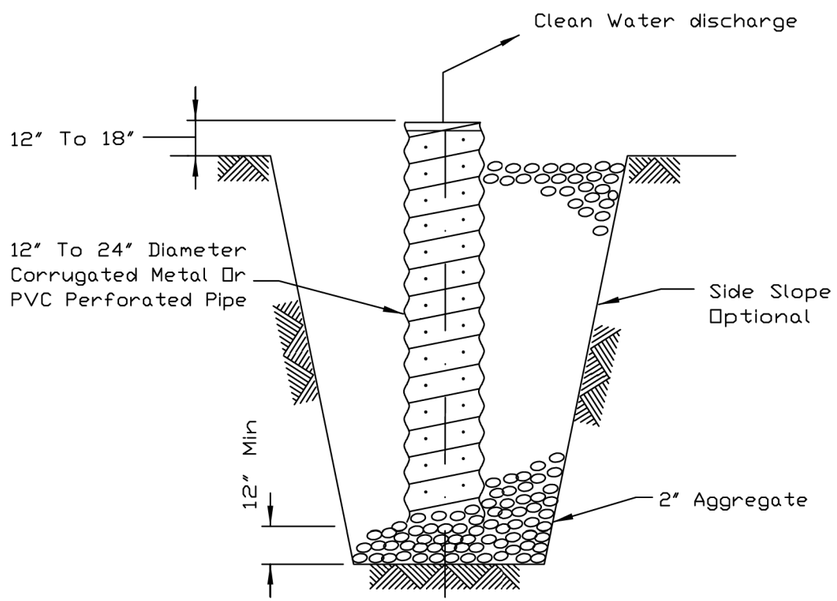
INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION





REFERENCE		STANDARD DWG. NO.
Project		IUM-561D
Designed ____ Date ____	ILLINOIS URBAN MANUAL	SHEET 1 OF 1
Checked ____ Date ____		DATE 01-11-11
Approved ____ Date ____		

SUMP PIT PLAN



SECTION

NOTES:
1. Pit dimensions are optional.
2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
4. The standpipe will extend 12" to 18" above the lip of the pit.
5. If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
6. If desired, 1/4"-1/2" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

REFERENCE		STANDARD DWG. NO.
Project		IL-650
Designed ____ Date ____	NRCS Natural Resources Conservation Service	SHEET 1 OF 1
Checked ____ Date ____		DATE 8-11-94
Approved ____ Date ____		

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(815) 744-4200

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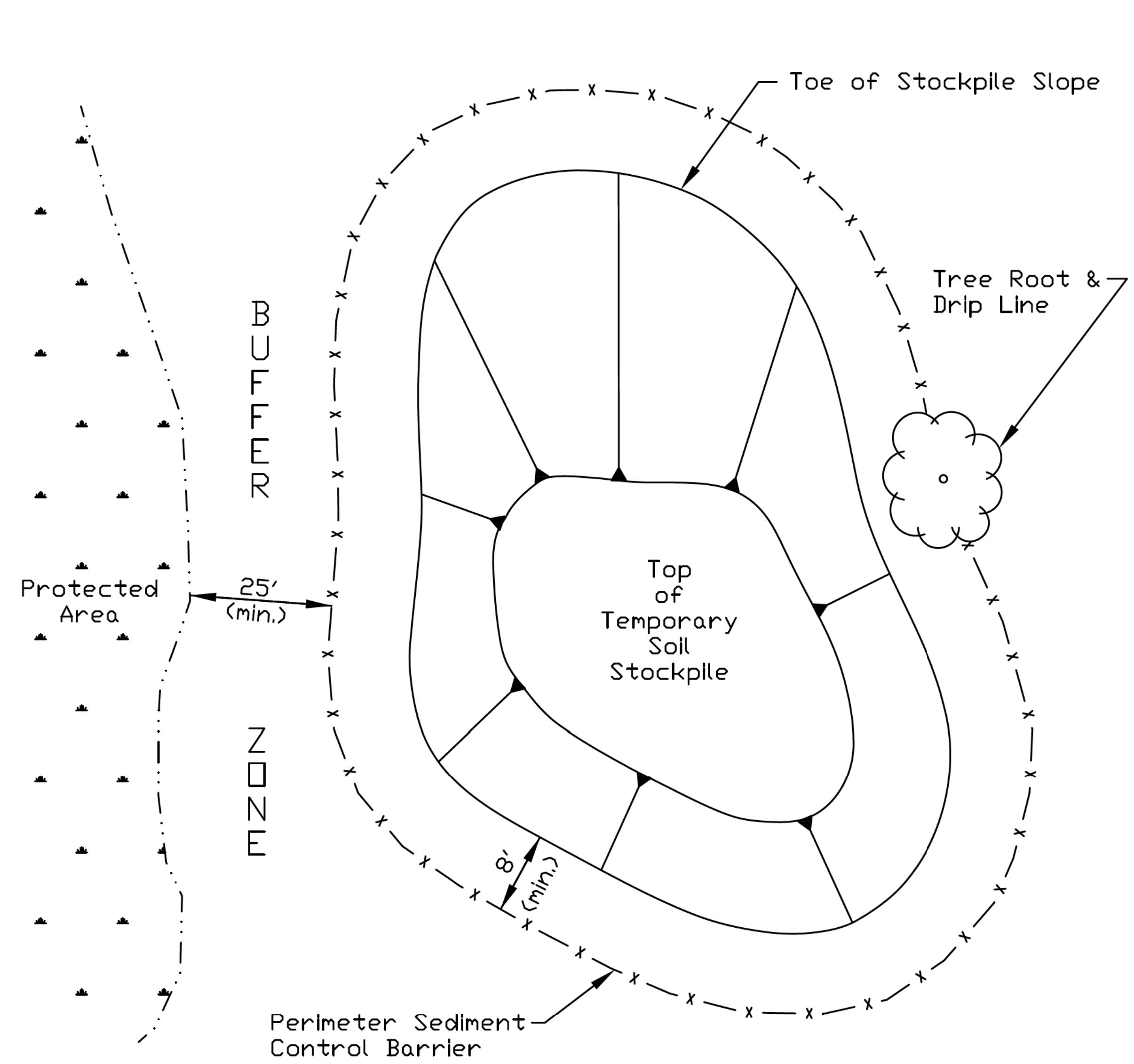
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS URBAN MANUAL STANDARDS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK
SCALE: NTS | SHEET 2 OF 5 SHEETS | STA. N/A | TO STA. N/A

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	59
		CONTRACT NO.61K80		
	ILLINOIS	FED. AID PROJECT		

TEMPORARY SOIL STOCKPILE DETAIL

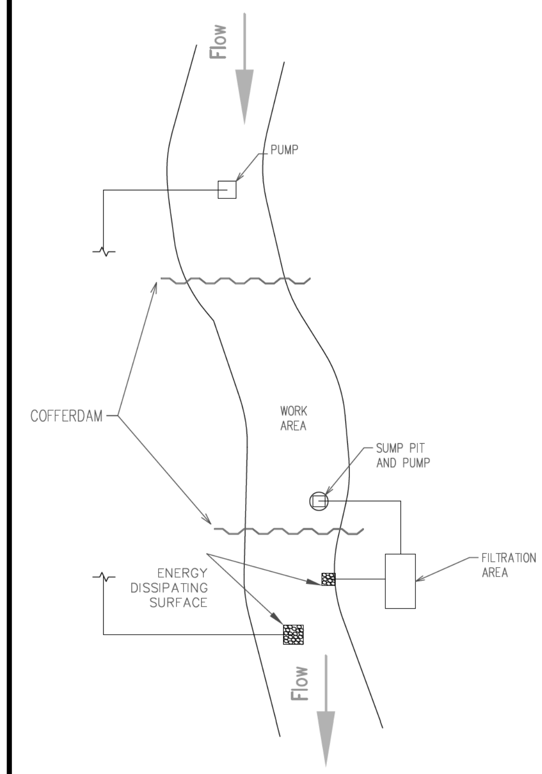


NOTES:

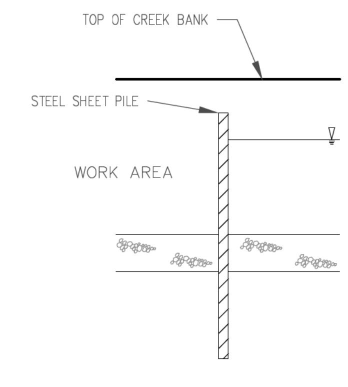
1. Stockpile slopes should be based on angle of repose of the soil material to avoid potential sloughing of the slope.
2. Soil stockpile to be stabilized in accordance with practical standards.
3. Do not locate stockpile within overland drainage flow path, designated floodways, drip line or over the 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. Liniear sediment trap surrounding the stockpile base may be used to control sediment.

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

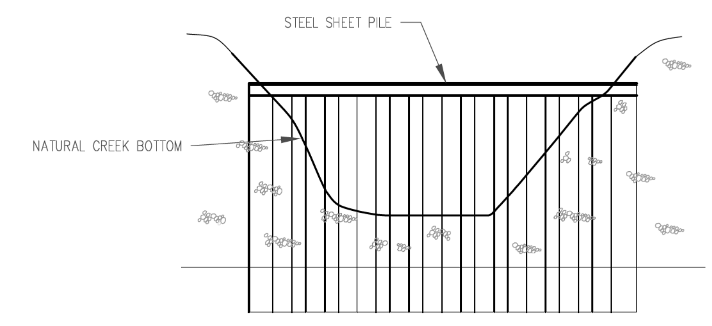
STEEL SHEET PILE COFFERDAM



PLAN VIEW



PROFILE



CROSS-SECTION

NOTES:

1. ALL DISCHARGES SHOULD BE ON ENERGY DISSIPATING SURFACES

2. LOCATION FOR SUMP PIT, FILTRATION AREA, AND ENERGY DISSIPATING SURFACES MAY VARY DEPENDING ON SITE CONDITIONS.

REFERENCE		STANDARD DWG. NO.
Project ______		IUM-503SS
Designed ______ Date ______		SHEET 7 OF 7
Checked ______ Date ______		DATE 7-09-2012
Approved ______ Date ______		

MODEL: Default
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STRAND ASSOCIATES® 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = JohnN	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

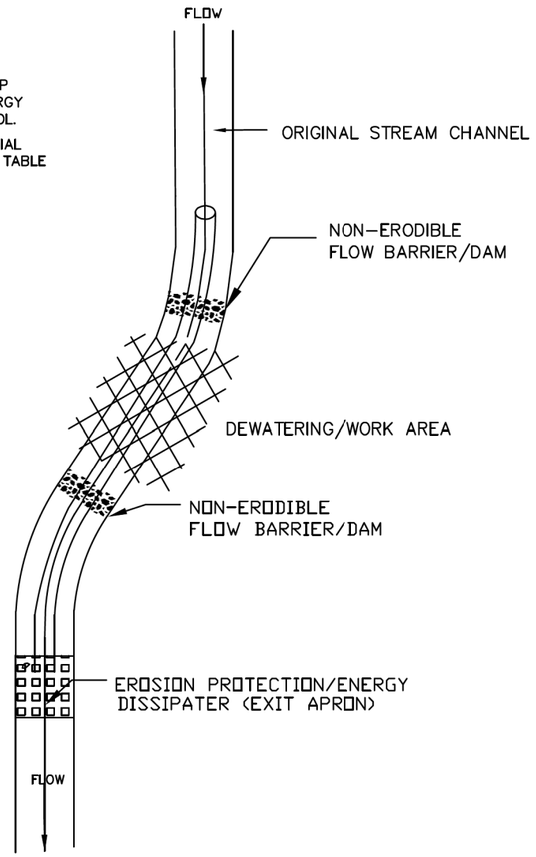
ILLINOIS URBAN MANUAL STANDARDS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: NTS | SHEET 3 OF 5 SHEETS | STA. N/A TO STA. N/A

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	60
		CONTRACT NO.61K80		
	ILLINOIS	FED. AID PROJECT		

TEMPORARY STREAM DIVERSION - PIPE DIVERSION

NOTES:
1. PLACE GEOTEXTILE UNDER RIPRAP WHEN RIPRAP IS USED FOR ENERGY DISSIPATOR, OR EROSION CONTROL.
2. GEOTEXTILES SHALL MEET MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 2, CLASS 1.



PIPE DIAMETER_____

PIPE MATERIAL_____

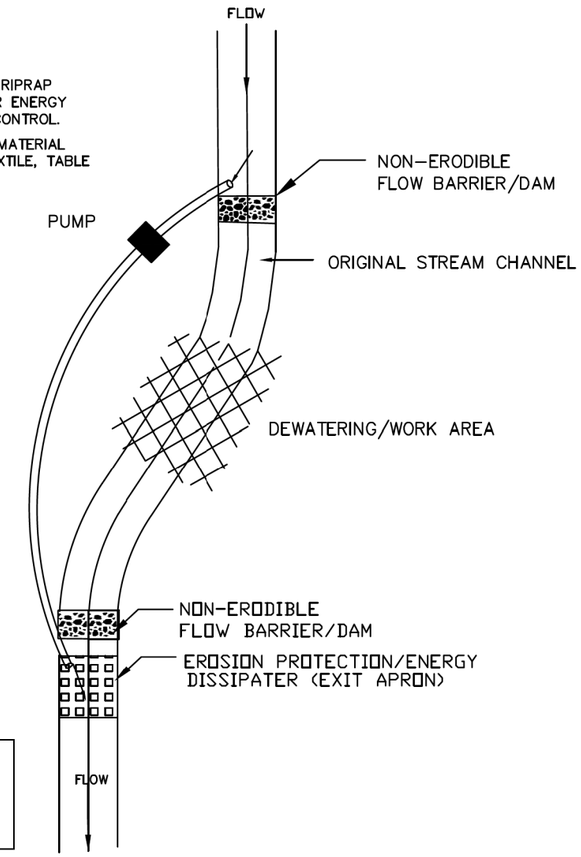
EROSION PROTECTION/ ENERGY DISSIPATOR DETAILS:

TYPICAL PIPE DIVERSION PLAN

REFERENCE		STANDARD DWG. NO.
Project _____		IUM-676PD
Designed _____ Date _____		SHEET 1 OF 1
Checked _____ Date _____		DATE 7-29-2011
Approved _____ Date _____		

TEMPORARY STREAM DIVERSION - BYPASS PUMP

NOTES:
1. PLACE GEOTEXTILE UNDER RIPRAP WHEN RIPRAP IS USED FOR ENERGY DISSIPATOR, OR EROSION CONTROL.
2. GEOTEXTILES SHALL MEET MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 2, CLASS 1.



PUMP SIZE: ____

EROSION PROTECTION/ ENERGY DISSIPATOR DETAILS:

TYPICAL PUMPED DIVERSION PLAN

REFERENCE		STANDARD DWG. NO.
Project _____		IUM-676BP
Designed _____ Date _____		SHEET 1 OF 1
Checked _____ Date _____		DATE 7-29-2011
Approved _____ Date _____		

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PLOT DATE = 8/28/2024	DATE - 8/28/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

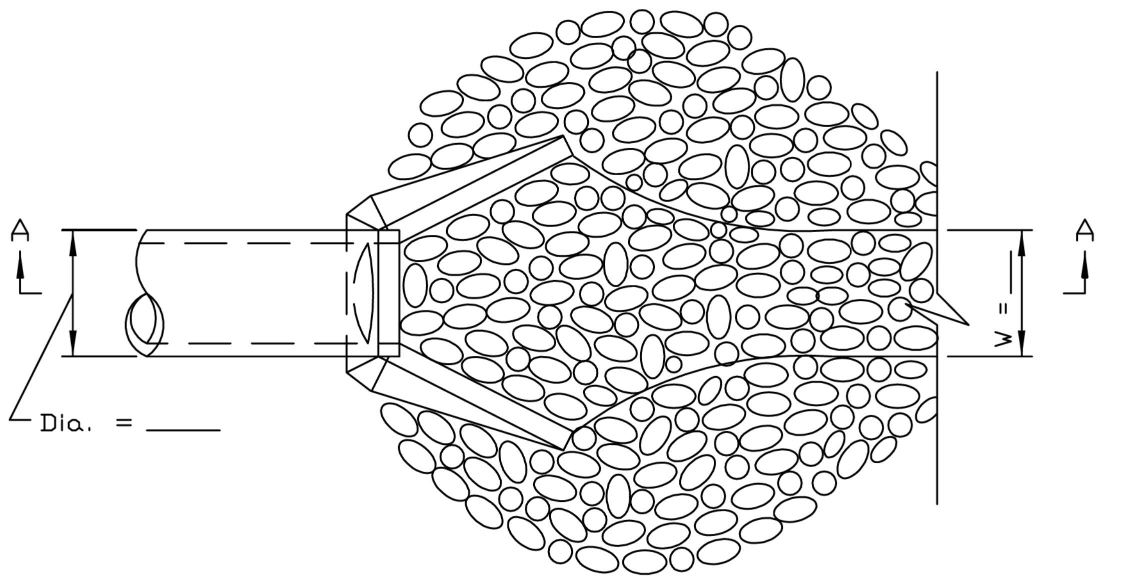
ILLINOIS URBAN MANUAL STANDARDS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: NTS | SHEET 4 OF 5 SHEETS | STA. N/A | TO STA. N/A

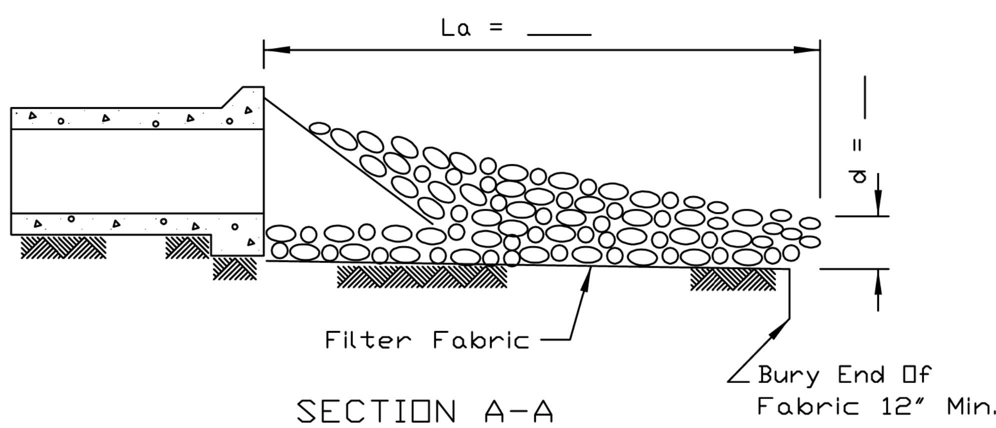
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	61
		CONTRACT NO.61K80		
	ILLINOIS FED. AID PROJECT			

PIPE OUTLET TO CHANNEL

Pipe Outlet To Well-Defined Channel



PLAN



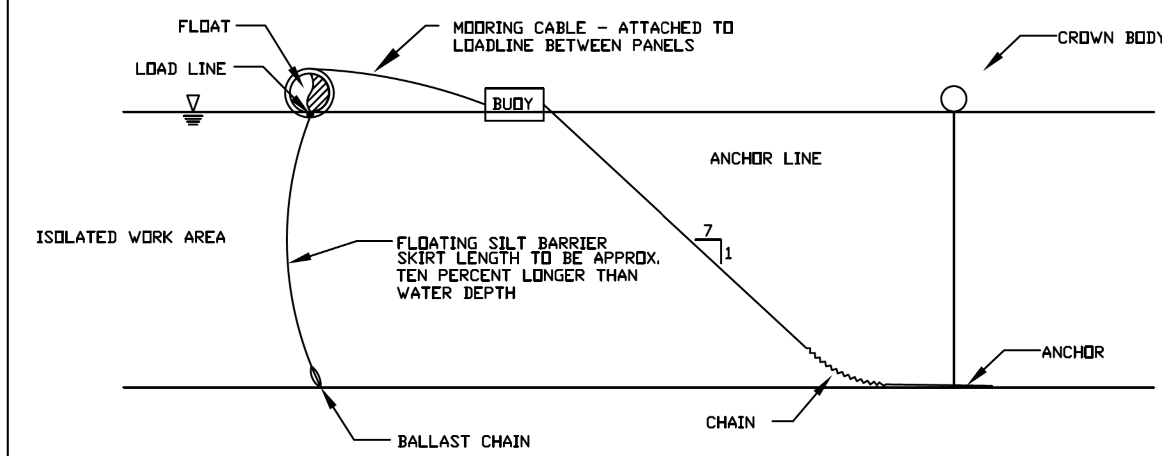
SECTION A-A

NOTES:

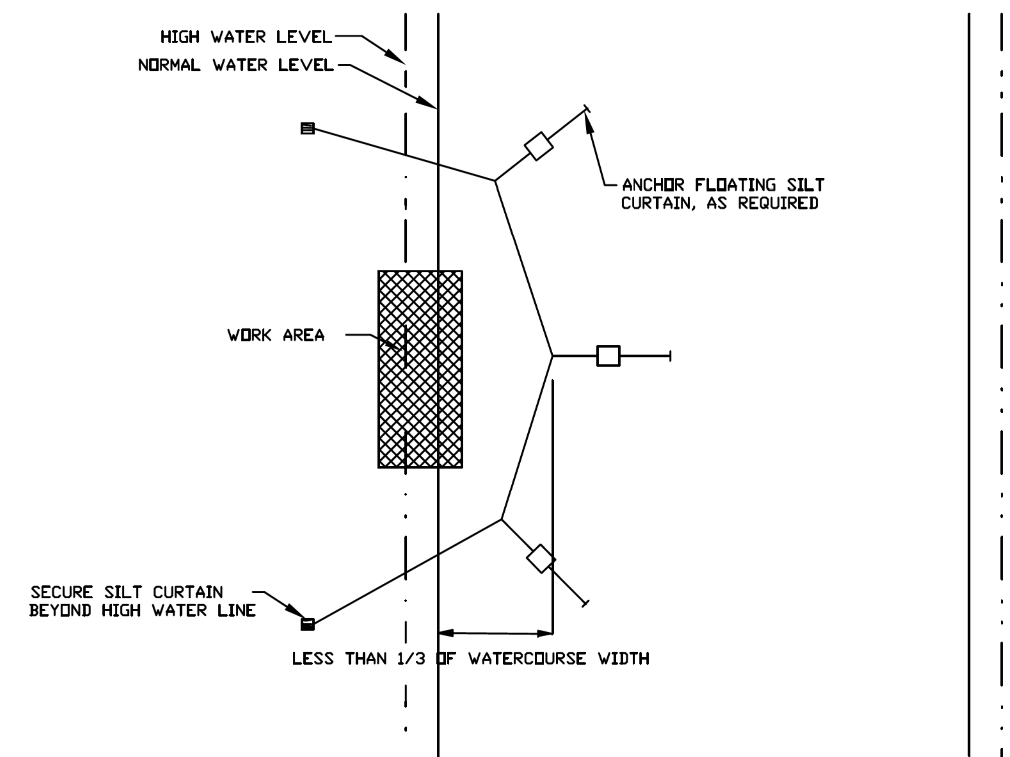
1. The filter fabric shall meet the requirements in material specification 592 GEOTEXTILE Table 1 or 2, Class I, II or III.
2. The rock riprap shall meet the IDOT requirements for the following gradation __________ .
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAP. The rock may be equipment placed.

REFERENCE		STANDARD DWG. NO.
Project ____________	NRCS Natural Resources Conservation Service	IL-611
Designed ____________ Date ______		SHEET 1 OF 1
Checked ____________ Date ______		
Approved ____________ Date ______		DATE 8-18-94

FLOATING SILT CURTAIN - TYPICAL LAYOUT



TYPICAL COMPONENTS / ANCHORAGE SYSTEM



TYPICALPLAN VIEW

Maximum flow for waterbody shall be less than 5fps.

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

Silt curtain shall be placed parallel to stream flow.

REFERENCE		STANDARD DWG. NO.
Project ____________		IUM-617A
Designed ____________ Date ______		SHEET 1 OF 1
Checked ____________ Date ______		
Approved ____________ Date ______		DATE 1-06-2012

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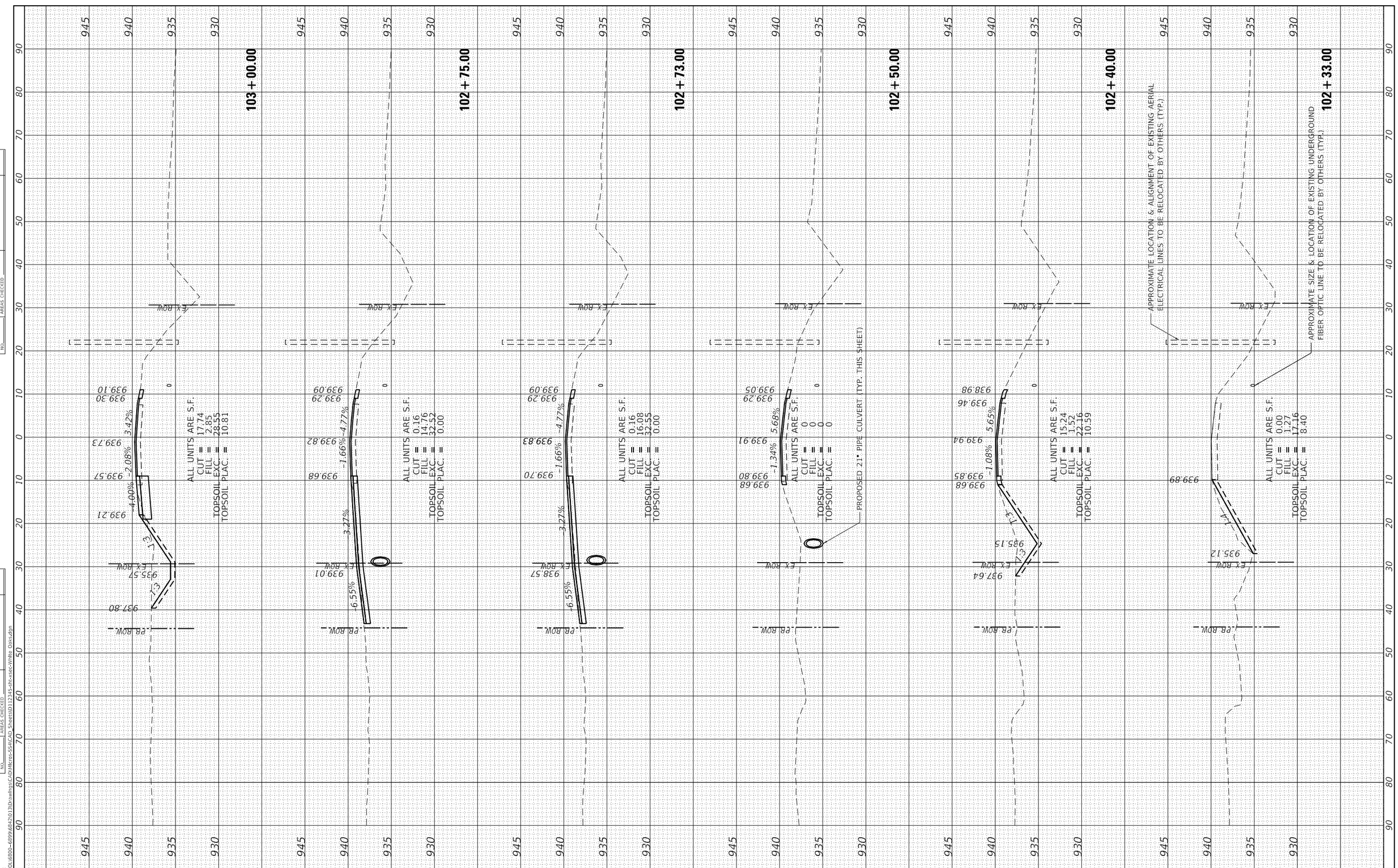
	AREAS CHECKED		



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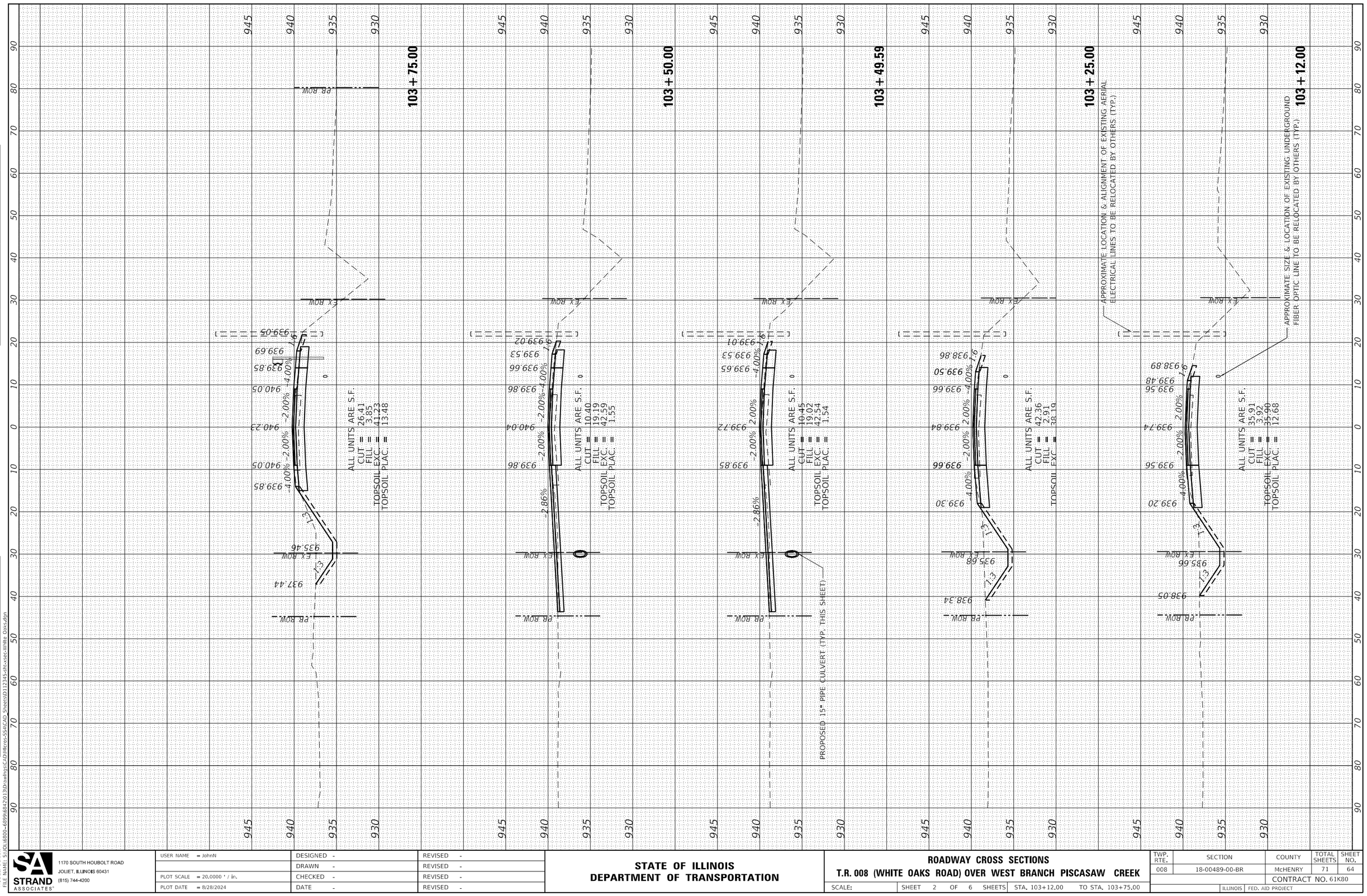
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY CROSS SECTIONS
T.R. 008 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: | SHEET 1 OF 6 SHEETS | STA. 102+33.00 TO STA. 103+00.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	63
		CONTRACT NO. 61K80		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY

NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY

NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

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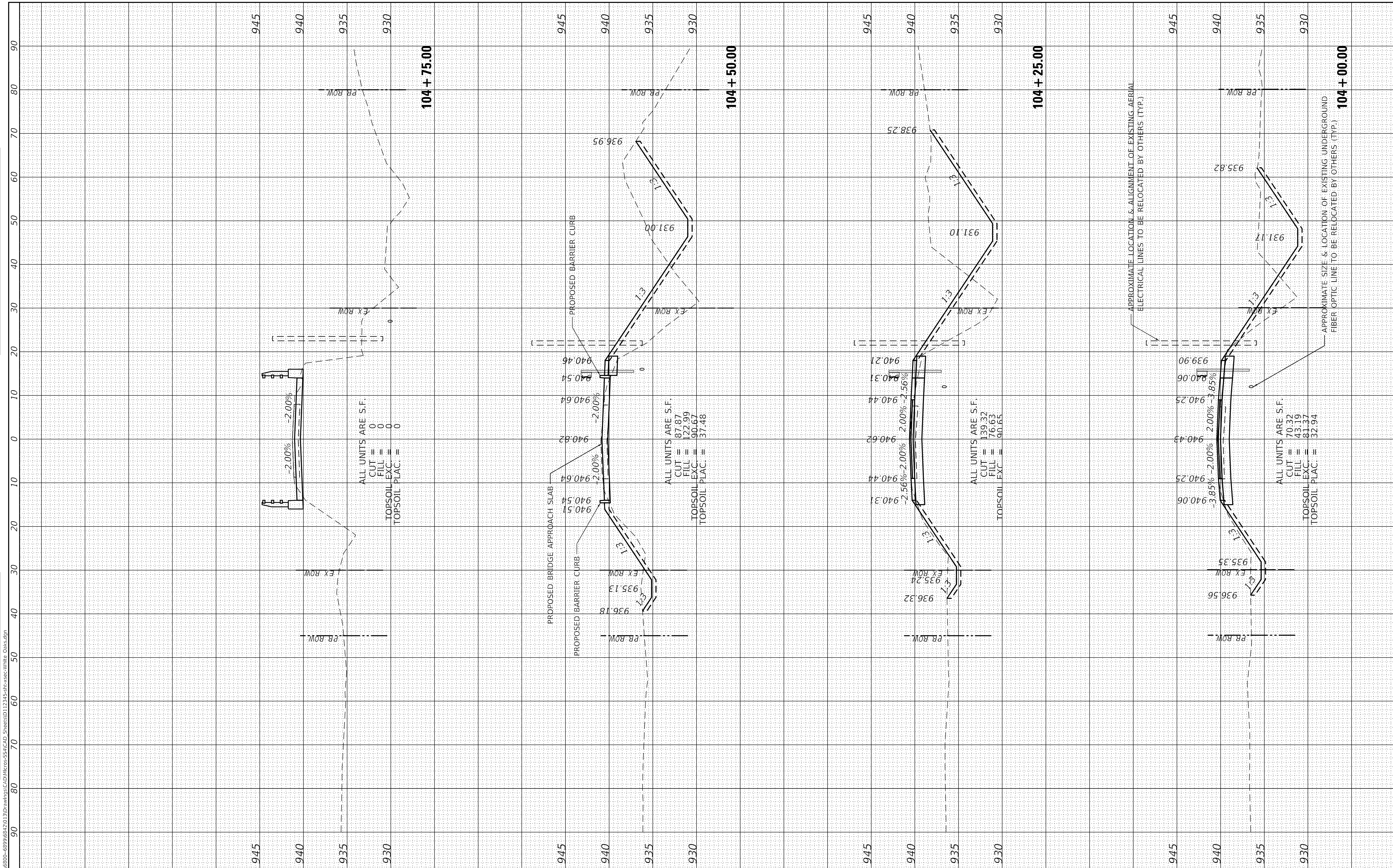
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY CROSS SECTIONS
T.R. 008 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: | SHEET 2 OF 6 SHEETS | STA. 103+12.00 TO STA. 103+75.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	64
		CONTRACT NO. 61K80		
		ILLINOIS	FED. AID PROJECT	



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PLOT DATE = 8/28/2024	DATE -	REVISED -	

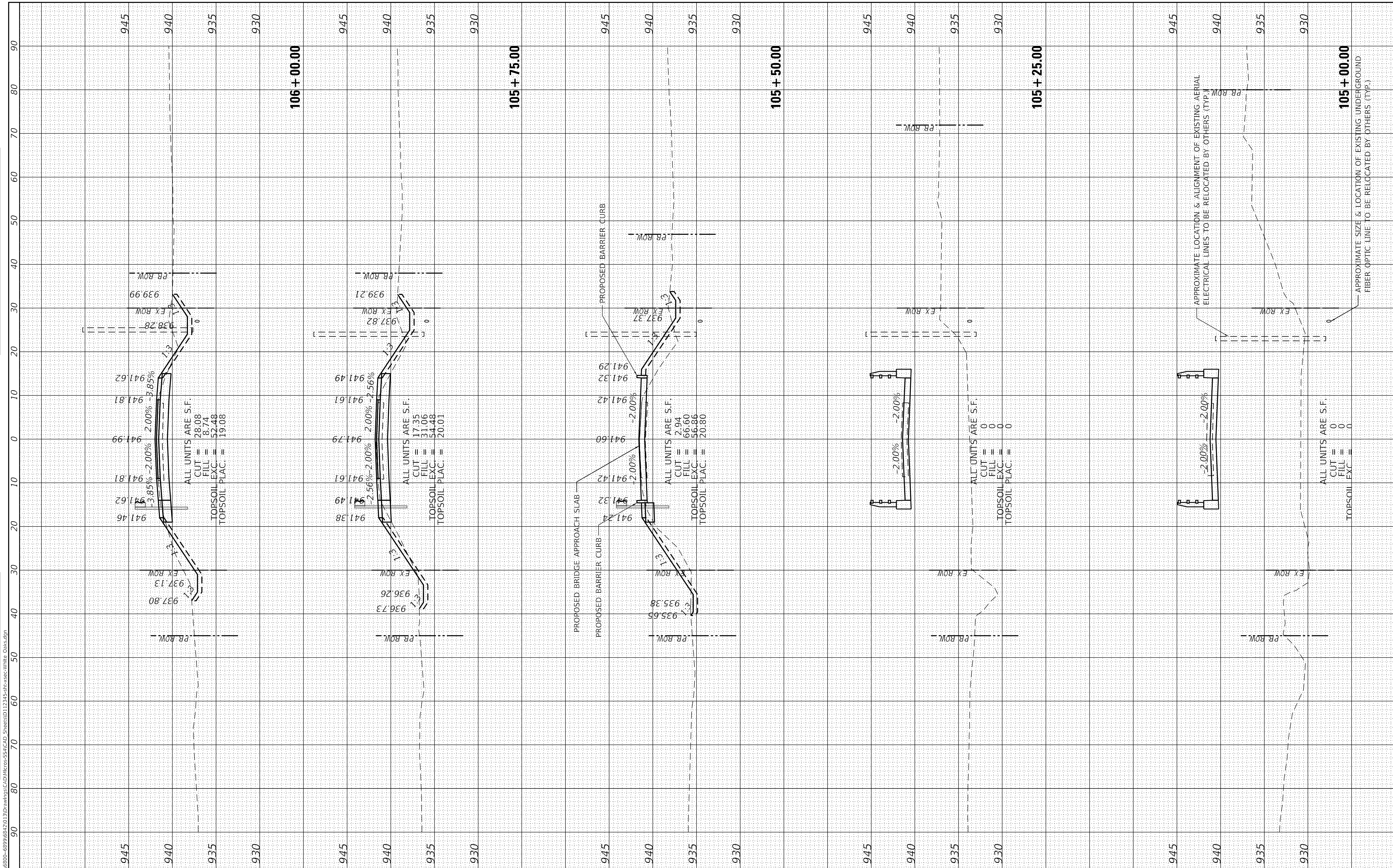
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY CROSS SECTIONS
T.R. 008 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: | SHEET 3 OF 6 SHEETS | STA. 104+00.00 TO STA. 104+75.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	65

CONTRACT NO. 61K80
ILLINOIS | FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

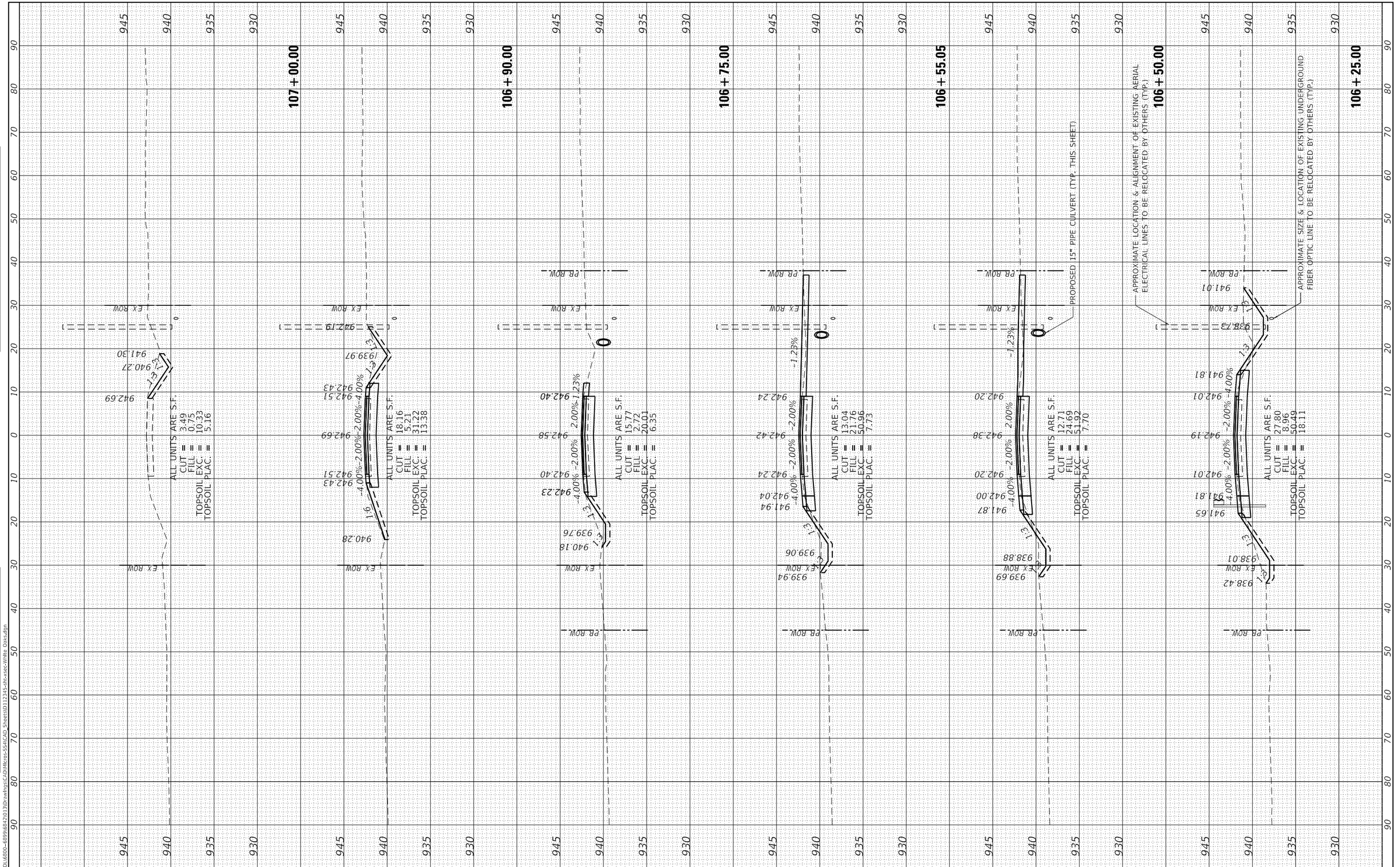
ROADWAY CROSS SECTIONS
T.R. 008 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: | SHEET 4 OF 6 SHEETS | STA. 105+00.00 TO STA. 106+00.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	66

CONTRACT NO. 61K80

ILLINOIS FED. AID PROJECT



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	AREAS CHECKED		

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NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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PLOT DATE = 8/28/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY CROSS SECTIONS
T.R. 008 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: | SHEET 5 OF 6 SHEETS | STA. 106+25.00 | TO STA. 107+00.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	67
		CONTRACT NO. 61K80		
	ILLINOIS FED. AID PROJECT			

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
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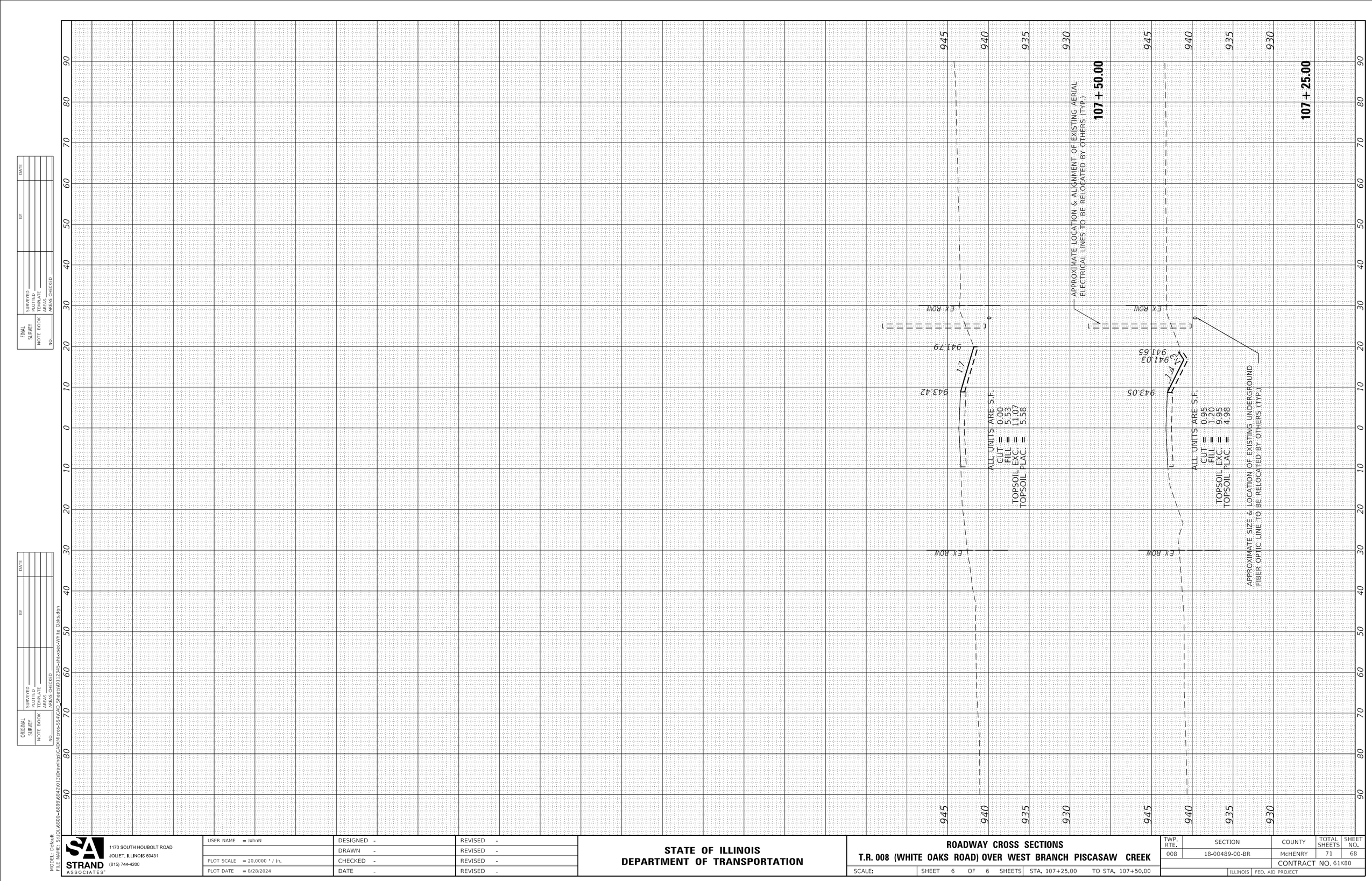

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STATE OF ILLINOIS
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ROADWAY CROSS SECTIONS
T.R. 008 (WHITE OAKS ROAD) OVER WEST BRANCH PISCASAW CREEK

SCALE: | SHEET 6 OF 6 SHEETS | STA. 107+25.00 | TO STA. 107+50.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	68
		CONTRACT NO. 61K80		
	ILLINOIS	FED. AID PROJECT		

ORIGINAL SURVEY		BY	DATE
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NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
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NO.	TEMPLATE		
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHANNEL CROSS SECTIONS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCSAW CREEK

SCALE:

SHEET 1 OF 3 SHEETS | STA. 6+60.00 TO STA. 7+20.00

TWP. RTE. 008

SECTION 18-00489-00-BR

COUNTY MCHENRY

CONTRACT NO. 61K80

TOTAL SHEETS 71

SHEET NO. 69

ILLINOIS FED. AID PROJECT

90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90

940
935
930

EX GRADE
PR GRADE
ALL UNITS ARE S.F.
CHANNEL EXCAVATION = 120.49
7+20.00

EX GRADE
PR GRADE
ALL UNITS ARE S.F.
CHANNEL EXCAVATION = 127.87
7+10.00

EX GRADE
PR GRADE
ALL UNITS ARE S.F.
CHANNEL EXCAVATION = 127.49
7+00.00

EX GRADE
PR GRADE
ALL UNITS ARE S.F.
CHANNEL EXCAVATION = 45.72
6+90.00

EX GRADE
PR GRADE
ALL UNITS ARE S.F.
CHANNEL EXCAVATION = 47.11
6+80.00

EX GRADE
PR GRADE
ALL UNITS ARE S.F.
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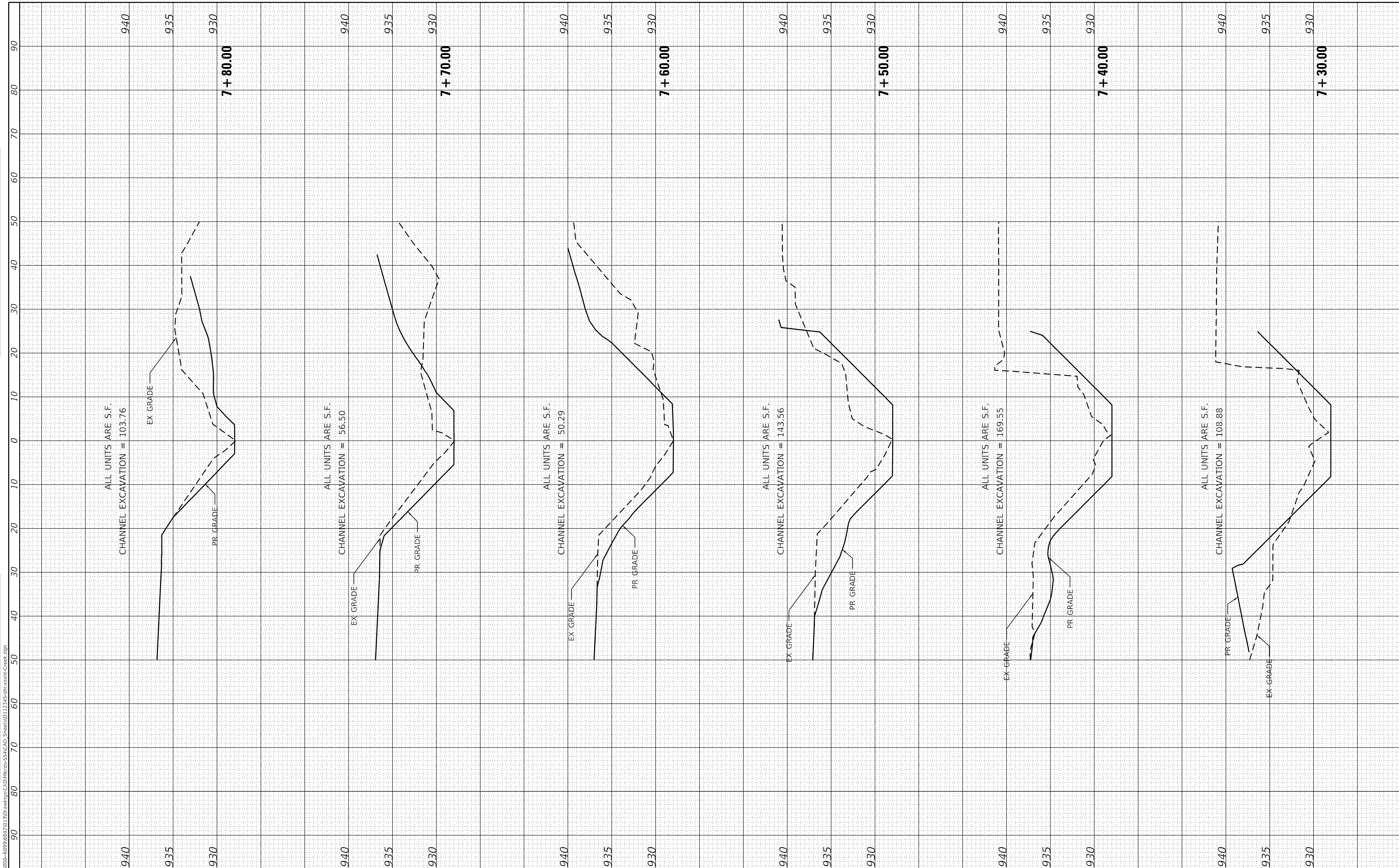
6+70.00

EX GRADE
PR GRADE
ALL UNITS ARE S.F.
CHANNEL EXCAVATION = 0.00
6+60.00



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHANNEL CROSS SECTIONS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCSAW CREEK

SCALE: | SHEET 2 OF 3 SHEETS | STA. 7+30.00 TO STA. 7+80.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	70

CONTRACT NO. 61K80

ILLINOIS | FED. AID PROJECT

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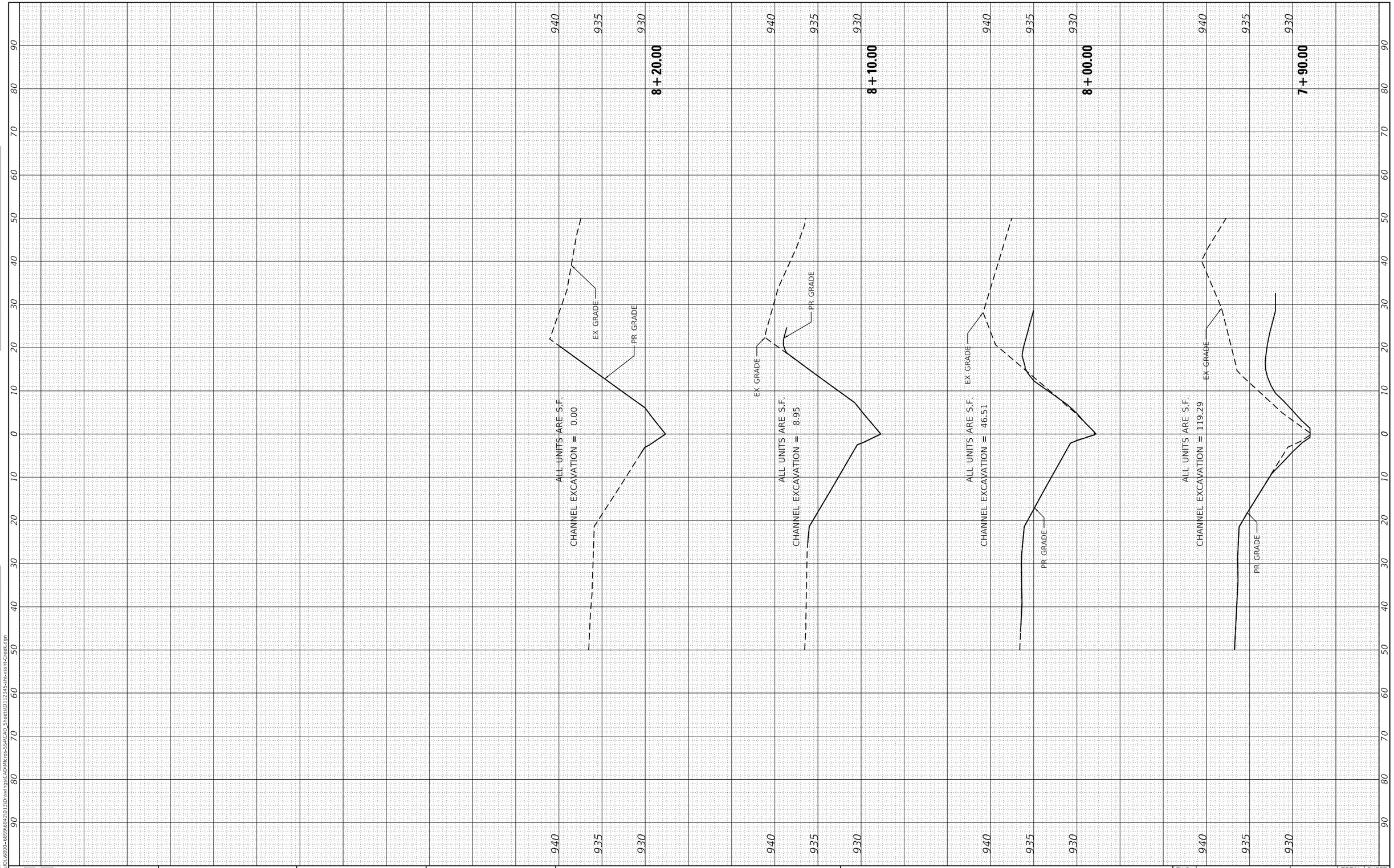

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHANNEL CROSS SECTIONS
T.R. 8 (WHITE OAKS ROAD) OVER WEST BRANCH PISCSAW CREEK

SCALE: | SHEET 3 OF 3 SHEETS | STA. 7+90.00 TO STA. 8+20.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
008	18-00489-00-BR	McHENRY	71	71
		CONTRACT NO. 61K80		
		ILLINOIS FED. AID PROJECT		