SCHAUMBURG, P.E

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11-17-2023 LETTING ITEM 012

TRAFFIC DATA

SPEED LIMIT:

POSTED = 55 MPH

DESIGN = 60 MPH

DESIGN DESIGNATION:

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

EXISTING MILLSTREAM ROAD ADT = 1,700 (2021)

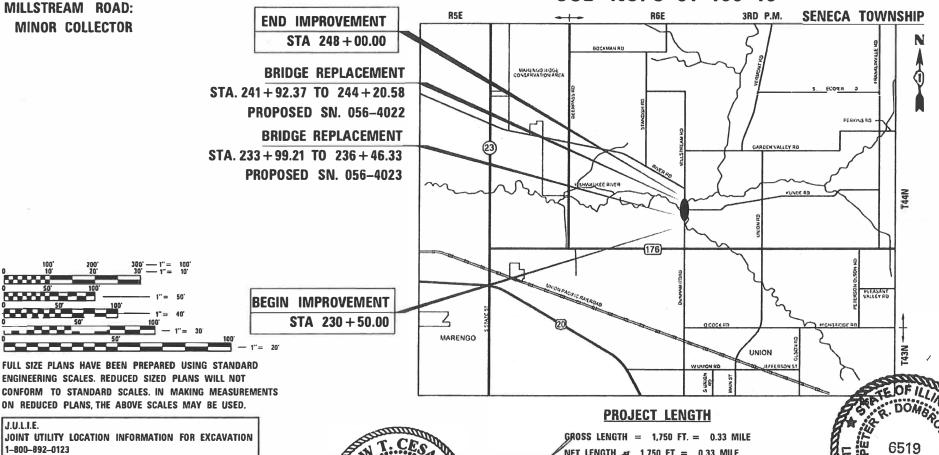
FUTURE MILLSTREAM ROAD ADT = 2,800 (2050)

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

MILLSTREAM ROAD (CH 43) OVER KISHWAUKEE RIVER AND SOUTH BRANCH KISHWAUKEE RIVER **BRIDGE REPLACEMENT** SECTION 18-00482-00-BR PROJECT: 9NCZ(895) **MCHENRY COUNTY**

JOB NO. C-91-196-19



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

LOCATION OF SECTION INDICATED THUS: -

18-00482-00-BR

P-91-002-19, D-91-001-19

MCHENRY

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

BOUNTE SEXA 11-30-2024

NO.: 081-006519

SHEETS: 67-172

EXP. DATE: 11-30-2024

NET LENGTH JE 1,750 FT. = 0.33 MILE

MATTHEW T. CESARIO BLA. INC. NO.: 062-066160

EXP. DATE: 11-30-2023 SHEETS: 1-66, 173-219

CONTRACT NO. 61J79

A, Inc.

333 PIERCE ROAD SUITE 200 ITASCA, IL 60143

OR 811

■ BLA, Inc.

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30-34	PLAN & PROFILE
35-36	DETOUR PLAN AND NOTES
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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

TC-26 DRIVEWAY ENTRANCE SIGNING

MCHENRY COUNTY DETAIL

DRIVEWAY DETAIL - MCDOT

1. TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHOULD NOT BE CLEARED FROM APRIL 1" THROUGH OCTOBER 31" OF ANY GIVEN YEAR.

 ANY REQUIRED NIGHT LIGHTING SHOULD FOLLOW INTERNATIONAL DARK-SKY ASSOCIATION (IDA) GUIDANCE TO MINIMIZE THE EFFECT OF LIGHT POLLUTION ON WILDLIFE; INCLUDING SHIELDING FIXTURES SO NO LIGHT TRAVELS UPDWARD, USING "WARM-WHITE" OR FILTERED LEDS (CCT < 3,000 K) TO MINIMIZE BLUE EMISSION, AND AVOIDING OVER-LIGHTING

3. IF EROSION CONTROL BLANKET IS TO BE USED, WILDLIFE-FRIENDLY PLASTIC-FREE BLANKET SHOULD BE USED AROUND WETLANDS AND ADJACENT TO NATURAL AREAS, IF NOT FEASIBLE TO IMPLEMENT PROJECT WIDE. TO PREVENT THE ENTANGLEMENT OF NATIVE WILDLIFE.

4. DISTURBED AREAS SHOULD BE RESEEDED WITH AN APPROPRIATE NATIVE SEED MIX THAT CONTAINS FORBS AS WELL AS GRASSES (SUCH AS IDOT CLASS 5, 5A, OR 5B SEED MIX WHERE FEASIBLE.

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

6. SOIL EROSION AND SEDIMENT CONTROL BMPS SHOULD BE IMPLEMENTED AND PROPERLY MAINTAINED

SURVEY DATUM

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

PUBLIC SERVICE CONTACT LIST

MARENGO FIRE PROTECTION DISTRICT 120 EAST PRAIRIE STREET, MARENGO, IL 60152 (815) 568-8912 CONTACT: ROBERT BRADBURY, CHIEF

MARENGO RESCUE SQUAD DISTRICT

120 EAST PRAIRIE STREET, MARENGO, IL 60152 (815) 568-8912 CONTACT: ROBERT BRADBURY, CHIEF

MARENGO TOWNSHIP 4010 NORTH ROUTE 23, MARENGO, IL 60152

(815) 568-1355 CONTACT: JOHN R. BURNS, SUPERVISOR

SENECA TOWNSHIP 16506 GARDEN VALLEY ROAD, WOODSTOCK, IL 60098 (815) 923-2288 CONTACT: JOSH BROWN, SUPERVISOR

UNION FIRE PROTECTION DISTRICT 6606 MAIN STREET, UNION, IL 60180 (815) 923-4488 CONTACT: BRIAM HEIMSOTH, CHIEF WOODSTOCK COMMUNITY SCHOOL DISTRICT 200 227 WEST JUDD STREET, WOODSTOCK, IL 60098 (815) 338-8200 CONTACT: MICHAEL MOAN, SUPERINTENDENT

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

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

WOODSTOCK FIRE/RESCUE DISTRICT 435 EAST JUDD STREET, WOODSTOCK, IL 60098 (815) 338-2621

CONTACT: MICHAEL HILL, CHIEF

CONTACT: ROBB TADELMAN, SHERIFF

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

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

OWNER OF RECORD

THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. FOR INFORMATION REGARDING THE EXISTING STRUCTURE SEE RECORD PLANS ON SHEETS 104-108, 144-148.

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

MCHENRY COUNTY DIVISION OF TRANSPORTATION 16111 NELSON ROAD WOODSTOCK, ILLINOIS 60098 SAMANTHA DITTRICH, DESIGN ENGINEER (815) 334-4960

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

MCHENRY COUNTY DIVISION OF TRANSPORTATION 16111 NELSON ROAD WOODSTOCK, ILLINOIS 60098 SAMANTHA DITTRICH, DESIGN ENGINEER (815) 334-4960

PERMITTING CONTACT

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

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

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

UTILITY CONTACT

AT&T JANET AHERN (630) 573-6414 JA1763@ATT.COM

COMED TIM TAMASON (630) 437-2159 TIMONTHY.TAMASON@COMED.COM

COMED TRANSMISSION TINA KOWALCZK (224) 244-1826 TINA.KOWALCZK@COMED.COM

USER NAME = cesario	DESIGNED -	MRQ	KEVISED -
	DRAWN -	MRQ	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	MTC	REVISED -
PLOT DATE = 10/3/2023	DATE -	08/07/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER
AND SOUTH BRANCH KISHWAUKEE RIVER
INDEX, HIGHWAY STANDARDS, GENERAL NOTES, AND COMMITMENTS

ALE: SHEET 1 OF 2 SHEETS STA. TO STA

H HE.	SECT	TION		COUNTY	TOTAL SHEETS	SHEET NO.
T64	18-00482	2-00-BR		MCHENRY	219	2
				CONTRA	CT NO.	61J79
		HILIMOIC	EED A	D DDO ICCT		

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2022 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2023; THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION
- 2. ALL WORK SHALL BE COMPLETED WITHIN THE LIMITS OF THE PRODUCT 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
- 3. TRAFFIC CONTROL DEVICES: ALL TRAFFIC CONTROL DEVICES USED FOR THE DETOUR AS DETAILED ON THE PLANS SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS NECESSARY THROUGHOUT THE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER.
- 4. THE CONTRACTOR SHALL TAKE EXTREME CAUTION DURING ALL PHASES OF CONSTRUCTION TO PREVENT THE DEPOSITION OF ANY MATERIAL INTO THE WATERWAY. DEMOLITION AND CONSTRUCTION ACTIVITIES WITHIN THE FLOODPLAIN SHALL BE IN ACCORDANCE WITH THE REGIONAL PERMIT NUMBER LRC-2020-759 OF THE UNITED STATES ARMY CORPS OF ENGINEERS AUTHORIZED UNDER SECTION 404 OF THE CLEAN WATER ACT, THE IEPA HAS ISSUED SECTION 401 WATER QUALITY CERTIFICATION FOR THIS ACTIVITY, SEE SPECIAL PROVISIONS FOR CONDITIONS.
- 5. RIGHT-OF-WAY MARKERS AND DRAINAGE MARKERS SHALL BE INSTALLED USING METHOD B OF THE STANDARD SPECIFICATIONS AND HIGHWAY STANDARDS.
- 6. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS
- 7. EXISTING MAILBOXES AFFECTED BY CONSTRUCTION SHALL BE RELOCATED AS DIRECTED BY THE LOCAL POSTAL AUTHORITY AND THE ENGINEER. THIS WORK WILL BE PAID AS "RELOCATE EXISTING MAILBOX"
- 8. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- 9. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE
- 10. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE
- 11. CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY, IF ANY DAMAGE OCCURS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07 REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.
- 12. PHOSPHORUS FERTILIZER HAS BEEN INTENTIONALLY OMITTED FROM THE CONTRACT. A PHOSPHORUS-FREE FERTILIZER SHALL BE USED (MIDDLE NUMBER SHOULD EQUAL 0).
- 13. THE CONTRACTOR SHALL PROVIDE THE FINISHED GRADE DTM BEFORE LANDSCAPING TO VERIFY MCP&D STORMWATER MANAGEMENT PERMIT.

DRAINAGE NOTES

- DURING CONSTRUCTION OPERATIONS, ALL LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE ROUTES AND TEMPORARY DITCHES THAT OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE FEATURES SHALL BE CLEANED AS NECESSARY TO ENSURE THAT THEY ARE FREE FROM ALL DIRT AND DEBRIS PRIOR TO THE FINAL INSPECTION OF THE PROJECT
- INVESTIGATION INDICATED NO DRAIN TILES ARE PRESENT, HOWEVER, IF ANY FARM DRAIN, FIELD TILE SYSTEM OR OTHER UNDERGROUND TILE FACILITIES IS ENCOUNTERED IN THE WORK ZONE. THE TILE SHALL BE LOCATED, STAKED AND REPORTED TO THE ENGINEER. ANY DRAINAGE LINES WHICH ARE CUT OR DAMAGED BY GRADING, TRENCHING, EXCAVATION OR OTHER CONSTRUCTION ACTIVITIES SHALL BE REPAIRED AS TO MAINTAIN ITS ORIGINAL ALIGNMENT.

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). A NOMINAL QUANTITY HAS BEEN INCLUDED IN THE EVENT THAT AN UNKNOWN DRAIN THE HAS BEEN ENCOUNTERED.

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

- 3. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE THROUGHOUT THE CONSTRUCTION OF THIS PROJECT.
- 4. $\,$ MORTAR: ALL CONNECTION POINTS WHERE THE DRAIN TILE ENTERS THE DRAINAGE STRUCTURE SHALL BE MORTARED ON THE INSIDE AND OUTSIDE OF THE DRAINAGE STRUCTURE. THE MORTAR MATERIAL SHALL BE PLACED AROUND THE ENTIRE CIRCUMFERENCE OF THE PIPE. THE MORTAR MATERIAL SHALL BE IN
- 5. THE GRATING FOR THE PRECAST CONCRETE FLARED END SECTIONS SHALL BE INCLUDED IN THE COST OF THE END SECTION AND SHALL FOLLOW THE DETAILS WITHIN THE PLANS.

UTILITY NOTES

- 1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0 123 FOR FIELD LOCATIONS OF BURIED UTILITIES AND FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED.)
- THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY AND ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER
- 4. THE CONTRACTOR SHALL COOPERATE WITH THE COUNTY IF ANY UNDERGROUND IMPROVEMENTS ARE REQUIRED BY THE COUNTY OR STATE WITHIN THE DURATION OF THE CONTRACT.

MCHENRY COUNTY STANDARD DRAIN TILE NOTES

- DRAIN TILES DISTURBED DURING CONSTRUCTION SHALL BE RECONNECTED BY THOSE RESPONSIBLE FOR FHEIR DISTURBANCE, UNLESS THE PLANS SPECIFY ABANDONMENT OF THE DRAIN TILES.
- 2. ALL ABANDONED DRAIN TILES WITHIN DISTURBED AREAS SHALL BE REMOVED IN THEIR ENTIRETY.
- DRAIN THES 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

TREES AND SHRUBS

- THE CONTRACTOR SHALL REMOVE ONLY THOSE TREES AND SHRUBS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER OR THOSE, WHICH DIRECTLY INTERFERE WITH THE SAFETY OR QUALITY OF CONSTRUCTION PRACTICES. THE CONTRACTOR SHALL EXERCISE EXTREME CARE WHEN WORKING NEAR EXISTING TREES AND SHRUBS TO AVOID DAMAGING THOSE NOT SCHEDULED FOR REMOVAL AND SHALL REPLACE IN-KIND ANY DAMAGED PLANTS
- THE AREA TO BE PLANTED SHALL BE FURNISHED TO LINE AND GRADE BEFORE PLANTING OPERATIONS ARE BEGUN. THE CONTRACTOR SHALL FURNISH ALL MARKING FLAGS (OR OTHER MARKINGS APPROVED BY THE ENGINEER) FOR LOCATING SEED AREAS, PLANTING (I.E. SHRUBS, TREES) AND FIXED LANDSCAPED FEATURES. FLAGGING FOR PLANTINGS SHALL BE MARKED WITH THE COMMON NAME OF PLANTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT OF ALL LANDSCAPING AND THE OUTLINING OF EACH AREA FOR MASS OR INDIVIDUAL PLANTING. THE TREE LOCATIONS SHALL BE COORDINATED WITH THE FENCING LAYOUT. THE ENGINEER WILL APPROVE THE LAYOUT OF ALL LANDSCAPING. WHERE SEEDLINGS ARE TO BE PLANTED THE PLANTING AREAS SHALL BE MARKED BY STEEL POSTS AS DESCRIBED IN ARTICLE

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 WILL INTERFERE WITH DRAINAGE WAYS OR ON PAVEMENTS THAT ARE NOT SPECIFIED FOR REMOVAL. ANY DAMAGE CAUSED BY THE CONTRACTORS STOCK PILING OR CONSTRUCTION OPERATIONS WILL BE REPAIRED BY THE CONTRACTOR.
- 2. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
- 3. ALL EXCAVATION AND EMBANKMENT LOCATIONS REQUIRING SEEDING SHALL BE CONSTRUCTED TO 6 NCHES BELOW FINISHED GRADE LINE TO ALLOW TOPSOIL PLACEMENT.
- 4. PAVEMENT ELEVATIONS: THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES FOR THE PROPOSED PAVEMENT OR SURFACE COURSE. UNLESS OTHERWISE INDICATED.
- 5. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT
- 6. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12L LOWER LIFT SHALL BE CS 1 OR RR 1

USER NAME = cesario	DESIGNED	-	MRQ	REVISED	-
	DRAWN	-	MRQ	REVISED	-
PLOT SCALE = 100.0000'/in.	CHECKED	-	MTC	REVISED	-
PLOT DATE = 9/1/2023	DATE	-	08/07/2023	REVISED	-

						80% FEDER	AL FUNDING / 20% LOCA	AL (COUNTY) FUNDING CONSTRUCTION CODE			
					80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	LOCAL 100%	LOCAL 100%
					ROADWAY	BRIDGE	BRIDGE	RETAINING WALL	TRAINEES	BRIDGE	BRIDGE
1	CODE			TOTAL	0004	0010	0010	0044	0042	0010	0010
	NO.	ITEM	UNIT	QUANTITY	RURAL	056-4023	056-4022	RURAL	RURAL	056-4023	056-4022
2	0100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	379	379						
2	0100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	58	58						
_	0404000	TEMPORADY ESTAGE	5007	047	047						
2	0101000	TEMPORARY FENCE	FOOT	917	917						
2	0101200	TREE ROOT PRUNING	EACH	50	50						
2	0101300	TREE PRUNING (1TO 10 INCH DIAMETER)	EACH	50	50						
20	0101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	50	50						
		THE PROPERTY OF THE PERTY	27011								
2	0200100	EARTH EXCAVATION	CUYD	1456	1456						
2	0201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CUYD	500	500						
2	0300100	CHANNEL EXCAVATION	CUYD	3381		2174	1207				
2	0400800	FURNISHED EXCAVATION	CUYD	1702	1702						
	0000450	TRENOUDLOVEIU	QUYD	50.4	50.4						
	0800150	TRENCH BACKFILL	CUYD	58.4	58.4						
2	1001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQYD	5471	5471						
2	1101505	TOPSOIL EXCAVATION AND PLACEMENT	CUYD	815	815						
2	1101625	TOPSOIL FURNISH AND PLACE, 6"	SQYD	2159	2159						
_											

USER NAME = cesario	DESIGNED -	MRQ	REVISED -		MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER	CH RTF	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
	DRAWN -	MRQ	REVISED -	STATE OF ILLINOIS	AND SOUTH BRANCH KISHWAUKEE RIVER	CH T64	18-00482-00-BR	MCHENRY	219 4
PLOT SCALE = 100,0000'/in,	CHECKED -	MTC	REVISED -	DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			CONTRA	ACT NO. 61J79
PLOT DATE = 10/2/2023	DATE -	08/07/2023	REVISED -		SCALE: NTS SHEET 1 OF 9 SHEETS STA. N/A TO STA. N/A		ILLINOIS	FED. AID PROJECT	

					80% FEDEF	RAL FUNDING / 20% LOCA				
							CONSTRUCTION CODE			
				80% FEDERAL 20% LOCAL	LOCAL 100%	LOCAL 100%				
				ROADWAY	BRIDGE	BRIDGE	RETAINING WALL	TRAINEES	BRIDGE	BRIDGE
CODE			TOTAL	0004	0010	0010	0044	0042	0010	0010
NO.	ITEM	UNIT	QUANTITY	RURAL	056-4023	056-4022	RURAL	RURAL	056-4023	056-4022
25000210	SEEDING, CLASS 2A	ACRE	0.75	0.75						
25000314	SEEDING, CLASS 4B	ACRE	1	1						
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	129.6	129.6						
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	129.6	129.6						
25200200	SUPPLEMENTAL WATERING	UNIT	188	188						
25400200	SELECTIVE MOWING STAKES	EACH	10	10						
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	144.1	144.1						
28000305	TEMPORARY DITCH CHECKS	FOOT	154	154						
2000000	I STANCE	1001	104	104						
28000315	AGGREGATE DITCH CHECKS	TON	2	2						
			_	-						
28000400	PERIMETER EROSION BARRIER	FOOT	8421	8421						
2000-00		. 501	5-12-1	U-12-1						
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	7050	7050						
20001100	TEM START EROSION SONTROL BEAUTE	5010	7000	7030						
28100103	STONE RIPRAP, CLASS A2	SQ YD	42	42						
20100103	OTONE IN TON , DEADO AZ	30(1)	42	42						
20100105	STONE RIPRAP, CLASS A3	SO VD	10	10						
28100105	STONE RIPRAP, CLASS AS	SQ YD	10	10						
00400455	STONE DIDDAD OLAGOAA	201/5	40	40						
28100107	STONE RIPRAP, CLASS A4	SQ YD	48	48						

USER NAME = cesario	DESIGNED - MRQ	REVISED -		MIL	LSTREAM	VI RC	DAD	OVER 1	THE P	(ISHV	/AUKEE	RIVER		CH	SECTION	ON	COUNTY	TOTAL	SHEET
	DRAWN - MRQ	REVISED -	STATE OF ILLINOIS		AND S							ER		CH T64	18-00482-	00-BR	MCHENRY	219	5
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTC	REVISED -	DEPARTMENT OF TRANSPORTATION			SUN	/IMAR	Y OF (QUAN	TITIE	S						CONTR	ACT NO.	61J79
PLOT DATE = 10/2/2023	DATE - 08/07/2023	REVISED -		SCALE: NTS	SHEET	2	OF :	9 SHEE	ETS S	TA. N	I/A	TO STA.	N/A		11	LLINOIS FED. A	D PROJECT		

					80% FEDER	AL FUNDING / 20% LOCA				
				ı	T		CONSTRUCTION CODE	Г		
				80% FEDERAL 20% LOCAL	LOCAL 100%	LOCAL 100%				
				ROADWAY	BRIDGE	BRIDGE	RETAINING WALL	TRAINEES	BRIDGE	BRIDGE
CODE			TOTAL	0004	0010	0010	0044	0042	0010	0010
NO.	ITEM	UNIT	QUANTITY	RURAL	056-4023	056-4022	RURAL	RURAL	056-4023	056-4022
28100109	STONE RIPRAP, CLASS 45	SQ YD	739	55	381	303				
28200200	FILTER FABRIC	SQYD	706	231	222	184			48	21
28500400	ARTICULATED BLOCK REVETMENT MAT	SQYD	537		305	232				
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CUYD	764	764						
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	5138	5138						
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	755	755						
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	11874	11874						
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	2265	2265						
			0.400	0.400						
40600370	LONGITUDINAL JOINT SEALANT	FOOT	2488	2488						
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	108	108						
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	96	96						
40701841	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 8"	SQYD	3103	3103						
40701041	TIOT-WILL ASFRACT FAVEWENT (FOLL-DEPTR), 0	3010	3103	3103						
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	142		142					
44000100	PAVEMENT REMOVAL	SQ YD	4381	4381						
										1

USER NAME = cesario	DESIGNED - MRQ	REVISED -		MIL	LSTREA							EE RIVER		CH RTF	SECTION	COUNTY	TOTAL	SHEET
	DRAWN - MRQ	REVISED -	STATE OF ILLINOIS		AND S						JKEE RI	IVER		CH T64	18-00482-00-BR	MCHENRY	219	6
PLOT SCALE = 100,0000' / in,	CHECKED - MTC	REVISED -	DEPARTMENT OF TRANSPORTATION			SU	MMA	RY OF	F QUA	ANTIT	TES			I		CONT	RACT NO.	61J79
PLOT DATE = 10/2/2023	DATE - 08/07/2023	REVISED -		SCALE: NTS	SHEET	3	OF	9 SH	HEETS	STA.	N/A	TO STA	N/A		ILLINOIS FED. AI	PROJECT		

Part						80% FEDER	RAL FUNDING / 20% LOCA				
1976 1975								CONSTRUCTION CODE		1	
PROPER P					80% FEDERAL 20% LOCAL						
MODE NUMBER MODE NUMBER NUMER NUMBER NUMBER NUMBER NUMBER NUMBER NUMBER NUMBER					ROADWAY	BRIDGE	BRIDGE	RETAINING WALL	TRAINEES		
Moderate Moderate	CODE			TOTAL	0004	0010	0010	0044	0042	0010	0010
MINISTRATE SPIRALESSES, TYPE A 57 50 '00	NO.	ITEM	UNIT	QUANTITY	RURAL	056-4023	056-4022	RURAL	RURAL	056-4023	056-4022
MINISTRATE SPIRALESSES, TYPE A 57 50 '00											
MINISTRATE SPIRALESSES, TYPE A 57 50 '00	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	292	292						
	48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQ YD	50	50						
SPICONS SPICONAL OF EXISTING STRUCTURES NO. 1											
S0198460 REMOVAL OF EXISTING STRUCTURES NO. 2 EACH 1 1 1 1 1 1 1 1 1	48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQYD	2591	2591						
S0198460 REMOVAL OF EXISTING STRUCTURES NO. 2 EACH 1 1 1 1 1 1 1 1 1											
S01005720 PIPE CLUVERT REMOVAL	50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1					
S01005720 PIPE CLUVERT REMOVAL											
S0201121 S0201122 COFFERDAM (TYPE 2) (LOCATION - 2)	50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1			1				
S0201121 S0201122 COFFERDAM (TYPE 2) (LOCATION - 2)											
S0200000 COFFERDAM EXCAVATION CUYD 1132 626 556	50105220	PIPE CULVERT REMOVAL	FOOT	208	208						
S0200000 COFFERDAM EXCAVATION CUYD 1132 626 556											
50201121 COFFERDAM (TYPE 2) (LOCATION - 1)	50200100	STRUCTURE EXCAVATION	CUYD	397		220	177				
50201121 COFFERDAM (TYPE 2) (LOCATION - 1)											
S0201122 COFFERDAM (TYPE 2) (LOCATION - 2) EACH 1 1 1 1	50200300	COFFERDAM EXCAVATION	CUYD	1132		626	506				
S0201122 COFFERDAM (TYPE 2) (LOCATION - 2) EACH 1 1 1 1											
S0201123 COFFERDAM (TYPE 2) (LOCATION - 3) EACH 1 1 1 1	50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1					
S0201123 COFFERDAM (TYPE 2) (LOCATION - 3) EACH 1 1 1 1	50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	FACH	1		1					
50201124 COFFERDAM (TYPE 2) (LOCATION - 4) EACH 1 1 1 1	33201122			,		·					
50201124 COFFERDAM (TYPE 2) (LOCATION - 4) EACH 1 1 1 1	50201123	COFFERDAM (TYPE 2) (LOCATION - 3)	EACH	1			1				
50300225 CONCRETE STRUCTURES CU YD 945.5 308.2 273 266.3 67.7 30.3											
	50201124	COFFERDAM (TYPE 2) (LOCATION - 4)	EACH	1			1				
Substitution	50300225	CONCRETE STRUCTURES	CUYD	945.5		308.2	273	266.3		67.7	30.3
50300255 CONCRETE SUPERSTRUCTURE CUYD 599.6 269.6 243.7 59.2 27.1											
	50300255	CONCRETE SUPERSTRUCTURE	CUYD	599.6		269.6	243.7			59.2	27.1

USER NAME = cesario	DESIGNED - MRQ	REVISED -			LSTREA							E RIVER		CH RTF	SECTION	COUNTY	TOTAL	SHEET NO
	DRAWN - MRQ	REVISED -	STATE OF ILLINOIS		AND S						KEE RIV	VER		CH T64	18-00482-00-BR	MCHENRY	219	7
PLOT SCALE = 100,0000 ' / in.	CHECKED - MTC	REVISED -	DEPARTMENT OF TRANSPORTATION			SU	JMMAI	RY OF	QUAN	NTITII	ES						RACT NO	61J79
PLOT DATE = 10/2/2023	DATE - 08/07/2023	REVISED -		SCALE: NTS	SHEET	4	OF	9 SHE	ETS S	STA.	N/A	TO STA.	N/A		ILLINOIS FED.	AID PROJECT		

					80% FEDER	AL FUNDING / 20% LOCA				
							CONSTRUCTION CODE			Г
				80% FEDERAL 20% LOCAL	LOCAL 100%	LOCAL 100%				
				ROADWAY	BRIDGE	BRIDGE	RETAINING WALL	TRAINEES	BRIDGE	BRIDGE
CODE			TOTAL	0004	0010	0010	0044	0042	0010	0010
NO.	ITEM	UNIT	QUANTITY	RURAL	056-4023	056-4022	RURAL	RURAL	056-4023	056-4022
50300260	BRIDGE DECK GROOVING	SQ YD	1894.6		856.9	775.98			175.5	86.22
50300265	SEAL COAT CONCRETE	CUYD	546		246	221			54	25
50300300	PROTECTIVE COAT	SQ YD	2527		1031	957	206		226	107
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CUYD	234.3		100.4	100.7			22	11.2
50401305	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL27N	FOOT	2261		907	892			362	100
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	370580		149470	132777	40770		32810	14753
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	3530		1530	1414			336	250
51202305	DRIVING PILES	FOOT	3530		1530	1414			336	250
51203200	TEST PILE METAL SHELLS	EACH	8		4	4				
51204650	PILE SHOES	EACH	81		35	32			8	6
51500100	NAME PLATES	EACH	2		1	1				
52200015	PERMANENT SHEET PILING	SQFT	33940				33940			
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	41	41						
E424022	DIDE CHI VEDTE CLASSA TVDE 4 24"	FOOT	400	120						
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	136	136						

USER NAME = cesario	DESIGNED - MRQ	REVISED -		MIL	LSTREA							E RIVER		CH RTF		SECTION	COUNTY	TOTAL	SHEET
	DRAWN - MRQ	REVISED -	STATE OF ILLINOIS		AND S						IKEE RI	VER		CH T64	18	8-00482-00-BR	MCHENRY	219	8
PLOT SCALE = 100,0000' / in.	CHECKED - MTC	REVISED -	DEPARTMENT OF TRANSPORTATION			SU	MMAF	RY OF	QUA	NTITI	ES						CONTR	ACT NO.	61J79
PLOT DATE = 10/2/2023	DATE - 08/07/2023	REVISED -		SCALE: NTS	SHEET	5	OF	9 SHE	EETS	STA.	N/A	TO STA.	N/A			ILLINOIS FED. AID	PROJECT		

					80% FEDER	RAL FUNDING / 20% LOCA				
							CONSTRUCTION CODE			
				80% FEDERAL 20% LOCAL	LOCAL 100%	LOCAL 100%				
				ROADWAY	BRIDGE	BRIDGE	RETAINING WALL	TRAINEES	BRIDGE	BRIDGE
CODE			TOTAL	0004	0010	0010	0044	0042	0010	0010
NO.	ITEM	UNIT	QUANTITY	RURAL	056-4023	056-4022	RURAL	RURAL	056-4023	056-4022
542A0259	PIPE CULVERTS, CLASS A, TYPE 1 54"	FOOT	42	42						
542A5503	PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 48"	FOOT	34	34						
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2	2						
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	4	4						
54213699	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 54"	EACH	4	4						
			_	_						
54214533	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 48"	EACH	2	2						
58600101	GRANULAR BACKFILL FOR STRUCTURES	CUYD	473		89	79	277		20	8
30000101	STATE STATE OF STATE STA		470		0.5	73	211		20	0
58700300	CONCRETE SEALER	SQFT	4633		2101	1864			461	207
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	125		57	50			12	6
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	20	12	4	4				
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	1191	1191						
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	207		115	92				
60146305	PIPE UNDERDRAINS FOR STRUCTURES (SPECIAL) 4"	FOOT	136		70	64				
00146305	FIFE UNDERDINATING FUN STRUCTURES (SPECIAL) 4"	FUUT	130		72	64				
60235300	INLETS, TYPE A, TYPE 1FRAME, CLOSED LID	EACH	1	1						
			-							
			l							

USER NAME = cesario	DESIGNED - MRQ	REVISED -			LSTREAM ROAD OVER THE KISHWAUKEE RIVER	CH RTE.	SECTION	COUNTY	TOTAL S SHEETS	HEET NO.
	DRAWN - MRQ	REVISED -	STATE OF ILLINOIS		AND SOUTH BRANCH KISHWAUKEE RIVER	CH T64	18-00482-00-BR	MCHENRY	219	9
 PLOT SCALE = 100,0000'/in,	CHECKED - MTC	REVISED -	DEPARTMENT OF TRANSPORTATION		SUMMARY OF QUANTITIES			CONTRA	CT NO. 61	iJ79
PLOT DATE = 10/2/2023	DATE - 08/07/202	3 REVISED -		SCALE: NTS	SHEET 6 OF 9 SHEETS STA. N/A TO STA. N/A		ILLINOIS FED. AI	D PROJECT		=

						80% FEDEF	RAL FUNDING / 20% LOCA	L (COUNTY) FUNDING			
								CONSTRUCTION CODE			
					80% FEDERAL 20% LOCAL	LOCAL 100%	LOCAL 100%				
					ROADWAY	BRIDGE	BRIDGE	RETAINING WALL	TRAINEES	BRIDGE	BRIDGE
	CODE			TOTAL	0004	0010	0010	0044	0042	0010	0010
	NO.	ITEM	UNIT	QUANTITY	RURAL	056-4023	056-4022	RURAL	RURAL	056-4023	056-4022
#	63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	587.5	587.5						
#	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4						
#	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4						
	63200310	GUARDRAIL REMOVAL	FOOT	607	607						
				_	_						
	64300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2						
4	66400105	CHAIN LINK FENCE, 4'	FOOT	32	32						
#	00400105	CHAIN LING FENCE, 4	FOOT	32	32						
	66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	26	26						
#	66900200	NON-SPECIAL WASTE DISPOSAL	CUYD	200	200						
#	66900530	SOIL DISPOSAL ANALYSIS	EACH	20	20						
#	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1						
#	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1						
#	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	180	180						
	67100100	MOBILIZATION	L SUM	1	1						
	3. 100 100		2.301	'	,						
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	1095	1095						
						<u> </u>					

USER NAME = cesario	DESIGNED - MRQ	REVISED -		MILL	STREAM						E RIVER		CH RTF	SECTION	COUN	TY SHE	TAL SHEET
	DRAWN - MRQ	REVISED -	STATE OF ILLINOIS							UKEE RIV	/ER		CH T64	18-00482-00-BR	MCHE	IRY 21	19 10
PLOT SCALE = 100,0000 ' / in,	CHECKED - MTC	REVISED -	DEPARTMENT OF TRANSPORTATION			SUM	IMARY	OF QI	JANTIT	IES					CC	NTRACT I	NO. 61J79
PLOT DATE = 10/2/2023	DATE - 08/07/2023	REVISED -		SCALE: NTS	SHEET	7	OF 9	SHEETS	STA.	N/A	TO STA.	N/A		ILLINOIS	FED. AID PROJECT		

						80% FEDER	RAL FUNDING / 20% LOCA				
								CONSTRUCTION CODE			
					80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	LOCAL 100%	LOCAL 100%
ſ					ROADWAY	BRIDGE	BRIDGE	RETAINING WALL	TRAINEES	BRIDGE	BRIDGE
	CODE			TOTAL	0004	0010	0010	0044	0042	0010	0010
	NO.	ITEM	UNIT	QUANTITY	RURAL	056-4023	056-4022	RURAL	RURAL	056-4023	056-4022
İ											
Ì	70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	4242	4242						
Ī											
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	70	70						
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	18	18						
#	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4						
	7000004	NODEST UPST IN SECURITY MADISTRO LINE III	5007	10.10	40.40						
#	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	4242	4242						
#	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	24		12	12				
#	78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	20	20						
İ											
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQFT	4242	4242						
	K0029634	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	5	5						
	X0322278	RODENT SHIELDS	EACH	20	12	4	4				
-	X0323265	REMOVE EXISTING RIPRAP	SQ YD	33	33						
-	V0000000	WACHOUT DACIN	1.00	4	4						
}	X0326806	WASHOUT BASIN	L SUM	1	1						
-	X0327301	RELOCATE EXISTING MAILBOX	EACH	2	2						
ŀ			2.5	_	-						
ŀ	X1200247	TURBIDITY CURTAIN	SQ YD	711		344	367				
ŀ											
L		1	L	1			<u> </u>	<u>. </u>			1

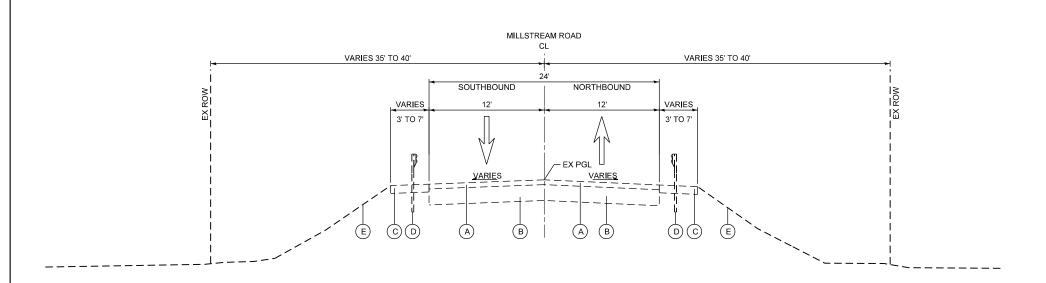
USER NAME = cesario	DESIGNED - MRQ	REVISED -			LSTREAM ROAD OVER THE KISHWAUKEE RIVER	CH RTE	SECTION	COUNTY TOTAL SHEET SHEETS NO.
	DRAWN - MRQ	REVISED -	STATE OF ILLINOIS		AND SOUTH BRANCH KISHWAUKEE RIVER	СН Т	18-00482-00-BR	MCHENRY 219 11
PLOT SCALE = 100,0000'/in,	CHECKED - MTC	REVISED -	DEPARTMENT OF TRANSPORTATION		SUMMARY OF QUANTITIES		<u>'</u>	CONTRACT NO. 61J79
PLOT DATE = 10/2/2023	DATE - 08/07/2023	REVISED -		SCALE: NTS	SHEET 8 OF 9 SHEETS STA. N/A TO STA. N/	Ά	ILLINOIS	FED. AID PROJECT

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						80% FEDER	RAL FUNDING / 20% LOCA				
					80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	80% FEDERAL 20% LOCAL	LOCAL	LOCAL
					ROADWAY	BRIDGE	BRIDGE	RETAINING WALL	TRAINEES	100% BRIDGE	100% BRIDGE
CODE		ITEM	LINUT	TOTAL	0004	0010	0010	0044	0042	0010	0010
NO.		ITEM	UNIT	QUANTITY	RURAL	056-4023	056-4022	RURAL	RURAL	056-4023	056-4022
V0504000	0550NO 01400 5 (440NF)50)		1005								
X2501820	SEEDING, CLASS 5 (MODIFIED)		ACRE	1	1						
X2511630	EROSION CONTROL BLANKET (SPECIAL))	SQ YD	7049	7049						
X4021000	TEMPORARY ACCESS (PRIVATE ENTRAN	NCE)	EACH	2	2						
X4024100	TEMPORARY ACCESS (WINTERIZE)		SQYD	268	268						
X4201410	BRIDGE APPROACH PAVEMENT CONNEC	CTOR (SPECIAL)	SQYD	345		141	204				
X 120 1110	SALESCAL FROM STATE AND ASSESSMENT SOURCE	51-511(61 2511.2)	3415	0.10			201				
X5021507	DEWATERING		LSUM	1	1						
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)		CAL MO	18	18						
X7010216	TRAFFIC CONTROL AND PROTECTION, (\$	SPECIAL)	L SUM	1	1						
Z0001900	ASBESTOS BEARING PAD REMOVAL		EACH	4		2	2				
Z0007124	STEEL RAILING (SPECIAL)		FOOT	1508		473	421	614			
70042707	CTABILIZED CONCTRUCTION ENTRANCE		COAD	440	440						
Z0013797	STABILIZED CONSTRUCTION ENTRANCE	:	SQ YD	418	418						
Z0013798	CONSTRUCTION LAYOUT		L SUM	1	1						
Z0022800	FENCE REMOVAL		FOOT	58	58						
Z0030850	TEMPORARY INFORMATION SIGNING		SQFT	89.6	89.6						
Z0076600	TRAINEES		HOUR	1000					1000		
7007000:	TRAINIEEC TRAINING PROCESAN OR SELECT	ATE	HOUS	4000					4000		
Z0076604	TRAINEES TRAINING PROGRAM GRADUA	AIE	HOUR	1000					1000		
# SPECIALTY	USER NAME = cesario	DESIGNED - MRQ	REVISED -	T			BALL LOTDE A.B.	A DOAD OVER THE PICH	MALIVEE DIVER	CH	ON TOTAL
		DRAWN - MRQ	REVISED -		STATE OF ILLINOIS		WILLSTREAM AND S	N ROAD OVER THE KISH OUTH BRANCH KISHWAU	WAUKEE KIVEK KEE RIVER	CH RTE. SECTION SECTIO	00-BR MCHENRY 219
	PLOT SCALE = 100,0000 ' / in, PLOT DATE = 10/2/2023	CHECKED - MTC DATE - 08/07/2023	REVISED - REVISED -	DEPARTI	MENT OF TRANSPOR		CALE: NTS SHEET	SUMMARY OF QUANTITIES OF 9 SHEETS STA.	N/A TO STA. N/A		CONTRACT N

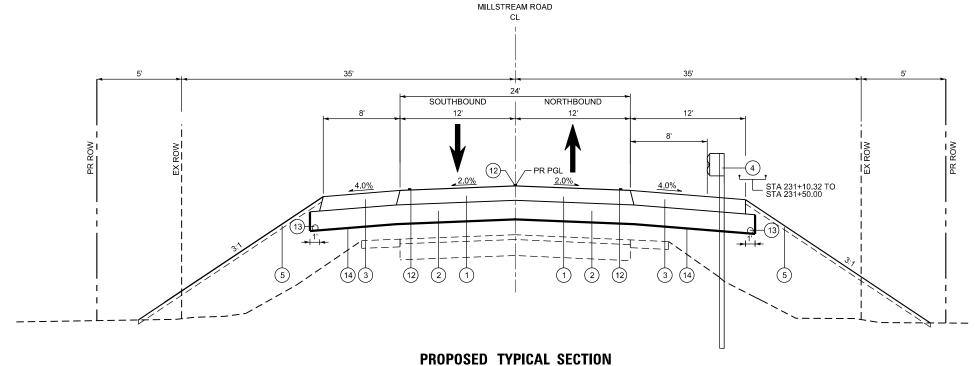




EXISTING TYPICAL SECTION

STA 230+50.00 TO STA 248+00.00, MILLSTREAM ROAD BRIDGE OMISSION BK TO BK ABUTMENTS STA 234+87.07 TO STA 236+43.12

STA 242+26.35 TO STA 2343+73.52



STA 230+50.00 TO STA 231+50.00, MILLSTREAM ROAD

EXISTING LEGEND

- A EX. HOT-MIX ASPHALT PAVEMENT, 7" (R)
- B EX. AGGREGATE BASE COURSE, 11" (R)
- C EX. AGGREGATE SHOULDER, 8" (R)
- D EX. STEEL PLATE BEAM GUARDRAIL (R)
- E) EX. GROUND (R)

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

PROPOSED LEGEND

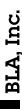
- 1) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 8"
- 2) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (3) HOT-MIX ASPHALT SHOULDER, 8"
- (4) STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FT POST
- TOPSOIL FURNISH & PLACE, 6" SEEDING, CL 4B / SEEDING CL 5 (MODIFIED) OR SEEDING CLASS 2A
- 6) STEEL RAILING (SPECIAL) (SEE STRUCTURAL PLANS)
- 7) PERMANENT SHEET PILING (SEE STRUCTURAL PLANS)
- 8) AGGREGATE SHOULDERS, TYPE B, 6"
- 9 MOMENT SLAB (SEE STRUCTURAL PLANS)
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5), 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
- (11) AGGREGATE BASE COURSE, TYPE B, 6"
- (12) MODIFIED URETHANE PAVEMENT MARKING - LINE 4"
- (13) PIPE UNDERDRAIN TYPE 2, 4"
- (14) GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

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 MIXTURI	E REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS	THICKNESS	QMP
MILLSTREAM ROAD - HMA PAVEMENT (FULL DEPTH), 8"			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5)	4% @ 70 GYR	2"	LR1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 GYR	6"	LR1030-2
MILLSTREAM ROAD - HMA SHOULDERS, 8"	•		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5)	4% @ 70 GYR	2"	LR1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 GYR	6"	LR1030-2
KUNDE ROAD - HMA PAVEMENT			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5)	4% @ 50 GYR	2"	LR1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR	4"	LR1030-2
DRIVEWAY RECONSTRUCTION - HOT-MIX ASPHALT DRIVEWAY PAVE	EMENT, 8"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5)	4% @ 50 GYR	3"	LR1030-2
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC PAY FOR PERFORMANCE (PFP)	/QA); QUALITY CONTRO	L FOR PERFORI	MANCE (QCP)

- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES
- 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 58-28" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

USER NAME = cesario	DESIGNED -	MRQ	REVISED -		MILL	LSTREAM ROAD OVER THE KISHWAUKEE RIVER	CH	SECTION	COUNTY TO	OTAL SHEET
	DRAWN -	MRQ	REVISED -	STATE OF ILLINOIS		AND SOUTH BRANCH KISHWAUKEE RIVER	CH T64	18-00482-00-BR	MCHENRY 2	219 13
PLOT SCALE = 100.0000 * / in.	CHECKED -	MTC	REVISED -	DEPARTMENT OF TRANSPORTATION		TYPICAL SECTIONS – MILLSTREAM ROAD			CONTRACT	Г NO. 61J79
PLOT DATE = 9/27/2023	DATE -	08/07/2023	REVISED -		SCALE: N.T.S.	SHEET 1 OF 6 SHEETS STA. TO STA.		ILLINOIS FED. A		



USER NAME = cesario

PLOT DATE = 9/1/2023

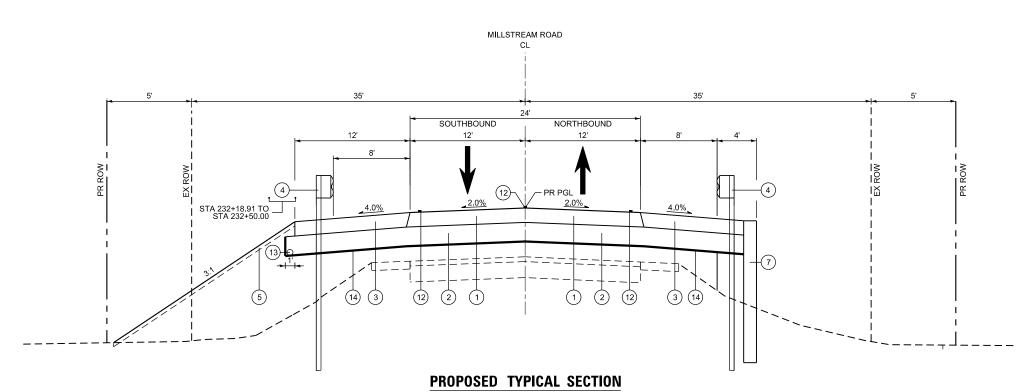
DESIGNED - MRQ

DRAWN - MRQ

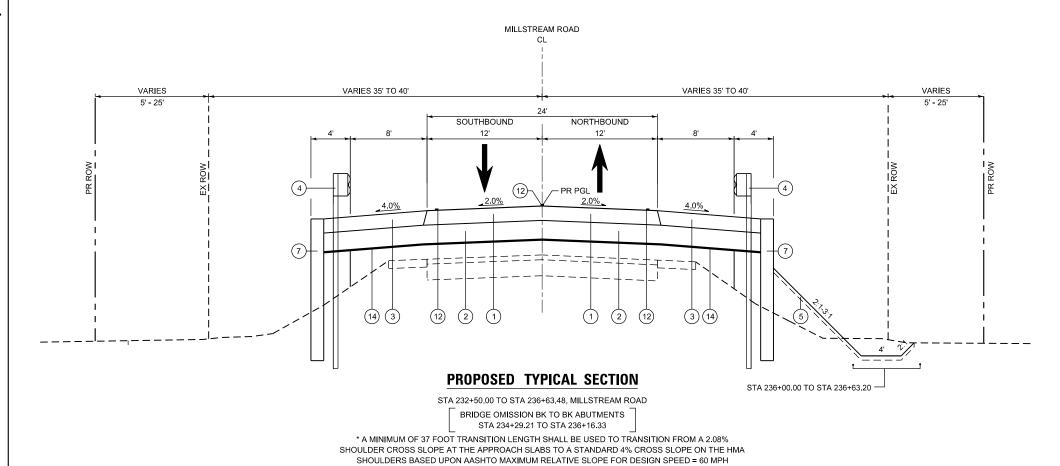
CHECKED - MTC

- 08/07/2023

DATE



STA 231+50.00 TO STA 232+50.00, MILLSTREAM ROAD



SHLD TRANSITION: STA 233+63.52 TO STA 234+00.52 (BK S APPR) STA 236+45.02 (BK N APPR) TO STA 236+82.02

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

REVISED -

REVISED -

REVISED -

REVISED -

EXISTING LEGEND

- (A) EX. HOT-MIX ASPHALT PAVEMENT, 7" (R)
- B) EX. AGGREGATE BASE COURSE, 11" (R)
- © EX. AGGREGATE SHOULDER, 8" (R)
- D EX. STEEL PLATE BEAM GUARDRAIL (R)
- E EX. GROUND (R)

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

PROPOSED LEGEND

- 1) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 8"
- 2) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- 3) HOT-MIX ASPHALT SHOULDER, 8"
- 4) STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FT POST
- 5 TOPSOIL FURNISH & PLACE, 6" SEEDING, CL 4B / SEEDING CL 5 (MODIFIED) OR SEEDING CLASS 2A
- 6) STEEL RAILING (SPECIAL) (SEE STRUCTURAL PLANS)
- 7) PERMANENT SHEET PILING (SEE STRUCTURAL PLANS)
- 8 AGGREGATE SHOULDERS, TYPE B, 6"
- 9) MOMENT SLAB (SEE STRUCTURAL PLANS)
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5), 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
- AGGREGATE BASE COURSE, TYPE B, 6"
- (12) MODIFIED URETHANE PAVEMENT MARKING LINE 4"
- 13) PIPE UNDERDRAIN TYPE 2, 4"
- (14) GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

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

MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER	CH RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
	CH T64	18-00482-00-BI	:	MCHENRY	219	14
TYPICAL SECTIONS – MILLSTREAM ROAD				CONTRA	ACT NO.	61J79
SCALE: N.T.S. SHEET 2 OF 6 SHEETS STA. TO STA.		ILL I NO	S FED. A	D PROJECT		



USER NAME = cesario

PLOT DATE = 9/1/2023

DESIGNED - MRQ

DRAWN - MRQ

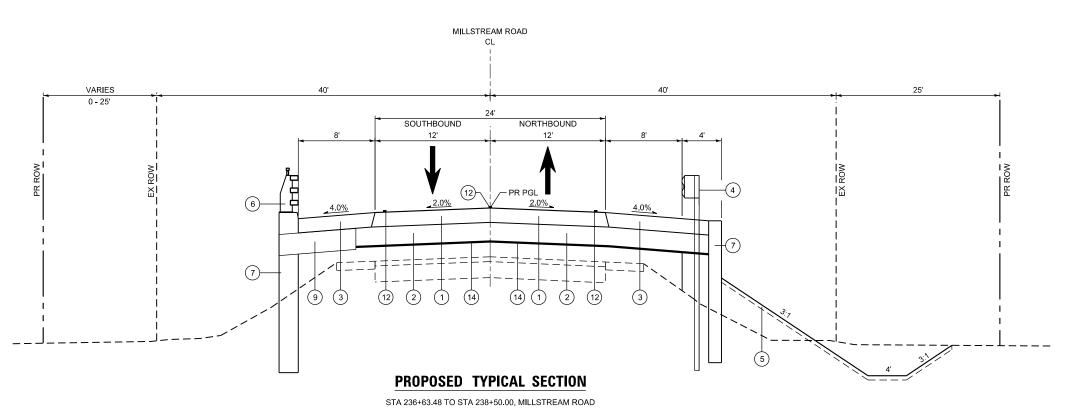
- 08/07/2023

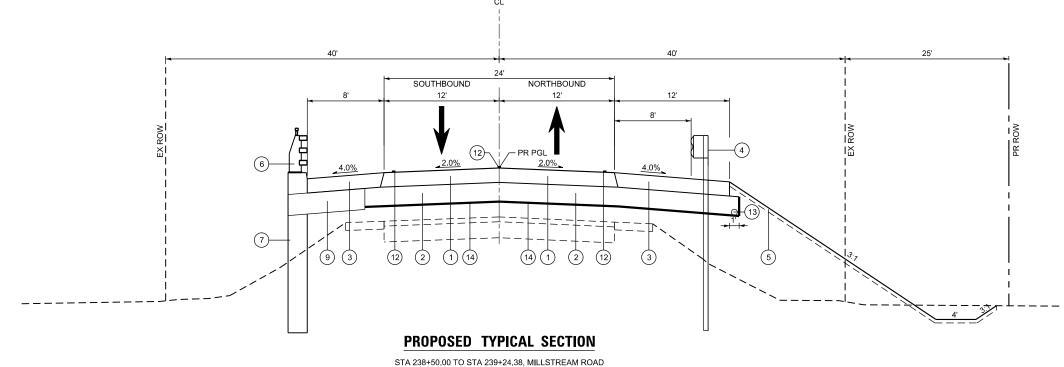
DATE

REVISED -

REVISED -

REVISED -





MILLSTREAM ROAD

EXISTING LEGEND

- (A) EX. HOT-MIX ASPHALT PAVEMENT, 7" (R)
- B) EX. AGGREGATE BASE COURSE, 11" (R)
- © EX. AGGREGATE SHOULDER, 8" (R)
- D EX. STEEL PLATE BEAM GUARDRAIL (R)
- E EX. GROUND (R)

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

PROPOSED LEGEND

- 1) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 8"
- 2) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- 3 HOT-MIX ASPHALT SHOULDER, 8"
- 4) STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FT POST
- (5) TOPSOIL FURNISH & PLACE, 6" SEEDING, CL 4B / SEEDING CL 5 (MODIFIED) OR SEEDING CLASS 2A
- 6 STEEL RAILING (SPECIAL) (SEE STRUCTURAL PLANS)
- 7) PERMANENT SHEET PILING (SEE STRUCTURAL PLANS)
- 8 AGGREGATE SHOULDERS, TYPE B, 6"
- 9 MOMENT SLAB (SEE STRUCTURAL PLANS)
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5), 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
- AGGREGATE BASE COURSE, TYPE B, 6"
- (12) MODIFIED URETHANE PAVEMENT MARKING LINE 4"
- (13) PIPE UNDERDRAIN TYPE 2, 4"
- (14) GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

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

STATI	E 01	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

SCALE: N.T.S.

ILLSTREAM ROAD OVER THE KISHWAUKEE RIVER	CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE
AND SOUTH BRANCH KISHWAUKEE RIVER	CH T64	18-00482-00-BR	MCHENRY	219	15
TYPICAL SECTIONS – MILLSTREAM ROAD			CONTR	ACT NO.	61J79
SHEET 3 OF 6 SHEETS STA TO STA		ILLINOIS FED	AID DROJECT		





USER NAME = cesario

PLOT DATE = 9/1/2023

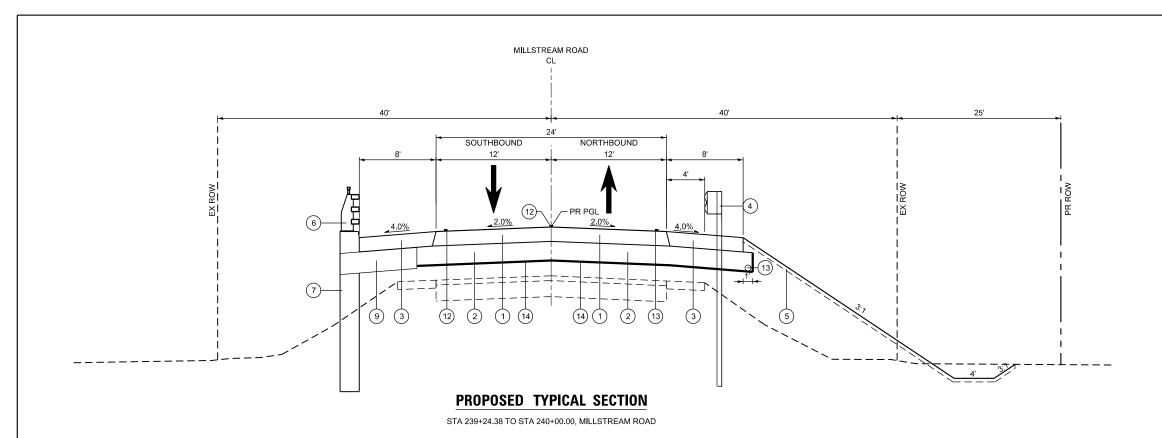
DESIGNED - MRQ

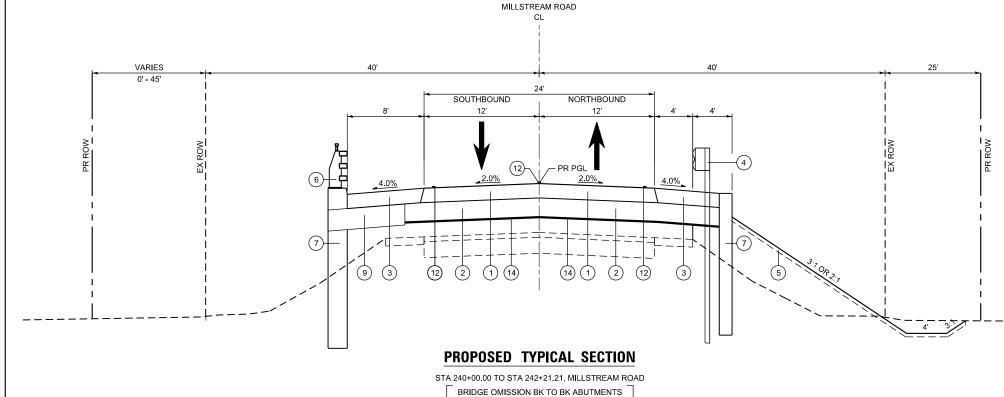
DRAWN - MRQ

CHECKED - MTC

- 08/07/2023

DATE





STA 242+21.21 TO STA 243+91.74 * 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 = 60 MPH SHLD TRANSITION: STA 241+55.37 TO STA 241+92.37 (BK S APPR) STA 244+20.58 (BK N APPR) TO STA 244+57.58

REVISED -

REVISED -

REVISED -

REVISED -

EXISTING LEGEND

- A) EX. HOT-MIX ASPHALT PAVEMENT, 7" (R)
- B EX. AGGREGATE BASE COURSE, 11" (R)
- © EX. AGGREGATE SHOULDER, 8" (R)
- D EX. STEEL PLATE BEAM GUARDRAIL (R)
- E EX. GROUND (R)

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

PROPOSED LEGEND

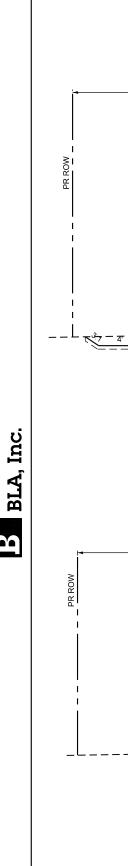
- HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 8"
- AGGREGATE SUBGRADE IMPROVEMENT, 12"
- HOT-MIX ASPHALT SHOULDER, 8"
- (4) STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FT POST
- TOPSOIL FURNISH & PLACE, 6" SEEDING, CL 4B / SEEDING CL 5 (MODIFIED) OR SEEDING CLASS 2A
- STEEL RAILING (SPECIAL) (SEE STRUCTURAL PLANS)
- PERMANENT SHEET PILING (SEE STRUCTURAL PLANS)
- (8) AGGREGATE SHOULDERS, TYPE B, 6"
- 9 MOMENT SLAB (SEE STRUCTURAL PLANS)
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5), 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
- AGGREGATE BASE COURSE, TYPE B, 6"
- (12) MODIFIED URETHANE PAVEMENT MARKING - LINE 4"
- (13) PIPE UNDERDRAIN TYPE 2, 4"
- GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

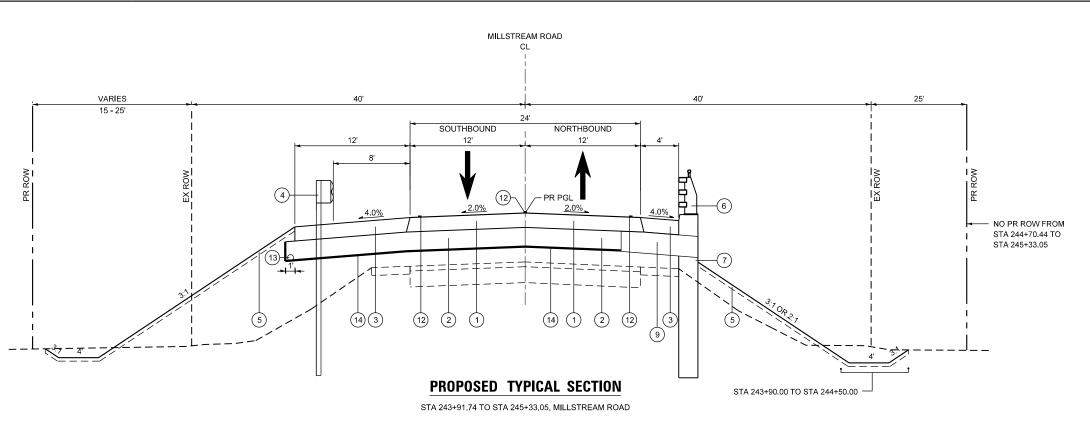
FOR FULL-DEPTH HMA PAVEMENT, THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE TOP LIFT OF BINDER MIX AND UNDER THE SURFACE MIX

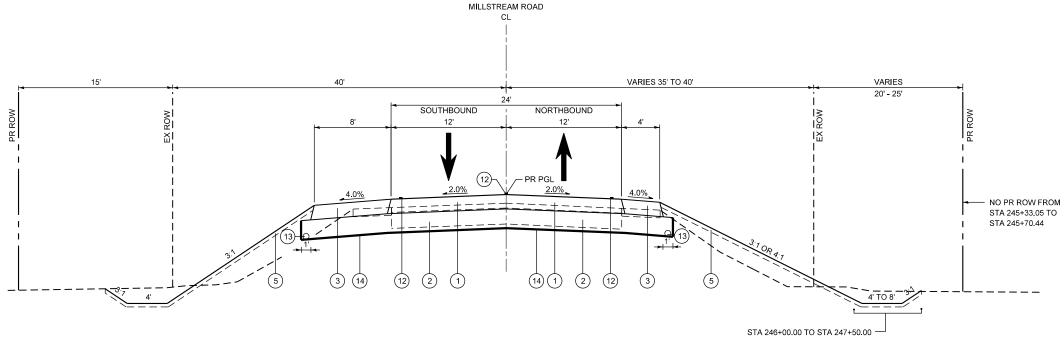
MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER AND SOUTH BRANCH KISHWAUKEE RIVER TYPICAL SECTIONS - MILLSTREAM ROAD SCALE: N.T.S. SHEET 4 OF 6 SHEETS STA.

SECTION COUNTY MCHENRY CH T64 18-00482-00-BR 219 CONTRACT NO. 61J79

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**







PROPOSED TYPICAL SECTION

STA 245+33.05 TO STA 248+00.00, MILLSTREAM ROAD

USER NAME = cesario	DESIGNED	-	MRQ	REVISED -	ı
	DRAWN	-	MRQ	REVISED -	
PLOT SCALE = 100.0000'/in.	CHECKED	-	MTC	REVISED -	
PLOT DATE = 9/1/2023	DATE	-	08/07/2023	REVISED -	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: N.T.S.

 	-					WAUKEE RIVER	CH RTE.	SECTION
AND SO Typicai							CH T64	18-00482-00-1
SHEET	5	OF	6	SHEETS	STA.	TO STA.	 	ILLIN

CH RTE.	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.
CH T64	18-0048	2-00-BR		MCHENRY	219	17
				CONTRA	CT NO.	61J79
		ILLINOIS	FED. A	D PROJECT		

A EX. HOT-MIX ASPHALT PAVEMENT, 7" (R)

B) EX. AGGREGATE BASE COURSE, 11" (R)

© EX. AGGREGATE SHOULDER, 8" (R)

D EX. STEEL PLATE BEAM GUARDRAIL (R)

E EX. GROUND (R)

EXISTING LEGEND

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

PROPOSED LEGEND

1) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 8"

2) AGGREGATE SUBGRADE IMPROVEMENT, 12"

(3) HOT-MIX ASPHALT SHOULDER, 8"

4) STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FT POST

(5) TOPSOIL FURNISH & PLACE, 6" SEEDING, CL 4B / SEEDING CL 5 (MODIFIED) OR SEEDING CLASS 2A

6 STEEL RAILING (SPECIAL) (SEE STRUCTURAL PLANS)

(7) PERMANENT SHEET PILING (SEE STRUCTURAL PLANS)

8 AGGREGATE SHOULDERS, TYPE B, 6"

9) MOMENT SLAB (SEE STRUCTURAL PLANS)

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5), 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"

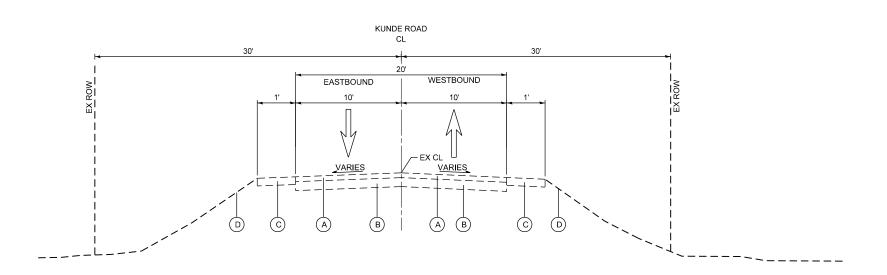
AGGREGATE BASE COURSE, TYPE B, 6"

(12) MODIFIED URETHANE PAVEMENT MARKING - LINE 4"

(13) PIPE UNDERDRAIN TYPE 2, 4"

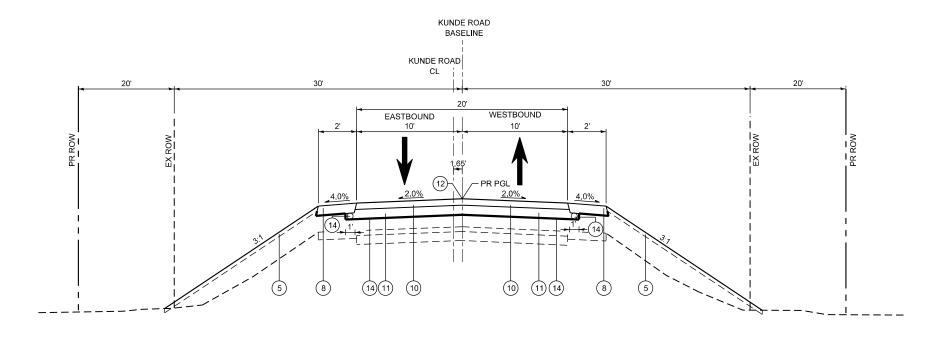
14) GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

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



EXISTING TYPICAL SECTION

STA 501+25.00 TO STA 502+88.00, KUNDE ROAD



PROPOSED TYPICAL SECTION

STA 501+25.00 TO STA 502+88.00, KUNDE ROAD

USER NAME = cesario	DESIGNED	-	MRQ	REVISED -	
	DRAWN	-	MRQ	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED	-	MTC	REVISED -	
PLOT DATE = 10/3/2023	DATE	-	08/07/2023	REVISED -	

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SCALE: N.T.S.

				WAUKEE RIVER	CH RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
	AND SOUTH BRA				CH T64	18-00482-00-BR		MCHENRY	219	18
	TYPICAL SECT	IONS -	KUNDE	RUAD				CONTRA	ACT NO.	61J79
TS	SHEET 6 OF	SHEETS	STA	TO STA		III I INOIS	EED AU	D DDO ICCT		

EXISTING LEGEND

- A EX. HOT-MIX ASPHALT PAVEMENT, 7" (R)
- B EX. AGGREGATE BASE COURSE, 11" (R)
- © EX. AGGREGATE SHOULDER, 8" (R)
- D EX. STEEL PLATE BEAM GUARDRAIL (R)
- E EX. GROUND (R)

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

PROPOSED LEGEND

- 1) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 8"
- 2 AGGREGATE SUBGRADE IMPROVEMENT, 12"
- 3 HOT-MIX ASPHALT SHOULDER, 8"
- 4) STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FT POST
- TOPSOIL FURNISH & PLACE, 6" SEEDING, CL 4B / SEEDING CL 5 (MODIFIED) OR SEEDING CLASS 2A
- 6 STEEL RAILING (SPECIAL) (SEE STRUCTURAL PLANS)
- PERMANENT SHEET PILING (SEE STRUCTURAL PLANS)
- 8 AGGREGATE SHOULDERS, TYPE B, 6"
- 9 MOMENT SLAB (SEE STRUCTURAL PLANS)
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5), 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
- AGGREGATE BASE COURSE, TYPE B, 6"
- (12) MODIFIED URETHANE PAVEMENT MARKING - LINE 4"
- (13) PIPE UNDERDRAIN TYPE 2, 4"
- (14) GEOTECHNICAL FABRIC FOR GROUND STABLIZATION

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE TOP LIFT OF BINDER MIX AND UNDER THE SURFACE MIX

	MII			ORK QUANTITES	
OT A TION	OUT (OF)		+ EXCAVATION		TOTAL (0)()
STATION	CUT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
230+00	0.0	17.71	50.00	885.53	32.80
230+50	35.4	17.71	30.00	000.00	32.00
230+30	33.4	35.78	50.00	1788.94	66.26
231+00	36.1	33.1.3	33.33	1, 55.5 1	00.20
201100	30.1	36.32	50.00	1815.89	67.26
231+50	36.5				
201100	00.0	34.35	25.00	858.74	31.81
231+75	32.2				
		30.05	25.00	751.14	27.82
232+00	27.9				
		23.21	50.00	1160.54	42.98
232+50	18.5				
		15.04	50.00	752.16	27.86
233+00	11.6				
		11.37	50.00	568.73	21.06
233+50	11.2				
		10.80	50.00	540.23	20.01
234+00	10.4				
		5.21	50.00	260.41	9.64
235+50]			I BRANCH KISHWAU	,
236+00	12.8				
236+00	12.8	19.10	50.00	955.00	35.37
236+00	12.8	19.10	50.00	955.00	35.37
		19.10 24.56	50.00	955.00 1228.13	35.37 45.49
		24.56			45.49
236+50	25.4				
236+50	25.4	24.56	50.00	1228.13	45.49
236+50 237+00	25.4 23.7 33.1	24.56	50.00	1228.13	45.49
236+50 237+00	25.4	24.56 28.42 23.79	50.00 50.00 50.00	1228.13 1420.94 1189.31	45.49 52.63 44.05
236+50 237+00 237+50	25.4 23.7 33.1	24.56	50.00	1228.13 1420.94	45.49 52.63
236+50 237+00 237+50	25.4 23.7 33.1	24.56 28.42 23.79 9.69	50.00 50.00 50.00 50.00	1228.13 1420.94 1189.31 484.38	45.49 52.63 44.05 17.94
236+50 237+00 237+50 238+00 238+50	25.4 23.7 33.1 14.5 4.9	24.56 28.42 23.79	50.00 50.00 50.00	1228.13 1420.94 1189.31	45.49 52.63 44.05
236+50 237+00 237+50 238+00	25.4 23.7 33.1 14.5	24.56 28.42 23.79 9.69 5.69	50.00 50.00 50.00 50.00 50.00	1228.13 1420.94 1189.31 484.38 284.26	45.49 52.63 44.05 17.94
236+50 237+00 237+50 238+00 238+50 239+00	25.4 23.7 33.1 14.5 4.9	24.56 28.42 23.79 9.69	50.00 50.00 50.00 50.00	1228.13 1420.94 1189.31 484.38	45.49 52.63 44.05 17.94
236+50 237+00 237+50 238+00 238+50	25.4 23.7 33.1 14.5 4.9	24.56 28.42 23.79 9.69 5.69 4.39	50.00 50.00 50.00 50.00 50.00 24.38	1228.13 1420.94 1189.31 484.38 284.26 106.97	45.49 52.63 44.05 17.94 10.53
236+50 237+00 237+50 238+00 238+50 239+00 239+24	25.4 23.7 33.1 14.5 4.9 6.5	24.56 28.42 23.79 9.69 5.69	50.00 50.00 50.00 50.00 50.00	1228.13 1420.94 1189.31 484.38 284.26	45.49 52.63 44.05 17.94
236+50 237+00 237+50 238+00 238+50 239+00	25.4 23.7 33.1 14.5 4.9	24.56 28.42 23.79 9.69 5.69 4.39 3.58	50.00 50.00 50.00 50.00 50.00 24.38 25.62	1228.13 1420.94 1189.31 484.38 284.26 106.97	45.49 52.63 44.05 17.94 10.53 3.96 3.40
236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50	25.4 23.7 33.1 14.5 4.9 6.5 2.3	24.56 28.42 23.79 9.69 5.69 4.39	50.00 50.00 50.00 50.00 50.00 24.38	1228.13 1420.94 1189.31 484.38 284.26 106.97	45.49 52.63 44.05 17.94 10.53
236+50 237+00 237+50 238+00 238+50 239+00 239+24	25.4 23.7 33.1 14.5 4.9 6.5	24.56 28.42 23.79 9.69 5.69 4.39 3.58 4.50	50.00 50.00 50.00 50.00 50.00 24.38 25.62 50.00	1228.13 1420.94 1189.31 484.38 284.26 106.97 91.79 224.89	45.49 52.63 44.05 17.94 10.53 3.96 3.40 8.33
236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50 240+00	25.4 23.7 33.1 14.5 4.9 6.5 2.3 4.9	24.56 28.42 23.79 9.69 5.69 4.39 3.58	50.00 50.00 50.00 50.00 50.00 24.38 25.62	1228.13 1420.94 1189.31 484.38 284.26 106.97	45.49 52.63 44.05 17.94 10.53 3.96 3.40
236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50	25.4 23.7 33.1 14.5 4.9 6.5 2.3	24.56 28.42 23.79 9.69 5.69 4.39 3.58 4.50 5.50	50.00 50.00 50.00 50.00 50.00 24.38 25.62 50.00 50.00	1228.13 1420.94 1189.31 484.38 284.26 106.97 91.79 224.89 275.13	45.49 52.63 44.05 17.94 10.53 3.96 3.40 8.33
236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50 240+00 240+50	25.4 23.7 33.1 14.5 4.9 6.5 2.3 4.9 4.1	24.56 28.42 23.79 9.69 5.69 4.39 3.58 4.50	50.00 50.00 50.00 50.00 50.00 24.38 25.62 50.00	1228.13 1420.94 1189.31 484.38 284.26 106.97 91.79 224.89	45.49 52.63 44.05 17.94 10.53 3.96 3.40 8.33
236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50 240+00	25.4 23.7 33.1 14.5 4.9 6.5 2.3 4.9	24.56 28.42 23.79 9.69 5.69 4.39 3.58 4.50 7.85	50.00 50.00 50.00 50.00 50.00 24.38 25.62 50.00 50.00	1228.13 1420.94 1189.31 484.38 284.26 106.97 91.79 224.89 275.13 392.50	45.49 52.63 44.05 17.94 10.53 3.96 3.40 8.33 10.19
236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50 240+00 240+50	25.4 23.7 33.1 14.5 4.9 6.5 2.3 4.9 4.1 6.9	24.56 28.42 23.79 9.69 5.69 4.39 3.58 4.50 5.50	50.00 50.00 50.00 50.00 50.00 24.38 25.62 50.00 50.00	1228.13 1420.94 1189.31 484.38 284.26 106.97 91.79 224.89 275.13	45.49 52.63 44.05 17.94 10.53 3.96 3.40 8.33
236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50 240+00 240+50	25.4 23.7 33.1 14.5 4.9 6.5 2.3 4.9 4.1	24.56 28.42 23.79 9.69 5.69 4.39 3.58 4.50 7.85	50.00 50.00 50.00 50.00 50.00 24.38 25.62 50.00 50.00	1228.13 1420.94 1189.31 484.38 284.26 106.97 91.79 224.89 275.13 392.50	45.49 52.63 44.05 17.94 10.53 3.96 3.40 8.33 10.19

	IVIII		OAD EARTHWC IBANKMENT (FI		
STATION	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
230+00	0.0				
	0.0	0.00	50.00	0.00	0.00
230+50	0.0				
		7.28	50.00	363.99	13.48
231+00	14.6				
		10.09	50.00	504.42	18.68
231+50	5.6				
		4.61	25.00	115.21	4.27
231+75	3.6				
		8.71	25.00	217.64	8.06
232+00	13.8				
		9.46	50.00	473.17	17.52
232+50	5.1				
200.00		3.46	50.00	172.94	6.41
233+00	1.8	0.42	50.00	400.00	2.05
222150		2.13	50.00	106.69	3.95
233+50	2.5	12.08	50.00	604.15	22.38
234+00	04.7	12.06	50.00	004.15	22.30
234+00	21.7	10.85	50.00	542.51	20.09
234+50		10.03	30.00	342.31	20.09
204.00					
235+00					
200.00					
	CHA	NNEL EXCAV	ATION (SOUTH	BRANCH KISHWAU	KEE RIVER)
235+50	CHAI	NNEL EXCAV	ATION (SOUTH	BRANCH KISHWAU	KEE RIVER)
235+50	CHAI	NNEL EXCAV	ATION (SOUTH	BRANCH KISHWAU	KEE RIVER)
235+50	100.9	NNEL EXCAV	ATION (SOUTH	BRANCH KISHWAU	KEE RIVER)
		103.37	ATION (SOUTH	BRANCH KISHWAU 5168.46	191.42
236+00	100.9				
236+00	100.9	103.37	50.00	5168.46 3966.31	191.42
236+00 236+50	100.9	103.37	50.00	5168.46	191.42
236+00 236+50	100.9	103.37 79.33	50.00	5168.46 3966.31	191.42
236+00 236+50 237+00 237+50	100.9 105.8 52.9	103.37 79.33	50.00	5168.46 3966.31	191.42
236+00 236+50 237+00	100.9 105.8 52.9	79.33 54.22 57.49	50.00 50.00 50.00 50.00	5168.46 3966.31 2711.19 2874.36	191.42 146.90 100.41 106.46
236+00 236+50 237+00 237+50 238+00	100.9 105.8 52.9 55.6 59.4	103.37 79.33 54.22	50.00 50.00 50.00	5168.46 3966.31 2711.19	191.42 146.90 100.41
236+00 236+50 237+00 237+50	100.9 105.8 52.9 55.6	79.33 54.22 57.49	50.00 50.00 50.00 50.00	5168.46 3966.31 2711.19 2874.36 5195.09	191.42 146.90 100.41 106.46
236+00 236+50 237+00 237+50 238+00 238+50	100.9 105.8 52.9 55.6 59.4	79.33 54.22 57.49	50.00 50.00 50.00 50.00	5168.46 3966.31 2711.19 2874.36	191.42 146.90 100.41 106.46
236+00 236+50 237+00 237+50 238+00	100.9 105.8 52.9 55.6 59.4	103.37 79.33 54.22 57.49 103.90 172.69	50.00 50.00 50.00 50.00 50.00	5168.46 3966.31 2711.19 2874.36 5195.09 8634.56	191.42 146.90 100.41 106.46 192.41 319.80
236+00 236+50 237+00 237+50 238+00 238+50 239+00	100.9 105.8 52.9 55.6 59.4 148.4	79.33 54.22 57.49	50.00 50.00 50.00 50.00	5168.46 3966.31 2711.19 2874.36 5195.09	191.42 146.90 100.41 106.46
236+00 236+50 237+00 237+50 238+00 238+50	100.9 105.8 52.9 55.6 59.4	103.37 79.33 54.22 57.49 103.90 172.69 164.87	50.00 50.00 50.00 50.00 50.00 24.38	5168.46 3966.31 2711.19 2874.36 5195.09 8634.56 4019.59	191.42 146.90 100.41 106.46 192.41 319.80 148.87
236+00 236+50 237+00 237+50 238+00 238+50 239+00	100.9 105.8 52.9 55.6 59.4 148.4 197.0 132.8	103.37 79.33 54.22 57.49 103.90 172.69	50.00 50.00 50.00 50.00 50.00	5168.46 3966.31 2711.19 2874.36 5195.09 8634.56	191.42 146.90 100.41 106.46 192.41 319.80
236+00 236+50 237+00 237+50 238+00 238+50 239+00	100.9 105.8 52.9 55.6 59.4 148.4	103.37 79.33 54.22 57.49 103.90 172.69 164.87	50.00 50.00 50.00 50.00 50.00 24.38 25.62	5168.46 3966.31 2711.19 2874.36 5195.09 8634.56 4019.59 4589.05	191.42 146.90 100.41 106.46 192.41 319.80 148.87
236+00 236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50	100.9 105.8 52.9 55.6 59.4 148.4 197.0 132.8 225.5	103.37 79.33 54.22 57.49 103.90 172.69 164.87	50.00 50.00 50.00 50.00 50.00 24.38	5168.46 3966.31 2711.19 2874.36 5195.09 8634.56 4019.59	191.42 146.90 100.41 106.46 192.41 319.80 148.87
236+00 236+50 237+00 237+50 238+00 238+50 239+00	100.9 105.8 52.9 55.6 59.4 148.4 197.0 132.8	103.37 79.33 54.22 57.49 103.90 172.69 164.87 179.12	50.00 50.00 50.00 50.00 50.00 50.00 24.38 25.62 50.00	5168.46 3966.31 2711.19 2874.36 5195.09 8634.56 4019.59 4589.05 8817.81	191.42 146.90 100.41 106.46 192.41 319.80 148.87 169.96 326.59
236+00 236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50 240+00	100.9 105.8 52.9 55.6 59.4 148.4 197.0 132.8 225.5 127.3	103.37 79.33 54.22 57.49 103.90 172.69 164.87	50.00 50.00 50.00 50.00 50.00 24.38 25.62	5168.46 3966.31 2711.19 2874.36 5195.09 8634.56 4019.59 4589.05	191.42 146.90 100.41 106.46 192.41 319.80 148.87
236+00 236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50	100.9 105.8 52.9 55.6 59.4 148.4 197.0 132.8 225.5	103.37 79.33 54.22 57.49 103.90 172.69 164.87 179.12 176.36 85.07	50.00 50.00 50.00 50.00 50.00 50.00 24.38 25.62 50.00 50.00	5168.46 3966.31 2711.19 2874.36 5195.09 8634.56 4019.59 4589.05 8817.81 4253.67	191.42 146.90 100.41 106.46 192.41 319.80 148.87 169.96 326.59
236+00 236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50 240+00	100.9 105.8 52.9 55.6 59.4 148.4 197.0 132.8 225.5 127.3	103.37 79.33 54.22 57.49 103.90 172.69 164.87 179.12	50.00 50.00 50.00 50.00 50.00 50.00 24.38 25.62 50.00	5168.46 3966.31 2711.19 2874.36 5195.09 8634.56 4019.59 4589.05 8817.81	191.42 146.90 100.41 106.46 192.41 319.80 148.87 169.96 326.59
236+00 236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50 240+00	100.9 105.8 52.9 55.6 59.4 148.4 197.0 132.8 225.5 127.3	103.37 79.33 54.22 57.49 103.90 172.69 164.87 179.12 176.36 85.07 39.31	50.00 50.00 50.00 50.00 50.00 50.00 24.38 25.62 50.00 50.00	5168.46 3966.31 2711.19 2874.36 5195.09 8634.56 4019.59 4589.05 8817.81 4253.67	191.42 146.90 100.41 106.46 192.41 319.80 148.87 169.96 326.59 157.54 72.79
236+00 236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50 240+00 240+50	100.9 105.8 52.9 55.6 59.4 148.4 197.0 132.8 225.5 127.3 42.9 35.7	103.37 79.33 54.22 57.49 103.90 172.69 164.87 179.12 176.36 85.07	50.00 50.00 50.00 50.00 50.00 50.00 24.38 25.62 50.00 50.00	5168.46 3966.31 2711.19 2874.36 5195.09 8634.56 4019.59 4589.05 8817.81 4253.67	191.42 146.90 100.41 106.46 192.41 319.80 148.87 169.96 326.59
236+00 236+50 237+00 237+50 238+00 238+50 239+00 239+24 239+50 240+00 240+50	100.9 105.8 52.9 55.6 59.4 148.4 197.0 132.8 225.5 127.3	103.37 79.33 54.22 57.49 103.90 172.69 164.87 179.12 176.36 85.07 39.31	50.00 50.00 50.00 50.00 50.00 50.00 24.38 25.62 50.00 50.00	5168.46 3966.31 2711.19 2874.36 5195.09 8634.56 4019.59 4589.05 8817.81 4253.67	191.42 146.90 100.41 106.46 192.41 319.80 148.87 169.96 326.59 157.54 72.79

TOPSOIL EXCAVATION AND PLACEMENT STATION TS STRIP (SF) AVERAGE LENGTH TOTAL 230+00 0.0 1.81 50.00 90.66 230+50 3.6 7.44 50.00 371.76 231+00 11.2 11.11 50.00 555.55 231+50 11.0 9.44 25.00 235.98 231+75 7.9 8.46 25.00 211.50 232+00 9.0 8.72 50.00 435.78 232+50 8.4 6.57 50.00 328.39 233+50 2.8 4.99 50.00 249.60 234+00 7.2 13.58 50.00 179.21 234+50 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE) 235+50 236+00 11.6 14.73 50.00 736.38	3.36 13.77 20.58 8.74 7.83 16.14
230+00	3.36 13.77 20.58 8.74 7.83
1.81 50.00 90.66 230+50 3.6 7.44 50.00 371.76 231+00 11.2 11.11 50.00 555.55 231+50 11.0 9.44 25.00 235.98 231+75 7.9 8.46 25.00 211.50 232+00 9.0 8.72 50.00 435.78 232+50 8.4 6.57 50.00 328.39 233+00 4.7 3.77 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 234+50 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	13.77 20.58 8.74 7.83 16.14
230+50 3.6 7.44 50.00 371.76 231+00 11.2 11.11 50.00 555.55 231+50 11.0 9.44 25.00 235.98 231+75 7.9 8.46 25.00 211.50 232+00 9.0 8.72 50.00 435.78 232+50 8.4 6.57 50.00 328.39 233+00 4.7 3.77 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 235+00 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	13.77 20.58 8.74 7.83 16.14
7.44 50.00 371.76 231+00 11.2 11.11 50.00 555.55 231+50 11.0 9.44 25.00 235.98 231+75 7.9 8.46 25.00 211.50 232+00 9.0 8.72 50.00 435.78 232+50 8.4 6.57 50.00 328.39 233+00 4.7 3.77 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 235+50 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	20.58 8.74 7.83 16.14
231+00	20.58 8.74 7.83 16.14
11.11 50.00 555.55 231+50 11.0 9.44 25.00 235.98 231+75 7.9 8.46 25.00 211.50 232+00 9.0 8.72 50.00 435.78 232+50 8.4 6.57 50.00 328.39 233+00 4.7 3.77 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 234+50 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	7.83 16.14
231+50	7.83 16.14
9.44 25.00 235.98 231+75 7.9 8.46 25.00 211.50 232+00 9.0 8.72 50.00 435.78 232+50 8.4 6.57 50.00 328.39 233+00 4.7 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 235+50 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	7.83
231+75 7.9 8.46 25.00 211.50 232+00 9.0 8.72 50.00 435.78 232+50 8.4 6.57 50.00 328.39 233+00 4.7 3.77 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 235+00 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	7.83
8.46 25.00 211.50 232+00 9.0 8.72 50.00 435.78 232+50 8.4 6.57 50.00 328.39 233+00 4.7 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 50.00 179.21 234+50 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	16.14
232+00 9.0 8.72 50.00 435.78 232+50 8.4 6.57 50.00 328.39 233+00 4.7 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 235+50 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	16.14
8.72 50.00 435.78 232+50 8.4 6.57 50.00 328.39 233+00 4.7 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 234+50 235+50 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	
8.72 50.00 435.78 232+50 8.4 6.57 50.00 328.39 233+00 4.7 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 234+50 235+50 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	
232+50 8.4 6.57 50.00 328.39 233+00 4.7 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 234+50 235+50 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	12.16
233+00 4.7 50.00 328.39 233+00 4.7 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 234+50 235+00 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	12.16
233+00 4.7 3.77 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 234+50 235+00 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	
3.77 50.00 188.50 233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 234+50 235+00 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	
233+50 2.8 4.99 50.00 249.60 234+00 7.2 3.58 50.00 179.21 234+50 235+00 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	6.98
234+00 7.2 3.58 50.00 249.60 234+50 235+00 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	0.50
234+00 7.2 3.58 50.00 179.21 234+50 235+00 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE 235+50 236+00 11.6	0.24
234+50 235+00 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE 235+50 236+00 11.6	9.24
235+00 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE 235+50 11.6	
235+00 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE 235+50 11.6	6.64
235+50 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	
235+50 CHANNEL EXCAVATION (SOUTH BRANCH KISHWAUKEE	
235+50 236+00 11.6	= DIVED\
236+00 11.6	EKIVEK)
	27.27
236+50 17.9	
14.05 50.00 702.63	26.02
237+00 10.2	
10.60 50.00 529.81	19.62
	19.02
1.110	40.02
	19.93
238+00 10.5	
15.30 50.00 764.75	28.32
238+50 20.0	
15.32 50.00 766.00	28.37
239+00 10.6	
6.40 24.38 155.97	5.78
239+24 2.2	
7.63 25.62 195.48	7.24
239+50 13.1	
14.58 50.00 729.16	27.01
240+00 16.1	
11.27 50.00 563.53	20.87
240+50 6.4	
6.94 50.00 346.75	12.84
241+50 10.9	16.96
12.95 50.00 647.25	16.96
242+00 15.0	

USER NAME = cesario	DESIGNED	-	MRQ	REVISED -
	DRAWN	-	MRQ	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED	-	MTC	REVISED -
PLOT DATE = 9/1/2023	DATE	-	08/07/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

 	0U1	ТН ВГ	RAN	ICH KIS		/AUKEE RIVER EE RIVER S
SHEET	1	OF	8	SHEETS	STA.	TO STA.

CH RTE.	SEC.	TION		COUNTY	TOTAL SHEETS	SHEE NO.
CH T64	18-0048	2-00-BR		MCHENRY	219	19
				CONTRA	CT NO.	61J79
		ILLINOIS	EED A	D PROJECT		

	IVIII			ORK QUANTITES							
			EXCAVATIO								
STATION	CUT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)						
		14.47	50.00	539.01	19.96						
242+50	13.3										
		6.65	50	332.5	12.31						
243+00											
	CHANNEL EXCAVATION (KISHWAUKEE RIVER)										
243+50		CHAININEL	LXCAVATION	(NISHWAOKEE NIV	LIV)						
243+96	57.1										
		47.40	3.71	175.85	6.51						
244+00	37.7										
		44.35	50.00	2217.44	82.13						
244+50	51.0										
		39.47	50.00	1973.41	73.09						
245+00	27.9										
210.00	27.0	24.92	33.05	823.52	30.50						
245+33	21.9										
210.00	21.0	23.94	16.95	405.85	15.03						
245+50	26.0										
240.00	20.0	29.84	9.00	268.59	9.95						
245+59	33.7		0.00								
243133	33.7	34.80	24.00	835.20	30.93						
245+83	35.9	0 1.00	21.00	000.20	30.00						
240+00	35.8	40.41	17.00	686.91	25.44						
246+00	44.9	40.41	17.00	000.51	20.44						
246+00	44.9	51.73	50.00	2586.28	95.79						
0.40 - 50	50.5	31.73	30.00	2500.20	33.73						
246+50	58.5	60.58	50.00	3028.92	112.18						
0.47 - 00	00.0	00.30	30.00	3020.92	112.10						
247+00	62.6	64.81	29.28	1897.62	70.28						
0.17.00		04.01	29.20	1097.02	70.20						
247+29	67.0	90.79	20.72	1672 00	61.00						
		80.78	20.72	1673.82	61.99						
247+50	94.6	64.40	50.00	2204.05	440.70						
		64.10	50.00	3204.85	118.70						
248+00	33.6				-						
		0.00	0.00	0.00	0.00						
248+50	0.0										
				TOTAL	1,427.49						

			BANKMENT (F	DRK QUANTITES ILL)	
STATION	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
		36.57	50.00	1828.62	67.73
242+50	4.1				
		2.05	50	102.5	3.80
243+00			l.		1
		CHANNEL	EXCV/VATION	(KISHWAUKEE RIV	/ED\
243+50		OHAMILL	LACAVATION	(NOTIVACINEE NIV	
243+96	16.6				
		26.04	3.71	96.59	3.58
244+00	35.5				
	00.0	18.31	50.00	915.41	33.90
244+50	1.1				
		5.54	50.00	276.78	10.25
245+00	9.9				
		11.76	33.05	388.76	14.40
245+33	13.6				
		19.02	16.95	322.40	11.94
245+50	24.4				
		21.67	9.00	195.04	7.22
245+59	18.9				
		14.45	24.00	346.80	12.84
245+83	10.0				
		5.98	17.00	101.65	3.76
246+00	2.0				
		2.06	50.00	102.93	3.81
246+50	2.2				
		1.54	50.00	77.06	2.85
247+00	0.9				
		0.46	29.28	13.52	0.50
247+29	0.0				
		0.00	20.72	0.00	0.00
247+50	0.0				
		0.00	50.00	0.00	0.00
248+00	0.0				
		0.00	0.00	0.00	0.00
248+50	0.0				
				TOTAL	2,375.35

				ORK QUANTITES D PLACEMENT				
STATION T) AVERAGE	LENGTH	TOTAL	TOTAL (CY)			
		7.92	50.00	396.00	14.67			
242+50	4.1							
		2.05	50	102.5	3.80			
243+00								
		CHANNEL	EXCAVATION	N (KISHWAUKEE RIVER)				
243+50								
243+96	35.4							
		35.34	3.71	131.10	4.86			
244+00	35.3							
		25.27	50.00	1263.67	46.80			
244+50	15.3							
		13.43	50.00	671.38	24.87			
245+00	11.6							
	11.0	12.54	33.05	414.47	15.35			
245+33	13.5							
	10.0	16.34	16.95	276.90	10.26			
245+50	19.2							
	10.2	19.14	9.00	172.23	6.38			
245+59	19.1		0.00					
	13.1	20.10	24.00	482.40	17.87			
245+83	21.1	20.10	21.00	102.10	17.07			
210.00	21.1	20.79	17.00	353.41	13.09			
246+00	20 F	20.70	17.00	000.11	10.00			
240100	20.5	20.47	50.00	1023.48	37.91			
246+50	20.5	20.47	30.00	1020.40	37.31			
240130	20.5	21.14	50.00	1056.79	39.14			
247+00	24.0	∠ 1.1 4	50.00	1000.19	33.14			
241700	21.8	22.61	29.28	661.88	24.51			
247+29	00.4	22.01	23.20	001.00	24.31			
241729	23.4	22.00	20.72	404.74	40.22			
247.50		23.88	20.72	494.71	18.32			
247+50	24.4	10.00	E0.00	610.50	22.05			
240.00		12.39	50.00	619.56	22.95			
248+00	0.4	0.00	50.00	0.00	0.00			
0.40 . 70		0.00	50.00	0.00	0.00			
248+50	0.0							
				TOTAL	670.42			

CROSS SECTIONS OMISSION (MILLSTREAM ROAD): STA 234+50 TO STA. 236+00 AND STA. 242+50 TO STA. 243+96.29 SECTIONS QUANTIFIED AS CHANNEL EXCAVATION, REFER TO RIVER CROSS SECTIONS

OMISSION (MILLSTREAM ROAD): STA 233+99.21 TO STA. 236+46.33 AND STA. 241+92.37 TO STA. 244+20.58

USER NAME = cesario	DESIGNED	-	MRQ	REVISED	-
	DRAWN	-	MRQ	REVISED	-
PLOT SCALE = 100.0000'/in.	CHECKED	-	MTC	REVISED	-
PLOT DATE = 9/1/2023	DATE	-	08/07/2023	REVISED	-

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

	OMISSI	OIA (IVIILL	.511	KEAW I	(UAD). 317	1 233+99.21	IU STA. 23	0+40.	SO AND STA	1. Z4 I	r92.3	I IUSIA.	244+20	0.50
MILL	MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER								CH RTE.	SECT	ION		COUNTY	TOTAL SHEETS	SHEET NO.
								CH T64	T64 18-00482-00-BR			MCHENRY	219	20	
	SCHEDULE OF QUANTITIES												CONTRA	ACT NO.	61J79
SCALE:	SHEET	2	OF	8	SHEETS	STA	TO STA.				ILLINOIS	EED AL	PROJECT		

KUNDE ROAD EARTHWORK QUANTITES													
	EARTH EXCAVATION (CUT)												
STATION	CUT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)								
501+20	0.0												
		3.42	5.00	17.08	0.63								
501+25	6.8												
		4.97	25.00	124.13	4.60								
501+50	3.1												
		8.52	31.00	264.12	9.78								
501+81	13.9												
		6.97	19.00	132.43	4.90								
502+00	0.0												
		0.00	50.00	0.00	0.00								
502+50	0.0												
		0.00	5.00	0.00	0.00								
502+55	0.0												
				TOTAL	22.44								

KUNDE ROAD EARTHWORK QUANTITES										
		EME	BANKMENT (FILL)						
STATION	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)					
501+20	0.0									
		7.53	5.00	37.64	1.39					
501+25	15.1									
		18.58	25.00	464.44	17.20					
501+50	22.1									
		23.44	31.00	726.64	26.91					
501+81	24.8									
		50.34	19.00	956.41	35.42					
502+00	75.9									
		172.18	50.00	8608.88	318.85					
502+50	268.5									
		134.23	5.00	671.15	24.86					
502+55	0.0									
			TOTAL	424.64						

	-	KUNDE ROAD	EARTHWOR	RK QUANTITES								
TOPSOIL EXCAVATION AND PLACEMENT												
STATION	S STRIP (S	AVERAGE	LENGTH	TOTAL	TOTAL (CY)							
501+20	0.0											
		7.31	5.00	36.55	1.35							
501+25	14.6											
		14.49	25.00	362.13	13.41							
501+50	14.4											
		14.46	31.00	448.11	16.60							
501+81	14.6											
		15.01	19.00	285.14	10.56							
502+00	15.5											
		25.00	50.00	1250.13	46.30							
502+50	34.6											
		17.28	5.00	86.38	3.20							
502+55	0.0											
				TOTAL	91.42							

	DRIVEWAY 244+25 EARTHWORK QUANTITES											
EARTH EXCAVTION (CUT)												
STATION	CUT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)							
300+00	0.0											
		0.00	20.00	0.00	0.00							
300+20	0.0											
		0.00	20.00	0.00	0.00							
300+40	0.0											
		0.00	20.00	0.00	0.00							
300+60	0.0											
		1.50	20.00	30.00	1.11							
300+80	3.0											
		5.23	20.00	104.50	3.87							
301+00	7.5											
		3.73	5.00	18.63	0.69							
301+09	0.0											
				TOTAL	5.67							

	DRI	VEWAY 244+	-25 EARTHV	ORK QUANTITES	
		EME	BANKMENT (FILL)	
STATION	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
300+00	0.0				
		10.60	20.00	212.00	7.85
300+20	21.2				
		50.33	20.00	1006.50	37.28
300+40	79.5				
		73.55	20.00	1471.00	54.48
300+60	67.7				
		42.85	20.00	857.00	31.74
300+80	18.1				
		10.33	20.00	206.50	7.65
301+00	2.6				
		1.30	5.00	6.50	0.24
301+09	0.0				
				TOTAL	139.24

DRIVEWAY 244+25 EARTHWORK QUANTITES									
	TOPSOIL EXCAVATION AND PLACEMENT								
STATION	TS STRIP (SI	AVERAGE	LENGTH	TOTAL	TOTAL (CY)				
300+00	0.0								
		10.50	20.00	210.00	7.78				
300+20	21.0								
		20.70	20.00	414.00	15.33				
300+40	20.4								
		19.13	20.00	382.50	14.17				
300+60	17.9								
		13.43	20.00	268.50	9.94				
300+80	9.0								
		7.23	20.00	144.50	5.35				
301+00	5.5								
		2.73	5.00	13.63	0.50				
301+09	0.0								
				TOTAL	53.08				

		EARTHWORK QUANTITI	ES SUMMARY TABLE		
LOCATION	EARTH EXCAVATION (CU YD)	ADJUSTED EARTH EXCAVATION (15%) (CU YD)	EMBANKMENT (CU YD)	FURNISHED EXCAVATION BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION AND PLACEMENT (CU YD)
MILLSTREAM ROAD	1427	1213	2375	-1162	670
KUNDE ROAD	22	19	425	-406	91
DRIVEWAY STA 244+25	6	5	139	-134	53
PROJECT TOTAL	1456	1237	2939	-1702	815

					CHANNEL E	XCAVATIO	ON				
	SOUTHE	BRIDGE CHA	NNEL EXCA	VATION QUANTI	ΓES		NORTH E	BRIDGE CHA	NNEL EXCA	VATION QUANTI	TIES
			CUT						CUT		
STATION	CUT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)	STATION	CUT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
600+00	0.0					800+40	0.0				
		203.38	60.00	12202.50	451.94			85.50	20.00	1710.00	63.33
600+60	406.8					800+60	171.0				
		503.63	20.00	10072.50	373.06			188.53	20.00	3770.50	139.65
600+80	600.5					800+80	206.1				
		596.75	20.00	11935.00	442.04			242.04	20.00	4840.80	179.29
601+00	593.0					801+00	278.0				
		588.50	20.00	11770.00	435.93			323.09	20.00	6461.70	239.32
601+20	584.0					801+20	368.1				
		463.75	20.00	9275.00	343.52			386.06	20.00	7721.20	285.97
601+40	343.5					801+40	404.0				
		171.75	20.00	3435.00	127.22			201.99	40.00	8079.60	299.24
601+60	0.0					801+80	0.0				
	1	OTAL SOUT	H BRIDGE		2,173.71		T	OTAL NORT	H BRIDGE		1,206.80
				TOT	AL CHANNEL EX	CAVATION	= 3381 CY				

SCALE:

OMISSION (MILLSTREAM ROAD): STA 233+99.21 TO STA. 236+46.33 AND STA. 241+9	32.37 TO STA. 244+20.58
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USER NAME = cesario	DESIGNED	-	MRQ	REVISED	
	DRAWN	-	MRQ	REVISED	-
PLOT SCALE = 100.0000'/in.	CHECKED	-	MTC	REVISED	-
PLOT DATE = 9/1/2023	DATE		08/07/2023	REVISED	-

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

 STREAM		ROAD OVER THE KISHWAUKEE RIVER		CH RTE.			COUNTY	TOTAL SHEETS	SHEET NO.				
		CH T64	CH T64 18-00482-00-BR			MCHENRY	219	21					
	SC	HEDI	JLE	OF QU	ANIIII	F2					CONTR	ACT NO.	61J79
SHEET	3	OF	8	SHEETS	STA	TO STA.			ILLINOIS	FED A	ID PROJECT		



	SEEDING,	CLASS 2A	
STATION	STATION	LOCATION	QUANTITY
 MILLSTREAM ROAD			(ACRE)
230+50	234+00	LT	0.06
230+50	234+00	RT	0.01
234+00	240+00	LT	0.00
234+00	240+00	RT	0.02
240+00	246+00	LT	0.11
240+00	246+00	RT	0.04
246+00	248+00	LT	0.10
246+00	248+00	RT	0.17
		SUBTOTAL:	0.51
KUNDE ROAD			
501+25	502+60	LT	0.02
501+25	502+60	RT	0.02
		SUBTOTAL:	0.04
	PAY CODE 25000210		0.55

NOTE: SOQ ROUNDED TO 0.75 PER NEAREST QUARTER ACRE INCREMENT

	SEEDING	, CLASS 4B	
		,	
STATION	STATION	LOCATION	QUANTITY
		200,111011	(ACRE)
MILLSTREAM ROAD			
230+50	234+00	LT	0.00
230+50	234+00	RT	0.03
234+00	240+00	LT	0.10
234+00	240+00	RT	0.30
240+00	246+00	LT	0.16
240+00	246+00	RT	0.21
246+00	248+00	LT	0.03
246+00	248+00	RT	0.00
		SUBTOTAL:	0.83
KUNDE ROAD			
501+25	502+60	LT	0.04
501+25	502+60	RT	0.03
		SUBTOTAL:	0.07
	PAY ITEM 25000314		0.90

NOTE: SOQ ROUNDED TO 1.00 PER NEAREST QUARTER ACRE INCREMENT

	TOPSOIL FURNISH	AND PLACE, 6 INCH	
STATION	STATION	LOCATION	QUANTITY
OTATION	OTATION	LOOKIJON	(SQ YD)
MILLSTREAM ROAD			
230+50	234+00	LT	
230+50	234+00	RT	
234+00	240+00	LT	
234+00	240+00	RT	1099
240+00	246+00	LT	673
240+00	246+00	RT	387
246+00	248+00	LT	
246+00	248+00	RT	
		SUBTOTAL:	2159
KUNDE ROAD			
501+25	502+60	LT	
501+25	502+60	RT	
·		SUBTOTAL:	
	PAY ITEM 21101625		2159

TREE REMO	OVAL (6 TO 15 UNITS D	NAMETER)		
TIVEETVEIN	5 VAL (6 10 15 611116 L	QUANTITY		
STATION	LOCATION	(UNIT)		
MILLSTREAM ROAD		(ONIT)		
242+00	39 LT	9		
242+11	39 LT	9		
242+18	48 LT	9		
242+19	44 LT	5		
242+19	44 LT	13		
243+16	65 LT	9		
243+19	62 LT	<u>9</u> 10		
243+19	62 LT	12		
		14		
243+19	62 LT			
243+22	59 LT	10		
243+22	59 LT	12		
243+81	32 LT	7		
243+81	32 LT	10		
243+84	36 LT	9		
243+85	46 LT	6		
243+85	46 LT	8		
243+85	46 LT	10		
243+85	46 LT	13		
243+87	49 LT	10		
244+26	91LT	6		
244+28	39 LT	15		
244+30	83 LT	6		
244+31	48 LT	6		
244+31	48 LT	8		
244+32	59 LT	8		
244+32	59 LT	7		
244+32	63 LT	7		
244+48	38 LT	13		
244+50	45 LT	6		
244+50	45 LT	7		
244+52	49 LT	7		
244+61	44 LT	8		
244+74	51LT	6		
246+41	44 LT	9		
246+62	45 LT	6		
246+62	45 LT	6		
246+75	43 LT	8		
246+75	43 LT	8		
246+86	48 LT	6		
246+99	47 LT	8		
247+03	48 LT	8		
247+28	44 LT	13		
247+45	47 LT	6		
2	SUBTOTAL:	373		
KUNDE ROAD	00B101/1E.	3.0		
502+31	36 LT	6		
302.01	SUBTOTAL:	6		

STATION	LOCATION	QUANTITY
STATION	LOCATION	(FOOT)
LLSTREAM ROAD		
236+50	60 RT	20
236+75	60 RT	20
236+78	61RT	20
239+65	34 LT	20
239+87	34 LT	20
240+09	34 LT	20
240+38	34 LT	20
240+72 to 242+17	28 LT to 59 LT	177
241+28	50 RT	20
242+75	83 LT	20
242+79	81;T	20
242+88	68 LT	20
242+92	81LT	20
243+02	81LT	20
243+05	79 LT	20
243+15	72 LT	20
243+40	74 LT	20
243+43	72 LT	20
243+43	76 LT	20
244+27	99 LT	20
244+33	86 LT	20
245+89	54 RT	20
246+04	50 RT	20
246+07	47 LT	20
246+22	43 RT	20
246+23	54 RT	20
246+32	48 RT	20
246+32	54 RT	20
246+36	43 RT	20
246+40	54 RT	20
246+50	45 RT	20
246+96	49 LT	20
247+88	46 LT	20
	SUBTOTAL:	817
JNDE ROAD		
501+47	35 LT	20
501+53	34 LT	20
501+53	33 LT	20
501+67	33 LT	20
501+74	31LT	20
	SUBTOTAL:	100
PAY ITEM		917

TREE REMOVAL (OVER 15 UNITS DIAMETER)									
LOCATION	QUANTITY (UNIT)								
54 LT	18								
44 LT	18								
SUBTOTAL:	36								
26 LT	22								
SUBTOTAL:	22								
20100210	58								
	LOCATION 54 LT 44 LT SUBTOTAL: 26 LT SUBTOTAL:								

COUNTY TOTAL SHEET NO.

MCHENRY 219 22

CONTRACT NO. 61J79

OMISSION (MILLSTREAM ROAD): STA 233+99.21 TO STA. 236+46.33 AND STA. 241+92.37 TO STA. 244+20.58

USER NAME = cesario	DESIGNED	-	MRQ	REVISED -
	DRAWN	-	MRQ	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED	-	MTC	REVISED -
PLOT DATE = 9/20/2023	DATE		08/07/2023	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

MIL	LSTREAM						WAUKEE RIVER	CH RTE.	SEC	TION	_
	AND S						KEE RIVER	CH T64	18-0048	2-00-BR	
		50	HEDU	JLE	OF QU	ANIIIII	:8				
SCALE:	: SHEET 4 OF 8 SHEETS STA. TO STA.							ILLINOIS	Ī		

AGGREGATE SUBGRADE IMPROVEMENT 12"									
CTATION	CTATION	LOCATION	QUANTITY						
STATION	STATION	LOCATION	(SQ YD)						
MILLSTREAM ROAI)								
230+50	234+00	LT/RT	1639						
234+00	240+00	LT/RT	1451						
240+00	246+00	LT/RT	1214						
246+00	248+00	LT/RT	834						
		SUBTOTAL:	5138						
KUNDE ROAD									
501+25	502+60	LT/RT							
		SUBTOTAL:	0						
	PAY ITEM 3030011:	2	5138						

AGGREGATE SUBGRADE IMPROVEMENT									
CTATION	OTATION OTATION LOCATION								
STATION	STATION	LOCATION	(CY YD)						
MILLSTREAM ROAD - ENGINEER'S DIRECTION (UNSUITABLE SOILS)									
230+50	234+00	LT/RT	-						
234+00	240+00	LT/RT							
240+00	246+00	LT/RT							
246+00	248+00	LT/RT							
		SUBTOTAL:	0						
KUNDE ROAD - EN	GINEER'S DIRECTI	ON (UNSUITABLE S	OILS)						
501+25	502+60	LT/RT	264						
		SUBTOTAL:	264						
UNSUITABLE SOILS	5, 12"								
ROADWAY		LT/RT	500						
		SUBTOTAL:	500						
	PAY ITEM 3030000	1	764						

			BITUMIN	OUS MATERIALS	S (PRIME COAT)			
OTATION	07471011	LOCATION	ROADWAY	SHOULDER	TOTAL AREA	APPLICATION	NUMBER	QUANTITY
STATION	STATION	LOCATION	(SF)	(SF)	(SF)	0.25 LB / SF	APPLICATIONS	(POUNDS)
ILLSTREAM ROA	D							
230+50	234+00	LT/RT	7803	5004	12807	0.25	1	3202
234+00	240+00	LT/RT	7758	4347	12105	0.25	1	3026
240+00	246+00	LT/RT	7911	3654	11565	0.25	1	2891
246+00	248+00	LT/RT	5166	1521	6687	0.25	1	1672
							SUBTOTAL:	10791
(UNDE ROAD								
501+25	502+60	LT/RT	4333		4333	0.25	1	1083
						•	SUBTOTAL:	1083
			PAY ITEN	140600275				11874
			BITUMIN	IOUS MATERIAL	S (TACK COAT)			
OTATION	OTATION	LOCATION	ROADWAY	SHOULDER	TOTAL AREA	APPLICATION	NUMBER	QUANTITY
STATION	STATION	LOCATION	(SF)	(SF)	(SF)	0.025 LB / SF	APPLICATIONS	(POUNDS)
ILLSTREAM ROA	D							
230+50	234+00	LT/RT	7803	5004	12807	0.025	2	640
234+00	240+00	LT/RT	7758	4347	12105	0.025	2	605
240+00	246+00	LT/RT	7911	3654	11565	0.025	2	578
246+00	248+00	LT/RT	5166	1521	6687	0.025	2	334
	-			•	•		SUBTOTAL:	2157
UNDE ROAD								
501+25	502+60	LT/RT	4333		4333	0.025	1	108
							SUBTOTAL:	108
			PAY ITEM	140600290				2265

	TRENCH BACKFILL											
STATION	LOCATION	PIPE SIZE	MAX TRENCH WIDTH	TRENCH LENGTH	DEPTH	QUANTITY	QUANTITY					
STATION	LOCATION	(IN)	(FT)	(FT)	(FT)	(CUFT)	(CU YD)					
KUNDE ROAD												
501+83	LT/RT	EQ ROUND 48	9	24	3.37	727.9	27.0					
502+44	LT/RT	24	5	25	6.78	847.5	31.4					
	SUBTOTAL:											
	PAY ITEM 20800150											

	TEMPORAF	RY EROSION CONTRO	L SEEDING	
STATION	STATION	LOCATION	AREA	QUANTITY
STATION	STATION	LOCATION	(ACRE)	(POUND)
MILLSTREAM ROAD				
230+50	234+00	LT	0.05	5.10
230+50	234+00	RT	0.04	3.70
234+00	240+00	LT	0.10	9.60
234+00	240+00	RT	0.36	35.70
240+00	246+00	LT	0.27	26.90
240+00	246+00	RT	0.24	23.90
246+00	248+00	LT	0.12	12.20
246+00	248+00	RT	0.16	16.10
			SUBTOTAL:	133.20
KUNDE ROAD				
501+25	502+60	LT	0.05	4.70
501+25	502+60	RT	0.06	6.20
			SUBTOTAL:	10.90
	PAY ITEM	28000250		144.10

Note: 100 LB / ACRE

LONGITUDINAL JOINT SEALANT										
CTATION	CTATION	STATION LOCATION LENGTH (FT) APPLICA	NO. OF	QUANTITY						
STATION	STATION	LOCATION	LENGIH (FI)	APPLICATIONS	(FOOT)					
MILLSTREAM ROAL	D									
230+50	234+00	CENTERLINE	318	2	636					
234+00	240+00	CENTERLINE	323	2	646					
240+00	246+00	CENTERLINE	321	2	642					
246+00	248+00	CENTERLINE	200	2	400					
				SUBTOTAL:	2324					
KUNDE ROAD										
501+25	502+60	CENTERLINE	164	1	164					
				SUBTOTAL:	164					
		PAY ITEM 40600370			2488					

GEOTECHNICAL FABRIC FOR GROUND STABILIZATION									
STATION	STATION	LOCATION	QUANTITY						
STATION	STATION	LOCATION	(SQ YD)						
MILLSTREAM ROAD									
230+50	234+00	LT/RT	1639						
234+00	240+00	LT/RT	1451						
240+00	246+00	LT/RT	1214						
246+00	248+00	LT/RT	834						
		SUBTOTAL:	5138						
KUNDE ROAD									
501+25	502+60	LT/RT	333						
		SUBTOTAL:	333						
Р	AY ITEM 2100100	00	5471						

USER NAME = cesario	DESIGNED -	MRQ	REVISED	-
	DRAWN -	MRQ	REVISED	-
PLOT SCALE = 100.0000'/in.	CHECKED -	MTC	REVISED	-
PLOT DATE = 9/1/2023	DATE -	08/07/2023	REVISED	-

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER	CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
AND SOUTH BRANCH KISHWAUKEE RIVER	CH T64	18-00482-00-BR	MCHENRY	219	23
SCHEDULE OF QUANTITIES			CONTRA	ACT NO.	61J79
SHEET 5 OF 8 SHEETS STA TO STA		ILLINOIS FED AL	D DDO IECT		

HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 8"								
STATION	STATION	LOCATION	QUANTITY					
STATION	STATION	LOCATION	(SQ YD)					
MILLSTREAM ROAL	D							
230+50	234+00	LT/RT	850					
234+00	240+00	LT/RT	862					
240+00	246+00	LT/RT	857					
246+00	248+00	LT/RT	534					
		SUBTOTAL:	3103					
KUNDE ROAD								
501+25	502+60	LT/RT						
		SUBTOTAL:	0					
	PAY ITEM 4070184	1	3103					

PAVEMENT REMOVAL							
STATION	STATION	LOCATION	QUANTITY				
STATION	STATION	LOCATION	(SQ YD)				
MILLSTREAM ROAL	D						
230+50	234+00	LT/RT	940				
234+00	240+00	LT/RT	1305				
240+00	246+00	LT/RT	1270				
246+00	248+00	LT/RT	554				
		SUBTOTAL:	4069				
KUNDE ROAD							
501+25	502+60	LT/RT	312				
		SUBTOTAL:	312				
	PAY ITEM 4400010	0	4381				
•		•	·				

HOT-MIX A	ASPHALT SURF	ACE COURSE, IL-	9.5, MIX "D", N50				
STATION	STATION LOCATION QUAN						
STATION	STATION	LOCATION	(TON)				
MILLSTREAM ROAL)						
230+50	234+00	LT/RT					
234+00	240+00	LT/RT	23				
240+00	246+00	LT	28				
246+00	248+00	RT	14				
		SUBTOTAL:	65				
KUNDE ROAD							
501+25	502+50	LT/RT	31				
		SUBTOTAL:	31				
	PAY ITEM 40604060)	96				

HOT-N	IIX ASPHALT BI	NDER COURSE	, IL-19.0, N50				
OTATION.	TION QUANTITY						
STATION	STATION	LOCATION	(TON)				
MILLSTREAM ROAD	1						
230+50	234+00	LT/RT					
234+00	240+00	LT/RT	44				
240+00	246+00	LT/RT					
246+00	248+00	LT/RT					
		SUBTOTAL	44				
KUNDE ROAD							
501+25	502+50	LT/RT	64				
		SUBTOTAL:	64				
F	AY ITEM 40603080)	108				
	USER NAME = cesario		DESIGNED - MRQ				

PLOT SCALE = 100.0000 ' / in.

PLOT DATE = 9/27/2023

,	AGGREGATE SHOUL	DERS, TYPE B 6 INCH			
STATION	STATION	LOCATION	QUANTITY		
STATION	STATION	LOCATION	(SQ YD)		
MILLSTREAM ROAD					
230+50	234+00	LT			
230+50	234+00	RT			
234+00	240+00	LT			
234+00	240+00	RT			
240+00	246+00	LT			
240+00	246+00	RT			
246+00	248+00	LT			
246+00	248+00	RT			
		SUBTOTAL:	0		
KUNDE ROAD					
501+25	502+60	LT	25		
501+25	502+60	RT	25		
		SUBTOTAL:	50		
	PAY ITEM 48101500		50		

	HOT-MIX ASPHALT	SHOULDERS, 8 INCH	
STATION	STATION	LOCATION	QUANTITY
STATION	STATION	LOCATION	(SQ YD)
MILLSTREAM ROAD			
230+50	234+00	LT	757
230+50	234+00	RT	304
234+00	240+00	LT	359
234+00	240+00	RT	343
240+00	246+00	LT	322
240+00	246+00	RT	250
246+00	248+00	LT	172
246+00	248+00	RT	84
		SUBTOTAL:	2591
KUNDE ROAD			
501+25	502+60	LT	
501+25	502+60	RT	
		SUBTOTAL:	0
	PAY ITEM 48203029		2591

PERIMETER EROSION BARRIER								
STATION STATION LOCATION								
OTATION	LOOATION	(FOOT)						
234+00	LT	724						
234+00	RT	740						
234+00 240+00 LT								
234+00 240+00 RT								
246+00	LT	1595						
246+00	RT	1360						
248+00	LT	452						
248+00	RT	508						
	SUBTOTAL:	7891						
502+60	LT	242						
502+60	RT	288						
	SUBTOTAL:	530						
/ ITEM 28000400		8421						
	234+00 234+00 240+00 240+00 246+00 246+00 248+00 248+00 502+60 502+60	234+00 LT 234+00 RT 240+00 LT 240+00 RT 240+00 RT 246+00 LT 246+00 RT 248+00 LT 248+00 LT 502+60 LT SUBTOTAL:						

Note: Quantity includes two re	ows of Perimeter Erosion Barrier
REVISED -	

REVISED

REVISED

REVISED

DRAWN - MRQ

MTC

08/07/2023

CHECKED -

DATE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS								
STATION	STATION	LOCATION	NUMBER OF STICKS	QUANTITY				
STATION	STATION	LOCATION	NOMBER OF STICKS	(LF)				
MILLSTREAM RD.								
230+50	234+00	RT	15	187.5				
230+50	234+00	LT	9	112.5				
234+00	240+00	RT	12	150.0				
234+00	240+00	LT						
240+00	246+00	RT	11	137.5				
240+00	246+00	LT						
246+00	248+00	RT						
246+00	248+00	LT						
	SUBTOTAL:	587.5						
		587.5						
	GUARD	RAIL REFLECTOR	S, TYPE A					
STATION	STATION	LOCATION	SPACING	QUANTITY				
STATION	STATION	LOCATION	(C-C/FT)	(EA)				
MILLSTREAM RD.								
230+50	234+00	RT	80	4				
230+50	234+00	LT	80	4				
234+00	240+00	RT	80	4				
234+00	240+00	LT		4				
240+00	246+00	RT	80	4				
240+00	246+00	LT		4				
246+00	248+00	RT						
246+00	248+00	LT						
			SUBTOTAL:	24				
	PAY ITEM	78200005		24				

	GUARDRAI	L REMOVAL	
STATION	STATION	LOCATION	QUANTITY (LF)
MILLSTREAM ROAD			(=: /
230+50	234+00	LT	
230+50	234+00	RT	65
234+00	240+00	LT	130
234+00	240+00	RT	115
240+00	246+00	LT	68
240+00	246+00	RT	229
246+00	248+00	LT	
246+00	248+00	RT	
<u> </u>		SUBTOTAL:	607
	PAY ITEM 63200310		607

IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3							
STATION STATION LOCATION QUANTITY							
OTATION	017(11014	LOOMINGIA	(EACH)				
MILLSTREAM ROAD							
243+79	244+06	LT	1				
245+39	245+66	RT	1				
		SUBTOTAL:	2				
	PAY ITEM 64300260		2				

MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER						CH RTE.	SEC.	TION		COUNTY	TOTAL SHEETS			
AND SOUTH BRANCH KISHWAUKEE RIVER					CH T64	18-00482-00-BR			MCHENRY	219	24			
SCHEDULE OF QUANTITIES								CONTRA	ACT NO.	61J79				
	SHEET	6	OF	8	SHEETS	STA.	TO STA.			ILLINOIS	FED A	D PROJECT		

MODIFIED URETHANE PAVEMENT MARKING - LINE 4"						
STATION	LOCATION	QUANTITY				
STATION	STATION	LOCATION	(FOOT)			
MILLSTREAM ROAI)					
230+50	234+00	CENTERLINE	88			
230+50	234+00	EDGE LINE (LT)	350			
230+50	234+00	EDGE LINE (RT)	350			
234+00	240+00	CENTERLINE	117			
234+00	240+00	EDGE LINE (LT)	605			
234+00	240+00	EDGE LINE (RT)	640			
240+00	246+00	CENTERLINE	242			
240+00	246+00	EDGE LINE (LT)	600			
240+00	246+00	EDGE LINE (RT)	600			
246+00	248+00	CENTERLINE	250			
246+00	248+00	EDGE LINE (LT)	200			
246+00	248+00	EDGE LINE (RT)	200			
		SUBTOTAL:	4242			
KUNDE ROAD						
501+25	502+60	CENTERLINE				
501+25	502+60	EDGE LINE (LT)				
501+25	502+60	EDGE LINE (RT)				
		SUBTOTAL:	0			
	PAY ITEM 780090	04	4242			

REMOVE EXISTING RIPRAP						
STATION	QUANTITY					
STATION	STATION	LOCATION	(SQ YD)			
MILLSTREAM ROAD						
230+50	234+00	LT/RT				
234+00	240+00 LT/RT					
240+00	246+00	LT/RT				
246+00	246+00 248+00 RT					
		SUBTOTAL:	33			
KUNDE ROAD						
501+25	501+25 502+60 LT/RT					
	SUBTOTAL:					
	33					

RELOCATE EXISTING MAILBOX						
EX. STATION LOCATION POST MATERIAL QUANTITY (LF)						
MILLSTREAM ROAD	MILL STREAM ROAD					
244+20	LT	WOOD	1			
247+37	LT	METAL	1			
		SUBTOTAL:	2			
	2					

TEMPORARY INFORMATION SIGNING							
LOCATION	TYPE	QUANTITY					
200/11011		(SQ FT)					
MILLSTREAM ROAD							
SOUTH LIMIT	25.7						
NORTH LIMIT	25.7						
243+84	DRIVEWAY	6.25					
247+32	DRIVEWAY	6.25					
	SUBTOTAL:	63.9					
KUNDE ROAD							
EAST LIMIT	25.7						
	25.7						
PAY ITEM	Z0030850	89.6					

TEN	PORARY DITCH CHE	:CK
ı Lı	III OTVARTI BITOTTOTIL	.010
STATION	OFFSET	QUANTITY
STATION	OTTOLI	(FOOT)
MILLSTREAM ROAD		
236+54.96	42.19 RT	14
236+55.17	41.76 RT	14
238+55.17	56.23 RT	14
238+55.17	56.23 RT	14
240+91.17	42.60 RT	14
241+91.17	42.44 RT	14
244+22.73	36.48 RT	14
244+75.35	45.77 LT	14
246+04.12	35.15 RT	14
246+59.00	35.41RT	14
246+96.07	42.68 LT	14
	SUBTOTAL:	154
PAY ITEM	28000305	154

EROSION CONTROL BLANKET (SPECIAL)								
STATION	STATION	LOCATION	QUANTITY					
Ontrion	Onthon	EGO/MIGIT	(SQ YD)					
MILLSTREAM ROAD	MILLSTREAM ROAD							
230+50	234+00	LT	279					
230+50	234+00	RT	222					
234+00	240+00	LT	465					
234+00	240+00	RT	1728					
240+00	246+00	LT	1302					
240+00	246+00	RT	1157					
246+00	248+00	LT	590					
246+00	248+00	RT	779					
		SUBTOTAL:	6522					
KUNDE ROAD								
501+25	502+60	LT	227					
501+25	502+60	RT	300					
		SUBTOTAL:	527					
	7049							

STABILIZED CONSTRUCTION ENTRANCE							
STATION STATION LOCATION QUANTITY							
STATION	LOCATION	(SQ YD)					
MILLSTREAM ROAD							
234+00	LT/RT	134					
240+00	LT/RT						
240+00 246+00 LT/RT							
246+00 248+00 LT/RT							
	SUBTOTAL:	306					
501+25 502+60 LT/RT							
SUBTOTAL:							
PAY ITEM Z0013797							
	STATION D 234+00 240+00 246+00 248+00 502+60	STATION LOCATION					

PIPE CULVERT REMOVAL								
STATION	STATION STATION LOCATION NUMBER OF PIPES LENGTH SIZE							
STATION	STATION	LOCATION	NOMBEROLLIE	(IN)	(IN)	(LF)		
MILLSTREAM ROAD								
245+23	245+43	44' LT	1	20	18" CMP	20		
247+03	247+54	34' RT	2	51	30" CMP	102		
					SUBTOTAL:	122		
KUNDE ROAD								
501+81	501+81	LT/RT	1	40	53" X 41" CMP	40		
502+52	502+52	LT/RT	1	46	24" CMP	46		
SUBTOTAL:								
PAY ITEM 50105220								

USER NAME = cesario	DESIGNED	-	MRQ	REVISED -	
	DRAWN	-	MRQ	REVISED -	
PLOT SCALE = 100.0000'/in.	CHECKED	-	MTC	REVISED -	
PLOT DATE = 9/1/2023	DATE	-	08/07/2023	REVISED -	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ILLSTREAM ROAD OVER THE KISHWAUKEE RIVER						CH RTE.	SEC ⁻	TION		COUNTY	TOTAL SHEETS	SHEET NO.		
AND SOUTH BRANCH KISHWAUKEE RIVER SCHEDULE OF QUANTITIES				CH T64	18-00482-00-BR			MCHENRY	219	25				
		SU	HEDU	JLE	OF QU	ANIIII	ES					CONTRA	ACT NO.	61J79
	SHEET	7	OF	8	SHEETS	STA.	TO STA.			ILLINOIS	FED A	D PROJECT		

AGGREGATE DITCH CHECK						
STATION	QUANTITY					
		(TON)				
MILLSTREAM ROAD						
243+50.00	DEWATERING SYS.	1				
246+59.00	1					
	2					
PAY ITEM	2					

TEMPORARY ACCESS (PRIVATE ENTRANCE)						
STATION LOCATION QUANTITY						
Onthion	LOGATION	(EACH)				
	MILLSTREAM ROAD					
243+84	243+84 LT					
247+32	1					
SUBT	2					
PAY ITEM	2					
·						

DRIVEWAY PAVEMENT REMOVAL								
STATION LOCATION QUANTITY (SQ YD)								
MILLSTREAM ROAD								
243+87	LT	161						
247+32	RT	131						
PAY ITEM	44000200	292						

AGGREGATE BASE COURSE, TYPE B 6"											
ROLLATS	STATION STATION LOCATION QUANTITY										
STATION	STATION	LOCATION	(SY YD)								
MILLSTREAM ROAI	D	·									
230+50											
234+00	240+00	LT/RT	206								
240+00	246+00	LT/RT	164								
246+00	248+00	LT/RT	79								
		SUBTOTAL:	449								
KUNDE ROAD											
501+25	502+50	LT/RT	306								
		SUBTOTAL:	306								
	PAY ITEM 35101800)	755								

PIPE UNDERDRAINS, TYPE 2, 4"										
STATION	STATION	OFFSET	QUANTITY							
STATION	STATION	OITSET	(FT)							
MILLSTREAM ROAD										
230+60.00	231+50.00	RT	94							
230+75.00	232+50.00	LT	176							
244+47.00	247+75.00	LT	342							
234+66.00	274+75.00	RT	217							
230+50.00	TRAVERSE	RT	22							
230+50.00	TRAVERSE	LT	22							
246+31.43	TRAVERSE	RT	26							
246+31.43	TRAVERSE	LT	32							
	931									
KUNDE ROAD										
501+35.00	502+38.00	RT	110							
501+35.00	502+38.00	LT	110							
501+25.00	TRAVERSE	RT	20							
501+25.00	TRAVERSE	LT	20							
		SUBTOTAL:	260							
	PAY ITEM 60108204		1191							

	SEEDING, CLA	SS 5 (MODIFIED)								
STATION	STATION STATION LOCATION									
01/11/01	017(11014	200/11011	(ACRE)							
MILLSTREAM ROAD										
230+50	234+00	LT	0.00							
230+50	234+00	RT	0.03							
234+00	240+00	LT	0.10							
234+00	240+00	RT	0.30							
240+00	246+00	LT	0.16							
240+00	246+00	RT	0.21							
246+00	248+00	LT	0.03							
246+00	248+00	RT	0.00							
		SUBTOTAL:	0.83							
KUNDE ROAD										
501+25	502+60	LT	0.04							
501+25	502+60	RT	0.03							
		SUBTOTAL:	0.07							
	PAY ITEM X2501820		0.90							
NOTE: SOO ROUNDED	TO 1.00 PER NEARES	T QUARTER ACRE INCRE	MENT							

NOTE: SOQ ROUNDED TO 1.00 PER NEAREST QUARTER ACRE INCREME	ENT
--	-----

		TURBIDITY CUI	RTAIN		
WATERWAY	BANK	LENGTH	DEPTH	AREA	QUANTITY
VVATERVVAT	DAIN	(FT)	(FT)	(SF)	(SY)
MILLSTREAM ROAD					
S. BRANCH KISHWAUKEE	SOUTH BANK	147	10	1470	163
S. BRANCH KISHWAUKEE	NORTH BANK	163	10	1630	181
KISHWAUKEE	SOUTH BANK	178	10	1780	198
KISHWAUKEE	NORTH BANK	152	10	1520	169
				SUBTOTAL:	711
	PAY	/ ITEM X1200247			711

USER NAME = cesario	DESIGNED - MRQ	REVISED -
	DRAWN - MRQ	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 9/27/2023	DATE - 08/07/2023	REVISED -

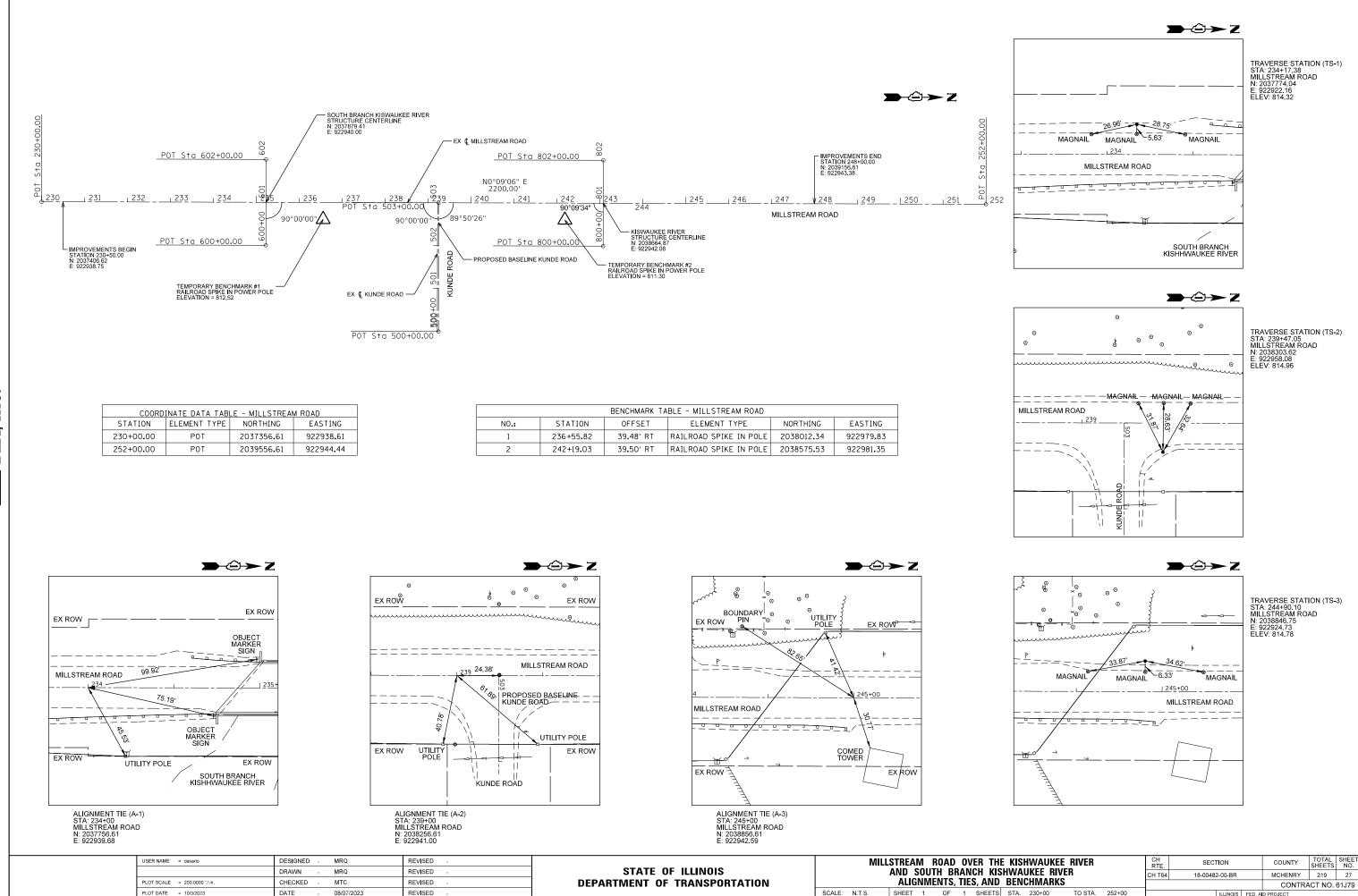
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

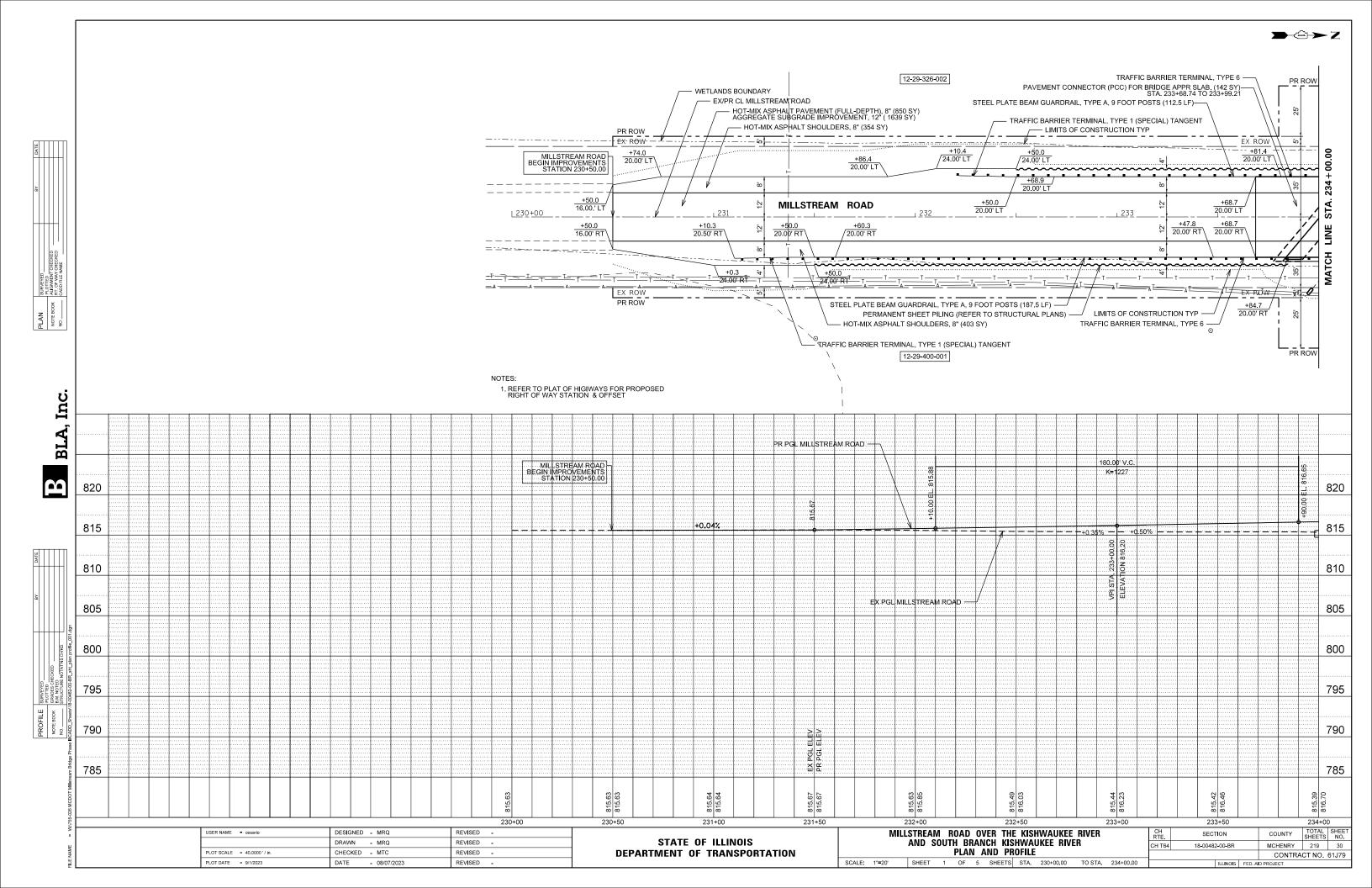
		REMOVE SIGN PA	NEL ASSE	MBLY TYP	ΕA		
LOCATION		DESCRIPTION		SIGN	SIGN PANEL		QUANTITY
STATION	O/S	SIGN LEGEND SYMBOL	CODE	PANEL TY. 1(SF)	TYPE	ACTION	(EACH)
MILLSTREAM ROAD							
232+18	RT	INTERSECTION ON RIGHT	W2-2 R	9.0	ASSEMBLY	REMOVE	1
232+10	KI	KUNDE ROAD	D3-1	2.0	ASSEMBLE	KEMOVE	1
233+45	RT	SOUTH BRANCH KISHWAUKEE RIVER	I-3	6.0	SINGLE	REMOVE	1
234+74	RT	TYPE 3 OBJECT MARKER	OM3-R	3.0	SINGLE	REMOVE	1
234+98	LT	TYPE 3 OBJECT MARKER	OM3-L	3.0	SINGLE	REMOVE	1
236+32	RT	TYPE 3 OBJECT MARKER	OM3-L	3.0	SINGLE	REMOVE	1
236+57	LT	TYPE 3 OBJECT MARKER	OM3-R	3.0	SINGLE	REMOVE	1
236+67	LT	SOUTH BRANCH KISHWAUKEE RIVER	I-3	6.0	SINGLE	REMOVE	1
241+21	RT	KISHWAUKEE RIVER KISHWAUKEE RIVER	I-3	6.0	SINGLE	REMOVE	1
242+17	LT	TYPE 3 OBJECT MARKER	OM3-L	3.0	SINGLE	REMOVE	1
242+32	RT	TYPE 3 OBJECT MARKER	OM3-R	3.0	SINGLE	REMOVE	1
243+66	LT	TYPE 3 OBJECT MARKER	OM3-L	3.0	SINGLE	REMOVE	1
243+76	LT	TYPE 3 OBJECT MARKER	OM3-R	3.0	SINGLE	REMOVE	1
243+79	LT	KISHWAUKEE RIVER KISHWAUKEE RIVER	I-3	6.0	SINGLE	REMOVE	1
245+17	LT	NO PASSING ZONE	W14-3	3.9	SINGLE	REMOVE	1
245.07	LT	INTERSECTION ON LEFT	W2-2 L	9.0	ASSEMBLY	REMOVE	4
245+97	LI	KUNDE ROAD	D3-1	2.0	ASSEMBLY	REMOVE	1
0.40 + 77	RT	INTERSECTION ON LEFT	W2-2 L	9.0	ACCEMBLY	REMOVE	4
246+77	KI	RIVER ROAD	D3-1	2.0	ASSEMBLY	REMOVE	1
						SUBTOTAL:	16
KUNDE ROAD							
502+67	RT	STOP	R1-1	6.3	ASSEMBLY	REMOVE	1
502+67	RT	MILLSTREAM ROAD	D3-1	4.0	ASSEMBLY	REMOVE	1
502+67	RT	KUNDE ROAD	D3-1	4.0	ASSEIVIDLY	KEWOVE	· · · · · · · · · · · · · · · · · · ·
						SUBTOTAL:	2
		PAY ITEM 7240	0100				18

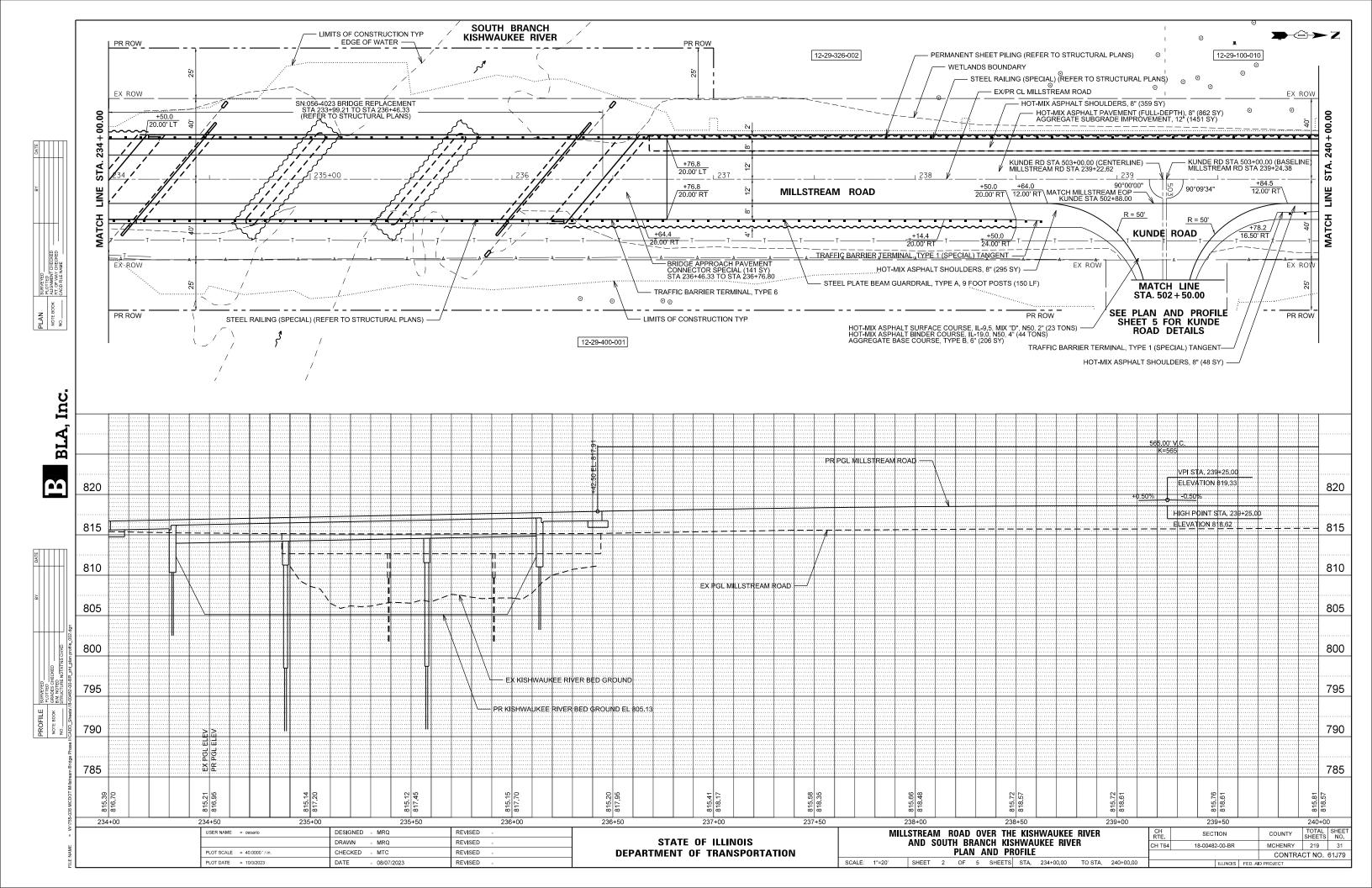
СО	NCRETE HEADWAL	LS FOR PIPE DRAIN	IS				
STATION	STATION OFFSET LOCATION						
017(110)(OTTOET	EGG/MIGIT	(EA)				
MILLSTREAM ROAD							
230+50.00	22.00' RT		1				
230+50.00	22.00' LT		11				
230+60.00	26.30' RT		1				
230+75.00	25.00' LT		1				
233+96.75	35.58' RT	S1	1				
234+56.46	35.58' LT	S2	1				
235+89.08	35.58' RT	S3	1				
236+48.79	35.58' LT	S4	1				
241+98.38	35.54' LT	S5	1				
242+37.12	31.54' RT	S6	1				
243+73.53	35.54' LT	S7	1				
244+12.26	31.54' RT	S8	1				
246+31.43	32.00' LT		1				
246+31.43	26.00' RT		1				
247+75.00	38.00' LT		1				
247+75.00	28.50' RT		1				
		SUBTOTAL:	16				
KUNDE ROAD		•					
501+25.00	20.00' RT		1				
501+25.00	20.00' LT		1				
501+35.00	22.00' LT		1				
501+35.00	21.00' RT		1				
	'	SUBTOTAL:	4				
	PAY ITEM 60100060		20				

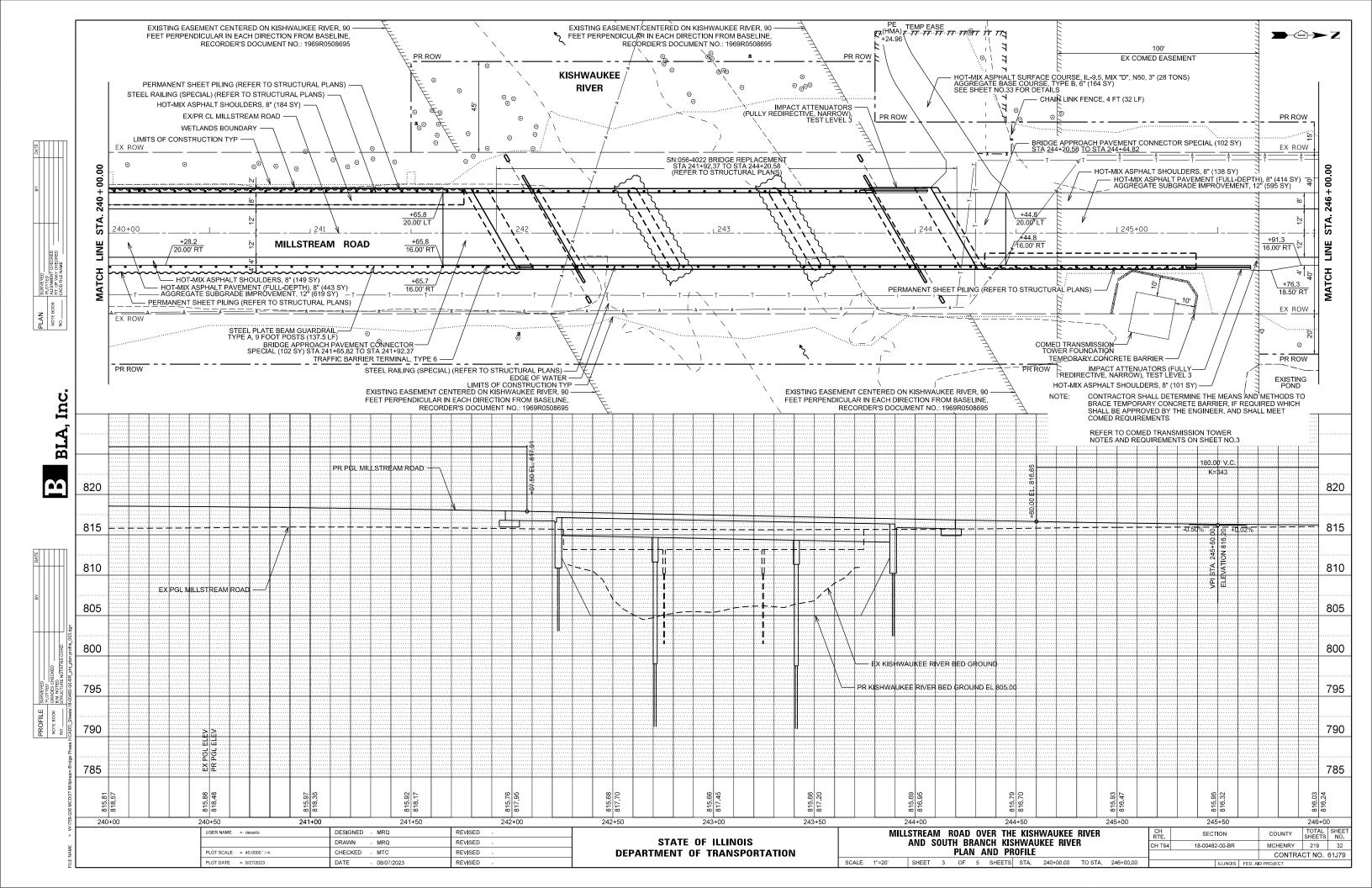
NOTE: RODENT SHIELDS ARE TO BE INSTALLED ON CONCRETE HEADWALLS FOR PIPE DRAINS

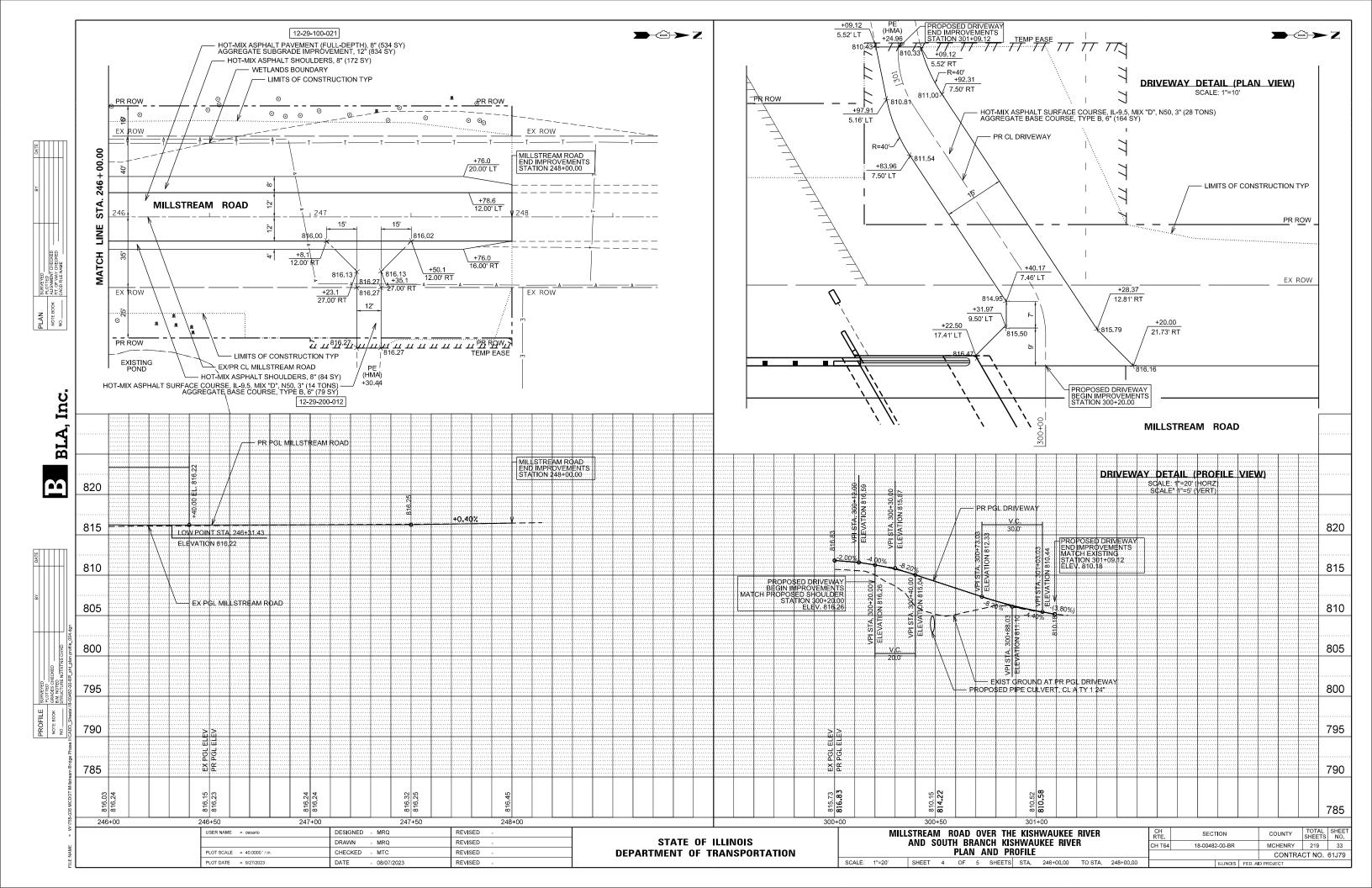
MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER AND SOUTH BRANCH KISHWAUKEE RIVER SCHEDULE OF QUANTITIES						CH RTE. CH T64	SEC ¹			MCHENRY	TOTAL SHEETS 219	SHEET NO. 26	
CONEDULE OF COANTIFIED										CONTRA	ACT NO.	61J/9	
SCALE:	SHEET	8	OF	8	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT					

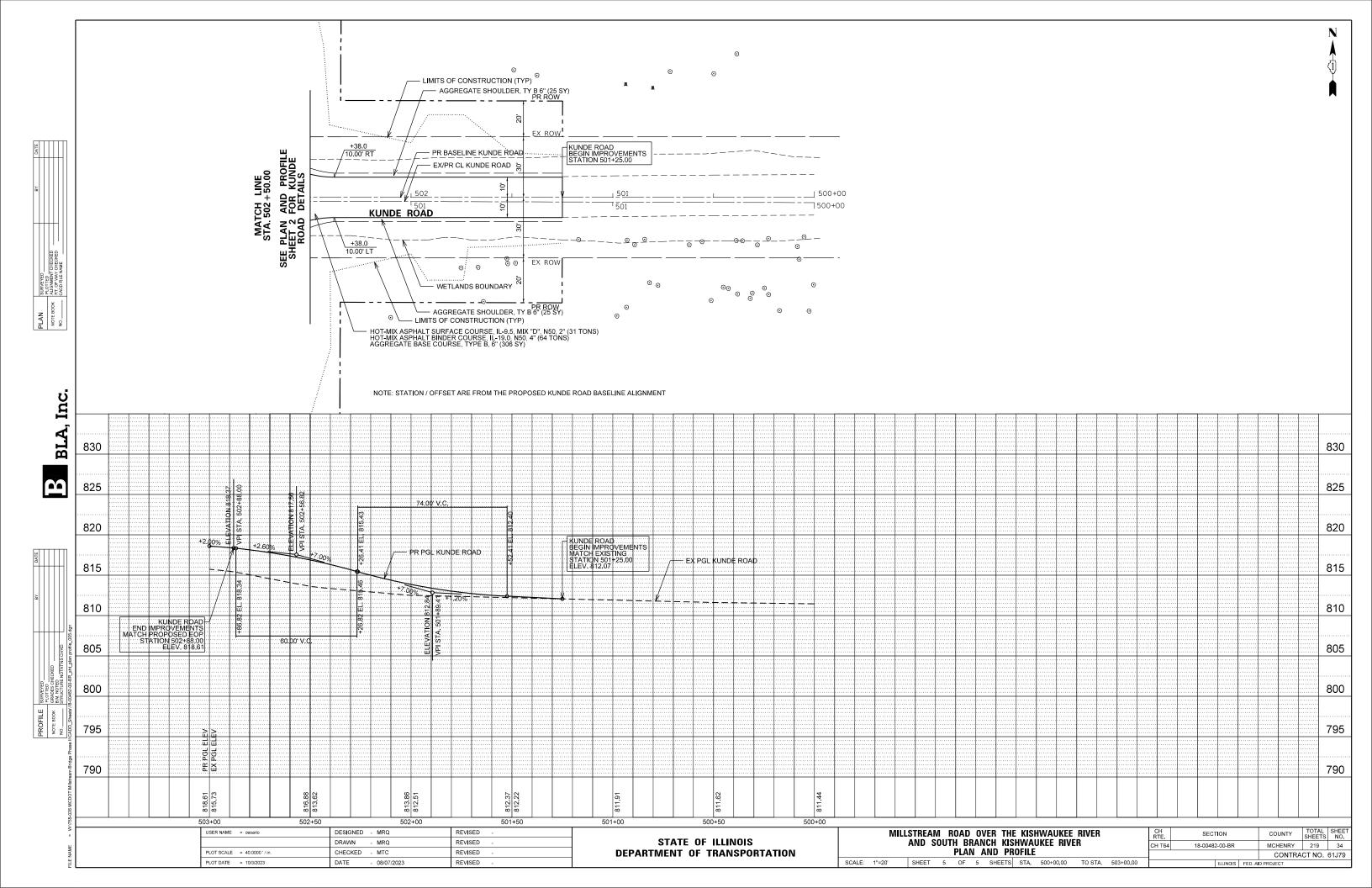












2. ALL SIGN COLORS SHALL BE ACCORDING TO THE LATEST EDITION OF THE MUTCD.

TEMPORARY INFORMATION SIGN

- 1. THE CONTRACTOR SHALL ERECT A TEMPORARY INFORMATION SIGN AT THE NORTH, SOUTH, AND EAST ENDS OF THE PROJECT (3 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

1. THE TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES, AS SPECIFIED BY THE

- 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

LIMITATIONS OF CONSTRUCTION

THE CONTRACTOR SHALL COORDINATE THE ITEMS OF WORK IN ORDER TO KEEP HAZARDS AND TRAFFIC IN CONVENIENCES 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 MILLSTREAM ROAD REMAINS
- 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.



- 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
- OVERLAY PANEL 1 TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION
- 4. OVERLAY PANEL 2 TO CONTAIN ENDING MONTH OF FULL CLOSURE AN DETOUR. OMIT THE DATE ON PANEL: MONTH ONLY.
- 5. ERECT SIGN ASSEMBLY (POST-MOUNTED) WITH PANELS 1 AND 2 IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSRURE. REMOVE ASSEMBLY AFTER CLOSURE

KEEPING ROADS OPEN TO TRAFFIC

- THE CONTRACTOR SHALL SCHEDULE HIS OR HER SEQUENCE OF OPERATION TO PERMIT THE CONSTRUCTION OF THIS SECTION WITH THE LEAST IN CONVENIENCE TO THE TRAVELING PUBLIC THE CONTRACTOR'S SCHEDULE SHALL REFLECT THE FOLLOWING REQUIREMENTS AND SEQUENCE OF CONSTRUCTION. THESE REQUIREMENTS FOLLOW THE SUGGESTED TRAFFIC CONTROL PLAN IN CLUDED IN THE DRAWINGS.
- 2. MILLSTREAM ROAD WILL BE COMPLETELY CLOSED TO TRAFFIC FOR THE DURATION SPECIFIED IN THE CONTRACT DOCUMENTS.
- 3. THE DRIVEWAYS WILL REMAIN OPEN / ACCESSIBLE AT ALL TIMES. ANY TEMPORARY MEASURES REQUIRED TO DO SO SHALL BE INCLUDED IN "TRAFFIC CONTROL PROTECTION, SPECIAL."

SEQUENCE OF CONSTRUCTION

- COORDINATE UTILITY RELOCATES.
- SET UP TEMPORARY INFORMATION SIGNING
- SET UP DETOUR AS DETAILED IN THE PLAN SET UP TEMPORARY EROSION CONTROL MEASURES
- REMOVE EXISTING PAVEMENT, BRIDGE STRUCTURES, AND WINGWALLS. CONSTRUCT THE PROPOSED BRIDGES, WINGWALLS, AND RETAINING WALLS.
- CONSTRUCT EMBANKMENT, SUBGRADE, AND AGGREGATE BASE COURSES.
- CONSTRUCT SHOULDERS AND PAVEMENT (INCLUDING FINAL SURFACE).
- PLACE GUARDRAILS AND TRAFFIC BARRIER TERMINALS.
- 10. PLACE PERMANENT PAVEMENT MARKINGS.
- 11. PLACE PERMAMENT RESTORATION.
- 12. FINALIZE PUNCH LIST AND SITE CLEANUP.

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

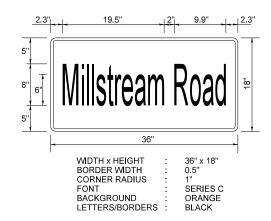
CONTACTS & COORDINATION

- 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
- 2. THE CONTRACTOR SHALL CONTACT THE IDOT D1 TRAFFIC CONTROL SUPERVISOR, KALPANNA KANNAN-HOSADURGA, AT KALPANNA. KANNAN-HOSADURGA@ILLINOIS.GOV. A MINIMUM OF 72 HOURS IN ADVANCE OF
- 3. THE CONTRACTOR SHALL NOTIFY MCHENRY COUNTY DIVISION OF TRANSPORTATION (MCDOT)PRIOR TO THE DETOUR REMOVAL IN ORDER FOR MCDOT TO SCHEDULE THE SIGN REPLACEMENT.

TRAFFIC CONTROL - IDOT STANDARD DRAWINGS

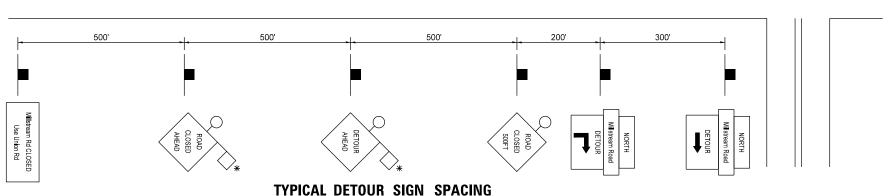
- 1. THE CONTRACTOR IS ENCOURAGED TO COMPLETE ALL WORK UNDER THE DETOUR CLOSURE. NO ADDITIONAL COMPENSATION FOR TRAFFIC CONTROL AND PROTECTION SHALL BE APPROVED IF THE CONTRACTOR IS NOT ABLE TO COMPLETE WORK WITHIN THE DETOLIR TIME FRAME
- 2. IN THE EVENT THE CONTRACTOR'S OPERATION REQUIRES WORK THAT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

SIGN DESIGN



TYPICAL DETOUR SIGN ASSEMBLIES





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

SECRET BUTS

JSER NAME = cesario DESIGNED - MRQ REVISED DRAWN -MRQ REVISED MTC REVISED PLOT DATE = 9/1/2023 REVISED DATE 08/07/2023

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER SECTION COUNTY AND SOUTH BRANCH KISHWAUKEE RIVER CH T64 18-00482-00-BR MCHENRY 219 **DETOUR NOTES** CONTRACT NO. 61J79 OF 1 SHEETS STA. TO STA. SHEET 1

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BLA,

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

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

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

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

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

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

SITE AND CONSTRUCTION ACTIVITY DESCRIPTION

- THE PROJECT IS LOCATED ON MILLSTREAM ROAD OVER KISHWAUKEE RIVER AND SOUTH BRANCH KISHWAUKEE RIVER AT THE INTERSECTION OF MILLSTREAM ROAD AND KUNDE ROAD.
- 2. THE PROJECT SHALL GENERALLY CONSIST OF THE FOLLOWING:
 - REMOVAL OF THE EXISTING STRUCTURES AND PAVEMENT:
 - CONSTRUCTION OF MILLSTREAM ROAD BRIDGE OVER KISHWAUKEE RIVER MILLSTREAM ROAD BRIDGE OVER SOUTH BRANCH KISHWAUKEE RIVER, RETAINING WALLS AND INSTALLATION OF RIP RAP AND ARTICULATED BLOCK REVETMENT MAT (VEGETATED
 - C) CONSTRUCTION OF ROADWAY IMPROVEMENTS, INCLUDING ROADWAY RECONSTRUCTION. GRADING. BINDER, SURFACE AND PAVEMENT MARKINGS
 - SEEDING AND ALL OTHER COLLATERAL WORK SUCH AS SITE RESTORATION.

SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES

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

CONSTRUCTION SITE DISTURBANCE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 3.56 ACRES TO BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITES

SWPPP REFERENCED DOCUMENTS

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

DRAINAGE TRIBUTARIES FROM THIS CONSTRUCTION SITE

THE SITE DRAINS INTO THE KISHWAUKEE RIVER AND THE SOUTH BRANCH KISWAUKEE RIVER WHERE THE WATERWAYS CONVERGE DIRECTLY WEST OF THE PROJECT SITE

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.

- 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.
- INSPECTION OF CONTROLS WILL BE COMPLETED BY THE OWNER AT LEAST ONCE EVERY 7 DAYS AND WITHIN 24 HOURS OF A STORM 0.5" OR GREATER, OR EQUIVALENT SNOW FALL
- 4. AN INCIDENT OF NON-COMPLIANCE (ION) MUST BE COMPLETED AND SUBMITTED BY THE OWNER TO THE IEPA AND COPIED TO THE COUNTY IF, AT ANY TIME, AN EROSION CONTROL
- 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
- THE CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO CONTROL WASTE SUCH AS DISCARDED MATERIALS, CONCRETE TRUCK WASH OUT, CHEMICALS, LITTER AND SANITARY WASTE AT THE CONSTRUCTION SITE THAT MAY CAUSE ADVERSE IMPACTS TO WATER

MISCELLANEOUS

- TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 BS/ACRES, IF DIRECTED.
- 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 INCONSTRUCTION INSPECTION.

POLLUTION PREVENTION DURING CONSTRUCTION

- 1. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING, PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS OR OTHER
 - 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
 - B) AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER.
 - PLACE TEMPORARY SEDIMENT CONTROL PRACTICES (FILTER BARRIERS, ETC.) AT LOCATIONS SHOWN ON THE
 - 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.
 - ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE REMOVED AND DISPOSED OF WITHIN 30 DAYS AFTER SITE STABILIZATION IS ACHIEVED OR AFTER TEMPORARY PRACTICES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE PERMANENTLY REMOVED TO PREVENT FURTHER EROSION

MAINTENANCE AFTER CONSTRUCTION

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

CERTIFICATIONS

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER IR10 ISSUED BY THE ILLINOIS IF 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: NAME

OWNER'S CERTIFICATION

DATE:

8/30/2023

"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

COUNT ENGE DATE NAME PE 08.30.

USER NAME = cesario	DESIGNED -	MRQ	REVISED -
	DRAWN -	MRQ	REVISED -
PLOT SCALE = 100,0000'/in,	CHECKED -	MTC	REVISED -
PLOT DATE = 8/2/2023	DATE -	08/07/2023	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER AND SOUTH BRANCH KISHWAUKEE RIVER STORMWATER POLLUTION PREVENTION PLAN AND NOTES

SHEETS MCHENRY 219 H T64 CONTRACT NO. 61J79

SCALE: SHEET 1 OF 1 SHEETS STA ILLINOIS FED. AID PROJE

- 1. THE RESIDENT ENGINEER MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION MEETING, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- 2. A COPY OF THE APPROVED STORMWATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE MAINTAINED ON SITE.
- 3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT OF THE REQUIREMENTS TO IMPLEMENT AND MAINTAIN THE SWPPP AND ALL PERMIT CONDITIONS REQUIRED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) ILRIO 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 FROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER OR THE COUNTY
- 5. THE CONTRACTOR SHALL ARRANGE A PRE-CONSTRUCTION MEETING WITH ALL SUBCONTRACTORS, THE COUNTY, THE MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT AND OTHER INTERESTED REGULATORY AGENCIES AND OFFICIALS PRIOR TO CONSTRUCTION.
- 6. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE CONTRACTOR SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR OF EROSION CONTROL MEASURES
- 7. THE MLCSWCD IS RESPONSIBLE FOR CONDUCTING SITE VISITS, VERIFYING THE PRACTICES ARE WORKING PROPERLY AND DETERMINING IF ADDITIONAL PRACTICES ARE NEEDED FOR BETTER SOIL EROSION AND SEDIMENT CONTROL. IF ADDITIONAL PRACTICES ARE DEEMED NECESSARY, THE CONTRACTOR WILL IMPLEMENT THE PRACTICE IN A TIMELY MANNER.
- 8. ALL AREAS OF DISTURBED SOIL SHALL BE STABILIZED WITH EROSION CONTROL BLANKET (SPECIAL) FOLLOWING COMPLETION OF SOIL DISTURBING ACTIVITIES. THE EROSION CONTROL BLANKET SHALL BE WILDLIFE-FRIENDLY PLASTIC-FREE BLANKET AND USED AROUND WETLANDS AND ADJACENT TO NATURAL AREAS TO PREVENT ENTANGLEMENT OF NATIVE WILDLIFE.
- 9. AS A PERMIT CONDITION REQUIRED FOR THIS PROJECT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE COUNTY, THE US ARMY CORPS OF ENGINEERS, MCHENRY-LAKE COUNTY SOIL AND WATER CONSERVATION DISTRICT AND ENGINEER FOR APPROVAL THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR WORK FOR WHICH IT IS REQUIRED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 10. CONCRETE WASHOUT(S) ARE ANTICIPATED FOR THIS PROJECT AND SHALL BE DRAWN ONTO THE PLANS AT THE TIME OF INSTALLATION. WASHOUTS ARE TO BE MAINTAINED IN A MANNER CONSISTENT WITH THE DETAILS ON THE PLANS AND THE LATEST EDITION OF THE ILLINOIS URBAN MANUAL CONCRETE WASHOUT SHALL BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHALL NOT BE ALLOWED TO ENTER WATER BODIES, STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ANY WASTE SHALL BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHALL BE DESIGNATED WITH PROPER SIGNAGE. FAILURE TO COMPLY COULD RESULT IN A VIOLATION.
- 11 STABILIZED CONSTRUCTION ENTRANCES ARE ANTICIPATED FOR THIS PROJECT A QUANTITY HAS BEEN INCLUDED IN THE PROJECT TO COMPLETE THIS WORK, IT IS ANTICIPATED THAT THE STABILIZED CONSTRUCTION ENTRANCES WILL BE PLACED NORTH AND SOUTH OF THE PROJECT LIMITS AS WELL AS ON KUNDE ROAD, IF THE ENTRANCE LOCATIONS ARE TO BE REVISED, THE CONTRACTOR SHALL SUBMIT THE LOCATION AND DETAILS THROUGH THE ENGINEER FOR APPROVAL

DIVERSION AND DEWATERING NOTES

- 1. WHEN DIVERSION AND DEWATERING OF THE CONSTRUCTION AREA IS NECESSARY, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. ALL WATERS SHALL BE FILTERED USING FILTER BAGS OR AN ALTERNATIVE MEASURE APPROVED BY THE MCLSWCD. ALL FILTER BAGS MUST HAVE SECONDARY CONTAINMENT DEVICES AND SHOULD BE PLACED ON LEVEL GROUND. DEWATERING DIRECTLY INTO STREAMS, WETLANDS, FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
- 2. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT
- 3. WORK MAY NOT BE PERFORMED IN THE WATER, EXCEPT FOR THE PLACEMENT OF NON -ERODIBLE MATERIALS NECESSARY FOR THE CONSTRUCTION OF COFFERDAMS (STEEL SHEETS, WATER INFLATED DEVICES, RIP RAP, GEOTEXTILE LINER, ETC.) EARTHEN COFFERDAMS ARE NOT PERMISSIBLE. LUMBER TO BE USED FOR TEMPORARYCONSTRUCTION ACTIVITIES MUST BE FREE OF ALL CHEMICAL TREATMENT. THE COFFERDAMS MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER THE WATER AT ANY TIME. ONCE THE COFFERDAMS ARE IN PLACE AND ISOLATED AREA IS DEWATERED. EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK. LOW GROUND-PRESSURE EQUIPMENT IS REQUIRED FOR WORK IN WETLANDS.
- 4. IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED WITHIN A SUMP PIT TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING CHECK DAM, PLYWOOD, SHEET PILE, ETC.) PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION OF DOWNSTREAM AREAS.
- 5. DEWATERING SHALL INCLUDE MEANS, METHOD AND MATERIALS TO DEWATER AND TO PROVIDE FILTRATION OF WATERS BEFORE RE-ENTERING THE WATERWAY AND SHALL BE COORDINATED WITH THE MCLSWCD AT THE PRE-CONSTRUCTION MEETING

MCHENRY-LAKE COUNTY SOIL AND WATER CONSERVATION DISTRICT NOTES

- 1. THE CONTRACTOR AND ENGINEER SHALL MEET WITH THE MCHENRY-LAKE COUNTY SOIL & WATER CONSERVATION DISTRICT TO COORDINATE ALL IN-STREAM WORK ACTIVITIES
- 2. THE CONTRACTOR'S IN-STREAM WORK PLAN SHALL BE SUBMITTED TO THE SOIL & WATER CONSERVATION DISTRICT AND MCHENRY COUNTY FOR REVIEW AND APPROVAL PRIOR TO STARTING ANY WORK, THERE WILL BE NO ADDITIONAL COMPENSATION FOR PROVIDING THE COORDINATION AND WORK PLAN
- 3. SEE EROSION CONTROL PLAN SHEETS FOR ADDITIONAL DETAILS, CONDITIONS AND NOTES.

USER NAME = cesario	DESIGNED	-	MRQ	REVISED	-
	DRAWN	-	MRQ	REVISED	•
PLOT SCALE = 100.0000'/in.	CHECKED	-	MTC	REVISED	•
PLOT DATE = 9/1/2023	DATE	-	08/07/2023	REVISED	-

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER SECTION COUNTY AND SOUTH BRANCH KISHWAUKEE RIVER CH T64 18-00482-00-BR MCHENRY 219 **EROSION & SEDIMENT CONTROL GENERAL NOTES** CONTRACT NO. 61J79 SHEET 1 OF 1 SHEETS STA.

1. CONTROL MEASURES SHALL MEET THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE ILLINOIS URBAN MANUAL (HTTPS://ILLINOISURBANMANUAL ORG/) UNLESS STATED OTHERWISE

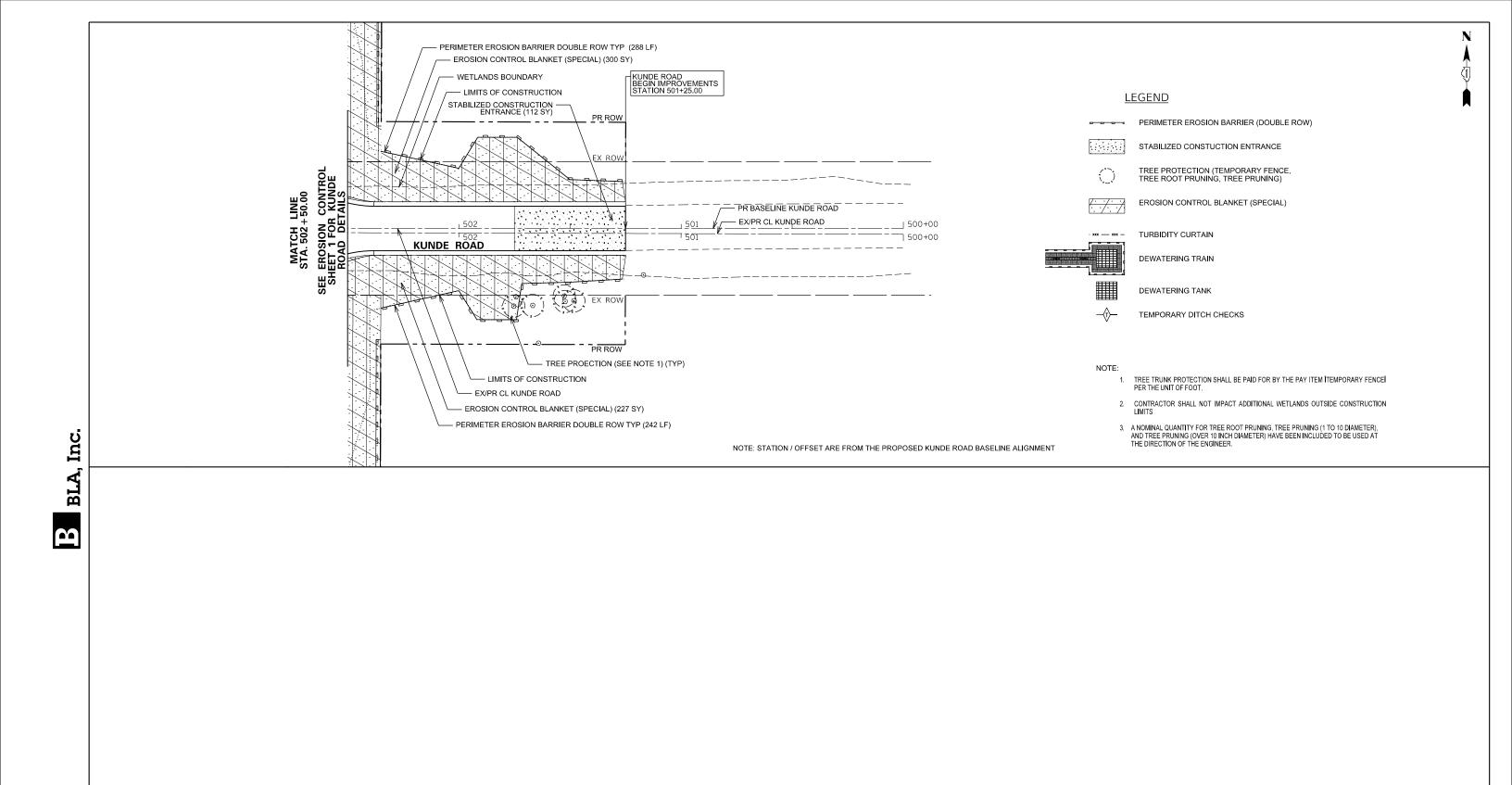
MCHENRY COUNTY STANDARD SOIL EROSION AND SEDIMENT CONTROL NOTES

- 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 STABI LIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, DEVELOPMENT SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- 4. STABILIZATION BY SEEDING SHALL INCLUDE TOPSOIL PLACE MENT AND FERTILIZATION, AS NECESSARY.
- 5. NATIVE SEED MIXTURES SHALL INCLUDE RAPID-GROWING ANNUAL GRASSES OR SMALL GRAINS PROVIDE INITIAL, TEMPORARY SOIL
- 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 FARTH 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 FARTH 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
 - B. IN AREAS WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY CEASED AND WILL RESUME, A TEMPORARY STABILIZATION METHOD
- 9. DISTURBANCE OF STEEP SLOPES SHALL BE MINIMIZED. AREAS OR EMBANKMENTS HAVING SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED WITH STAKED IN PLACE, EROSION CONTROL BLANKET IN COMBINATION WITH SEEDING, OR AN EQUIVALENT CONTROL MEASUR
- 10. PERIMETER CONTROL MEASURES SHALL BE PROVIDED DOWNSLOPE AND PERPENDICULAR TO THE FLOW OF RUNOFF FROM DISTURBED AREAS, WHERE THE TRIBUTARY AREA IS GREATER THAN 5,000 SQUARE FEET, AND WHERE RUNOFF WILL FLOW IN A SHEET FLOW MANNER. PERIMETER EROSION BARRIER CONTROL SHALL ALSO BE PROVIDED AT THE BASE OF STOCKPILES.
- 11. THE STORMWATER MANAGEMENT SYSTEM SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION OF DOWNSLOPE FROM DISTURBED AREAS. INLET PROTECTION THAT REDUCES SEDIMENT LOADING, WHILE ALLOWING RUNOFF TO ENTER THE INLET SHA LL 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;
- B. MINIMIZE THE EXPOSURE TO BUILDING MATERIALS, BUILDING PRODUCTS, CONSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, VEHICLE FLUIDS, SANITARY WASTE, AND OTHER MATERIALS PRESENT ON THE DEVELOPMENT SITE TO PRECIPITATION ENTERING AND STORMWATER.
- 16. ADEQUATE RECEPTACLES SHALL BE PROVIDED FOR THE DEPOSITING OF ALL CONSTRUCTION MATERIAL DEBRIS GENERATED DURING THE DEVELOPMENT PROCESS THE APPLICANT SHALL NOT CAUSE OR PERMIT THE DUMPING DEPOSITING DROPPING THROWING DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL DEBRIS UPON OR INTO ANY DEVELOPMENT SITE, CHANNEL, OR IWMC. THE DEVELOPMENT SITE
- 17. THE ENFORCEMENT OFFICER MAY REQUIRE ADDITIONAL SOIL EROSION AND SEDIMENT CONTROL MEASURES, BASED ON DEVELOPED SITE SPECIFIC CONSIDERATIONS AND THE EFFECTIVENESS OF THE INSTALLED CONTROL MEASURES.

MAINTENANCE SCHEDULE

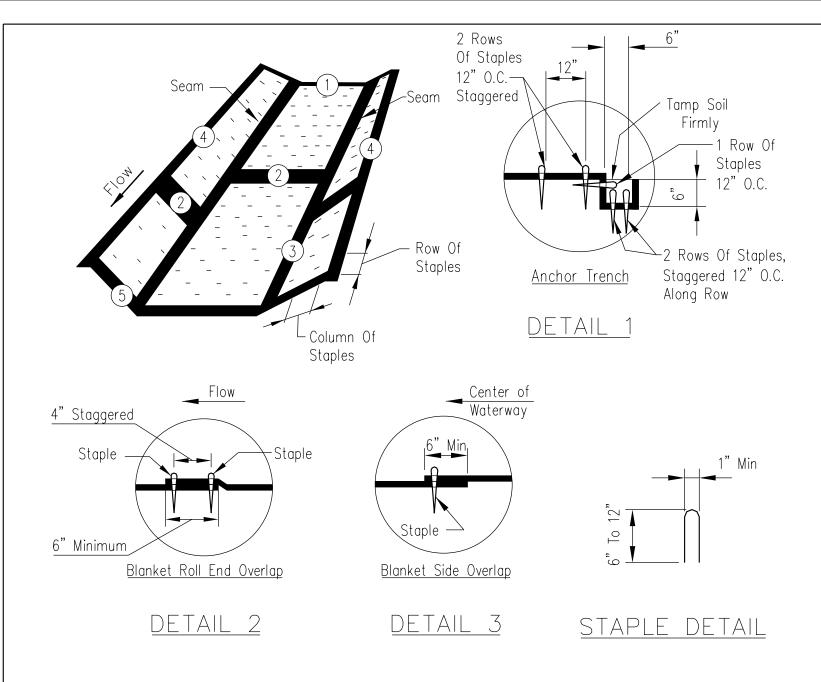
SCALE:

- 1. PERIMETER EROSION BARRIER AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL PERIMETER EROSION BARRIER WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT OR EQUIVALENT SNOWFALL. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE PERIMETER FROSION BARRIER FUNCTIONAL AS DESIGNED
- 2. EROSION CONTROL BLANKET AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL EROSION BLANKET WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT OR EQUIVALENT SNOWFALL. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE EROSION BLANKET FUNCTIONAL AS
- 3 TEMPORARY & AGGREGATE DITCH CHECKS AT A MINIMUM THE CONTRACTOR SHALL INSPECT ALL DITCH CHECKS WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE DITCH CHECKS FUNCTIONAL AS DESIGNED. REMOVE SEDIMENT FROM UPSTREAM SIDE OF DITCH CHECK WHEN SEDIMENT HAS REACHED 50 % OF STRUCTURE HEIGHT. THE CENTER OF THE DITCH CHECK SHALL ALSO BE INSPECTED TO ENSURE THE CENTER OF THE DEVICE IS 6 INCHES LOWER THAN THE AGGREGATE SIDES AND 18 INCHES LOWER THAN THE TOP OF THE



USER NAME = cesario	DESIGNED - MRQ	REVISED -		MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER	RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
	DRAWN - MRQ	REVISED -	STATE OF ILLINOIS	AND SOUTH BRANCH KISHWAUKEE RIVER	CH T64	18-00482-00-BR	MCHENRY	219 41
PLOT SCALE = 40.0000 */ in.	CHECKED - MTC	REVISED -	DEPARTMENT OF TRANSPORTATION	SOIL EROSION AND SEDIMENT CONTROL PLAN			CONTRACT	NO. 61J79
PLOT DATE = 10/3/2023	DATE - 08/07/2023	REVISED -		SCALE: 1"=20' SHEET 3 OF 3 SHEETS STA. 500+00.00 TO STA. 503+00.00		ILLINOIS FED. AI	D PROJECT	

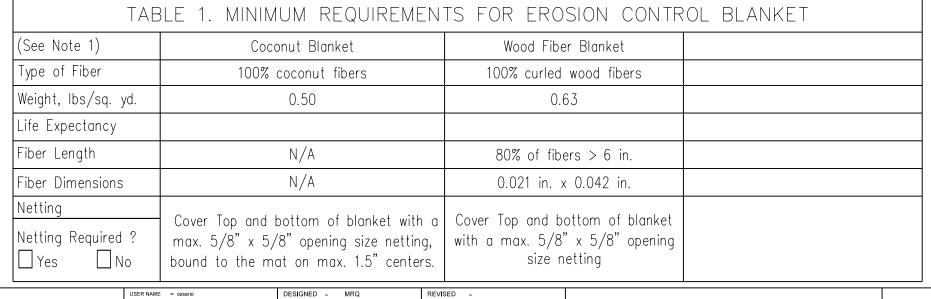




Waterway #			
Waterway Width (ft)			
ECB Width (ft)			
Length (ft)			
Stations	to	to	to

NOTES:

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



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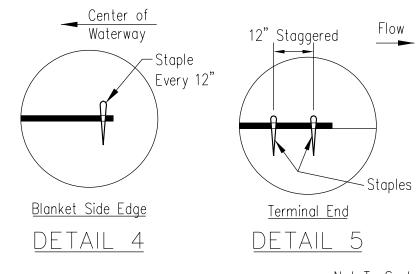
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CHECKED - MTC

DATE - 08/07/2023

PLOT SCALE = 60.00 '/in

PLOT DATE = 9/1/2023



Not To Scale

MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER AND SOUTH BRANCH KISHWAUKEE RIVER EROSION AND SEDIMENT CONROL DETAILS SHEET 1 OF 9 SHEETS STA. N/A

SECTION COUNTY 18-00482-00-BR MCHENRY 219 42 CH T64 CONTRACT NO. 61J79

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United States Department of Agriculture

File No.

Drawing No. Page 1 of 1

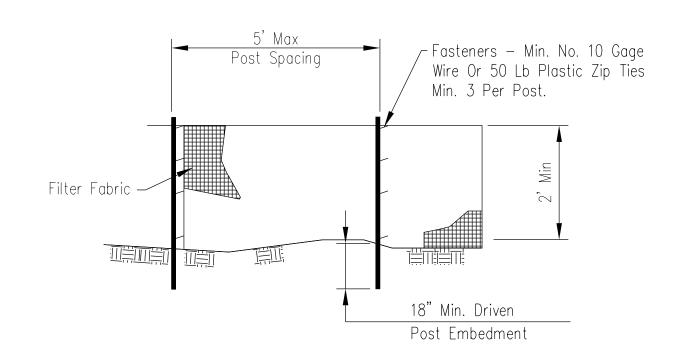
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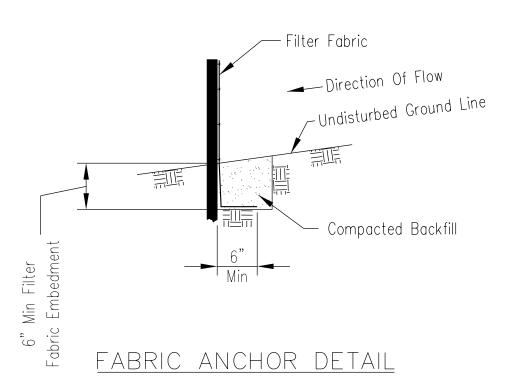
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ETAIL

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**



ELEVATION

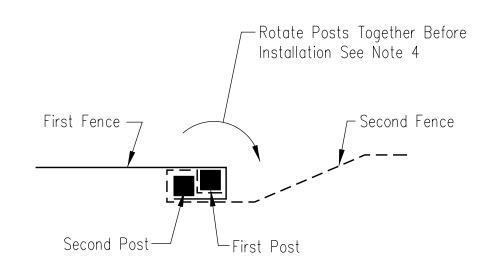


NOTES:

- 1. Temporary silt fence shall be installed prior to any grading work in the area to be protected. Fence shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
- 2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
- 3. Fence posts shall be either wood post with a minimum cross-sectional area of 1.5" X 1.5" or a standard steel post.
- 4. When splices are necessary make splice at post according to splice detail. Place the end post of the second fence inside the end post of the first fence. Rotate both posts together at least 180 degrees to create a tight seal with the fabric material. Cut the fabric near the bottom of the posts to accommodate the 6 inch flap. Then drive both posts and bury the flap. Compact backfill well.

NOTE:

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



SPLICE DETAIL-PLAN VIEW

USER NAME = cesario	DESIGNED	-	MRQ	REVISED -	
	DRAWN	-	MRQ	REVISED -	
PLOT SCALE = 60.00 ' / in.	CHECKED	-	MTC	REVISED -	
PLOT DATE = 9/1/2023	DATE	-	08/07/2023	REVISED -	

SECTION COUNTY 18-00482-00-BE MCHENRY 219 43 CONTRACT NO. 61J79

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United States Department of Agriculture

File No.

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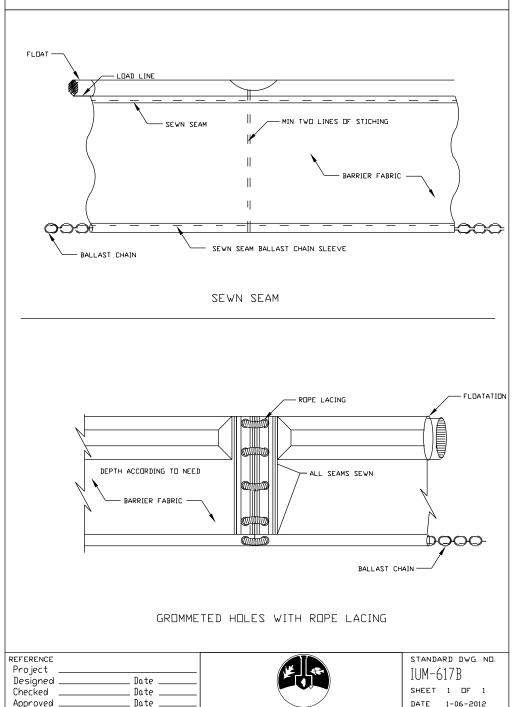
Approved

PAID FOR AS: TURBIDITY CURTAIN

Date

FLOATING SILT CURTAIN - TYPICAL LAYOUT MOORING CABLE - ATTACHED TO LOADLINE BETWEEN PANELS LOAD LINE ANCHOR LINE ISOLATED WORK AREA -FLOATING SILT BARRIER SKIRT LENGTH TO BE APPROX. TEN PERCENT LONGER THAN WATER DEPTH -ANCHUR TYPICAL COMPONENTS / ANCHORAGE SYSTEM HIGH WATER LEVEL -NORMAL WATER LEVEL-- ANCHOR FLOATING SILT CURTAIN, AS REQUIRED SECURE SILT CURTAIN — BEYOND HIGH WATER LINE LESS THAN 1/3 OF WATERCOURSE WIDTH TYPICALPLAN VIEW Maximum flow for waterbody shall be less than 5fps. Isolated work area shall not exceed more than 1/3 stream width. Silt curtain shall be placed parallel to stream flow. REFERENCE STANDARD DWG. NO. Project IUM-617A Designed Date _ SHEET 1 OF 1 Checked Date

FLOATING SILT CURTAIN - PANEL CONNECTORS



PAID FOR AS: TURBIDITY CURTAIN

NOTES:

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

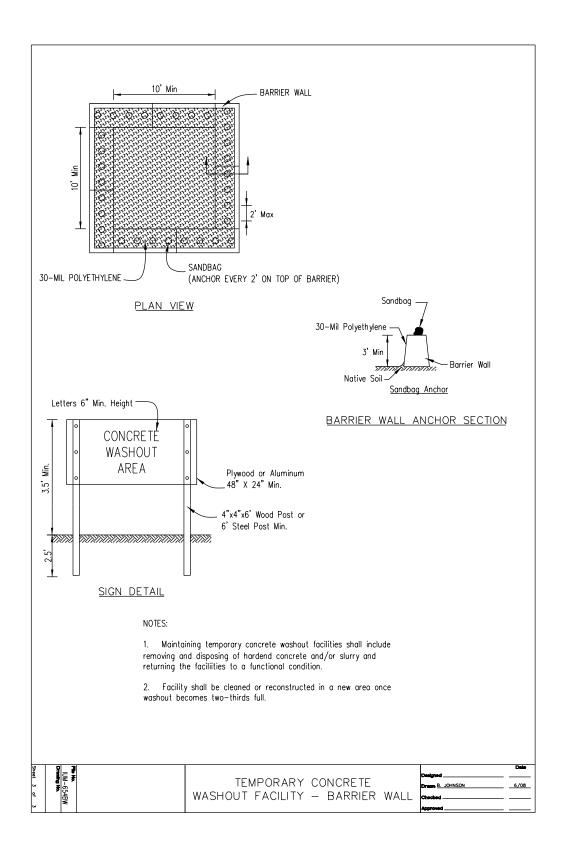


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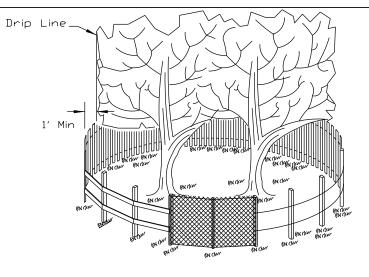
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SCALE: NTS

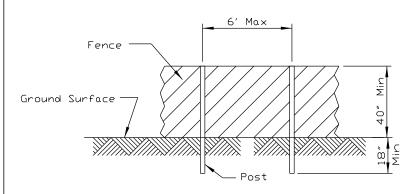
MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER									CH RTE.	SECT	ION		COUNTY	TOTAL SHEETS	SHEET NO.	
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TREE PROTECTION - FENCING



SIDE VIEW



POST AND FENCE DETAIL

NOTES:

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

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Project		IL-69	ጋበ	
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Approved Date	Natural Resources Conservation Service	DATE	4-7-94	

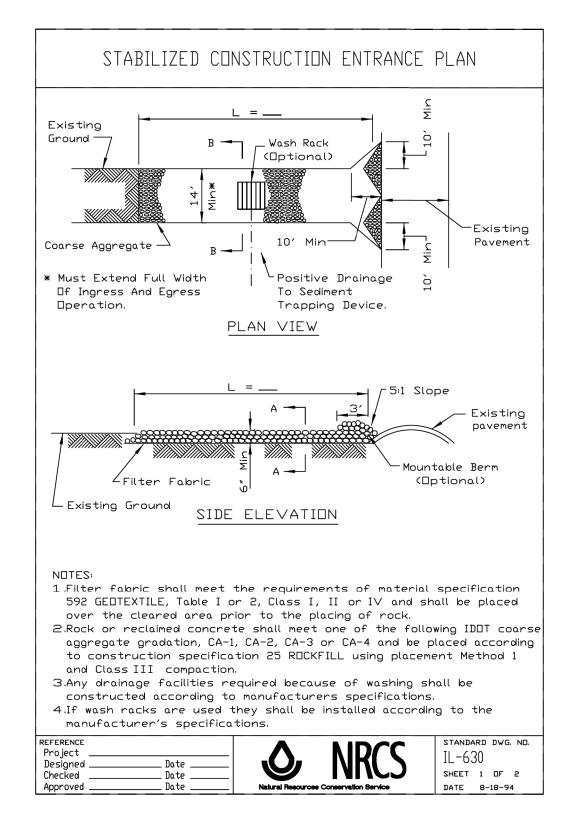
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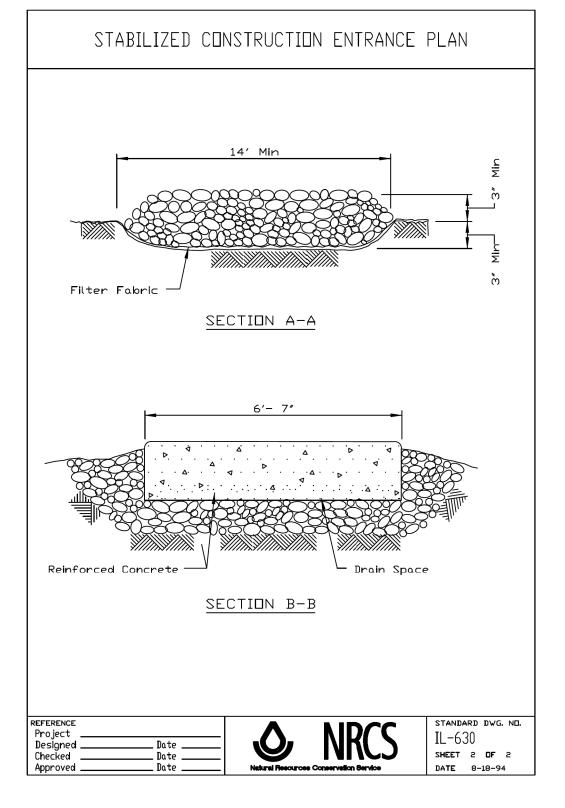
TREE TRUNK PROTECTION SHALL BE PAID FOR BY THE PAY ITEM "TEMPORARY FENCE" PER THE UNIT OF FOOT

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PLOT SCALE = 60.00 ' / in.	CHECKED	-	MTC	REVISED -	DEPARTMENT OF TRANSPORTATION
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MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER
AND SOUTH BRANCH KISHWAUKEE RIVER
EROSION AND SEDIMENT CONROL DETAILS

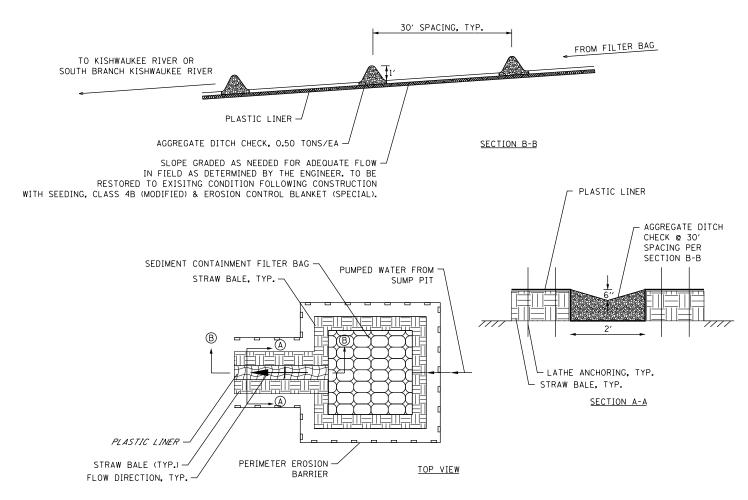
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 COUNTY SHEETS
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 CH T64
 18-00482-00-BR
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 CONTRACT NO. 61J79

TEMPORARY DEWATERING DETAIL



TEMPORARY DEWATERING SUMP NOTES:

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

NOTE:

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

AGGREGATE DITCH CHECK Ditch Bottom -ェ 3 Coarse Aggregate Riprap 6" (Optio **PROFILE** Top Of Bank W = Width Of Ditch Or Swale Riprap Min. 'n Filter Fabric (Optional) **CROSS SECTION** CENTERLINE LOOKING DOWNSTREAM 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. For added stability, the base of the dam may be keyed 6 inches into the soil. See plans for spacing of dams and H dimensions. Maximum drainage area to each dam is 10 acres. ROCK CHECK DAM—COARSE AGGREGATE IL—605CA may be used for drainage areas under 2 acres. REFERENCE

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STANDARD DWG. NO.

IL-605R

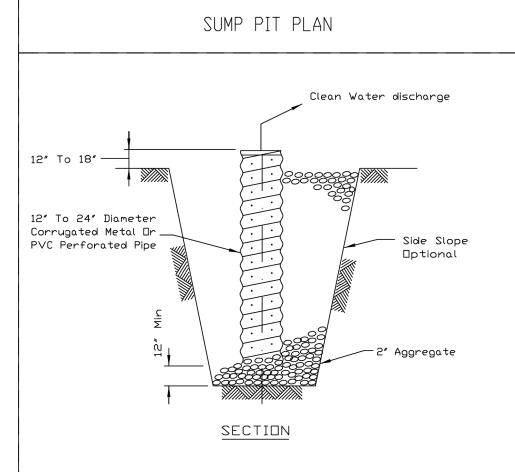
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PLOT DATE = 9/1/2023	DATE	-	08/07/2023	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER						CH RTE.	SEC.	TION		COUNTY	TOTAL SHEETS	SHEET NO.			
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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.

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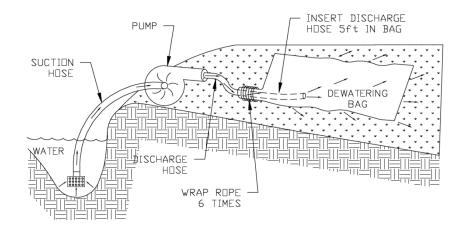
SHEET 1 OF 1

DATE 8-11-94

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:

SCALE: NTS

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

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	DRAWN	-	MRQ	REVISED	-
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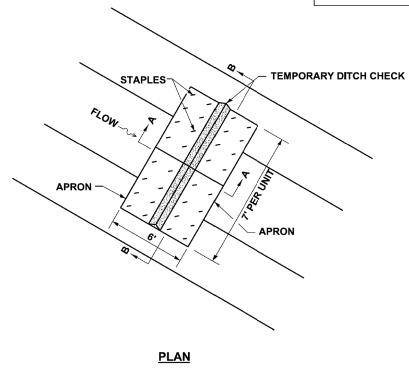
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

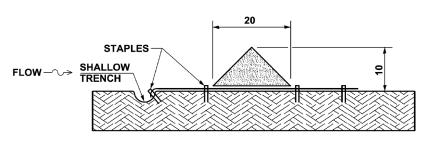
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FOR BARE EARTH APPLICATION ONLY

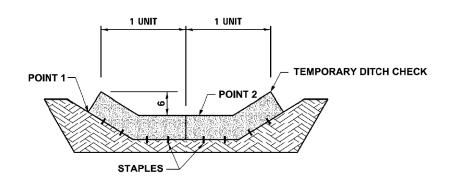
NOTE:

TO BE PAID AS "TEMPORARY DITCH CHECKS"





SECTION A-A



NOTES

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

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

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

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

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

SECTION B-B

URETHANE FOAM GEOTEXTILE DITCH CHECK

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER	CH RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
AND SOUTH BRANCH KISHWAUKEE RIVER	CH T64	18-00482-00-BR		MCHENRY	219	49
EROSION AND SEDIMENT CONROL DETAILS				CONTRA	ACT NO.	61J79
SCALE: NTS SHEET 8 OF 9 SHEETS STA. N/A TO STA. N/A		ILLINOIS	FED. All	D PROJECT		

TEMPORARY SOIL STOCKPILE DETAIL Toe of Stockpile Slope Tree Root & > Drip **Li**ne Top of Protected Area Temporary Stockpile Ν Ε

NOTES:

- 1. Stockpile slopes should be based on angle of repose of the soil material to avoid potential sloughing of the slope.
 2. Soil stockpile to be stabilized in accordance with practical standards.
- 3. Do not locate stockpile within overland drainage flow path, designated floodways, drip line or over the root crown of adjacent trees.
- 4. Provisions for sediment control practices may be required along haul roads and entrance/exit locations for access the soil stockpile that can create flow path for stormwater runoff.

 5. Installation of benches, terraces, or slope interrupters should be
- considered.
- 6. Avoid building soil stockpiles on impervious surfaces.

Perimeter Sediment-Control Barrier

7. Liniear sediment trap surrounding the stockpile base may be used to control sediment.

REFERENCE	
Project	
Designed	Date
Checked	Date
Approved	Date



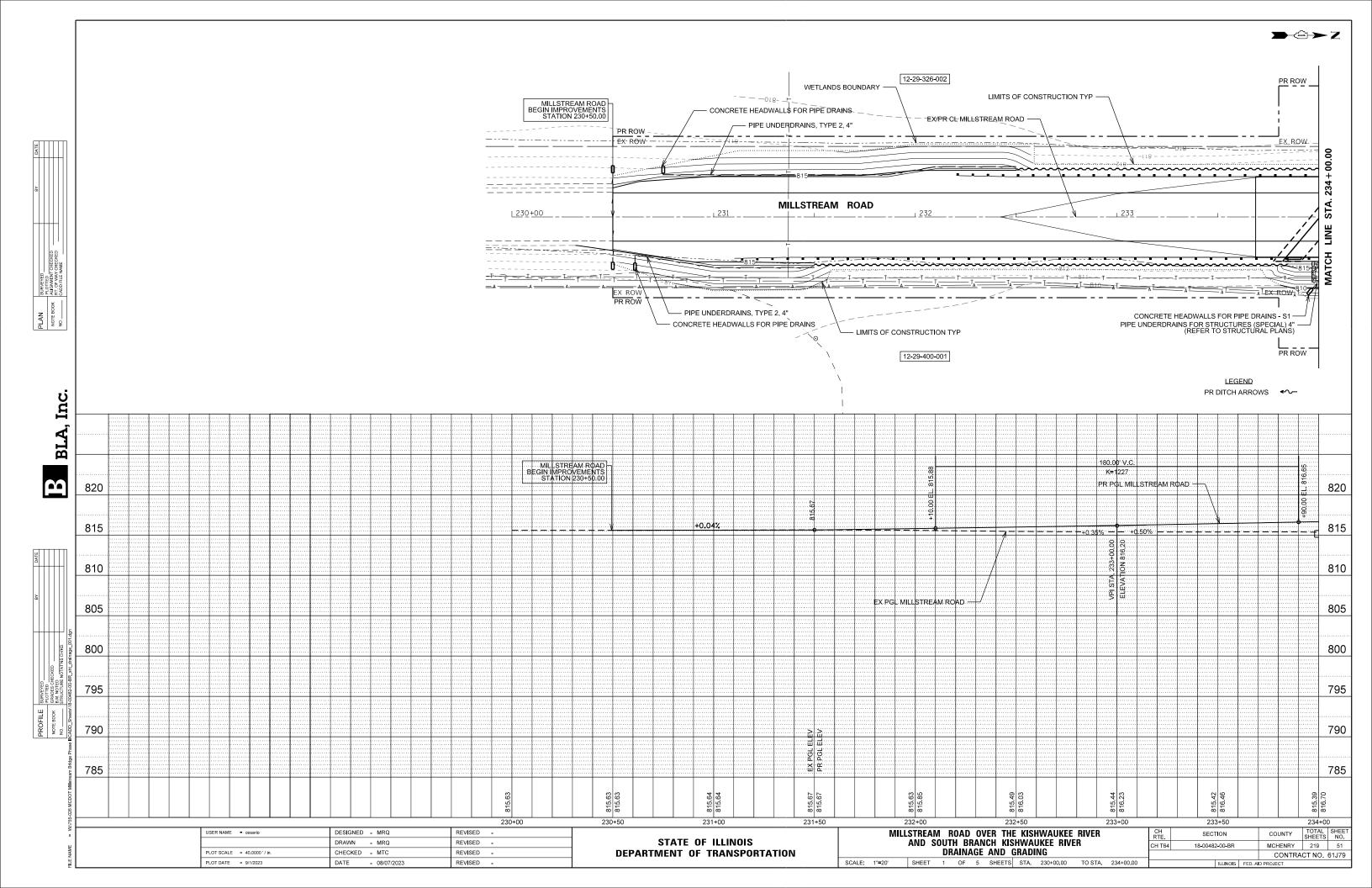
STANDARD DWG, NO. IUM-627 SHEET 1 DF 1 DATE JANUARY 2017

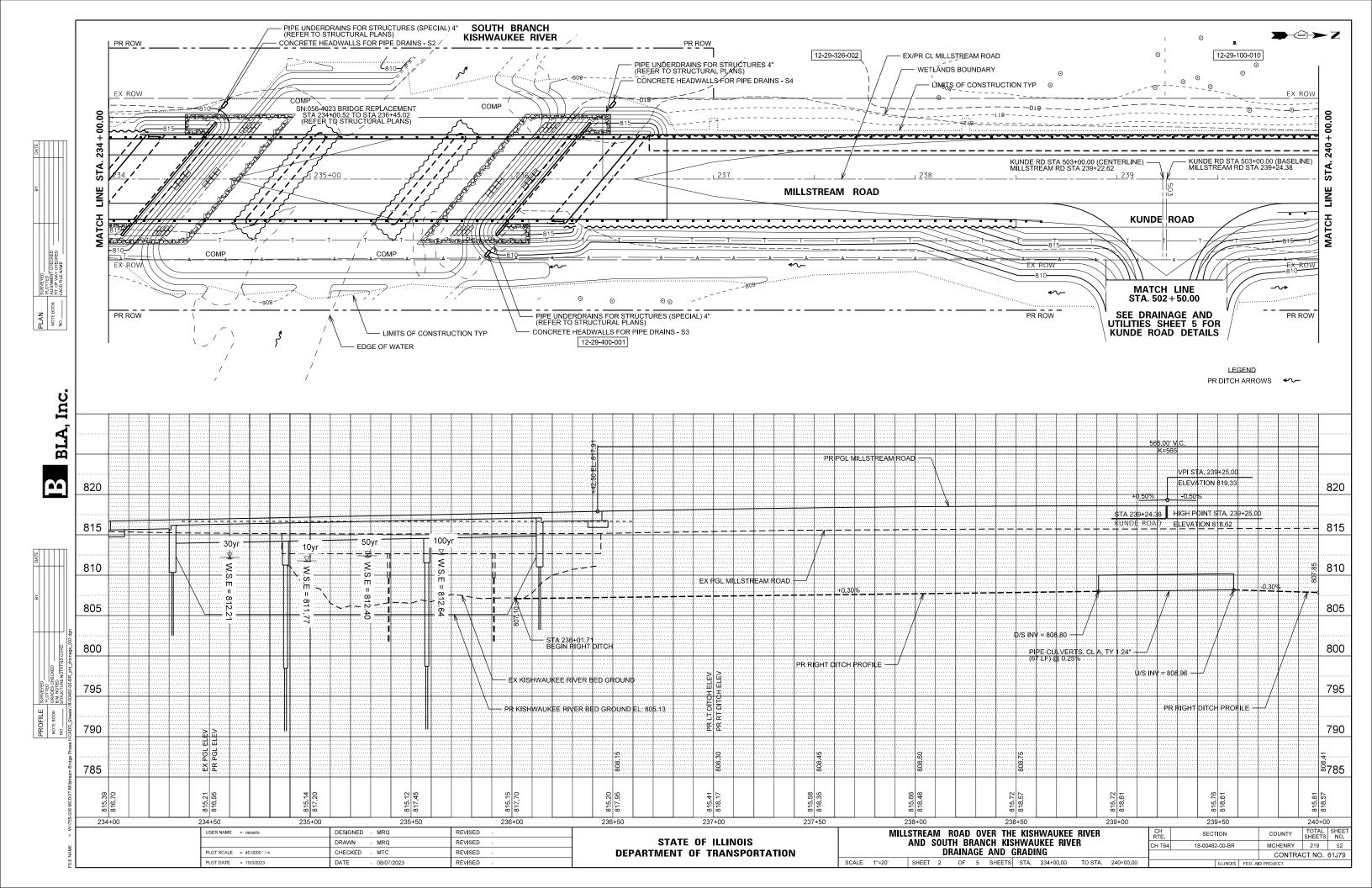
USER NAME = cesario	DESIGNED	-	MRQ	REVISED	-	
	DRAWN	-	MRQ	REVISED	-	
PLOT SCALE = 60.00 ' / in.	CHECKED	-	MTC	REVISED	-	
PLOT DATE = 9/1/2023	DATE	-	08/07/2023	REVISED	-	
						_

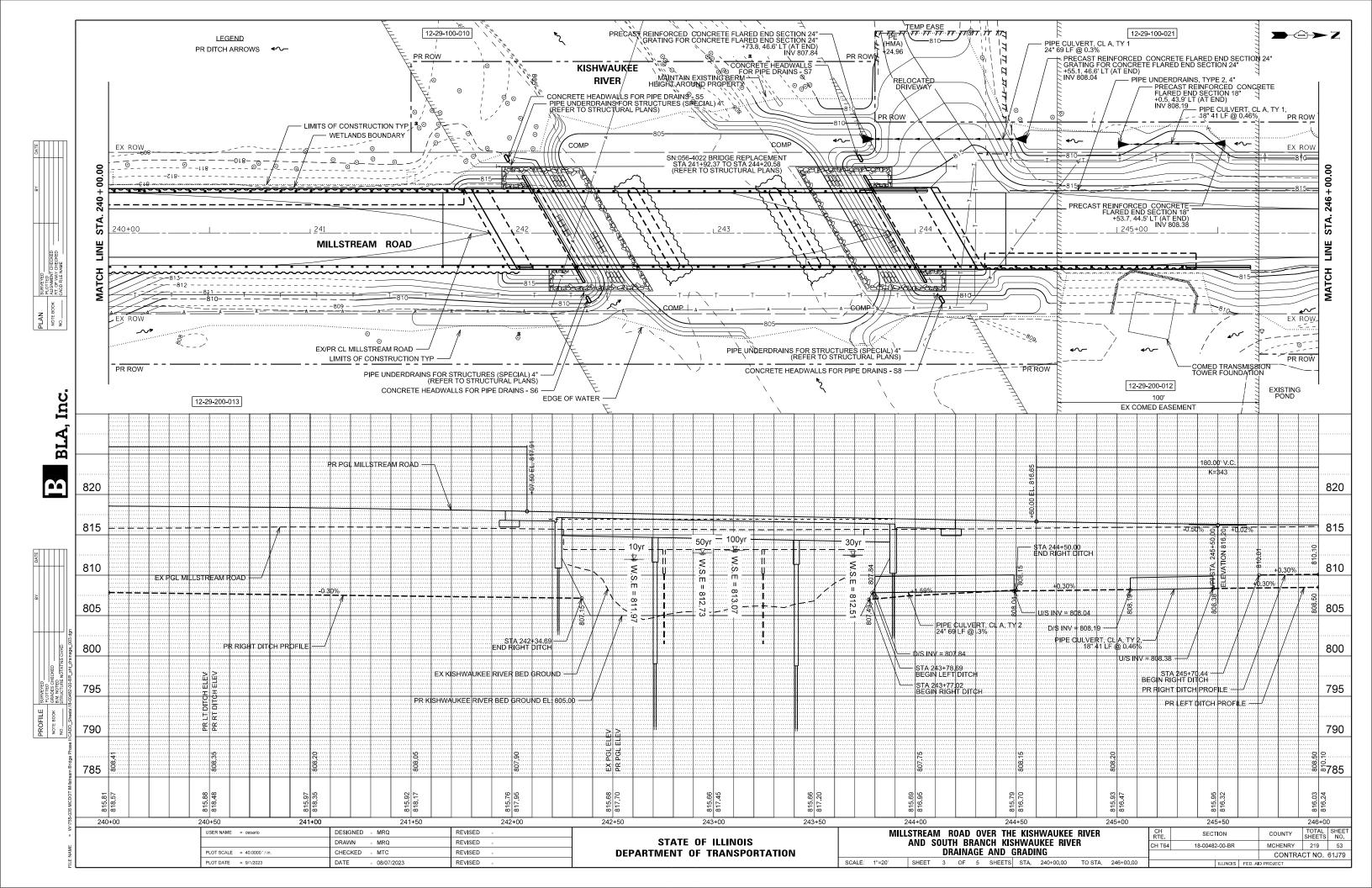
STATE	OF	ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

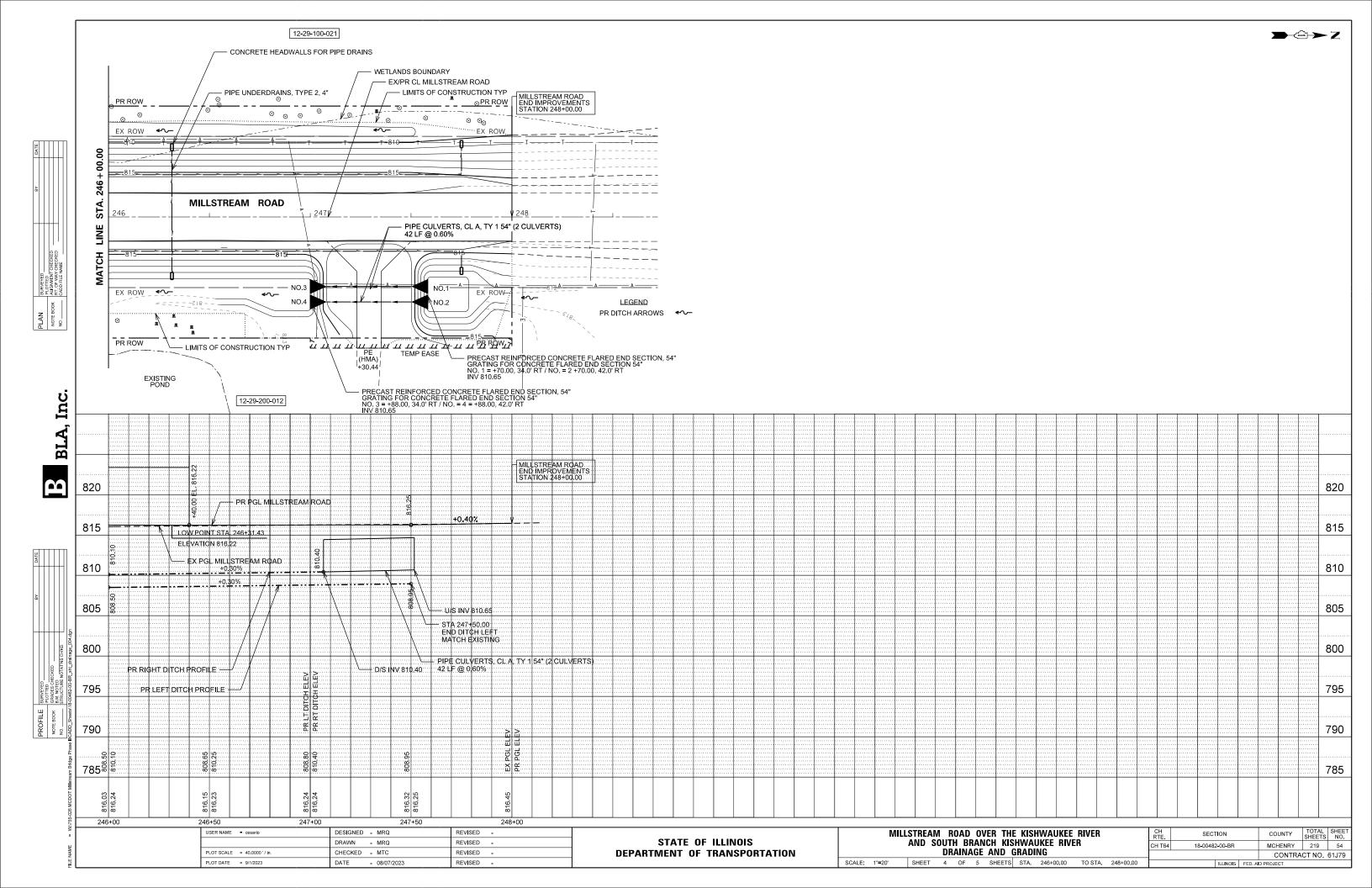
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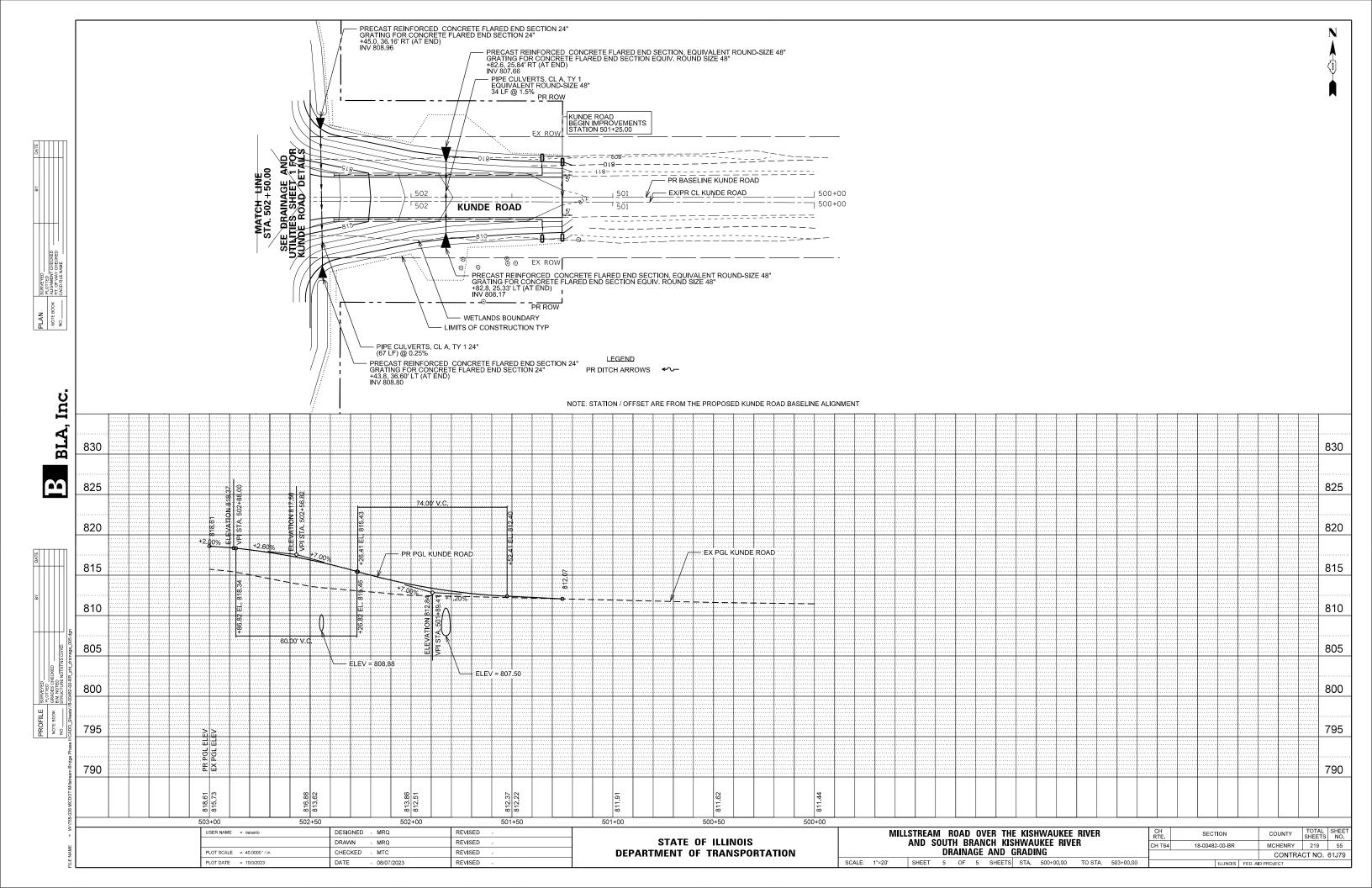
MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER	CH RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	CH T64	18-00482-00-BR	MCHENRY	219	50	
AND SOUTH BRANCH KISHWAUKEE RIVER EROSION AND SEDIMENT CONROL DETAILS CH T64 18-00482-00-BR MCHENRY 219 50 CONTRACT NO. 61J79						
SHEET 9 OF 9 SHEETS STA. N/A TO STA. N/A		HUNOIS FED AL	D PROJECT			











STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

PLAT OF HIGHWAYS

ROUTE: COUNTY HIGHWAY T64 (MILLSTREAM ROAD)

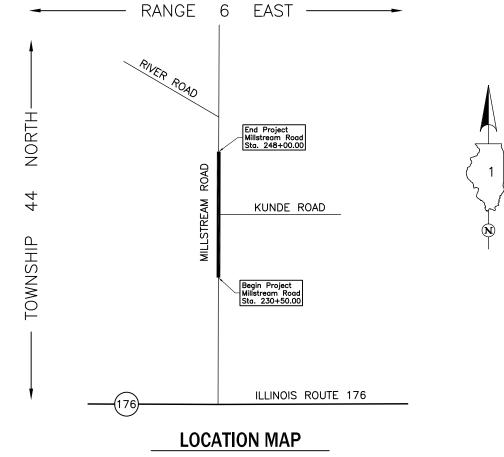
SECTION: 18-00482-00-BR

COUNTY: McHENRY

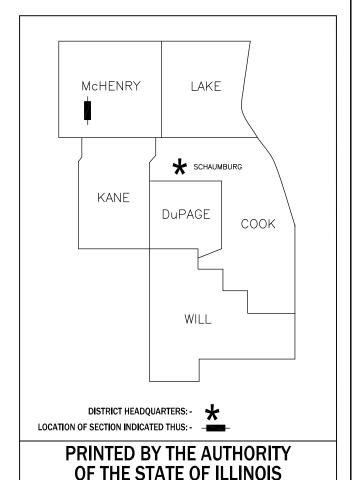
LIMITS: AT KUNDE ROAD

JOB NO.: R-55-001-97

PARCEL NUMBER	OWNER	SHEET NUMBER	PROPERTY ACQUIRED BY
0001	JPG Properties, LLC, a Delaware limited liability company	2 & 5	
0002	Richard H. Phillips as Trustee under Trust Agreement dated May 22, 2018	2 & 5	
0003 0003T.E.	Sandra A. Pylawka	3	
0004	Todd Weidner, single	3 & 5	
0005-A 0005-B 0005T.E.	Jerrilynne G. Partlo, as to a Life Estate, with Remainder to Karin I. Graddy and Kristin Partlo	4 & 5	
0006 0006T.E.	Danelle Kelly, as Trustee of the Danelle Kelly Revocable Trust dated February 28, 2006	4 & 5	

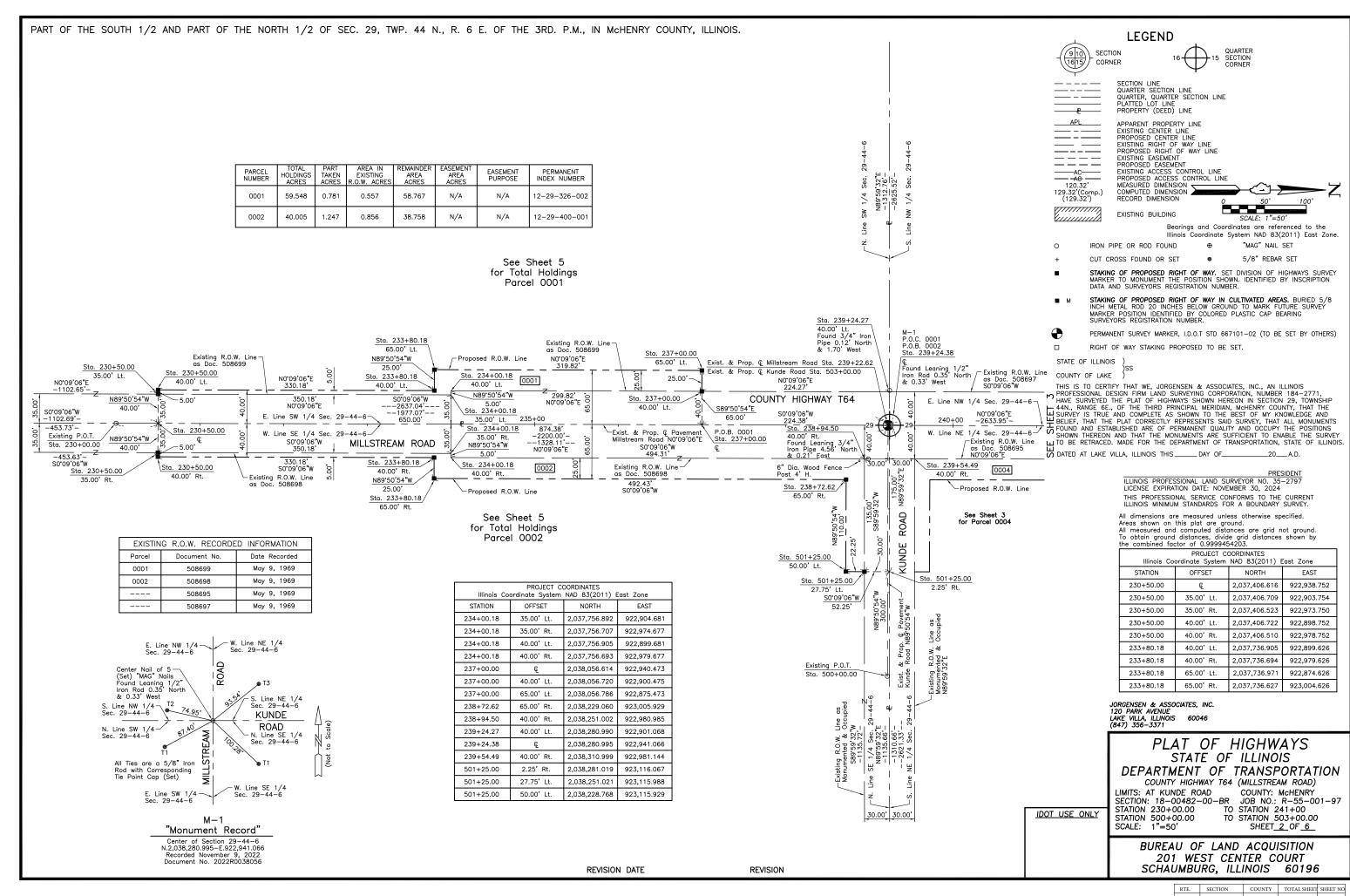


PROJECT LENGTH = 1,750.00 LIN. FT. = 0.331 MILE, MILLSTREAM ROAD

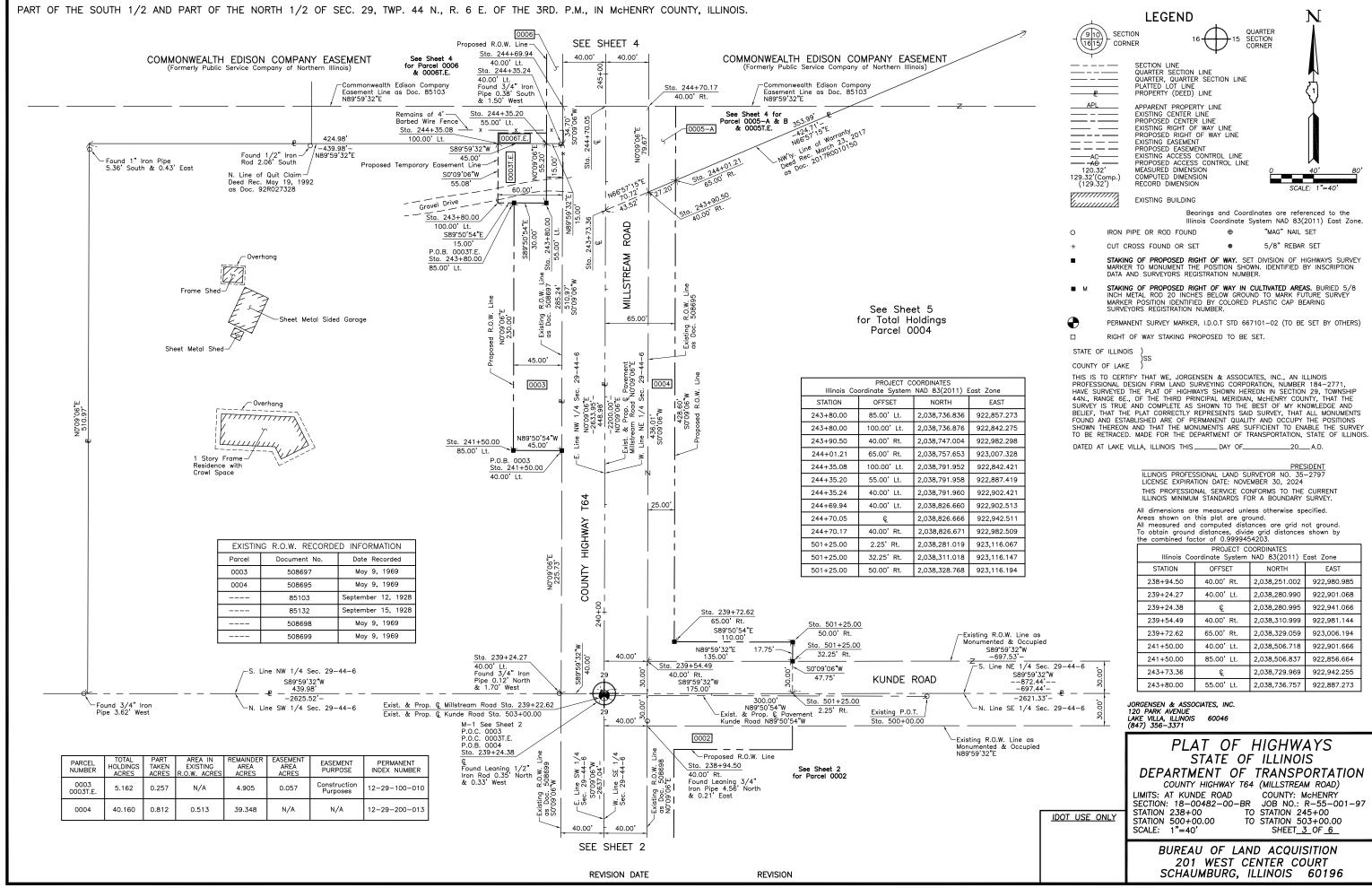


IDOT USE ONLY

RTE.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.
CH T64	18-00482-00-BR	MCHENRY	219	58

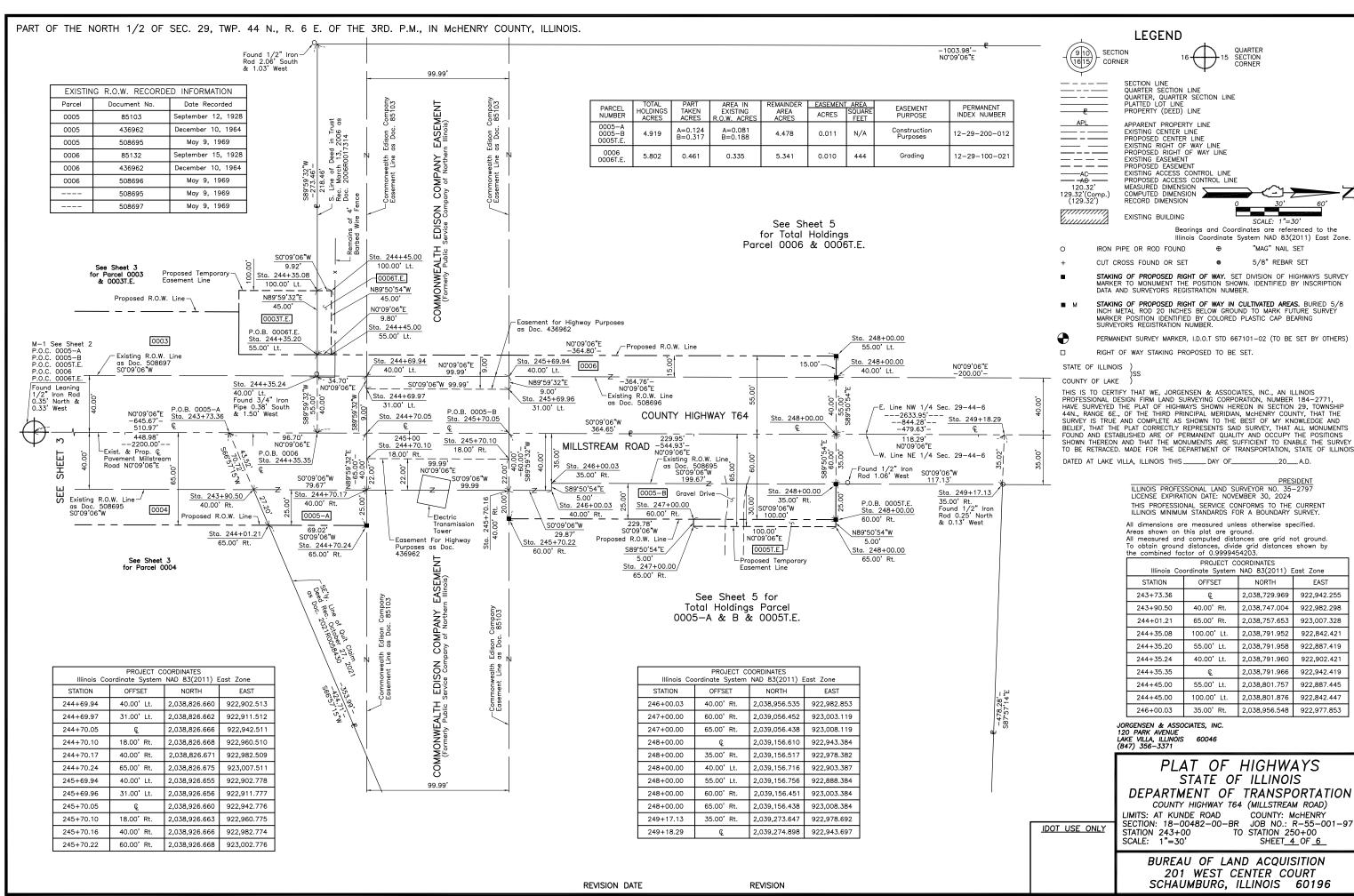


CH T64 18-00482-00-BR MCHENRY 219 59



 RTE.
 SECTION
 COUNTY
 TOTAL SHEET
 SHEET NO.

 CH T64
 18-00482-00-BR
 MCHENRY
 219
 60



RTE. SECTION COUNTY TOTAL SHEET NO. CH T64 18-00482-00-BR MCHENRY 219

SHEET_4_OF_6_

EAST

922,942,255

922,982.298

923.007.328

922,842.421

922,887.419

922,902.421

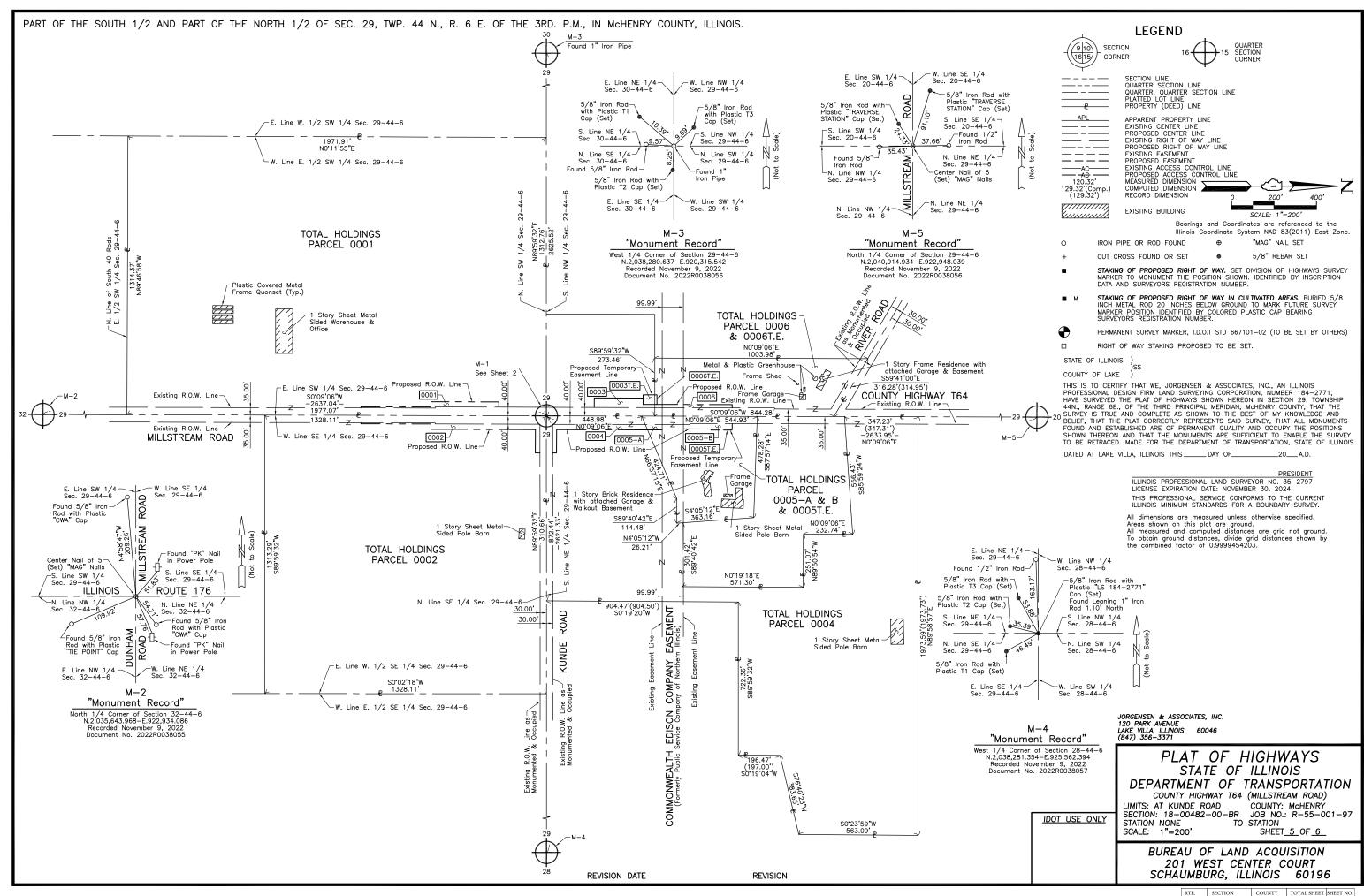
922,942.419

922,887.445

922,842,447

922,977.853

NORTH



 RTE.
 SECTION
 COUNTY
 TOTAL SHEET
 SHEET NO.

 CH T64
 18-00482-00-BR
 MCHENRY
 219
 62

PART OF THE SOUTH 1/2 AND PART OF THE NORTH 1/2 OF SEC. 29, TWP. 44 N., R. 6 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS. Begin Project Millstream Road Exist. & Prop. @ Pavement Millstream Road N0'09'06"E End Project Millstream Road Exist. & Prop. @ Millstream Road Sta. 239+22.62 Sta. 230+50.00 Exist. & Prop. & Kunde Road Sta. 503+00.00 Sta. 248+00.00 N0.09,06,E 235+00 240+00 2200.00 245+00 250+00 MILLSTREAM ROAD Existing P.O.T.
Sta. 252+00.00 Existing P.O.T. COUNTY HIGHWAY T64 Sta. 230+00.00 Prop. © Pavement Road N89'50'54"W N89'50'54"W 300.00' ROAD Exist. Kunde Existing P.O.T. Sta. 500+00.00





16 QUARTER SECTION CORNER

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE

AC EXISTING ACCESS CON PROPOSED ACCESS CON PROPOSED ACCESS CON MEASURED DIMENSION (129.32') RECORD DIMENSION EXISTING BUILDING

CUT CROSS FOUND OR SET

SCALE: 1"=100'

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

5/8" REBAR SET

O IRON PIPE OR ROD FOUND \oplus "MAG" NAIL SET

STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T STD 667101-02 (TO BE SET BY OTHERS)

☐ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS) S COUNTY OF LAKE)

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184–2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 29, TOWNSHIP 44N., RANGE 6E., OF THE THIRD PRINCIPAL MERIDIAN, MCHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS _____ DAY OF______20___A.E

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

All dimensions are measured unless otherwise specified.
Areas shown on this plat are ground.
All measured and computed distances are grid not ground.
To obtain ground distances, divide grid distances shown by the combined factor of 0.9999454203.

PROJECT COORDINATES Illinois Coordinate System NAD 83(2011) East Zone						
STATION	NORTH	EAST				
230+00.00	2,037,356.616	922,938.620				
230+50.00	2,037,406.616	922,938.752				
239+22.62	2,038,279.231	922,941.062				
248+00.00	2,039,156.610	922,943.384				
252+00.00	2,039,556.608	922,944.443				
500+00.00	2,038,278.437	923,241.061				
503+00.00	2,038,279.231	922,941.062				

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

PLAT OF HIGHWAYS STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

COUNTY HIGHWAY T64 (MILLSTREAM ROAD)
LIMITS: AT KUNDE ROAD COUNTY: McHENRY

EIMITS: AT KUNDE ROAD
SECTION: 18-00482-00-BR
STATION 230+00.00 TO
STATION 500+00.00 TO
SCALE: 1"=100'

IDOT USE ONLY

COUNTY: McHENRY 1-BR JOB NO.: R-55-001-97 TO STATION 252+00.00 TO STATION 503+00.00 SHEET_6_0F_6_

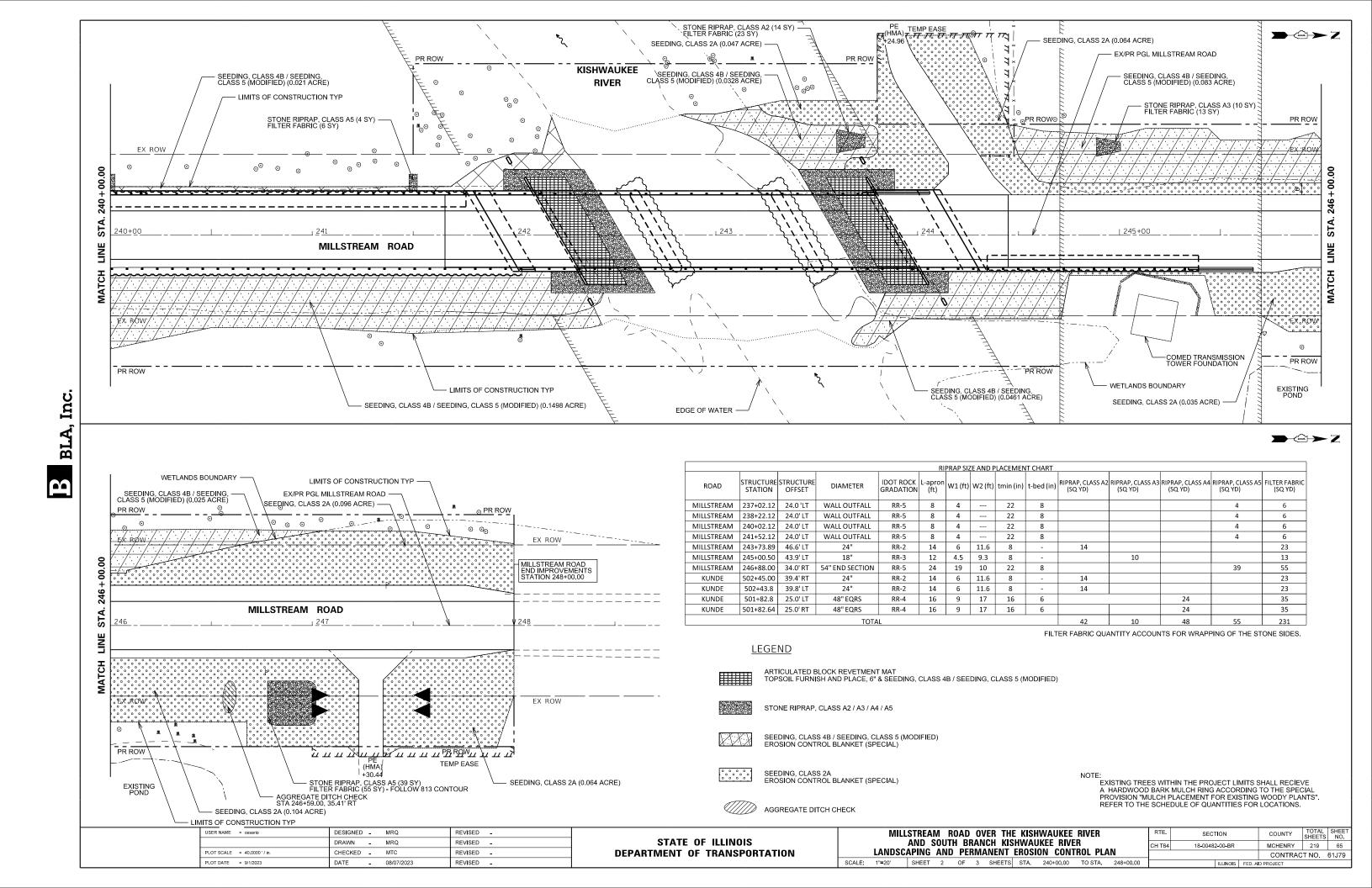
BUREAU OF LAND ACQUISITION 201 WEST CENTER COURT SCHAUMBURG, ILLINOIS 60196

 RTE.
 SECTION
 COUNTY
 TOTAL SHEET SHEET NO.

 CH T64
 18-00482-00-BR
 MCHENRY
 219
 63

REVISION DATE

REVISION



USER NAME = cesario

PLOT DATE = 10/3/2023

DESIGNED -

DRAWN __

CHECKED -

DATE

MRQ

MRQ

MTC

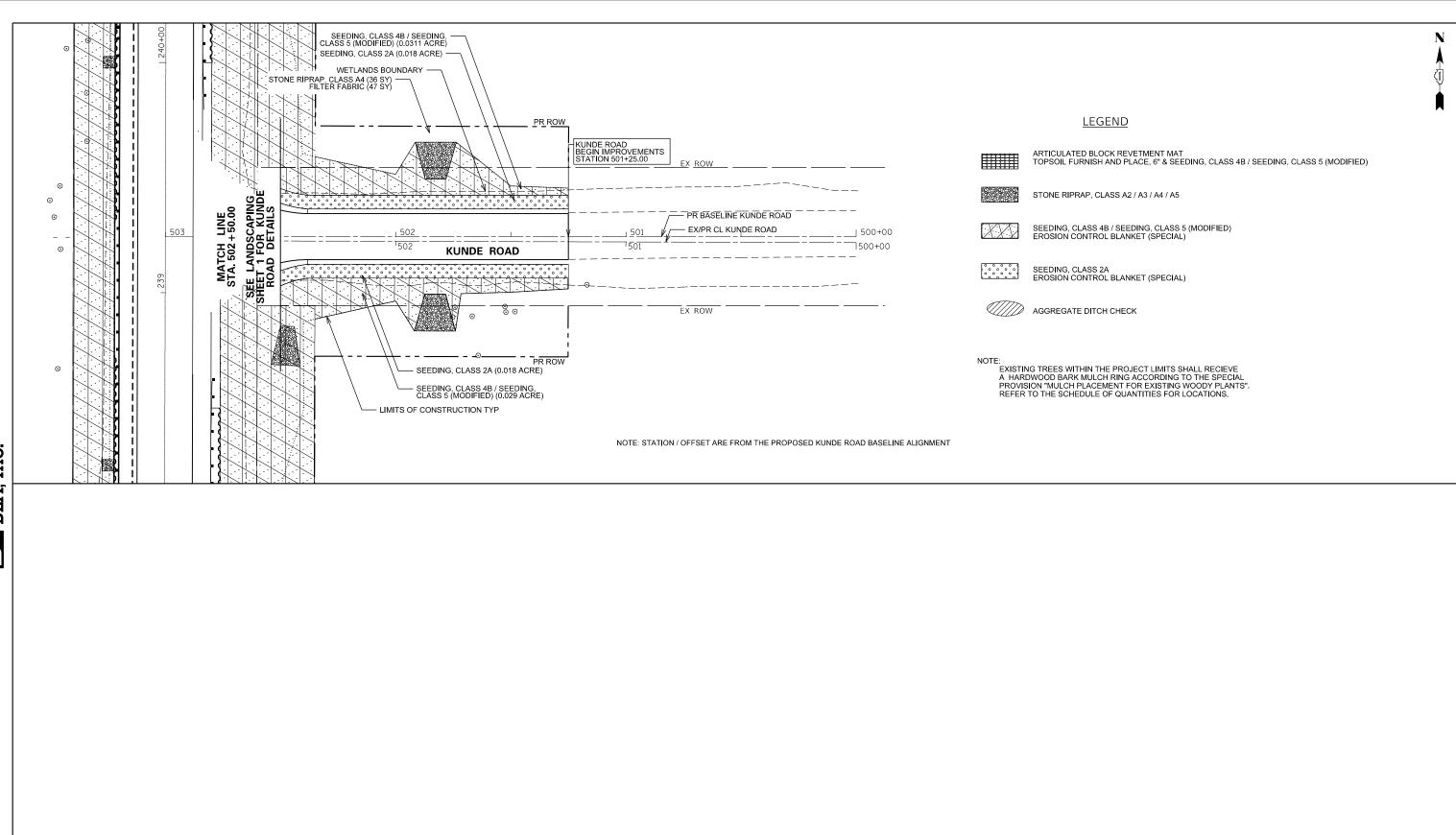
08/07/2023

REVISED

REVISED

REVISED

REVISED



STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

MILLSTREAM ROAD OVER THE KISHWAUKEE RIVER AND SOUTH BRANCH KISHWAUKEE RIVER

LANDSCAPING AND PERMANENT EROSION CONTROL PLAN

SCALE: 1"=20' SHEET 3 OF 3 SHEETS STA. 500+00.00 TO STA. 503+00.00



TOTAL SHEET NO.

MCHENRY 219 66

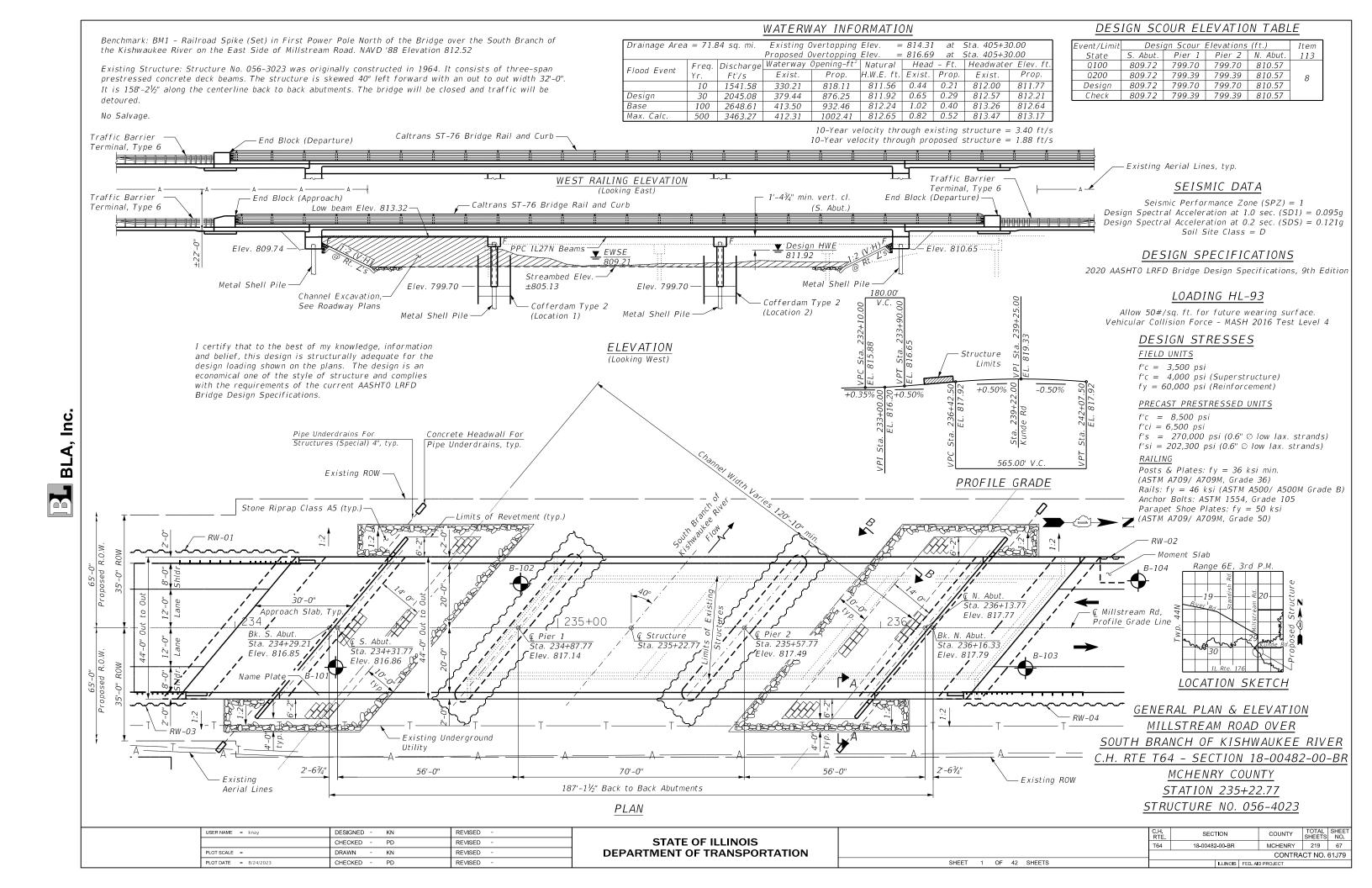
CONTRACT NO. 61J79

COUNTY

SECTION

18-00482-00-BR

CH T64



GENERAL NOTES

- 1. Reinforcement bars designated (E) shall be epoxy coated.
- 2. Protective coat shall be applied to the top of deck and the top and inside faces of curbs.
- 3. Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.
- 4. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the
- 5. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- 6. The existing structural concrete coating contains asbestos. The Contractor shall take appropriate precautions to address the presence of asbestos on this project.
- 7. A film forming Concrete Sealer shall be applied to the front faces of abutments and designated surfaces of pier walls and caps.
- 8. Contractor to submit a copy of the precast beam shop drawings to the engineer on record for load rating purposes.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq Yd		381	381
Filter Fabric	Sq Yd		270	270
Articulated Block Revetment Mat	Sq Yd		305	305
Removal Of Existing Structures No. 1	Each	1		1
Structure Excavation	Cu Yd		220	220
Cofferdam Excavation	Cu Yd		626	626
Cofferdam (Type 2) (Location - 1)	Each		1	1
Cofferdam (Type 2) (Location - 2)	Each		1	1
Concrete Structures	Cu Yd		375.9	375.9
Concrete Superstructure	Cu Yd	328.8		328.8
Bridge Deck Grooving	Sq Yd	1,032.4		1,032.4
Seal Coat Concrete	Cu Yd		300	300
Protective Coat	Sq Yd	1,257		1,257
Concrete Superstructure (Approach Slab)	Cu Yd	122.4		122.4
Furnishing And Erecting Precast Prestressed Concrete Beams, Il27N	Foot	1,269		1,269
Reinforcement Bars, Epoxy Coated	Pound	149,200	33,080	182,280
Furnishing Metal Shell Piles 14" X 0.312"	Foot		1,866	1,866
Driving Piles	Foot		1,866	1,866
Test Pile Metal Shells	Each		4	4
Pile Shoes	Each		43	43
Name Plates	Each	1		1
Granular Backfill For Structures	Cu Yd		109	109
Concrete Sealer	Sq Ft		2,562	2,562
Geocomposite Wall Drain	Sq Yd		69	69
Pipe Underdrains For Structures 4"	Foot		115	115
Pipe Underdrains For Structures (Special) 4"	Foot		72	72
Asbestos Bearing Pad Removal	Each	2		2
Steel Railing (Special)	Foot	473		473

STATION 235+22.77 BUILT 20 BY STATE OF ILLINOIS RTE T64 - SEC. 18-00482-00-BR LOADING HL-93 STRUCTURE NO. 056-4023

NAME PLATE

INDEX OF SHEETS

- General Plan and Elevation
- General Data
- Top of Deck Elevations Layout
- Top of Deck Elevations I
- Top of Deck Elevations II
- Top of Deck Elevations III
- Top of Deck Elevations IV
- Top of South Approach Slab Elevations Top of North Approach Slab Elevations
- Superstructure Plan
- Superstructure Cross Section 11.
- 12. Superstructure Details
- 13. Abutment Diaphragm Details
- Pier Diaphragm Details South Approach Slab Plan 15.
- South Approach Slab Details 16.
- 17. North Approach Slab Plan
- North Approach Slab Details
- 19. Steel Railing Details I
- Steel Railing Details II 20.
- Steel Railing Details III Steel Railing Details IV
- 22. 23. Framing Plan
- 24. 25. IL27N Beam (Span 1 & 3) IL27N Beam (Span 2)
- 26. IL27N Beam Details
- 27. South Abutment Details
- 28. North Abutment Details
- 29. Pier 1 Details *30.* Pier 2 Details
- 31. Pile Details
- *32.* Boring Logs I
- 33. Boring Logs II
- 34. Boring Logs III
- 35. Boring Logs IV
- 36. Boring Logs V
- *3*7. Boring Logs VI
- 38. 39. Existing Plans I
- Existing Plans II Existing Plans III
- 41. Existing Plans IV
- 42. Existing Plans V



Articulated Block Revetment Mat Articulated Block -Revetment Mat

Stone Riprap, Class A5 fabric

10'-0"

SECTION B-B

Bedding

*Included in the cost of Pipe Underdrains for Structures 4". Articulated Block Stone Riprap, Revetment Mat

Class A5

Metal Shell Piles

Limits of

Concrete Sealer

SECTION THRU PIER

PPC IL27N

Const. joint-

`|1'-0"|1'-11½"|1'-11½"

fabric -*Filter -Bedding fabric 4'-0"

Stone Riprap Class A5

Filter

fabric

SECTION THRU INTEGRAL ABUTMENT (Horiz. dim. @ Rt. L's)

2'-0"

Bk. of Abut.

CONCRETE SEALER DETAILS

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. The outlet pipes shall be paid for as "Pipe Underdrains for Structures (Special) 4"" and the headwalls shall be paid for as "Concrete Headwalls for Pipe Drains". (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

SECTION THRU ABUTMENT

Approach slab

*Geotechnical Filter Fabric for French Drains

*Drainage Aggregate

*4" Ø Perforated

pipe underdrain

Geocomposite

Wall Drain

Granular Backfill for Structures

Excavation is paid

for as Structure

Excavation.

SECTION A-A

GENERAL DATA STRUCTURE NO. 056-4023 SHEET 2 OF 42 SHEETS

SECTION COUNTY 18-00482-00-BR MCHENRY 219 68 CONTRACT NO. 61J79

USER NAME = esotelo	DESIGNED - KN	REVISED -
	CHECKED - PD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE = 9/21/2023	CHECKED - PD	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

Note:

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

shown below, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

Bk. N. Abut.—

· € Roadway & PGL

FILLET HEIGHTS

	USER NAME = knay	DESIGNED -	DK	REVISED -		TOP OF DECK ELEVATIONS LAYOUT	C.H.	SECTION	COUNTY	TOTAL S	HEET
		CHECKED -	PD	REVISED -	STATE OF ILLINOIS		T64	18-00482-00-BR	MCHENRY	219	69
	PLOT SCALE =	DRAWN -	DK	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 056-4023	141		CONTRA	ACT NO. 61	J79
	PLOT DATE = 8/24/2023	CHECKED -	PD	REVISED -		SHEET 3 OF 42 SHEETS		ILLINOIS FED. AI	ID PROJECT		_

West Edge of Deck

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection							
Bk. S. Abut.	234+47.67	-22.00	816.67	816.67							
CL Brg. S. Abut.	234+50.23	-22.00	816.68	816.68							
A B C D E	234+60.23 234+70.23 234+80.23 234+90.23 235+00.23	-22.00 -22.00 -22.00 -22.00 -22.00	816.73 816.78 816.83 816.88 816.93	816.76 816.84 816.89 816.93 816.95							
CL S. Brg. Pier 1 CL Pier 1 CL N. Brg. Pier 1	235+05.11 235+06.23 235+07.36	-22.00 -22.00 -22.00	816.96 816.96 816.97	816.96 816.96 816.97							
F G H I J K	235+17.36 235+27.36 235+37.36 235+47.36 235+57.36 235+67.36	-22.00 -22.00 -22.00 -22.00 -22.00 -22.00	817.02 817.07 817.12 817.17 817.22 817.27	817.08 817.18 817.25 817.30 817.32 817.31							
CL S. Brg. Pier 2 CL Pier 2 CL N. Brg. Pier 2	235+75.11 235+76.23 235+77.36	-22.00 -22.00 -22.00	817.31 817.31 817.32	817.31 817.31 817.32							
L M N O P	235+87.36 235+97.36 236+07.36 236+17.36 236+27.36	-22.00 -22.00 -22.00 -22.00 -22.00	817.37 817.42 817.47 817.52 817.57	817.40 817.47 817.53 817.56 817.58							
CL Brg. N. Abut.	236+32.23	-22.00	817.59	817.59							
Bk. N. Abut.	236+34.79	-22.00	817.60	817.60							

<u>West Curb Line</u>

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	234+45.99	-20.00	816.53	816.53
CL Brg. S. Abut.	234+48.55	-20.00	816.55	816.55
A B C D E	234+58.55 234+68.55 234+78.55 234+88.55 234+98.55	-20.00 -20.00 -20.00 -20.00 -20.00	816.60 816.65 816.70 816.75 816.80	816.63 816.70 816.76 816.79 816.81
CL S. Brg. Pier 1 CL Pier 1 CL N. Brg. Pier 1	235+03.43 235+04.55 235+05.68	-20.00 -20.00 -20.00	816.82 816.83 816.83	816.82 816.83 816.83
F G H I J K	235+15.68 235+25.68 235+35.68 235+45.68 235+55.68 235+65.68	-20.00 -20.00 -20.00 -20.00 -20.00	816.88 816.93 816.98 817.03 817.08 817.13	816.94 817.04 817.12 817.17 817.18 817.18
CL S. Brg. Pier 2 CL Pier 2 CL N. Brg. Pier 2	235+73.43 235+74.55 235+75.68	-20.00 -20.00 -20.00	817.17 817.18 817.18	817.17 817.18 817.18
L M N O P	235+85.68 235+95.68 236+05.68 236+15.68 236+25.68	-20.00 -20.00 -20.00 -20.00 -20.00	817.23 817.28 817.33 817.38 817.43	817.26 817.34 817.39 817.43 817.45
CL Brg. N. Abut.	236+30.55	-20.00	817.46	817.46
Bk. N. Abut.	236+33.11	-20.00	817.47	817.47

<u>Beam 1</u>

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	234+45.15	-19.00	816.55	816.55
CL Brg. S. Abut.	234+47.71	-19.00	816.56	816.56
A B C D	234+57.71 234+67.71 234+77.71 234+87.71 234+97.71	-19.00 -19.00 -19.00 -19.00 -19.00	816.61 816.66 816.71 816.76 816.81	816.65 816.72 816.77 816.81 816.83
CL S. Brg. Pier 1 CL Pier 1 CL N. Brg. Pier 1	235+02.59 235+03.71 235+04.84	-19.00 -19.00 -19.00	816.84 816.84 816.85	816.84 816.84 816.85
F G H I J K	235+14.84 235+24.84 235+34.84 235+44.84 235+54.84 235+64.84	-19.00 -19.00 -19.00 -19.00 -19.00 -19.00	816.90 816.95 817.00 817.05 817.10 817.15	816.96 817.06 817.14 817.18 817.20 817.20
CL S. Brg. Pier 2 CL Pier 2 CL N. Brg. Pier 2	235+72.59 235+73.71 235+74.84	-19.00 -19.00 -19.00	817.19 817.19 817.20	817.19 817.19 817.20
L M N O P	235+84.84 235+94.84 236+04.84 236+14.84 236+24.84	-19.00 -19.00 -19.00 -19.00 -19.00	817.25 817.30 817.35 817.40 817.45	817.28 817.35 817.41 817.44 817.46
CL Brg. N. Abut.	236+29.71	-19.00	817.47	817.47
Bk. N. Abut.	236+32.27	-19.00	817.49	817.49

USER NAME = knay	DESIGNED - KP	REVISED -
	CHECKED - PD	REVISED -
PLOT SCALE =	DRAWN - KP	REVISED -
PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF D					
SHEET	4	OF	42	SHEETS	

Beam 2

beam 2							
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection			
Bk. S. Abut.	234+39.84	-12.67	816.65	816.65			
CL Brg. S. Abut.	234+42.40	-12.67	816.66	816.66			
A	234+52.40	-12.67	816.71	816.75			
B	234+62.40	-12.67	816.76	816.82			
C	234+72.40	-12.67	816.81	816.87			
D	234+82.40	-12.67	816.86	816.91			
E	234+92.40	-12.67	816.91	816.93			
CL S. Brg. Pier 1	234+97.27	-12.67	816.94	816.94			
CL Pier 1	234+98.40	-12.67	816.94	816.94			
CL N. Brg. Pier 1	234+99.52	-12.67	816.95	816.95			
F	235+09.52	-12.67	817.00	817.06			
G	235+19.52	-12.67	817.05	817.16			
H	235+29.52	-12.67	817.10	817.24			
I	235+39.52	-12.67	817.15	817.29			
J	235+49.52	-12.67	817.20	817.30			
K	235+59.52	-12.67	817.25	817.30			
CL S. Brg. Pier 2	235+67.27	-12.67	817.29	817.29			
CL Pier 2	235+68.40	-12.67	817.29	817.29			
CL N. Brg. Pier 2	235+69.52	-12.67	817.30	817.30			
L	235+79.52	-12.67	817.35	817.38			
M	235+89.52	-12.67	817.40	817.46			
N	235+99.52	-12.67	817.45	817.51			
O	236+09.52	-12.67	817.50	817.55			
P	236+19.52	-12.67	817.55	817.57			
CL Brg. N. Abut.	236+24.40	-12.67	817.57	817.57			
Bk. N. Abut.	236+26.96	-12.67	817.59	817.59			

<u>Beam 3</u>

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	234+34.52	-6.33	816.75	816.75
CL Brg. S. Abut.	234+37.08	-6.33	816.76	816.76
A B C D E	234+47.08 234+57.08 234+67.08 234+77.08 234+87.08	-6.33 -6.33 -6.33 -6.33 -6.33	816.81 816.86 816.91 816.96 817.01	816.85 816.92 816.97 817.01 817.03
CL S. Brg. Pier 1 CL Pier 1 CL N. Brg. Pier 1	234+91.96 234+93.08 234+94.21	-6.33 -6.33 -6.33	817.04 817.04 817.05	817.04 817.04 817.05
F G H I J K	235+04.21 235+14.21 235+24.21 235+34.21 235+44.21 235+54.21	-6.33 -6.33 -6.33 -6.33 -6.33	817.10 817.15 817.20 817.25 817.30 817.35	817.16 817.26 817.34 817.39 817.40 817.40
CL S. Brg. Pier 2 CL Pier 2 CL N. Brg. Pier 2	235+61.96 235+63.08 235+64.21	-6.33 -6.33 -6.33	817.39 817.39 817.40	817.39 817.39 817.40
L M N O P	235+74.21 235+84.21 235+94.21 236+04.21 236+14.21	-6.33 -6.33 -6.33 -6.33 -6.33	817.45 817.50 817.55 817.60 817.65	817.48 817.56 817.61 817.65 817.67
CL Brg. N. Abut.	236+19.08	-6.33	817.67	817.67
Bk. N. Abut.	236+21.64	-6.33	817.69	817.69

Beam 4, Ç PGL, Ç Millstream Rd

Location	Location Station		Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	234+29.21	0.00	816.85	816.85
CL Brg. S. Abut.	234+31.77	0.00	816.86	816.86
A	234+41.77	0.00	816.91	816.95
B	234+51.77	0.00	816.96	817.02
C	234+61.77	0.00	817.01	817.07
D	234+71.77	0.00	817.06	817.11
E	234+81.77	0.00	817.11	817.13
CL S. Brg. Pier 1	234+86.65	0.00	817.14	817.14
CL Pier 1	234+87.77	0.00	817.14	817.14
CL N. Brg. Pier 1	234+88.90	0.00	817.15	817.15
F	234+98.90	0.00	817.20	817.26
G	235+08.90	0.00	817.25	817.36
H	235+18.90	0.00	817.30	817.44
I	235+28.90	0.00	817.35	817.49
J	235+38.90	0.00	817.40	817.50
K	235+48.90	0.00	817.45	817.50
CL S. Brg. Pier 2	235+56.65	0.00	817.49	817.49
CL Pier 2	235+57.77	0.00	817.49	817.49
CL N. Brg. Pier 2	235+58.90	0.00	817.50	817.50
L	235+68.90	0.00	817.55	817.58
M	235+78.90	0.00	817.60	817.66
N	235+88.90	0.00	817.65	817.71
O	235+98.90	0.00	817.70	817.75
P	236+08.90	0.00	817.75	817.77
CL Brg. N. Abut.	236+13.77	0.00	817.77	817.77
Bk. N. Abut.	236+16.33	0.00	817.79	817.79

USER NAME = knay	DESIGNED - KP	REVISED -
	CHECKED - PD	REVISED -
PLOT SCALE =	DRAWN - KP	REVISED -
PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF D					
SHEET	5	OF	42	SHEETS	

H. SECTION COUNTY TOTAL SHEET NO.

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CONTRACT NO. 61J79

| ILLINOIS | FED. AID PROJECT

<u>Beam_5</u>

<u>Beam 5</u>					
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	
Bk. S. Abut.	234+23.90	6.33	816.70	816.70	
CL Brg. S. Abut.	234+26.46	6.33	816.71	816.71	
А	234+36.46	6.33	816.76	816.79	
В	234+46.46	6.33	816.81	816.87	
С	234+56.46	6.33	816.86	816.92	
D	234+66.46	6.33	816.91	816.96	
Е	234+76.46	6.33	816.96	816.98	
CL S. Brg. Pier 1	234+81.33	6.33	816.98	816.98	
CL Pier 1	234+82.46	6.33	816.99	816.99	
CL N. Brg. Pier 1	234+83.58	6.33	817.00	817.00	
F G H I J K	234+93.58 235+03.58 235+13.58 235+23.58 235+33.58 235+43.58	6.33 6.33 6.33 6.33 6.33	817.05 817.10 817.15 817.20 817.25 817.30	817.11 817.21 817.29 817.33 817.35 817.34	
CL S. Brg. Pier 2	235+51.33	6.33	817.33	817.33	
CL Pier 2	235+52.46	6.33	817.34	817.34	
CL N. Brg. Pier 2	235+53.58	6.33	817.35	817.35	
L	235+63.58	6.33	817.40	817.43	
M	235+73.58	6.33	817.45	817.50	
N	235+83.58	6.33	817.50	817.56	
O	235+93.58	6.33	817.55	817.59	
P	236+03.58	6.33	817.60	817.61	
CL Brg. N. Abut.	236+08.46	6.33	817.62	817.62	
Bk. N. Abut.	236+11.02	6.33	817.63	817.63	

<u>Beam 6</u>

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	234+18.58	12.67	816.54	816.54
CL Brg. S. Abut.	234+21.14	12.67	816.56	816.56
A B C D E	234+31.14 234+41.14 234+51.14 234+61.14 234+71.14	12.67 12.67 12.67 12.67 12.67	816.61 816.66 816.71 816.76 816.81	816.64 816.71 816.77 816.80 816.82
CL S. Brg. Pier 1 CL Pier 1 CL N. Brg. Pier 1	234+76.02 234+77.14 234+78.27	12.67 12.67 12.67	816.83 816.84 816.84	816.83 816.84 816.84
F G H I J K	234+88.27 234+98.27 235+08.27 235+18.27 235+28.27 235+38.27	12.67 12.67 12.67 12.67 12.67 12.67	816.89 816.94 816.99 817.04 817.09 817.14	816.95 817.06 817.13 817.18 817.20 817.19
CL S. Brg. Pier 2 CL Pier 2 CL N. Brg. Pier 2	235+46.02 235+47.14 235+48.27	12.67 12.67 12.67	817.18 817.19 817.19	817.18 817.19 817.19
L M N O P	235+58.27 235+68.27 235+78.27 235+88.27 235+98.27	12.67 12.67 12.67 12.67 12.67	817.24 817.29 817.34 817.39 817.44	817.28 817.35 817.40 817.44 817.46
CL Brg. N. Abut.	236+03.14	12.67	817.47	817.47
Bk. N. Abut.	236+05.70	12.67	817.48	817.48

<u>Beam 7</u>

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	234+13.27	19.00	816.39	816.39
CL Brg. S. Abut.	234+15.83	19.00	816.40	816.40
A	234+25.83	19.00	816.45	816.49
B	234+35.83	19.00	816.50	816.56
C	234+45.83	19.00	816.55	816.61
D	234+55.83	19.00	816.60	816.65
E	234+65.83	19.00	816.65	816.67
CL S. Brg. Pier 1	234+70.70	19.00	816.68	816.68
CL Pier 1	234+71.83	19.00	816.68	816.68
CL N. Brg. Pier 1	234+72.95	19.00	816.69	816.69
F	234+82.95	19.00	816.74	816.80
G	234+92.95	19.00	816.79	816.90
H	235+02.95	19.00	816.84	816.98
I	235+12.95	19.00	816.89	817.02
J	235+22.95	19.00	816.94	817.04
K	235+32.95	19.00	816.99	817.04
CL S. Brg. Pier 2	235+40.70	19.00	817.03	817.03
CL Pier 2	235+41.83	19.00	817.03	817.03
CL N. Brg. Pier 2	235+42.95	19.00	817.04	817.04
L	235+52.95	19.00	817.09	817.12
M	235+62.95	19.00	817.14	817.19
N	235+72.95	19.00	817.19	817.25
O	235+82.95	19.00	817.24	817.28
P	235+92.95	19.00	817.29	817.31
CL Brg. N. Abut.	235+97.83	19.00	817.31	817.31
Bk. N. Abut.	236+00.39	19.00	817.33	817.33

USER NAME = knay	DESIGNED - KP	REVISED -
	CHECKED - PD	REVISED -
PLOT SCALE =	DRAWN - KP	REVISED -
PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS II					
STRUCTURE NO. 056-4023					
CHEET	6	OE	42	енсете	

H. SECTION COUNTY TOTAL SHEET NO.

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CONTRACT NO. 61J79

| ILLINOIS | FED. AID PROJECT

East Curb Line

			-	
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	234+12.43	20.00	816.37	816.37
CL Brg. S. Abut.	234+14.99	20.00	816.38	816.38
A	234+24.99	20.00	816.43	816.46
B	234+34.99	20.00	816.48	816.53
C	234+44.99	20.00	816.53	816.59
D	234+54.99	20.00	816.58	816.62
E	234+64.99	20.00	816.63	816.65
CL S. Brg. Pier 1	234+69.86	20.00	816.65	816.65
CL Pier 1	234+70.99	20.00	816.66	816.66
CL N. Brg. Pier 1	234+72.11	20.00	816.67	816.67
F	234+82.11	20.00	816.72	816.78
G	234+92.11	20.00	816.77	816.88
H	235+02.11	20.00	816.82	816.95
I	235+12.11	20.00	816.87	817.00
J	235+22.11	20.00	816.92	817.02
K	235+32.11	20.00	816.97	817.01
CL S. Brg. Pier 2	235+39.86	20.00	817.00	817.00
CL Pier 2	235+40.99	20.00	817.01	817.01
CL N. Brg. Pier 2	235+42.11	20.00	817.02	817.02
L	235+52.11	20.00	817.07	817.10
M	235+62.11	20.00	817.12	817.17
N	235+72.11	20.00	817.17	817.22
O	235+82.11	20.00	817.22	817.26
P	235+92.11	20.00	817.27	817.28
CL Brg. N. Abut.	235+96.99	20.00	817.29	817.29
Bk. N. Abut.	235+99.55	20.00	817.30	817.30

East Edge of Deck

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	234+10.75	22.00	816.48	816.48
CL Brg. S. Abut.	234+13.31	22.00	816.50	816.50
A	234+23.31	22.00	816.55	816.58
B	234+33.31	22.00	816.60	816.65
C	234+43.31	22.00	816.65	816.71
D	234+53.31	22.00	816.70	816.74
E	234+63.31	22.00	816.75	816.76
CL S. Brg. Pier 1	234+68.18	22.00	816.77	816.77
CL Pier 1	234+69.31	22.00	816.78	816.78
CL N. Brg. Pier 1	234+70.43	22.00	816.78	816.78
F	234+80.43	22.00	816.83	816.89
G	234+90.43	22.00	816.88	816.99
H	235+00.43	22.00	816.93	817.07
I	235+10.43	22.00	816.98	817.12
J	235+20.43	22.00	817.03	817.13
K	235+30.43	22.00	817.08	817.13
CL S. Brg. Pier 2	235+38.18	22.00	817.12	817.12
CL Pier 2	235+39.31	22.00	817.13	817.13
CL N. Brg. Pier 2	235+40.43	22.00	817.13	817.13
L	235+50.43	22.00	817.18	817.21
M	235+60.43	22.00	817.23	817.29
N	235+70.43	22.00	817.28	817.34
O	235+80.43	22.00	817.33	817.38
P	235+90.43	22.00	817.38	817.40
CL Brg. N. Abut.	235+95.31	22.00	817.41	817.41
Bk. N. Abut.	235+97.87	22.00	817.42	817.42

USER NAME = knay	DESIGNED - KP	REVISED -
	CHECKED - PD	REVISED -
PLOT SCALE =	DRAWN - KP	REVISED -
PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -

West Edge of Shoulder

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	234+17.30	-20.00	816.39
А В	234+27.30 234+37.30	-20.00 -20.00	816.44 816.49
N. End S. Appr. Slab	234+47.30	-20.00	816.54

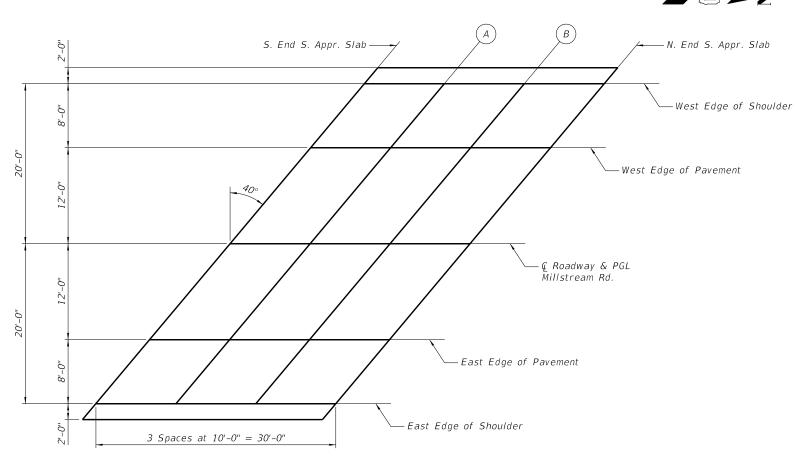
West Edge of Pavement

Location	Station	Offset	Theoretica Grade Elevations
S. End S. Appr. Slab	234+10.58	-12.00	816.52
А В	234+20.58 234+30.58	-12.00 -12.00	816.57 816.62
N. End S. Appr. Slab	234+40.58	-12.00	816.67

♀ Roadway & PGL

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	234+00.52	0.00	816.71
A B	234+10.52 234+20.52	0.00 0.00	816.76 816.81
N. End S. Appr. Slab	234+30.52	0.00	816.86

→Û→Z



East Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	233+83.73	20.00	816.22
A B	233+93.73 234+03.73	20.00 20.00	816.27 816.32
N. End S. Appr. Slab	234+13.73	20.00	816.37

East Edge of Shoulder

Location	Station	Offset	Theoretica Grade Elevations
S. End S. Appr. Slab	233+90.45	12.00	816.42
А В	234+00.45 234+10.45	12.00 12.00	816.47 816.52
N. End S. Appr. Slab	234+20.45	12.00	816.57

Note: See sheet 15 of 42 for curb details.

SOUTH APPROACH PLAN

USER NAME = knay	DESIGNED - DK	REVISED -		TOP OF SOUTH APPROACH SLAB ELEVATIONS	C.H. RTF	SECTION	COUNTY	TOTAL	SHEET
	CHECKED - PD	REVISED -	STATE OF ILLINOIS		T64	18-00482-00-BR	MCHENRY	219	74
PLOT SCALE =	DRAWN - DK	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 056-4023			CONTRA	ACT NO. 6	61J79
PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -		SHEET 8 OF 42 SHEETS		ILLINOIS FED. AII	D PROJECT		

West Edge of Shoulder

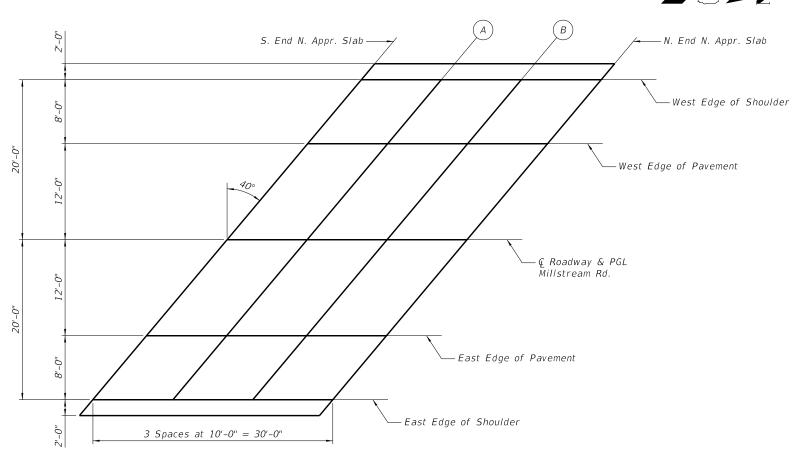
Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	236+31.81	-20.00	817.46
А В	236+41.81 236+51.81	-20.00 -20.00	817.51 817.56
N. End N. Appr. Slab	236+61.81	-20.00	817.61

West Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	236+25.09	-12.00	817.59
А В	236+35.09 236+45.09	-12.00 -12.00	817.64 817.69
N. End N. Appr. Slab	236+55.09	-12.00	817.74

♀ Roadway & PGL

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	236+15.02	0.00	817.78
A B	236+25.02 236+35.02	0.00 0.00	817.83 817.88
N. End N. Appr. Slab	236+45.02	0.00	817.93



East Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	236+04.96	12.00	817.49
A B	236+14.96 236+24.96	12.00 12.00	817.54 817.59
N. End N. Appr. Slab	236+34.96	12.00	817.64

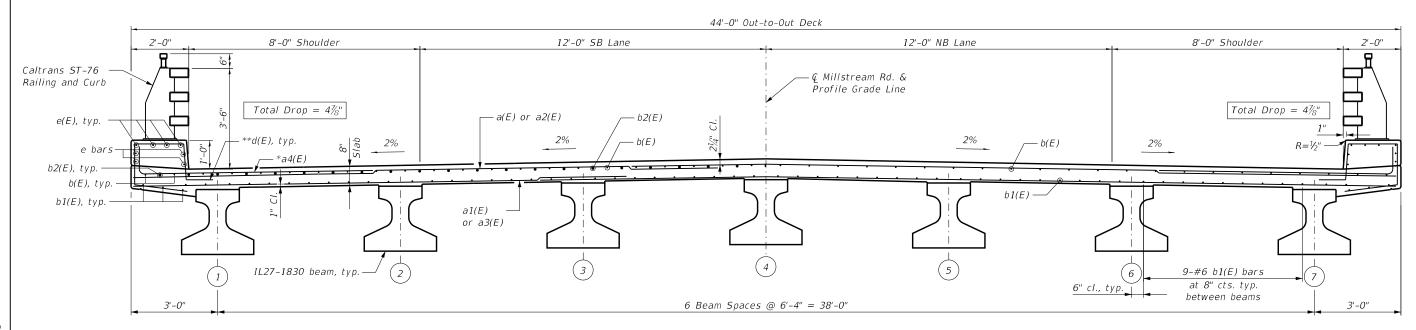
East Edge of Shoulder

Location	Station	Offset	Theoretica Grade Elevations
S. End N. Appr. Slab	235+98.24	20.00	817.30
А В	236+08.24 236+18.24	20.00 20.00	817.35 817.40
N. End N. Appr. Slab	236+28.24	20.00	817.45

Note: See sheet 17 of 42 for curb details.

NORTH APPROACH PLAN

USER NAME = knay	DESIGNED - DK	REVISED -		TOP OF NORTH APPROACH SLAB ELEVATIONS	C.H. RTF	SECTION	COUNTY	TOTAL	SHEET
	CHECKED - PD	REVISED -	STATE OF ILLINOIS		T64	18-00482-00-BR	MCHENRY	219	75
PLOT SCALE =	DRAWN - DK	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 056-4023			CONTRA	CT NO.	â1J79
PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -		SHEET 9 OF 42 SHEETS		ILLINOIS I	FED. AID PROJECT		$\overline{}$



*a4(E) bars bundled at posts.
See Section A-A on Sheet 19 of 42.
**d(E) bars spaced as shown in
Section A-A on Sheet 19 of 42.

NEAR PIER

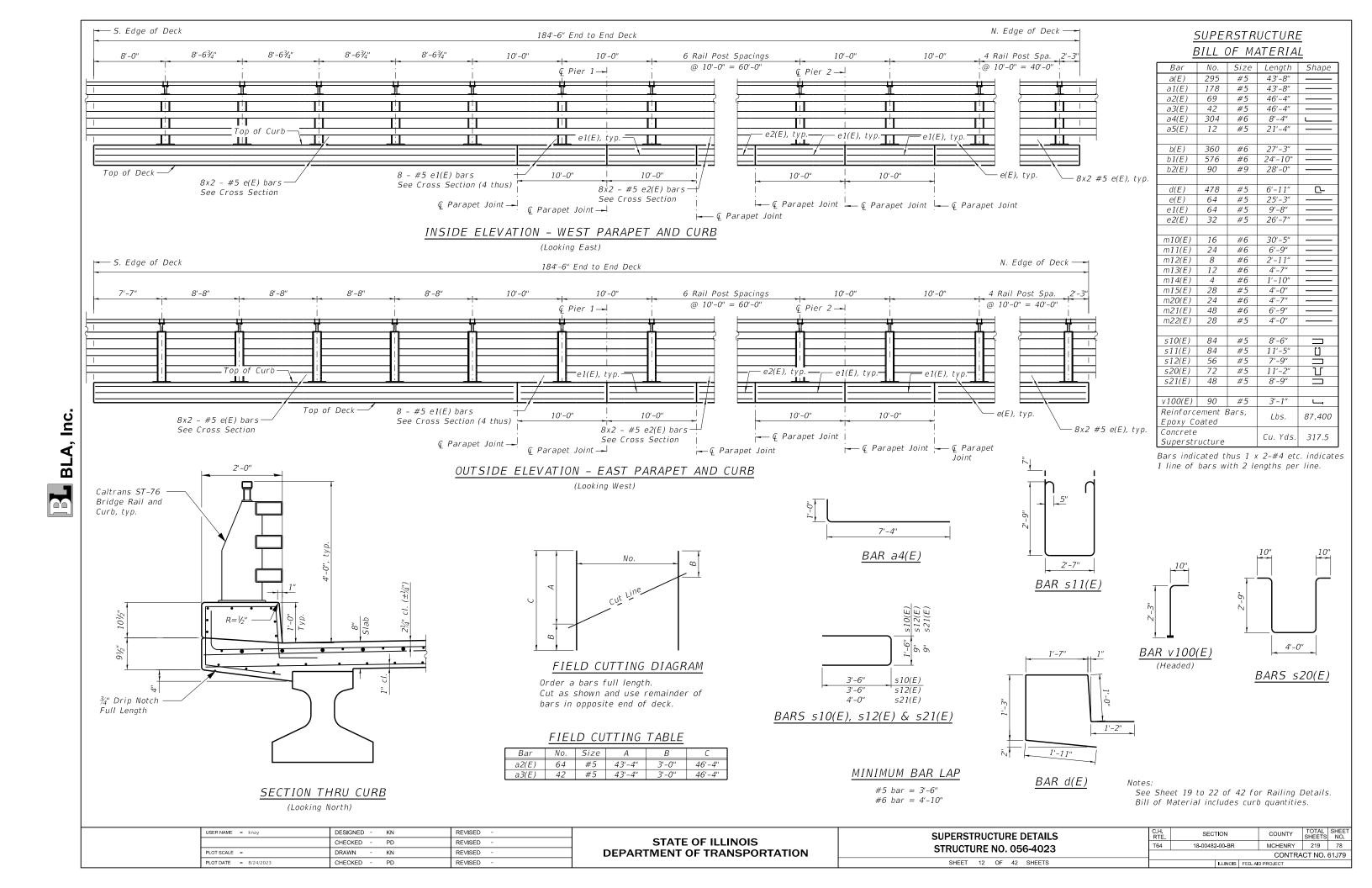
NEAR MIDSPAN

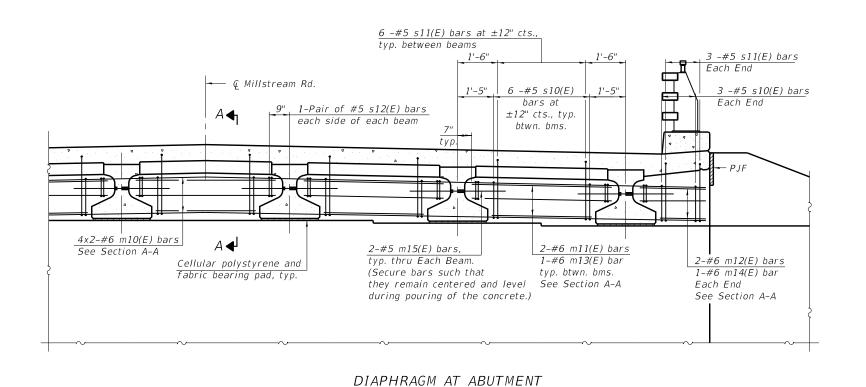
CROSS SECTION
(Looking North)

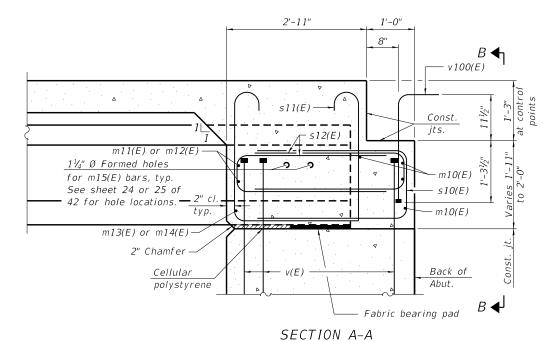
Note:

See sheet 12 of 42 for superstructure details and Bill of Material.

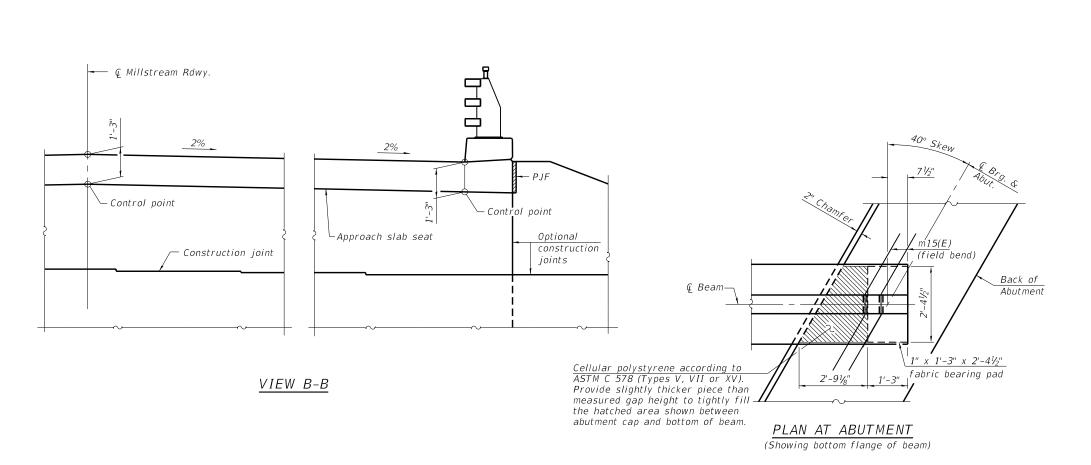
	USER NAME = knay	DESIGNED - DK	REVISED -		SUPERSTRUCTURE CROSS SECTION	C.H. RTF	SECTION	COUNTY	TOTAL	L SHE	ET.
		CHECKED - PD	REVISED -	STATE OF ILLINOIS		T64	18-00482-00-BR	MCHENRY	219	7	,
	PLOT SCALE =	DRAWN - KN	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 056-4023			CONTR	RACT NO	J. 61J	/9
	PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -		SHEET 11 OF 42 SHEETS		ILLINOIS FED.	AID PROJECT			_

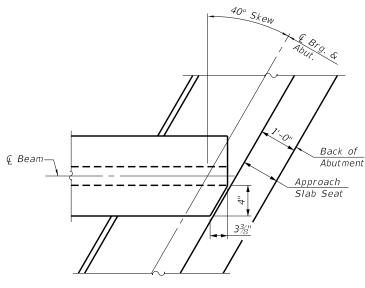






(at Rt. L's)





TOP FLANGE CLIPPING DETAILS

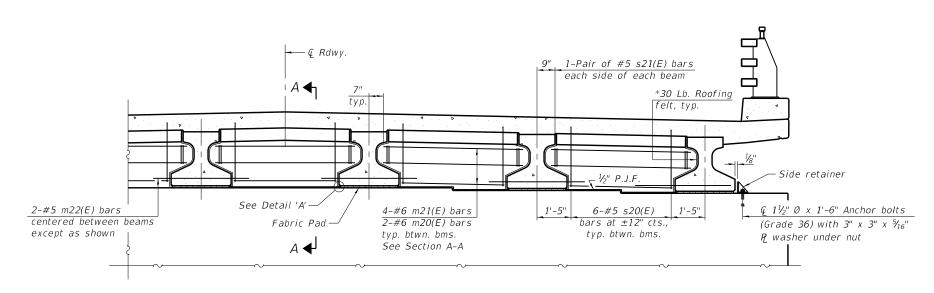
Notes:

See sheet 12 of 42 for superstructure details and Bill of Material. See sheet 15 or 17 of 42 for PJF details.

The s10(E), s11(E) and s12(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams. The approach slab seat shall have a constant slope determined from the control points shown.

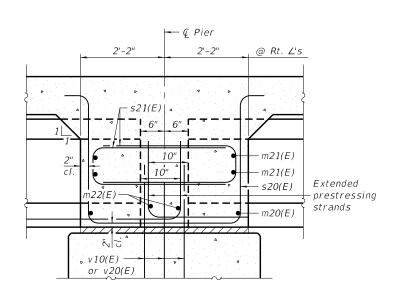
Cost of cellular polystyrene is included with Concrete Superstructure.

USER NAME = knay	DESIGNED - KN	REVISED -		ABUTMENT DIAPHRAGM DETAILS	C.H. RTF	SECTION	COUNTY	TOTAL	SHEET
	CHECKED - PD	REVISED -	STATE OF ILLINOIS		T64	18-00482-00-BR	MCHENRY	219	79
PLOT SCALE =	DRAWN - KN	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 056-4023	CONTRACT NO. 61J			61J79	
PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -		SHEET 13 OF 42 SHEETS		ILLINOIS FEE	D. AID PROJECT		



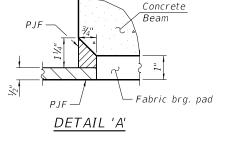
DIAPHRAGM AT PIER

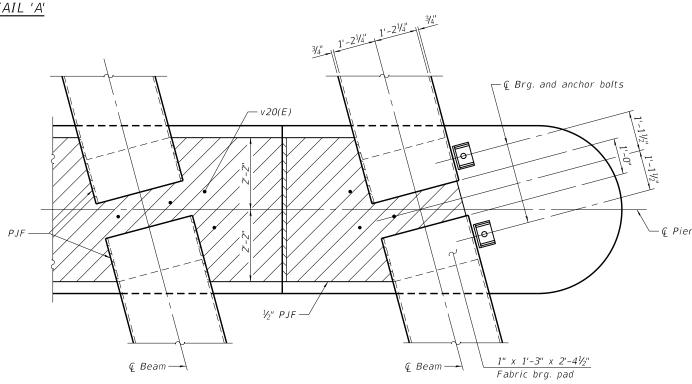
*Bonded to sides of beams embedded into diaphragm.



<u>SECTION A-A</u>

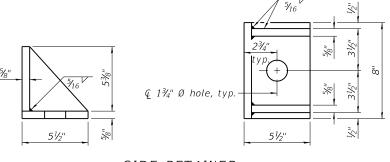
(Dimensions along & of beam except as shown)





PLAN AT PIER

(Showing bearing pads and PJF details)



SIDE RETAINER

(2 required each side of pier). Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

Note.

See sheet 12 of 42 for superstructure details and Bill of Material. Cost of 30 Lb. roofing felt is included with Concrete Superstructure. Cost of side retainer and anchor bolts shall be included with Concrete Structures.

The s20(E) and s21(E) bars shall be placed parallel to the beams.

Spacing for these bars shall be at right angles to the beams.

Anchor bolts and side retainers shall be according to Article 521.06 of the Standard Specifications. Side retainers shall be hot dip galvanized.

Anchor bolts and side retainers shall be installed as each exterior beam is erected unless an equivalent temporary means of lateral restraint is used.

USER NAME = knay	DESIGNED - KN	REVISED -
	CHECKED - PD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -

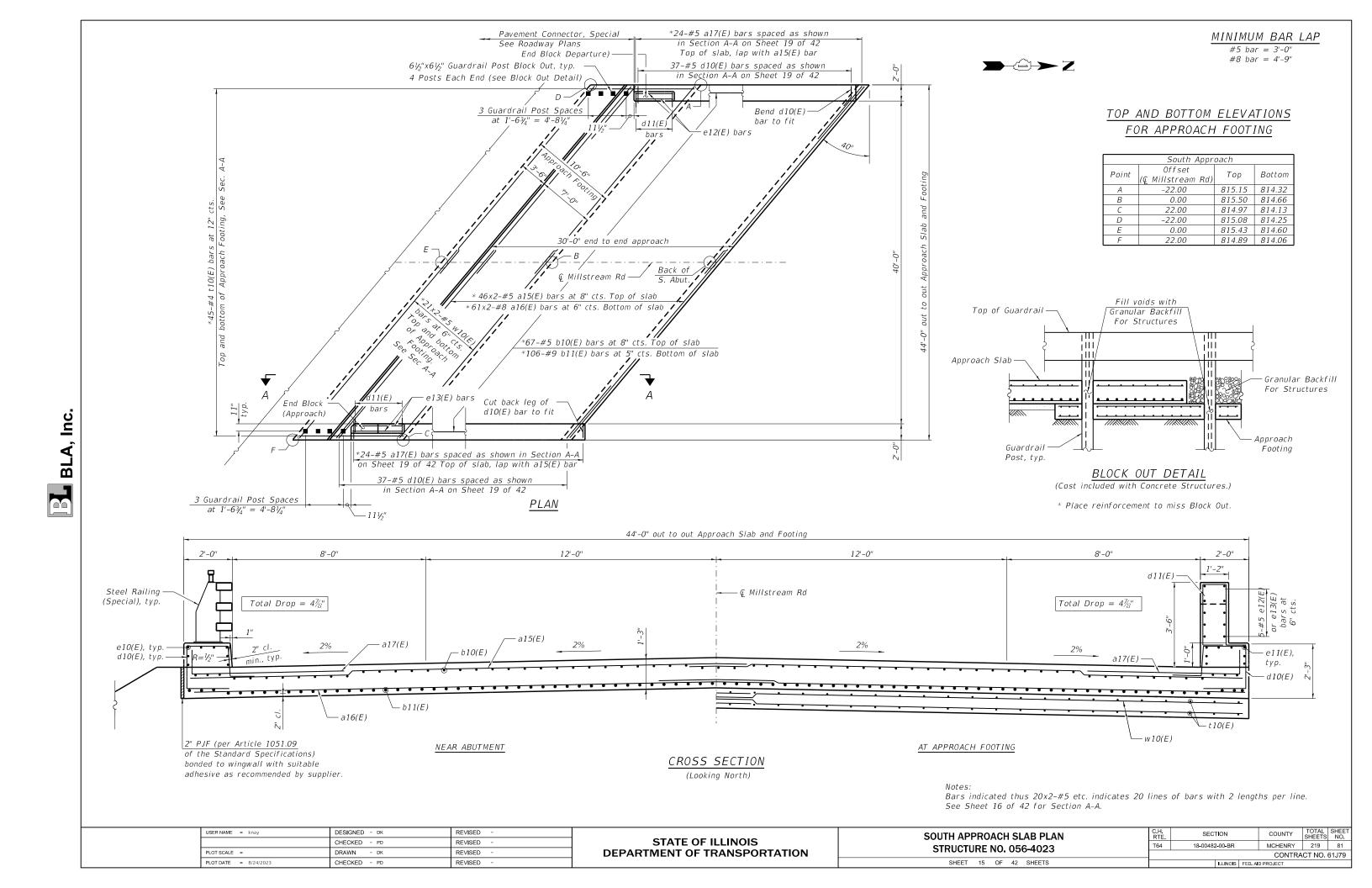
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

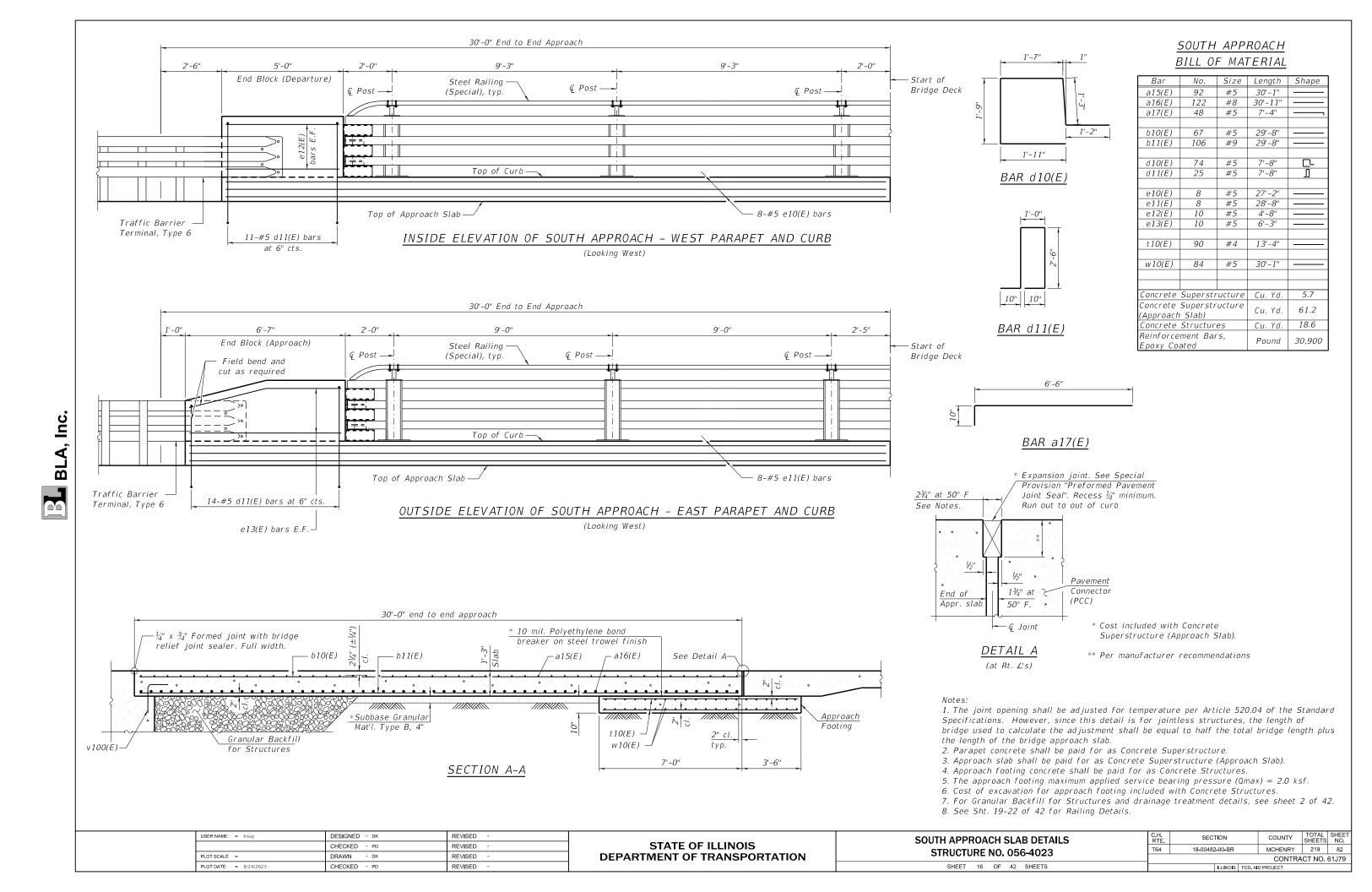
					ETAILS 6-4023
SH	EET	14	OF	42	SHEETS

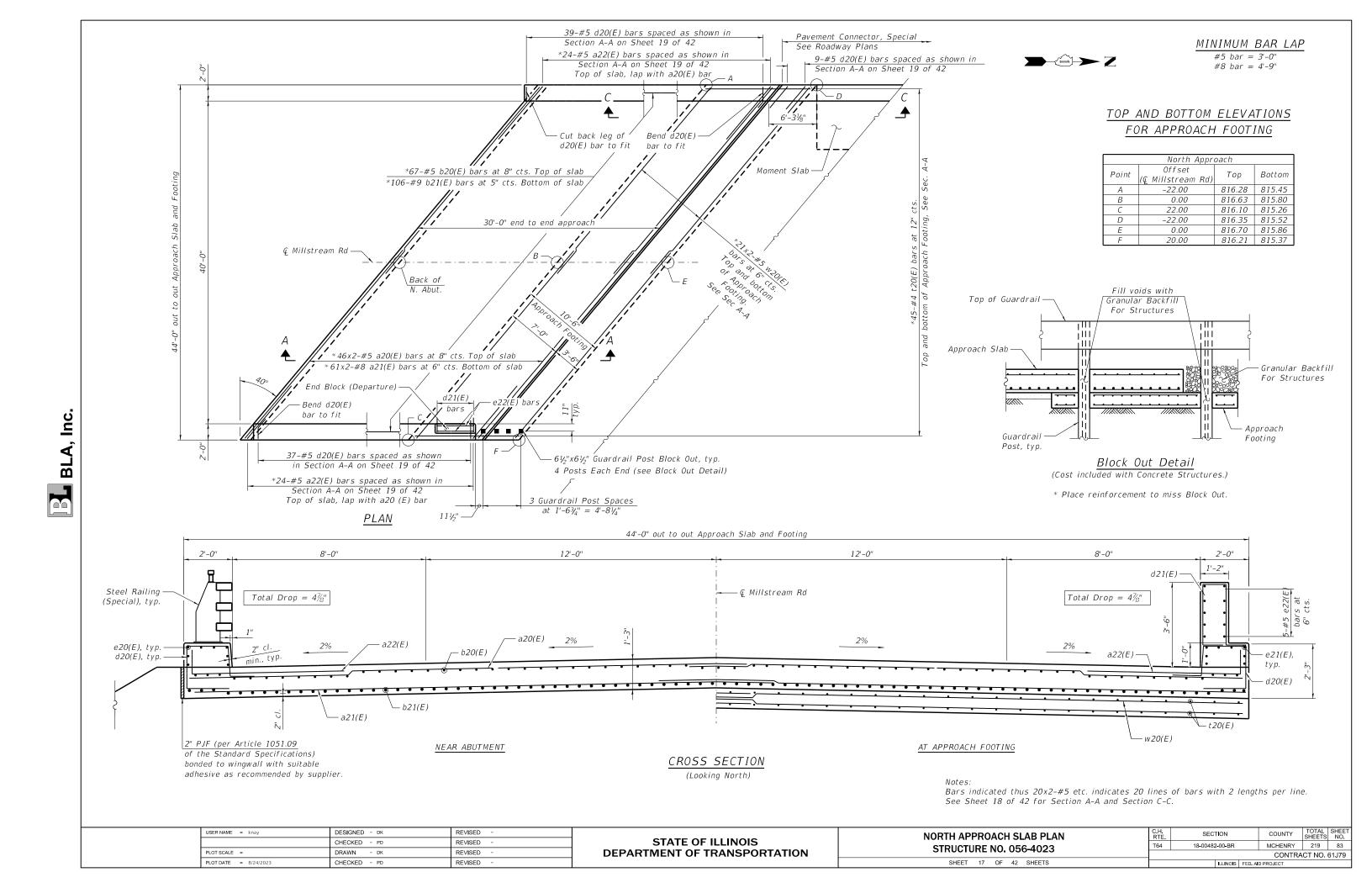
SECTION COUNTY TOTAL SHEETS NO.

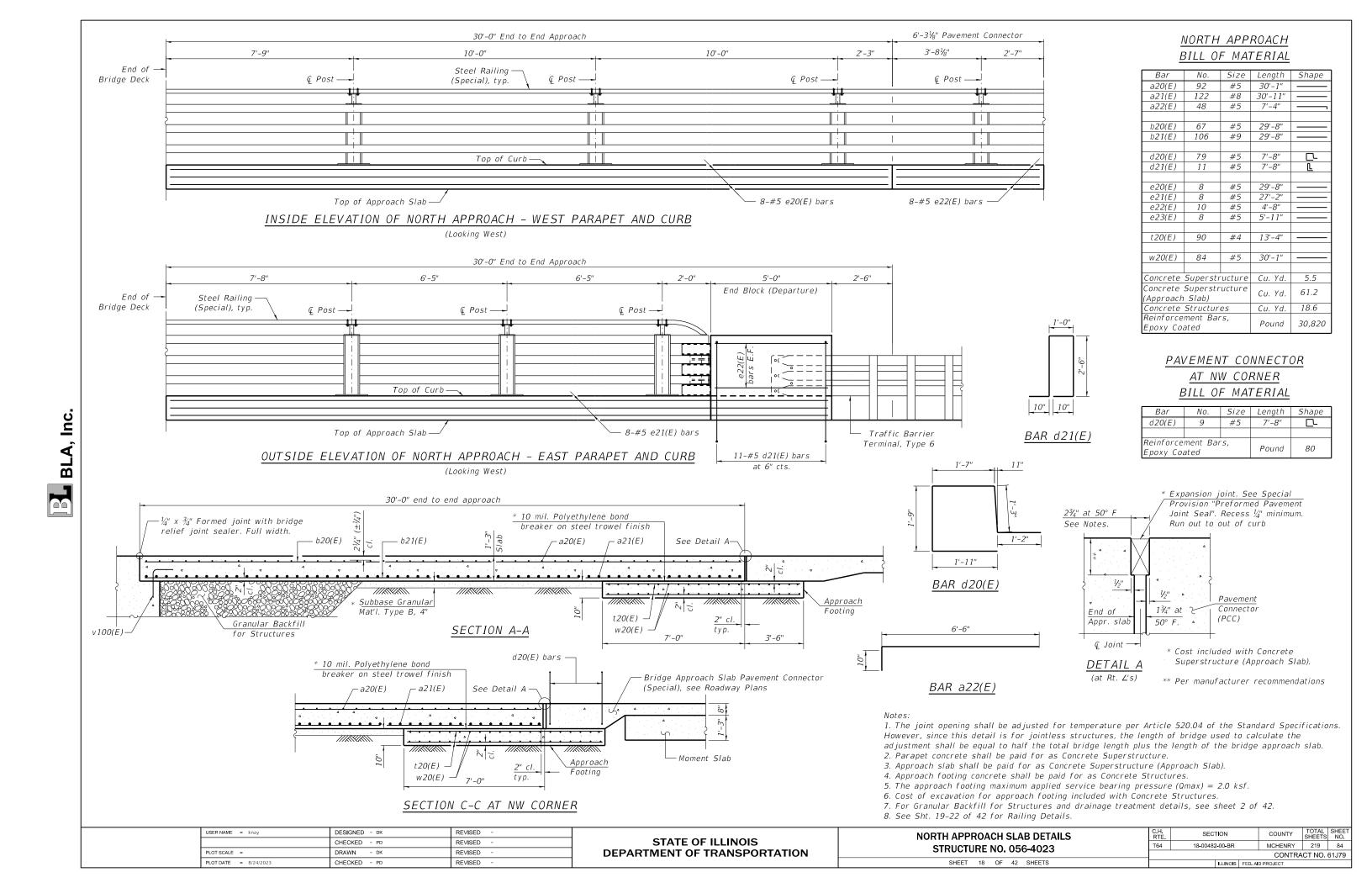
18-00482-00-BR MCHENRY 219 80

CONTRACT NO. 61J79

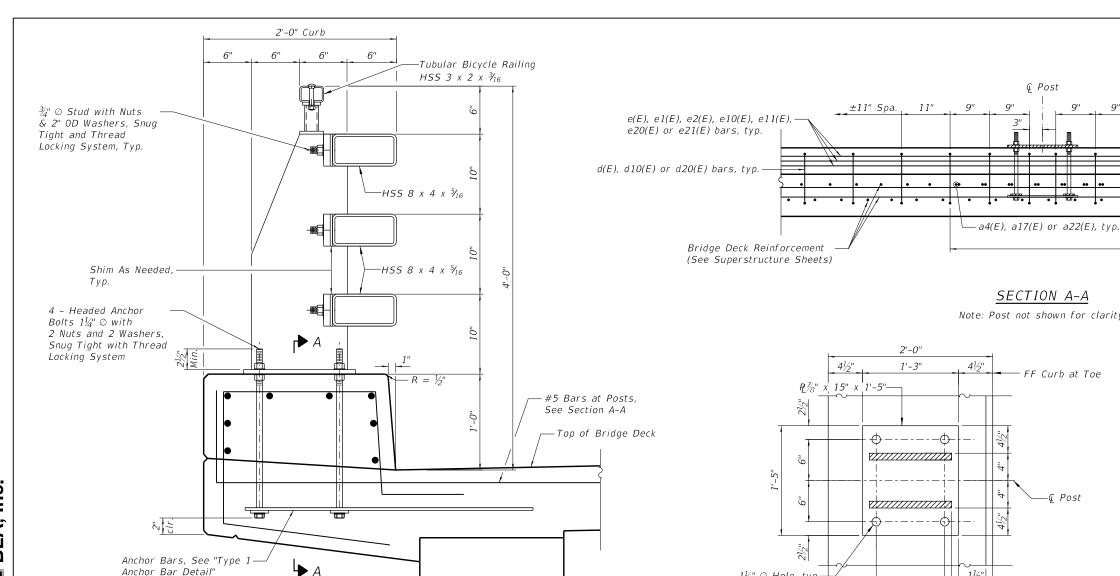








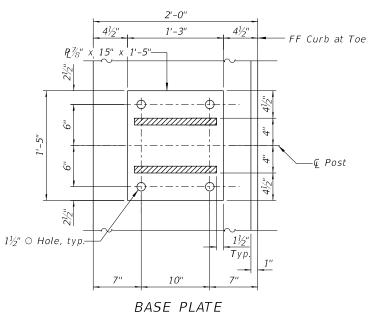


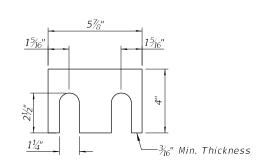


SECTION B-B - ASSEMBLY DETAIL

SECTION A-A

Note: Post not shown for clarity.





SHIM DETAILS

.±11" Spa.__

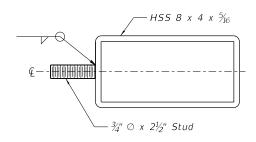
-Top of Deck

— Top of Curb

Limits of a4(E), a17(E), or a22(E) at Post Locations

(Lap with a(E), a2(E), a15(E) or a20(E) Bars

Note: Shims as needed between posts and HSS Rail Tubes

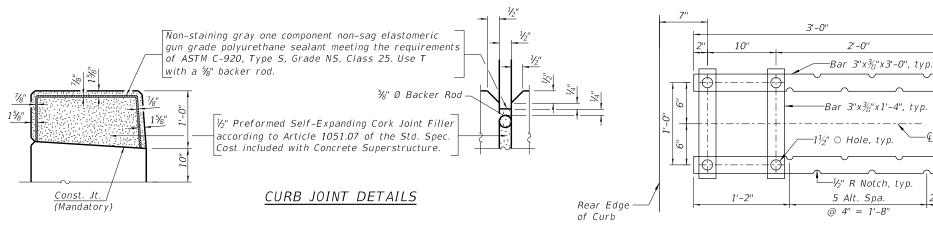


RAIL SECTION AT POST

2'-0"

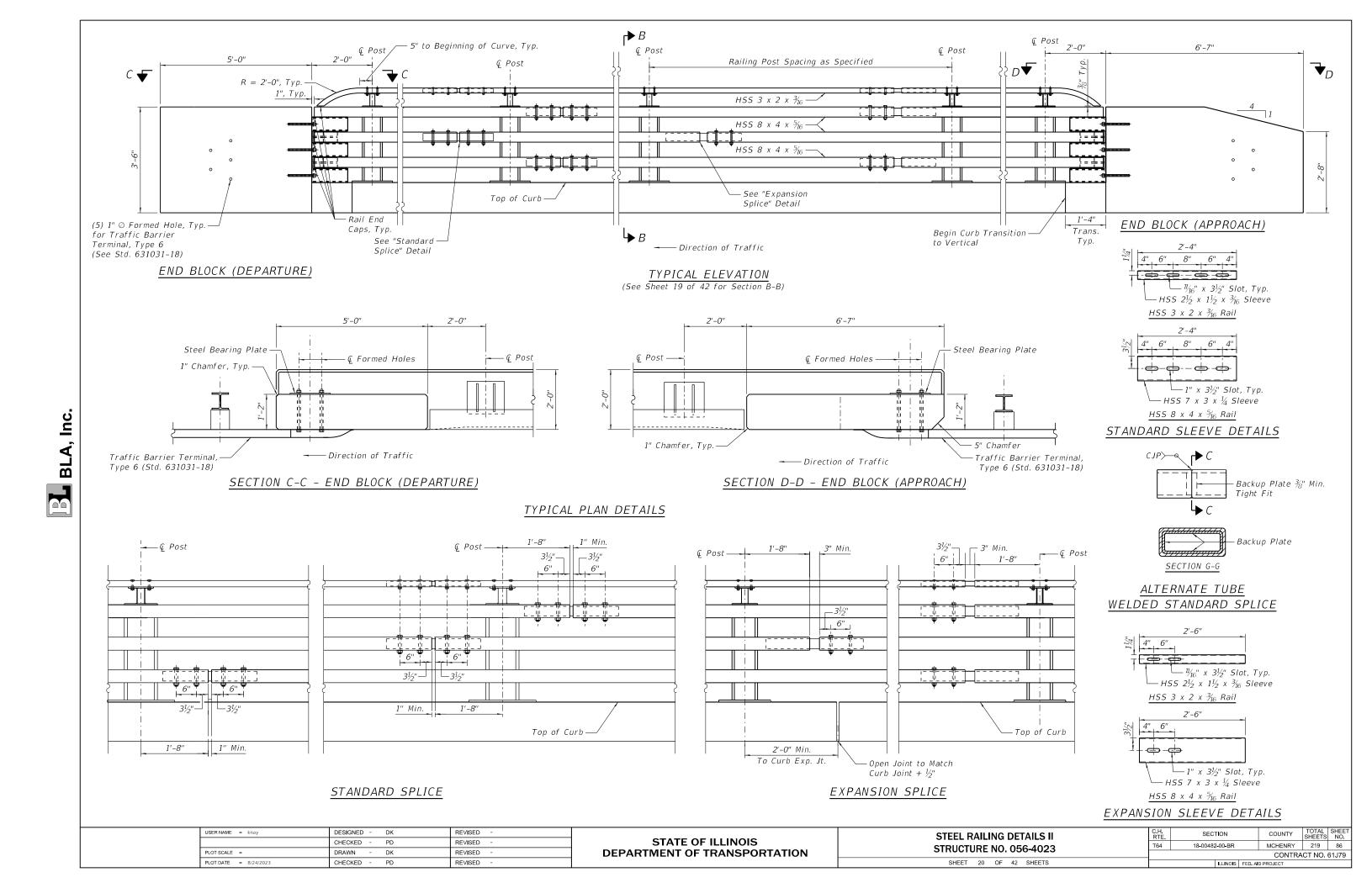
GENERAL NOTES

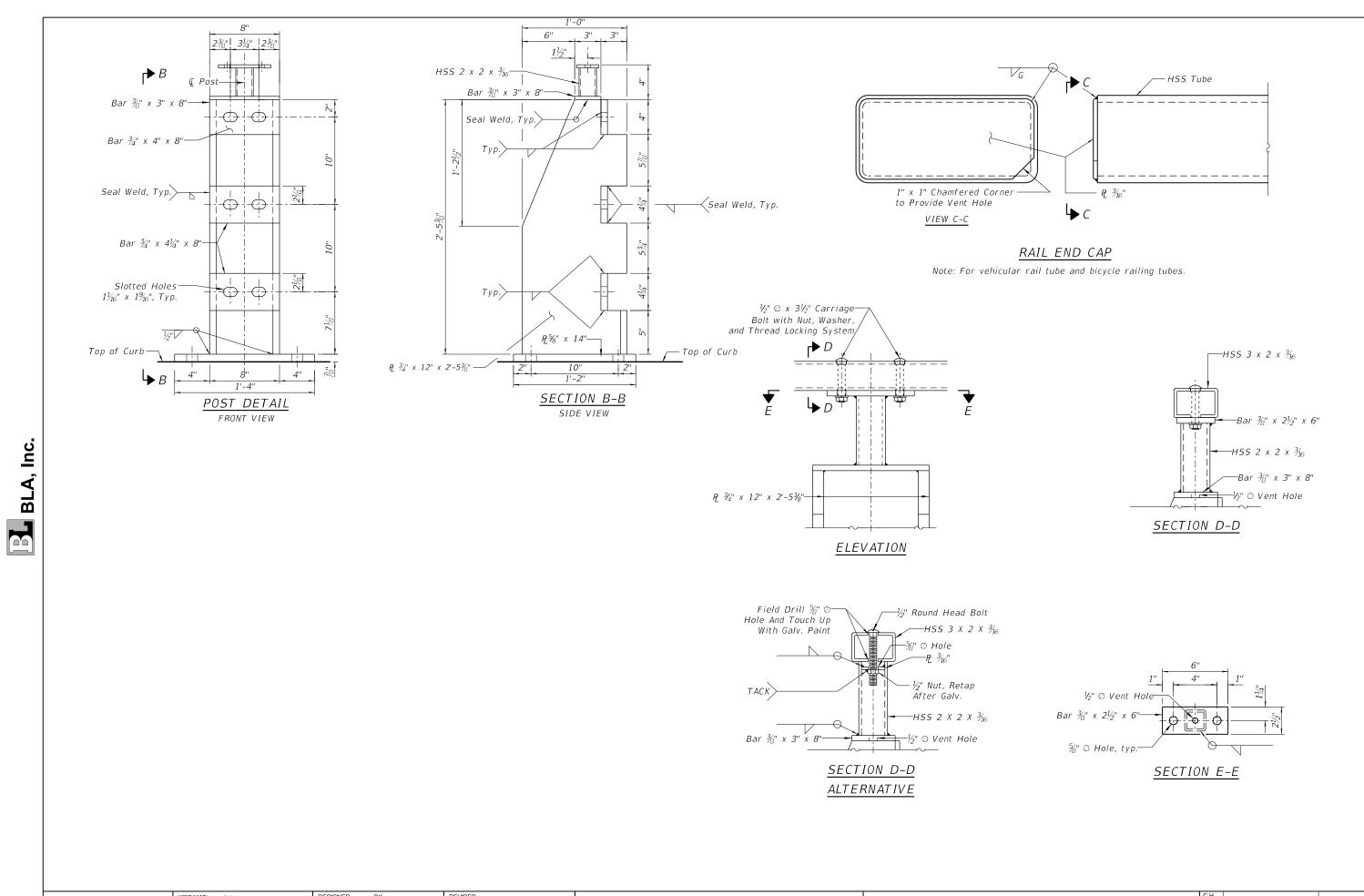
- All railing components shall be galvanized. Type 1 anchor bar is not galvanized.
- HS bolts with nut and washers, snug tightened, and thread locking system.
- Use $\frac{1}{2}$ " \bigcirc X $3\frac{5}{16}$ BOLTS (HSS 3 X 2 X $\frac{3}{16}$) Use $\frac{3}{4}$ " \bigcirc X $5\frac{5}{16}$ BOLTS (HSS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



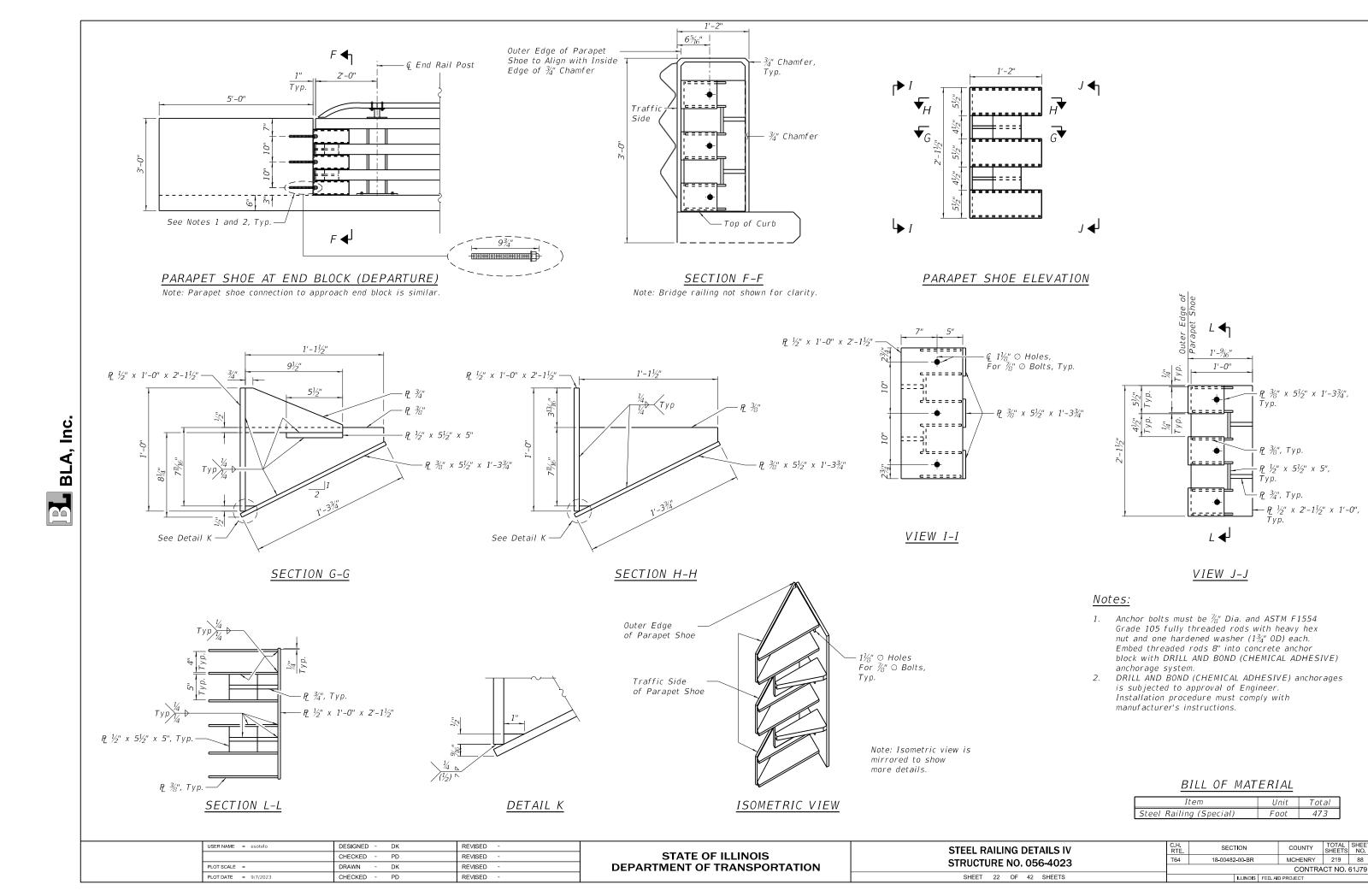
TYPE 1 ANCHOR BAR DETAIL	TYPE	1	<i>ANCHOR</i>	BAR	DETAIL
--------------------------	------	---	---------------	-----	--------

USER NAME = knay	DESIGNED -	DK	REVISED -		STEEL RAILING DETAILS I	C.H. RTF	SECTION	COUNTY TOTAL SHEETS NO
	CHECKED -	PD	REVISED -	STATE OF ILLINOIS		T64	18-00482-00-BR	MCHENRY 219 85
PLOT SCALE =	DRAWN -	DK	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 056-4023			CONTRACT NO. 61J79
PLOT DATE = 8/24/2023	CHECKED -	PD	REVISED -		SHEET 19 OF 42 SHEETS		ILLINOIS FED.). AID PROJECT





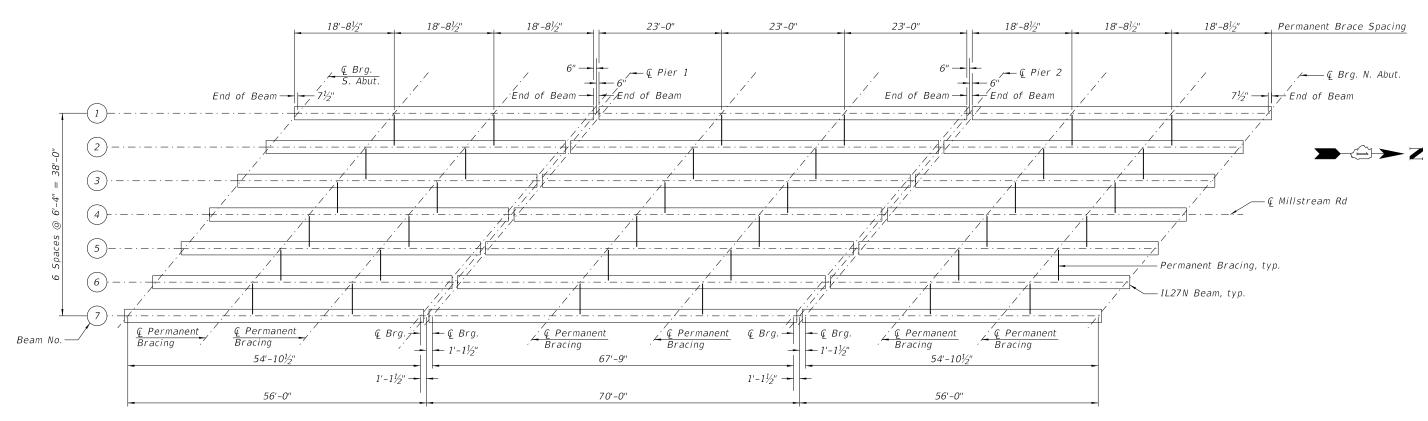
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	CHECKED - PD	REVISED -	STATE OF ILLINOIS	STRUCTURE NO. 056-4023	T64 18-00482-00-BR	MCHENRY 219 87
PLOT SCALE =	DRAWN - DK	REVISED -	DEPARTMENT OF TRANSPORTATION	51RUCTURE NO. 056-4023		CONTRACT NO. 61J79
PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -		SHEET 21 OF 42 SHEETS	ILLINOIS FEE	. AID PROJECT



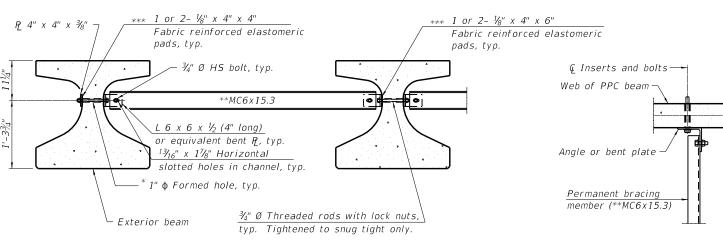
COUNTY

CONTRACT NO. 61J79





FRAMING PLAN



St'
DC1
MDC1
DC2
MDC2
DW
MDW
M4 + IM

	INTERIO	OR BEAM REAC	TION TABLE		
			Pier 1 Span 1 Pier 2 Span 3		
DC 1	(k)	30.8	30.8	38.0	
DC2	(k)	2.5	4.1 4.0		
DW	(k)	5.9	9.7 9.7		
£ + IM	(k)	76.3	86	88.3	
Total	(k)	115.5	130.6	140.0	

INTERIOR BEAM MOMENT TABLE

0.4 Sp. 1

0.6 Sp. 3

33879

145539

3060

6606

2127

9722

1.125

406

0.119

26

0.317

62

529

(in4)

(in4)

(in³)

(in³)

(in³)

(in3)

(k/')

(k/')

('k)

(k/')

('k)

('k)

('k)

Pier 1 or 2

33879

145539

3060

6606

2127

9722

1.125

0

0.119

-43

0.317

-104

-412

0.5 Sp. 2

33879

145539

3060

6606

2127

9722

1.125

645

0.119

25

0.317

60

534

PERMANENT BRACING DETAILS

Notes:

All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted. Two hardened washers are required for each set of oversized holes.

All holes shall be $^{15}\!\!/_{16}$ " Ø unless otherwise noted.

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

Threaded rods shall be ASTM F 1554 Grade 55. Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

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

- * Fabricator shall locate to miss strands within permissible tolerances.
- ** Alternate MC6x18 channels are permitted to facilitate material acquisition.
- *** Place pads as necessary to provide a flat mounting surface between the steel and concrete.

I: Non-composite	moment of	inertia of	beam	section (in.4).
I': Composite mon	nent of ine	rtia of bea	m sect	ion (in.4).

- Sb: Non-composite section modulus for the bottom fiber of the prestressed beam (in.3).
- Sb': Composite section modulus for the bottom fiber of the prestressed beam (in.3).
- St: Non-composite section modulus for the top fiber of the prestressed beam (in.³).
- St': Composite section modulus for the top fiber of the prestressed beam (in.3).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kin-ft)
- M_{\pm}^{\prime} + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

* At	continuous	piers,	reactions	from	composite	loads	are	assumed	to	be
ec	qually distri	buted t	o each be	aring	line.					

USER NAME = knay	DESIGNED - DK	REVISED -		FRAMING PLAN	C.H. SE	CTION COL	NTY TOTAL SHEET
	CHECKED - PD	REVISED -	STATE OF ILLINOIS	STRUCTURE NO. 056-4023	T64 18-004	182-00-BR MCH	NRY 219 89
PLOT SCALE =	DRAWN - DK	REVISED -	DEPARTMENT OF TRANSPORTATION	51KUCTURE NO. 050-4023		C	ONTRACT NO. 61J79
PLOT DATE = 8/24/2023	CHECKED - PD REVISED -	REVISED -		SHEET 23 OF 42 SHEETS		ILLINOIS FED. AID PROJEC	Т

PLAN

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

CHECKED -

CHECKED -

DRAWN

PLOT DATE = 8/24/2023

PD

PD

REVISED

REVISED

REVISED

*Hex nut with

lock washer, typ.

Jam nut, typ.

bottom plate.

Bottom plate assembly

SECTION

18-00482-00-BR

IL27N BEAM (SPANS 1 & 3)

STRUCTURE NO. 056-4023

SHEET 24 OF 42 SHEETS

COUNTY

MCHENRY 219 90

CONTRACT NO. 61J79

1" Ø Threaded rods

#3 bar

Thread flush with

Top ₽ ¾" x 10" x 10" (Recess № ¾" into beam)

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

USER NAME = knay

PLOT DATE = 8/24/2023

DESIGNED -

CHECKED -

CHECKED -

DRAWN

PD

PD

REVISED

REVISED

REVISED

REVISED

*Hex nut with

lock washer, typ.

Jam nut, typ.

bottom plate.

Bottom plate assembly

SECTION

18-00482-00-BR

T64

IL27N BEAM (SPAN 2)

STRUCTURE NO. 056-4023

SHEET 25 OF 42 SHEETS

COUNTY

MCHENRY 219 91

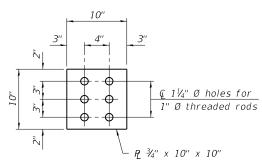
CONTRACT NO. 61J79

1" Ø Threaded rods

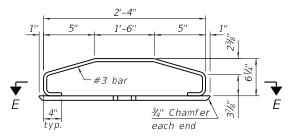
#3 bar

Thread flush with

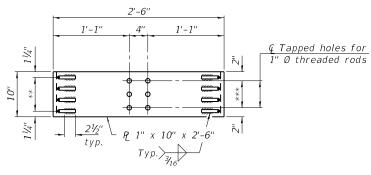
Top P2 3/4" x 10" x 10" (Recess P ¾" into beam)



PLAN - TOP PLATE

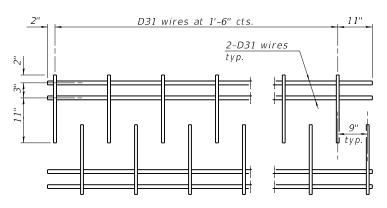


ELEVATION - BOTTOM PLATE ASSEMBLY



SECTION E-E ** 3 Spaces at $2\frac{1}{2}$ " = $7\frac{1}{2}$ "

*** 2 Spaces at 3" = 6"



M1 WWR DETAIL

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

A-D31 wires

at B centers

2-W14 wires

tvp

NOTES

Inserts for $\frac{3}{4}$ " Ø threaded dowel rods, when specified, are to be two strut,

ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal

cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be $\frac{1}{2}$ " and the nominal cross sectional area shall be 0.153 sq. in.

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

A minimum $2\frac{1}{2}$ " Ø lifting pin shall be used to engage the lifting loops during handling. Bend the extended strands inward on the fascia beams to maintain 1½" clearance inside the pier diaphragm.

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

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

Threaded rods shall be ASTM F 1554 Grade 55.

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

TABLE OF DIMENSIONS

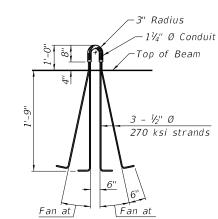
(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

SPANS 1 & 3

WWR	Α	В
M2	15	3"
М3	16	1'-6''
M4	52	3"
M5	20	6"
М6	5	1'-0''

SPAN 2

	317111 2	
WWR	Α	В
M2	15	3"
М3	20	1'-6''
M4	64	3"
M5	25	6"
M6	6	1'-0''



LIFTING LOOP DETAIL

_D11 2-W4.5 wires 2-W4.5 wires



1'-3" A-D11 wires at B centers typ. 1'-8"

M2 AND M3 WWR DETAIL

(See Table of Dimensions)

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL2	77N Ft.	1,269

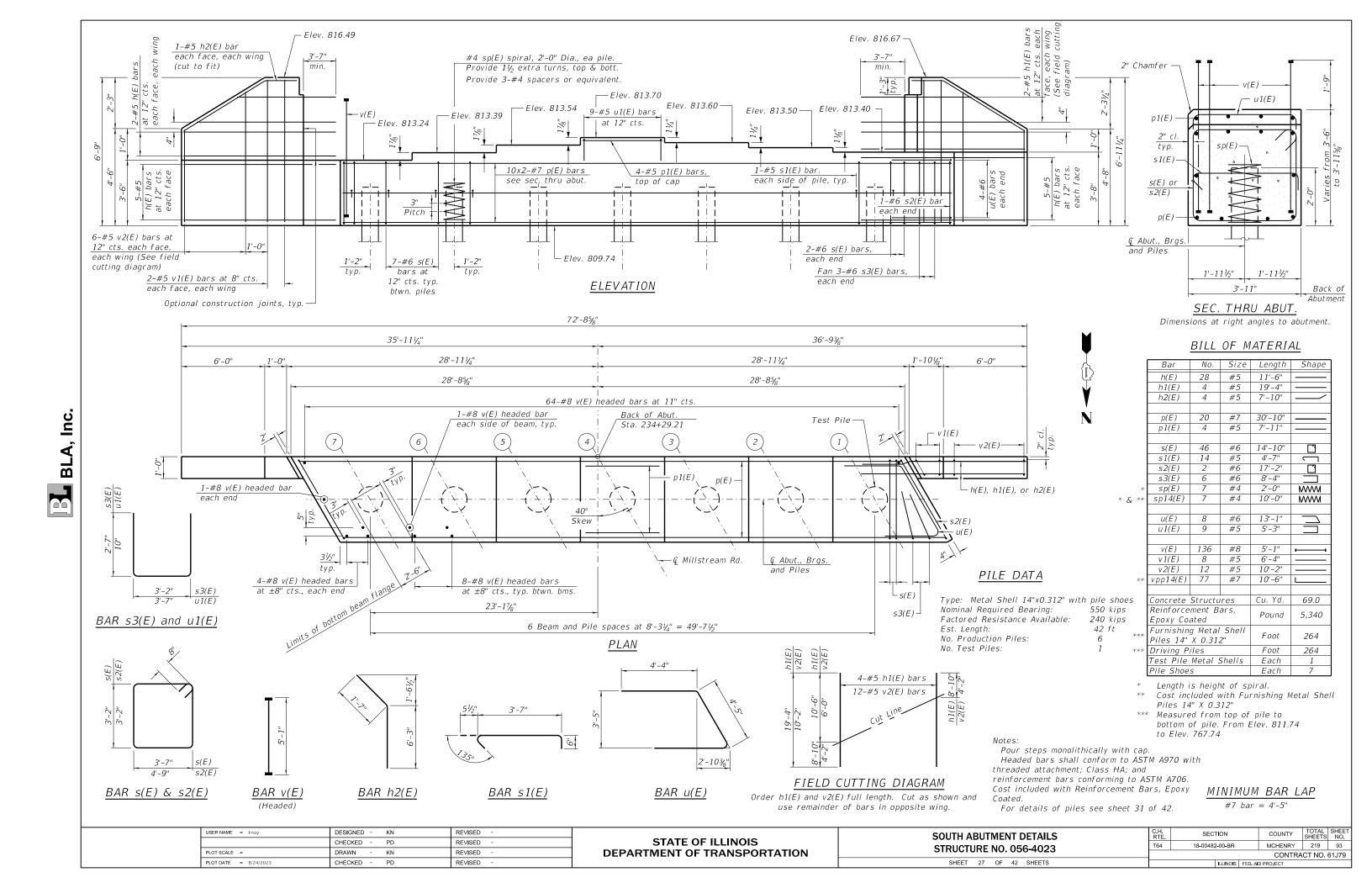
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	CHECKED - PD	REVISED -
PLOT SCALE =	DRAWN - KP	REVISED -
PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

M4 THRU M6 WWR DETAIL (See Table of Dimensions)

IL27N RUCTL				AILS 6-4023
SHEET	26	OF	42	SHEETS

SECTION COUNTY 18-00482-00-BR MCHENRY 219 92 CONTRACT NO. 61J79



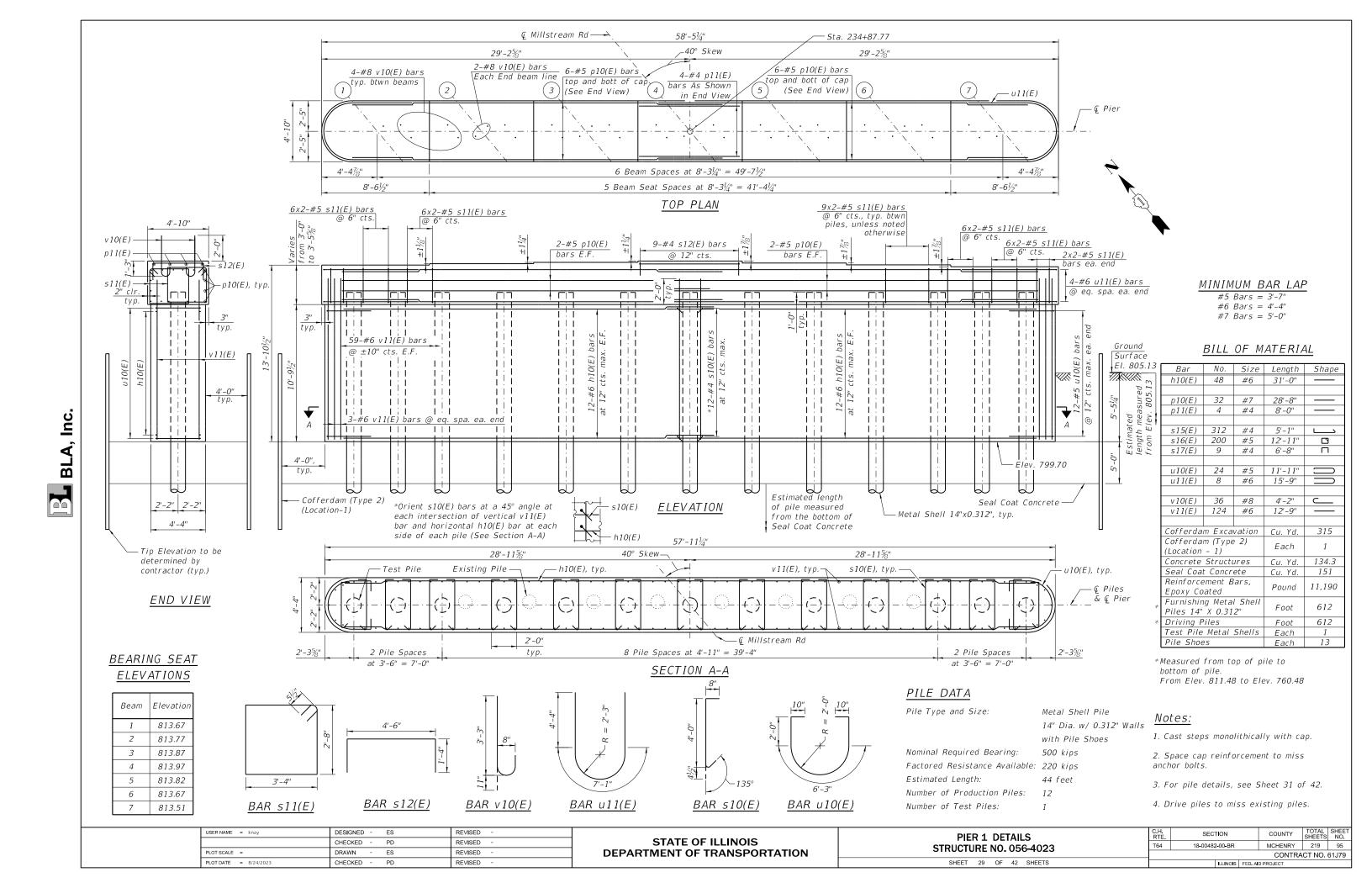
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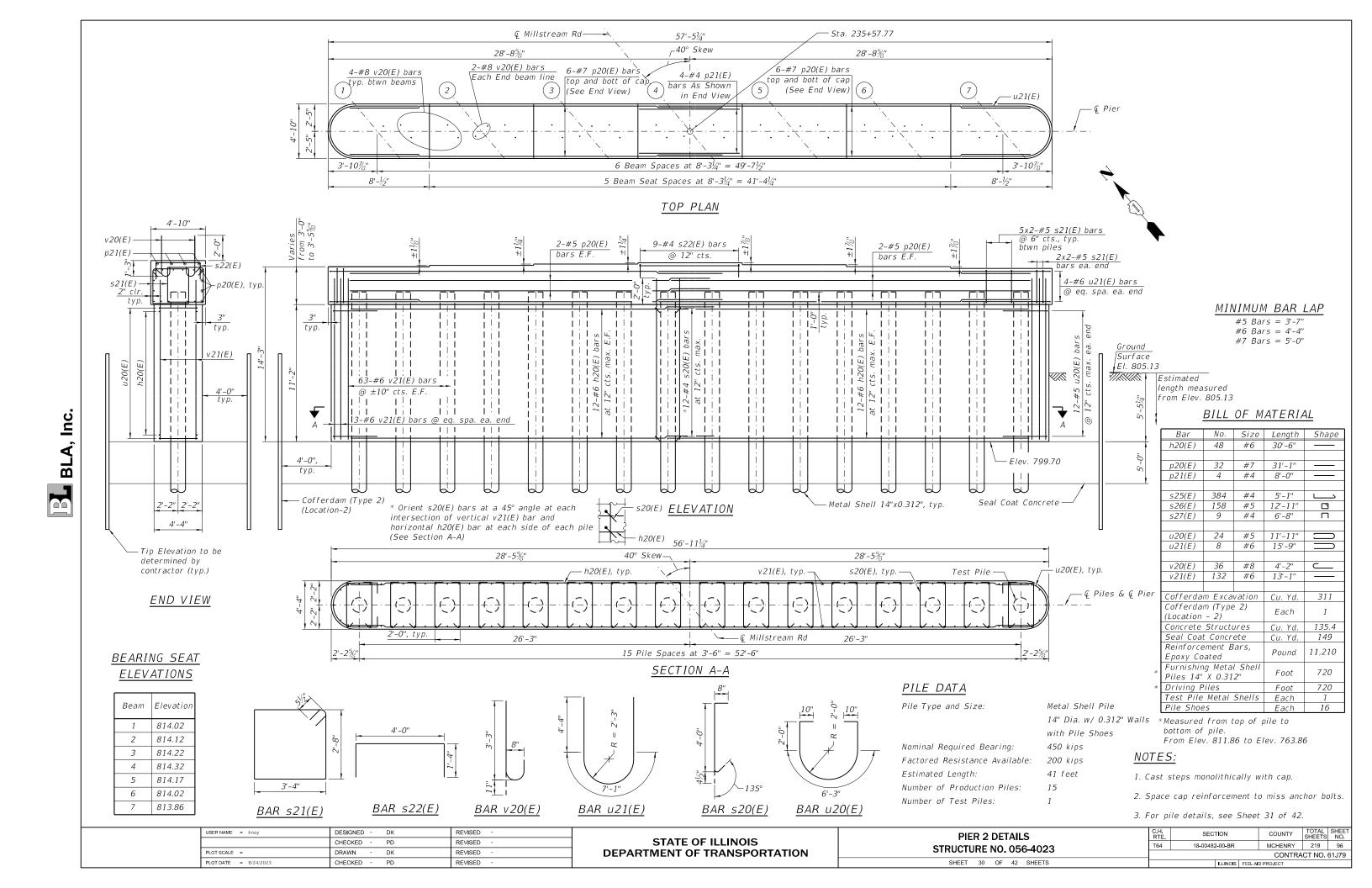
CHECKED -

PD

REVISED

SHEET 28 OF 42 SHEETS

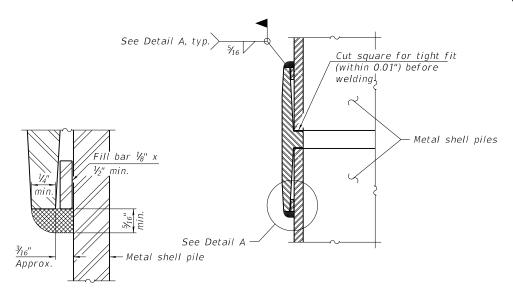




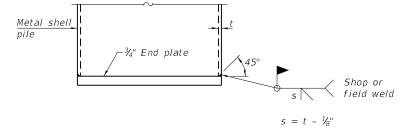


METAL SHELL PILE TABLE

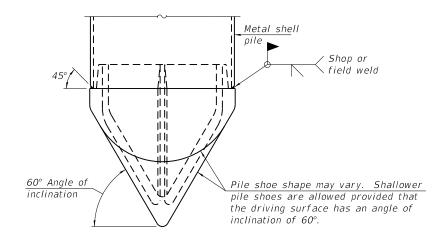
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³/ft.)
PP12	0.250"	31.40	0.0267
PP14	0.250"	36.75	0.0368
PP14	0.312"	45.65	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



DETAIL A



END PLATE ATTACHMENT



PILE SHOE ATTACHMENT

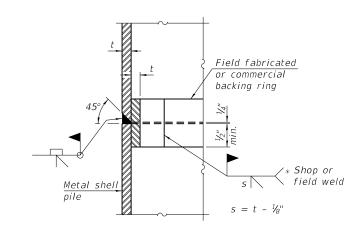
(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full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

WELDED COMMERCIAL SPLICE

Notes:

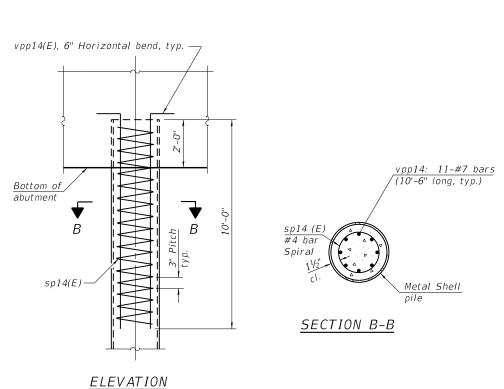
The ½" x ½" min. fill bar may be constructed of 2 bars with a ½" max, gap between them. Pile segments shall be driven to solid contact w

Pile segments shall be driven to solid contact with splicer before welding.



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.



INDIVIDUAL PILE

CONCRETE ENCASEMENT

(When specified)

2'-6"

SECTION A-A

Welded wire fabric 6 x 6-

W4.0 x W4.0 weighing

Forms for concrete encasement may be omitted when soil conditions permit.

58#/100 sq. ft.

Metal shell pile

REINFORCEMENT AT ABUTMENTS

(Omit when concrete encasement is specified)

Note:

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

Bottom of

<u>EL</u>EVATION

pile cap

USER NAME = knay	DESIGNED - KN	REVISED -		PILE DETAILS	C.H.	SECTION	COUNTY	TOTAL	SHEET
	CHECKED - PD	REVISED -	STATE OF ILLINOIS		T64	18-00482-00-BR	MCHENRY	219	97
PLOT SCALE =	DRAWN - KN	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 056-4023			CONTRA	CT NO. 6	31J79
PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -		SHEET 31 OF 42 SHEETS		ILLINOIS FEE	. AID PROJECT		

795.0**'**

F-111b-1

Water Level —

LICV., IC	Becomption Beptil, I		0		1.		1.4	I CII.	V V	OW	Qu
Brown-d 813.8 Fill -	ark brown sand & gravel,da 14.0"	amp ,	1	J				70 T	5.9		
Brown f coarse 812.5 Fill	ine sand & silt,trace medi sand & gravel,damp,loose -	Lum—	2	SS	15"	5 4 5	9		11.0		
	ark brown silt,some sand, lay & gravel,damp-very dan Fill	np,				2					
		_5	3	SS	18"	4	6		15.1		
silt &	ine sand,some gravel,trace medium-coarse sand,damp-ve ose - Fill		4	SS	18"	2 2 3	5		18.8		
806.0'		_=				2					
	own fine sand,trace medium sand & gravel,saturated,	10	5	SS	14"	3	6		31.3		
fine-me	oarse sand & gravel,some dium sand,saturated,loose		6	ss	8"	3 4 5	9		10.8		
medium	ray to gray fine sand, some sand, trace coarse sand & saturated, medium dense		7	SS	18"	3 5	11	5 S	10.0	8	
799.0'		15	7	55	18	ъ			10.3		
medium	ray to gray fine sand, some sand, trace coarse sand & saturated, loose		8	SS	18"	3 4 4	8		1870		
						3					

ster Level — depth, ft. elev, ft. while drilling: 9.0 806.0' 810.0' 810.0' 91.0' 92.0 810.0' 91.

Elev., ft. 815.0' Description Depth, ft. 0 S T R B N Pen.

File No. ____24929

Client BLA, Inc.

McHenry County, IL

SOIL AND MATERIAL CONSULTANTS, INC.

BORING LOG_101_

Client BLA, Inc. Sheet of 4

Millstream Road over Kishwaukee

Project River Bridge Rehab./Replacement Date 3/2/20

___ Equipment ☑CME 45B ☐H.A. ☐Other Logged By ___CS

___ Sheet _1_ of _4__

__ Drilled By __AC

W Uw Qu

ments		Client BLA, Inc. Sheet 2 c Millstream Road over Kishwaukee Project River Bridge Rehab./Replacement Date 3/2 McHenry County, IL								/2/20
	Loca	tion_	мсне	nry	Count	у, 11		Drille	d By	AC CS
	Equi	men	t 🖾 C	ME 4	5B □I	H.A. C	Other	Logge	d By —	
v., ft. Description Depth,	ft. 0	s	Т	R	В	N	Pen.	W	Uw	Qu
Brown-gray to gray fine sand, som	e —									
medium sand, trace coarse sand & gravel, saturated, medium dense					6	1				
		10	SS	18"	8	17		13.0		
	_					-		13.0	-	-
0'	-				5					
Gray fine sand, some gravel &				1,,,,,	6					
medium-coarse sand, saturated,	25	11	SS	14"	6	12		10.6		
medium dense	_									
	_				6					
	_	12	SS	15"	9	17		10.7		
0'										
Gray fine sand, trace medium-	- 1/-				6					
coarse sand & gravel, saturated,					. 7			-		
medium dense	30	13	SS	12"	9	16		13.5		<u> </u>
	_				1					
0'										
Gray fine sand, some medium-coars	e									
sand & gravel, saturated, medium	_				_9					
dense to dense		.,		1 - 11	13					7
	35	14	SS	15"	13	26		10.3		
	_									
	-									
	_									
	_				14					
0,	-				17					
V	40	15	SS	12"	20	37		12.3		1

SOIL AND MATERIAL CONSULTANTS, INC.	File N	lo	249	29	_	E	BORI	NG L	OG_	.01	
3.0	Clien	Į.	BLA,					S	heet _3	of 4	
			Mill Rivo	stre	am Ro	ad ov	er Kis	hwankee	kee ent Date 3/2/20		
omments	Proje				Count						
	Locat		d ByA								
	Equip	men	d By —	Sy CS							
Elev., ft. Description Depth, ft.	0	S	Т	R	В	N	Pen.	W	Uw	Qu	
- Gray fine sand, some medium-coarse sand & gravel, saturated, medium dense to very dense											

	45	16	SS	8"	7 12 16	28		11.4			
					7	20	<u> </u>	11.4	wheeligh of the state of the state of		
	-										
<u> </u>											
	-		_	-						-	
	-				16 26						
	50	17	SS	6"	27	53		8.3			
	_										
	_										
Gray fine sand, some medium-coarse sand & gravel, saturated, dense	55	18	ss	10"	12 13 20	33		10.5			
	-33				20			10.5			
57.0'									manananananana		
Gray gravel, some medium-coarse sand, trace fine sand, saturated, 5.0, medium dense					9						
55.0'	60	19	SS	6"	16	29		5.4			
ater Level — depth,ft. elev, ft. B - while drilling: 9.0 806.0' N - after drilling: 5.0 810.0' Pen.	- Stand - SPT, - pock	dard P blows et pen	enetra /foot to etrome	tion Te drive ter rea	st(SPT),	blows/ 6 plit-spoo s/sq. ft.	Uv			content, alling 30"	

F-111b-1

USER NAME = knay	DESIGNED - CP	REVISED -
	CHECKED - PD	REVISED -
PLOT SCALE =	DRAWN - CP	REVISED -
PLOT DATE = 8/24/2023	CHECKED - PD	REVISED -

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length, in.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS I STRUCTURE NO. 056-4023		SECTION	TION COUNTY		SHEET NO.
		18-00482-00-BR	MCHENRY	219	98
3111001011L1101.030-4023			CONTRA	ACT NO.	61J79
SHEET 32 OF 42 SHEETS		ILLINOIS E	ED AID PROJECT		

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SOIL AND MATERIAL CONSULTANTS, INC.	File N	lo	24	929	-	E	BORI	NG L	OG_1	01		
-3/	Clien	t	BLA,	Inc				5	Sheet 4	_of 4_		
omments	Millstream Road over Kishwaukee Project River Bridge Rehab./Replacement Date 3/2/20											
	-	. 1	ИсHе									
	Loca	non_			-				ed By			
	Equipment ☑CME 45B ☐H.A. ☐Other Logged By											
Elev., ft. Description Depth, ft.	0	S	Т	R	В	N	Pen.	W	Uw	Qu		
Gray gravel, some medium-coarse san 54.0' trace fine sand, saturated, med.dens	nd,											
Gray fine sand, some medium-coarse	_				-							
sand & gravel,saturated,dense	_											
	_											
	\equiv				11							
	65	20	SS	15"	16 28	44		14.4				
	-									***************************************		
	_											
<u>-</u>												
	-				10							
					17							
	70	21	SS	15"	32	49		15.4				
	=											
<u>-</u>												
2.5'						-						
Gray fine sand, trace medium- coarse sand & gravel, saturated,								3.				
very dense	\dashv				7 19							
0.0'	75	22	SS	15"	32	51		17.6				
End of Boring	\exists											
-												
												
	-											
-	二											
-	80											
ater Level — depth,ft. elev., ft. B - while drilling: 9.0 806.0' N - after drilling: 5.0 810.0' Pen.	 Stand SPT, pocket 	dard Po blows et pene	enetrat foot to etrome	drive : ter rea	st(SPT),	blows/ 6' plit-spoo s/sq. ft.	n sampler Uw	with 140 lb.	R - recovery W - water or hammer fal reight of soi	ontent, % ling 30"		

	Clier			Inc.			1966		heet 1	_of _
Comments	Proje	ect _R	ills ive	trea Bri	m Roa dge F	d ove Rehab.	r Kisl /Repla	nwaukee acement	Date 3/	12/20
	Loca	tion_	lcHer	iry (County	, IL		Drille	d By	AC
	Equi	pmen	t 🖺 C	ME 4	5B □I	H.A. □	Other	Logge	ed By —	es
Elev., ft. 815,01 Description Depth, ft.	0	S	Т	R	В	N	Pen.	W	Uw	Qu
Bituminous concrete - 5.0" Brown fine sand, some gravel & med coarse sand, damp, loose - Fill	ium	1			3			5.5		
Black-dark brown fine sand, some silt, & medium-coarse sand & grave	1,_	2	SS	10"	3	6		18.2		
damp,loose - Fill	_				2					
900 51	5	3	SS	15"	4 2	6		16.8		
Boy.5' Dark brown fine sand, some medium- coarse sand & gravel, very damp, wery damp, medium dense - Fill	_				5					
Black silt, some fine sand, trace 807.0' roots, damp, loose (topsoil)	_	5	SS		3	8		8.8		
Brown to brown-gray fine sand, trace gravel & medium-coarse sand saturated,loose	, 10	6	SS	18"	2 2 3	5		32.4		
Brown medium-coarse sand, some gravel & fine sand, saturated,	_				5 2					
802.0'		7	SS	12"	3	5		7.5		
Brown coarse sand & grave1,some medium sand,trace fine sand, saturated,medium dense	_				5					
	15	8	SS	14"	6	13		7.4		
Brown coarse sand & gravel,some medium sand,trace fine sand, saturated,loose		9	SS	14"	3 4 3	7		13.7	WOOLAND CONTRACTOR AND ADDRESS	
796.5' Gray fine-medium sand, some coarse					4					
795.0' dense gravel, saturated, medium	_	10	SS	12"	5 6	11		16.7		

9/2	SOIL AND MATERIAL CONSULTANTS, INC.	File	No	24	929	_	E	BORI	NG L	OG_	102		
-		Clier	nt	BLA,	Inc				S	heet2	of _		
0	-4-			Mill Rivo	stre	am Ro	ad ov	er Kis	hwaukee acement				
Comme	nts	Proje					y, IL		acement	Date			
		Loca	tion_	LLUC	3	Journe	.,,		Drille	d By	AC		
		Equi	Equipment ☑CME 45B ☐H.A. ☐Other Logged By —										
Elev., f	ft. Description Depth,	ft. 0	s	Т	R	В	N	Pen.	W	Uw	Q		
70/ 01	Gray fine-medium sand, some coars		-			-					300		
794.01	sand & gravel, saturated, medium de					5	1						
	Gray fine sand, some medium-coars sand, trace gravel, saturated, medi		111		1011	6	1,,		16.0				
_	dense	-	11	SS	10"	7	13		16.3		-		
791.5		_					1						
	Cura- Sina madium and ac		1			7	1						
	Gray fine-medium sand, some coars sand & gravel, saturated, medium	25	12	SS	12"	9	19		12.7		1		
-	dense to dense	25		-		10			12.7		-		
_		_				6	-						
_			13	SS	110"	7	16		12.7				
											1		
_		_									-		
						9							
_		30	14	SS	15"		22		12.8				
_								and a second second					
		_					-						
_		_				-							
									2				
_		_				11							
_						12	1						
		35	15	SS	15"	12	24		11.7				
_		-											
_					-		1						
_		-											
		_							11.1				
						99							
775.0'		40	16	SS	15"	15 17	32		10.8				
	while drilling: $\frac{8.0}{3.0}$ $\frac{807.0'}{812.0'}$ Pe	S - sam B - Star	idard P , blows (et pen	enetra foot to etrome	tion Te drive : ter rea	st(SPT), 2" O.D. s ding, tor	blows/ 6 split-spoons/sq. ft.	Uv			content Illing 3		

USER NAME = knay	DESIGNED -	CP	REVISED -
	CHECKED -	PD	REVISED -
PLOT SCALE =	DRAWN -	CP	REVISED -
PLOT DATE = 8/24/2023	CHECKED -	PD	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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comments			Client										
			Equipment CME 45B										
Elev., ft.	Description	Depth, ft.	0	S	Т	R	В	N	Pen.	W	Uw	Qu	
sand	fine-medium sand, so & gravel, saturated, e to dense		\exists	4									
_			No.					-			***************************************		
_							13						
=			45	17	SS	15"	13	28		11.3	TO THE TOTAL WARE		
			듸										
												-	
-			-				10						
			50	18	SS	15"	12 18	30		8.3			
_		1					***************************************			- 0,5			
			ᆿ										
_					14.				****				
_					15		*						
			\exists				14 1616						
_			55	19	SS	15"	17	33		9.2			
_			듸				-						
			ᆸ										
57.51 Gra	y gravel, some mediu	n-coarse				,	-						
_ san	d, trace fine sand,	saturated,	, 5				12			5			
			60	20	SS	1511	16	35		8 7			
ater Level — - while d - after di - hr		ev. ft. B 07.0' N 12.0' Pen.	- Stand - SPT, - pocke	ole T dard P blows et pen	enetrat /foot to etrome	drive : ter rea	19 , SS(splist(SPT), 2" O.D. s	blows/ 6 plit-spoo	U			ontent, % Iling 30"	

		Comments		Client BLA, Inc. Sheet 4 of Millstream Road over Kishwaukee Project River Bridge Rehab./Replacement Date 3/12/											
		1	Loca	ation ^M	cHen	ry (County	, IL		Drille	d By _A	С			
					ıt ⊠C	Logge	Logged By CS								
Elev., ft.	Description	Depth, ft.	0	S	Т	R	В	N	Pen.	W	Uw	Q			
_	Gray gravel, some me sand, trace fine san			-								- 60			
	dense	u, saturated					S. A. Line	1							
753.0'	C		-					1				0.1			
	Gray fine sand, some coarse sand & gravel			-	-	-		-				-			
	dense to very dense	, barararea,	_	1				1							
			-	-	1		20	-							
			65	21	SS	12"		42		13.9					
											-				
			_	1				-							
			- 3	1			1.23	1							
_						_									
				1				1							
							20			,					
_			_				23								
-			70	22	SS	15"	24	47		14.5					
								1							
_			_												
_				1			-								
_)							
_			_				22	1							
							23								
40.0'			75	23	SS	15"	29	52		15.7					
-	End of Bori	ng	-				_								
			_												
_			_												
			-			-						-			
										1					
_			_												
_			80												

Comments	Millstream Road over Kishwaukee Project <u>River Bridge Rehab./Replacement</u> Date 3/3/20									
	Location McHenry County, IL Drilled By AC									
	Equi	pmen	t 🗵 C	ME 4	5B □H	H.A. □	Other	Logge	d By	CS
Elev., ft. 815.0' Description Depth, ft. Bituminous concrete - 4.5"	0	S	Т	R	В	N	Pen.	W	Uw	Qu
314.0'Brown sand & gravel,damp Black fine sand,trace sand & organ matter,damp,loose - Fill 312.5'	ic_	2	J	18"	4 4 5	9		5.9		
Dark brown fine sand, some gravel & medium-coarse sand, trace silt, damp,loose - Fill Brown fine sand, damp,loose - Fill	5	3 4	SS	18"	3 3 2			13.4 14.2		
Brown Time saint, damp, toose - Fill 309.5' Dark brown-black fine saind & silt, 508.5'trace medium-coarse, saind & gravel, damp, very loose - Fill			33	10	5	5		21-0		
Black organic silt,damp-very damp, very loose		6	SS	15"	1	1		44.4		
305.5' Dark brown-black fine sand, satu-	10	7 8	SS	18"	1 1 4	5		102.7 39.2		
rated,loose Brown-gray medium-coarse sand & gravel,some fine sand,saturated, loose		9	SS	18"	4 4 2	6		13.1		
Gray fine sand,saturated,loose	15	10	SS	18"	2 2 3	5		23.3		
798.5' Gray fine sand, some medium-coarse sand & gravel, saturated, loose		11	SS	12"	1 2 5	7		22.0		
Gray medium-coarse sand, some grave & fine sand, saturated, medium dense		12	ss	15"	3 5 7	12		9.6		

USER NAME = knay DESIGNED - CP REVISED CHECKED - PD REVISED DRAWN REVISED PLOT DATE = 8/24/2023 CHECKED - PD REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

COUNTY TOTAL SHEET NO.

MCHENRY 219 100 SECTION **BORING LOGS III** 18-00482-00-BR STRUCTURE NO. 056-4023 CONTRACT NO. 61J79 SHEET 34 OF 42 SHEETS

Water Level — depth,ft.

- while drilling: 9.0

- after drilling: 3.0

- hrs. after drilling: 812.0

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