F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	1

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

04-23-2021 LETTING ITEM 006

PROJECT LOCATED IN MARENGO TOWNSHIP

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

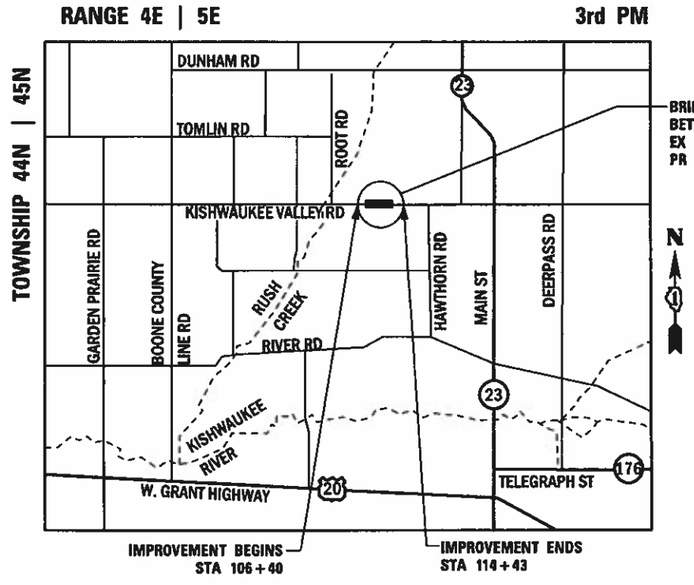
FAS0031 KISHWAUKEE VALLEY ROAD
OVER TRIBUTARY OF RUSH CREEK
BRIDGE REPLACEMENT
SECTION 18–00490–00–BR
PROJECT: TAYD(356)
MCHENRY COUNTY
JOB NO. C–91–077–21

TRAFFIC DATA
2019 ADT = 3,400
2050 ADT = 5,000

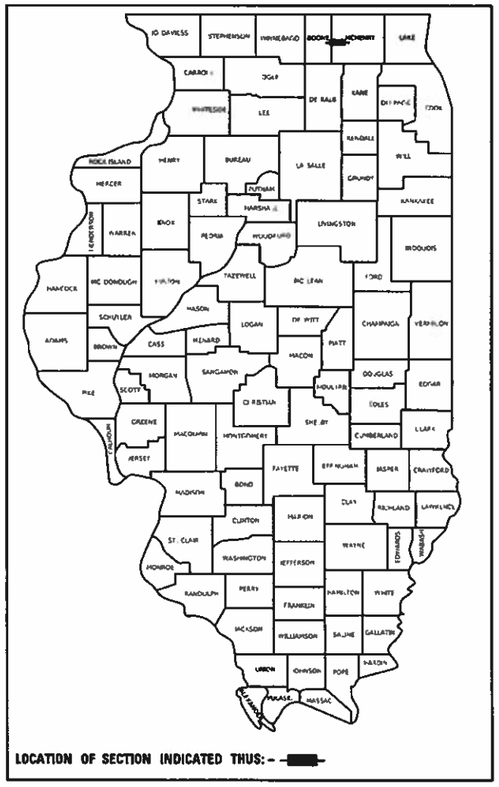
DESIGN /POSTED SPEED
DESIGN SPEED = 55 MPH
POSTED SPEED = 55 MPH

DESIGN DESIGNATION
MAJOR COLLECTOR

RANGE 4E | 5E — 3rd PM



LOCATION MAP
GROSS LENGTH = 803 FT = 0.152 MILE
NET LENGTH = 803 FT = 0.152 MILE



LOCATION OF SECTION INDICATED THUS: –

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

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

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

CONTRACT NO. 61G94

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED November 12, 2020
Joseph R. Korpalski Jr.
COUNTY OF MCHENRY, COUNTY ENGINEER

PASSED DEC. 15, 2020
C.F. Arndt
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW
12-15-2020
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

November 16, 2020
MELISSA F. LANGE
ILLINOIS REG STRUCTURAL ENGINEER NO. 081–006488
EXPIRATION DATE 11–30–2020
SHEETS 32 – 49

November 16, 2020
NICHOLAS VARCHETTO
ILLINOIS REG PROFESSIONAL ENGINEER NO. 062–068922
EXPIRATION DATE 11–30–2021
SHEETS 1 – 31 , 50 – 62

ENGINEERING RESOURCE ASSOCIATES
ENGINEERING RESOURCE ASSOCIATES, INC.
3e791 WEST AVENUE, SUITE 159
WARRENVILLE, IL 60555
(630) 393–3060

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
28001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) TO BRIDGE APPROACH SLAB
515001-04	NAME PLATE FOR BRIDGES
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
602301-04	INLET - TYPE A
604001-05	FRAME AND LIDS, TYPE 1
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-17	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-02	DELINEATORS
666001-01	ROW MARKERS
701001-02	OFF-RD OPERATION 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATION 2L, 2W, 15' TO 24' FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY FOR SPEEDS > 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATION - DAY ONLY
701901-08	TRAFFIC CONTROL DEVICES
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

DISTRICT STANDARDS

BD-51	BENCHING DETAIL FOR EMBANKMENT WIDENING
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN

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 TRAFFIC	KALPANA KANNAN-HOSADURGA, TRAFFIC CONTROL SUPERVISOR	847-705-4091
DISTRICT 1 - CONSTRUCTION	LAIRD HAGMANN, FIELD ENGINEER	847-846-4389

ILLINOIS DEPARTMENT OF TRANSPORTATION – DISTRICT 2 CONTACTS

ENTITY	CONTACT PERSON & TITLE	PHONE NUMBER
DISTRICT 2 - BUREAU OF TRAFFIC	KRISTIE NYDEREK, TRAFFIC OPERATIONS ENGINEER	815-284-5469

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	WILLIAM PRIM, COUNTY SHERIFF	815-338-2144
MCHENRY COUNTY OFFICE OF EMERGENCY MANAGEMENT	DAVID CHRISTENSEN, EMA DIRECTOR	815-334-4181
MCHENRY COUNTY HEALTH DEPARTMENT	MELISSA ADAMSON, PUBLIC HEALTH ADMINISTRATOR	815-334-4575
DUNHAM TOWNSHIP HIGHWAY DEPARTMENT	DAVE NOLAN, ROAD COMMISSIONER	815-943-5751
MARENGO TOWNSHIP HIGHWAY DEPARTMENT	JAKE ADAMSON, ROAD COMMISSIONER	815-568-8636
SENECA TOWNSHIP HIGHWAY DEPARTMENT	SCOTT SWANSON, ROAD COMISSIONER	815-923-2288
HARTLAND TOWNSHIP HIGHWAY DEPARTMENT	MICHAEL MURRAY, ROAD COMMISIONER	815-338-5526
MARENGO FIRE PROTECTION DISTRICT	ROBERT S. BRADBURY, FIRE CHIEF	815-568-8912
HARVARD FIRE PROTECTION DISTRICT	BRIAN PIERCE, FIRE CHIEF	815-943-6927
MARENGO SCHOOL DISTRICT 154	DAVID ENGELBRECHT, ED. SUPERINTENDENT OF SCHOOLS	815-568-6511
MARENGO UNION CONSOLIDATED SCHOOL DISTRICT 165	LEA DAMISCH, ED. SUPERINTENDENT OF SCHOOLS	815-568-8323
CITY OF MARENGO DEPARTMENT OF PUBLIC WORKS	DAN STREIT, DIRECTOR OF PUBLIC WORKS	815-568-2669

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	DAVE ERNEST, COUNTY SHERIFF	815-544-9573
BOONE COUNTY OFFICE OF EMERGENCY MANAGEMENT	DAN ZACCARD, EMA COORDINATOR	815-547-1715
BOONE COUNTY HEALTH DEPARTMENT	AMANDA MEHL, PUBLIC HEALTH ADMINISTRATOR	815-544-2951
BOONE TOWNSHIP HIGHWAY DEPARTMENT	SHANE MUNRO, ROAD COMMISSIONER	815-790-2104
BONUS TOWNSHIP HIGHWAY DEPARTMENT	MICHAEL KARLSON, HIGHWAY COMISSIONER	815-355-3865
BOONE COUNTY FIRE PROTECTION DISTRICT 1	GREGORY HOLMES, FIRE CHIEF	815-569-2061
BOONE COUNTY FIRE DISTRICT 2	BRIAN KUNCE , FIRE CHIEF	815-544-3336
NORTH BOONE FIRE DISTRICT 3	GAIL WORLEY, FIRE CHIEF	815-765-3366

PERMITTING CONTACTS

ENTITY	CONTACT PERSON	PHONE NUMBER
MCHENRY COUNTY PLANNING & DEVELOPMENT DEPARTMENT (MCP&D)	JOANNA COLLETTI	815-334-4540
MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT (MLSWCD)	SPRING DUFFEY	815-338-0099 EXT 3
US ARMY CORPS OF ENGINEERS (USACE) - CHICAGO DISTRICT	BRIELLE CUMMINGS	312-846-5545

UTILITY CONTACTS

ENTITY	CONTACT PERSON	PHONE NUMBER
AT&T	HECTOR GARCIA	630-573-5465
COMCAST	MARTHA GIERAS	224-229-5862
COMED	AMIR MAHMUTAGIC	630-437-2212
GUARDIAN PIPELINE	NICHOLAS BOCKLET	779-230-0519

ENGINEERING RESOURCE ASSOCIATES

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PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	2
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE APPLICABLE REQUIREMENTS SET FORTH IN "THE STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION" ADOPTED APRIL 1, 2016 THEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" IN EFFECT ON THE DATE OF INVITATION FOR BIDS; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2021; INTERIM 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. 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 IMMEDIATELY IN ACCORDANCE WITH ARTICLE 105.07.

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

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

6. 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.

7. TRAFFIC CONTROL DEVICES: 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.

8. THE CONTRACTOR SHALL TAKE EXTREME CAUTION DURING ALL PHASES OF CONSTRUCTION TO PREVENT THE DEPOSITION OF ANY MATERIAL INTO THE WATERWAY. DEMOLITION AND CONSTRUCTION ACTIVITIES WITHIN THE FLOODPLAIN SHALL BE LIMITED TO THE GRADING LIMITS SHOWN IN THE PLANS. ALL PROPOSED CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH REGIONAL PERMIT NUMBER LRC-2019-572 OF THE DEPARTMENT OF THE ARMY AUTHORIZED UNDER SECTION 404 OF THE CLEAN WATER ACT. THE IEPA HAS ISSUED SECTION 401 WATER QUALITY CERTIFICATION FOR THIS ACTIVITY. SEE SPECIAL PROVISIONS FOR CONDITIONS.

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

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

DRAINAGE NOTES

1. DURING CONSTRUCTION OPERATIONS, ALL LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES AND TEMPORARY DITCHES THAT OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE CLEANED AS NECESSARY TO 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.

3. THE WORK SHALL BE IN ACCORDANCE WITH SECTION 611. THE MINIMUM SIZE FOR REPLACEMENT MUST BE 8 INCH. THE DRAIN PIPE MATERIAL SHALL BE PVC OR CORRUGATED PVC WITH A SMOOTH INTERIOR IN ACCORDANCE WITH SECTION 601. A "TYPE A" INLET WITH TYPE 1 CLOSED LID WILL BE CONSTRUCTED TO CONNECT THE TILE(S) AND/OR PIPE DRAIN(S).

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

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

EARTHWORK & 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 WIII INTERFERE WITH DRAINAGE WAYS OR ON PAVEMENTS THAT ARE NOT SPECIFIED FOR REMOVAL. ANY DAMAGE CAUSED BY THE CONTRACTORS STOCK PILING OR CONSTRUCTION OPERATIONS WiII BE REPAIRED BY THE CONTRACTOR.

2. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION: ITEM NO. 21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION WILL ONLY BE UTILIZED IN AREAS THAT HAVE BEEN IDENTIFIED AS SUBGRADE UNDERCUT AREAS OR WHERE DETERMINED IN THE FIELD BY A GEOTECHNICAL ENGINEER. THE FABRIC WILL BE USED IN COMBINATION WITH AGGREGATE SUBGRADE IMPROVEMENT. THE QUANTITY INCLUDED IN THE PLANS IS BASED ON THE SUBSURFACE INVESTIGATION RECOMMENDATION PREPARED BY MIDLAND STANDARD ENGINEERING & TESTING, INC. FOR UNDERCUT AREAS. SEE SHEET 43 AND 44 FOR ADDITIONAL INFORMATION.

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

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

MAINTENANCE SCHEDULE

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

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

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 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.

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

COMMITMENTS

1. ACCOMMODATIONS FOR THE FUTURE FIELD TILES FROM THE ADJACENT, UPSTREAM AGRICULTURAL PROPERTIES HAS BEEN INCORPORATED INTO THE DESIGN OF THE PROPOSED CONCRETE HEADWALL FOR THE EXISTING FIELD TILES LOCATED ON THE NORTH SIDE (UPSTREAM) OF THE PROPOSED BRIDGE.

OWNER OF RECORD

1. THE ILLIINOS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. FOR INFORMATION REGARDING THE EXISTING STRUCTURE, SEE RECORD PLANS ON SHEET S18.

APPLICATION RATES

TEMPORARY EROSION CONTROL SEEDING	100	LB/ACRE

ENGINEERING RESOURCE ASSOCIATES

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND COMMITMENTS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK
SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	3
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

					CONSTRUCTION CODE			
					STP-BR: 80% FEDERAL, 20% LOCAL			100% LOCAL
SPECIAL PROVISION	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	BRIDGE	TRAINEES	ROADWAY
					0004	0010	0042	0004
					NON-URBAN	NON-URBAN	NON-URBAN	NON-URBAN
	20101700	SUPPLEMENTAL WATERING	UNIT	22	22			
S	20200100	EARTH EXCAVATION	CU YD	3,164	3,164			
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	745.0		745.0		
	20300100	CHANNEL EXCAVATION	CU YD	411		411		
	20400800	FURNISHED EXCAVATION	CU YD	272	272			
	20700220	POROUS GRANULAR EMBANKMENT	CU YD	719.0		719.0		
	20800150	TRENCH BACKFILL	CU YD	163	163			
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,443		1,443		
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1,334	1,334			
*	25000310	SEEDING, CLASS 4	ACRE	1.500	1.500			
*	25000312	SEEDING, CLASS 4A	ACRE	0.500	0.500			
*	25000314	SEEDING, CLASS 4B	ACRE	0.250	0.250			
*	25100115	MULCH METHOD 2	ACRE	10.9	10.9			
* S	25100630	EROSION CONTROL BLANKET	SQ YD	8,750	8,750			
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1,090	1,090			
	28000305	TEMPORARY DITCH CHECKS	FOOT	120	120			
	28000315	AGGREGATE DITCH CHECKS	TON	74	74			
	28000400	PERIMETER EROSION BARRIER	FOOT	1,878	1,878			
	28000510	INLET FILTERS	EACH	3	3			
	28100107	STONE RIPRAP, CLASS A4	SQ YD	730		730		
	28200200	FILTER FABRIC	SQ YD	1300		1300		
S	28500400	ARTICULATED BLOCK REVETMENT MAT	SQ YD	570	570			
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	3,230	3,230			

* INDICATES SPECIALTY ITEM

ENGINEERING RESOURCE ASSOCIATES

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	4
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

SPECIAL PROVISION	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
					STP-BR: 80% FEDERAL, 20% LOCAL			100% LOCAL
					ROADWAY	BRIDGE	TRAINEES	ROADWAY
					0004	0010	0042	0004
					NON-URBAN	NON-URBAN	NON-URBAN	NON-URBAN
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	7,270	7,270			
	40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	1,347	1,347			
	40701881	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"	SQ YD	1,792	1,792			
	42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	134	134			
	44000100	PAVEMENT REMOVAL	SQ YD	2,027	2,027			
	44004250	PAVED SHOULDER REMOVAL	SQ YD	536	536			
	48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SQ YD	1,201	1,201			
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1		
	50200100	STRUCTURE EXCAVATION	CU YD	111		111.0		
	50300225	CONCRETE STRUCTURES	CU YD	68.0		68.0		
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	127.5		127.5		
	50300260	BRIDGE DECK GROOVING	SQ YD	450		450		
	50300300	PROTECTIVE COAT	SQ YD	591		591		
	50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	118.0		118.0		
	50800105	REINFORCEMENT BARS	POUND	1000		1000		
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	88,880		88,880		
	51200957	FURNISHING METAL SHELL PILES 12" X 0.250"	FOOT	704		704		
	51202305	DRIVING PILES	FOOT	704		704		
	51203200	TEST PILE METAL SHELLS	EACH	2		2		
	51204650	PILE SHOES	EACH	18		18		
	51500100	NAME PLATES	EACH	1		1		
	54003000	CONCRETE BOX CULVERTS	CU YD	7.5		7.5		

* INDICATES SPECIALTY ITEM

ENGINEERING RESOURCE ASSOCIATES

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PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK
SCALE: N.T.S. | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	5
		CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

	SPECIAL PROVISION	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
						STP-BR: 80% FEDERAL, 20% LOCAL			100% LOCAL
						ROADWAY	BRIDGE	TRAINEES	ROADWAY
						0004	0010	0042	0004
						NON-URBAN	NON-URBAN	NON-URBAN	NON-URBAN
		58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	83		83		
		59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	59		59		
		60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	7	3	4		
		60100935	PIPE DRAINS 10"	FOOT	55	55			
		60100945	PIPE DRAINS 12"	FOOT	471	471			
		60108100	PIPE UNDERDRAIN 4" (SPECIAL)	FOOT	31	31			
		60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	1268	1268			
		60235300	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH	3	3			
*		63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	375	375			
*		63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4			
*		63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4			
*		66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	10	10			
*		66700705	FURNISHING AND ERECTING DRAINAGE MARKERS	EACH	8	8			
		67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	6	6			
		67100100	MOBILIZATION	L SUM	1	1			
		72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	6	6			
*		72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4			
*		78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1,810	1,810			
*		78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	10	10			
*		78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	4	4			
	S	X0322278	RODENT SHIELDS	EACH	7	7			
	S	X0324079	EXISTING FIELD TILE REMOVAL	FOOT	553	553			
	S	X0326806	WASHOUT BASIN	L SUM	1	1			

* INDICATES SPECIALTY ITEM

ENGINEERING RESOURCE ASSOCIATES

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PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	6
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	SPECIAL PROVISION	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
						STP-BR: 80% FEDERAL, 20% LOCAL			100% LOCAL
						ROADWAY	BRIDGE	TRAINEES	ROADWAY
						0004	0010	0042	0004
						NON-URBAN	NON-URBAN	NON-URBAN	NON-URBAN
	S	X0426200	DEWATERING	L SUM	1	1			
	S	X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	90	90			
	S	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
*	S	X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	1,580	1,580			
	S	XX009434	BIOSWALE	SQ YD	747	747			
*	S	Z0007124	STEEL RAILING (SPECIAL)	FOOT	128	128			
	S	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	78	78			
	S	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
	S	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	55	55			
	S	Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	4,215	1,405			2,810
	S	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	161	161			
*	S	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	2			
	S	Z0076600	TRAINEES	HOUR	500			500	
	S	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500			500	

* INDICATES SPECIALTY ITEM

ENGINEERING RESOURCE ASSOCIATES

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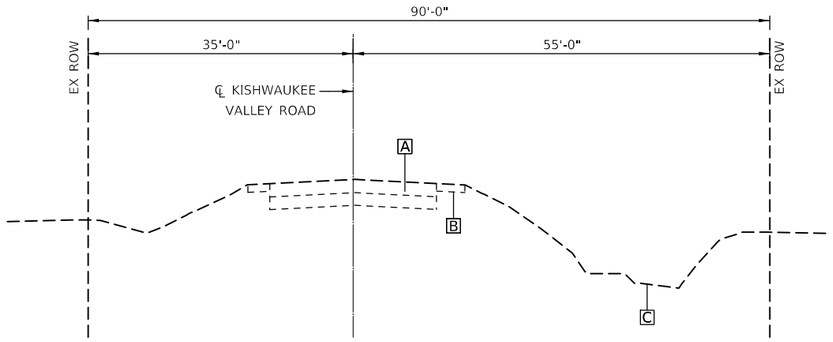
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK
SCALE: N.T.S. | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	7
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION

EXISTING LEGEND

- A HMA PAVEMENT, VARIES 7¼" TO 10½"
- B HMA SHOULDER
- C EXISTING GROUND

PROPOSED LEGEND

1. HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10"
   HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5), 2"
   HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8"
2. AGGREGATE SUBGRADE IMPROVEMENT, 12"
3. HOT-MIX ASPHALT SHOULDER, 10"
   HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5), 2"
   HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8"
4. STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FT POSTS WITH GUARDRAIL REFLECTORS, TYPE A
5. TOPSOIL EXCAVATION AND PLACEMENT, 6"
6. SEEDING WITH EROSION CONTROL BLANKET, TEMPORARY SEEDING (SEE CORRESPONDING PLANTING PLAN)
7. POROUS GRANULAR BACKFILL WITH GEOTECHNICAL FABRIC INCLUDED IN THE COST OF BIOSWALE
8. TOPSOIL AMENDMENTS, 18" INCLUDED IN THE COST OF BIOSWALE
9. LONGITUDINAL JOINT SEALANT (SEE NOTE)
10. PIPE UNDERDRAINS, TYPE 2, 4"

LONGITUDINAL JOINT SEALANT NOTES:

1. LONGITUDINAL JOINT SEALANT SHALL BE APPLIED AT THE CENTERLINE AND EDGE OF PAVEMENTS.

2. FOR FULL-DEPTH HMA PAVEMENT, THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE TOP LIFT OF BINDER MIX AND UNDER THE SURFACE MIX.

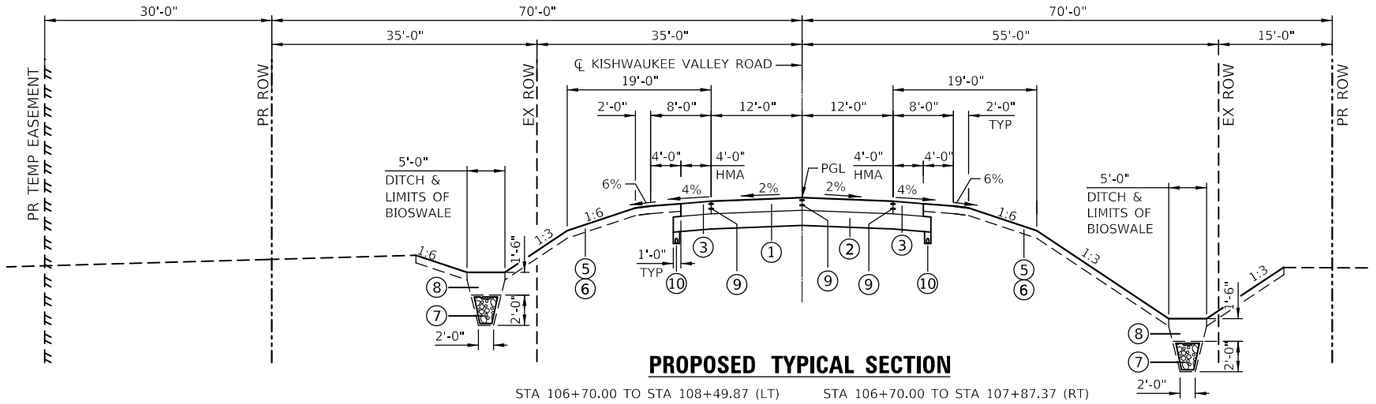
HOT–MIX ASPHALT REQUIREMENTS

ITEM	% AIR VOIDS @ Ndes
HMA PAVEMENT (FULL-DEPTH), 10"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5), 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8"	4% @ 70 GYR.
HMA SHOULDERS, 10"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5), 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8"	4% @ 70 GYR.
PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLABS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5), 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE (IL-19.0), VAR.	4% @ 70 GYR.

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 58-28" UNLESS MODIFIED BY THE SPECIAL PROVISIONS.

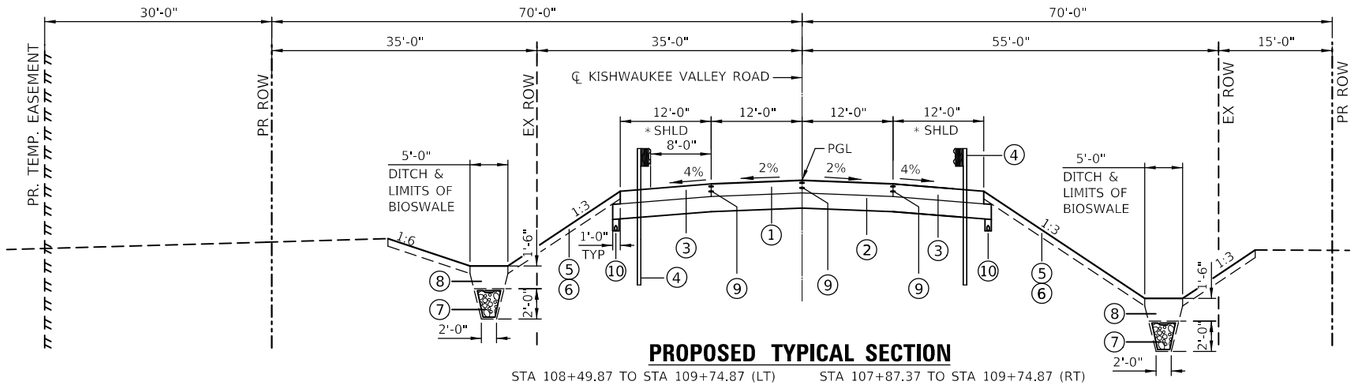
FOR USE OF RECYCLED MATERIALS, SEE SPECIAL PROVISIONS.



PROPOSED TYPICAL SECTION

STA 106+70.00 TO STA 108+49.87 (LT)
STA 112+26.37 TO STA 114+13.00 (LT)

STA 106+70.00 TO STA 107+87.37 (RT)
STA 111+63.87 TO STA 114+13.00 (RT)



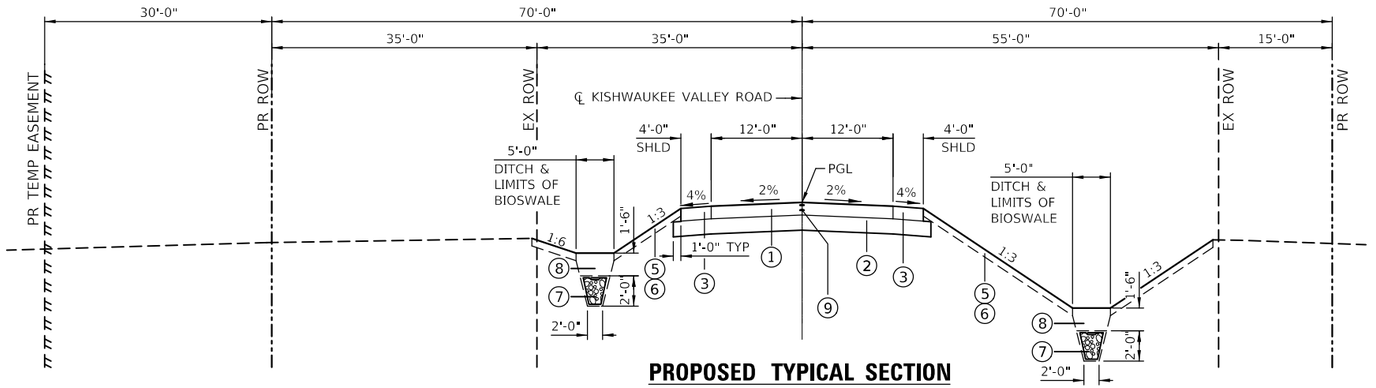
PROPOSED TYPICAL SECTION

STA 108+49.87 TO STA 109+74.87 (LT)
STA 110+38.87 TO STA 112+26.37 (LT)

STA 107+87.37 TO STA 109+74.87 (RT)
STA 110+38.87 TO STA 111+63.87 (RT)

BRIDGE OMISSION - BK TO BK ABUTMENTS
STA 109+85.37 TO STA 110+28.37

* A MINIMUM OF 37 FOOT TRANSITION LENGTH SHALL BE USED TO TRANSITION FROM A 2.08% 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 TRANSITION: STA 109+19.37 TO STA 109+56.37 (BK W APPR)
STA 110+57.37 (BK E APPR) TO STA 110+94.37



PROPOSED TYPICAL SECTION

STA 106+40 TO STA 106+70.00 - TIE INTO EXISTING
STA 114+13.00 TO STA 114+43 - TIE INTO EXISTING

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PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	8
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

ENGINEERING RESOURCE ASSOCIATES

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EARTHWORK SCHEDULE

LOCATION	END AREAS				EARTHWORK					TOPSOIL		
					20200100			20300100	20400800	21101505		
	TOPSOIL EXCAVATION	TOPSOIL EMBANKMENT	EXCAVATION (CUT)	EMBANKMENT (FILL)	EARTH EXCAVATION	EARTH EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE)	EMBANKMENT	CHANNEL EXCAVATION	FURNISHED EXCAVATION BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION	TOPSOIL PLACEMENT, 6"	BALANCE WASTE (+) OR SHORTAGE (-) (NO SHRINKAGE)
	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
MAINLINE												
106 + 00	0	0	0	0	0	0	0.0		0.0	0	0	0.00
106 + 40	32.0	12.7	89.3	1.2	66.1	56.2	0.9		55.3	23.7	18.81	4.89
106 + 50	31.9	25.35	87.2	1.2	32.7	27.8	0.4		27.3	11.8	9.39	2.44
107 + 00	44.8	31.8	130.8	80.1	201.9	171.6	75.3		96.3	71.0	58.89	12.13
107 + 50	47.2	38.5	139	80	249.8	212.3	148.2		64.1	85.2	71.30	13.89
108 + 00	47.7	37.6	129.7	64.4	248.8	211.5	133.7		77.8	87.9	69.63	18.24
108 + 50	46.0	33.95	121.7	69.6	232.8	197.9	124.1		73.8	86.8	62.87	23.89
109 + 00	48.1	32.5	118.8	83.8	222.7	189.3	142.0		47.2	87.1	60.19	26.94
109 + 50	50.0	37.45	105.5	82.8	207.7	176.5	154.3		22.3	90.8	69.35	21.48
CREEK											0.00	
30 + 00	0.0	0	0	0	0.0	0.0	0.0	0	0.0	0.0	0.00	0.00
30 + 10	50.0	9.75	323.1	0	59.8	50.9	0.0	0.0	50.9	9.3	3.61	5.65
30 + 30	31.5	19.5	0	205.1	119.7	101.7	76.0	21.7	25.8	30.2	14.44	15.74
30 + 42.90	26.5	19.3	0	150.8	0.0	0.0	85.0	40.2	-85.0	13.9	9.22	4.63
30 + 46	26.5	9.55	0	104.7	0.0	0.0	14.7	13.1	-14.7	3.0	1.10	1.95
30 + 87	26.5	0	0	148.3	0.0	0.0	192.1	148.1	-192.1	40.2	0.00	40.24
31 + 00	31.5	9.75	7.3	12.8	1.8	1.5	38.8	46.1	-37.3	14.0	4.69	9.27
31 + 10	31.5	19.5	180.3	0	34.7	29.5	2.4	49.2	27.2	11.7	7.22	4.44
31 + 20	31.5	19.5	101.2	0	52.1	44.3	0.0	56.8	44.3	11.7	7.22	4.44
31 + 32	0.0	9.75	0	0	22.5	19.1	0.0	34.8	19.1	7.0	4.33	2.67
MAINLINE											0.00	
110 + 50	51.5	0	103.6	180.8	0.0	0.0	0.0		0.0	0.0	0.00	0.00
111 + 00	50.6	39.1	110.4	167	198.1	168.4	322.0		-153.6	94.5	72.41	22.13
111 + 50	47.7	35.15	100.2	158.7	195.0	165.8	301.6		-135.8	91.0	65.09	25.93
112 + 00	48.0	34.95	95.9	157	181.6	154.3	292.3		-138.0	88.6	64.72	23.89
112 + 50	46.7	36.4	90.5	131.6	172.6	146.7	267.2		-120.5	87.7	67.41	20.28
113 + 00	43.3	36.95	97.9	104.4	174.4	148.3	218.5		-70.2	83.3	68.43	14.91
113 + 50	40.3	37.15	96.7	82.8	180.2	153.2	173.3		-20.2	77.4	68.80	8.61
114 + 00	37.7	34.35	94.7	67.9	177.2	150.6	139.5		11.1	72.2	63.61	8.61
114 + 40	27.9	26.1	65.6	8.6	118.7	100.9	56.7		44.3	48.6	38.67	9.93
114 + 43	0	10.6	0	0	12.1	10.3	1.6		8.7	5.2	3.93	1.24
TOTAL =					3163.1	2688.6	2960.6	410.0	-272.0	1333.8	985.3	348.5
ADJUSTED TOTAL =					3164			411	-272	1334		

EARTHWORK GENERAL NOTES

ALL EARTHWORK QUANTITIES ARE CALCULATED BY THE METHOD OF AVERAGE END ARES USING PLAN CROSS SECTIONS.

SHRINKAGE FACTOR, ASSUMED TO BE 15% FOR THIS PROJECT IS ESTIMATED FOR THE PURPOSE OF DETERMINING A BALANCE OF EARTHWORK. THE CONTRACTOS SHALL ESTIMATE THEIR OWN SHRINKAGE FACTORS IN DETERMINING THE EARTHWORK. NO PAYMENT WILL BE MADE ON EARTHWORK QUANTITIES DUE TO VARIATION IN THE SHRINKAGE FACTOR SINCE EARTHWORK IS MEASURED IN ITS FINAL POSITION.

RECOMMENDATION OUTLINED IN THE STRUCTURAL GEOTECHNICAL REPORT PREPARED BY MIDLAND STANDARD ENGINEERING & TESTING, INC. (MSET) DATED JULY 3, 2019 WERE USED IN PREPARATION OF THE ROADWAY PLANS AND RELATED EARTHWORK QUANTITY CALCULATIONS.

THE AVERAGE THICKNESS OF SIX (6) INCHES OF TOPSOIL WAS USED IN CALCULATING TOPSOIL STRIPPING QUANTITIES.

NO SHRINKAGE FACTOR WAS APPLIED WHEN CALCULATING TOPSOIL QUANTITIES.

TOPSOIL STRIPPING WILL BE MEASURED FOR PAYMENT AS "TOPSOIL EXCAVATION AND PLACEMENT".

EARTH EXCAVATION WILL ALSO INCLUDE ALL AGGREGATES BASE COURSES, AGGREGATE SUB-BASES, AGGREGATE SURFACES AND AGGREGATE SHOULDERS.

EARTH AND TOPSOIL EXCAVATION SHALL BE PAID FOR ONLY ONCE, REGARDLESS OF STAGING OR SEQUENCING OF CONTRACTORS OPERATIONS THAT REQUIRE TEMPORARY STOCKING OF MATERIALS FOR LATER USE FOR REDISTRIBUTION AND RESPREADING IN SHOULDERS AND CONSTRUCTING OF EMBANKMENTS.

TOPSOIL EXCAVATION INCLUDES EXCAVATION, TEMPORARY STOCKPILING, PLACEMENT IN ITS FINAL POSITION AND TRANSPORTING SURPLUS MATERIAL FROM THE SITE.

UNDERCUT NOTES

UNDERCUTS WILL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL".

REMOVAL OF UNSUITABLE MATERIAL IS SHOWN ON THE PLANS FOR THE CAST IN PLACE CONCRETE HEADWALL FOR THE FIELD TILES. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIAL 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 CONTRATOR.

THE PROPOSED EMBANKMENT GRADING WILL INCLUDE FILLING THE EXISTING DITCHES. LOW STRENGTH UNSUITABLE SOILS MAY BE ENCOUNTERED AT THE BASE. POOR SOILS SHALL BE UNDERCUT AND REMOVED. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHOULD BE PLACED AT ANY UNDERCUTS. A NOMINAL QUANTITY HAS BEEN ACCOUNTED FOR THESE ITEMS.

ENGINEERING RESOURCE ASSOCIATES

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FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\08 SCH QF Q 1.dgn

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK	
	DRAWN - K. KOLODZIEJCZYK	REVISED -			
PLOT SCALE = 288:0.0000 ':" / ft.	CHECKED - M. LANGE	REVISED -			
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -		SCALE: N.T.S. SHEET 1 OF 3 SHEETS STA. TO STA.	

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	9
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

EROSION CONTROL SCHEDULE

LOCATION	25100115	25100630	28000250	28000305	28000315	28000400	28000510	28100107	28200200	28500400	XX009434
	MULCH METHOD 2	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	AGGEGATE DITCH CHECKS	PERIMETER EROSION BARRIER	INLET FILTERS	STONE RIPRAP, CLASS A4	FILTER FABRIC	ARTICULATED BLOCK REVETMENT MAT	BIOSWALE
	(ACRE)	(SQ YD)	(POUND)	(FOOT)	(TON)	(FOOT)	(EACH)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)
MAINLINE											
106+40 - 106+50	0.140	113.3	14.0	0	37.0	122	0	0	0	0	11.1
106+50 - 107+00	0.702	566.7	70.2	15	0.0	100	0	0	0	0	55.6
107+00 - 107+50	0.698	562.7	69.8	0	0.0	100	0	0	0	0	55.6
107+50 - 108+00	0.655	528.6	65.5	0	0.0	100	0	0	0	0	55.6
108+00 - 108+50	0.611	492.5	61.1	20	0.0	100	0	0	0	0	55.6
108+50 - 109+00	0.592	477.8	59.2	0	0.0	100	0	0	0	0	55.6
109+00 - 109+50	0.592	477.8	59.2	0	0.0	100	0	269.9	68.2	68.2	46.0
109+50 - 110+00	0.482	389.1	48.2	20	0.0	130	0	459.9	486.9	217.0	0.0
110+00 - 110+50	0.433	349.1	43.3	35	0.0	100	2	0	565.5	105.6	0.0
110+50 - 111+00	0.799	644.6	79.9	0	0.0	100	0	0	179.3	179.3	30.7
111+00 - 111+50	0.686	553.7	68.6	0	0.0	119	0	0	0	0	55.6
111+50 - 112+00	0.676	545.3	67.6	0	0.0	100	0	0	0	0	55.6
112+00 - 112+50	0.720	580.7	72.0	30	0.0	100	0	0	0	0	55.6
112+50 - 113+00	0.765	616.9	76.5	0	0.0	100	0	0	0	0	55.6
113+00 - 113+50	0.778	627.8	77.8	0	0.0	100	0	0	0	0	55.6
113+50 - 114+00	0.778	627.8	77.8	0	0.0	100	0	0	0	0	55.6
114+00 - 114+43	0.733	591.7	73.3	0	37.0	207	1	0	0	0	47.8
TOTAL =	10.842	8746.2	1084.2	120.0	73.9	1878.0	3.0	729.8	1299.8	570.0	746.7
ADJUSTED TOTAL =	10.9	8750	1090	120	74	1878	3	730	1300	570	747

NOTES:
1. TEMPORARY SEEDING SHALL BE APPLIED 6 TIMES DURING THE PROJECT AS DIRECTED BY THE ENGINEER.
2. MULCH, METHOD 2 SHALL BE APPLIED AT THE SAME TIME AS TEMPORARY SEEDING.

RESTORATION SCHEDULE

LOCATION	25000310	205000312	25000314
	SEEDING, CLASS 4	SEEDING, CLASS 4A	SEEDING, CLASS 4B
	(ACRE)	(ACRE)	(ACRE)
MAINLINE			
106+40 - 106+50	0.019	0.000	0.004
106+50 - 107+00	0.082	0.012	0.023
107+00 - 107+50	0.074	0.020	0.023
107+50 - 108+00	0.071	0.017	0.022
108+00 - 108+50	0.069	0.011	0.021
108+50 - 109+00	0.069	0.010	0.020
109+00 - 109+50	0.066	0.013	0.019
109+50 - 110+00	0.061	0.009	0.010
110+00 - 110+50	0.064	0.004	0.004
110+50 - 111+00	0.104	0.013	0.016
111+00 - 111+50	0.086	0.014	0.014
111+50 - 112+00	0.083	0.017	0.013
112+00 - 112+50	0.084	0.025	0.011
112+50 - 113+00	0.088	0.029	0.010
113+00 - 113+50	0.097	0.025	0.008
113+50 - 114+00	0.102	0.021	0.007
114+00 - 114+43	0.111	0.011	0.000
TOTAL =	1.33	0.252	0.226
ADJUSTED TOTAL =	1.500	0.500	0.250

DRAINAGE SCHEDULE

LOCATION	20800150	60100060	60100935	60100945	60108100	60108204	60235300	66700705	Z0046304	X0322278
	TRENCH BACKFILL	CONCRETE HEADWALLS FOR PIPE DRAINS	PIPE DRAINS, 10-IN	PIPE DRAINS, 12-IN	PIPE UNDERDRAIN 4" (SPECIAL)	PIPE UNDERDRAIN, TYPE 2, 4"	INLETS, TYPE A, TYPE 1 FRAME CLOSED LID	FURNISHING AND ERECTING DRAINAGE MARKERS	PIPE UNDERDRAINS FOR STRUCTURES, 4-IN	RODENT SHIELDS
	(CU YD)	(EACH)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)	(FOOT)	(EACH)
MAINLINE										
106+40 - 106+50								2		
106+50 - 107+00										
107+00 - 107+50		1			16	133.0				1
107+50 - 108+00						100.5				
108+00 - 108+50						100.5				
108+50 - 109+00						100.0				
109+00 - 109+50						100.0		2		
109+50 - 110+00		2				12.7			80	2
110+00 - 110+50	55	2	55	79			2		81	2
110+50 - 111+00	14			50		86.0		2		
111+00 - 111+50	14	1 *		50		100.0	1			1 *
111+50 - 112+00	14			50		100.2				
112+00 - 112+50	14			50		101.0				
112+50 - 113+00	14			50		101.0				
113+00 - 113+50	14			50		100.0				
113+50 - 114+00	14	1		50	15	133.0				1
114+00 - 114+43	10			42				2		
TOTAL =	162.1	7	55	471	31	1268.0	3	8	161	7
ADJUSTED TOTAL =	163.0	7	55	471	31	1268	3	8	161	7

* REPLACEMENT OF EXISTING FIELD TILE IS INTENDED TO OUTLET AT THE CIP HEADWALL AT STA. 110+00. AN EXTRA CONCRETE HEADWALL FOR PIPE DRAINS HAS BEEN ADDED TO THE SCHEDULE IN CASE THE PIPE DRAIN NEEDS TO OUTLET TO THE DITCH.

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\09 SCH QF Q 1t.dgn

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK	
	DRAWN - K. KOLODZIEJCZYK	REVISED -			
PLOT SCALE = 240:0.0000 ':' / ft.	CHECKED - M. LANGE	REVISED -			
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -		SCALE: N.T.S. SHEET 2 OF 3 SHEETS STA. TO STA.	

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	10
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

PAVEMENT MARKING AND GUARDRAIL SCHEDULE

LOCATION	63000003	63100085	63100167	72501000	78009004	78200005	78200010	X7830070
	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL TANGENT)	TERMINAL MARKER - DIRECT APPLIED	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	GUARDRAIL REFLECTORS, TYPE A	BARRIER WALL REFLECTORS, TYPE B	GROOVING FOR RECESSED PAVEMENT MARKINGS, 5-IN
	(FOOT)	(EACH)	(EACH)	(EACH)	(FOOT)	(EACH)	(EACH)	(FOOT)
MAINLINE								
106+40 - 106+50	0	0	0	0	30	0	0	30
106+50 - 107+00	0	0	0	0	110	0	0	110
107+00 - 107+50	0	0	0	0	110	0	0	110
107+50 - 108+00	0	0	1	1	110	0	0	110
108+00 - 108+50	38	0	0	1	120	1	0	120
108+50 - 109+00	75	0	1	0	110	2	0	110
109+00 - 109+50	75	0	0	0	110	2	0	110
109+50 - 110+00	0	2	0	0	110	0	2	13
110+00 - 110+50	0	2	0	0	120	0	2	0
110+50 - 111+00	47	0	0	0	110	2	0	95
111+00 - 111+50	89	0	0	0	110	2	0	110
111+50 - 112+00	50	0	1	1	110	1	0	110
112+00 - 112+50	1	0	1	1	120	0	0	120
112+50 - 113+00	0	0	0	0	110	0	0	110
113+00 - 113+50	0	0	0	0	110	0	0	110
113+50 - 114+00	0	0	0	0	110	0	0	110
114+00 - 114+43	0	0	0	0	99	0	0	99
TOTAL =	375	4	4	4	1809	10	4	1577
ADJUSTED TOTAL =	375	4	4	4	1810	10	4	1580

REMOVAL SCHEDULE

LOCATION	44000100	44004250	72400100	X0324079
	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EXISTING FIELD TILE REMOVAL
	(SQ YD)	(SQ YD)	(EACH)	(FOOT)
MAINLINE				
106+40 - 106+50	25	7	0	0
106+50 - 107+00	126	33	0	0
107+00 - 107+50	126	33	0	0
107+50 - 108+00	127	33	1	0
108+00 - 108+50	127	33	0	0
108+50 - 109+00	127	33	0	0
109+00 - 109+50	127	33	0	0
109+50 - 110+00	126	33	2	0
110+00 - 110+50	126	33	2	167
110+50 - 111+00	126	33	0	51
111+00 - 111+50	126	33	0	50
111+50 - 112+00	126	33	1	50
112+00 - 112+50	126	33	0	50
112+50 - 113+00	126	33	0	50
113+00 - 113+50	126	33	0	50
113+50 - 114+00	126	33	0	50
114+00 - 114+43	108	29	0	35
TOTAL =	2026.4	535.3	6.0	553
ADJUSTED TOTAL =	2027	536	6	553

PAVEMENT SCHEDULE

LOCATION	20201200	20700220	21001000	30300112	40600275	40700100	40701881	42000070	48203037	Z0033700
	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	POROUS GRANULAR EMBANKMENT	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	AGGREGATE SUBGRADE IMPROVEMENT, 12"	BITUMINOUS MATERIAL (PRIME COAT)	BITUMINOUS MATERIAL (TACK COAT)	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10"	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	HOT-MIX ASPHALT SHOULDER, 10"	LONGITUDINAL JOINT SEALANT
	(CU YD)	(CU YD)	(SQ YD)	(SQ YD)	(POUND)	(POUND)	(SQ YD)	(SQ YD)	(SQ YD)	(FOOT)
MAINLINE										
106+40 - 106+50	8.9	8.9	17.8	37.8	85.0	16.0	27	0	9	60.00
106+50 - 107+00	44.4	44.4	88.9	188.9	425.0	80.0	133	0	44	300.00
107+00 - 107+50	44.4	44.4	88.9	192.8	433.9	81.8	133	0	48	300.00
107+50 - 108+00	44.4	44.4	88.9	227.0	510.8	97.2	133	0	83	300.00
108+00 - 108+50	44.4	44.4	88.9	263.0	591.9	113.4	133	0	119	300.00
108+50 - 109+00	44.4	44.4	88.9	277.8	625.0	120.0	133	0	133	300.00
109+00 - 109+50	44.4	44.4	88.9	277.8	625.0	102.7	110	38	118	300.00
109+50 - 110+00	44.4	44.4	88.9	18.7	42.1	6.5	0	28	15	38.22
110+00 - 110+50	75.5	49.5	104.1	0.0	0.0	2.0	0	0	4	
110+50 - 111+00	44.4	44.4	88.9	220.2	495.4	75.2	74	67	93	255.78
111+00 - 111+50	44.4	44.4	88.9	277.8	625.0	120.0	133	0	133	300.00
111+50 - 112+00	44.4	44.4	88.9	271.4	610.8	117.2	133	0	127	300.00
112+00 - 112+50	44.4	44.4	88.9	236.0	531.1	101.2	133	0	92	300.00
112+50 - 113+00	44.4	44.4	88.9	199.8	449.6	84.9	133	0	55	300.00
113+00 - 113+50	44.4	44.4	88.9	188.9	425.0	80.0	133	0	44	300.00
113+50 - 114+00	44.4	44.4	88.9	188.9	425.0	80.0	133	0	44	300.00
114+00 - 114+43	38.2	38.2	76.4	162.4	365.5	68.8	115	0	38	258.00
TOTAL =	744.8	718.8	1442.7	3229.3	7266.0	1346.8	1792.0	133.3	1200.9	4212
ADJUSTED TOTAL =	745.0	719.0	1443.0	3230	7270	1347	1792	134	1201	4215

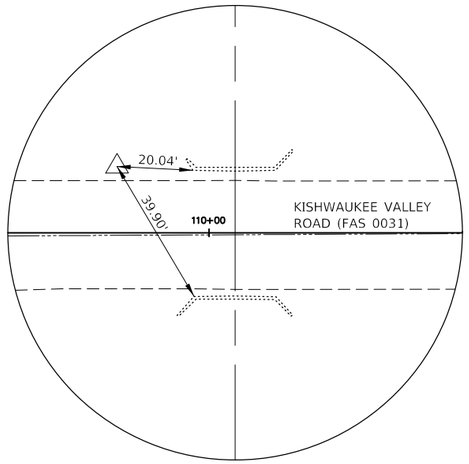
NOTE: LONGITUDINAL JOINT SEALANT SHALL BE APPLIED AT THE CENTERLINE AND EDGE OF PAVEMENTS

ENGINEERING
RESOURCE ASSOCIATES

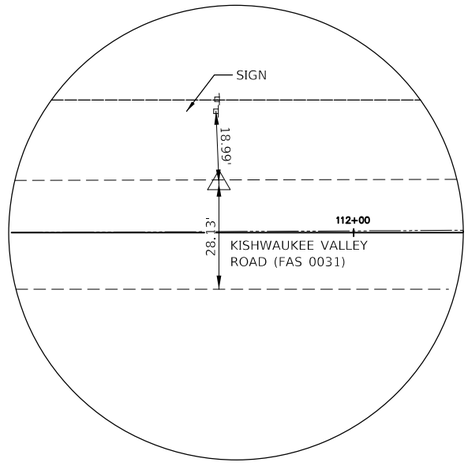
MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\10 SCH OF Q ill.dgn

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK
	DRAWN - K. KOLODZIEJCZYK	REVISED -		
PLOT SCALE = 240:0.0000 ':" / ft.	CHECKED - M. LANGE	REVISED -		SCALE: N.T.S. SHEET 3 OF 3 SHEETS STA. TO STA.
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -		

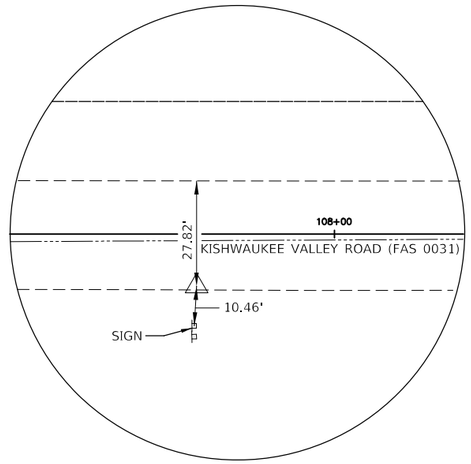
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	11
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	



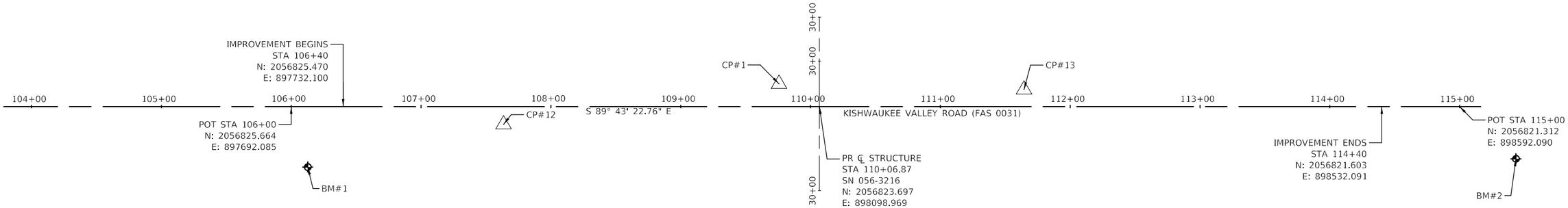
CONTROL POINT CP#1
IRON PIPE WITH CAP
SCALE: 1"=20'



CONTROL POINT CP#13
SET CROSS
SCALE: 1"=20'



CONTROL POINT CP#12
MAG NAIL
SCALE: 1"=20'



LEGEND

HORIZONTAL CONTROL POINT (CP) LOCATION

BENCHMARK

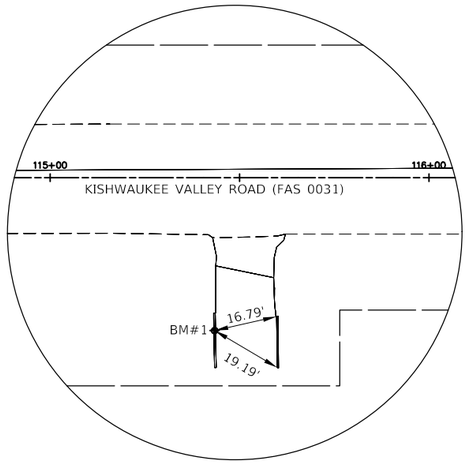
HORIZONTAL CONTROL POINTS (NAD 83)

POINT	NORTHING	EASTING	ELEVATION	STATION	OFFSET	DESCRIPTION
CP#12	2056811.06	897855.61	829.84	107+63.58	13.81' RT.	MAG NAIL
CP#1	2056841.33	898067.87	829.69	109+75.69	17.48' LT.	IRON PIPE W/ CAP
CP#13	2056836.00	898256.58	830.69	111+64.42	13.06' LT.	MAG NAIL

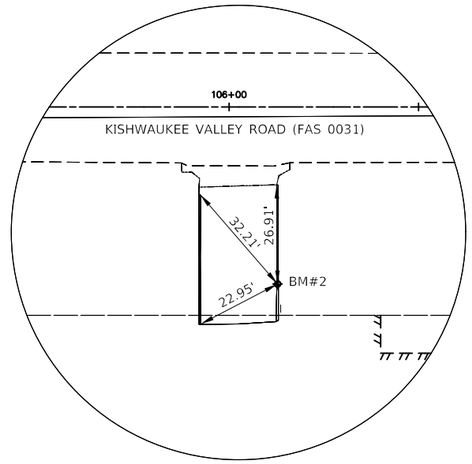
BENCHMARKS (NAVD 88)

POINT	NORTHING	EASTING	ELEVATION	STATION	OFFSET	DESCRIPTION
BM #1	2056778.86	897704.64	828.62	106+12.77	46.75' RT.	SET CROSS
BM #2	2056780.72	898635.30	830.16	115+43.40	40.38' RT.	SET CROSS

NOTE:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR SETTING ADDITIONAL CONTROL POINTS AND BENCHMARKS SHOULD THE ONES PROVIDED BE LOST OR DESTROYED DURING CONSTRUCTION ACTIVITIES.



BENCHMARK BM#1
SET CROSS
SCALE: 1"=20'



BENCHMARK BM#2
SET CROSS
SCALE: 1"=20'

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\11 Alignment & Ties.dgn

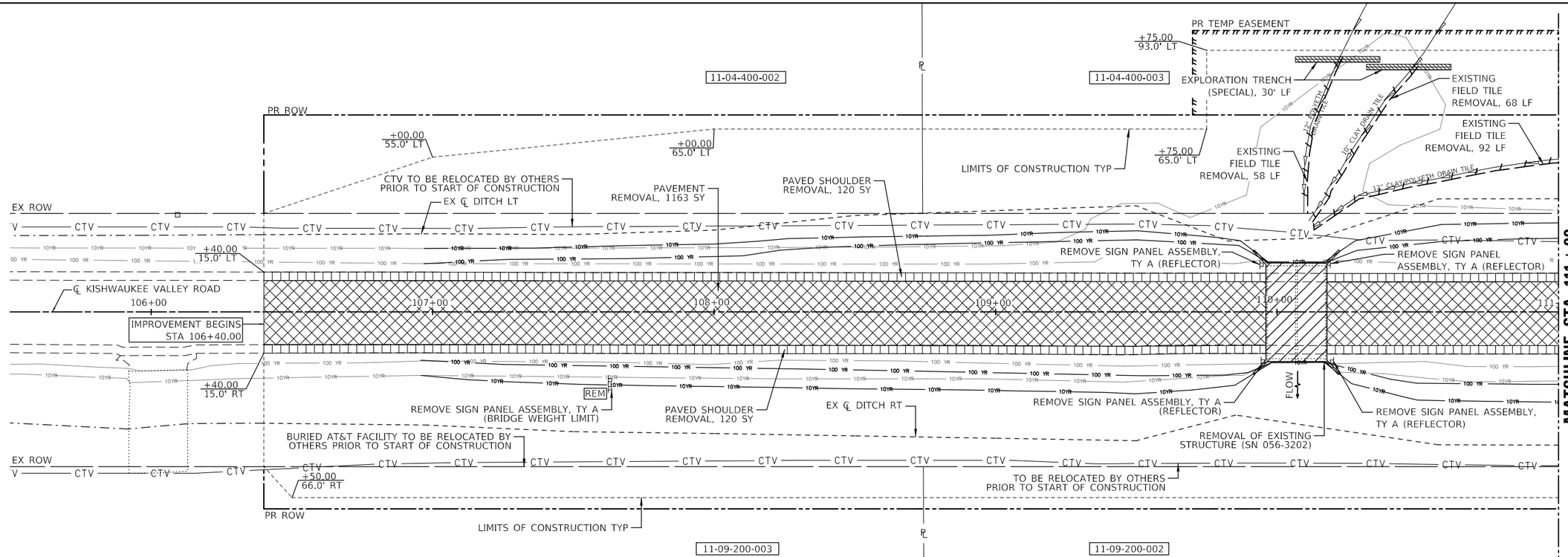
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 960:0.0000 ':' / ft.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

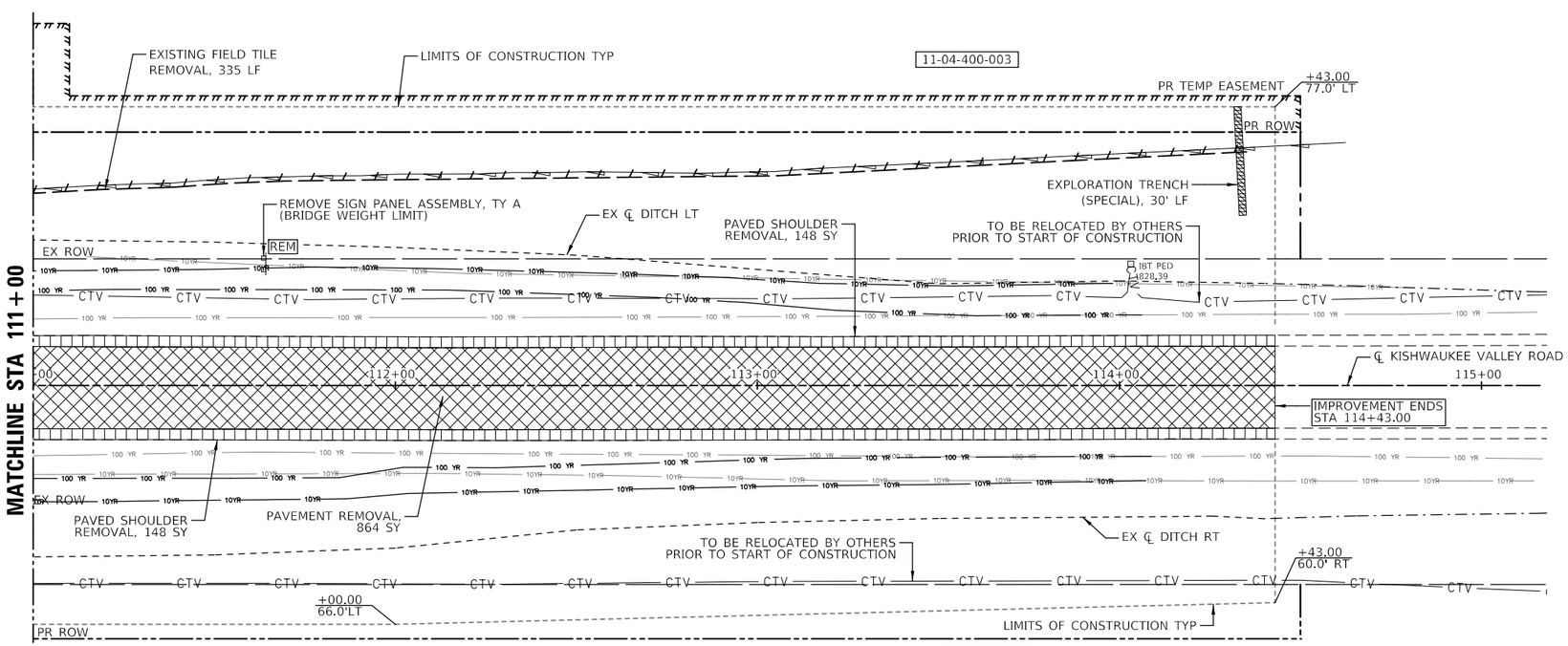
ALIGNMENT, TIES & BENCHMARKS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. 103+75 | TO STA. 105+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	12
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		



KISHWAUKEE VALLEY ROAD



KISHWAUKEE VALLEY ROAD

NOTES

1. ALL SIGNS TO BE REMOVED SHALL REMAIN PROPERTY OF MCHENRY COUNTY DIVISION OF TRANSPORTATION AND BE RETURNED TO MCDOT UPON REMOVAL AT 16111 NELSON ROAD, WOODSTOCK, IL 60098.

2. PAVEMENT REMOVAL AND SHOULDER REMOVAL QUANTITIES ARE TAKEN THROUGH THE LIMITS OF REMOVAL OF EXISTING STRUCTURE.

LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- REMOVAL OF EXISTING STRUCTURE
- EXPLORATION TRENCH (SPECIAL)
- LINEAR ITEM TO BE REMOVED (AS SPECIFIED)
- REM — ITEM TO BE REMOVED (AS SPECIFIED)

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\12_Removal Plan.dgn

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 480:0.0000 ':' / ft.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	13
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

STRUCTURE TABLE (SEE NOTE 1)

1 INLET, TY A, TY 1 FRAME, CL
STA 110+22.32, 90.5' LT
RIM 827.20 (VERIFY IN FIELD)
INV UNKNOWN (NE)
INV UNKNOWN (SW)

2 INLET, TY A, TY 1 FRAME, CL
STA 110+49.06, 88.1' LT
RIM 827.10 (VERIFY IN FIELD)
INV UNKNOWN (NE)
INV UNKNOWN (SW)

11-04-400-002 | 11-04-400-003 | 11-09-200-003 | 11-09-200-002

PR ROW | EX. ROW | LIMITS OF CONSTRUCTION TYP | PR TEMP EASEMENT

HMA SHOULDER 10" (EA SIDE)
AGGREGATE SUBGRADE IMPROVEMENT, 12"
STA 106+40 TO STA 109+74.87

STEEL PLATE BEAM GUARDRAIL, TYPE A (9-FT POSTS), 62.5 LF

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) +49.87, 20.0' LT

+56.37, 24.58' LT, PIPE UNDERDRAIN (TO BE CAPPED), INV 828.11

PIPE UNDERDRAINS, TY 2, 4" (257)

PIPE UNDERDRAINS, TY 2, 4" (33 F)

PIPE UNDERDRAINS, TY 2, 4" (257 LF)

PIPE UNDERDRAIN, 4" (SPECIAL) (16 LF)

CONC HDWL FOR P DRAIN
+00.00, 34.88' RT (AT END)
INV 826.58

IMPROVEMENT BEGINS STATION 106+40

℄ KISHWAUKEE VALLEY ROAD

EX. SECTION LINE

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL), +87.37, 20.0' RT

HMA PAVEMENT (FULL DEPTH) 10"
AGGREGATE SUBGRADE IMPROVEMENT, 12"
STA 106+40 TO STA 109+56.37

STEEL PLATE BEAM GUARDRAIL, TYPE A (9-FT POSTS), 125 LF

PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPR SLAB, 67 SY

TRAFFIC BARRIER TERMINAL, TYPE 6 (STD 631031)

+56.37, 24.58' RT PIPE UNDERDRAIN (TO BE CAPPED) INV 828.11

STA 109+83.40, 43.40' LT
INV 825.35 SEE NOTE 2

STA 109+83.40, 42.69' RT
INV 825.35, SEE NOTE 2

PR ℄ LT DITCH | PR ℄ RT DITCH

STA 110+30.41, 43.85' LT
INV 825.67 SEE NOTE 3

STA 110+30.41, 44.36' RT
INV 825.67, SEE NOTE 3

PIPE UNDERDRAIN, 4 (SPECIAL) (33 LF)

PIPE UNDERDRAIN, 4 (SPECIAL) (34 LF)

PIPE UNDERDRAINS, TY 2, 4" (143 LF)

PIPE DRAINS, 12", 36 LF

CIP HEADWALL FOR PIPE DRAINS (SEE STRUCTURAL PLANS)

PIPE DRAINS, 10", 55 LF

PIPE DRAINS, 12", 193 LF

INV 824.56

APPROACH | BRIDGE DECK | APPROACH

30'-0" | 41'-0" | 30'-0"

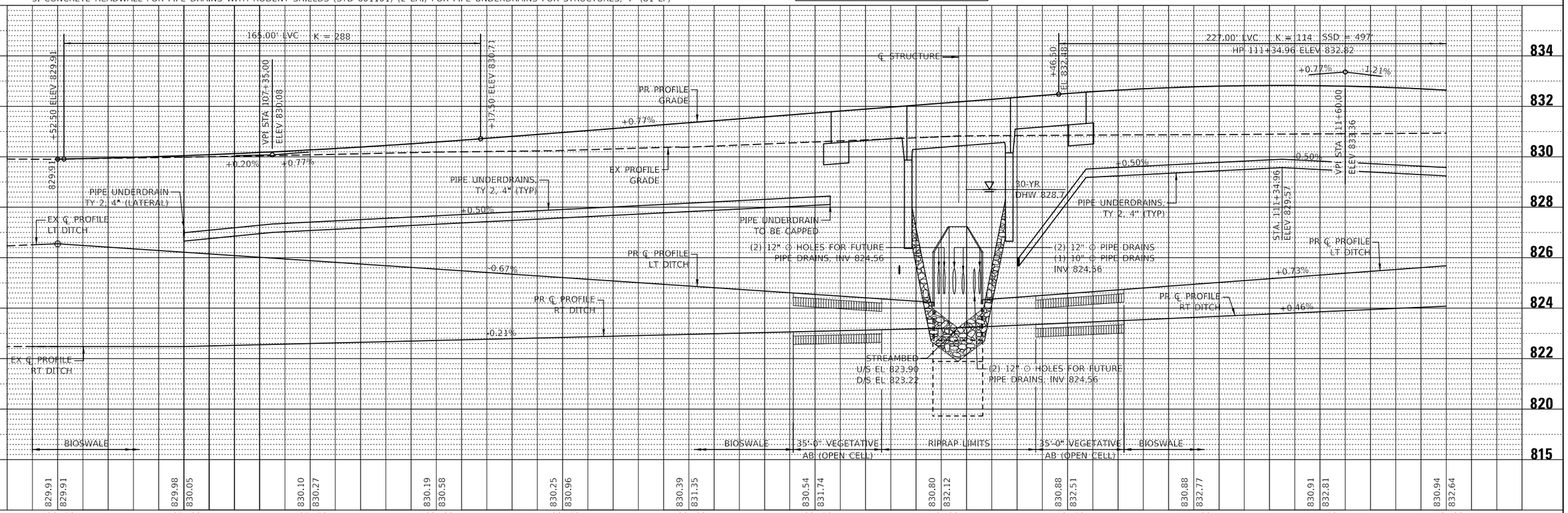
SN 056-3216, SINGLE-SPAN REINFORCED CONCRETE SLAB SUPERSTRUCTURE
STATION 110+06.73
40'-0" RDWY, 43'-4" 0-0 DECK, SKEW=0°

EX STR SN 056-3202
STA 110+06.87
DUAL-CELL 10'x4' CONCRETE REINFORCED CULVERT
20'-8" FACE-FACE WIDTH, 21'-8" O-O CULVERT WIDTH

KISHWAUKEE VALLEY ROAD

MATCHLINE STA 112+00

NOTES:
1. CONTRACTOR SHALL FIELD VERIFY ALL KNOWN PIPE DRAIN ELEVATIONS. SLOPE OF EXISTING PIPE DRAINS IS UNKNOWN. INVERT ELEVATIONS AT INLETS SHALL BE DETERMINED IN THE FIELD. CONNECTION TO EXISTING PIPE DRAIN WILL BE INCLUDED IN THE COST OF INLET, TY A, TY 1
2. CONCRETE HEADWALL FOR PIPE DRAINS WITH RODENT SHIELDS (STD 601101) (2 EA.) FOR PIPE UNDERDRAINS FOR STRUCTURES, 4" (80 LF)
3. CONCRETE HEADWALL FOR PIPE DRAINS WITH RODENT SHIELDS (STD 601101) (2 EA.) FOR PIPE UNDERDRAINS FOR STRUCTURES, 4" (81 LF)



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	DRAWN - K. KOLODZIEJCZYK	REVISED -	
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PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
KISHWAUKEE VALLEY RD. OVER TRIB. TO RUSH CREEK

SCALE: 1" = 20' | SHEET 1 OF 2 SHEETS | STA. 106+40 TO STA. 112+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	14
		CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			

ENGINEERING RESOURCE ASSOCIATES

PLAN: SURVEYED | PLOTTED | DRAWN | CHECKED | R.M. NOTED | STRUCTURE NOTATIONS CHKD | NOTE BOOK | NO. | DATE | BY

PROFILE: SURVEYED | PLOTTED | DRAWN | CHECKED | R.M. NOTED | STRUCTURE NOTATIONS CHKD | NOTE BOOK | NO. | DATE | BY

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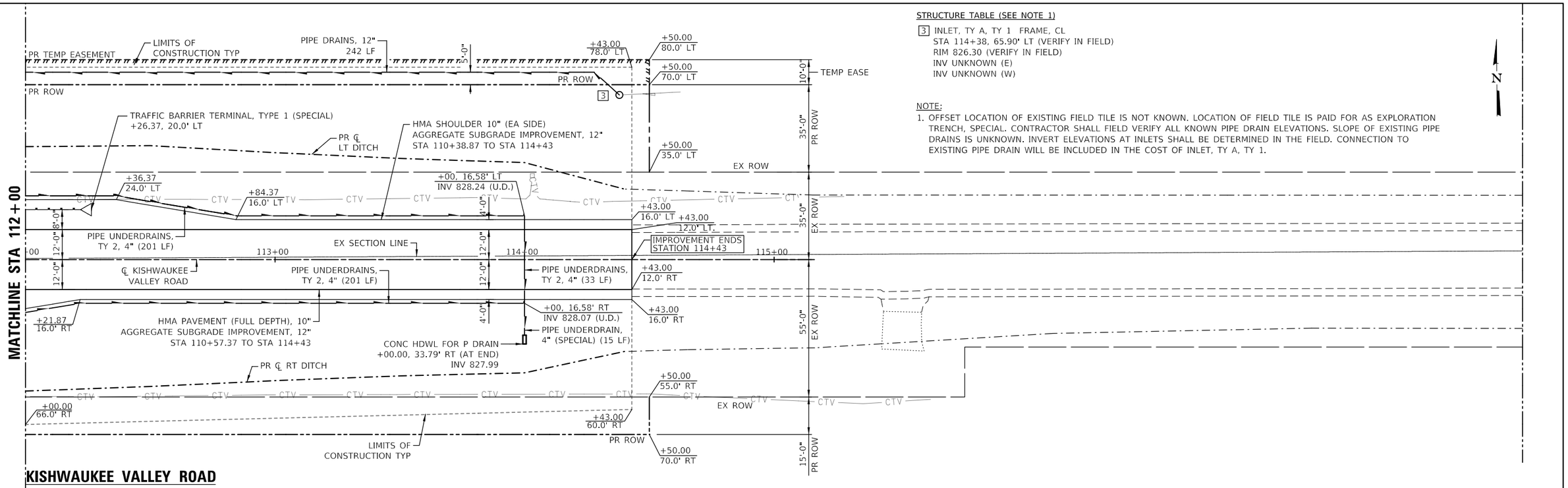
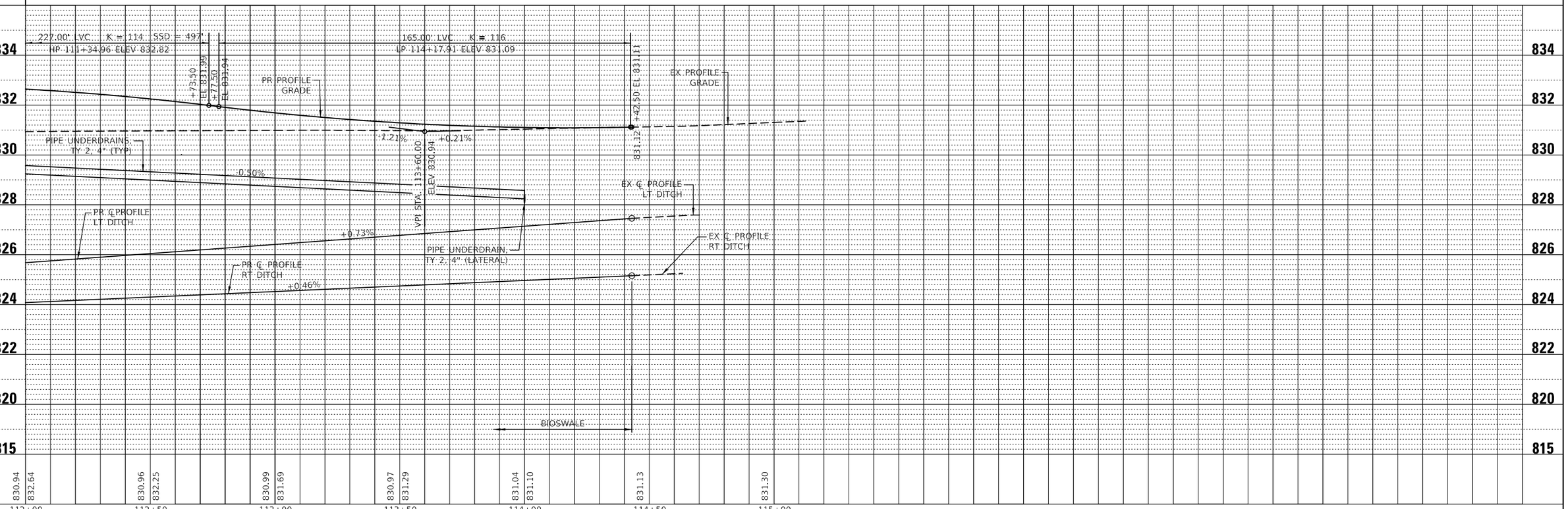


KISHWAUKEE VALLEY ROAD



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PLOT SCALE = 480:0.0000 ':" / ft.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
KISHWAUKEE VALLEY RD. OVER TRIB. TO RUSH CREEK

SCALE: 1" = 20' | SHEET 2 OF 2 SHEETS | STA. 112+00 | TO STA. 115+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	15
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

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

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
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GENERAL NOTES

1. THE TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES, AS SPECIFIED BY THE SPECIAL PROVISIONS, SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

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

TEMPORARY DETOUR DURATION

1. THE CONTRACT DOCUMENTS WILL ALLOW THE ROADWAY CLOSURE AND TEMPORARY DETOUR DETAILED IN THESE PLANS TO REMAIN IN PLACE TO THE COMPLETION DATE IDENTIFIED IN THE BDE SPECIAL PROVISION FOR "COMPLETION DATE PLUS WORKING DAYS". THE DETOUR AND ROAD CLOSURE DOES NOT APPLY TO THE ADDITIONAL WORKING DAYS.

2. THE CONTRACTOR WILL BE EXPECTED TO COMPLETE ALL PROPOSED WORK RELATED TO THE CONSTRUCTION OF THE PROPOSED BRIDGE AND ROADWAY DURING THIS CLOSURE. THE ROADWAY MUST HAVE HMA SURFACE COURSE PLACED AND THE GUARDRAIL INSTALLED BEFORE THE ROADWAY IS OPENED TO TRAFFIC.

TEMPORARY TRAFFIC SIGNAL TIMING

1. THE ANTICIPATED IMPACTS ON STATE ROUTES AS A RESULT OF THE PROPOSED CONSTRUCTION INCLUDES ADDITIONAL TRAFFIC AT THE INTERSECTION OF IL ROUTE 23 AND IL ROUTE 176 AND AT THE INTERSECTION OF IL ROUTE 23 AND US ROUTE 20 IN THE CITY OF MARENGO.

2. TO MINIMIZE TRAFFIC IMPACTS, THE CONTRACTOR WILL HIRE AN IDOT APPROVED CONSULTANT TO IMPLEMENT TEMPORARY TRAFFIC SIGNAL ADJUSTMENTS AT THE ABOVE INTERSECTIONS TO REDUCE QUEUE DELAYS ON THE DETOUR ROUTE. WORK SHALL BE PAID FOR UNDER THE PAY ITEM, "TEMPORARY TRAFFIC SIGNAL TIMING."

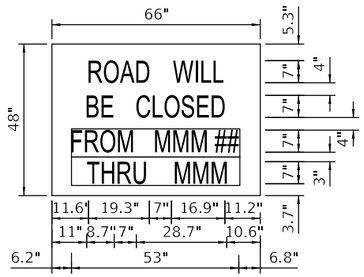
TEMPORARY INFORMATION SIGN

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

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

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

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



DETAIL

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

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

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

4. OVERLAY PANEL 2 TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR. OMIT THE DATE ON PANEL; 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 THE ITEMS OF WORK IN ORDER TO KEEP HAZARDS AND TRAFFIC INCONVENIENCES TO A MINIMUM, AS SPECIFIED BELOW:

1. IF THE CONSTRUCTION OPERATIONS ARE COMPLETED OUTSIDE THE DURATION OF THE ROADWAY CLOSURE, THOSE CONSTRUCTION OPERATIONS WILL BE CONDUCTED SO ONE LANE IN EACH DIRECTION ON KISHWAUKEE VALLEY 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.

M3-2 OR M3-4

D3

M4-9 SERIES

TYPICAL DETOUR SIGN ASSEMBLIES

KEEPING ROADS OPEN TO TRAFFIC

1. THE CONTRACTOR SHALL SCHEDULE HIS OR HER SEQUENCE OF OPERATION TO PERMIT THE CONSTRUCTION OF THIS SECTION WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC. THE CONTRACTOR'S SCHEDULE SHALL REFLECT THE FOLLOWING REQUIREMENTS AND SEQUENCE OF CONSTRUCTION. THESE REQUIREMENTS FOLLOW THE SUGGESTED TRAFFIC CONTROL PLAN INCLUDED IN THE DRAWINGS.

2. KISHWAUKEE VALLEY ROAD WILL BE COMPLETELY CLOSED TO TRAFFIC FOR THE DURATION SPECIFIED IN THE CONTRACT DOCUMENTS.

SEQUENCE OF CONSTRUCTION

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

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

CONTACTS & COORDINATION

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

2. THE CONTRACTOR SHALL CONTACT THE IDOT D1 TRAFFIC CONTROL SUPERVISOR, KALPANNA KANNAN-HOSADURGA, AT KALPANNA. KANNAN-HOSADURGA@ILLINOIS.GOV AND THE IDOT D2 TRAFFIC CONTROL SUPERVISOR, KRISTIE NYDEREK, AT KRISTIE.NYDEREK@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

TRAFFIC CONTROL – IDOT STANDARD DRAWINGS

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

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

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

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CORNER RAIDUS : 1"
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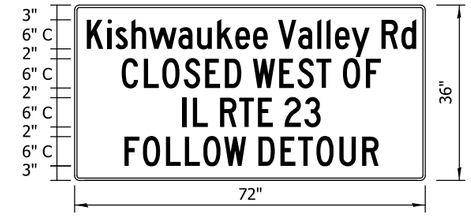
BACKGROUND : ORANGE
LETTERS/BORDER : BLACK



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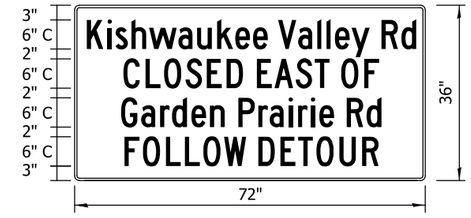

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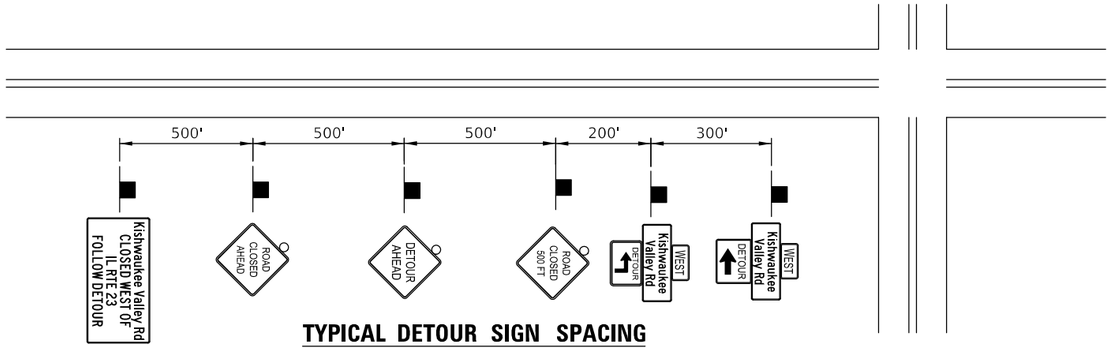
LETTERS/BORDER : BLACK

SIGN DESIGNS



TYPICAL DETOUR SIGN SPACING

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

ENGINEERING RESOURCE ASSOCIATES

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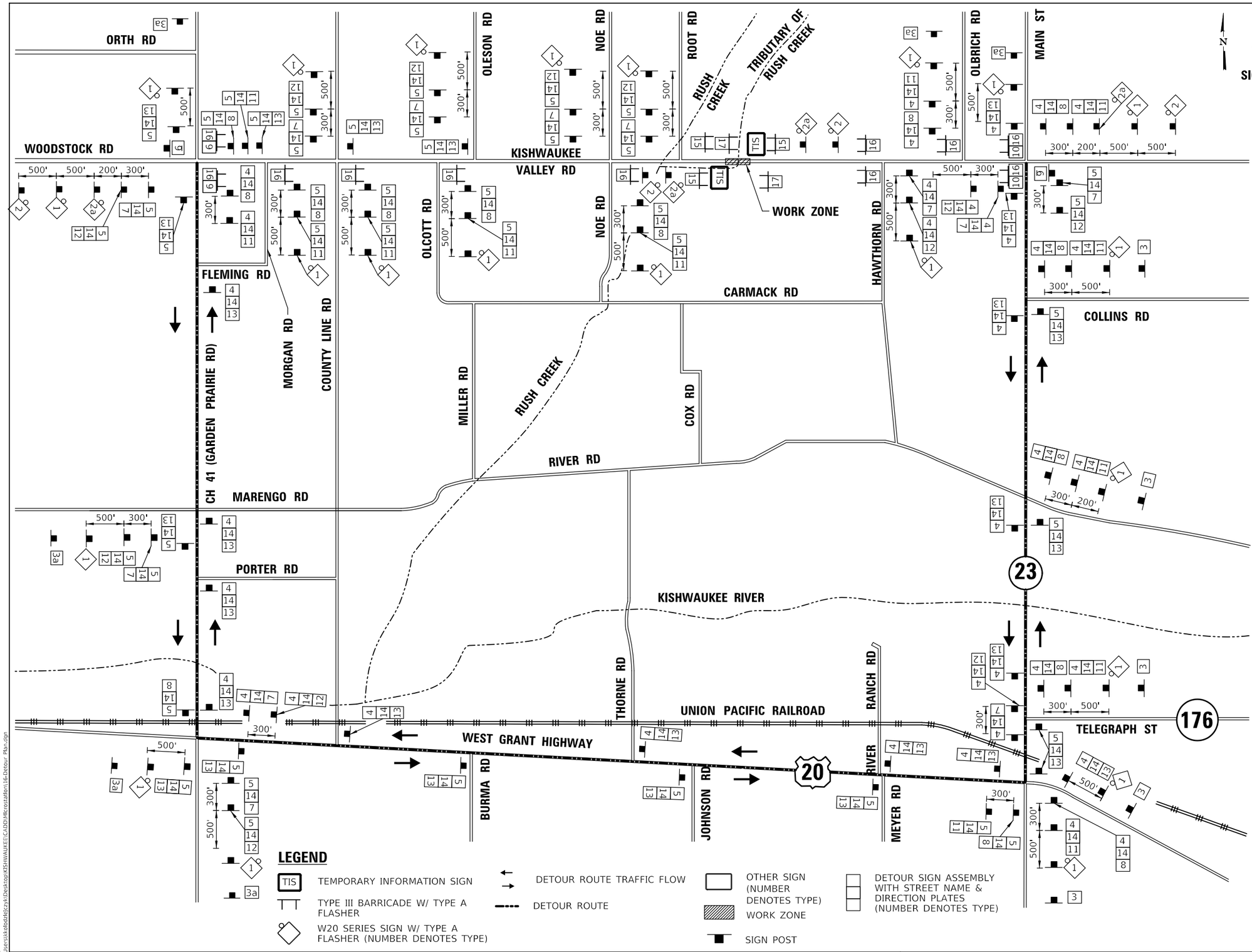
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR NOTES
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	16
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		



SCHEDULE OF DETOUR SIGNS

SIGN NO.	SIGN	MUTCD CODE–SIZE
1	DETOUR AHEAD	W20-2-4848
2	ROAD CLOSED AHEAD	W20-3-4848
2a	ROAD CLOSED 500 FT	W20-3-4848
3*	Kishwaukee Valley Rd CLOSED WEST OF IL RTE 23 FOLLOW DETOUR	SPECIAL-(O)-7234
3a*	Kishwaukee Valley Rd CLOSED EAST OF Garden Prairie Rd FOLLOW DETOUR	SPECIAL-(O)-7234
4	WEST	M3-2(O)-2412
5	EAST	M3-4(O)-2412
6	END DETOUR	M4-8A-2418
7	DETOUR	M4-9 SERIES-3024
8	DETOUR	M4-9 SERIES-3024
9	DETOUR	M4-10L-4818
10	DETOUR	M4-10R-4818
11	DETOUR	M4-9 SERIES-3024
12	DETOUR	M4-9 SERIES-3024
13	DETOUR	M4-9 SERIES-3024
14**	Kishwaukee Valley Rd	D3-(O)4818-VAR
15	ROAD CLOSED	R11-2-4830
16	BRIDGE OUT X MILES AHEAD LOCAL TRAFFIC ONLY	R11-3B-6030
17	BRIDGE OUT	R11-2-4830 (MODIFIED)

* SIGN 3 & 3a SHALL HAVE A SPECIAL ROAD NAME SIGN WITH MINIMUM 6" BLACK UPPERCASE LETTERS ON ORANGE REFLECTIVE BACKGROUND. WHEN LOWERCASE LETTERS ARE BEING USED THEY SHALL BE ¾" OF THE SIZE OF THE UPPERCASE LETTERS.

** SIGN 14 SHALL HAVE A SPECIAL SIGN WITH MINIMUM 6" BLACK UPPERCASE LETTERS ON AN ORANGE REFLECTIVE BACKGROUND.

LEGEND

- TIS — TEMPORARY INFORMATION SIGN
- TYPE III BARRICADE W/ TYPE A FLASHER
- W20 SERIES SIGN W/ TYPE A FLASHER (NUMBER DENOTES TYPE)
- DETOUR ROUTE TRAFFIC FLOW
- DETOUR ROUTE
- OTHER SIGN (NUMBER DENOTES TYPE)
- WORK ZONE
- SIGN POST
- DETOUR SIGN ASSEMBLY WITH STREET NAME & DIRECTION PLATES (NUMBER DENOTES TYPE)

ENGINEERING RESOURCE ASSOCIATES

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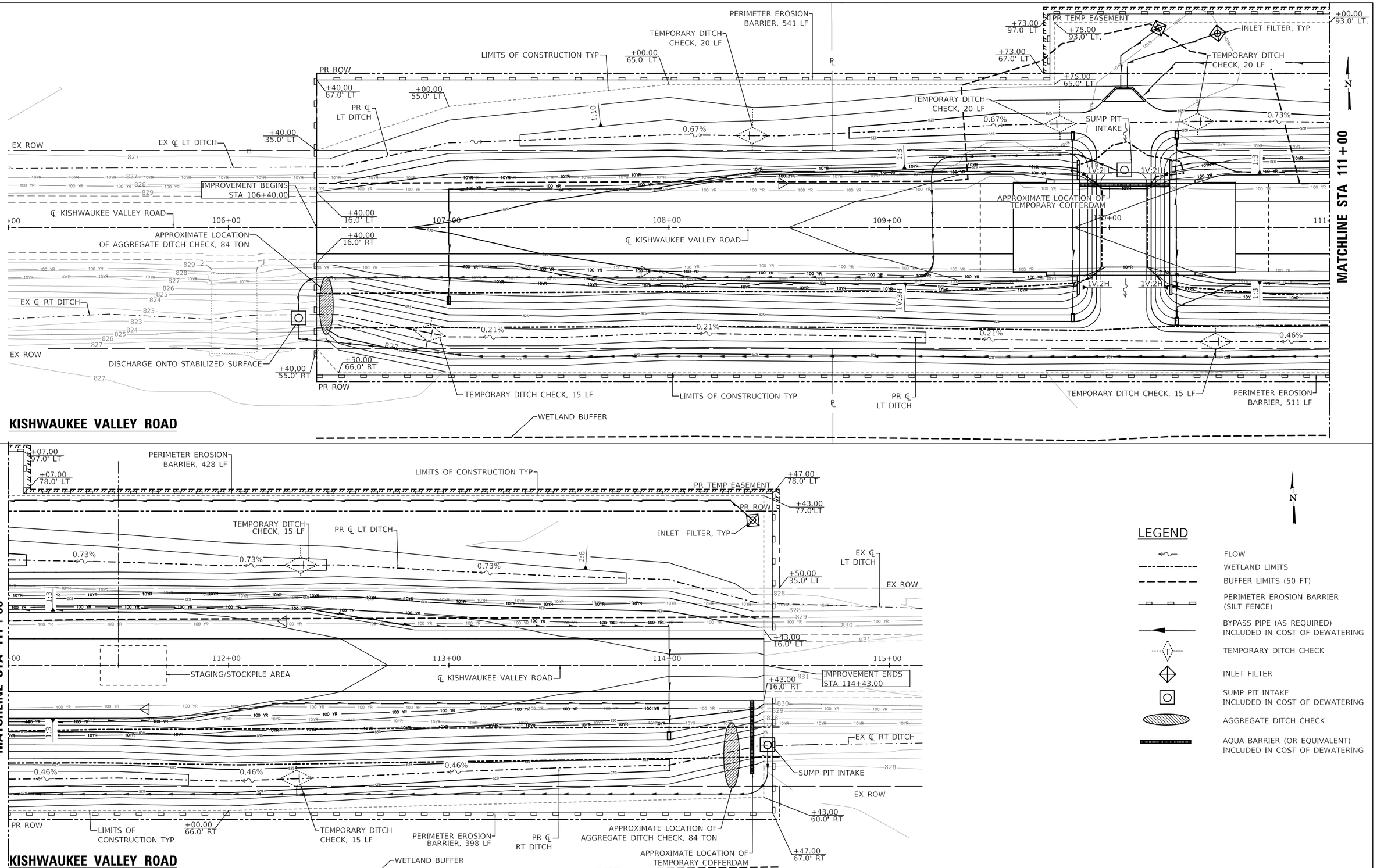
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	17
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	



LEGEND

- FLOW
- WETLAND LIMITS
- BUFFER LIMITS (50 FT)
- PERIMETER EROSION BARRIER (SILT FENCE)
- BYPASS PIPE (AS REQUIRED) INCLUDED IN COST OF DEWATERING
- TEMPORARY DITCH CHECK
- INLET FILTER
- SUMP PIT INTAKE INCLUDED IN COST OF DEWATERING
- AGGREGATE DITCH CHECK
- AQUA BARRIER (OR EQUIVALENT) INCLUDED IN COST OF DEWATERING

ENGINEERING RESOURCE ASSOCIATES

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PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING & STORMWATER POLLUTION PREVENTION PLAN (SWPPP)
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 105+00 TO STA. 115+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	18
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

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

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

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

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

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

SITE AND CONSTRUCTION ACTIVITY DESCRIPTION

1. THE PROJECT IS LOCATED ON KISHWAUKEE VALLEY ROAD OVER A TRIBUTARY TO RUSH CREEK, APPROXIMATELY 0.25 MILES EAST OF ROOT ROAD.
2. THE PROJECT SHALL GENERALLY CONSIST OF THE FOLLOWING:
   - A) REMOVAL OF THE EXISTING STRUCTURE AND PAVEMENT;
   - B) CONSTRUCTION OF KISHWAUKEE VALLEY ROAD BRIDGE OVER A TRIBUTARY TO RUSH CREEK AND INSTALLATION OF RIP RAP AND ARTICULATED BLOCK REVETMENT MAT (VEGETATED OPEN-CELL);
   - C) CONSTRUCTION OF ROADWAY IMPROVEMENTS, INCLUDING ROADWAY RECONSTRUCTION, GRADING, BINDER, SURFACE AND PAVEMENT MARKINGS;
   - D) SEEDING AND ALL OTHER COLLATERAL WORK SUCH AS SITE RESTORATION.

SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES

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

CONSTRUCTION SITE DISTURBANCE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 2.778 ACRES TO BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

SWPPP REFERENCED DOCUMENTS

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

DRAINAGE TRIBUTARIES FROM THIS CONSTRUCTION SITE

THE SITE DRAINS INTO A TRIBUTARY OF RUSH CREEK AND EVENTUALLY INTO RUSH CREEK.

COUNTY REQUIREMENTS

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

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

MISCELLANEOUS

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LBS/ACRES, IF DIRECTED.
2. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY SEDIMENT CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS, AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE VARIOUS EROSION CONTROL ITEMS.
3. ALL EROSION AND SEDIMENT CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION AND SEDIMENT CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

POLLUTION PREVENTION DURING CONSTRUCTION

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

MAINTENANCE AFTER CONSTRUCTION

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

CERTIFICATIONS

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

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

ENGINEER: JENNIFER LOEWENSTEIN, PE, CFM, CPESC — DATE: 10-26-2020

OWNER'S CERTIFICATION

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

OWNER: MCHENRY COUNTY DIVISION OF TRANSPORTATION

BENJAMIN REDDING, P.E. — TITLE: Design Manager — DATE: 2020.10.26

ENGINEERING RESOURCE ASSOCIATES

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PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN (SWPPP) NOTES
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	19
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

GENERAL SOIL EROSION AND SEDIMENT CONTROL NOTES

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

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

3. IT IS THE RESPONSIBILITY OF THE ENGINEERING AND/OR 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, THE MCHENRY COUNTY STORMWATER MANAGEMENT PERMIT AND ALL REQUIREMENTS SET FORTH BY THE MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT AND THE STATE OF ILLINOIS.

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

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

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

7. ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND WITHIN 24-HRS AFTER A RAIN EVENT GREATER THAN ½ ".

8. THE MCLSWCD 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 BLANKET FOLLOWING COMPLETION OF SOIL DISTURBING ACTIVITIES.

11. 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.

10. 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 FOR WHICH IT IS REQUIRED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

12. A STABILIZED CONSTRUCTION ENTRANCE IS NOT ANTICIPATED FOR THIS PROJECT, HOWEVER, IF THE ENGINEER OR MCLSWCD DETERMINES IT IS REQUIRED, A QUANTITY HAS BEEN INCLUDED IN THE PROJECT TO COMPLETE THIS WORK. THERE WILL BE NO ADJUSTMENTS TO THE CONTRACT IF THE ENTRANCE IS NOT REQUIRED. IF REQUIRED, THE CONTRACTOR SHALL SUBMIT THE LOCATION AND DETAILS THROUGH THE ENGINEER FOR MCLSWCD APPROVAL.

DIVERSION AND DEWATERING NOTES

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

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

3. WORK MAY NOT BE PERFORMED IN THE WATER, EXCEPT FOR THE PLACEMENT OF NON-ERODIBLE MATERIALS NECESSARY FOR THE CONSTRUCTION OF COFFERDAMS (STEEL SHEETS, AQUA BARRIERS, RIP RAP, GEOTEXTILE 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 PREVENTSEDIMENT 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, METHOD AND MATERIALS TO DEWATER AND TO PROVIDE FILTRATION OF WATERS BEFORE RE-ENTERING THE WATERWAY AND SHALL BE COORDINATED WITH THE MCLSWCD AT THE PRE-CONSTRUCTION MEETING.

MCHENRY–LAKE 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 SOIL & WATER CONSERVATION DISTRICT AND MCHENRY COUNTY FOR REVIEW AND APPROVAL PRIOR TO STARTING ANY WORK. THERE WILL BE NO ADDITIONAL COMPENSATION FOR PROVIDING THE COORDINATION AND WORK PLAN.

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

MCHENRY COUNTY STANDARD SOIL EROSION AND SEDIMENT CONTROL NOTES

1. CONTROL MEASURES SHALL MEET THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE ILLINOIS URBAN MANUAL (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 NECESSARY.

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

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

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

8. STABILIZATION OF DISTURBED AREAS SHALL BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE DEVELOPMENT SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE DEVELOPMENT SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 7 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS SHALL BE INITIATED WITHIN 7 WORKING DAYS OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE, BUT NOT LATER THAN 14 CALENDAR DAYS FROM THE INITIATION OF STABILIZATION IN THE WORK AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED BELOW:

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

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

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

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

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

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

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

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

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

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

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

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

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

ENGINEERING RESOURCE ASSOCIATES

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

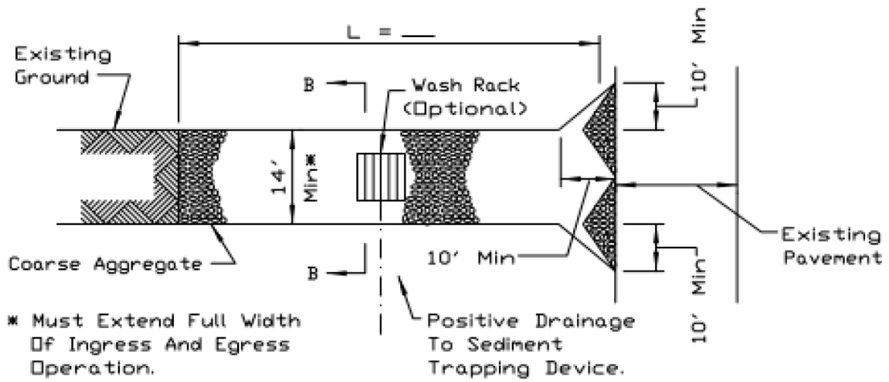
SEDIMENT AND EROSION CONTROL NOTES
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

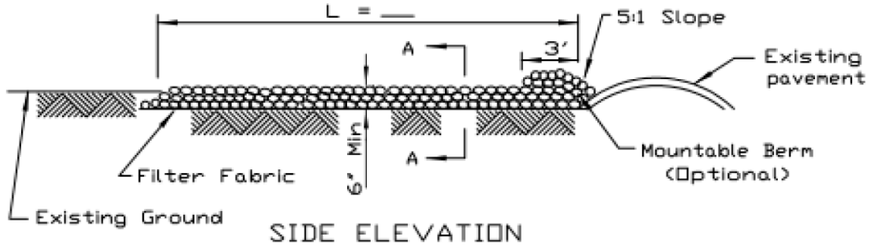
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	20
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

ENGINEERING RESOURCE ASSOCIATES

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW



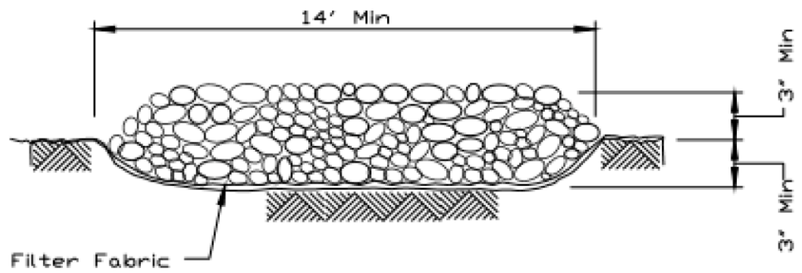
SIDE ELEVATION

NOTES:

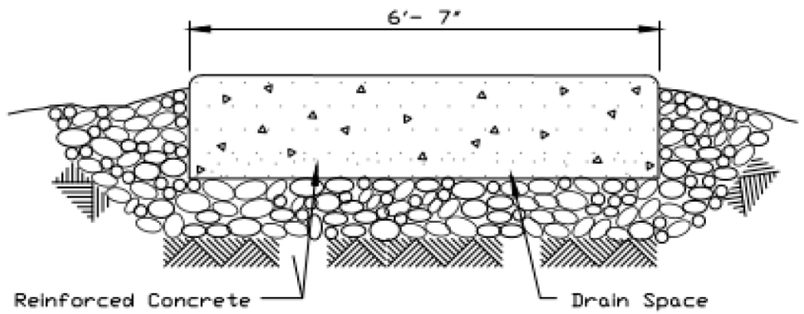
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

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

STABILIZED CONSTRUCTION ENTRANCE PLAN



SECTION A-A



SECTION B-B

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

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PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

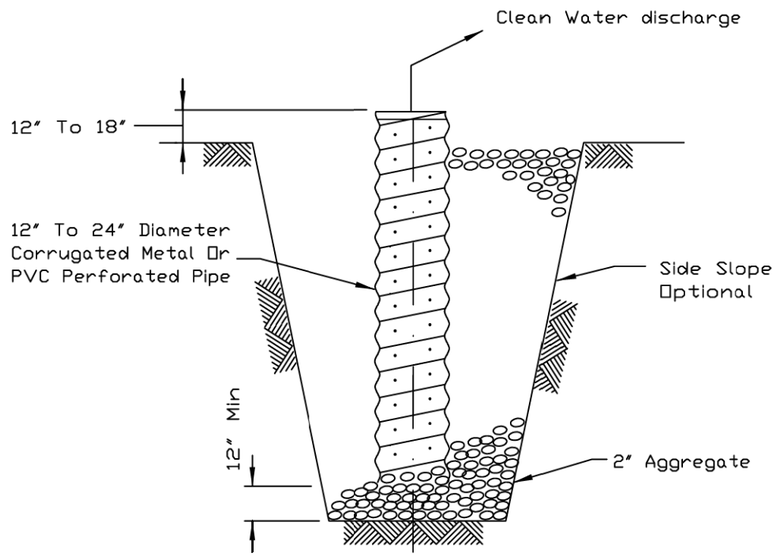
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	21
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

SUMP PIT PLAN



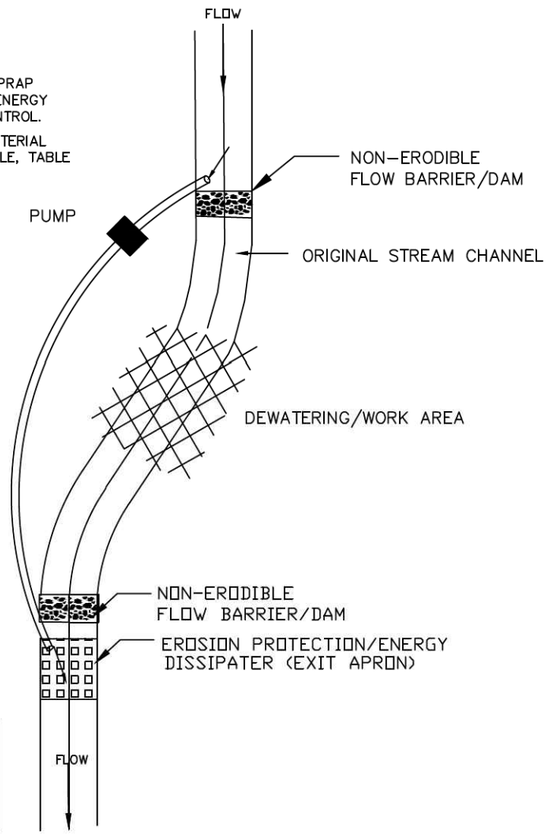
SECTION

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	NRCS Natural Resources Conservation Service	IL-650
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 8-11-94
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 ____		

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\20A_Erosion Control Std details.dgn

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 240:0.0000 ':" / ft.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

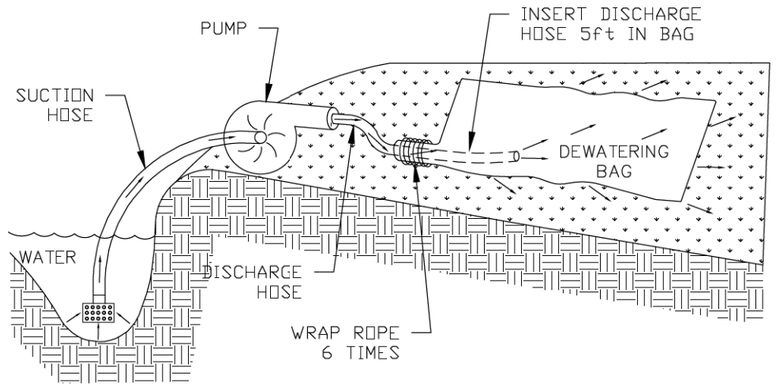
EROSION CONTROL DETAILS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK
SCALE: N.T.S. | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	22
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

DEWATERING BAG STANDARD DRAWING

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

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



INSTALLATION AND USE:

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

MAINTENANCE AND DISPOSAL:

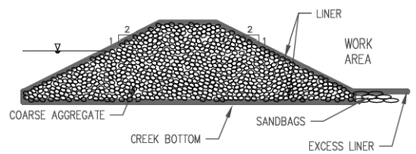
1. REMOVE AND DISPOSE OF ACCUMULATED SEDIMENT AWAY FROM WATERWAYS OR ENVIRONMENTALLY SENSITIVE AREAS. SLIT OPEN SEDIMENT BAG AND REMOVE ACCUMULATED SEDIMENT. DISPOSE OF BAG AT AN APPROPRIATE RECYCLING OR SOLID WASTE FACILITY. OR; AS DIRECTED BY THE ENGINEER.

DEWATERING BAG DETAIL

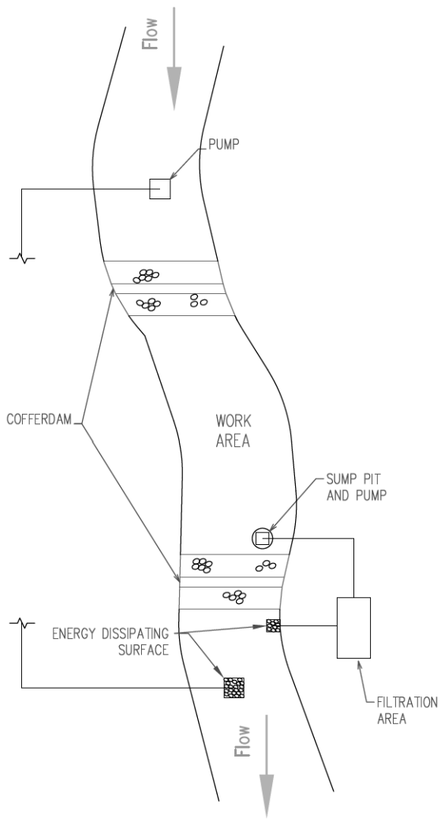
NOT TO SCALE

ROCK COFFERDAM

COFFERDAM CROSS-SECTION



COFFERDAM PROFILE



PLAN VIEW

NOTES:

1. THE LINER SHALL BE PLACED ON BOTTOM OF WATERWAY W/EXCESS LINER EXTENDING OUT OF THE COFFERED AREA. ONCE STONE IS PLACED, LINER WILL BE PULLED OVER ROCK AND EXTEND BEYOND THE PILE ON THE DOWNSTREAM SIDE. SANDBAGS WILL SECURE THE EXCESS LINER AS SHOWN. REFER TO THE STANDARD FOR LINER SPECIFICATIONS.

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

STANDARD DWG. NO.
IUM-503RF
SHEET 5 OF 7
DATE 7-09-2012

ENGINEERING RESOURCE ASSOCIATES

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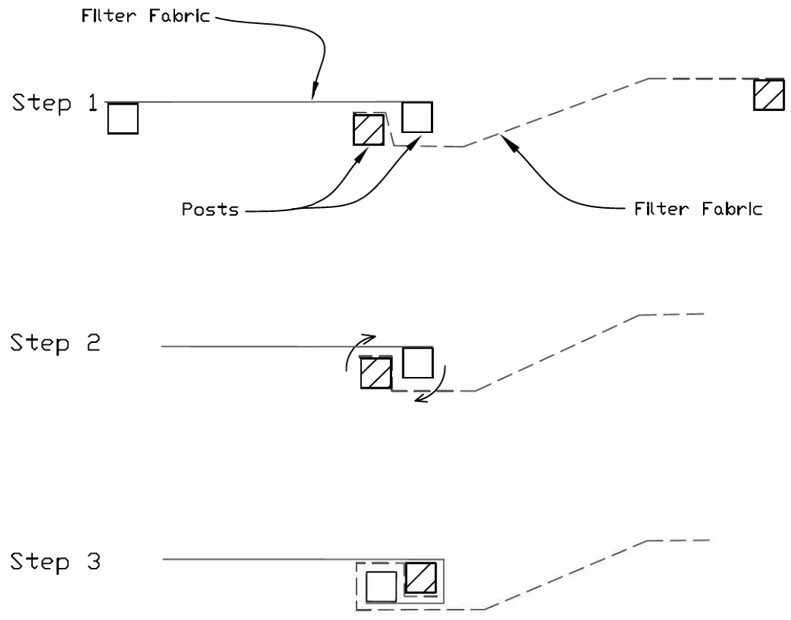
	DRAWN - K. KOLODZIEJCZYK	REVISED -		SCALE: N.T.S. SHEET 3 OF 6 SHEETS STA. TO STA.	
PLOT SCALE = 240:0.0000 ':" / ft.	CHECKED - M. LANGE	REVISED -			
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -			

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	23
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

SILT FENCE - SPLICING TWO FENCES

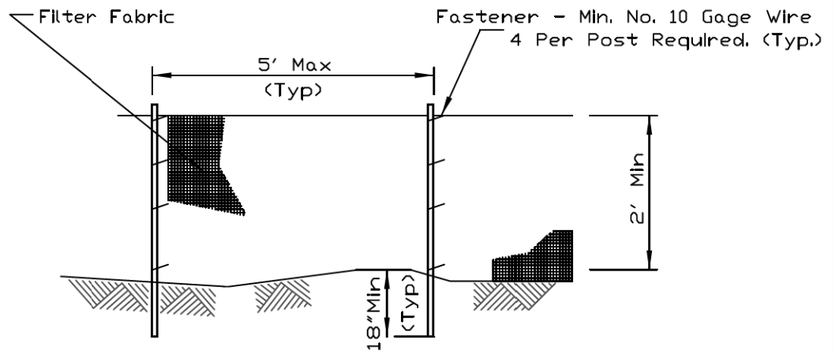


ATTACHING TWO SILT FENCES

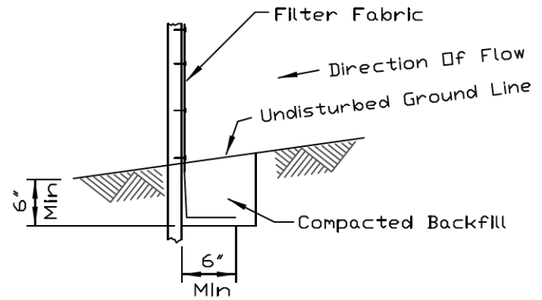
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
4. Drive both posts a minimum of 18 inches into the ground and bury the flap.
5. Compact backfill (particularly at splices) completely to prevent stormwater piping.

REFERENCE			STANDARD DWG. NO.
Project			IUM-620B(W)
Designed	Date		SHEET 1 OF 1
Checked	Date		DATE 3-16-2012
Approved	Date		

SILT FENCE PLAN



ELEVATION



FABRIC ANCHOR DETAIL

NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE			STANDARD DWG. NO.
Project			IUM-620A
Designed	Date		SHEET 1 OF 2
Checked	Date		DATE 3-16-12
Approved	Date		

ENGINEERING RESOURCE ASSOCIATES

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	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 240:0.0000 ':" / ft.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

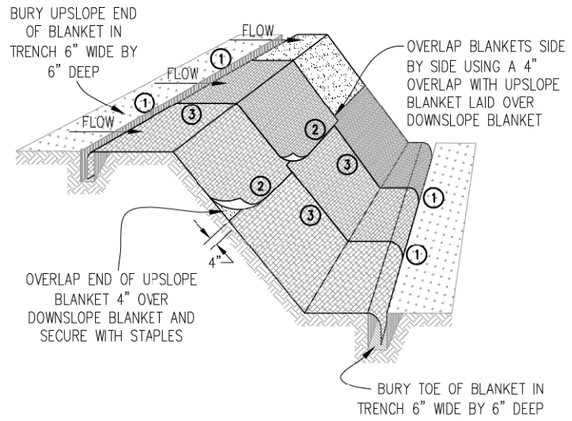
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

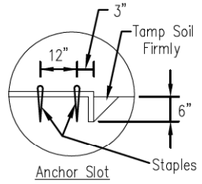
EROSION CONTROL DETAILS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET 4 OF 6 SHEETS | STA. | TO STA.

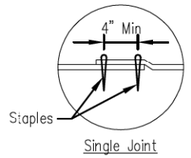
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	24
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

AUTOCAD2006

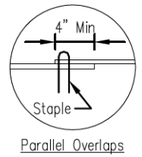




DETAIL 1



DETAIL 2



DETAIL 3

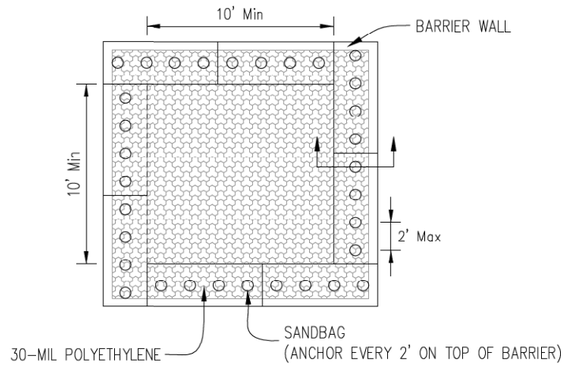
STAPLE DETAIL

PUSH PIN DETAIL

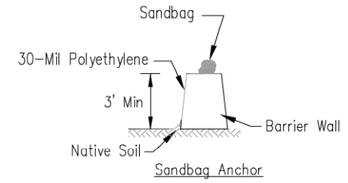
NOTES:

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.

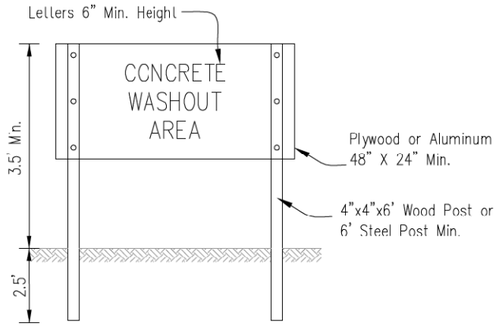
Sheet 1 of 1	File No. UM-530	Drawing No.	EROSION CONTROL BLANKET INSTALLATION DETAILS	Date
				Designed ____ ____
				Drawn B. JOHNSON 11/08
				Checked ____ ____
				Approved ____ ____



PLAN VIEW



BARRIER WALL ANCHOR SECTION



SIGN DETAIL

NOTES:

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

Sheet 2 of 2	File No. UM-554SH	Drawing No.	TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL	Date
				Designed ____ ____
				Drawn B. JOHNSON 6/08
				Checked ____ ____
				Approved ____ ____

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
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	DRAWN - K. KOLODZIEJCZYK	REVISED -	
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PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

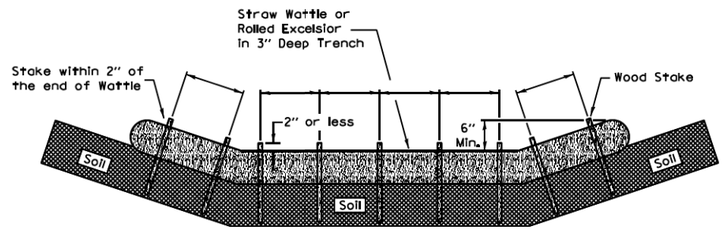
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK
SCALE: N.T.S. | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	25
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

ROLLED EROSION CONTROL PRODUCTS

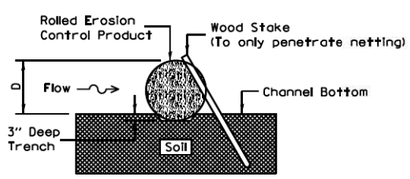
Staking Pattern Guide



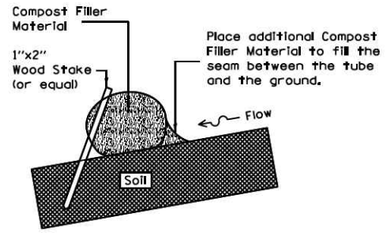
Notes:

1. Overlap minimum is the diameter of the roll.
2. 4' spacing for wattles.
3. 2' spacing for rolled excelsior.
4. Or space according to manufacturer's specifications.

Stake Detail



Compost Filter Sock Detail



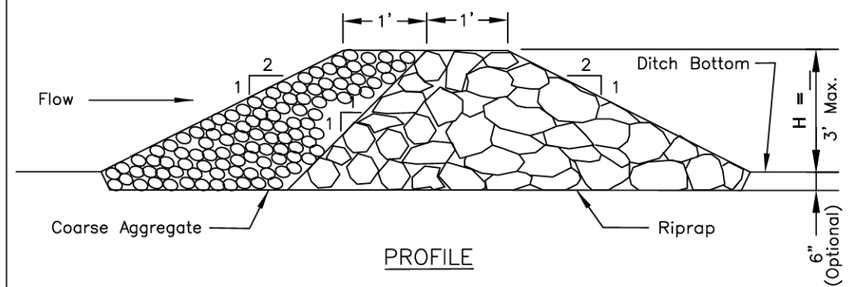
When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

Notes:

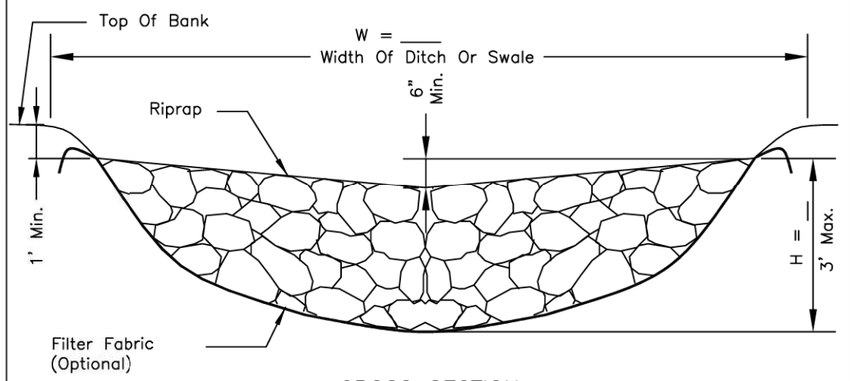
1. Drawings are not to scale.
2. Ends of wattles or rolled excelsior shall be turned at least 6" upslope.
3. Recommended stakes are 1 1/8" wide x 1 1/8" thick x 30" long
4. Stakes shall not extend above the straw wattle more than 2".
5. Spacing: The toe of the upstream ditch check shall create a horizontal line with the top of the downstream ditch check.
6. When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

REFERENCE			STANDARD DWG. NO.
Project			IUM-514
Designed	Date		SHEET 1 OF 1
Checked	Date		DATE 8-19-11
Approved	Date		

ROCK CHECK DAM - RIPRAP



PROFILE



CROSS SECTION
CENTERLINE LOOKING DOWNSTREAM

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

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

ENGINEERING RESOURCE ASSOCIATES

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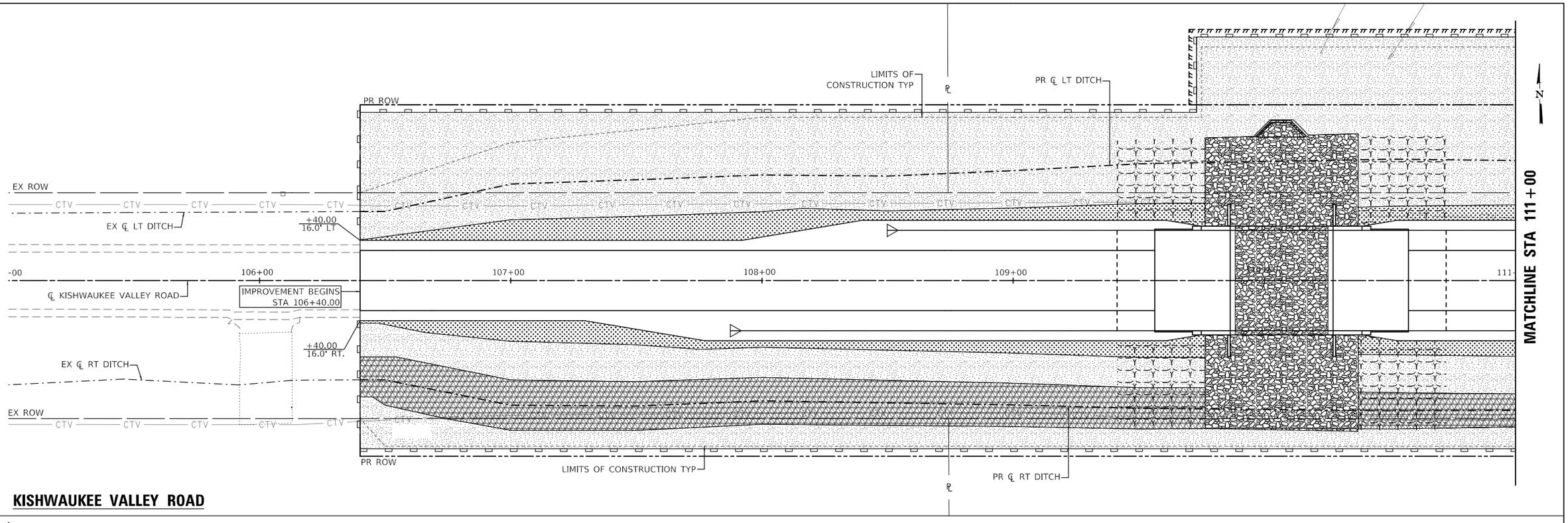
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -

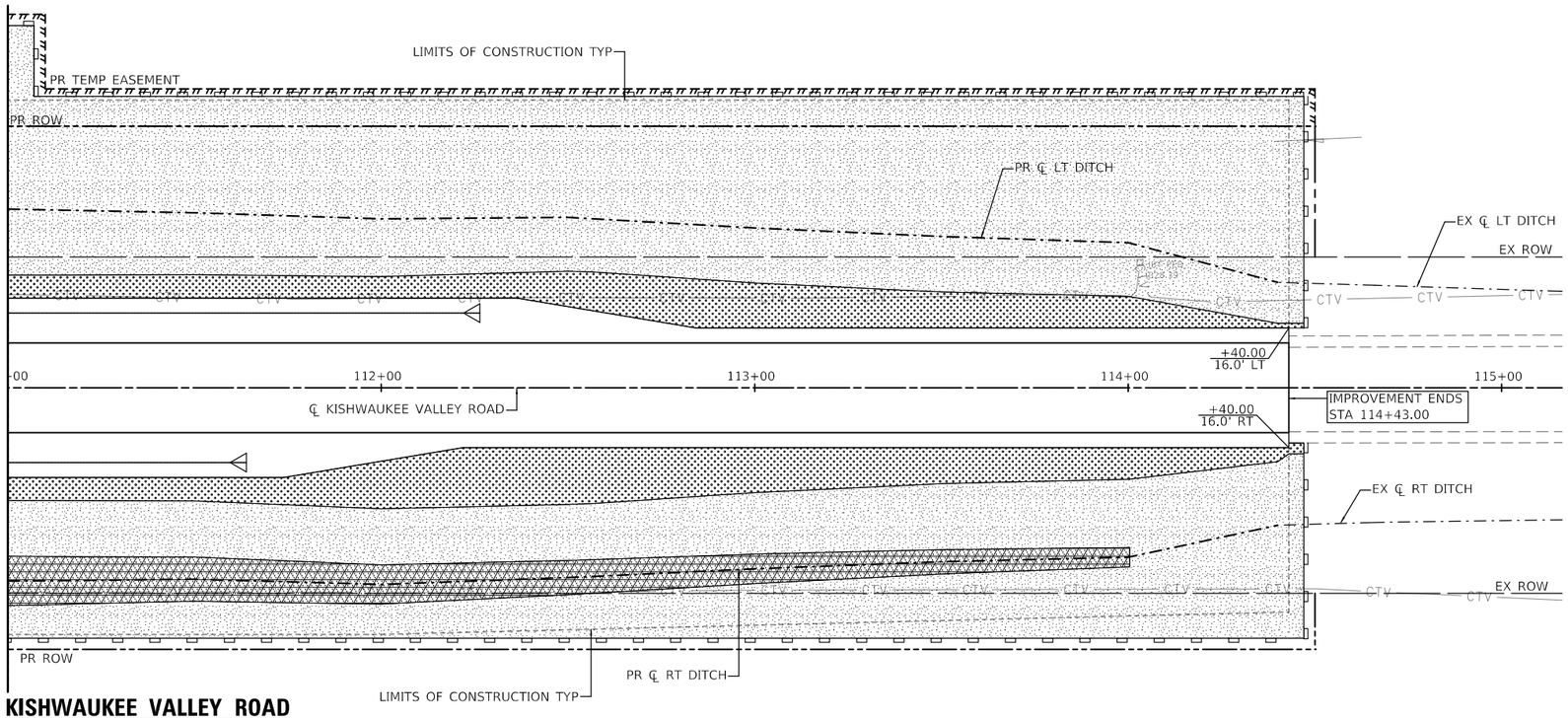
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK
SCALE: N.T.S. | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	26
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		



KISHWAUKEE VALLEY ROAD



KISHWAUKEE VALLEY ROAD

LEGEND

- STONE RIPRAP (AS SPECIFIED) & FILTER FABRIC (730 SY)
- SEEDING, CLASS 4 & EROSION CONTROL BLANKET (1.25 ACRE / 6435 SY) (NATIVE GRASS)
- SEEDING, CLASS 4A & EROSION CONTROL BLANKET (0.500 ACRE / 1220 SY) (LOW PROFILE GRASSES) (>829 WEST OF BRIDGE, >830 EAST OF BRIDGE)
- SEEDING, CLASS 4B & EROSION CONTROL BLANKET (0.250 ACRE / 1095 SY) (WL GRASSES, SEDGES, RUSHES) (<825)
- ARTICULATED BLOCK REVETMENT MAT (OPEN-CELL) & FILTER FABRIC WITH SEEDING & EROSION CONTROL BLANKET LISTED ABOVE

NOTE: SEE SHEET 23 FOR DETAILS OF THE BIOSWALE AND ARTICULATED BLOCK REVETMENT MAT

ENGINEERING RESOURCE ASSOCIATES

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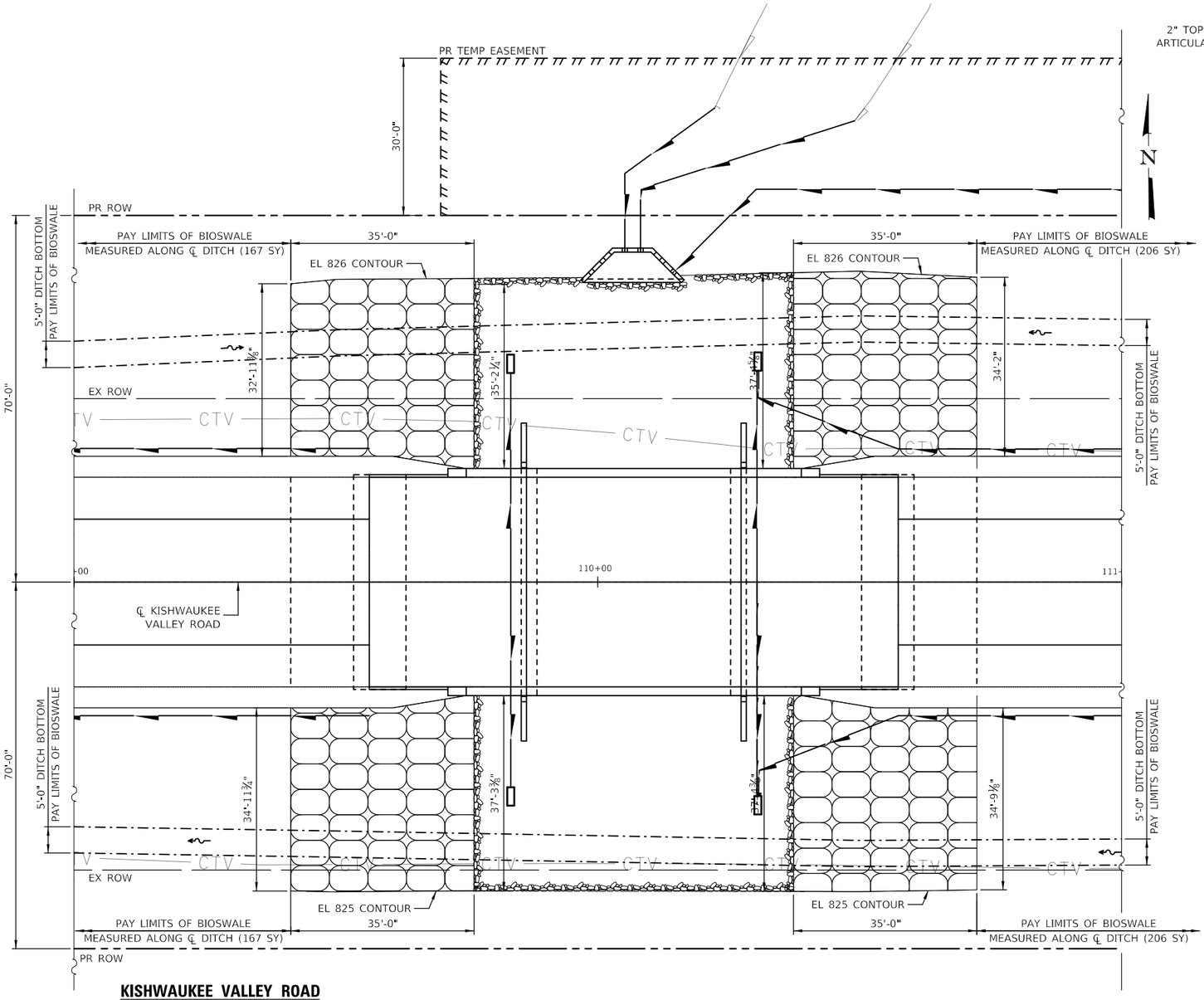
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

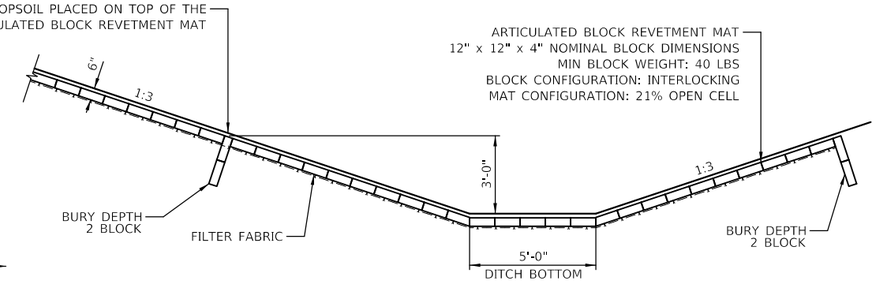
PLANTING PLAN
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 105+00 TO STA. 115+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	27
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

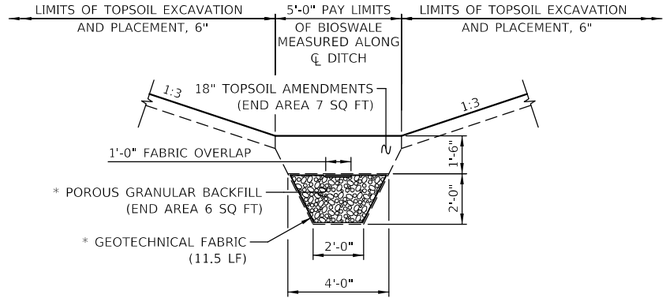


KISHWAUKEE VALLEY ROAD



ARTICULATED BLOCK REVETMENT MAT DETAIL

TOPSOIL AND EXCAVATION FOR ARTICULATED BLOCK REVETMENT MAT IS PAID FOR AS TOPSOIL EXCAVATION AND PLACEMENT, 6"



BIOSWALE DETAIL

* INCLUDED IN THE COST OF BIOSWALE (SQ YD)
EXCAVATION FOR BIOSWALE IS PAID FOR AS EARTH EXCAVATION

STA 106+40 TO STA 109+41.37 (LT)
STA 110+72.37 TO STA 114+43 (LT)
STA 106+40 TO STA 109+41.37 (RT)
STA 110+72.37 TO STA 114+43 (RT)

PROVIDE DRAINAGE MARKERS AT THE ABOVE LISTED STATIONS PLACED ALONG THE PR ROW USING METHOD B (8 TOTAL)

LEGEND

PR PIPE DRAIN

CTV EX UNDERGROUND CABLE

ARTICULATED BLOCK REVETMENT MAT (570 SQ YD)
WITH FILTER FABRIC (570 SQ YD)
SEE PLANTING PLAN FOR SEED AND EROSION CONTROL BLANKET

ENGINEERING
RESOURCE ASSOCIATES

MODEL: Default
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PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

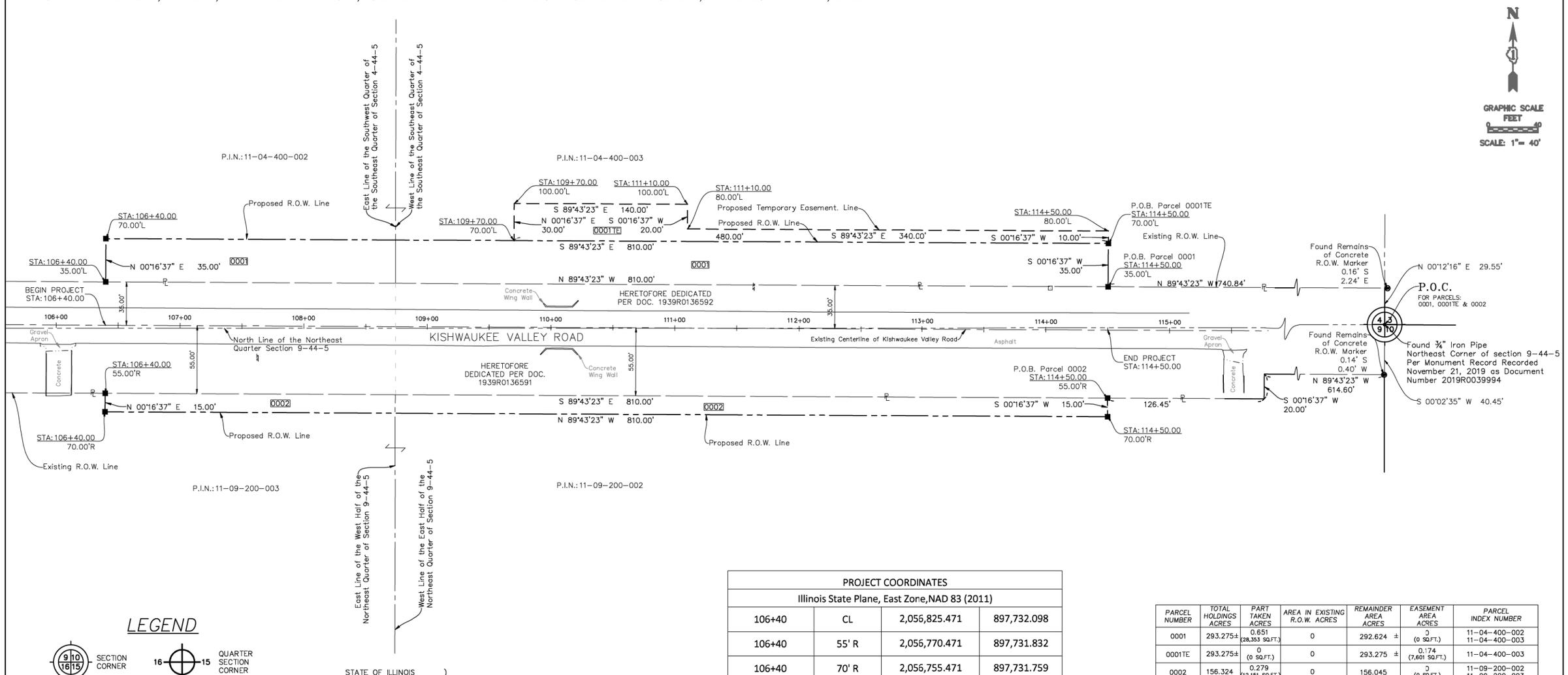
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	28
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

PART OF SECTIONS 3, 4 AND 9, TOWNSHIP 44 NORTH, RANGE 5 EAST OF THE THIRD PRINCIPAL MERIDIAN, MCHENRY COUNTY, ILLINOIS



LEGEND

- SECTION CORNER (9 10 / 16 15)
- QUARTER SECTION CORNER (16 — 15)
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL — APPARENT PROPERTY LINE
- EXISTING CENTER LINE
- PROPOSED CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- AC — EXISTING ACCESS CONTROL LINE
- AC — PROPOSED ACCESS CONTROL LINE
- 120.32' — MEASURED DIMENSION
- 129.32'(Comp.) — COMPUTED DIMENSION
- (129.32') — RECORD DIMENSION
- EXISTING BUILDING
- O IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET
- ● 5/8" REBAR SET
- ■ **STAKING OF PROPOSED RIGHT OF WAY** SET DIVISION OF HIGHWAY'S SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYOR'S PROFESSIONAL NUMBER.
- ■ M **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS** BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING THE SURVEYOR'S PROFESSIONAL NUMBER.

STATE OF ILLINOIS)
)S.S.
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, TIMOTHY B. MARTINEK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 3, 4 AND 9, TOWNSHIP 44 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 MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT WARRENVILLE, IL. THIS _____ DAY OF _____ A.D. 20____.

FOR REVIEW ONLY

TIMOTHY B. MARTINEK
ILLINOIS PROFESSIONAL LAND SURVEYOR
LICENCE NO. 035-003782
EXPIRES: NOVEMBER 30, 2020

TIMOTHY B. MARTINEK 3782 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WARRENVILLE, ILLINOIS

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

- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
- BEARINGS AND DISTANCES SHOWN HEREON ARE ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".

PROJECT COORDINATES			
Illinois State Plane, East Zone,NAD 83 (2011)			
106+40	CL	2,056,825.471	897,732.098
106+40	55' R	2,056,770.471	897,731.832
106+40	70' R	2,056,755.471	897,731.759
106+40	35' L	2,056,860.470	897,732.267
106+40	70' L	2,056,895.470	897,732.436
109+70	70' L	2,056,893.874	898,062.435
109+70	100' L	2,056,923.874	898,062.580
111+10	100' L	2,056,923.197	898,202.578
111+10	80' L	2,056,903.197	898,202.481
114+50	70' R	2,056,751.555	898,541.750
114+50	55' R	2,056,766.555	898,541.822
114+50	35' L	2,056,856.554	898,542.258
114+50	70' L	2,056,891.554	898,542.427
114+50	CL	2,056,821.554	898,542.088
114+50	80' L	2,056,901.553	898,542.475

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	PARCEL INDEX NUMBER
0001	293.275±	0.651 (28,353 SQ.FT.)	0	292.624 ±	0 (0 SQ.FT.)	11-04-400-002 11-04-400-003
0001TE	293.275±	0 (0 SQ.FT.)	0	293.275 ±	0.174 (7,601 SQ.FT.)	11-04-400-003
0002	156.324	0.279 (12,151 SQ.FT.)	0	156.045	0 (0 SQ.FT.)	11-09-200-002 11-09-200-003

ENGINEERING RESOURCE ASSOCIATES
3S701 WEST AVENUE, SUITE 150
WARRENVILLE, ILLINOIS 60555
(630) 393-3060

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
KISHWAUKEE VALLEY ROAD

LIMITS: KISHWAUKEE VALLEY ROAD — COUNTY: MCHENRY
SECTION: 180-00490-00-BR — JOB NO.:
STA. 106+40 TO STA. 114+50
SCALE: 1"=40 — SHEET 2 OF 3 SHEETS

IDOT USE ONLY

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 240:0.0000 ':" / ft.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK
SCALE: N.T.S. | SHEET 1 OF 3 SHEETS | STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	29
		CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			

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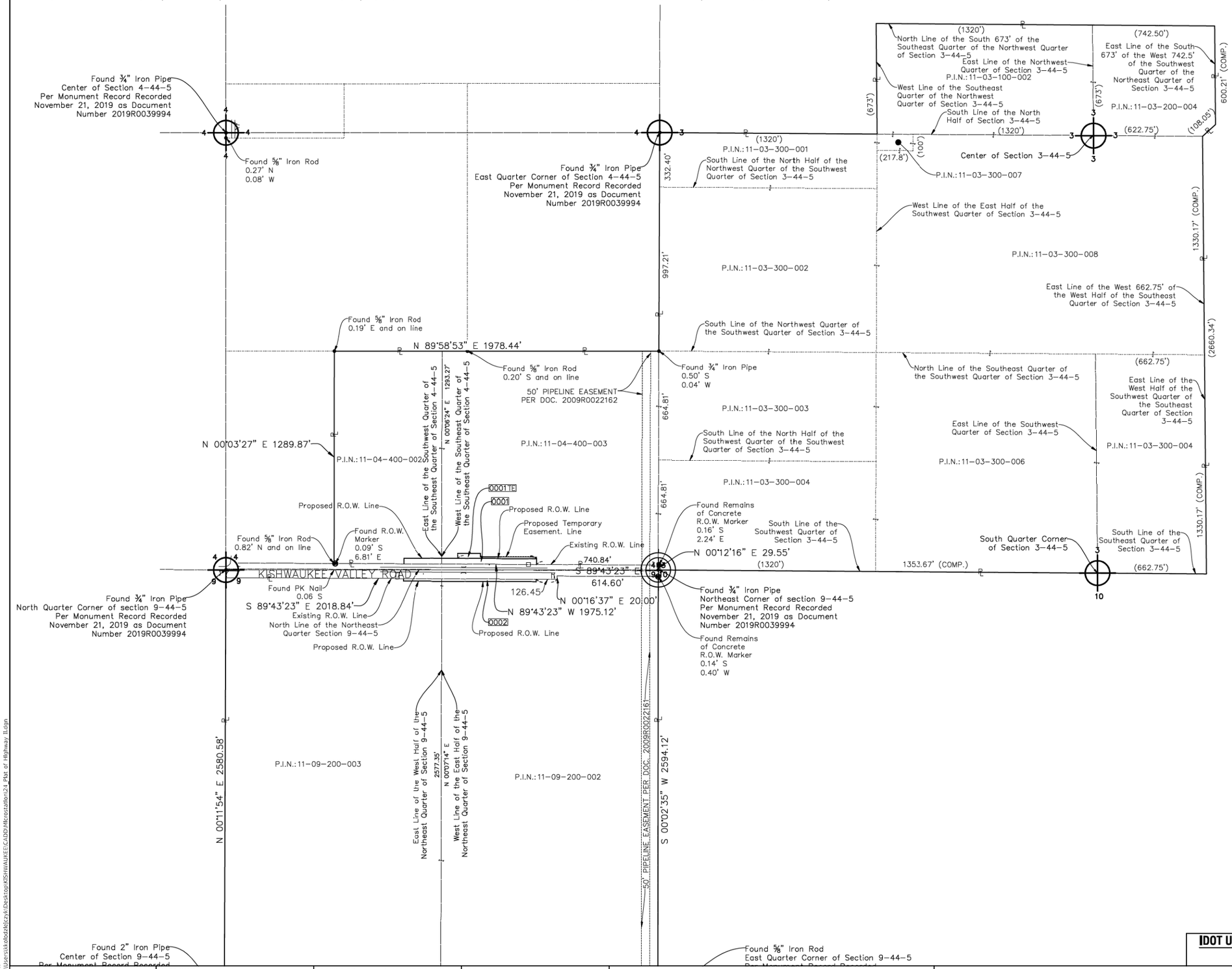
PART OF SECTIONS 3, 4 AND 9, TOWNSHIP 44 NORTH, RANGE 5 EAST OF THE THIRD PRINCIPAL MERIDIAN, MCHENRY COUNTY, ILLINOIS



LEGEND

SECTION CORNER

QUARTER SECTION CORNER

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

O IRON PIPE OR ROD FOUND ⊕ "MAG" NAIL SET
+ CUT CROSS FOUND OR SET ● 5/8" REBAR SET

■ **STAKING OF PROPOSED RIGHT OF WAY** SET DIVISION OF HIGHWAY'S SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYOR'S PROFESSIONAL NUMBER.

■ M **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS** BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING THE SURVEYOR'S PROFESSIONAL NUMBER.

PERMANENT SURVEY MARKER. IDOT STANDARD 667101–02 (TO BE SET BY OTHERS).

RIGHT OF WAY STAKING PROPOSED TO BE SET.

N

GRAPHIC SCALE
FEET
300

SCALE: 1"= 300'

- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
- BEARINGS AND DISTANCES SHOWN HEREON ARE ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
- ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES BY THE COMBINATION FACTOR OF 0.99994912.
- AREAS SHOWN ON THIS PLAT ARE "GROUND".

STATE OF ILLINOIS)
)S.S.
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, TIMOTHY B. MARTINEK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 3, 4 AND 9, TOWNSHIP 44 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 MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT WARRENVILLE, IL. THIS _____ DAY OF _____ A.D. 20____.

FOR REVIEW ONLY

TIMOTHY B. MARTINEK
ILLINOIS PROFESSIONAL LAND SURVEYOR
LICENCE NO. 035–003782
EXPIRES: NOVEMBER 30, 2020

TIMOTHY B. MARTINEK 3782 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WARRENVILLE, ILLINOIS

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

ENGINEERING RESOURCE ASSOCIATES
3S701 WEST AVENUE, SUITE 150
WARRENVILLE, ILLINOIS 60555
(630) 393–3060

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
KISHWAUKEE VALLEY ROAD

LIMITS: KISHWAUKEE VALLEY ROAD — COUNTY: MCHENRY
SECTION: 180–00490–00–BR — JOB NO.:
STA. 106+40 TO STA. 114+50
SCALE: 1"=300 — SHEET 3 OF 3 SHEETS

IDOT USE ONLY

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 240:0.0000 ':" / ft.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAY
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	30
		CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			

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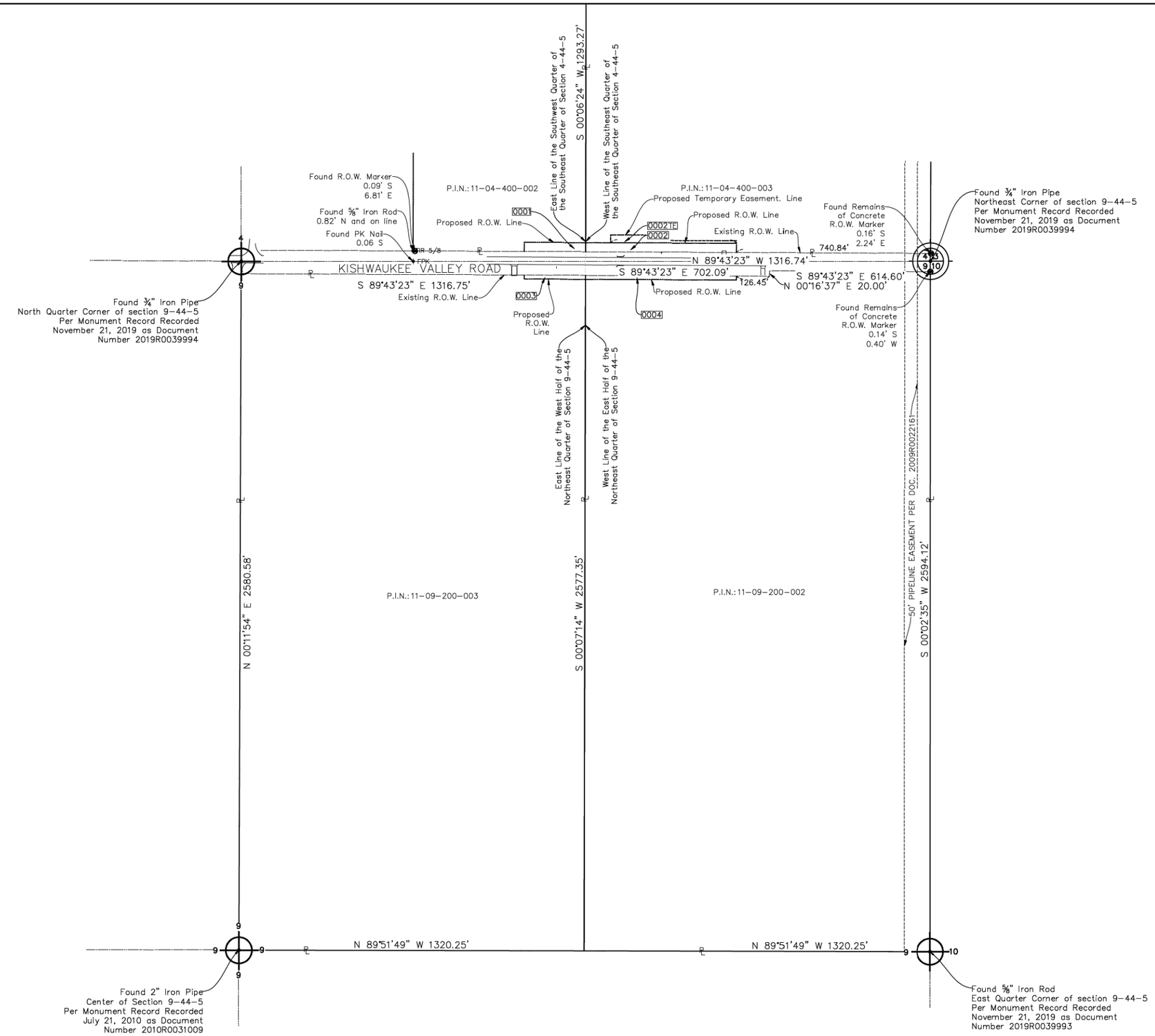

LEGEND

SECTION CORNER

QUARTER SECTION CORNER

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

SCALE: 1" = 200'

O IRON PIPE OR ROD FOUND ⊕ "MAG" NAIL SET
+ CUT CROSS FOUND OR SET ● 5/8" REBAR SET

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PERMANENT SURVEY MARKER. IDOT STANDARD 667101-02 (TO BE SET BY OTHERS).

□ **RIGHT OF WAY STAKING PROPOSED TO BE SET.**

STATE OF ILLINOIS)
)S.S.
COUNTY OF DUPAGE)

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DATED AT WARRENVILLE, IL. THIS _____ DAY OF _____ A.D. 20____.

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- AREAS SHOWN ON THIS PLAT ARE "GROUND".

ENGINEERING RESOURCE ASSOCIATES

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FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\25_Plat of Highway III.dgn

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	DRAWN - K. KOLODZIEJCZYK	REVISED -	
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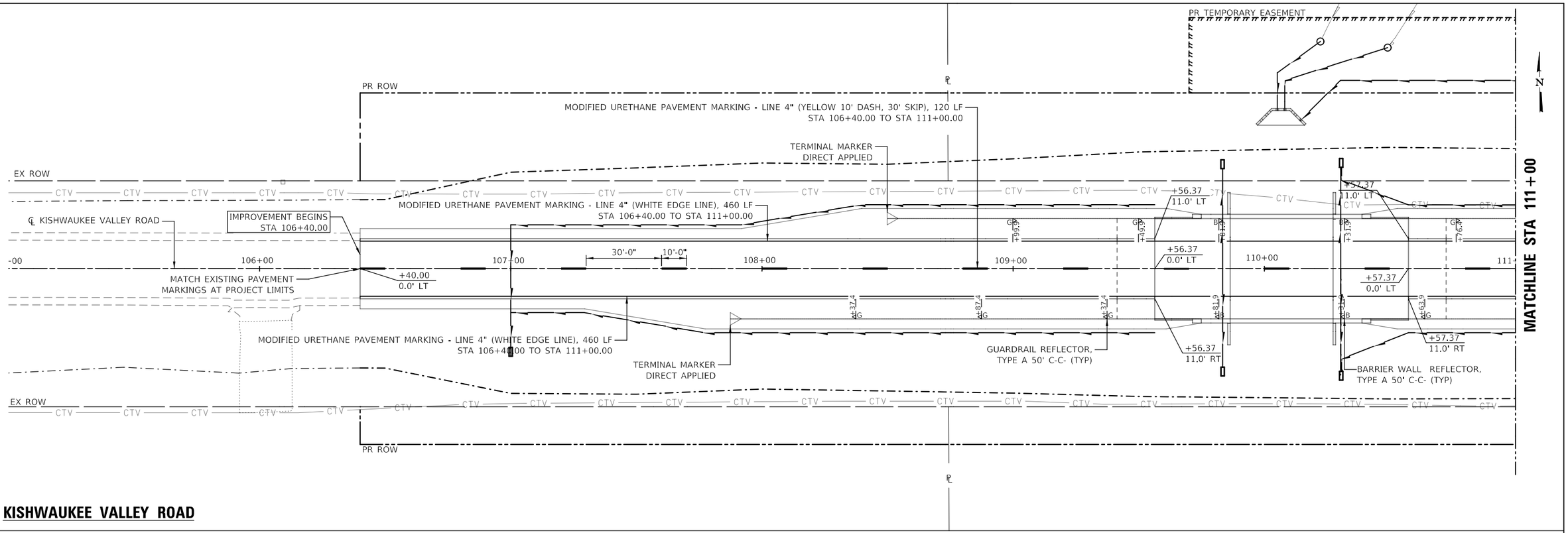
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

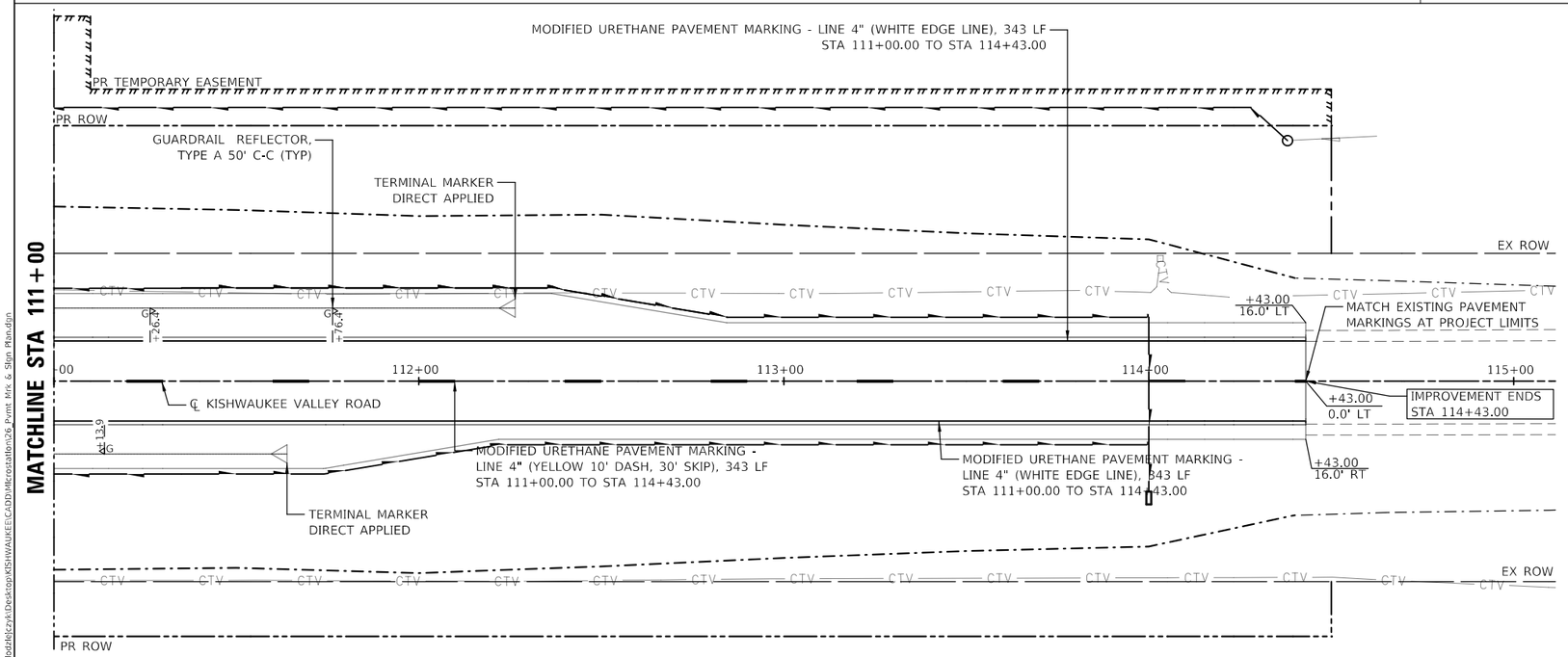
PLAT OF HIGHWAY
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	31
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		



KISHWAUKEE VALLEY ROAD



KISHWAUKEE VALLEY ROAD

LEGEND

GP GUARDRAIL REFLECTOR, TY A

BP BARRIER WALL REFLECTOR, TY B

NOTES:

1. ALL PAVEMENT MARKINGS ON THE HMA ROADWAY SURFACE SHALL BE RECESSED BY GROOVING AND PAID FOR AS "GROOVING FOR RECESSED PAVEMENT MARKINGS, 5"."
2. PAVEMENT MARKINGS ON THE CONCRETE BRIDGE DECK SHALL NOT BE RECESSED.
3. EDGE LINE TO BE PLACED 1'-6" OFF THE EDGE OF PAVEMENT TO MATCH EXISTING.
4. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE OMITTED WITHIN LIMITS OF BRIDGE DECK AND APPROACH SLABS.

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\26 Pvmt Mrk & Sign Plan.dgn

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	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 480:0.0000 ':" / ft.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNAGE PLAN
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 105+00 TO STA. 115+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	32
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

Benchmark: Cut cross at entrance bridge over south ditch located at Sta. 106+17.78, 46.72' RT. Elev. 828.62 (N 2056778.8570 E 897704.6430 NAVD88)

Existing Structure: SN056-3202 is a two-cell cast-in-place concrete box culvert with a bituminous overlay. The structure was built in 1945 and carrying Kishwaukee Valley Road (FAS 0031) over a tributary to Rush Creek. The structure length is 21'-8" and the out-to-out headwall width is 35'-0". The existing culvert is to be removed and replaced.

Traffic Control: All traffic will be detoured during construction.

Salvage: None

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)		
	W. Abut.	E. Abut.	Item 113
Q100	825.89	826.21	8
Q200	825.89	826.21	
Design	825.89	826.21	
Check	825.89	826.21	

WATERWAY INFORMATION

Drainage Area = 1.52 sq. mi. Low EOP Elev. 829.6 @ Sta. 106+40.00

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.
	10	321	70	111	828.0	0.0	0.0	828.0	827.9
Design	30	470	80	135	828.6	0.0	0.1	828.5	828.7
Base	100	667	80	163	829.4	0.4	0.0	829.8	829.4
Overtopping									
Max. Calc.	500	947	80	183	830.0	1.4	0.0	831.4	830.0

10-Yr. Velocity through Existing Structure = 5 f.p.s.
10-Yr Velocity through Proposed Structure = 3 f.p.s.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.093g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.117g
Soil Site Class = D

LOADING HL-93

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

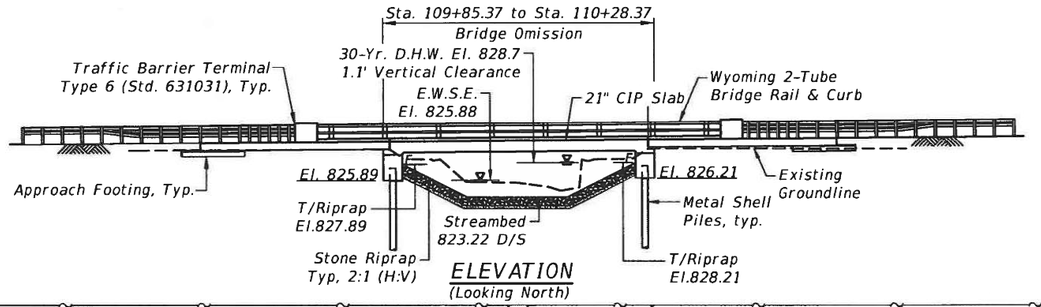
DESIGN STRESSES

FIELD UNITS

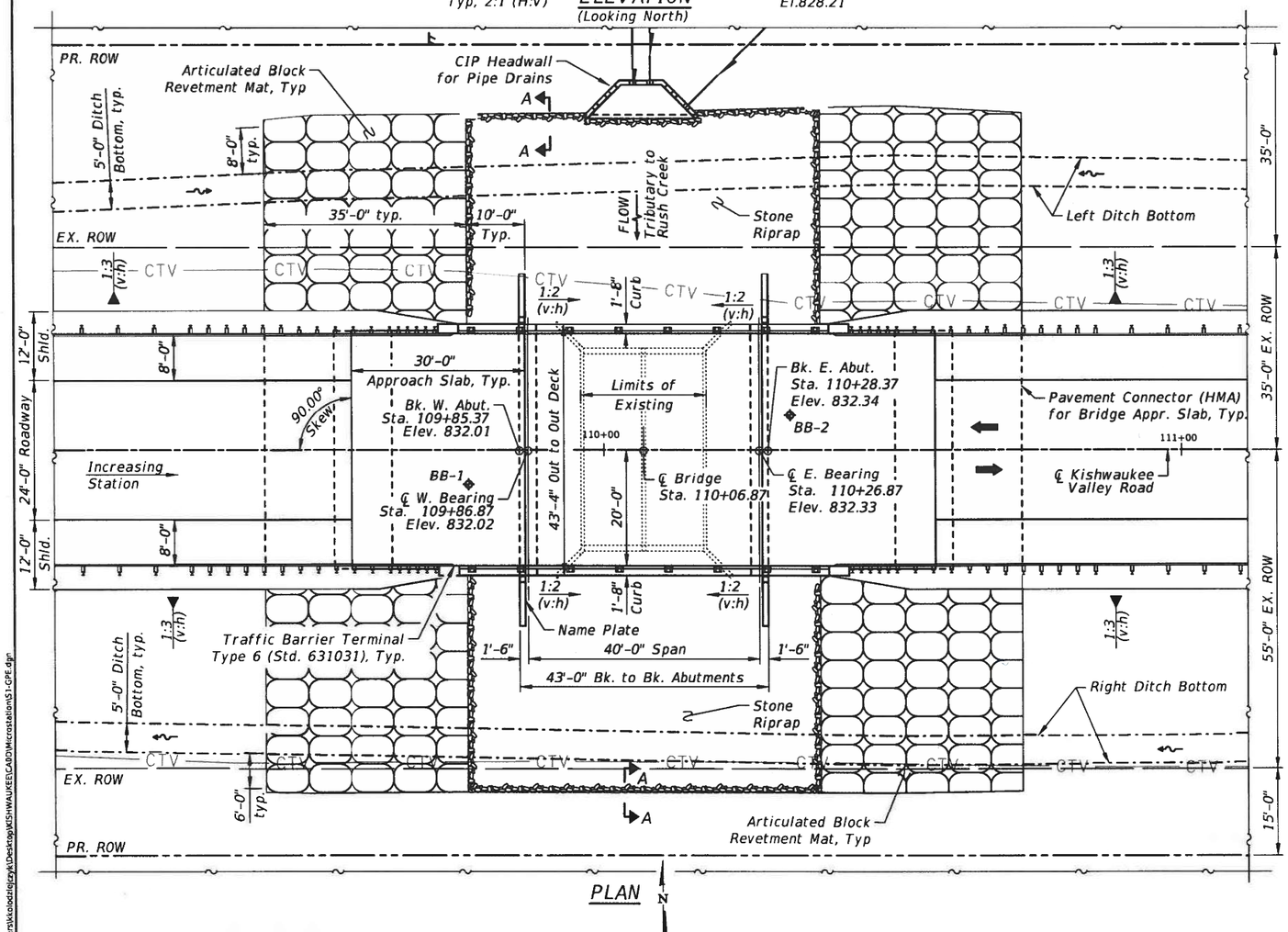
f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)

DESIGN SPECIFICATIONS

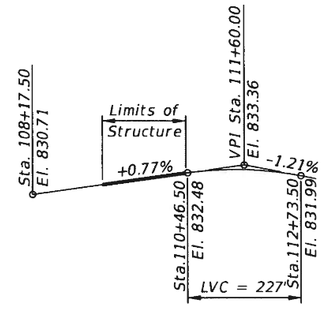
2017 AASHTO LRFD Bridge Design Specifications, 8th Edition



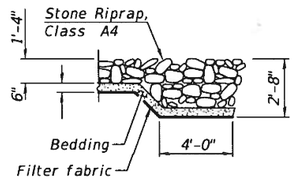
ELEVATION
(Looking North)



PLAN



KISHWAUKEE VALLEY ROAD PROFILE GRADE
(along ℄ of roadway)



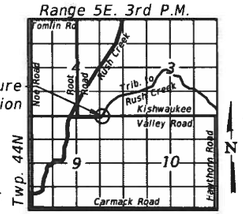
SECTION A-A

November 16 2020
MELISSA F. LANGE, S.E.
ILLINOIS REG. STRUCTURAL ENGINEER NO. 081-006488
EXPIRATION DATE 11-30-2022
SHEETS 33 - 50

I certify to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of the structure and complies with the requirements of the 2017 AASHTO LRFD Bridge Design Specifications.

LEGEND

- Soil Boring
- Ex. Drain Tile
- CTV — Ex. Underground Cable
- Pr. Drain Tile
- Articulated Block Revetment Mat



LOCATION SKETCH

GENERAL PLAN & ELEVATION
KISHWAUKEE VALLEY ROAD
OVER TRIBUTARY TO RUSH CREEK
FAS0031 - SEC 18-00490-00-BR
MCHENRY COUNTY
STA. 110+06.87
STRUCTURE NO. 056-3216

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\S1-GPE.dgn

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 24.0.0000 '=' / In.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 11/16/2020	DATE - 11-23-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET S1 OF S18 SHEETS | STA. 109+56.37 TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	33
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

INDEX OF SHEETS

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

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

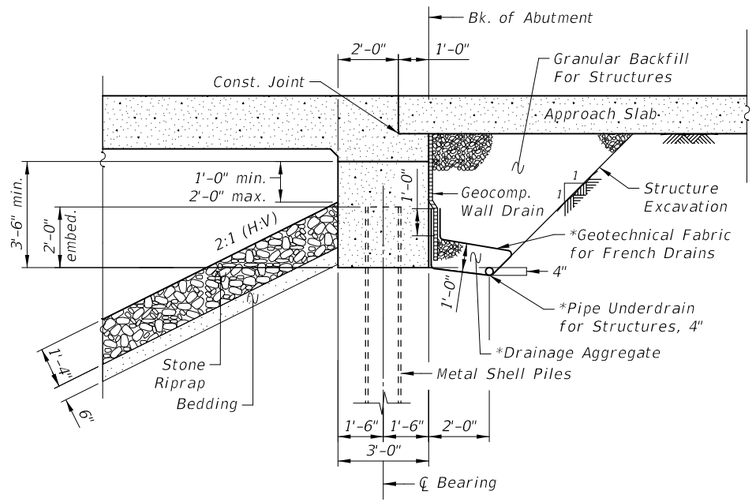
TRIB. TO RUSH CREEK
BUILT 2021 BY
MCHENRY COUNTY
SEC. 18-00490-00-BR
KISHWAUKEE VALLEY RD
STA. 110+06.87
STR. NO. 056-3216
LOADING HL-93

NAME PLATE

See Std. 515001.
Plate to be installed
on SW wingwall.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal and Disposal of Unsuitable Material	Cu. Yd.	-	31.1	31.1
Channel Excavation	Cu. Yd.	-	411	411
Porous Granular Emabankment	Cu. Yd.	-	5.1	5.1
Stone Riprap, Class A4	Sq. Yd.	-	730	730
Filter Fabric	Sq. Yd.	-	730	730
Removal of Existing Structures	Each	-	1	1
Structure Excavation	Cu. Yd.	-	111	111
Concrete Structures	Cu. Yd.	25.3	42.7	68.0
Concrete Superstructures	Cu. Yd.	127.5	-	127.5
Bridge Deck Grooving	Sq. Yd.	450	-	450
Protective Coat	Sq. Yd.	591	-	591
Concrete Superstructure (Approach Slab)	Cu. Yd.	118	-	118
Reinforcement Bars	Pound	-	1,000	1,000
Reinforcement Bars, Epoxy Coated	Pound	82,190	6,690	88,880
Furnishing Metal Shell Piles 12" ○ x 0.250"	Foot	-	704	704
Driving Piles	Foot	-	704	704
Test Pile Metal Shells	Each	-	2	2
Pile Shoes	Each	-	18	18
Name Plates	Each	-	1	1
Concrete Box Culverts	Cu. Yd.	-	7.5	7.5
Granular Backfill for Structures	Cu. Yd.	-	83	83
Geocomposite Wall Drain	Sq. Yd.	-	59	59
Steel Railing (Special)	Foot	128	-	128
Pipe Underdrain for Structures, 4"	Foot	-	161	161



SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ∠'s)

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

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
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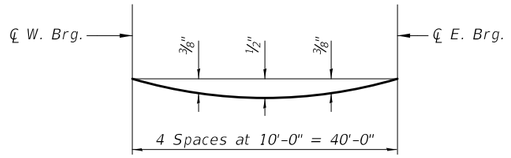
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 20.0000 ':' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET S2 OF S18 SHEETS | STA. 109+56.37 TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	34
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

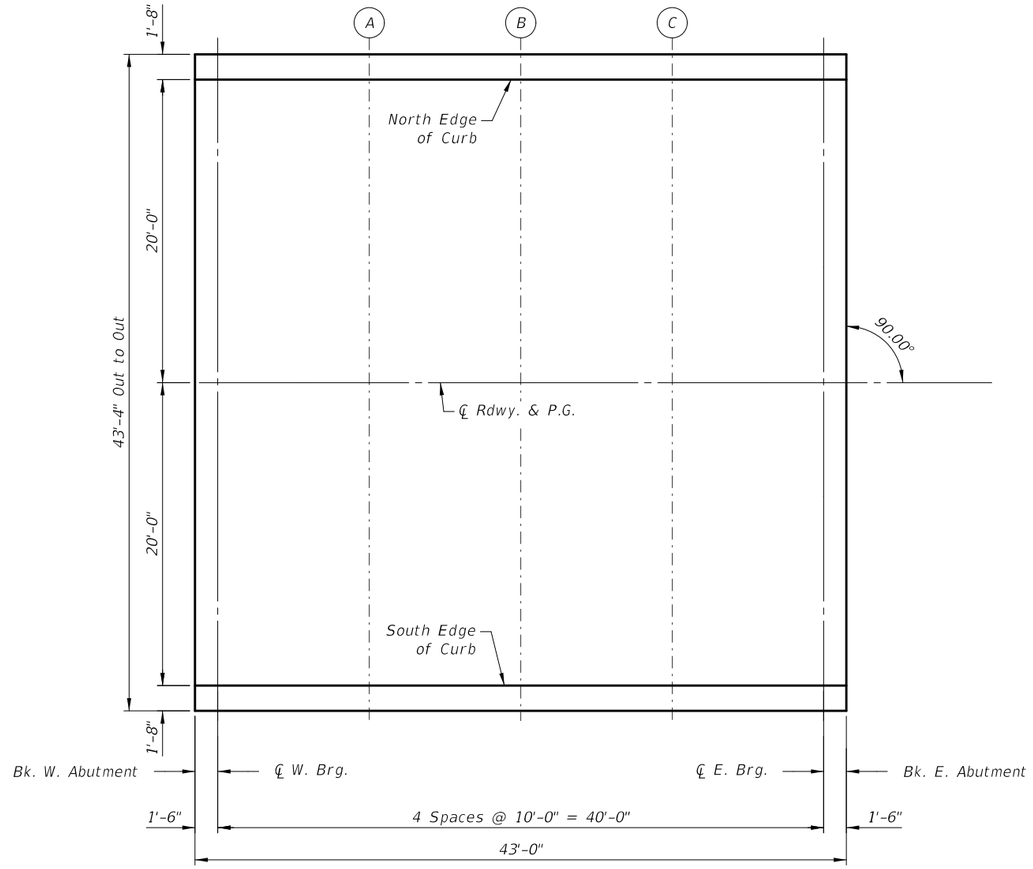


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of Concrete Slab and Superimposed Dead Load)

Notes:
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.

The Contractor shall make allowances for the deflection of forms, shrinkage and settlement of falsework in addition to allowance for dead load deflection.



PLAN

N

NORTH EDGE OF CURB

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	109 + 85.37	20.00	831.60	831.60
W. ℄ Bearing	109 + 86.87	20.00	831.61	831.61
A	109 + 96.87	20.00	831.68	831.72
B	110 + 06.87	20.00	831.76	831.81
C	110 + 16.87	20.00	831.84	831.87
E. ℄ Bearing	110 + 26.87	20.00	831.92	831.92
Bk. E. Abut.	110 + 28.37	20.00	831.93	831.93

℄ ROADWAY & P.G.

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	109 + 85.37	0.00	832.01	832.01
W. ℄ Bearing	109 + 86.87	0.00	832.02	832.02
A	109 + 96.87	0.00	832.10	832.13
B	110 + 06.87	0.00	832.18	832.22
C	110 + 16.87	0.00	832.25	832.29
E. ℄ Bearing	110 + 26.87	0.00	832.33	832.33
Bk. E. Abut.	110 + 28.37	0.00	832.34	832.34

SOUTH EDGE OF CURB

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. W. Abut.	109 + 85.37	20.00	831.60	831.60
W. ℄ Bearing	109 + 86.87	20.00	831.61	831.61
A	109 + 96.87	20.00	831.68	831.72
B	110 + 06.87	20.00	831.76	831.81
C	110 + 16.87	20.00	831.84	831.87
E. ℄ Bearing	110 + 26.87	20.00	831.92	831.92
Bk. E. Abut.	110 + 28.37	20.00	831.93	831.93

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\S3_Top Deck Elevations.dgn

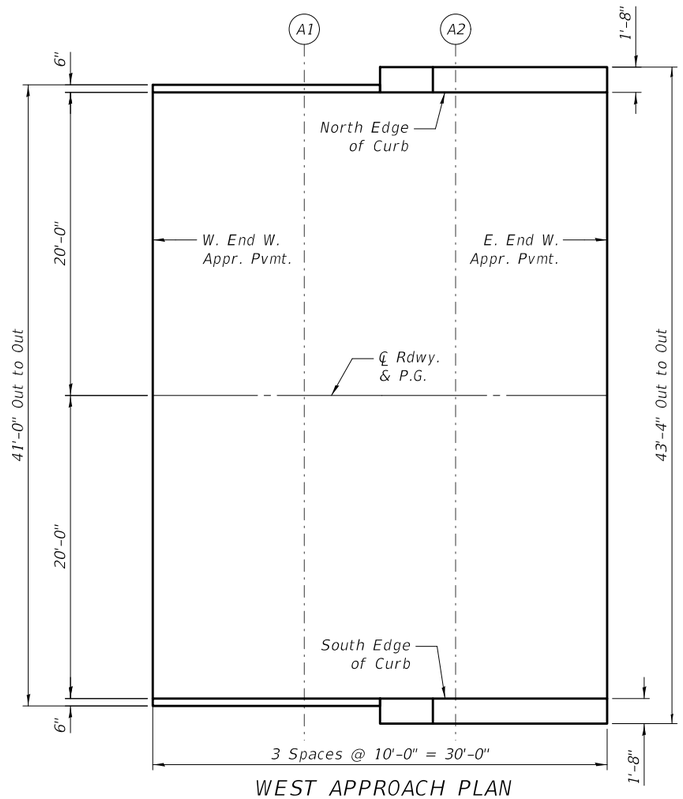
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 10.000 ' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

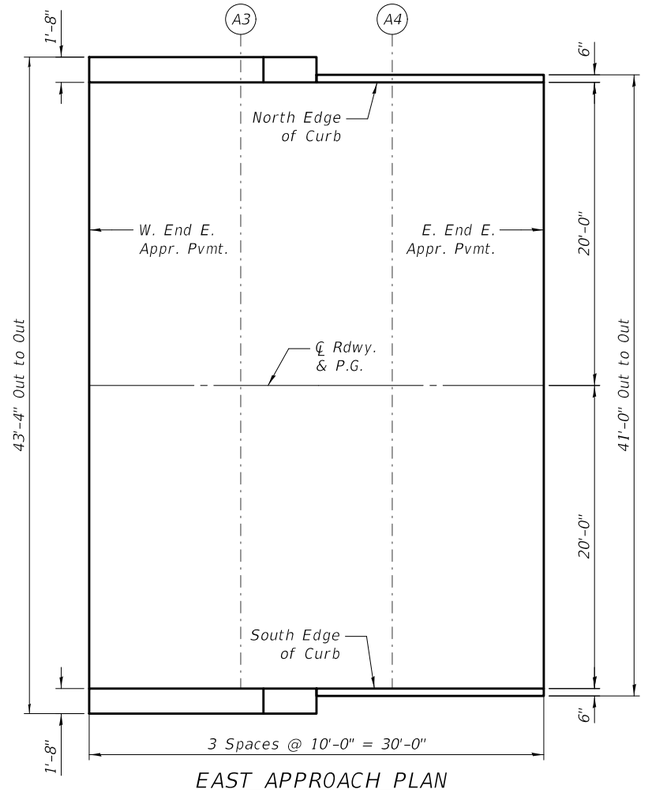
TOP OF DECK ELEVATIONS
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET S3 OF S18 SHEETS | STA. 109+56.37 TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	35
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		



WEST APPROACH PLAN



EAST APPROACH PLAN

N

NORTH EDGE OF CURB

Location	Station	Offset (ft)	Theoretical Grade Elevations
W. End W. Appr. Pvmt.	109 + 56.37	20.00	831.37
A1	109 + 66.37	20.00	831.45
A2	109 + 76.37	20.00	831.53
E. End W. Appr. Pvmt.	109 + 86.37	20.00	831.60

℄ ROADWAY & P.G.

Location	Station	Offset (ft)	Theoretical Grade Elevations
W. End W. Appr. Pvmt.	109 + 56.37	0.00	831.79
A1	109 + 66.37	0.00	831.86
A2	109 + 76.37	0.00	831.94
E. End W. Appr. Pvmt.	109 + 86.37	0.00	832.02

SOUTH EDGE OF CURB

Location	Station	Offset (ft)	Theoretical Grade Elevations
W. End W. Appr. Pvmt.	109 + 56.37	20.00	831.37
A1	109 + 66.37	20.00	831.45
A2	109 + 76.37	20.00	831.53
E. End W. Appr. Pvmt.	109 + 86.37	20.00	831.60

NORTH EDGE OF CURB

Location	Station	Offset (ft)	Theoretical Grade Elevations
W. End E. Appr. Pvmt.	110 + 27.37	20.00	831.92
A3	110 + 37.37	20.00	832.00
A4	110 + 47.37	20.00	832.07
E. End E. Appr. Pvmt.	110 + 57.37	20.00	832.15

℄ ROADWAY & P.G.

Location	Station	Offset (ft)	Theoretical Grade Elevations
W. End E. Appr. Pvmt.	110 + 27.37	0.00	832.34
A3	110 + 37.37	0.00	832.41
A4	110 + 47.37	0.00	832.49
E. End E. Appr. Pvmt.	110 + 57.37	0.00	832.56

SOUTH EDGE OF CURB

Location	Station	Offset (ft)	Theoretical Grade Elevations
W. End E. Appr. Pvmt.	110 + 27.37	20.00	831.92
A3	110 + 37.37	20.00	832.00
A4	110 + 47.37	20.00	832.07
E. End E. Appr. Pvmt.	110 + 57.37	20.00	832.15

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\S4 - Top Approach Slab Elevations.dgn

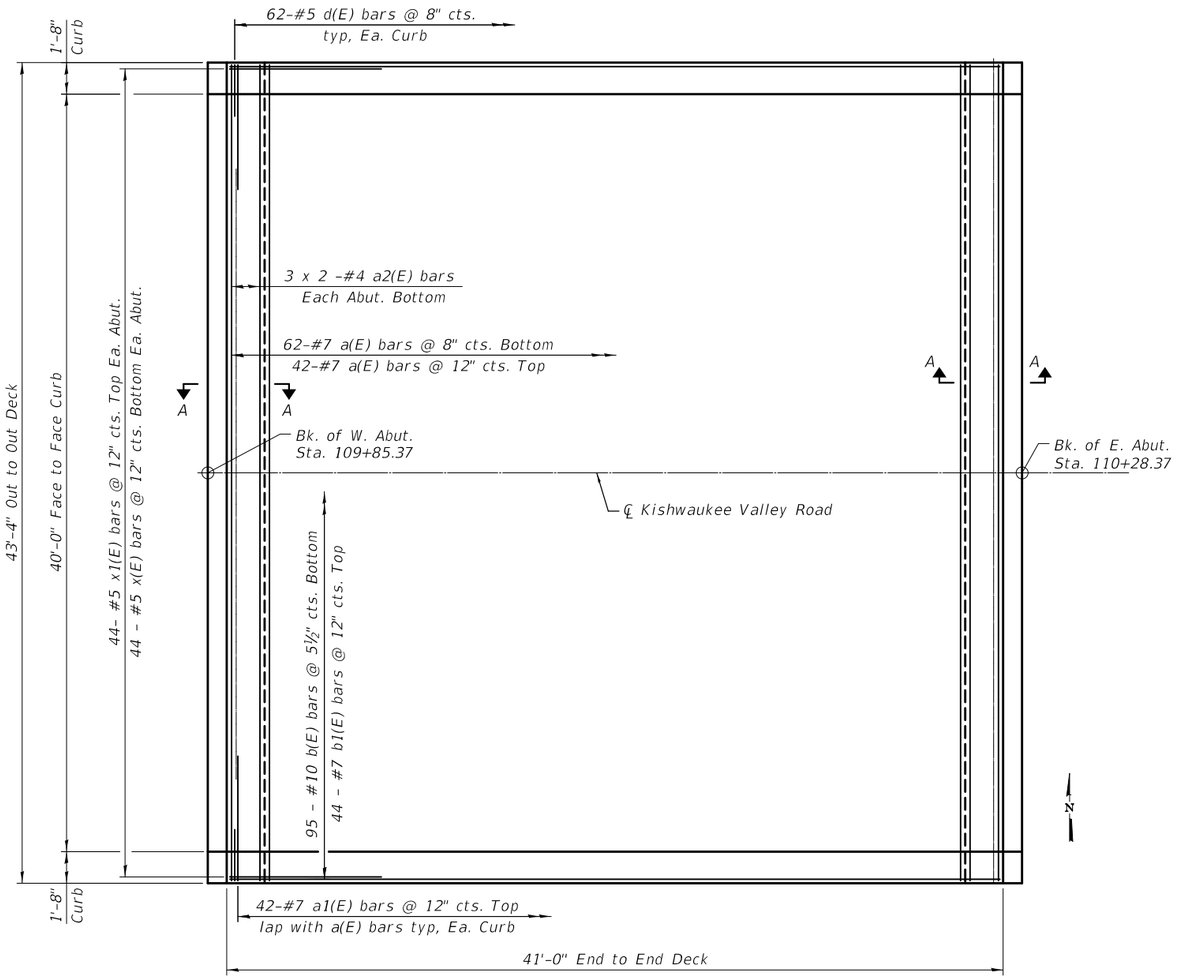
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 10.000 ' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

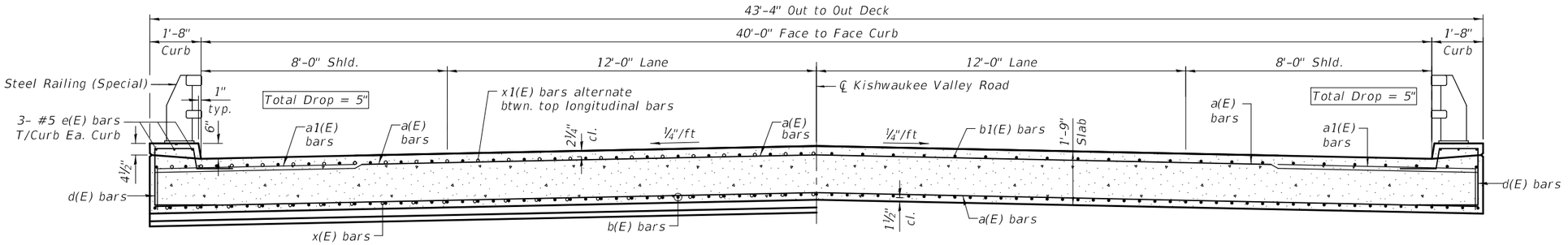
TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 056–3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET S4 OF S18 SHEETS | STA. 109+56.37 TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	36
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	



PLAN



Near Abutment

CROSS SECTION
(Looking East)

Near Midspan

Notes:
See Sheet S6 for superstructure details and Bill of Material.
See Sheets S7 & S8 for Steel Railing (Special) Details.

MIN. LAP SPLICE
#4 Bar 2'-8"

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
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	DRAWN - K. KOLODZIEJCZYK	REVISED -	
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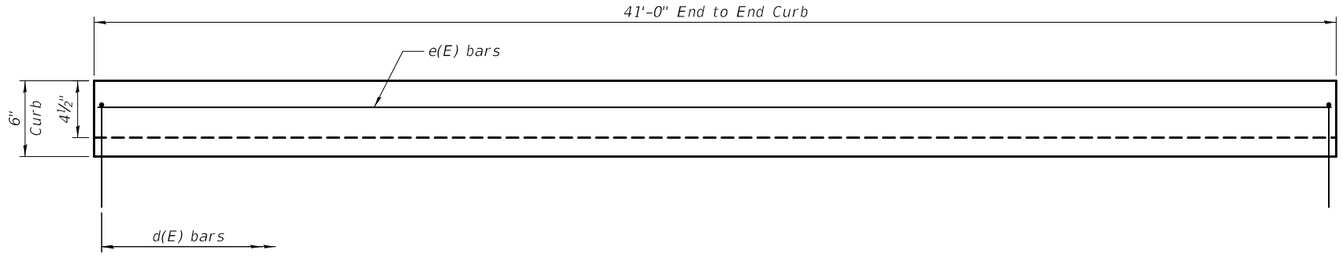
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET S5 OF S18 SHEETS | STA. 109+56.37 TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	37
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF NORTH CURB

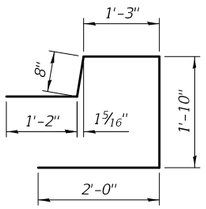
(Looking North)
South Curb is mirror image of North Curb

BILL OF MATERIAL

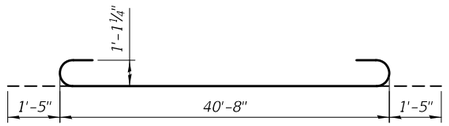
Bar	No.	Size	Length	Shape
a(E)	104	#7	43'-0"	
a1(E)	84	#7	7'-10"	
a2(E)	12	#4	22'-10"	
b(E)	95	#10	43'-6"	
b1(E)	44	#7	40'-8"	
d(E)	124	#5	6'-11"	
e(E)	6	#5	40'-8"	
x(E)	88	#5	6'-4"	
x1(E)	88	#5	8'-10"	
Item			Unit	Quantity
Concrete Superstructure			Cu. Yd.	127.5
Bridge Deck Grooving			Sq. Yd.	183
Protective Coat			Sq. Yd.	203
Reinforcement Bars, Epoxy Coated			Pound	34,650

Bars indicated thus 1 x 3 #4 etc. indicates 1 line of bars with 3 lengths per line.

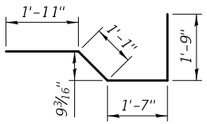
BAR a(E)



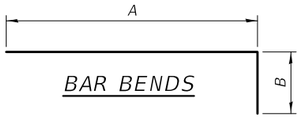
BAR d(E)



BAR b(E)

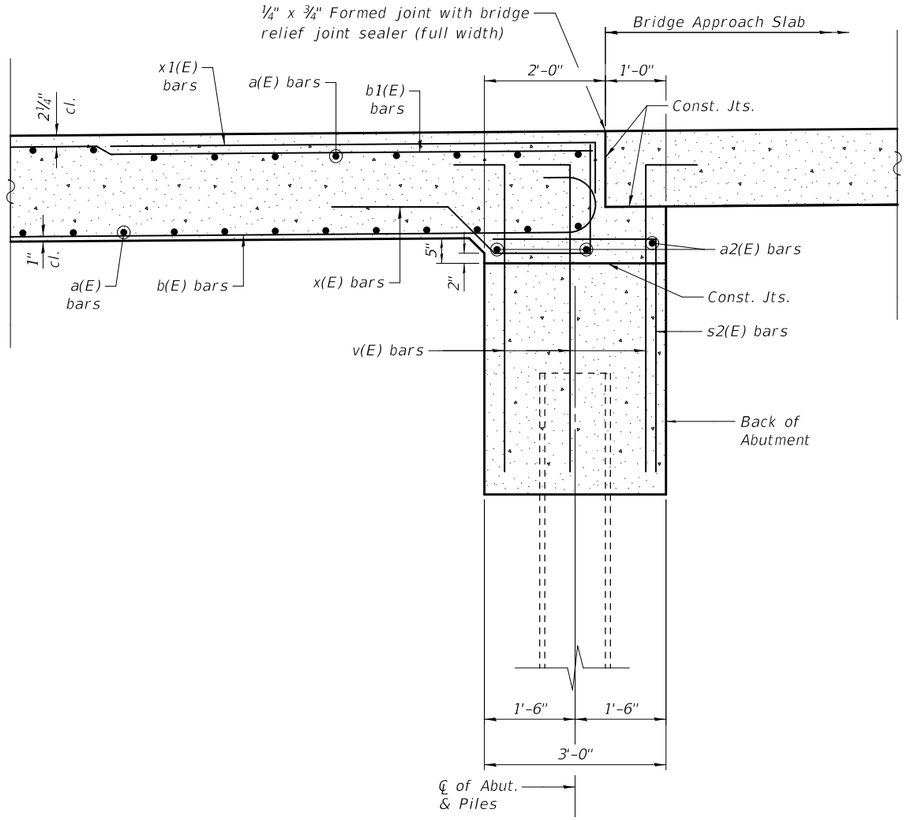


BAR x(E)



BAR BENDS

Bar	A	B	Length
a1(E)	6'-6"	1'-4"	7'-10"
x1(E)	8'-0"	10"	8'-10"



SECTION A-A

See Sheets S11 thru S13 for abutment reinforcement

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
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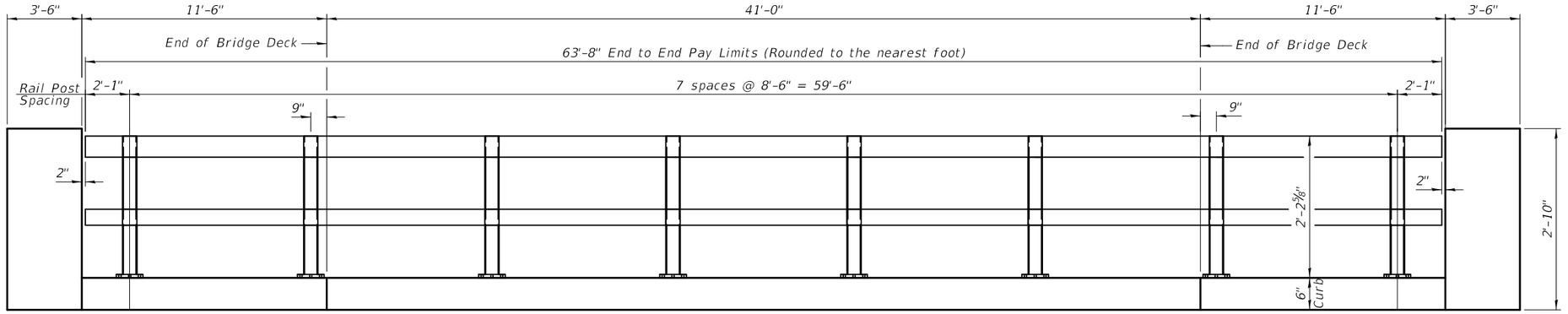
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 20:0.0000 ':' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

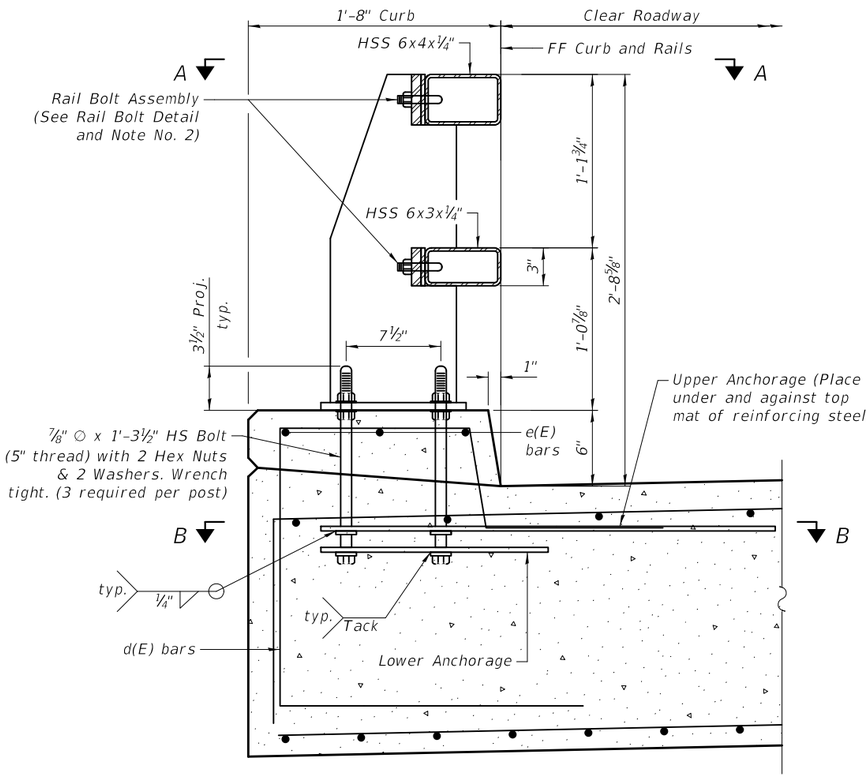
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET S6 OF S18 SHEETS | STA. 109+56.37 TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	38
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

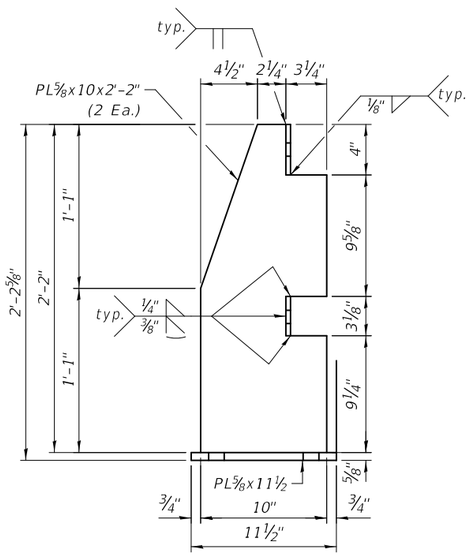


RAILING ELEVATION

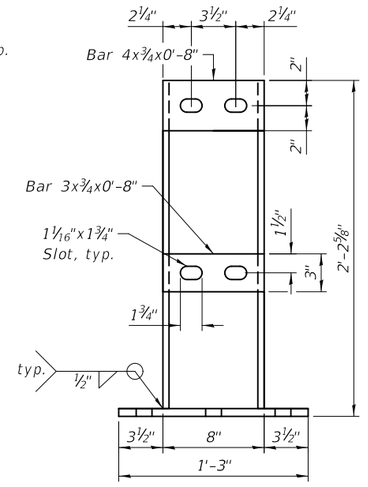


ASSEMBLY DETAIL

(Shown near ℄ Post)



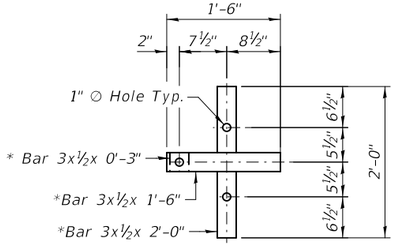
SIDE VIEW



FRONT VIEW

POST DETAILS

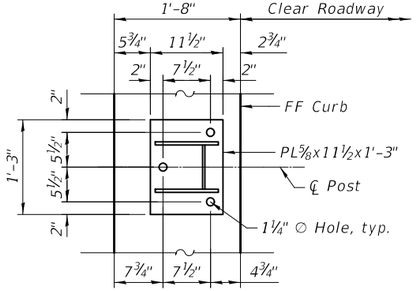
(See View A-A for anchor bolt hole spacing)



SECTION B-B

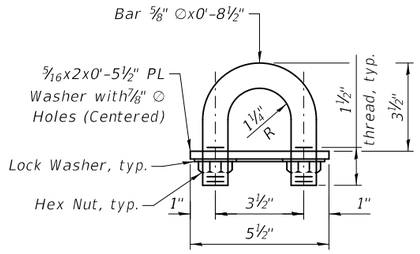
(Showing lower anchorage)
(Anchor Bolts and slab not shown)

* Indicates pieces are not galvanized

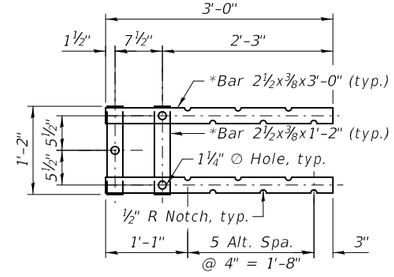


VIEW A-A

(anchor bolts, rails and rail bolts not shown)



RAIL BOLT DETAIL



SECTION B-B

(Showing upper anchorage)
(Anchor Bolts and slab not shown)

* Indicates pieces are not galvanized

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\S7 Steel Railing 1.dgn

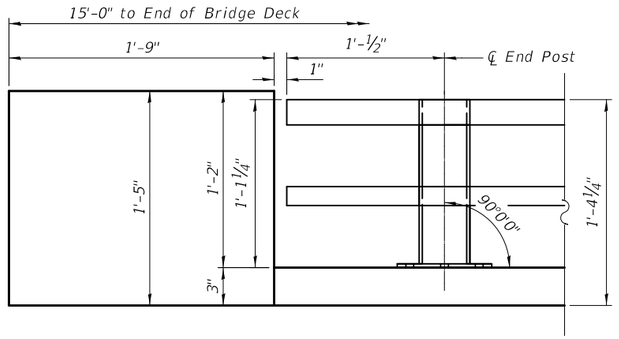
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 2:0.0000 '' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

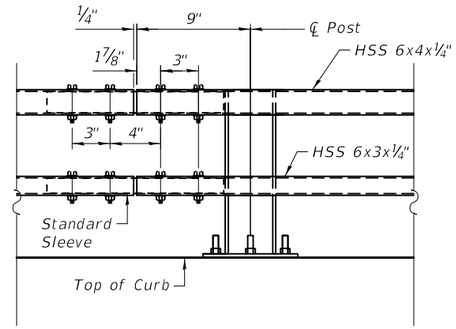
STEEL RAILING DETAILS I
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET S7 OF S18 SHEETS | STA. 109+56.37 TO STA. 110+57.37

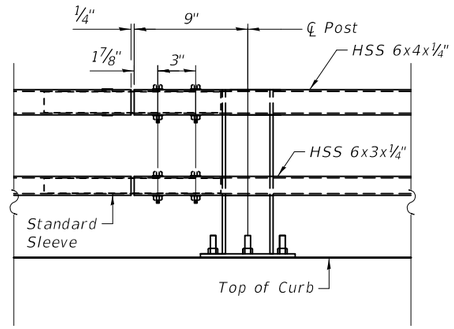
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	39
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	



ELEVATION AT TERMINAL

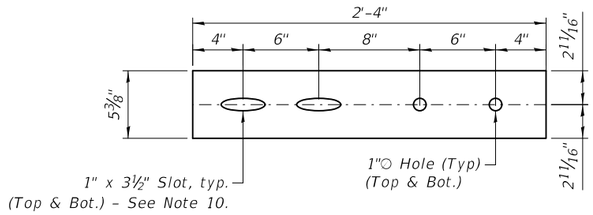


DOUBLE-BOLTED SPLICE
(Top or bottom rail)

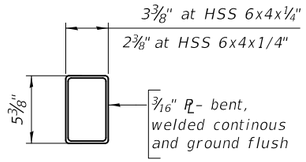


STANDARD SPLICE
(Top or bottom rail)

SPLICE DETAILS



TOP VIEW



END VIEW

STANDARD SLEEVE DETAILS

BILL OF MATERIAL

Item	Unit	Total
Steel Railing (Special)	Foot	128

NOTES

1. Anchor bolts may be tack welded to lower anchorage (shop or field).
2. At post locations, drill two 1 $\frac{1}{16}$" ∅ holes in the rails to receive rails bolts (shop or field). See Post Details for hole spacing.
3. Before installing rails, paint all cut, drilled or otherwise damaged surface areas of the railing components with two coats of zinc rich paint conforming to the requirements of ASTM A 780.
4. After installing the rails, paint all exposed bolt threads with two coats of zinc rich paint conforming to the requirements of ASTM A 780.
5. Steel components shall be galvanized according to AASHTO M111, unless noted otherwise.
6. Shim Plates shall be provided in accordance with Article 509.05(a) of the Standard Specifications.
7. Splices may be located on either side of post.
8. Not more than one splice is permitted per side of post, except at expansion splices.
9. Do not shop splice rails.
10. Slots may be omitted in standard sleeves where bolts are required on one side of splice only.

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\SB_Steel Railing 2.dgn

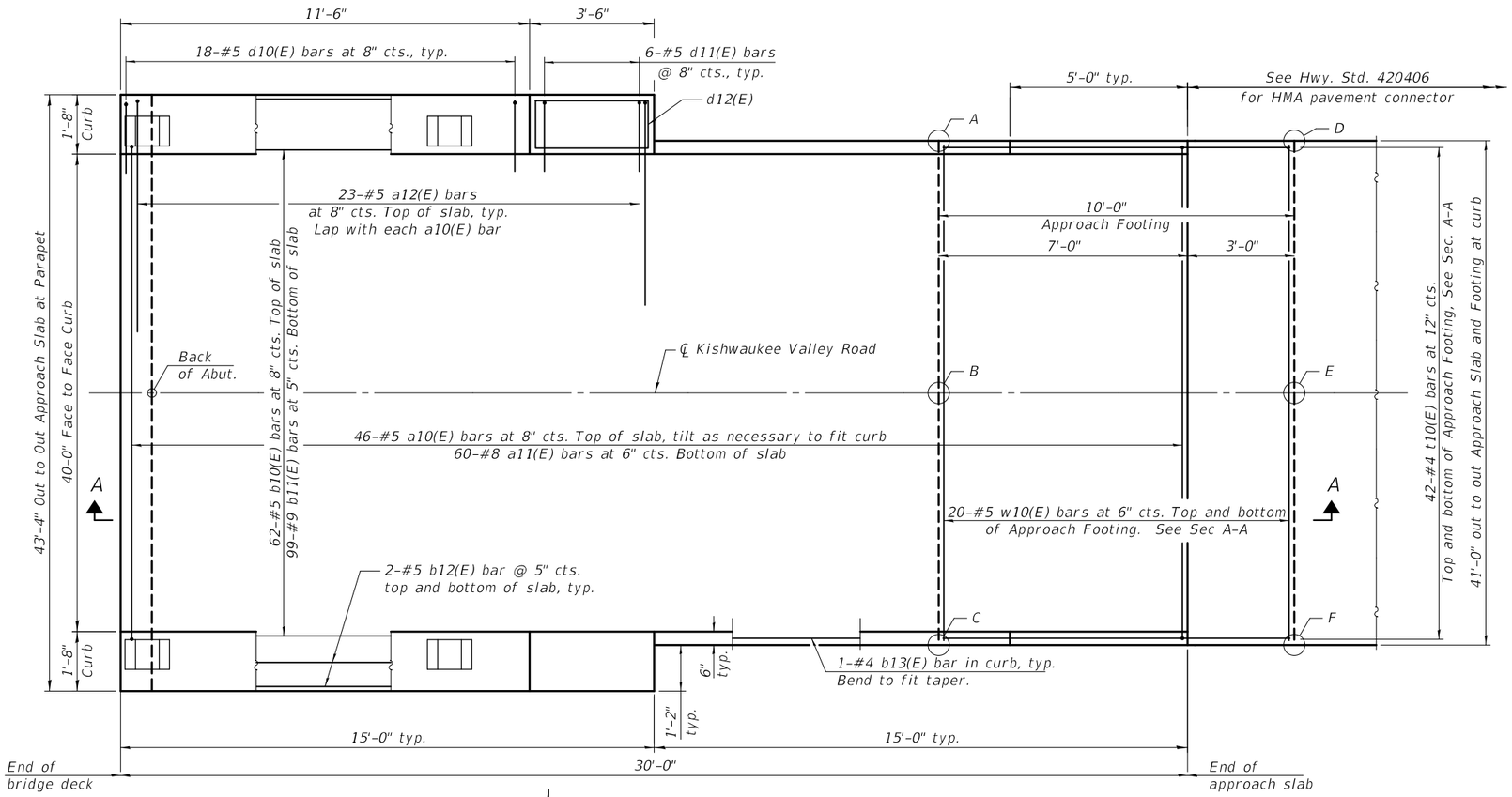
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 2:0,0000 ':' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL RAILING DETAILS II
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET S8 OF S18 SHEETS | STA. 109+56.37 | TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	40
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	



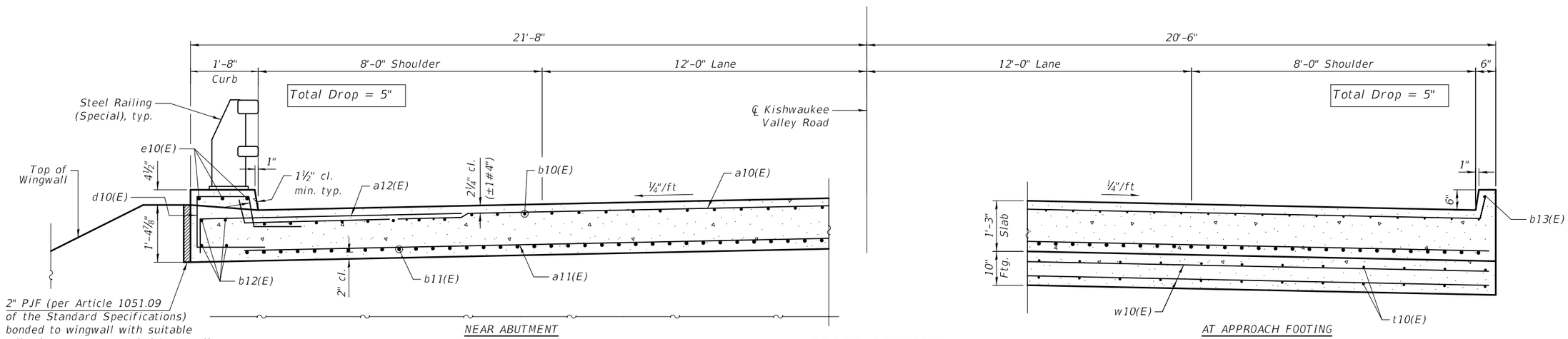
PLAN

(Looking North)
West Approach is mirror image of East Approach

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	West Approach			
Point	Station	Offset	Top	Bottom
D	109+53.37	20.0' Lt.	830.10	829.26
E	109+53.37	0'	830.51	829.68
F	109+53.37	20.0' Rt.	830.10	829.26
A	109+63.37	20.0' Lt.	830.17	829.34
B	109+63.37	0'	830.59	829.76
C	109+63.37	20.0' Rt.	830.17	829.34

	East Approach			
Point	Station	Offset	Top	Bottom
A	110+50.37	20.0' Lt.	830.85	830.01
B	110+50.37	0'	831.26	830.43
C	110+50.37	20.0' Rt.	830.85	830.01
D	110+60.37	20.0' Lt.	830.92	830.08
E	110+60.37	0'	831.33	830.50
F	110+60.37	20.0' Rt.	830.92	830.08



CROSS SECTION

(Looking East)

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 4.000 ' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

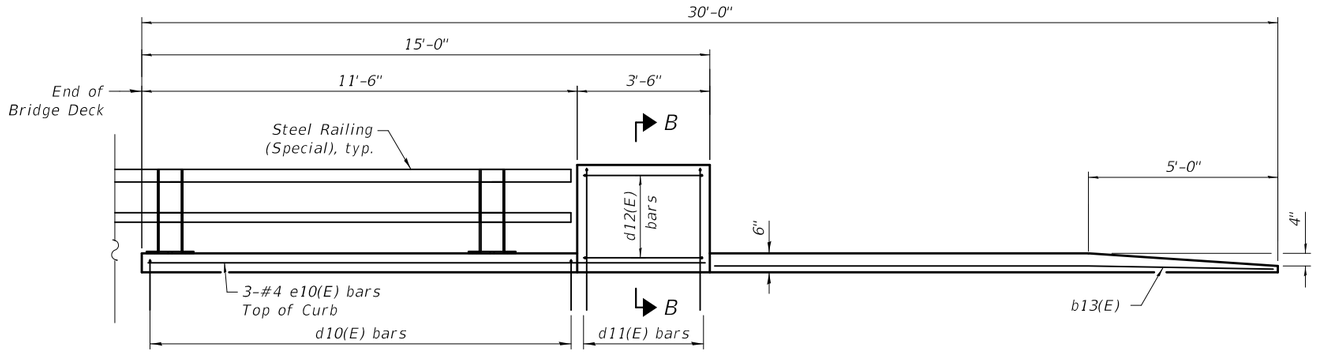
SCALE: N.T.S. | SHEET S9 OF S18 SHEETS | STA. 109+56.37 TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	41
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

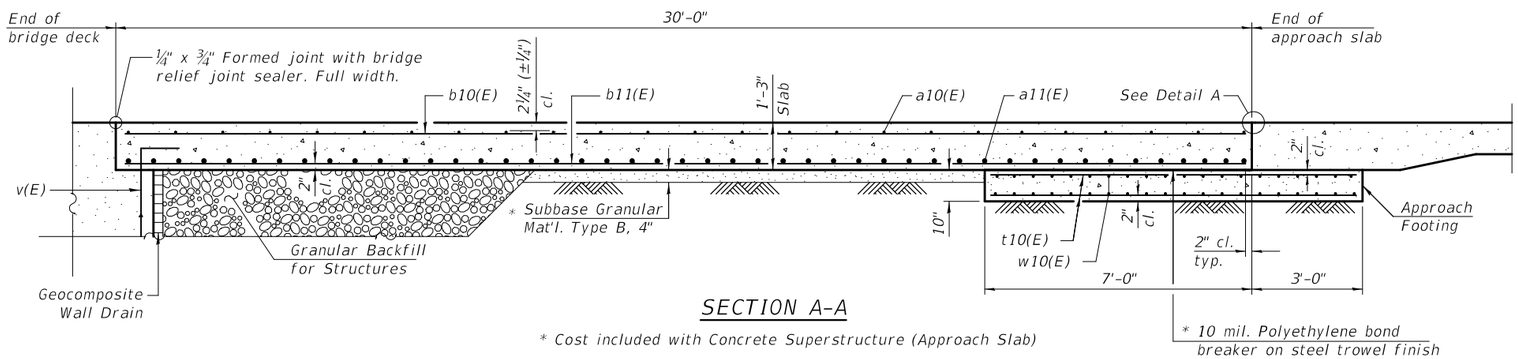
ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\S9_Approach Slab.dgn

Notes:
Curb concrete underneath and at the end of the railing shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet S2.
For Steel Railing (Special) details, see sheet S7 and S8.
For Traffic Barrier Terminal, Type 6 connection details, see Highway Standard 631031-16.

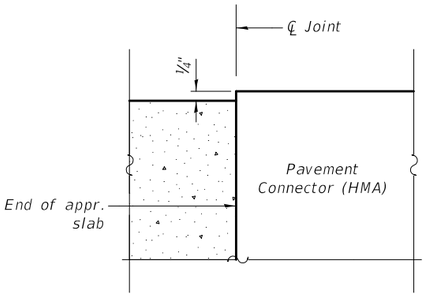


INSIDE ELEVATION OF RAILING AND CURB



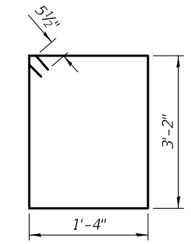
SECTION A-A

* Cost included with Concrete Superstructure (Approach Slab)

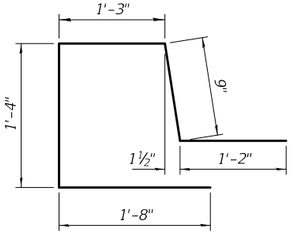


DETAIL A

(Flexible Pavement)



BAR d12(E)



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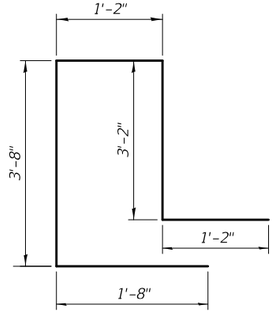
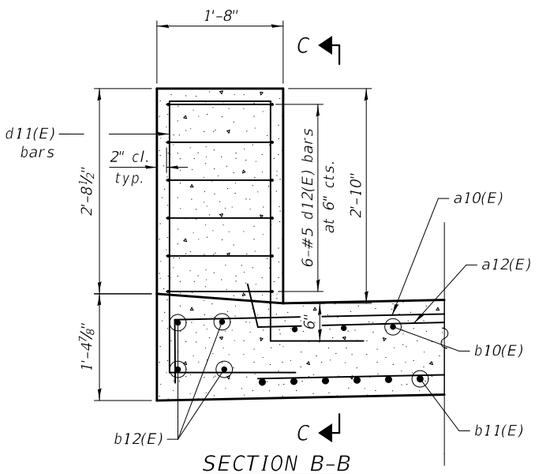


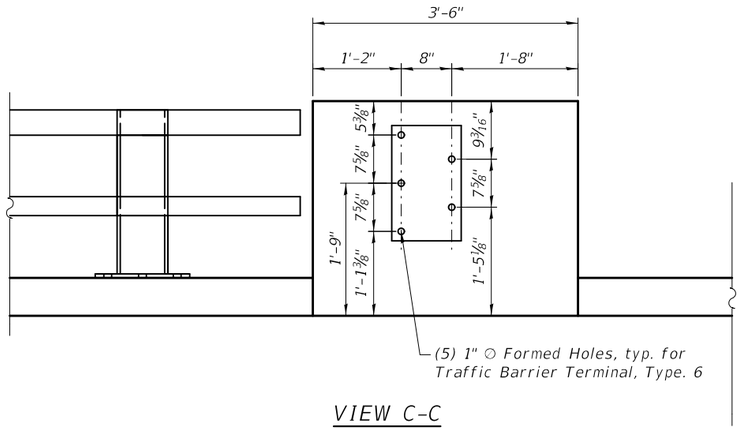
BAR d11(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	41'-10"	
a11(E)	120	#8	41'-0"	
a12(E)	92	#5	7'-5"	
b10(E)	124	#5	29'-8"	
b11(E)	198	#9	29'-8"	
b12(E)	16	#5	14'-8"	
b13(E)	4	#4	14'-8"	
d10(E)	72	#5	6'-2"	
d11(E)	24	#5	10'-10"	
d12(E)	24	#5	9'-11"	
e10(E)	12	#4	14'-8"	
t10(E)	168	#4	9'-8"	
w10(E)	80	#5	40'-8"	
Item			Unit	Quantity
Concrete Structures			Cu. Yd.	25.3
Concrete Superstructures			Cu. Yd.	3.9
Bridge Deck Grooving			Sq. Yd.	267
Protective Coat			Sq. Yd.	292
Concrete Superstructure (Approach Slab)			Cu. Yd.	118.0
Reinforcement Bars, Epoxy Coated			Pound	47,540

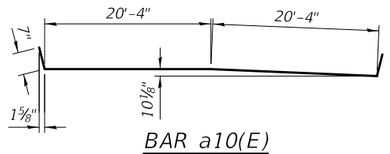


SECTION B-B

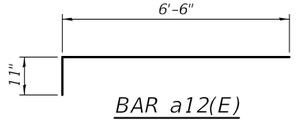


VIEW C-C

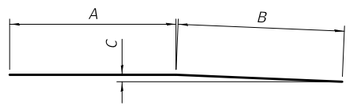
(showing traffic barrier connection layout)



BAR a10(E)



BAR a12(E)



Bar	A	B	C	Length
a11(E)	20'-6"	20'-6"	10¼"	41'-0"
w10(E)	20'-4"	20'-4"	10⅛"	40-8"

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\S10_Approach Slab Details.dgn

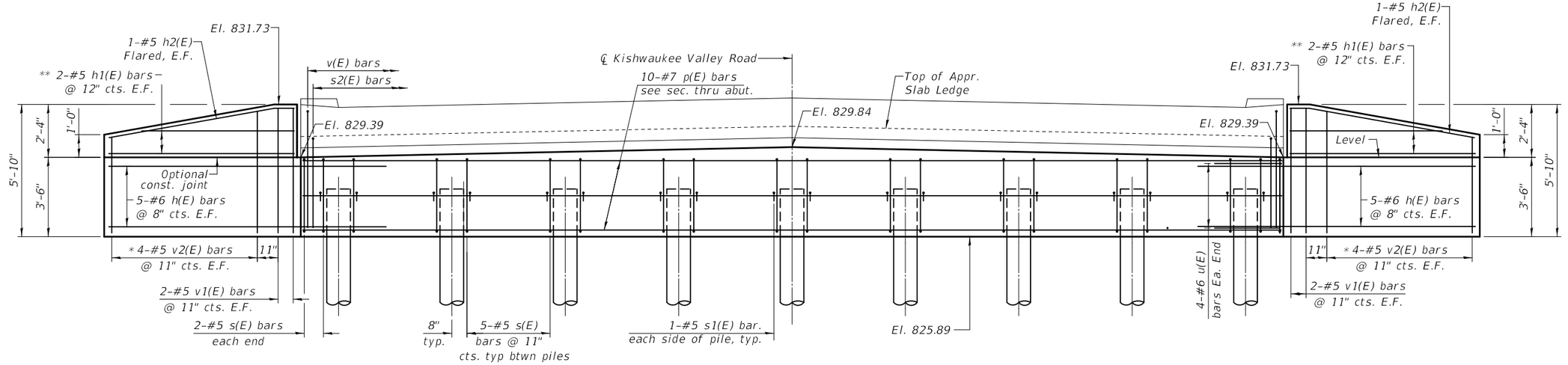
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 4,000 ' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

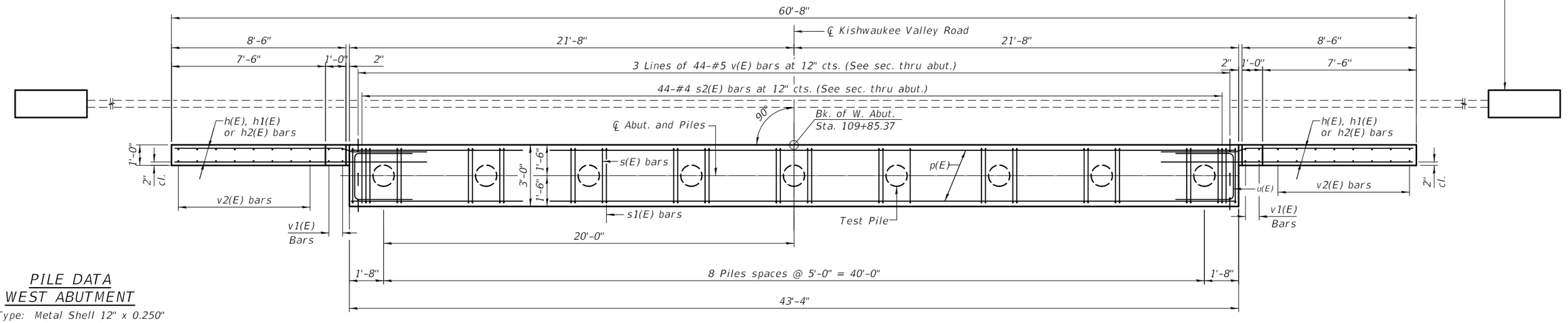
SCALE: N.T.S. | SHEET S10 OF S18 SHEETS | STA. 109+56.37 | TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	42
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		



ELEVATION

* See Field Cutting Diagram on Sheet S13
** Cut to fit (as required)



PLAN

PILE DATA
WEST ABUTMENT

Type: Metal Shell 12" x 0.250"
Nominal Required Bearing: 254 k
Factored Resistance Available: 140 k
Est. Length: 40 ft
No. Production Piles: 8
No. Test Piles: 1

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\S11_W_Abutment.dgn

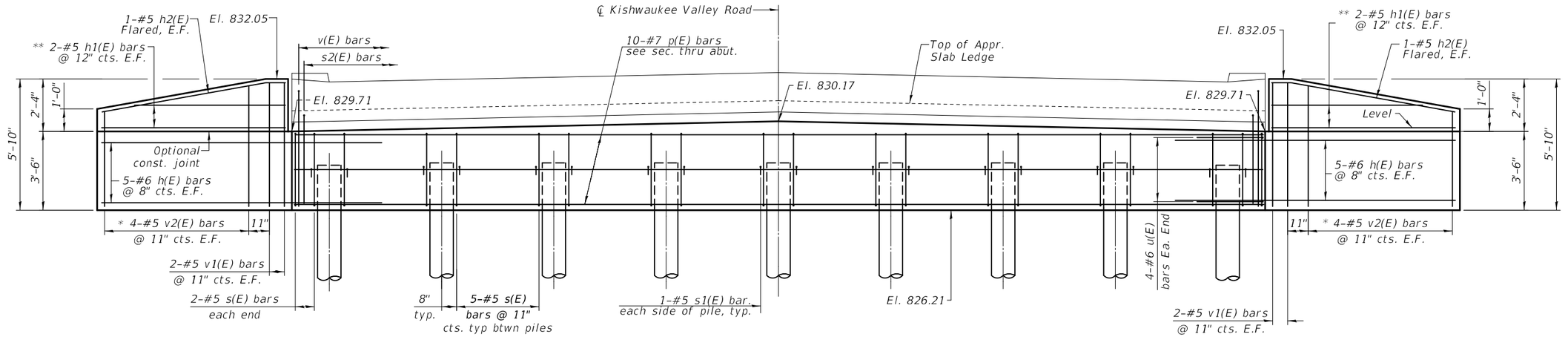
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 50.0000 ':' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

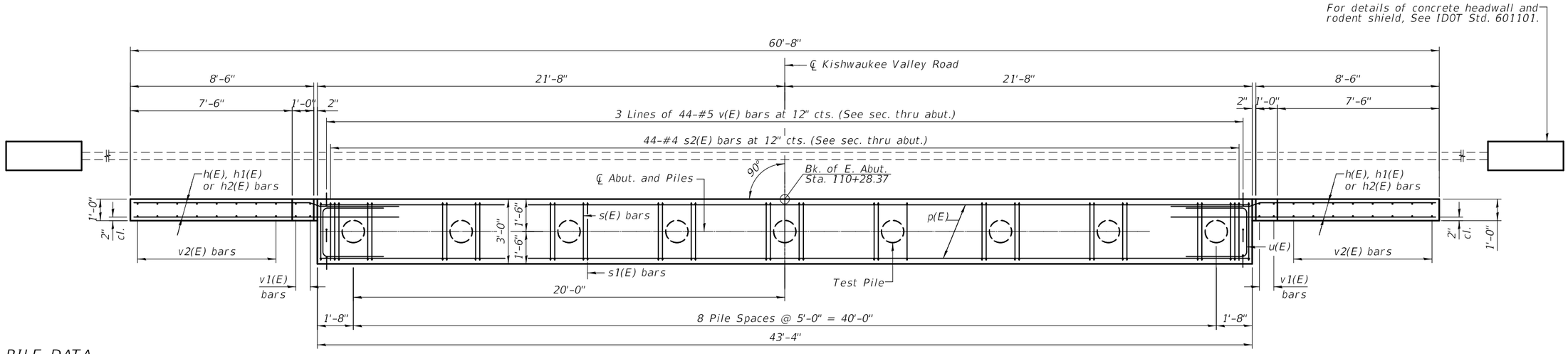
SCALE: N.T.S. | SHEET S11 OF S18 SHEETS | STA. 109+56.37 | TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	43
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	



* See Field Cutting Diagram on Sheet S13
** Cut to Fit (as required)

ELEVATION



PLAN

PILE DATA
EAST ABUTMENT

Type: Metal Shell 12" x 0.250"
Nominal Required Bearing: 254 k
Factored Resistance Available: 140 k
Est. Length: 48 ft
No. Production Piles: 8
No. Test Piles: 1

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\S12_E Abutment.dgn

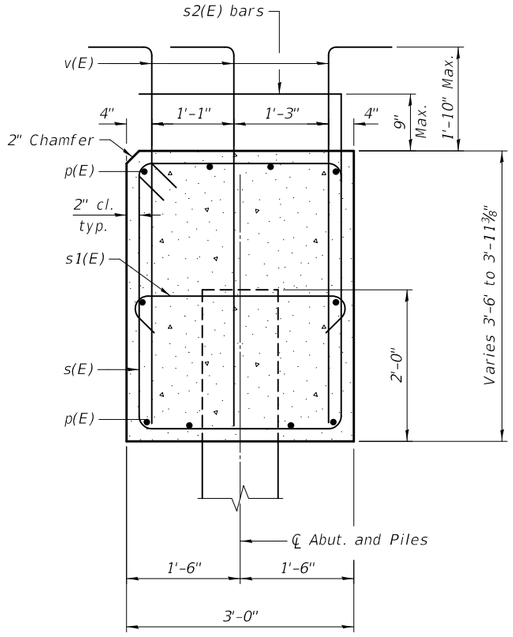
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 50.0000 ':' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

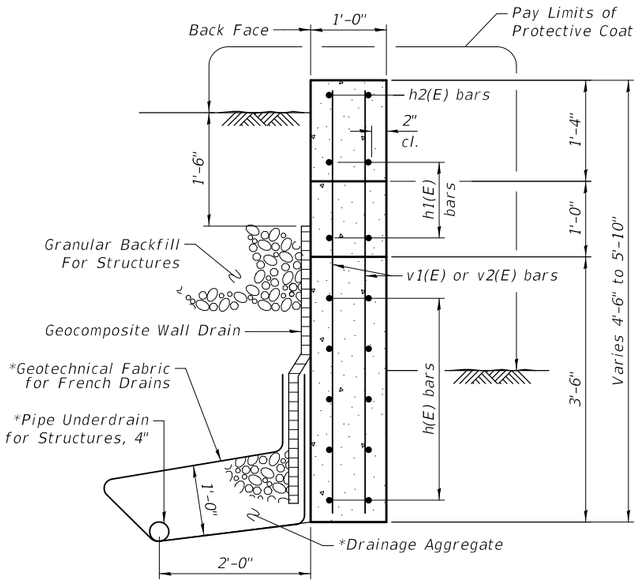
EAST ABUTMENT
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET S12 OF S18 SHEETS | STA. 109+56.37 | TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	44
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	



SEC. THRU ABUT.



SEC. THRU WINGWALL

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

BILL OF MATERIAL

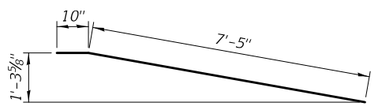
(Two Abutments)

Bar	No.	Size	Length	Shape
h(E)	40	#6	12'-6"	
h1(E)	16	#5	8'-2"	
h2(E)	8	#5	8'-3"	
p(E)	20	#7	43'-0"	
s(E)	88	#5	12'-7"	
s1(E)	36	#5	3'-8"	
s2(E)	88	#4	5'-11"	
u(E)	16	#6	11'-2"	
v(E)	264	#5	6'-0"	
v1(E)	16	#5	5'-6"	
v2(E)	32	#5	9'-7"	

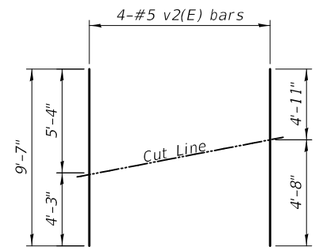
Item	Unit	Quantity
Structure Excavation	Cu. Yd.	111
Protective Coat	Sq. Yd.	96
Concrete Structures	Cu. Yd.	42.7
Reinforcement Bars, Epoxy Coated	Pound	6,690
Furnishing Metal Shell Piles 12"x0.25"	Foot	704
Driving Piles	Foot	704
Test Pile Metal Shells	Each	2
Pile Shoes	Each	18
Geocomposite Wall Drain	Sq. Yd.	59
Granular Backfill for Structures	Cu. Yd.	83
Pipe Underdrains for Structures, 4"	Foot	161

For drainage details, see Section thru Integral Abutment on Sheet S2 for Pipe Underdrain Detail.

For details of piles see sheet S14.

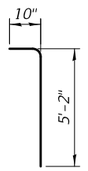


BAR h2(E)

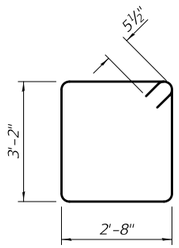


FIELD CUTTING DIAGRAM

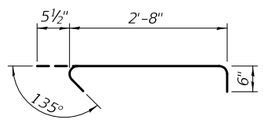
Order v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



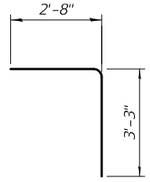
BAR v(E)



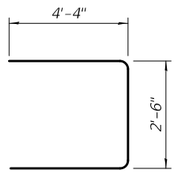
BAR s(E)



BAR s1(E)



BAR s2(E)



BAR u(E)

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\S13_Abut Details.cdgn

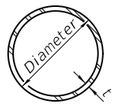
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 4:0,0000 ':' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

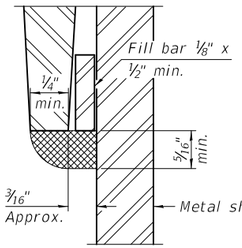
SCALE: N.T.S. | SHEET S13 OF S18 SHEETS | STA. 109+56.37 TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	45
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

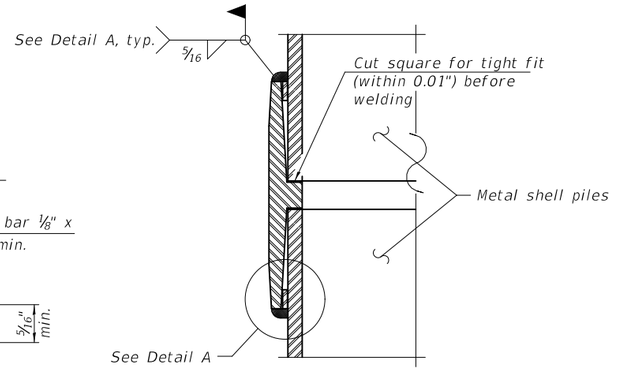


METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³/ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470

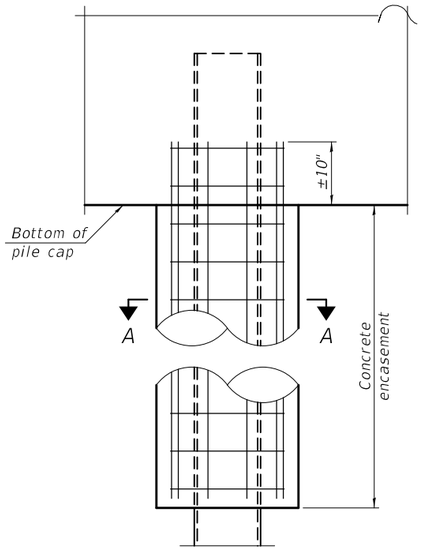


DETAIL A

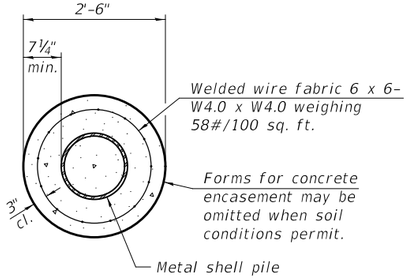


WELDED COMMERCIAL SPLICE

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



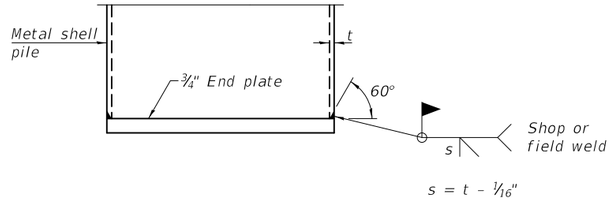
ELEVATION



SECTION A–A

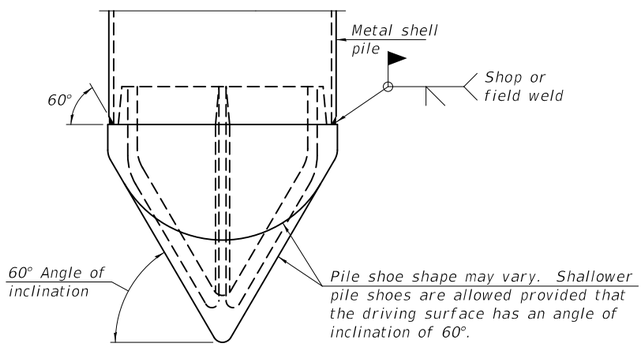
INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)



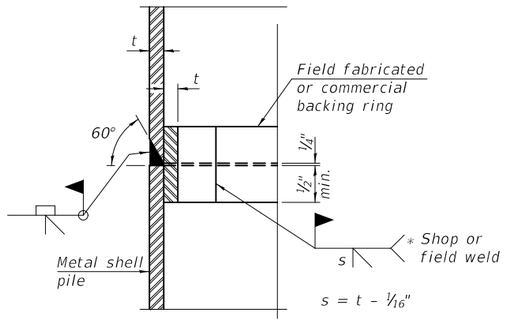
s = t – 1/16"

END PLATE ATTACHMENT



PILE SHOE ATTACHMENT

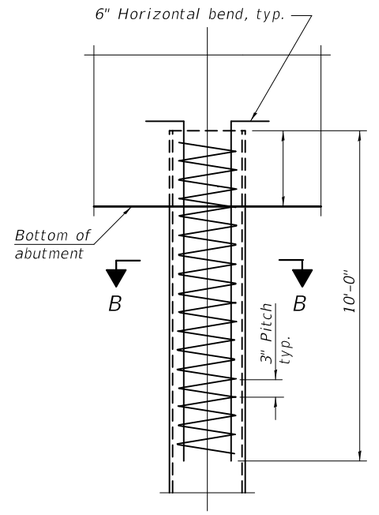
(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80–50 or AASHTO M 103 Grade 65–35 and shall provide full bearing over the full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



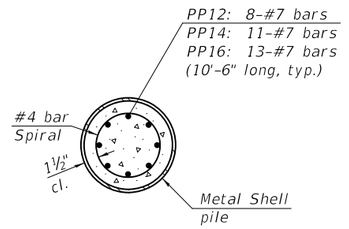
s = t – 1/16"

COMPLETE PENETRATION WELD SPLICE

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



ELEVATION



SECTION B–B

REINFORCEMENT AT ABUTMENTS

(0mit when concrete encasement is specified)

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

F-MS 1-1-2020

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 20:0.0000 ':' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 056–3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET S14 OF S18 SHEETS | STA. 109+56.37 TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	46
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
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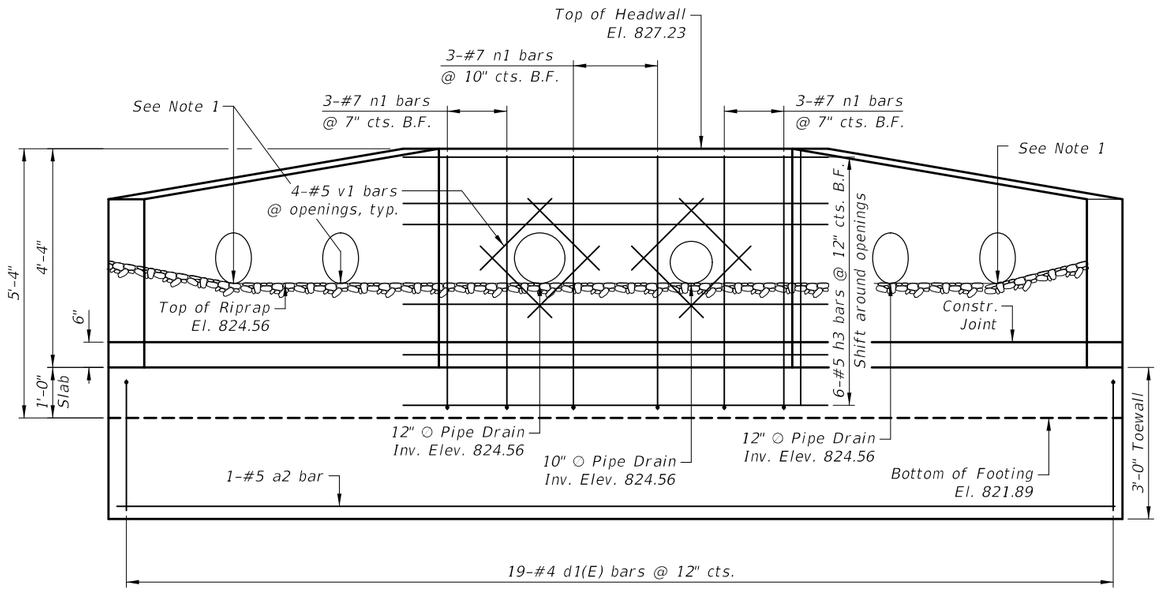
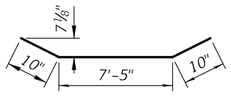


ELEVATION

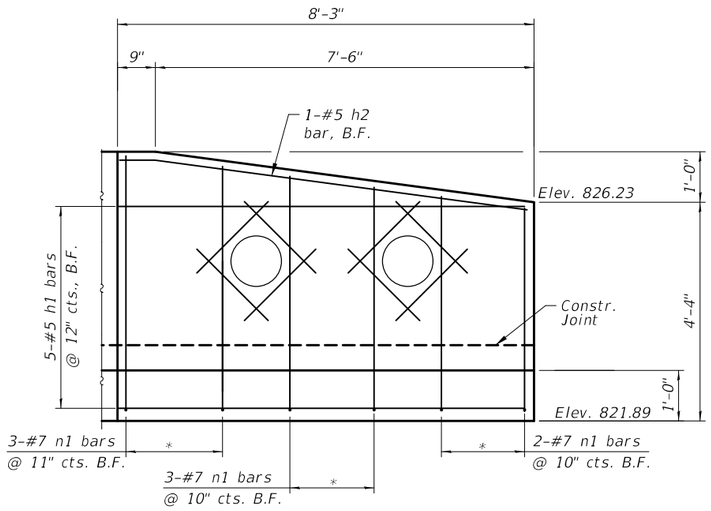
NOTES

1. Provide (2) 12" ∅ holes per wingwall for future pipe drains (Inv. Elev. 824.56) Brick and Mortar each future hole, cost included in concrete box culvert.
2. Culvert end section shall be paid for as Concrete Box Culverts.
3. Culvert end section maximum applied service bearing pressure (Qmax) = 2.0 ksf.
4. Cost of excavation shall be paid for as Removal and Disposal of Unsuitable Material.

** 5. Over excavation may be required to reach 2.0ksf service bearing pressure

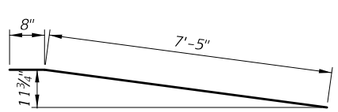


h3 BAR

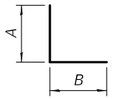


SECTION C-C

Looking at Back Face
(Northwest Wingwall Shown Northeast Wingwall Mirror Image)
* cut to fit as required



h2 BAR



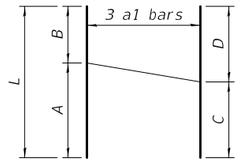
BENDING DIAGRAM

BAR	A	B
d1	2'-8"	2'-8"
n1	4'-11"	4'-0"

BILL OF MATERIAL

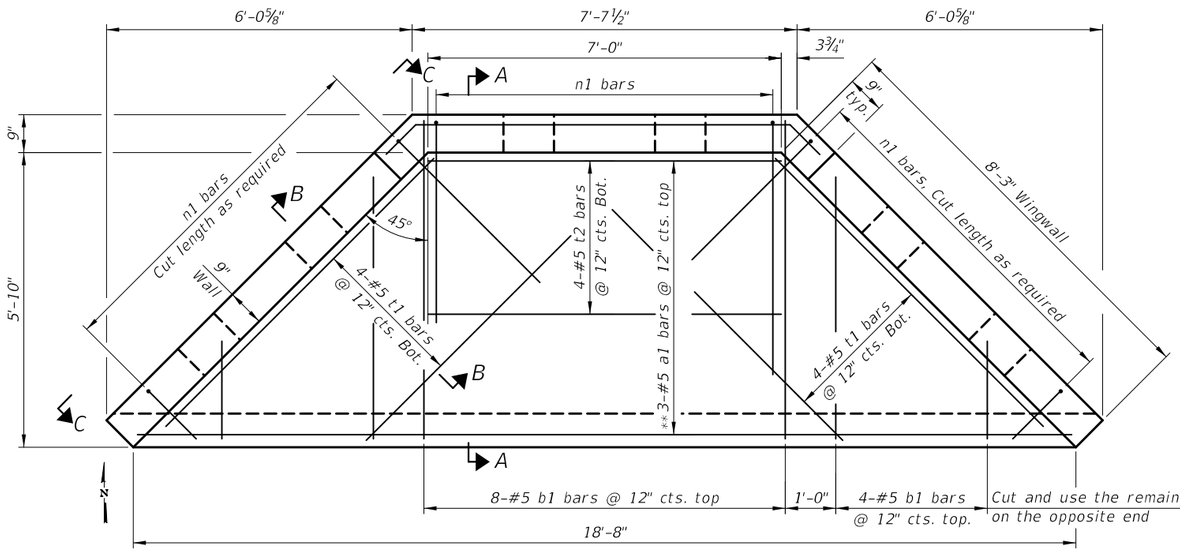
Bar	No.	Size	Length	Shape
a1	3	#5	24'-8"	—
a2	1	#5	18'-6"	—
b1	12	#5	6'-3"	—
d1	19	#4	5'-4"	⌐
h1	10	#5	7'-11"	—
h2	2	#5	8'-1"	⟋
h3	6	#5	9'-1"	⌒
n1	25	#7	8'-11"	⌐
t1	8	#5	7'-6"	—
t2	4	#5	7'-0"	—
v1	24	#5	2'-0"	—

ITEM	UNIT	QTY
Removal and Disposal of Unsuitable Material	Cu. Yd.	31.1
Geotechnical Fabric for Stabilization	Sq. Yd.	16
Porous Granular Embankment	Cu. Yd.	5.1
Reinforcement Bars	Pound	1,000
Concrete Box Culverts	Cu. Yd.	7.5

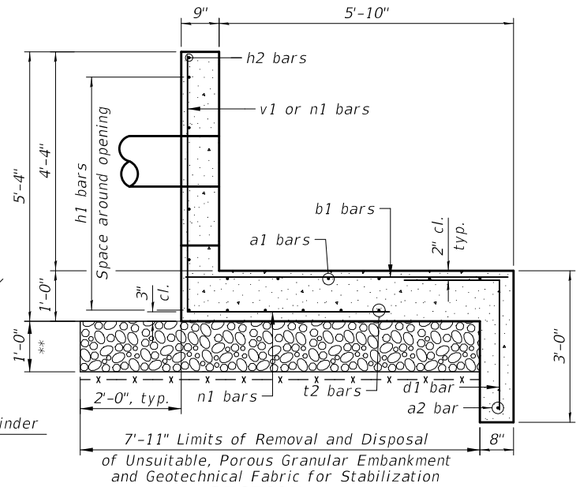


FIELD CUTTING DIAGRAM

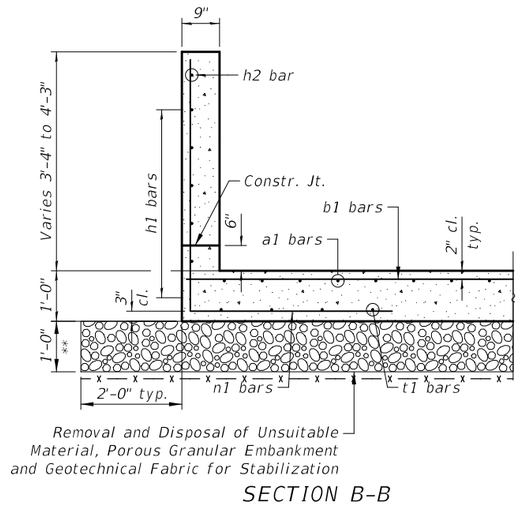
BAR	A	B	C	D	L
a1	7'-4"	17'-3"	13'-4"	11'-4"	24'-8"



PLAN



SECTION A-A



SECTION B-B

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -
	DRAWN - K. KOLODZIEJCZYK	REVISED -
PLOT SCALE = 3:0.0000 ':' / in.	CHECKED - M. LANGE	REVISED -
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIPE DRAIN HEADWALL DETAILS
STRUCTURE NO. 056-3216
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET S15 OF S18 SHEETS | STA. 109+56.37 TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	47
		CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\S15_Headwall Details.dgn

MSET PROJECT NO.: 18617 | **LOG OF BORING NO. BB-1** | Page 1 of 2

PROJECT: Kishwaukee Valley Road Bridge/Rush | SITE LOCATION: McHenry County, Illinois

BORING LOCATION: West Abutment | CLIENT: Engineering Resource Associates

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE TYPE/INTERVAL	SAMPLE NO.	SAMPLE N-VALUE Blows per ft.	TESTS Wc%	TESTS Dry Unit Weight, pcf	TESTS Unconfined Compressive Strength, tsf	REMARKS
0		Pavement: 10" Bit. Concrete over 6" GBC	830.6							
		Embankment FILL/GBC: Brown Sand & Gravel, A-1-b, some clay pockets	829.2	ss	1	15	4			
		FILL: Brown & Black Sandy CLAY, A-2-6, loose	827.6	SS	2A	5	11			
5		Dark Grey & Grey Organic CLAY, A-7-6, stiff	826.6		2B	6	31	78	1.05	
		to blueish grey	824.1	SS	3A	8	17	105	1.01	
		Brown & Grey SAND, some Gravel, A-1-a, medium dense			3B	15	9			
				SS	4	22	8			
10				SS	5	22	9			
		slightly dense								
				SS	6	5				Poor Recovery, Gravel
15				SS	7	10	9			
				SS	8	13	11			
20				SS	9	12	12			
				SS	10	13	8			
25				SS	11	12	6			
				SS	12	13	13			
30										
				SS	13	16	14			
35										

WATER LEVEL OBSERVATIONS, ft.
DURING DRILLING: 6.5'
IMMEDIATELY AFTER DRILLING: 5.0'
DELAYED READING AFTER Completion Cave 7'

MSET

BORING STARTED: 12/27/18
BORING COMPLETED: 12/27/18
LOGGED BY: GPF
BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 558 Plate Drive Unit 6, East Dundee, IL 60118 (847) 844-1895 f(847) 844-3875

MSET PROJECT NO.: 18617 | **LOG OF BORING NO. BB-1** | Page 2 of 2

PROJECT: Kishwaukee Valley Road Bridge/Rush | SITE LOCATION: McHenry County, Illinois

BORING LOCATION: West Abutment | CLIENT: Engineering Resource Associates

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE TYPE/INTERVAL	SAMPLE NO.	SAMPLE N-VALUE Blows per ft.	TESTS Wc%	TESTS Dry Unit Weight, pcf	TESTS Unconfined Compressive Strength, tsf	REMARKS
40		Brown SAND, some Gravel, A-1-a, medium dense		SS	14					
45				SS	15	20	10			
		dense								
50				SS	16	45	16			
55				SS	17	24	13			
60				SS	18	23	13			
65				SS	19	14	17			
70		dense		SS	20	48	16			
		End of Boring at 70 Feet	760.6							

WATER LEVEL OBSERVATIONS, ft.
DURING DRILLING: 6.5'
IMMEDIATELY AFTER DRILLING: 5.0'
DELAYED READING AFTER Completion Cave 7'

MSET

BORING STARTED: 12/27/18
BORING COMPLETED: 12/27/18
LOGGED BY: GPF
BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 558 Plate Drive Unit 6, East Dundee, IL 60118 (847) 844-1895 f(847) 844-3875

ENGINEERING
RESOURCE ASSOCIATES

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	DRAWN - K. KOLODZIEJCZYK	REVISED -		
PLOT SCALE = 80:0.0000 ':' / in.	CHECKED - M. LANGE	REVISED -		SCALE: N.T.S.N.T.S. SHEET S16 OF S18 SHEETS STA. 109+56.37 TO STA. 110+57.37
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	48
		CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			

MSET PROJECT NO.: 18617 | **LOG OF BORING NO. BB-2** | Page 1 of 2

PROJECT: Kishwaukee Valley Road Bridge/Rush | SITE LOCATION: McHenry County, Illinois

BORING LOCATION: East Abutment | CLIENT: Engineering Resource Associates

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE TYPE/INTERVAL	SAMPLE NO.	SAMPLE N-VALUE Blows per ft.	TESTS Wc%	TESTS Dry Unit Weight, pcf	TESTS Unconfined Compressive Strength, tsf	REMARKS
0		Pavement: 5-1/2" Bit. Concrete over 10" GBC	830.7		3					
		Embankment FILL: Dark Grey Clay LOAM, A-2-6	829.4	SS	1	12	19		3.25 Qp	
		Dark Grey CLAY, A-7-6, stiff	827.2	SS	2	5	30		1.75 Qp	
5		Grey CLAY, A-7-6, trace fibers, firm	825.7							
		Brown & Grey Sandy LOAM, A-2-4, slightly dense	825.2	SS	3	7	11			
		Brown & Grey SAND, some Gravel, A-1-a, medium dense	822.7	SS	4	16	11			
10				SS	5	20	7			
				SS	6	18	10			
15				SS	7	10	15			
				SS	8	7	11			
20		Clay seam at 20 Feet		SS	9	5	12			
				SS	10	11	17			
25				SS	11	13	9			
				SS	12	13	16			
30										
				SS	13	12	10			
35										

WATER LEVEL OBSERVATIONS, ft.
DURING DRILLING: 6.5'
IMMEDIATELY AFTER DRILLING: 5.0'
DELAYED READING AFTER Completion Caved

MSET

BORING STARTED: 12/28/18
BORING COMPLETED: 12/28/18
LOGGED BY: GPF
BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 558 Plate Drive Unit 6, East Dundee, IL 60118 (847) 844-1895 f(847) 844-3875

MSET PROJECT NO.: 18617 | **LOG OF BORING NO. BB-2** | Page 2 of 2

PROJECT: Kishwaukee Valley Road Bridge/Rush | SITE LOCATION: McHenry County, Illinois

BORING LOCATION: East Abutment | CLIENT: Engineering Resource Associates

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE TYPE/INTERVAL	SAMPLE NO.	SAMPLE N-VALUE Blows per ft.	TESTS Wc%	TESTS Dry Unit Weight, pcf	TESTS Unconfined Compressive Strength, tsf	REMARKS
40		Brown & Grey SAND, some Gravel, A-1-a, medium dense		SS	14	24	9			
45				SS	15	20	17			
50				SS	16	12	16			
55				SS	17	24	18			
60		End of Boring at 60 Feet	770.7	SS	18	21	18			

WATER LEVEL OBSERVATIONS, ft.
DURING DRILLING: 6.5'
IMMEDIATELY AFTER DRILLING: 5.0'
DELAYED READING AFTER Completion Caved

MSET

BORING STARTED: 12/28/18
BORING COMPLETED: 12/28/18
LOGGED BY: GPF
BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 558 Plate Drive Unit 6, East Dundee, IL 60118 (847) 844-1895 f(847) 844-3875

ENGINEERING RESOURCE ASSOCIATES

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	DRAWN - K. KOLODZIEJCZYK	REVISED -		
PLOT SCALE = 80:0.0000 ':' / in.	CHECKED - M. LANGE	REVISED -		
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -		

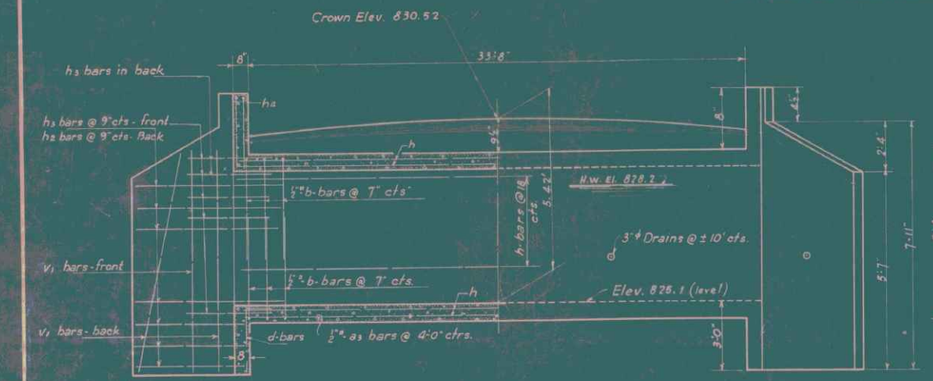
SCALE: N.T.S. | SHEET S17 OF S18 SHEETS | STA. 109+56.37 | TO STA. 110+57.37

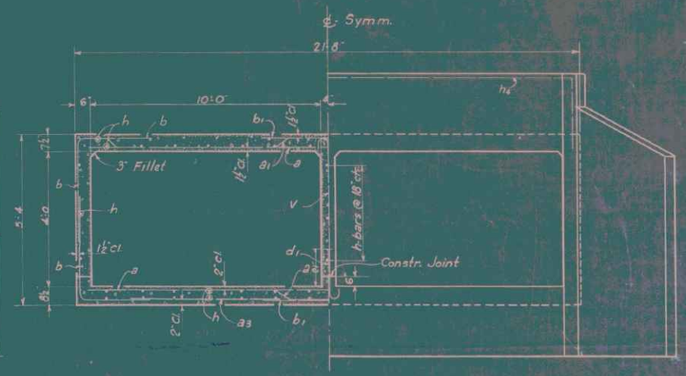
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	49
		CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			

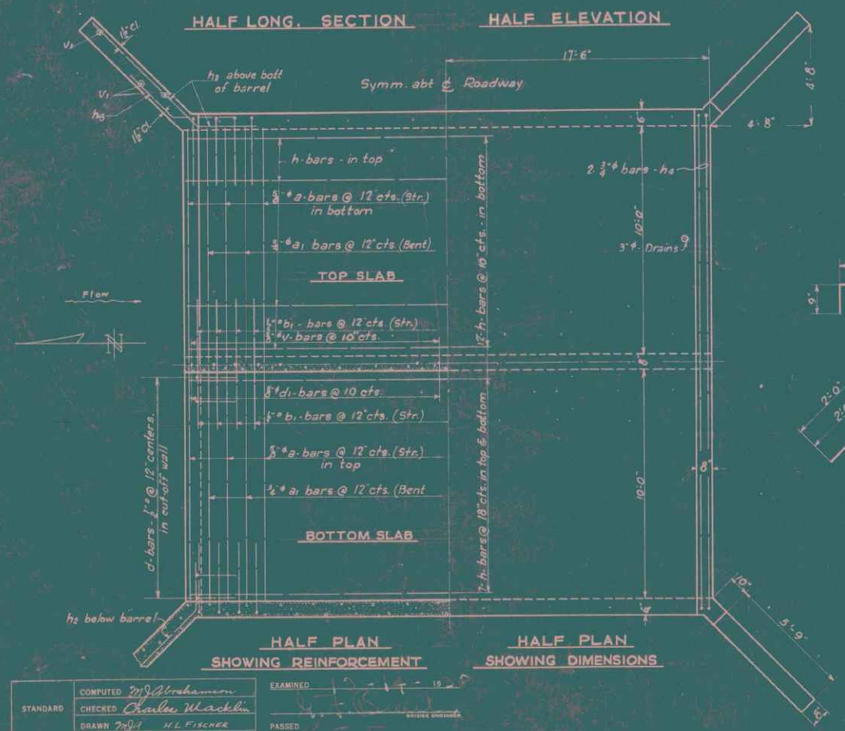
℄ M. 5.W. CORN. OF CONC. CURBING OF WIND MILL
RT. OF STA. 37+00 ELEV. 878.25
EXISTING STRUCTURE - NONE

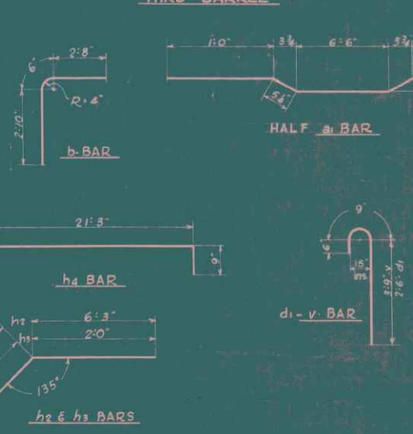
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

SHEET NO. 1
1 SHEETS









GENERAL NOTES

Class X Concrete shall be used throughout.
Culvert Walls and slab may be poured monolithically.
Exposed edges shall be bevelled ¾".
At least 3 feet of the barrel shall be poured monolithic with wing walls.
Subsoil of approximately uniform bearing capacity is assumed.

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	72	⅝"ϕ	21'-3"
a1	70	¾"ϕ	21'-3"
a3	18	¾"ϕ	6'-0"
b1	240	"	6'-0"
b1	70	"	7'-0"
d	47	½"ϕ	4'-6"
d1	42	½"ϕ	3'-9"
h	68	¾"ϕ	33'-3"
h2	32	¾"ϕ	8'-3"
h3	40	"	4'-0"
h4	4	¾"ϕ	22'-9"
V	42	⅝"ϕ	5'-0"
V1	12	¾"ϕ	7'-8"
Class X Concrete		Cu.Yds.	33.7
Reinforcing Steel		Lbs.	8320

STANDARD	COMPUTED	M.J. Strohmann	
	CHECKED	Charles Mackin	
	DRAWN	H.L. FISCHER	
SPECIAL	CHECKED	C.M.	
	ASSEMBLED	M. Schlesinger	
	CHECKED	Paul Minnear	

EXAMINED
PASSED
APPROVED

S.A. RTE. 20-B - SEC. 24 MFT.
MCHENRY COUNTY
STA. 40+85

H15 LOADING

STANDARD NO. 1749

056-3202

1749

FOR INFORMATION ONLY

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 80.0000 '/ in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 056-3202
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

SCALE: N.T.S. | SHEET S18 OF S18 SHEETS | STA. 109+56.37 TO STA. 110+57.37

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	50
		CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			

ENGINEERING RESOURCE ASSOCIATES

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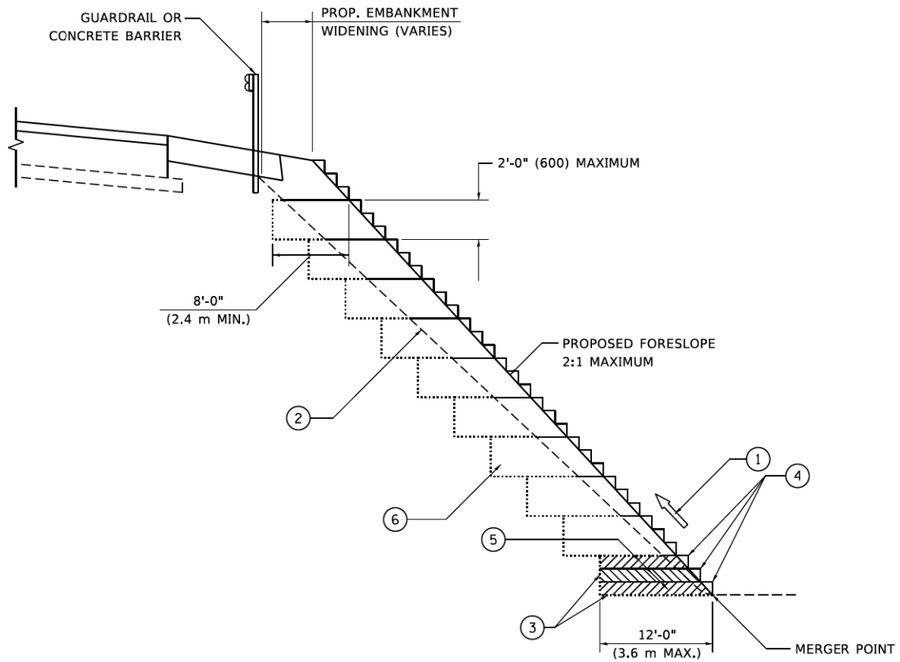


TYPICAL BENCHING DETAIL FOR EMBANKMENT

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.
6. 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.
7. SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

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

ENGINEERING
RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kbolda\Rizzyk\Desktop\KISHWAUKEE\CADD\Microstation\d1 BD-51.dgn

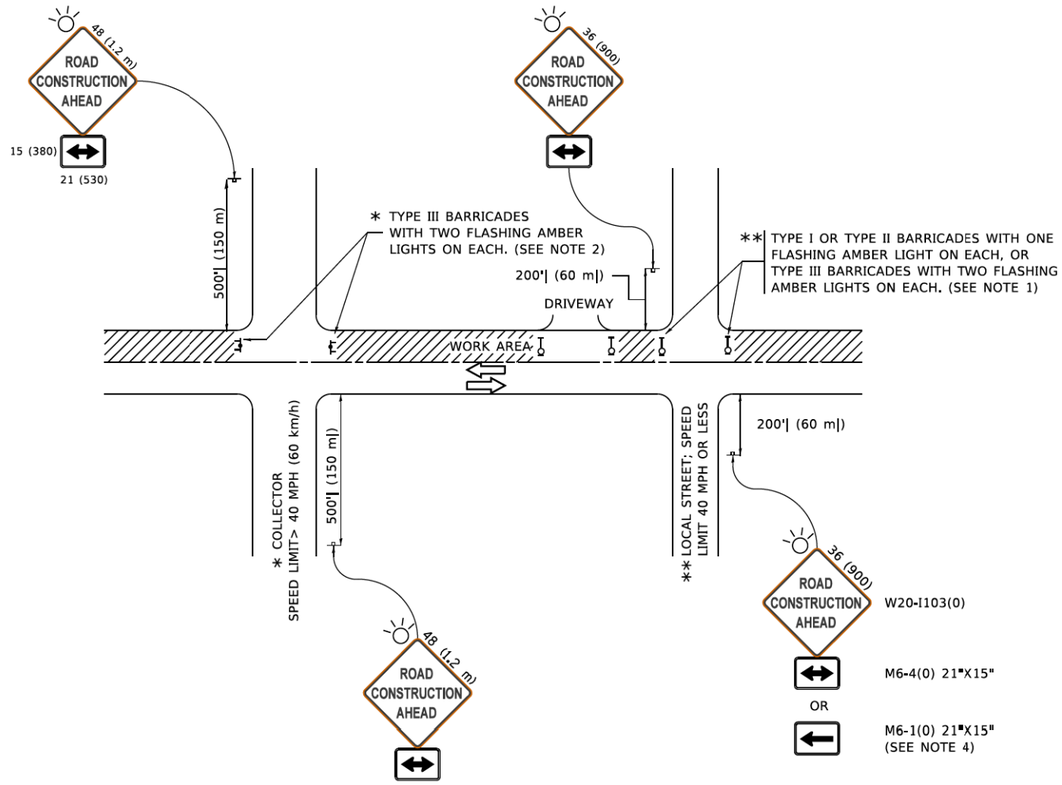
USER NAME = foatemj	DESIGNED -	REVISED -	
	DRAWN - CADD	REVISED -	
PLOT SCALE = 50.0000 '/ in.	CHECKED - S.E.B.	REVISED -	
PLOT DATE = 3/27/2019	DATE - 06-16-04	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL FOR EMBANKMENT WIDENING
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	51
	BD-51	CONTRACT NO. 61G94		
		ILLINOIS	FED. AID PROJECT	



NOTES:

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

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

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkobold\Rizzyk\Desktop\KISHWAUKEE\CADD\Microstation\v17_D1_TC-10.dgn

USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 '/ in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13	
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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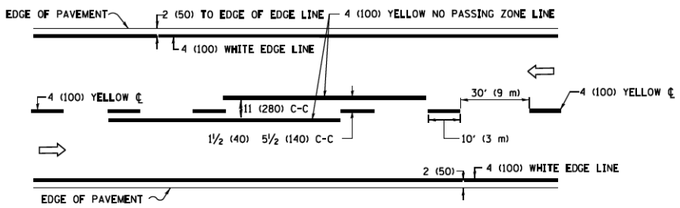
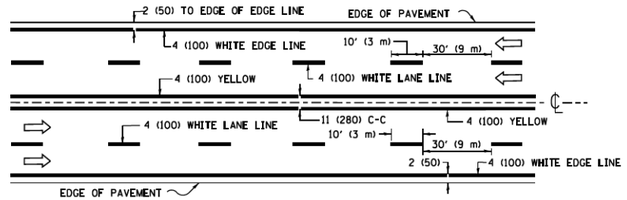
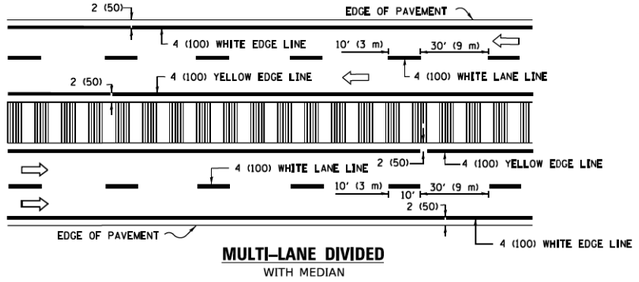
	TC-10	CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			



2–LANE ROADWAY

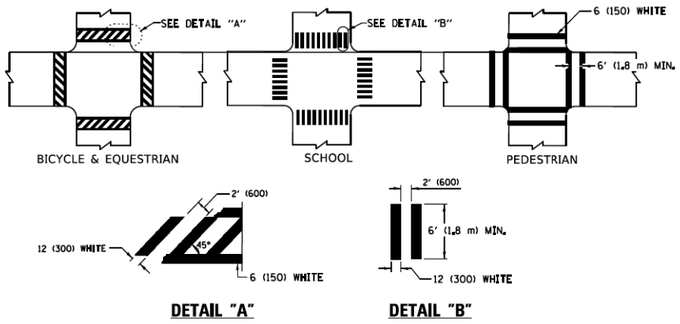


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

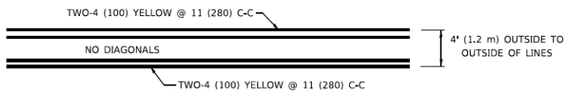


DETAIL "A"

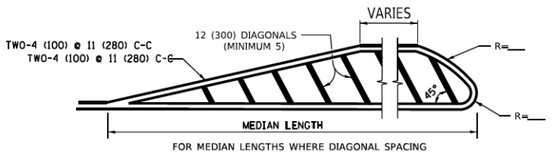
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



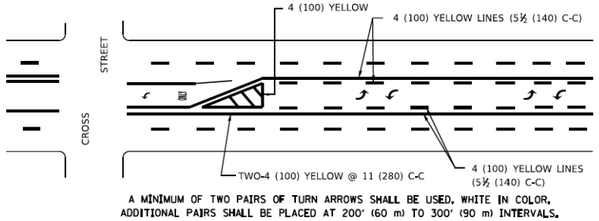
4' (1,2 m) WIDE MEDIANS ONLY



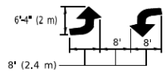
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

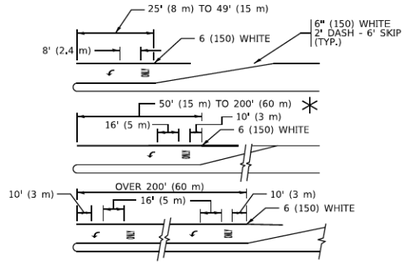


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

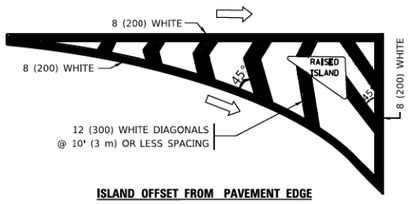


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)

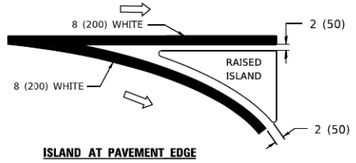
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

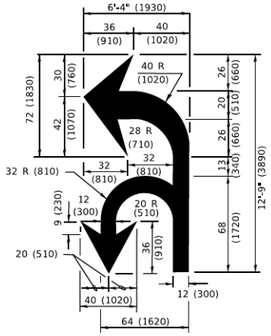


ISLAND OFFSET FROM PAVEMENT EDGE

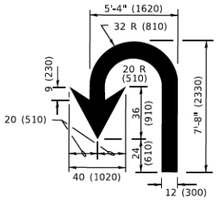


ISLAND AT PAVEMENT EDGE

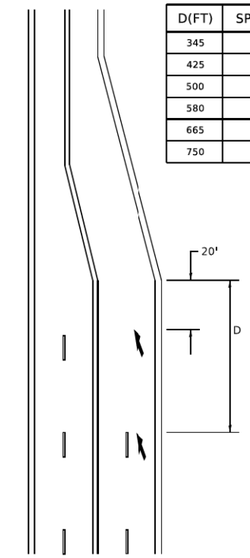
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



LANE REDUCTION TRANSITION

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

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

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

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

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

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kolodziejk\Desktop\KISHWAUKEE\CADD\Microstation\d8_01 TC-13.dgn

USER NAME = footenmj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	
	DRAWN -	REVISED - C. JUCIUS 07-01-13	
PLOT SCALE = 50:0000'/'ft/ in.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE PAVEMENT MARKINGS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK
SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	53
	TC-13	CONTRACT NO. 61G94		
		ILLINOIS FED. AID PROJECT		

ROUTE MARKERS

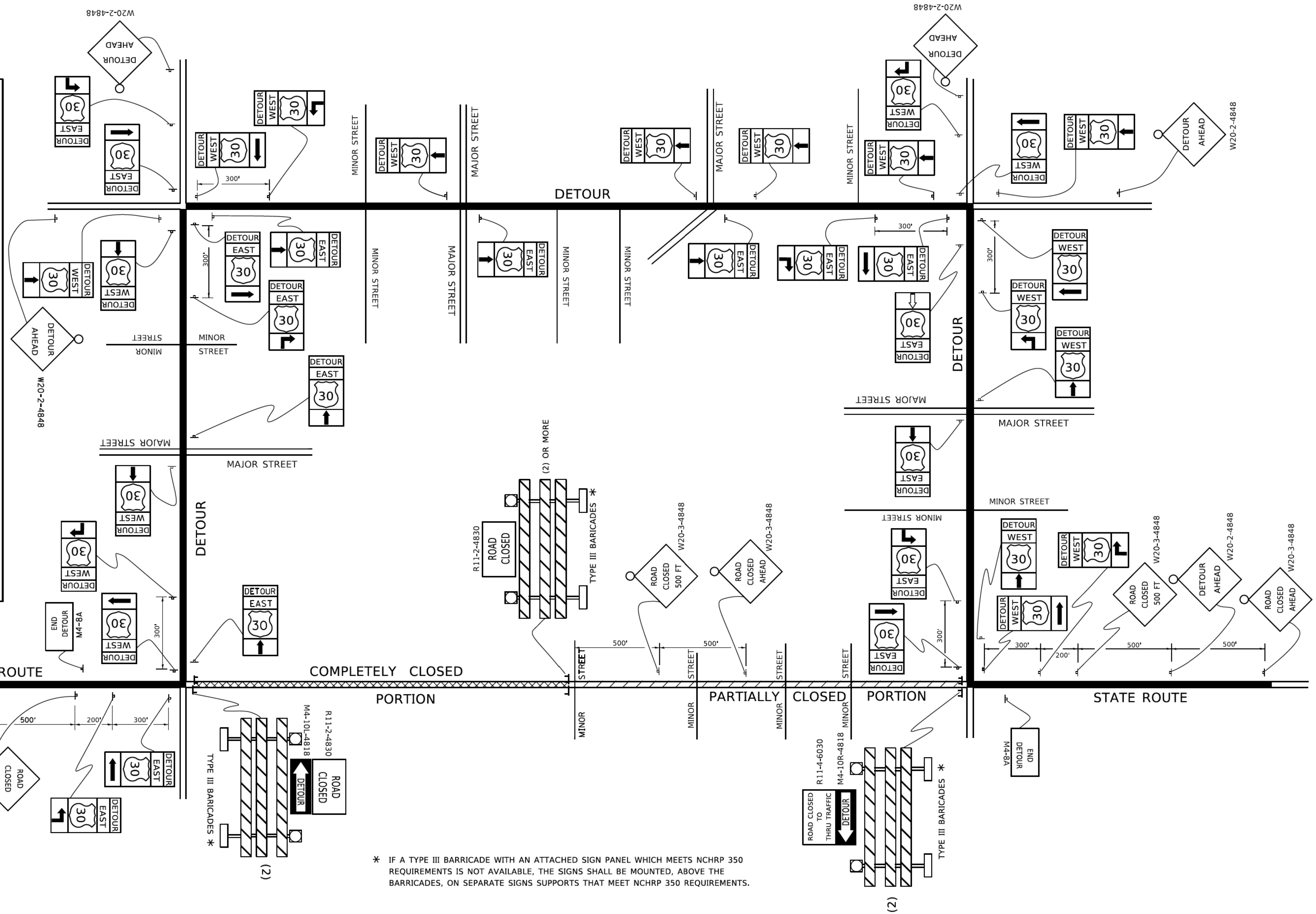
- (30) FOR U.S. ROUTES M1-40-2424
- (ILL 53) FOR ILLINOIS ROUTES M1-50-2424
- (MAIN STREET) R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS

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

CARDINAL DIRECTION & DETOUR SIGNS

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



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

ENGINEERING RESOURCE ASSOCIATES

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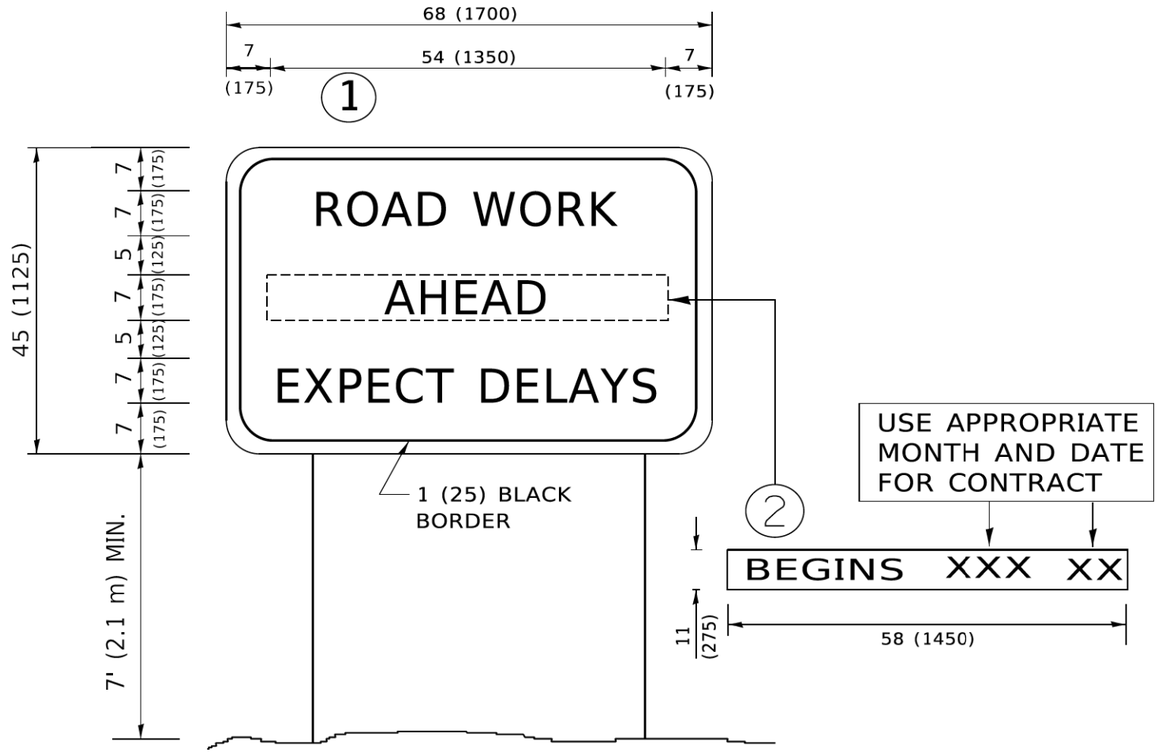
	DRAWN	REVISED - R. BORO 09-14-09	
PLOT SCALE = 50.0000 '/ in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	54
TC-21		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

ENGINEERING RESOURCE ASSOCIATES

MODEL: Default
FILE NAME: C:\Users\kkoloda\Bizzyk\Desktop\KISHWAUKEE\CADD\Microstation\488_01 TC-22.dgn

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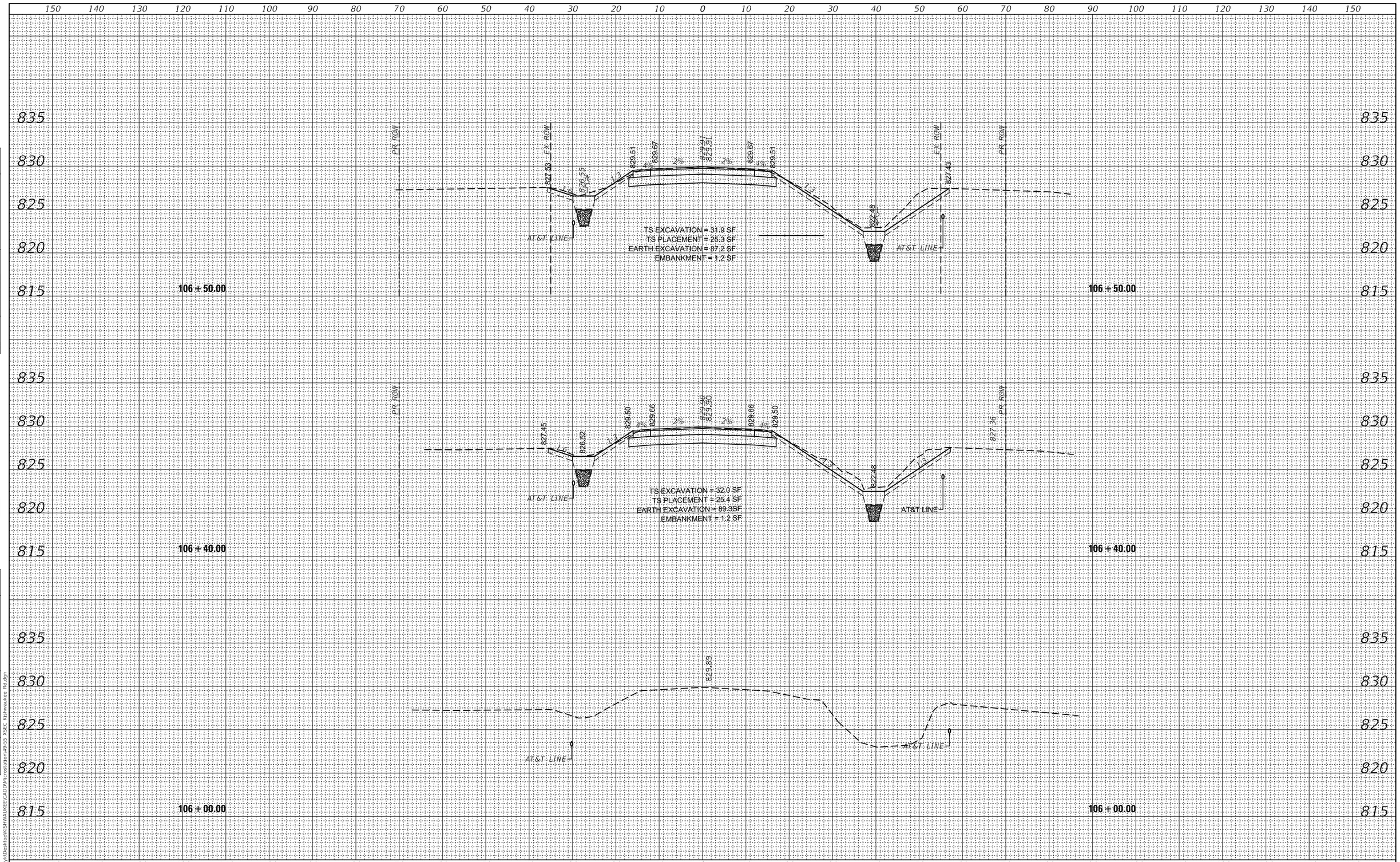
	DRAWN -	REVISED - R. BORO 12-11-97	
PLOT SCALE = 50:0000 ft / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN
KISHWAUKEE VALLEY ROAD OVER TRIB TO RUSH CREEK

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	54A
	TC-22	CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ENGINEERING
RESOURCE ASSOCIATES

C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\MicroStation\49-55 XSEC Kishwaukee Rd.dgn

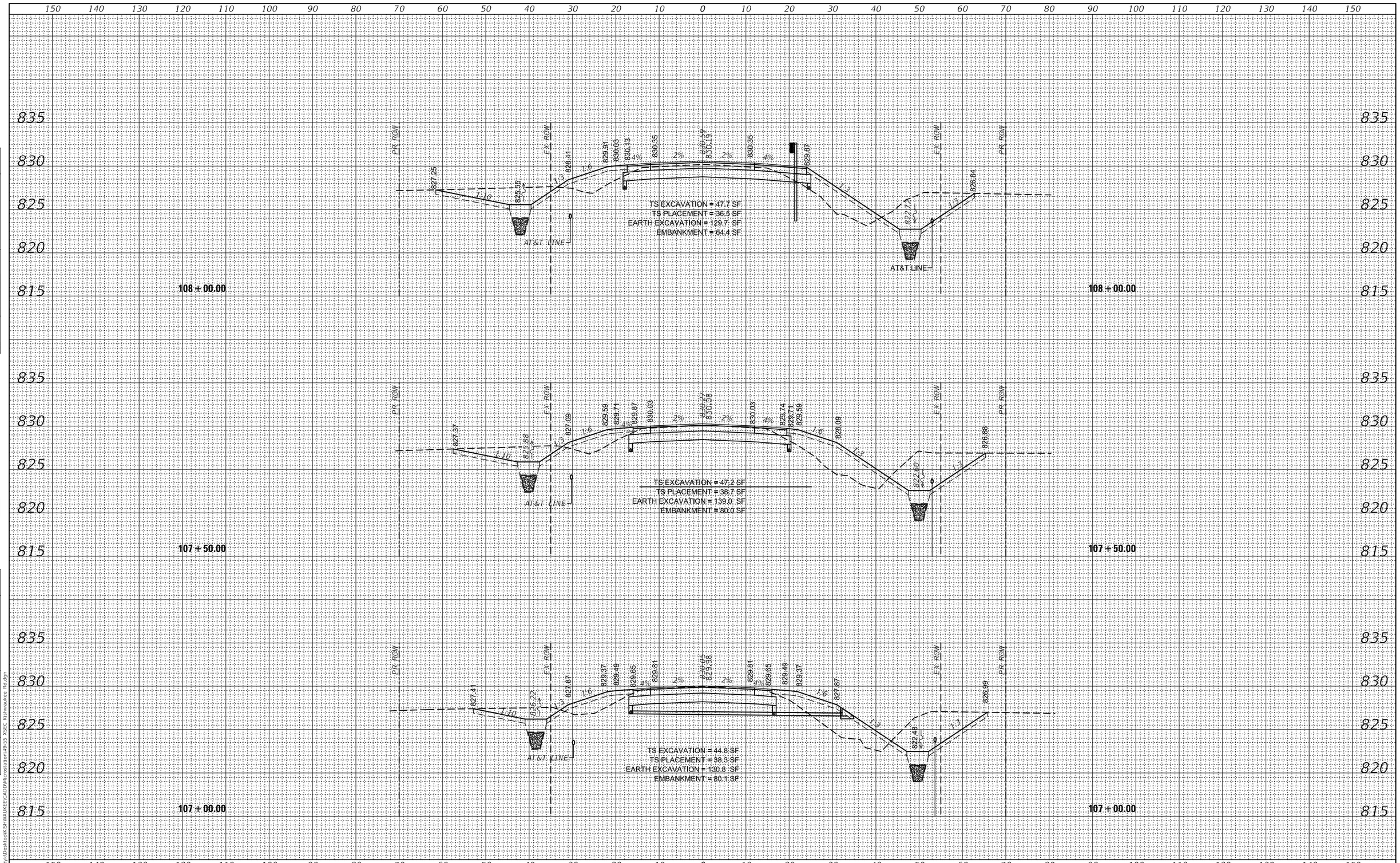
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -
	DRAWN - K. KOLODZIEJCZYK	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - M. LANGE	REVISED -
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
KISHWAUKEE VALLEY RD. OVER TRIB. TO RUSH CREEK

SCALE: H:10 V:5 | SHEET 1 OF 8 SHEETS | STA. 106+00 TO STA. 106+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	55
		CONTRACT NO. 61G94		
	ILLINOIS	FED. AID PROJECT		



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NOTE BOOK	PLOTTED		
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	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ENGINEERING RESOURCE ASSOCIATES

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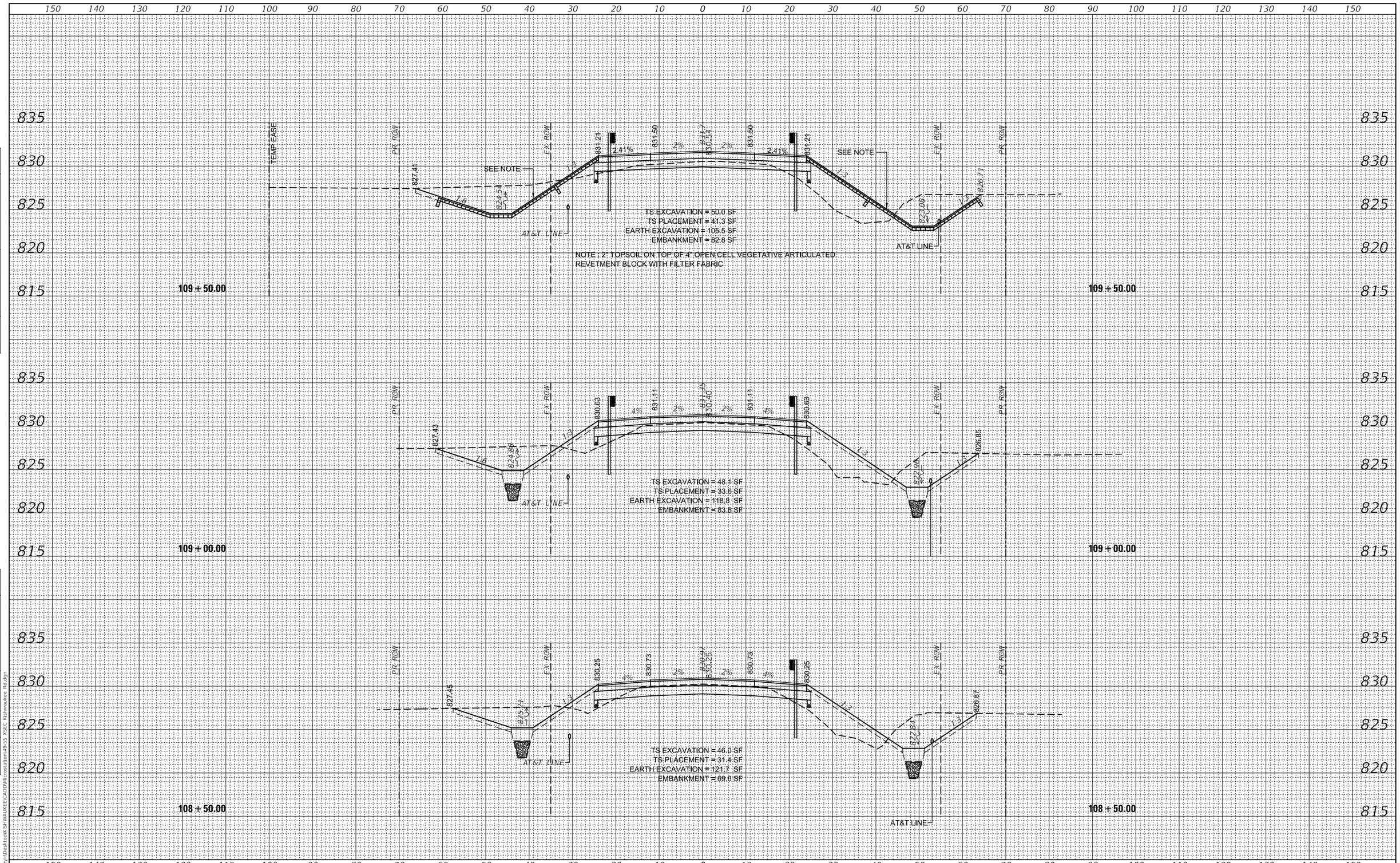
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
KISHWAUKEE VALLEY RD. OVER TRIB. TO RUSH CREEK

SCALE: H:10 V:5 | SHEET 2 OF 8 SHEETS | STA. 107+00 TO STA. 108+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	56
		CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			



USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	**STATE OF ILLINOIS**
	DRAWN - K. KOLODZIEJCZYK	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 20.0000 ' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

CROSS SECTIONS
KISHWAUKEE VALLEY RD. OVER TRIB. TO RUSH CREEK

SCALE: H:10 V:5 | SHEET 3 OF 8 SHEETS | STA. 108+50 TO STA. 109+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	57
		CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ENGINEERING RESOURCE ASSOCIATES

C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\49-55 XSEC Kishwaukee Rd.dgn

ENGINEERING RESOURCE ASSOCIATES

FINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

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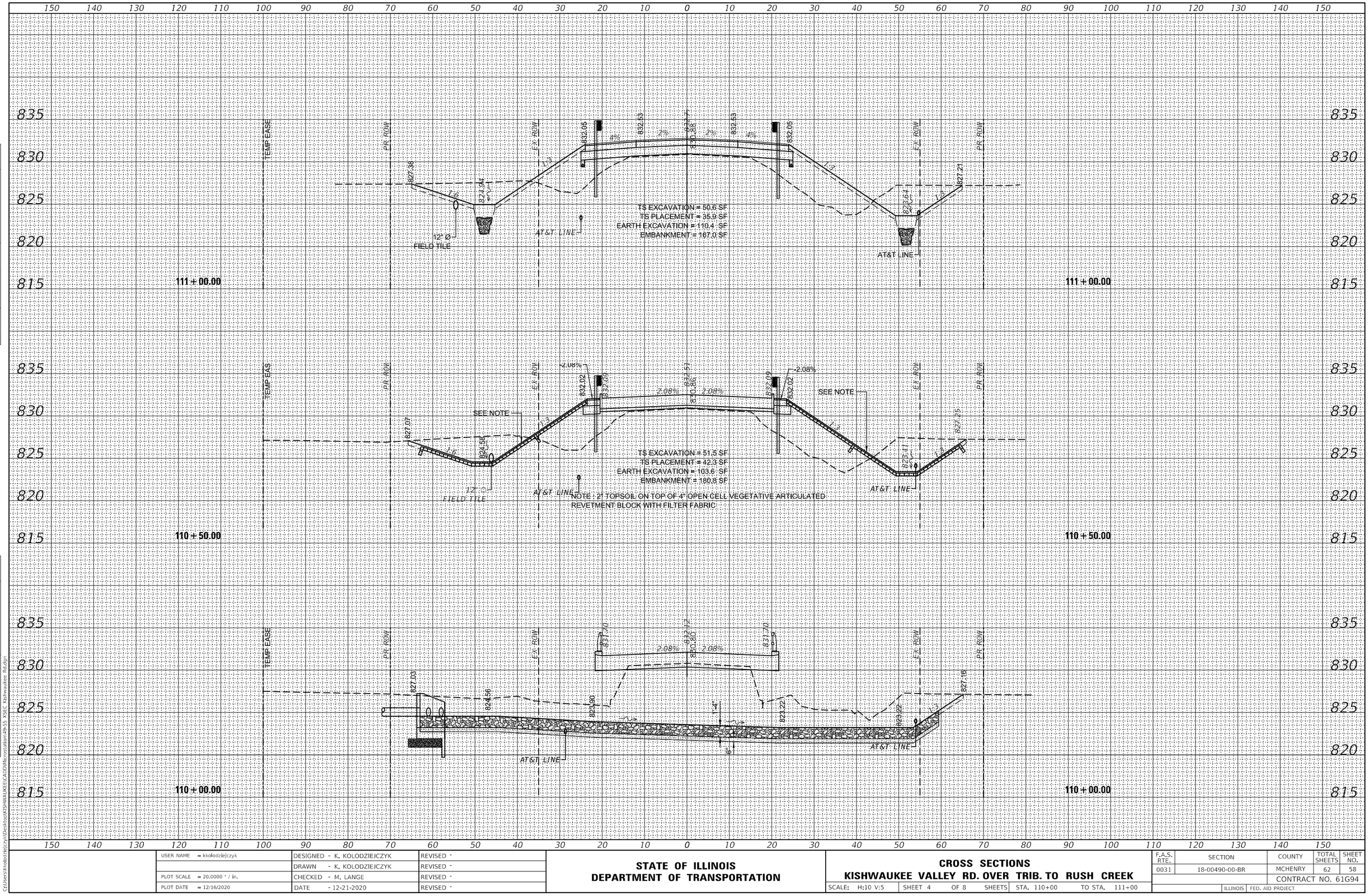


USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
KISHWAUKEE VALLEY RD. OVER TRIB. TO RUSH CREEK

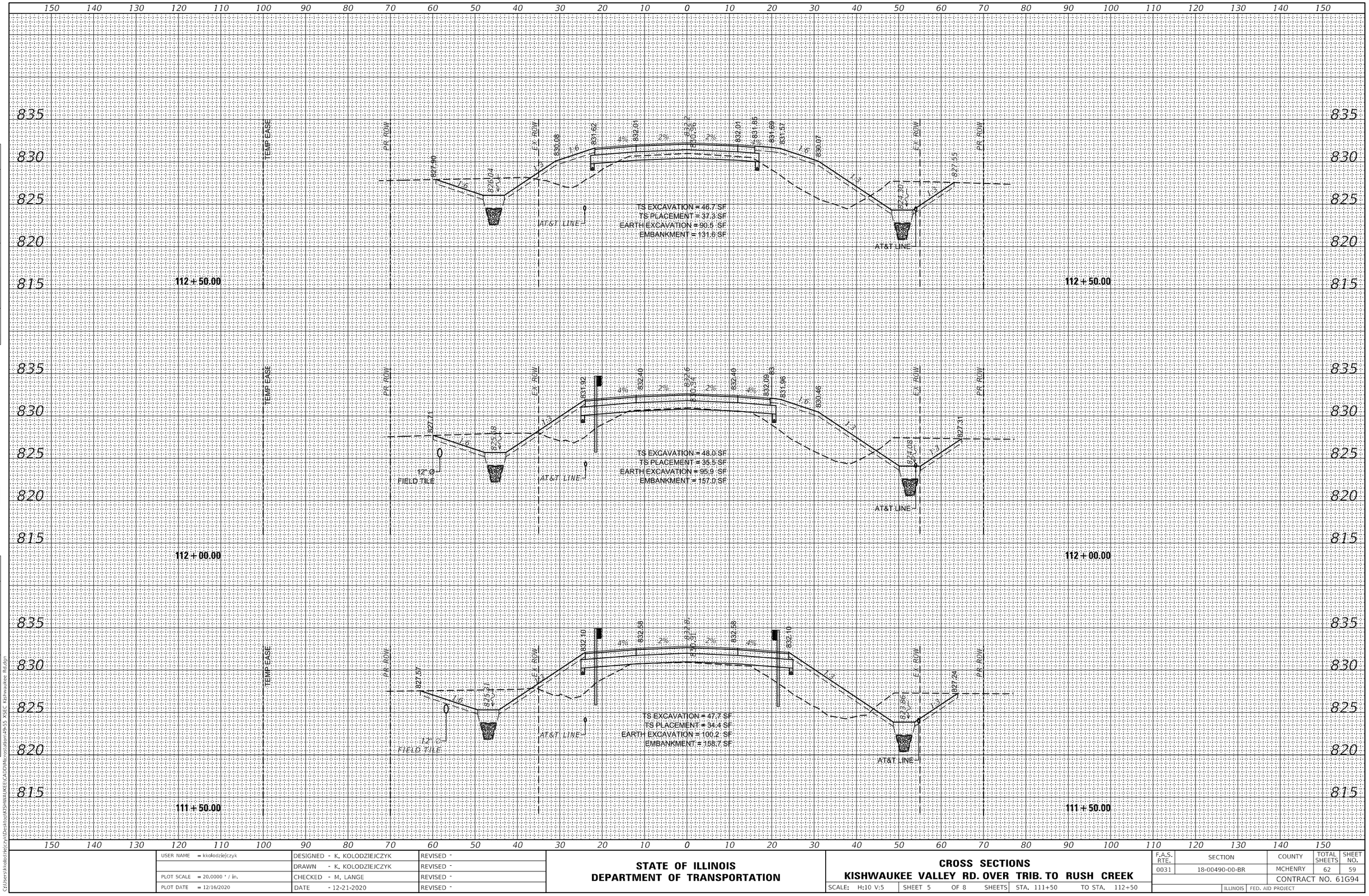
SCALE: H:10 V:5 | SHEET 4 OF 8 SHEETS | STA. 110+00 | TO STA. 111+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	58
		CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			

ENGINEERING RESOURCE ASSOCIATES

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
PAGE NOS.	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
PAGE NOS.	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -
	DRAWN - K. KOLODZIEJCZYK	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - M. LANGE	REVISED -
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
KISHWAUKEE VALLEY RD. OVER TRIB. TO RUSH CREEK

SCALE: H:10 V:5 | SHEET 5 OF 8 SHEETS | STA. 111+50 | TO STA. 112+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	59
		CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			

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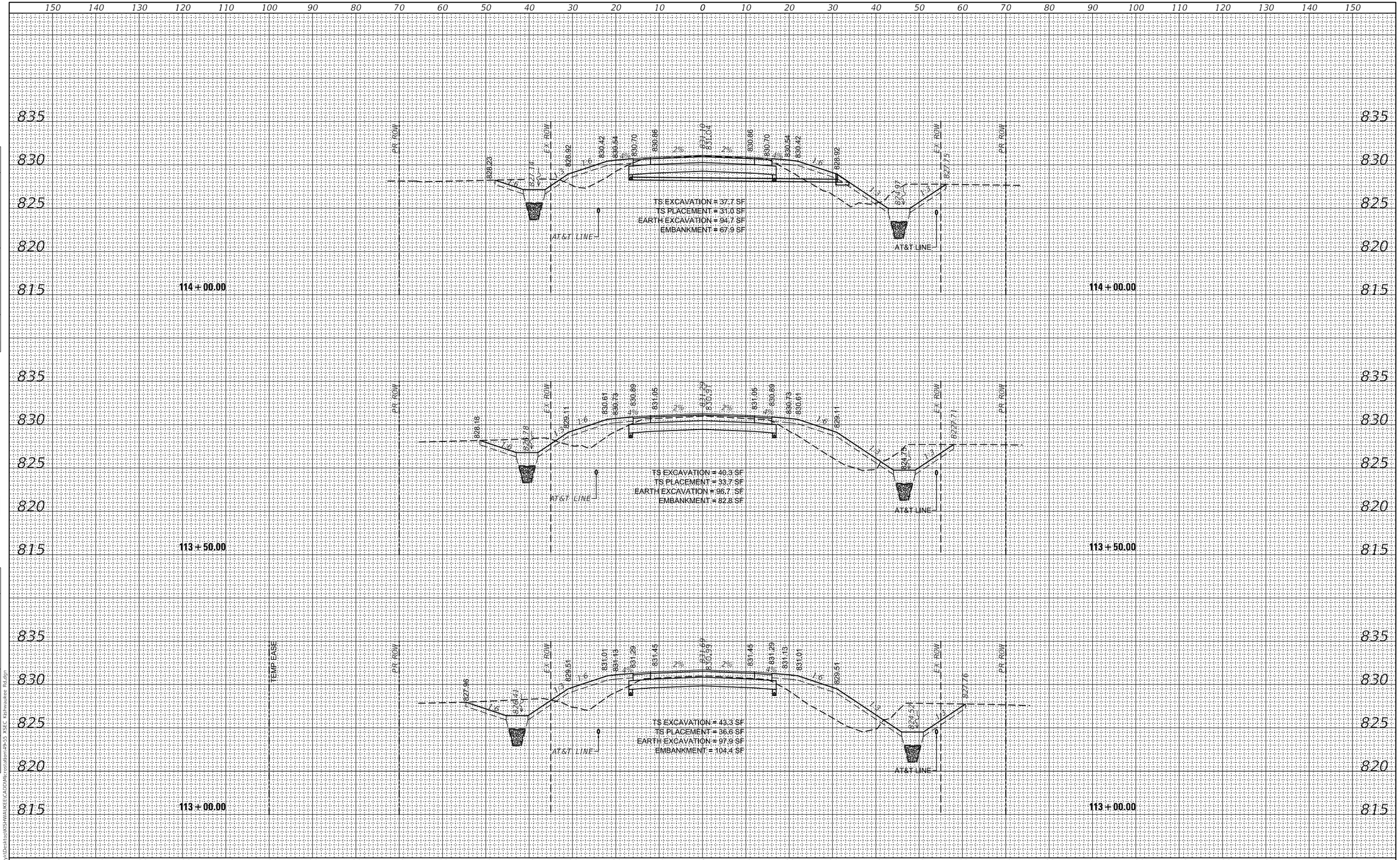

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ENGINEERING RESOURCE ASSOCIATES

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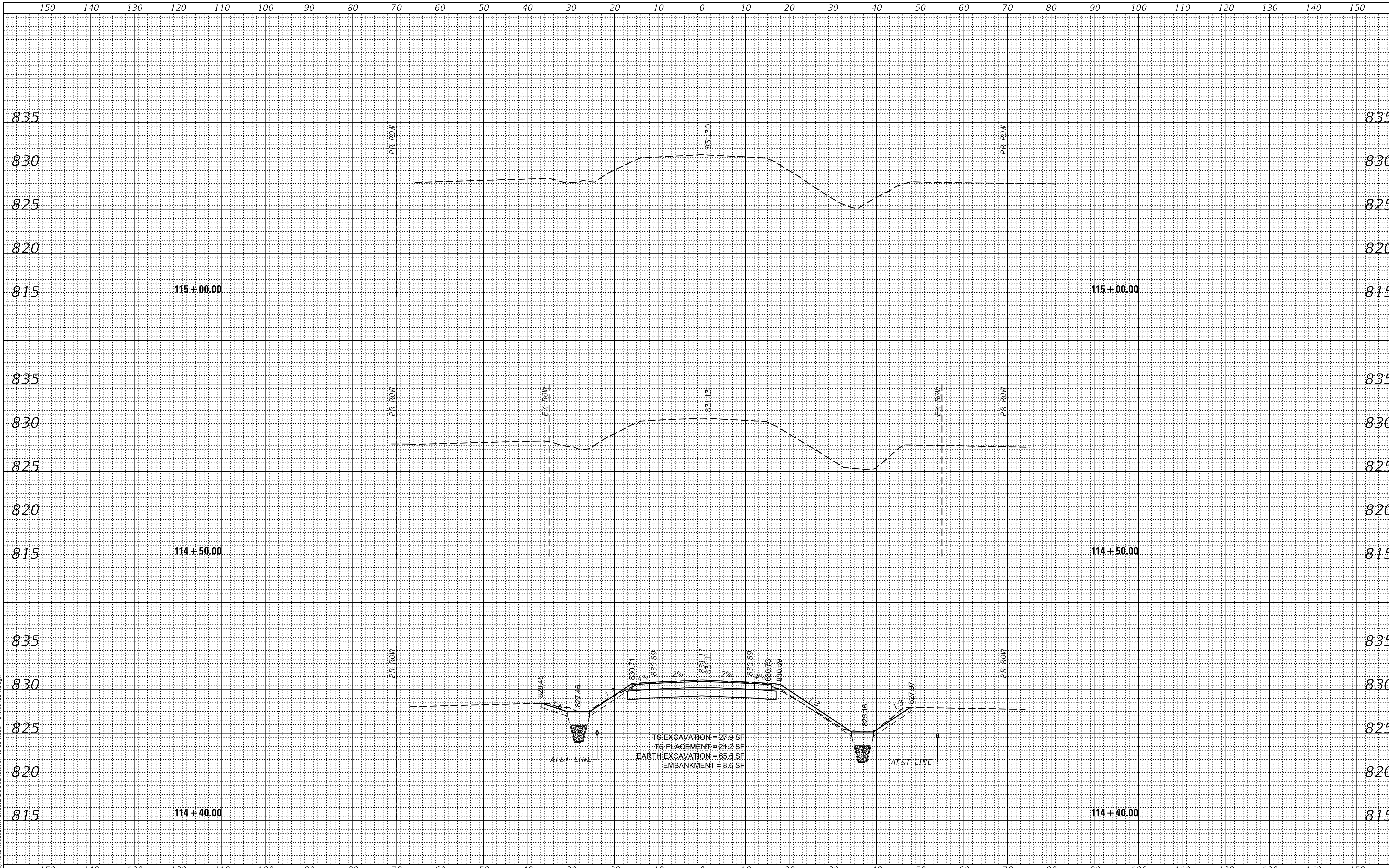
USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -	
	DRAWN - K. KOLODZIEJCZYK	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - M. LANGE	REVISED -	
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
KISHWAUKEE VALLEY RD. OVER TRIB. TO RUSH CREEK

SCALE: H:10 V:5 | SHEET 6 OF 8 SHEETS | STA. 113+00 TO STA. 114+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	60
		CONTRACT NO. 61G94		
		ILLINOIS FED. AID PROJECT		



ENGINEERING
RESOURCE ASSOCIATES

FINAL SURVEY	NOTE BOOK	NO.	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -
	DRAWN - K. KOLODZIEJCZYK	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - M. LANGE	REVISED -
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

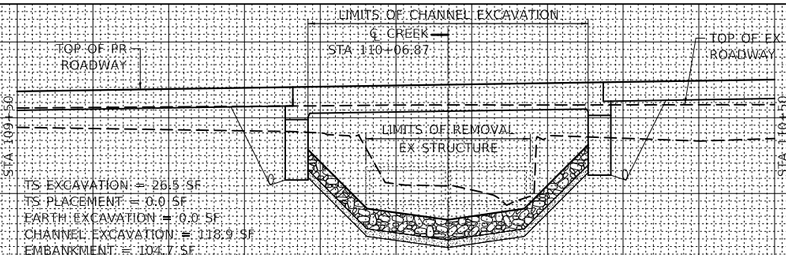
CROSS SECTIONS
KISHWAUKEE VALLEY RD. OVER TRIB. TO RUSH CREEK

SCALE: H:10 V:5 | SHEET 7 OF 8 SHEETS | STA. 114+40 TO STA. 115+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	61

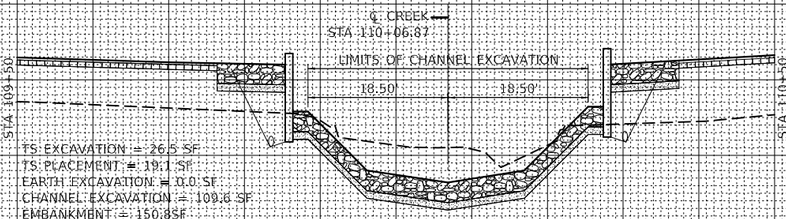
CONTRACT NO. 61G94

ILLINOIS | FED. AID PROJECT



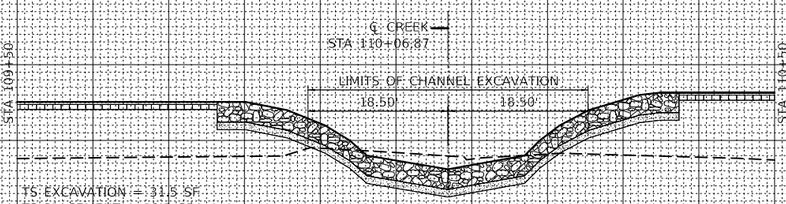
TS EXCAVATION = 26.5 SF
TS PLACEMENT = 0.0 SF
EARTH EXCAVATION = 0.0 SF
CHANNEL EXCAVATION = 118.9 SF
EMBANKMENT = 104.7 SF

CREEK STA 30+46
DOWNSTREAM FACE



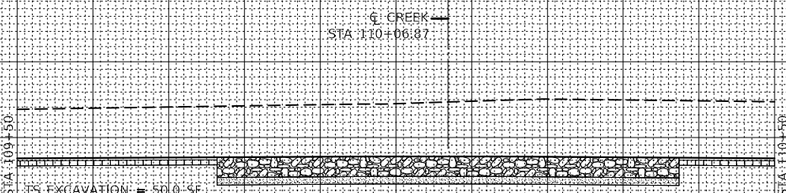
TS EXCAVATION = 26.5 SF
TS PLACEMENT = 19.1 SF
EARTH EXCAVATION = 0.0 SF
CHANNEL EXCAVATION = 109.6 SF
EMBANKMENT = 150.8SF

CREEK STA 30+42.90



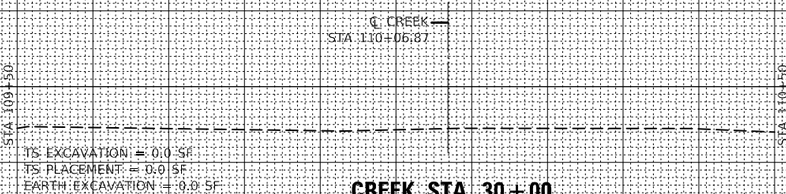
TS EXCAVATION = 31.5 SF
TS PLACEMENT = 19.5 SF
EARTH EXCAVATION = 0.0 SF
CHANNEL EXCAVATION = 58.6 SF
EMBANKMENT = 205.1 SF

CREEK STA 30+30



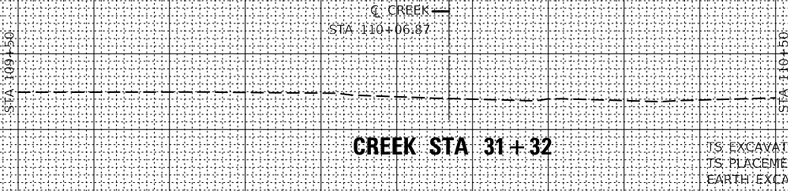
TS EXCAVATION = 50.0 SF
TS PLACEMENT = 19.5 SF
EARTH EXCAVATION = 323.1 SF
CHANNEL EXCAVATION = 0.0 SF
EMBANKMENT = 0.0 SF

CREEK STA 30+10



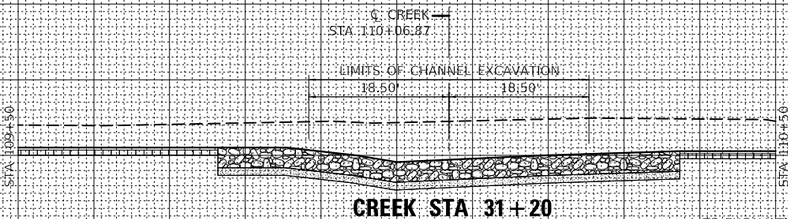
TS EXCAVATION = 0.0 SF
TS PLACEMENT = 0.0 SF
EARTH EXCAVATION = 0.0 SF
CHANNEL EXCAVATION = 0.0 SF
EMBANKMENT = 0.0 SF

CREEK STA 30+00



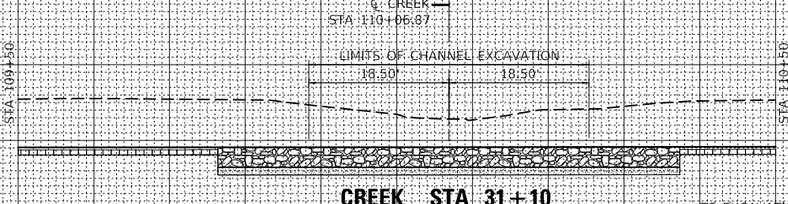
CREEK STA 31+32

TS EXCAVATION = 0.0 SF
TS PLACEMENT = 0.0 SF
EARTH EXCAVATION = 0.0 SF
CHANNEL EXCAVATION = 0.0 SF
EMBANKMENT = 0.0 SF



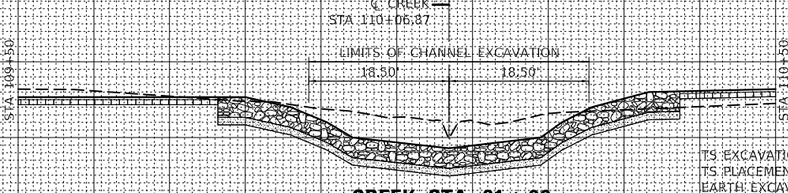
CREEK STA 31+20

TS EXCAVATION = 31.5 SF
TS PLACEMENT = 19.5 SF
EARTH EXCAVATION = 101.2 SF
CHANNEL EXCAVATION = 156.3 SF
EMBANKMENT = 0.0 SF



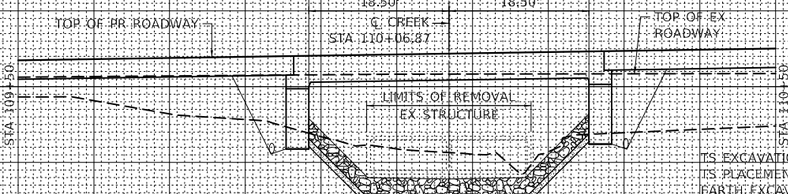
CREEK STA 31+10

TS EXCAVATION = 31.5 SF
TS PLACEMENT = 19.5 SF
EARTH EXCAVATION = 180.3 SF
CHANNEL EXCAVATION = 150.3 SF
EMBANKMENT = 0.0 SF



CREEK STA 31+00

TS EXCAVATION = 31.5 SF
TS PLACEMENT = 19.5 SF
EARTH EXCAVATION = 7.3 SF
CHANNEL EXCAVATION = 115.3 SF
EMBANKMENT = 12.8 SF



TS EXCAVATION = 26.5 SF
TS PLACEMENT = 0.0 SF
EARTH EXCAVATION = 0.0 SF
CHANNEL EXCAVATION = 76.2 SF
EMBANKMENT = 148.3 SF

CREEK STA 30+87
UPSTREAM FACE

50 40 30 20 10 0 10 20 30 40 50 | 50 40 30 20 10 0 10 20 30 40 50

USER NAME = kkolodziejczyk	DESIGNED - K. KOLODZIEJCZYK	REVISED -
	DRAWN - K. KOLODZIEJCZYK	REVISED -
PLOT SCALE = 20:0.0000 ':' / in.	CHECKED - M. LANGE	REVISED -
PLOT DATE = 12/16/2020	DATE - 12-21-2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
KISHWAUKEE VALLEY RD. OVER TRIB. TO RUSH CREEK

SCALE: H:10 V:5 | SHEET 8 OF 8 SHEETS | STA. 30+00 TO STA. 31+32

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0031	18-00490-00-BR	MCHENRY	62	62
		CONTRACT NO. 61G94		
	ILLINOIS FED. AID PROJECT			

ENGINEERING RESOURCE ASSOCIATES

FINAL SURVEY: NOTE BOOK ____ NO. ____ | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY: NOTE BOOK ____ NO. ____ | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

C:\Users\kkolodziejczyk\Desktop\KISHWAUKEE\CADD\Microstation\56 XSEC Under the Bridge.dgn