F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	1
	ILLINOIS	CONTRACT NO. 63583		

+2 (71)

INDEX OF SHEETS

HIGHWAY STANDARDS

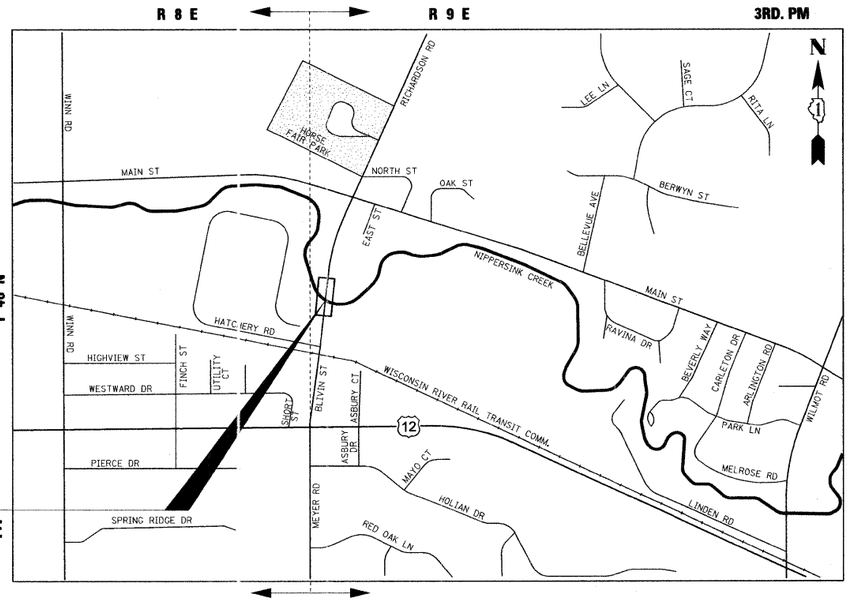
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
515001-03	NAME PLATE FOR BRIDGES
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602001-02	CATCH BASIN, TYPE A
602011-02	CATCH BASIN, TYPE C
602301-03	INLET, TYPE A
602401-03	MANHOLE, TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-03	FRAME AND LIDS, TYPE 1
604036-02	GRATE, TYPE 8
604051-03	FRAME AND GRATE, TYPE 11
606001-04	CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
630001-09	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
631031-09	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701101-02	OFF ROAD OPERATIONS, 2L, 2W, 15' TO 24' FROM PAVEMENT EDGE
701106-02	OFF ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701201-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATION-DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-01	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-02	TYPICAL PAVEMENT MARKINGS
BLR-22-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

06-17-11 LETTING ITEM 208

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

BLIVIN STREET
OVER NIPPERSINK CREEK
SECTION 08-00355-00-BR
PROJECT BRS-0111(049)
JOB C-91-098-09
BRIDGE REPLACEMENT
McHENRY COUNTY



LOCATION OF SECTION INDICATED THUS: –■–

DESIGN DESIGNATION

BLIVIN STREET – LOCAL ROAD
ADT BLIVIN STREET: 1,200 (2009)
ADT BLIVIN STREET: 2,000 (2030)

POSTED SPEED LIMIT BLIVIN STREET: 35 MPH
DESIGN SPEED LIMIT BLIVIN STREET: 40 MPH

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

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

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

CONTRACT NO. 63583

PROJECT LOCATION
BLIVIN STREET BRIDGE REPLACEMENT
BEGIN IMPROVEMENT AT STA. 211+61.18
END IMPROVEMENT AT STA. 215+45.00
EXIST SN 056-3024
PROP SN 056-3191

LOCATION MAP

MAP SCALE: NTS
BURTON TOWNSHIP

PROJECT LOCATED IN THE VILLAGE OF SPRING GROVE

BLIVIN STREET GROSS AND NET LENGTH = 383.82 FT. = 0.08 MILE

CRAIG A. LUKOWICZ 062-041788 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

CONSULTING ENGINEERS SCIENTISTS & LAND SURVEYORS
Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
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ITASCA • CHICAGO • LAKE GENEVA • SOUTH BEND • INDIANAPOLIS

Craig A. Lukowicz DATE 3/22/11
CRAIG A. LUKOWICZ
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-041788
MY LICENSE EXPIRES ON 11-30-11.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED March 24, 20 11
Joseph R. Gorpalski
COUNTY OF MCHENRY, COUNTY ENGINEER

PASSED April 13 20 11
Chris Hebert
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW April 13 20 11
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406 SCHAUMBURG, IL

GENERAL NOTES

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2007 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2011; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS", SIXTH EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

2. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

3. THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.

UTILITIES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

2. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. ALL UTILITY WORK SHALL BE IN ACCORDANCE WITH SPECIAL PROVISION LR105.

3. THE FOLLOWING UTILITIES ARE PRESENT WITHIN THE PROJECT LIMITS:

COM ED	FRONTIER COMMUNICATIONS
MIKE LENOX	DON BELMORE
PROJECT ENGINEER	815-544-6171
815-490-2869	
NICOR	COMCAST
CONSTANCE LANE	MARTHA GIERAS
630-388-3830	630-600-6352

STAKING

1. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

2. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE BACK OF CURB, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OF CURVE, ETC., ARE TOP OF CURB, UNLESS OTHERWISE NOTED.

3. STRUCTURE OFFSET. LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE--TO THE EDGE OF PAVEMENT; B) FOR ALL OTHER STRUCTURES--TO THE CENTER OF THE STRUCTURE.

4. ALL ELEVATIONS ARE ON U.S.G.S. DATUM NAVD 88.

5. ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, BACKS OF CURB, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.

SEWERS AND WATER MAINS

1. ANY LOOSE MATERIAL, DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.

2. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.

3. ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR ANY MANHOLE, CATCH BASIN, INLET, DRY WELL VALVE VAULT, OR METER VAULT SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: FOR STORM SEWER STRUCTURES- "STORM". FOR SANITARY SEWER STRUCTURES--"SANITARY". FOR WATER SYSTEM STRUCTURES--"WATER". ANY ADDITIONAL COST FOR THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE FRAME AND CLOSED LID PROVIDED.

4. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED.

5. ALL OPEN LIDS AND GRATES SHALL BE STAMPED WITH "DUMP NO WASTE" AND "DRAINS TO WATERWAY." IF NO ROOM ON THE LID, A PLAQUE WITH THIS TEXT SHALL BE IMBEDDED IN THE CURB ADJACENT TO THE FRAME AND GRATE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.

BACKFILL

1. ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER HAS BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS, BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE.

SIGNS

1. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE PERFORMED ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

2. ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

    1. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.

    2. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.

    3. ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.

    4. ALL UNUSED SIGNS WILL BE RETURNED TO THE COUNTY.

    5. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS AND SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICAIONS.

3. THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847)-705-4470 A MINIMUM OF 72 HOURS PRIOR TO PLACING ANY SIGNS OR TRAFFIC CONTROL DEVICES ON STATE HIGHWAYS.

MISCELLANEOUS

1. THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS , EXISTING DRIVEWAY ACCESS, AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT, UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER.

2. SAW CUTTING OF PAVEMENTS, SHOULDERS, ETC. SHALL BE FULL DEPTH AND SHALL RESULT IN A CLEAN, STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

3. THE THICKNESSES OF HOT MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT MIX ASPHALT MIXTURES ARE TO BE PLACED.

4. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, P.C.C. SIDEWALK, P.C.C. DRIVEWAY PAVEMENT, AND AS DIRECTED BY THE ENGINEER.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

6. WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.

7. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT

8. THE CONTRACTOR SHALL PREPARE THE SUBGRADE IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS PRIOR TO THE REMOVAL OF ANY UNSTABLE MATERIALS,

9. ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEARED, LAYERED WITH TOPSOIL, AND SEEDED OR SODDED AS SHOWN IN THE PLANS.

10. USE A FERTILIZER WITH AN ANALYSIS OF 1:1 RATIO AT THE FOLLOWING RATE PER ACRE:

	SEEDING	SODDING
NITROGEN FERTILIZER NUTRIENT	90 LBS.	60 LBS.
PHOSPHORUS FERTILIZER NUTRIENT	90 LBS.	60 LBS.
POTASSIUM FERTILIZER NUTRIENT'	90 LBS.	60 LBS.

11. SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BY THE ENGINEER AT A RATE OF 3 GAL PER SQ. YD.

12. THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER EXCAVATED MATERIAL. NOT FOR SALVAGE AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE EACH DAY.

13. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT KAMIL RIZKO, IDOT BUREAU OF MATERIALS AT (847) 705-4688.

14. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN OR NEAR THE CRITICAL AREAS SHOULD BE ISOLATED FOR CONCENTRATED FLOWS OR STREAM FLOW. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS.

15. ORIGINAL NAMEPLATE SHALL BE DETACHED AND RETURNED TO THE MCDOT CONSTRUCTION MANAGER.

16. PRIOR TO START OF CONSTRUCTION, MCHENRY COUNTY DOT OFFICIALS SHALL COORDINATE WITH THE MCHENRY COUNTY CONSERVATION DISTRICT IN THE TEMPORARY RELOCATION OF BLACK SANDSHELL MUSSELS. NO CONSTRUCTION ACTIVITIES SHALL OCCUR PRIOR TO COMPLETION OF MUSSEL RELOCATION.

FILE NAME = WA755-010 Blivin Phase II\CADD\Sheets\Y25810-abtgennote.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
	DRAWN - DBB	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -
PLOT DATE = 4/6/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

GENERAL NOTES

SCALE: NONE | SHEET NO. 2 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	2
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE BLIVIN STREET 80% FED 20% COUNTY URBAN BRIDGE 0011
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	124	124
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	64	64
	20101000	TEMPORARY FENCE	FOOT	452	452
	20200100	EARTH EXCAVATION	CU YD	349	349
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	117	117
	20300100	CHANNEL EXCAVATION	CU YD	1,238	1,238
	20800150	TRENCH BACKFILL	CU YD	61.0	61.0
	20900110	POROUS GRANULAR BACKFILL	CU YD	45.0	45.0
	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	1,408	1,408
*	25000210	SEEDING, CLASS 2A	ACRE	0.13	0.13
*	25000310	SEEDING, CLASS 4	ACRE	0.10	0.10
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	24.3	24.3
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	24.3	24.3
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	24.3	24.3
	25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	1,118	1,118
*	25200110	SODDING, SALT TOLERANT	SQ YD	290	290
*	25200200	SUPPLEMENTAL WATERING	UNIT	97	97
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	49	49
	28000315	AGGREGATE DITCH CHECKS	TON	9.2	9.2
	28000400	PERIMETER EROSION BARRIER	FOOT	1,250	1,250
	28000500	INLET AND PIPE PROTECTION	EACH	3	3
	28000510	INLET FILTERS	EACH	10	10
	28100101	STONE RIPRAP, CLASS A1	SQ YD	10	10
	28100109	STONE RIPRAP, CLASS A5	SQ YD	263	263
	28200200	FILTER FABRIC	SQ YD	1,135	1,135
	28500400	ARTICULATED BLOCK REVETMENT MAT	SQ YD	1,100	1,100
	40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.23	0.23
	40600300	AGGREGATE (PRIME COAT)	TON	1.15	1.15
	40701801	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6"	SQ YD	412	412
	42001300	PROTECTIVE COAT	SQ YD	42	42
	42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	91	91
	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	29	29

* SPECIALTY ITEMS

FILE NAME = W:\795-010 Blivin Phase II\CADD_Sheets\795010-int-SQQ.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
	DRAWN - DBB	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -
PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 3 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	3
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE BLIVIN STREET 80% FED 20% COUNTY URBAN BRIDGE 0011
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	190	190
	44000100	PAVEMENT REMOVAL	SQ YD	771	771
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	125	125
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	137	137
	44000600	SIDEWALK REMOVAL	SQ FT	375	375
	48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	46	46
	48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	128	128
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
	50104650	SLOPE WALL REMOVAL	SQ YD	440	440
	50200100	STRUCTURE EXCAVATION	CU YD	267	267
	50300225	CONCRETE STRUCTURES	CU YD	84.9	84.9
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	386.4	386.4
	50300260	BRIDGE DECK GROOVING	SQ YD	584	584
	50300280	CONCRETE ENCASEMENT	CU YD	61.0	61.0
	50300300	PROTECTIVE COAT	SQ YD	1,095	1,095
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1
	50500505	STUD SHEAR CONNECTORS	EACH	3,276	3,276
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	89,560	89,560
	50800515	BAR SPLICERS	EACH	82	82
*	50901750	PARAPET RAILING	FOOT	354	354
	51201800	FURNISHING STEEL PILES HP14X73	FOOT	1,222	1,222
	51202305	DRIVING PILES	FOOT	1,222	1,222
	51203800	TEST PILE STEEL HP14X73	EACH	4	4
	51500100	NAME PLATES	EACH	1	1
	52100520	ANCHOR BOLTS, 1"	EACH	48	48
	54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1
	54247110	GRATING FOR CONCRETE FLARED END SECTION 18"	EACH	1	1
	550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	20	20
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	142	142
	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	30	30
	550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	19	19
	55100500	STORM SEWER REMOVAL 12"	FOOT	95	95

* SPECIALTY ITEMS

FILE NAME = W:\795-010 Blivin Phase II\CADD\Sheets\795010-sht-SQQ.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
	DRAWN - DBB	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -
PLOT DATE = 4/6/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 4 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	4
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE BLIVIN STREET 80% FED 20% COUNTY URBAN BRIDGE 0011
	55100700	STORM SEWER REMOVAL 15"	FOOT	32	32
	55100900	STORM SEWER REMOVAL 18"	FOOT	10	10
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	52	52
	60107700	PIPE UNDERDRAINS 6"	FOOT	218	218
	60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1
	60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME AND GRATE	EACH	1	1
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1
	60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1
	60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1
	60404800	FRAMES AND GRATES, TYPE 11	EACH	1	1
	60500060	REMOVING INLETS	EACH	5	5
	60603401	GUTTER OUTLET (SPECIAL)	FOOT	64	64
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	105	105
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	112.5	112.5
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	1
	63200310	GUARDRAIL REMOVAL	FOOT	167	167
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5
	67100100	MOBILIZATION	L SUM	1	1
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	916	916
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	415	415
*	78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	61.2	61.2
*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	481	481
*	78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	20	20
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	7	7
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	6	6
*	A2001224	TREE, ACER RUBRUM RED SUNSET (RED SUNSET RED MAPLE), 3" CALIPER, BALLED AND BURLAPPED	EACH	7	7
*	A2007122	TREE, QUERCUS RUBRA (RED OAK), 3" CALIPER, BALLED AND BURLAPPED	EACH	7	7
*	A2008024	TREE, TILIA CORDATA (LITTLE LEAF LINDEN), 3" CALIPER, BALLED AND BURLAPPED	EACH	6	6
	X0325405	FILL EXISTING STORM SEWERS	CU YD	5	5
	X0326474	DROP STRUCTURE NUMBER 1	EACH	1	1
	X0426200	DEWATERING	L SUM	1	1
	X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	113	113

* SPECIALTY ITEMS

FILE NAME = W:\795-010 Blivin Phase II\CADD_Sheets\795010-sht-SQ0.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
	DRAWN - DBB	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -
PLOT DATE = 4/6/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 5 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	5
		CONTRACT NO. 63583		

FED ROAD DIST NO. 1 | ILLINOIS | FED AID PROJECT

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE BLIVIN STREET 80% FED 20% COUNTY URBAN BRIDGE 0011
	X2800400	PERIMETER EROSION BARRIER, SPECIAL	FOOT	10	10
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1
	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	1	1
	X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1	1
	X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1	1
	X5021510	COFFERDAMS (SPECIAL)	EACH	2	2
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
*	X7810300	RECESSED REFLECTIVE PAVMENT MARKER	EACH	4	4
	Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	571	571
	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	100	100
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	120	120
	Z0066600	STABILIZED DRIVEWAYS 8"	SQ YD	94	94
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	122	122
	Z0056612	STORM SEWER (WATER MAIN REQUIREMENTS) 13 INCH	FOOT	42	42
△	Z0076600	TRAINEES	HOUR	500	500
	XX005968	TURBIDITY CURTAIN	SQ YD	140	140
	XX006119	TRAFFIC CONTROL AND PROTECTION (DETOUR)	L SUM	1	1
	XX008003	FORM LINER, TEXTURED SURFACE, SPECIAL	SQ FT	1,691	1,691

* SPECIALTY ITEMS

△ CONSTRUCTION CODE 0042

FILE NAME = W:\795-010 Blivin Phase II\CADD\Sheets\795010-sht-SQQ.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -	
	DRAWN - DBB	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -	
PLOT DATE = 3/28/2011	DATE - 03-28-11	REVISED -	

BLIVIN STREET OVER NIPPERSINK CREEK

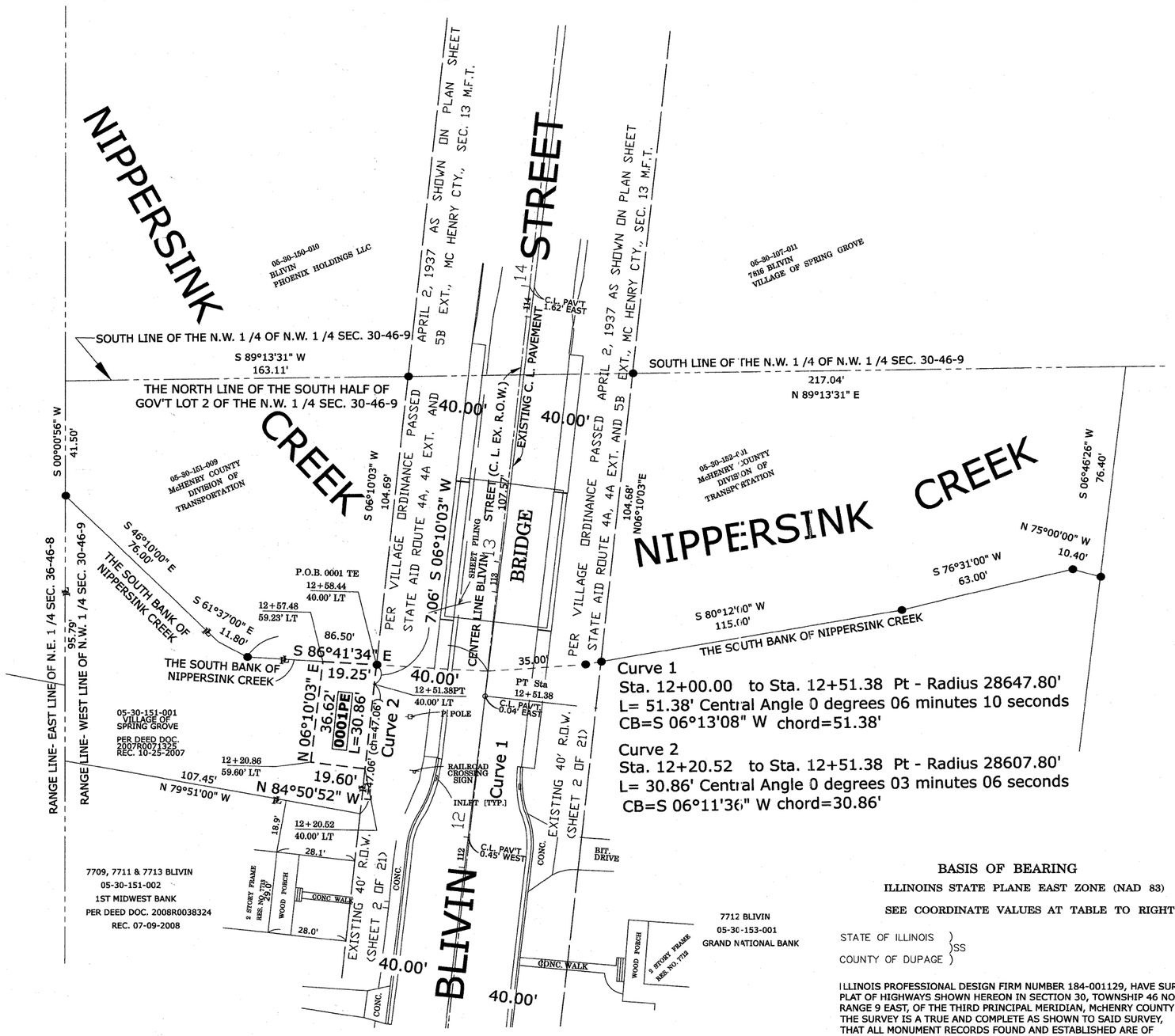
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 6 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	6
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

PART OF THE NORTHWEST 1/4 OF SECTION 30, T46 N, R9 E, OF THE 3RD P.M. McHENRY COUNTY, ILLINOIS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	7
	ILLINOIS	CONTRACT NO. 63583		



Curve 1
Sta. 12+00.00 to Sta. 12+51.38 Pt - Radius 28647.80'
L= 51.38' Central Angle 0 degrees 06 minutes 10 seconds
CB=S 06°13'08" W chord=51.38'

Curve 2
Sta. 12+20.52 to Sta. 12+51.38 Pt - Radius 28607.80'
L= 30.86' Central Angle 0 degrees 03 minutes 06 seconds
CB=S 06°11'36" W chord=30.86'

LEGEND

- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- EXISTING RIGHT OF WAY LINE
- CENTERLINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL — APPARENT PROPERTY LINE
- SECTION LINE
- 129.324 — MEASURED DIMENSION
- 129.324 (COMP) — COMPUTED DIMENSION
- (129.324) — RECORDED DIMENSION
- \+ — CUT CROSS FOUND OR SET
- ● — IRON PIPE OR IRON ROD FOUND
- ○ — RESET PIPE OR ROD TO ORIGINAL POSITION.
- ○ T1(B1) T2(B2) T3(B3) — THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET * INCH IRON ROD TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER. (NAD 83 EAST ZONE)
- ○ T1 — DENOTES TIE POINT NO. 1. SET IRON ROD FLUSH WITH GROUND SURFACE.
- ○ (B1) — DENOTES TIE POINT NO. 1. SET IRON ROD 20" BELOW GROUND SURFACE.
- □ — DIVISION OF HIGHWAYS RIGHT OF WAY SURVEY MARKER PROPOSED TO BE 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.
- ◒ — PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)

GRAPHIC SCALE
20' 0 20'
(IN FEET)
1 inch = 20 ft.

N

1

COORDINATE TABLE

STATION OFFSET	COORDINATES
14 + 00.00 – 00.00' LT.	2,103,312.29N – 1,010,210.32E
12 + 58.44 – 40.00' LT.	2,103,175.88N – 1,010,155.59E
12 + 57.48 – 59.23' LT.	2,103,176.96N – 1,010,136.37E
12 + 51.38 – 00.00' LT.	2,103,164.63N – 1,010,194.61E
12 + 20.86 – 59.60' LT.	2,103,132.37N – 1,010,132.11E
12 + 20.52 – 40.00' LT.	2,103,138.17N – 1,010,151.56E
12 + 00.00 – 00.00 LT.	2,103,133.54N – 1,010,189.13E

BASIS OF BEARING

ILLINOINS STATE PLANE EAST ZONE (NAD 83)

SEE COORDINATE VALUES AT TABLE TO RIGHT

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-001129, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 30, TOWNSHIP 46 NORTH, RANGE 9 EAST, OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY; THE SURVEY IS A TRUE AND COMPLETE AS SHOWN TO SAID SURVEY, THAT ALL MONUMENT RECORDS FOUND AND ESTABLISHED ARE OF PERMANNENT 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 ITASCA, ILLINOIS THIS _____ DAY OF _____, 20__

BOLLINGER, LACH & ASSOCIATES, INC.
JAMES D. BAKER
ILLINOIS REGISTERED LAND SURVEYOR NO. 3648
EXPIRES 11/30/2012

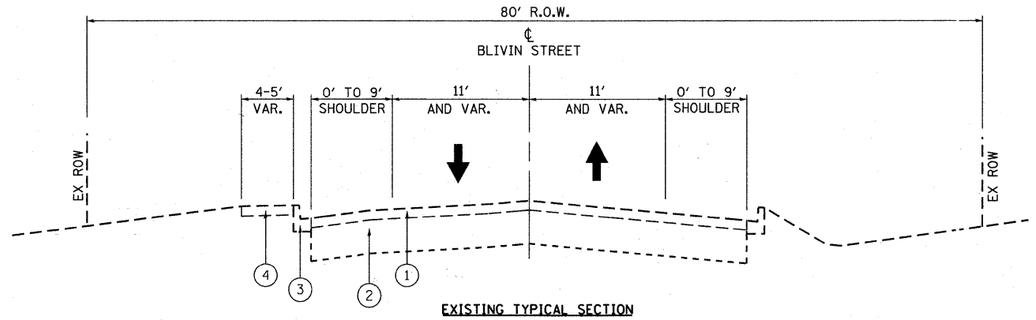
AREAS SHOWN IN ACRES

PARCEL NO.	OWNER	AREA OF WHOLE	AREA TAKEN	PREV. DED OR USE	AREA REMAIN.	AREA OF EASEMENT	EASEMENT PURPOSE	PROPERTY INDEX NUMBER
0001PE	THE VILLAGE OF SPRING GROVE	0.158			0.158	0.017	ACCESS & DRAINAGE	05-30-151-001

Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD, SUITE 200 - ITASCA, IL 60143
P:(630) 438 6400 F:(630) 438 6444 www.bollingerlach.com
ITASCA * CHICAGO * LAKE GENEVA * SOUTH BEND * INDIANAPOLIS

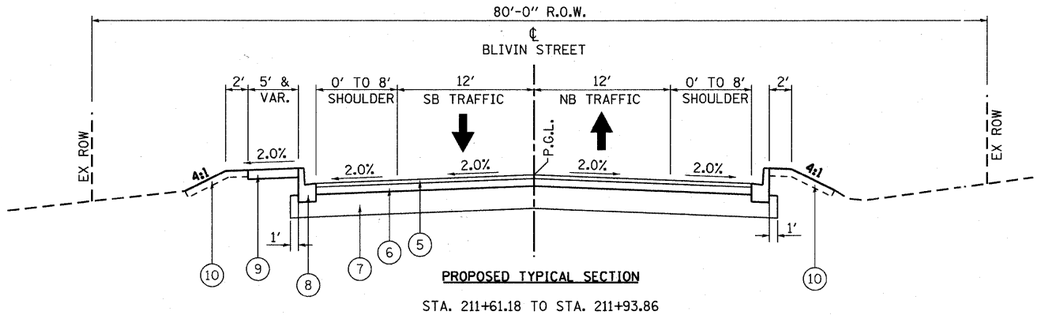
REVISION	
DATE	DESCRIPTION

ILLINOIS DEPT. OF TRANSPORTATION
RIGHT OF WAY PLAT
ROUTE– BLIVIN STREET
OVER NIPPERSINK CREEK
BRIDGE REPLACEMENT
SECTION 08-00355-00-BR
COUNTY MC HENRY
JOB C-91-098-09 PROJECT BRS-0111(049)
SEC 30 T 46 , R 9 E OF 3RD P.M.
STA 112+20.47 TO STA 112+58.57
DRAWN TMS CHECKED JDB
SCALE: 1: 20' PARCEL NO. 0001PE



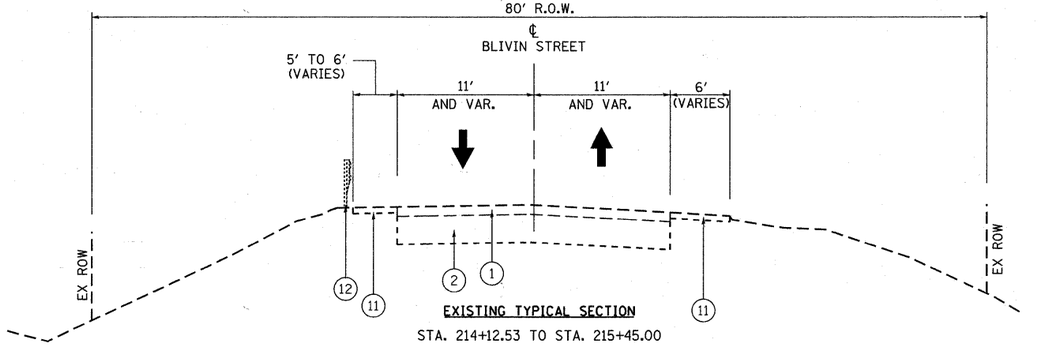
EXISTING TYPICAL SECTION

STA. 211+61.18 TO STA. 211+93.86
(BRIDGE OMISSION STA. 211+93.86 TO STA. 214+12.53)



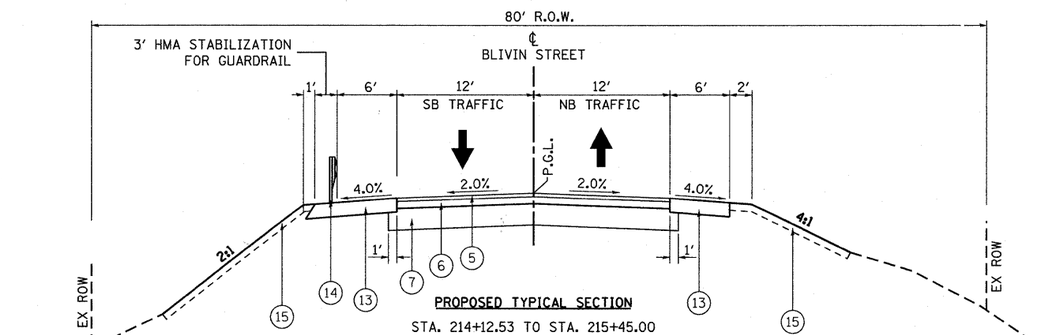
PROPOSED TYPICAL SECTION

STA. 211+61.18 TO STA. 211+93.86
(BRIDGE OMISSION STA. 211+93.86 TO STA. 214+12.53)



EXISTING TYPICAL SECTION

STA. 214+12.53 TO STA. 215+45.00



PROPOSED TYPICAL SECTION

STA. 214+12.53 TO STA. 215+45.00

LEGEND

(1) EXISTING HOT-MIX ASPHALT CONCRETE, 3" TO 6" & VARIES (REM)
(2) EXISTING AGGREGATE BASE, 24" (12" REM)
(3) EXISTING CONCRETE CURB AND GUTTER (REM)
(4) EXISTING PCC SIDEWALK (REM)
(5) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
(6) PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 4"
(7) PROPOSED AGGREGATE SUBGRADE, 12"
(8) PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
(9) PROPOSED PCC SIDEWALK 5"
(10) PROPOSED TOPSOIL FURNISH AND PLACE, 6" & SODDING, SALT TOLERANT
(11) EXISTING AGGREGATE SHOULDER, 6" (REM) - TO BE PAID FOR AS EARTH EXCAVATION
(12) EXISTING STEEL PLATE BEAM GUARDRAIL, TYPE A (REM)
(13) PROPOSED HOT-MIX ASPHALT SHOULDER, 8"
(14) PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
(15) PROPOSED TOPSOIL FURNISH AND PLACE, 6" & SEEDING, CLASS 2A & HEAVY DUTY EROSION CONTROL BLANKET

HMA MIXTURE REQUIREMENTS CHART		
MIXTURE TYPE	AIR VOIDS @ Ndes	THICKNESS
FULL DEPTH PAVEMENT, 6"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	4% @ 70 GYR.	2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 GYR.	4" (2 LIFTS)
SHOULDER RECONSTRUCTION		
HOT-MIX ASPHALT SHOULDERS, HMA BINDER (IL-19mm)	2% @ 30 GYR.	8" (3 LIFTS)
BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	4% @ 70 GYR.	2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 GYR.	4"-19" (2 LIFTS)
STABILIZED DRIVEWAYS, 8"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	4% @ 70 GYR.	2"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm)	4% @ 70 GYR.	6" (2 LIFTS)

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

FILE NAME = W:\755-010 Blivin Phase II\CADD\Sheets\755-010-sht-typical.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -	
	DRAWN - DBB	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -	
PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -	

BLIVIN STREET OVER NIPPERSINK CREEK

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET NO. 8 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	8
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

*TREES WITH SIZE NOT IDENTIFIED ON PLANS ASSUMED 6"Ø.
ENGINEER TO ADJUST QUANTITY IN FIELD IF LARGER

INLET FILTERS			
NO.	LOCATION STA.	OFFSET	QUANTITY (EACH)
BLIVIN ST.			
1	211+81.99	14.45 LT	1
2	211+81.99	14.98 RT	1
3	211+84.51	34.29 RT	1
4	212+16.19	36.75 RT	1
5	212+21.37	16.31 RT	1
6	212+21.13	14.42 LT	1
7	213+84.01	14.59 LT	1
8	213+84.35	15.29 RT	1
9	214+49.14	26.99 RT	1
10	214+63.48	20.76 LT	1
		TOTAL	10

INLET AND PIPE PROTECTION			
NO.	LOCATION STA.	OFFSET	QUANTITY (EACH)
BLIVIN ST.			
1	212+34.84	37.43 LT	1
2	212+68.12	34.60 RT	1
3	213+74.09	34.80 LT	1
		TOTAL	3

COMBINATION CONCRETE CURB & GUTTER		
LOCATION STA. - STA.	TYPE	
	*CONCRETE C&G TRANSITION (FT)	B-6.12 (FT)
BLIVIN ST.		
211+61.18 - 211+96.33 RT		35.5
212+05.86 - 212+06.12 RT	4.0	
214+12.53 - 214+17.53 RT	5.0	
214+17.53 - 214+27.53 RT	10.0	
211+61.18 - 211+96.33 LT		35.5
214+12.53 - 214+17.53 LT	5.0	
214+17.53 - 214+27.53 LT	10.0	
TOTAL	34.0	71.0

*ALL TRANSITIONS TO BE PAID FOR AS B-6.12 C&G

COMBINATION CURB & GUTTER REMOVAL	
LOCATION STA. - STA.	QUANTITY (FOOT)
BLIVIN ST.	
211+61.18 - 212+28.28 LT	69.0
211+61.18 - 212+28.28 RT	68.0
TOTAL	137.0

TEMPORARY FENCE			
NO.	STATION	OFFSET (FT)	QUANTITY (FT)
1	211+80.18	36.45 LT	50.2
2	213+59.33	108.76 RT	50.2
3	213+63.28	112.68 RT	50.2
4	214+60.67	40.21 LT	50.2
5	214+92.49	30.37 LT	50.2
6	214+92.57	33.35 LT	50.2
7	215+34.58	28.46 LT	50.2
8	215+39.46	28.59 LT	50.2
9	215+44.08	29.68 LT	50.2
		TOTAL	451.8

TREE REMOVAL (15 UNITS & LARGER)			
NO.	STATION	OFFSET (FT)	QUANTITY (UNIT)
1	212+43.85	44.88 LT	28
2	212+75.54	55.43 RT	20
3	213+53.72	75.89 RT	16
		TOTAL	64

TREE REMOVAL* (6-15 UNITS)			
NO.	STATION	OFFSET (FT)	QUANTITY (UNIT)
1	212+10.00	32.55 LT	6
2	212+13.55	32.55 LT	6
3	212+29.62	36.56 LT	6
4	212+35.27	45.29 LT	6
5	212+35.43	49.45 LT	6
6	213+57.33	41.77 LT	6
7	213+58.35	44.09 LT	6
8	213+58.81	43.00 LT	6
9	213+59.91	34.83 LT	14
10	213+62.84	42.79 LT	6
11	213+75.13	40.42 LT	6
12	213+86.91	31.53 LT	6
13	214+02.8	32.34 LT	8
14	214+46.74	31.66 LT	8
15	214+76.52	30.77 LT	10
16	212+59.27	33.26 RT	6
17	213+53.30	84.44 RT	12
		TOTAL	124

REMOVING INLETS			
NO.	LOCATION STA. - STA.	OFFSET	QUANTITY (EACH)
BLIVIN ST.			
1	212+16.18	36.81 RT	1
2	212+21.12	14.13 LT	1
3	212+21.37	16.31 RT	1
4	213+84.01	14.66 LT	1
5	213+84.30	15.13 RT	1
		TOTAL	5

FILL EXISTING STORM SEWERS	
LOCATION STATION-STATION	CLSM (CY)
BLIVIN ST.	
212+16.18-212+58.21	5.0
TOTAL	5.0

STORM SEWER REMOVAL				
LOCATION STATION-STATION	12" RCP (FT)	15" RCP (FT)	18" RCP (FT)	*12" CMP (FT)
BLIVIN ST.				
212+21.24 ℄	22.0			
212+21.24 RT	31.0			
211+84.44-212+16.18 RT		32.0		
212+58.21-212+68.21 RT			10.0	
212+84.03 LT				21.0
212+84.27 RT				21.0
TOTAL	53.0	32.0	10.0	42.0

*12" CMP REMOVAL TO BE PAID FOR AS STORM SEWER REMOVAL, 12"

P.C.C. SIDEWALK, 5"	
LOCATION STA. - STA.	QUANTITY (SQ. FT)
BLIVIN ST.	
211+61.18 - 211+93.86 LT	190.0
TOTAL	190.0

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FT POSTS	
LOCATION STA. - STA.	LENGTH (FT)
BLIVIN ST.	
214+41.28-215+45.00 LT	112.5
TOTAL	112.5

PAVEMENT MARKERS		
LOCATION STA. - STA.	RECESSED REFLEC. MARKERS (EACH)	RAISED REFLEC. MARKERS (BRIDGE) (EACH)
211+61.18 - 211+93.86	1	
211+93.86 - 214+27.53		7
214+27.53 - 215+45.00	3	
TOTAL	4	7

PROPOSED ROADWAY PAVEMENT					
LOCATION STATION-STATION	AGGREGATE SUBGRADE, 12" (SQ. YD)	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH, 6") (SQ. YD.)	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) (SQ. YD.)	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6" (SQ. YD.)	STABILIZED DRIVEWAY, 8" (SQ. YD.)
BLIVIN ST.					
211+61.18 - 211+78.86	92.0	80.0			
211+78.86 - 211+93.86	59.0		49.0		
214+12.53 - 214+27.53	51.0		42.0		
214+27.53 - 215+45.00	369.0	332.0			
DRIVEWAY (P.E.) ℄ STA 211+93.86				29.0	
DRIVEWAY (C.E.) ℄ STA 214+63.95					94.0
TOTAL	571.0	412.0	91.0	29.0	94.0

ARTICULATED BLOCK REVETMENT MAT			
LOCATION STA. - STA.	OFFSET	QUANTITY (SQ. YD.)	STONE RIRPAP CLASS A5 (SQ. YD.)
BLIVIN ST.			
212+21.85-212+89.60	33.74-53.33 LT	575	123
212+21.87-212+89.71	39.26-38.56 RT		
213+17.54-213+81.51	31.27-40.42 LT	525	140
212+17.64-213+85.64	34.73-37.58 RT		
	TOTAL	1100	263

NOTE:

BASIS OF MEASUREMENT AND PAYMENT PER STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND RECURRING SPECIAL PROVISIONS UNLESS MARKED IN THE MARGIN WITH "SPL" WHICH IDENTIFIES THOSE ITEMS WHICH ARE RULED BY SECTIONS OF THE CONTRACT SPECIAL PROVISIONS.

EARTHWORK QUANTITIES															
STA	CUT (SF)	AVERAGE	LENGTH	AVERAGE	TOTAL (CY)	STA	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)	STA	UNSUITABLES (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
211+63.18	0					211+63.18	0					211+63.18	0				
211+81.99	44.1	22.05	18.81	414.76	15.36	211+81.99	22.4	11.2	18.81	210.67	7.80	211+81.99	10.3	5.15	18.81	96.87	3.59
211+93.86	65.3	54.7	11.87	649.29	24.05	211+93.86	24.8	23.6	11.87	280.13	10.38	211+93.86	10.5	10.4	11.87	123.45	4.57
212+00	62.8	64.05	6.14	393.27	14.57	212+00	25.2	25	6.14	153.50	5.69	212+00	11.6	11.05	6.14	67.85	2.51
212+23.86	38.9	50.85	23.86	1213.28	44.94	212+23.86	24.2	24.7	23.86	589.34	21.83	212+23.86	11.6	11.6	23.86	276.78	10.25
212+50	0	19.45	26.14	508.42	18.83	212+50	0	12.1	26.14	316.29	11.71	212+50	0	5.8	26.14	151.61	5.62
213+00	0	0	50	0.00	0.00	213+00	0	0	50	0.00	0.00	213+00	0	0	50	0.00	0.00
213+50	0	0	50	0.00	0.00	213+50	0	0	50	0.00	0.00	213+50	0	0	50	0.00	0.00
213+82.53	19.8	9.9	32.53	322.05	11.93	213+82.53	48.1	24.05	32.53	782.35	28.98	213+82.53	19.4	9.7	32.53	315.54	11.69
214+00	25.6	22.7	17.47	396.57	14.69	214+00	52	50.05	17.47	874.37	32.38	214+00	18.4	18.9	17.47	330.18	12.23
214+12.53	51.2	38.4	12.53	481.15	17.82	214+12.53	39.3	45.65	12.53	571.99	21.18	214+12.53	19.1	18.75	12.53	234.94	8.70
214+25	28.5	39.85	12.47	496.93	18.40	214+25	15	27.15	12.47	338.56	12.54	214+25	18.9	19	12.47	236.93	8.78
214+41.95	30.6	29.55	16.95	500.87	18.55	214+41.95	25.98	20.49	16.95	347.31	12.86	214+41.95	13.1	16	16.95	271.20	10.04
214+50	40.1	35.35	8.05	284.57	10.54	214+50	10.8	18.39	8.05	148.04	5.48	214+50	5.4	9.25	8.05	74.46	2.76
214+63.95	41.2	40.65	13.95	567.07	21.00	214+63.95	11.5	11.15	13.95	155.54	5.76	214+63.95	5.1	5.25	13.95	73.24	2.71
215+00	35.4	38.3	36.05	1380.71	51.14	215+00	9.8	10.65	36.05	383.93	14.22	215+00	14	9.55	36.05	344.28	12.75
215+43	42.3	38.85	43	1670.55	61.87	215+43	5.8	7.8	43	335.40	12.42	215+43	13.9	13.95	43	599.85	22.22
215+50	0	21.15	7	148.05	5.48	215+50	0	2.9	7	20.30	0.75	215+50	0	6.95	7	48.65	1.80
				TOTAL	349.17					TOTAL	203.99					TOTAL	116.63

EARTHWORK QUANTITIES - SUMMARY TABLE				
EARTH EX. (CU YD)	ADJ. EARTH EX. (15%)	EMBANKMENT (CU YD)	BALANCE WASTE (+) OR SHORTAGE (-)	UNSUITABLE (CU YD)
350	298	204	94	117

CHANNEL EXCAVATION					
STA	CUT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
W. ROW +10	154				
℄ BRIDGE	285	219.5	50	10975	406.5
E. ROW	231	258	40	10320	382.2
E. ROW + 70'	115	173	70	12110	448.5
				TOTAL	1237.2

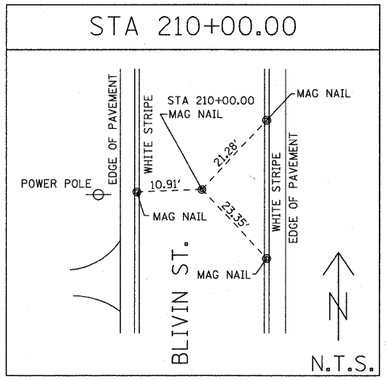
FILE NAME = W:\755-010 Blivin Phase II\CADD_Sheets\755010-sht-schedule.dgn	USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	DRAWN - DBB	REVISED -
	PLOT DATE = 3/25/2011	CHECKED - CRF	REVISED -
		DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

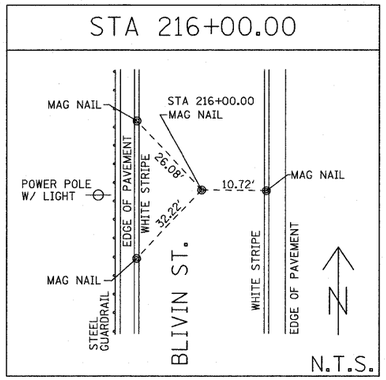
SCHEDULE OF QUANTITIES

SCALE: NTS | SHEET NO. 9 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	9
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED. AID PROJECT		



STA 210+00.00
N 35,904.02
E 3,052.13

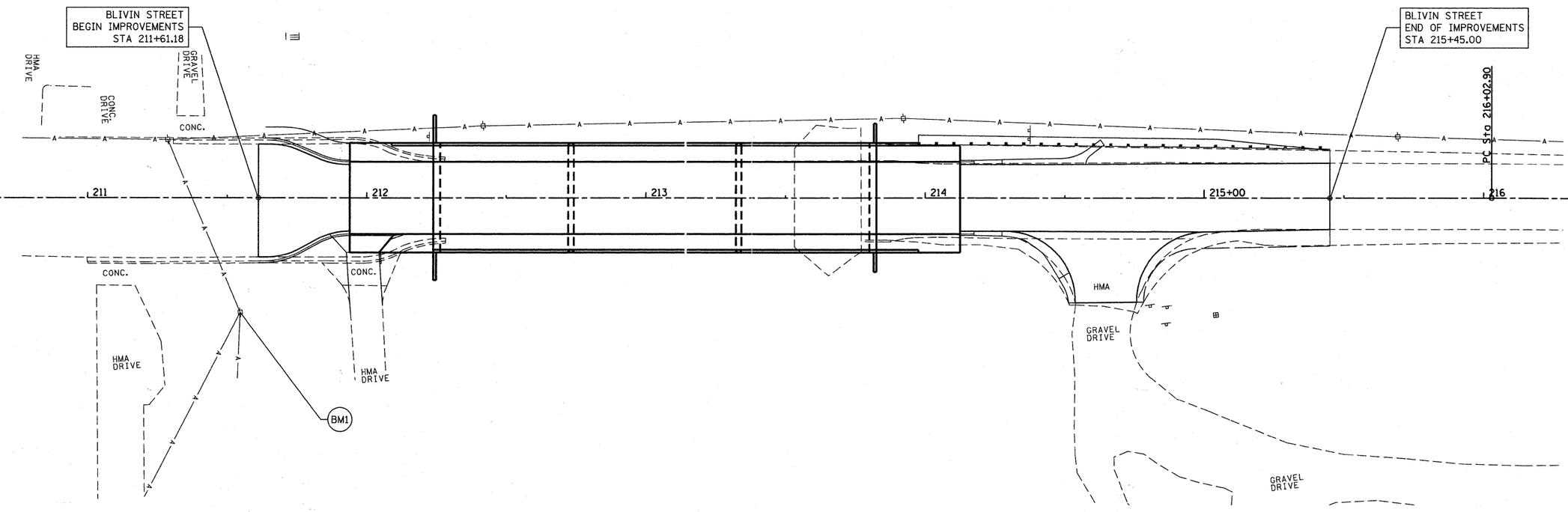


STA 216+00.00
N 36,499.83
E 3,122.91

BENCHMARKS

BM1 RR SPIKE IN W. FACE POWERPOLE - 1ST POWERPOLE S. OF NIPPERSINK CREEK BRIDGE ON E. SIDE OF BLIVIN STREET
ELEV=772.16 (NGVD 29)

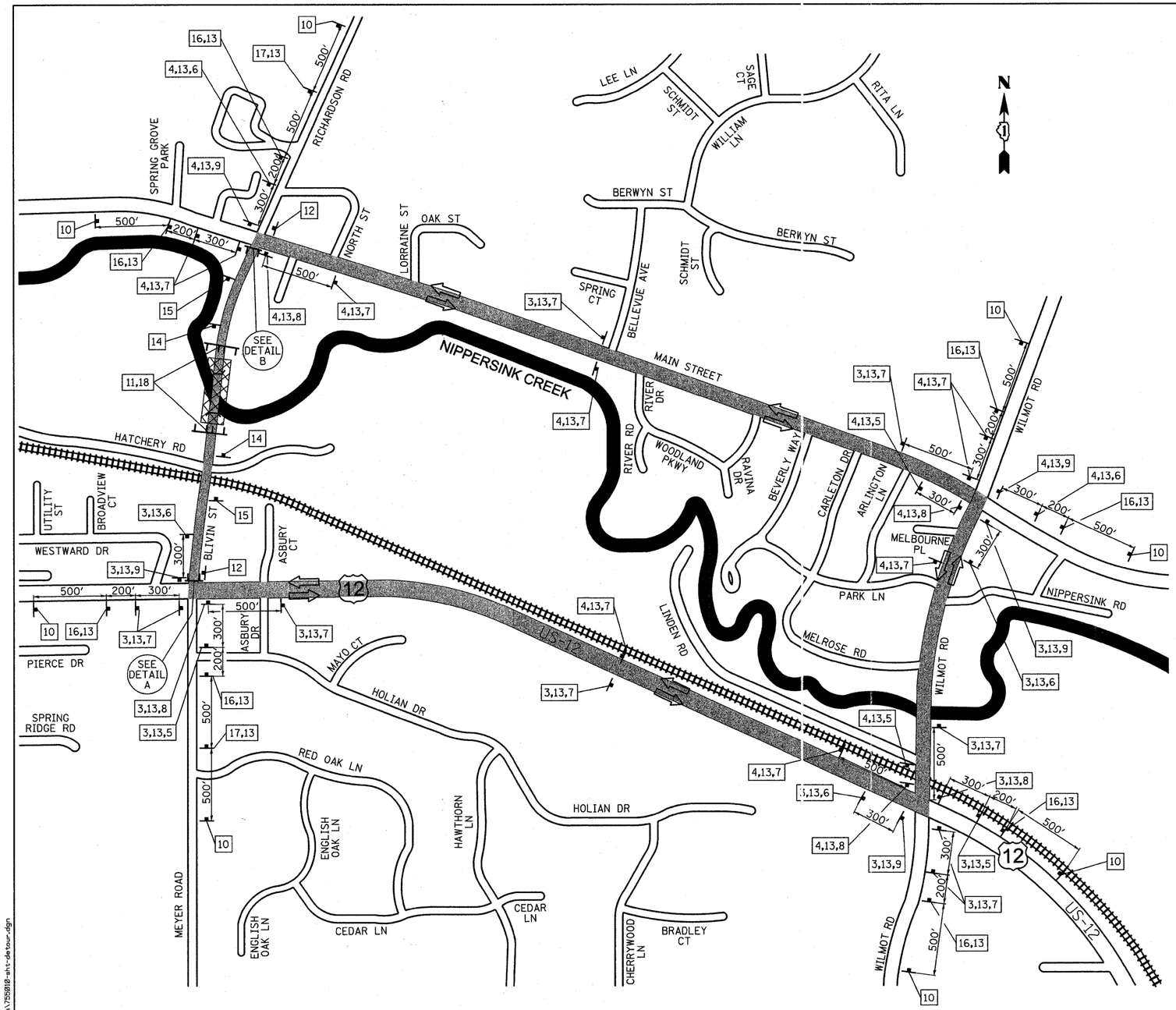
BM2 RR SPIKE IN E. FACE POWERPOLE - 2ND POWERPOLE S. OF RAILROAD TRACKS ON W. SIDE OF BLIVIN STREET
ELEV=780.87 (NGVD 29)

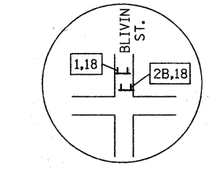


FILE NAME = W:\755-010 Blivin Phase II\CADD_Sheets\0160JJ1-sht-ATB.dgn

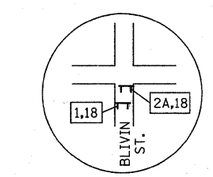
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -	**BLIVIN STREET OVER NIPPERSINK CREEK**	**ALIGNMENT, TIES, AND BENCHMARKS**
		DRAWN - DBB	REVISED -		
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -		SCALE: 1"=20' | SHEET NO. 10 OF 69 SHEETS | STA. 211+61.18 TO STA. 215+45.00
	PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	10
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		





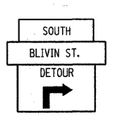
DETAIL A
AT CLOSURE LIMIT



DETAIL B
AT CLOSURE LIMIT

LEGEND

- DETOUR ROUTE
- DIRECTION OF TRAFFIC
- DETOUR SIGN ASSEMBLY
- PROJECT AREA



SAMPLE
SIGN ASSEMBLY
4,13,5

NOTES

1. THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO ENSURE THIS CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT IS DEEMED NECESSARY BY THE ENGINEER. ADDITONS AND DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM: TRAFFIC CONTROL AND PROTECTION TEMPORARY DETOUR.
2. ALL DETOUR SIGNS SHALL BE POST MOUNTED PER APPLICABLE SIGN MOUNTING STANDARDS.
3. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE PROPOSED DETOUR ROUTE EQUIPMENT WITH THE REMOVAL OF ANY EXISTING DETOUR ROUTE SIGNAGE AND MATERIALS FURNISHED AND ERECTED BY OTHERS. THE COST OF REMOVAL OF THE EXISTING DETOUR ROUTE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED WITH THE COST OF THE PROPOSED DETOUR. THE CONTRACTOR SHALL CONTACT THE McHENRY COUNTY DOT TO COORDINATE THE WORK AT LEAST 2 WEEKS IN ADVANCE OF INSTALLATION OF THE PROPOSED DETOUR.
4. SIGN LOCATIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
5. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE NEW CONDITION.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL DETOUR SIGNING AND APPURTENANCES ARE OPERATIONAL 24 HOURS A DAY, 7 DAYS A WEEK WHILE DETOUR IS IN EFFECT. THIS INCLUDES MAINTAINING THE VISIBILITY OF ALL CONSTRUCTION AND DETOUR SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.

SIGN LEGEND

ROAD CLOSED TO THRU TRAFFIC	1. ROAD CLOSED SIGNS R11-4 60″ x 30″ MOUNTED ABOVE THE TOP OF TYPE III BARRICADE
DETOUR	2A. DETOUR ARROW SIGN M4-10L 48″ x 18″ TYPICAL MOUNTED ABOVE THE TOP OF TYPE III BARRICADE
DETOUR	2B. DETOUR ARROW SIGN M4-10R 48″ x 18″ TYPICAL MOUNTED ABOVE THE TOP OF TYPE III BARRICADE
NORTH	3. NORTH DIRECTION SIGNS M3-1 24″ x 12″
SOUTH	4. SOUTH DIRECTIONS SIGNS M3-3 24″ x 12″
DETOUR	5. DETOUR ARROW SIGNS M4-9R 30″ x 21″
DETOUR	6. DETOUR ARROW SIGNS M4-9L 30″ x 21″
DETOUR	7. DETOUR ARROW SIGNS M4-9 30″ x 21″
DETOUR	8. DETOUR ARROW SIGNS M4-9 30″ x 21″
DETOUR	9. DETOUR ARROW SIGNS M4-9 30″ x 21″
BLIVIN ST. CLOSED TO THRU TRAFFIC USE WILMOT RD.	10. DETOUR ROUTE SIGN SPECIAL• 60″ X 36″
BRIDGE OUT	11. BRIDGE OUT SIGNS R11-2 48″ x 30″ MOUNTED ABOVE THE TOP OF TYPE III BARRICADE WITH ORANGE WARNING FLAGS, 18″ X 18″ MIN.
END DETOUR	12. END DETOUR SIGNS M4-8a 24″ x 18″
BLIVIN ST.	13. ROAD NAME SIGNS• 42″ x 12″
ROAD CLOSED AHEAD	14. ADVANCE ROAD CLOSED SIGNS W20-3 48″ x 48″ WITH AMBER FLASHING LIGHT AND ORANGE WARNING FLAG, 18″ X 18″ MIN.
ROAD CLOSED 1000FT	15. ADVANCE ROAD CLOSED SIGN W20-3 48″ x 48″ WITH AMBER FLASHING LIGHT & ORANGE WARNING FLAG, 18″ X 18″ MIN.
DETOUR 500FT	16. ADVANCE DETOUR SIGN W20-2 48″ x 48″ WITH AMBER FLASHING LIGHT & ORANGE WARNING FLAG, 18″ X 18″ MIN.
ROAD CLOSED 1000FT	17. ADVANCE ROAD CLOSED SIGN W20-3 48″ x 48″ WITH AMBER FLASHING LIGHT & ORANGE WARNING FLAG, 18″ X 18″ MIN.
	18. TYPE III BARRICADE WITH TWO AMBER FLASHING LIGHTS AND STD. REFLECTORIZED SHEETING ON BOTH SIDES

• SIGN SHALL BE BLACK LEGEND ON FLOURESCENT ORANGE SHEETING WITH STANDARD BLACK BORDERS. ROAD NAME PLATE SHALL USE DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6 INCHES WITH 5 INCH LOWER CASE LETTERS. SIGN SHALL HAVE STANDARD BLACK BORDER.

FILE NAME = W:\795-010 Blivin Phase II\CADD\Sheets\7950010-sht-detour.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

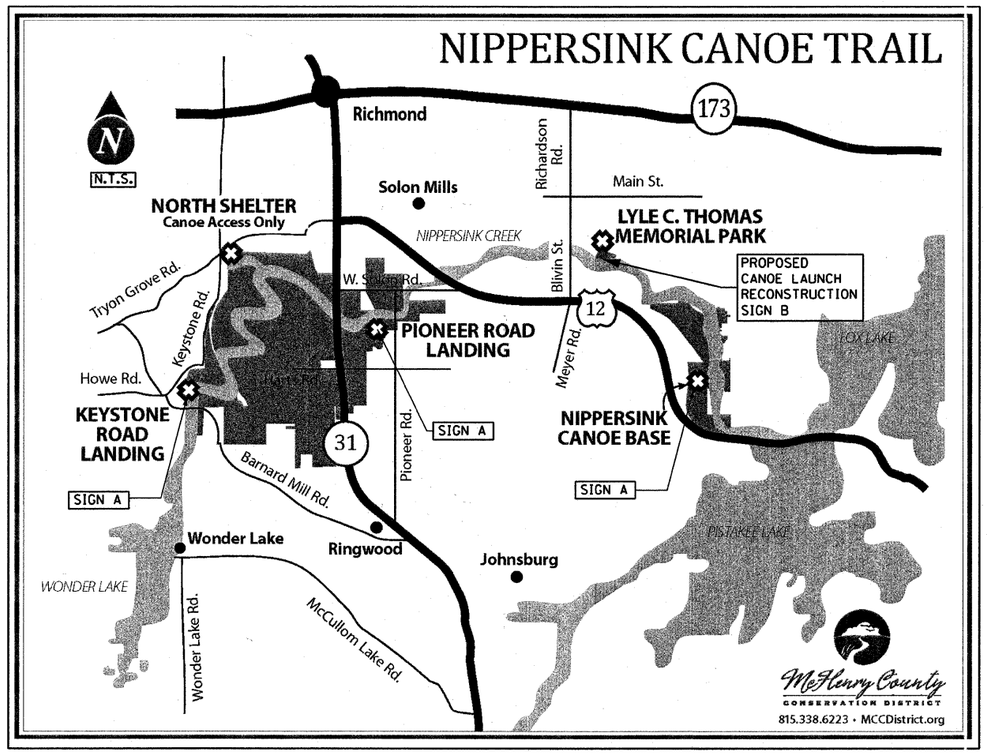
USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
	DRAWN - DBB	REVISED -
PLOT SCALE = 400.0000 ' / IN.	CHECKED - CRF	REVISED -
PLOT DATE = 4/6/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

BLIVIN STREET DETOUR PLAN

SCALE: 1"=400' | SHEET NO. 11 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	11
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		



Notes:

Information signing is proposed to be installed at canoe launch sites along the Nippersink Creek Canoe Trail to inform users of the bridge work at Bivin Street which spans Nippersink Creek. Signs are proposed to be installed at McHenry County Conservation District (MCCD) facilities Keystone Road Landing, Pioneer Road Landing and Nippersink Canoe Base informing users of the Bivin Street bridge work and the temporary closure of the canoe access launch off of Bivin Street at Lyle C. Thomas Memorial Park. A sign is also proposed at the Bivin Street entrance to the canoe launch to inform the public the launch is closed during construction.

Proposed Plan Elements:

The proposed signs informing users at the various launch locations other than Bivin Street shall be black legend on orange sheeting with standard black border (SIGN A). The sign located at the Bivin Street (Lyle C. Thomas Memorial Park) facility shall be black legend on white sheeting with standard black border and shall omit the words "Bivin Street" (SIGN B).

The signs shall be constructed by the Contractor according to the "Standard Highway Signs" book and applicable MUTCD requirements. The message will be as shown to fit the proposed sign panel dimension of 24 inch wide by 30 inch in height. Any modification to the proposed message shall be approved by the Engineer in coordination with the MCCD. (Mo/Yr) and (Mo/Yr) will be determined when the County authorizes construction. Contractor shall be responsible for coordinating with the County to determine appropriate dates.

The Contractor shall install the black-on-orange sign panel assembly (SIGN A) at the following MCCD facilities: Keystone Road Landing, Pioneer Road Landing, and Nippersink Canoe Base.

The sign shall be mounted within the MCCD facility in a conspicuous location as coordinated by the Contractor with the Engineer and the MCCD two weeks in advance of the start of the Bivin Street bridge work.

The Contractor is required to maintain the sign panel assemblies at all times during the course of the project until authorized by the Engineer to remove them.

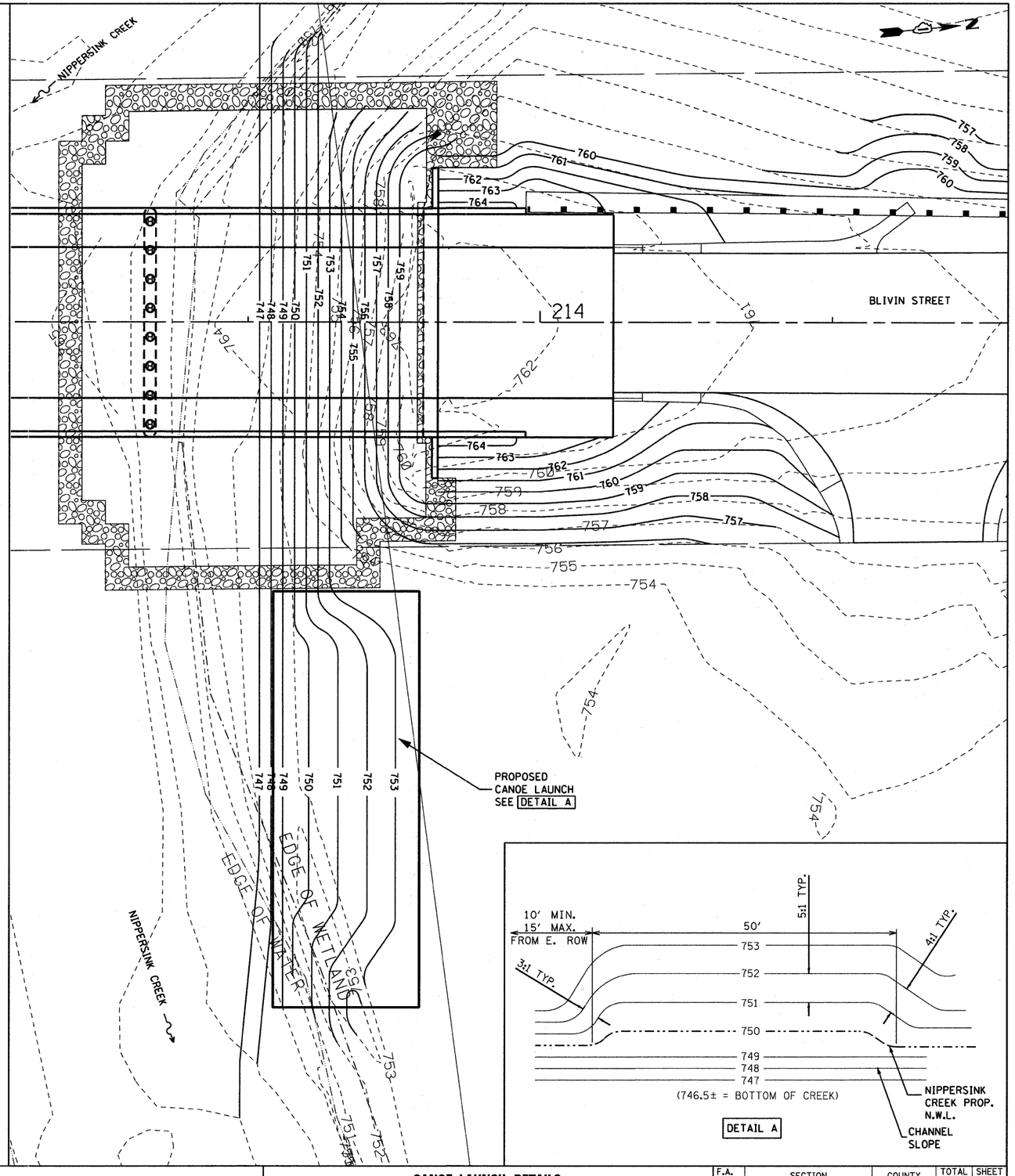
The sign panel assemblies shall be paid for as "TEMPORARY INFORMATION SIGNING".

BLIVIN STREET BRIDGE
UNDER CONSTRUCTION
(MO/YR) TO (MO/YR)
TEMPORARY CANOE
LAUNCH OPEN
PROCEED WITH CAUTION

SIGN A

BRIDGE UNDER
CONSTRUCTION
(MO/YR) TO (MO/YR)
TEMPORARY CANOE
LAUNCH OPEN
PROCEED WITH CAUTION

SIGN B



FILE NAME = W:\755-810 Bivin Phase II\CADD\Sheets\755810-sht-MCCDdetail.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
		DRAWN - DBB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - CRF	REVISED -
	PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

CANOE LAUNCH DETAILS AND TEMPORARY SIGNING PLAN

SCALE: 1"=10' | SHEET NO. 12 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	12
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

UNDERGROUND GAS LINE TO BE RELOCATED
STA 211+80 TO STA 214+60 (BY OTHERS)

POWER POLE TO BE RELOCATED
(BY OTHERS)

STA 211+61.18
25.46' LT
BEGIN SIDEWALK REMOVAL
21.47' LT
BEGIN COMB. C&G REMOVAL
19.26' LT
BEGIN PAVEMENT REMOVAL

STA 212+28.28
19.22' LT
END SIDEWALK REMOVAL
14.67' LT
END COMB. C&G REMOVAL
12.77' LT
END PAVEMENT REMOVAL

EDGE OF WETLAND

EXISTING SECTION LINE, TYP.

GUARDRAIL REMOVAL, 167 L.F.

STA 215+45.00
17.50' LT
END GUARDRAIL REMOVAL
17.01' LT
END PAVEMENT REMOVAL

STA 213+77.09
19.70' LT
BEGIN GUARDRAIL REMOVAL
19.70' LT
BEGIN PAVEMENT REMOVAL

EXISTING PROPERTY LINE, TYP.

SIGN (1) TO BE RELOCATED

NIPPERSINK CREEK

EXISTING PROPERTY LINE, TYP.

2 STORY FRAME RES. NO. 7713 T/F=770.34

WOOD PORCH

SIDEWALK REMOVAL, 283 SF

S.S. REMOVAL, 12" - 31 LF

P.E.

BRIDGE REMOVAL SN 056-3024
STA 212+27.05 TO STA 213+77.10
(SEE STRUCTURAL PLANS FOR REMOVAL DETAILS)

S.S. REMOVAL, 12" CMP - 21 LF

POWER POLE TO BE RELOCATED
(BY OTHERS)

SIGNS (2) TO BE RELOCATED

EXIST. R.O.W.

PAVEMENT REMOVAL, 493 SY

CONCRETE WALK

CONC.

BLIVIN STREET IMPROVEMENT BEGINS
STA. 211+61.18

BRIDGE

SHEET PILING TO BE REMOVED
(SEE SHEET 26)

SHEET PILING

BLIVIN STREET IMPROVEMENT ENDS
STA. 215+45.00

BLIVIN STREET

BLIVIN STREET

PAVEMENT REMOVAL, 278 SY

S.S. REMOVAL, 12" CMP - 21 LF

STA 213+77.09
15.15' RT
BEGIN PAVEMENT REMOVAL

UNDERGROUND TELEPHONE LINE TO BE RELOCATED
(BY OTHERS)
STA 211+80
TO STA 213+80

S.S. REMOVAL, 18" - 10 LF CMP

FILL EX. STORM SEWERS - 5 CY

STA 212+28.28
21.42' RT
END SIDEWALK REMOVAL
16.39' RT
END COMB. C&G REMOVAL
14.59' RT
END PAVEMENT REMOVAL

SIDEWALK REMOVAL, 92 SF

S.S. REMOVAL, 12" - 22 LF

STA 212+11.96
20.19' RT
END DRIVEWAY REMOVAL (P.C.C.)

STA 212+09.27
26.77' RT
BEGIN SIDEWALK REMOVAL

STA 212+07.23
31.74' RT
END DRIVEWAY REMOVAL (HMA)

S.S. REMOVAL, 15" - 32 LF

EDGE OF WETLAND

EDGE OF WATER

NIPPERSINK CREEK

EXISTING PROPERTY LINE, TYP.

EXIST. R.O.W.

HMA DRIVE

CONC. WALK

WOOD PORCH

2 STORY FRAME RES. NO. 7711 T/F=771.43

BRICK RES. NO. 7710 T/F=771.75

STA 211+61.18
23.61' RT
BEGIN COMB. C&G REMOVAL
21.51' RT
BEGIN PAVEMENT REMOVAL

STA 211+83.96
23.64' RT
BEGIN DRIVEWAY REMOVAL (P.C.C.)

STA 211+91.17
31.59' RT
BEGIN DRIVEWAY REMOVAL (HMA)

DRIVEWAY PAVEMENT REMOVAL, 32 SY

1 STORY FRAME RES. NO. 1/F=775.15

1 STORY BRICK INDUSTRIAL BUILDING NO. 7711 G/F=773.16

CONC. STOOP AND STEPS

GRAVEL DRIVE

HMA DRIVE

CONC. DRIVE

CONC. WALK

EXIST. R.O.W.

HMA DRIVE

C.L.

STOP SIGN

WOOD RETAINING WALL

WOOD FENCE

GRAVEL DRIVE

STA 215+45.04
17.10' RT
END PAVEMENT REMOVAL

DRIVEWAY PAVEMENT REMOVAL, 93 SY

LEGEND

- EXISTING WETLAND LIMITS
- EXISTING TREE TO BE REMOVED
- [R] EXISTING STRUCTURE TO BE REMOVED
- HMA PAVEMENT REMOVAL
- CONCRETE SIDEWALK & DRIVEWAY REMOVAL
- AGGREGATE SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION)

FILE NAME = W:\795-010 Blivin Phase II\CADD_Sheets\795010-sht-removal.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
		DRAWN - DBB	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -
	PLOT DATE = 4/6/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

REMOVAL PLAN

SCALE: 1"=20' | SHEET NO. 13 OF 69 SHEETS | STA. 211+61.18 TO STA. 215+45.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	13
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

PROP. COMB. C&G TYPE B-6.12
PROP. P.C.C. SIDEWALK, 5" THICK
EXISTING ℄ TYP.
PT 769.71
211+75.05
17.34' LT
PC 769.97
211+65.43
19.27' LT
CONC. STOOP AND STEPS
HMA DRIVE
1 STORY FRAME RES. NO. T/F=775.15
1 STORY BRICK INDUSTRI BUILDING NO. 7711 T/F=773.13 G/F=773.16
2 STORY FRAME RES. NO. 7713 T/F=770.34
WOOD PORCH
CONC. WALK
CONC. DRIVE
AVEL. DRIVE
CONCRETE WALK
CONC.
212+21.00
59.33' LT
212+21.00
39.73' LT
212+57.76
59.33' LT
212+59.82
40.12' LT
PC 769.53
211+83.25
13.92' LT
EX. WELL
P.E.
B-7
NIPPERSINK CREEK
EXIST. R.O.W.
EXISTING SECTION LINE, TYP.
213+63.62
41.17' LT
BRIDGE PROP. SN 056-3191
STA 211+93.86 TO STA 214+12.53
(SEE STRUCTURAL PLANS)
PT 769.22
211+93.00
12.00' LT
STA 211+61.18, 21.48' LT
MATCH EX. C&G
••BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
BLIVIN STREET
BLIVIN STREET IMPROVEMENT BEGINS STA. 211+61.18
PC 769.98
211+63.76
21.51' RT
STA 211+61.38, 23.61' RT
MATCH EX. C&G
PT 769.68
211+75.85
18.39' RT
PC 769.49
211+81.76
15.12' RT
EXIST. R.O.W.
P.E.
℄ DRIVEWAY STA. 211+99.85
11.65'
•TRANSITION, 6" BARRIER CURB TO EX. GRADE, 4 LF
P.C.C. DRIVEWAY PAVEMENT, 6", 29 SY & TEMPORARY ACCESS (PRIVATE)
DEPRESSED CURB, TYP.
EDGE OF WETLAND
EDGE OF WATER
212+69.80
39.81' LT
213+74.20
38.67' RT
•TRANSITION FROM B-8.12 C&G TO B-6.12 C&G, 5 LF
•TRANSITION FROM B-8.12 C&G B-6.12 C&G, 5 LF
PROP. GUTTER OUTLET, SPL. SEE DETAIL SHEET 55
STA 214+47.90, 29.18' RT
BEGIN HMA SHOULDER, 8"
HMA SHOULDER, 8", 4 SY
STA 214+51.41, 37.91' RT
END HMA SHOULDER, 8"
MATCH EXISTING AGGREGATE SHOULDER
STA 213+97.53
19.75' LT
BEGIN TRAFFIC BARRIER TERMINAL, TYPE 6
22.58' LT
BEGIN HMA SHOULDER, 8"
•TRANSITION FROM B-8.12 C&G TO B-6.12 C&G, 5 LF
•TRANSITION FROM B-6.12 C&G TO GUTTER OUTLET, SPL. - 10 LF
PROP. GUTTER OUTLET, SPL. SEE DETAIL SHEET 55
HMA SHOULDER, 8", 124 SY
EXIST. R.O.W.
215+05.00
21.06' LT
40' TAPER
••BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
PC 761.62
214+28.71
12.00' RT
PT 761.00
215+00.33
12.23' RT
22.15'
℄ STA. 214+64.71
GRAVEL DRIVE
STABILIZED DRIVEWAY, 8" - 94 SY & TEMPORARY ACCESS (COMMERCIAL)
WOOD RETAINING WALL
WOOD FENCE
STA 214+78.35, 37.56' RT
BEGIN AGG. SHOULDER, TYPE B, 8"
MATCH EX. AGG. SHOULDER
AGG. SHOULDER, TYPE B, 8"
46 SY
STA 215+45.00
17.50' LT
END TYPE A GUARDRAIL
MATCH EXISTING GUARDRAIL
STA 215+45.00, 17.01' LT
END HMA SHOULDER, 8"
MATCH EXISTING AGGREGATE SHOULDER
PC Sta 216+02.80
BLIVIN STREET IMPROVEMENT ENDS STA. 215+45.00
STA 215+45.00, 17.10' RT
END AGG. SHOULDER, TYPE B, 8"
MATCH EX AGG. SHOULDER
EXIST. R.O.W.
MATCH EX. PAVEMENT
EDGE
B-1
B-2
B-3
B-5
B-6
DC-1
DC-2
211
212
213
214
215+00
216
39'
41'
22.2' (VARIES)
20.8' (VARIES)
25' R
15'
12'
6'
11.4'
14½'
16'
20'
30'
NOTE:
STATION OFFSET CALLS FOR ROADWAY ARE TO THE EDGE OF PAVEMENT

LEGEND
- LIMITS OF EXISTING WETLANDS
- HMA SHOULDERS
- DEPRESSED CURB
- •ALL CURB TRANSITIONS TO BE PAID FOR AS B-6.12 C&G
- ••PAVEMENT CROSS-SLOPE TRANSITIONS FROM 2.0% STANDARD ALONG HMA TO 3/16" PER FOOT (1.56%) ALONG BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
  BEGIN - 211+78.86, END 211+93.86
  BEGIN - 214+12.53, END 214+27.53

PLAN — SURVEYED / DRAWN / ALIGNMENT CHECKED / RT. OF WAY CHECKED / NOTE BOOK / NO. / BY / DATE

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

775 770 765 760 755 750 745 740 735 730

770.32
+93.86 - APP. SLAB
-3.12%
+23.86 - S. ABTMT.
EXIST. PROFILE AT ROADWAY ℄
-3.12%
VPI STA. 213+82.53 - N. ABTMT.
ELEVATION 763.57
+05.00 EL. 762.73
+12.53 - APP. SLAB
140.00' V.C.
-3.74%
-1.01%
VPI STA. 214+75.00
ELEVATION 760.11
+45.00 EL. 759.40
PROP. PROFILE AT ROADWAY ℄
EXIST. GROUND AT ROADWAY ℄
30-YEAR D.H.W. ELEV. 757.90
100-YEAR H.W.L. ELEV. 758.70
EXIST. BRIDGE PIERS TO BE REMOVED
EXIST. CHANNEL
PROP. CHANNEL
SPL E/P RT - 769.48
+73.19 - ℄ BR. PIER
+33.19 - ℄ BR. PIER
49'-4"
60'-0"
49'-4"

774.12 772.65 770.92 211+81.99 769.07 769.27 767.22 767.71 (b).34 766.15 763.80 764.58 762.14 762.92 760.70 761.24 759.77 760.05 759.38 759.21

210+50 211+00 211+50 212+00 212+50 213+00 213+50 214+00 214+50 215+00 215+50 216+00

FILE NAME = M:\795-010 Blivin Phase II\C400_Sheets\795010-sht-plnprf.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -	
	DRAWN - DBB	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -	
PLOT DATE = 4/6/2011	DATE - 03-28-11	REVISED -	

BLIVIN STREET OVER NIPPERSINK CREEK

BLIVIN STREET
PLAN AND PROFILE
SCALE: 1"=20' | SHEET NO. 14 OF 69 SHEETS | STA. 211+61.18 TO STA. 215+45.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	14
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

1. INLET, TYPE A, 2'Ø TYPE 8 GRATE
RIM=767.45
211+84.51, 34.29'RT
INV=764.95, 15"W

2. CB, TYPE A, 4'Ø R.D. TYPE 11 F&G
RIM=769.48
211+81.99, 15.00'RT
INV=764.75, 15"E,W

•3. MH, TYPE A, 4'Ø DROP TYPE 11 F&G
RIM=769.54
211+81.99, 14.45'LT
INV=764.45, 15"E
INV=760.85, 18"NW

4. MH, TYPE A, 4'Ø TYPE 1 F&G, CL
RIM=766.75
212+16.55, 37.41'LT
INV=760.64, 18"SE,N

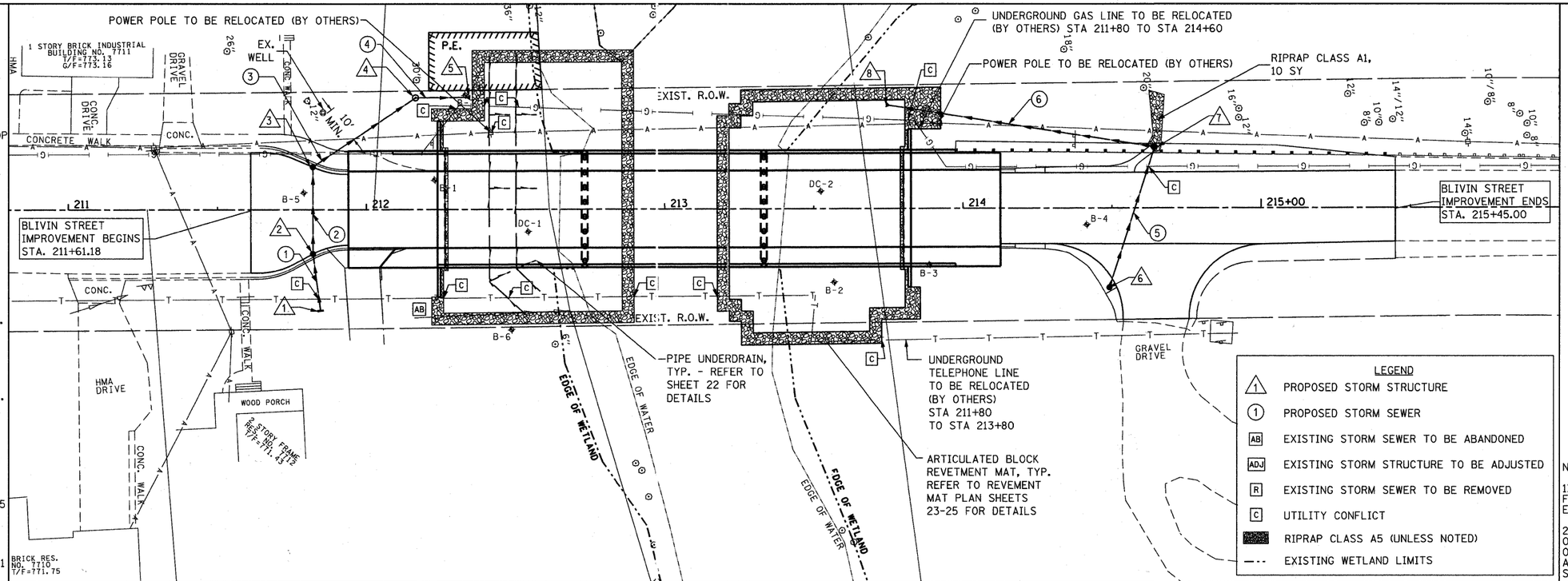
5. FES, 18" W/GRATE
212+34.85, 37.49'LT
INV=760.55, 18"S

6. MH, TYPE A, 4'Ø, R.D. W/FLAT TOP TYPE 8 GRATE
RIM=759.00
214+49.14, 26.96' RT
INV=756.00, 12"NW

7. CB, TYPE A, 4'Ø, R.D. W/FLAT TOP TYPE 8 GRATE
RIM=760.25
214+64.32, 20.56'LT
INV=755.50, 12"SE,SW

8. 12" PIPE
NO GRATE (IN ACBM)
SEE DETAIL SHEET 25
213+74.22, 34.79'LT
INV=755.04, 12"N

• DROP STRUCTURE 1 & FRAME & GRATE TYPE 11 PAID FOR SEPARATELY

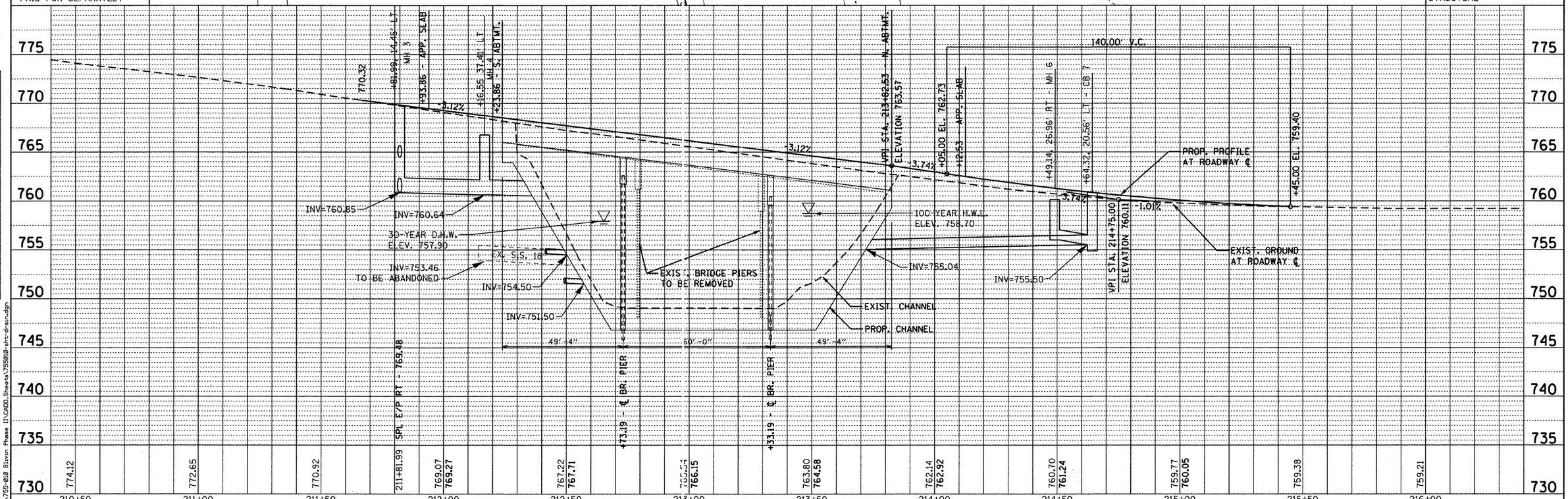


1. 20 LF 15"SS, TY 1 RCCP, CL A @ 1.00% TB 1.5 CY 5'
2. 30 LF 15"SS TY 2 RCCP, CL A @ 1.00% TB 10.0 CY 30'
3. 42 LF 18"SS (W.M. REQUIREMENTS) @ 0.50% TB 26.0 CY 30'
4. 19 LF 18"SS, TY 2 RCCP, CL A @ 0.50%
5. 50 LF 12"SS, TY 2 RCCP, CL A @ 1.00% TB 18.0 CY 50'
6. 92 LF 12"SS, TY 2 RCCP, CL A @ 0.50% TB 5.0 CY 10'

NOTES:

1) STATION/OFFSET CALLS FOR ROADWAY MEASURED TO EDGE OF PAVEMENT.

2) STORM WATER STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE CENTER OF THE STRUCTURE



PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / GRADES CHECKED / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / ALIGNMENT CHECKED / NOTE BOOK / NO. / STRUCTURE NO(S)/NS CK'KD / BY / DATE

FILE NAME = W:\765-818 Blivin Phase II\CADD Sheets\765818 sht-drain.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
	DRAWN - DBB	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -
PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -

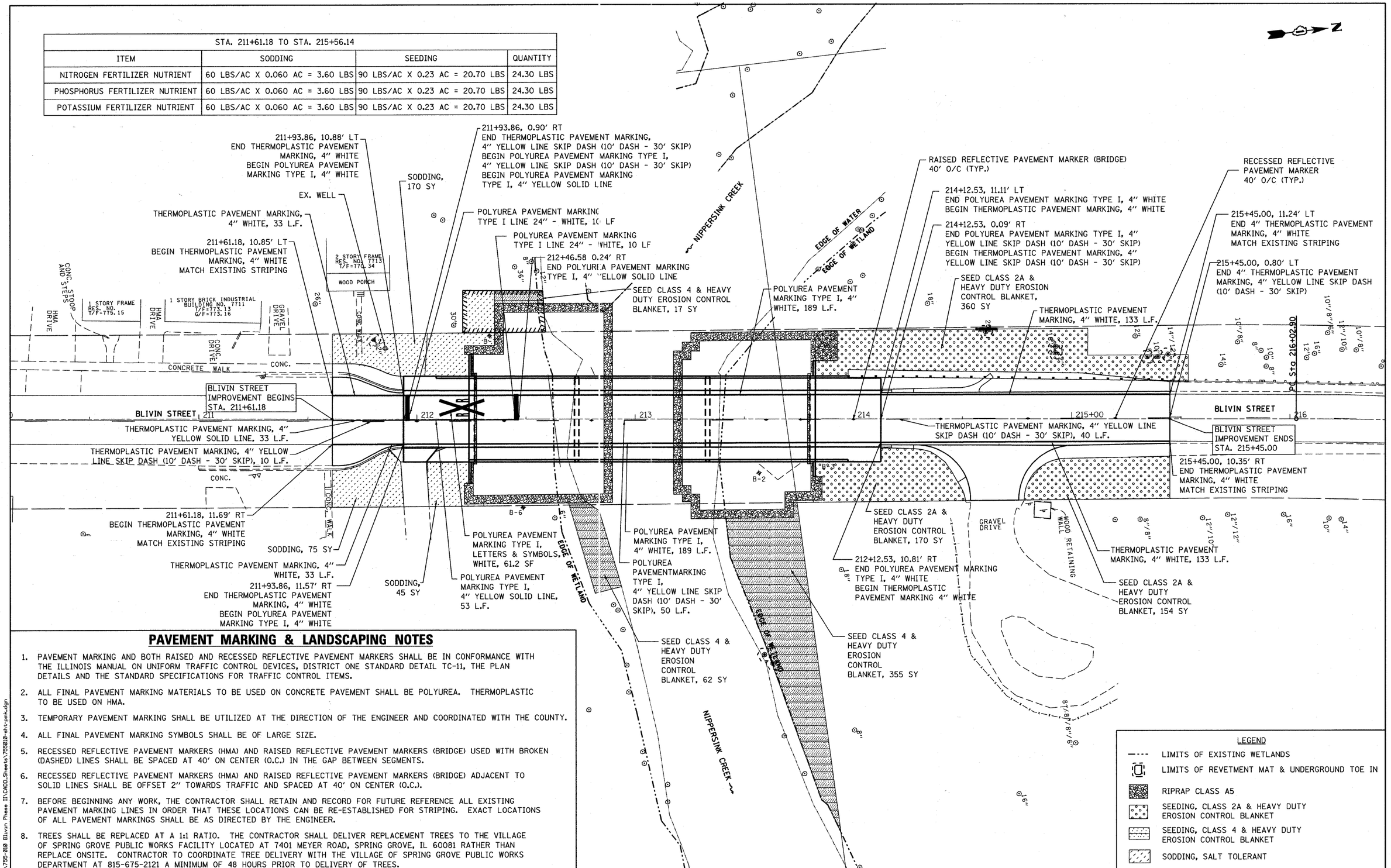
BLIVIN STREET OVER NIPPERSINK CREEK

BLIVIN STREET
DRAINAGE AND UTILITY

SCALE: 1"=20' | SHEET NO. 15 OF 69 SHEETS | STA. 211+61.18 TO STA. 215+45.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	15
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

STA. 211+61.18 TO STA. 215+56.14			
ITEM	SODDING	SEEDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.060 AC = 3.60 LBS	90 LBS/AC X 0.23 AC = 20.70 LBS	24.30 LBS
PHOSPHORUS FERTILIZER NUTRIENT	60 LBS/AC X 0.060 AC = 3.60 LBS	90 LBS/AC X 0.23 AC = 20.70 LBS	24.30 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.060 AC = 3.60 LBS	90 LBS/AC X 0.23 AC = 20.70 LBS	24.30 LBS



PAVEMENT MARKING & LANDSCAPING NOTES

1. PAVEMENT MARKING AND BOTH RAISED AND RECESSED REFLECTIVE PAVEMENT MARKERS SHALL BE IN CONFORMANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, DISTRICT ONE STANDARD DETAIL TC-11, THE PLAN DETAILS AND THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
2. ALL FINAL PAVEMENT MARKING MATERIALS TO BE USED ON CONCRETE PAVEMENT SHALL BE POLYUREA. THERMOPLASTIC TO BE USED ON HMA.
3. TEMPORARY PAVEMENT MARKING SHALL BE UTILIZED AT THE DIRECTION OF THE ENGINEER AND COORDINATED WITH THE COUNTY.
4. ALL FINAL PAVEMENT MARKING SYMBOLS SHALL BE OF LARGE SIZE.
5. RECESSED REFLECTIVE PAVEMENT MARKERS (HMA) AND RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE) USED WITH BROKEN (DASHED) LINES SHALL BE SPACED AT 40' ON CENTER (O.C.) IN THE GAP BETWEEN SEGMENTS.
6. RECESSED REFLECTIVE PAVEMENT MARKERS (HMA) AND RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE) ADJACENT TO SOLID LINES SHALL BE OFFSET 2" TOWARDS TRAFFIC AND SPACED AT 40' ON CENTER (O.C.).
7. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
8. TREES SHALL BE REPLACED AT A 1:1 RATIO. THE CONTRACTOR SHALL DELIVER REPLACEMENT TREES TO THE VILLAGE OF SPRING GROVE PUBLIC WORKS FACILITY LOCATED AT 7401 MEYER ROAD, SPRING GROVE, IL 60081 RATHER THAN REPLACE ONSITE. CONTRACTOR TO COORDINATE TREE DELIVERY WITH THE VILLAGE OF SPRING GROVE PUBLIC WORKS DEPARTMENT AT 815-675-2121 A MINIMUM OF 48 HOURS PRIOR TO DELIVERY OF TREES.

FILE NAME = W:\755-010 Blivin Phase II\CADD\Sheets\755010-shtpmk.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
	DRAWN - DBB	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -
PLOT DATE = 3/28/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

PAVEMENT MARKING AND LANDSCAPING

SCALE: 1"=20' | SHEET NO. 16 OF 69 SHEETS | STA. 211+61.18 TO STA. 215+45.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	16
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

GENERAL NOTES:

1. ALL DISTURBED AREAS AND WORK AREAS MUST BE ISOLATED FROM CHANNEL FLOWS AT ALL TIMES. EXACT MEANS AND METHODS SHOULD BE DISCUSSED DURING A SCHEDULED PRECONSTRUCTION MEETING. THE MCSWCD MUST BE IN AGREEMENT WITH OVERALL EXACT METHOD OF DIVERSION/ISOLATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

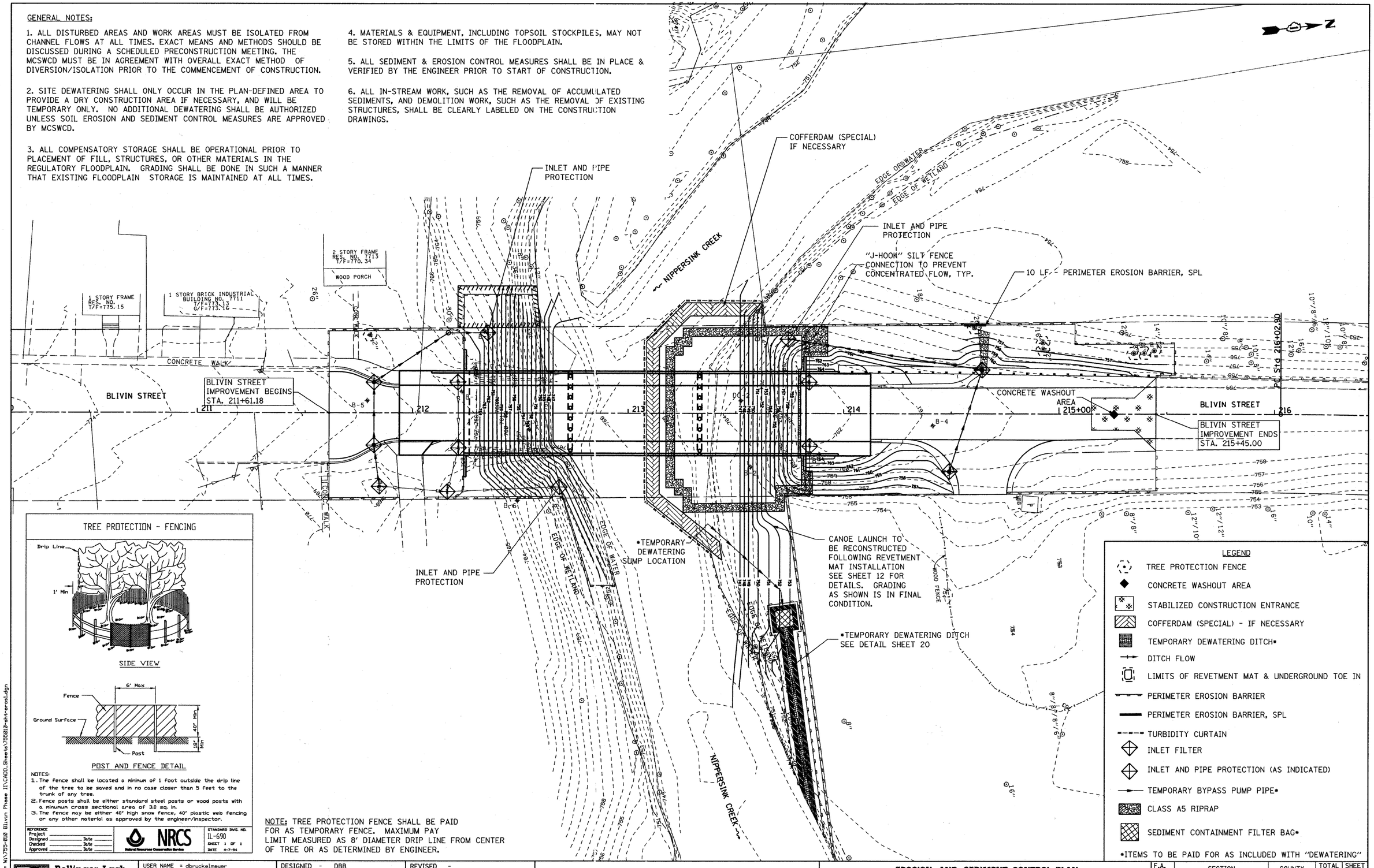
2. SITE DEWATERING SHALL ONLY OCCUR IN THE PLAN-DEFINED AREA TO PROVIDE A DRY CONSTRUCTION AREA IF NECESSARY, AND WILL BE TEMPORARY ONLY. NO ADDITIONAL DEWATERING SHALL BE AUTHORIZED UNLESS SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE APPROVED BY MCSWCD.

3. ALL COMPENSATORY STORAGE SHALL BE OPERATIONAL PRIOR TO PLACEMENT OF FILL, STRUCTURES, OR OTHER MATERIALS IN THE REGULATORY FLOODPLAIN. GRADING SHALL BE DONE IN SUCH A MANNER THAT EXISTING FLOODPLAIN STORAGE IS MAINTAINED AT ALL TIMES.

4. MATERIALS & EQUIPMENT, INCLUDING TOPSOIL STOCKPILES, MAY NOT BE STORED WITHIN THE LIMITS OF THE FLOODPLAIN.

5. ALL SEDIMENT & EROSION CONTROL MEASURES SHALL BE IN PLACE & VERIFIED BY THE ENGINEER PRIOR TO START OF CONSTRUCTION.

6. ALL IN-STREAM WORK, SUCH AS THE REMOVAL OF ACCUMULATED SEDIMENTS, AND DEMOLITION WORK, SUCH AS THE REMOVAL OF EXISTING STRUCTURES, SHALL BE CLEARLY LABELED ON THE CONSTRUCTION DRAWINGS.



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 minimum cross sectional area of 3.0 sq. in.
3. The fence may be either 40" high snow fence, 40" plastic web fencing or any other material as approved by the engineer/inspector.

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

NOTE: TREE PROTECTION FENCE SHALL BE PAID FOR AS TEMPORARY FENCE. MAXIMUM PAY LIMIT MEASURED AS 8' DIAMETER DRIP LINE FROM CENTER OF TREE OR AS DETERMINED BY ENGINEER.

LEGEND

- TREE PROTECTION FENCE
- CONCRETE WASHOUT AREA
- STABILIZED CONSTRUCTION ENTRANCE
- COFFERDAM (SPECIAL) - IF NECESSARY
- TEMPORARY DEWATERING DITCH•
- DITCH FLOW
- LIMITS OF REVETMENT MAT & UNDERGROUND TOE IN
- PERIMETER EROSION BARRIER
- PERIMETER EROSION BARRIER, SPL
- TURBIDITY CURTAIN
- INLET FILTER
- INLET AND PIPE PROTECTION (AS INDICATED)
- TEMPORARY BYPASS PUMP PIPE•
- CLASS A5 RIPRAP
- SEDIMENT CONTAINMENT FILTER BAG•

•ITEMS TO BE PAID FOR AS INCLUDED WITH "DEWATERING"

FILE NAME = W:\755-810 Blivin Phase II\CADD\Sheets\755810-ahi-erosi.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
		DRAWN - DBB	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -
	PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

EROSION AND SEDIMENT CONTROL PLAN STAGE I

SCALE: 1"=20' | SHEET NO. 17 OF 69 SHEETS | STA. 211+61.18 TO STA. 215+45.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	17
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

GENERAL NOTES:

1. ALL DISTURBED AREAS AND WORK AREAS MUST BE ISOLATED FROM CHANNEL FLOWS AT ALL TIMES. EXACT MEANS AND METHODS SHOULD BE DISCUSSED DURING A SCHEDULED PRECONSTRUCTION MEETING. THE MCSWCD MUST BE IN AGREEMENT WITH OVERALL EXACT METHOD OF DIVERSION/ISOLATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

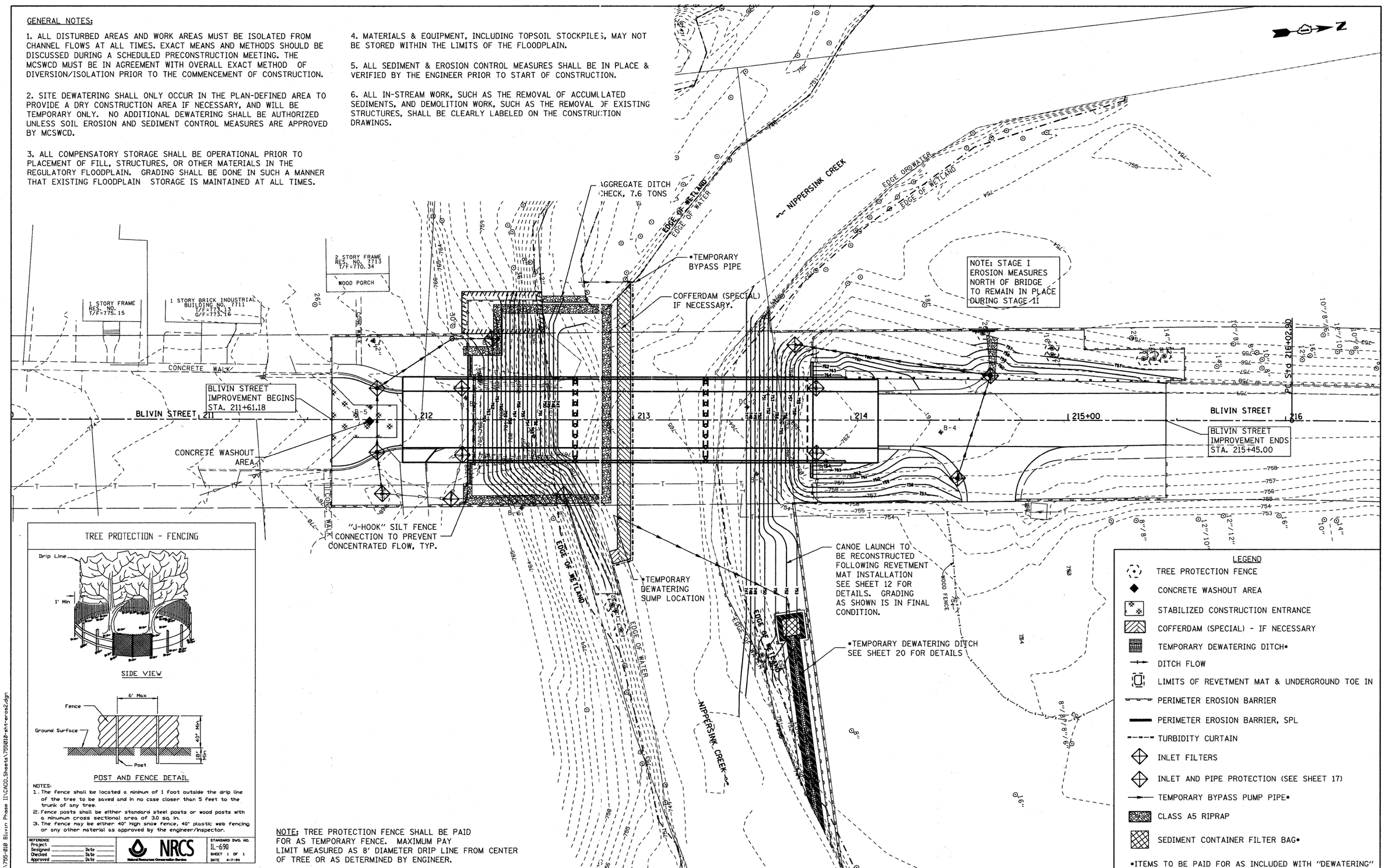
2. SITE DEWATERING SHALL ONLY OCCUR IN THE PLAN-DEFINED AREA TO PROVIDE A DRY CONSTRUCTION AREA IF NECESSARY, AND WILL BE TEMPORARY ONLY. NO ADDITIONAL DEWATERING SHALL BE AUTHORIZED UNLESS SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE APPROVED BY MCSWCD.

3. ALL COMPENSATORY STORAGE SHALL BE OPERATIONAL PRIOR TO PLACEMENT OF FILL, STRUCTURES, OR OTHER MATERIALS IN THE REGULATORY FLOODPLAIN. GRADING SHALL BE DONE IN SUCH A MANNER THAT EXISTING FLOODPLAIN STORAGE IS MAINTAINED AT ALL TIMES.

4. MATERIALS & EQUIPMENT, INCLUDING TOPSOIL STOCKPILES, MAY NOT BE STORED WITHIN THE LIMITS OF THE FLOODPLAIN.

5. ALL SEDIMENT & EROSION CONTROL MEASURES SHALL BE IN PLACE & VERIFIED BY THE ENGINEER PRIOR TO START OF CONSTRUCTION.

6. ALL IN-STREAM WORK, SUCH AS THE REMOVAL OF ACCUMULATED SEDIMENTS, AND DEMOLITION WORK, SUCH AS THE REMOVAL OF EXISTING STRUCTURES, SHALL BE CLEARLY LABELED ON THE CONSTRUCTION DRAWINGS.



TREE PROTECTION - FENCING

SIDE VIEW

POST AND FENCE DETAIL

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

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

NOTE: TREE PROTECTION FENCE SHALL BE PAID FOR AS TEMPORARY FENCE. MAXIMUM PAY LIMIT MEASURED AS 8' DIAMETER DRIP LINE FROM CENTER OF TREE OR AS DETERMINED BY ENGINEER.

LEGEND

- TREE PROTECTION FENCE
- CONCRETE WASHOUT AREA
- STABILIZED CONSTRUCTION ENTRANCE
- COFFERDAM (SPECIAL) - IF NECESSARY
- TEMPORARY DEWATERING DITCH•
- DITCH FLOW
- LIMITS OF REVETMENT MAT & UNDERGROUND TOE IN
- PERIMETER EROSION BARRIER
- PERIMETER EROSION BARRIER, SPL
- TURBIDITY CURTAIN
- INLET FILTERS
- INLET AND PIPE PROTECTION (SEE SHEET 17)
- TEMPORARY BYPASS PUMP PIPE•
- CLASS A5 RIPRAP
- SEDIMENT CONTAINER FILTER BAG•

•ITEMS TO BE PAID FOR AS INCLUDED WITH "DEWATERING"

FILE NAME = W:\755-810 Blivin Phase II\CADD_Sheets\755010-sht-ero2.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
	DRAWN - DBB	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -
PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

EROSION AND SEDIMENT CONTROL PLAN STAGE II

SCALE: 1"=20' | SHEET NO. 18 OF 69 SHEETS | STA. 211+61.18 TO STA. 215+45.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	18
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

GENERAL NOTES

1. TEMPORARY FENCE SHOULD BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

2. EROSION CONTROL WORK ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODABLE CONDITIONS.

3. THE LANDSCAPING AND EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE ENGINEER.

4. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO THE IDOT STANDARDS AND SPECIFICATIONS AND SPECIAL PROVISIONS, LATEST EDITION.

5. THE MCHENRY COUNTY SOIL AND WATER CONSERVATION DISTRICT (MCSWCD) AND CORPS OF ENGINEERS (USACOE) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.

   CONTACTS:

   TOM MATTINGLY
   URBAN EROSION CONTROL SPECIALIST
   MCSWCD
   815-338-0099

   SOREN HALL
   REGULATORY SPECIALIST
   USACOE
   312-846-5532

6. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

7. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE MCSWCD AND CORPS OF ENGINEERS. WORK SHALL BE PAID FOR USING CONTRACT PAY ITEMS. OR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

8. ALL EROSION CONTROL MEASURES MUST BE INSPECTED EVERY 7 DAYS AND AFTER EACH 1/2" RAIN EVENT.

9. EROSION CONTROL BLANKET AND/OR STRAW MULCH WITH NETTING (DEPENDING ON SLOPE, SLOPE LENGTH, AND FLOW RATES) SHALL BE INSTALLED ON ALL SLOPES AND IN CRITICAL AREAS (I.e. PERIMETERS, BERMS, ETC.) IMMEDIATELY UPON FINAL GRADING.

10. IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 7th DAY AFTER WORK HAS CEASED.

11. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHOULD BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. THE STREAM BANKS SHOULD BE STABILIZED AT THE END OF EACH DAY. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS.

12. THE CHANNEL BANK MUST BE SEEDED AND STABILIZED WITH HEAVY DUTY EROSION CONTROL BLANKET CONFORMING TO ARTICLE 251.04 PRIOR TO ACCEPTING FLOWS. HEAVY DUTY EROSION CONTROL BLANKET SHALL BE PAID FOR IN SQUARE YARDS.

13. DURING CONSTRUCTION ON THE BANKS AND IN THE CREEK, WORK MUST BE TIMED TO TAKE PLACE DURING LOW OR NO FLOW CONDITIONS.

14. IF DEWATERING IS NECESSARY, THE INLET OF THE HOSE SHALL BE PLACED IN A SUMP PIT AND PUMPED INTO THE DEWATERING SYSTEM SHOWN ON THE EROSION CONTROL PLANS FOR STAGE I AND STAGE II CONSTRUCTION PRIOR TO REJOINING THE FLOW OF THE CREEK.

15. THE SIDE SLOPES MUST BE RESEEDED AND STABILIZED WITH REVETMENT MAT AND RIPRAP PRIOR TO ACCEPTING FLOWS. THE BOTTOM OF THE TEMP SWALE MUST BE BROUGHT BACK TO ITS ORIGINAL GRADE AND STABLE ENOUGH TO ACCEPT FLOWS.

16. THE CONTRACTOR SHALL MAKE SURE THAT NO DEBRIS BE DROPPED INTO THE CHANNEL WHEN THE BRIDGE IS DEMOLISHED. NO ADDITIONAL COMPENSATION WILL BE PROVIDED AND THE COST FOR THIS TASK WILL BE INCLUDED IN THE COST OF THE REMOVAL OF EXISTING STRUCTURES.

17. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINER AND MCSWCD FOR REVIEW.

18. SITE DEWATERING SHALL ONLY OCCUR IN THE PLAN-DEFINED AREA TO PROVIDE A DRY CONSTRUCTION AREA IF NECESSARY, AND WILL BE TEMPORARY ONLY. NO ADDITIONAL DEWATERING SHALL BE AUTHORIZED UNLESS SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE APPROVED BY MCSWCD.

19. THE DISTURBANCE SHALL BE LIMITED TO THE MINIMUM WIDTH NECESSARY TO COMPLETE THE AUTHORIZED WORK.

20. LOW GROUND-PRESSURE EQUIPMENT IS RECOMMENDED FOR WORK IN WETLANDS. IF AFTER CAREFUL CONSIDERATION, THE COUNTY ACCEPTS A PROPOSAL TO USE HEAVY EQUIPMENT TO ACCOMPLISH THE WORK, THE PLACEMENT OF TIMBER MATS OR OTHER PROTECTIVE MEASURES SHALL BE UTILIZED TO MINIMIZE SOIL DISTURBANCE.

21. ALL MATERIALS USED FOR TEMPORARY CONSTRUCTION ACTIVITIES WILL BE REMOVED TO UPLAND AREAS IMMEDIATELY FOLLOWING COMPLETION OF THE CONSTRUCTION ACTIVITY.

22. THE CONTRACTOR IS REQUIRED TO RESTORE THE CONSTRUCTION AREA TO PRE-CONSTRUCTION CONDITIONS, INCLUDING GRADING TO ORIGINAL CONTOURS AND REVEGETATING DISTURBED AREAS WITH NATIVE VEGETATION (SEE PLANTING SEED MIX LIST OR OTHER VEGETATION APPROVED BY THE COUNTY) IMMEDIATELY UPON COMPLETION OF THE PROJECT.

SOIL EROSION AND SEDIMENTATION CONTROL SPECIFICATIONS:

1. GENERAL

A. ALL COSTS ASSOCIATED WITH SOIL EROSION AND SEDIMENTATION CONTROL IS THE CONTRACTORS RESPONSIBILITY UNLESS OTHERWISE SPECIFIED IN THE PROJECT SPECIFICATIONS.
B. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF ALL APPLICABLE PROVISIONS OF THE COUNTY CODE, THE ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL, AND ANY LOCAL, COUNTY, STATE AND/OR FEDERAL STORM WATER MANAGEMENT AND/OR SOIL EROSION AND POLLUTION CONTROL ORDINANCES.
C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF ALL TEMPORARY AND PERMANENT SOIL EROSION AND SEDIMENTATION CONTROL MEASURES. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL PERMANENT VEGETATION AND OR GROUND COVER HAS BEEN ESTABLISHED WITH COVERAGE OF AT LEAST 70 PERCENT.
D. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE. EROSION CONTROL PRACTICES PRACTICES SHALL BE PERFORMED AND MAINTAINED AS THE PROJECT REQUIRES AT NO EXPENSE TO THE COUNTY.

2. IMPLEMENTATION

A. BEFORE STARTING CLEARING AND SITE GRADING WORK, A STABILIZED CONSTRUCTION ENTRANCE AND PERIMETER EROSION BARRIERS SHALL BE INSTALLED AS SHOWN ON THE PLANS. IF DIRECTED BY THE DESIGNATED EROSION CONTROL INSPECTOR OR LOCAL ENFORCEMENT OFFICER AND/OR COUNTY ENGINEER, THE CONTRACTORS SHALL INSTALL ADDITIONAL SOIL AND EROSION CONTROL MEASURES AS NEEDED UTILIZING BEST MANAGEMENT PRACTICES.
B. THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE MONITORED PERIODICALLY FOR ITS EFFECTIVENESS TO COLLECT DIRT WHICH COULD LEAVE THE SITE VIA CONSTRUCTION VEHICLES. ANY DEFICIENCIES SHALL BE CORRECTED IMMEDIATELY.
C. GRAVELED ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES, IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY, AT THE CONTRACTORS EXPENSE.
D. ANY PUBLIC AND/OR PRIVATE ROADS THAT ARE ADJACENT TO THE SITE AND USED FOR INGRESS AND EGRESS, SHALL BE MONITORED AND CLEANED AS SOON AS SOIL IS DEPOSITED ON THESE SURFACES.
E. INLET FILTERS SHALL BE INSTALLED AND MAINTAINED IN INTAKE STRUCTURES (I.E., INLETS, CATCH BASINS).
F. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED AROUND SUCH STOCKPILE. ANY PART OF THE STOCKPILE TO REMAIN UNTOUCHED FOR 21 DAYS MUST BE PROTECTED WITH TEMPORARY SOIL AND EROSION CONTROL MEASURES WITHIN 14 DAYS OF THE LAST DAY THE STOCKPILE WAS DISTURBED. MATERIALS & EQUIPMENT, INCLUDING TOPSOIL STOCKPILES, MAY NOT BE STORED WITHIN THE LIMITS OF THE FLOODPLAIN.
G. ANY DISTURBED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 14 DAYS AFTER ACTIVITY HAS CEASED UNLESS ACTIVITY WILL RESUME WITHIN 21 DAYS FROM INITIAL CEASE IN ACTIVITY. TEMPORARY COVER SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.

3. MAINTENANCE AND INSPECTIONS

A. THE CONTRACTOR SHALL BE RESPONSIBLE UNLESS OTHERWISE SPECIFIED IN THE PROJECT SPECIFICATIONS FOR THE INSTALLATION AND MAINTENANCE OF THE SOIL EROSION AND SEDIMENTATION CONTROL FOR THIS SITE. PRIOR TO ANY CONSTRUCTION ACTIVITY THE INITIAL SOIL EROSION AND SEDIMENTATION CONTROL MUST BE INSPECTED AND APPROVED BY THE REQUIRED AGENCY AND/OR QUALIFIED PERSONNEL.
B. QUALIFIED PERSONNEL SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCH OR GREATER OR EQUIVALENT SNOWFALL.
C. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF/OR POTENTIAL FOR POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN THE PLAN AND POLLUTION PREVENTION MEASURES IDENTIFIED IN THE PLAN SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN WITH SEVEN (7) CALENDAR DAYS FOLLOWING THE INSPECTION.
D. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL/ENGINEER MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF INSPECTION. THE ENGINEER SHALL COMPLETE AND SUBMIT WITHIN 24 HOURS AN INCIDENCE OF NON-COMPLIANCE OBSERVED DURING AN INSPECTION CONDUCTED, SUBMISSION SHALL BE ON FORMS PROVIDED BY THE AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NON-COMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NON-COMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NON-COMPLIANCE. AN INCIDENCE OF NON-COMPLIENCE IS DEFINED AS ANY NOTICEABLE DISCHARGE OF ANY SEDIMENT LEAVING THE SITE.

4. TYPICAL CONSTRUCTION SEQUENCING:

PRIOR TO START OF CONSTRUCTION, MCHENRY COUNTY DOT OFFICIALS SHALL COORDINATE WITH THE MCHENRY COUNTY CONSERVATION DISTRICT IN THE TEMPORARY RELOCATION OF BLACK SANDSHELL MUSSELS. NO CONSTRUCTION ACTIVITIES SHALL OCCUR PRIOR TO COMPLETION OF MUSSEL RELOCATION.

1. INSTALL SOIL EROSION AND SEDIMENT CONTROL (SE/SC) MEASURES
   A. SELECTIVE VEGETATION REMOVAL FOR PERIMETER EROSION BARRIER INSTALLATION
   B. PERIMETER EROSION BARRIER INSTALLATION
   C. CONSTRUCTION FENCING AROUND AREAS NOT TO BE DISTURBED
   D. STABILIZED CONSTRUCTION ENTRANCES & CONCRETE WASHOUT AREAS
2. TREE REMOVAL WHERE NECESSARY (CLEAR AND GRUB)
3. CONSTRUCT SEDIMENT TRAPPING DEVICES (SEDIMENT TRAPS, BASINS, ETC.)

BEGIN STAGE I CONSTRUCTION:

4. INSTALL DEWATERING SYSTEM
5. INSTALL COFFERDAM DIVERSION (IF REQUIRED) & TURBIDITY CURTAIN TO ISOLATE UPSTREAM
6. DEWATER THE WORK AREA (IF REQUIRED)
7. EXCAVATE CHANNEL
8. STABILIZE BANK & BED
9. INSTALL INLET & OUTLET PROTECTION FOR EXISTING STORM SEWERS
10. DEMO THE EXISTING STRUCTURES
11. CONSTRUCT PIERS
12. INSTALL ABUTMENTS AND REVETMENT MAT
13. INSTALL STRUCTURAL STEEL, POUR MAIN DECK
14. STRIP TOPSOIL AND GRADE SITE
15. INSTALL STORM SEWER AND ASSOCIATED INLET & OUTLET PROTECTION
16. INSTALL ROADWAYS
17. PERMANENTLY STABILIZE DISTURBED AREAS

REPEAT FOR STAGE II CONSTRUCTION

18. REMOVE ALL TEMPORARY SESC MEASURES AFTER THE SITE IS STABILIZED WITH VEGETATION

NOTE: SOIL EROSION AND SEDIMENT CONTROL INSPECTIONS MUST OCCUR EVERY SEVEN CALENDAR DAYS AND AFTER EVERY 1/2" OR GREATER RAINFALL EVENT.

FILE NAME = W:\7855-B10 Blivin Phase II\CADD\Sheets\7858l0-sht-erosn3.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
	DRAWN - DBB	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -
PLOT DATE = 4/6/2011	DATE - 03-28-11	REVISED -

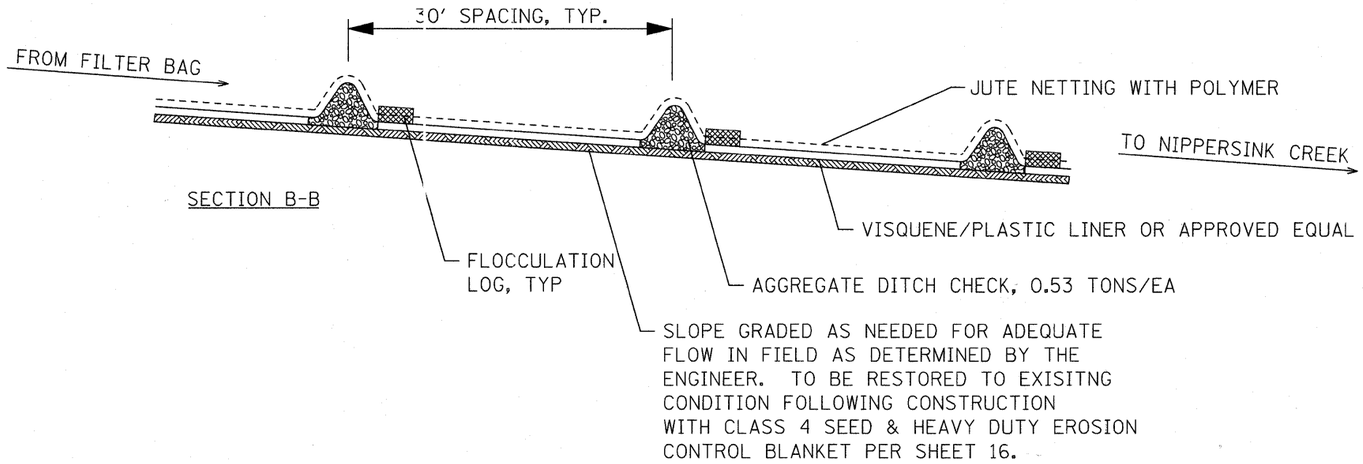
BLIVIN STREET OVER NIPPERSINK CREEK

EROSION AND SEDIMENT CONTROL NOTES

SCALE: N.T.S. | SHEET NO. 19 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	19
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

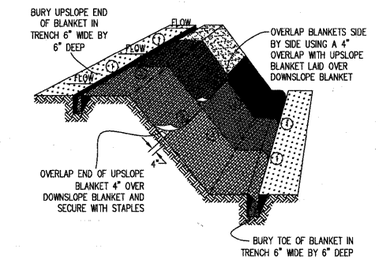
TEMPORARY DEWATERING DITCH DETAIL

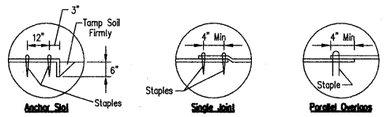


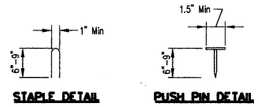
SECTION B-B

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.



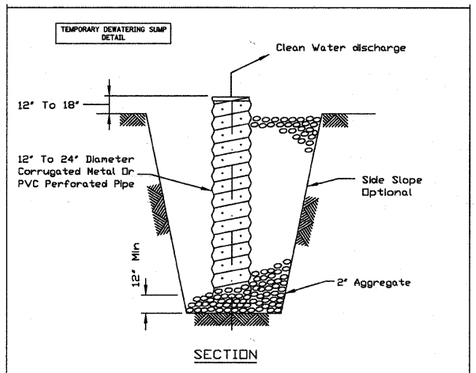




NOTES:

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

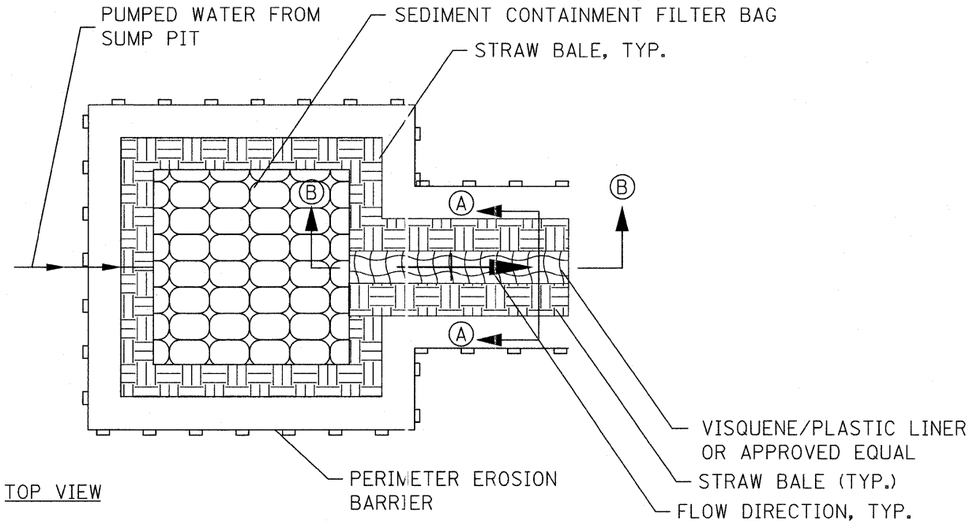
		EROSION CONTROL BLANKET INSTALLATION DETAILS	Designed — Date — Drawn B. JOHNSON 11/08 Checked — Approved —



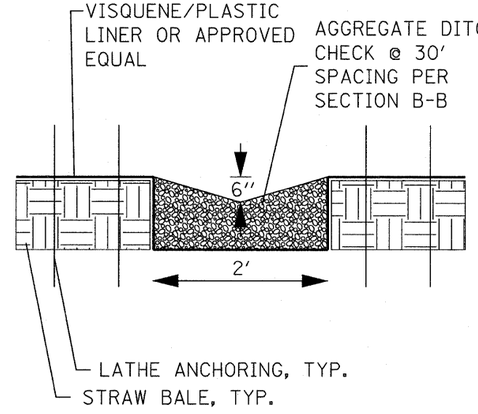
SECTION

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

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



TOP VIEW



SECTION A-A

TEMPORARY DEWATERING SUMP NOTES:

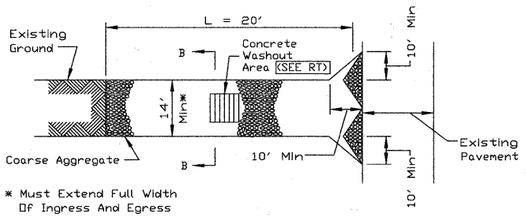
1. IF DETWATERING IS NECESSARY, THE INLET OF THE HOSE SHALL BE PLACED IN A SUMP PIT AT THE LOCATION SHOWN ON SHOWN ON THE EROSION CONTROL PLANS FOR STAGE I AND STAGE II CONSTRUCTION AND PUMPED INTO A DEWATERING SYSTEM PRIOR TO REJOINING THE FLOW OF THE CREEK.
2. REFER TO PROJECT SPECIFICATIONS FOR DEWATERING SUMP USE AND METHODOLOGY. SUMP PIT AND ALL APPURTENANCES SHOWN IN THE DETAIL SHALL BE PAID FOR IN THE COST FOR "DEWATERING."

FILE NAME = M:\755-018 Blivin Phase II\CADD_Sheets\755-018-sht-eros4.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -	**BLIVIN STREET OVER NIPPERSINK CREEK**	**EROSION AND SEDIMENT CONTROL DETAILS**
		DRAWN - DBB	REVISED -		
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -		SCALE: N.T.S. SHEET NO. 20 OF 69 SHEETS STA. TO STA.
	PLOT DATE = 4/6/2011	DATE - 03-28-11	REVISED -		

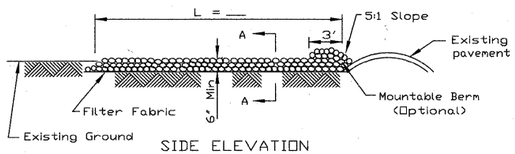
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	20
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

STABILIZED CONSTRUCTION ENTRANCE PLAN



* Must Extend Full Width Of Ingress And Egress Operation.

PLAN VIEW

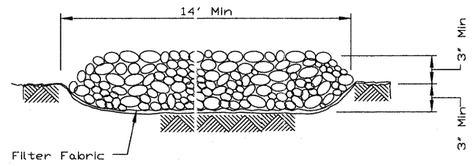


SIDE ELEVATION

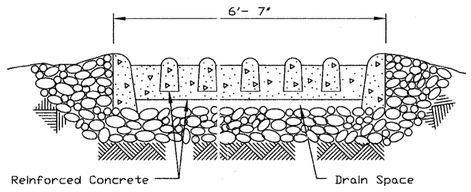
NOTES:
1. Filter fabric shall meet the requirements of material specifications established in Article 1080.03 of the Standard Specifications and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

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

STABILIZED CONSTRUCTION ENTRANCE PLAN



SECTION A-A



SECTION B-B

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

SOIL PROTECTION CHART

STABLIZATION CHART	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
SEEDING, CLASS 2A	A		**	**	**			A				
SEEDING, CLASS 4	B		**	**	**			B				
SODDING**	C		**	**	**			C				

** SUPPLEMENTAL WATERING AS NECESSARY TO ESTABLISH GROWTH

REFER TO LANDSCAPE PLANS FOR SODDING & SEEDING LOCATIONS

TEMPORARY COFFERDAM SYSTEM NOTES

THE TEMPORARY COFFERDAM SYSTEM SHALL BE DESIGNED AND CONSTRUCTED BY THE CONTRACTOR. THE WIDTH OF THE COFFERDAM SYSTEM PERPENDICULAR TO THE CREEK SHALL BE DETERMINED BY THE "ENCROACHMENT VERSUS WATER SURFACE ELEVATION" OPERATION CURVES SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS, SHEET 21. THESE CURVES REPRESENT ACCEPTABLE WATER SURFACE PROFILES DIRECTLY UPSTREAM OF THE COFFERDAM SYSTEM FOR VARIOUS DISCHARGES AT VARIOUS ENCROACHMENTS. DISCHARGES AND ASSOCIATED WATER SURFACE PROFILES REPRESENT THE 2-YEAR STORM EVENT AS DIRECTED BY THE ARMY CORPS OF ENGINEERS.

THE CONTRACTOR SHALL AT ALL TIMES OPERATE WITHIN THE LIMITS STATED ABOVE. IN ADDITION TO THESE LIMITS THE CONTRACTOR SHALL NOT CONSTRUCT A COFFERDAM OR MULTIPLE COFFERDAMS WITH A TOTAL ENCROACHMENT WIDER THAN 30 FEET PERPENDICULAR TO THE CREEK. THE CONTRACTOR SHALL DETERMINE THE MAXIMUM WIDTH OF THE COFFERDAM SYSTEM PERPENDICULAR TO THE CREEK BASED UPON THE ENCROACHMENT VERSUS DISCHARGE OPERATION CURVES. THE CONTRACTOR SHALL PHASE CONSTRUCTION SUCH THAT THE COFFERDAM SYSTEM ALLOWS PASSAGE OF THE 2-YEAR STORM EVENT FLOWS IN THE CREEK.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS IF THE CONTRACTOR CHOOSES TO BUILD AND/OR OPERATE THE COFFERDAM SYSTEM SUCH THAT THE "ENCROACHMENT VERSUS DISCHARGE" OPERATION CURVES ARE VIOLATED. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR PERMITTING OR WORK RELATED TO OBTAINING PERMITS.

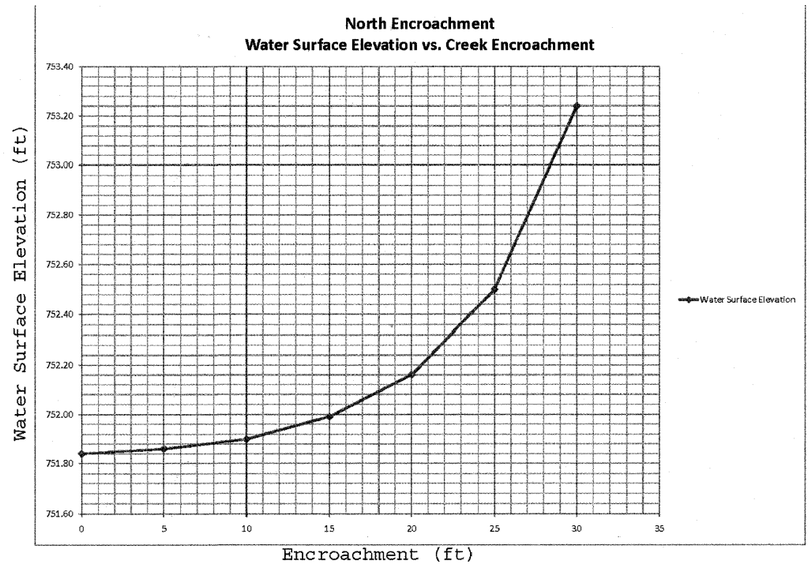
THE CONTRACTOR SHALL ASSUME ALL RISK OF DAMAGES TO EQUIPMENT AND MATERIALS CAUSED BY COFFERDAM OVERTOPPING OR FAILURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF ALL PERSONNEL IN CASE OF OVERTOPPING OR FAILURE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS DETAILING THE COFFERDAM SYSTEM AND CONSTRUCTION PHASING. WHERE REQUIRED THE COFFERDAM SYSTEM SHALL BE DESIGNED BY A STRUCTURAL ENGINEER LICENSED IN THE STATE OF ILLINOIS.

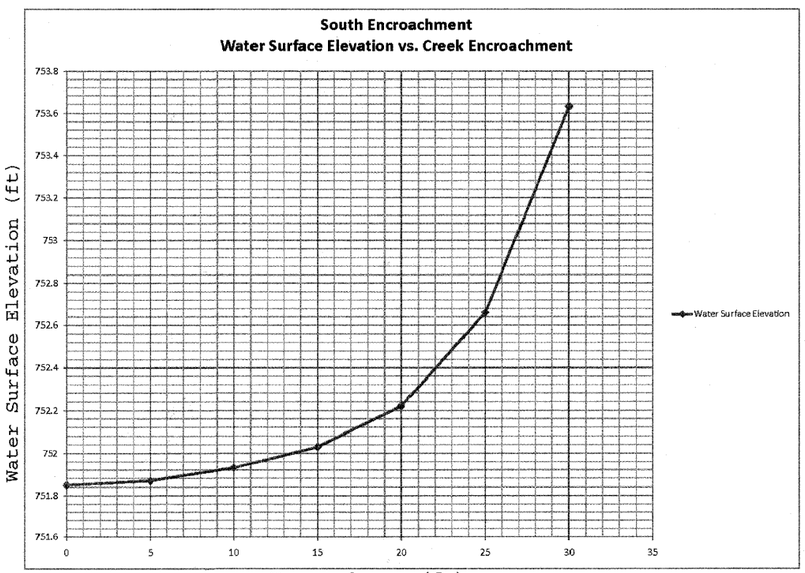
THE COFFERDAM SYSTEM SHALL BE REMOVED UPON COMPLETION OF CONSTRUCTION AND INSTALLATION OF ARTICULATED CONCRETE BLOCK REVETMENT MAT WITHIN THE STREAM.

COFFERDAM SYSTEM TO BE PAID FOR AS COFFERDAM (SPECIAL).

COFFERDAM (SPECIAL) - ENCROACHMENT CURVES



Elevations reflect the 2-year storm event at section 6.597 just upstream of the proposed bridge.
Zero encroachment coincides with the existing stream bank.
Encroachments larger than 30 feet are not allowed.



Elevations reflect the 2-year storm event at section 6.597 just upstream of the proposed bridge.
Zero encroachment coincides with the existing stream bank.
Encroachments larger than 30 feet are not allowed.

FILE NAME = M:\755-010 Bivin Phase II\CADD\Sheets\755-010-ntt-eros5.dgn

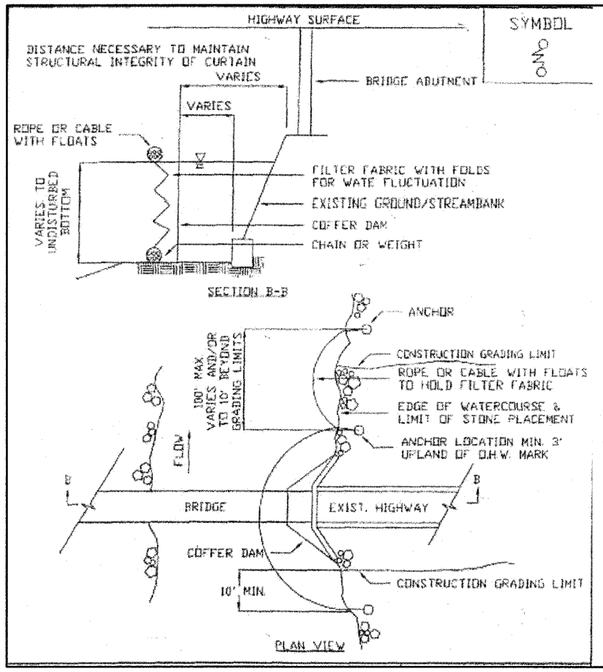
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
		DRAWN - DBB	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -
	PLOT DATE = 4/6/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

EROSION AND SEDIMENT CONTROL DETAILS

SCALE: N.T.S. | SHEET NO. 21 OF 69 SHEETS | STA. | TO STA.

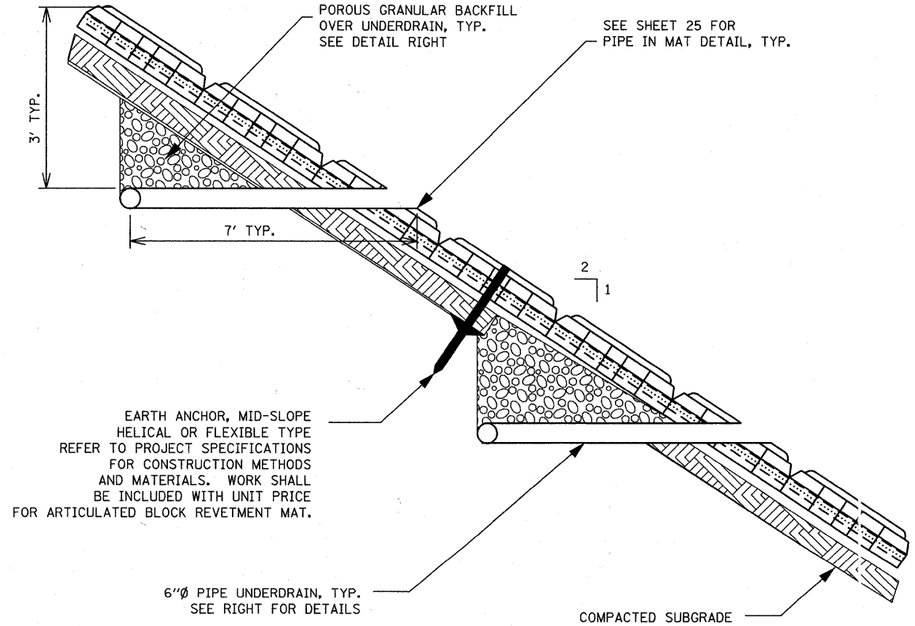
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	21
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		



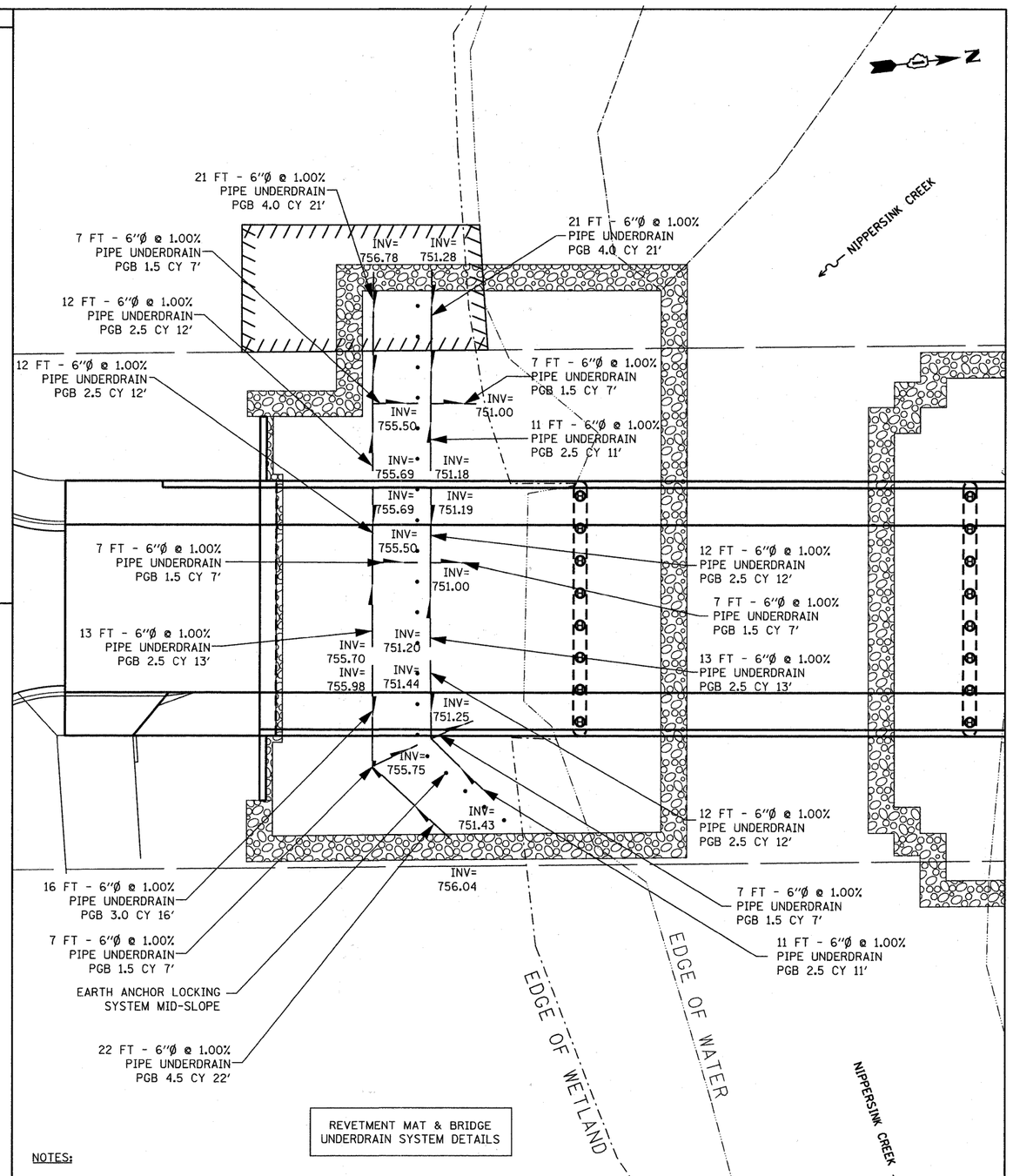
NOTES:

1. THE TURBIDITY CURTAIN SHALL BE A MAXIMUM OF 100 FT 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 CONSTRUCITON OPERATIONS.
3. 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.
4. THE TURBIDITY CURTAIN SHALL BE REMOVED BY PULLING TOWARDS THE SHORE TO MINIMIZE ESCAPE OF SEDIMENTS INTO THE WATERWAY.
5. 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.

TURBIDITY CURTAIN DETAIL



UNDERDRAIN SYSTEM CROSS SECTION



REVETMENT MAT & BRIDGE UNDERDRAIN SYSTEM DETAILS

NOTES:

1. BACKFILL FOR PIPE UNDERDRAIN SHALL BE POROUS GRANULAR BACKFILL (PGB) CONFORMING TO ARTICLES 209 AND 1003.04 OF THE STANDARD SPECIFICATIONS
2. PIPE UNDERDRAIN SHALL BE WRAPPED IN WOVEN GEOTECHNICAL FABRIC CONFORMING TO ARTICLE 1080.05 OF THE STANDARD SPECIFICATIONS. GEOTECHNICAL FABRIC SHALL BE INCLUDED IN THE COST PER FOOT. OF PIPE UNDERDRAIN, 6".

FILE NAME = W:\755-010 Blivin Phase II\CADD\Sheets\755-010-sht-ero6.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
	DRAWN - DBB	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED - CRF	REVISED -
PLOT DATE = 4/6/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

EROSION AND SEDIMENT CONTROL DETAILS

SCALE: 1"=10' | SHEET NO. 22 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	22
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

05-30-151-001
SPRING GROVE

ARTICULATED BLOCK
REVETMENT MAT, 575 SY

℄ TYP.

P.E.

29′ (2:1)

21′

20′

REFER TO BRIDGE PLANS
FOR ANCHORING DETAIL
AT ABUTMENT

NIPPERSINK CREEK

05-30-151-009
MCHENRY COUNTY

05-30-105-010
PHOENIX HOLDINGS, LLC

N

ARTICULATED BLOCK
REVETMENT MAT, 525 SY

B B

SECTION B-B
SEE SHEET 25

REFER TO BRIDGE PLANS
FOR ANCHORING DETAIL
AT ABUTMENT

EX. ROW

23′

31′ (2:1 SLOPE)

4′

5′ TYP.

14′ (2:1)

212

213

214

BLIVIN STREET

BLIVIN STREET

84′

58′

70′

65′

10′

10′

5′ TYP.

4′ TYP

4′ TYP

6.5′

8′

5.5′

64′ (2:1)

EX. ROW

23′

18′ (2:1)

13′ (2:1)

4′ TYP

EARTH ANCHOR LOCKING
SYSTEM MID-SLOPE,
AT 5′ INTERVALS ON-CENTER
REFER TO SHEET 25

STONE RIPRAP
CLASS A5, 123 SY

EDGE OF WETLAND

EDGE OF WATER

℄ TYP.

05-30-152-001
MCHENRY COUNTY

NIPPERSINK CREEK

EDGE OF WETLAND

EDGE OF WATER

℄ TYP.

EARTH ANCHOR LOCKING
SYSTEM MID-SLOPE,
AT 5′ INTERVALS ON-CENTER.
REFER TO SHEET 25.

ARTICULATED BLOCK REVETMENT MAT CELLS
TO BE CLOSED-CELL. REFER
TO SPECIFICATIONS FOR DETAILS.

STONE RIPRAP,
CLASS A5, 140 SY

7816 BLIVIN
05-30-107-011
SPRING GROVE

NOTES

1) ARTICULATED BLOCK REVETMENT MAT SHALL BE SIZED FOR THE MANUFACTURER'S SPECIFICATIONS BASED ON FLOWS & VELOCITIES CONTAINED IN THE PROJECT SPECIFICATIONS.

2) DIMENSIONS AND LAYOUT ARE MINIMUM REQUIREMENTS. DIMENSIONS MAY VARY BASED ON MAT SUPPLIER AND UNIQUE INSTALLATION REQUIREMENTS.

3) CONTRACTOR SHALL SUBMIT SHOP DRAWINGS SHOWING SIZE AND DIMENSIONS OF MAT INSTALLATION TO THE ENGINEER. REVETMENT MAT TYPE & SUPPLIER MUST BE APPROVED BY THE ENGINEER.

4) EARTH ANCHOR LOCKING SYSTEM SHALL BE DRIVEN WITH HYDRAULIC/PNEUMATIC EQUIPMENT TO PROPER DEPTH PER MANUFACTURER'S SPECIFICATIONS. SHOP DRAWINGS TO BE APPROVED BY THE EGINEER.

LEGEND

- LIMITS OF EXISTING WETLANDS
- ARTICULATED BLOCK REVETMENT MAT SURFACE LIMITS
- RIPRAP CLASS A5
- EARTH ANCHOR

FILE NAME = W:\755-010 Blivin Phase II\CADD\Sheets\755010-sht-revetment1.dgn

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ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
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PLOT SCALE = 10.0000 ' / IN.	CHECKED - CRF	REVISED -
PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

REVETMENT MAT LAYOUT

SCALE: 1"=10' | SHEET NO. 23 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	23
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

05-30-151-001
SPRING GROVE

05-30-105-010
PHOENIX HOLDINGS, LLC

NIPPERSINK CREEK

05-30-151-009
MCHENRY COUNTY

05-30-152-001
MCHENRY COUNTY

BLIVIN STREET

212 213 214

E1 E2

FOR ANCHORING AT ABUTMENT, REFER TO BRIDGE PLANS

EDGE OF WETLAND

EDGE OF WATER

EARTH ANCHOR LOCKING SYSTEM, TYP.

CANOE LAUNCH TO BE REGRADED SEE SHEET 12

7816 BLIVIN
05-30-107-011
SPRING GROVE

℄ TYP.

LEGEND

E2	ANCHORING METHOD (REFER TO SHEET 25)
	LIMITS OF EXISTING WETLANDS
	RIPRAP CLASS A5
•	EARTH ANCHOR

FILE NAME = W:\795-010 Blivin Phase II\CADD\Sheets\795010-shtr-revetment12.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -	
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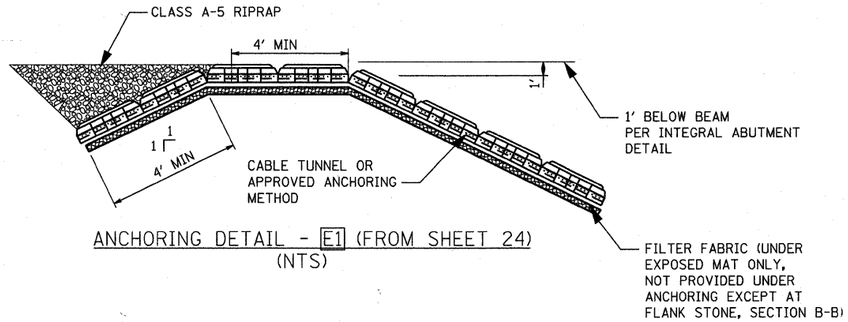
PLOT SCALE = 10.0000 ' / IN.	CHECKED - CRF	REVISED -	
PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -	

BLIVIN STREET OVER NIPPERSINK CREEK

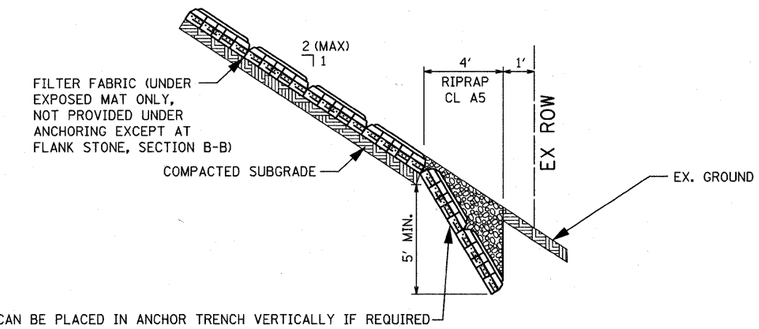
REVETMENT MAT GRADING PLAN UNDERNEATH BRIDGE

SCALE: 1"=10' | SHEET NO. 24 OF 69 SHEETS | STA. | TO STA.

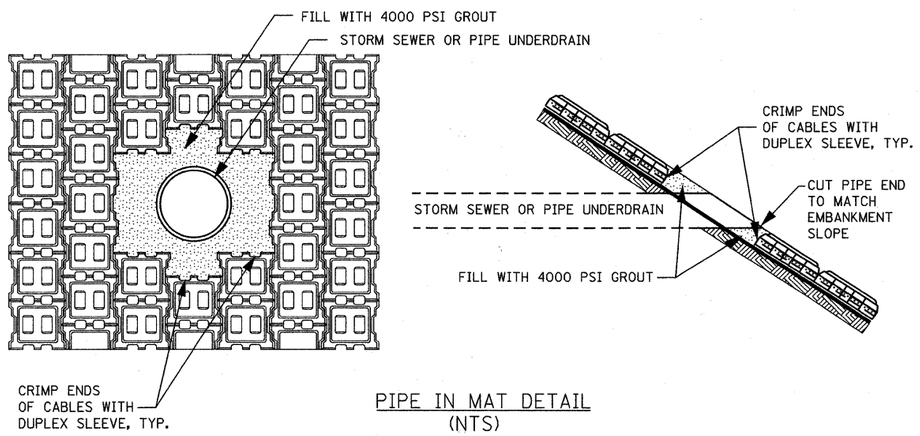
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	24
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		



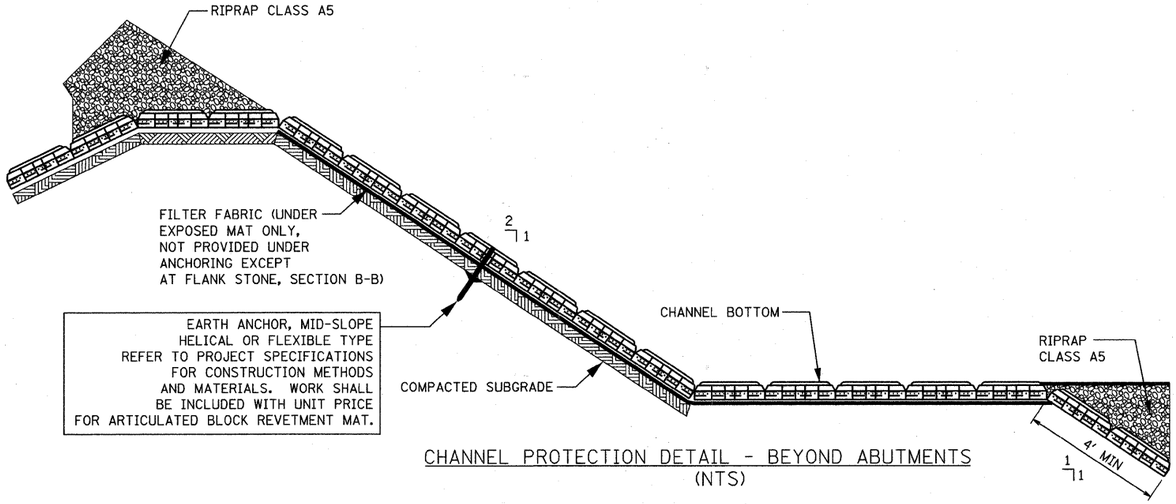
ANCHORING DETAIL - E1 (FROM SHEET 24)
(NTS)



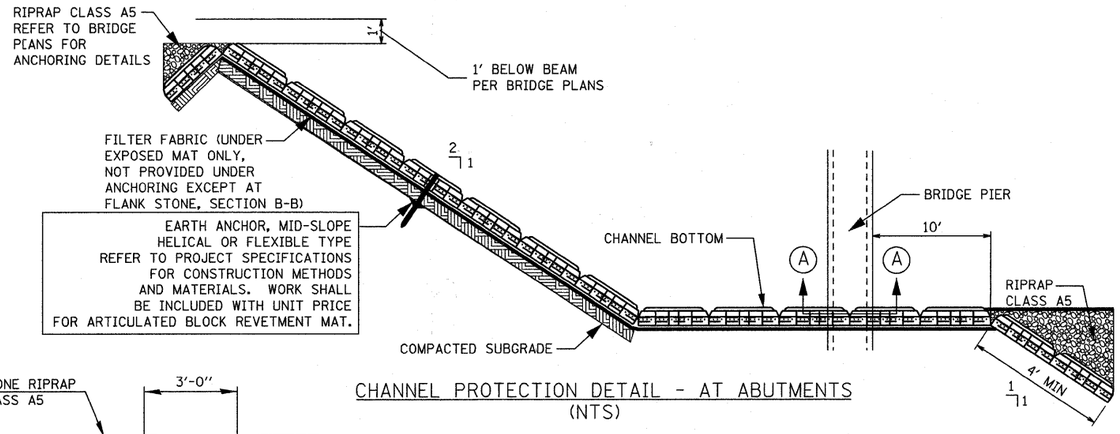
ANCHORING DETAIL - E2 (FROM SHEET 24)
(NTS)



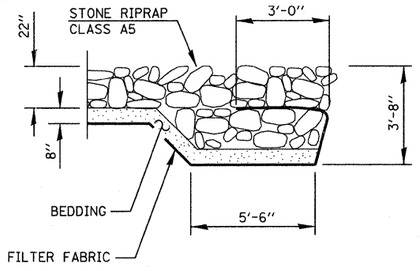
PIPE IN MAT DETAIL
(NTS)



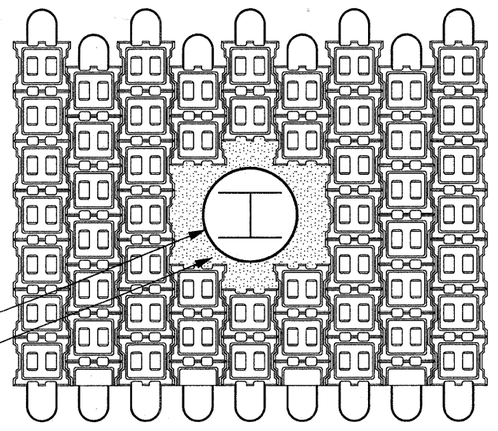
CHANNEL PROTECTION DETAIL - BEYOND ABUTMENTS
(NTS)



CHANNEL PROTECTION DETAIL - AT ABUTMENTS
(NTS)



SECTION B-B
FLANK STONE
(SEE STRUCTURAL PLANS)



SECTION A-A

FILE NAME = W:\755-010 Blivin Phase II\CADD\Sheets\755-010-sht-revetment3.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
		DRAWN - DBB	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -
	PLOT DATE = 4/6/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

REVETMENT MAT DETAILS

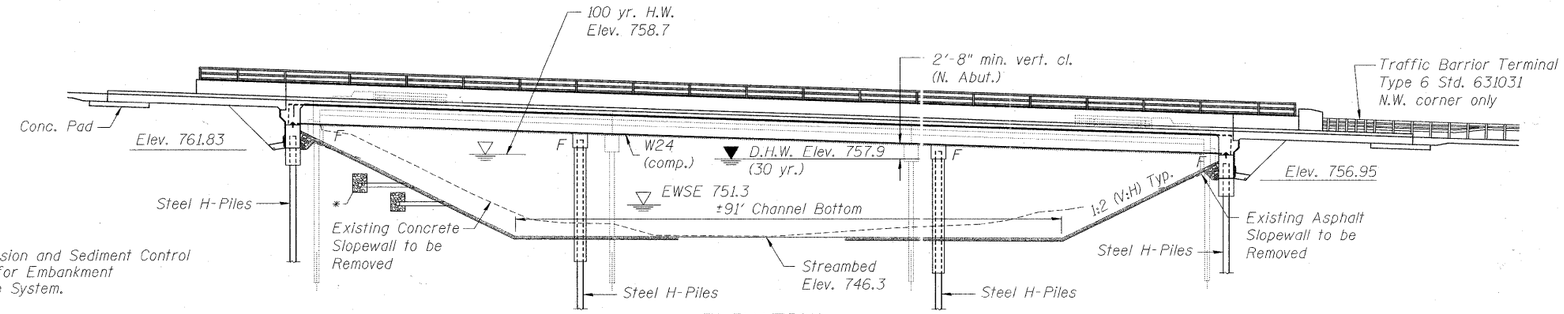
SCALE: N.T.S. | SHEET NO. 25 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	25
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		

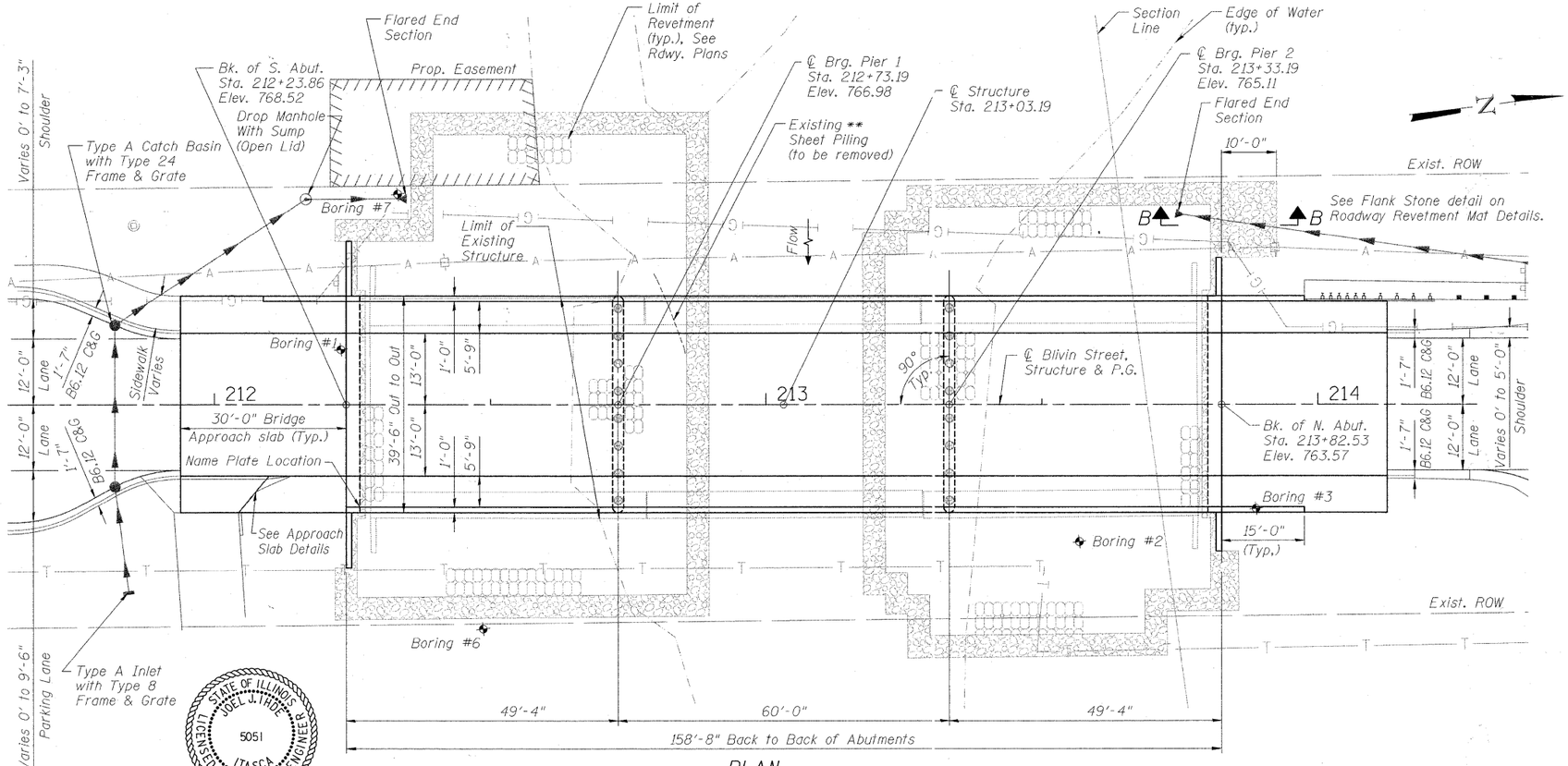
Bench Mark: Railroad spike in west face of power pole, first power pole south of Nippersink Creek Bridge on east side of Blivin Street. Sta. 211+54.66 Rt., Elevation 772.16.

Existing Structure: S.N. 056-3024 built 1968, Section 13-B-MFT.
Structure consists of 3-simple span PPC deck beams supported on spill-thru abutments and open steel H-pile bent piers. 151'-8" back-to-back abutments. 42'-0" out-to-out deck.
Structure to be removed and replaced. Bridge to be closed and traffic detoured during construction.

No Salvage.



ELEVATION



PLAN

STATE OF ILLINOIS
JOEL J. LATHE
5051
ITASCA
LICENSED STRUCTURAL ENGINEER

DATE SIGNED: 3-17-11
EXP. DATE: 11-30-12

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

** Existing sheet piling shall be removed 1 foot below proposed streambed elev. in accordance with Section 501.04 of the Standard Specifications. Cost is included in Removal of Existing Structures pay item.

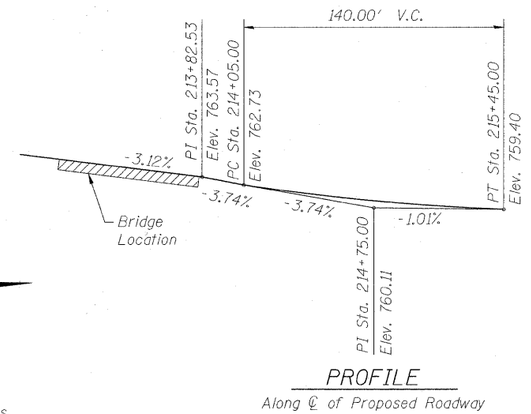
WATERWAY INFORMATION

Drainage Area = 192 sq. mi. Low Grade Elev. 759.40 @ Sta. 215+55

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	4407	824.4	1092.8	756.8	0.9	0.6	757.7	757.4
Design	30	6088	954.5	1233.3	757.9	1.1	0.8	759.0	758.6
Base	100	7681	1052.8	1338.5	758.7	1.5	1.0	760.1	759.6
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	12190	1331.9	1639.0	760.8	2.1	1.0	762.9	761.8

DESIGN SCOUR ELEVATION TABLE (500 YR)

Design Scour Elevation (ft.)	S. Abut.	Pier 1	Pier 2	N. Abut.
	761.8	738.1	738.1	757.0



PROFILE

Along ℄ of Proposed Roadway

LOADING HL-93

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

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 & 2009 Interims

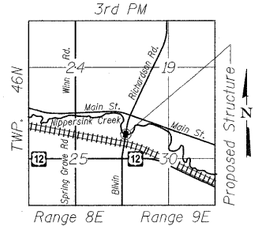
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.08g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.15g
Soil Site Class = D



LOCATION SKETCH

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED - SRT	REVISED -	
	CHECKED - JJI	REVISED -	
PLOT SCALE =	DRAWN - GM	REVISED -	
PLOT DATE = 3/17/2011	CHECKED - JJI	REVISED -	

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

GENERAL PLAN & ELEVATION
STRUCTURE NO. 056-3191

SCALE: | SHEET NO. 1 OF 28 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	89	26
		CONTRACT NO. 63583		
		ILLINOIS FED. AID PROJECT		

FILE NAME = W:\755-818 Blivin Phase II\CADD\Sheets\Structural\755-818 SHT-01 S- GENERAL PLAN.dgn

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts (in painted areas and M164 Type 3 in unpainted areas). Bolts $^{7}/_{8}$ in. ϕ, holes $^{15}/_{16}$ in. ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 125,850 lb.

All structural steel shall be AASHTO M 270 Grade 50W. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

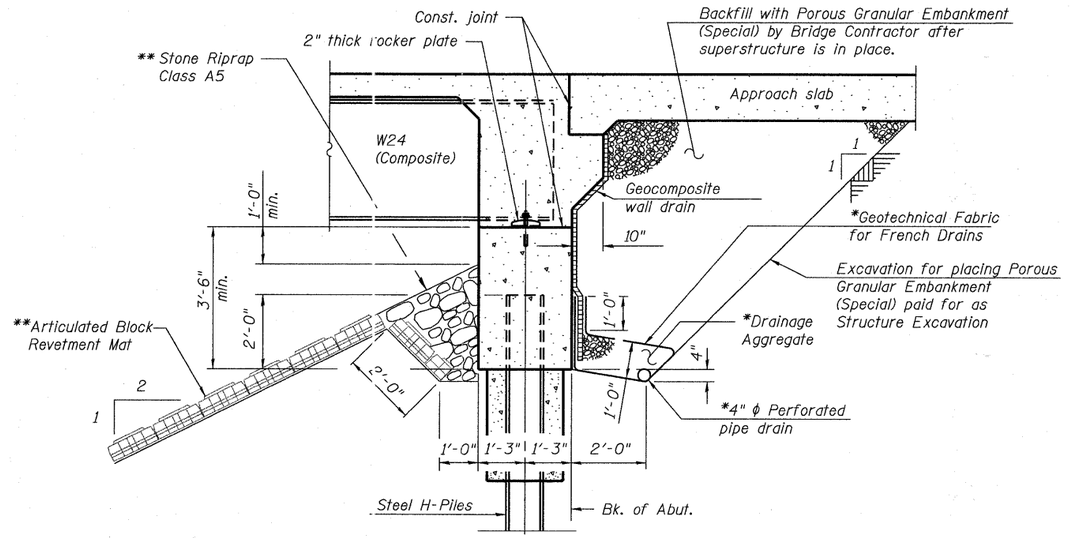
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $^{1}/_{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 in. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.

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

The contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for removal. See Special Provision for "Demolition Plans for Removal of Existing Structures".

*** A temporary cofferdam system is shown in the Erosion and Sediment Control Details for the installation of articulated concrete block revetment. Contractor shall coordinate Underwater Structure Excavation Protection with this work.



SECTION THRU INTEGRAL ABUTMENT

*Included in the cost of Pipe Underdrains for Structures.

**Included in the cost of revetment mat items, see Roadway Plans.

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

NIPPERSINK CREEK
BUILT 201_ BY McHENRY COUNTY
DIVISION OF TRANSPORTATION
SEC. 08-00355-00-BR
STA. 213+03.19
STR. NO. 056-3191 LOADING HL-93

NAME PLATE

See Std. 515001

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

	ITEM	UNIT	SUPER	SUB	TOTAL
	Porous Granular Embankment (Special)	Cu. Yd.	-	113	113
	Removal of Existing Structures	Each	-	-	1
	Structure Excavation	Cu. Yd.	-	267	267
	Concrete Structures	Cu. Yd.	-	84.9	84.9
	Concrete Superstructure	Cu. Yd.	386.4	-	386.4
	Bridge Deck Grooving	Sq. Yd.	584	-	584
	Concrete Encasement	Cu. Yd.	-	61.0	61.0
	Protective Coat	Sq. Yd.	1,095	-	1,095
	Furnishing and Erecting Structural Steel	L. Sum	1	-	1
	Stud Shear Connectors	Each	3,276	-	3,276
	Reinforcement Bars, Epoxy Coated	Pound	81,350	8,210	89,560
	Bar Splicers	Each	82	-	82
	Furnishing Steel Piles HP 14X73	Foot	-	1,222	1,222
	Test Pile, Steel HP 14X73	Each	-	4	4
	Driving Piles	Foot	-	1,222	1,222
	Name Plates	Each	1	-	1
	Anchor Bolts, 1" ϕ	Each	-	48	48
	Geocomposite Wall Drain	Sq. Yd.	-	52	52
	Pipe Underdrains for Structures, 4"	Foot	-	122	122
	Parapet Railing	Foot	354	-	354
	Slope Wall Removal	Sq. Yd.	-	-	440
	Form Liner Textured Surface, Special	Sq. Ft.	1,691	-	1,691
***	Underwater Structure Excavation Protection-Location 1	Each	-	1	1
***	Underwater Structure Excavation Protection-Location 2	Each	-	1	1

FILE NAME = W:\795-010 Blivin Phase II\CADD\Sheets\Structural\795-010 SHT-02 S- GENERAL NOTES AND INDEX.dgn

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ITASCA, ILLINOIS

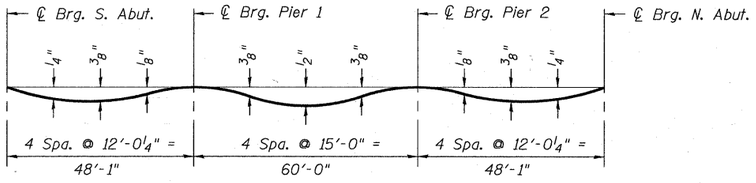
USER NAME = gonzalo	DESIGNED - SRT	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

GENERAL NOTES, INDEX, BILL OF MATERIAL
STRUCTURE NO. 056-3191

SCALE: | SHEET NO. 2 OF 28 SHEETS | STA. | TO STA.

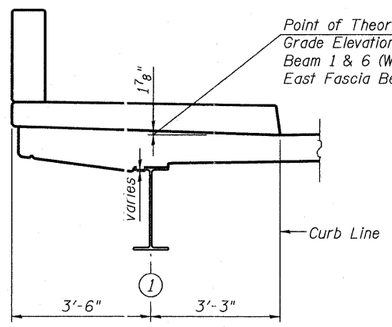
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	27
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			



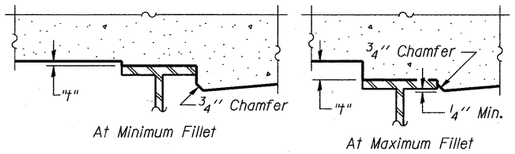
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

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 and on Sheet 4 of 28.

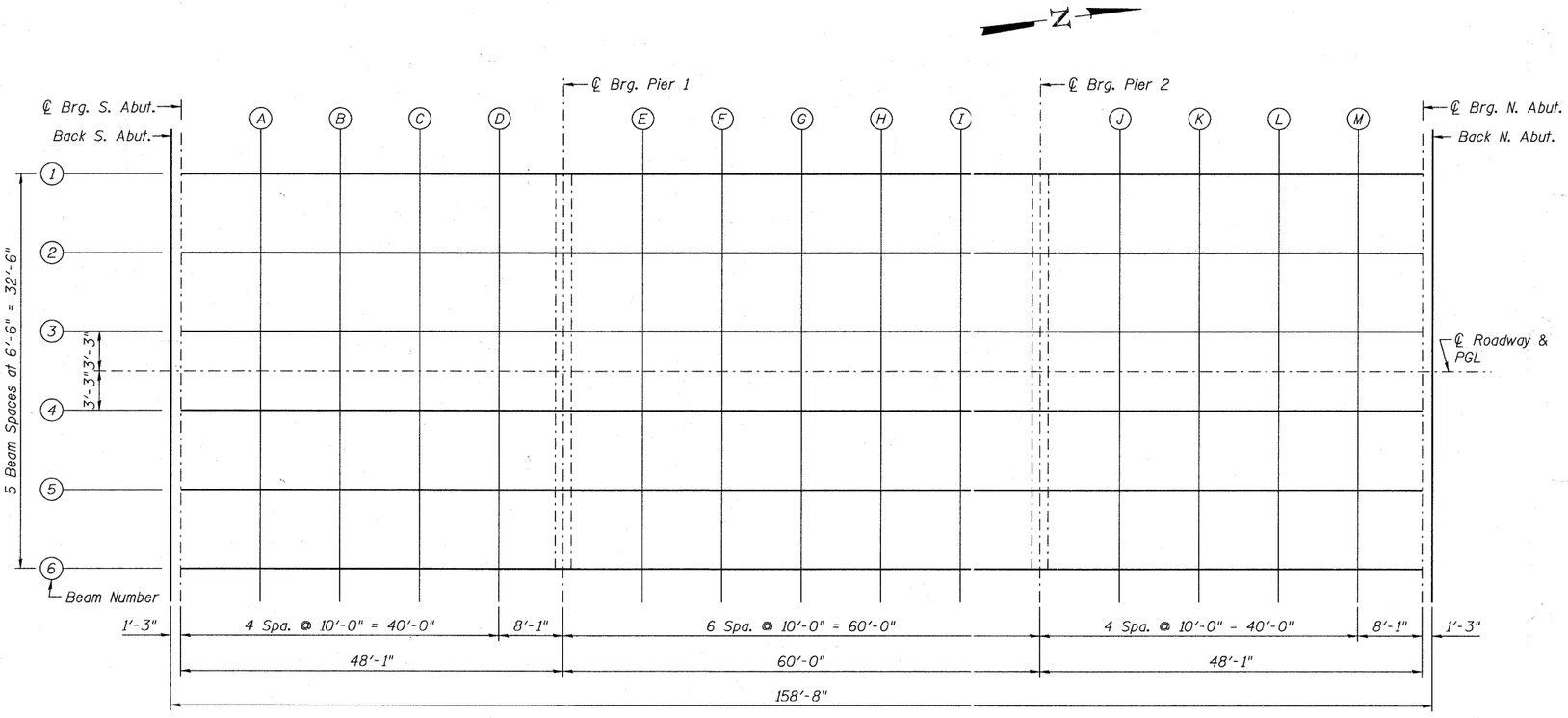


SECTION THRU SIDEWALK



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheets 3 and 4. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

BEAM #1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	212+23.86	-16.25	768.27	768.27
CL South Abut.	212+25.11	-16.25	768.23	768.23
A	212+35.11	-16.25	767.92	767.94
B	212+45.11	-16.25	767.61	767.64
C	212+55.11	-16.25	767.30	767.32
D	212+65.11	-16.25	766.98	766.99
CL Brg. Pier 1	212+73.19	-16.25	766.73	766.73
E	212+83.19	-16.25	766.42	766.44
F	212+93.19	-16.25	766.11	766.14
G	213+03.19	-16.25	765.80	765.84
H	213+13.19	-16.25	765.48	765.52
I	213+23.19	-16.25	765.17	765.19
CL Brg. Pier 2	213+33.19	-16.25	764.86	764.86
J	213+43.19	-16.25	764.55	764.56
K	213+53.19	-16.25	764.24	764.26
L	213+63.19	-16.25	763.92	763.96
M	213+73.19	-16.25	763.61	763.63
CL North Abut.	213+81.28	-16.25	763.36	763.36
Back of North Abut.	213+82.53	-16.25	763.32	763.32

FILE NAME = M:\755-010 Blivin Phase II\CADD\Sheets\Structural\755-010 SHT-03 S-Top.of.Slab.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED - SRT	REVISED -	
	CHECKED - JJI	REVISED -	
PLOT SCALE =	DRAWN - GM	REVISED -	
PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -	

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 056-3191

SCALE: | SHEET NO. 3 OF 28 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	28
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

BEAM #2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	212+23.86	-9.75	768.37	768.37
CL South Abut.	212+25.11	-9.75	768.33	768.33
A	212+35.11	-9.75	768.02	768.04
B	212+45.11	-9.75	767.71	767.74
C	212+55.11	-9.75	767.40	767.42
D	212+65.11	-9.75	767.09	767.09
CL Brg. Pier 1	212+73.19	-9.75	766.83	766.83
E	212+83.19	-9.75	766.52	766.54
F	212+93.19	-9.75	766.21	766.25
G	213+03.19	-9.75	765.90	765.94
H	213+13.19	-9.75	765.59	765.62
I	213+23.19	-9.75	765.27	765.29
CL Brg. Pier 2	213+33.19	-9.75	764.96	764.96
J	213+43.19	-9.75	764.65	764.66
K	213+53.19	-9.75	764.34	764.36
L	213+63.19	-9.75	764.03	764.06
M	213+73.19	-9.75	763.71	763.73
CL North Abut.	213+81.28	-9.75	763.46	763.46
Back of North Abut.	213+82.53	-9.75	763.42	763.42

BEAM #3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	212+23.86	-3.25	768.47	768.47
CL South Abut.	212+25.11	-3.25	768.44	768.44
A	212+35.11	-3.25	768.12	768.15
B	212+45.11	-3.25	767.81	767.84
C	212+55.11	-3.25	767.50	767.52
D	212+65.11	-3.25	767.19	767.19
CL Brg. Pier 1	212+73.19	-3.25	766.94	766.94
E	212+83.19	-3.25	766.62	766.64
F	212+93.19	-3.25	766.31	766.35
G	213+03.19	-3.25	766.00	766.04
H	213+13.19	-3.25	765.69	765.72
I	213+23.19	-3.25	765.38	765.39
CL Brg. Pier 2	213+33.19	-3.25	765.06	765.06
J	213+43.19	-3.25	764.75	764.76
K	213+53.19	-3.25	764.44	764.47
L	213+63.19	-3.25	764.13	764.16
M	213+73.19	-3.25	763.82	763.83
CL North Abut.	213+81.28	-3.25	763.56	763.56
Back of North Abut.	213+82.53	-3.25	763.52	763.52

℄ ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	212+23.86	0.00	768.53	768.53
CL South Abut.	212+25.11	0.00	768.49	768.49
A	212+35.11	0.00	768.17	768.20
B	212+45.11	0.00	767.86	767.89
C	212+55.11	0.00	767.55	767.57
D	212+65.11	0.00	767.24	767.25
CL Brg. Pier 1	212+73.19	0.00	766.99	766.99
E	212+83.19	0.00	766.67	766.69
F	212+93.19	0.00	766.36	766.40
G	213+03.19	0.00	766.05	766.10
H	213+13.19	0.00	765.74	765.77
I	213+23.19	0.00	765.43	765.44
CL Brg. Pier 2	213+33.19	0.00	765.11	765.11
J	213+43.19	0.00	764.80	764.81
K	213+53.19	0.00	764.49	764.52
L	213+63.19	0.00	764.18	764.21
M	213+73.19	0.00	763.87	763.88
CL North Abut.	213+81.28	0.00	763.61	763.61
Back of North Abut.	213+82.53	0.00	763.58	763.58

BEAM #4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	212+23.86	3.25	768.47	768.47
CL South Abut.	212+25.11	3.25	768.44	768.44
A	212+35.11	3.25	768.12	768.15
B	212+45.11	3.25	767.81	767.84
C	212+55.11	3.25	767.50	767.52
D	212+65.11	3.25	767.19	767.19
CL Brg. Pier 1	212+73.19	3.25	766.94	766.94
E	212+83.19	3.25	766.62	766.64
F	212+93.19	3.25	766.31	766.35
G	213+03.19	3.25	766.00	766.04
H	213+13.19	3.25	765.69	765.72
I	213+23.19	3.25	765.38	765.39
CL Brg. Pier 2	213+33.19	3.25	765.06	765.06
J	213+43.19	3.25	764.75	764.76
K	213+53.19	3.25	764.44	764.47
L	213+63.19	3.25	764.13	764.16
M	213+73.19	3.25	763.82	763.83
CL North Abut.	213+81.28	3.25	763.56	763.56
Back of North Abut.	213+82.53	3.25	763.52	763.52

BEAM #5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	212+23.86	9.75	768.37	768.37
CL South Abut.	212+25.11	9.75	768.33	768.33
A	212+35.11	9.75	768.02	768.04
B	212+45.11	9.75	767.71	767.74
C	212+55.11	9.75	767.40	767.42
D	212+65.11	9.75	767.09	767.09
CL Brg. Pier 1	212+73.19	9.75	766.83	766.83
E	212+83.19	9.75	766.52	766.54
F	212+93.19	9.75	766.21	766.25
G	213+03.19	9.75	765.90	765.94
H	213+13.19	9.75	765.59	765.62
I	213+23.19	9.75	765.27	765.29
CL Brg. Pier 2	213+33.19	9.75	764.96	764.96
J	213+43.19	9.75	764.65	764.66
K	213+53.19	9.75	764.34	764.36
L	213+63.19	9.75	764.03	764.06
M	213+73.19	9.75	763.71	763.73
CL North Abut.	213+81.28	9.75	763.46	763.46
Back of North Abut.	213+82.53	9.75	763.42	763.42

BEAM #6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	212+23.86	16.25	768.27	768.27
CL South Abut.	212+25.11	16.25	768.23	768.23
A	212+35.11	16.25	767.92	767.94
B	212+45.11	16.25	767.61	767.64
C	212+55.11	16.25	767.30	767.32
D	212+65.11	16.25	766.98	766.99
CL Brg. Pier 1	212+73.19	16.25	766.73	766.73
E	212+83.19	16.25	766.42	766.44
F	212+93.19	16.25	766.11	766.14
G	213+03.19	16.25	765.80	765.84
H	213+13.19	16.25	765.48	765.52
I	213+23.19	16.25	765.17	765.19
CL Brg. Pier 2	213+33.19	16.25	764.86	764.86
J	213+43.19	16.25	764.55	764.56
K	213+53.19	16.25	764.24	764.26
L	213+63.19	16.25	763.92	763.96
M	213+73.19	16.25	763.61	763.63
CL North Abut.	213+81.28	16.25	763.36	763.36
Back of North Abut.	213+82.53	16.25	763.32	763.32

FILE NAME = W:\765-010 Bluvn Phase II\CADD\Sheets\Structural\765-010 SHT-04 S-Top_of_Slab2.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

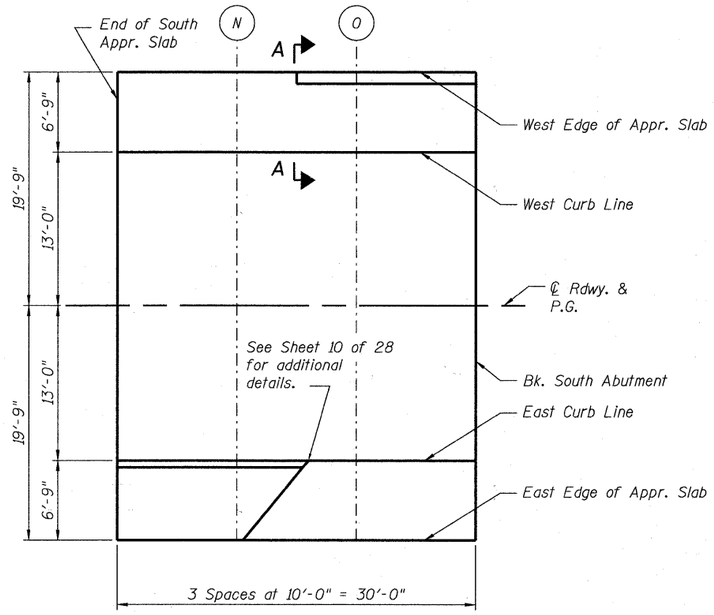
USER NAME = gonzalo	DESIGNED - SRT	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 056-3191

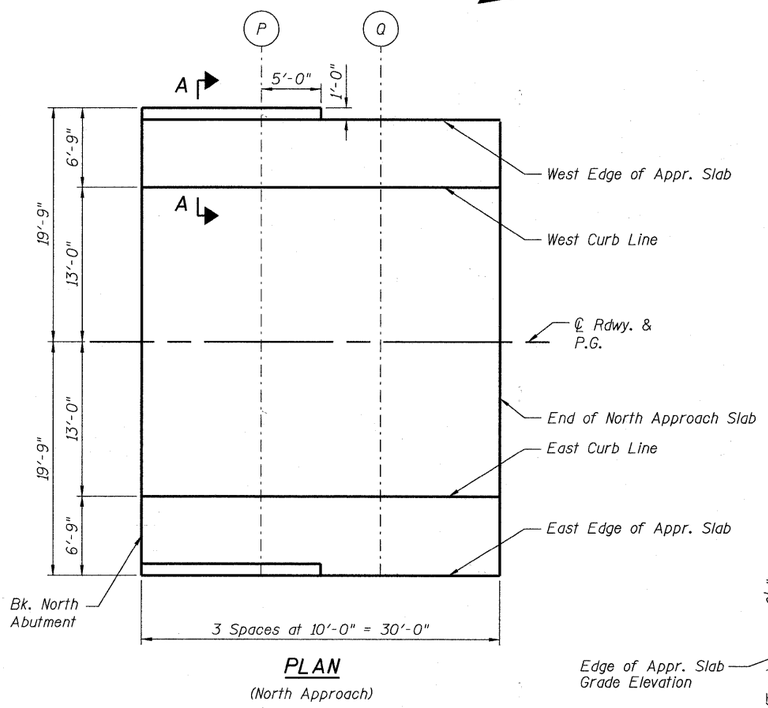
SCALE: | SHEET NO. 4 OF 28 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	29
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			



PLAN

(South Approach)



PLAN

(North Approach)

SOUTH APPROACH

WEST EDGE OF APPR. SLAB

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Pav't.	211+93.86	-19.75	769.15
N	212+03.86	-19.75	768.84
O	212+13.86	-19.75	768.52
Bk. of S. Abut.	212+23.86	-19.75	768.21

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Pav't.	211+93.86	-13.00	769.25
N	212+03.86	-13.00	768.94
O	212+13.86	-13.00	768.63
Bk. of S. Abut.	212+23.86	-13.00	768.32

℄ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Pav't.	211+93.86	0.00	769.46
N	212+03.86	0.00	769.15
O	212+13.86	0.00	768.83
Bk. of S. Abut.	212+23.86	0.00	768.52

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Pav't.	211+93.86	13.00	769.66
N	212+03.86	13.00	769.35
O	212+13.86	13.00	769.04
Bk. of S. Abut.	212+23.86	13.00	768.72

EAST EDGE OF APPR. SLAB

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Pav't.	211+93.86	19.75	769.77
N	212+03.86	19.75	769.45
O	212+13.86	19.75	769.14
Bk. of S. Abut.	212+23.86	19.75	768.83

NORTH APPROACH

WEST EDGE OF APPR. SLAB

Location	Station	Offset	Theoretical Grade Elevations
Bk. of N. Abut.	213+82.53	-19.75	763.26
P	213+92.53	-19.75	762.89
Q	214+02.53	-18.75	762.53
End N. Appr. Pav't.	214+12.53	-18.75	762.16

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. of N. Abut.	213+82.53	-13.00	763.37
P	213+92.53	-13.00	762.99
Q	214+02.53	-13.00	762.62
End N. Appr. Pav't.	214+12.53	-13.00	762.25

℄ ROADWAY & P.G.

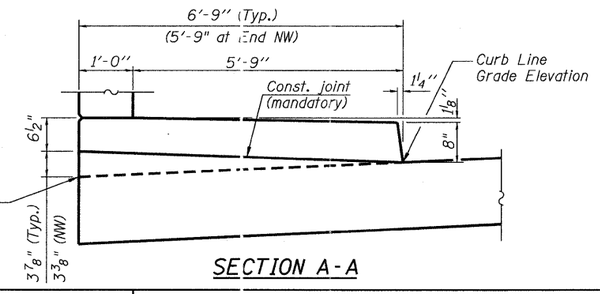
Location	Station	Offset	Theoretical Grade Elevations
Bk. of N. Abut.	213+82.53	0.00	763.57
P	213+92.53	0.00	763.19
Q	214+02.53	0.00	762.82
End N. Appr. Pav't.	214+12.53	0.00	762.45

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. of N. Abut.	213+82.53	13.00	763.77
P	213+92.53	13.00	763.40
Q	214+02.53	13.00	763.02
End N. Appr. Pav't.	214+12.53	13.00	762.66

EAST EDGE OF APPR. SLAB

Location	Station	Offset	Theoretical Grade Elevations
Bk. of N. Abut.	213+82.53	19.75	763.88
P	213+92.53	19.75	763.50
Q	214+02.53	19.75	763.13
End N. Appr. Pav't.	214+12.53	19.75	762.76



SECTION A-A

FILE NAME = W:\765-610 Blivin Phase II\CADD\Sheets\Structural\765-610 SHT-05 S-Top_of_Appr_Slab.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

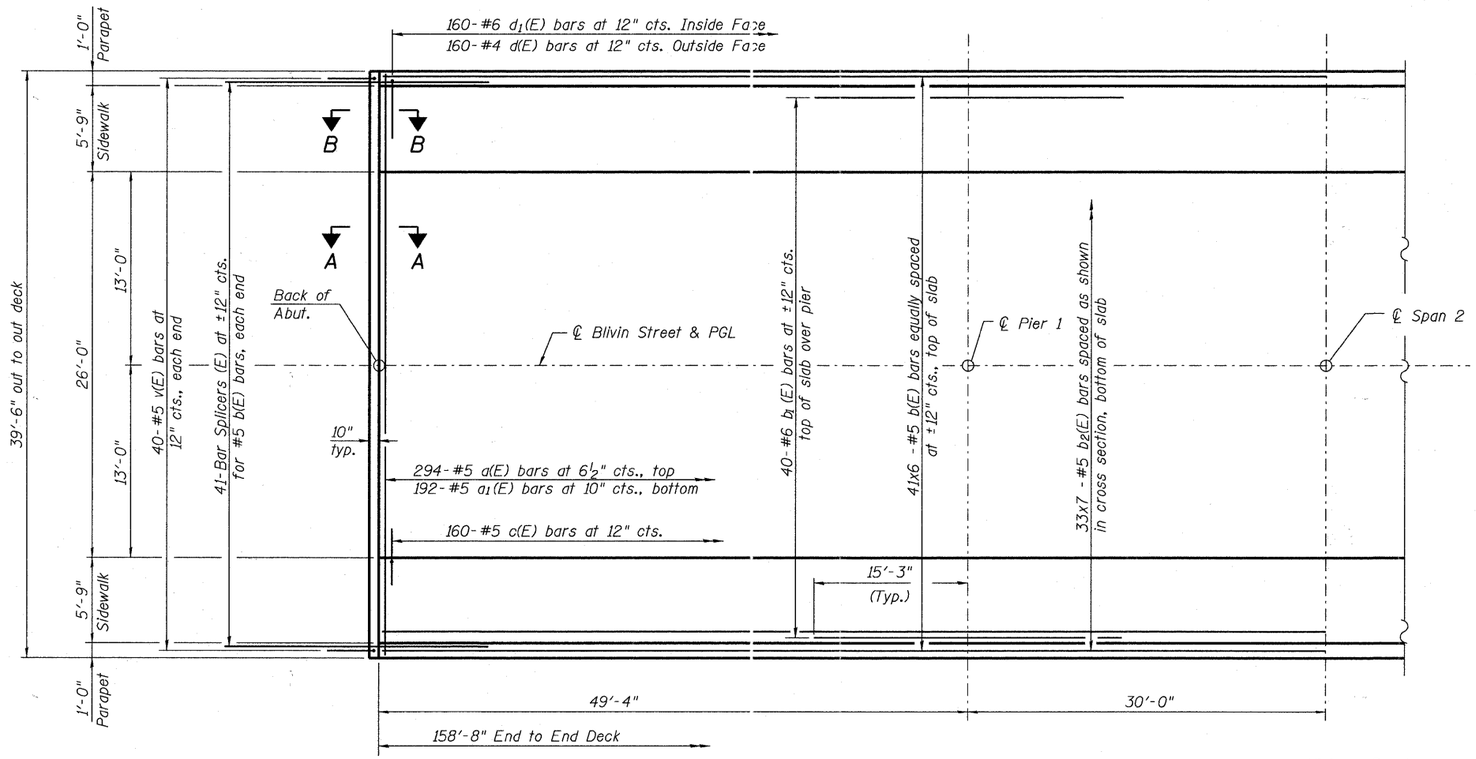
USER NAME = gonzalo	DESIGNED - SRT	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 056-3191

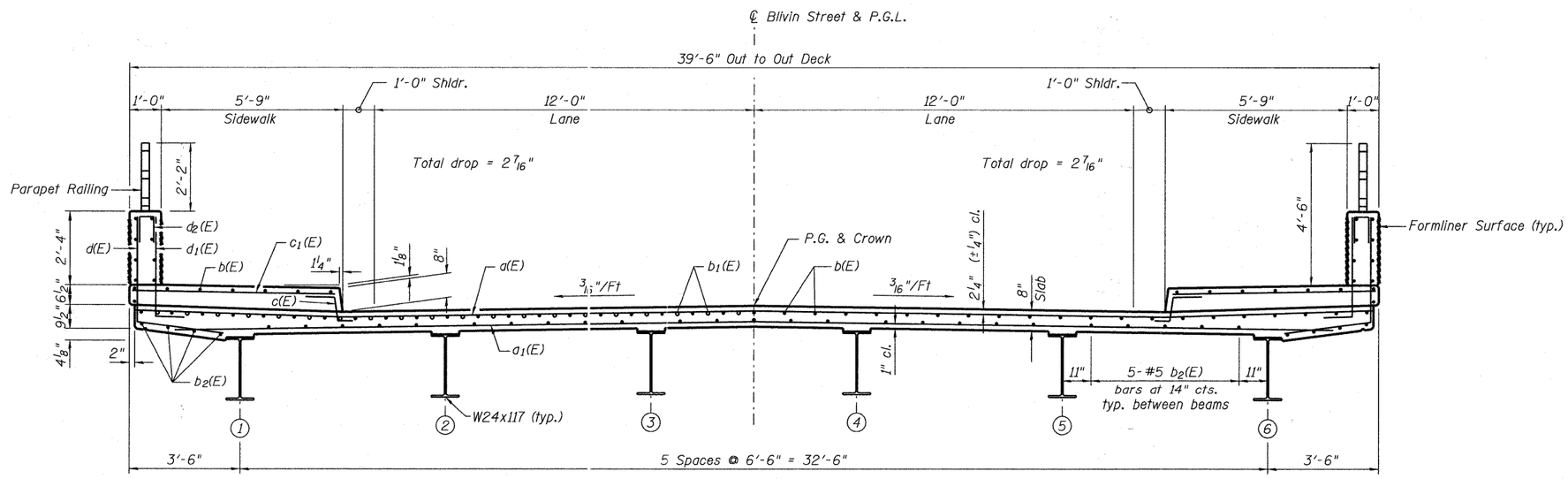
SCALE: 5 | SHEET NO. 5 OF 28 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	30
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			



Minimum Bar Lap
#5 Bar = 2'-7"

Notes:
See Sheet 9 of 28 for superstructure details and Bill of Material.
Bars indicated thus 39 x 6-#5 etc. indicates 39 lines of bars with 6 lengths per line.
See Sheet 7 of 28 for parapet reinforcement.



NEAR PIER

CROSS SECTION
(Looking North)

NEAR MIDSPAN

FILE NAME = M:\765-018 Blivin Phase II\CADD\Sheets\Structural\765-018 SHT-06 S- SUPERSTRUCTURE.dgn

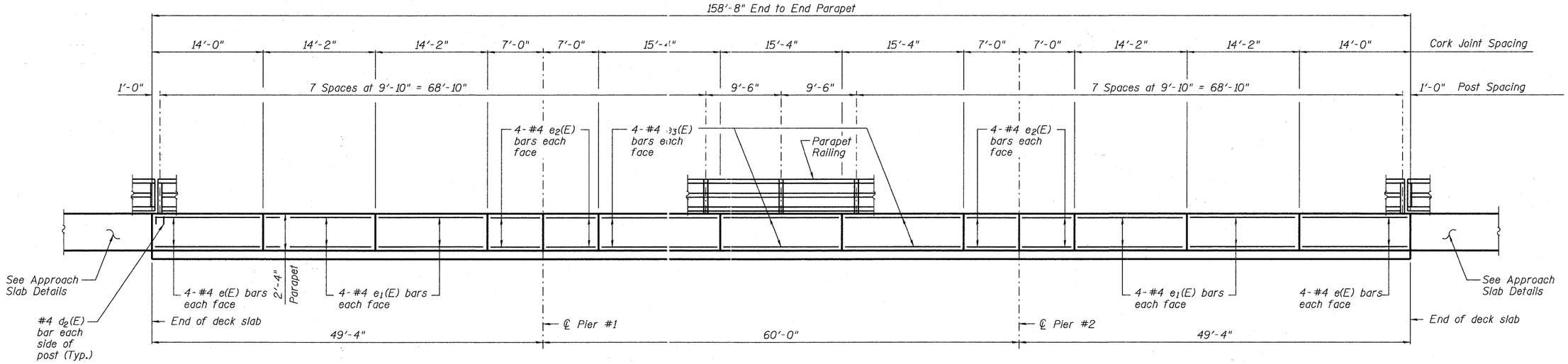
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -
		CHECKED - JJI	REVISED -
	PLOT SCALE =	DRAWN - GM	REVISED -
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

SUPERSTRUCTURE PLAN AND SECTION
STRUCTURE NO. 056-3191

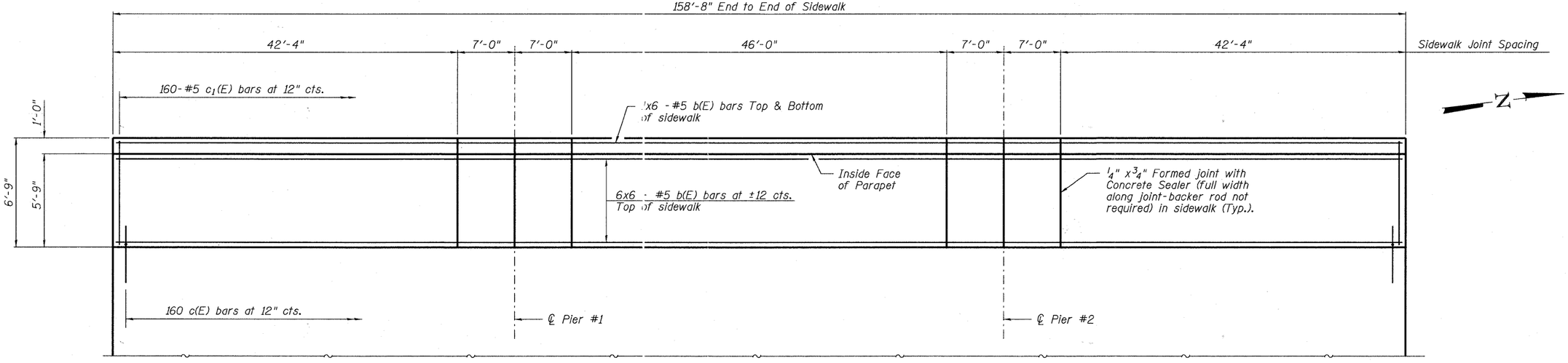
SCALE: | SHEET NO. 6 OF 28 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	31
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF WEST PARAPET

(East Parapet Similar)



WEST SIDEWALK PLAN

(East Sidewalk Similar)

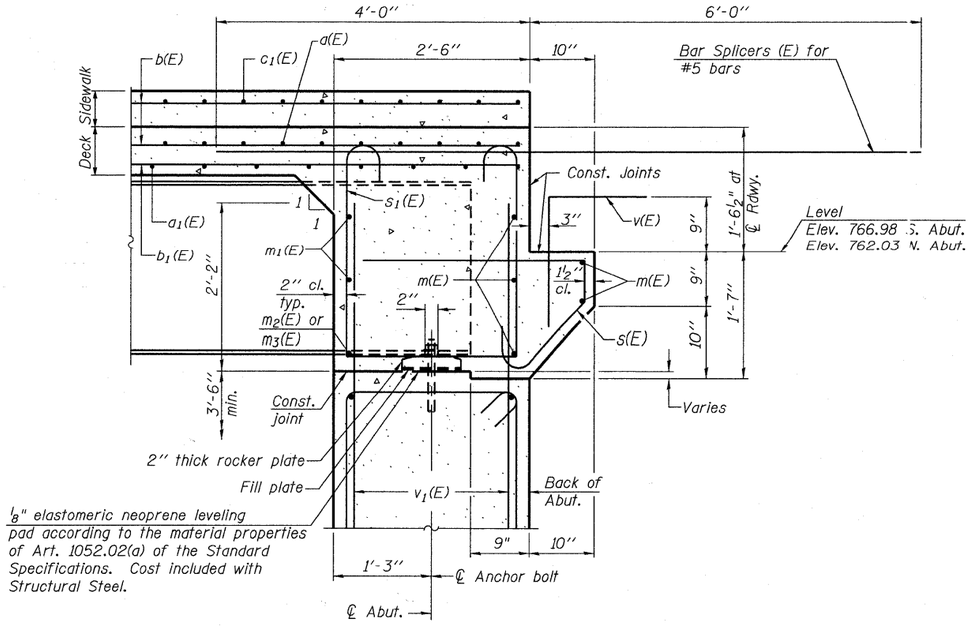
Minimum Bar Lap
#5 Bar = 2'-7"

Notes:
Inside elevation at parapet view is exaggerated vertically to show reinforcement.
Bars indicated this 6x6-#5 etc. indicates 6 lines of bars with 6 lengths per line.
See Sheet 9 of 28 for Superstructure Details and Bill of Material.

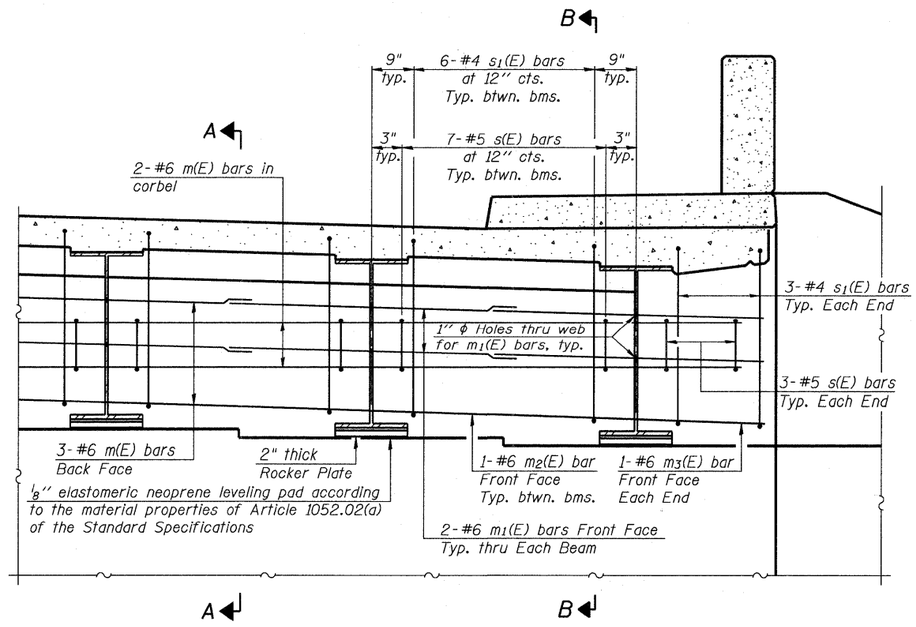
FILE NAME = M:\765-018 Blivin Phase II\CADD\Sheets\Structural\765-018 SHT-07 S- SIDEWALK PLAN AND PARAPET ELEV.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION BLIVIN STREET OVER NIPPERSINK CREEK	SIDEWALK PLAN AND PARAPET ELEVATION STRUCTURE NO. 056-3191
		CHECKED - JJI	REVISED -		
	PLOT SCALE =	DRAWN - GM	REVISED -		
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -		SCALE: SHEET NO. 7 OF 28 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	32
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			



SECTION B-B



DIAPHRAGM ELEVATION AT ABUTMENT

Notes:

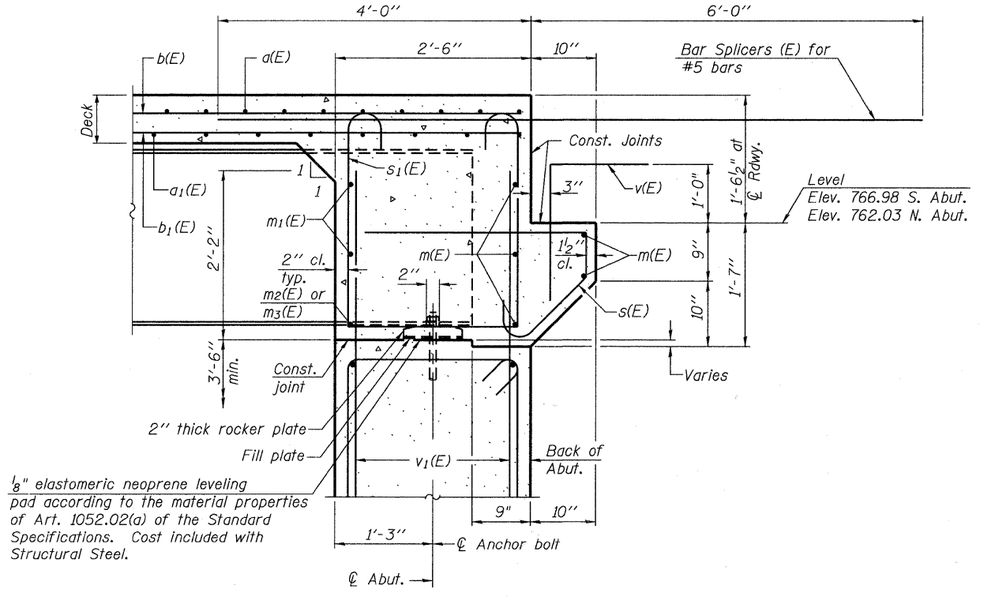
Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 28.

Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 28.

For details of bars s(E) & s_1(E) see sheet 9 of 28.

The s(E) and s_1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

Minimum Bar Lap
#6 bar = 3'-4"



SECTION A-A

SI-DS2 7-1-10

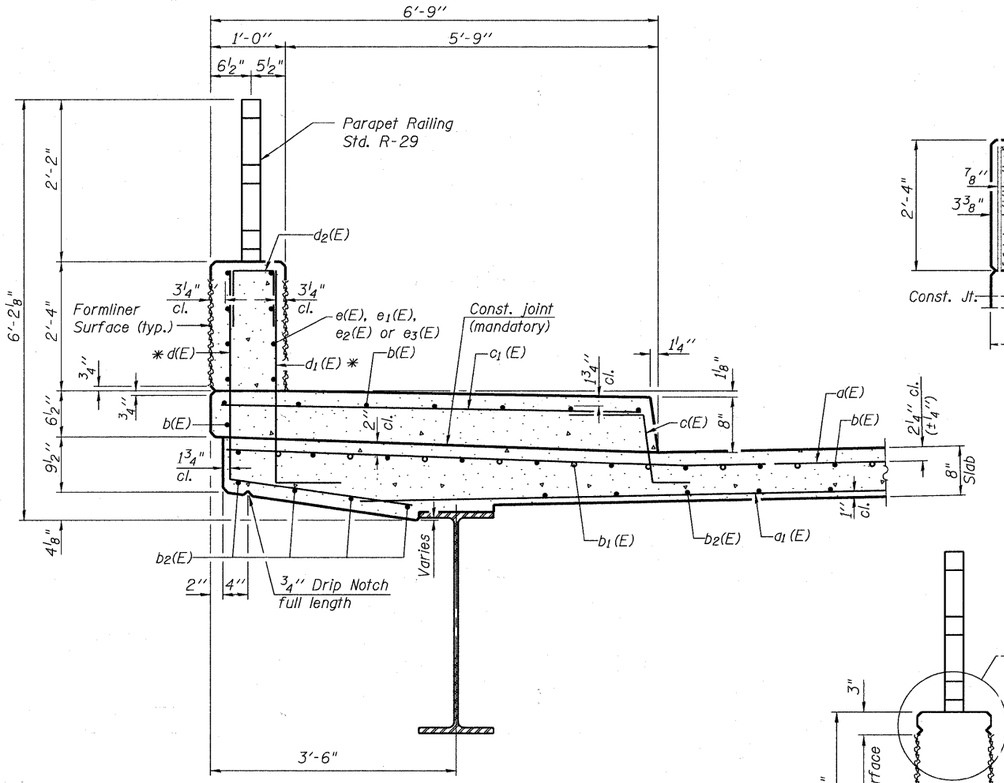
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -
		CHECKED - JJI	REVISED -
	PLOT SCALE =	DRAWN - GM	REVISED -
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

INTEGRAL ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 056-3191

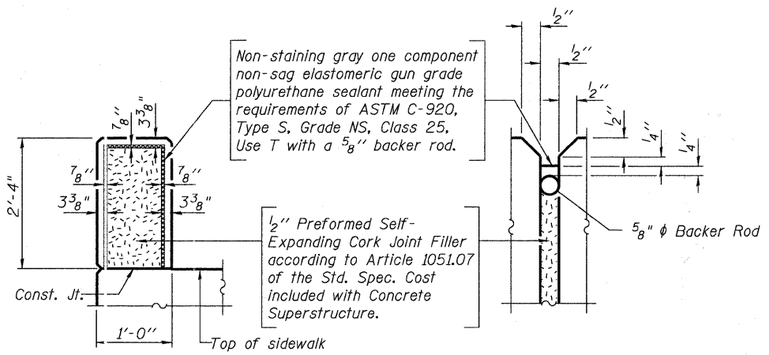
SCALE: | SHEET NO. 8 OF 28 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	33
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

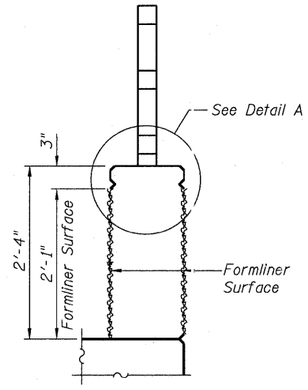


SECTION THRU SIDEWALK

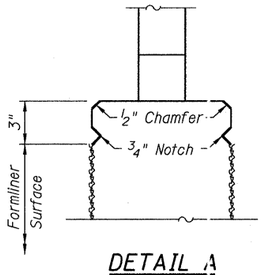
* Bend d(E) and d_1(E) as required longitudinally to clear rail post anchor, maintain minimum reinforcement clearance.



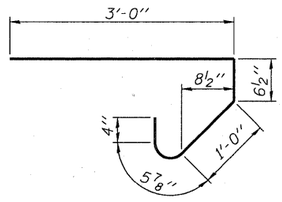
PARAPET JOINT DETAILS



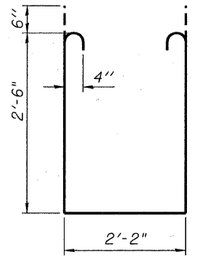
PARAPET FORMLINER



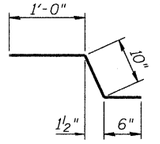
DETAIL A



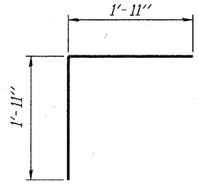
BAR s(E)



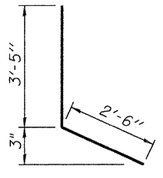
BAR s1(E)



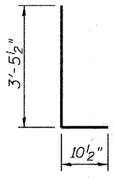
BAR c(E)



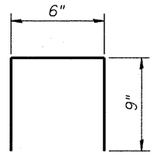
BAR v(E)



BAR d(E)



BAR d1(E)

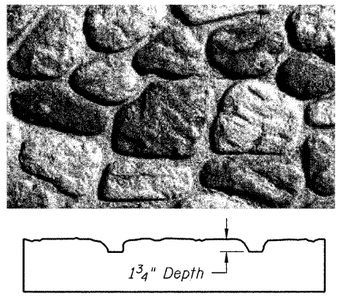


BAR d2(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	294	#5	38'-10"	
a1(E)	192	#5	35'-6"	
b(E)	342	#5	28'-8"	
b1(E)	80	#6	30'-6"	
b2(E)	231	#5	24'-11"	
c(E)	320	#5	2'-4"	
c1(E)	320	#5	6'-4"	
d(E)	320	#4	5'-11"	
d1(E)	320	#6	4'-4"	
d2(E)	68	#4	2'-0"	
e(E)	32	#4	13'-8"	
e1(E)	64	#4	13'-10"	
e2(E)	64	#4	6'-8"	
e3(E)	48	#4	15'-0"	
m(E)	10	#6	39'-2"	
m1(E)	24	#6	9'-10"	
m2(E)	10	#6	6'-1"	
m3(E)	4	#6	3'-1"	
s(E)	82	#5	5'-5"	
s1(E)	72	#4	8'-2"	
v(E)	80	#5	3'-10"	

Protective Coat	Sq. Yd.	802
Reinforcement Bars, Epoxy Coated	Pound	49,130
Concrete Superstructure	Cu. Yds.	268.3
Bridge Deck Grooving	Sq. Yd.	424
Form Liner Textured Surface, Special	Sq. Ft.	1481



FORM LINER TEXTURE DETAIL

See Special Provisions

Note:

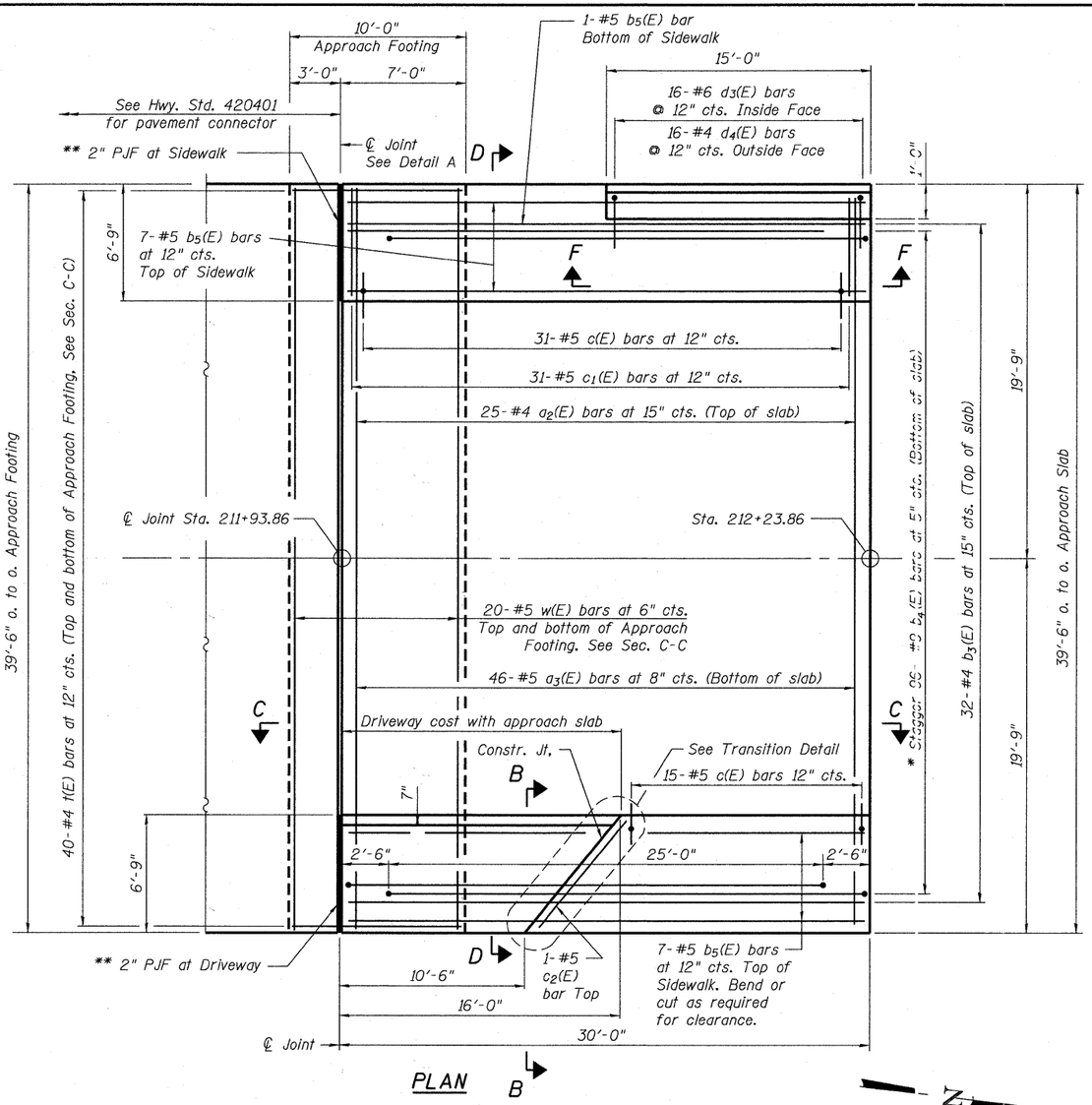
Custom Rock Form Liner Textured Surface to be used on inside and outside faces of Parapet Utilize formliner pattern #1218 or equivalent, no dye is to be used.

The depth of relief of the Form Liner Textured Surface is limited to 1¾". The relief should not compromise the reinforcement clearance in the Parapet.

FILE NAME = W:\765-018 Blivin Phase II\CADD\Sheets\Structural\765-018 SHT-09 S- SUPERSTRUCTURE DETAILS.dgn

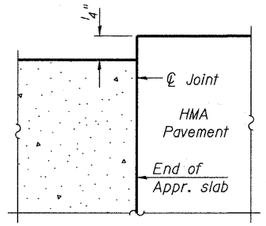
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION BLIVIN STREET OVER NIPPERSINK CREEK	SUPERSTRUCTURE DETAILS STRUCTURE NO. 056-3191
	PLOT SCALE =	DRAWN - GM	REVISED -		
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -		SCALE: SHEET NO. 9 OF 28 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	34
		CONTRACT NO. 63583		
		ILLINOIS FED. AID PROJECT		



PLAN

* Tilt #9 $b_4(E)$ bars as required to maintain clearance.



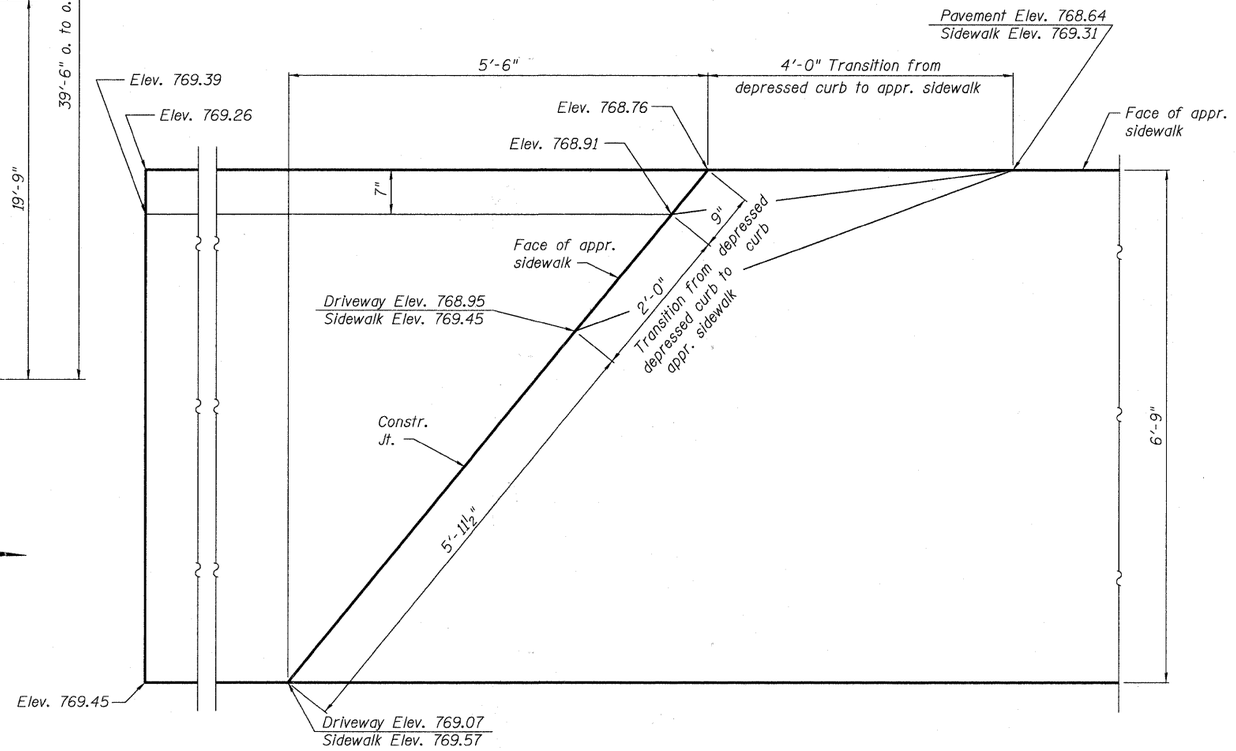
FLEXIBLE PAVEMENT

DETAIL A

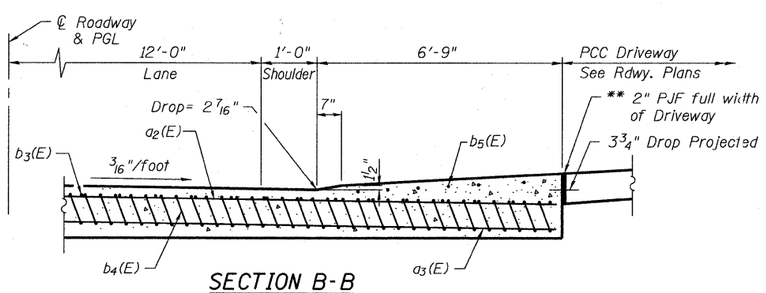
Notes:
See sheet 12 of 28 for additional details.

** 2" Preformed Joint Filler. Polyurethane Bonded Recycled Rubber conforming with the requirements of AASHTO M 153, Type IV. Cost included with Concrete Superstructure.

Attach all layers of PJF with adhesive, fasteners not allowed. Adhesive shall be supplied and/or approved by the PJF manufacturer. Face of PJF shall be true and flat, depressions or gaps shall be filled flush with face of PJF with an approved patching material.



TRANSITION DETAIL



SECTION B-B

(Sheet 1 of 3)

FILE NAME = W:\795-018 Blivin Phase II\CADD\Sheets\Structural\795-018 SHT-10 S- S APPR PAV DETAILS 1.dgn

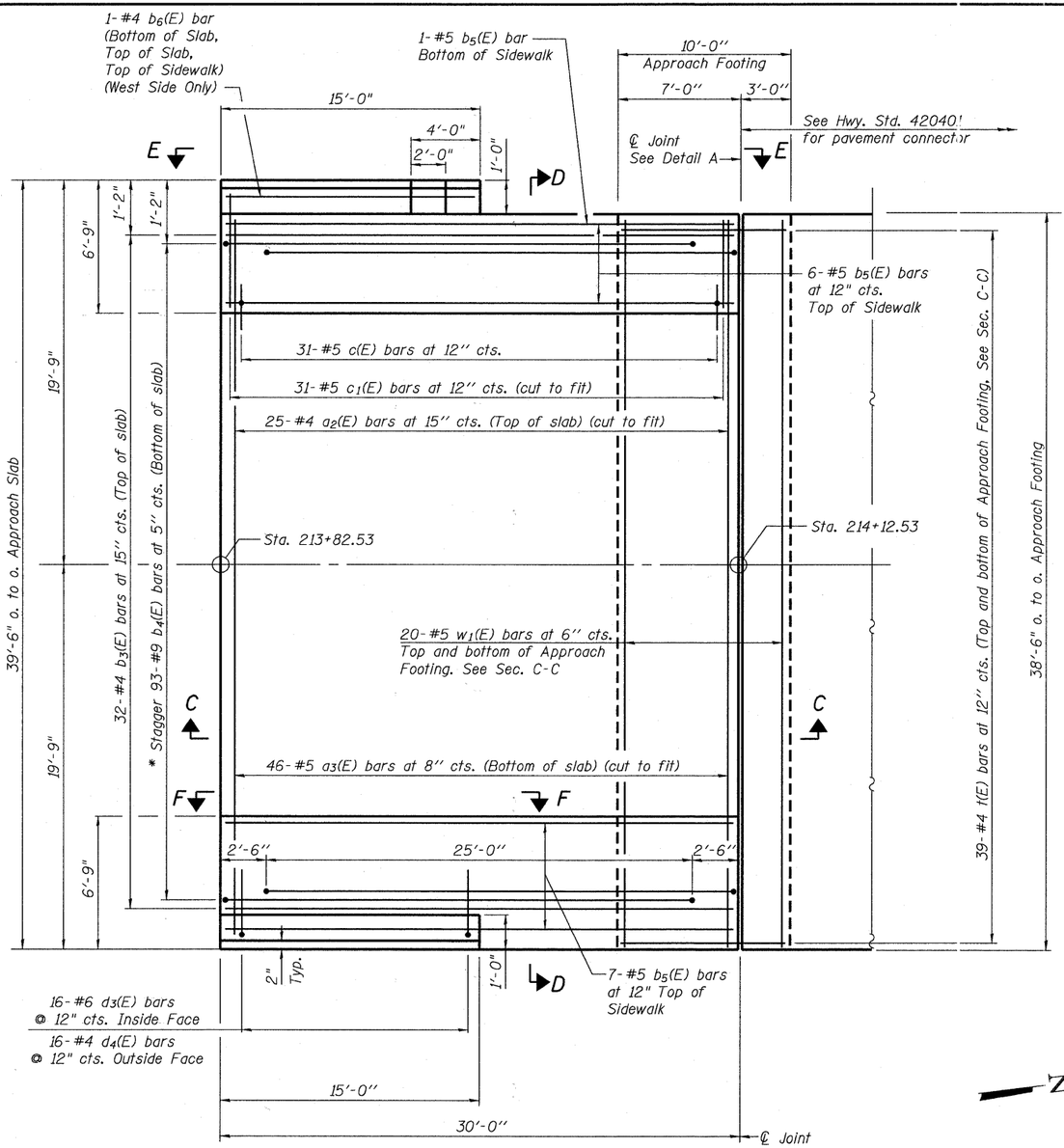
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -
		CHECKED - JJI	REVISED -
	PLOT SCALE =	DRAWN - GM	REVISED -
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

SOUTH BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 056-3191

SCALE: | SHEET NO. 10 OF 28 SHEETS | STA. | TO STA.

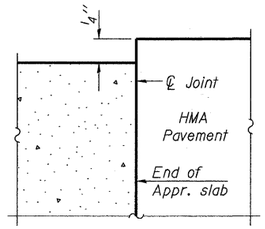
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	35
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			



PLAN

* Tilt #9 b_4(E) bars as required to maintain clearance.

Notes:
See sheet 12 of 28 for additional details.



FLEXIBLE PAVEMENT

DETAIL A

FILE NAME = W:\795-010 Bivun Phase II\CADD\Sheets\Structural\795-010 SHT-11 S- N APPR PAV DETAILS 1.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION BLIVIN STREET OVER NIPPERSINK CREEK	NORTH BRIDGE APPROACH SLAB PLAN STRUCTURE NO. 056-3191
		CHECKED - JJI	REVISED -		
	PLOT SCALE =	DRAWN - GM	REVISED -		SCALE: / SHEET NO. 11 OF 28 SHEETS / STA. / TO STA.
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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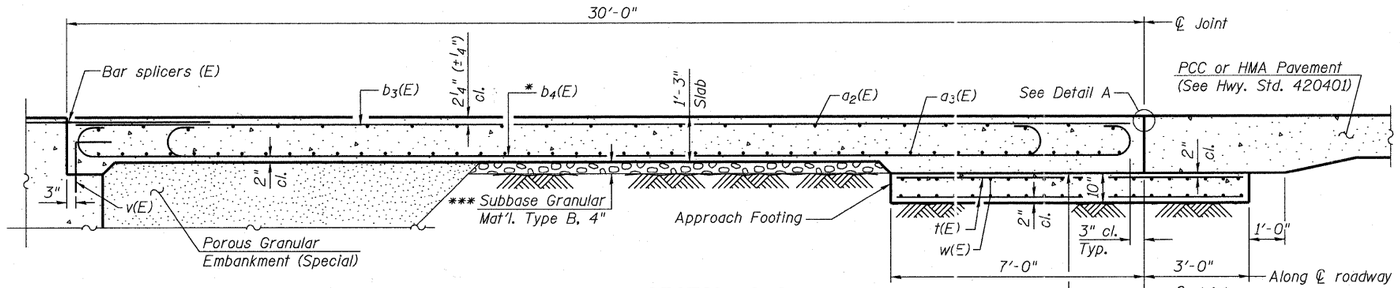
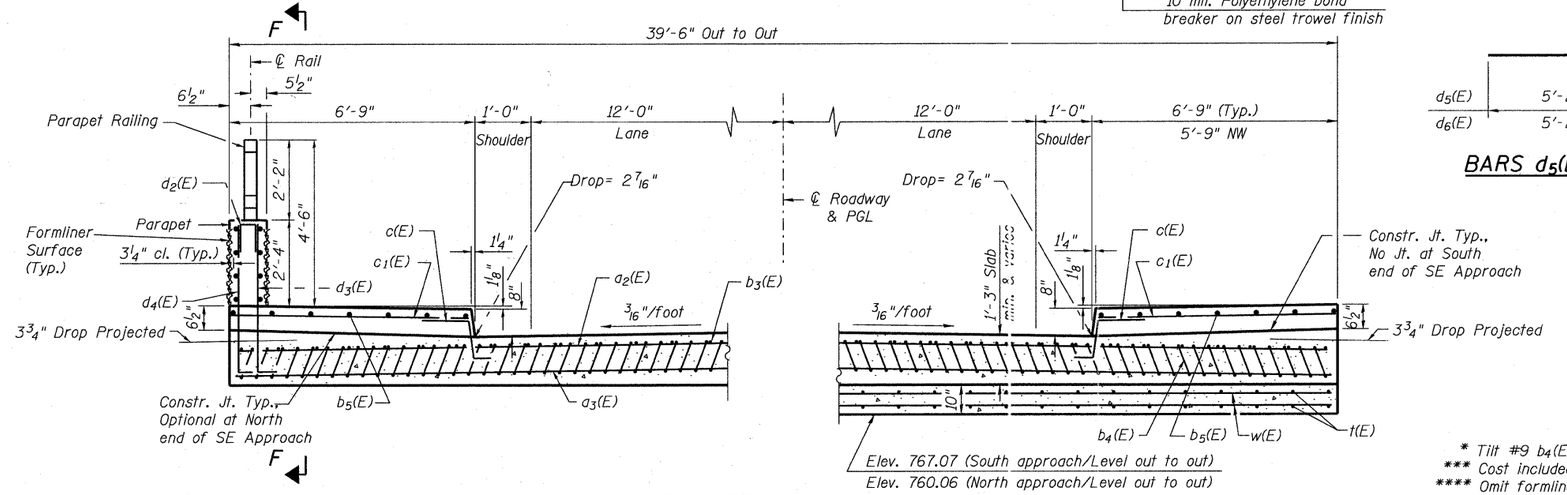
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			



SECTION C-C

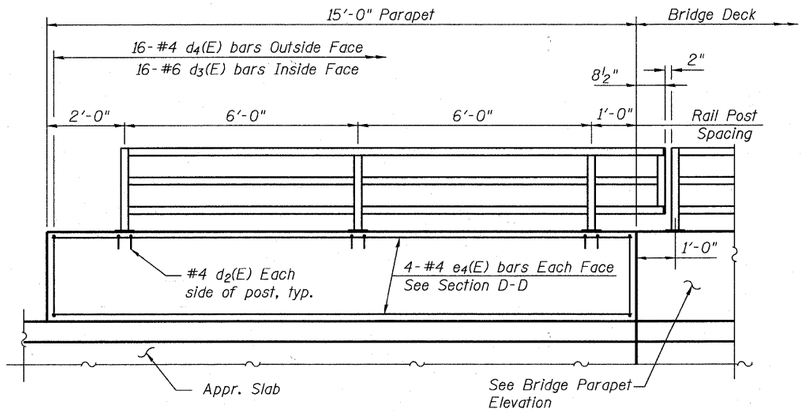


NEAR ABUTMENT

AT APPROACH FOOTING

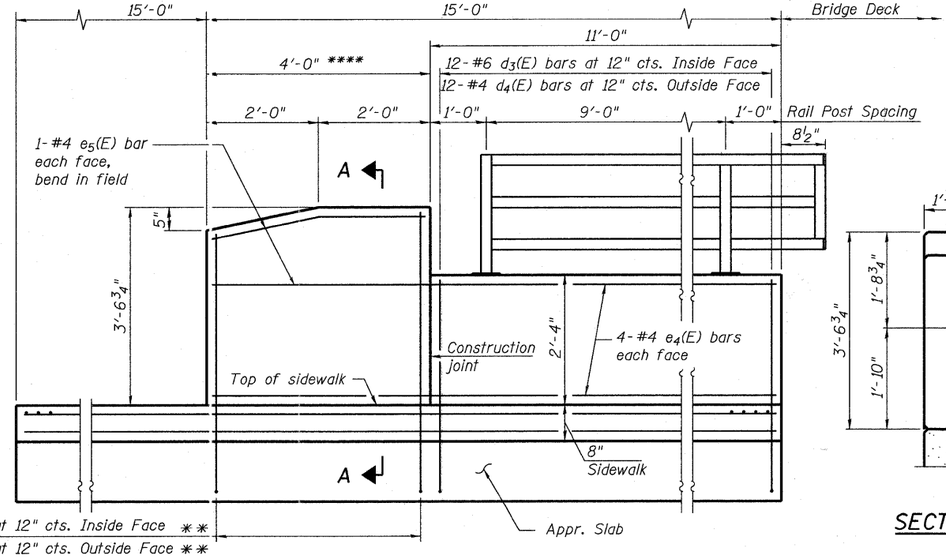
SECTION D-D

(See Plan for dimensions not shown)



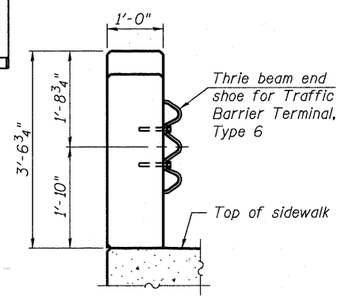
VIEW F-F

(SW & NE)

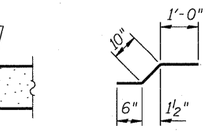


VIEW E-E

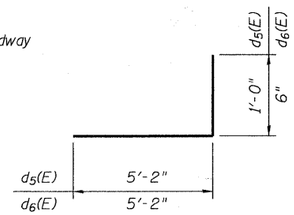
(Outside Face NW)



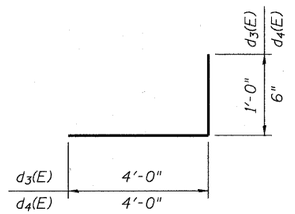
SECTION A-A



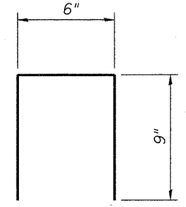
BAR c(E)



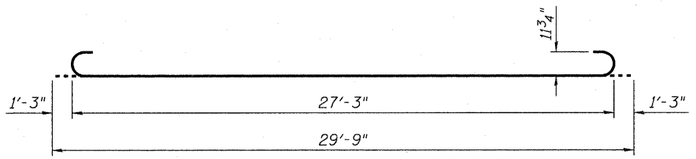
BARS $d_5(E)$ & $d_6(E)$



BARS $d_3(E)$ & $d_4(E)$



BAR $d_2(E)$



BAR $b_4(E)$

Notes:
- See sheet 11 of 28 for Detail A and View B-B.
- Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
- Approach footing concrete shall be paid for as Concrete Structures.
- Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- For v(E) bar details, see sheet 8 of 28.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- For bar splicer details, see sheet 21 of 28.
- Cost of excavation for approach footing included with Concrete Structures.
- For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 28.
- For additional parapet details, see sheet 9 of 28.

* Tilt #9 $b_4(E)$ bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.
**** Omit formliner in this area to allow for guardrail connection.

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_2(E)$	50	#4	39'-2"	
$a_3(E)$	92	#5	39'-2"	
$b_3(E)$	64	#4	29'-8"	
$b_4(E)$	189	#9	29'-9"	
$b_5(E)$	27	#4	29'-8"	
$c(E)$	108	#5	2'-4"	
$c_1(E)$	93	#5	6'-4"	
$c_2(E)$	1	#5	8'-4"	
$d_2(E)$	16	#4	2'-0"	
$d_3(E)$	44	#6	5'-0"	
$d_4(E)$	44	#4	4'-6"	
$d_5(E)$	5	#6	6'-2"	
$d_6(E)$	5	#4	5'-8"	
$e_4(E)$	24	#4	14'-8"	
$e_5(E)$	4	#4	3'-8"	
$t(E)$	158	#4	9'-8"	
$w(E)$	40	#5	39'-2"	
$w_1(E)$	40	#5	38'-2"	
Protective Coat			Sq. Yd.	293
Concrete Superstructure			Cu. Yd.	118.1
Concrete Structures			Cu. Yd.	24.1
Bridge Deck Grooving			Sq. Yd.	160
Form Liner Textured Surface, Special			Sq. ft.	210
Reinforcement Bars, Epoxy Coated			Pound	32,220

BA-0 7-1-10

(Sheet 3 of 3)

FILE NAME = W:\795-810 Blivin Phase II\CADD\Sheets\Structural\795-810 SHT-12 S- APPR PAV DETAILS II.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

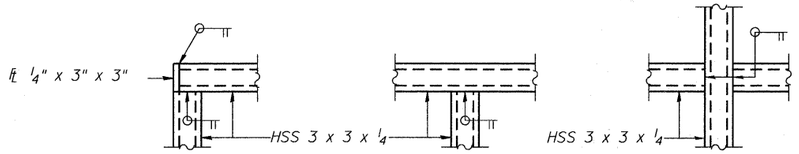
USER NAME = gonzalo	DESIGNED - SRT	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE = 3/28/2011	CHECKED - JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 056-3191

SCALE: | SHEET NO. 12 OF 28 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	37
		CONTRACT NO. 63583		
		ILLINOIS FED. AID PROJECT		



DETAIL A DETAIL B DETAIL C

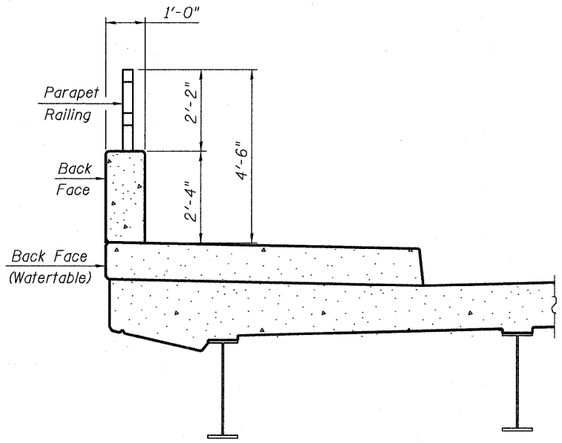
Notes:

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

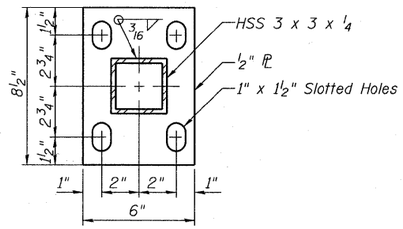
BILL OF MATERIAL *

Item	Unit	Quantity
Parapet Railing	Foot	354

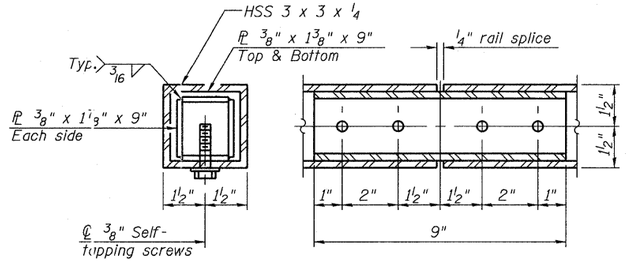
* Rail on bridge and appr. slab.



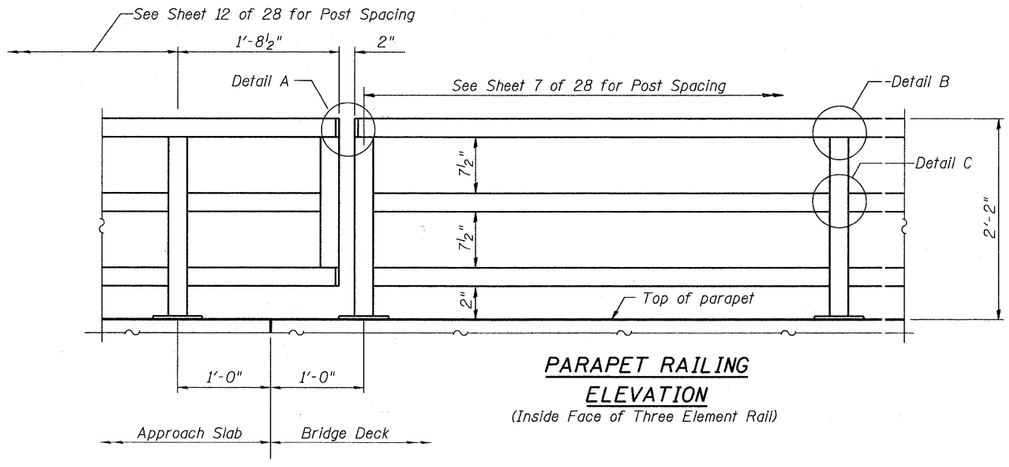
SECTION THRU SIDEWALK



BASE PL

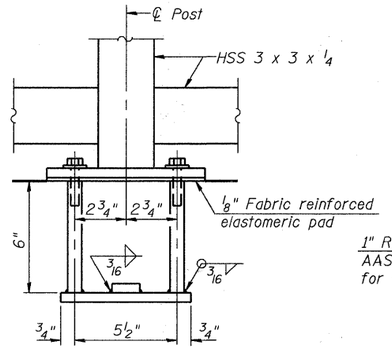


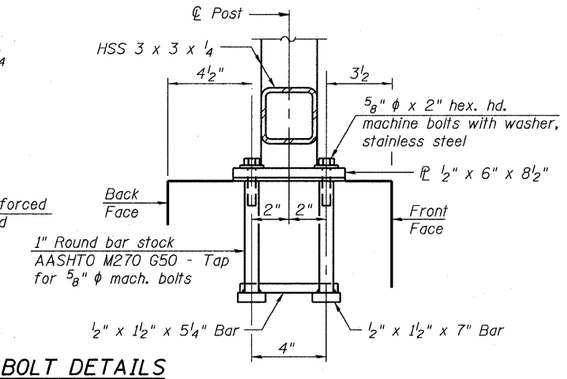
RAIL SPLICE



PARAPET RAILING ELEVATION

(Inside Face of Three Element Rail)





ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" ϕ anchor rods according to Article 509.06 of the Standard Specifications, except anchor rod assemblies shall be stainless steel. Embedment shall be according to the manufacturer's specifications.

FILE NAME = W:\755-018 Blivin Phase II\CADD\Sheets\Structural\755-018 SHT-13 S- PARAPET RAILING DETAILS.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

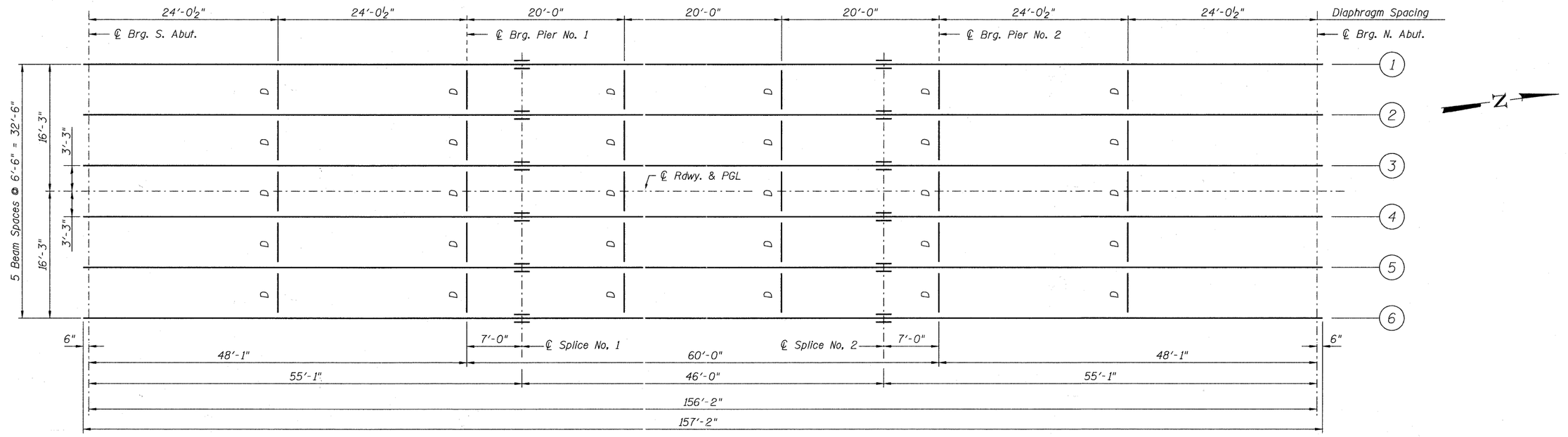
USER NAME = gonzalo	DESIGNED - SRT	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

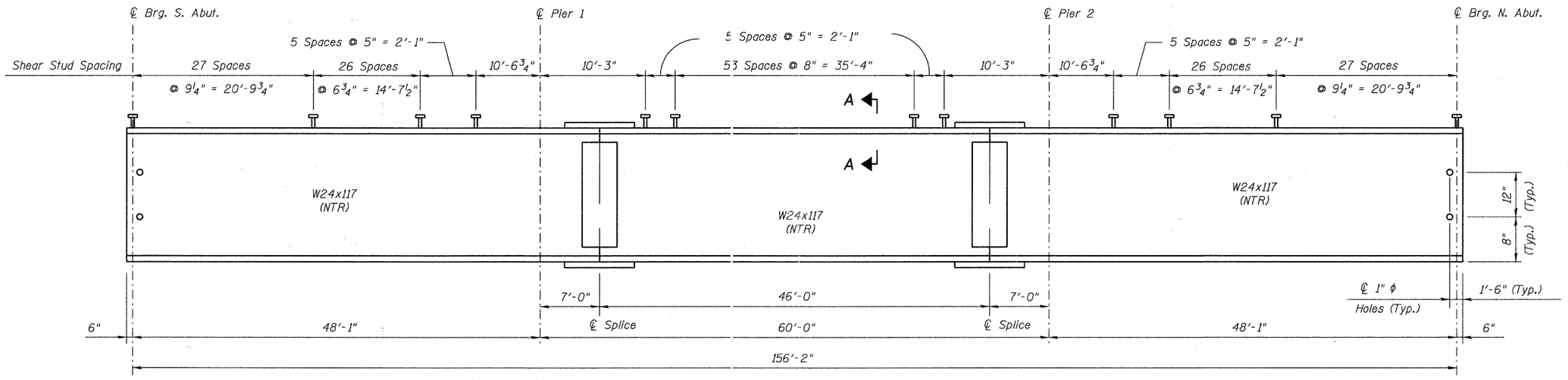
PARAPET RAILING DETAILS
STRUCTURE NO. 056-3191

SCALE: | SHEET NO. 13 OF 28 SHEETS | STA. | TO STA.

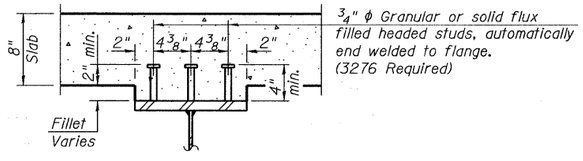
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	38
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			



FRAMING PLAN



BEAM ELEVATION



¾" ϕ Granular or solid flux filled headed studs, automatically end welded to flange. (3276 Required)

SECTION A-A

Notes:

See Sheet 15 of 28 for Splice Details and Diaphragm Details.

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

FABRICATED TOP OF BEAM ELEVATION TABLE *

Location	Beam No. 1	Beam No. 2	Beam No. 3	Beam No. 4	Beam No. 5	Beam No. 6
℄ Brg. S. Abut.	767.52	767.63	767.73	767.73	767.63	767.52
℄ Brg. Pier No. 1	765.98	766.08	766.18	766.18	766.08	765.98
℄ Splice No. 1	765.75	765.85	765.96	765.96	765.85	765.75
℄ Splice No. 2	764.32	764.42	764.52	764.52	764.42	764.32
℄ Brg. Pier No. 2	764.11	764.21	764.31	764.31	764.21	764.11
℄ Brg. N. Abut.	762.65	762.75	762.86	762.86	762.75	762.65

* For fabrication use only

FILE NAME = W:\765-018 Bluvn Phase II\CADD_Sheets\Structural\765-018 SHT-14 S- FRAMING PLAN.dgn

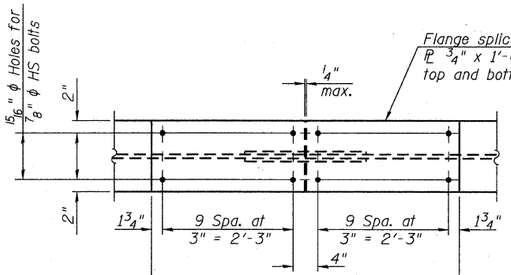
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -
		CHECKED - JJI	REVISED -
	PLOT SCALE =	DRAWN - GM	REVISED -
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

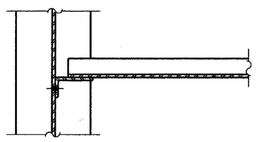
FRAMING PLAN
STRUCTURE NO. 056-3191

SCALE: | SHEET NO. 14 OF 28 SHEETS | STA. | TO STA.

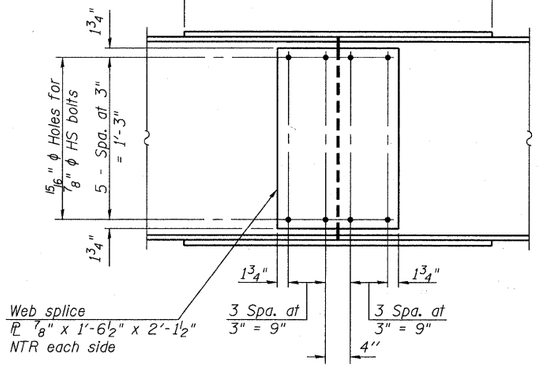
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	39
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			



PLAN



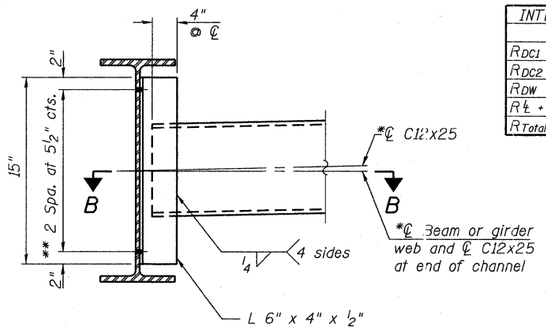
SECTION B-B



ELEVATION

SPLICE DETAIL

(12 Required)



INTERIOR DIAPHRAGM D

(30 Required)

Note:
Two hardened washers required for each set of oversized holes.
*Alternate channels (C12x30) are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.
The alternate, if utilized, shall be provided at no additional cost to the Department.
**3/4" ϕ HS bolts, 15/16" ϕ holes

Note:
All splice bolts shall be AASHTO M164/ASTM 325 Type 3.
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
All Structural Steel shall be AASHTO M270 Grade 50W.
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Piers	0.5 Sp. 2
I_s	(in^4)	3540	3540	3540
$I_c(n)$	(in^4)	10594	-	10594
$I_c(3n)$	(in^4)	7677	-	7677
S_s	(in^3)	291	291	291
$S_c(n)$	(in^3)	448	-	448
$S_c(3n)$	(in^3)	403	-	403
Z	(in^3)	327	327	327
DC1	(k/')	0.796	0.796	0.820
M_{DC1}	('k)	157	297	163
DC2	(k/')	0.320	0.320	0.320
M_{DC2}	('k)	58	74	69
DW	(k/')	0.213	0.213	0.213
M_{DW}	('k)	39	49	46
M_{L+IM}	('k)	922	571	942
M_u (Strength I)	('k)	1212	1037	1263
* $\phi_f M_n$, $\phi_f M_{nc}$	('k)	2187	1205	2187
f_s DC1	(ksi)	5.2	9.8	5.4
f_s DC2	(ksi)	1.7	3.0	2.0
f_s DW	(ksi)	1.1	2.0	1.3
f_s 1.3(L+IM)	(ksi)	18.3	17.6	18.7
f_s (Service II)	(ksi)	26.4	32.6	27.6
** f_s (Total)(Strength I)	(ksi)	35.1	43.0	36.6
V_f	(k)	15.0	-	14.0

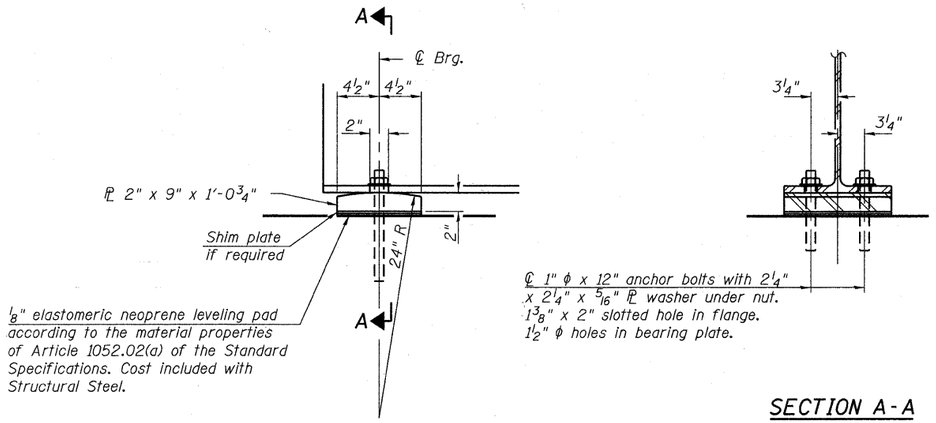
* Compact sections
** Non-Compact and slender sections

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
R_{DC1}	(k)	14.1	48.6
R_{DC2}	(k)	6.1	18.8
R_{DW}	(k)	4.2	12.8
R_{L+IM}	(k)	66.7	11.6
R_{Total}	(k)	91.2	195.9

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.^{4} and in.^{3}).
$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in.^{4} and in.^{3}).
$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).
Z: Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations (in.^{3}).
DC1: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$
$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).
f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\ M_{L+IM}$
f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$
V_f: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

FILE NAME = W:\755-010 Blivin Phase II\CADD\Sheets\Structural\755-010 SHT-15 S- STRUCTURAL STEEL DETAILS.dgn

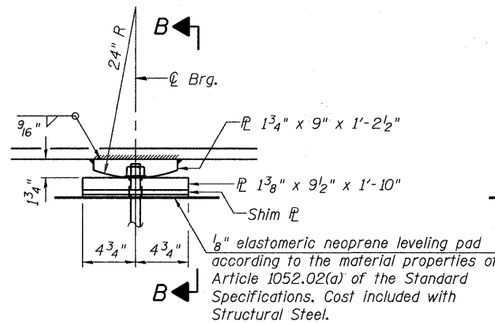
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION BLIVIN STREET OVER NIPPERSINK CREEK	STRUCTURAL STEEL DETAILS STRUCTURE NO. 056-3191			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JJI	REVISED -						08-00355-00-BR	MCHENRY	69	40
	PLOT SCALE =	DRAWN - GM	REVISED -							CONTRACT NO. 63583		
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -		SCALE:	SHEET NO. 15 OF 28 SHEETS	STA. TO STA.		ILLINOIS	FED. AID PROJECT		



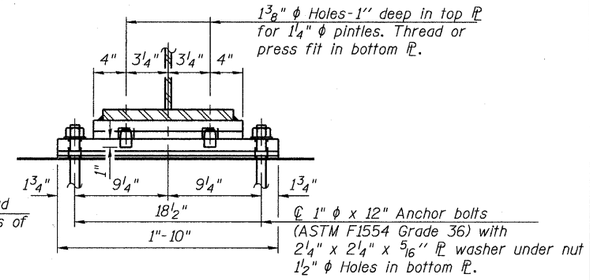
ELEVATION AT ABUTMENT

SECTION A-A

FIXED BEARING AT ABUTMENTS

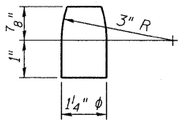


ELEVATION AT PIER



SECTION B-B

FIXED BEARING AT PIERS



PINTLE

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50W.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

All anchor bolt nuts and washers shall be galvanized according to AASHTO M111 or M232 as applicable.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	48

FILE NAME = W:\765-010 Bluvn Phase II\CADD\Sheets\Structural\765-010 SHT-16 S- BEARING DET.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED - SRT	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -

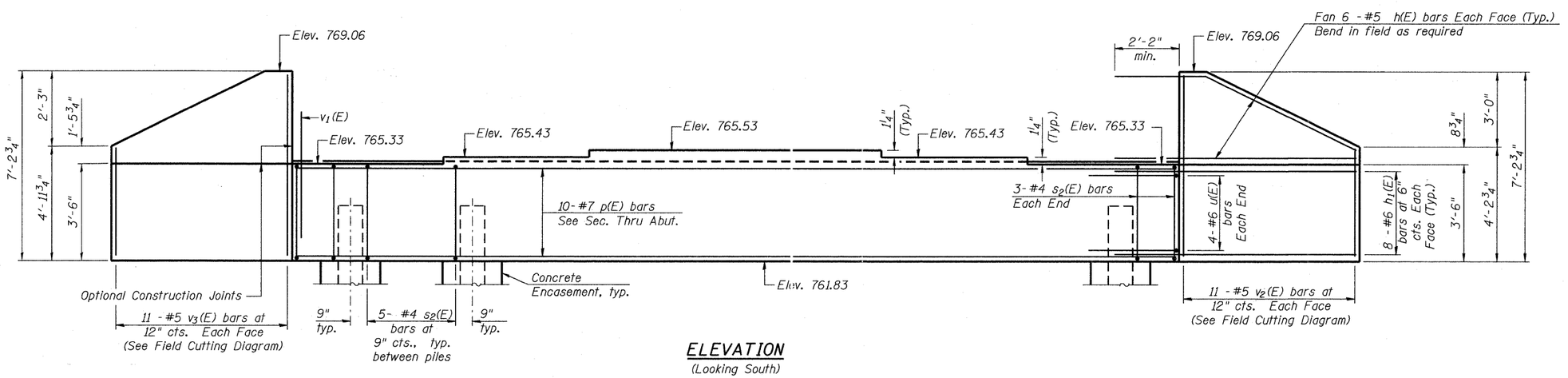
McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

BEARING DETAILS
STRUCTURE NO. 056-3191

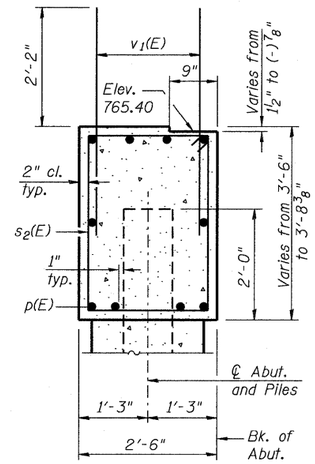
SCALE: | SHEET NO. 16 OF 28 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	41
		CONTRACT NO. 63583		
	ILLINOIS	FED. AID PROJECT		

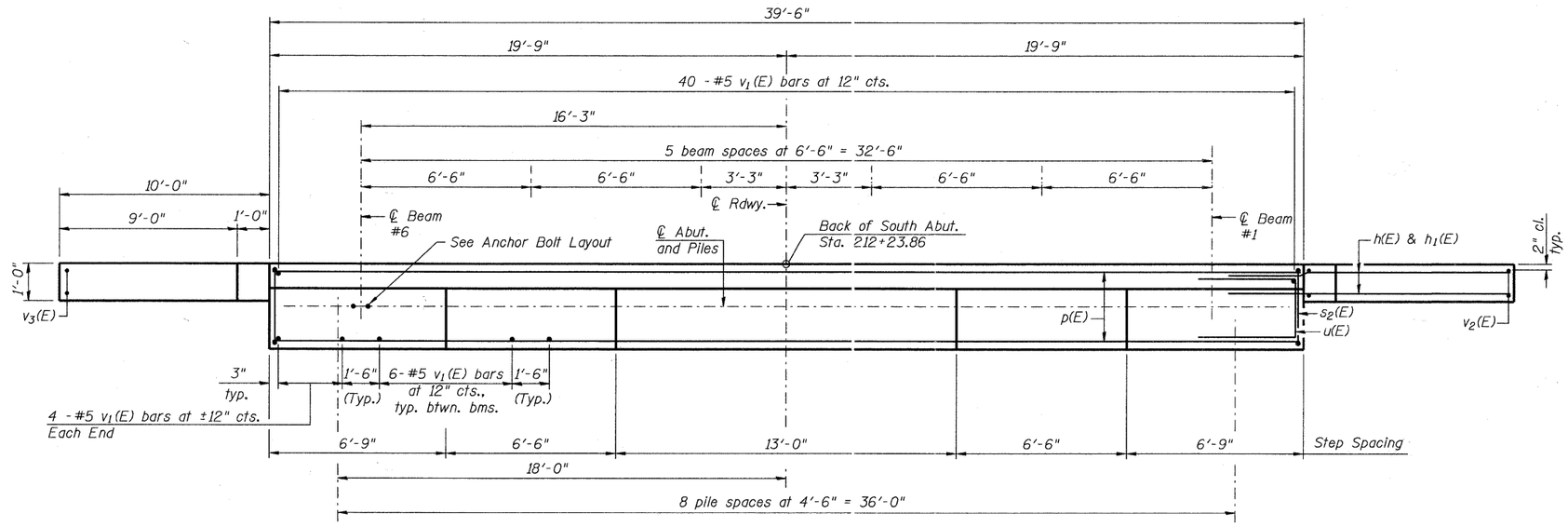
Notes:
Pour steps monolithically with cap.



ELEVATION
(Looking South)



SEC. THRU ABUT.



PLAN

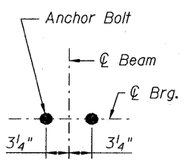
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	24	#5	12'-8"	——
h_1(E)	32	#6	13'-6"	——
p(E)	10	#7	39'-2"	——
s_2(E)	46	#4	11'-5"	□
u(E)	8	#6	9'-1"	▭
v_1(E)	78	#5	4'-4"	——
v_2(E)	11	#5	10'-10"	——
v_3(E)	11	#5	11'-7"	——
Structure Excavation		Cu. Yd.	146	
Concrete Structures		Cu. Yd.	17.6	
Reinforcement Bars, Epoxy Coated		Pound	2850	
Furnishing Steel Piles, HP14x73		Foot	208	
Driving Piles		Foot	208	
Test Pile, Steel HP14x73		Each	1	
Concrete Encasement		Cu. Yd.	5.0	
Geocomposite Wall Drain		Sq. Yd.	26	
Porous Granular Embankment (Special)		Cu. Yd.	59	
Pipe Underdrains for Structures, 4"		Foot	64	

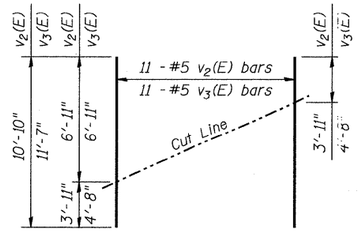
For details of piles and Concrete Encasement, see sheet 20 of 28.

PILE DATA

Type: Steel HP 14x73
Nominal Required Bearing: 250 kips
Factored Resistance Available: 140 kips
Est. Length: 26 feet
No. Production Piles: 8
No. Test Piles: 1

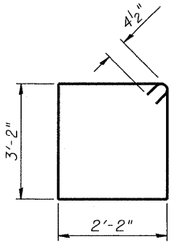


ANCHOR BOLT LAYOUT

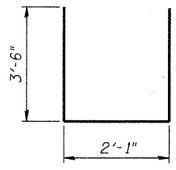


FIELD CUTTING DIAGRAM

Order v_2(E) and v_3(E) bars full length.
Cut as shown and use remainder of bars in opposite face.



BAR s_2(E)



BAR u(E)

AI-0 7-1-10

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - JJI	REVISED -
	PLOT SCALE =	CHECKED - SRT	REVISED -
	PLOT DATE = 3/25/2011	DRAWN - GM	REVISED -
		CHECKED - SRT	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

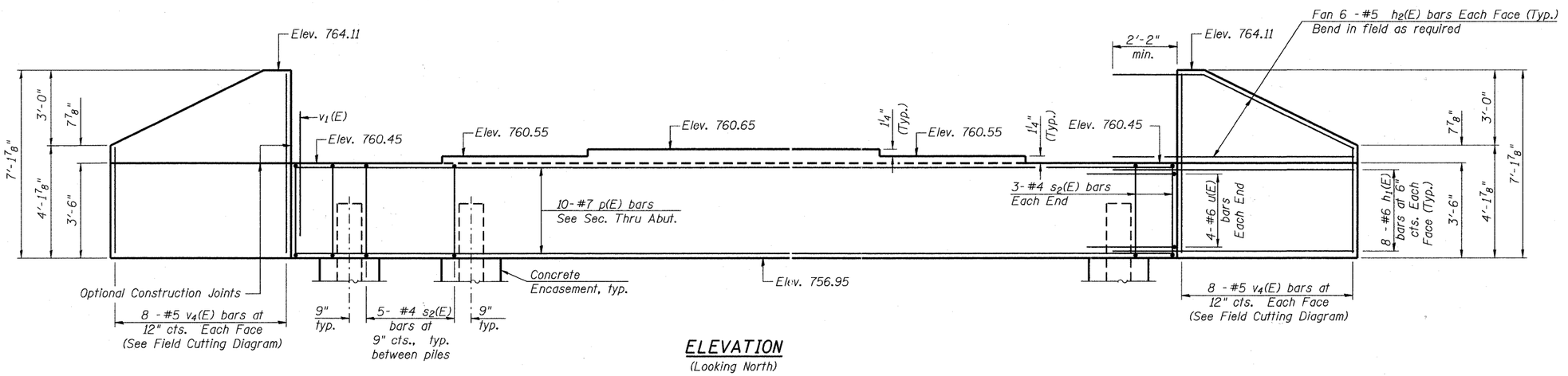
SOUTH ABUTMENT
STRUCTURE NO. 056-3191

SCALE: | SHEET NO. 17 OF 28 SHEETS | STA. | TO STA.

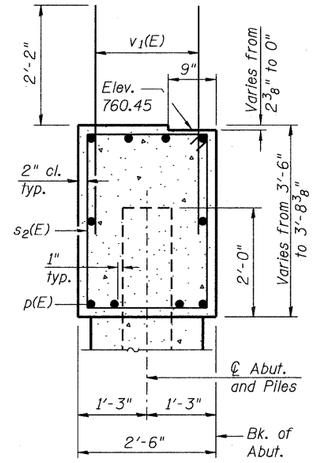
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	42
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

FILE NAME = W:\765-010 Blivin Phase II\CADD\Sheets\Structure\765-010 SHT-17 S- SOUTH ABUTMENT.dgn

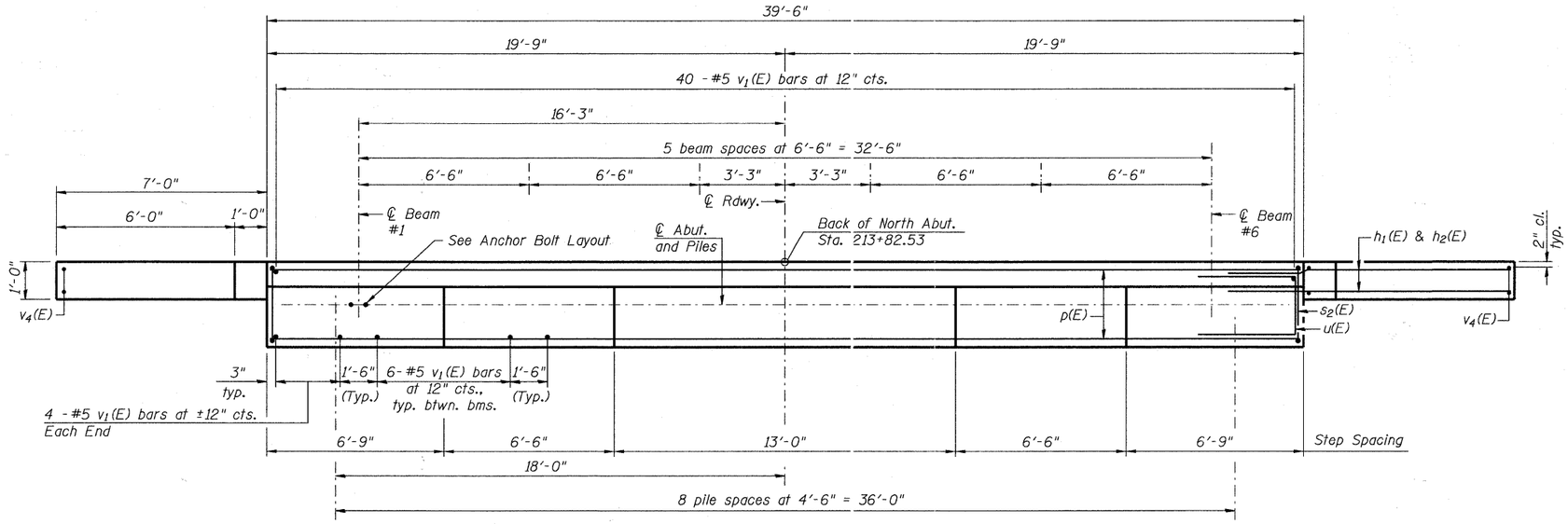
Notes:
Pour steps monolithically with cap.



ELEVATION
(Looking North)



SEC. THRU ABUT.



PLAN

BILL OF MATERIAL

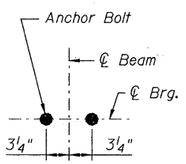
Bar	No.	Size	Length	Shape
h_1(E)	32	#6	13'-6"	——
h_2(E)	24	#5	9'-10"	——
p(E)	10	#7	39'-2"	——
s_2(E)	46	#4	11'-5"	□
u(E)	8	#6	9'-1"	⊐
v_1(E)	78	#5	4'-4"	——
v_4(E)	16	#5	10'-8"	——

Structure Excavation	Cu. Yd.	121
Concrete Structures	Cu. Yd.	16.2
Reinforcement Bars, Epoxy Coated	Pound	2700
Furnishing Steel Piles, HP14x73	Foot	384
Driving Piles	Foot	384
Test Pile, Steel HP14x73	Each	1
Concrete Encasement	Cu. Yd.	5.0
Geocomposite Wall Drain	Sq. Yd.	26
Porous Granular Embankment (Special)	Cu. Yd.	54
Pipe Underdrains for Structures, 4"	Foot	58

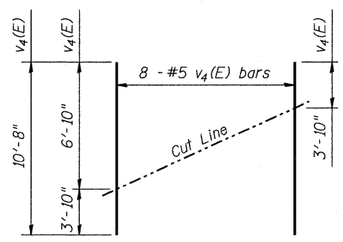
For details of piles and Concrete Encasement, see sheet 20 of 28.

PILE DATA

Type: Steel HP 14x73
Nominal Required Bearing: 250 kips.
Factored Resistance Available: 140 kips.
Est. Length: 48 feet
No. Production Piles: 8
No. Test Piles: 1

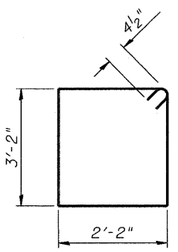


ANCHOR BOLT LAYOUT

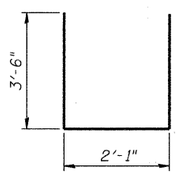


FIELD CUTTING DIAGRAM

Order v_4(E) bars full length. Cut as shown and use remainder of bars in opposite face.



BAR s_2(E)



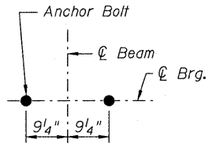
BAR u(E)

FILE NAME = W:\765-810 Blvin Phase II\CADD\Sheets\Structure\1765-810 SHT-18 S- NORTH ABUTMENT.dgn

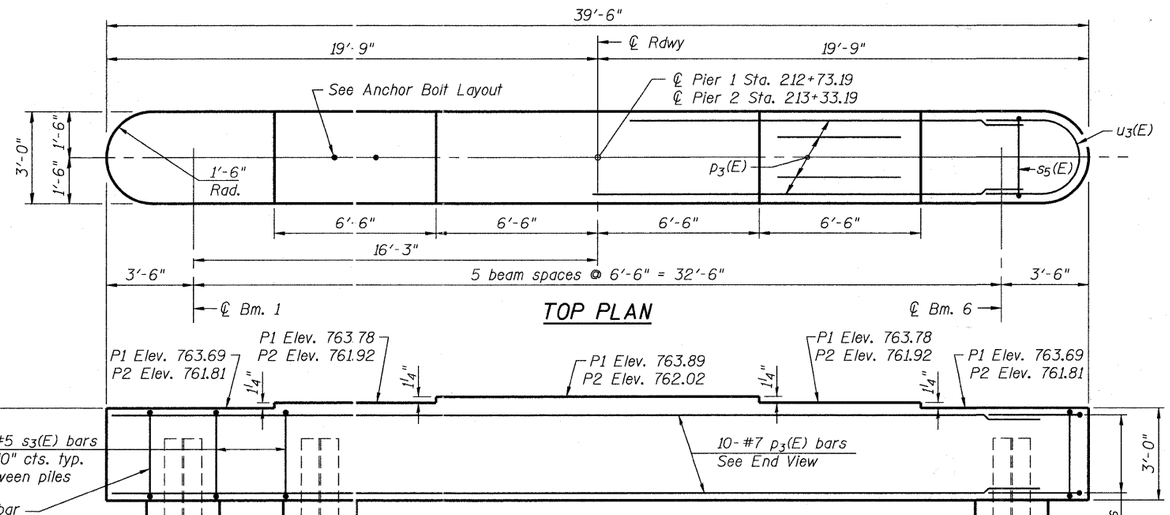
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - JJI	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION BLIVIN STREET OVER NIPPERSINK CREEK	NORTH ABUTMENT STRUCTURE NO. 056-3191
	PLOT SCALE =	DRAWN - GM	REVISED -		
	PLOT DATE = 3/25/2011	CHECKED - SRT	REVISED -		SCALE: SHEET NO. 18 OF 28 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	43
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

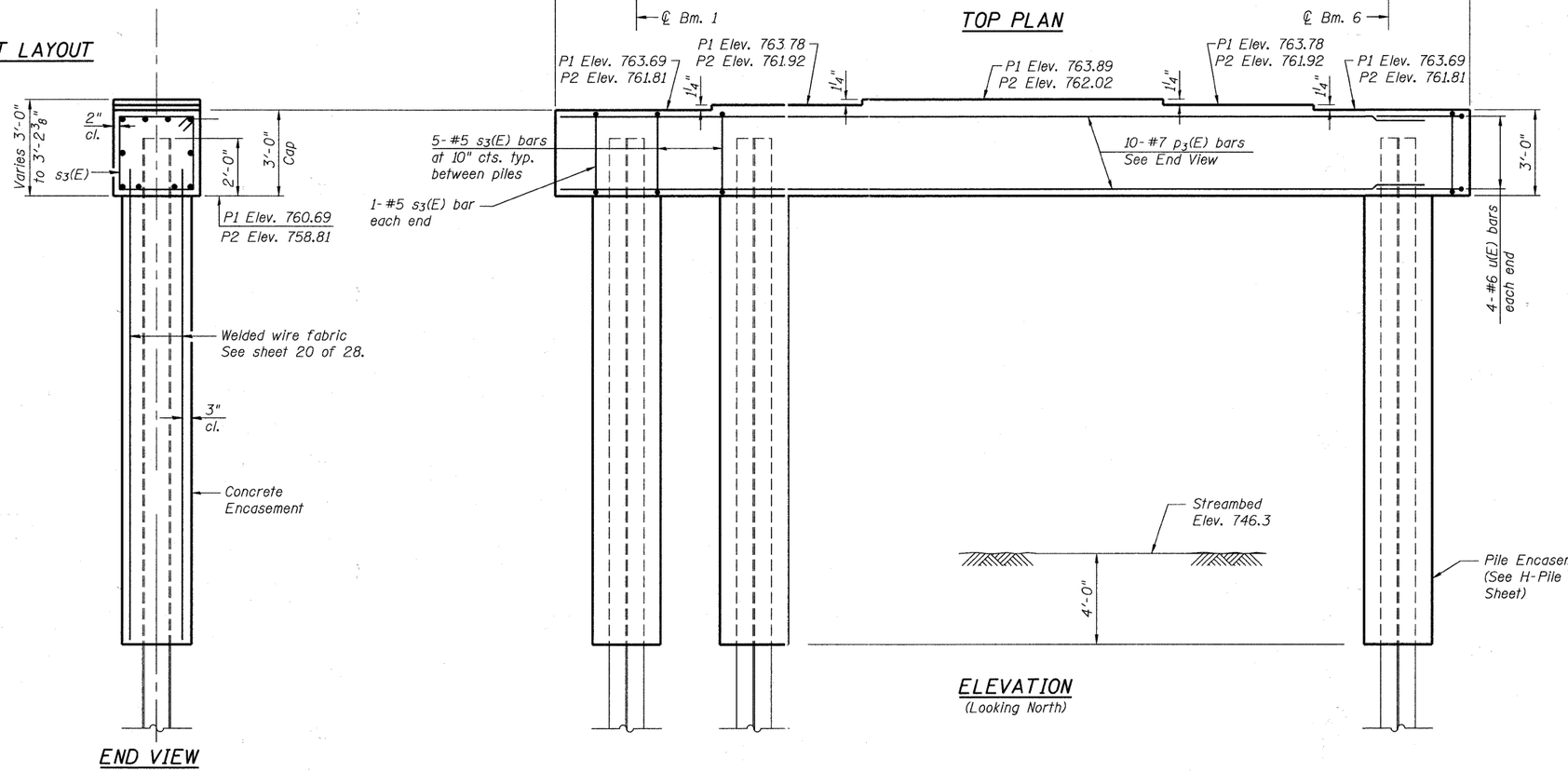
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 20 of 28.
If a portion of the concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.



ANCHOR BOLT LAYOUT

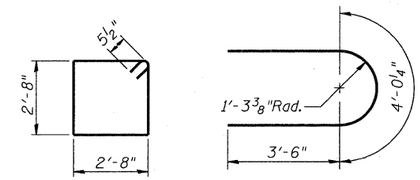


TOP PLAN



END VIEW

ELEVATION
(Looking North)



BAR $s_3(E)$ BAR $u(E)$

PIER 1 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$p_3(E)$	10	#7	36'-6"	——
$s_3(E)$	37	#5	11'-7"	□
$u(E)$	8	#6	11'-1"	⊃
Concrete Structures			Cu. Yd.	13.5
Reinforcement Bars, Epoxy Coated			Pound	1330
Furnishing - Steel Piles, HP 14x73			Foot	315
Driving Piles			Foot	315
Test Pile, Steel HP 14x73			Each	1
Concrete Encasement			Cu. Yd.	27.0
Underwater Structure Excavation Protection-Location 1 *			Each	1

PIER 2 BILL OF MATERIAL

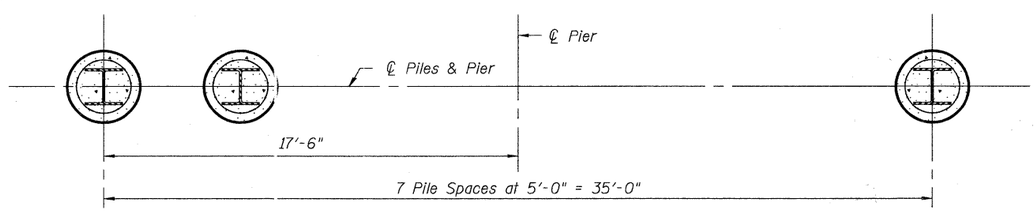
Bar	No.	Size	Length	Shape
$p_3(E)$	10	#7	36'-6"	——
$s_3(E)$	37	#5	11'-7"	□
$u(E)$	8	#6	11'-1"	⊃
Concrete Structures			Cu. Yd.	13.5
Reinforcement Bars, Epoxy Coated			Pound	1330
Furnishing - Steel Piles, HP 14x73			Foot	315
Driving Piles			Foot	315
Test Pile, Steel HP 14x73			Each	1
Concrete Encasement			Cu. Yd.	24.0
Underwater Structure Excavation Protection-Location 2 *			Each	1

PIER 1 PILE DATA

Type: HP 14x73
Nominal Required Bearing: 320 kips
Factored Resistance Available: 180 kips.
Est. Length: 45 Feet
No. Production Piles: 7
No. Test Piles: 1
Minimum Pile Tip Elev.: 718.0

PIER 2 PILE DATA

Type: HP 14x73
Nominal Required Bearing: 320 kips
Factored Resistance Available: 180 kips.
Est. Length: 45 Feet
No. Production Piles: 7
No. Test Piles: 1
Minimum Pile Tip Elev.: 716.0



PLAN

* See General Notes on Sheet 2 of 28.

FILE NAME = W:\795-010 Bluvn Phase II\CADD\Sheets\Structural\795-010 SHT-19 S-PIER 1.dgn

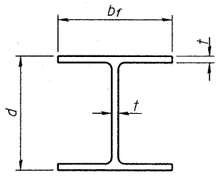
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED - JJI	REVISED -
	CHECKED - SRT	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE = 3/25/2011	CHECKED - SRT	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

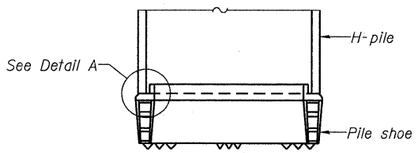
PIERS 1 & 2
STRUCTURE NO. 056-3191
SCALE: | SHEET NO. 19 OF 28 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	44
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

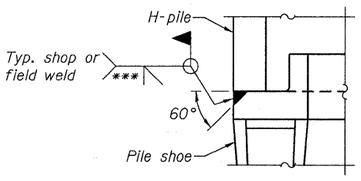


STEEL PILE TABLE

Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	11/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"

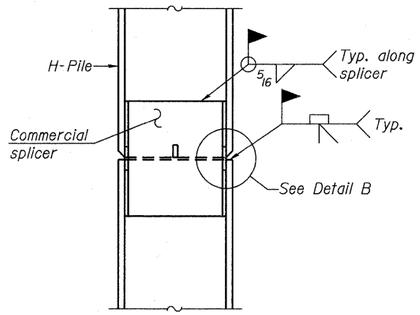


ELEVATION

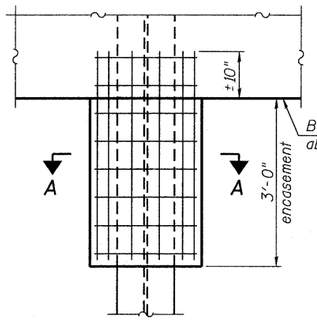


DETAIL A

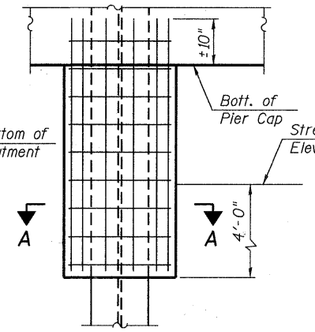
H-PILE SHOE ATTACHMENT



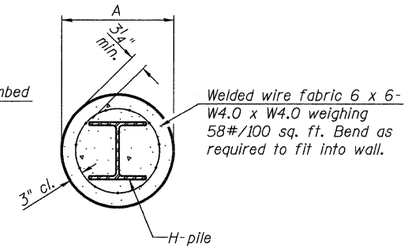
ELEVATION



ELEVATION AT ABUTMENT



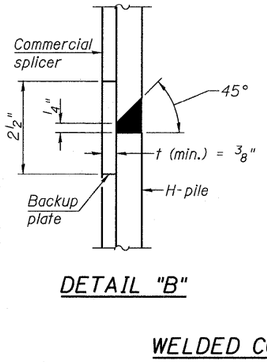
ELEVATION AT PIER



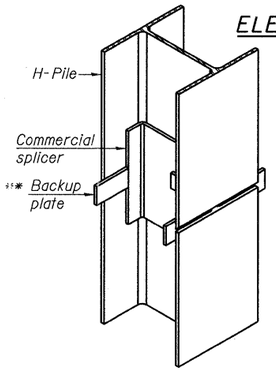
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

PILE ENCASEMENT

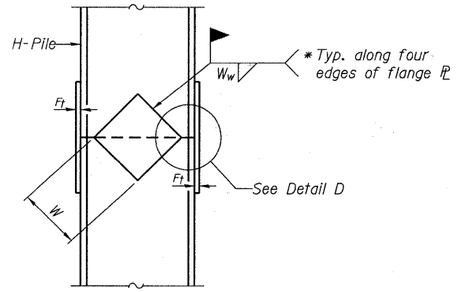


DETAIL "B"

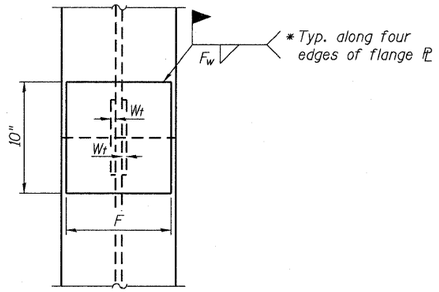


ISOMETRIC VIEW

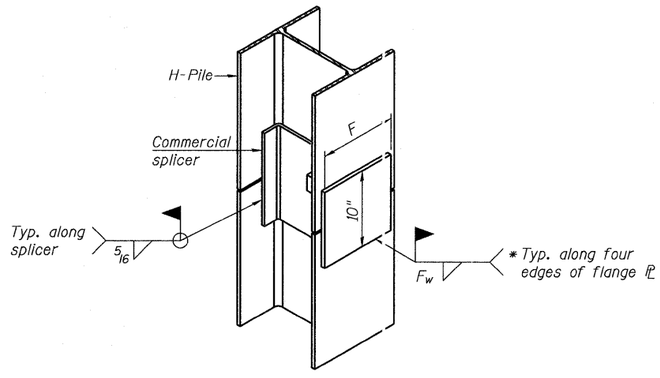
WELDED COMMERCIAL SPLICE



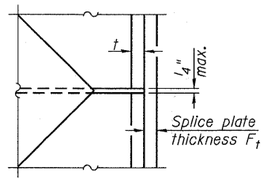
ELEVATION



END VIEW



ISOMETRIC VIEW



DETAIL D

Designation	F	F_t	F_w	W	W_t	W_w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE

WELDED COMMERCIAL SPLICE ALTERNATE

* Interrupt welds 1/4" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

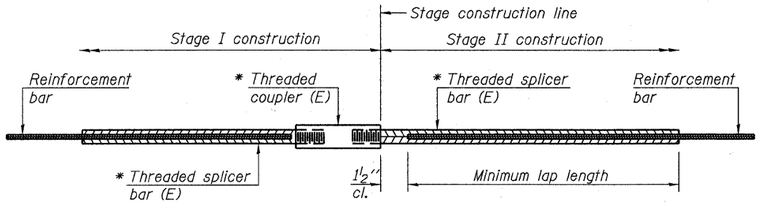
*** Weld size per pile shoe manufacturer (5/16" min.).

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

FILE NAME = W:\755-010 Blivin Phase I\CADD\Sheets\Structural\755-010 SHT-20 S- H-PILES.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION BLIVIN STREET OVER NIPPERSINK CREEK	HP PILE DETAILS STRUCTURE NO. 056-3191
		CHECKED - JJI	REVISED -		
	PLOT SCALE =	DRAWN - GM	REVISED -		SCALE: SHEET NO. 20 OF 28 SHEETS STA. TO STA.
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	45
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			



STANDARD BAR SPLICER ASSEMBLY

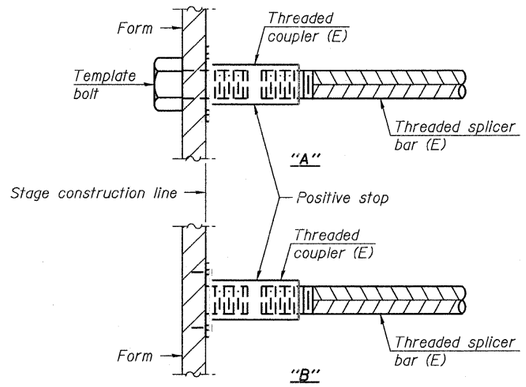
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C
Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1½" + thread length

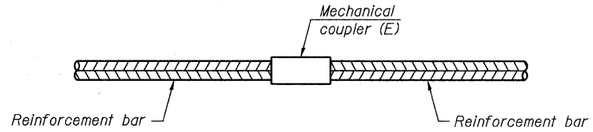
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



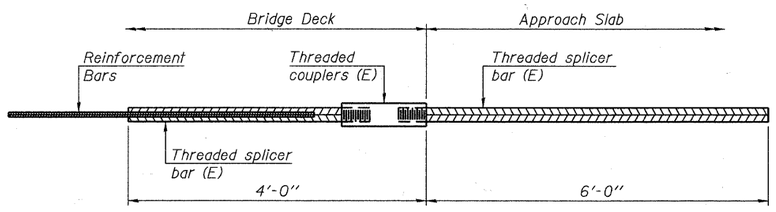
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) · Indicates epoxy coating.



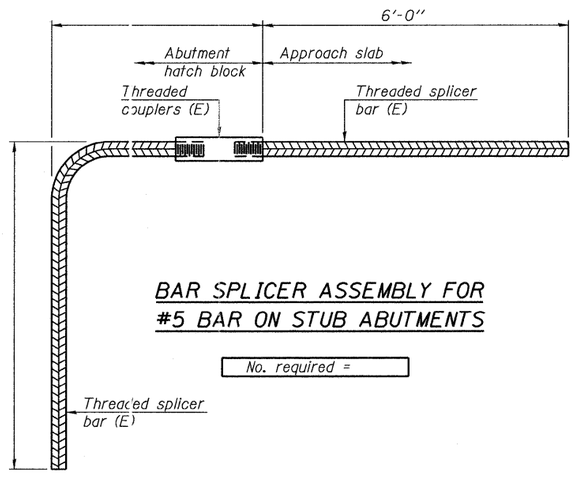
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 82



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See special provision for Mechanical Splicers.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 7-1-10

FILE NAME = W:\765-010 Bluvn Phase II\CADD\Sheets\Structural\765-010 SHT-21 S- BAR SPLICER DETAILS.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED - SRT	REVISED -	
	CHECKED - JJI	REVISED -	
PLOT SCALE =	DRAWN - GM	REVISED -	
PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -	

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 056-3191

SCALE: | SHEET NO. 21 OF 28 SHEETS | STA. | TO STA.

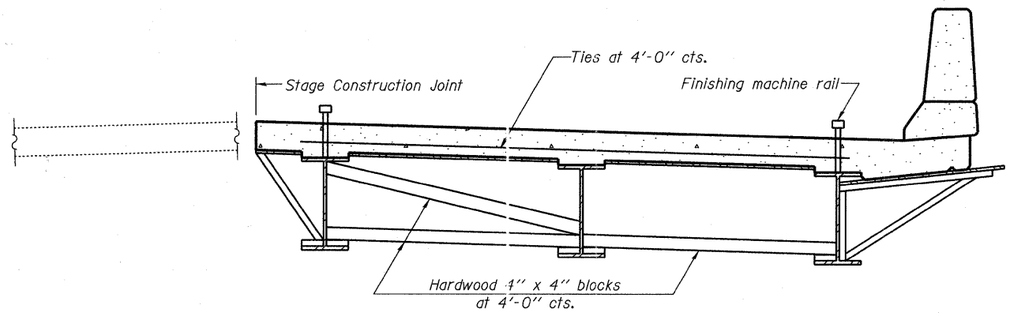
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	46
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

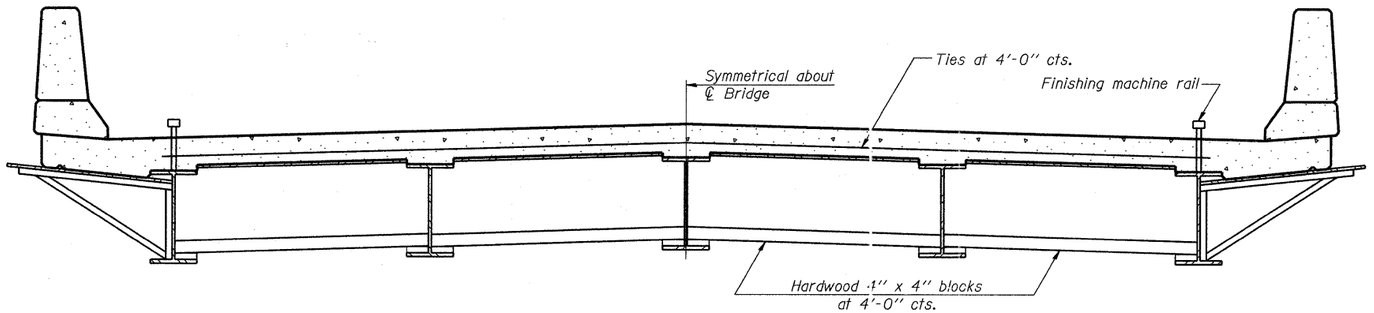
The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



FORM BRACES FOR
STAGE CONSTRUCTION



FORM BRACES FOR
STANDARD CONSTRUCTION

SB-1

7-1-10

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED - SRT	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

CANTILEVER FORMING BRACKETS FOR SUPERSTRUCTURES WITH W27 BEAMS AND SMALLER **STRUCTURE NO. 056-3191**

SCALE: | SHEET NO. 22 OF 28 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	47
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

FILE NAME = W:\755-010 Blivin Phase II\CADD\Sheets\Structural\755-010 SHT-22 S- CANTILEVER FORMING.dgn

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 1

Client Bollinger, Lach & Assoc., Inc. Sheet 1 of 4

Project Blivin St. bridge over Nippersink Creek - Structural #056-3024 Date 6/11/09

Location McHenry Co., IL Drilled By AC

Equipment ☒ CME 45B ☐ H.A. ☐ Other Logged By DA

Comments

Station 212+23 - 10' L. CL

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
768.4'	Bituminous concrete - 3.75"	0									
	Base - crushed gravel & fines - 18.25"					5					
	Brown fine-medium sand & gravel, some coarse sand,damp,loose - Fill		1	SS	10"	5 4	9		4.2		
764.4'	Dark gray-brown silt,some sand & gravel,trace clay,very damp,very loose - Fill	5	2	SS	13"	2 2 1	3		19.9		
762.4' ▼	Brown fine sand,trace medium-coarse sand & gravel,very damp-saturated,very loose		3	SS	10"	1 1 2	3		13.9		
760.4'	Brown to gray fine-medium sand & gravel,some coarse sand,very damp-saturated,medium dense	10	4	SS	12"	4 7 11	18		5.9		
756.9'	Gray silt,some clay,trace sand & gravel,damp,medium dense		5	SS	12"	7 9 9	18		11.4		
755.4'	Gray clay,some silt,trace sand & gravel,damp,hard	15	6	SS	18"	12 17 23	40	4.5+	7.1	132.9	5.5
752.4'	Gray clay,some silt,trace sand & gravel,damp,very tough to very hard		7	SS	18"	14 21 30	51	4.5+	8.1	138.1	3.4
748.4'		20	8	SS	18"	17 32 44	72	4.5+	10.2	140.0	10.0+

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

Water Level — depth, ft elev., ft — B - Standard Penetration Test (SPT), blows/ 6" interval. W - water content, %.

- while drilling: 6.0 ____
- after drilling: 6.0 ____
- hrs. after drilling: ____ ____

N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30". Pen. - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs / cu ft. Qu - unconfined compressive strength, tons / sq. ft.

F-111b

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 1

Client Bollinger, Lach & Assoc., Inc. Sheet 2 of 4

Project Blivin St. bridge over Nippersink Creek - Structural #056-3024 Date 6/11/09

Location McHenry Co., IL Drilled By AC

Equipment ☒ CME 45B ☐ H.A. ☐ Other Logged By DA

Comments

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray clay,some silt,trace sand & gravel,damp,very hard	20				21 34					
			9	SS	18"	52	86	4.5+	9.6	141.8	10.0+
						14 21					
		25	10	SS	18"	25	46	4.5+	10.6	140.8	9.8
						15 24					
			11	SS	18"	30	54	4.5	9.1	138.8	10.0+
						23 25					
		30	12	SS	18"	38	63	4.5+	8.7	142.3	10.0+
						16 24					
		35	13	SS	18"	35	59	4.5+	10.2	138.6	10.0+
						13 20					
		40	14	SS	18"	25	45	4.5+	8.7	140.7	10.0+

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

Water Level — depth, ft. elev., ft. — B - Standard Penetration Test (SPT), blows/ 6" interval. W - water content %

- while drilling: 6.0 ____
- after drilling: 6.0 ____
- hrs. after drilling: ____ ____

N - SPT blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30". Pen. - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs / cu ft. Qu - unconfined compressive strength tons / sq. ft.

F-111b

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 1

Client Bollinger, Lach & Assoc., Inc. Sheet 3 of 4

Project Blivin St. bridge over Nippersink Creek - Structural #056-3024 Date 6/11/09

Location McHenry Co., IL Drilled By AC

Equipment ☒ CME 45B ☐ H.A. ☐ Other Logged By DA

Comments

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
727.4'	Gray clay,some silt,trace sand & gravel,damp,very hard	40									
	Gray fine-medium sand,some coarse sand & gravel,very damp, very dense to dense					12 20					
		45	15	SS	18"	32	52		8.8		
						10 17					
		50	16	SS	18"	22	35		7.5		
						11 14					
		55	17	SS	18"	20	34		7.0		
						12 13					
708.4'		60	18	SS	18"	16	29		8.1		

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

Water Level — depth, ft. elev., ft — B - Standard Penetration Test (SPT) blows/ 6" interval. W - water content, %

- while drilling: 6.0 ____
- after drilling: 6.0 ____
- hrs. after drilling: ____ ____

N - SPT blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30". Pen. - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs / cu ft. Qu - unconfined compressive strength, tons / sq. ft.

F-111b

FILE NAME = W:\765-010 Blivin Phase II\CADD\Sheets\Structural\765-010 SHT-23 S- BORING LOGS.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION BLIVIN STREET OVER NIPPERSINK CREEK
		CHECKED - JJI	REVISED -	
	PLOT SCALE =	DRAWN - GM	REVISED -	
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -	

SOIL BORING LOGS
STRUCTURE NO. 056-3191

SCALE: | SHEET NO. 23 OF 28 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	48
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 1

Client Bollinger, Lach & Assoc., Inc. Sheet 4 of 4

Comments

Project Blivin St. bridge over Nipper-sink Creek Structural #056-3024 Date 6/11/09

Location McHenry Co., IL Drilled By AC

Equipment ☒CME 45B ☐H.A. ☐Other Logged By DA

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray fine-medium sand,some coarse sand & gravel,very damp, medium dense	60									
						7					
		65	19	SS	18"	10 19	29		7.7		
						8					
		70	20	SS	18"	13 18	31		7.3		
						14					
		75	21	SS	18"	15 18	33		11.0		
690.9'											
	Gray fine-medium sand,some coarse sand & gravel,very damp, medium dense					9					
688.4'		80	22	SS	18"	15 13	28		9.3		

Water Level — depth, ft. elev., ft.
- while drilling: 6.0 ____
- after drilling: 6.0 ____
- hrs. after drilling: ____ ____

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length in.
B - Standard Penetration Test (SPT), blows/ 6" interval W - water content, %
N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb hammer falling 30"
Pen. - pocket penetrometer reading, tons/ sq. ft Uw - dry unit weight of soil, lbs / cu ft.
Qu - unconfined compressive strength, tons / sq ft

F-111b

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 2

Client Bollinger, Lach & Assoc., Inc. Sheet 1 of 4

Comments Station 213+57 - 25' R. CL

Project Blivin St. bridge over Nipper-sink Creek - Structural #056-3024 Date 7/6/09

Location McHenry Co., IL Drilled By AC

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

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
751.8'	Black fine sand & silt,trace roots, damp (topsoil)	0	1	J					17.9		
750.3'			2			1			10.8		
749.8'	Brown fine sand,damp,very loose					4					
	Dark brown-gray silt,some sand,trace gravel,very damp,loose		3	SS	16"	2	6		16.7		
748.8'	Gray fine sand,trace gravel,very damp-saturated,medium dense					4					
						5					
		5	4	SS	18"	5	10		19.8		
745.8'											
	Gray clay,some silt,trace sand & gravel,damp,very hard					6					
						13					
			5	SS	18"	20	33	4.5+	10.0	132.7	10.0+
						14					
		10	6	SS	18"	20 34	54	4.5+	10.0	139.2	9.8
						13					
			7	SS	18"	16 20	36	4.5+	10.1	133.2	10.0+
738.8'											
	Gray silt,some clay,trace sand & gravel,damp,very dense					43					
		15	8	SS	12"	75	75+		9.5		
						26					
			9	SS	15"	33 54	87		9.0		
						18					
		20	10	SS	18"	24 35	69		8.6		

Water Level — depth, ft. elev., ft.
- while drilling: 3.0 ____
- after drilling: 2.0 ____
- hrs. after drilling: ____ ____

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length in.
B - Standard Penetration Test (SPT), blows/ 6" interval W - water content, %
N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb hammer falling 30"
Pen. - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs / cu ft.
Qu - unconfined compressive strength, tons / sq. ft.

F-111b

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 2

Client Bollinger, Lach & Assoc., Inc. Sheet 2 of 4

Comments

Project Blivin St. bridge over Nipper-sink Creek - Structural #056-3024 Date 7/6/09

Location McHenry Co., IL Drilled By AC

Equipment ☒CME 45B ☐H.A ☐Other Logged By DA

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
730.8'	Gray silt,some clay,trace sand & gravel,damp,very dense	20									
						26					
	Gray fine sand,trace silt,very damp,very dense		11	SS	18"	31 42	73		18.0		
728.8'											
	Gray clay & silt,trace sand & gravel,damp,very hard					24					
						29					
		25	12	SS	18"	21	50	4.5+	8.9	139.1	8.3
725.8'											
						2					
	Gray fine-medium sand,some coarse sand & gravel,very damp-saturated,loose to dense					3					
			13	SS	16"	4	7		8.7		
						6					
		30	14	SS	18"	12 19	31		11.1		
						7					
		35	15	SS	18"	13 23	36		8.3		
						11					
		40	16	SS	18"	17 26	43		9.2		

Water Level — depth, ft. elev., ft.
- while drilling: 3.0 ____
- after drilling: 2.0 ____
- hrs. after drilling: ____ ____

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length, in.
B - Standard Penetration Test (SPT), blows/ 6" interval W - water content, %
N - SPT, blows/ foot to drive 2" O.D split-spoon sampler with 140 lb hammer falling 30".
Pen - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs / cu ft.
Qu - unconfined compressive strength, tons / sq ft.

F-111b

FILE NAME = W:\755-010 Blivin Phase II\CADD\Sheets\Structural\755-010 SHT-24 S- BORING LOGS.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION BLIVIN STREET OVER NIPPERSINK CREEK	SOIL BORING LOGS STRUCTURE NO. 056-3191
		CHECKED - JJI	REVISED -		
	PLOT SCALE =	DRAWN - GM	REVISED -		SCALE: SHEET NO. 24 OF 28 SHEETS STA. TO STA.
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	49
		CONTRACT NO. 63583		
		ILLINOIS FED. AID PROJECT		

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 2

Client Bollinger, Lach & Assoc., Inc. Sheet 3 of 4

Comments

Project Blivin St. bridge over Nipper-sink Creek - Structural #056-3024 Date 7/6/09

Location McHenry Co., IL Drilled By AC

Equipment ☒CME 45B ☐H.A. ☐Other Logged By DA

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray fine-medium sand,some coarse sand & gravel,very damp-saturated,dense	40									
		45	17	SS	18"	12 18 23	41		13.3		
		50	18	SS	18"	13 15 18	31		9.0		
699.3'											
	Gray fine-medium sand,some coarse sand & gravel,very damp-saturated,medium dense	55	19	SS	18"	11 13 15	28		8.4		
691.8'		60	20	SS	18"	9 12 13	25		7.2		

Water Level — depth, ft. elev., ft.
- while drilling: 3.0
- after drilling: 2.0
- hrs. after drilling:

S - sample T - type: J(Jar), SS(split-spoon) ST(shelby tube) R - recovery length in.
B - Standard Penetration Test (SPT), blows/ 6" interval W - water content, %
N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30"
Pen - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs / cu ft
Qu - unconfined compressive strength tons / sq. ft.

F-111b

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 2

Client Bollinger, Lach & Assoc., Inc. Sheet 4 of 4

Comments

Project Blivin St. bridge over Nipper-sink Creek - Structural #056-3024 Date 7/6/09

Location McHenry Co., IL Drilled By AC

Equipment ☒CME 45B ☐H.A. ☐Other Logged By DA

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray fine-medium sand,some coarse sand & gravel,very damp-saturated, medium dense to dense	60									
		65	21	SS	18"	9 11 15	26		11.8		
		70	22	SS	18"	12 14 21	35		8.2		
		75	23	SS	18"	15 20 27	47		12.0		
675.8'	Gray clay & silt,trace sand & gravel,damp,hard										
671.8'		80	24	SS	18"	17 20 31	51	4.5+	11.3	133.9	7.7

Water Level — depth, ft. elev., ft.
- while drilling: 3.0
- after drilling: 2.0
- hrs. after drilling:

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length in.
B - Standard Penetration Test (SPT), blows/ 6" interval W - water content, %
N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30"
Pen - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs / cu ft.
Qu - unconfined compressive strength, tons / sq. ft

F-111b

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 3

Client Bollinger, Lach & Assoc., Inc. Sheet 1 of 4

Comments Station 213+89 - 19' R. CL

Project Bliven St. bridge over Nipper-sink Creek - Structural #056-3024 Date 6/11/09

Location McHenry Co., IL Drilled By AC

Equipment ☒CME 45B ☐H.A. ☐Other Logged By DA

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
762.3'	Dark brown silt & sand,some gravel,trace clay,damp, medium dense - Fill	0									
759.8'			1	SS	7"	4 6 6	12		7.8		
	Brown-dark brown fine sand, trace medium-coarse sand, gravel & silt,damp-very damp, very loose - Fill	5	2	SS	18"	2 1 2	3		12.4		
754.8'			3	SS	18"	1 1 1	2		11.3		
	Gray-dark-gray silt,some clay, trace sand & gravel,very damp, medium dense - Fill	10	4	SS	12"	2 4 6	10		12.2		
751.3'											
	Brown fine sand,very damp, loose - Fill					5 4					
749.8'		5	SS	18"		3	7		12.5		
748.8'	Black silt,some clay,trace sand very damp (topsoil)		6	SS	18"				37.6		
	Brown to gray fine-medium sand & gravel,some coarse sand,very damp-saturated,very dense	15	7	SS	13"	5 24 26	50		7.5		
745.8'											
	Gray clay,some silt,trace sand & gravel,damp,hard to very hard		8	SS	15"	11 17 22	39	4.5+	10.3	134.8	7.3
						15 22					
		20	9	SS	18"	24	46	4.5+	9.9	135.4	10.0+

Water Level — depth, ft. elev., ft
- while drilling: 11.0
- after drilling: 8.5
- hrs after drilling:

S - sample T - type: J(Jar) SS(split-spoon), ST(shelby tube) R - recovery length, in
B - Standard Penetration Test (SPT), blows/ 6" interval W - water content, %
N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30"
Pen. - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs / cu ft
Qu - unconfined compressive strength, tons / sq. ft

F-111b

FILE NAME = W:\755-010 Blivin Phase II\CADD\Sheets\Structural\755-010 SHT-25 S- BORING LOGS.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION BLIVIN STREET OVER NIPPERSINK CREEK	SOIL BORING LOGS STRUCTURE NO. 056-3191
		CHECKED - JJI	REVISED -		
	PLOT SCALE =	DRAWN - GM	REVISED -		
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -		SCALE: SHEET NO. 25 OF 28 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	50
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 3

Client Bollinger, Lach & Assoc., Inc. Sheet 2 of 4

Comments _____

Project Bliven St. bridge over Nipper-sink Creek - Structural #056-3024 Date 6/11/09

Location McHenry Co., IL Drilled By AC

Equipment ☒CME 45B ☐H.A. ☐Other Logged By DA

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray clay,some silt,trace sand & gravel,damp,very hard to hard	20				12 18					
			10	SS	18"	21	39	4.5+	9.5	133.9	8.3
						9 17					
		25	11	SS	18"	18	35	4.5+	9.2	138.0	7.5
						14 20					
			12	SS	18"	26	46	4.5+	9.2	130.0	5.4
						11 13					
		30	13	SS	18"	14	27	4.5+	9.8	140.9	4.3
	sand seam at 34.5'										
						11 18					
		35	14	SS	18"	22	40	4.5+	10.5	136.6	5.7
725.3'											
	Gray fine-medium sand,some coarse sand & gravel,very damp,dense										
						10 13					
722.3'		40	15	SS	18"	19	32		8.1		

S - sample T - type: J(Jar) SS(split-spoon) ST(shelby tube) R - recovery length in
B - Standard Penetration Test (SPT) blows/ 6" interval W - water content %
N - SPT blows/ foot to drive 2" O.D split-spoon sampler with 140 lb hammer falling 30"
Pen - pocket penetrometer reading tons/ sq. ft. Uw - dry unit weight of soil lbs / cu.ft
Qu - unconfined compressive strength tons / sq. ft.

Water Level — depth, ft. elev. ft.
- while drilling: 11.0 _____
- after drilling: 8.5 _____
- hrs. after drilling: _____ _____

F-111b

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 3

Client Bollinger, Lach & Assoc., Inc. Sheet 3 of 4

Comments _____

Project Bliven St. bridge over Nipper-sink Creek - Structural #056-3024 Date 6/11/09

Location McHenry Co., IL Drilled By AC

Equipment ☒CME 45B ☐H.A. ☐Other Logged By DA

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray fine-medium sand,some coarse sand & gravel,very damp, medium dense	40									
						7 10					
		45	16	SS	18"	17	27		6.1		
						6 10					
		50	17	SS	18"	16	26		6.6		
						6 9					
		55	18	SS	18"	12	21		6.8		
						7 11					
		60	19	SS	18"	14	25		8.8		

S - sample T - type: J(Jar), SS(split-spoon) ST(shelby tube) R - recovery length in
B - Standard Penetration Test (SPT), blows/ 6" interval W - water content, %
N - SPT, blows/ foot to drive 2" O.D split-spoon sampler with 140 lb hammer falling 30"
Pen - pocket penetrometer reading, tons/ sq. ft Uw - dry unit weight of soil, lbs / cu ft
Qu - unconfined compressive strength tons / sq. ft.

Water Level — depth, ft. elev., ft.
- while drilling: 11.0 _____
- after drilling: 8.5 _____
- hrs. after drilling: _____ _____

F-111b

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 3

Client Bollinger, Lach & Assoc., Inc. Sheet 4 of 4

Comments _____

Project Bliven St. bridge over Nipper-sink Creek - Structural #056-3024 Date 6/11/09

Location McHenry Co., IL Drilled By AC

Equipment ☒CME 45B ☐H.A. ☐Other Logged By DA

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray fine-medium sand,some coarse sand & gravel,very damp, medium dense	60									
						7 8					
		65	20	SS	14"	11	19		13.2		
						5 9					
		70	21	SS	12"	14	23		13.1		
						7 8					
		75	22	SS	18"	9	17		11.0		
						6 10					
682.3'		80	23	SS	18"	10	20		10.9		

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length, in
B - Standard Penetration Test (SPT), blows/ 6" interval W - water content, %
N - SPT, blows/ foot to drive 2" O.D split-spoon sampler with 140 lb hammer falling 30"
Pen - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs / cu ft
Qu - unconfined compressive strength, tons / sq. ft.

Water Level — depth, ft. elev., ft.
- while drilling: 11.0 _____
- after drilling: 8.5 _____
- hrs after drilling: _____ _____

F-111b

FILE NAME = W:\755-010 Bluvin Phase II\CADD\Sheets\Structural\755-010 SHT-26 S- BORING LOGS.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION BLIVIN STREET OVER NIPPERSINK CREEK	SOIL BORING LOGS STRUCTURE NO. 056-3191
		CHECKED - JJI	REVISED -		
	PLOT SCALE =	DRAWN - GM	REVISED -		
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -		SCALE: SHEET NO. 26 OF 28 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	51
		CONTRACT NO. 63583		
		ILLINOIS FED. AID PROJECT		

SOIL AND MATERIAL CONSULTANTS INC.

File No. 19664 **BORING LOG 4**

Client Bollinger, Lach & Assoc., Inc. Sheet 1 of 1

Comments
Station 214+41 - 6' R. CL

Project Bliven St. bridge over Nipper-sink Creek - Structural #056-0324 Date 6/17/09

Location McHenry Co., IL Drilled By AC

Equipment ☒CME 45B ☐H.A. ☐Other Logged By DA

Elev., ft. 760.8' Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
Bituminous concrete - 6.25"										
Crushed gravel & fines - 23.75"										
758.3'					14					
Brown-dark brown fine-medium sand,some gravel,trace coarse sand,damp,very dense to loose - Fill		1	SS	18"	30 28	58		4.9		
	5				3					
754.8'		2	SS	12"	4 15	9		5.5		
End of Boring										
	10									
	15									
	20									

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length in.
B - Standard Penetration Test (SPT), blows/ 6" interval W - water content, %
N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
Pen. - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs / cu ft
Qu - unconfined compressive strength, tons / sq. ft

Water Level —	depth, ft.	elev , ft.
- while drilling:	dry	
- after drilling:	dry	
- hrs. after drilling:		

F-111b

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG 5**

Client Bollinger, Lach & Assoc., Inc. Sheet 1 of 1

Comments
Station 211+79 - 6' L. CL

Project Bliven St. bridge over Nipper-sink Creek - Structural #056-0324 Date 6/17/09

Location McHenry Co., IL Drilled By AC

Equipment ☒CME 45B ☐H.A. ☐Other Logged By DA

Elev., ft. 769.7' Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
Bituminous concrete - 5.25"										
Crushed gravel & fines - 24.75"										
767.2'					8					
Brown-dark brown-black silt, some clay,sand & gravel,damp, loose - Fill		1	SS	15"	4 4	8		18.6		
765.7'	5				6					
Brown fine sand,trace medium-coarse sand & gravel,damp, medium dense		2	SS	18"	6 6	12		8.6		
763.7'										
End of Boring										
	10									
	15									
	20									

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length in.
B - Standard Penetration Test (SPT), blows/ 6" interval W - water content, %
N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
Pen - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs / cu ft
Qu - unconfined compressive strength, tons / sq. ft

Water Level —	depth, ft.	elev , ft
- while drilling:	dry	
- after drilling:	dry	
- hrs. after drilling:		

F-111b

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG 6**

Client Bollinger, Lach & Assoc., Inc. Sheet 1 of 1

Comments

Project Blivin St. Bridge over Nipper-sink Creek - Structural #056-3024 Date 12/9/10

Location McHenry Co., IL Drilled By AC

Equipment ☐CME 45B ☒H.A. ☐Other Logged By DA

Elev., ft. 761.2' Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
Dark brown silt & fine sand,trace roots,damp (topsoil) - 15.0"		1	J					26.7		
Brown fine-medium sand,some coarse sand & gravel,damp-very damp		2	J					14.8		
		3	J					5.2		
757.2'		4	J					4.3		
End of Boring	5									
(dry cave-in)										
	10									
	15									
	20									

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length, in.
B - Standard Penetration Test (SPT), blows/ 6" interval. W - water content, %.
N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
Pen. - pocket penetrometer reading, tons/ sq. ft.. Uw - dry unit weight of soil, lbs./ cu.ft.
Qu - unconfined compressive strength, tons./ sq. ft..

Water Level —	depth, ft.	elev., ft.
- while drilling:	dry	
- after drilling:	dry	
- hrs. after drilling:		

F-111b

FILE NAME = W:\755-010 Bliven Phase II\CADD_Sheets\Structural\755-010 SHT-27 S- BORING LOGS.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED - SRT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION BLIVIN STREET OVER NIPPERSINK CREEK
		CHECKED - JJI	REVISED -	
	PLOT SCALE =	DRAWN - GM	REVISED -	
	PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -	

SOIL BORING LOGS
STRUCTURE NO. 056-3191

SCALE: | SHEET NO. 27 OF 28 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	52
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19664 **BORING LOG** 7

Client Bollinger, Lach & Assoc., Inc. Sheet 1 of 1

Comments _____

Project Blivin St. Bridge over Nippersink Creek - Structural #056-3024 Date 12/9/10

Location McHenry Co., IL Drilled By AC

Equipment ☐CME 45B ☒H.A. ☐Other Logged By DA

Elev., ft. 762.5' Description	Depth, ft. 0	S	T	R	B	N	Pen.	W	Uw	Qu
Dark brown-black fine sand,some gravel,trace medium-coarse sand, damp - Fill		1	J					12.5		
760.5'		2	J					10.3		
Black fine sand,trace medium-coarse sand & roots,damp (topsoil)		3	J					23.9		
758.5'		4	J					57.3		
Gray-brown silt,some clay,trace fine sand & roots,damp		5	J					26.1		
757.5'	5									
Gray silt & sand,very damp-saturated ▼		6	J					20.2		
756.0'		7	J					17.9		
755.5' (a) see below		8	J					8.8		
Gray clay & silt,trace sand & gravel,damp,hard to very tough		9	SS				4.0	8.0	138.5	4.0
		10	SS				4.5+	8.5	139.9	3.3
752.5'	10	11	SS				4.5+	8.5	135.7	3.6
End of Boring										
(a) Gray silt,some clay,trace sand & gravel,damp,medium dense										
	15									
	20									

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length, in.
B - Standard Penetration Test (SPT), blows/ 6" interval. W - water content, %.
N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
Pen. - pocket penetrometer reading, tons/ sq. ft.. Uw - dry unit weight of soil, lbs./ cu.ft.
Qu - unconfined compressive strength, tons./ sq. ft..

Water Level —

	depth, ft.	elev., ft.
- while drilling:	5.5	_____
- after drilling:	5.5	_____
- hrs. after drilling:	_____	_____

F-111b

FILE NAME = W:\765-818 Blivin Phase II\CADD_Sheets\Structural\765-818 SHT-28 S- BORING LOGS.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

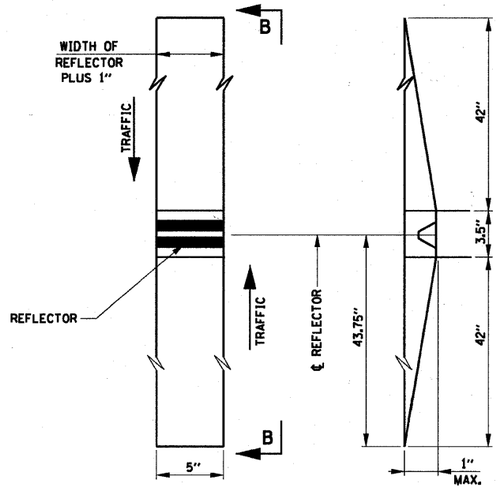
USER NAME = gonzalo	DESIGNED - SRT	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE = 3/25/2011	CHECKED - JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
BLIVIN STREET OVER NIPPERSINK CREEK

SOIL BORING LOGS
STRUCTURE NO. 056-3191

SCALE: | SHEET NO. 28 OF 28 SHEETS | STA. | TO STA.

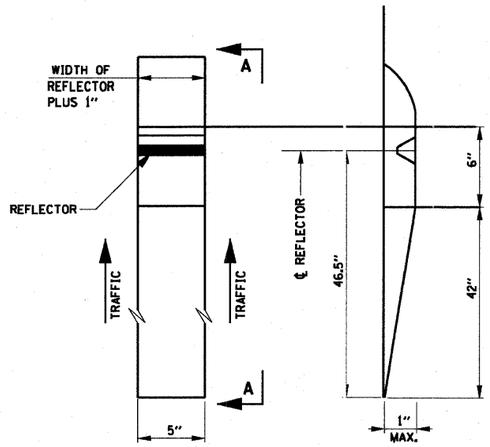
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	53
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			



PLAN VIEW

SECTION B–B

TWO WAY



PLAN VIEW

SECTION A–A

ONE WAY

RECESSED REFLECTIVE MARKERS

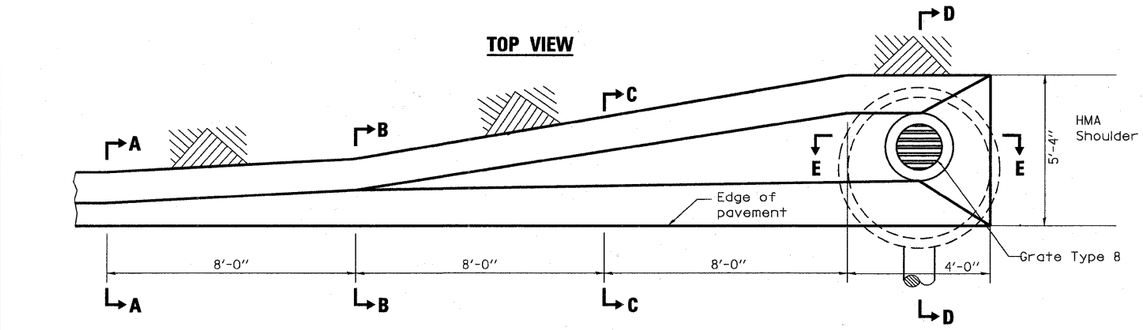
INSTALLATION NOTES:

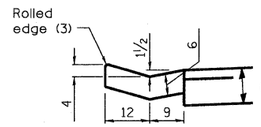
1. SAWCUT IN DIMENSIONS SHOWN.
2. SAWCUT AREAS TO BE DRY AND FREE OR MATERIAL THAT ADVERSELY AFFECTS THE ADHESIVE BAND.
3. INSTALL THE REFLECTOR WITH AN APPROVED TWO-COMPONENT EPOXY ADHESIVE. EPOXY SHOULD NOT OBSCURE OR BLOCK THE LENS.
4. INSTALL TOP OF REFLECTOR ½ TO ¼ INCH BELOW THE PAVEMENT SURFACE.
5. REFLECTOR SHALL BE 3M SERIES 290.

GENERAL NOTES:

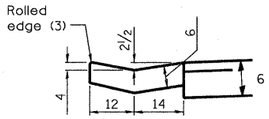
1. INSTALLATION SHALL CONFORM TO IDOT HIGHWAY STANDARD 781001-02 (OR LATEST) FOR MARKER PLACEMENT.
2. IDOT STANDARD 781001-02 SHALL BE MODIFIED TO REFLECT IN RECESSED PAVEMENT MARKERS INSTEAD OF RAISED PAVEMENT MARKERS.

RECESSED REFLECTIVE PAVEMENT MARKINGS DETAIL

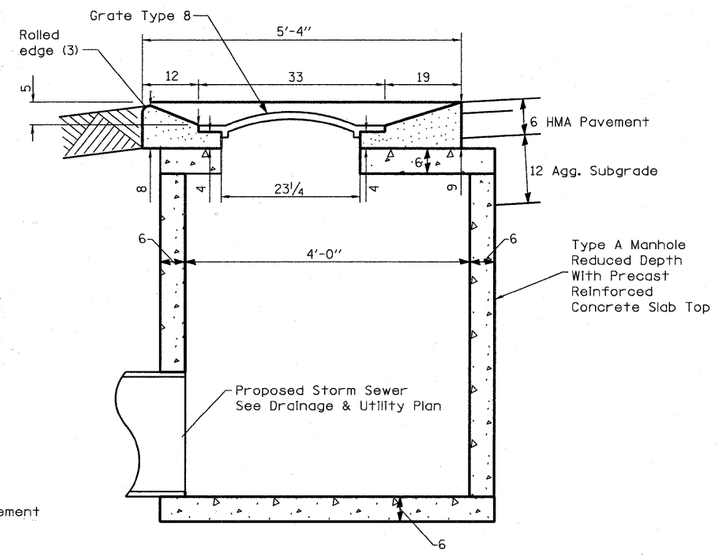


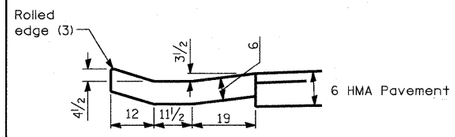


SECTION A–A

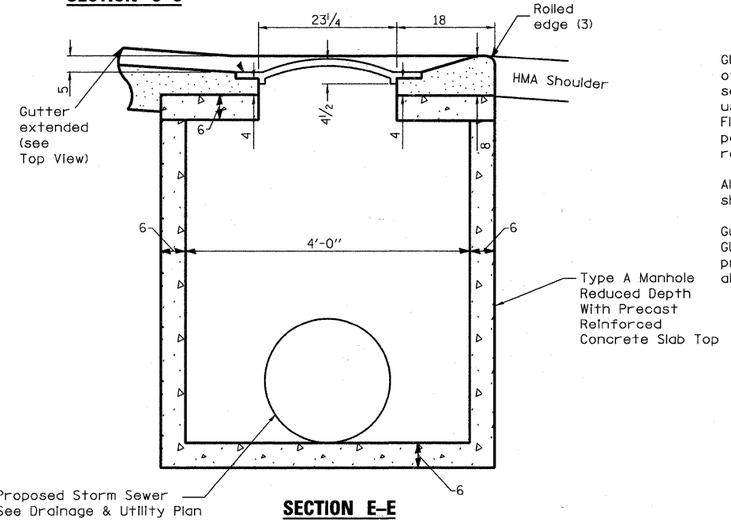


SECTION B–B





SECTION C–C



SECTION E–E

SECTION D–D

GENERAL NOTES

GUTTER OUTLET, SPECIAL is a modified detail of Standard 606206 to allow for storm sewer structures. Contractor shall use Precast Reinforced Concrete Flat Top Slab, Manhole Type A and Grate Type 8 per appropriate Highway Standards as referenced on the Cover Sheet forthese plans.

All dimensions are in inches unless otherwise shown.

Gutter Outlet, Special shall be paid for as GUTTER OUTLET, SPL as described in the project specifications and shall include all concrete and formwork.

QUANTITIES

Material	Single
Concrete - cu. yd.	2.1

GUTTER OUTLET, SPL DETAIL

FILE NAME = W:\755-010 Blivin Phase II\CADD\Sheets\755-010-sht-detail.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

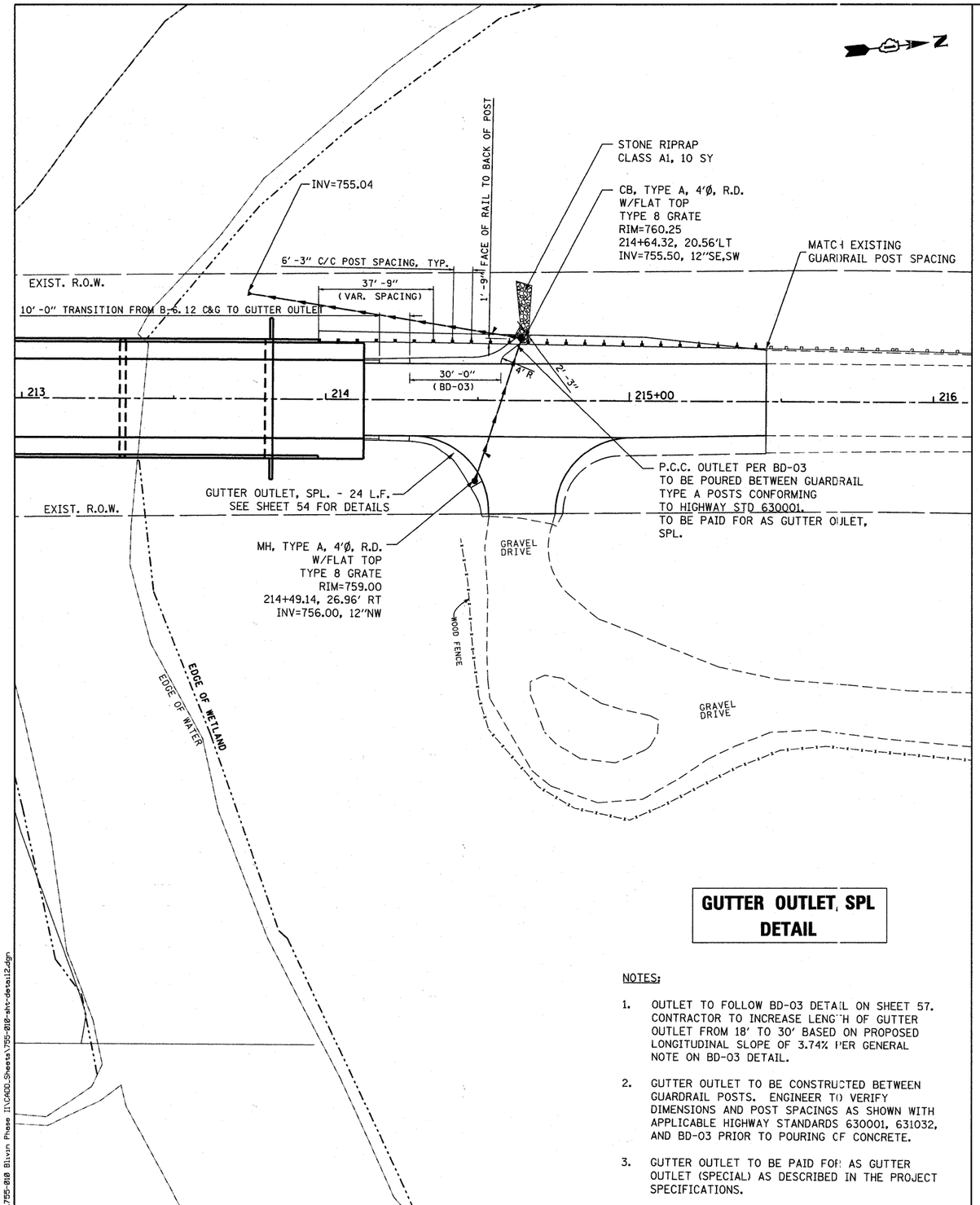
USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -	
	DRAWN - DBB	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -	
PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -	

BLIVIN STREET OVER NIPPERSINK CREEK

CONSTRUCTION DETAILS

SCALE: N.T.S. | SHEET NO. 54 OF 69 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	54
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		



GUTTER OUTLET, SPL DETAIL

NOTES:

1. OUTLET TO FOLLOW BD-03 DETAIL ON SHEET 57. CONTRACTOR TO INCREASE LENGTH OF GUTTER OUTLET FROM 18' TO 30' BASED ON PROPOSED LONGITUDINAL SLOPE OF 3.74% PER GENERAL NOTE ON BD-03 DETAIL.
2. GUTTER OUTLET TO BE CONSTRUCTED BETWEEN GUARDRAIL POSTS. ENGINEER TO VERIFY DIMENSIONS AND POST SPACINGS AS SHOWN WITH APPLICABLE HIGHWAY STANDARDS 630001, 631032, AND BD-03 PRIOR TO POURING OF CONCRETE.
3. GUTTER OUTLET TO BE PAID FOR AS GUTTER OUTLET (SPECIAL) AS DESCRIBED IN THE PROJECT SPECIFICATIONS.

FILE NAME = W:\755-810 Blivin Phase II\CADD\Sheets\755-810-sht-detail2.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

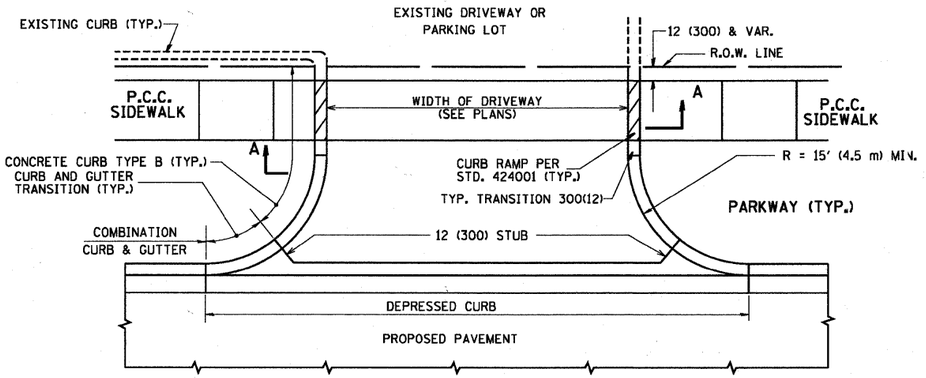
USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -	
	DRAWN - DBB	REVISED -	
PLOT SCALE = 20.0000 ' / IN.	CHECKED - CRF	REVISED -	
PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -	

BLIVIN STREET OVER NIPPERSINK CREEK

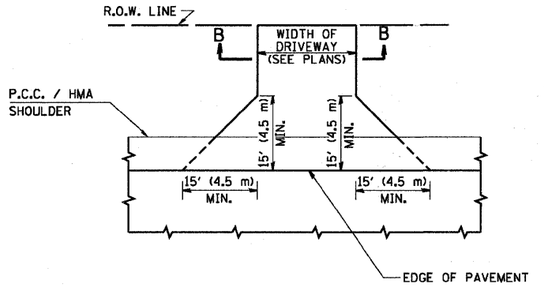
CONSTRUCTION DETAILS

SCALE: 1"=20' | SHEET NO. 55 OF 69 SHEETS | STA. | TO STA.

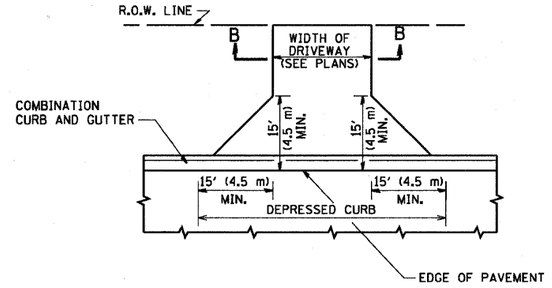
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	55
		CONTRACT NO. 63583		
FED ROAD DIST NO. 1	ILLINOIS	FED AID PROJECT		



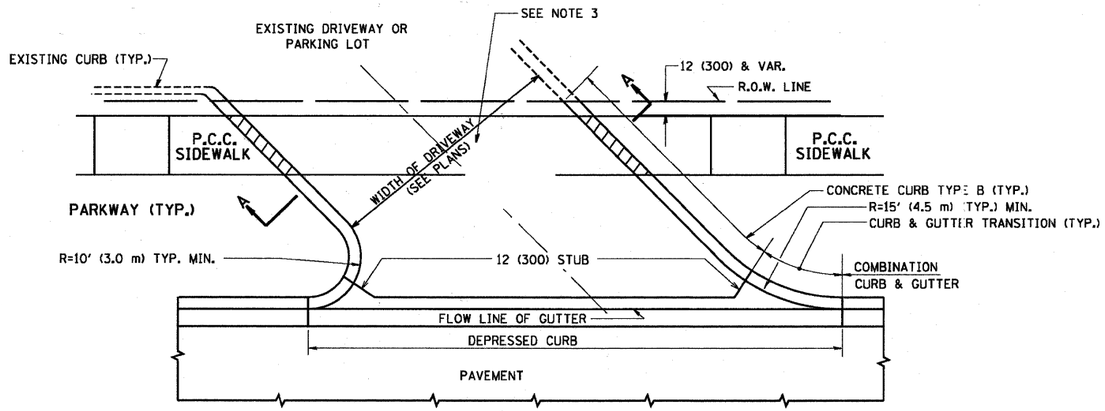
WITH CONCRETE CURB, TYPE B



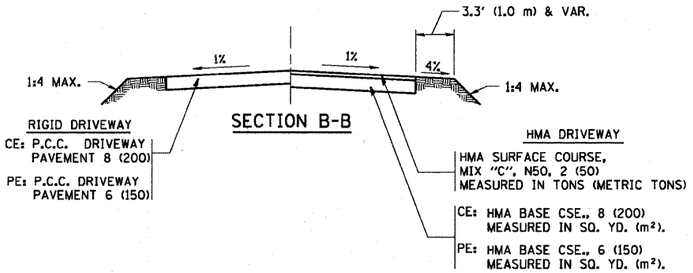
ADJACENT TO P.C.C. / HMA SHOULDER

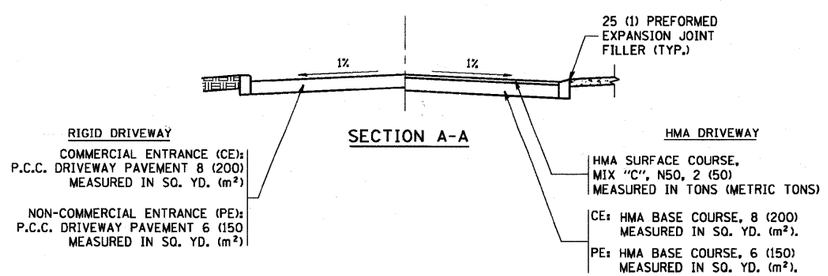


ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B





RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

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

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

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

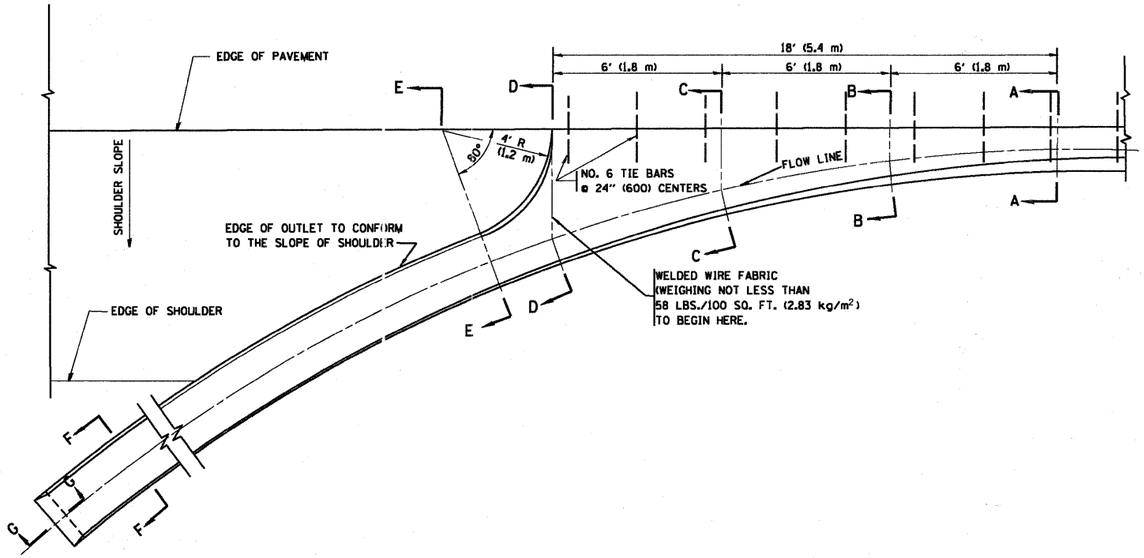
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

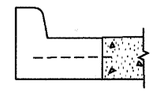
1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME = c:\projects\diststd22x34\bd01.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)**
		DRAWN -	REVISED - P. LaFLUER 04-15-03		
	PLOT SCALE = 49.9999 '/ IN.	CHECKED -	REVISED - R. BORO 01-01-07		
	PLOT DATE = 6/12/2008	DATE - 11-04-95	REVISED - R. BORO 06-11-08		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

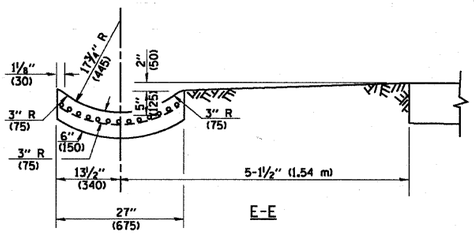
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	McHENRY	69	56
	BD0156-07 (BD-01)	CONTRACT NO. 63583		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



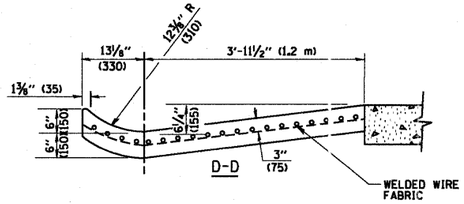


A-A *

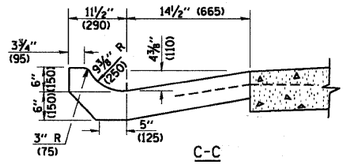
* DIMENSIONS OF THE CURB & GUTTER AT SECTION A-A ARE SHOWN ON STATE STANDARD 606001.
FOR DETAILS OF OUTLET FOR CONCRETE CURB & GUTTER, TYPE B-6.24 (B-15.60) SEE STATE STANDARD 606006.



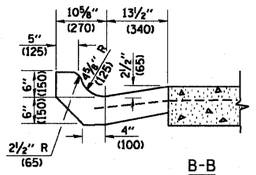
E-E



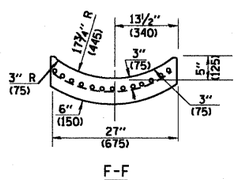
D-D



C-C



B-B



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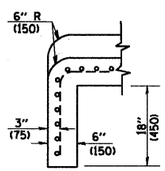


G-G

GENERAL NOTES

GUTTER OUTLET SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.

TIE BARS SHALL BE NO. 20 (NO.6) AT 24" (600) CENTERS UNLESS OTHERWISE SHOWN.

IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

QUANTITIES

FOR SECTION A-A TO E-E AND CURTAIN WALL=
1.25 CU. YDS. (0.96 m^3) CLASS SI CONCRETE (OUTLET) FOR 9" (225) PAV'T.
1.27 CU. YDS. (0.96 m^3) CLASS SI CONCRETE (OUTLET) FOR 10" (250) PAV'T.
FOR SECTION F-F=
0.045 CU. YDS. (0.03 m^3) CLASS SI CONCRETE PER ft. (m).

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

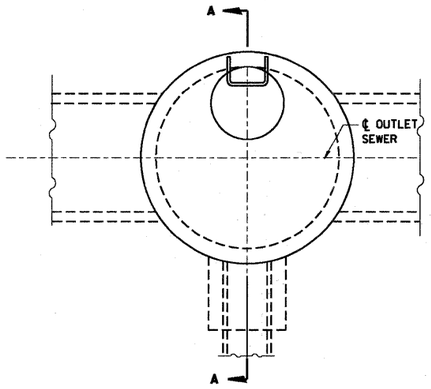
FILE NAME = W:\diststd\22x34\bd03.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94
		DRAWN -	REVISED - R. SHAH 10-25-94
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - E. GOMEZ 12-21-00
	PLOT DATE = 1/4/2008	DATE - 08-04-86	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OUTLET FOR CONCRETE CURB AND GUTER

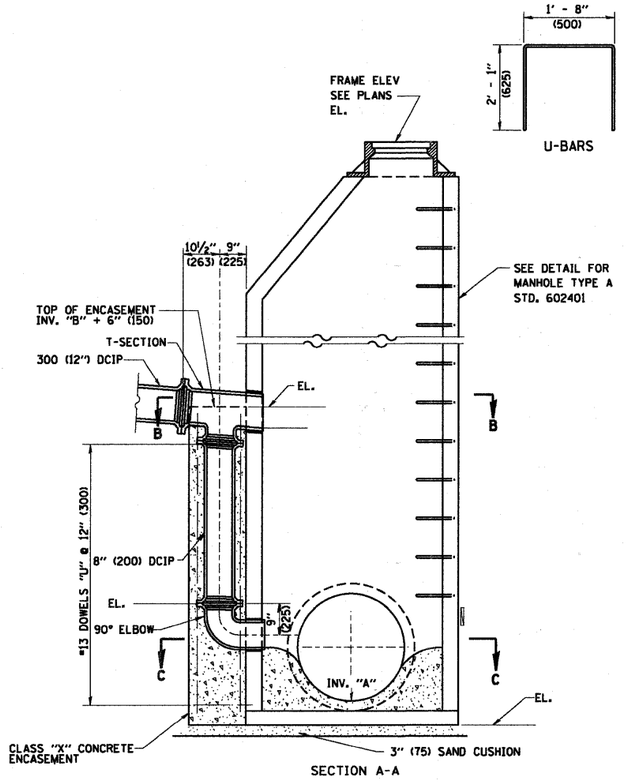
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	McHENRY	69	57
	BD600-01 (BD-03)	CONTRACT NO. 63583		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



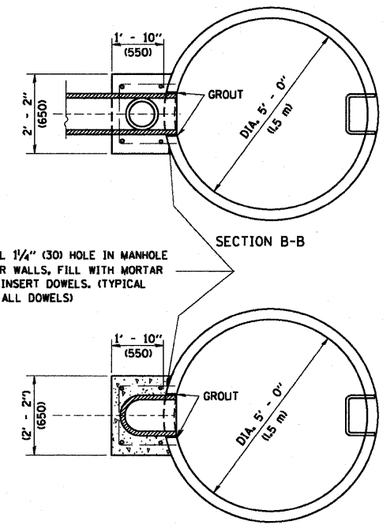
PLAN
FOR LOCATION SEE DRAINAGE PLANS

ENCASEMENT DETAILS				
DROP M.H. LOCATION STA., OFFSET				
INV. "A"				
INLET PIPE				
INV. "B"				
INV. "C"				
A				
B				
"V" BAR LENGTH				
NO. OF "U" BARS				
REINF. BARS				
CLASS "S1" CONC. CUBIC METER (CU. YD.)				



SECTION A-A

U-BARS



SECTION B-B

SECTION C-C

TYPE A1-1 MANHOLE WITH 1 DROP AND DEPTH UP TO 10' (3 m)
TYPE A1-2 " " 1 " " " FROM 10' TO 15' (3 m TO 1.5 m)
TYPE A1-3 " " 1 " " " FROM 15' TO 20' (1.5 m TO 6 m)
TYPE A1-4 " " 1 " " " OVER 20' (6 m)

TYPE A2-1 MANHOLE WITH 2 DROPS AND DEPTH UP TO 10' (3 m)
TYPE A2-2 " " 2 " " " FROM 10' TO 15' (3 m TO 1.5 m)
TYPE A2-3 " " 2 " " " FROM 15' TO 20' (1.5 m to 6 m)
TYPE A2-4 " " 2 " " " OVER 20' (6 m)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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		DRAWN -	REVISED -
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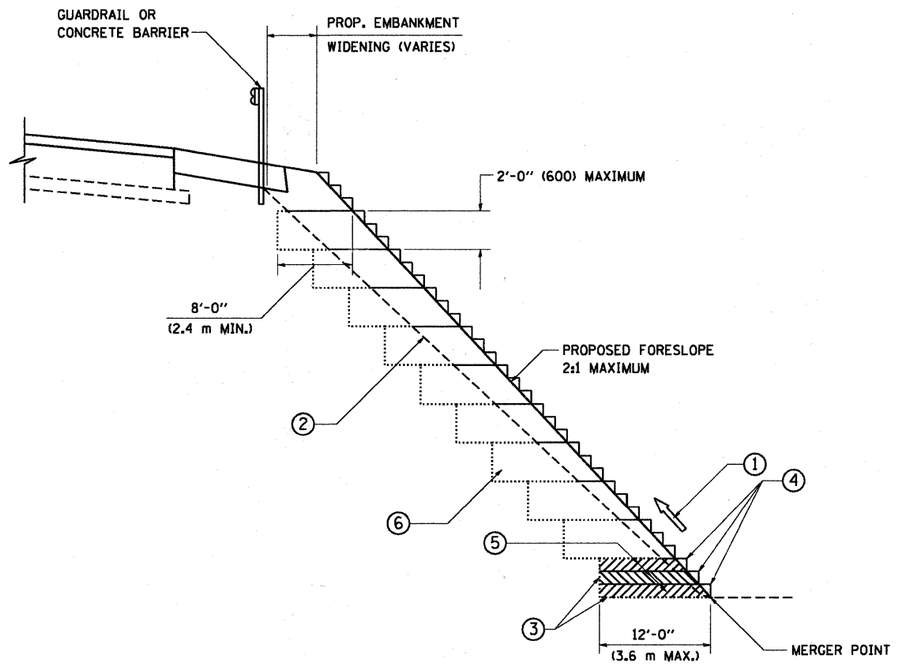
	PLOT DATE = 1/4/2008	DATE - 10-18-02	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DROP MANHOLE DETAILS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	McHENRY	69	58
	BD600-05 (BD-16)	CONTRACT NO. 63583		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
6. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

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

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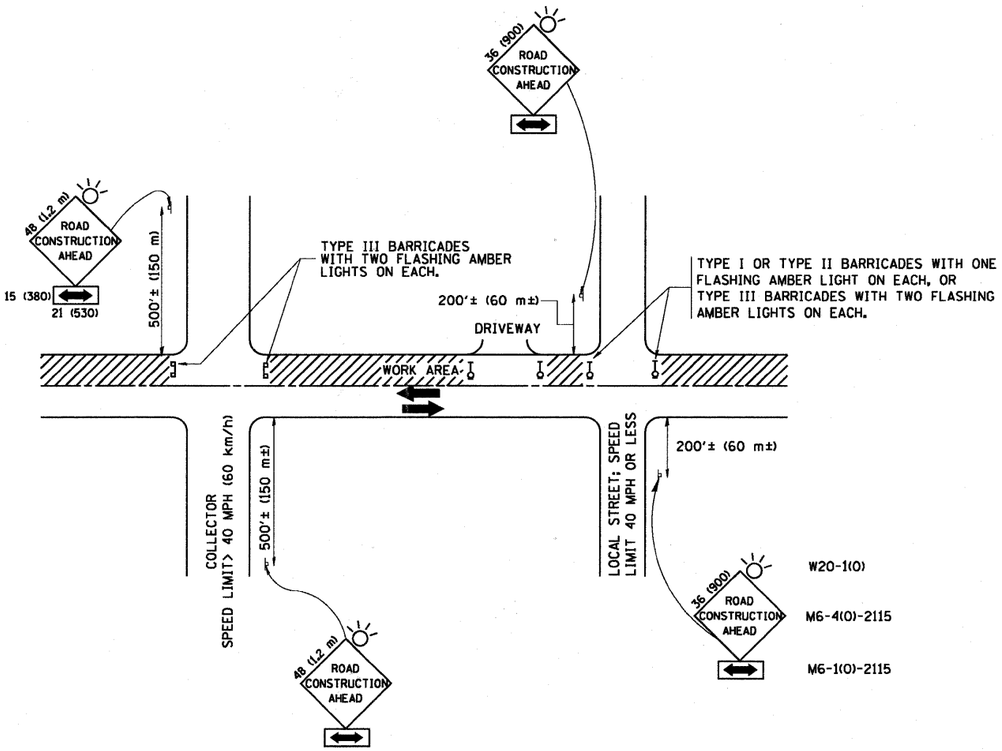
	PLOT DATE = 1/4/2008	DATE - 06-16-04	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	McHENRY	69	59
	BD-51	CONTRACT NO. 63583		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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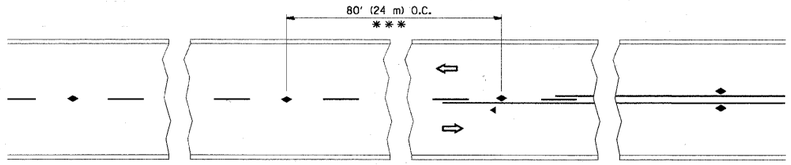
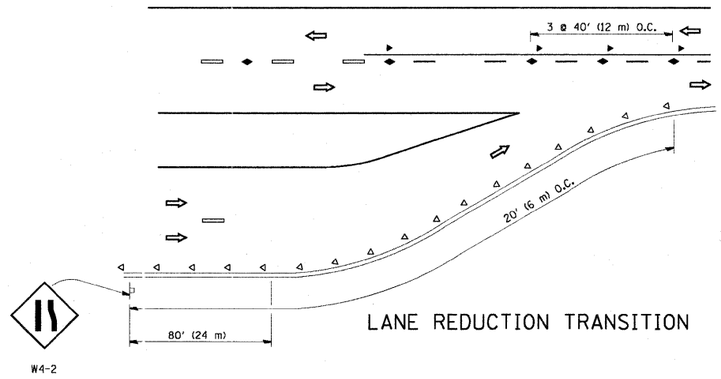
	TC-10	CONTRACT NO. 63583		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

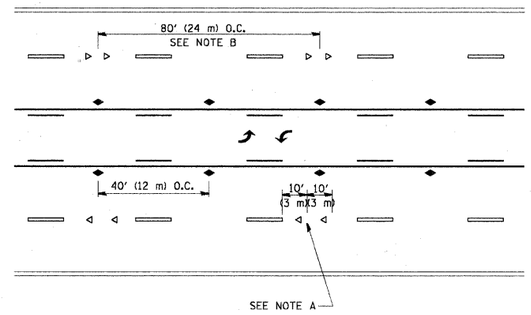


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

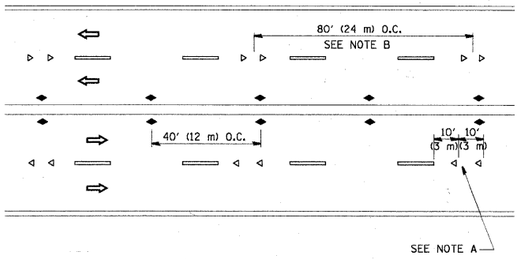
TWO-LANE/TWO-WAY



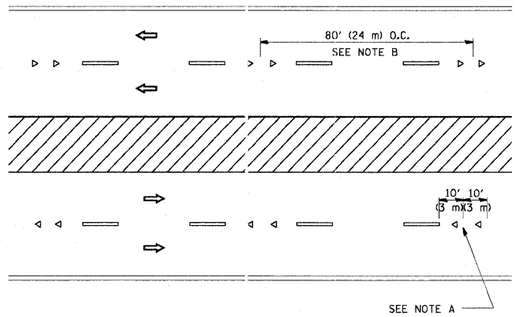
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



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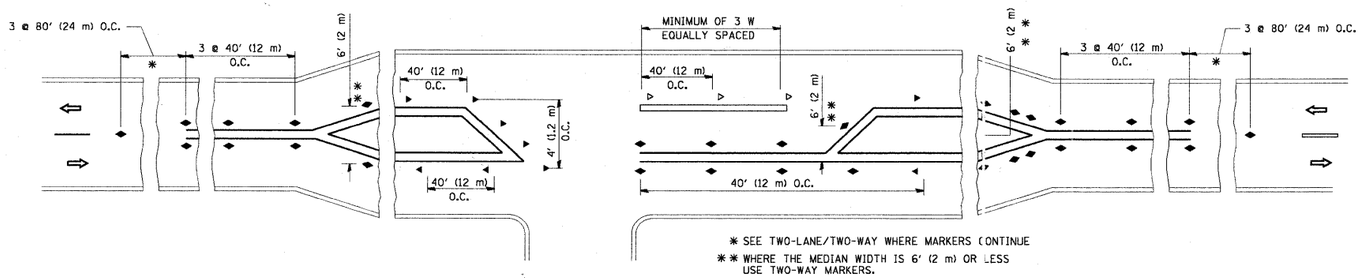

LEFT TURN

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

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

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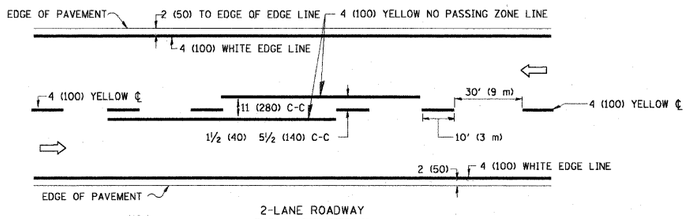
		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

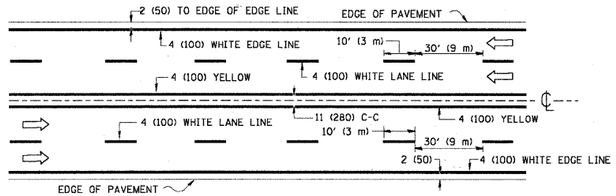
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

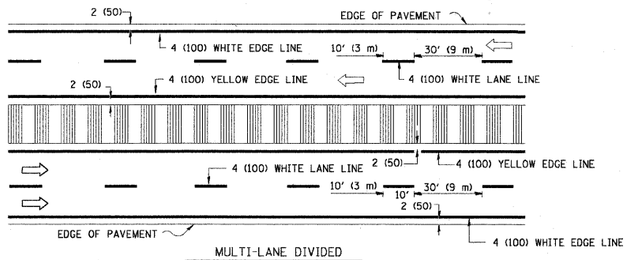
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	McHENRY	69	60A
	TC-11	CONTRACT NO. 63583		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



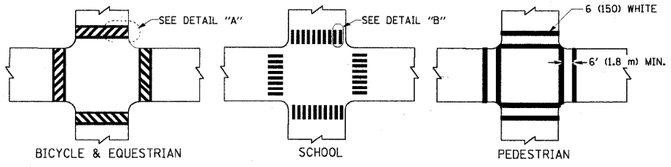
MULTI-LANE UNDIVIDED

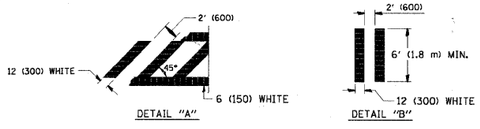


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

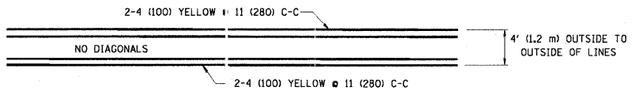
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

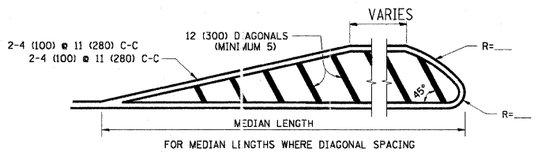




TYPICAL CROSSWALK MARKING



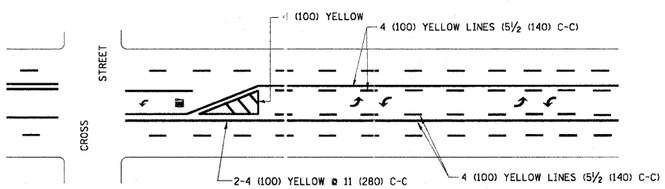
4' (1.2 m) WIDE MEDIANS ONLY



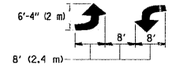
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

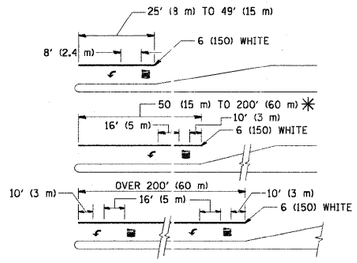


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

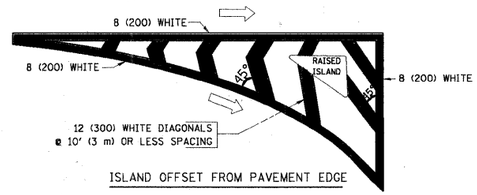


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) ↑ ONLY AREA = 20.8 SQ. FT. (1.9 m²)

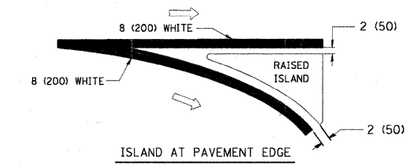
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

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

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		DRAWN -	REVISED -C. JUCIUS 09-09-09		
	PLOT SCALE = 50.200 ' / IN.	CHECKED -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	McHENRY	69	61
	TC-13	CONTRACT NO. 63583		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ROUTE MARKERS

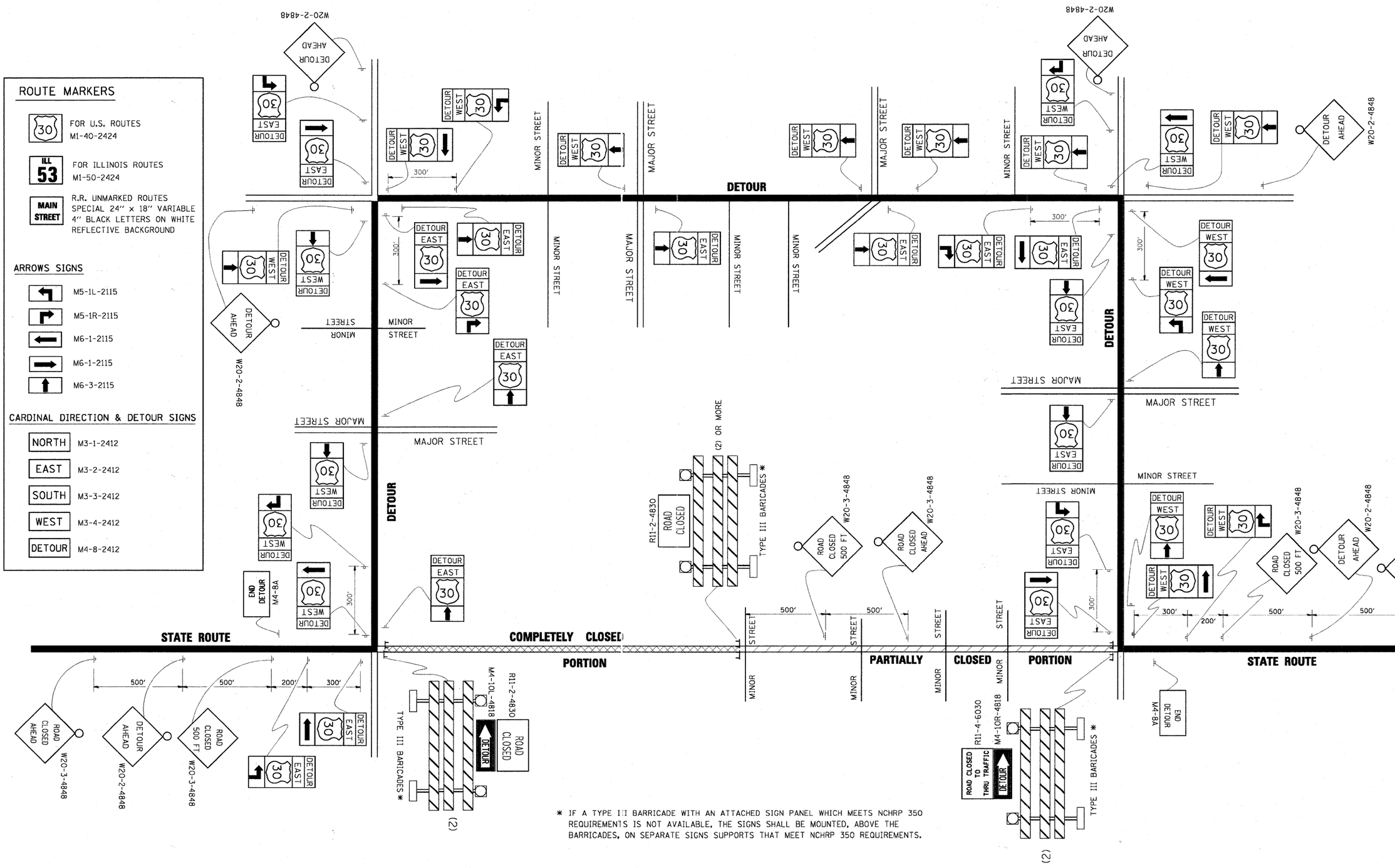
- 30 — FOR U.S. ROUTES M1-40-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS

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

CARDINAL DIRECTION & DETOUR SIGNS

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



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

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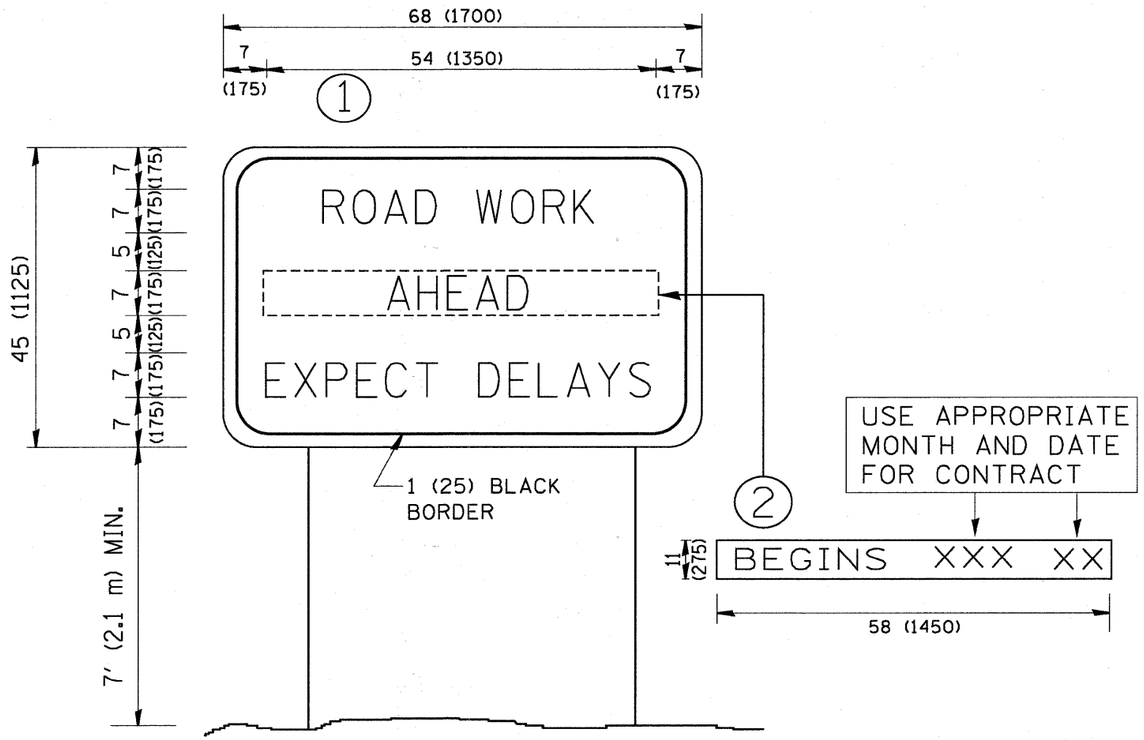
	PLOT DATE = 9/14/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	McHENRY	69	61A
	TC-21	CONTRACT NO. 63583		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

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		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

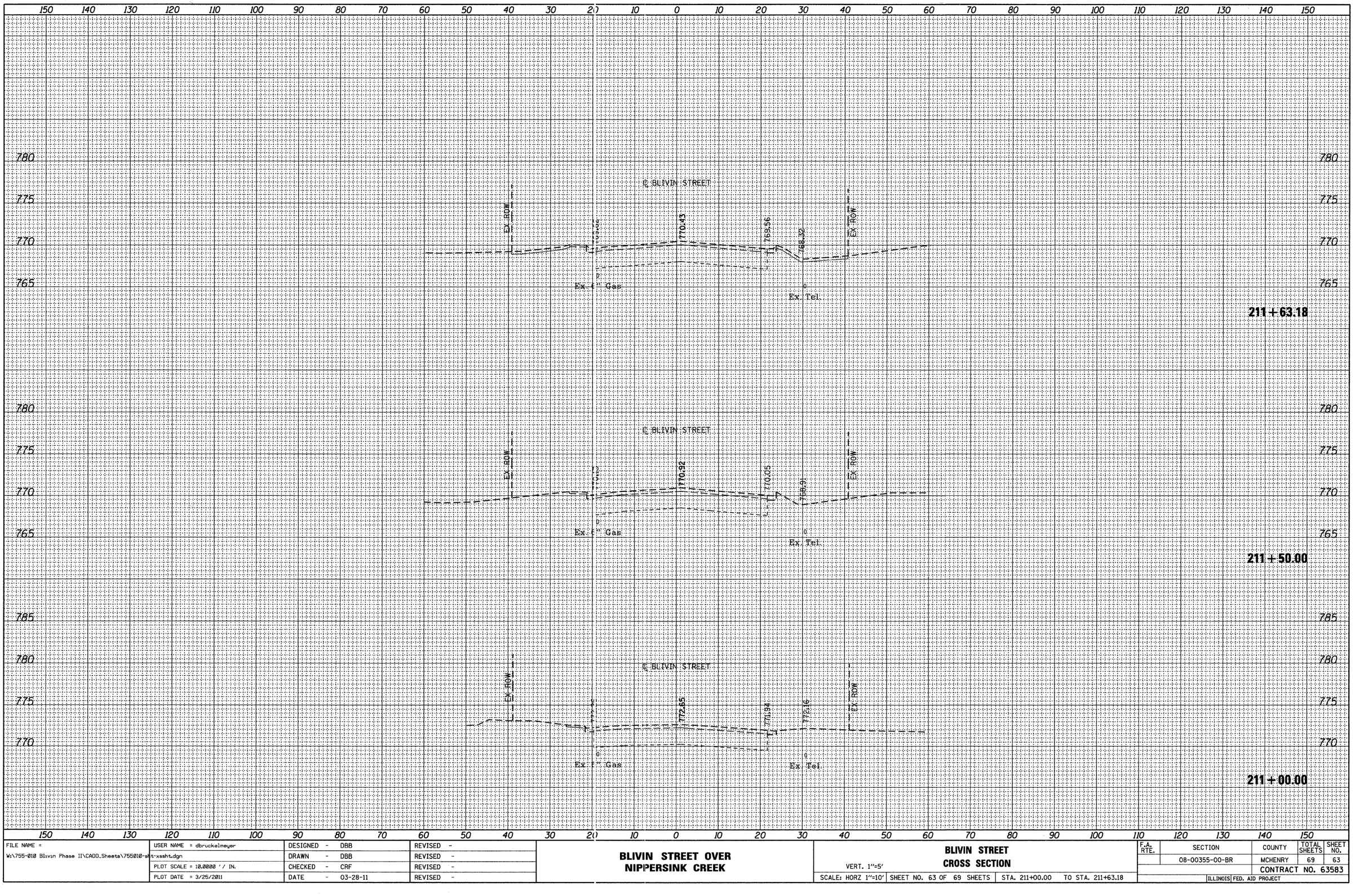
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	McHENRY	69	62
	TC-22	CONTRACT NO. 63583		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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



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

FILE NAME = W:\755-010 Blivin Phase II\CADD_Sheets\755010-sht-xssht.dgn	USER NAME = dbruckelmeyer	DESIGNED - DBB	REVISED -
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	PLOT DATE = 3/25/2011	CHECKED - CRF	REVISED -
		DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

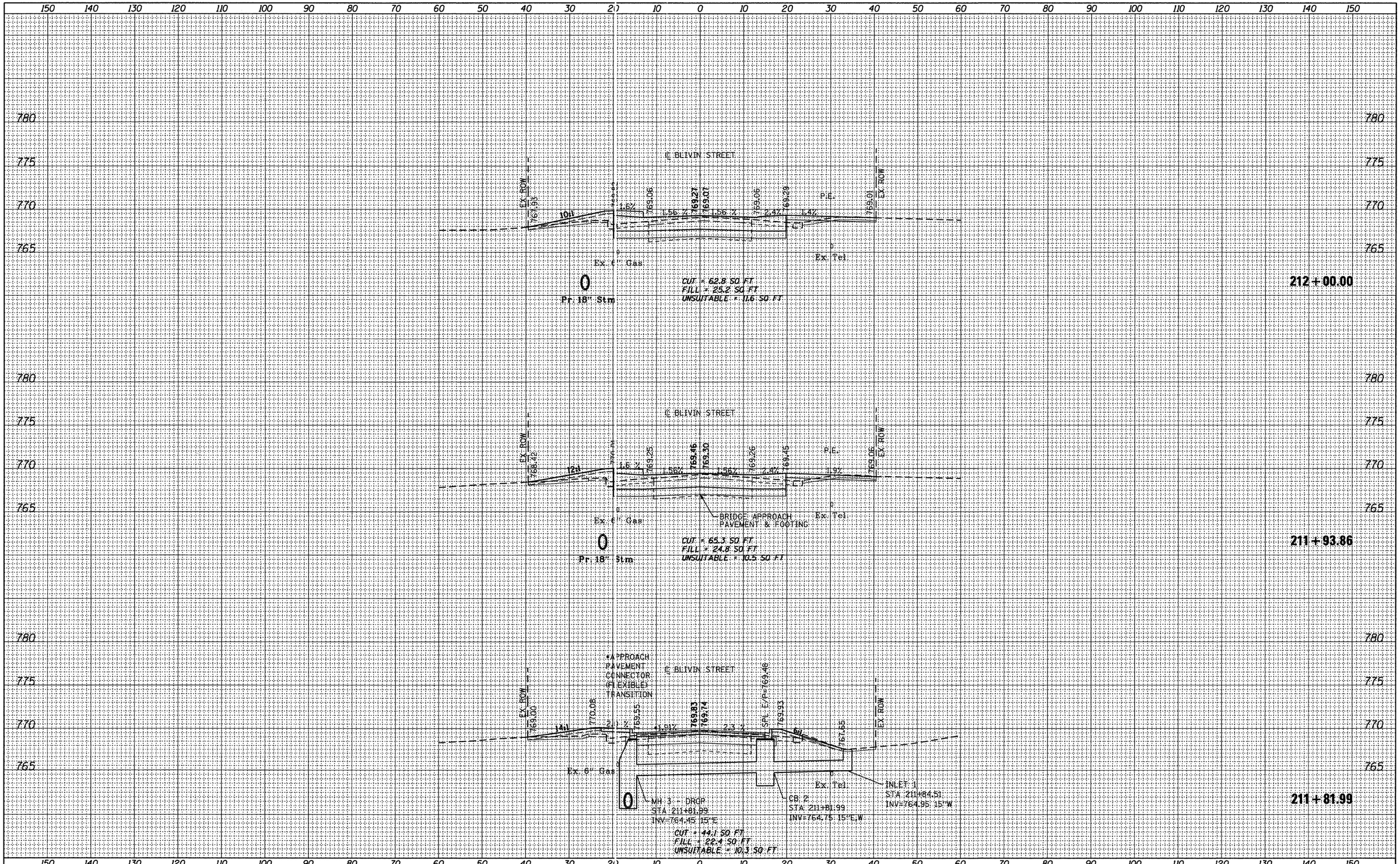
BLIVIN STREET
CROSS SECTION

VERT. 1"=5'
SCALE: HORZ 1"=10' | SHEET NO. 63 OF 69 SHEETS | STA. 211+00.00 TO STA. 211+63.18

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	63
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

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

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



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	PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

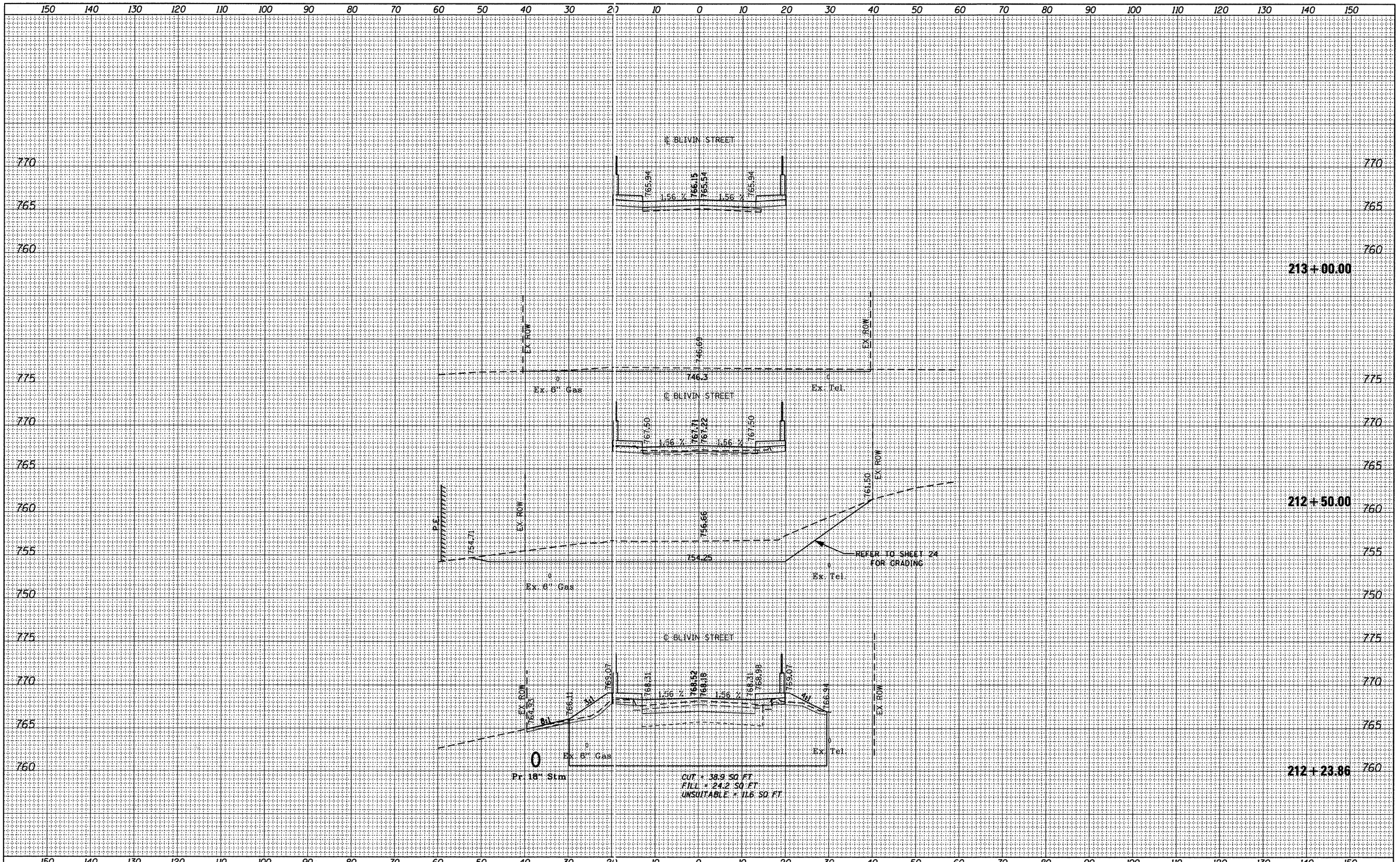
BLIVIN STREET
CROSS SECTION

VERT. 1"=5' | SCALE: HORZ 1"=10' | SHEET NO. 64 OF 69 SHEETS | STA. 211+81.99 | TO STA. 212+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	64
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

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

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



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	PLOT DATE = 3/25/2011	DATE - 12-17-10	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

CROSS SECTION

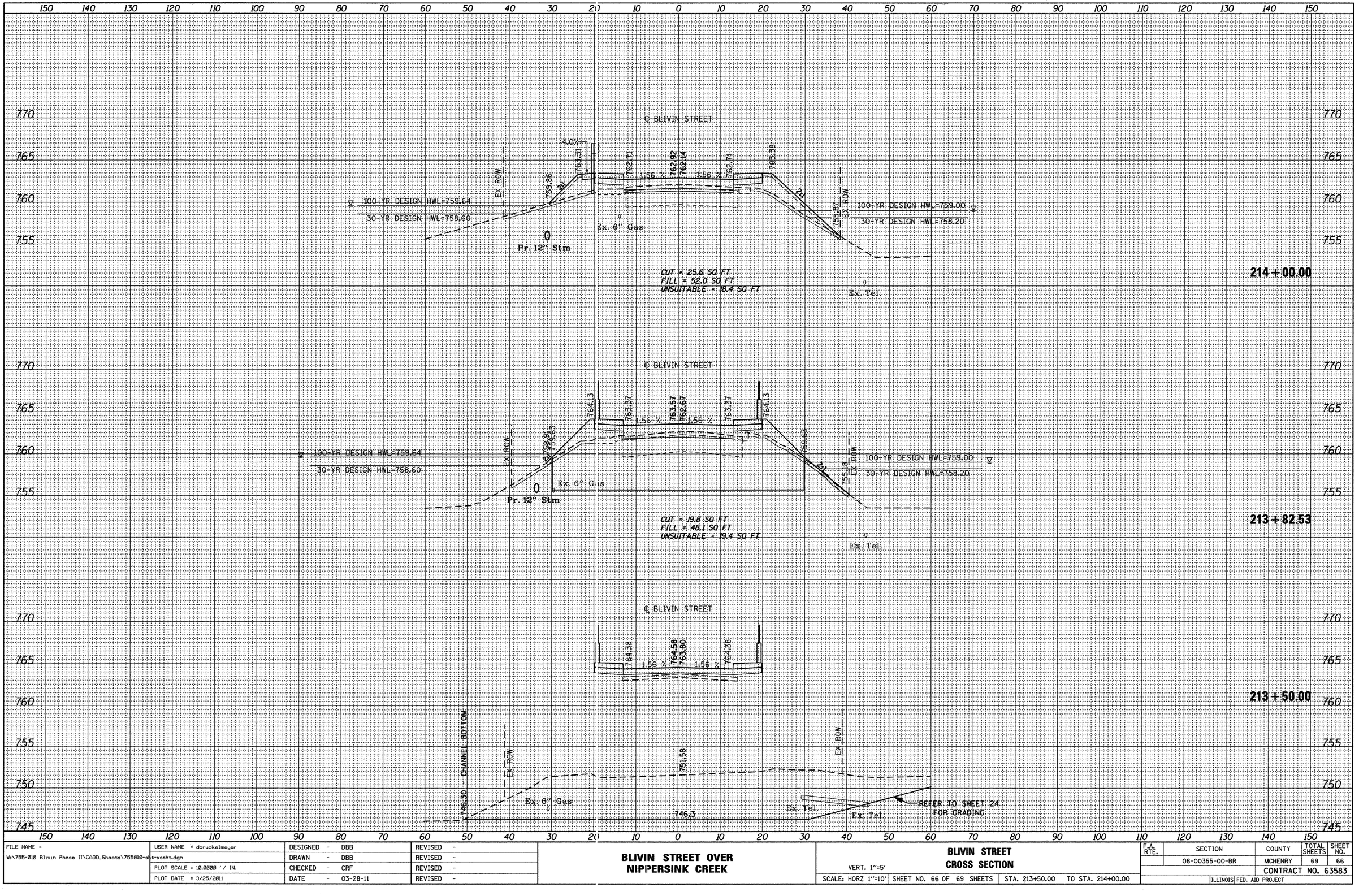
VERT. 1"=5'

SCALE: HORZ 1"=10' | SHEET NO. 65 OF 69 SHEETS | STA. 212+23.86 TO STA. 213+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	65
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

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

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



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	PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

BLIVIN STREET CROSS SECTION

VERT. 1"=5' | SCALE: HORZ 1"=10' | SHEET NO. 66 OF 69 SHEETS | STA. 213+50.00 | TO STA. 214+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	66
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

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

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

765 760 755 750

© BLIVIN STREET

100-YR DESIGN HWL=759.64
30-YR DESIGN HWL=758.60
EX. ROW
758.46
760.92
4.0%
761.30
2.0 %
761.54
760.89
2.0 %
761.30
761.23
761.14
756.10
EX. ROW
100-YR DESIGN HWL=759.00
30-YR DESIGN HWL=758.20
Ex 6" Gas
Pr. 12" Strm
Ex Tel

CUT = 30.3 SQ FT
FILL = 26.0 SQ FT
UNSUITABLE = 13.1 SQ FT

214 + 41.95

© BLIVIN STREET

100-YR DESIGN HWL=759.64
30-YR DESIGN HWL=758.60
EX. ROW
759.47
761.39
4.0%
761.75
2.0 %
761.99
761.32
2.0 %
761.74
761.70
755.45
EX. ROW
100-YR DESIGN HWL=759.00
30-YR DESIGN HWL=758.20
Ex 6" Gas
Pr. 12" Strm
Ex Tel.

CUT = 23.2 SQ FT
FILL = 15.0 SQ FT
UNSUITABLE = 18.9 SQ FT

214 + 25.00

© BLIVIN STREET

100-YR DESIGN HWL=759.64
30-YR DESIGN HWL=758.60
EX. ROW
759.56
762.80
4.0%
762.97
762.21
2.0 %
762.45
761.73
2.0 %
762.21
762.93
755.87
EX. ROW
100-YR DESIGN HWL=759.00
30-YR DESIGN HWL=758.20
Ex 6" Gas
Pr. 12" Strm
Ex Tel.

CUT = 51.2 SQ FT
FILL = 39.3 SQ FT
UNSUITABLE = 19.1 SQ FT

214 + 12.53

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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	PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

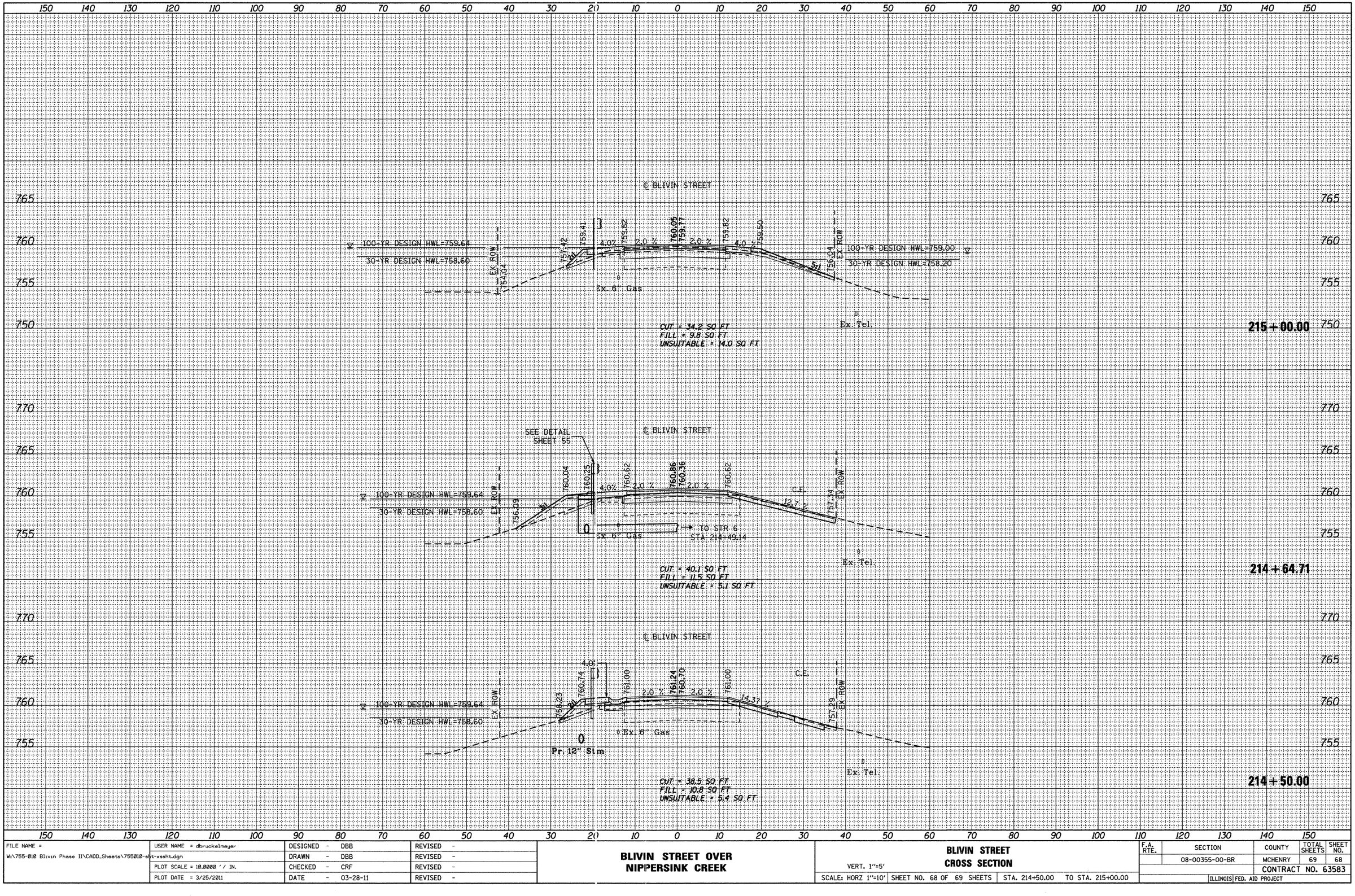
BLIVIN STREET
CROSS SECTION

VERT. 1"=5' | SCALE: HORZ 1"=10' | SHEET NO. 67 OF 69 SHEETS | STA. 214+12.53 | TO STA. 214+41.95

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	67
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

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

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



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	PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

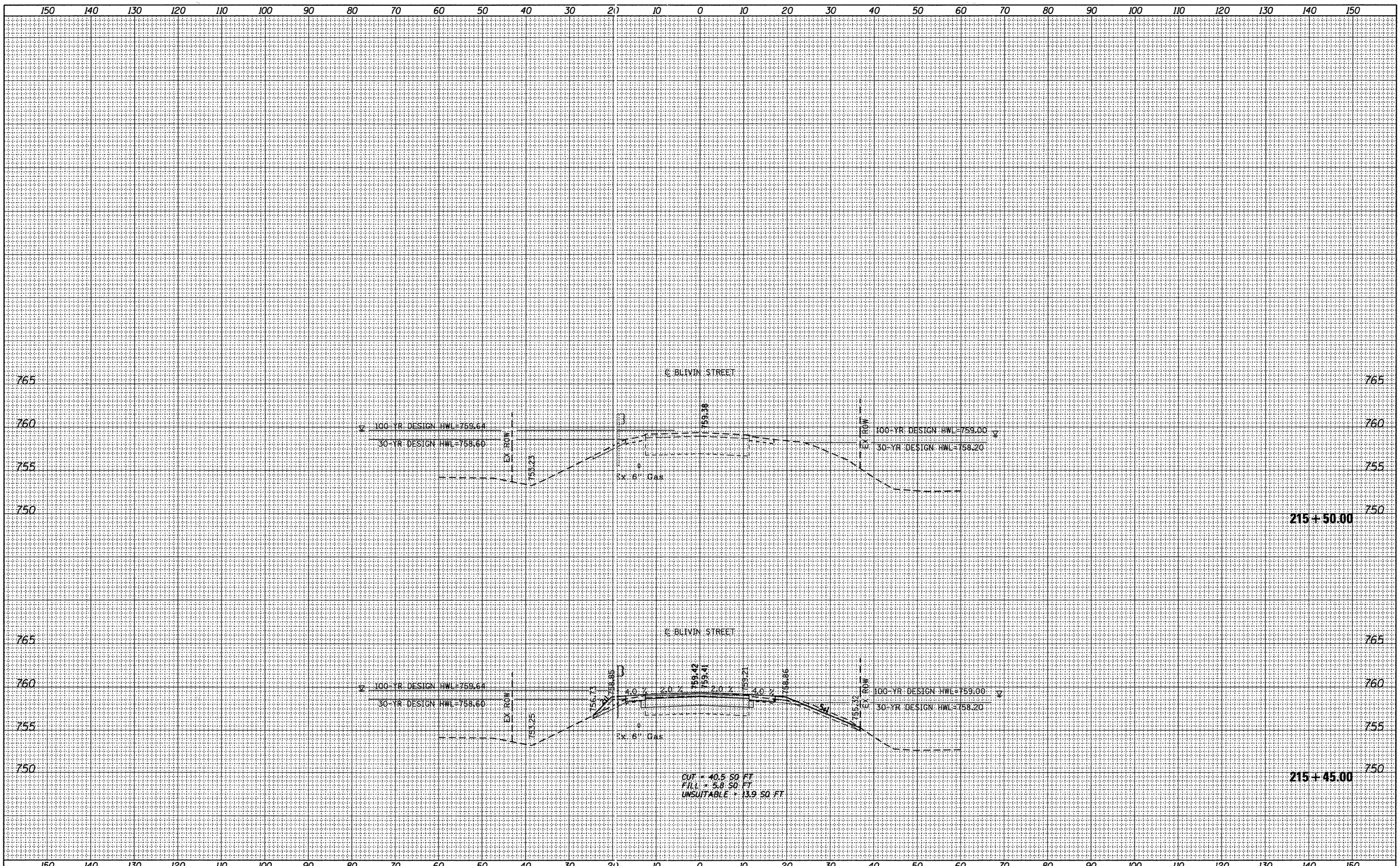
BLIVIN STREET
CROSS SECTION

VERT. 1"=5' | SCALE: HORZ 1"=10' | SHEET NO. 68 OF 69 SHEETS | STA. 214+50.00 | TO STA. 215+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	68
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			

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

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



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		DRAWN - DBB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - CRF	REVISED -
	PLOT DATE = 3/25/2011	DATE - 03-28-11	REVISED -

BLIVIN STREET OVER NIPPERSINK CREEK

BLIVIN STREET
CROSS SECTION

VERT. 1"=5' | SCALE: HORZ 1"=10' | SHEET NO. 69 OF 69 SHEETS | STA. 215+43.00 | TO STA. 215+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00355-00-BR	MCHENRY	69	69
		CONTRACT NO. 63583		
	ILLINOIS FED. AID PROJECT			