F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	1
	ILLINOIS	CONTRACT NO. 63694		

87+1 = 88

INDEX OF SHEETS

HIGHWAY STANDARDS

001006	DECIMAL OF AN INCH AND OF A FOOT
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-06	TEMPORARY EROSION CONTROL SYSTEMS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
420701-02	PAVEMENT FABRIC
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
664001-02	CHAIN LINK FENCE
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5mm) TO 24" (600mm) FROM PAVEMENT EDGE
701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45MPH
701206-03	LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS ≥ 45MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-12	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45PMH
701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-03	TYPICAL PAVEMENT MARKINGS
630106	LONG-SPAN GUARDRAIL OVER CULVERT
665001-02	ELECTRICAL SERVICE INSTALLATION DETAIL
805001-01	WOVEN WIRE FENCE

DESIGN DESIGNATION

LAWRENCE RD – MAJOR COLLECTOR
ADT LAWRENCE RD: 300 (2007)
ADT LAWRENCE RD: 1,500 (2030)

POSTED SPEED LIMIT LAWRENCE RD: 55 MPH
DESIGN SPEED LIMIT LAWRENCE RD: 60 MPH

100' 200' 300' — 1" = 100'
10' 20' 30' — 1" = 10'
1" = 50'
1" = 40'
1" = 30'
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. 63694

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

STATE OF ILLINOIS 11-9-12 LETTING ITEM 001

DEPARTMENT OF TRANSPORTATION

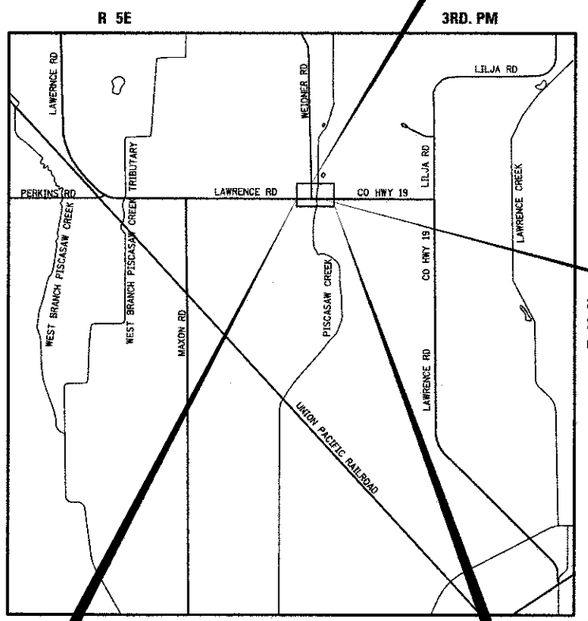
DIVISION OF HIGHWAYS

FINAL – 100% SUBMITTAL

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAS 0028 (LAWRENCE ROAD) BRIDGE OVER PISCASAW CREEK
SECTION 08-00355-01-BR
PROJECT BRS-0028(109)
McHENRY COUNTY
BRIDGE REPLACEMENT
JOB C-91-472-11

WEIDNER ROAD RECONSTRUCTION
BEGIN IMPROVEMENT AT STA. 5+00.00
END IMPROVEMENT AT STA. 7+12.00



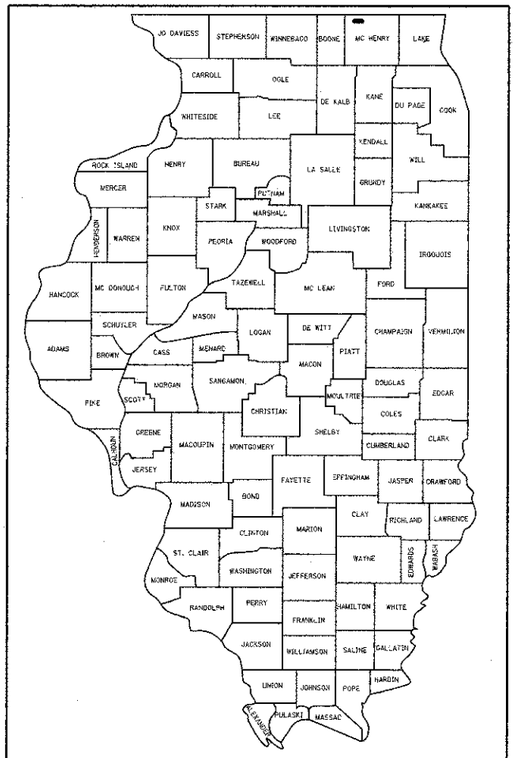
EX. S.N. 056-3010
PR. S.N. 056-3184

LAWRENCE RD RECONSTRUCTION
BEGIN FULL DEPTH IMPROVEMENTS
AT STA. 203+35.00
BEGIN RESURFACING
AT STA 200+82.87

LAWRENCE ROAD RECONSTRUCTION
END FULL DEPTH IMPROVEMENTS
AT STA. 209+70.00
END RESURFACING
AT STA. 213+38.27

LOCATION MAP

MAP SCALE: NTS
CHEMUNG TOWNSHIP
LAWRENCE ROAD GROSS AND
NET LENGTH = 1256 FT. = 0.24 MI.
WEIDNER ROAD GROSS AND
NET LENGTH = 212 FT. = 0.04 MI.
TOTAL GROSS AND NET LENGTH = 1468.0 FT = 0.28 MI.



LOCATION OF SECTION INDICATED THUS: –

PROJECT LOCATED IN CHEMUNG TOWNSHIP IN UNINCORPORATED MCHENRY COUNTY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED August 14 20 12
Joseph R. Korpalski Jr.
COUNTY OF MCHENRY, COUNTY ENGINEER

PASSED August 29 20 12
CJ Healy
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW August 29 20 12
John Fortmann
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

CYNTHIA R. FLOWER
062-053717
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P:(630) 436 6400 F:(630) 436 6444 www.bollingerlach.com
ITASCA * CHICAGO * LAKE GENEVA * SOUTH BEND * INDIANAPOLIS

DATE 8/13/12
CYNTHIA R. FLOWER
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-053717
MY LICENSE EXPIRES ON 11-30-13.

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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, 2012 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2012; 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, 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	AT&T
BOB HAUSER	DAVID SAINT-GERMAIN
PROJECT MANAGER	REGIONAL RELOCATION COORDINATOR
815-262-6742	815-888-2399

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 CENTER OF THE STRUCTURE FROM THE EDGE OF PAVEMENT.

4. ALL ELEVATIONS ARE ON 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.

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 SIGNS TO BE REMOVED ARE TO BE SALVAGED AND RETURNED TO THE MCHENRY COUNTY PUBLIC WORKS DEPARTMENT AT 1415 INDUSTRIAL DRIVE, MCHENRY COUNTY, IL 60050. THIS IS TO BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR SIGN REMOVAL.

    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.

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. 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.

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

6. 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.

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

8. 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.

9. 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.

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

11. THE CONTRACTOR SHALL DISPOSE OF ALL BRIDGE DEBRIS, 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.

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

13. 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.

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

15. ROADWAY WEATHER INFORMATION SYSTEM (RWIS) SUBMITTALS TO BE APPROVED BY MCDOT PRIOR TO PROCUREMENT. SUBGRADE SHOULD BE CHECKED PRIOR TO PLACEMENT OF THE FOUNDATION. ELECTRICAL SERVICE TO BE COORDINATED WITH COMED. COMMUNICATION SERVICE TO BE COORDINATED WITH AT & T.

16. THE CONTRACTOR SHALL GIVE AT LEAST 48 HOURS PRIOR NOTICE TO THE FOLLOWING PRIOR TO IMPLEMENTING THE LAWRENCE ROAD STAGING OR THE WEIDNER ROAD CLOSING:
HARVARD CITY ADMINISTRATOR - DAVID NELSON 815-943-6468
HARVARD FIRE DEPARTMENT - 815-943-3471
CHEMUNG TOWNSHIP HWY DEPT. - DON STAVER 815-943-4553
HARVARD SCHOOL - 815-943-6461
HARVARD POST OFFICE - 815-943-5182

17. ANY LOOSE MATERIAL, DEPOSITED IN THE FLOW LINE OF DITCHES 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 PATHS 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.

18. EXISTING PLANS EXIST FOR THE EXISTING BRIDGE AND ARE AVAILABLE IF DESIRED FOR REVIEW.

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

BACKFILL

1. ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER HAVE 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.

FILE NAME = w:\755-812 Lawrence Phase II\C&G\ SHEETS\755 812 sht-gennotes.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gollwanger	DESIGNED - GJE	REVISED -
	DRAWN - GJE	REVISED -
PLOT SCALE = 23.0000 ' / in.	CHECKED - CF	REVISED -
PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
GENERAL NOTES

SCALE: N.T.S. | SHEET NO. 2 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	2
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	LAWRENCE ROAD		
				ROADWAY 0004	BRIDGE REPLACEMENT 0011	MCHENRY COUNTY (NON-PARTICIPATING)
20101000	TEMPORARY FENCE	FOOT	25	25		
20200100	EARTH EXCAVATION	CU YD	2,329	2,329		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,509	2,509		
20300100	CHANNEL EXCAVATION	CU YD	216	216		
20400800	FURNISHED EXCAVATION	CU YD	2,492	2,492		
20800150	TRENCH BACKFILL	CU YD	444	444		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	6,410	6,410		
25000210	SEEDING, CLASS 2A	ACRE	0.59	0.59		
25000310	SEEDING, CLASS 4	ACRE	0.74	0.74		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	121	121		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	121	121		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	121	121		
25100630	EROSION CONTROL BLANKET	SQ YD	5,900	5,900		
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	453	453		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	134	134		
28000305	TEMPORARY DITCH CHECKS	FOOT	228	228		
28000400	PERIMETER EROSION BARRIER	FOOT	2,204	2,204		
28000500	INLET AND PIPE PROTECTION	EACH	6	6		
28100107	STONE RIPRAP, CLASS A4	SQ YD	731	211	520	
28200200	FILTER FABRIC	SQ YD	731	211	520	
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	2,018	2,018		
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,081	1,081		
40600300	AGGREGATE (PRIME COAT)	TON	7	7		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	24	24		
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	142	142		
40701801	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6"	SQ YD	1,850	1,850		
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	144	144		
44000100	PAVEMENT REMOVAL	SQ YD	2,032	2,032		
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	1,660	1,660		
48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	374	374		
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1,429	1,429		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
50105220	PIPE CULVERT REMOVAL	FOOT	164	164		
50200100	STRUCTURE EXCAVATION	CU YD	204		204	
50300225	CONCRETE STRUCTURES	CU YD	108.6		108.6	

* SPECIALTY ITEMS

FILE NAME = W:\795-812 Lawrence Phase II\CADD SHEETS\795-812-qty-500.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gallwanger
PLOT SCALE = 20.0000 ' / in.
PLOT DATE = 10/3/2012

DESIGNED - GJE
DRAWN - GJE
CHECKED - CF
DATE - 08/17/12

REVISED -
REVISED -
REVISED -
REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 3 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	3
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	LAWRENCE ROAD		
					ROADWAY 0004	BRIDGE REPLACEMENT 0011	MCHENRY COUNTY (NON-PARTICIPATING)
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	156.3		156.3	
	50300260	BRIDGE DECK GROOVING	SQ YD	648		648	
	50300280	CONCRETE ENCASEMENT	CU YD	21.6		21.6	
	50300300	PROTECTIVE COAT	SQ YD	773		773	
	50400305	PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH)	SQ FT	3,986		3,986	
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	52,120		52,120	
	50800515	BAR SPLICERS	EACH	354		354	
	51200957	FURNISHING METAL SHELL PILES 12" X 0.250"	FOOT	1,400		1,400	
	51202305	DRIVING PILES	FOOT	1,400		1,400	
	51203200	TEST PILE METAL SHELLS	EACH	4		4	
	51500100	NAME PLATES	EACH	1		1	
	51603000	DRILLED SHAFT IN SOIL	CU YD	2			2
	54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	4	4		
	542A0277	PIPE CULVERTS, CLASS A, TYPE 1 72"	FOOT	180	180		
	542A1063	PIPE CULVERTS, CLASS A, TYPE 2 18"	FOOT	107	107		
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	127		127	
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	238	238		
*	63000360	LONG-SPAN GUARDRAIL OVER CULVERT, 18 FT 9 IN SPAN	FOOT	169	169		
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2		
	63200310	GUARDRAIL REMOVAL	FOOT	94	94		
	64300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2		
*	66400305	CHAIN LINK FENCE, 6'	FOOT	16			16
*	66401900	CHAIN LINK GATES, 5' X 6' SINGLE	EACH	2			2
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	7		
	67100100	MOBILIZATION	L SUM	1	1		
*	70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	6	6		
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	9	9		
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5,248	5,248		
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	46	46		
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,794	1,794		
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	460	460		
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	460	460		
	72000100	SIGN PANEL - TYPE 1	SQ FT	24	24		
	72900100	METAL POST - TYPE A	FOOT	20	20		
	72900200	METAL POST - TYPE B	FOOT	32	32		

* SPECIALTY ITEMS

FILE NAME = M:\755-812 Lawrence Phase II\C400 SHEETS\755-812-sht-500.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gellwanger	DESIGNED - GJE	REVISED -
	DRAWN - GJE	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -
PLOT DATE = 8/17/2012	DATE - 08/17/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 4 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	4
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	LAWRENCE ROAD		
					ROADWAY 0004	BRIDGE REPLACEMENT 0011	MCHENRY COUNTY (NON-PARTICIPATING)
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,354	2,354		
*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	350	350		
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	10	10		
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2		
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	1,446	1,446		
*	80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1			1
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	60			60
*	81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	55			55
*	81603115	UNIT DUCT, 600V, 3-1C NO.1, 1/C NO.1 GROUND, (XLP-TYPE USE), 2" DIA. POLYETHYLENE	FOOT	50			50
	X0426200	DEWATERING	L SUM	1	1		
	X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	467	365	102	
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	3	3		
*	X6310088	TRAFFIC BARRIER TERMINAL TYPE 6A (SPECIAL)	EACH	2	2		
	X6650206	WOVEN WIRE FENCE TO BE REMOVED AND RE-ERECTED	FOOT	85	85		
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
	X7240300	SIGN REMOVAL	EACH	10	10		
	XX005968	TURBIDITY CURTAIN	SQ YD	99	99		
	XX008458	CONCRETE WEARING SURFACE (VARIABLE DEPTH)	CU YD	90		90	
*	XX008696	PROCUREMENT AND INSTALLATION OF RWIS	L SUM	1			1
*	Z0007124	STEEL RAILING (SPECIAL)	FOOT	210		210	
	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	91	91		
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
	Z0026407	TEMPORARY SHEET PILING	SQ FT	1,747		1,747	
	Z0030275	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 2	EACH	2	2		
	Z0030355	IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST LEVEL 2	EACH	2	2		
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52		
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	145		145	
	Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	742	742		
⚠	Z0076600	TRAINEES	HOUR	500 ⚠	500		
⚠	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500 ⚠	500		

* SPECIALTY ITEMS

⚠ CONSTRUCTION TYPE - CODE 0042

FILE NAME = W:\755-812 Lawrence Phase II\CADD SHEETS\758 812-sht-500.dgn

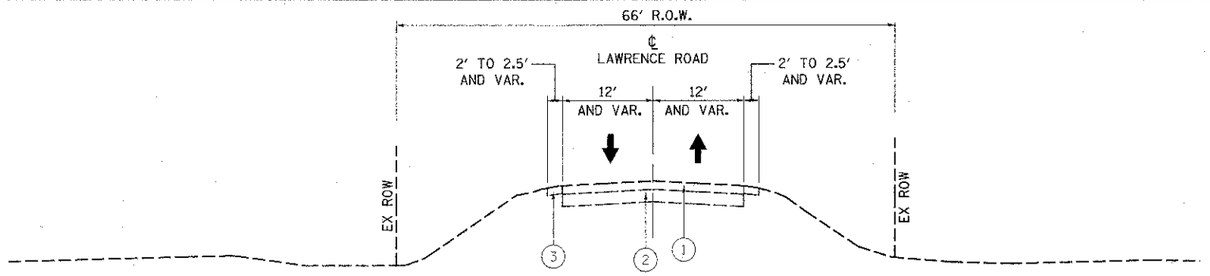
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gellwanger	DESIGNED - GJE	REVISED -
		DRAWN - GJE	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -
	PLOT DATE = 8/29/2012	DATE - 08/17/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
SUMMARY OF QUANTITIES

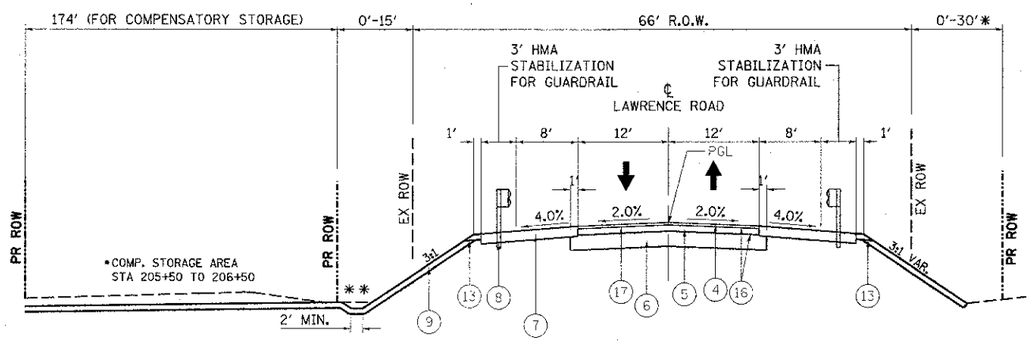
SCALE: NONE | SHEET NO. 5 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	5
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA. 200+82.87 TO STA 213+38.27
(NOT INCLUSIVE OF EXISTING BRIDGE)

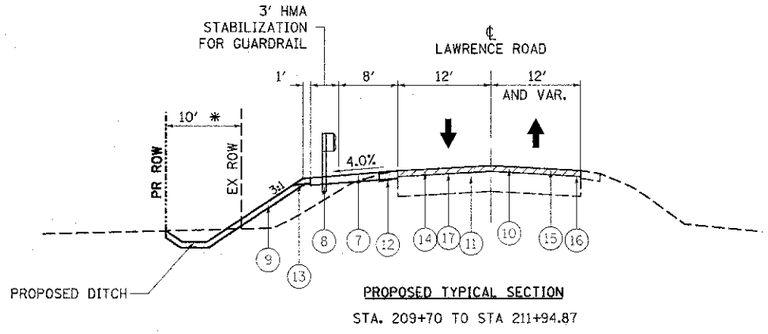


PROPOSED TYPICAL SECTION

STA. 203+35 TO STA 209+70
(NOT INCLUSIVE OF PROPOSED BRIDGE)
(202+50 TO 203+35 IS SHOULDER RECONSTRUCTION ONLY)

* FOR COMP STORAGE AS NEEDED

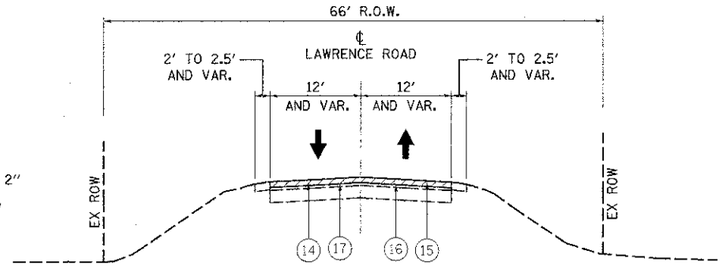
** DITCH STA. 202+50 TO 203+50
207+11 TO 209+23



PROPOSED TYPICAL SECTION

STA. 209+70 TO STA 211+94.87

* FOR COMP STORAGE AS NEEDED

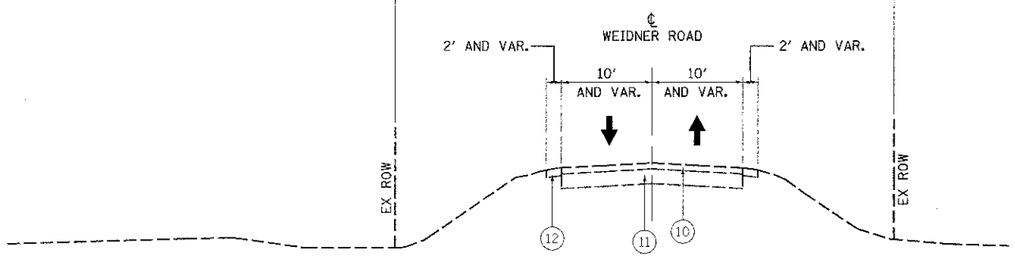


PROPOSED TYPICAL SECTION - RESURFACING

STA. 200+82.87 TO STA 203+35.00
STA. 211+94.87 TO STA 213+38.27

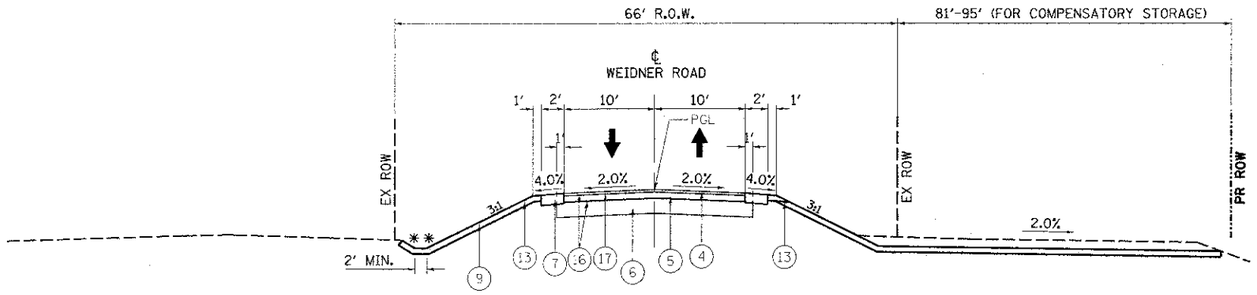
LEGEND

(1) EXISTING HOT-MIX ASPHALT BINDER, 7.5" (REM)
(2) EXISTING AGGREGATE BASE, 15" (10.5" REM)
(3) EXISTING AGGREGATE SHOULDER, 6" (REM)
(4) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
(5) PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 4"
(6) PROPOSED AGGREGATE SUBGRADE, 12"
(7) PROPOSED HOT-MIX ASPHALT SHOULDER, 8"
(8) PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
(9) PROPOSED TOPSOIL FURNISH AND PLACE, 4" & SEEDING
(10) EXISTING HOT-MIX ASPHALT SURFACE COURSE, 1.5" (REM)
(11) EXISTING AGGREGATE BASE, 13.5" (REM)
(12) EXISTING AGGREGATE SHOULDER, 6" (REM)
(13) PROPOSED AGGREGATE SHOULDER, TYPE B, 8"
(14) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1.5"
(15) PROPOSED HMA SURFACE COURSE, MIX "D", N70 1.5"
(16) BITUMINOUS PRIME COAT
(17) AGGREGATE PRIME COAT



EXISTING TYPICAL SECTION

STA. 5+00 TO STA 7+12



** DITCH WHEN REQUIRED

PROPOSED TYPICAL SECTION

STA. 5+00 TO 7+12

HMA MIXTURE REQUIREMENTS CHART		
MIXTURE TYPE	AIR VOIDS @ Ndes	THICKNESS
FULL DEPTH PAVEMENT HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm), 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 4"	 4% @ 50 GYR. 4% @ 50 GYR.	 2" 4" (2 LIFTS)
HMA RESURFACING HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm), 1.5"	4% @ 50 GYR.	1.5"
BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm), 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 13"	 4% @ 50 GYR. 4% @ 50 GYR.	 2" 13" (4 LIFTS)
SHOULDER RECONSTRUCTION HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm), 2" HOT-MIX ASPHALT SHOULDER (HMA BINDER, IL-19mm), 6"	 4% @ 50 GYR. 4% @ 50 GYR.	 2" 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 76-22 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 SPECIAL PROVISIONS.

FILE NAME = M:\705-912 Lawrence Phase II\CAD\ SHEETS\705-912-ant-lgnrod.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gellwanger	DESIGNED - GJE	REVISED -	
	DRAWN - GJE	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -	
PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -	

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
TYPICAL SECTIONS

SCALE: N.T.S. | SHEET NO. 6 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	6
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

PROPOSED ROADWAY PAVEMENT						
LOCATION STATION-STATION	AGGREGATE SUBGRADE IMPROVEMENT, 12" (SQ. YD)	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH, 6") (SQ. YD.)	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) (SQ. YD.)	HOT-MIX ASPHALT SHOULDERS, 8" (SQ. YD.)	AGGREGATE SHOULDERS, TYPE B, 8" (SQ. YD.)	HMA SURFACE COURSE MIX "D", N70 (TONS)
LAWRENCE ROAD						
203+35 - 205+60.43	905.6	843.0				
207+41.09 - 209+70	716.3	652.0				
205+60.43 - 205+75.43			75.0			
207+26.09 - 207+41.09			69.0			
202+85.54 - 205+05.43 LT				162.0		
205+30.55 - 211+94.87 LT				605.0		
202+85.42 - 210+19.69 RT				590.0		
202+77.56 - 205+60.43					48.0	
207+11.09 - 211+96.85 LT					55.0	
207+11.09 - 210+28.54 RT					32.0	
FIELD ENTRACE (P.E.) ℄ STA 204+32.58					29.0	
FIELD ENTRACE (P.E.) ℄ STA 205+26.47					71.0	
FIELD ENTRACE (P.E.) ℄ STA 208+88					108.0	
200+82.87 - 203+35						58.0
209+70 - 213+38.27					32.0	84.0
WEIDNER ROAD						
5+50 - 7+12	395.5	355.0		72.0		
TOTAL	2018.0	1850.0	144.0	1429.0	374.0	142.0

INLET AND PIPE PROTECTION			
NO.	LOCATION STA.	OFFSET	QUANTITY (EACH)
LAWRENCE ROAD			
1	204+10.00	30.59 LT	1
2	204+21.56	21.69 RT	1
3	204+44.44	21.69 RT	1
4	204+10.00	28.13 RT	1
5	5+70	25.16 LT	1
6	5+70	24.63 RT	1
		TOTAL	6

PIPE CULVERT REMOVAL	
LOCATION STATION-STATION	LENGTH (FT)
LAWRENCE ROAD	
204+33.4 RT	24.0
209+23.1	54.0
209+30.97	54.0
WEIDNER ROAD	
5+65.04	32.0
TOTAL	164.0

TEMPORARY PAVEMENT MARKING			
STAGE	LOCATION STA. - STA.	LINE SIZE 4" (FT)	LINE SIZE 24" (FT)
STAGE 1	LAWRENCE ROAD		
	NORTH SIDE 201+48.88 - 215+38	1339.0	
	SOUTH SIDE 198+82.68 - 211+98	1316.0	
	200+82.87		11.0
	213+38.27		12.0
STAGE 2	NORTH SIDE 202+39 - 214+50.15	1212.0	
	SOUTH SIDE 199+00 - 212+78.37	1381.0	
	200+88.90		11.0
	213+38.27		12.0
	TOTAL	5248.0	46.0

STONE RIPRAP, CLASS A4			
NO.	LOCATION STA.	OFFSET	QUANTITY (SY)
LAWRENCE ROAD			
1	209+30	LT	70.0
2	209+30	RT	76.0
3	204+10.00	RT	4.0
4	204+10.00	LT	4.0
5	206+26.89	LT	24.0
6	206+37.63	LT	5.0
7	207+30	LT	10.0
8	207+30	RT	10.0
WEIDNER ROAD			
9	5+70.01	LT	4.0
10	5+70.01	RT	4.0
BRIDGE (SEE STR. PLANS)			520.0
		TOTAL	731.0

PROPOSED PAVEMENT MARKING		
LOCATION STA. - STA.	THERMOPLASTIC PAVEMENT MARKING LINE 4" (FT)	POLYUREA PAVMENT MARKING LINE 4" (FT)
LAWRENCE ROAD		
NORTH SIDE 200+82.87 - 204+59.64	612.0	
207+26.09 - 213+38.27	510.0	
205+75.43 - 207+26.09		155.0
SOUTH SIDE 200+82.87 - 205+75.43	494.0	
207+26.09 - 213+38.27	612.0	
205+75.43 - 207+26.09		155.0
SKIP DASHES 200+82.87 - 205+53.38	15.0	
207+53.38 - 213+38.27	208.0	
205+95.65 - 207+25.63		40.0
TOTAL	2354.0	350.

PAVEMENT REMOVAL	
STATION	QUANTITY (SQ. YD)
LAWRENCE ROAD	
203+35 - 206+07.92	945.0
206+93.28 - 209+70	747.0
WEIDNER ROAD	
5+50 - 7+12	340.0
TOTAL	2032.0

HMA SURFACE REMOVAL, 1.5"	
STATION	QUANTITY (SQ. YD)
LAWRENCE ROAD	
200+82.87-203+35	670.0
209+70-213+38.27	990.0
TOTAL	1660.0

CHANNEL EXCAVATION					
STA	CUT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
PR ROW	0				
1' N OF N BRIDGE FACE	175.41	87.705	26	2280.33	84.46
N BRIDGE FACE	32.48	103.945	1	103.95	3.85
S BRIDGE FACE	32.22	32.35	44	1423.40	52.72
1' S OF S BRDIGE FACE	200.07	116.145	1	116.15	4.30
PR ROW	0	100.035	19	1900.67	70.40
				TOTAL	215.72

TEMPORARY FENCE			
NO.	STATION	OFFSET (FT)	QUANTITY (FT)
1	7+09	23.19 RT	25
		TOTAL	25.0

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FT POSTS	
LOCATION STA. - STA.	LENGTH (FT)
LAWRENCE ROAD	
207+54.84-208+04.60 RT	50.0
207+54.84-208+42.34 LT	87.5
210+11.09-211+11.09 LT	100.0
TOTAL	237.5

LONG-SPAN GUARDRAIL OVER CULVERT, 18 FT 9IN SPAN	
LOCATION STA. - STA.	LENGTH (FT)
LAWRENCE ROAD	
208+42.34-210+11.09	168.75
TOTAL	168.75

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.

FILE NAME = W:\755-R12 Lawrence Phase II\CADD SHEETS\Y85-R07-sht-schedule.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gwilwanger
PLOT SCALE = 80.0000 ' / in.
PLOT DATE = 10/3/2012

DESIGNED - GJE
DRAWN - GJE
CHECKED - CF
DATE - 08/17/12

REVISED -
REVISED -
REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 7 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	7
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

LAWRENCE ROAD STAGE 1 - EARTHWORK QUANTITIES

STA	CUT (SF)	AVERAGE	LENGTH	AVERAGE	TOTAL (CY)
202+50	0				
		0.55	50.00	27.50	1.02
203+00	1.1				
		9.45	35.00	330.75	12.25
203+35	17.8				
		17.7	15.00	265.50	9.83
203+50	17.6				
		19.05	50.00	952.50	35.28
204+00	20.5				
		21.15	10.00	211.50	7.83
204+10	21.8				
		19.85	22.56	447.82	16.59
204+33	19.4				
		10.05	17.44	175.27	6.49
204+50	17.9				
		9.3	50.00	465.00	17.22
205+00	0.7				
		1.7	19.17	32.59	1.21
205+19	2.7				
		2.1	7.29	15.31	0.57
205+26	2.6				
		1.475	23.54	34.72	1.29
205+50	1.5				
		0.925	40.40	37.37	1.38
205+90	0.35				
		2.37	9.60	22.75	0.84
206+00	4.39				
		8.025	50.00	401.25	14.86
206+50	0				
		3.58	50.00	179.00	6.63
207+00	11.66				
		9.41	11.01	103.60	3.84
207+11	7.16				
		14.08	38.99	548.98	20.33
207+50	21				
		16.75	20.00	335.00	12.41
207+70	12.5				
		14.15	30.00	424.50	15.72
208+00	15.8				
		16.55	50.00	827.50	30.65
208+50	17.3				
		16.55	38.00	628.90	23.29
208+88	15.8				
		15.45	12.00	185.40	6.87
209+00	15.1				
		23.4	23.10	540.54	20.02
209+23	31.7				
		30.7	7.87	241.61	8.95
209+31	29.7				
		21.1	19.03	401.53	14.87
209+50	12.5				
		11.55	20.00	231.00	8.56
209+70	10.6				
		6.05	30.00	181.50	6.72
210+00	1.5				
		1.55	50.00	77.50	2.87
210+50	1.6				
		1.6	50.00	80.00	2.96
211+00	1.6				
		1.55	39.00	60.45	2.24
211+39	1.5				
		1.5	11.00	16.50	0.61
211+50	1.5				
		1.39	45.00	62.55	2.32
211+95	1.28				
		0.64	5.00	3.20	0.12
212+00	0				
				TOTAL	316.63

STA	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
202+50	0				
		1.75	50.00	87.50	3.24
203+00	3.5				
		6.7	35.00	234.50	8.69
203+35	9.9				
		10.25	15.00	153.75	5.69
203+50	10.6				
		11.15	50.00	557.50	20.65
204+00	11.7				
		13.8	10.00	138.00	5.11
204+10	15.9				
		16.95	22.56	382.39	14.16
204+33	17.1				
		37.9	17.44	660.98	24.48
204+50	18				
		38.35	50.00	1917.50	71.02
205+00	58.7				
		33.24	19.17	637.21	23.60
205+19	7.78				
		46.09	7.29	336.00	12.44
205+26	11.4				
		47.57	23.54	1119.80	41.47
205+50	84.4				
		84.07	40.40	3396.43	125.79
205+90	83.74				
		97.855	9.60	939.41	34.79
206+00	111.97				
		64.925	50.00	3246.25	120.23
206+50	0				
		17.215	50.00	860.75	31.88
207+00	17.88				
		26.155	11.01	287.97	10.67
207+11	34.43				
		28.965	38.99	1129.35	41.83
207+50	23.5				
		22.4	20.00	448.00	16.59
207+70	21.3				
		19.1	30.00	573.00	21.22
208+00	16.9				
		16.1	50.00	805.00	29.81
208+50	15.3				
		15.05	38.00	571.90	21.18
208+88	14.8				
		15	12.00	180.00	6.67
209+00	15.2				
		7.6	23.10	175.56	6.50
209+23	0				
		0	7.87	0.00	0.00
209+31	0				
		14.7	19.03	279.74	10.36
209+50	29.4				
		30.05	20.00	601.00	22.26
209+70	30.7				
		31	30.00	930.00	34.44
210+00	31.3				
		27.15	50.00	1357.50	50.28
210+50	23				
		21.4	50.00	1070.00	39.63
211+00	19.8				
		19.55	39.00	762.45	28.24
211+39	19.3				
		19.45	11.00	213.95	7.92
211+50	19.6				
		9.925	45.00	446.63	16.54
211+95	0.25				
		0.125	5.00	0.63	0.02
212+00	0				
				TOTAL	907.43

STA	UNSUITABLES (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
202+50	0				
		1.65	50.00	82.50	3.06
203+00	3.3				
		5.3	35.00	185.50	6.87
203+35	7.3				
		7.3	15.00	109.50	4.06
203+50	7.3				
		7.8	50.00	390.00	14.44
204+00	8.3				
		8.55	10.00	85.50	3.17
204+10	8.8				
		8.45	22.56	190.63	7.06
204+33	8.2				
		7.05	17.44	122.95	4.55
204+50	8.1				
		7	50.00	350.00	12.96
205+00	5.9				
		2.95	19.17	56.55	2.09
205+19	0				
		5.55	7.29	40.46	1.50
205+26	0				
		2.65	23.54	62.38	2.31
205+50	11.1				
		8.2	40.40	331.28	12.27
205+90	5.3				
		5.11	9.60	49.06	1.82
206+00	4.92				
		32.31	50.00	1615.50	59.83
206+50	0				
		18.27	50.00	913.50	33.83
207+00	59.7				
		48.12	11.01	529.80	19.62
207+11	36.54				
		34.47	38.99	1343.99	49.78
207+50	32.4				
		34.3	20.00	686.00	25.41
207+70	36.2				
		36.45	30.00	1093.50	40.50
208+00	36.7				
		33.1	50.00	1655.00	61.30
208+50	29.5				
		33.85	38.00	1286.30	47.64
208+88	38.2				
		41	12.00	492.00	18.22
209+00	43.8				
		41.45	23.10	957.49	35.46
209+23	39.1				
		36.1	7.87	284.11	10.52
209+31	33.1				
		21.1	19.03	401.53	14.87
209+50	9.1				
		9	20.00	180.00	6.67
209+70	8.9				
		8.8	30.00	264.00	9.78
210+00	8.7				
		8.15	50.00	407.50	15.09
210+50	7.6				
		7.4	50.00	370.00	13.70
211+00	7.2				
		7	39.00	273.00	10.11
211+39	6.8				
		6.8	11.00	74.80	2.77
211+50	6.8				
		3.4	45.00	153.00	5.67
211+95	1.3				
		0.65	5.00	3.25	0.12
212+00	0				
				TOTAL	557.06

WEIDNER ROAD - EARTHWORK QUANTITIES

STA	CUT (SF)	AVERAGE	LENGTH	AVERAGE	TOTAL (CY)
5+50	24.2				
		42.6	20	852.00	31.56
5+70	61				
		99.5	30	2985.00	110.56
6+00	138				
		140.4	50	7020.00	260.00
6+50	142.8				
		99.65	50	4982.50	184.54
7+00	56.5				
		42.75	12	513.00	19.00
7+12	29				
		14.5	3	43.50	1.61
7+15	0				
				TOTAL	607.26

WEIDNER ROAD - EARTHWORK QUANTITIES

STA	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
5+50	143.3				
		151.4	20	3028.00	112.15
5+70	159.5				
		92.65	30	2779.50	102.94
6+00	25.8				
		21.2	50	1060.00	39.26
6+50	16.6				
		19.9	50	995.00	36.85
7+00	23.2				
		14.8	12	177.60	6.58
7+12	6.4				
		3.2	3	9.60	0.36
7+15	0				
				TOTAL	298.14

WEIDNER ROAD - EARTHWORK QUANTITIES

STA	UNSUITABLES (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
5+50	111.7				
		127.45	20	2549.00	94.41
5+70	143.2				
		132.2	30	3966.00	146.89
6+00	121.2				
		119.1	50	5955.00	220.56
6+50	117				
		116.05	50	5802.50	214.91
7+00	115.1				
		60.3	12	723.60	26.80
7+12	5.5				
		2.75	3	8.25	0.31
7+15	0				
				TOTAL	703.86

STAGE 1 ADDITIONAL UNDERCUTS ANTICIPATED UNDER APPROACH SLABS (REFERENCE SHEET 18)- EARTHWORK QUANTITIES

STA	CUT (SF)	AVERAGE	LENGTH	AVERAGE	TOTAL (CY)
205+65	0				
		31.75	10.00	317.50	11.76
205+75	63.5				
		63.5	15.40	977.90	36.22
205+90	63.5				
		61.735	9.60	592.66	21.95
206+00	59.97				
		52.635	50.00	2631.75	97.47
206+50	0				
		25.835	50.00	1291.75	47.84
207+00	45.3				
		48.485	11.01	533.82	19.77
207+11	51.67				
		51.67	14.99	774.53	28.69
207+26	51.67				
		25.835	11.80	304.85	11.29
207+38	0				
				TOTAL	274.99

STA	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
205+65	0				
		100.485	10.00	1004.85	37.22
205+75	200.97				
		200.97	15.40	3094.94	114.63
205+90	200.97				
		227.215	9.60	2181.26	80.79
206+00	253.46				
		178.435	50.00	8921.75	330.44
206+50	0				
		54.425	50.00	2721.25	100.79
207+00	103.41				
		106.13	11.01	1168.49	43.28
207+11	108.85				
		108.85	14.99	1631.66	60.43
207+26	108.85				
		54.425	11.80	642.21	23.79
207+38	0				
				TOTAL	791.35

STA	UNSUITABLES (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
205+65	0				
		45.435	10.00	454.35	16.83
205+75	90.87				
		90.87	15.40	1399.40	51.83
205+90	90.87				
		89.97	9.60	863.71	31.99
206+00	89.07				
		72.25	50.00	3612.50	133.80
206+50	0				
		26.875	50.00	1343.75	49.77
207+00	55.43				
		54.59	11.01	601.04	22.26
207+11	53.75				
		53.75	14.99	805.71	29.84
207+26	53.75				
		26.875	11.80	317.12	11.75
207+38	0				
				TOTAL	348.06

LAWRENCE ROAD STAGE 2 - EARTHWORK QUANTITIES

STA	CUT (SF)	AVERAGE	LENGTH	AVERAGE	TOTAL (CY)
202+50	0				
		0.55	50.00	27.50	1.02
203+00	1.1				
		7.46	35.00	261.10	9.67
203+35	13.82				
		14.245	15.00	213.68	7.91
203+50	14.67				
		13.43	50.00	671.50	24.87
204+00	12.19				
		11.595	10.00	115.95	4.29
204+10	11				
		6.05	22.56	136.49	5.06
204+33	9.4				
		5.15	17.44	89.82	3.33
204+50	1.1				
		1	50.00	50.00	1.85
205+00	0.9				
		0.64	19.17	12.27	0.45
205+19	0.38				
		0.63	7.29	4.59	0.17
205+26	10				
		7.025	23.54	165.37	6.12
205+50	0.88				
		2.465	40.40	99.59	3.69
205+90	4.05				
		6.465	9.60	62.06	2.30
206+00	8.88				
		12.015	50.00	600.75	22.25
206+50	0				
		4.78	50.00	239.00	8.85
207+00	15.15				
		12.355	11.01	136.03	5.04
207+11	9.56				
		9.945	38.99	387.76	14.36
207+50	10.33				
		14.395	20.00	287.90	10.66
207+70	18.46				
		16.78	30.00	503.40	18.64
208+00	15.1				
		16	50.00	800.00	29.63
208+50	16.9				
		15.955	38.00	606.29	22.46
208+88	15.01				
		18.67	12.00	224.04	8.30
209+00	22.33				
		29.905	23.10	690.81	25.59
209+23	37.48				
		39.29	7.87	309.21	11.45
209+31	41.1				
		26.51	19.03	504.49	18.68
209+50	11.92				
		16.32	20.00	326.40	12.09
209+70	20.72				
		11.135	30.00	334.05	12.37
210+00	1.55				
		0.775	50.00	38.75	1.44
210+50	0				
		0	50.00	0.00	0.00
211+00	0				
		0	39.00	0.00	0.00
211+39	0				
		0	11.00	0.00	0.00
211+50	0				
		0	0.00	0.00	0.00
211+95	0				
		0	0.00	0.00	0.00
212+00	0				
				TOTAL	292.55

STA	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
202+50	0				
		2.6	50.00	130.00	4.81
203+00	5.2				
		8.15	35.00	285.25	10.56
203+35	11.1				
		11.95	15.00	179.25	6.64
203+50	12.8				
		15.85	50.00	792.50	29.35
204+00	18.9				
		18.35	10.00	183.50	6.80
204+10	17.8				
		20.55	22.56	463.61	17.17
204+33	12.4				
		25.85	17.44	450.82	16.70
204+50	23.3				
		31.3	50.00	1565.00	57.96
205+00	39.3				
		41.15	19.17	788.85	29.22
205+19	43				
		45.8	7.29	333.88	12.37
205+26	33.2				
		54.67	23.54	1286.93	47.66
205+50	48.6				
		62.37	40.40	2519.75	93.32
205+90	76.14				
		71.835	9.60	689.62	25.54
206+00	67.53				
		38.845	50.00	1942.25	71.94
206+50	0				
		11.825	50.00	591.25	21.90
207+00	10.16				
		16.905	11.01	186.12	6.89
207+11	23.65				
		20.575	38.99	802.22	29.71
207+50	17.5				
		18.45	20.00	369.00	13.67
207+70	19.4				
		17.55	30.00	526.50	19.50
208+00	15.7				
		27.85	50.00	1392.50	51.57
208+50	40				
		57.65	38.00	2190.70	81.14
208+88	75.3				
		54.15	12.00	649.80	24.07
209+00	33				
		16.5	23.10	381.15	14.12
209+23	0				
		0	7.87	0.00	0.00
209+31	0				
		23	19.03	437.69	16.21
209+50	46				
		35.2	20.00	704.00	26.07
209+70	24.4				
		15.55	30.00	466.50	17.28
210+00	6.7				
		3.35	50.00	167.50	6.20
210+50	0				
		0	50.00	0.00	0.00
211+00	0				
		0	39.00	0.00	0.00
211+39	0				
		0	11.00	0.00	0.00
211+50	0				
		0	0.00	0.00	0.00
211+95	0				
		0	0.00	0.00	0.00
212+00	0				
				TOTAL	758.38

STA	UNSUITABLES (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
202+50	0				
		1.75	50.00	87.50	3.24
203+00	3.5				
		5.2	35.00	182.00	6.74
203+35	6.9				
		7.3	15.00	109.50	4.06
203+50	7.7				
		7.85	50.00	392.50	14.54
204+00	8				
		8.1	10.00	81.00	3.00
204+10	8.2				
		6.8	22.56	153.41	5.68
204+33	0				
		3.65	17.44	63.66	2.36
204+50	5.4				
		6.35	50.00	317.50	11.76
205+00	7.3				
		7.75	19.17	148.57	5.50
205+19	8.2				
		8.25	7.29	60.14	2.23
205+26	0				
		5.085	23.54	119.70	4.43
205+50	8.3				
		9.235	40.40	373.09	13.82
205+90	10.17				
		10.225	9.60	98.16	3.64
206+00	10.28				
		9.865	50.00	493.25	18.27
206+50	0				
		4.915	50.00	245.75	9.10
207+00	9.45				
		9.64	11.01	106.14	3.93
207+11	9.83				
		7.865	38.99	306.66	11.36
207+50	5.9				
		2.95	20.00	59.00	2.19
207+70	0				
		3	30.00	90.00	3.33
208+00	6				
		11.45	50.00	572.50	21.20
208+50	16.9				
		17.35	38.00	659.30	24.42
208+88	17.8				
		17.4	12.00	208.80	7.73
209+00	17				
		18.9	23.10	436.59	16.17
209+23	20.8				
		21.1	7.87	166.06	6.15
209+31	21.4				
		16.2	19.03	308.29	11.42
209+50	11				
		9.4	20.00	188.00	6.96
209+70	7.8				
		6.7	30.00	201.00	7.44
210+00	5.6				
		2.8	50.00	140.00	5.19
210+50	0				
		0	50.00	0.00	0.00
211+00	0				
		0	39.00	0.00	0.00
211+39	0				
		0	11.00	0.00	0.00
211+50	0				
		0	0.00	0.00	0.00
211+95	0				
		0	0.00	0.00	0.00
212+00	0				
				TOTAL	235.85

EARTHWORK QUANTITIES - SUMMARY TABLE

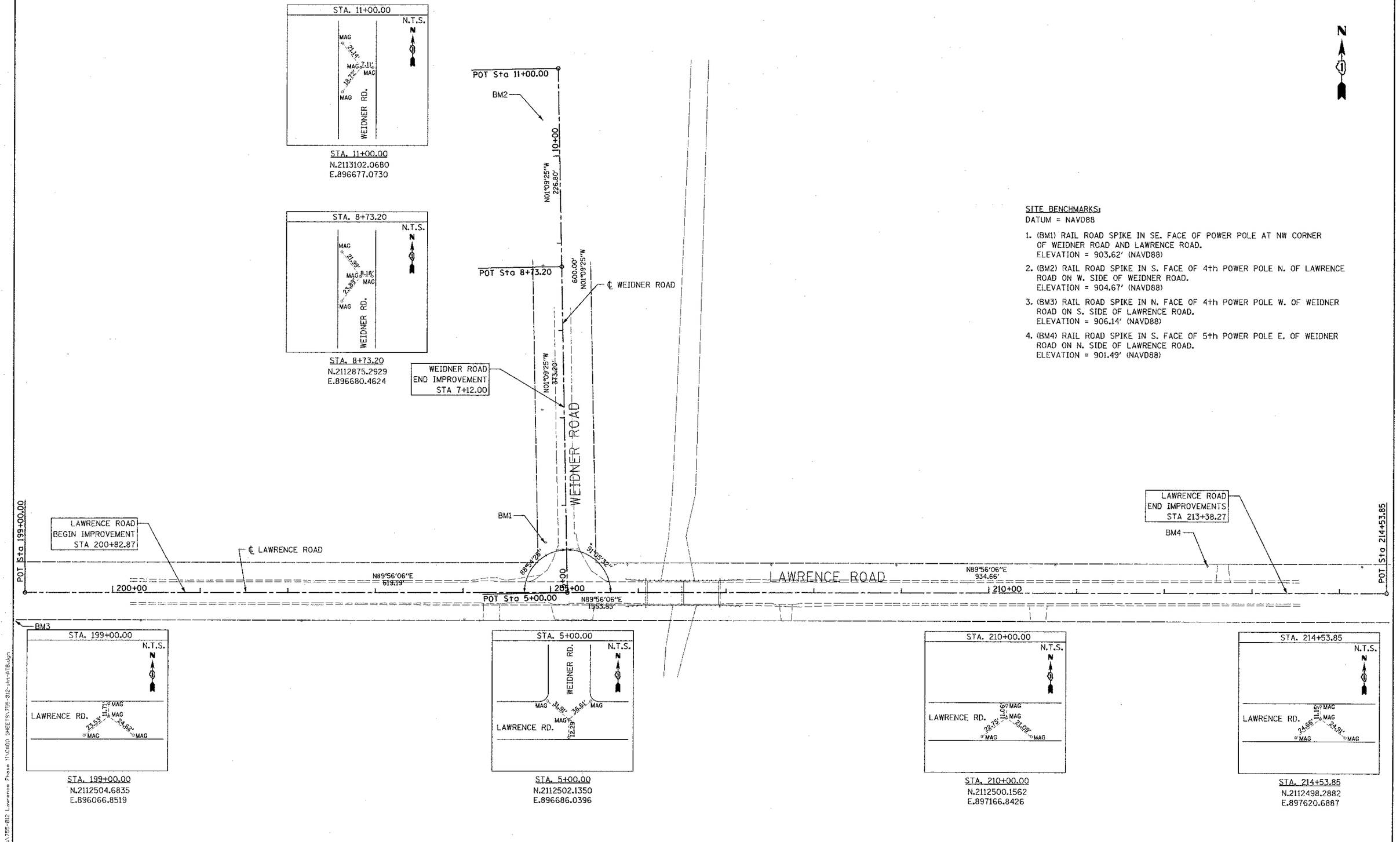
EARTH EX. (CU YD)	ADJ. EARTH EX. (15%)	EMBANKMENT (CU YD)	BALANCE WASTE (+) OR SHORTAGE (-)	UNSUITABLE (CU YD)
2329	1979	4472	2492	2509

STAGE 2 ADDITIONAL UNDERCUTS ANTICIPATED UNDER APPROACH SLABS (REFERENCE SHEET 18)- EARTHWORK QUANTITIES

STA	CUT (SF)	AVERAGE	LENGTH	AVERAGE	TOTAL (CY)
205+65	0				
		30.71	10.00	307.10	11.37
205+75	61.42				
		61.42	15.40	945.87	35.03
205+90	61.42				
		59.1	9.60	567.36	21.01
206+00	56.78				
		61.505	50.00	3075.25	113.90
206+50	0				
		33.64	50.00	1682.00	62.30
207+00	66.23				
		66.755	11.01	734.97	27.22
207+11	67.28				
		67.28	14.99	1008.53	37.35
207+26	67.28				
		33.64	11.80	396.95	14.70
207+38	0				
				TOTAL	837.25

STA	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
205+65	0				
		60.215	10.00	602.15	22.30
205+75	120.43				
		120.43	15.40	1854.62	68.69
205+90	120.43				
		115.495	9.60	1108.75	41.06
206+00	110.56				
		107.235	50.00	5361.75	198.58
206+50	0				
		54.1	50.00	2705.00	100.19
207+00	103.91				
		106.055	11.01	1167.67	43.25
207+11	108.2				
		108.2	14.99	1621.92	60.07
207+26	108.2				
		54.1	11.80	638.38	23.64
207+38	0				
				TOTAL	1716.43

STA	UNSUITABLES (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
205+65	0				
		27.57	10.00	275.70	10.21
205+75	55.14				
		55.14	15.40	849.16	31.45
205+90	55.14				
		54.47	9.60	522.91	19.37
206+00	53.8				
		54.18	50.00	2709.00	100.33
206+50	0				
		26.44	50.00	1322.00	48.96
207+00	54.56				
		53.72	11.01	591.46	21.91
207+11	52.88				
		52.88	14.99	792.67	29.36
207+26	52.88				
		26.44	11.80	311.99	11.56
207+38	0				
				TOTAL	663.86



SITE BENCHMARKS:
DATUM = NAVD88

1. (BM1) RAIL ROAD SPIKE IN SE. FACE OF POWER POLE AT NW CORNER OF WEIDNER ROAD AND LAWRENCE ROAD.
   ELEVATION = 903.62' (NAVD88)
2. (BM2) RAIL ROAD SPIKE IN S. FACE OF 4th POWER POLE N. OF LAWRENCE ROAD ON W. SIDE OF WEIDNER ROAD.
   ELEVATION = 904.67' (NAVD88)
3. (BM3) RAIL ROAD SPIKE IN N. FACE OF 4th POWER POLE W. OF WEIDNER ROAD ON S. SIDE OF LAWRENCE ROAD.
   ELEVATION = 906.14' (NAVD88)
4. (BM4) RAIL ROAD SPIKE IN S. FACE OF 5th POWER POLE E. OF WEIDNER ROAD ON N. SIDE OF LAWRENCE ROAD.
   ELEVATION = 901.49' (NAVD88)

FILE NAME = 10755-012 Lawrence Phase II(D&D) SHEETS\755-012-alrt-ATB.dgn

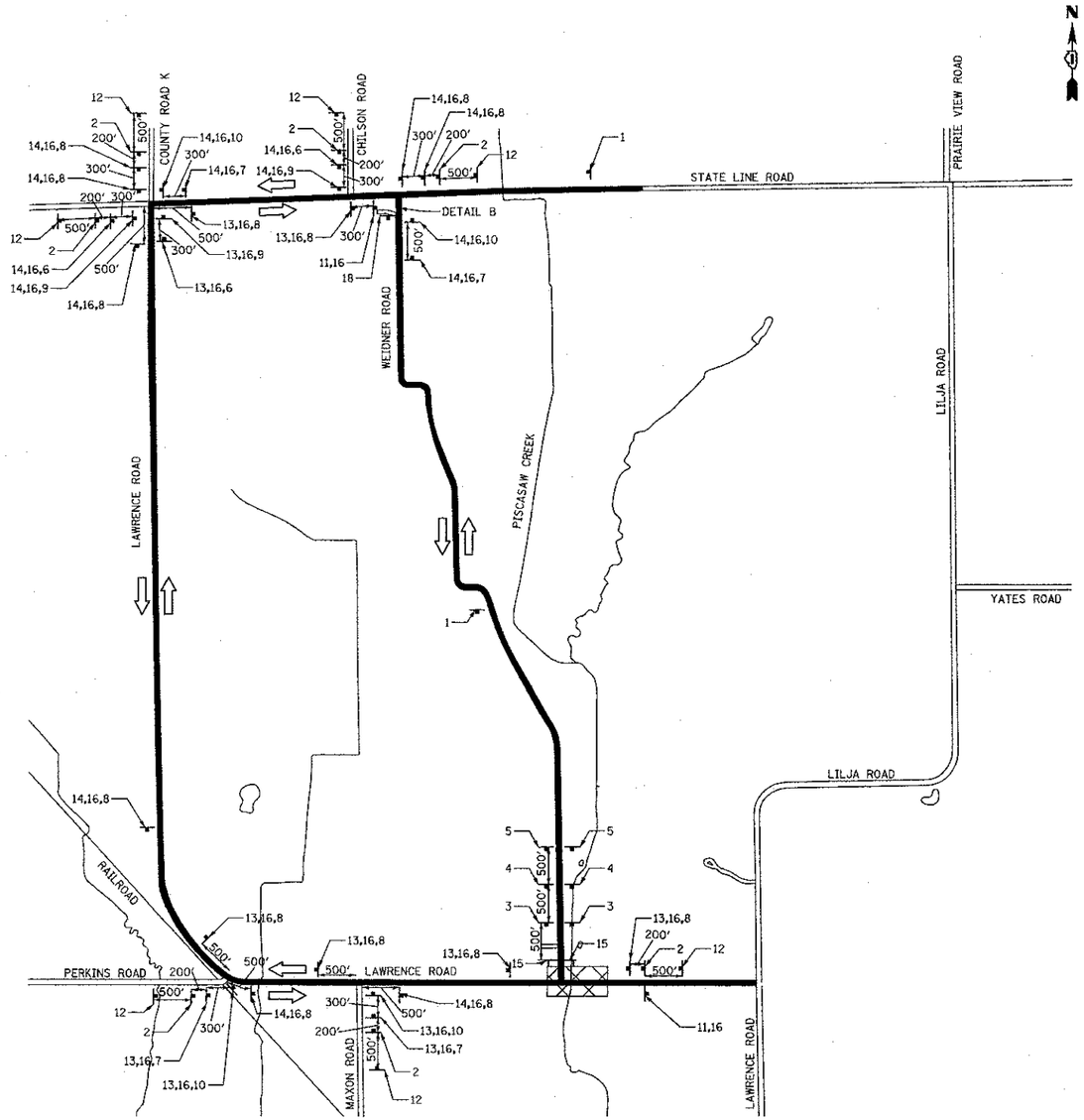
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gellwanger	DESIGNED - GJE	REVISED -
		DRAWN - GJE	REVISED -
	PLOT SCALE = 50.00 ' / in.	CHECKED - CF	REVISED -
	PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
ALIGNMENT, TIES AND BENCHMARK

SCALE: 1"=50' | SHEET NO. 10 OF 87 SHEETS | STA. | TO STA.

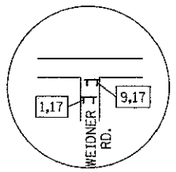
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	10
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		



SAMPLE SIGN ASSEMBLY
13,16,7

LEGEND

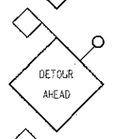
- DETOUR ROUTE
- DIRECTION OF TRAFFIC
- DETOUR SIGN ASSEMBLY
- PROJECT AREA



DETAIL B
AT CLOSURE LIMIT

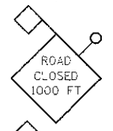
SIGN LEGEND

1. ADVANCED ROAD CLOSED SIGNS
W20-1 48"x48"
WITH AMBER FLASHING LIGHT



2. ADVANCE DETOUR SIGNS
W20-2 36"x36"
WITH AMBER FLASHING LIGHT

3. ADVANCE ROAD CLOSED SIGNS
C24-12 48"x48"
WITH FLASHING AMBER LIGHT



4. ADVANCE ROAD CLOSED SIGNS
C24-13 48"x48"
WITH FLASHING AMBER LIGHT

5. ADVANCE ROAD CLOSED SIGNS
C24-14 48"x48"
WITH FLASHING AMBER LIGHT

6. DETOUR ARROW SIGNS
M5-IR 21"x15"

7. DETOUR ARROW SIGNS
M5-IL 21"x15"

8. DETOUR ARROW SIGNS
M6-3 21"x15"

9. DETOUR ARROW SIGNS
M6-IR 21"x15"

10. DETOUR ARROW SIGNS
M6-IL 21"x15"

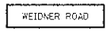
11. END DETOUR SIGNS
M6-3 21"x15"

12. R11-3a 60"x30"

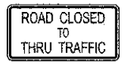
13. ASSEMBLY SIGN
M3-1-219 24"x12"

14. ASSEMBLY SIGN
M3-2-219 24"x12"

15. R11-2
48"x30" MOUNTED ON
TOP RAIL OF TYPE III
BARRICADE



16. ROAD NAME SIGN
48"x18"



17. R11-4
60"x30" MOUNTED ON
TOP RAIL OF TYPE III
BARRICADE

18. R11-3 ROAD CLOSED 2 MILES
AHEAD LOCAL TRAFFIC ONLY
60"x36"

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. ADDITIONS AND DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PAY ITEM: TRAFFIC CONTROL AND PROTECTION (SPECIAL).
2. ALL DETOUR SIGNS SHALL BE POST MOUNTED PER APPLICABLE SIGN MOUNTING STANDARDS.
3. SIGN LOCATIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
4. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE NEW CONDITION.
5. 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 CLEARING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.

FILE NAME = W:\755-612 Lawrence Phase II\CADD SHEETS\755-612-plt-Detour.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gellwanger	DESIGNED - GJE	REVISED -
	DRAWN - GJE	REVISED -
PLOT SCALE = 1.0000 ' / in.	CHECKED - CF	REVISED -
PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
WEIDNER ROAD DETOUR PLAN

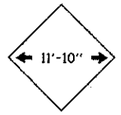
SCALE: 1"=1000' | SHEET NO. 11 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	11
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

SIGN LEGEND

1
W 20-1103
48 IN x 48 IN

2
W 20-4
48 IN x 48 IN



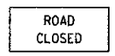
3
W12-102
48 IN x 48 IN

4
R 10-6A
24 IN X 30 IN

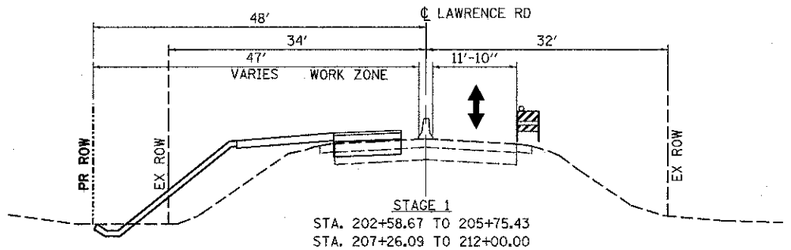
5
G 20-2
36 IN x 18 IN

6
W 13-1
18 IN x 18 IN

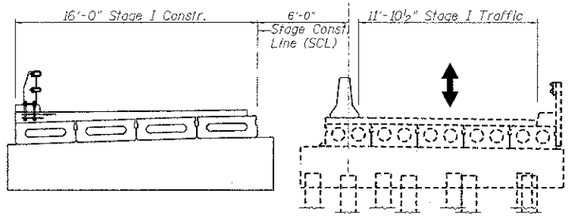
7
W3-3
48 IN x 48 IN



8
R 11-2
48 IN x 30 IN



STAGE 1
STA. 202+58.67 TO 205+75.43
STA. 207+26.09 TO 212+00.00



STAGE 1 - BRIDGE
STA. 205+75.43 TO 207+26.09

SEQUENCE OF OPERATIONS - PRE-STAGE

PLACE ALL EROSION CONTROL MEASURES PRIOR TO THE START OF THE PRE-STAGE. FLAGGERS WILL BE USED TO ALLOW FOR ONE LANE OF TRAFFIC AT ALL TIMES FOR THE CULVERT REPLACEMENTS. INSTALL TEMPORARY SOIL RETENTION SYSTEM AS NEEDED FOR THE CULVERT REPLACEMENTS AT STATION 209+20. TWO LANES OF TRAFFIC SHALL BE OPENED BY THE END OF EACH WORKING DAY BY MEANS ACCEPTABLE TO THE ENGINEER. PROVIDE TEMPORARY PAVEMENT & TEMPORARY AGGREGATE FOR NORTH LANE DURING SOUTH LANE PRESTAGE (REFER TO PRESTAGE TYPICAL SECTIONS THIS SHEET)

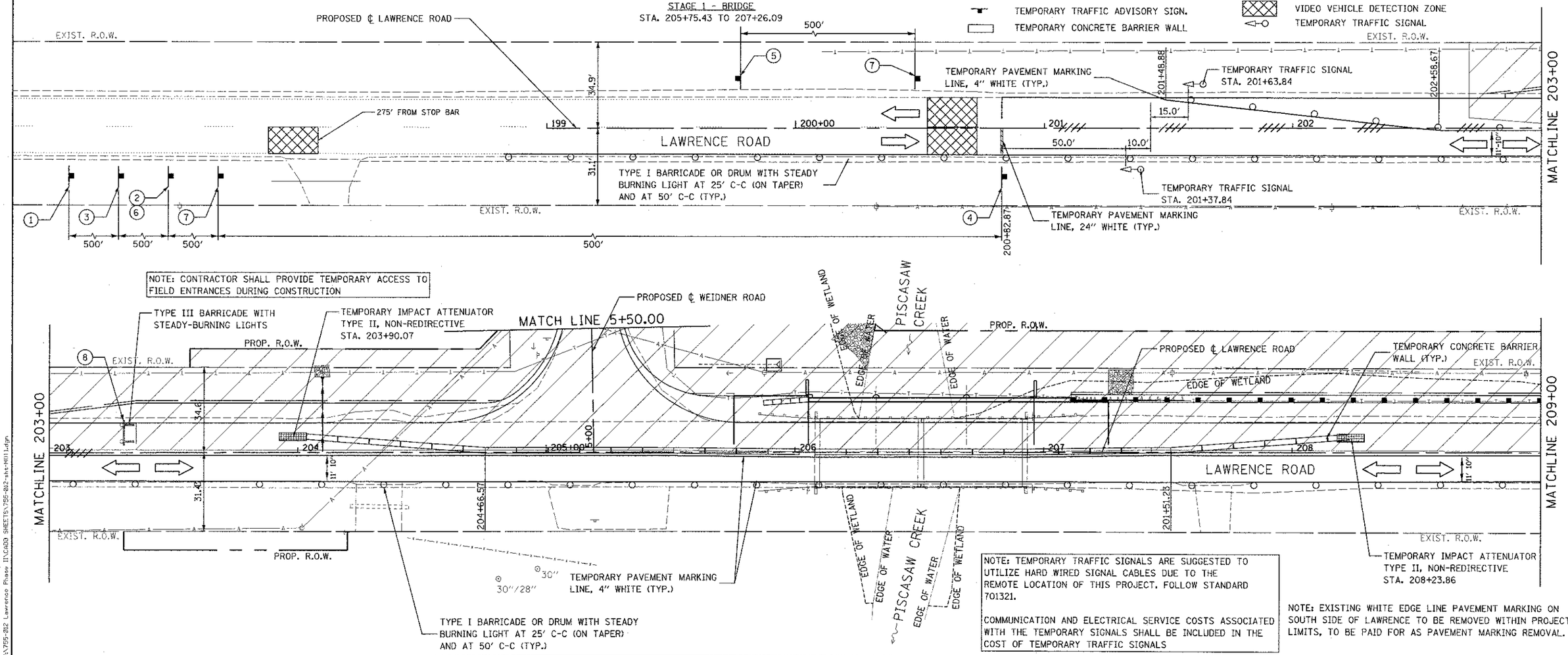
SEQUENCE OF OPERATIONS - STAGE 1

PLACE ALL EROSION CONTROL MEASURES PRIOR TO THE START OF STAGE 1. TEMPORARY SIGNALS WILL BE USED TO ALLOW FOR ONE LANE OF TRAFFIC ON THE ONE LANE OF OPEN ROADWAY DURING STAGE 1. TEMPORARY LANE STRIPING SHALL BE 11'-10". WEIDNER ROAD WILL BE CLOSED AT 7+50. NO TURNS WILL BE ALLOWED ONTO WEIDNER ROAD FROM LAWRENCE ROAD. EXCAVATE EARTH FROM COMPENSATORY STORAGE AND STREAM SEDIMENT REMOVAL AREAS AT THE NE CORNER OF WEIDNER RD AND LAWRENCE RD. REMOVE STAGE 1 OF THE EXISTING BRIDGE AS SHOWN IN THE STRUCTURAL PLAN AND ASSOCIATED PAVEMENT ON LAWRENCE RD AND WEIDNER RD. CONSTRUCT STAGE 1 OF THE BRIDGE AS SHOWN IN THE STRUCTURAL PLANS. PLACE THE ROADWAY BINDER AND TWO OF THREE SHOULDER LIFTS. PLACE TEMPORARY SEED. INSTALL TEMPORARY BARRIER WALL ON NORTH SHOULDER FOR STAGE 2 TRAFFIC.

NOTE: TEMPORARY BARRIER WALL IS NOT REQUIRED FOR STAGE 1 ON THE SOUTH SHOULDER BECAUSE EXISTING GUARDRAIL WILL REMAIN IN PLACE AT THE BRIDGE AND EXISTING SOUTH SIDE SLOPES ARE 3:1 OR FLATTER.

LEGEND

- BARRICADE TYPE III WITH 2 2-WAY FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).
- BARRICADE TYPE I OR DRUMS, WITH STEADY-BURN LIGHT (50' C-C SPACING TYP. AND 25' C-C ON TAPERS AND CURVES).
- TEMPORARY TRAFFIC ADVISORY SIGN.
- TEMPORARY CONCRETE BARRIER WALL
- (1) SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).
- DIRECTION OF TRAFFIC (NO PAVEMENT MARK)
- REMOVE EXISTING PAVEMENT MARKINGS
- WORK ZONE
- VIDEO VEHICLE DETECTION ZONE
- TEMPORARY TRAFFIC SIGNAL



NOTE: TEMPORARY TRAFFIC SIGNALS ARE SUGGESTED TO UTILIZE HARD WIRED SIGNAL CABLES DUE TO THE REMOTE LOCATION OF THIS PROJECT. FOLLOW STANDARD 701321.

COMMUNICATION AND ELECTRICAL SERVICE COSTS ASSOCIATED WITH THE TEMPORARY SIGNALS SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNALS

NOTE: EXISTING WHITE EDGE LINE PAVEMENT MARKING ON SOUTH SIDE OF LAWRENCE TO BE REMOVED WITHIN PROJECT LIMITS, TO BE PAID FOR AS PAVEMENT MARKING REMOVAL.

FILE NAME = W:\755-912 Lawrence Phase II\CADD SHEETS\755-912-mnt-M011.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gellwanger	DESIGNED - GJE	REVISED -
	DRAWN - GJE	REVISED -
PLOT SCALE = 20.2000 ' / in.	CHECKED - CF	REVISED -
PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
MAINTENANCE OF TRAFFIC - STAGE 1

SCALE: 1"=20' | SHEET NO. 12 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	12
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

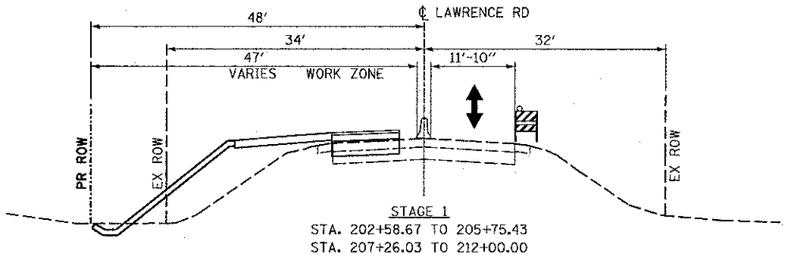
SEQUENCE OF OPERATIONS - PRE-STAGE

PLACE ALL EROSION CONTROL MEASURES PRIOR TO THE START OF THE PRE-STAGE. FLAGGERS WILL BE USED TO ALLOW FOR ONE LANE OF TRAFFIC AT ALL TIMES FOR THE CULVERT REPLACEMENTS. INSTALL TEMPORARY SOIL RETENTION SYSTEM AT ALL TIMES FOR THE CULVERT REPLACEMENTS AT STATION 209+20. TWO LANES OF TRAFFIC SHALL BE OPENED BY THE END OF EACH WORKING DAY BY MEANS ACCEPTABLE TO THE ENGINEER.
PROVIDE TEMPORARY PAVEMENT & TEMPORARY AGGREGATE FOR NORTH LANE DURING SOUTH CULVERT PRESTAGE (REFER TO PRESTAGE TYPICAL SECTIONS THIS SHEET)

SEQUENCE OF OPERATIONS - STAGE 1

PLACE ALL EROSION CONTROL MEASURES PRIOR TO THE START OF STAGE 1. TEMPORARY SIGNALS WILL BE USED TO ALLOW FOR ONE LANE OF TRAFFIC ON THE ONE LANE OF OPEN ROADWAY DURING STAGE 1. TEMPORARY LANE STRIPING SHALL BE 11'-10". WEIDNER ROAD WILL BE CLOSED AT 7+50. NO TURNS WILL BE ALLOWED ONTO WEIDNER ROAD FROM LAWRENCE ROAD. EXCAVATE EARTH FROM COMPENSATORY STORAGE AND STREAM SEDIMENT REMOVAL AREAS AT THE NE CORNER OF WEIDNER RD AND LAWRENCE RD. REMOVE STAGE 1 OF THE EXISTING BRIDGE AS SHOWN IN THE STRUCTURAL PLAN AND ASSOCIATED PAVEMENT ON LAWRENCE RD AND WEIDNER RD. CONSTRUCT STAGE 1 OF THE BRIDGE AS SHOWN IN THE STRUCTURAL PLANS. PLACE THE ROADWAY BINDER AND TWO OF THREE SHOULDER LIFTS. PLACE TEMPORARY SEED. INSTALL TEMPORARY BARRIER WALL ON NORTH SHOULDER FOR STAGE 2 TRAFFIC.

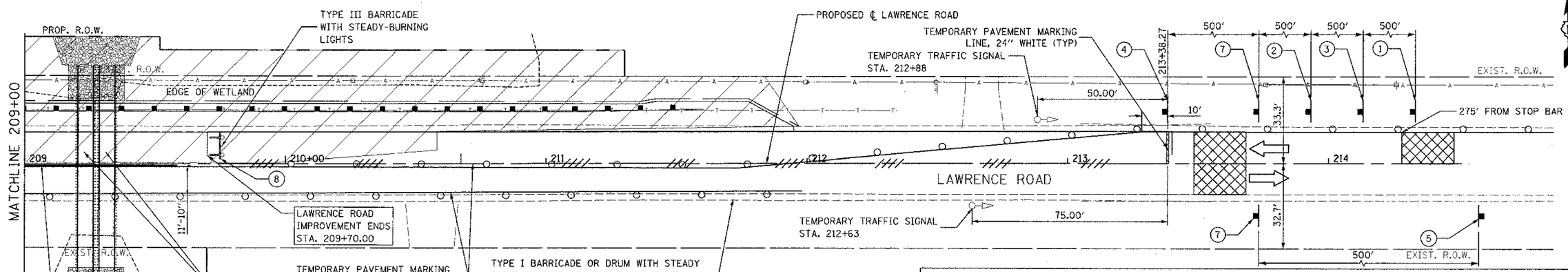
NOTE: TEMPORARY BARRIER WALL IS NOT REQUIRED FOR STAGE 1 ON THE SOUTH SHOULDER BECAUSE EXISTING GUARDRAIL WILL REMAIN IN PLACE AT THE BRIDGE AND EXISTING SOUTH SIDE SLOPES ARE 3:1 OR FLATTER.



STAGE 1
STA. 202+58.67 TO 205+75.43
STA. 207+26.03 TO 212+00.00

LEGEND

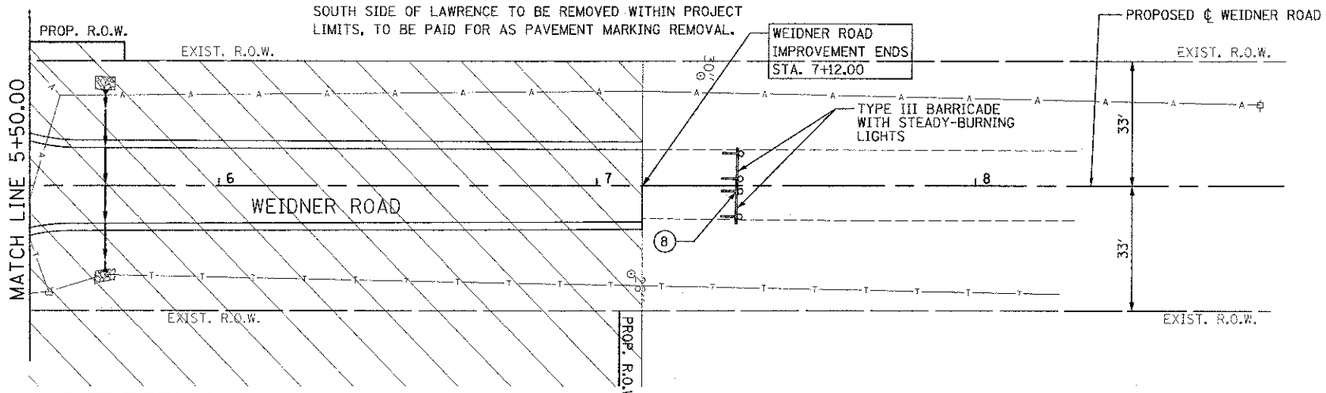
- BARRICADE TYPE III WITH 2 2-WAY FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).
- BARRICADE TYPE I OR DRUMS, WITH STEADY-BURN LIGHT (50' C-C SPACING TYP. AND 25' C-C ON TAPERS AND CURVES).
- TEMPORARY TRAFFIC ADVISORY SIGN.
- (1) SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).
- DIRECTION OF TRAFFIC (NO PAVEMENT MARK)
- REMOVE EXISTING PAVEMENT MARKINGS
- WORK ZONE
- VIDEO VEHICLE DETECTION ZONE
- TEMPORARY TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER WALL



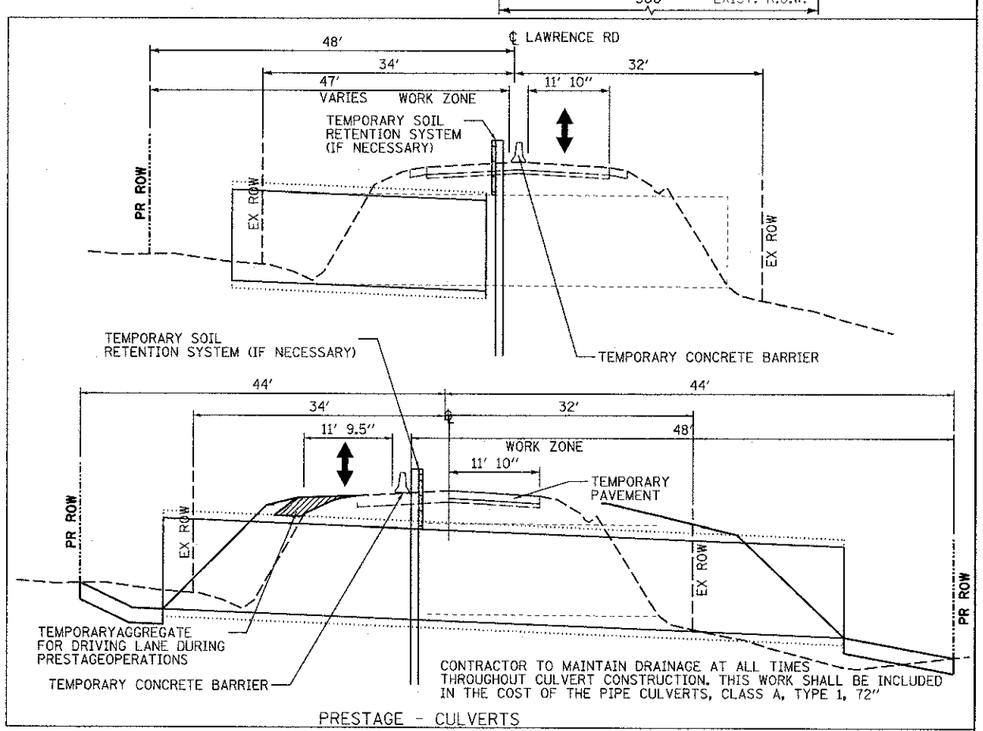
NOTE: TEMPORARY TRAFFIC SIGNALS ARE SUGGESTED TO UTILIZE HARD WIRED SIGNAL CABLES DUE TO THE REMOTE LOCATION OF THIS PROJECT. FOLLOW STANDARD 701321.

COMMUNICATION AND ELECTRICAL SERVICE COSTS ASSOCIATED WITH THE TEMPORARY SIGNALS SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNALS

NOTE: EXISTING WHITE EDGE LINE PAVEMENT MARKING ON SOUTH SIDE OF LAWRENCE TO BE REMOVED WITHIN PROJECT LIMITS, TO BE PAID FOR AS PAVEMENT MARKING REMOVAL.



WORK AREA TO INCLUDE EXCAVATION WORK OF COMPENSATORY STORAGE AREA TO CREEK PER LANDSCAPING



PRESTAGE - CULVERTS

FILE NAME = W:\795-812 Lawrence Phase II\CAD FILES\795-812-sht-MOT1weidner.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gellwanger	DESIGNED - GJE	REVISED -	
	DRAWN - GJE	REVISED -	
PLOT SCALE = 20.2000 ' / in.	CHECKED - CF	REVISED -	
PLOT DATE = 8/16/2012	DATE - 08/17/12	REVISED -	

MCHENRY COUNTY DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
LAWRENCE AND WEIDNER ROAD MAINTENACE OF TRAFFIC – STAGE 1

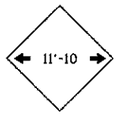
SCALE: 1"=20' | SHEET NO. 13 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	13
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

SIGN LEGEND

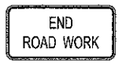
① W 20-1103 48 IN x 48 IN

② W 20-4 48 IN x 48 IN



③ W12-102 48 IN x 48 IN

④ R 10-6A 24 IN X 30 IN

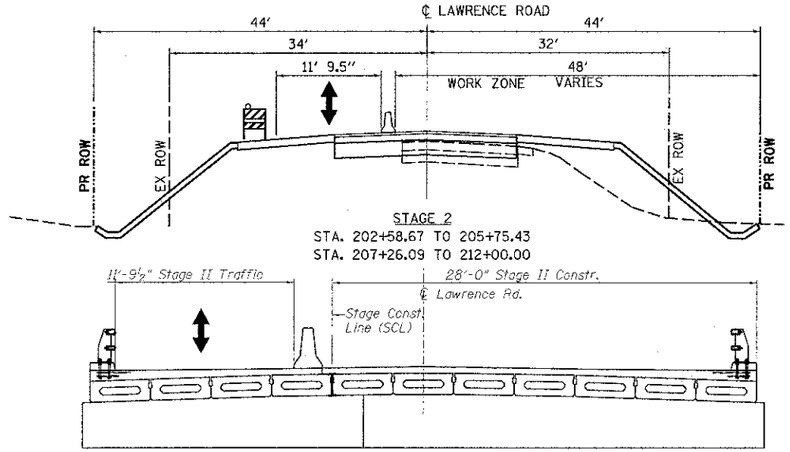


⑤ G 20-2 36 IN x 18 IN

⑥ W 13-1 18 IN X 18 IN

⑦ W3-3 48 IN x 48 IN

⑧ R 11-2 48 IN x 30 IN



STAGE 2
STA. 202+58.67 TO 205+75.43
STA. 207+26.09 TO 212+00.00

STAGE 2 - BRIDGE
STA. 205+75.43 TO 207+26.09

SEQUENCE OF OPERATIONS - STAGE 2

PLACE ALL EROSION CONTROL MEASURES PRIOR TO THE START OF STAGE 2. TEMPORARY SIGNALS WILL BE USED TO ALLOW FOR ONE LANE OF TRAFFIC ON THE ONE LANE OF OPEN ROADWAY DURING STAGE 2. TEMPORARY LANE STRIPING SHALL BE 11'-10". WEIDNER ROAD WILL BE CLOSED AT 7+50.00. NO TURNS WILL BE ALLOWED ONTO WEIDNER ROAD FROM LAWRENCE ROAD. PLACE RIP RAP AND TEMPORARY LANDSCAPING FOR STAGE 1.

REMOVE STAGE 2 OF THE EXISTING BRIDGE AS SHOWN IN THE STRUCTURAL PLANS AND ASSOCIATED PAVEMENT ON LAWRENCE RD. CONSTRUCT STAGE 2 OF THE BRIDGE AS SHOWN IN THE STRUCTURAL PLANS. PLACE THE ROADWAY BINDER AND TWO OF THREE SHOULDER LIFTS. PLACE ANY ADDITIONAL TEMPORARY LANDSCAPING ADJACENT TO THE BRIDGE.

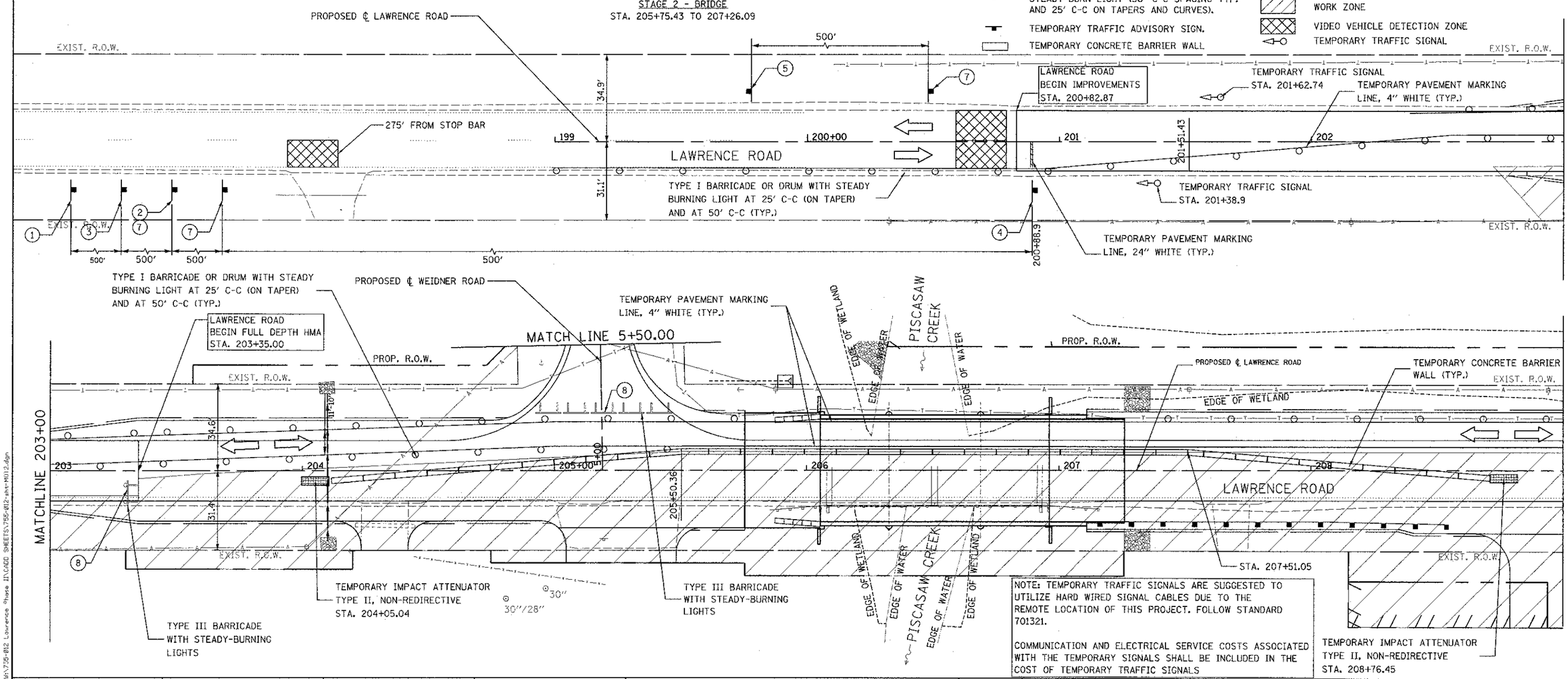
STAGE 3

MILL AND RESURFACE FROM STA. 200+82.87 TO 203+35.00 AND FROM 209+70 TO 213+38.27. REMOVE TEMPORARY SIGNALS AND TEMPORARY BARRIER WALL. PLACE FINAL LIFT ON SHOULDERS AND PLACE SURFACE COURSE ON ROADWAY USING STANDARD 701201. INSTALL GUARDRAIL, PAVEMENT STRIPING, AND PERMANENT LANDSCAPING.

NOTE: TEMPORARY BARRIER WALL IS NOT REQUIRED BECAUSE OF SHORT DURATION OF STAGE THREE. TRAFFIC CONTROL WILL BE REQUIRED AND SHOULD FOLLOW STANDARD 701201.

LEGEND

- BARRICADE TYPE III WITH 2 2-WAY FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).
- BARRICADE TYPE I OR DRUMS, WITH STEADY-BURN LIGHT (50' C-C SPACING TYP. AND 25' C-C ON TAPERS AND CURVES).
- TEMPORARY TRAFFIC ADVISORY SIGN.
- TEMPORARY CONCRETE BARRIER WALL
- ① SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).
- DIRECTION OF TRAFFIC (NO PAVEMENT MARK)
- REMOVE EXISTING PAVEMENT MARKINGS
- WORK ZONE
- VIDEO VEHICLE DETECTION ZONE
- TEMPORARY TRAFFIC SIGNAL



NOTE: TEMPORARY TRAFFIC SIGNALS ARE SUGGESTED TO UTILIZE HARD WIRED SIGNAL CABLES DUE TO THE REMOTE LOCATION OF THIS PROJECT. FOLLOW STANDARD 701321.

COMMUNICATION AND ELECTRICAL SERVICE COSTS ASSOCIATED WITH THE TEMPORARY SIGNALS SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNALS

FILE NAME = M:\735-812 Lawrence Phase II\CADD SHEETS\735-812-anr-M012.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

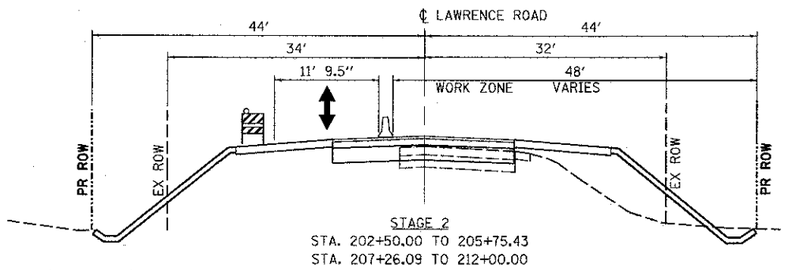
USER NAME = gellwanger	DESIGNED - GJE	REVISED -	
	DRAWN - GJE	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -	
PLOT DATE = 8/16/2012	DATE - 08/17/12	REVISED -	

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
MAINTENANCE OF TRAFFIC - STAGE 2

SCALE: 1"=20' | SHEET NO. 14 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	14
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			



STAGE 2
STA. 202+50.00 TO 205+75.43
STA. 207+26.09 TO 212+00.00

LEGEND

- BARRICADE TYPE III WITH 2 2-WAY FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).
- BARRICADE TYPE I OR DRUMS, WITH STEADY-BURN LIGHT (50' C-C SPACING TYP. AND 25' C-C ON TAPERS AND CURVES).
- TEMPORARY TRAFFIC ADVISORY SIGN.
- (1) SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).
- DIRECTION OF TRAFFIC (NO PAVEMENT MARK)
- REMOVE EXISTING PAVEMENT MARKINGS
- WORK ZONE
- VIDEO VEHICLE DETECTION ZONE
- TEMPORARY TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER WALL

SEQUENCE OF OPERATIONS - STAGE 2

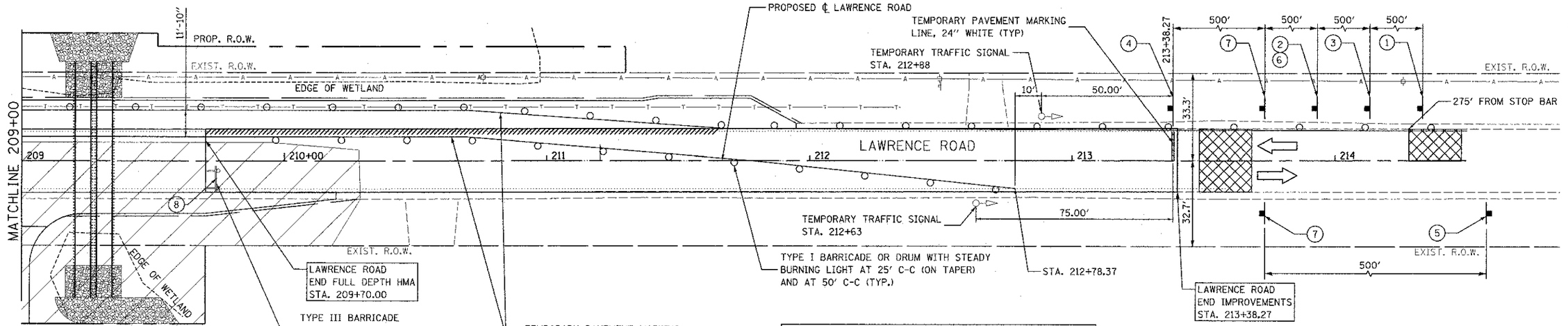
PLACE ALL EROSION CONTROL MEASURES PRIOR TO THE START OF STAGE 2. TEMPORARY SIGNALS WILL BE USED TO ALLOW FOR ONE LANE OF TRAFFIC ON THE ONE LANE OF OPEN ROADWAY DURING STAGE 2. TEMPORARY LANE STRIPING SHALL BE 11'-10". WEIDNER ROAD WILL BE CLOSED AT 7+50.00. NO TURNS WILL BE ALLOWED ONTO WEIDNER ROAD FROM LAWRENCE ROAD. (EXCEPT ADJACENT TO THE BRIDGE) PLACE RIP RAP AND TEMPORARY LANDSCAPING FOR STAGE 2.

REMOVE STAGE 2 OF THE EXISTING BRIDGE AS SHOWN IN THE STRUCTURAL PLANS AND ASSOCIATED PAVEMENT ON LAWRENCE RD. CONSTRUCT STAGE 2 OF THE BRIDGE AS SHOWN IN THE STRUCTURAL PLANS. PLACE THE ROADWAY BINDER AND TWO OF THREE SHOULDER LIFTS. PLACE ANY ADDITIONAL TEMPORARY LANDSCAPING ADJACENT TO THE BRIDGE.

STAGE 3

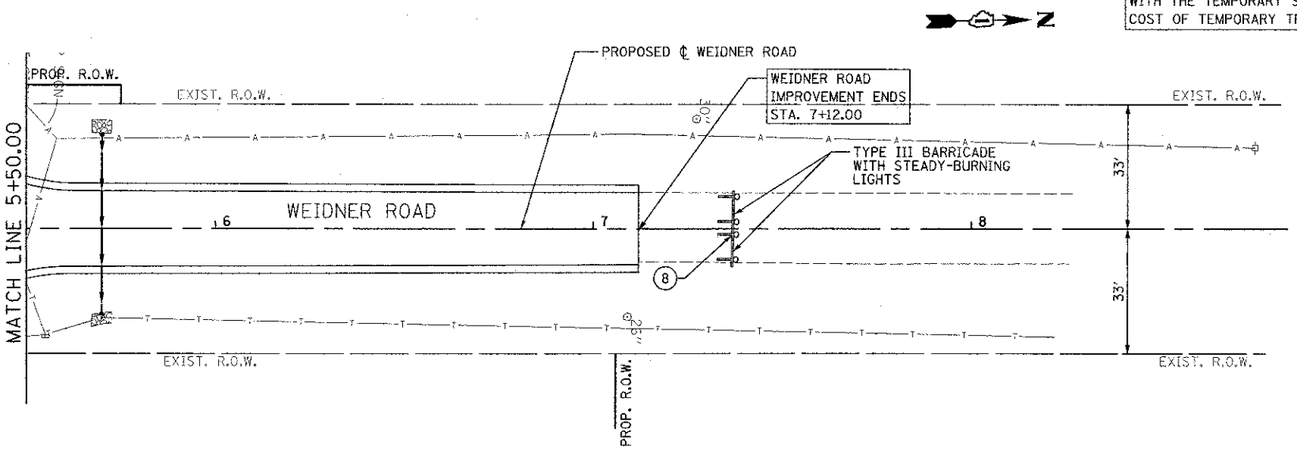
REMOVE TEMPORARY SIGNALS AND TEMPORARY BARRIER WALL. PLACE FINAL LIFT ON SHOULDERS AND PLACE SURFACE COURSE ON ROADWAY USING STANDARD 701201. INSTALL GUARDRAIL, PAVEMENT STRIPING, AND PERMANENT LANDSCAPING.

NOTE: TEMPORARY BARRIER WALL IS NOT REQUIRED BECAUSE OF SHORT DURATION OF STAGE THREE. TRAFFIC CONTROL WILL BE REQUIRE AND SHOULD FOLLOW STANDARD 701201.



NOTE: TEMPORARY TRAFFIC SIGNALS ARE SUGGESTED TO UTILIZE HARD WIRED SIGNAL CABLES DUE TO THE REMOTE LOCATION OF THIS PROJECT. FOLLOW STANDARD 701321.

COMMUNICATION AND ELECTRICAL SERVICE COSTS ASSOCIATED WITH THE TEMPORARY SIGNALS SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNALS



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gellwanger	DESIGNED - GJE	REVISED -	MCHENRY COUNTY DIVISION OF TRANSPORTATION	LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK LAWRENCE AND WEIDNER ROAD MAINTENACE OF TRAFFIC - STAGE 2
		DRAWN - GJE	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -		SCALE: 1"=20' | SHEET NO. 15 OF 87 SHEETS | STA. | TO STA.
	PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -		

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	15
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

FILE NAME = w:\755-812 Lawrence Phase I\CADD SHEETS\755-812-sht-MOT2weidner.dgn

MATCHLINE 201+50.00

201

HMA SURFACE REMOVAL, 1.5"
180 SY

STA. 200+82.87
BEGIN HMA SURFACE REMOVAL

LAWRENCE ROAD
BEGIN IMPROVEMENTS
STA 200+82.87

STA. 202+85.54
13.88' LT
BEGIN AGG. SHOULDER REMOVAL

STA. 203+35.00
11.93' LT
BEGIN PAVEMENT REMOVAL
END HMA SURFACE REMOVAL

LAWRENCE ROAD
BEGIN IMPROVEMENT
STA 203+35.00

TELEPHONE LINE TO BE
RELOCATED BY OTHERS

SIGN TO BE REMOVED (2)

PROPOSED ℄ WEIDNER ROAD

PAVEMENT REMOVAL, 200 SY

SEE SHEET 17
MATCHLINE STA 5+50

TELEPHONE LINE TO BE
RELOCATED BY OTHERS
STA. 206+08.04
12.26' LT
END PAVEMENT REMOVAL
END GUARDRAIL REMOVAL

POWER POLE TO BE
RELOCATED BY OTHERS

STA. 205+85.38
15.17' LT
BEGIN GUARDRAIL REMOVAL

PAVEMENT REMOVAL, 153 SY

STA. 207+16.14
15.07' LT
END GUARDRAIL REMOVAL

STA. 206+93.47
13.85' LT
BEGIN AGG. SHOULDER REMOVAL
BEGIN GUARDRAIL REMOVAL
12.24' LT
BEGIN PAVEMENT REMOVAL

PROP. R.O.W.

EXIST. R.O.W.

EDGE OF WETLAND

EDGE OF WATER

PISCASAW CREEK

WEIDNER ROAD

PAVEMENT REMOVAL, 745 SY

MATCHLINE 201+50.00

34.6'

1.9' VAR.

12' VAR.

2' VAR.

31.4'

1.8' VAR.

202 | 203 | 204 | 205+00 | 206 | 207

LAWRENCE ROAD

BRIDGE REMOVAL SN 056-3010
STA. 206+10.00 TO 206+91.36
(SEE STRUCTURAL PLANS
FOR REMOVAL DETAILS)

MATCHLINE 207+50.00

STA. 202+85.42
13.57' RT
BEGIN AGG. SHOULDER REMOVAL

STA. 203+35.00
11.88' RT
BEGIN PAVEMENT REMOVAL

HMA SURFACE REMOVAL, 1.5"
490 SY

PIPE CULVERT REMOVAL, 24 FT
15" CMP

PROPOSED ℄ LAWRENCE ROAD

SIGN TO BE REMOVED (2)

30"

30"/28"

STA. 205+85.27
15.72' RT
BEGIN GUARDRAIL REMOVAL

SIGN TO BE REMOVED (2)

STA. 206+07.92
14.24' RT
END AGG. SHOULDER REMOVAL
END GUARDRAIL REMOVAL
12.85' RT
END PAVEMENT REMOVAL

STA. 206+93.32
14.22' RT
BEGIN AGG. SHOULDER REMOVAL
BEGIN GUARDRAIL REMOVAL
12.82' RT
BEGIN PAVEMENT REMOVAL

SIGN TO BE REMOVED (2)

STA. 207+16.18
15.27' RT
END GUARDRAIL REMOVAL

POWER POLE TO BE RELOCATED
BY OTHERS

POWER POLE TO BE RELOCATED
BY OTHERS

FENCE TO BE REMOVED AND REPLACE
SEE SHEET 19

STA. 209+70.00
12.10' LT
END PAVEMENT REMOVAL
BEGIN HMA SURFACE REMOVAL

PROPOSED ℄ LAWRENCE ROAD

STA. 211+94.87
14.22' LT
END AGG. SHOULDER REMOVAL

SIGN TO BE REMOVED (1)

SIGN TO BE REMOVED (1)

LAWRENCE ROAD
END HMA SURFACE REMOVAL
STA 213+38.27

MATCHLINE 207+50.00

208 | 209 | 210+00 | 211 | 212 | 213

LAWRENCE ROAD

2' VAR.

12' VAR.

2.5' VAR.

33'

LAWRENCE ROAD
END IMPROVEMENTS
STA 213+38.27

PAVEMENT REMOVAL, 594.0 SY

STA. 210+19.46
14.36' RT
END AGG. SHOULDER REMOVAL

HMA SURFACE REMOVAL, 1.5"
990 SY

STA. 209+70.00
11.96' RT
END PAVEMENT REMOVAL
BEGIN HMA SURFACE REMOVAL

PIPE CULVERT REMOVAL, 108 FT
STA. 209+23.10, 209+30.97
72" CMP

LEGEND

------- EXISTING WETLAND LIMITS

HMA PAVEMENT REMOVAL, 7.5" (LAWRENCE)
1.5" (WEIDENER)

HOT-MIX ASPHALT SURFACE REMOVAL, 1.5"

GRAVEL FIELD ENTRANCE REMOVAL, 6"
(PAID FOR AS EARTH EXCAVATION)

AGGREGATE SHOULDER REMOVAL
(PAID FOR AS EARTH EXCAVATION)

FILE NAME = W:\795-012 Lawrence Phase II\CADD SHEETS\795-012-ant-removal.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

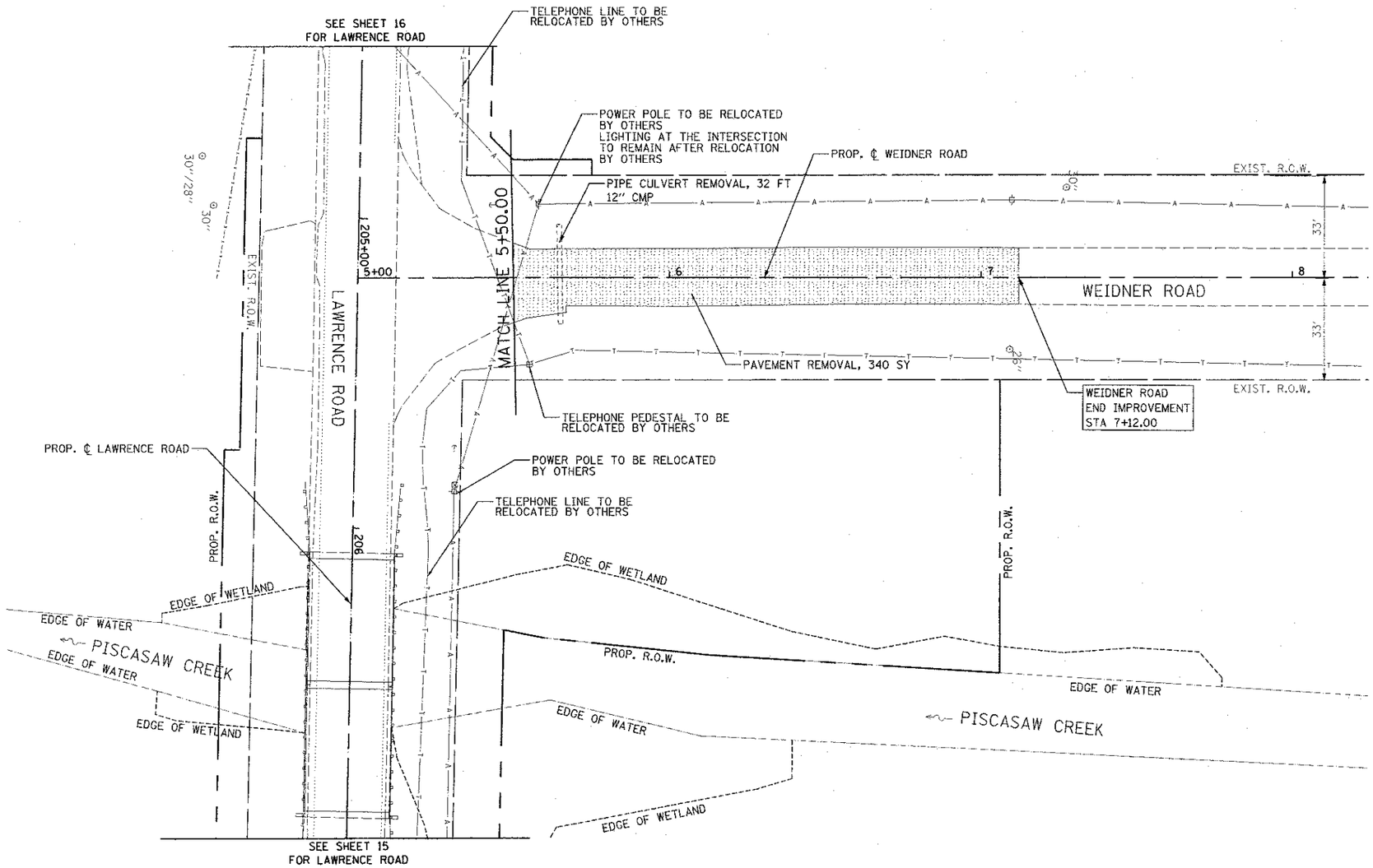
USER NAME = gellwanger	DESIGNED - GJE	REVISED -	
	DRAWN - GJE	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -	
PLOT DATE = 8/17/2012	DATE - 08/17/12	REVISED -	

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
REMOVAL PLAN

SCALE: 1"=20' | SHEET NO. 16 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	16
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		



LEGEND

------- EXISTING WETLAND LIMITS

HMA PAVEMENT REMOVAL, 7.5" (LAWRENCE)
1.5" (WEIDENER)

GRAVEL FIELD ENTRANCE REMOVAL, 6"
(PAID FOR AS AGG. SHOULDER REMOVAL)

AGGREGATE SHOULDER REMOVAL
(PAID FOR AS EARTH EXCAVATION)

FILE NAME = W:\795-012 Lawrence Phase II\CADD SHEETS\795-012-sht-removal-weidner.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gollwanger	DESIGNED - GJE	REVISED -
	DRAWN - GJE	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -
PLOT DATE = 8/8/2012	DATE - 08/17/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
REMOVAL PLAN

SCALE: 1"=20' | SHEET NO. 17 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	17
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

PLAN

BY	DATE
SURVEYED	
PLOTTED	
DRAWN	
CHECKED	
R.M. NOTED	
NOTE BOOK	
NO.	

PROFILE

BY	DATE
SURVEYED	
PLOTTED	
DRAWN	
CHECKED	
R.M. NOTED	
NOTE BOOK	
NO.	

1 PRC FES 18"
STA. 204+10, 28.00' RT
INV.=901.80 (S)

2 PRC FES 18"
STA. 204+10, 30.59' LT
INV.= 901.59 (N)

S1 PIPE CUL CL A TY 2
59 LF - 18"Ø @ 0.40%
T.B.F. = 12.0 CU. YD.

MATCH LINE 201+50.00 (SEE BELOW)

MATCH LINE 207+50.00

AGGREGATE SHOULDER, TY. B, 8", 22 SY

EXIST. R.O.W.

LAWRENCE ROAD
BEGIN FULL DEPTH HMA
STA 203+35.00

203+56.51
41.91' LT

203+56.51
34.42' LT

203+35.01
20.00' LT

PROP. R.O.W.

RIPRAP CL A4
4 SY

204+73.06
41.80' LT

PROP. ℄ WEIDNER ROAD

WEIDNER ROAD

MATCH LINE 5+50.00

PROPOSED ROADWAY WEATHER INFORMATION SYSTEM (SHEET 67)

PROPOSED IMPACT ATTENUATOR
SEE BRIDGE APPROACH PAVEMENT DETAIL
SHEET 44

TEMP. EASEMENT

206+88.45
99.77' LT

HMA PAVEMENT (FULL DEPTH, 6")

HMA SHOULDER, 8", 33 SY

206+97.21
49.04' LT

AGG. SHLDR, TY. B, 8", 4 SY

PROP. R.O.W.

PISCASAW CREEK

EDGE OF WETLAND

EDGE OF WATER

BEGIN TRAFFIC BARRIER TERMINAL, TYPE 6A (SPL.)
STA. 207+11.09

BRIDGE PROP. SN 056-3191
STA. 205+60.43 TO STA. 207+26.09
(SEE STRUCTURAL PLANS)

EXIST. R.O.W.

34.6'

1.9' VAR.

HMA RESURFACING

12' VAR.

202+85.54
13.88' LT

202

203

HMA PAVEMENT (FULL DEPTH, 6")

S1

204

204+58.00
12.00' LT

R 45'

R 50'

R 35'

R 50'

HMA SHOULDER, 8", 162 SY

HMA SHOULDER, 8", 35 SY
AGG. SHLDR, TY.B, 8", 2 SY

8'

12'

205+00

STA. 205+19.17

205+78.02
12.00' LT

206

207

RIPRAP CLASS A4, 10 SY EA

LAWRENCE ROAD

*BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

202+85.42
13.57' RT

12' VAR.

31.4'

1.6' VAR.

HMA SURFACE COURSE, 1.5"
42 TONS

AGG. SHLDR, TY. B, 8", 15 SY

203+34.99
20.00' RT

RIPRAP CL A4
4 SY

AGG. SHLDR, TY. B
8", 3 SY

EXIST. R.O.W.

PROP. R.O.W.

END HMA RESURFACING
BEGIN FULL DEPTH IMPROVEMENTS
STA 203+35.00

203+30.00
31.55' RT

203+30.00
39.05' RT

204+20.00
31.65' RT

204+19.99
39.15' RT

FIELD ENTRANCE
STA. 204+32.58

18.5'

℄

204+74.87
31.71' RT

43.5'

205+75.41
36.83' RT

205+75.40
41.83' RT

PROP. ℄ LAWRENCE ROAD

204+74.86
36.71' RT

30"

30"/28"

AGG. SHLDR, TY. B, 8", 6 SY

HMA SHLDR, 8", 265 SY

FIELD ENTRANCE
STA. 205+26.47

WIRING FROM RWIS TO STREAM GAUGE
UNDERGROUND CONDUIT, GS, 2Ø DIA, 140 LF
BRIDGE RIPRAP SLOPE PROTECTION, TYP.
STREAM GAUGE TO BE MOUNTED ON PIER
TO BE INCLUDED IN RWIS PAY ITEM

EDGE OF WETLAND

EDGE OF WATER

PISCASAW CREEK

EDGE OF WETLAND

EDGE OF WATER

BEGIN TRAFFIC BARRIER TERMINAL, TYPE 6A (SPL.)
STA. 207+11.09

*BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
HMA SHOULDER, 8", 33 SY
AGG. SHLDR, TY. B, 8", 4 SY

207+25.87
32.00' RT

207+25.85
42.00' RT

LEGEND

LIMITS OF EXISTING WETLANDS

HMA SHOULDER, 8"

*PAVEMENT CROSS-SLOPE TRANSITIONS FROM 2.0% STANDARD ALONG HMA TO 3/16" PER FOOT (1.56%) ALONG BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
BEGIN - 205+60.43, END 205+75.43
BEGIN - 207+26.09, END 207+41.09

NOTE: PR. GRAVEL FIELD ENTRANCE TO BE PAID FOR AS AGGREGATE SHOULDERS, TY. B, 8"

N

BEGIN HMA RESURFACING, 1.5"
STA 200+82.87

HMA SURFACE COURSE, 1.5"
16 TONS

201

HMA SURFACE REMOVAL-BUTT JOINT, 12 SY

LAWRENCE ROAD
BEGIN IMPROVEMENT
STA 200+82.87

MATCH LINE 201+50.00

920 915 910 905 900 895 890 885 880

EXIST. PROFILE AT ROADWAY ℄

905.39
902.55
902.40
902.37
902.40
901.97
901.80
901.79
901.45
901.25
905.98
+55.00

EX. DITCH PROFILE, NORTH
EX. DITCH PROFILE, SOUTH

PR. DITCH PROFILE, SOUTH

PR. DITCH PROFILE, NORTH

PROP. 18" CL A CUL
INV=901.80 (S)
INV=901.59 (N)

WEIDNER ROAD
STA. 205+19.17
ELEV. 906.17

ELEVATION 906.45
VPI STA. 205+50.00

+0.49%
-0.65%

+75.43 - APP. SLAB
+04.43 - W. ABTMT.
+97.09 - E. ABTMT.
+26.09 - APP. SLAB

PROP. PROFILE AT ROADWAY ℄

100 YR H.W.L.
ELEV. 902.28

EL=898.50

EL=901.10

EL=898.60

EL=901.00

905.83
905.00 EL.

K = 166
190.00' V.C.

28.2'

36.25'

28.2'

897.51
897.87
898.00
897.85

PR. DITCH PROFILE, NORTH

EXIST. CHANNEL
PROP. CHANNEL

PROPOSED UNDERCUT
PROPOSED EARTH EX.
FROM NORTH SIDE OF RWIS PAD
TO SOUTH EDGE OF APPROACH SLAB
UNDER APPROACH SLAB
PAID FOR AS REMOVAL & DISPOSAL
OF UNSUITABLES
BACKFILL WITH CLAY

PROPOSED UNDERCUT
PROPOSED EARTH EX.
FROM NORTH TO SOUTH EDGE OF APPROACH SLAB
UNDERNEATH APPROACH SLAB
PAID FOR AS REMOVAL & DISPOSAL
OF UNSUITABLES
BACKFILL WITH CLAY

905.77
905.79
905.72 902.92
905.52 902.83
905.38 908.48
905.27 905.97
905.18 905.96
905.15 906.14
905.24 906.18
905.29 906.06
905.20 905.80
905.12 905.48
905.09 905.15

201+50 202+00 202+50 203+00 203+50 204+00 204+50 205+00 205+50 206+00 206+50 207+00 207+50

FILE NAME = w:\7sp-612 Lawrence Phase II\ROD SHEETS\7SP-612-sht-Plan&pn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gallwanger	DESIGNED - GJE	REVISED -	
	DRAWN - GJE	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -	
PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -	

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
PLAN AND PROFILE

1"=5' VT
SCALE: 1"=20' HZ | SHEET NO. 18 OF 87 SHEETS | STA. 200+82.87 TO STA. 207+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	18
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

WOVEN WIRED FENCE TO BE REMOVED & RE-ERECTED, 85 LF

AGGREGATE SHOULDERS, TY. B, 8", 51 SY

END TRAFFIC BARRIER TERMINAL, TYPE 6A (SPL.) BEGIN STL PL BM GRL, TY. A STA. 207+54.84

STEEL PLATE BEAM GUARDRAIL, TYPE A, 87.5 FT

END STL PL BM GRL, TY. A BEGIN LONG-SPAN GRL OVER CULVERT, 18 FT 9IN SPAN STA. 208+42.43

EXIST FIELD DRAIN TILES TO REMAIN, IF DISTURBED REINSTATE

RIPRAP CL A4, 70 SY

LONG-SPAN GUARDRAIL OVER CULVERT, 18 FT 9IN SPAN, 168.75'

END LONG-SPAN GRL OVER CULVERT, 18 FT 9IN SPAN BEGIN STL PL BM GRL, TY. A STA. 210+11.09

STEEL PLATE BEAM GUARDRAIL, TYPE A, 100.0 FT

END STL PL BM GRL, TY. A BEGIN TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) STA. 211+11.09, 19.87' LT

LAWRENCE ROAD END IMPROVEMENTS STA 213+38.27

END TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) STA. 211+61.08, 20.82' LT

209+51.77 48.75' LT

209+51.77 43.75' LT

211+29.96 43.54' LT

211+29.96 33.54' LT

211+42.36 23.84' LT

211+77.36 23.80' LT

33.5'

26.2'

PROP. R.O.W.

EXIST. R.O.W.

EDGE OF WETLAND

HMA SHOULDER, 8", 537 SY

MATCH LINE 207+50.00

HMA SHOULDER, 8", 292 SY

AGGREGATE SHOULDERS, TY. B, 8", 14 SY

END STL PL BM GRL, TY. A BEGIN TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) STA. 208+04.60, 20.21' RT

209+09.79 25.10' RT

208+64.02 24.89' RT

END FULL DEPTH IMPROVEMENTS BEGIN HMA RESURFACING, STA 209+70.00

208 | 209 | 210+00 | 211 | 212 | 213

HMA PAVEMENT (FULL DEPTH, 6")

209+22.89 20.15' RT

210+19.69 12.03' RT

210+19.69 14.50' RT

LAWRENCE ROAD HMA RESURFACING

211+36.36 22.85' LT

211+94.87 12.27' LT

211+94.87 14.19' LT

HMA SURFACE REMOVAL-BUTT JOINT, 12 SY

11.1'

12'

8"

12" VAR.

2" VAR.

2.5" VAR.

35'

33'

GRAVEL FIELD ENTRANCE (REMOVE)

208+34.83 23.24' RT

208+40.83 24.79' RT

208+78.95 39.91' RT

209+02.95 40.13' RT

209+69.99 20.00' RT

EDGE OF WETLAND

LAWRENCE ROAD END FULL DEPTH HMA STA 209+70.00

HMA SURFACE COURSE, 1.5" 84 TONS

EXIST. R.O.W.

R 15'

R 20'

37.2'

STEEL PLATE BEAM GUARDRAIL, TYPE A, 50.00 FT

208+14.87 32.10' RT

208+14.85 44.10' RT

208+14.93 62.10' RT

209+69.87 32.27' RT

AGGREGATE SHOULDERS, TY. B, 8", 14 SY

PROP. ℄ LAWRENCE ROAD

END HMA RESURFACING, 1.5" STA 213+38.27

PROP. PIPE CULVERTS, CLASS A, TY. 1, 72" @ 0.89%
STA. 209+23.1, 209+30.97
O/S = 37.72' LT, 52.28' RT
INV. = 896.96 (N), 895.16 (S)
TRENCH BACKFILL = 400 CU YD

24'

TEMP. EASEMENT

PROP. R.O.W.

END TRAFFIC BARRIER TERMINAL, TYPE 6A BEGIN STL PL BM GRL, TY. A STA. 207+54.84

END TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) STA. 208+54.59, 21.27' RT

208+78.93 62.17' RT

℄ FIELD ENTRANCE 8" STA. 208+90.94 RELOCATED

209+02.93 62.20' RT

RIPRAP CL A4, 76 SY

209+69.83 62.27' RT

NOTE: PR. GRAVEL FIELD ENTRANCE TO BE PAID FOR AS AGGREGATE SHOULDERS, TY. B, 8"

N

LEGEND

---- LIMITS OF EXISTING WETLANDS

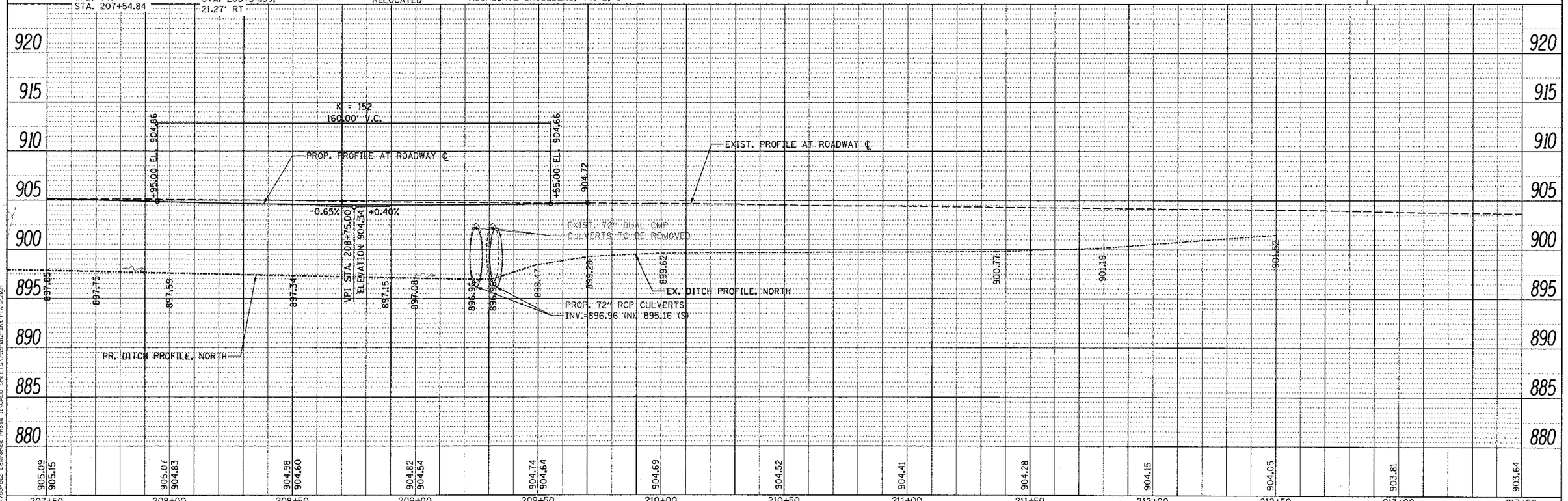
HMA SHOULDER, 8"

PLAN

BY	DATE
SURVEYED	
PLOTTED	
LAST WORK CHECKED	
M.T. OF WAY CHECKED	
NOTE BOOK	
NO.	
CADD FILE NAME	

PROFILE

BY	DATE
SURVEYED	
PLOTTED	
LAST WORK CHECKED	
B.M. NOTES	
STRUCTURE NOTATIONS CHKD	



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gallwanger	DESIGNED - GJE	REVISED -
		DRAWN - GJE	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -
	PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
PLAN AND PROFILE

1"=5' VT
SCALE: 1"=20' HZ | SHEET NO. 19 OF 87 SHEETS | STA. 207+50.00 TO STA. 213+38.27

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	19
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

FILE NAME = W:\765-812 Lawrence Phase II\CADD SHEETS\765-812-ant-Plan2.dgn

SEE SHEET 18
FOR LAWRENCE ROAD

5+75.00
38.00' LT

5+49.84
38.00' LT
PROP. R.O.W.

RIPRAP CL A4, 4 SY

3

5+75.00
33.00' LT

PROP. ℄ WEIDNER ROAD

EXIST. R.O.W.

30"/28"

33'

33'

EXIST. R.O.W.

PROP. R.O.W.

LAWRENCE ROAD

205+00

5+00

MATCH LINE 5+50.00

R=48'

R 48'

5+63.16
12.00' LT

HMA SHOULDER, 8", 36 SY

7+12.01
11.60' LT

7+12.00
9.60' LT

MATCH EX. PAVEMENT

5+63.16
10.00' LT

HMA MAINLINE PAVEMENT

6

7

8

9

WEIDNER ROAD

S2

5+60.54
10.00' RT

5+68.25
12.00' RT

R 47'

HMA SHOULDER, 8", 36 SY

7+12.00
11.53' RT

7+12.00
9.51' RT

WEIDNER ROAD
END IMPROVEMENT
STA 7+12.00

RIPRAP CL A4, 4 SY

4

EXIST. R.O.W.

205+48.25
206.59' LT

R=35'

PROP. ℄ LAWRENCE ROAD

PROP. R.O.W.

RIPRAP CL A4, 22 SY

206

EDGE OF WETLAND

206+37.32
100.00' LT

206+34.16
61.89' LT

206+38.68
114.56' LT

PISCASAW CREEK

EDGE OF WETLAND

EDGE OF WATER

206+42.71
208.39' LT

EDGE OF WATER

206+31.90
49.11' LT

EXIST. R.O.W.

TEMP. EASEMENT

RIPRAP CL A4, 5 SY

EDGE OF WETLAND

EDGE OF WATER

PISCASAW CREEK

SEE SHEET 18
FOR LAWRENCE ROAD

3 PRC FES 18"
STA. 5+70, 25.16' LT
INV.=900.60 (W)

4 PRC FES 18"
STA. 5+70, 24.63' RT
INV.= 900.34 (E)

S2 PIPE CUL CL A TY 2
48 LF - 18"Ø @ 0.54%
T.B.F. = 5.00 CU. YD.

LEGEND

LIMITS OF EXISTING WETLANDS

HMA SHOULDER, 8"

℄ LAWRENCE ROAD

200.00' V.C.
K=70.20

905.17
VPI STA. 5+12.00
ELEVATION 905.93

PROPOSED ROADWAY PROFILE AT ℄

EXISTING ROADWAY PROFILE AT ℄

903.38
+12.00 EL. 903.38

-2.00%

-2.70%

-2.70%

+0.15%

VPI STA. 6+12.00
ELEVATION 908.23

PROP. 18" CLA CULVERT
INV. = 900.6 (W), 900.34 (E)

900.60

900.80

TOP T.S.*
EL=901.80

901.09

BOTTOM T.S.*
EL=900.30

PROPOSED UNDERCUT, 15 CY
TO TOPSOIL ELEVATION & 1' BELOW CULVERT
PAID FOR AS REMOVAL & DISPOSAL
OF UNSUITABLES
BACKFILL WITH POROUS GRANULAR
BACKFILL, 15 CY

PR. DITCH PROFILE, WEST

901.39

901.59

901.79

*ESTIMATED DEPTH PER SOIL BORINGS

910 905 900 895 890 885 880

905.19 906.17 | 903.48 905.01 | 903.15 904.11 | 903.19 903.56 | 903.34 903.37 | 903.59 | 903.81

5+00 5+50 6+00 6+50 7+00 7+50 8+00

PLAN — SURVEYED / PLOTTED / DRAWN / CHECKED / QUANTITIES CHECKED / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / DRAWN / CHECKED / QUANTITIES CHECKED / NOTE BOOK / NO. / STRUCTURE NO(S) / BY / DATE

FILE NAME = W:\755-012 Lawrence Phase II\ROAD SHEETS\755-012-sht-Plan-Woodnor.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gellwanger	DESIGNED - GJE	REVISED -	
	DRAWN - GJE	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -	
PLOT DATE = 8/16/2012	DATE - 08/17/12	REVISED -	

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

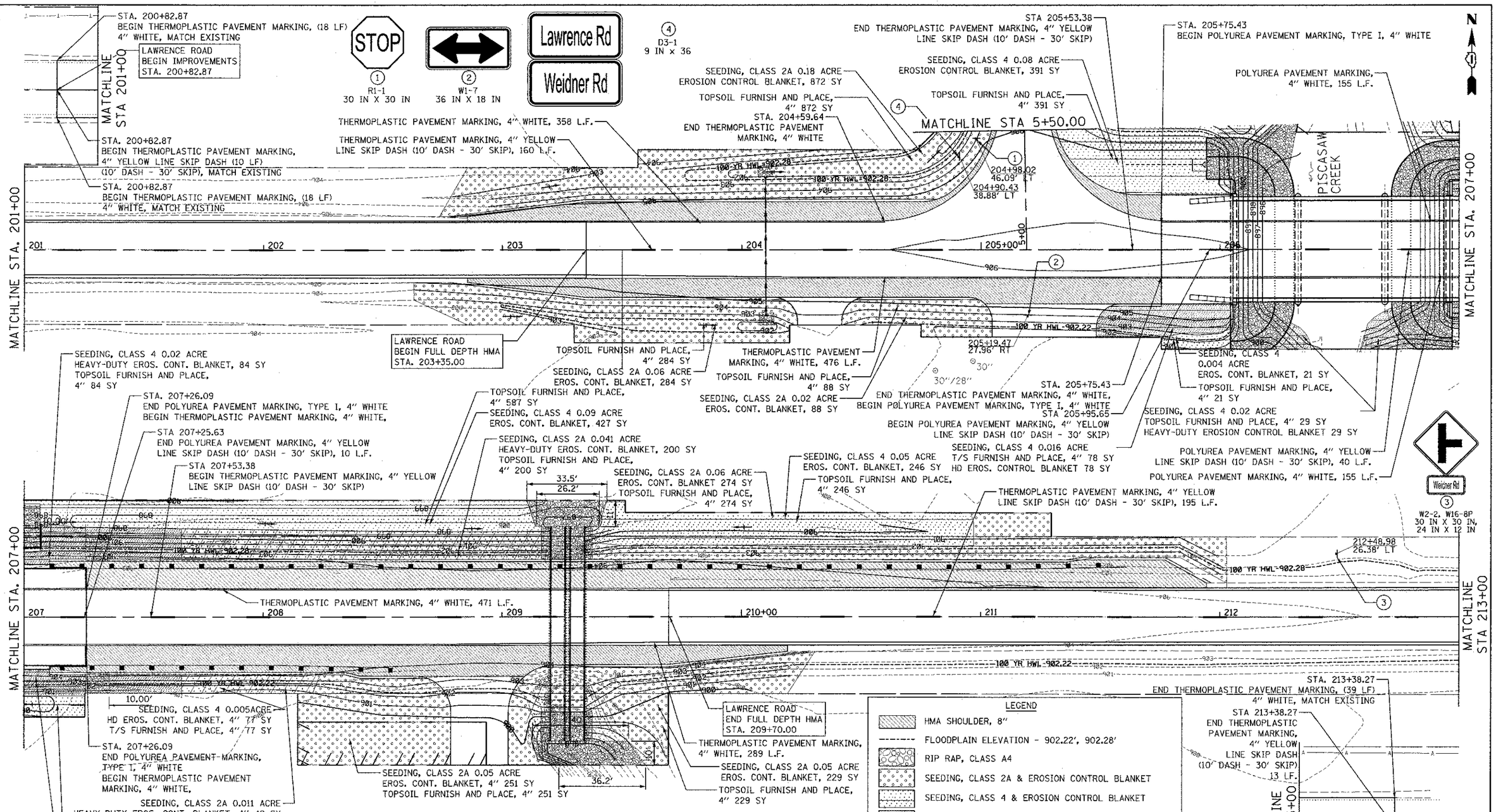
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
WEIDNER ROAD PLAN AND PROFILE

1"=5' VT | SCALE: 1"=20' HZ | SHEET NO. 20 OF 87 SHEETS | STA. 5+50.00 | TO STA. 7+12.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	20

CONTRACT NO. 63694

ILLINOIS FED. AID PROJECT



PAVEMENT MARKING & LANDSCAPING NOTES

1. ALL FINAL PAVEMENT MARKING MATERIALS TO BE USED ON CONCRETE PAVEMENT SHALL BE POLYUREA. THERMOPLASTIC TO BE USED ON HMA.
2. TEMPORARY PAVEMENT MARKING SHALL BE UTILIZED AT THE DIRECTION OF THE ENGINEER AND COORDINATED WITH THE COUNTY.
3. 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.
4. HEAVY-DUTY EROSION CONTROL BLANKET TO BE USED IN AREAS DESIGNATED BY THE PLAN ALONG THE PISCASAW CREEK. ELSEWHERE STANDARD EROSION BLANKED TO BE USED.

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gellwanger	DESIGNED - GJE	REVISED -
	DRAWN - GJE	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -
PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -

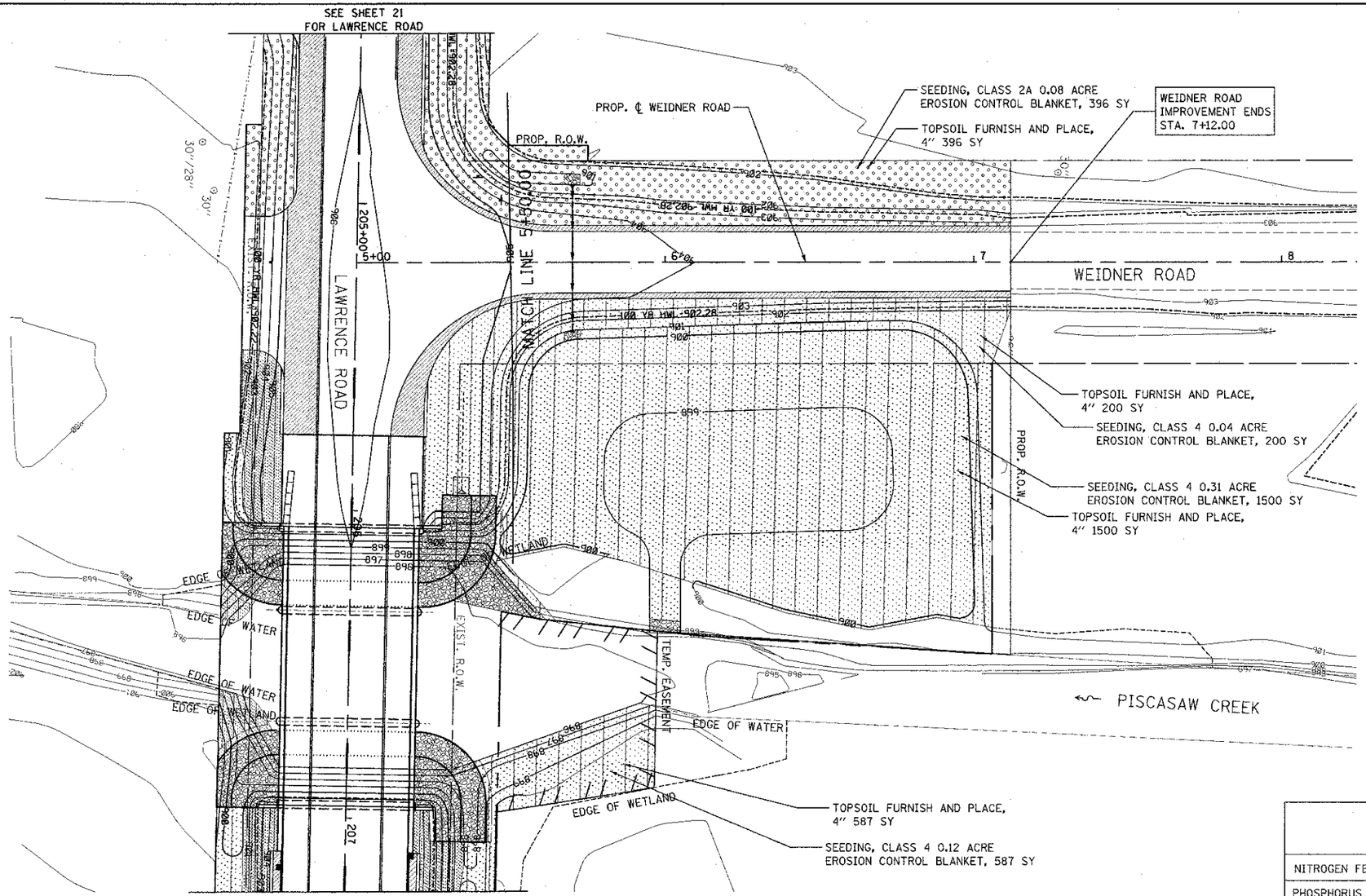
MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
PAVEMENT MARKING LANDSCAPING AND SIGNING PLAN

SCALE: 1"=20' | SHEET NO. 21 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	21
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

FILE NAME = W:\755-012 Lawrence Phase II\C400 SHEETS\755-012-ahrpmk.dgn



ITEM	SEEDING
NITROGEN FERTILIZER NUTRIENT	90 LBS/AC x 1.34 AC = 120.6 LBS
PHOSPHORUS FERTILIZER NUTRIENT	90 LBS/AC x 1.34 AC = 120.6 LBS
POTASSIUM FERTILIZER NUTRIENT	90 LBS/AC x 1.34 AC = 120.6 LBS

PAVEMENT MARKING & LANDSCAPING NOTES

1. ALL FINAL PAVEMENT MARKING MATERIALS TO BE USED ON CONCRETE PAVEMENT SHALL BE POLYUREA. THERMOPLASTIC TO BE USED ON HMA.
2. TEMPORARY PAVEMENT MARKING SHALL BE UTILIZED AT THE DIRECTION OF THE ENGINEER AND COORDINATED WITH THE COUNTY.
3. 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.
4. HEAVY-DUTY EROSION CONTROL BLANKET TO BE USED IN AREAS DESIGNATED BY THE PLAN ALONG THE PISCASAW CREEK. ELSEWHERE STANDARD EROSION BLANKED TO BE USED.

LEGEND

- HMA SHOULDER, 8"
- FLOODPLAIN ELEVATION - 902.22', 902.28'
- RIP RAP, CLASS A4
- SEEDING, CLASS 2A & EROSION CONTROL BLANKET
- SEEDING, CLASS 4 & EROSION CONTROL BLANKET
- SEEDING, CLASS 4 & HEAVY-DUTY EROSION CONTROL BLANKET

FILE NAME = W:\795-812 Lawrence Phase II\CADD SHEETS\795-812-sht-pmkWeidner.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gellenger	DESIGNED - GJE	REVISED -	
	DRAWN - GJE	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -	
PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -	

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
PAVEMENT MARKING LANDSCAPING AND SIGNING PLAN

SCALE: 1"=20' | SHEET NO. 22 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	22
		CONTRACT NO. 63694		
	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 AND LAKE COUNTY SOIL AND WATER CONSERVATION DISTRICT (MLCSWCD) 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	SOREN HALL
URBAN EROSION CONTROL SPECIALIST	REGULATORY SPECIALIST
MLCSWCD	USACOE
815-338-0099	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 MLCSWCD 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. 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.

11. 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 WHERE NOT BEING RIP RAPPED.

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

13. 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.

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

15. 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.

16. 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 ENGINEER AND MLCSWCD FOR REVIEW.

17. 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 MLCSWCD.

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

19. 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.

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

21. 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. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF ALL APPLICABLE PROVISIONS OF THE APPLICABLE 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.
B. 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.
C. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE. EROSION CONTROL PRACTICES SHALL BE PERFORMED AND MAINTAINED AS THE PROJECT REQUIRES AT NO EXPENSE TO THE COUNTY.
D. WHERE STREAM DISTURBANCE IS NECESSARY, THE STREAM, INCLUDING BED AND BANKS, SHALL BE RESTABILIZED WITHIN FORTY-EIGHT (48) HOURS AFTER DISTURBANCE IS COMPLETED OR INTERRUPTED.

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. 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.
F. 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.
G. THE DIVERSION DITCH SHOULD BE EXCAVATED PER CROSS SECTIONS, COVERED WITH FABRIC, AND PLACE CA-1.

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 MLCSWCD.
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 PRACTICAL 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.

SOIL EROSION AND SEDIMENTATION CONTROL NOTES:

A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. AREAS OF THE DEVELOPMENT SITE THAT ARE NOT TO BE GRADED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE UNTIL FINAL SEEDING IS PERFORMED.
B. PROPERTIES AND CHANNELS ADJOINING THE DEVELOPMENT SITE SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION.
C. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
D. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE.
E. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
F. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G., SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURES).
G. ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS SHALL BE PERMANENTLY STABILIZED.
H. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD-PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF MCHENRY COUNTY.
I. THE CONTRACTOR SHALL PROVIDE ADEQUATE RECEPTACLES FOR THE DEPOSITION OF ALL CONSTRUCTION MATERIAL DEBRIS GENERATED DURING THE DEVELOPMENT PROCESS. THE CONTRACTOR SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL DEBRIS UPON OR INTO ANY DEVELOPMENT SITE, CHANNEL, WATERS OF THE U.S. OR ISOLATED WATERS OF MCHENRY COUNTY. THE CONTRACTOR SHALL MAINTAIN THE DEVELOPMENT SITE FREE OF CONSTRUCTION MATERIAL DEBRIS.
J. ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED IN AN EFFECTIVE WORKING CONDITION.

DRAIN TILES

DRAIN TILE SYSTEMS DISTURBED DURING DEVELOPMENT MUST BE RECONNECTED BY THOSE RESPONSIBLE FOR THEIR DISTURBANCE UNLESS THE APPROVED PLANS INDICATE HOW THE DRAIN TILE SYSTEM IS TO BE CONNECTED TO THE PROPOSED STORMWATER MANAGEMENT SYSTEM. ALL ABANDONED DRAIN TILES SHALL BE REMOVED IN THEIR ENTIRETY.

NATIONAL PARK SERVICE NOTES

1. THE CONTRACTOR SHALL REMOVE ALL TRACES OF CONSTRUCTION MATERIALS AND EQUIPMENT FROM THE PROJECT SITE UPON PROJECT COMPLETION
2. ALL FUELING OPERATIONS, LUBRICATING, HYDRAULIC TOPPING OFF, FUEL-TANK PURGING, AND EQUIPMENT MAINTENCE/REPAIRS SHOULD BE PERFORMED AT AN UPLAND SITE OUTSIDE OF THE 100-YEAR FLOODPLAIN. THESE ACTIVITES SHOULD TAKE PLACE ON AN APPROVED PAD WITH SPILL CONTROL/COLLECTION DEVICES IN PLACE. THE USE OF CANOLA OIL OR OTHER BIOGDEGRADABLE FUELS AND FLUIDS IS RECOMMENDED WHEN WORKING IN THE PISCASAW CREEK.
3. ALL CONSTRUCTION EQUIPMENT SHOULD BE INSPECTED DAILY FOR HYDRAULIC AND FUEL LEAKS; LEAKS SHOULD BE REPAIRED PRIOR TO OPERATION OUTSIDE OF THE CREEK CONSTRUCTION AREA. WHEN NOT IN USE, FUEL AND HYDRAULIC FLUIDS SHOULD BE STORED AT AN UPLAND SITE OUTSIDE OF THE 100-YEAR FLOODPLAIN. THE USE OF CANOLA OIL OR OTHER BIODEGRADABLE FUELS AND FLUIDS IS RECOMMENDED WHEN WORKING IN THE PISCASAW CREEK.
4. ALL MOTORIZED-EQUIPMENT OPERATIONS SHOULD BE CONDUCTED FROM THE BANK TO THE GREATEST EXTENT POSSIBLE. IF AT ALL POSSIBLE, NO MACHINERY (TRUCKS, CRANES, BACKHOES, EXCAVATORS) SHOULD WORK OR OTHERWISE OPERATE FROM WITHIN THE RIVERBED. CHANNEL MODIFICATIONS ARE TO BE AVOIDED AND THE STREAM BOTTOM SHOULD BE RETURNED TO PRECONSTRUCTION ELEVATIONS AND CONTOURS USING THE NATURAL SUBSTRATE. PERMANENT MODIFICATIONS OF THE CHANNEL AND/OR MOVEMENT OF THE THALWEG ARE NOT RECOMMENDED.
5. NO MIXES, CEMENTS, FLUIDS, OR OTHER CONSTRUCTION WASTEWATER SHOULD BE DISCHARGED INTO THE CREEK. SPOIL PILES SHOULD BE COVERED OR OTHERWISE MANAGED TO REDUCE SEDIMENTATION.
6. ALL DEWATERING DISCHARGES SHOULD BE FILTERED TO REMOVE EXCESSIVE SEDIMENTS.
7. APRONS, SHROUDS, AND/OR OTHER CONTAINMENT DEVICES SHOULD BE IN PLACE DURING BRIDGE DEMOLITION, BRIDGE CONSTRUCTION, AND SURFACING ACTIVITIES TO CAPTURE FALLING DEBRIS, PAINT, WELDING SLAG, SEALANT OVERSPRAY, OR OTHER DEBRIS. ALL CONCRETE CHUNKS, ASPHALT, GRINDINGS, CONCRETE MATERIALS, WOOD, REBAR, AND OTHER DEBRIS GENERATED DURING DEMOLITION OR CONSTRUCTION THAT ENTERS THE CREEK SHOULD BE IMMEDIATELY REMOVED AND TAKEN TO AN APPROPRIATE DISPOSAL FACILITY OUTSIDE OF THE 100-YEAR FLOODPLAIN.
8. PERMANENT ROCK WEIRS OR OTHER SUCH DIVERSIONS SHOULD NOT BE ESTABLISHED.

FILE NAME = w:\755-012 Lawrence Phase II\CADD SHEETS\755-012-sht-ErosNotes.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

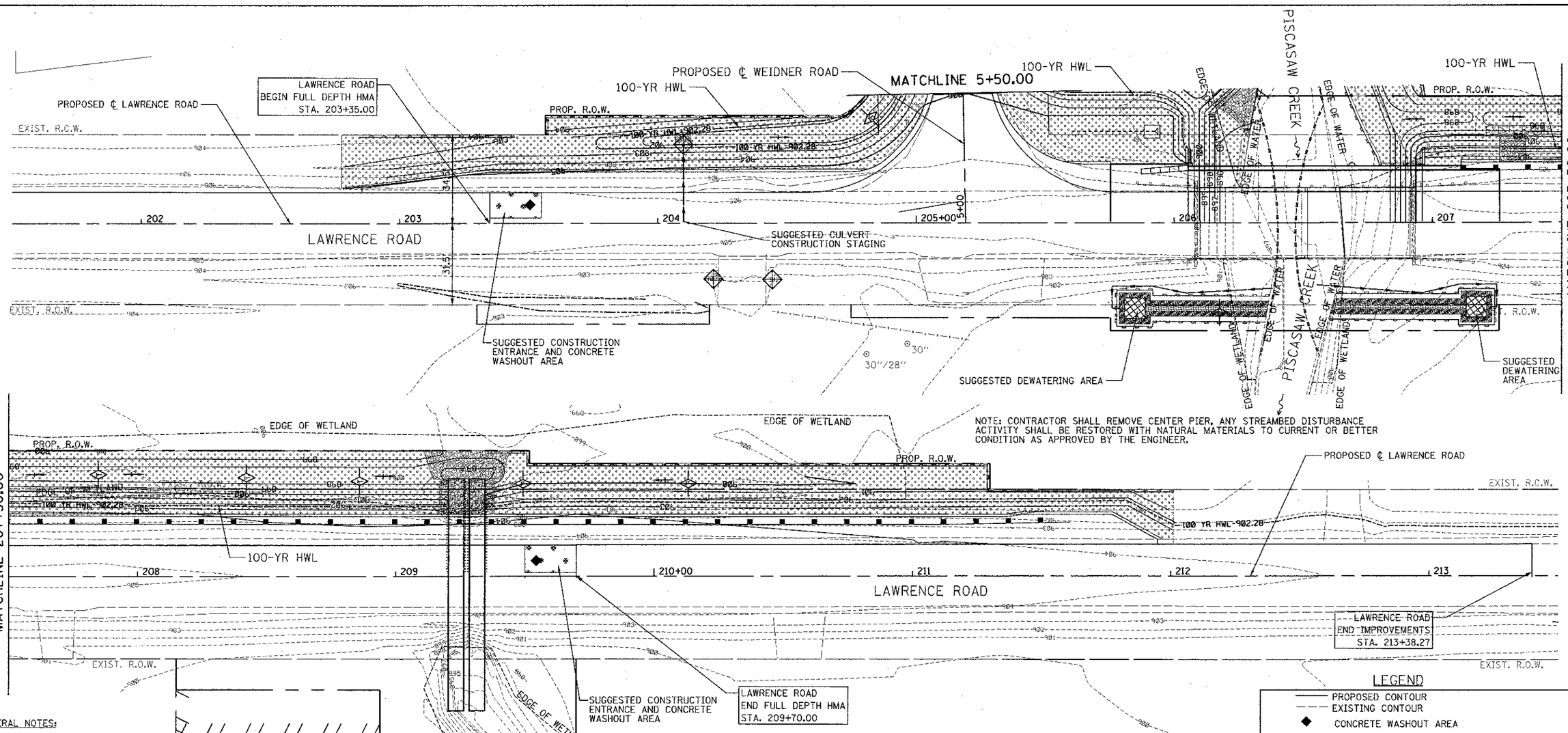
USER NAME = gallwanger	DESIGNED - GJE	REVISED -	
	DRAWN - GJE	REVISED -	
PLOT SCALE = 1.0000 ' / in.	CHECKED - CF	REVISED -	
PLOT DATE = 8/16/2012	DATE - 08/17/12	REVISED -	

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
EROSION AND SEDIMENT CONTROL GENERAL NOTES

SCALE: N.T.S. | SHEET NO. 23 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	23
		CONTRACT NO. 63694		
	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 MLC SWCD MUST BE IN AGREEMENT WITH OVERALL EXACT METHOD OF DIVERSION/ISOLATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
2. THE SUGGESTED SITE DEWATERING SHALL ONLY OCCUR 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 MLCSWCD.
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.
7. 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. SEE DETAIL SHEET 30.

SEQUENCE OF OPERATIONS

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 (FILTER BAG, TEMPORARY DEWATERING DITCH)

PRESTAGE CONSTRUCTION:

4. INSTALL INLET/OUTLET PROTECTION FOR CULVERTS, INSTALL CULVERTS, TEMPORARILY STABILIZE DISTURBED AREAS, PROVIDE TEMPORARY PAVEMENT & TEMPORARY AGGREGATE FOR TRAVELING PUBLIC IN STAGE 1.

BEGIN STAGE 1 CONSTRUCTION:

4. INSTALL TURBIDITY CURTAIN TO ISOLATE STREAMWORK
5. DEWATER THE WORK AREA (IF REQUIRED)
6. EXCAVATE CHANNEL
7. STABILIZE BANK & BED
8. DEMO THE EXISTING STRUCTURES
9. CONSTRUCT PIERS
10. INSTALL ABUTMENTS AND SLOPE WALL
11. INSTALL PRESTRESSED CONCRETE BEAMS, POUR MAIN DECK
12. STRIP TOPSOIL, GRADE SITE, INSTALL DRIVEWAYS AND ASSOCIATED CULVERTS, INSTALL DITCH CHECKS
13. INSTALL ROADWAYS MINUS SURFACE COURSE AND GUARDRAIL
14. TEMPORARILY STABILIZE DISTURBED AREAS
15. REMOVE ALL APPROPRIATE TEMPORARY SE/SC MEASURES AFTER THE SITE IS STABILIZED WITH VEGATATION

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

TEMPORARY DITCH CHECKS SHALL BE CONSTRUCTED OF EITHER ROLLED EXCELSIOR OR APPROVED EQUAL, OR AGGREGATE PLACED ON FILTER FABRIC.

LEGEND

- PROPOSED CONTOUR
- EXISTING CONTOUR
- CONCRETE WASHOUT AREA
- STABILIZED CONSTRUCTION ENTRANCE
- TEMPORARY DEWATERING DITCH*
- DITCH FLOW
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL SEEDING
  EROSION CONTROL BLANKET
  HEAVY-DUTY EROSION CONTROL BLANKET
  (AS INDICATED)
- TEMPORARY DITCH CHECK
- TURBIDITY CURTAIN
- INLET AND PIPE PROTECTION
- TEMPORARY BYPASS PUMP PIPE*
- CLASS A4 RIPRAP
- SEDIMENT CONTAINMENT FILTER BAG*

*ITEMS TO BE INCIDENTAL TO DEWATERING

FILE NAME = K:\705-012 Lawrence Phase II\CAD\ SHEETS\705-012-sht-eroSigLawrence.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

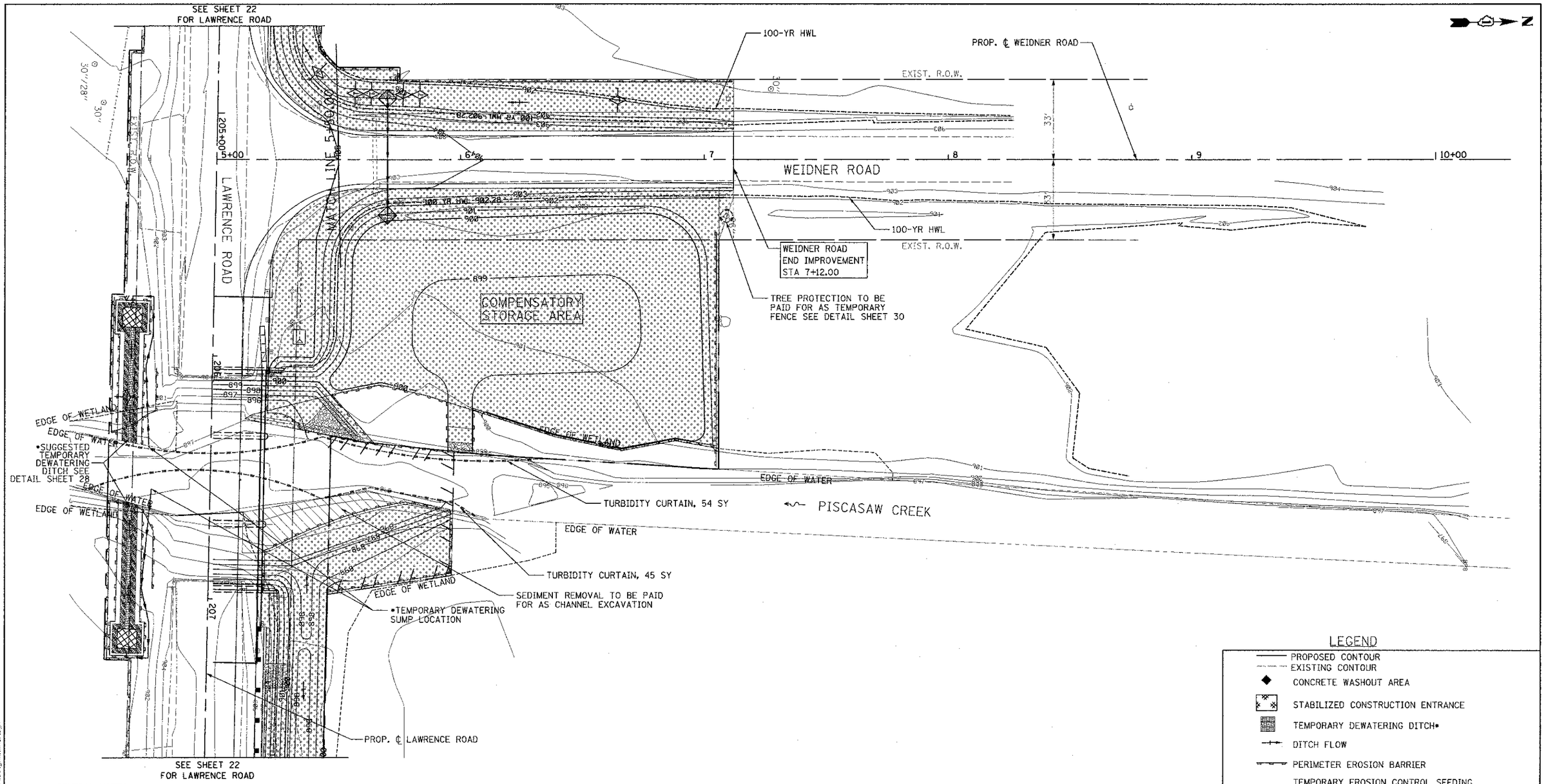
USER NAME = gallwanger	DESIGNED - GJE	REVISED -	
	DRAWN - GJE	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -	
PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -	

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
EROSION AND SEDIMENT CONTROL – STAGE 1

SCALE: 1"=20' | SHEET NO. 24 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	24
		CONTRACT NO. 63694		
		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 MLCSWCD MUST BE IN AGREEMENT WITH OVERALL EXACT METHOD OF DIVERSION/ISOLATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

2. THE SUGGESTED SITE DEWATERING SHALL ONLY OCCUR 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 MLCSWCD.

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.

7. 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. SEE DETAIL SHEET 30.

NOTE: TEMPORARY DITCH CHECKS SHALL BE CONSTRUCTED OF EITHER ROLLED EXCELSIOR OR APPROVED EQUAL, OR AGGREGATE PLACED ON FILTER FABRIC.

LEGEND

- PROPOSED CONTOUR
- EXISTING CONTOUR
- CONCRETE WASHOUT AREA
- STABILIZED CONSTRUCTION ENTRANCE
- TEMPORARY DEWATERING DITCH•
- DITCH FLOW
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL SEEDING
  EROSION CONTROL BLANKET
  HEAVY-DUTY EROSION CONTROL BLANKET
  (AS INDICATED)
- TEMPORARY DITCH CHECK
- TURBIDITY CURTAIN
- INLET AND PIPE PROTECTION
- TEMPORARY BYPASS PUMP PIPE•
- CLASS A4 RIPRAP
- SEDIMENT CONTAINMENT FILTER BAG•

•ITEMS TO BE INCIDENTAL TO DEWATERING

FILE NAME = M:\755-012 Lawrence Phase II\C4DD SHEETS\755-012-ant-erosSsgl\weidner.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

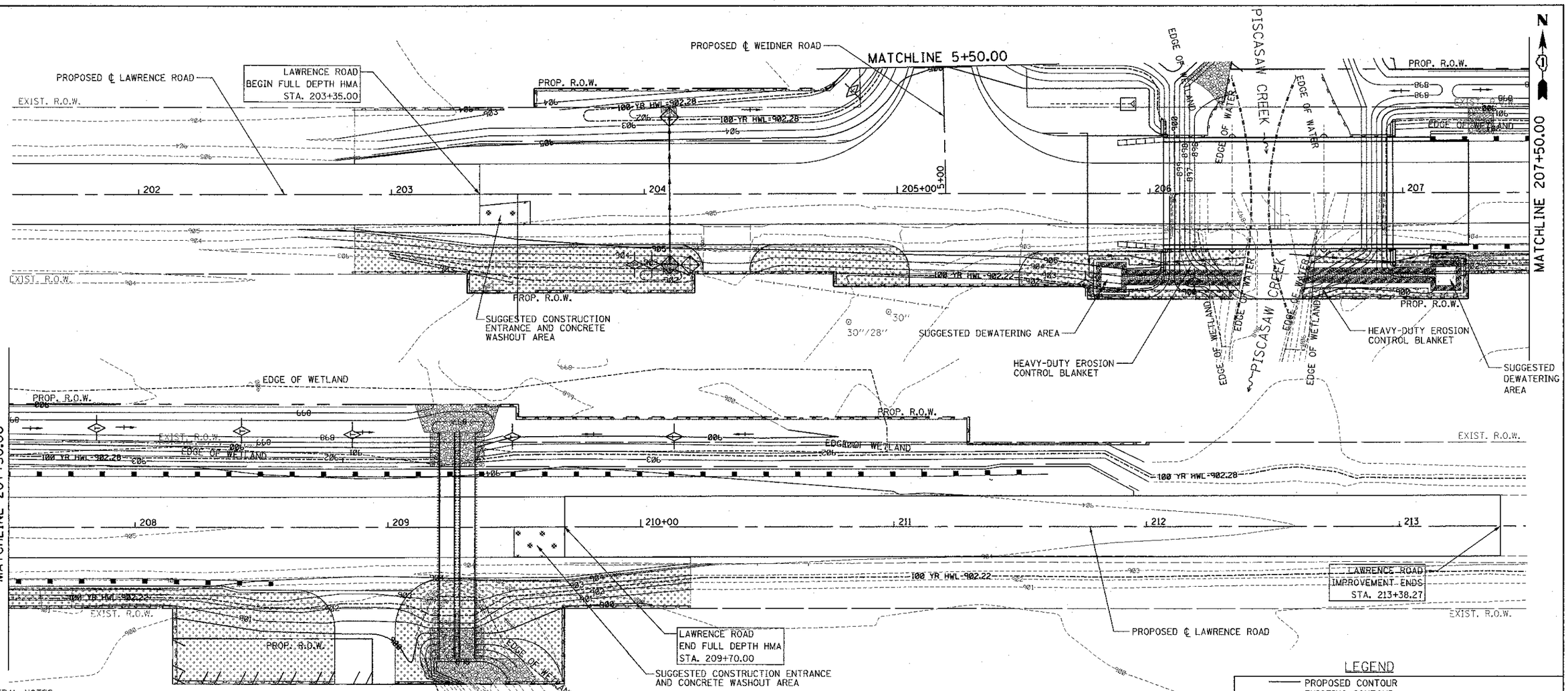
USER NAME = gollwanger	DESIGNED - GJE	REVISED -	
	DRAWN - GJE	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -	
PLOT DATE = 8/28/2012	DATE - 08/17/12	REVISED -	

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
WEIDNER ROAD EROSION AND SEDIMENT CONTROL – STAGE 1

SCALE: 1"=20' | SHEET NO. 25 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	25
		CONTRACT NO. 63694		
	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 MLCSWCD MUST BE IN AGREEMENT WITH OVERALL EXACT METHOD OF DIVERSION/ISOLATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

2. THE SUGGESTED SITE DEWATERING SHALL ONLY OCCUR 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 MLCSWCD.

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.

7. 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. SEE DETAIL SHEET 30.

SEQUENCE OF STAGE 2 OPERATIONS

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. CONSTRUCT SEDIMENT TRAPPING DEVICES (FILTER BAG, TEMPORARY DEWATERING DITCH) BEGIN STAGE II CONSTRUCTION:
3. STRIP TOPSOIL, GRADE SITE, INSTALL DITCH CHECKS
4. PERMANENTLY STABILIZE DISTURBED AREAS (EXCEPT ADJACENT TO BRIDGE)
5. INSTALL DIVERSION (IF REQUIRED) & TURBIDITY CURTAIN TO ISOLATE STREAMWORK
6. DEWATER THE WORK AREA (IF REQUIRED)
7. EXCAVATE CHANNEL
8. STABILIZE BANK & BED
9. DEMO THE EXISTING STRUCTURES
10. CONSTRUCT PIERS
11. INSTALL ABUTMENTS AND SLOPE WALL
12. INSTALL PRESTRESSED CONCRETE BEAMS, POUR MAIN DECK
13. INSTALL ROADWAYS
14. PERMANENTLY STABILIZE DISTURBED AREAS
15. REMOVE ALL APPROPRIATE TEMPORARY SE/SC MEASURES AFTER THE SITE IS STABILIZED WITH VEGATATION

NOTE:
TEMPORARY DITCH CHECKS SHALL BE CONSTRUCTED OF EITHER ROLLED EXCELSIOR OR APPROVED EQUAL, OR AGGREGATE PLACED ON FILTER FABRIC.

STAGE 3 - PLACE SURFACE COURSE, GUARDRAILS, TOPSOIL AND PLACE PERMANENT SEEDING AND BLANKET
1. REMOVE ALL APPROPRIATE TEMPORARY SE/SC MEASURES AFTER THE SITE IS STABILIZED WITH VEGATATION

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

LEGEND

- PROPOSED CONTOUR
- EXISTING CONTOUR
- CONCRETE WASHOUT AREA
- STABILIZED CONSTRUCTION ENTRANCE
- TEMPORARY DEWATERING DITCH*
- DITCH FLOW
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL SEEDING
  EROSION CONTROL BLANKET
  HEAVY-DUTY EROSION CONTROL BLANKET
  (AS INDICATED)
- TEMPORARY DITCH CHECK
- TURBIDITY CURTAIN
- INLET AND PIPE PROTECTION
- TEMPORARY BYPASS PUMP PIPE*
- CLASS A4 RIPRAP
- SEDIMENT CONTAINMENT FILTER BAG*

*ITEMS TO BE INCIDENTAL TO DEWATERING

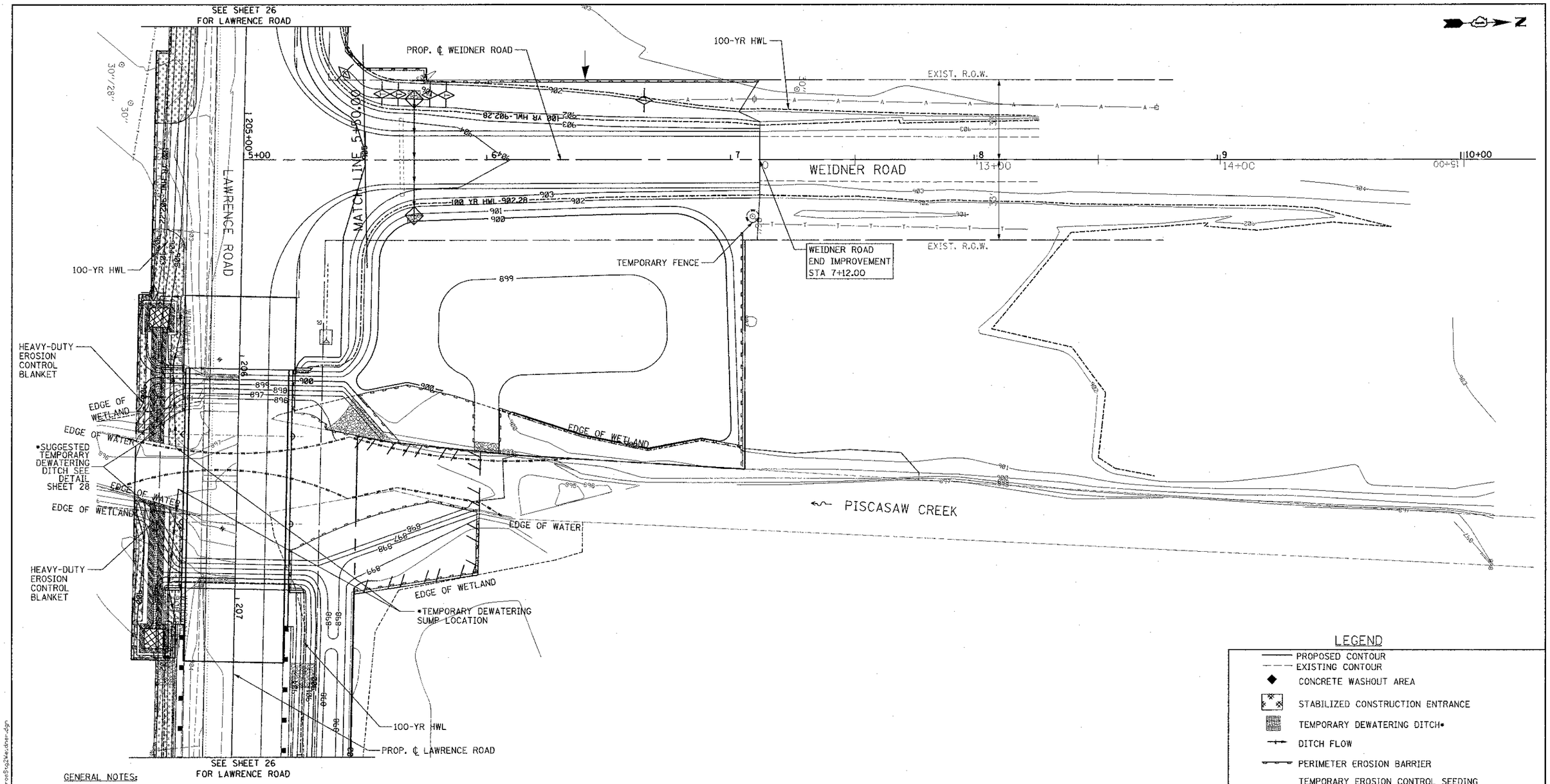
FILE NAME = W:\795-812 Lawrence Phase II\ROD SHEETS\795-812-shtroadstglawrence.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gellwanger	DESIGNED - GJE	REVISED -	MCHENRY COUNTY DIVISION OF TRANSPORTATION
		DRAWN - GJE	REVISED -	
	PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -	
	PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -	

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
EROSION AND SEDIMENT CONTROL – STAGE 2

SCALE: 1"=20' | SHEET NO. 26 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	26
		CONTRACT NO. 63694		
		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 MLCSWCD MUST BE IN AGREEMENT WITH OVERALL EXACT METHOD OF DIVERSION/ISOLATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

2. THE SUGGESTED SITE DEWATERING SHALL ONLY OCCUR 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 MLCSWCD.

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.

7. 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. SEE DETAIL SHEET 30.

NOTE: TEMPORARY DITCH CHECKS SHALL BE CONSTRUCTED OF EITHER ROLLED EXCELSIOR OR APPROVED EQUAL, OR AGGREGATE PLACED ON FILTER FABRIC.

LEGEND

- PROPOSED CONTOUR
- EXISTING CONTOUR
- CONCRETE WASHOUT AREA
- STABILIZED CONSTRUCTION ENTRANCE
- TEMPORARY DEWATERING DITCH•
- DITCH FLOW
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL SEEDING
  EROSION CONTROL BLANKET
  HEAVY-DUTY EROSION CONTROL BLANKET
  (AS INDICATED)
- TEMPORARY DITCH CHECK
- TURBIDITY CURTAIN
- INLET AND PIPE PROTECTION
- TEMPORARY BYPASS PUMP PIPE•
- CLASS A4 RIPRAP
- SEDIMENT CONTAINMENT FILTER BAG•

•ITEMS TO BE INCIDENTAL TO DEWATERING

FILE NAME = w:\795-812 Lawrence Phase II\CADD SHEETS\795-812-shtreros5sq2Weidner.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

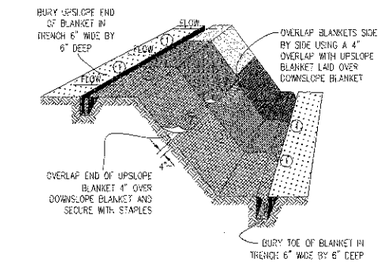
USER NAME = gollwanger	DESIGNED - GJE	REVISED -	
	DRAWN - GJE	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -	
PLOT DATE = 9/16/2012	DATE - 08/17/12	REVISED -	

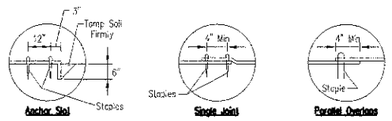
MCHENRY COUNTY
DIVISION OF TRANSPORTATION

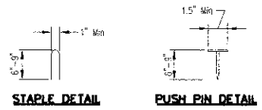
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
WEIDNER ROAD EROSION AND SEDIMENT CONTROL – STAGE 2

SCALE: 1"=20' | SHEET NO. 27 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	27
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			





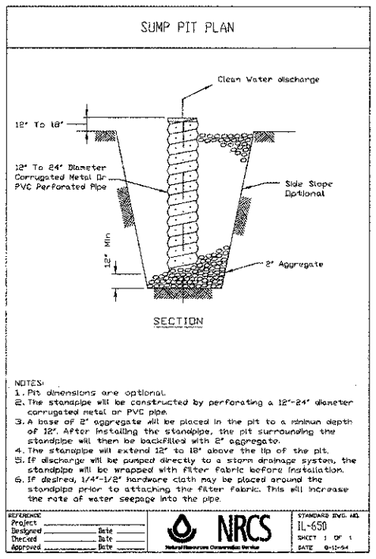


NOTES:

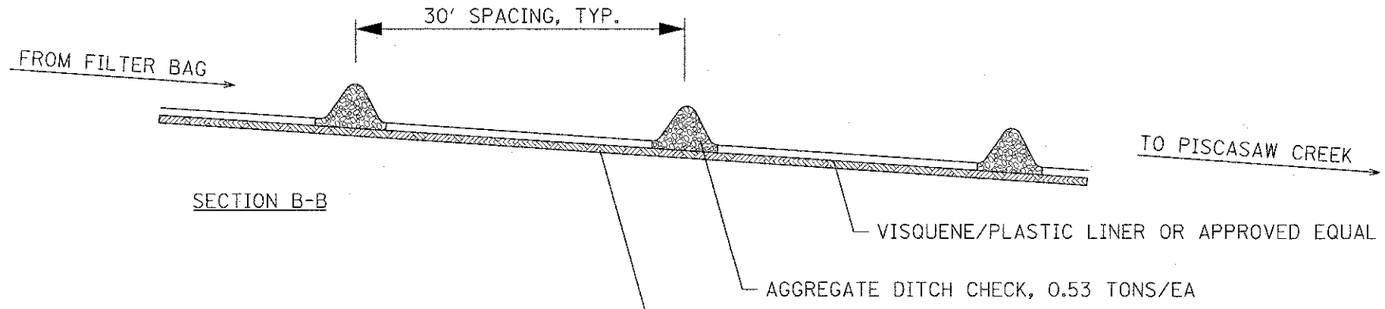
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stitched blankets. Non-stitched shall use 4 staples per s.y. of mater-al. This equates to 200 staples with stitched blanket and 400 staples with non-stitched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected 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

TEMPORARY DEWATERING SUMP DETAIL



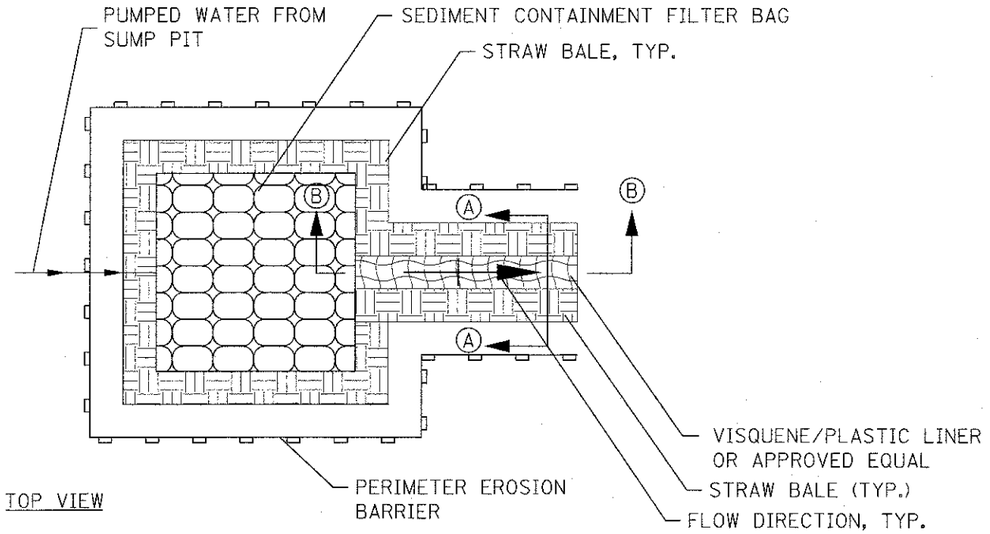
TEMPORARY DEWATERING DITCH DETAIL



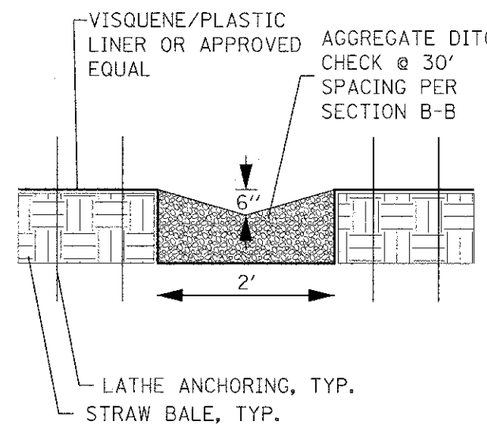
SECTION B-B

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.



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 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 = N:\755-012 Lawrence Phase II\CADD SHEETS\755-012-sht-Details EC 1.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gellwanger	DESIGNED - GJE	REVISED -	
	DRAWN - GJE	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -	
PLOT DATE = 8/16/2012	DATE - 08/17/12	REVISED -	

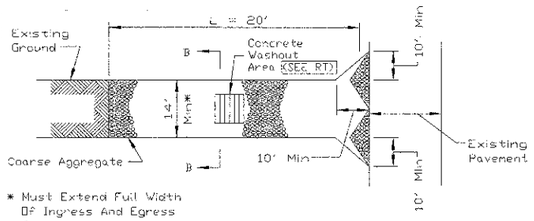
MCHENRY COUNTY DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK EROSION AND SEDIMENT CONTROL DETAILS

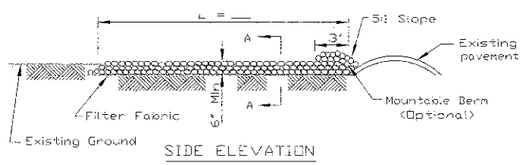
SCALE: N.T.S. | SHEET NO. 28 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	28
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW



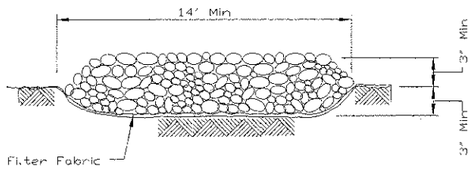
SIDE ELEVATION

NOTES:

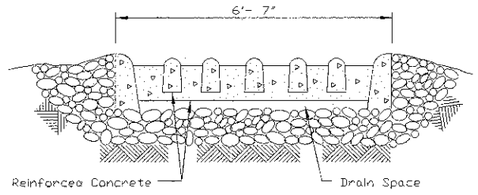
1. Filter fabric shall meet the requirements of material specifications established in Article 1080.03 of the Standard Specifications and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, 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		STANDARD DWG. NO.
Project		IL-630
Designed ____ Date ____	NRCS Natural Resources Conservation Service	SHEET 1 OF 2
Checked ____ Date ____		DATE 6-18-94
Approved ____ Date ____		

STABILIZED CONSTRUCTION ENTRANCE PLAN

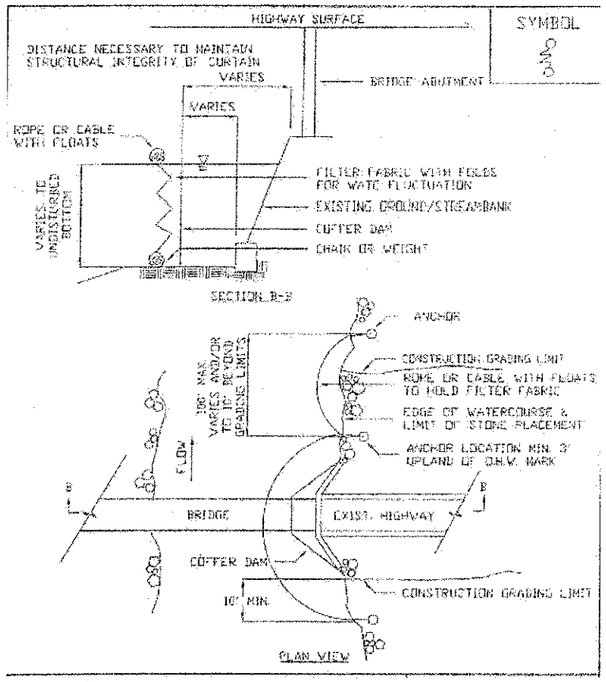


SECTION A-A



SECTION B-B

REFERENCE		STANDARD DWG. NO.
Project		IL-630
Designed ____ Date ____	NRCS Natural Resources Conservation Service	SHEET 2 OF 2
Checked ____ Date ____		DATE 6-18-94
Approved ____ Date ____		



TURBIDITY CURTAIN DETAIL

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 CONSTRUCTION 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.

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

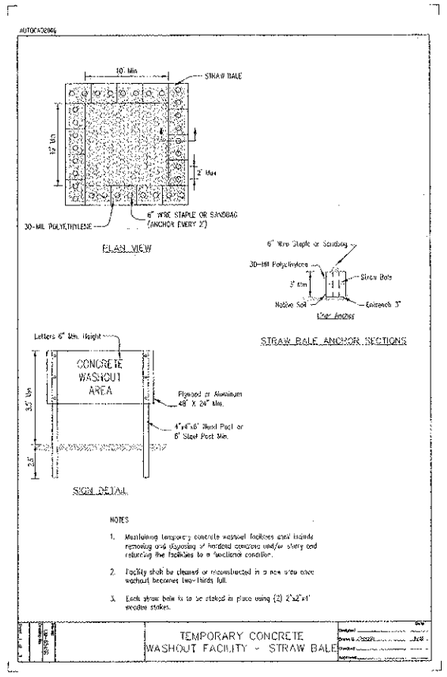
FILE NAME = w:\755-612 Lawrence Phase II\1400 SHEETS\755-612-ero-Details.E1.2.dgn

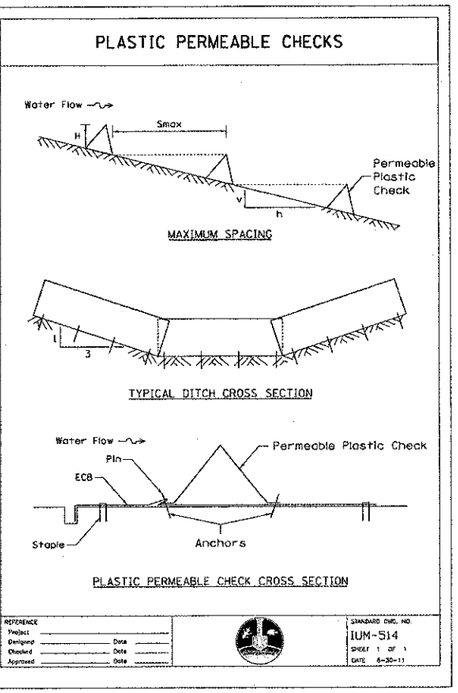
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gellwanger	DESIGNED - GJE	REVISED -	MCHENRY COUNTY DIVISION OF TRANSPORTATION
		DRAWN - GJE	REVISED -	
	PLOT SCALE = 1.0000 ' / in.	CHECKED - CF	REVISED -	
	PLOT DATE = 8/18/2012	DATE - 08/17/12	REVISED -	

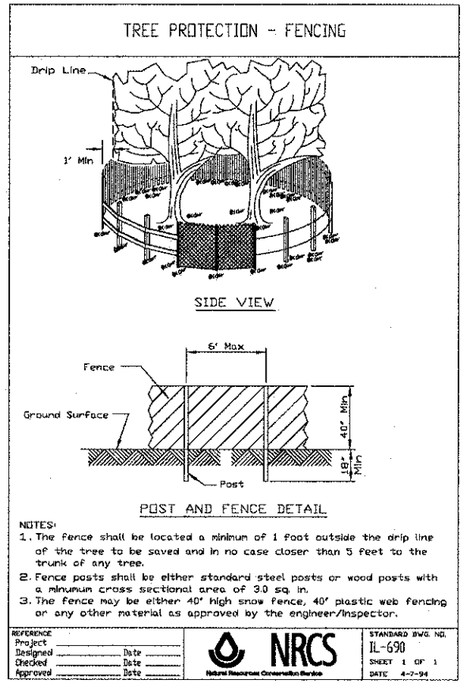
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
EROSION AND SEDIMENT CONTROL DETAILS

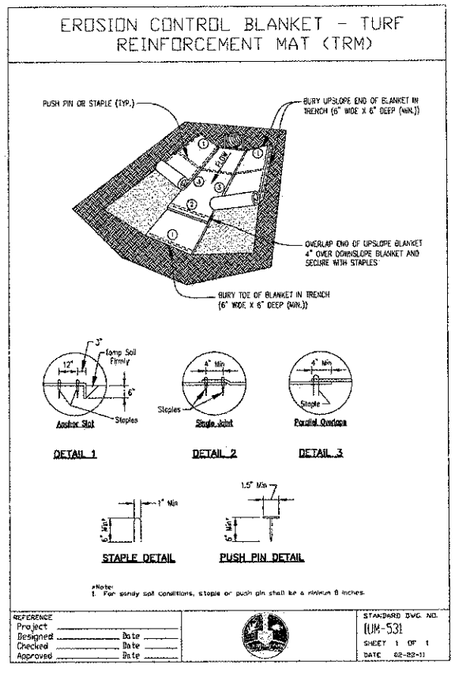
SCALE: N.T.S. | SHEET NO. 29 OF 87 SHEETS | STA. | TO STA.

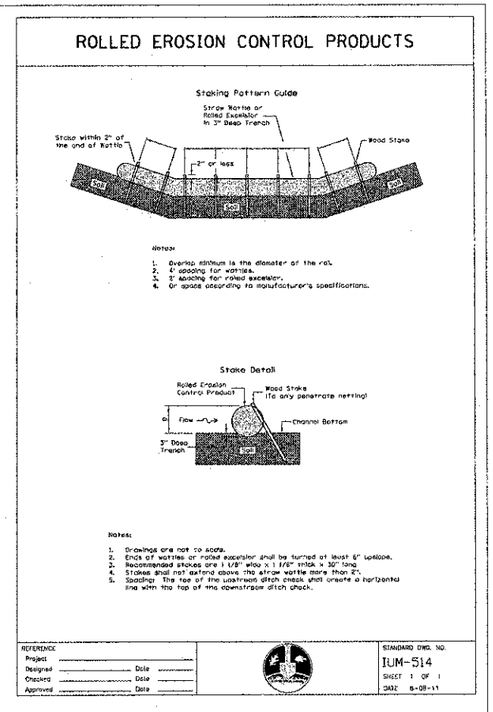
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	29
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

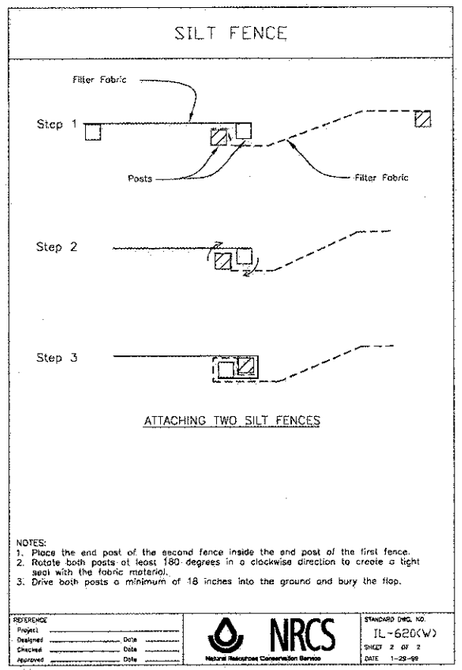

10' Min
STRAW BALE
18" Min
4"
2' Max
6" WIRE STAPLE OR SANDBAG (ANCHOR EVERY 2')
30-MIL POLYETHYLENE
PLAN VIEW
6" Wire Staple or Sandbag
30-MIL Polyethylene
3" Min
Straw Bale
Native Soil
Embed 3"
Use Anchor
STRAW BALE ANCHOR SECTIONS
Letters 6" Min. Height
CONCRETE WASHOUT AREA
Plywood or Aluminum 48" X 24" Min.
4"x4"x6' Wood Post or 6' Steel Post Min.
3.5' Min
2.5'
SIGN DETAIL
NOTES
1. Maintaining temporary concrete washout facilities and installing, removing and disposing of hardened concrete waste/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x1' wooden stakes.
TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE

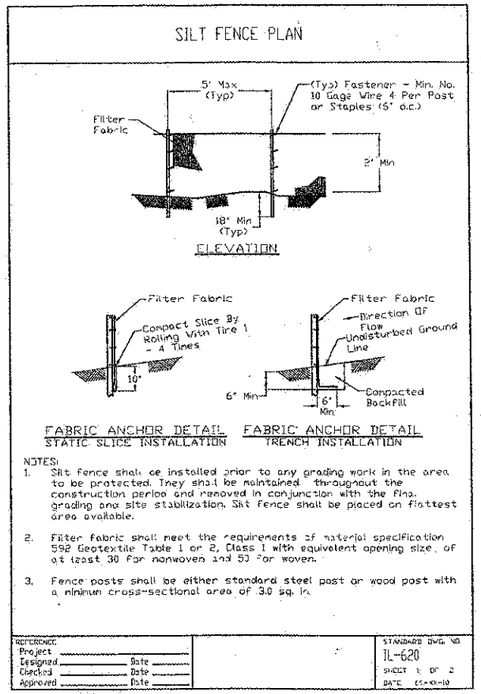

PLASTIC PERMEABLE CHECKS
Water Flow
Smax
H
V
h
Permeable Plastic Check
MAXIMUM SPACING
TYPICAL DITCH CROSS SECTION
Water Flow
Pin
Permeable Plastic Check
ECB
Staple
Anchors
PLASTIC PERMEABLE CHECK CROSS SECTION
REFERENCE
Project
Designed Date
Checked Date
Approved Date
STANDARD DWG. NO.
IUM-514
SHEET 1 OF 1
DATE 8-30-11


TREE PROTECTION - FENCING
Drip Line
1' Min
SIDE VIEW
6' Max
Fence
Ground Surface
40" Min
18" Min
Post
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
Project
Designed Date
Checked Date
Approved Date
NRCS
Natural Resources Conservation Service
STANDARD DWG. NO.
IL-690
SHEET 1 OF 1
DATE 4-7-94


EROSION CONTROL BLANKET - TURF REINFORCEMENT MAT (TRM)
PUSH PIN OR STAPLE (TYP.)
BURY UPSLOPE END OF BLANKET IN TRENCH (6" WIDE X 6" DEEP (MIN.))
OVERLAP END OF UPSLOPE BLANKET 4" OVER DOWNSLOPE BLANKET AND SECURE WITH STAPLES
BURY TOE OF BLANKET IN TRENCH (6" WIDE X 6" DEEP (MIN.))
3"
Tamp Soil Firmly
12"
6"
Anchor Slot
Staples
4" Min
Staples
Single Joint
Single
Parallel Overlaps
DETAIL 1
DETAIL 2
DETAIL 3
1" Min
6" Min
STAPLE DETAIL
1.5" Min
6" Min
PUSH PIN DETAIL
*Note:
1. For sandy soil conditions, staple or push pin shall be a minimum 8 inches.
REFERENCE
Project
Designed Date
Checked Date
Approved Date
STANDARD DWG. NO.
IUM-531
SHEET 1 OF 1
DATE 02-02-11


ROLLED EROSION CONTROL PRODUCTS
Staking Pattern Guide
Straw Wattle or Rolled Excelsior in 3" Deep Trench
Stake within 2" of the end of Wattle
Wood Stake
2" or less
Stake Detail
Rolled Erosion Control Product
Wood Stake (To only penetrate netting)
Flow
Channel Bottom
3" Deep Trench
Notes:
1. Overlap minimum is the diameter of the roll.
2. 4' spacing for wattles.
3. 3' spacing for rolled excelsior.
4. Or space according to manufacturer's specifications.
Notes:
1. Drawings are not to scale.
2. Ends of wattles or rolled excelsior shall be turned at least 6" upslope.
3. Recommended stakes are 1 1/8" wide x 1 1/8" wide x 30" long.
4. Stakes shall not extend above the straw wattle more than 2".
5. Spacing: The top of the upstream ditch check shall create a horizontal line with the top of the downstream ditch check.
REFERENCE
Project
Designed Date
Checked Date
Approved Date
STANDARD DWG. NO.
IUM-514
SHEET 1 OF 1
DATE 8-08-11


SILT FENCE
Filter Fabric
Step 1
Posts
Filter Fabric
Step 2
Step 3
ATTACHING TWO SILT FENCES
NOTES:
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Drive both posts a minimum of 18 inches into the ground and bury the flap.
REFERENCE
Project
Designed Date
Checked Date
Approved Date
NRCS
Natural Resources Conservation Service
STANDARD DWG. NO.
IL-620(W)
SHEET 2 OF 2
DATE 1-29-99


SILT FENCE PLAN
Filter Fabric
5' Max (Typ)
(Typ) Fastener - Min. No. 10 Gage Wire 4 Per Post or Staples (5" o.c)
2' Min
18" Min (Typ)
ELEVATION
Filter Fabric
Compact Slice By Rolling With Tire 1 - 4 Times
10"
FABRIC ANCHOR DETAIL STATIC SLICE INSTALLATION
Filter Fabric
Direction Of Flow
Undisturbed Ground Line
6" Min
6" Min
Compacted Backfill
FABRIC ANCHOR DETAIL TRENCH INSTALLATION
NOTES:
1. Silt fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization. Silt fence shall be placed on flattest area available.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class 1 with equivalent opening size, of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.
REFERENCE
Project
Designed Date
Checked Date
Approved Date
STANDARD DWG. NO.
IL-620
SHEET 1 OF 2
DATE 02-02-10

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
28	08-00355-00-BR	MCHENRY	2	1
	ILLINOIS	CONTRACT NO. TBD		

INDEX OF SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

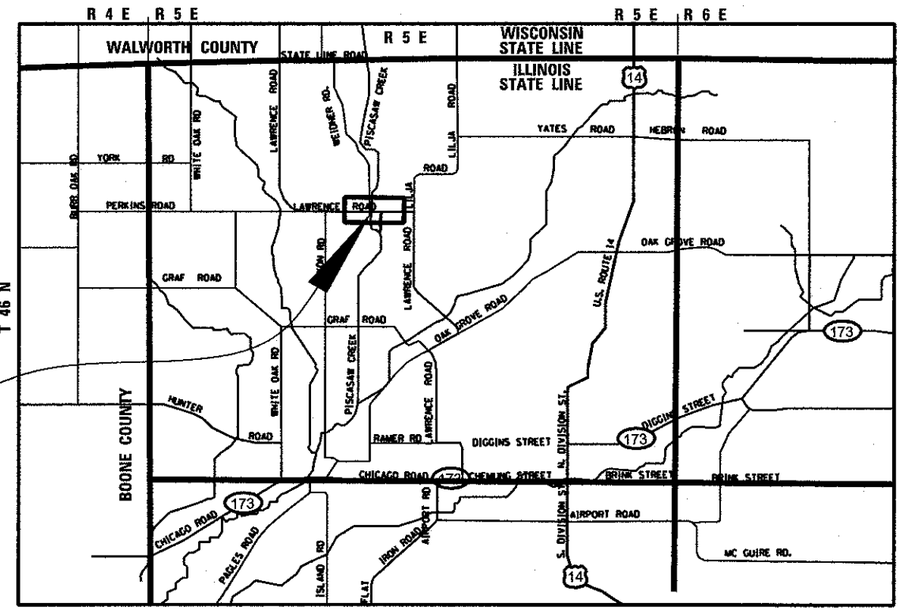
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.S ROUTE 28 (LAWRENCE ROAD)
OVER PISCASAW CREEK
SECTION 08-00355-01-BR
PROJECT BRS-0111(049)
JOB R-55-001-97
BRIDGE REPLACEMENT
McHENRY COUNTY

BEGIN IMPROVEMENT
AT STA. 202+00.00
END IMPROVEMENT
AT STA. 212+00.00
EXIST SN 056-3010
PROP SN 056-3184

PROJECT LOCATED IN CHEMUNG TOWNSHIP

PROJECT LOCATION
LAWRENCE RD. BRIDGE REPLACEMENT

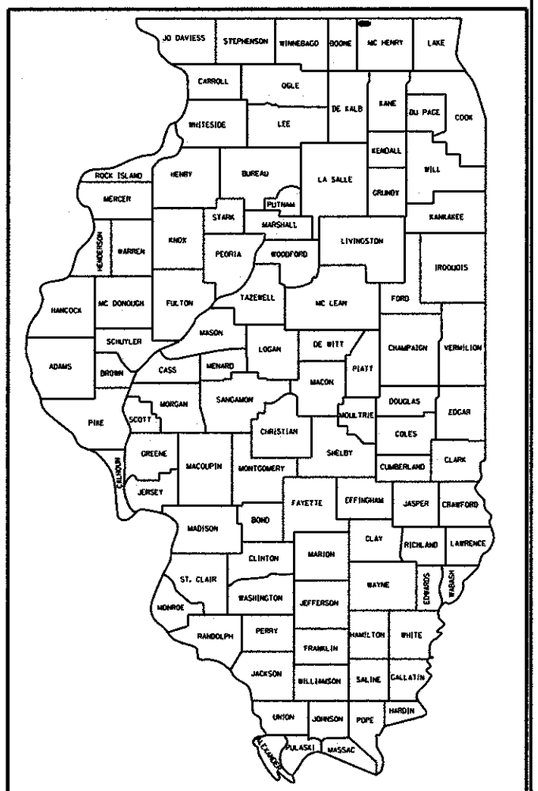


LOCATION MAP

MAP SCALE: NTS
CHEMUNG TOWNSHIP

LAWRENCE ROAD GROSS AND NET LENGTH = 1,200 FT. = 0.028 MILES

PART OF SECTION 16, T46 N, R 5 E, OF THE 3RD P.M.- McHENRY COUNTY, ILLINOIS



LOCATION OF SECTION INDICATED THUS:-

ORIGINAL 6-8-11 REVISION	
DATE	DESCRIPTION
6-22-11	C'NTY REV.
7-13-11	C'NTY REV.

DATE	DESCRIPTION
9-12-11	IDOT REV.
11-09-11	ROW REV.
12-12-11	IDOT REV.
01-19-12	IDOT REV.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED _____ 20 _____

_____
COUNTY OF MCHENRY, COUNTY ENGINEER

PASSED _____ 20 _____

_____
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW _____ 20 _____

_____
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

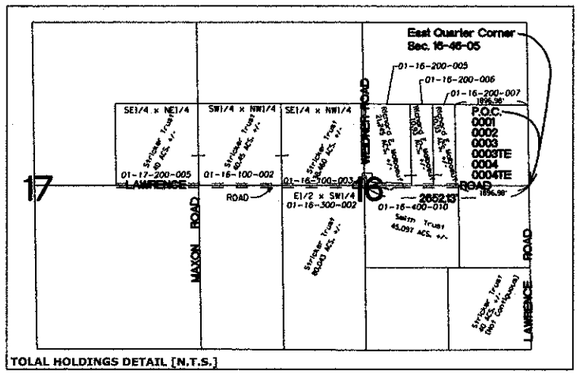
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION
FOR EXCAVATION
1-800-892-0123 OR 811

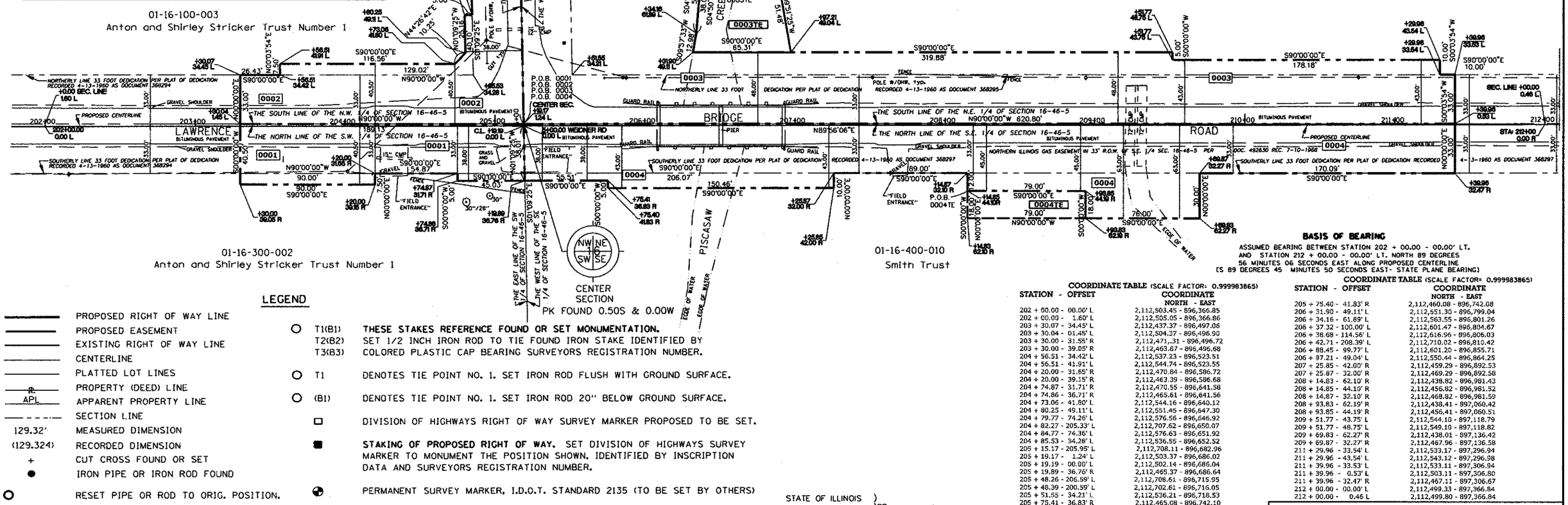
CONTRACT NO. TBD

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 * ALGONQUIN * LAKE GENEVA * SOUTH BEND * INDIANAPOLIS

PART OF THE SOUTH HALF OF THE N.W. 1/4 & N.E. 1/4 OF SECTION 16, T46 N, R5 E, OF THE 3RD P.M. McHENRY COUNTY, ILLINOIS
PART OF THE NORTH HALF OF THE S.W. 1/4 & S.E. 1/4 OF SECTION 16, T46 N, R5 E, OF THE 3RD P.M. McHENRY COUNTY, ILLINOIS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
28	08-00355-01-BR	McHENRY	2	2
	ILLINOIS	CONTRACT NO. TBD		





LEGEND

———	PROPOSED RIGHT OF WAY LINE	○ T1(B1)	**THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.**
———	PROPOSED EASEMENT	T2(B2)	SET 1/2 INCH IRON ROD TO TIE FOUND IRON STAKE IDENTIFIED BY
———	EXISTING RIGHT OF WAY LINE	T3(B3)	COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
———	CENTERLINE		
———	PLATTED LOT LINES	○ T1	DENOTES TIE POINT NO. 1. SET IRON ROD FLUSH WITH GROUND SURFACE.
——— PR	PROPERTY (DEED) LINE		
——— APL	APPARENT PROPERTY LINE	○ (B1)	DENOTES TIE POINT NO. 1. SET IRON ROD 20" BELOW GROUND SURFACE.
— - - - —	SECTION LINE	□	DIVISION OF HIGHWAYS RIGHT OF WAY SURVEY MARKER PROPOSED TO BE SET.
129.32'	MEASURED DIMENSION	■	**STAKING OF PROPOSED RIGHT OF WAY.** SET DIVISION OF HIGHWAYS SURVEY
(129.324)	RECORDED DIMENSION		MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION
+	CUT CROSS FOUND OR SET		DATA AND SURVEYORS REGISTRATION NUMBER.
●	IRON PIPE OR IRON ROD FOUND		
○	RESET PIPE OR ROD TO ORIG. POSITION.	⊕	PERMANENT SURVEY MARKER. I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)

PK FOUND 0.50S & 0.00W

BASIS OF BEARING

ASSUMED BEARING BETWEEN STATION 202 + 00.00 - 00.00' LT. AND STATION 212 + 00.00 - 00.00' LT. NORTH 89 DEGREES 56 MINUTES 06 SECONDS EAST ALONG PROPOSED CENTERLINE (S 89 DEGREES 45 MINUTES 50 SECONDS EAST- STATE PLANE BEARING)

COORDINATE TABLE (SCALE FACTOR= 0.999983865)

STATION - OFFSET	COORDINATE NORTH - EAST
202 + 00.00 - 00.00' L	2,112,503.45 - 896,366.85
202 + 00.00 - 1.60' L	2,112,505.05 - 896,366.86
203 + 30.07 - 34.45' L	2,112,437.37 - 896,497.06
203 + 30.04 - 01.45' L	2,112,504.37 - 896,496.90
203 + 30.00 - 31.55' R	2,112,471,.31 - 896,496.72
203 + 30.00 - 39.05' R	2,112,463.87 - 896,496.68
204 + 56.51 - 34.42' L	2,112,537.23 - 896,523.51
204 + 56.51 - 41.91' L	2,112,544.74 - 896,523.55
204 + 20.00 - 31.65' R	2,112,470.84 - 896,586.72
204 + 20.00 - 39.15' R	2,112,463.39 - 896,586.68
204 + 74.87 - 31.71' R	2,112,470.55 - 896,641.58
204 + 74.86 - 36.71' R	2,112,465.61 - 896,641.56
204 + 73.06 - 41.80' L	2,112,544.16 - 896,640.12
204 + 80.25 - 49.11' L	2,112,551.45 - 896,647.30
204 + 79.77 - 74.26' L	2,112,576.56 - 896,646.92
204 + 82.27 - 205.33' L	2,112,707.62 - 896,650.07
204 + 84.77 - 74.36' L	2,112,576.63 - 896,651.92
204 + 85.53 - 34.28' L	2,112,536.55 - 896,652.52
205 + 15.17 - 205.95' L	2,112,708.11 - 896,682.96
205 + 19.17 - 1.24' L	2,112,503.37 - 896,686.02
205 + 19.19 - 00.00' L	2,112,502.14 - 896,686.04
205 + 19.89 - 36.76' R	2,112,465.37 - 896,686.64
205 + 48.26 - 206.59' L	2,112,708.61 - 896,715.95
205 + 48.39 - 200.59' L	2,112,702.61 - 896,716.05
205 + 51.55 - 34.21' L	2,112,536.21 - 896,718.53
205 + 75.41 - 36.83' R	2,112,465.08 - 896,742.10

COORDINATE TABLE (SCALE FACTOR= 0.999983865)

STATION - OFFSET	COORDINATE NORTH - EAST
205 + 75.40 - 41.83' R	2,112,460.08 - 896,742.08
206 + 31.90 - 49.11' L	2,112,551.30 - 896,799.04
206 + 34.16 - 61.89' L	2,112,563.55 - 896,801.26
206 + 37.32 - 100.00' L	2,112,601.47 - 896,804.67
206 + 38.68 - 114.56' L	2,112,616.96 - 896,806.03
206 + 42.71 - 208.39' L	2,112,710.02 - 896,810.42
206 + 88.45 - 99.77' L	2,112,601.20 - 896,855.71
206 + 97.21 - 49.04' L	2,112,550.44 - 896,864.25
207 + 25.85 - 42.00' R	2,112,459.29 - 896,892.53
207 + 25.87 - 32.00' R	2,112,469.29 - 896,892.58
208 + 14.83 - 62.10' R	2,112,438.82 - 896,981.43
208 + 14.85 - 44.10' R	2,112,456.82 - 896,981.52
208 + 14.87 - 32.10' R	2,112,468.82 - 896,981.59
208 + 93.83 - 62.19' R	2,112,438.41 - 897,060.42
208 + 93.85 - 44.19' R	2,112,456.41 - 897,060.51
209 + 51.77 - 43.75' L	2,112,544.10 - 897,118.79
209 + 51.77 - 48.75' L	2,112,549.10 - 897,118.82
209 + 69.83 - 62.27' R	2,112,438.01 - 897,136.42
209 + 69.87 - 32.27' R	2,112,467.96 - 897,136.58
211 + 29.96 - 33.54' L	2,112,533.17 - 897,296.94
211 + 29.96 - 43.54' L	2,112,543.12 - 897,296.98
211 + 39.96 - 33.53' L	2,112,533.11 - 897,306.94
211 + 39.96 - 0.53' L	2,112,503.11 - 897,306.80
211 + 39.96 - 32.47' R	2,112,467.11 - 897,306.67
212 + 00.00 - 00.00' L	2,112,498.33 - 897,366.84
212 + 00.00 - 0.46 L	2,112,499.80 - 897,366.84

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
0001	Anton and Shirley Stricker Trust Number 1	80.043	0.164	0.143	79.879			01-16-300-002
0002	Anton and Shirley Stricker Trust Number 1	118.910	0.290	0.273	118.620			01-16-100-003 01-16-100-002 01-17-200-005
0003 0003TE	Richard E. Malboeuf	43.105	1.103	0.601	42.002	0.067	GRADING TEMPOARY EASE.	01-16-200-005 01-16-200-006 01-16-200-007
0004 0004TE	Thomas Smith Donald R. Smith (Trustee) Susan R. Smith (Trustee)	45.097	0.586	0.470	44.511	0.033	GRADING TEMPOARY EASE.	01-16-400-010

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-001129, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 16, TOWNSHIP 46 NORTH, RANGE 5 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 PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT ITASCA, ILLINOIS THIS _____ DAY OF _____, 2011.

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

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
6-22-11	C'NTY REV.
7-5-11	C'NTY REV.
9-12-11	IDOT REV.
11-09-11	ROW REV.
12-12-11	IDOT REV.
01-19-12	MCDOT REV.

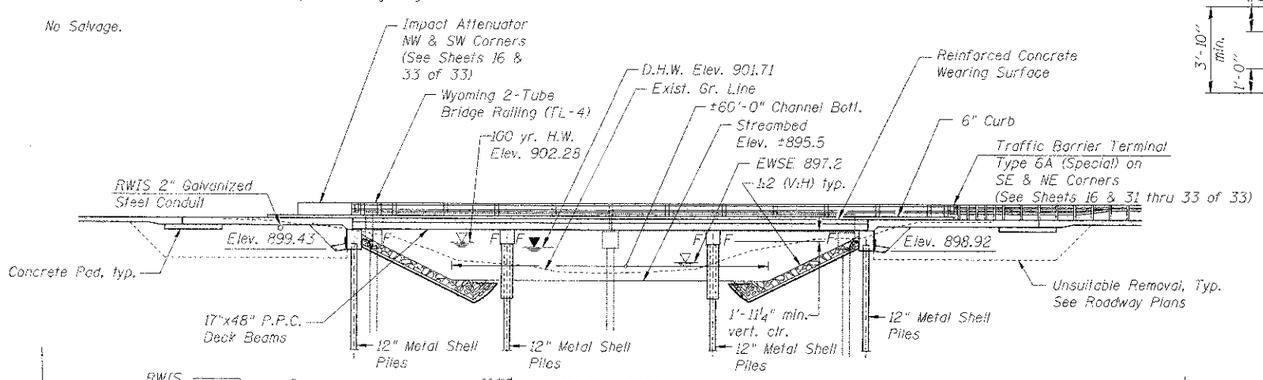
ILLINOIS DEPT. OF TRANSPORTATION
RIGHT OF WAY PLAT

ROUTE- F.A. ROUTE 28 (LAWRENCE ROAD) OVER PISCASAW CREEK BRIDGE REPLACEMENT
SECTION 08-00355-01-BR
COUNTY MC HENRY
JOB R-55-001-97 PROJECT BRS-0111(049)
SEC 16 T 46 , R 5 OF 3RD P.M.
STA 202+00 TO STA 212+00
DRAWN TMS CHECKED JDB
SCALE: 1: 30'

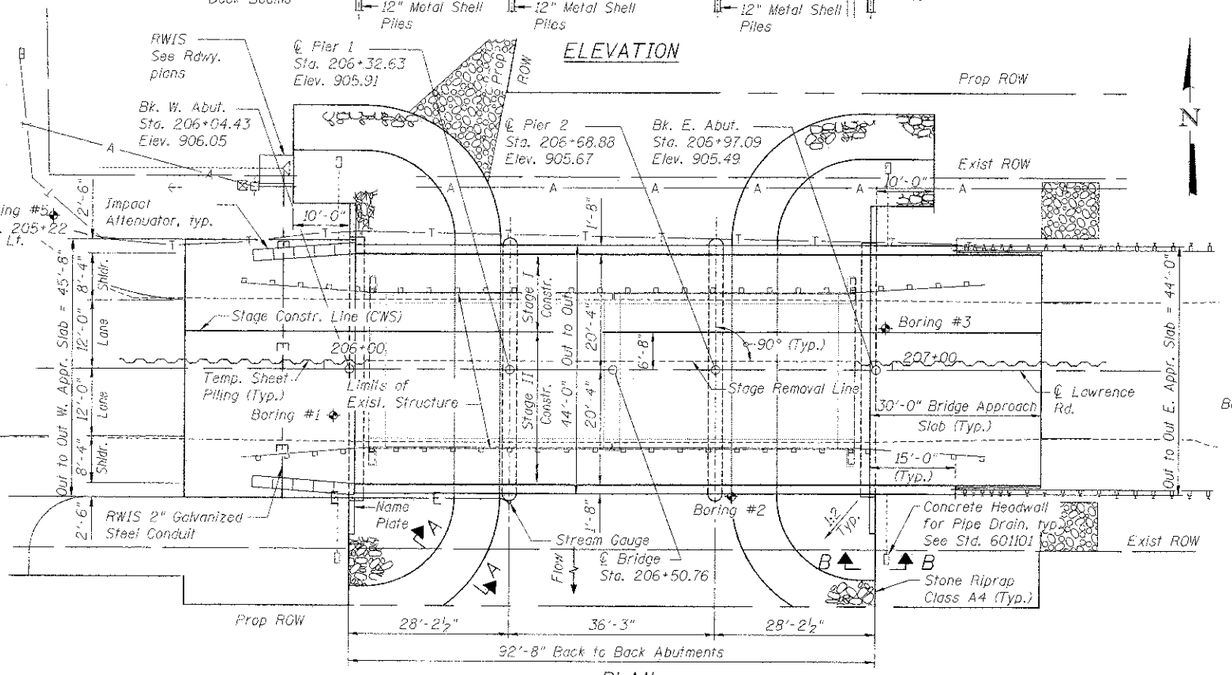
Bench Mark: Railroad spike in southeast face of power pole at northwest corner of Weidner and Lawrence. Sta. 204+94.33 57.54' Lt. Elevation 903.62.

Existing Structure: S.N. 056-3010 built 1958 as S.A. Rte. 19, Section 48-B. Structure consists of 2-simple span PPC deck beams supported on spill-thru abutments and open concrete pile bent pier. 85'-5" back-to-back abutments. 27'-0" out-to-out deck. Structure to be removed and replaced using stage construction.

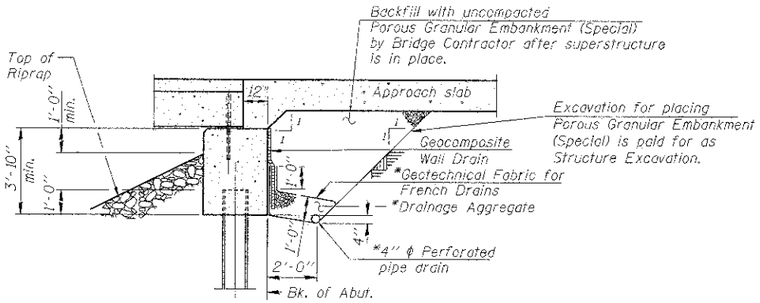
No Salvage.



ELEVATION



PLAN



SECTION THRU ABUTMENT

*Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except on 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.)

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications with 2010 Interims

DESIGN STRESSES

FIELD UNITS

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

PRECAST PRESTRESSED UNITS

f'c = 6,000 psi
f'ci = 5,000 psi
fpu = 270,000 psi (½ ϕ Low Lax. Strands)
fpbt = 201,960 psi (½ ϕ Low Lax. Strands)

SEISMIC DATA

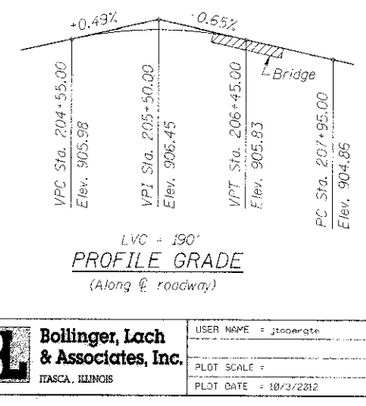
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.09g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.16g
Soil Site Class = D

LOADING HL-93

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

SECTION A-A

SECTION B-B



LVC = 190'

PROFILE GRADE

(Along ℄ roadway)

WATERWAY INFORMATION

Drainage Area = 28.3 sq.mi.

Existing Low Chord Elevation = 902.80 ft @ Sta. 206+50.76
Proposed Low Chord Elevation = 902.80 ft @ Sta. 206+50.76

Flood	Frequency Year	Discharge (cfs)	Waterway Opening (sq ft) Existing	Waterway Opening (sq ft) Proposed	Natural H.W.E.	Head - (ft.) Exist.	Head - (ft.) Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	1270	181.99	346.25	900.50	1.13	0.94	901.63	901.44
Design	20	1494	188.10	354.05	900.60	1.36	1.11	901.96	901.71
	50	1850	196.13	364.25	900.73	2.23	1.34	902.96	902.07
Base	100	2080	201.23	370.56	900.81	2.15	1.47	902.96	902.28
Overtopping	-	---	---	---	---	---	---	---	---
Max. Calc.	500	2620	212.17	384.06	900.98	1.98	1.82	902.96	902.80

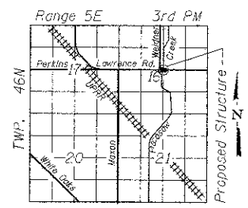
DESIGN SCOUR ELEVATION TABLE (100 yr.)

Design Scour Elevation (ft.)	W. Abut.	Pier 1	Pier 2	E. Abut.
	899.43	893.95	893.95	898.92

PISCASAW CREEK
BUILT 20 BY
McHENRY COUNTY
DIVISION OF TRANSPORTATION
SEC. 08-00355-01-BR
F.A.S. RTE. 28 STATION 206+50.76
STR. NO. 056-3184 LOADING HL-93

NAME PLATE

See Std. 515001
See Sheet 21 of 33
for location on wingwall



LOCATION SKETCH

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

DATE SIGNED: 10-02-12
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 of the style of structure and complies with the requirements of the current AASHTO LRFD Bridge Design Specifications.

GENERAL PLAN & ELEVATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
F.A.S. RTE. 28 SEC. 08-00355-01-BR
McHENRY COUNTY
STATION 206+50.76
STRUCTURE NO. 056-3184

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = jtapergte	DESIGNED JMT	REVISED -	
	CHECKED JJT	REVISED -	
PLOT SCALE =	DRAWN CM	REVISED -	
PLOT DATE = 10/3/2012	CHECKED JJT	REVISED -	

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

SHEET NO. 1 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	33
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

FILE NAME = W:\755-812 Lawrence Rose IN\DOD SHEETS\Structure\056318-1-BR-GEN.dgn

GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Layout of 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 PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure. The contractor shall submit a demolition plan. See Section 501 of the Standard Specifications.

The minimum thickness of the concrete overlay shall be 5", $9\frac{3}{4}$" at the back of curb, and varies as required to adjust for the new profile grade and beam camber.

See Roadway Plans for RWIS details.

The Illinois Department of Transportation is NOT the owner of record for this bridge. Those seeking historic, as-built or other existing documents and plans must contact the owner of record to make arrangements for access to this information.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	520	520
Filter Fabric	Sq. Yd.	-	520	520
Protective Coat	Sq. Yd.	755	18	773
Removal of Existing Structures	Each	-	-	1
Structure Excavation	Cu. Yd.	-	204	204
Concrete Structures	Cu. Yd.	-	108.6	108.6
Concrete Superstructure	Cu. Yd.	156.3	-	156.3
Bridge Deck Grooving	Sq. Yd.	648	-	648
Concrete Encasement	Cu. Yd.	-	21.6	21.6
Precast Prestressed Concrete Deck Beams (17" Depth)	Sq. Ft.	3986	-	3986
Reinforcement Bars, Epoxy Coated	Pound	39,660	12,460	52,120
Bar Splicers	Each	234	120	354
Furnishing Metal Shell Piles 12" x 0.25"	Foot	-	1400	1400
Driving Piles	Foot	-	1400	1400
Test Pile Metal Shells	Each	-	4	4
Name Plates	Each	-	1	1
Geocomposite Wall Drain	Sq. Yd.	-	127	127
Pipe Underdrains for Structures, 4"	Foot	-	145	145
Porous Granular Embankment, Special	Cu. Yd.	-	102	102
Concrete Wearing Surface (Variable Depth)	Cu. Yd.	90	-	90
Steel Railing (Special)	Foot	210	-	210
Temporary Sheet Piling	Sq. Ft.	-	1747	1747

FILE NAME = W:\755-012 Lawrence Phase II\CADD SHEETS\Structural\056-3184-GEN-002.dgn

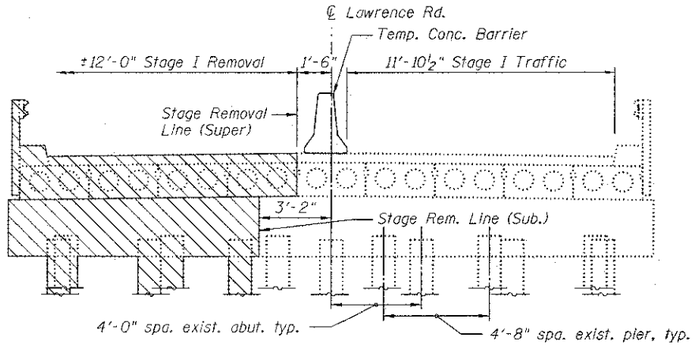
Bollinger, Lach & Associates, Inc.
FASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED JMT	REVISED -
	CHECKED JJI	REVISED -
PLOT SCALE =	DRAWN CM	REVISED -
PLOT DATE = 8/17/2012	CHECKED JJI	REVISED -

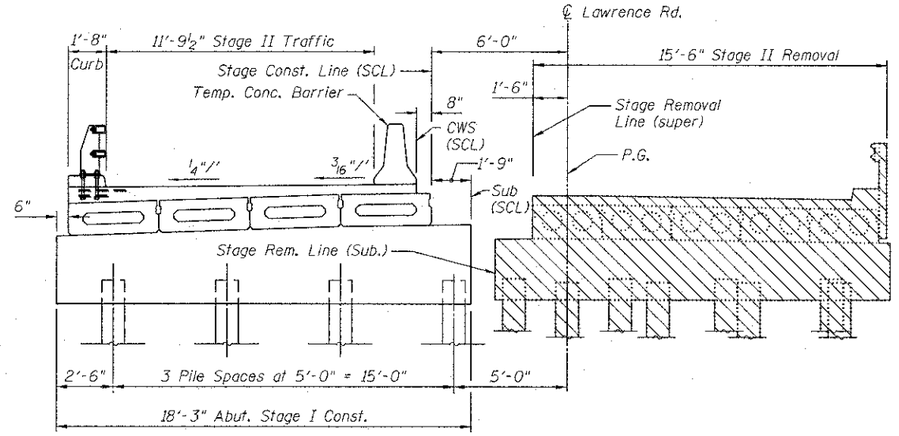
McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

GENERAL DATA
STRUCTURE NO. 056-3184
SHEET NO. 2 OF 33 SHEETS

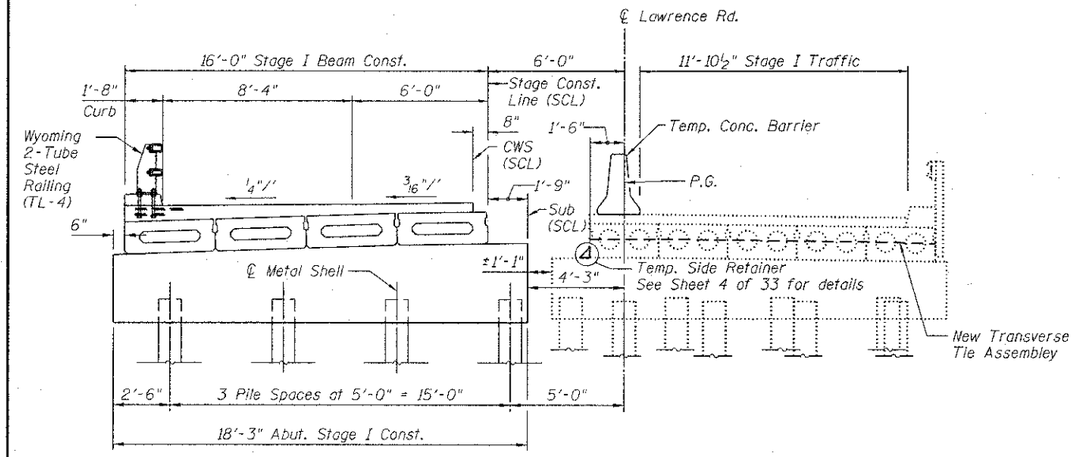
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	34
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			



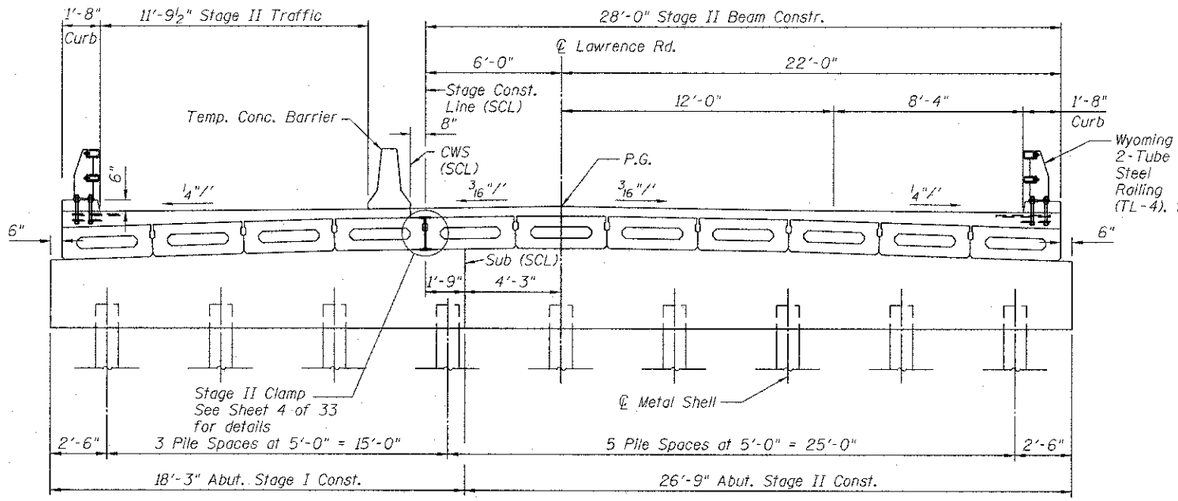
STAGE I REMOVAL
(Looking East)



STAGE II REMOVAL
(Looking East)
(Proposed East Abutment Shown)



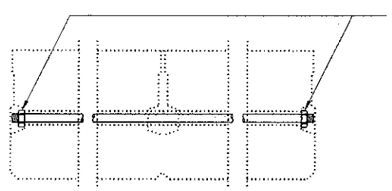
STAGE I CONSTRUCTION
(Looking East)
(Proposed East Abutment Shown)



STAGE II CONSTRUCTION
(Looking East)
(Proposed East Abutment Shown)

LEGEND:

Removal of Existing Structures



2 Nuts for 1" ϕ Rod. 2 - 3½" x 3½" x ½" Plate washers
1-1"ϕ Rod 15'-0" Long. - thread each end 6"
2 req'd

Note:
Remove existing Transverse Tie Assembly during Stage I Removal. Replace with new Transverse Tie Assembly. Cost included with "Removal of Existing Structures".

NEW TRANSVERSE TIE ASSEMBLY FOR EXISTING BEAMS DURING STAGE I CONSTRUCTION

Notes:
Existing piers and abutments shall be removed in stages. Portions of existing substructure not interfering with new construction shall be removed per Standard Specifications.

For Quantities of Temporary Concrete Barrier see Roadway Plans. See Sheet 5 of 33 for Temporary Concrete Barrier Details.

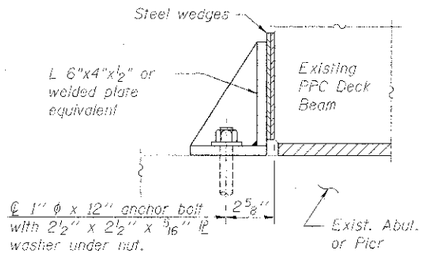
Hatched area indicates removal of existing structures. Removal of Existing Bridge Railing and HMA overlay is included with "Removal of Existing Structures".

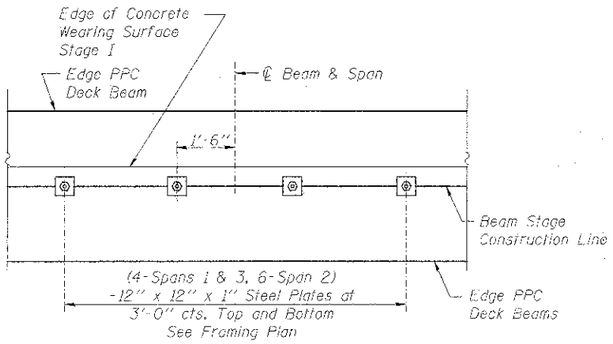
Stage Construction of Proposed Prestressed Concrete beams shall be according to Article 504.06(d) of the Standard Specifications.

FILE NAME = e:\7755-012 lawrence phase ii\cadd sheets\structural\05\63184-000-002.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = genzalo	DESIGNED JMT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK	STAGE CONSTRUCTION DETAILS I STRUCTURE NO. 056-3184 SHEET NO. 3 OF 33 SHEETS
		CHECKED JJI	REVISED -		
	PLOT SCALE =	DRAWN GM	REVISED -		
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -		

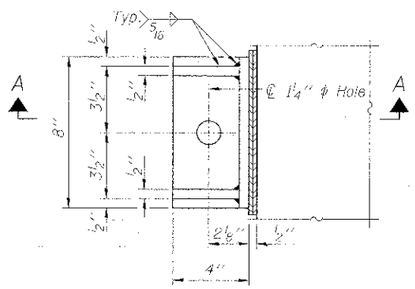
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	35
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		





PLAN

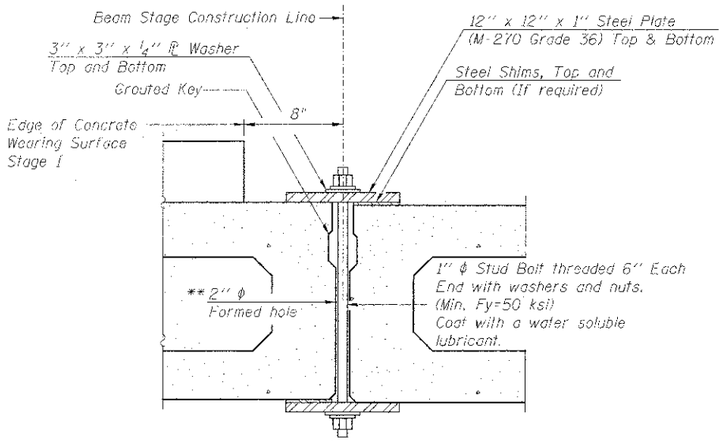
SECTION A-A



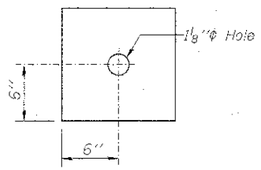
PLAN

TEMPORARY RETAINER ANGLES AT STAGE REMOVAL LINE

(4-Req'd, 1 each end of each existing beam)



SECTION



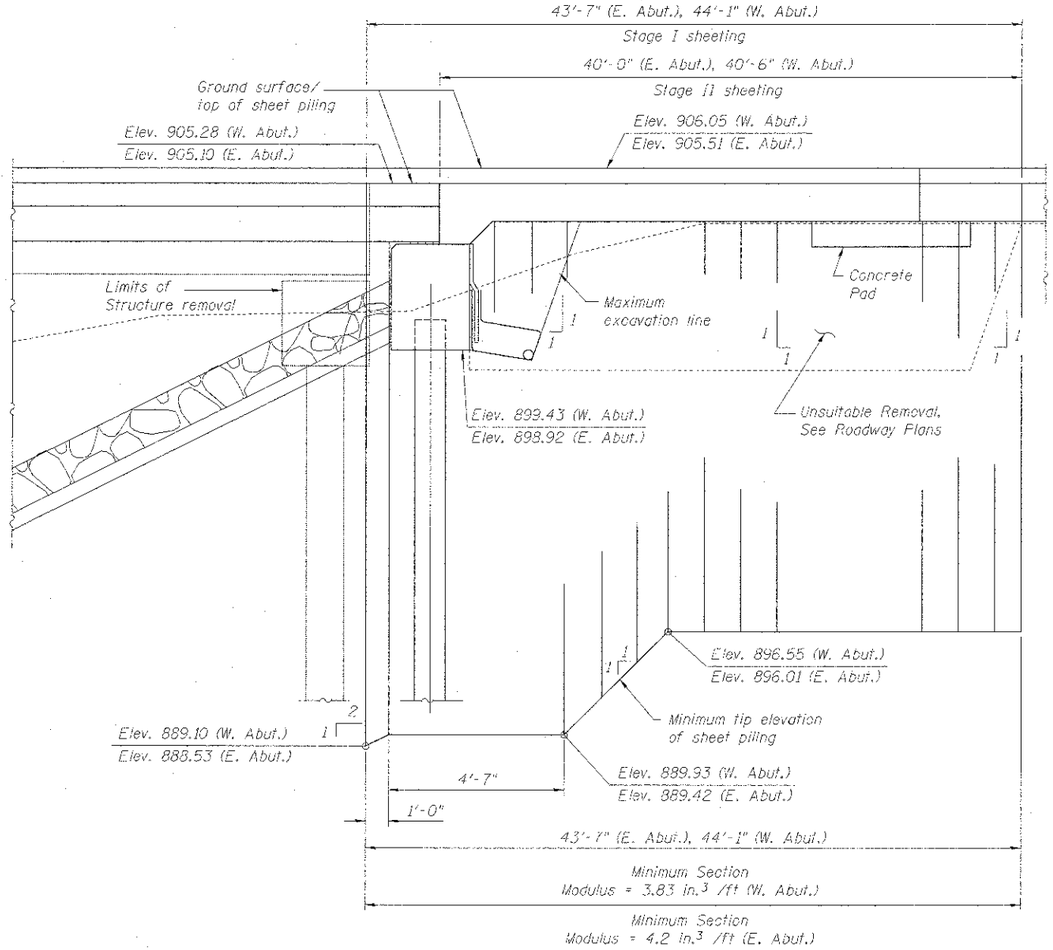
CLAMPING PLATE

SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.

Cost included with Precast Prestressed Concrete Deck Beams (17" Depth).
See Stage Construction Details for traffic lanes.

** Cast semicircular recesses in the sides of each beam adjacent to the stage construction line. These recesses should align to form a hole at the appropriate locations for the clamping device bolts.

Notes:
Cost of temporary retainer, accessories, installation and removal are included with Precast Prestressed Concrete Deck Beams (17" Depth).



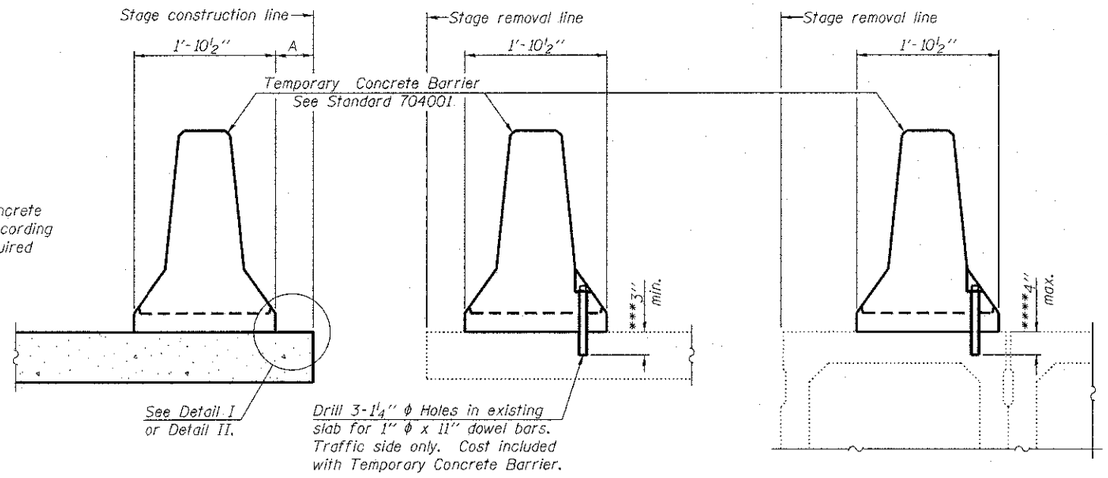
TEMPORARY SHEET PILING

Notes:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = jtoevrgbo	DESIGNED JMT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK	STAGE CONSTRUCTION DETAILS II STRUCTURE NO. 056-3184
		CHECKED JJI	REVISED -		
	PLOT SCALE =	DRAWN GM	REVISED -		SHEET NO. 4 OF 33 SHEETS
	PLOT DATE = 10/3/2012	CHECKED JJI	REVISED -		

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	67	36
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel ℄ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel ℄ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

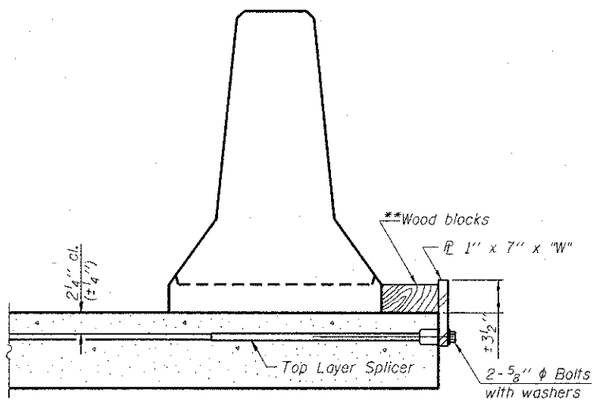
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

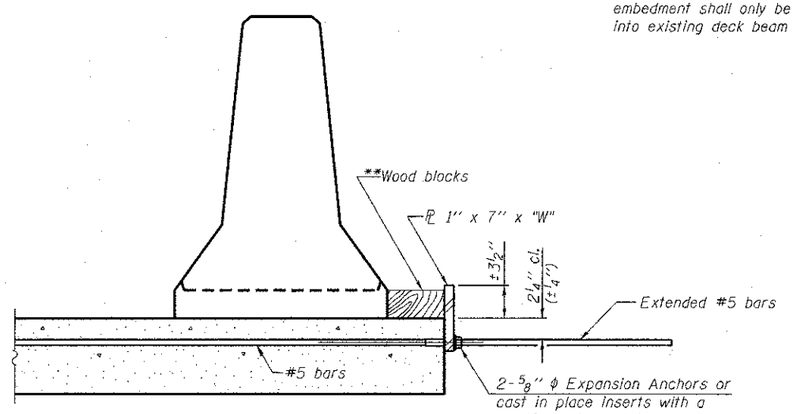
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



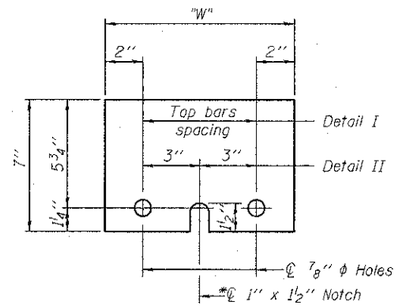
DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER ℄ 1" x 7" x "W"

* Required only with Detail II

R-27

7-1-10

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -
		CHECKED JJI	REVISED -
	PLOT SCALE =	DRAWN GM	REVISED -
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 056-3184
SHEET NO. 5 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	37
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

FILE NAME = w:\755-012 lawrence phase i\cadd sheets\structural\63694184-NOTES-DTLS.dgn

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	-20.33'	905.68	905.68
℄ Brg. W. Abut.	206+06.01	-20.33'	905.68	905.68
A	206+16.01	-20.33'	905.63	905.64
B	206+26.01	-20.33'	905.58	905.59
℄ Pier 1	206+32.63	-20.33'	905.55	905.55
C	206+42.63	-20.33'	905.49	905.50
D	206+52.63	-20.33'	905.42	905.43
E	206+62.63	-20.33'	905.35	905.36
℄ Pier 2	206+68.88	-20.33'	905.31	905.31
F	206+78.88	-20.33'	905.25	905.25
G	206+88.88	-20.33'	905.18	905.18
℄ Brg. E. Abut.	206+95.51	-20.33'	905.14	905.14
Back E. Abut.	206+97.09	-20.33'	905.13	905.13

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	-20.00'	905.69	905.69
℄ Brg. W. Abut.	206+06.01	-20.00'	905.69	905.69
A	206+16.01	-20.00'	905.64	905.65
B	206+26.01	-20.00'	905.59	905.59
℄ Pier 1	206+32.63	-20.00'	905.55	905.55
C	206+42.63	-20.00'	905.49	905.50
D	206+52.63	-20.00'	905.42	905.44
E	206+62.63	-20.00'	905.36	905.37
℄ Pier 2	206+68.88	-20.00'	905.32	905.32
F	206+78.88	-20.00'	905.25	905.26
G	206+88.88	-20.00'	905.19	905.19
℄ Brg. E. Abut.	206+95.51	-20.00'	905.14	905.14
Back E. Abut.	206+97.09	-20.00'	905.13	905.13

BEAM 2

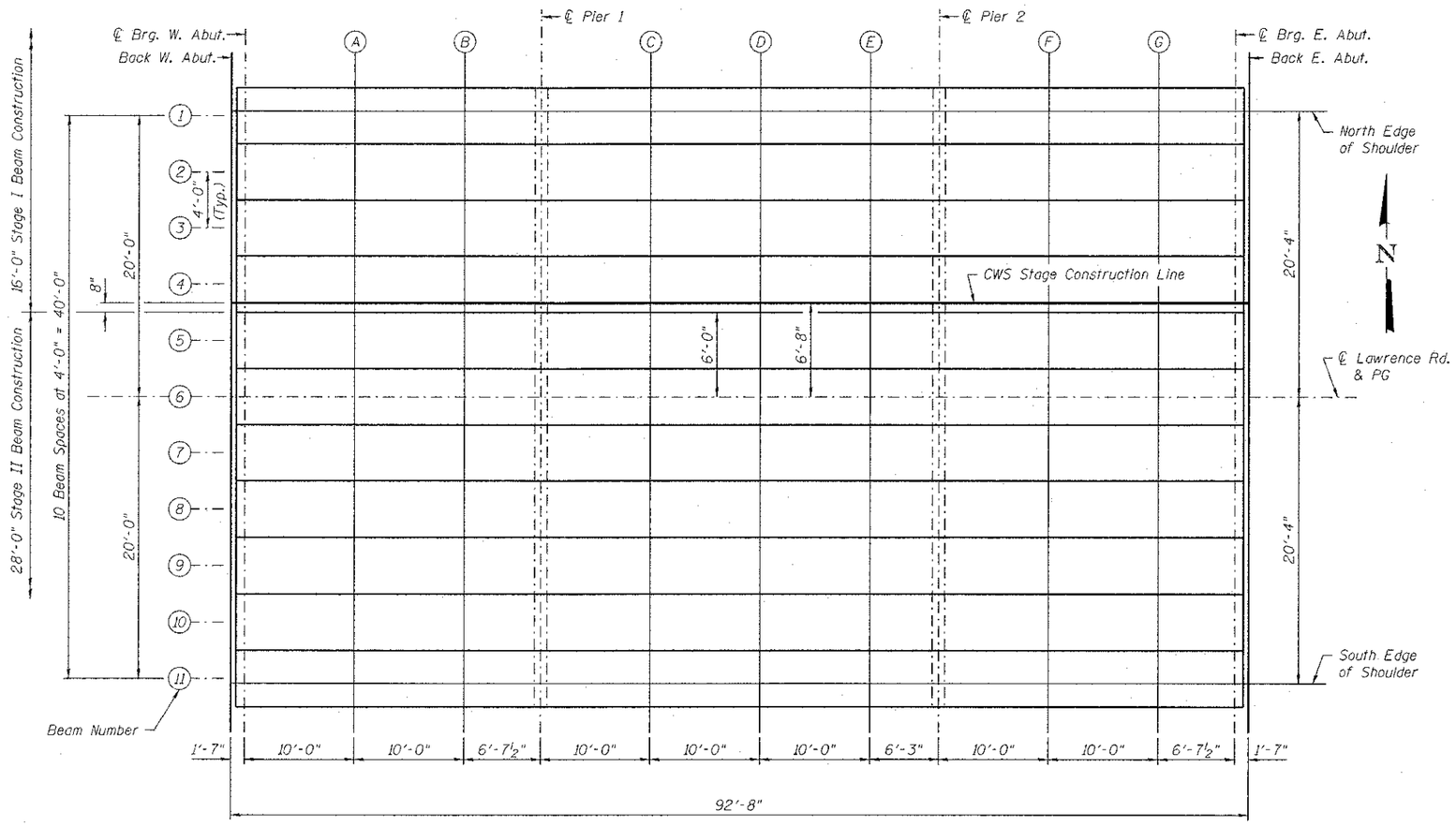
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	-16.00'	905.78	905.78
℄ Brg. W. Abut.	206+06.01	-16.00'	905.77	905.77
A	206+16.01	-16.00'	905.72	905.73
B	206+26.01	-16.00'	905.67	905.68
℄ Pier 1	206+32.63	-16.00'	905.64	905.64
C	206+42.63	-16.00'	905.58	905.59
D	206+52.63	-16.00'	905.51	905.52
E	206+62.63	-16.00'	905.44	905.45
℄ Pier 2	206+68.88	-16.00'	905.40	905.40
F	206+78.88	-16.00'	905.34	905.34
G	206+88.88	-16.00'	905.27	905.27
℄ Brg. E. Abut.	206+95.51	-16.00'	905.23	905.23
Back E. Abut.	206+97.09	-16.00'	905.22	905.22

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	-12.00'	905.86	905.86
℄ Brg. W. Abut.	206+06.01	-12.00'	905.85	905.85
A	206+16.01	-12.00'	905.81	905.81
B	206+26.01	-12.00'	905.76	905.76
℄ Pier 1	206+32.63	-12.00'	905.72	905.72
C	206+42.63	-12.00'	905.66	905.67
D	206+52.63	-12.00'	905.59	905.60
E	206+62.63	-12.00'	905.52	905.53
℄ Pier 2	206+68.88	-12.00'	905.48	905.48
F	206+78.88	-12.00'	905.42	905.42
G	206+88.88	-12.00'	905.35	905.36
℄ Brg. E. Abut.	206+95.51	-12.00'	905.31	905.31
Back E. Abut.	206+97.09	-12.00'	905.30	905.30

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	-8.00'	905.92	905.92
℄ Brg. W. Abut.	206+06.01	-8.00'	905.92	905.92
A	206+16.01	-8.00'	905.87	905.87
B	206+26.01	-8.00'	905.82	905.82
℄ Pier 1	206+32.63	-8.00'	905.78	905.78
C	206+42.63	-8.00'	905.72	905.73
D	206+52.63	-8.00'	905.65	905.67
E	206+62.63	-8.00'	905.59	905.60
℄ Pier 2	206+68.88	-8.00'	905.55	905.55
F	206+78.88	-8.00'	905.48	905.49
G	206+88.88	-8.00'	905.42	905.42
℄ Brg. E. Abut.	206+95.51	-8.00'	905.37	905.37
Back E. Abut.	206+97.09	-8.00'	905.36	905.36

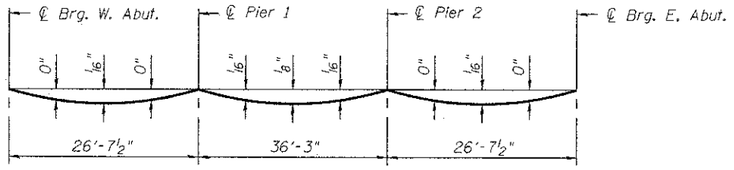


PLAN

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete Overlay only.)

Note:
The 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 in this sheet and on Sheet 7 of 33.



FILE NAME = w:\755-012 lawrence phase ii\cadd sheets\structural\056318A-000-006.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
		CHECKED JJI	REVISED -	
	PLOT SCALE =	DRAWN GM	REVISED -	
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -	

TOP OF CWS ELEVATIONS I
STRUCTURE NO. 056-3184
SHEET NO. 6 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	38
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

CWS STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	-6.67'	905.94	905.94
℄ Brg. W. Abut.	206+06.01	-6.67'	905.94	905.94
A	206+16.01	-6.67'	905.89	905.90
B	206+26.01	-6.67'	905.84	905.84
℄ Pier 1	206+32.63	-6.67'	905.80	905.80
C	206+42.63	-6.67'	905.74	905.76
D	206+52.63	-6.67'	905.67	905.69
E	206+62.63	-6.67'	905.61	905.62
℄ Pier 2	206+68.88	-6.67'	905.57	905.57
F	206+78.88	-6.67'	905.50	905.51
G	206+88.88	-6.67'	905.44	905.44
℄ Brg. E. Abut.	206+95.51	-6.67'	905.39	905.39
Back E. Abut.	206+97.09	-6.67'	905.38	905.38

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	-4.00'	905.98	905.98
℄ Brg. W. Abut.	206+06.01	-4.00'	905.98	905.98
A	206+16.01	-4.00'	905.93	905.94
B	206+26.01	-4.00'	905.88	905.89
℄ Pier 1	206+32.63	-4.00'	905.85	905.85
C	206+42.63	-4.00'	905.79	905.80
D	206+52.63	-4.00'	905.72	905.73
E	206+62.63	-4.00'	905.65	905.66
℄ Pier 2	206+68.88	-4.00'	905.61	905.61
F	206+78.88	-4.00'	905.54	905.55
G	206+88.88	-4.00'	905.48	905.48
℄ Brg. E. Abut.	206+95.51	-4.00'	905.44	905.44
Back E. Abut.	206+97.09	-4.00'	905.43	905.43

BEAM 6 / ℄ LAWRENCE/PG

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	0.00'	906.05	906.05
℄ Brg. W. Abut.	206+06.01	0.00'	906.04	906.04
A	206+16.01	0.00'	906.00	906.00
B	206+26.01	0.00'	905.95	905.95
℄ Pier 1	206+32.63	0.00'	905.91	905.91
C	206+42.63	0.00'	905.85	905.86
D	206+52.63	0.00'	905.78	905.79
E	206+62.63	0.00'	905.71	905.72
℄ Pier 2	206+68.88	0.00'	905.67	905.67
F	206+78.88	0.00'	905.61	905.61
G	206+88.88	0.00'	905.54	905.55
℄ Brg. E. Abut.	206+95.51	0.00'	905.50	905.50
Back E. Abut.	206+97.09	0.00'	905.49	905.49

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	4.00'	905.98	905.98
℄ Brg. W. Abut.	206+06.01	4.00'	905.98	905.98
A	206+16.01	4.00'	905.93	905.94
B	206+26.01	4.00'	905.88	905.89
℄ Pier 1	206+32.63	4.00'	905.85	905.85
C	206+42.63	4.00'	905.79	905.80
D	206+52.63	4.00'	905.72	905.73
E	206+62.63	4.00'	905.65	905.66
℄ Pier 2	206+68.88	4.00'	905.61	905.61
F	206+78.88	4.00'	905.54	905.55
G	206+88.88	4.00'	905.48	905.48
℄ Brg. E. Abut.	206+95.51	4.00'	905.44	905.44
Back E. Abut.	206+97.09	4.00'	905.43	905.43

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	8.00'	905.92	905.92
℄ Brg. W. Abut.	206+06.01	8.00'	905.92	905.92
A	206+16.01	8.00'	905.87	905.87
B	206+26.01	8.00'	905.82	905.82
℄ Pier 1	206+32.63	8.00'	905.78	905.78
C	206+42.63	8.00'	905.72	905.73
D	206+52.63	8.00'	905.65	905.67
E	206+62.63	8.00'	905.59	905.60
℄ Pier 2	206+68.88	8.00'	905.55	905.55
F	206+78.88	8.00'	905.48	905.49
G	206+88.88	8.00'	905.42	905.42
℄ Brg. E. Abut.	206+95.51	8.00'	905.37	905.37
Back E. Abut.	206+97.09	8.00'	905.36	905.36

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	12.00'	905.86	905.86
℄ Brg. W. Abut.	206+06.01	12.00'	905.85	905.85
A	206+16.01	12.00'	905.81	905.81
B	206+26.01	12.00'	905.76	905.76
℄ Pier 1	206+32.63	12.00'	905.72	905.72
C	206+42.63	12.00'	905.66	905.67
D	206+52.63	12.00'	905.59	905.60
E	206+62.63	12.00'	905.52	905.53
℄ Pier 2	206+68.88	12.00'	905.48	905.48
F	206+78.88	12.00'	905.42	905.42
G	206+88.88	12.00'	905.35	905.36
℄ Brg. E. Abut.	206+95.51	12.00'	905.31	905.31
Back E. Abut.	206+97.09	12.00'	905.30	905.30

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	16.00'	905.78	905.78
℄ Brg. W. Abut.	206+06.01	16.00'	905.77	905.77
A	206+16.01	16.00'	905.72	905.73
B	206+26.01	16.00'	905.67	905.68
℄ Pier 1	206+32.63	16.00'	905.64	905.64
C	206+42.63	16.00'	905.58	905.59
D	206+52.63	16.00'	905.51	905.52
E	206+62.63	16.00'	905.44	905.45
℄ Pier 2	206+68.88	16.00'	905.40	905.40
F	206+78.88	16.00'	905.34	905.34
G	206+88.88	16.00'	905.27	905.27
℄ Brg. E. Abut.	206+95.51	16.00'	905.23	905.23
Back E. Abut.	206+97.09	16.00'	905.22	905.22

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	20.00'	905.69	905.69
℄ Brg. W. Abut.	206+06.01	20.00'	905.69	905.69
A	206+16.01	20.00'	905.64	905.65
B	206+26.01	20.00'	905.59	905.59
℄ Pier 1	206+32.63	20.00'	905.55	905.55
C	206+42.63	20.00'	905.49	905.50
D	206+52.63	20.00'	905.42	905.44
E	206+62.63	20.00'	905.36	905.37
℄ Pier 2	206+68.88	20.00'	905.32	905.32
F	206+78.88	20.00'	905.25	905.26
G	206+88.88	20.00'	905.19	905.19
℄ Brg. E. Abut.	206+95.51	20.00'	905.14	905.14
Back E. Abut.	206+97.09	20.00'	905.13	905.13

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	206+04.43	20.33'	905.68	905.68
℄ Brg. W. Abut.	206+06.01	20.33'	905.68	905.68
A	206+16.01	20.33'	905.63	905.64
B	206+26.01	20.33'	905.58	905.59
℄ Pier 1	206+32.63	20.33'	905.55	905.55
C	206+42.63	20.33'	905.49	905.50
D	206+52.63	20.33'	905.42	905.43
E	206+62.63	20.33'	905.35	905.36
℄ Pier 2	206+68.88	20.33'	905.31	905.31
F	206+78.88	20.33'	905.25	905.25
G	206+88.88	20.33'	905.18	905.18
℄ Brg. E. Abut.	206+95.51	20.33'	905.14	905.14
Back E. Abut.	206+97.09	20.33'	905.13	905.13

FILE NAME = c:\765-812 lawrence phase ii\cadd sheets\structural\056184-000-007.dgn

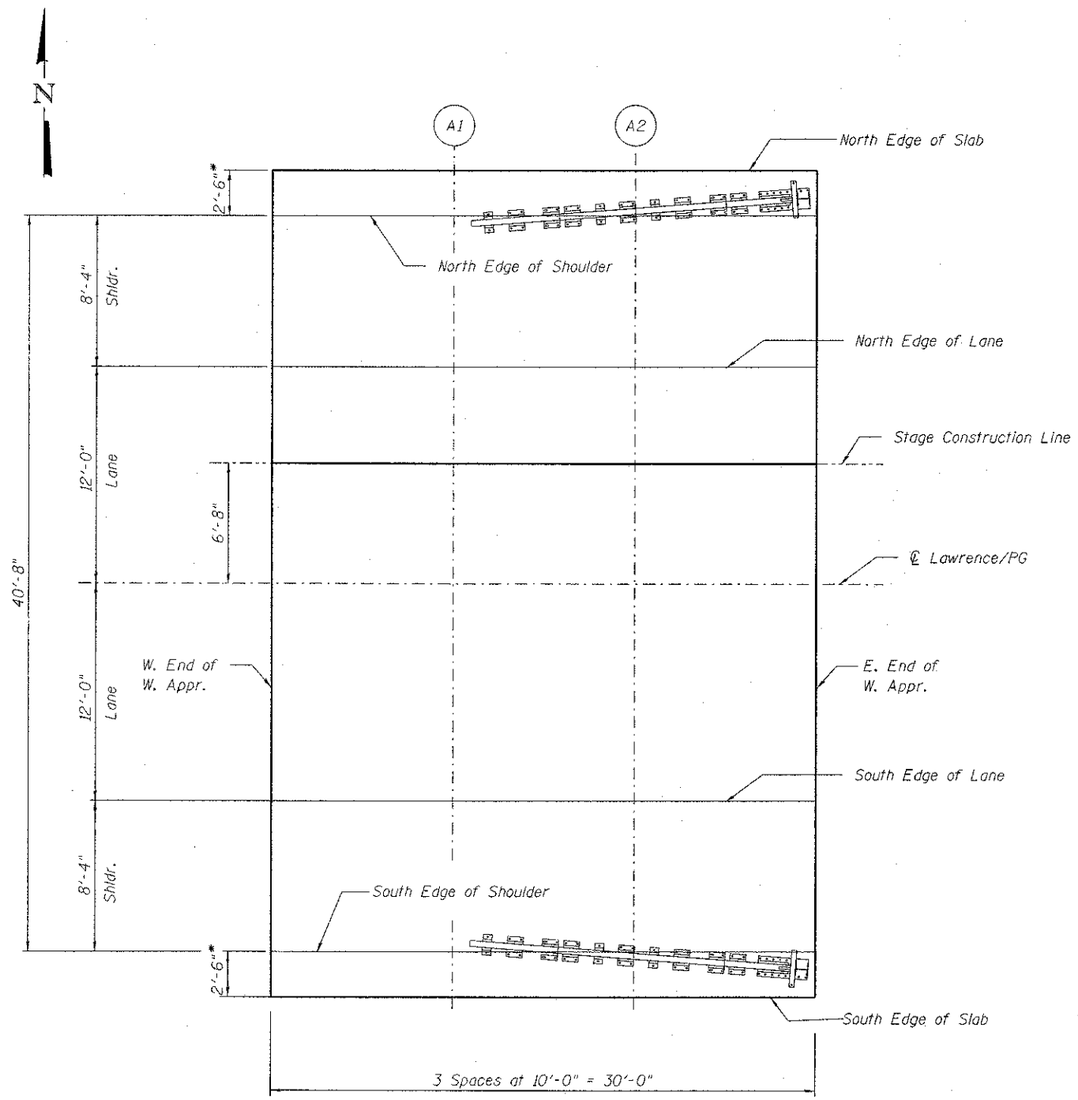
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED JMT	REVISED -
	CHECKED JJI	REVISED -
PLOT SCALE =	DRAWN GM	REVISED -
PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

TOP OF CWS ELEVATIONS II
STRUCTURE NO. 056-3184
SHEET NO. 7 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	39
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			



PLAN

* Accommodates footing for attenuators

NORTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	205+75.43	-22.83'	905.74
A1	205+85.43	-22.83'	905.71
A2	205+95.43	-22.83'	905.68
E. End of W. Appr.	206+05.43	-22.83'	905.64

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	205+75.43	-20.33'	905.78
A1	205+85.43	-20.33'	905.75
A2	205+95.43	-20.33'	905.72
E. End of W. Appr.	206+05.43	-20.33'	905.68

NORTH EDGE OF LANE

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	205+75.43	-12.00'	905.95
A1	205+85.43	-12.00'	905.93
A2	205+95.43	-12.00'	905.89
E. End of W. Appr.	206+05.43	-12.00'	905.86

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	205+75.43	-6.67'	906.04
A1	205+85.43	-6.67'	906.01
A2	205+95.43	-6.67'	905.98
E. End of W. Appr.	206+05.43	-6.67'	905.94

℄ LAWRENCE/PG

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	205+75.43	0.00'	906.14
A1	205+85.43	0.00'	906.11
A2	205+95.43	0.00'	906.08
E. End of W. Appr.	206+05.43	0.00'	906.04

SOUTH EDGE OF LANE

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	205+75.43	12.00'	905.95
A1	205+85.43	12.00'	905.93
A2	205+95.43	12.00'	905.89
E. End of W. Appr.	206+05.43	12.00'	905.86

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	205+75.43	20.33'	905.78
A1	205+85.43	20.33'	905.75
A2	205+95.43	20.33'	905.72
E. End of W. Appr.	206+05.43	20.33'	905.68

SOUTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	205+75.43	22.83'	905.74
A1	205+85.43	22.83'	905.71
A2	205+95.43	22.83'	905.68
E. End of W. Appr.	206+05.43	22.83'	905.64

FILE NAME = x:\795-012 lawrence phase 1\cadd sheets\structural\053184-000-000.dgn

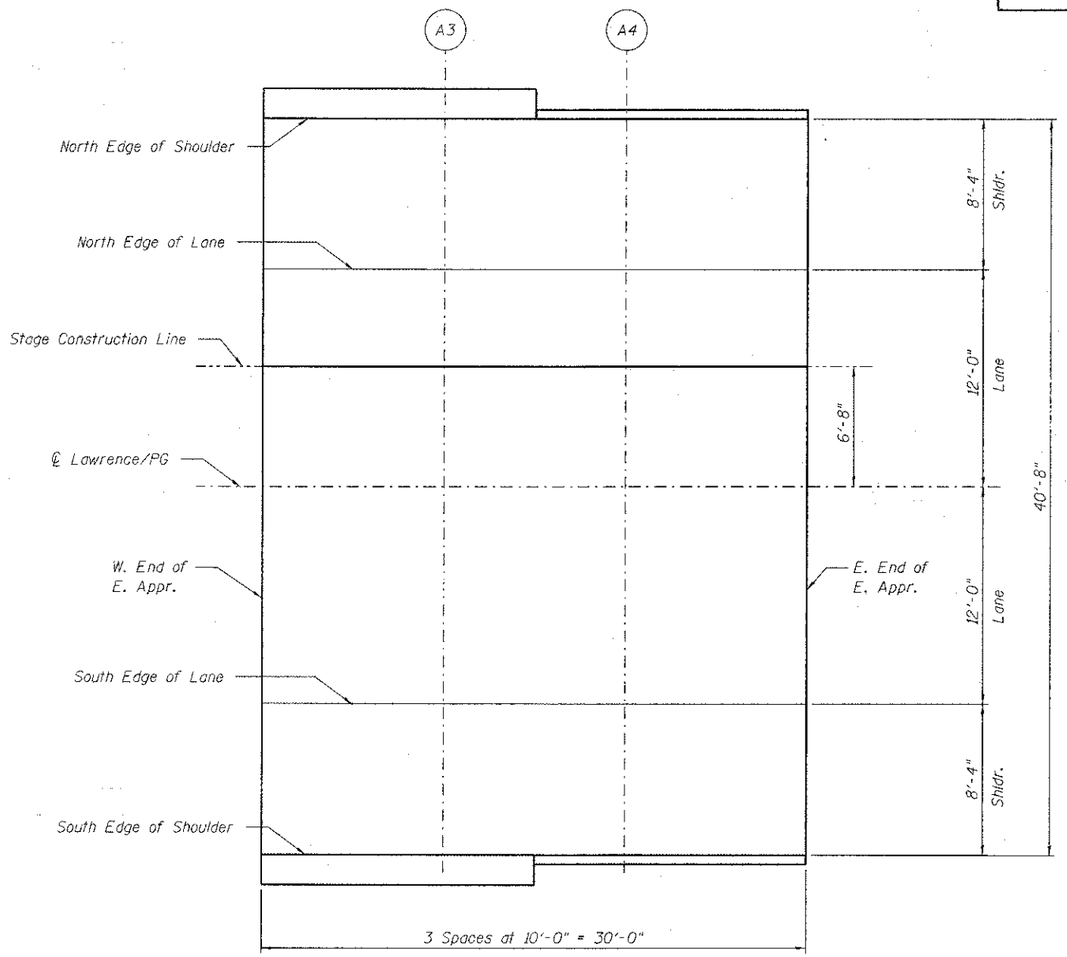
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED JMT	REVISED -
	CHECKED JJI	REVISED -
PLOT SCALE =	DRAWN GM	REVISED -
PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 056-3184
SHEET NO. 8 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	40
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			



PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr.	206+96.09	-20.33'	905.13
A3	207+06.09	-20.33'	905.07
A4	207+16.09	-20.33'	905.00
E. End of E. Appr.	207+26.09	-20.33'	904.94

NORTH EDGE OF LANE

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr.	206+96.09	-12.00'	905.31
A3	207+06.09	-12.00'	905.24
A4	207+16.09	-12.00'	905.18
E. End of E. Appr.	207+26.09	-12.00'	905.11

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr.	206+96.09	-6.67'	905.39
A3	207+06.09	-6.67'	905.33
A4	207+16.09	-6.67'	905.26
E. End of E. Appr.	207+26.09	-6.67'	905.20

℄ LAWRENCE/PG

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr.	206+96.09	0.00'	905.50
A3	207+06.09	0.00'	905.43
A4	207+16.09	0.00'	905.37
E. End of E. Appr.	207+26.09	0.00'	905.30

SOUTH EDGE OF LANE

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr.	206+96.09	12.00'	905.31
A3	207+06.09	12.00'	905.24
A4	207+16.09	12.00'	905.18
E. End of E. Appr.	207+26.09	12.00'	905.11

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr.	206+96.09	20.33'	905.13
A3	207+06.09	20.33'	905.07
A4	207+16.09	20.33'	905.00
E. End of E. Appr.	207+26.09	20.33'	904.94

E-AS 7-1-10

FILE NAME = w:\765-812 lawrence phase 1\cadd sheets\structural\056318+-802-803.dgn

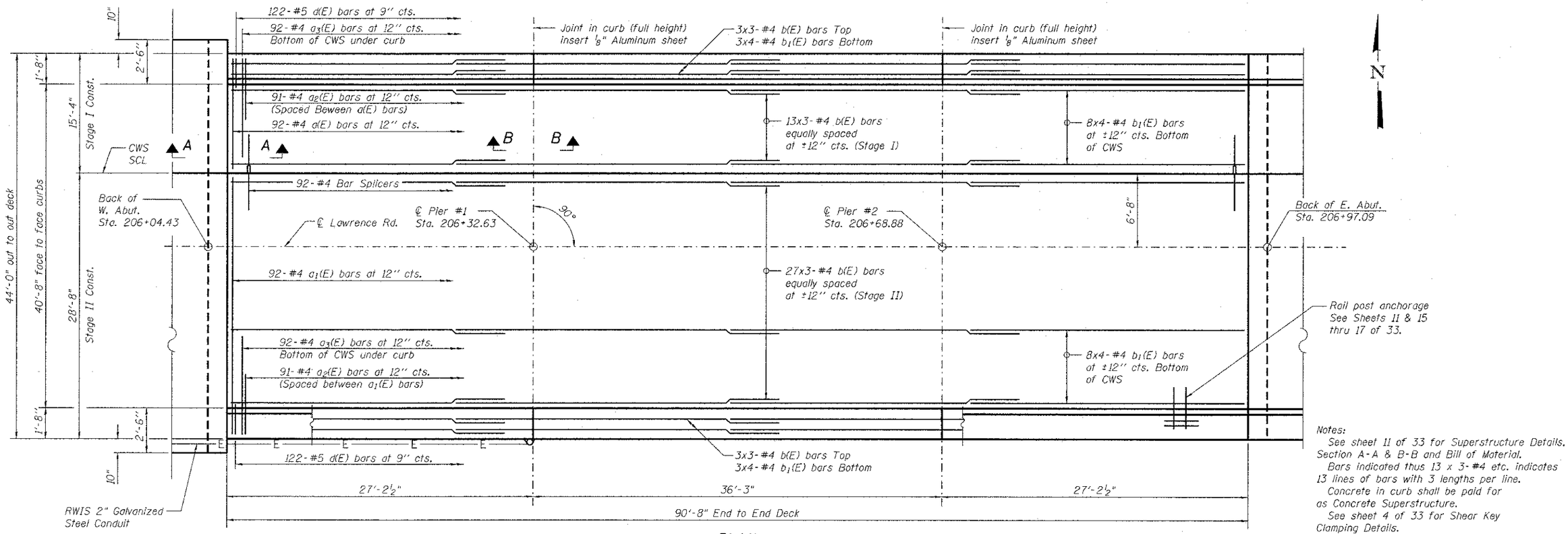
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED JMT	REVISED -
	CHECKED JJI	REVISED -
PLOT SCALE =	DRAWN GM	REVISED -
PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 056-3184
SHEET NO. 9 OF 33 SHEETS

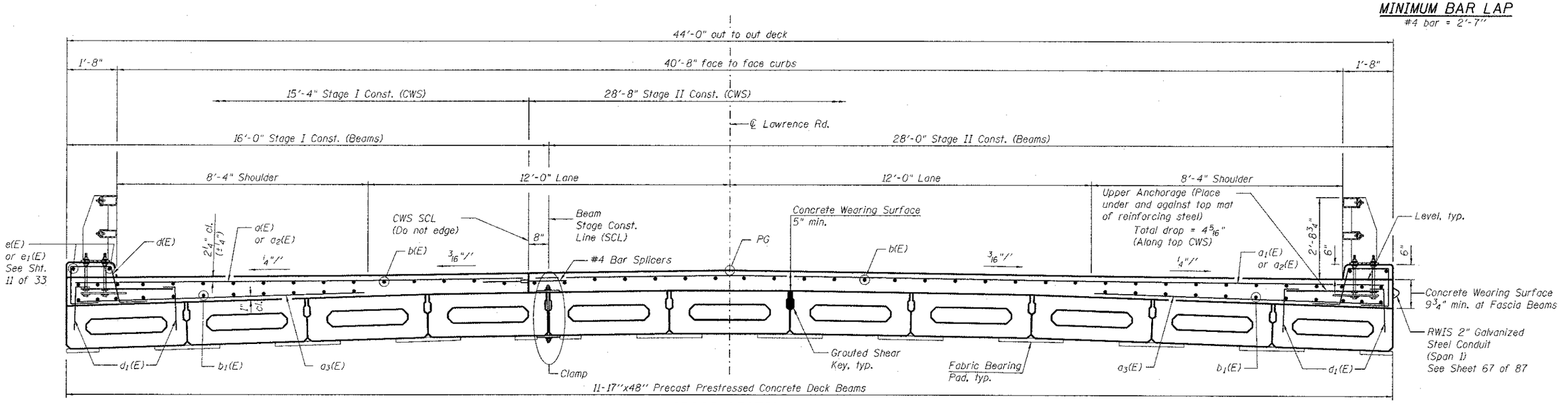
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	41
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			



PLAN

Notes:
See sheet 11 of 33 for Superstructure Details, Section A-A & B-B and Bill of Material.
Bars indicated thus 13 x 3-#4 etc. indicates 13 lines of bars with 3 lengths per line.
Concrete in curb shall be paid for as Concrete Superstructure.
See sheet 4 of 33 for Shear Key Clamping Details.

MINIMUM BAR LAP
#4 bar = 2'-7"

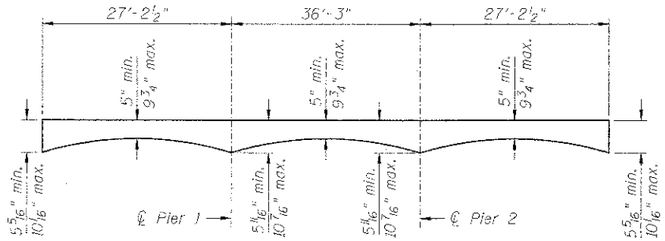


CROSS SECTION
(Looking East)

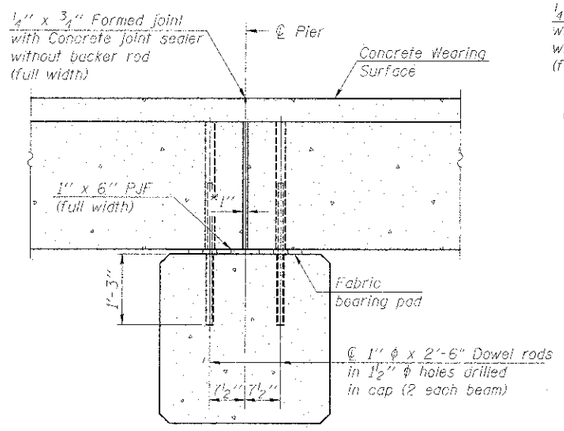
FILE NAME = w:\795-012 lawrence phase ii\cadd sheets\structural\05t3184-088-012.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK	SUPERSTRUCTURE STRUCTURE NO. 056-3184 SHEET NO. 10 OF 33 SHEETS
	PLOT SCALE =	DRAWN GM	REVISED -		
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -		

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	42
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

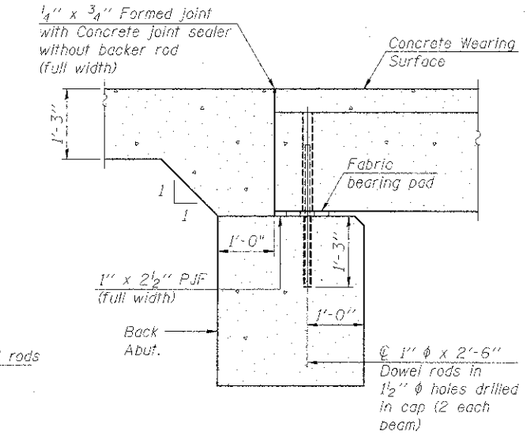


REINFORCED CONCRETE WEARING SURFACE PROFILE



SECTION B-B THRU PIER

(With concrete wearing surface)

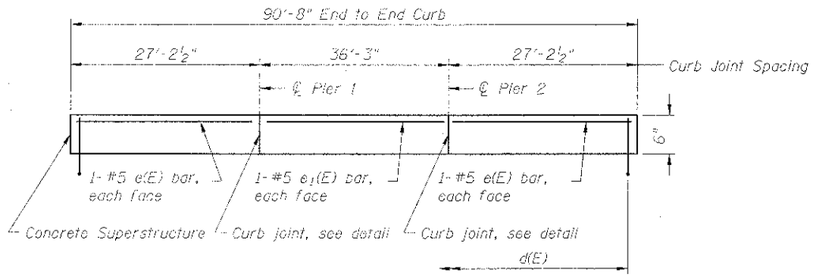


SECTION A-A THRU ABUTMENT

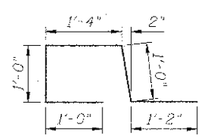
(With concrete wearing surface)

* 1" joint shall be filled with non-shrink grout. Dimension may vary to accomodate tolerance in beam length.

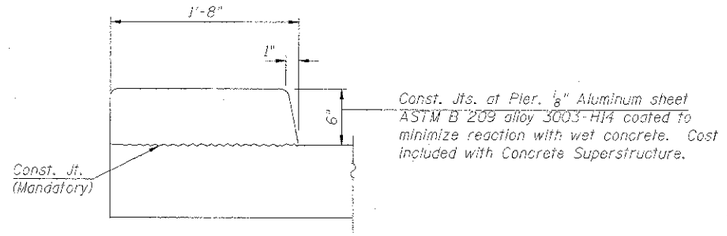
Notes:
All concrete wearing surfaces shall be placed prior to casting approach slab.
See sheet 20 of 33 for fabric bearing pad details.



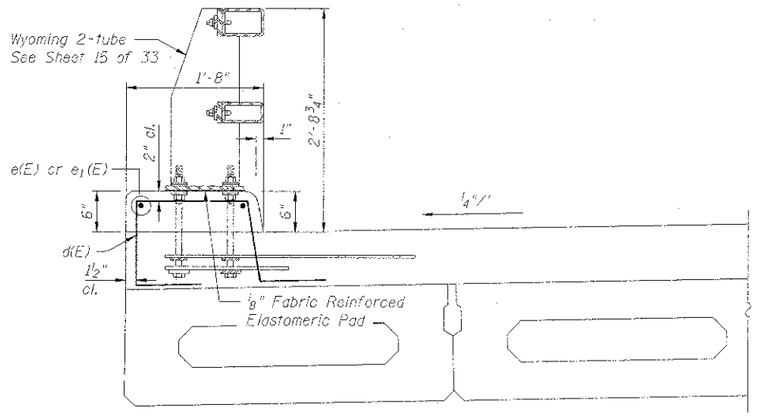
INSIDE ELEVATION OF CURB



BAR d(E)



CURB JOINT DETAILS



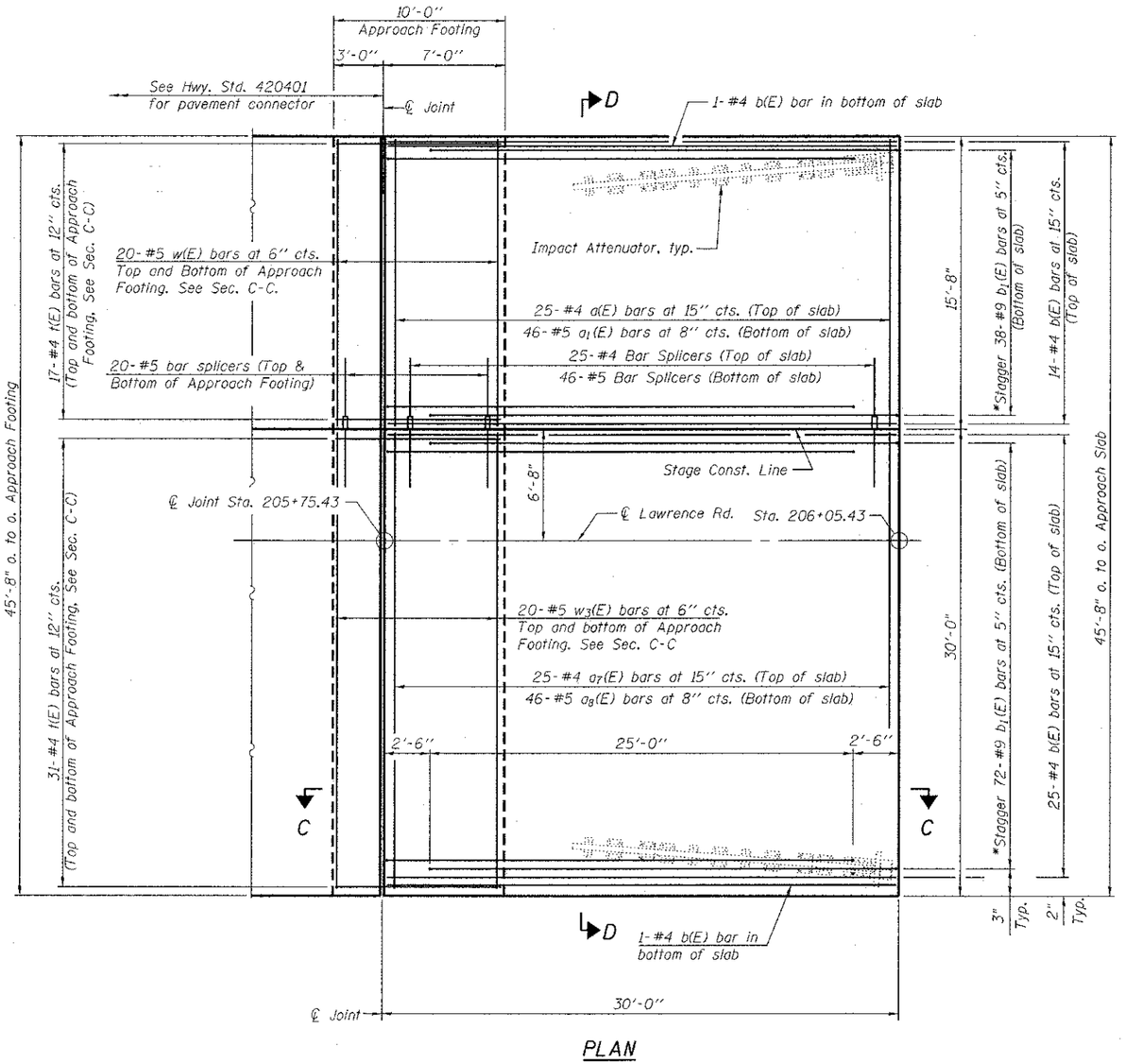
SECTION THRU CURB

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	92	#4	15'-0"	——
a1(E)	92	#4	28'-4"	——
a2(E)	182	#4	6'-0"	——
a3(E)	184	#4	9'-10"	——
b(E)	138	#4	31'-10"	——
b1(E)	88	#4	24'-7"	——
d(E)	244	#5	5'-6"	⌐
e(E)	8	#5	26'-10"	——
e1(E)	4	#5	35'-11"	——
Reinforcement Bars, Epoxy Coated			Pound	10,760
Concrete Wearing Surface (Variable Depth)			Cu. Yd.	90
Bar Splicers			Each	92
Bridge Deck Grooving			Sq. Yd.	390
Protective Coat			Sq. Yd.	454
Concrete Superstructure			Cu. Yd.	5.6

FILE NAME = W:\75-612 Lawrence Phase II\CADD SHEETS\Structural\MB3104 800 BL.dgn

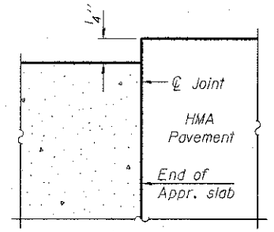
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = jstoberg1e	DESIGNED JMT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK	SUPERSTRUCTURE DETAILS STRUCTURE NO. 056-3184	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN GM	REVISED -			0028	08-00355-01-BR	McHENRY	87	43
	PLOT DATE = 10/3/2012	CHECKED JJI	REVISED -		SHEET NO. 11 OF 33 SHEETS			CONTRACT NO. 63694		
								ILLINOIS FED. AID PROJECT		



PLAN

* Tilt #9 $b_1(E)$ bars as required to maintain clearance.

Notes:
See Sheet 14 of 33 for Sections C-C and D-D.
a(E), $a_1(E)$, $a_7(E)$ and $a_8(E)$ bar spacings measured along ℄ Rdwy.
See Sheets 16 & 33 of 33 for connection details to bridge rail for Impact Attenuators.



FLEXIBLE PAVEMENT

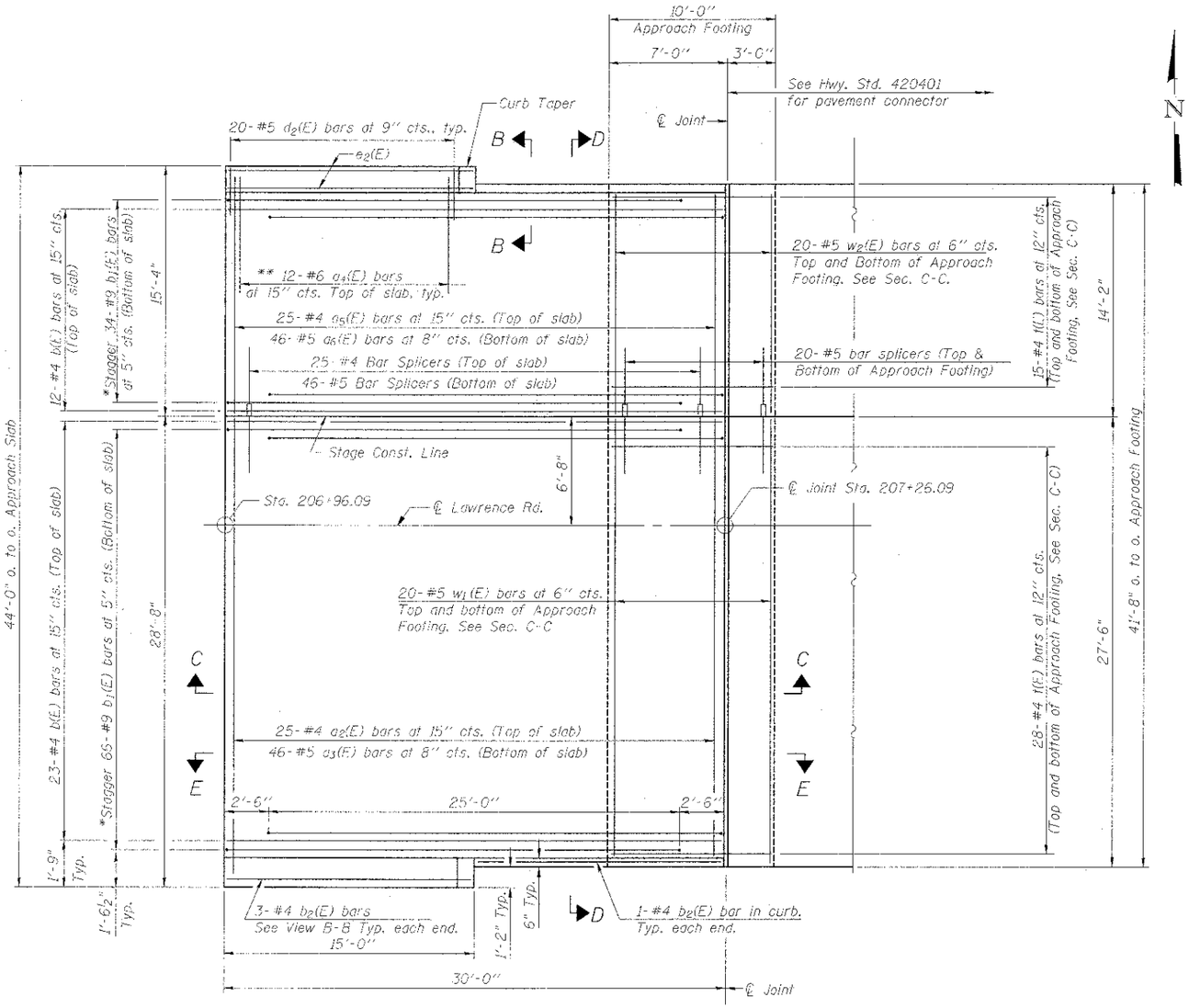
DETAIL A

(Sheet 1 of 3)

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK	WEST BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 056-3184	F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED JJI	REVISED -			0028	08-00355-01-BR	McHENRY	87	44
	PLOT SCALE =	DRAWN GM	REVISED -						CONTRACT NO. 63694	
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -		SHEET NO. 12 OF 33 SHEETS			ILLINOIS	FED. AID PROJECT	

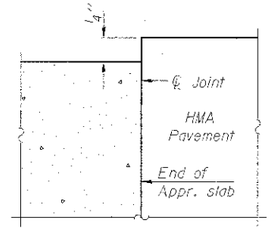
FILE NAME = w:\755-012 lawrence phase ii\cadd sheets\structural\056318d-0812-012.dgn

Notes:
See sheet 14 of 33 for Sections C-C & D-D and View E-E.
$a_2(E)$, $a_3(E)$, $a_5(E)$ and $a_6(E)$ bar spacings measured along ℄ Rdwy.
See Sheet 17 of 33 for rail post spacing.



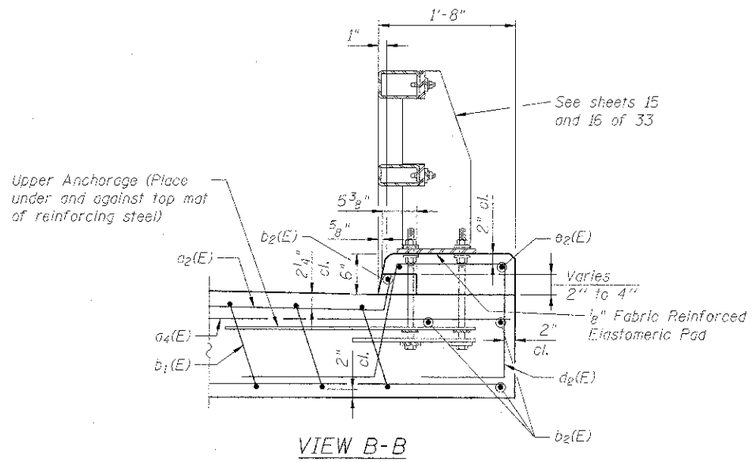
PLAN

* Tilt #9 $b_1(E)$ bars as required to maintain clearance.
** Space between $a_2(E)$ & $a_5(E)$ bars, typ. ea. curb.



FLEXIBLE PAVEMENT

DETAIL A



VIEW B-B

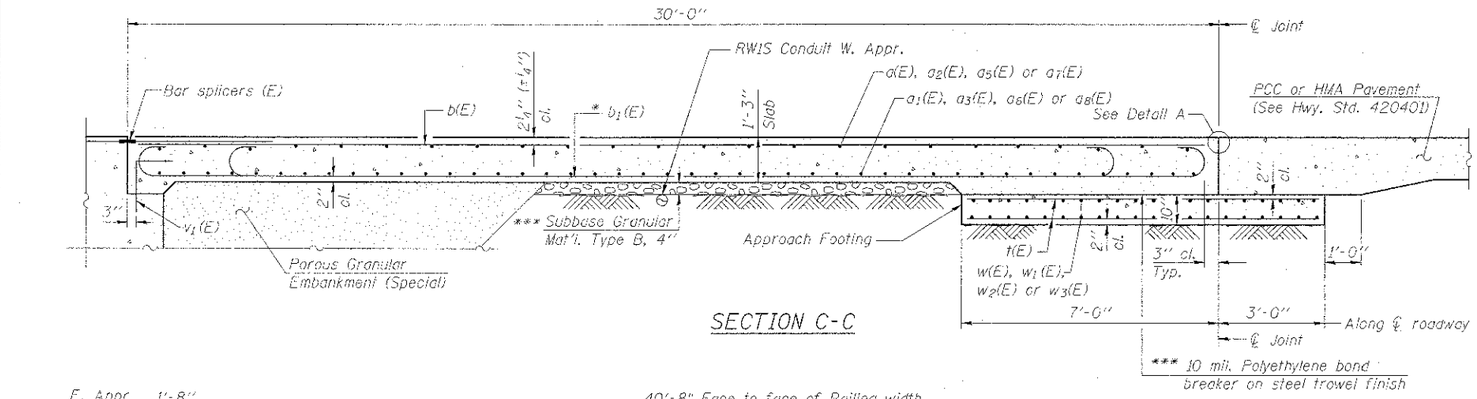
BA-0 7-1-10

(Sheet 2 of 3)

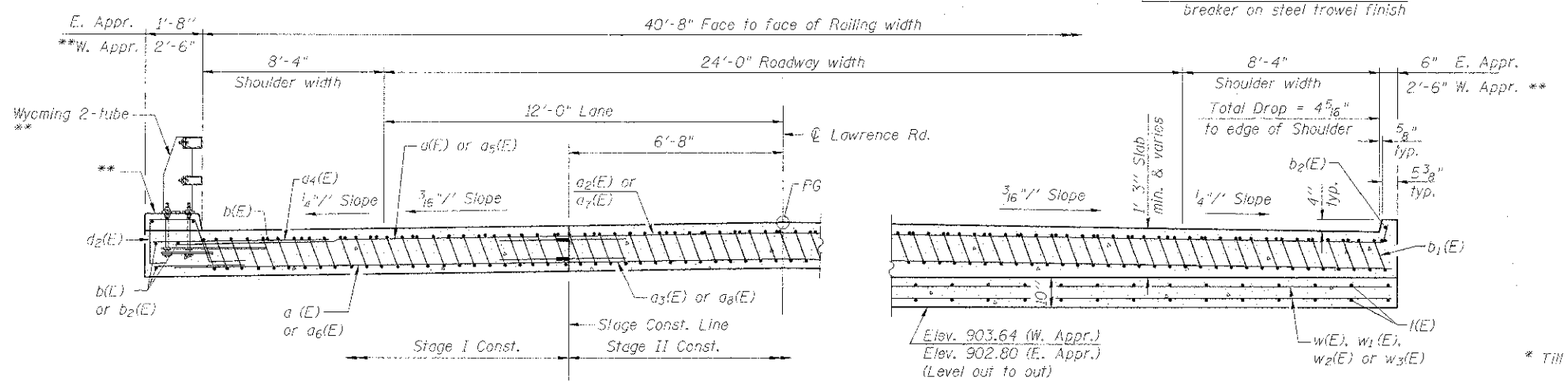
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = jdowright	DESIGNED JMT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK	EAST BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 056-3184
		CHECKED JJT	REVISED -		
	PLOT SCALE =	DRAWN GM	REVISED -		
	PLOT DATE = 11/3/2012	CHECKED JJT	REVISED -		SHEET NO. 13 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	45
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

FILE NAME = W:\795-312 Lawrence Phase II\ROU SHEETS\Sheets.mi\VRES3104 028-0355.dgn



SECTION C-C



NEAR ABUTMENT

** No curbs or Wyoming 2-Tube railing on West Bridge Approach.

SECTION D-D

(See Plan for dimensions not shown)
(Looking East)

AT APPROACH FOOTING

No curbs on West Bridge Approach.

Notes:
See Sheets 12 & 13 of 33 for Detail A and View B-B.
Approach slab 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 $v_1(E)$ bar details, see Sheets 21 & 22 of 33.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 25 of 33.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see Sheet 1 of 33.
For additional Wyoming 2-Tube Steel Railing details, see sheets 15 & 16 of 33.
See Sheet 17 of 33 for rail post spacing.

* Till #9 $b_1(E)$ bars as required to maintain clearance.

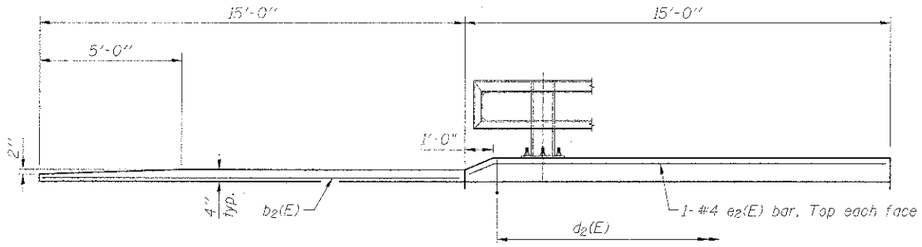
*** Cost included with Concrete Superstructure.

WEST APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	25	#4	15'-4"	
$a_1(E)$	46	#5	15'-4"	
$a_7(E)$	25	#4	29'-8"	
$a_8(E)$	46	#5	29'-8"	
b(E)	41	#4	29'-8"	
$b_1(E)$	110	#9	29'-9"	
t(E)	96	#4	9'-8"	
w(E)	40	#5	15'-4"	
$w_3(E)$	40	#5	29'-8"	
Concrete Superstructure		Cu. Yd.	78.7	
Concrete Structures		Cu. Yd.	14.1	
Reinforcement Bars, Epoxy Coated		Pound	17,350	
Bar Splicers		Each	111	
Bridge Deck Grooving		Sq. Yd.	129	
Protective Coat		Sq. Yd.	153	

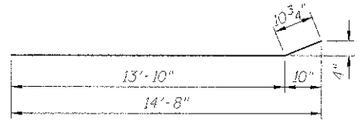
EAST APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_2(E)$	25	#4	27'-5"	
$a_3(E)$	46	#5	27'-2"	
$a_4(E)$	24	#6	6'-6"	
$a_5(E)$	25	#4	14'-3"	
$a_6(E)$	46	#5	13'-10"	
b(E)	35	#4	29'-8"	
$b_1(E)$	100	#9	29'-9"	
$b_2(E)$	8	#4	14'-8"	
$d_2(E)$	40	#5	6'-3"	
$e_2(E)$	4	#4	14'-9"	
t(E)	86	#4	9'-8"	
$w_1(E)$	40	#5	27'-2"	
$w_2(E)$	40	#5	13'-10"	
Concrete Superstructure		Cu. Yd.	72.0	
Concrete Structures		Cu. Yd.	12.9	
Reinforcement Bars, Epoxy Coated		Pound	16,050	
Bar Splicers		Each	111	
Bridge Deck Grooving		Sq. Yd.	129	
Protective Coat		Sq. Yd.	148	

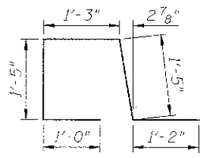


VIEW E-E

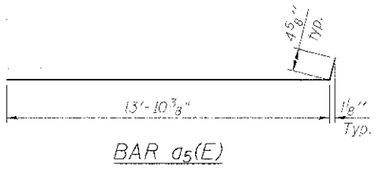
E. Appr.



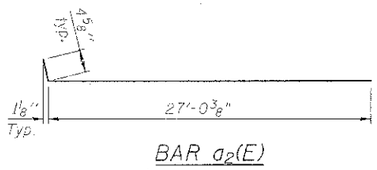
BAR $e_2(E)$



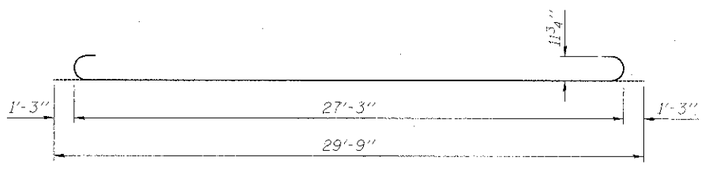
BAR $d_2(E)$



BAR $a_5(E)$



BAR $a_2(E)$



BAR $b_1(E)$

FILE NAME = 147705-812 Lawrence Phase II\CADD SHEETS\Structural\MP83184 0002 814.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

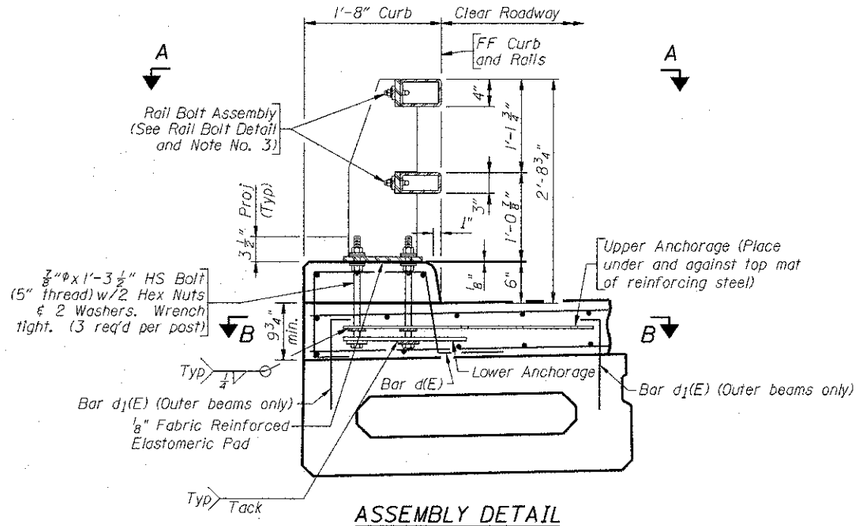
USER NAME = jrobergte	DESIGNED JMT	REVISED -
	CHECKED JJI	REVISED -
PLOT SCALE =	DRAWN GM	REVISED -
PLOT DATE = 10/3/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 056-3184

SHEET NO. 14 OF 33 SHEETS

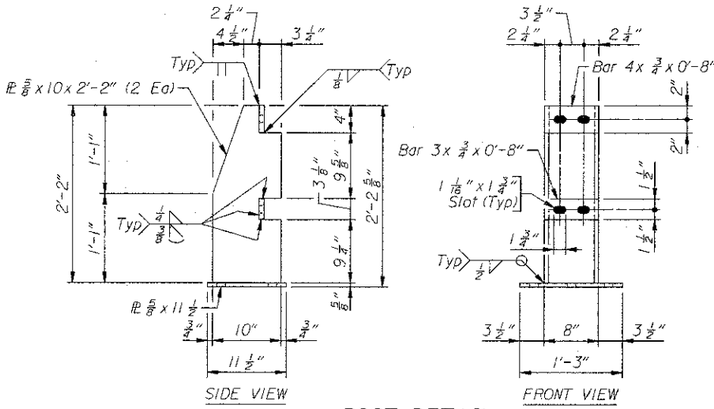
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	46
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		



ASSEMBLY DETAIL

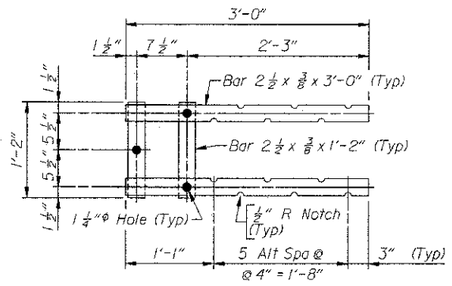
(Shown near ℄ Post)

(CWS shown, East approach slab similar)



POST DETAIL

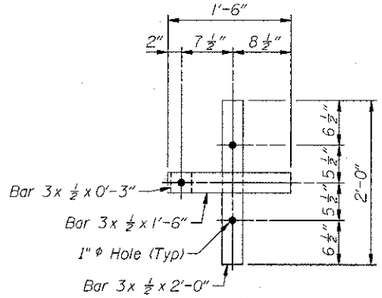
(See View A-A for anchor bolt hole spacing)



SECTION B-B

(Showing upper anchorage)

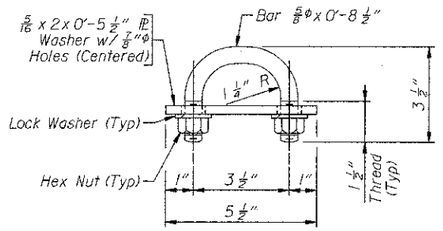
(Anchor bolts and slab not shown)



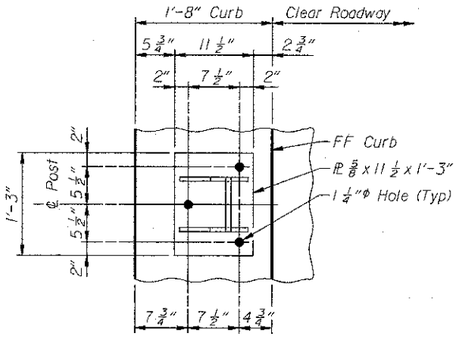
SECTION B-B

(Showing lower anchorage)

(Anchor bolts and slab not shown)



RAIL BOLT DETAIL



VIEW A-A

(Anchor bolts, rails, and rail bolts not shown)

Notes:

1) Anchor bolts may be tack welded to lower anchorage (Shop or field).
2) At post locations, drill two 1 1/16" Φ holes in the rails to receive rail bolts (Shop or field). See Post Details for hole spacing.
3) Before installing rails, paint all cut, drilled, or otherwise damaged surface areas of the railing components according to Article 509.05 of the Standard Specifications.
4) After installing the rails, paint all exposed bolt threads according to Article 509.05 of the Standard Specifications.
5) Steel components shall be galvanized according to Article 509.05 of the Standard Specifications, unless noted otherwise.
6) Shim plates shall be provided in accordance with Article 509.05(a) of the Standard Specifications.

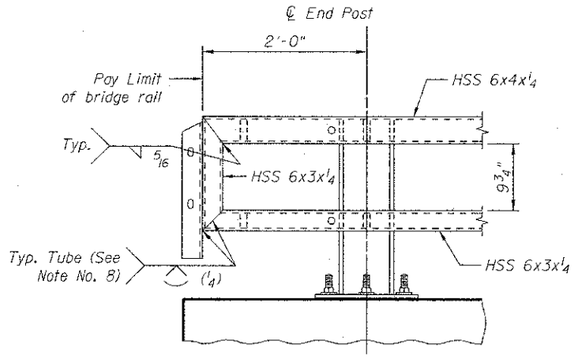
FILE NAME = w:\795-012 lawrence phase i\cadd sheets\structural\056384-020-015.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JJT	REVISED -
		CHECKED JMT	REVISED -
	PLOT SCALE =	DRAWN GM	REVISED -
	PLOT DATE = 8/16/2012	CHECKED JMT	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

WYOMING 2-TUBE STEEL RAILING
STRUCTURE NO. 056-3184
SHEET NO. 15 OF 33 SHEETS

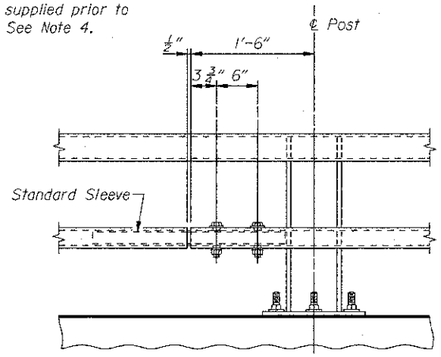
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	47
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		



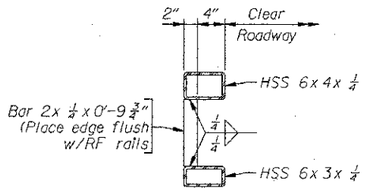
ELEVATION AT TERMINAL (SPECIAL)
(NW & SW ENDS)

(Corrugated beam guardrail connection for impact attenuator *)
(See Sheet 33 of 33 for attenuator connection plate details)

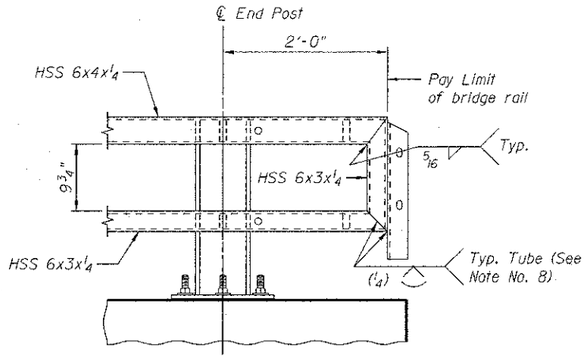
*Contractor shall verify hole requirements for the impact attenuator supplied prior to submitting shop drawings. See Note 4.



STANDARD SPLICE
(Top or bottom rail)

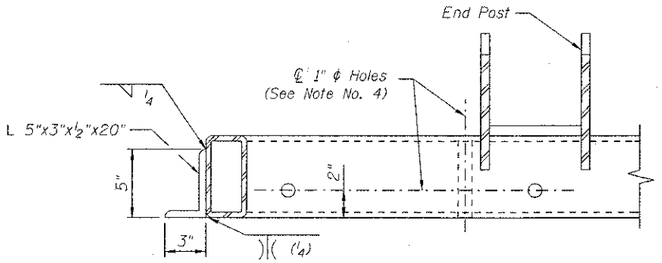


BRACE BAR DETAIL
(See Note No. 8)

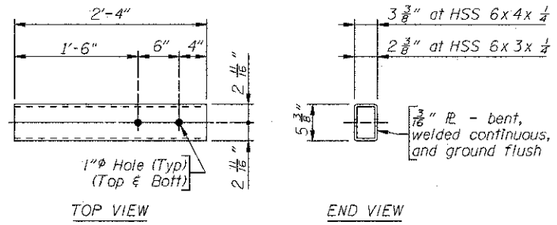


ELEVATION AT TERMINAL TYPE 6A (SPECIAL)
(NE & SE ENDS)

(See Sheet 33 of 33 for guardrail connection plate details)



TOP VIEW
(NW & SW ENDS)



STANDARD SLEEVE DETAILS

Notes:

1) Splices may be located on either side of post.

2) Not more than one splice is permitted per side of post.

3) Do not shop splice rails.

4) Holes in steel railing may be field drilled for connection to Traffic Barrier Terminals. Any galvanized steel exposed or damaged by drilling operation shall be painted according to Article 509.05 of the Standard Specifications.

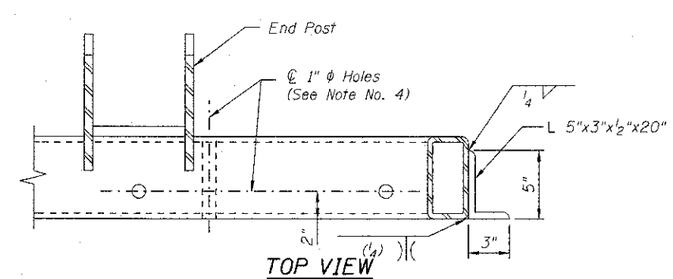
5) Either top or bottom rail in terminal section may be the longer rail.

6) Ensure each rail length is continuous over a minimum of two posts. Railing is continuous if either the top or bottom rail in the terminal is continuous over a minimum of two posts.

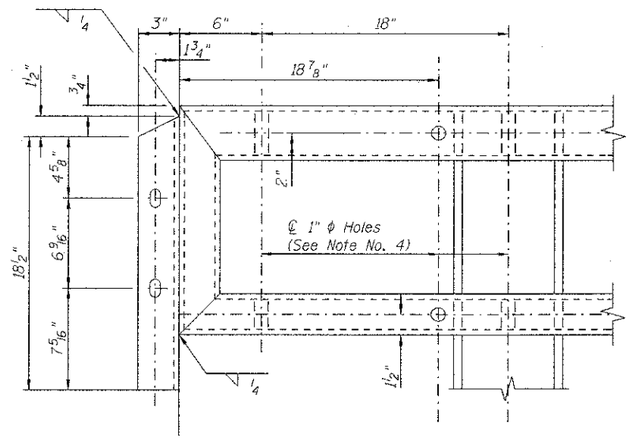
7) Ensure a brace bar is placed 2'-0" from the splice end of the shorter tube.

8) Ensure the fabricator prepares a sample of the indicated joint and it is macroetched to demonstrate that the required effective throat is achieved.

9) See Sheet 17 of 33 for rail post spacing.

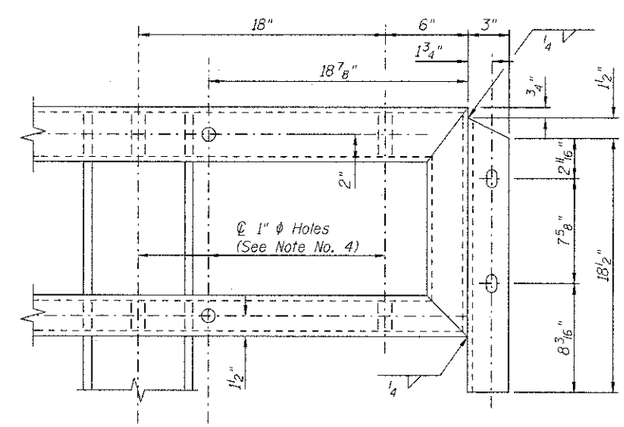


TOP VIEW
(NE & SE ENDS)



FRONT VIEW

END CONNECTION ANGLES
(NW & SW ENDS)



FRONT VIEW

END CONNECTION ANGLES
(NE & SE ENDS)

BILL OF MATERIAL

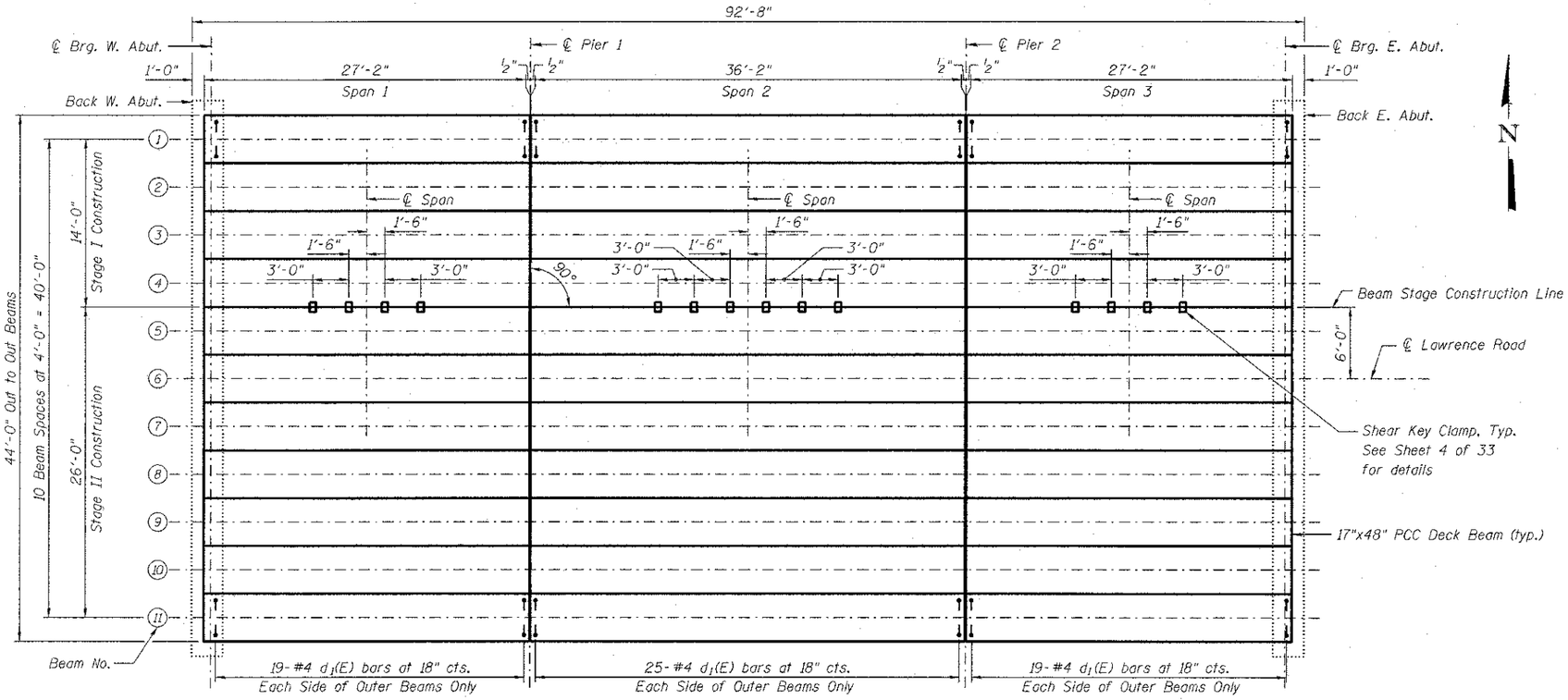
Steel Railing (Special)	Foot	210

FILE NAME = w:\795-012 lawrence phase 1\cadd sheets\structural\0563184-000-016.dgn

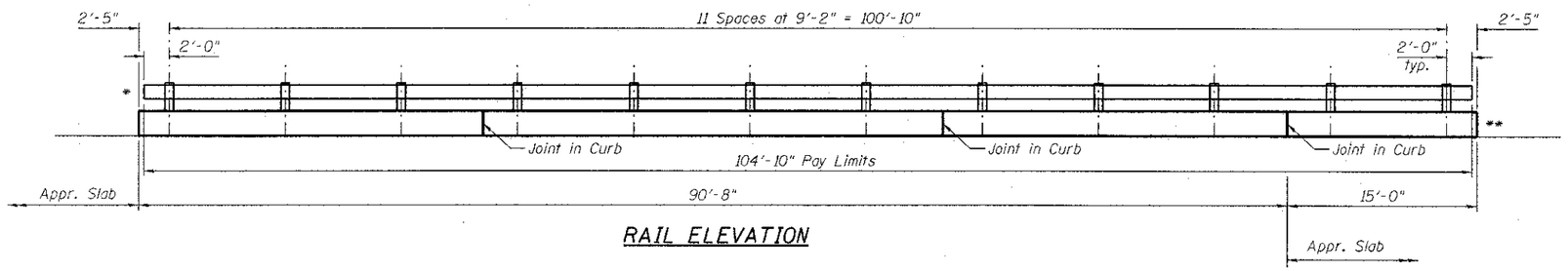
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JJI	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
		CHECKED JMT	REVISED -	
	PLOT SCALE =	DRAWN GM	REVISED -	
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -	

WYOMING 2-TUBE STEEL RAILING DETAILS
STRUCTURE NO. 056-3184
SHEET NO. 16 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	48
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		



FRAMING PLAN



RAIL ELEVATION

Notes:
For Location of Joints in Curb, See Sheet 11 of 33.

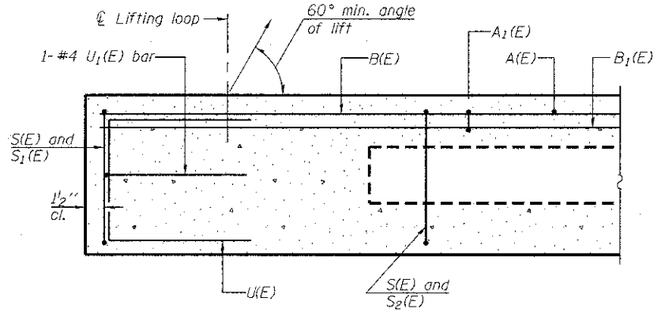
* See "Elevation at Terminal (Special)" (West End) on Sheet 16 of 33 for additional information

** See "Elevation at Terminal Type 6A (Special)" (East End) on Sheet 16 of 33 for additional information

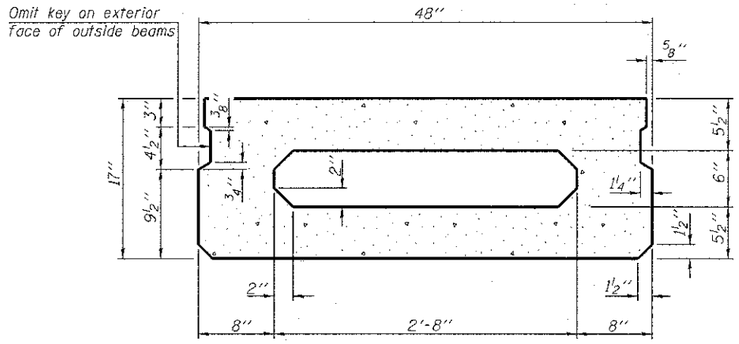
FILE NAME = w:\795-012 lawrence phase ii\cadd sheets\structural\056184-002-017.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK	FRAMING PLAN STRUCTURE NO. 056-3184 SHEET NO. 17 OF 33 SHEETS
		CHECKED JJI	REVISED -		
	PLOT SCALE =	DRAWN GM	REVISED -		
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -		

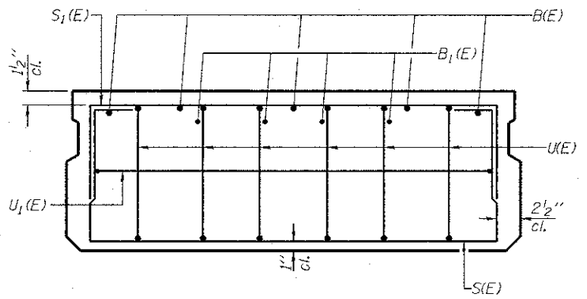
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	49
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			



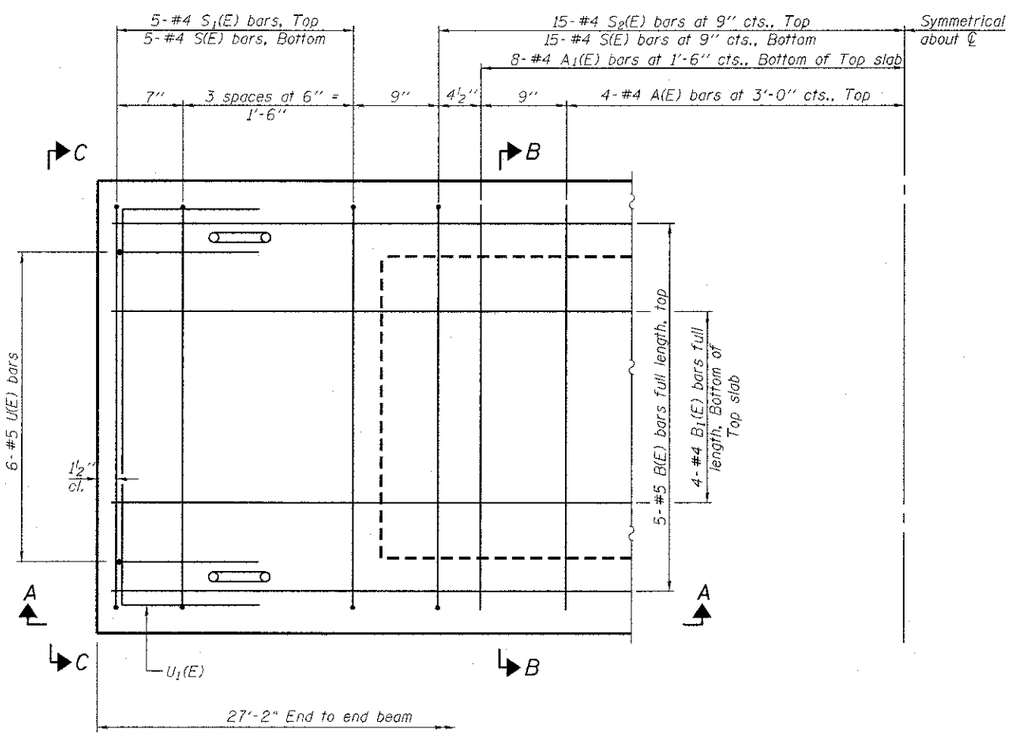
SECTION A-A



SECTION B-B
(Showing dimensions)

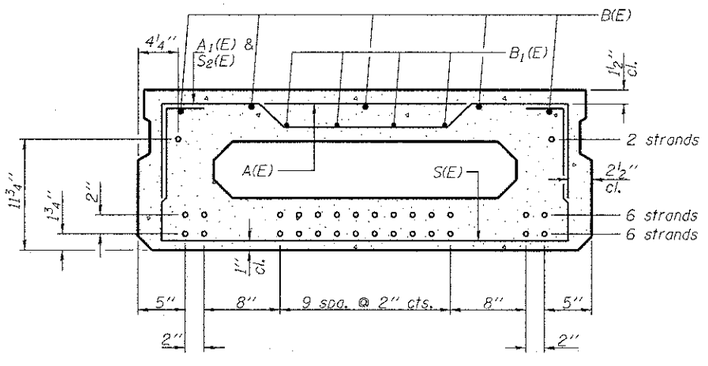


VIEW C-C



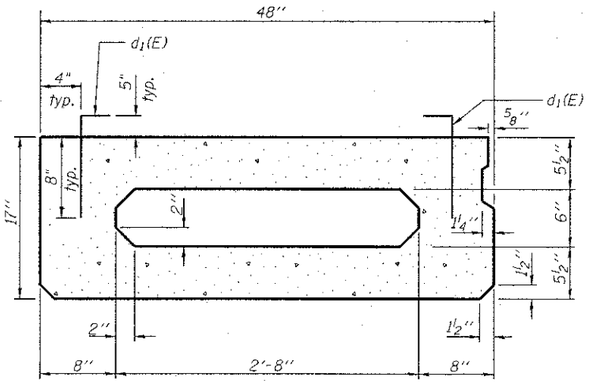
PLAN VIEW

Note: Spacing of S(E) and $S_2(E)$ bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.



SECTION B-B
(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.



SECTION B-B
(Showing Outer Beam extra reinforcement)

BAR LIST
ONE BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A(E)	8	#4	3'-7"	—
$A_1(E)$	15	#4	3'-10"	⌒
B(E)	5	#5	26'-11"	—
$B_1(E)$	4	#4	26'-11"	—
S(E)	40	#4	6'-9"	⊔
$S_1(E)$	10	#4	5'-3"	⊓
$S_2(E)$	30	#4	5'-6"	⊓
U(E)	12	#5	3'-8"	⊏
$U_1(E)$	2	#4	6'-0"	⊓
* $d_1(E)$	38	#4	1'-9"	⌐

Note: See sheet 20 of 33 for additional details, notes and Bill of Material.
* Additional reinforcement in Outer Beams Only
See Sheet 20 of 33 for $d_1(E)$ bar details.

MINIMUM BAR LAP
#4 bar = 2'-0"
#5 bar = 2'-6"

PD-1748-0 7-1-10

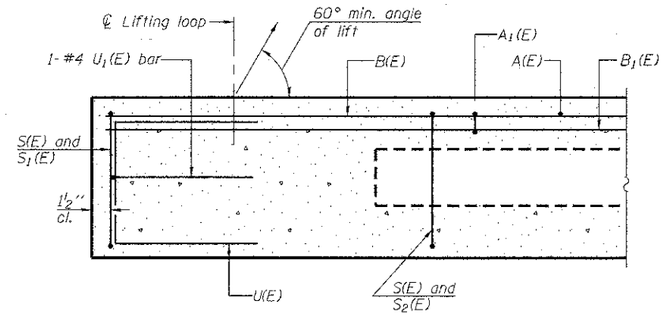
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -
		CHECKED JJI	REVISED -
	PLOT SCALE =	DRAWN GM	REVISED -
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

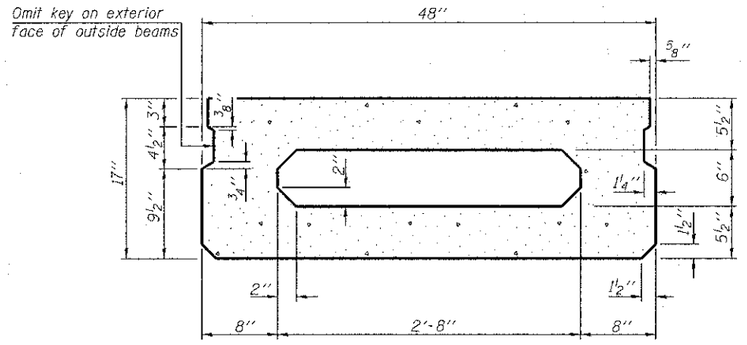
17x48 PPC DECK BEAMS – 27'-2"
STRUCTURE NO. 056-3184
SHEET NO. 18 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	50
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

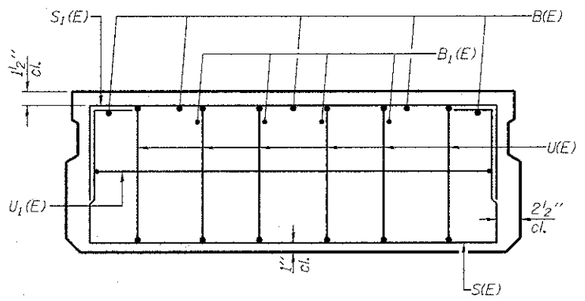
FILE NAME = w:\755-812 lawrence phase ii\cadd sheets\structural\056384-000-018.dgn



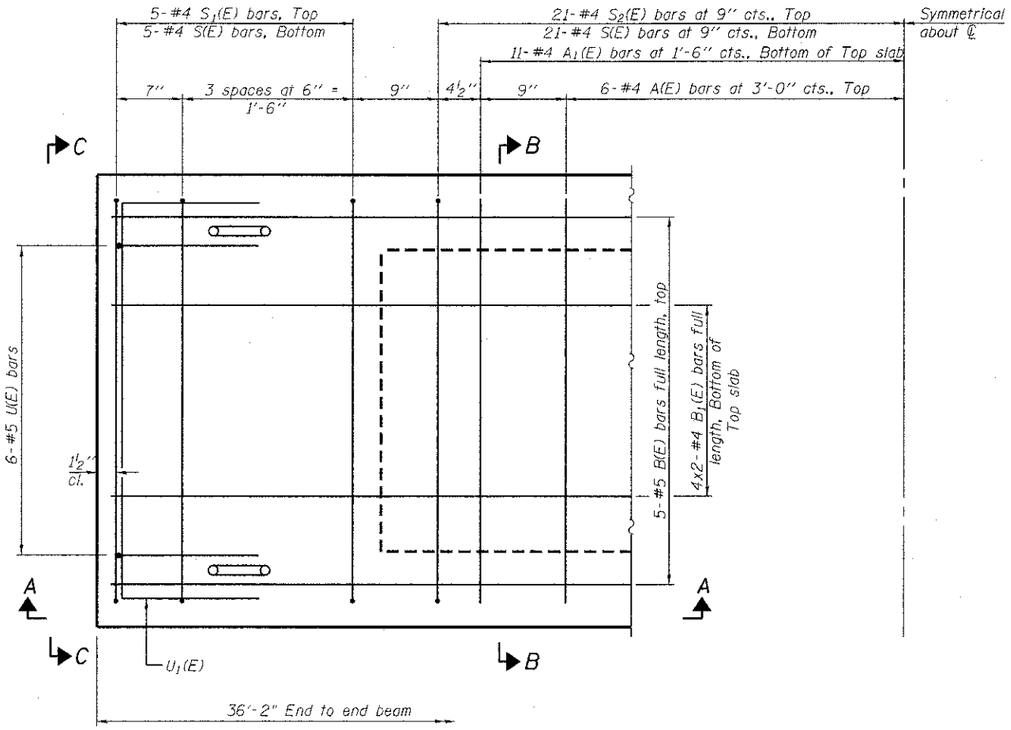
SECTION A-A



SECTION B-B
(Showing dimensions)

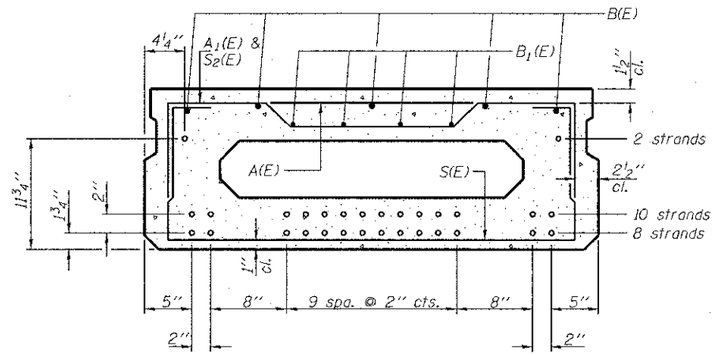


VIEW C-C



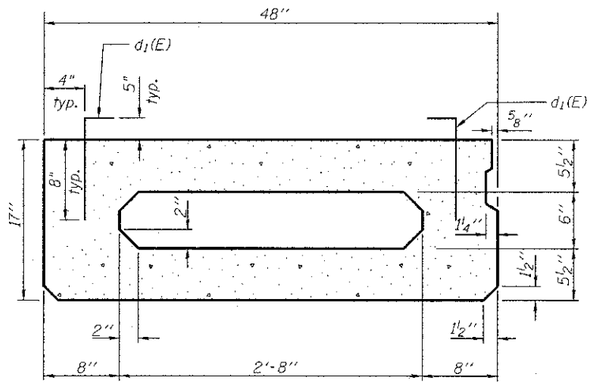
PLAN VIEW

Note: Spacing of S(E) and $S_2(E)$ bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.



SECTION B-B
(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.



SECTION B-B
(Showing Outer Beam extra reinforcement)

MINIMUM BAR LAP
#4 bar = 2'-0"
#5 bar = 2'-6"

BAR LIST
ONE BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A(E)	11	#4	3'-7"	—
$A_1(E)$	21	#4	3'-10"	~
B(E)	5	#5	35'-11"	—
$B_1(E)$	8	#4	19'-0"	—
S(E)	52	#4	6'-9"	⌴
$S_1(E)$	10	#4	5'-3"	⌐¬
$S_2(E)$	42	#4	5'-6"	⌐¬
U(E)	12	#5	3'-8"	⊏
$U_1(E)$	2	#4	6'-0"	⌐¬
* $d_1(E)$	50	#4	1'-9"	⌐

Note: See sheet 20 of 33 for additional details, notes and Bill of Material.
Bars indicated thus 4x2-#4 etc. indicates 4 lines of bars with 2 lengths per line.
* Additional reinforcement in Outer Beams Only See Sheet 20 of 33 for $d_1(E)$ bar details.

PD-1748-0 7-1-10

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

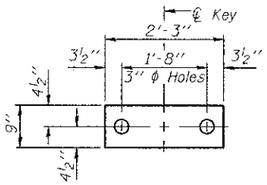
USER NAME = gonzalo	DESIGNED JMT	REVISED -
	CHECKED JJI	REVISED -
PLOT SCALE =	DRAWN GM	REVISED -
PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

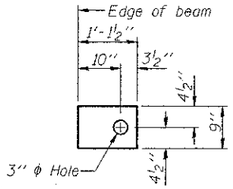
17x48 PPC DECK BEAMS – 36'-2"
STRUCTURE NO. 056-3184
SHEET NO. 19 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	51
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

FILE NAME = e:\765-812 lawrence phase ii\cadd sheets\structural\056184-000-819.dgn



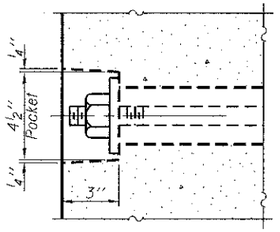
FABRIC BEARING PAD
(Interior-36 Req'd)



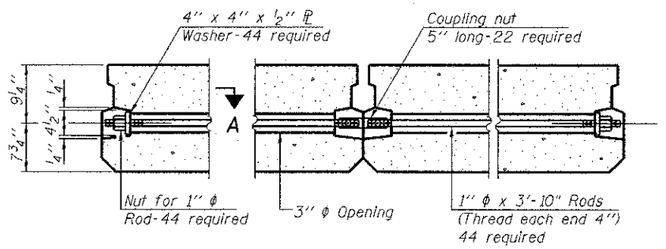
FABRIC BEARING PAD
(Exterior & at Stage Const. Line-16 Req'd)

FIXED

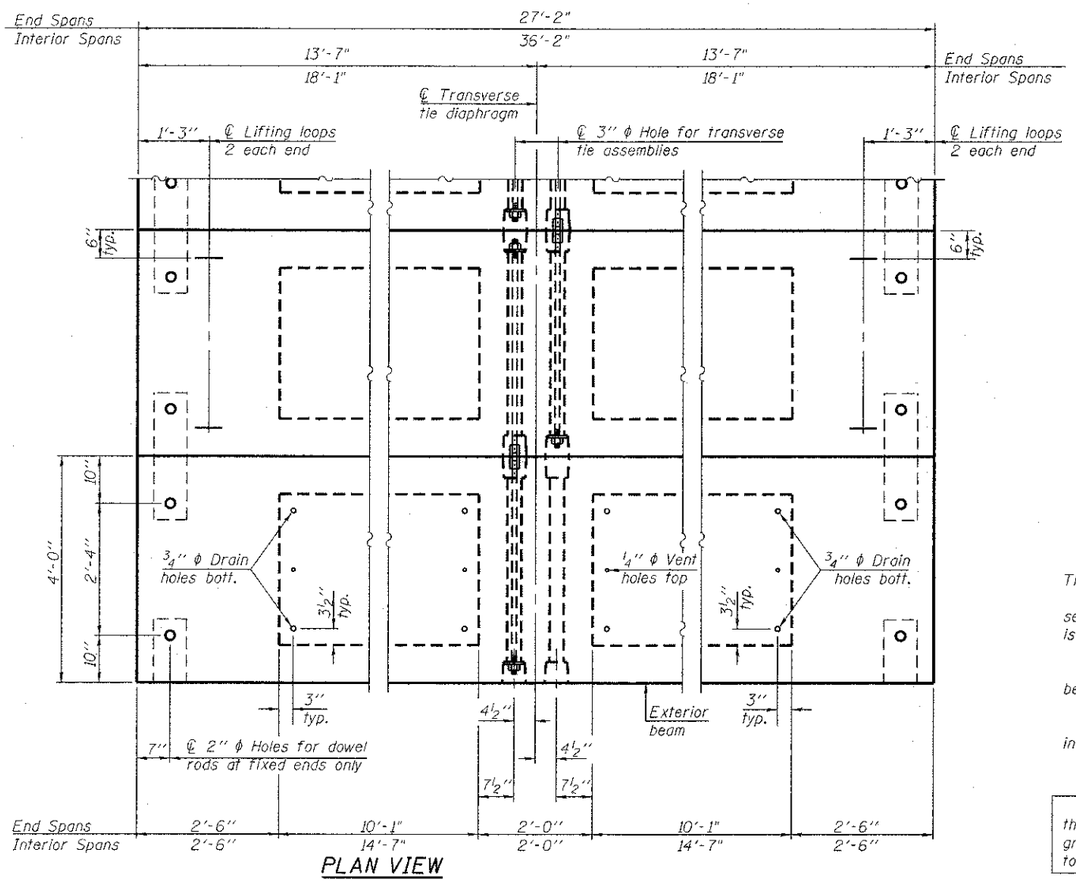
Notes:
All bearing pads shall be 1" thick.
Omit holes when using expansion bearings.
Expansion bearing pad shall be bonded to the substructure.



SECTION A-A

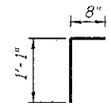


TYPICAL TRANSVERSE TIE ASSEMBLY

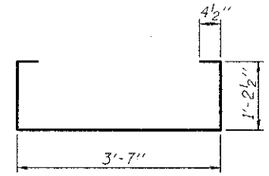


PLAN VIEW

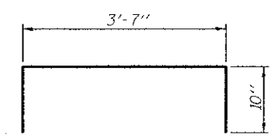
Note: Connect beams in pairs with the transverse tie configuration shown.



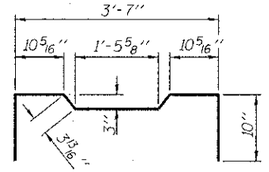
BAR d_1(E)
In Outer Beams Only



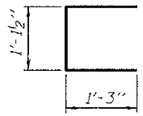
BAR S(E)



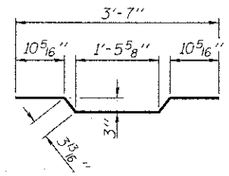
BAR S_1(E)



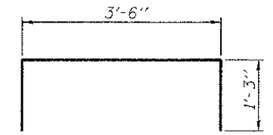
BAR S_2(E)



BAR U(E)



BAR A_1(E)



BAR U_1(E)

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.

The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.

Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).

Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.

A minimum 2½" ϕ lifting pin shall be used to engage the lifting loops during handling.

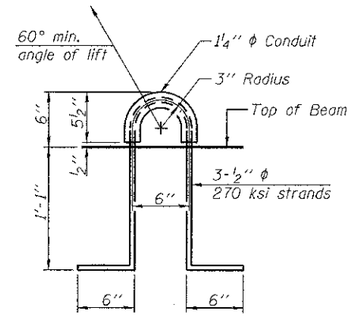
Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

Compressive strength of prestressed concrete, f'c, shall be 6000 psi.

Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.

Precast Prestressed Deck Beams shall be constructed per the Special Provisions and Section 504.05 of the Standard Specifications. Transverse tie bars/bolts, anchor dowels, bearing pads, inserts, non-shrink grouts and other items for the erection of the pre-cast concrete units shall be furnished and incidental to PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH).

Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.



LIFTING LOOP DETAIL

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (17" Depth)	Sq. Ft.	3986

PD-1748-0D 7-1-10

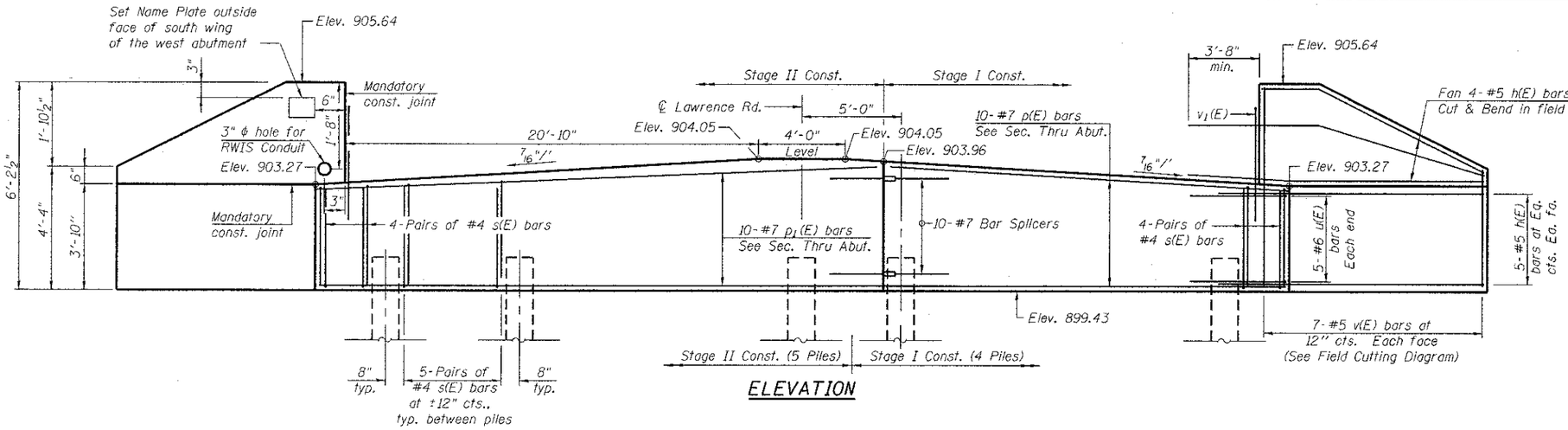
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzala	DESIGNED JMT	REVISED -
		CHECKED JJI	REVISED -
	PLOT SCALE =	DRAWN GM	REVISED -
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

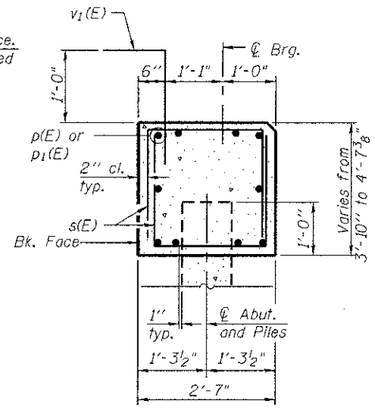
17x48 PPC DECK BEAM DETAILS
STRUCTURE NO. 056-3184
SHEET NO. 20 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	52
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

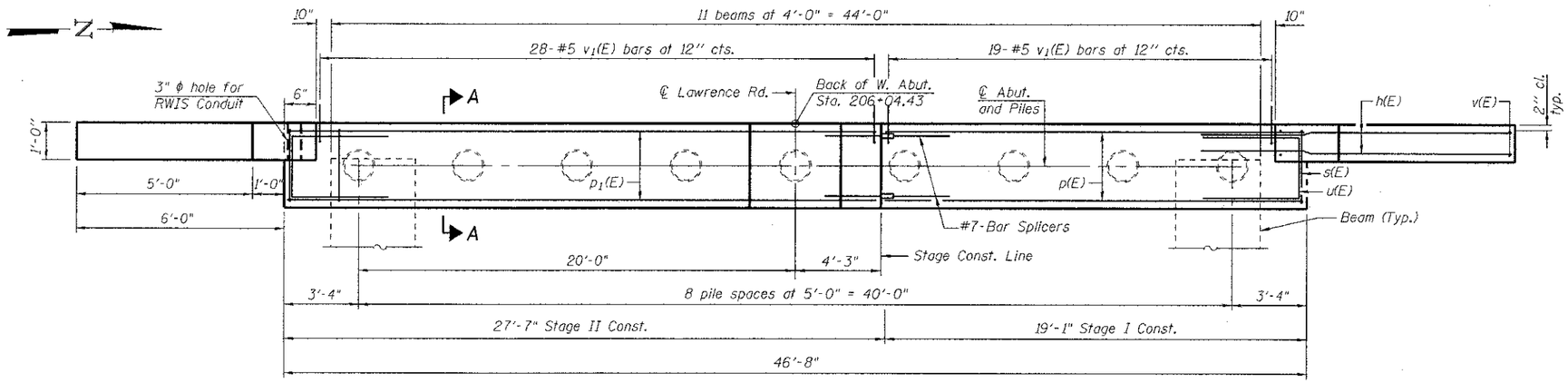
FILE NAME = e:\795-012 lawrence phase 1\roads sheets\structural\0563184-000-020.dgn



ELEVATION



SECTION A-A



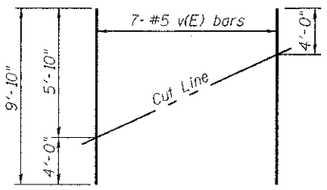
PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	36	#5	10'-5"	
p(E)	10	#7	18'-9"	
p1(E)	10	#7	27'-3"	
s(E)	96	#4	9'-1"	
u(E)	10	#6	9'-10"	
v(E)	14	#5	9'-10"	
v1(E)	47	#5	3'-6"	
Structure Excavation		Cu. Yd.	104	
Concrete Structures		Cu. Yd.	21.6	
Reinforcement Bars, Epoxy Coated		Pound	2380	
Furnishing Metal Shell Piles 12"x0.25"		Foot	328	
Driving Piles		Foot	328	
Test Pile Metal Shells		Each	1	
Bar Splicers		Each	10	
Protective Coat		Sq. Yd.	9	

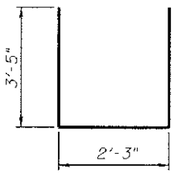
PILE DATA

Type: Metal Shell Piles 12" ϕ with 0.25" walls
Nominal Required Bearing: 264 kips
Factored Resistance Available: 145 kips
Est. Length: 41'
No. Production Piles: 8
No. Test Piles: 1

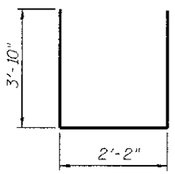


FIELD CUTTING DIAGRAM

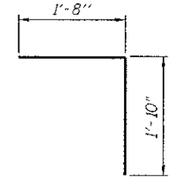
Order v(E) bars full length. Cut as shown and use remainder of bars in opposite face.



BAR s(E)



BAR u(E)



BAR v1(E)

AD-1721-0 7-1-10

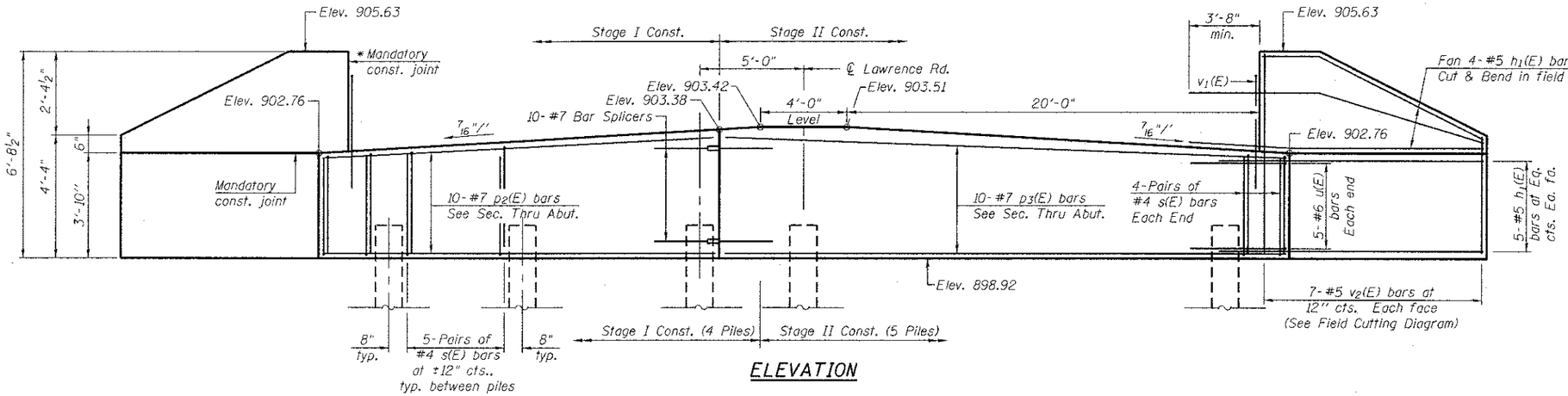
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -
		CHECKED JJI	REVISED -
	PLOT SCALE =	DRAWN GM	REVISED -
	PLOT DATE = 8/17/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

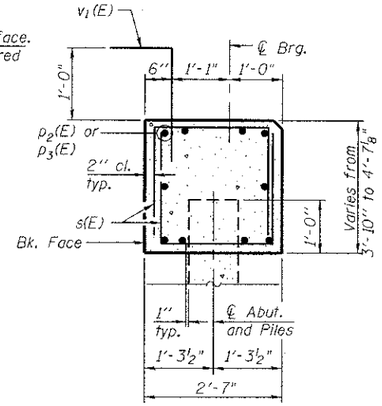
WEST ABUTMENT
STRUCTURE NO. 056-3184
SHEET NO. 21 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	53
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

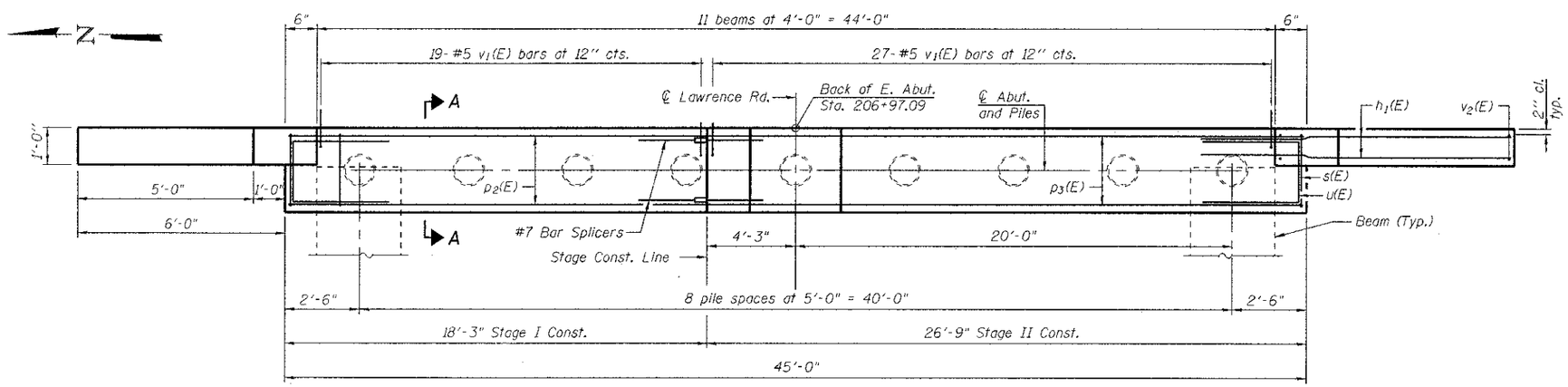
FILE NAME = w:\755-812 lawrence phase 1\cadd sheets\structure\056384-608-021.dgn



ELEVATION



SECTION A-A



PLAN

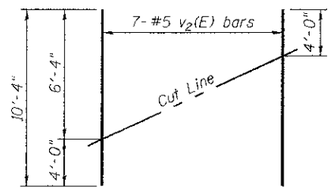
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_1(E)$	36	#5	10'-7"	
$p_2(E)$	10	#7	17'-11"	
$p_3(E)$	10	#7	26'-5"	
s(E)	96	#4	9'-1"	
u(E)	10	#6	9'-10"	
$v_1(E)$	46	#5	3'-6"	
$v_2(E)$	14	#5	10'-4"	

Structure Excavation	Cu. Yd.	100
Concrete Structures	Cu. Yd.	20.8
Reinforcement Bars, Epoxy Coated	Pound	2360
Furnishing Metal Shell Piles 12"x0.25"	Foot	280
Driving Piles	Foot	280
Test Pile Metal Shells	Each	1
Bar Splicers	Each	10
Protective Coat	Sq. Yd.	9

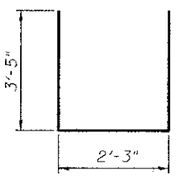
PILE DATA

Type: Metal Shell Piles 12" ϕ with 0.25" walls
Nominal Required Bearing: 264 kips
Factored Resistance Available: 145 kips
Est. Length: 35'
No. Production Piles: 8
No. Test Piles: 1

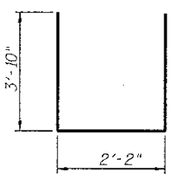


FIELD CUTTING DIAGRAM

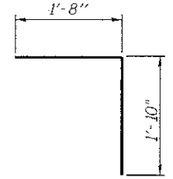
Order $v_2(E)$ bars full length. Cut as shown and use remainder of bars in opposite face.



BAR s(E)



BAR u(E)



BAR $v_1(E)$

AD-1721-0 7-1-10

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -
		CHECKED JJI	REVISED -
	PLOT SCALE =	DRAWN GM	REVISED -
	PLOT DATE = 8/17/2012	CHECKED JJI	REVISED -

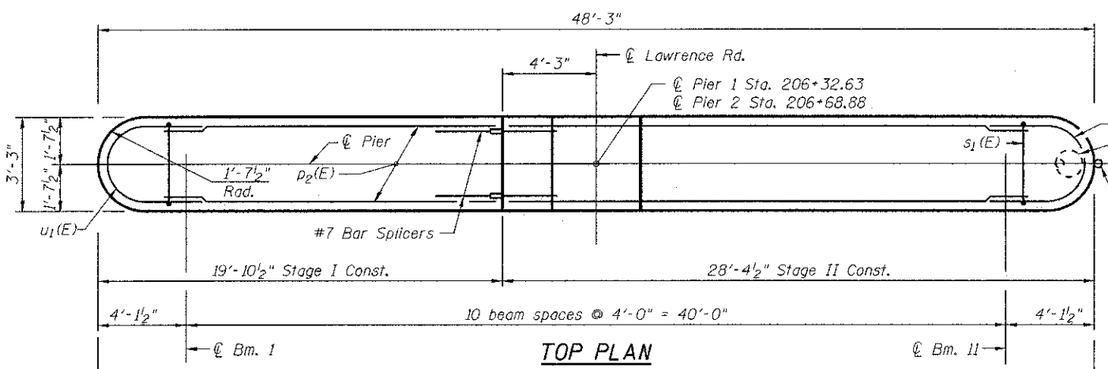
McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

EAST ABUTMENT
STRUCTURE NO. 056-3184
SHEET NO. 22 OF 33 SHEETS

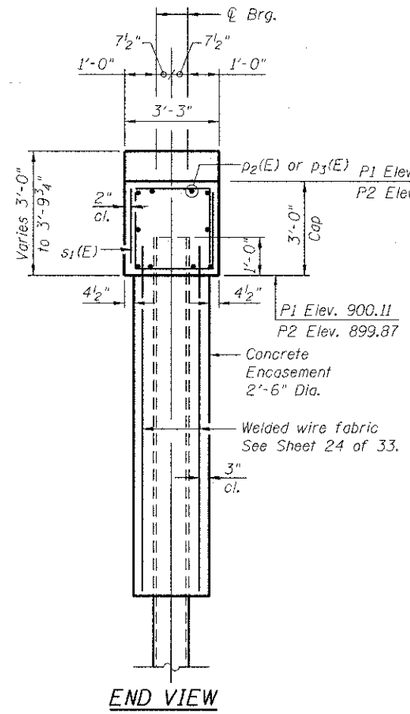
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	54
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

FILE NAME = w:\755-012 lawrence phase 2\needed sheets\structural\056184-000-022.dgn

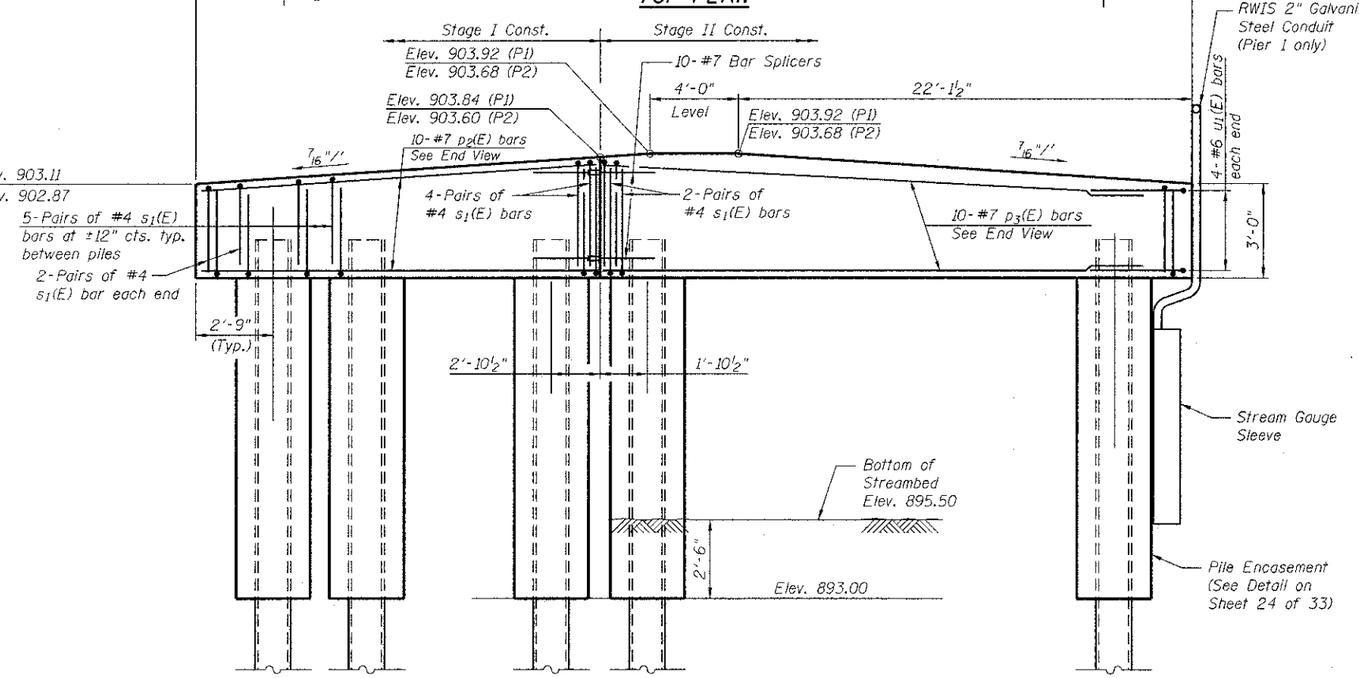
Notes:
For details of piles, see sheet 24 of 33.
If a portion of the concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.



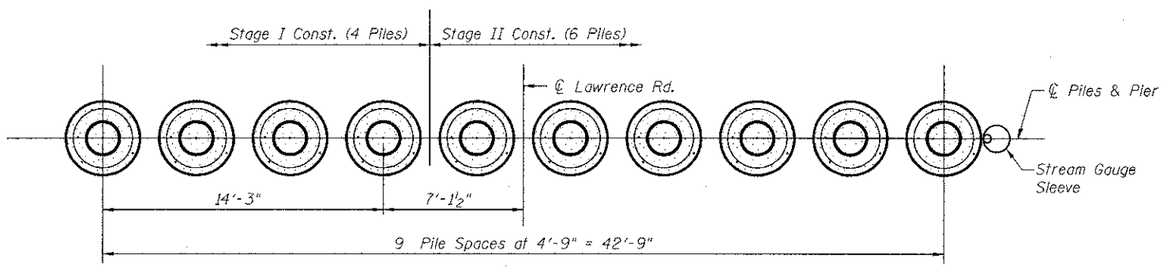
TOP PLAN



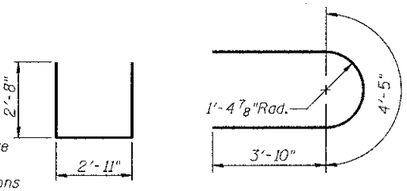
END VIEW



ELEVATION
(Looking East)



PLAN



BAR $s_1(E)$

BAR $u_1(E)$

PIER 1 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$p_2(E)$	10	#7	17'-11"	——
$p_3(E)$	10	#7	26'-5"	——
$s_1(E)$	100	#4	8'-3"	⊔
$u_1(E)$	8	#6	12'-1"	⊃
Concrete Structures			Cu. Yd.	19.6
Reinforcement Bars, Epoxy Coated			Pound	1610
Furnishing Metal Shell Piles 12"x0.25"			Foot	396
Driving Piles			Foot	396
Test Pile Metal Shells			Each	1
Concrete Encasement			Cu. Yd.	11.0
Bar Splicers			Each	10

PIER 2 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$p_2(E)$	10	#7	17'-11"	——
$p_3(E)$	10	#7	26'-5"	——
$s_1(E)$	100	#4	8'-3"	⊔
$u_1(E)$	8	#6	12'-1"	⊃
Concrete Structures			Cu. Yd.	19.6
Reinforcement Bars, Epoxy Coated			Pound	1610
Furnishing Metal Shell Piles 12"x0.25"			Foot	396
Driving Piles			Foot	396
Test Pile Metal Shells			Each	1
Concrete Encasement			Cu. Yd.	10.6
Bar Splicers			Each	10

PIER 1 PILE DATA

Type: Metal Shell Piles 12" ϕ with 0.25" walls
Nominal Required Bearing: 273 kips
Factored Resistance Available: 150 kips
Est. Length: 44'
No. Production Piles: 9
No. Test Piles: 1

PIER 2 PILE DATA

Type: Metal Shell Piles 12" ϕ with 0.25" walls
Nominal Required Bearing: 273 kips
Factored Resistance Available: 150 kips
Est. Length: 44'
No. Production Piles: 9
No. Test Piles: 1

FILE NAME = w:\705-012 lawrence phase ii\roadd sheets\structural\056318+068-823.dgn

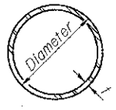
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED JMT	REVISED -	
	CHECKED JJI	REVISED -	
PLOT SCALE =	DRAWN GM	REVISED -	
PLOT DATE = 8/17/2012	CHECKED JJI	REVISED -	

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

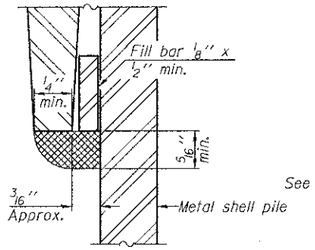
PIERS 1 & 2
STRUCTURE NO. 056-3184
SHEET NO. 23 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	55
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

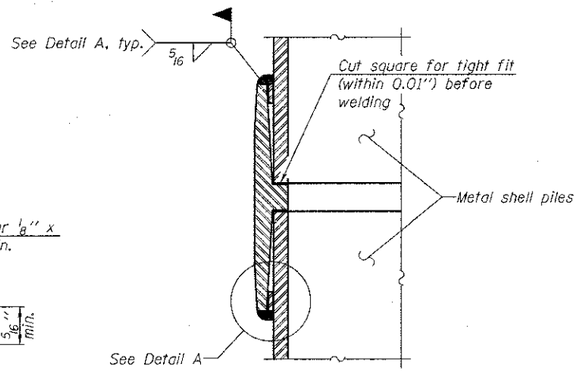


METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume ($yd.^3$/ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361

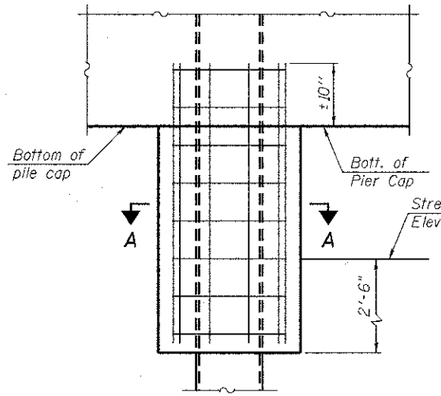


DETAIL A

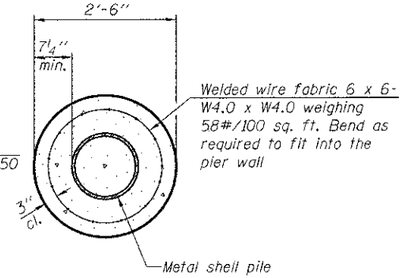


Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



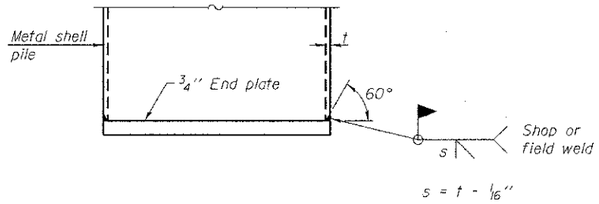
ELEVATION



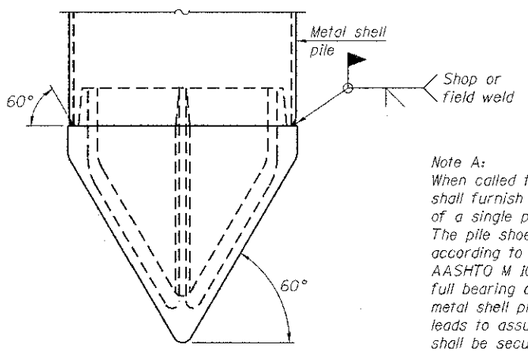
SECTION A-A

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

CONCRETE ENCASEMENT AT PIERS

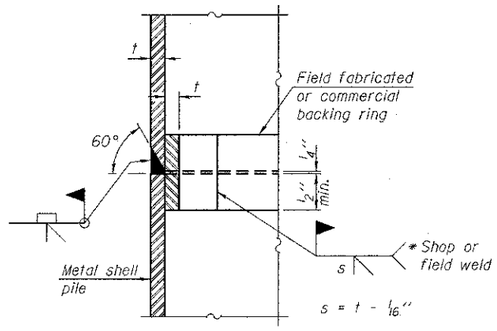


END PLATE ATTACHMENT



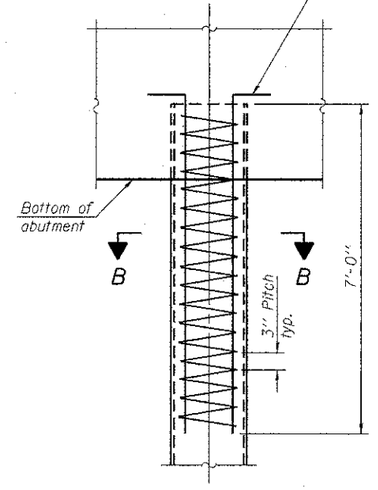
Note A:
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

METAL SHELL PILE SHOE ATTACHMENT
(See Note A)

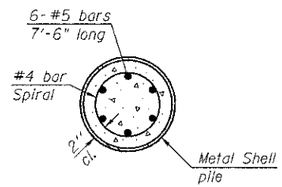


COMPLETE PENETRATION WELD SPLICE

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



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

Note:
The metal shell piles shall be according to ASTM A 252 Grade 3.

F-MS 1-27-12

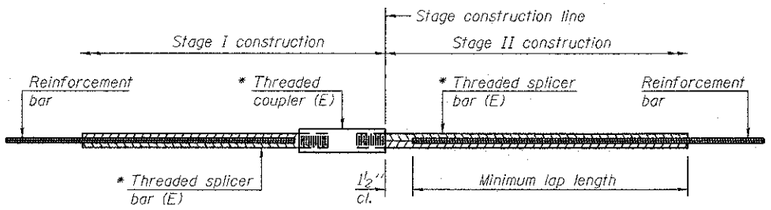
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -
		CHECKED JJI	REVISED -
	PLOT SCALE =	DRAWN GM	REVISED -
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

METAL SHELL PILE DETAILS
STRUCTURE NO. 056-3184
SHEET NO. 24 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	56
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

FILE NAME = w:\755-012 lawrence phase ii\cadd sheets\structural\0563184-000-024.dgn



STANDARD BAR SPLICER ASSEMBLY

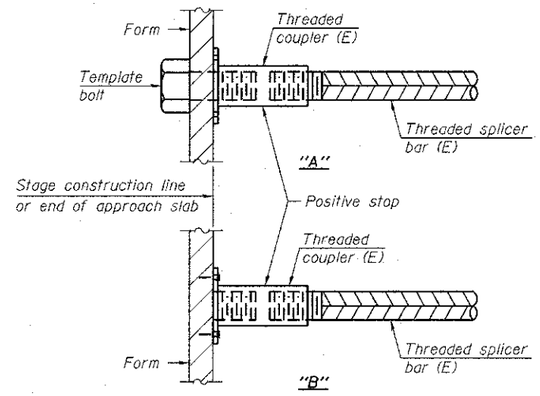
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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, Class C
Table 6: Epoxy bar, Top bar top, Class C

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

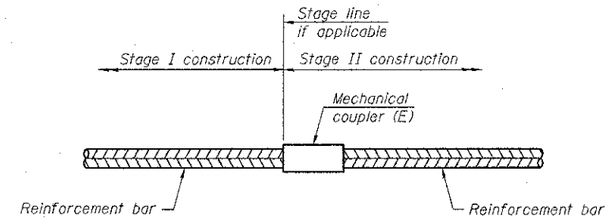
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Concrete Wearing Surface	#4	92	Table 3
East Abutment	#7	10	Table 4
West Abutment	#7	10	Table 4
Pier 1	#7	10	Table 4
Pier 2	#7	10	Table 4
East Approach	#4	25	Table 4
East Approach	#5	86	Table 4
West Approach	#4	25	Table 4
West Approach	#5	86	Table 4



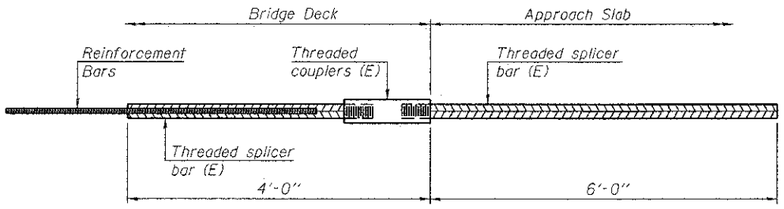
INSTALLATION AND SETTING METHODS

"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.



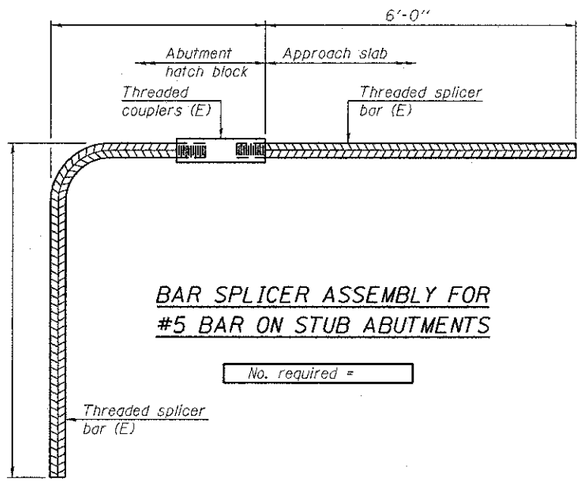
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



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

BSD-1 1-27-12

FILE NAME = w:\795-012 lawrence phase ii\cadd sheets\structural\056184-000-025.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED JMT	REVISED -	
	CHECKED JJI	REVISED -	
PLOT SCALE =	DRAWN GM	REVISED -	
PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -	

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 056-3184
SHEET NO. 25 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	57
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

SOIL AND MATERIAL CONSULTANTS, INC

File No. 19665 **BORING LOG** 1

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/18/09

Location McHenry Co., IL Drilled By AC

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

Comments

Station 206+02 - 8' R. CL

Elev., ft. 905.1' Description Depth, ft. 0	S	T	R	B	N	Pen.	W	Uw	Qu
Bituminous concrete - 8.25"									
Crushed gravel - 15.75"									
903.1'				3					
Brown silt,some sand,gravel & clay,damp,loose - Fill	1	SS	16"	4 3 2	7		10.4		
901.1'				1					
Black silt,some clay,trace sand, very damp,very loose (topsoil) 5	2	SS	13"	2	3		24.8		
898.6'				2					
Brown-gray clay,some silt,trace sand,very damp,tough	3	SS	18"	2	4	0.5	28.4	91.8	1.0
896.6'				6					
Brown fine-medium sand,some coarse sand & gravel,very damp 10 ▼ saturated,medium dense	4	SS	14"	10 15	25		9.6		
				7					
	5	SS	18"	10 14	24		5.7		
892.1'									
Gray fine-medium sand & gravel, some coarse sand,very damp-saturated,medium dense 15	6	SS	18"	10 11	21		5.2		
				10					
	7	SS	18"	12 13	25		5.3		
				6					
20	8	SS	14"	12 14	26		5.2		

Water Level — depth, ft. elev, ft
- while drilling: 10.0 ____
- after drilling: 10.0 ____
- 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. 19665 **BORING LOG** 1

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/18/09

Location McHenry Co., IL Drilled By AC

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

Comments

Elev., ft. Description Depth, ft. 20	S	T	R	B	N	Pen.	W	Uw	Qu
Gray fine-medium sand & gravel, some coarse sand,very damp-saturated,medium dense				6 8					
	9	SS	12"	9	17		7.8		
881.1'				8					
Gray fine sand,trace medium-coarse sand & gravel,very damp-saturated 25	10	SS	15"	5 5	10		17.0		
879.6' medium dense									
Brown fine-medium sand & gravel, some coarse sand,very damp-saturated,medium dense				9 12					
	11	SS	18"	12	24		7.5		
877.1'									
Gray clay,some silt,trace sand & gravel,damp,very tough 30	12	SS	6"	8 8	16	2.5	13.0		
873.1'									
Gray fine sand,trace medium-coarse sand,very damp-saturated loose to medium dense				3 4					
35	13	SS	18"	4	8		14.2		
				6					
40	14	SS	18"	7 9	16		10.3		

Water Level — depth, ft. elev, ft.
- while drilling: 10.0 ____
- after drilling: 10.0 ____
- 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. 19665 **BORING LOG** 1

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/18/09

Location McHenry Co., IL Drilled By AC

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

Comments

Elev., ft. Description Depth, ft. 40	S	T	R	B	N	Pen.	W	Uw	Qu
Gray fine sand,trace medium-coarse sand,very damp,medium dense									
				3					
45	15	SS	18"	4 6	10		14.3		
				15					
50	16	SS	18"	10 9	19		11.7		
853.1'									
Gray fine-medium sand,some coarse sand & gravel,very damp-saturated,loose				3					
55	17	SS	18"	3 3	6		13.6		
848.1'									
Gray fine sand,trace medium-coarse sand & gravel,very damp-saturated,loose				3					
60	18	SS	14"	3 3	6		15.8		

Water Level — depth, ft. elev, ft.
- while drilling: 10.0 ____
- after drilling: 10.0 ____
- 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:\755-812_lawrence phase ii\cadd sheets\structure\056184-000-026.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED JMT	REVISED -	
	CHECKED JJI	REVISED -	
PLOT SCALE =	DRAWN GM	REVISED -	
PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -	

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

BORING LOGS I
STRUCTURE NO. 056-3184
SHEET NO. 26 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	58
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19665 **BORING LOG** 1

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/18/09

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 fine sand,trace medium-coarse sand & gravel,very damp-saturated,medium dense										
		65	19	SS	18"	2 4 6	10		17.6		
838.1'											
	Gray silt,some clay,trace sand & gravel,damp,medium dense										
		70	20	SS	18"	8 9 10	19		9.5		
834.1'											
	Gray clay,some silt,trace sand & gravel,damp,hard										
831.1'			21			13		4.5+	11.0	132.1	5.2
	Brown fine-medium sand,some coarse sand & gravel,very damp-saturated,medium dense to dense	75	22	SS	18"	13 10	23		9.7		
						15 17					
825.1'		80	23	SS	18"	21	38		9.1		

End of Boring

Water Level — depth, ft. elev., ft.
- while drilling: 10.0 ____
- after drilling: 10.0 ____
- 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. 19665 **BORING LOG** 2

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/23/09

Location McHenry Co., IL Drilled By AC

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

Comments Station 206+72 - 22' R. CL

Elev., ft. 900.7'	Description	Depth, ft. 0	S	T	R	B	N	Pen.	W	Uw	Qu
	Dark brown-black silt,some sand, clay,gravel & roots,damp-very damp,loose										
			1	SS	6"	3 4 3	7		20.3		
896.2'			2			4 3			19.5		
895.7'	(a) see below	5	3	SS	16"	2	5		49.9		
	Gray fine-medium sand & gravel, trace coarse sand,very damp-saturated,medium dense										
			4	SS	15"	10 12 13	25		8.8		
						6 10					
		10	5	SS	18"	11	21		10.3		
						9 12					
			6	SS	16"	14	26		7.8		
						9 8					
		15	7	SS	18"	6	14		7.1		
						8 7					
			8	SS	12"	5	12		9.6		
882.2'											
	Gray clay & silt,trace sand & gravel,damp,hard										
		20	9	SS	18"	8 13 17	30	4.5+	7.6	146.1	4.5

Water Level — depth, ft. elev., ft.
- while drilling: 5.0 ____
- after drilling: 4.0 ____
- hrs. after drilling: ____ ____

(a) Black silt,some clay,trace sand & organic matter,very damp,loose

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

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19665 **BORING LOG** 2

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/23/09

Location McHenry Co., IL Drilled By AC

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

Comments

Elev., ft.	Description	Depth, ft. 20	S	T	R	B	N	Pen.	W	Uw	Qu
879.7'	Gray clay & silt,trace sand & gravel damp,hard										
	Gray silt,some clay,trace sand & gravel,damp,medium dense		10	SS	18"	10 19 20	29		7.1		
						8					
876.2'			11			11			8.8		
	Gray fine sand,trace medium-coarse sand & gravel,very damp-saturated,medium dense	25	12	SS	18"	9	20		14.5		
874.7'											
	Gray fine-medium sand,some coarse sand & gravel,very damp,medium dense		13			5 7			7.6		
			14	SS	18"	10	17	4.5+	9.9	128.4	4.7
	Gray clay & silt,trace sand & gravel,damp,hard										
871.7'						13					
						12					
	Gray clay,some silt,trace sand & gravel,damp,hard to very hard	30	15	SS	18"	12	24	4.5+	10.3	141.7	5.1
						11					
866.2'			16			16		4.5+	11.8	133.8	9.8
	Brown fine-medium sand,some coarse sand & gravel,very damp-saturated,medium dense	35	17	SS	18"	12	28		12.4		
						4					
						4					
		40	18	SS	18"	6	10		14.2		

Water Level — depth, ft. elev., ft
- while drilling: 5.0 ____
- after drilling: 4.0 ____
- 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:\755-012 lawrence phase ii\cadd sheets\structural\0563184-056-0027.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED JMT	REVISED -
	CHECKED JJT	REVISED -
PLOT SCALE =	DRAWN GM	REVISED -
PLOT DATE = 8/16/2012	CHECKED JJT	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

BORING LOGS II
STRUCTURE NO. 056-3184
SHEET NO. 27 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	59
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19665 **BORING LOG** 2

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/23/09

Location McHenry Co., IL Drilled By AC

Comments

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

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Brown fine-medium sand,some coarse sand & gravel,very damp-saturated,medium dense	40									
857.2'						4					
	Gray fine-medium sand,some coarse sand & gravel,very damp, medium dense	45	19	SS	18"	6 8	14		9.2		
853.7'											
	Gray fine sand,trace medium-coarse sand & gravel,very damp, medium dense	50	20	SS	18"	4 6 7	13		20.5		
848.7'											
	Gray clay & silt,trace sand & gravel,damp,very tough	55	21	SS	10"	7 10 11	21	3.5	10.2		
840.7'		60	22	SS	18"	6 8 11	19	3.5	12.5	135.8	3.1

Water Level — depth, ft. elev., ft.
- while drilling: 5.0 ____
- after drilling: 4.0 ____
- 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. 19665 **BORING LOG** 2

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/23/09

Location McHenry Co., IL Drilled By AC

Comments

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	60									
						5 7					
		65	23	SS	18"	9	16		8.3		
						6 9					
		70	24	SS	18"	9	18		8.5		
						6 8					
		75	25	SS	18"	12	20		10.1		
						7 10					
820.7'	End of Boring	80	26	SS	18"	12	22		9.9		

Water Level — depth, ft. elev., ft.
- while drilling: 5.0 ____
- after drilling: 4.0 ____
- 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. 19665 **BORING LOG** 3

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/19/09

Location McHenry Co., IL Drilled By AC

Comments Station 206+99 - 7' L. CL

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

Elev., ft. 905.0'	Description	Depth, ft. 0	S	T	R	B	N	Pen.	W	Uw	Qu
	Bituminous concrete - 9.0"										
	Crushed & uncrushed gravel & fines - 21.0"										
902.5'						4					
	Brown silt,some sand,gravel & clay,damp,loose - Fill		1	SS	14"	3 6	9		12.7		
901.0'						5					
	Black silt,some clay,trace sand, damp,loose (topsoil)	5	2	SS	13"	4 3	7		28.1		
898.5'						2					
	Brown-gray clay,some silt, trace sand,very damp,stiff		3	SS	16"	2 3	5	0.75	35.3	83.9	0.7
896.5'						10					
	Gray fine-medium sand,some coarse sand & gravel,very damp-saturated,dense to medium dense	10	4	SS	15"	17 19	36		8.9		
						6 11					
			5	SS	12"	12	23		9.4		
		15	6	SS	11	6 8 9	17		10.4		
						12 17					
			7	SS	15"	14	31		6.8		
						6 6					
		20	8	SS	12"	6	12		12.1		

Water Level — depth, ft elev., ft
- while drilling: 8.5 ____
- 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:\755-812 lawrence phase i\cadd sheets\structural\056184-000-020.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -
		CHECKED JJI	REVISED -
	PLOT SCALE =	DRAWN GM	REVISED -
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

BORING LOGS III
STRUCTURE NO. 056-3184
SHEET NO. 28 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	60
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

SOIL AND MATERIAL CONSULTANTS, INC.

File No 19665 **BORING LOG** 3

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/19/09

Location McHenry Co., IL Drilled By AC

Comments

Equipment [X] CME 45B [ ] H.A. [ ] Other Logged By DA

Elev., ft.	Description	Depth, ft.	20	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray fine-medium sand,some coarse sand & gravel,very damp-saturated,medium dense						8					
				9	SS	15"	7	14		11.2		
881.0'							5					
	Gray clay & silt,trace sand & gravel,damp,very tough to hard						9					
			25	10	SS	18"	12	21	4.5+	8.3	137.1	3.3
							13					
							19					
				11	SS	18"	24	43	4.5+	6.5	136.2	7.0
							9					
							11					
			30	12	SS	18"	12	23	3.5	7.7	136.7	3.9
							11					
							16					
			35	13	SS	18"	14	30	4.5+	8.2	123.4	3.3
							8					
							10					
			40	14	SS	16"	13	23	4.5+	7.4	140.1	4.9

Water Level — depth, ft. elev., ft.
- while drilling: 8.5 ____
- 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

SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19665 **BORING LOG** 3

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/19/09

Location McHenry Co., IL Drilled By AC

Comments

Equipment [X] CME 45B [ ] H.A. [ ] Other Logged By DA

Elev., ft.	Description	Depth, ft.	40	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray clay & silt,trace sand & gravel,damp,hard											
							13					
			45	15	SS	18"	13	27	4.5+	8.9	145.7	5.1
858.0'							14					
	Gray clay,some silt,trace sand & gravel,damp,very tough											
							6					
							9					
			50	16	SS	18"	12	21	3.25	12.3	126.9	3.1
							6					
							9					
			55	17	SS	18"	10	18	3.0	12.5	132.6	2.6
							4					
							6					
			60	18	SS	12"	10	16	2.5	7.6	136.3	2.8

Water Level — depth, ft. elev., ft.
- while drilling: 8.5 ____
- 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

SOIL AND MATERIAL CONSULTANTS, INC.

File No 19665 **BORING LOG** 3

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/19/09

Location McHenry Co., IL Drilled By AC

Comments

Equipment [X] CME 45B [ ] H.A. [ ] Other Logged By DA

Elev., ft.	Description	Depth, ft.	60	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray clay,some silt,trace sand & gravel,damp,hard											
							7					
840.0'							11					
			65	19	SS	18"	11	22	4.0	13.4	121.1	5.0
	Gray fine-medium sand,some coarse sand & gravel,very damp-saturated,medium dense											
							4					
							5					
			70	20	SS	18"	7	12		7.8		
832.5'												
	Gray fine-medium sand,some coarse sand & gravel,very damp-saturated,loose						3					
							3					
			75	21	SS	18"	4	7		8.7		
828.0'												
	Gray fine sand,trace medium-coarse sand & gravel,very damp-saturated,medium dense											
825.0'							6					
	End of Boring		80	22	SS	18"	8	18		13.2		
							10					

Water Level — depth, ft elev., ft.
- while drilling: 8.5 ____
- 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:\755-012 lawrence phase ii\cadd sheets\structural\056384-000-029.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gonzalo	DESIGNED JMT	REVISED -
	CHECKED JJI	REVISED -
PLOT SCALE =	DRAWN GM	REVISED -
PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

BORING LOGS IV
STRUCTURE NO. 056-3184
SHEET NO. 29 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	61
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

SOIL AND MATERIAL CONSULTANTS, INC.

File No 19665 **BORING LOG** 4

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/19/09

Location McHenry Co., IL Drilled By AC

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

Comments

Station 207+70 - 7' R. CL

Elev., ft.	905.0' Description	Depth, ft. 0	S	T	R	B	N	Pen.	W	Uw	Qu
	Bituminous concrete - 7.25"										
	Crushed & uncrushed gravel & fines - 16.75"										
903.0'	(large gravel or cobbles)					7					
	Brown silt,some clay,sand & gravel,very damp-damp,loose - Fill		1	SS	16"	3 5	8		13.4		
901.0'											
	Black silt,some clay,trace sand & gravel,damp,medium dense - Fill	5				6					
						6					
899.0'			2	SS	12"	5	11		18.6		
	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 19665 **BORING LOG** 5

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

Project Lawrence Rd. bridge over Piscasaw Creek - Structural #056-3010 Date 6/19/09

Location McHenry Co., IL Drilled By AC

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

Comments

Station 205+22 - 32' L. CL

Elev., ft.	903.8' Description	Depth, ft. 0	S	T	R	B	N	Pen.	W	Uw	Qu
	Bituminous concrete - 1.5"										
	Crushed & uncrushed gravel & fines - 13.5"										
901.8'	Brown medium-coarse sand,some gravel,trace silt,damp - Fill		1			10 5			6.4		
	Black silt,some clay,trace sand, damp,loose (topsoil)		2	SS	14"	4	9		27.5		
900.3'											
	Brown-gray clay,some silt,trace sand,very damp-damp,tough	5				2 3					
892.8'			3	SS	18"	3	6	10	27.0	95.9	1.2
	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

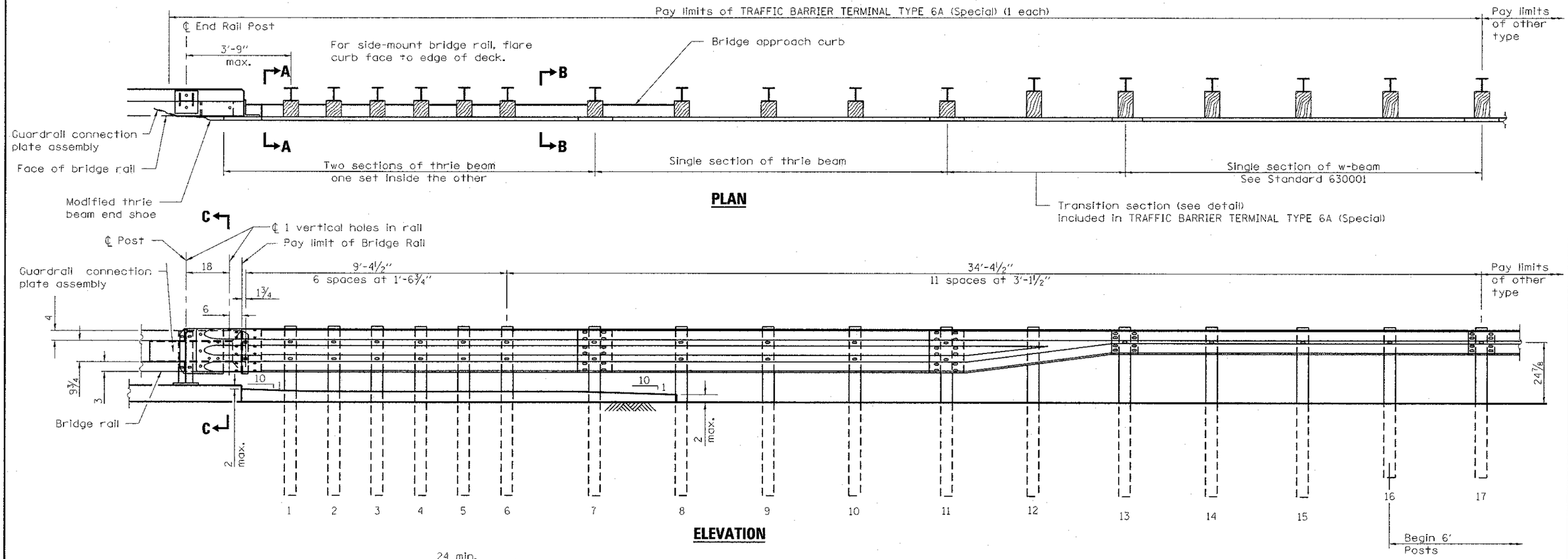
FILE NAME = w:\795-012 lawrence phase ii\acad sheets\structure\N0563184-060-038.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -
		CHECKED JJI	REVISED -
	PLOT SCALE =	DRAWN GM	REVISED -
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

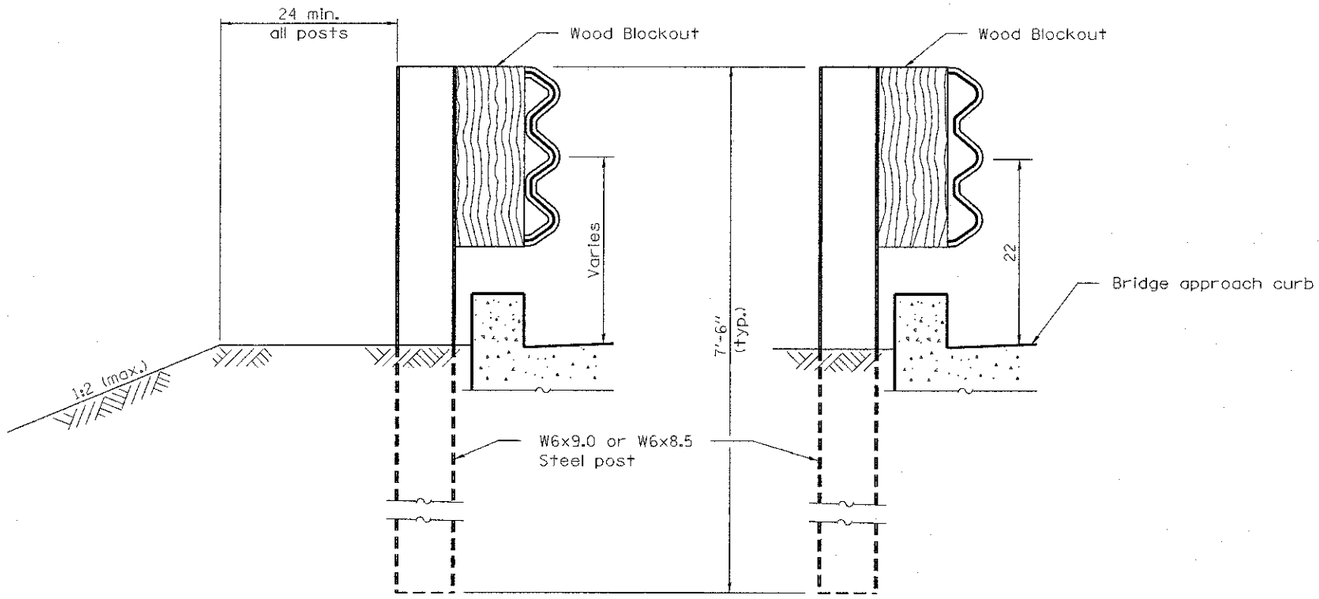
BORING LOGS V
STRUCTURE NO. 056-3184
SHEET NO. 30 OF 33 SHEETS

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	62
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			



PLAN

ELEVATION



SECTION A–A **SECTION B–B**

GENERAL NOTES

This standard shows attachment to curb mounted bridge rail. Attachment to side mounted bridge rail is similar.

See Standard 630001 for details of guardrail not shown.

Thrie beam rail shall be bolted to block-out at all posts.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches unless otherwise shown.

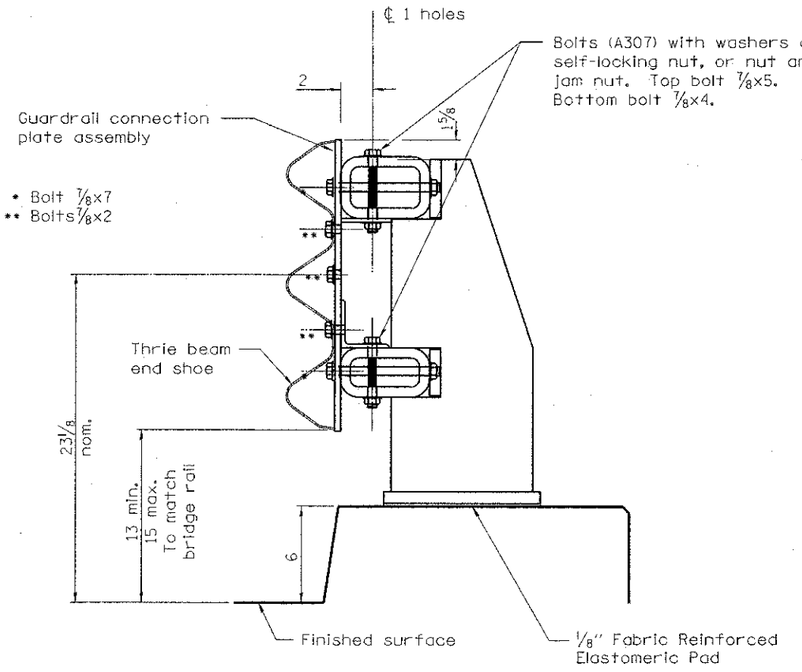
FILE NAME = w:\795-012 lawrence phase ii\cadd sheets\structural\056384-000-231.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -
		CHECKED JJI	REVISED -
	PLOT SCALE =	DRAWN GM	REVISED -
	PLOT DATE = 6/18/2012	CHECKED JJI	REVISED -

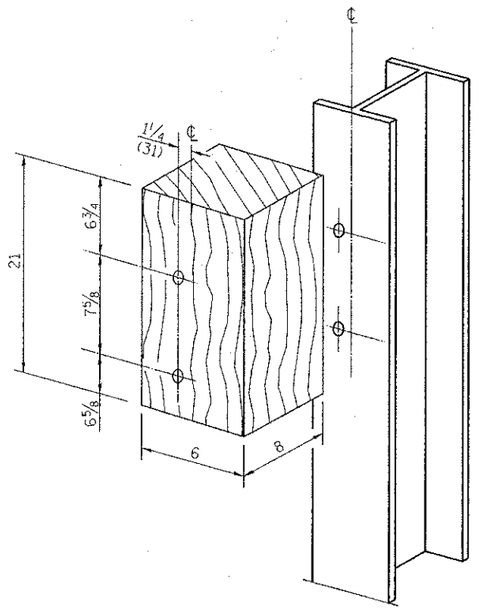
McHENRY COUNTY
DIVISION OF TRANSPORTATION
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK

TRAFFIC BARRIER TERMINAL, TYPE 6A (SPECIAL) I
STRUCTURE NO. 056-3184
SHEET NO. 31 OF 33 SHEETS

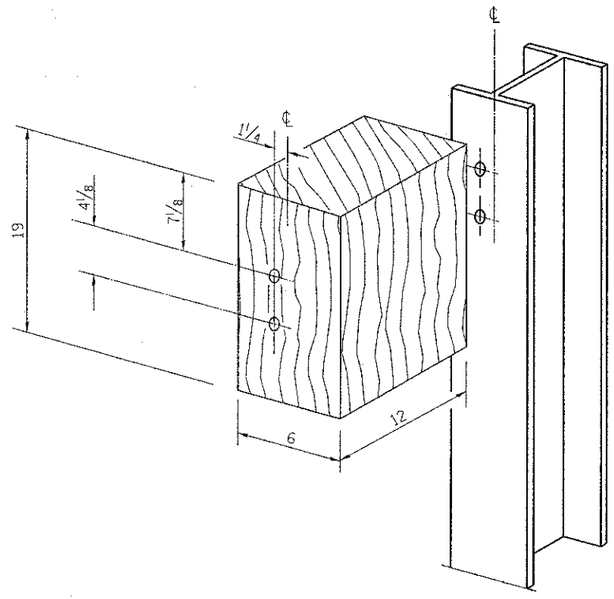
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	63
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			



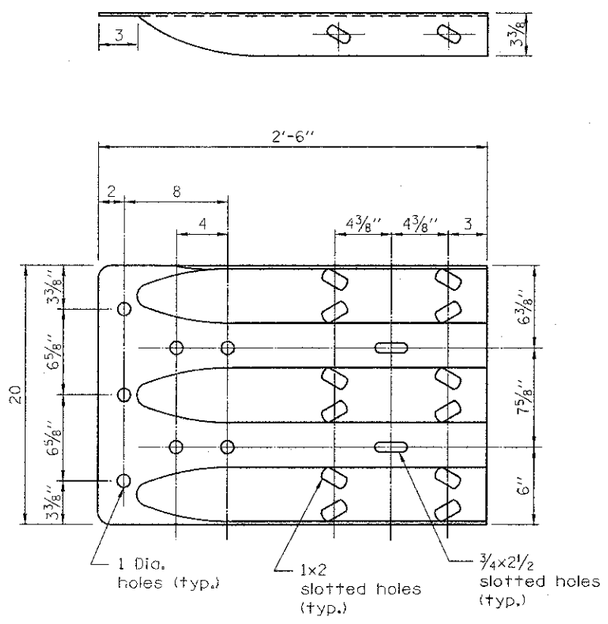
SECTION C–C



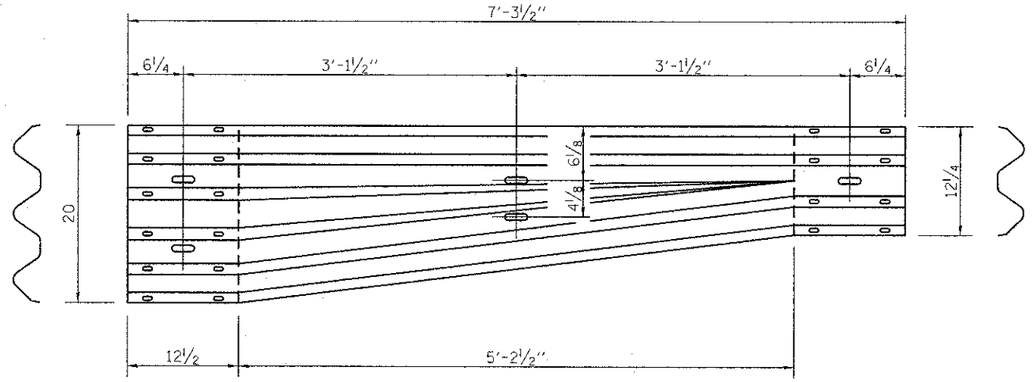
POSTS 1–11 WOOD BLOCKOUT DETAIL



POST 12 WOOD BLOCKOUT DETAIL
(See Standard 630001 for post 13-17 blockouts.)



MODIFIED THRIE BEAM END SHOE DETAIL



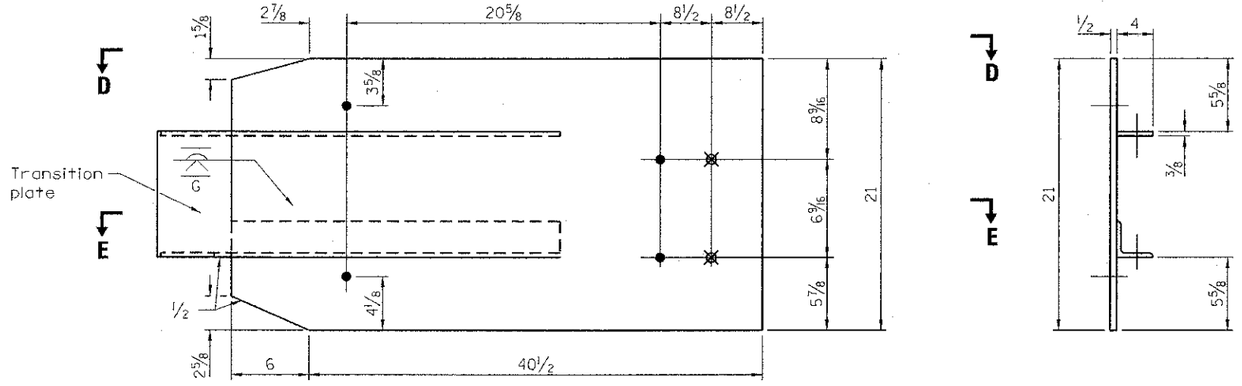
TRANSITION SECTION
(10 guage rail element)

(Sheet 2 of 3)

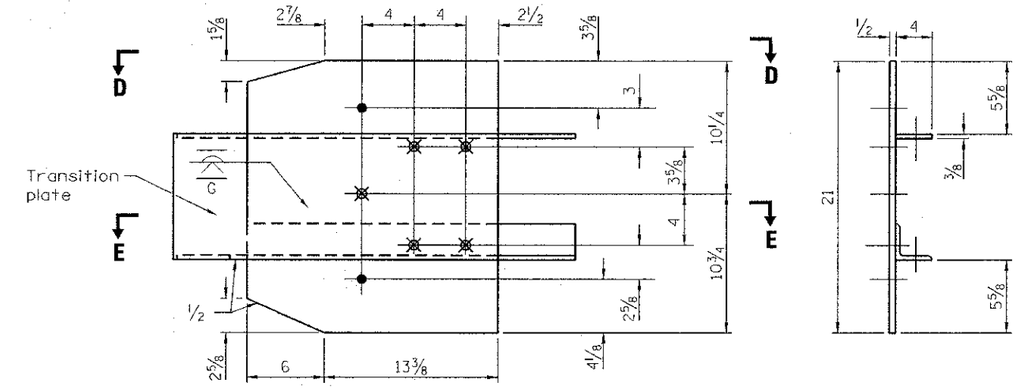
FILE NAME = e:\7505-812 lawrence phase ii\road sheets\structural\056318A-000-032.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK	TRAFFIC BARRIER TERMINAL, TYPE 6A (SPECIAL) II STRUCTURE NO. 056–3184
	PLOT SCALE =	CHECKED JJI	REVISED -		SHEET NO. 32 OF 33 SHEETS
	PLOT DATE = 8/16/2012	DRAWN GM	REVISED -		
		CHECKED JJI	REVISED -		

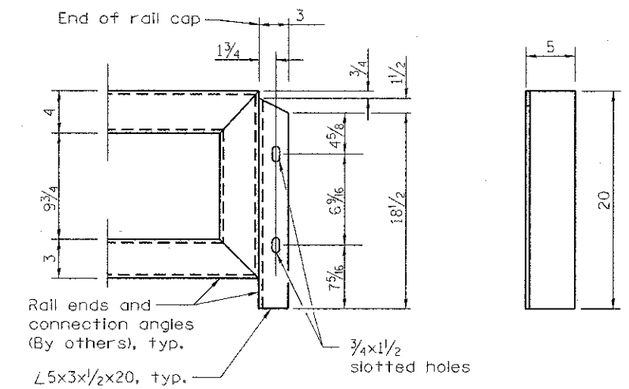
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	64
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			



ATTENUATOR CONNECTION PLATE ASSEMBLY DETAILS



GUARDRAIL CONNECTION PLATE ASSEMBLY DETAILS

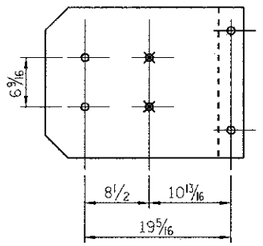


END VIEW

MODIFIED CONNECTION ANGLE

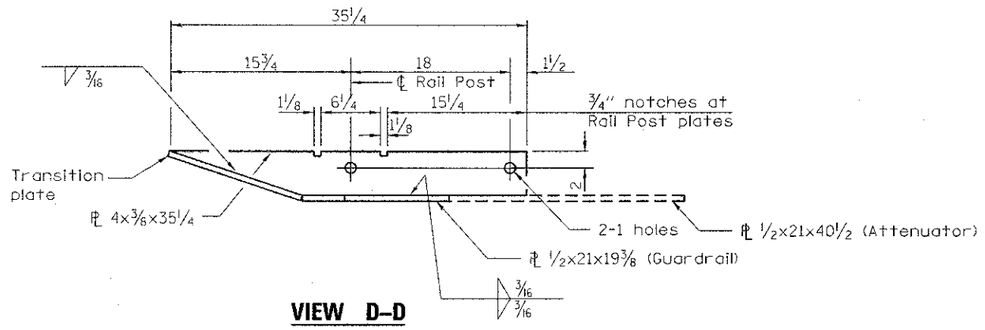
LEGEND (NW & SW)

- ℄ 4-1 holes for 7/8 H.S. bolts and nuts
- ⊠ Drill and tap 2 holes for 7/8 H.S. bolts.



MODIFIED ATTENUATOR END SHOE (NW & SW)

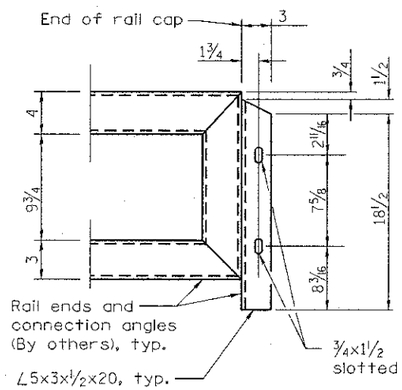
ATTENUATOR CONNECTION (NW & SW)

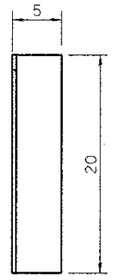


VIEW D-D

LEGEND (NE & SE)

- ℄ 2-1 holes for 7/8 H.S. bolts and nuts
- ⊠ Drill and tap 5 holes for 7/8 H.S. bolts.





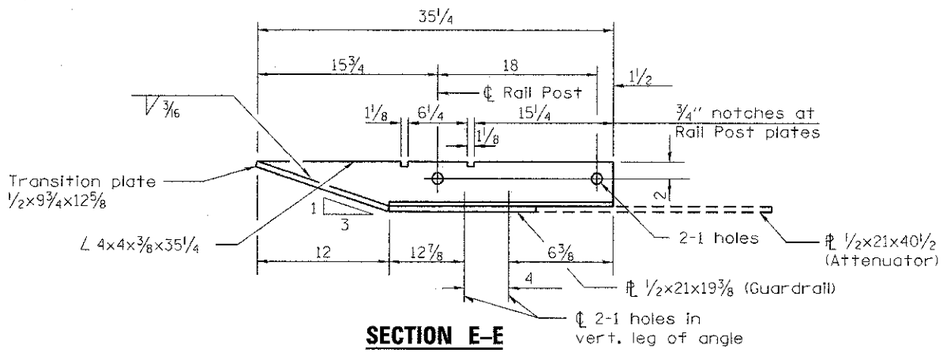
END VIEW

MODIFIED CONNECTION ANGLE

Notes:

1) *See QuadGuard System Product Manual Dwg. 35-40-15 for Attenuator End Shoe parts list & Impact Attenuator Information. See Special Provisions.*
2) *See Sheets 15 & 16 of 33 for Wyoming 2-tube details.*
3) *See Sheet 32 of 33 for Guardrail End Shoe details.*

GUARDRAIL CONNECTION (NE & SE)

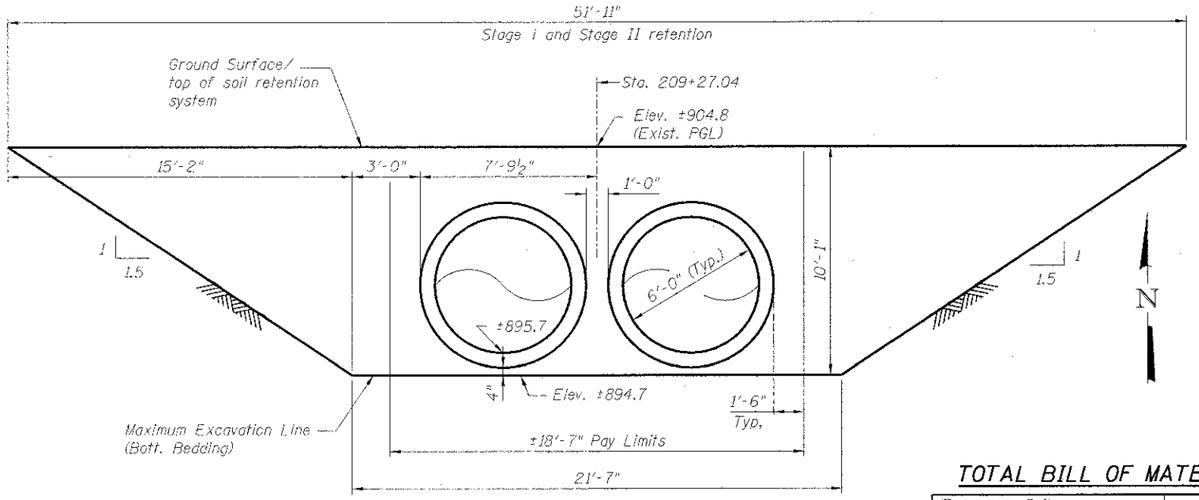


SECTION E-E

FILE NAME = w:\795-012 lawrence phase ii\cadd sheets\structural\056384-600-033.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED JMT	REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK	ATTENUATOR CONNECTION & GUARDRAIL CONNECTION DETAILS STRUCTURE NO. 056-3184
		CHECKED JJI	REVISED -		
	PLOT SCALE =	DRAWN GM	REVISED -		SHEET NO. 33 OF 33 SHEETS
	PLOT DATE = 8/16/2012	CHECKED JJI	REVISED -		

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	McHENRY	87	65
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

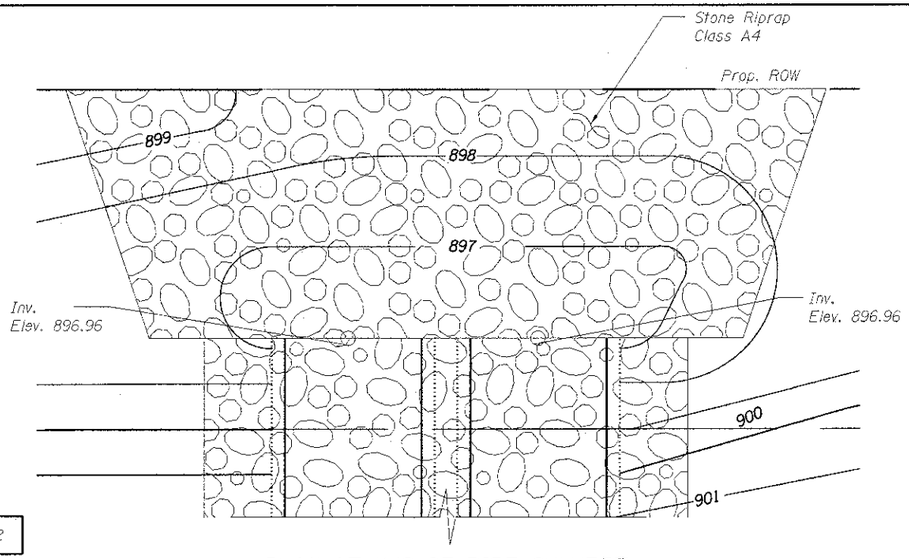


TEMPORARY SOIL RETENTION SYSTEM FOR PIPE CULVERT

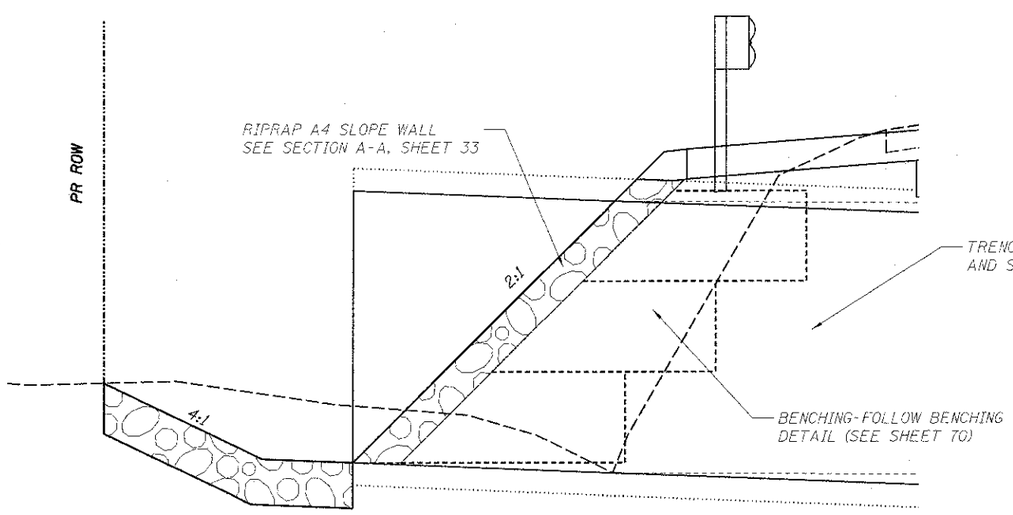
TOTAL BILL OF MATERIAL

Temporary Soil Retention System	Sq. Ft.	742

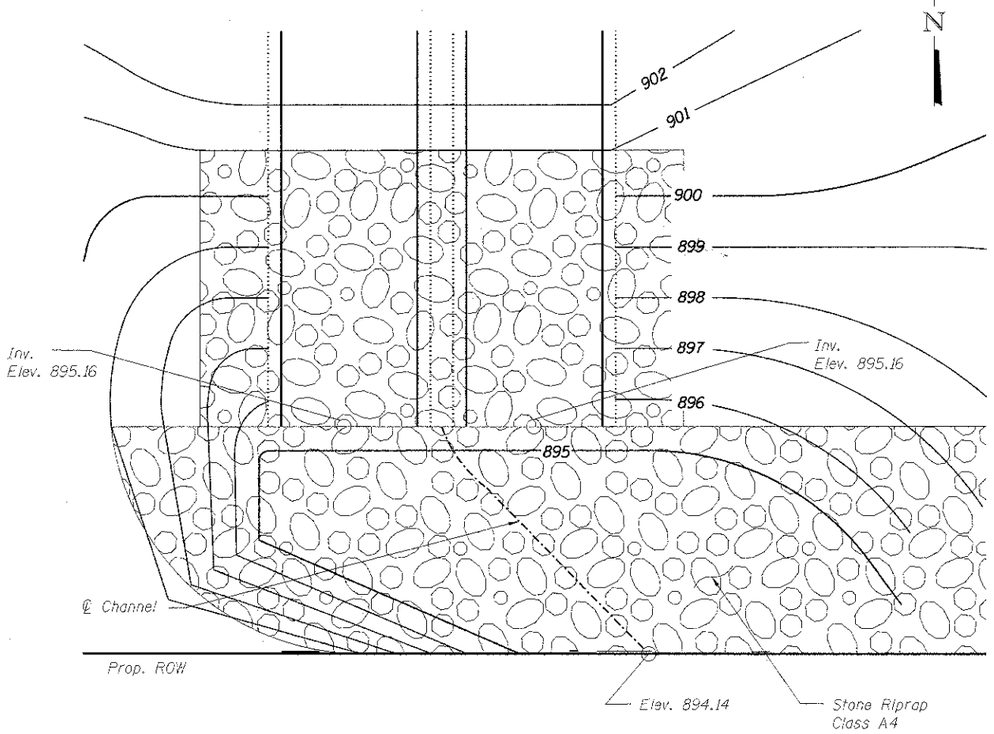
Notes:
See Roadway Plans for location of culvert.
Temporary Soil Retention System quantity includes both Stage I and Stage II systems.



PLAN AT U/S OF PIPE CULVERT



SLOPEWALL AND BACKFILL DETAIL FOR PIPE CULVERTS



PLAN AT D/S OF PIPE CULVERT

FILE NAME = W:\755-012 Lawrence Phase II\LOADD SHEETS\755-012-pht-walk-details.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gullwanger	DESIGNED - GJE	REVISED -
	DRAWN - GJE	REVISED -
PLOT SCALE = 3.3.2962 '/ in.	CHECKED - CF	REVISED -
PLOT DATE = 8/16/2012	DATE - 08/17/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
PIPE CULVERT DETAILS

SHEET NO. 66 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	66
		CONTRACT NO. 63694		
ILLINOIS FED. AID PROJECT				

Total Bill of Material

ITEM	UNIT	QTY
Drilled Shaft In Soil	Cu. Yd.	2***
Chain Link Fence, 6'	Foot	16
Chain Link Gates, 5'x6' Single	Each	2
Underground Conduit, Galvanized Steel 2" Dia	Foot	60
Conduit Attached to Structure, 2" Dia, Galvanized Steel	Foot	55
Unit Duct, 600V, 3-1C No.1 1/C No. 1 Ground (XLP-Type Use), 2" Dia Polyethylene	Foot	50*
Procurement and Installation of RWIS	Lu. Sum	1

Notes:

*May vary depending on relocated Power Pole location (45' min. separation - See Note 5 below)

***Contractor to follow all applicable provisions of Article 516 of the Standard Specifications for Road and Bridge Construction in Illinois (2012 Edition). Quantity based off of 9' depth min. See Special Provisions for Contractor design information.

Tower foundation and Service Pad concrete strength per Standard Specifications Article 516.

Notes:

1) Contractor shall procure the RWIS per the Special Provisions.

2) Contractor shall install the RWIS per the Vaisala manufacturer's instructions/recommendations included in the Special Provisions.

3) Contractor shall provide all breaker box components, communication service and grounding complete as per the manufacturer recommendations including all labor and materials for the conduit and wiring of the connections and all permitting fees.

4) Tower foundation shall be paid for as Drilled Shaft in Soil. Service pad, welded wire fabric and joints to be included in the cost for Drilled Shaft in Soil.

5) Existing power pole at STA 205+87.62 (LT) to be relocated by others. Contractor to coordinate power-drop location with Com-Ed following power pole relocation. Power pole must be at least 45' from the Tower per manufacturers recommendation ($1\frac{1}{2}$ x the tower height (30'), thus 1.5 x 30' = 45').

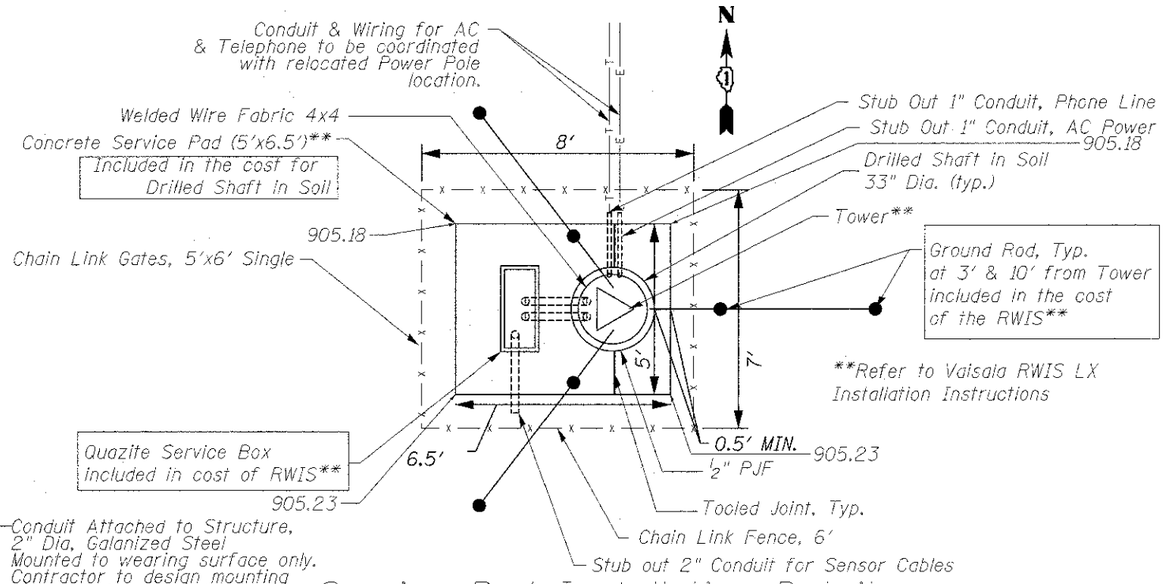
6) Contractor to coordinate with the Engineer for land line phone service for RWIS.

7) Stream Gauge including all labor, material, and appurtances for mounting & connection shall be included in the Unit Cost for the Procurement and Installation of RWIS.

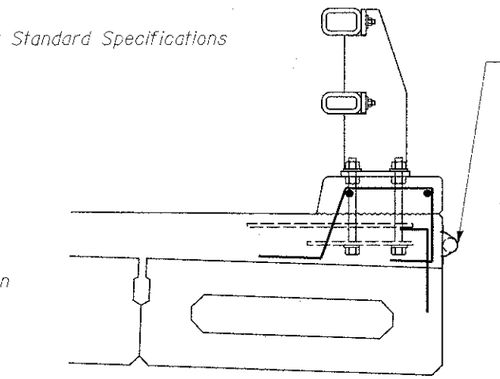
8) Welded Wire Fabic in Pad shall be epoxy-coated.

9) The contractor shall locate the SERVICE INSTALLATION - POLE MOUNTED on the ComEd pole closest to the RWIS. The service will be Type A as described in the Standard Specifications. All communication connections, materials and labor shall be included with this pay item. The communications and power from that ComEd pole shall be run underground to the RWIS, not aerial.

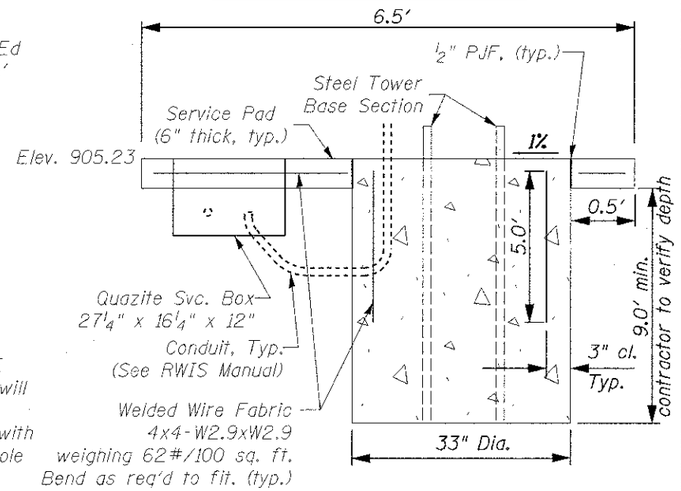
10) Contractor shall use embankment material 15 feet around proposed RWIS foundation and shall be compacted to 95% proctor density.



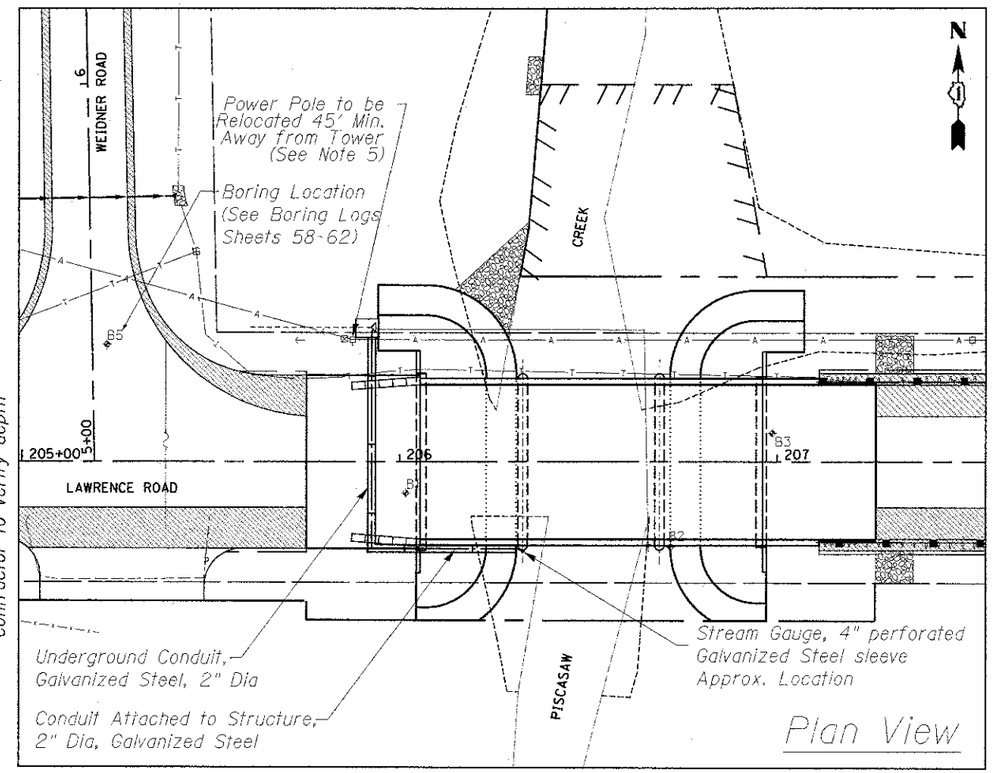
Service Pad Installation Detail



Section Thru Curb w/Conduit Mount



Tower Base, Service Pad Side View



Plan View

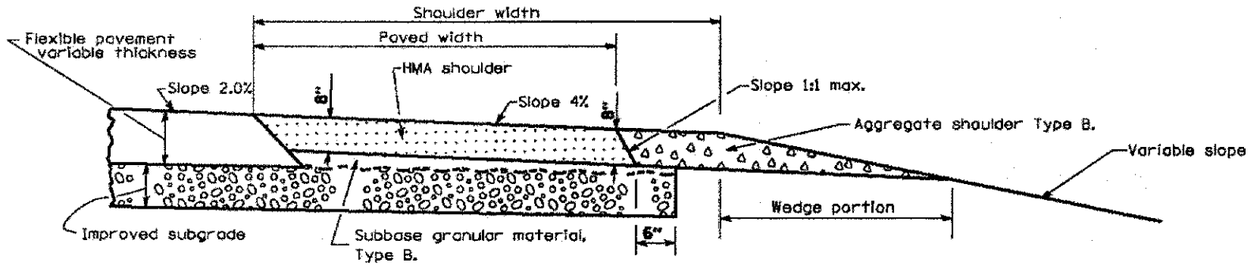
FILE NAME = W:\795-012 Lawrence Phase I\CAD SHEETS\795-012-rwis-Details-RWIS.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gallwanger	DESIGNED - GJE	REVISED -
		DRAWN - GJE	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - CF	REVISED -
	PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -

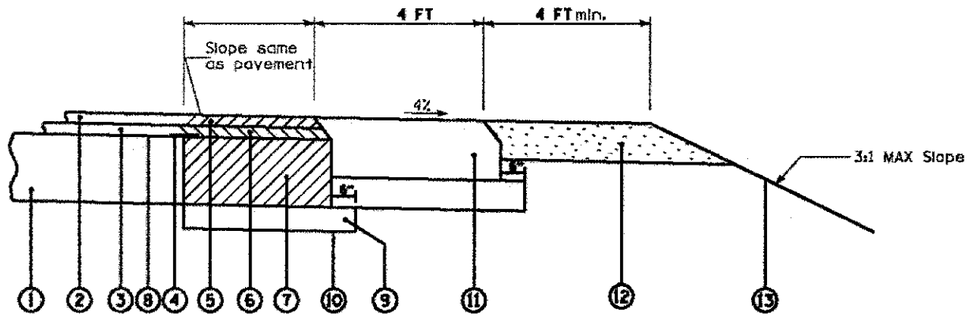
MCHENRY COUNTY DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
R.W.I.S. DETAIL
SCALE: N.T.S. | SHEET NO. 67 OF 87 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	67
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		



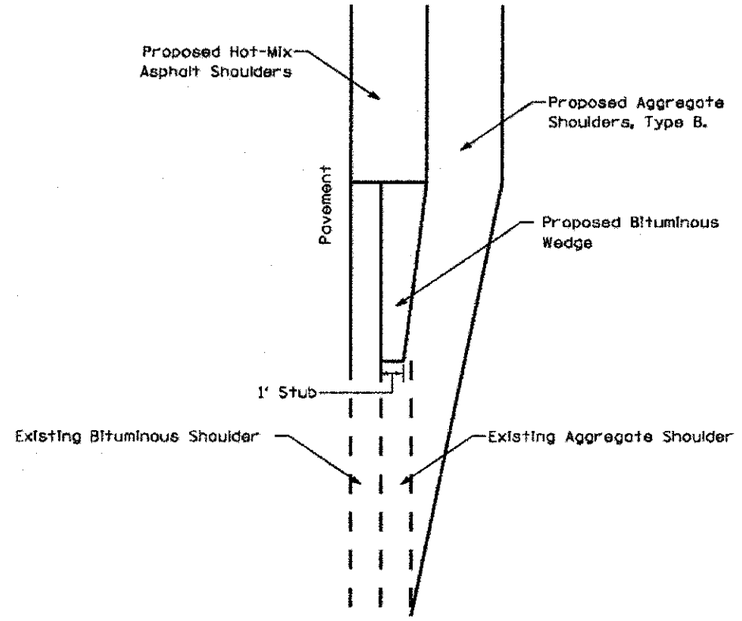
SHOULDER FOR TANGENT PAVEMENT W/ WEDGE



HMA AND AGGREGATE SHOULDERS WITH WIDENING & RESURFACING

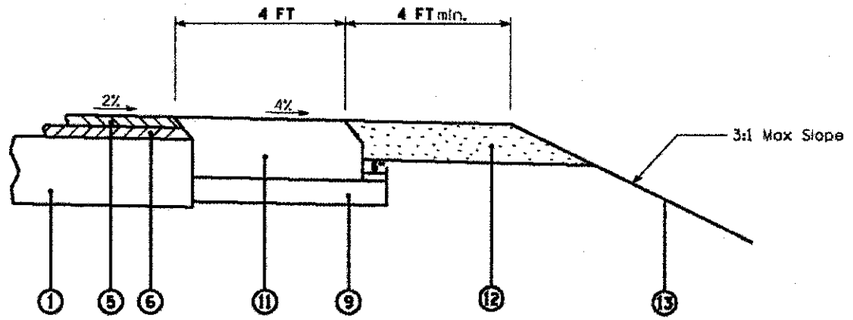
LEGEND

1. EXISTING PAVEMENT
2. EXISTING HMA SURFACE COURSE
3. EXISTING HMA BINDER COURSE
4. SAWCUT EXISTING PAVEMENT & INSTALL 24" WIDE STRIP REFLECTIVE CRACK CONTROL TREATMENT, TYPE A
5. PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1½"
6. PROPOSED HMA BINDER COURSE, IL-19, N70, 2½"
7. PROPOSED HMA BASE COURSE, 9"
8. PRIME COAT
9. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 6"
10. PROPOSED AGGREGATE SUBGRADE
11. PROPOSED HMA SHOULDERS, 8"
12. PROPOSED AGGREGATE SHOULDERS, TYPE B, 6"
13. PROPOSED TOPSOIL, SEEDING, CL 2A & EROSION CONTROL BLANKET



SHOULDER TAPER DETAIL
PLAN VIEW

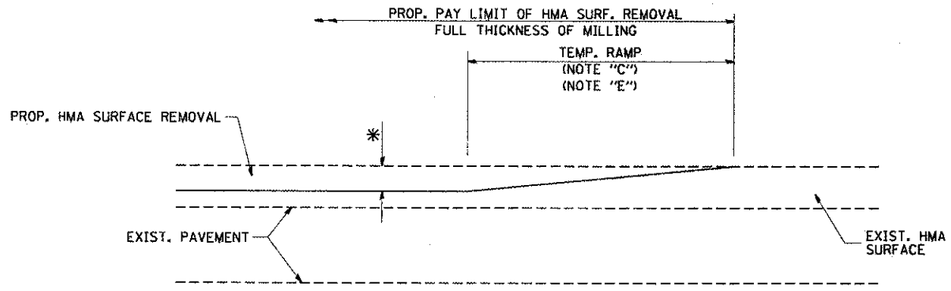
NOTE:
TAPER THE HOT-MIX ASPHALT SHOULDERS DOWN TO THE EXISTING AGGREGATE SHOULDER WITH 1" STUB. (TAPER RATE SHALL BE 1:SPEED)



HMA AND AGGREGATE SHOULDERS WITH RESURFACING

FILE NAME = &FILE&	USER NAME = &USER&	DESIGNED -	REVISED - 11-8-2010	McHENRY COUNTY DIVISION OF TRANSPORTATION	SHOULDER DETAIL
		DRAWN -	REVISED -		
	PLOT SCALE = &SCALE&	CHECKED -	REVISED -		SCALE: NTS N.T.S. SHEET NO. 68 OF 87 SHEETS STA. TO STA.
	PLOT DATE = &DATE&	DATE -	REVISED -		

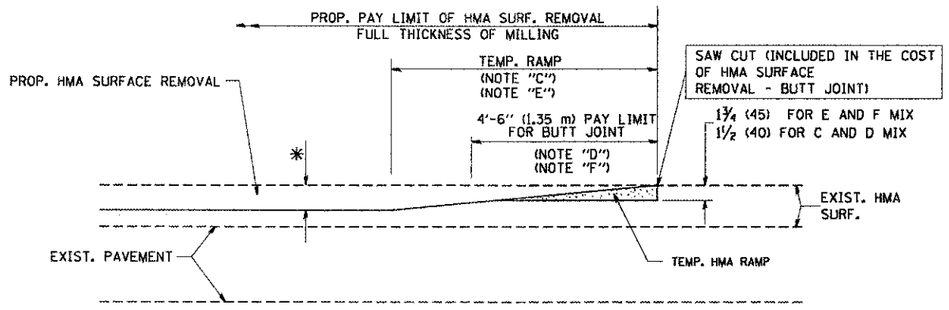
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
028	08-00355-01-BR	McHENRY	87	68
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

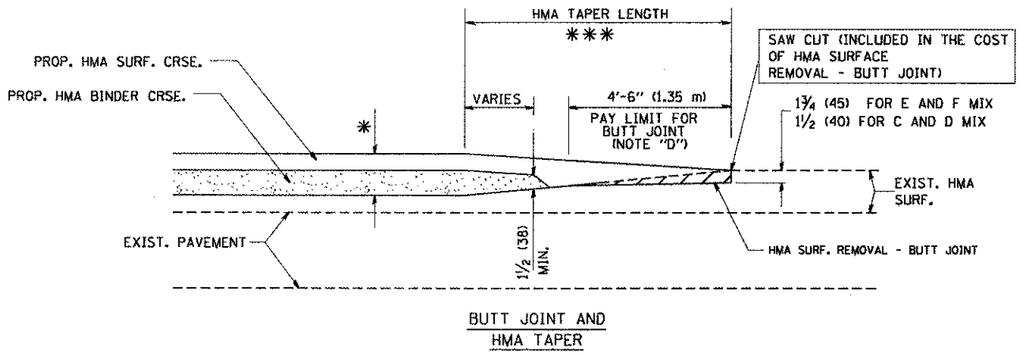


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

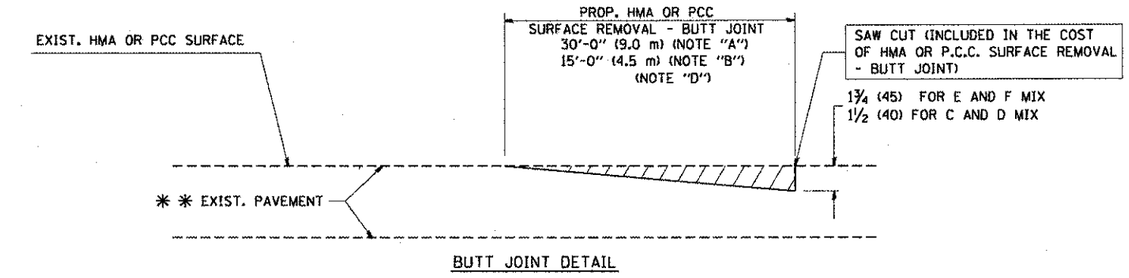
OPTION 2

TYPICAL TEMPORARY RAMP

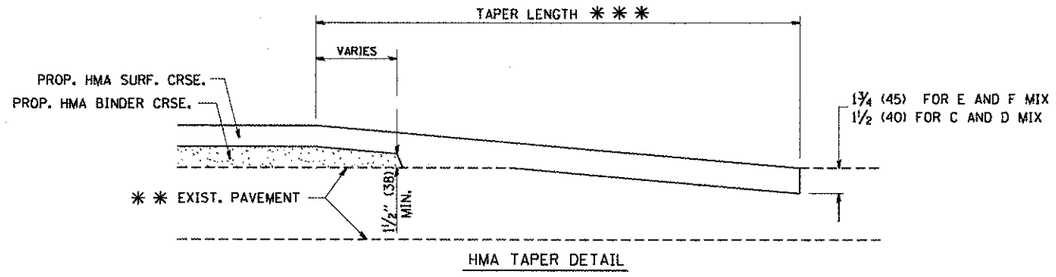


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

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

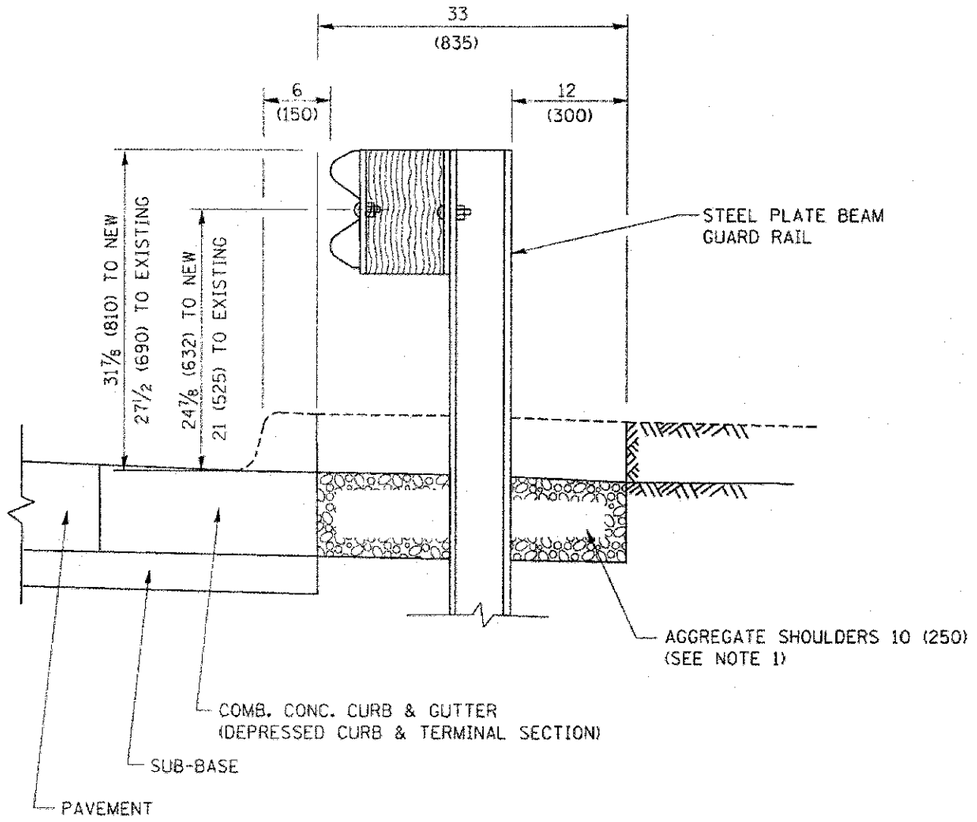
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	59
	BD400-05 BD32	CONTRACT NO. 63524		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

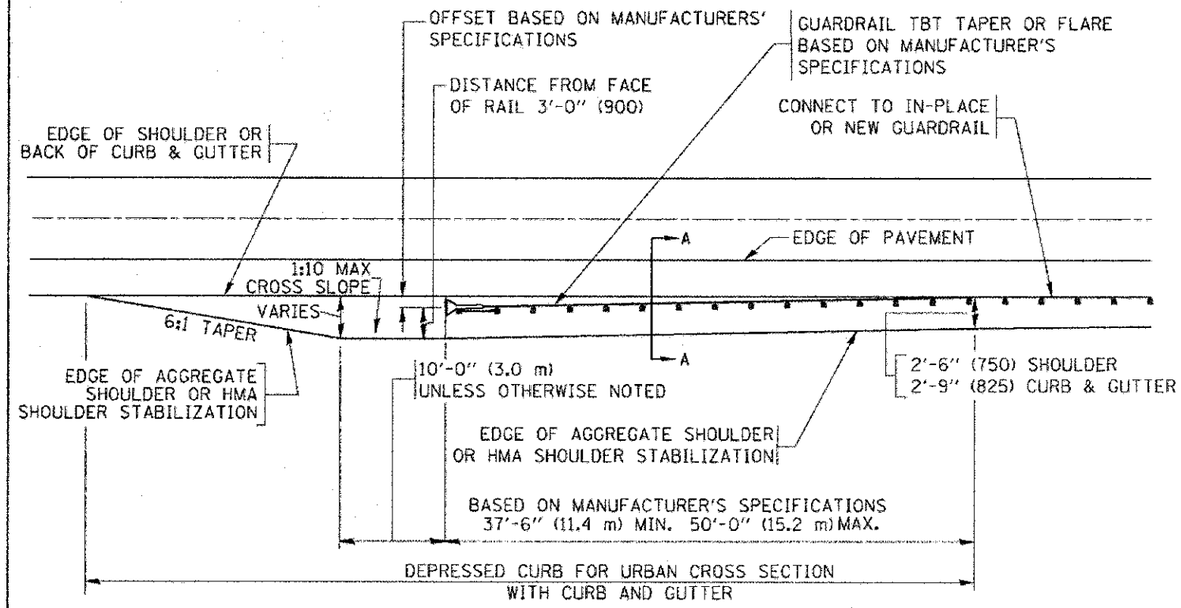


SECTION A-A

NOTES:

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

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



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

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

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

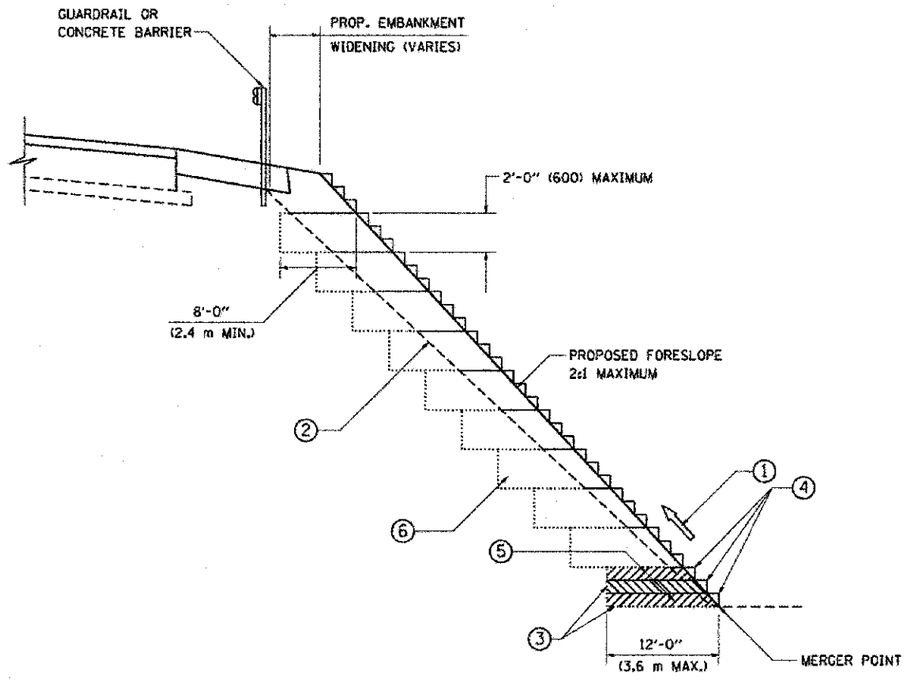
COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL

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

FILE NAME = c:\pw_work\pwidot\d=\vakosgn\d0188315\bd34.dgn	USER NAME = pw_vakosgn	DESIGNED - M. DE YONG	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL
	PLOT SCALE = 50.0000 '/ in.	DRAWN -	REVISED - R. BORO 12-08-2008		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
	PLOT DATE = 9/4/2012	CHECKED -	REVISED - R. BORO 09-14-2009		
		DATE - 09-22-90	REVISED - R. BORO 08-06-2012		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	69A
	BD600-10 (BD 34)	CONTRACT NO. 63524		
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.

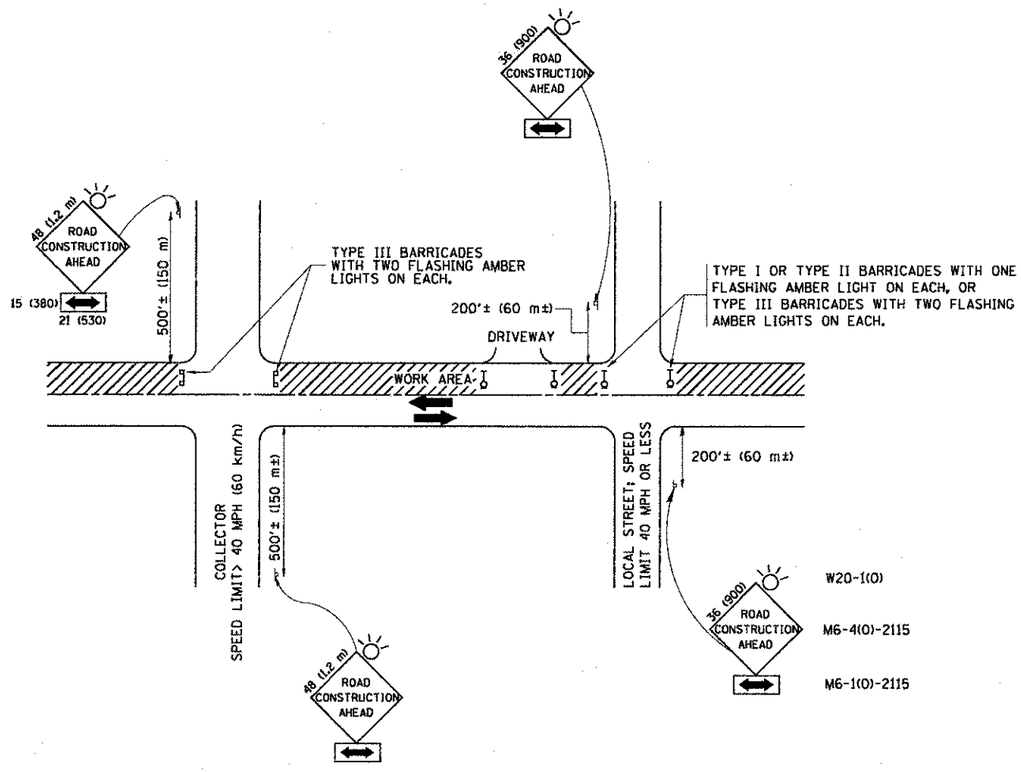
FILE NAME : 'M:\drafstd\22x34\bd51.dgn	USER NAME : gaglionat	DESIGNED -	REVISED -
		DRAWN - CADD	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - S.E.B.	REVISED -
	PLOT DATE = 1/4/2008	DATE - 06-16-04	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	70
	BD-51	CONTRACT NO. 63524		
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.

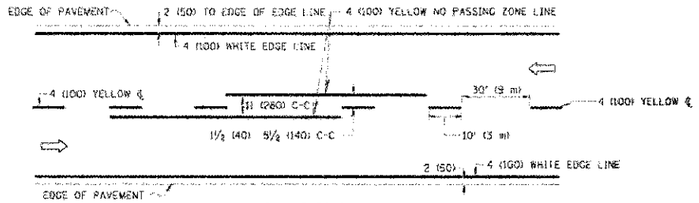
FILE NAME = W:\diststa\22x34\tc10.dgn	USER NAME = geglenabt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

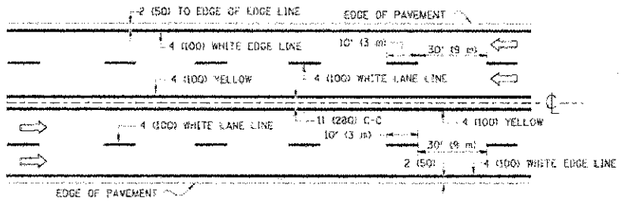
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

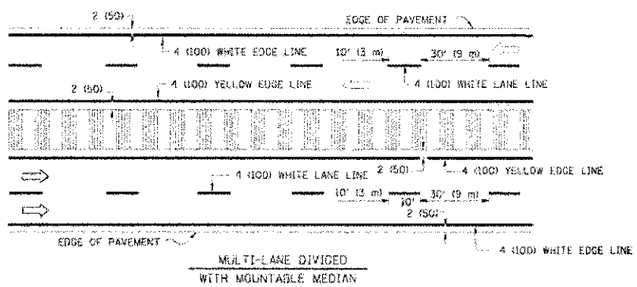
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-ER	MCHENRY	87	71
	TC-10	CONTRACT NO. 63524		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



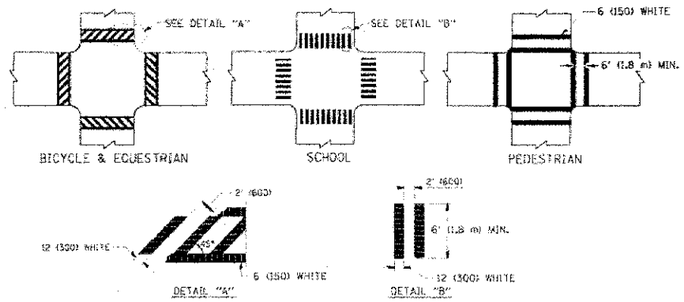
MULTI-LANE UNDIVIDED



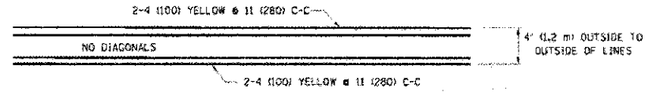
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

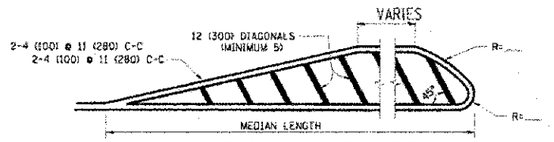
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



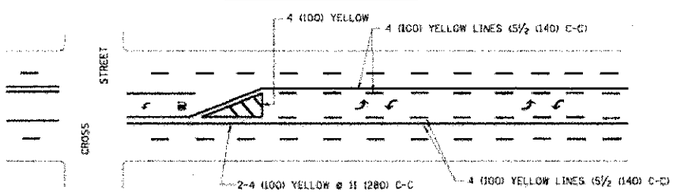
4' (1.2 m) WIDE MEDIANS ONLY



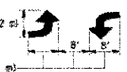
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 90' (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

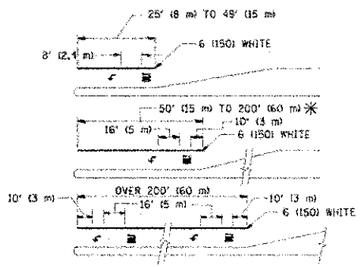


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

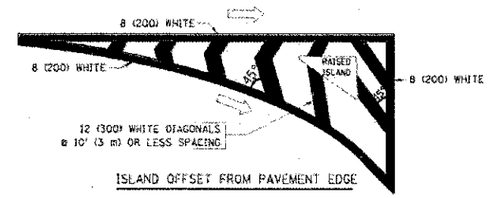


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
(AREA = 15.6 SQ. FT. (1.5 m²)) ONLY (AREA = 20.8 SQ. FT. (1.9 m²))

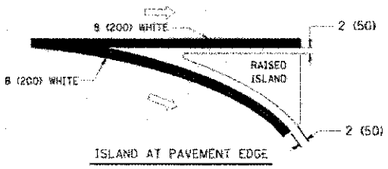
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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' 11.2 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.

FILE NAME =	USER NAME = dgevers	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 1.0000 '/ IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

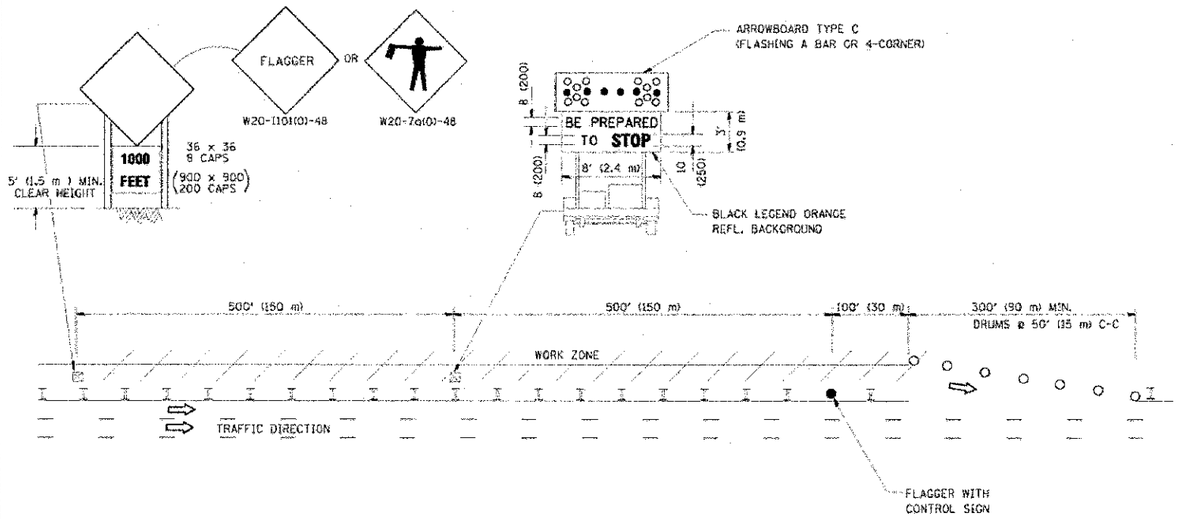
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	72
	TC-13	CONTRACT NO. 63524		

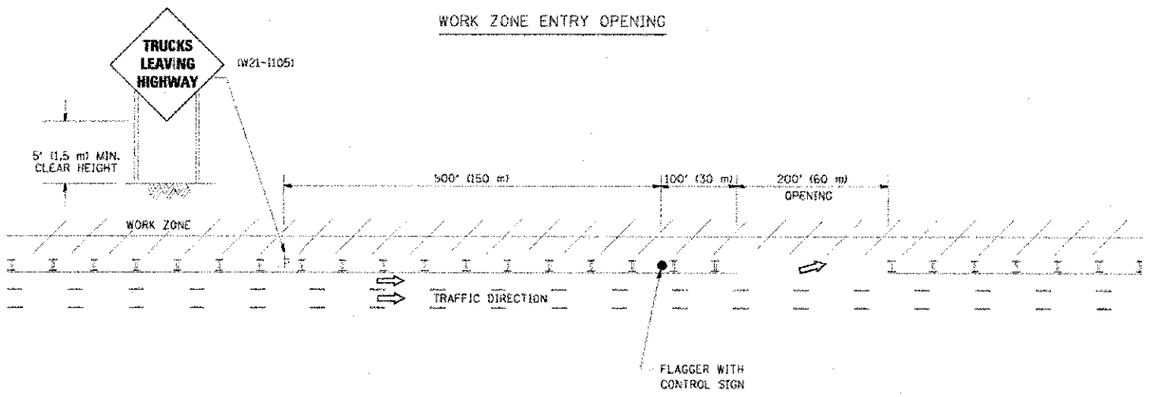
FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

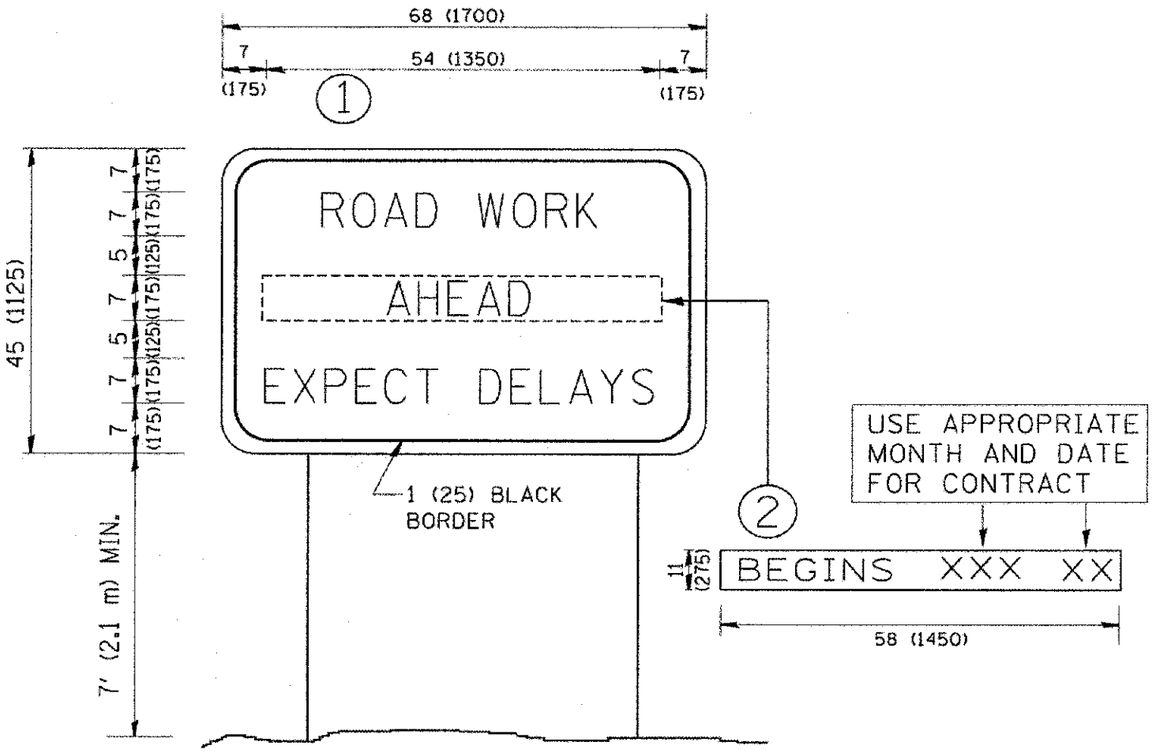
FILE NAME =	USER NAME =	DESIGNED -	REVISED - J.A.F. 04-03
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE =	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE =	DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	73
	TC-18	CONTRACT NO. 63524		
	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.

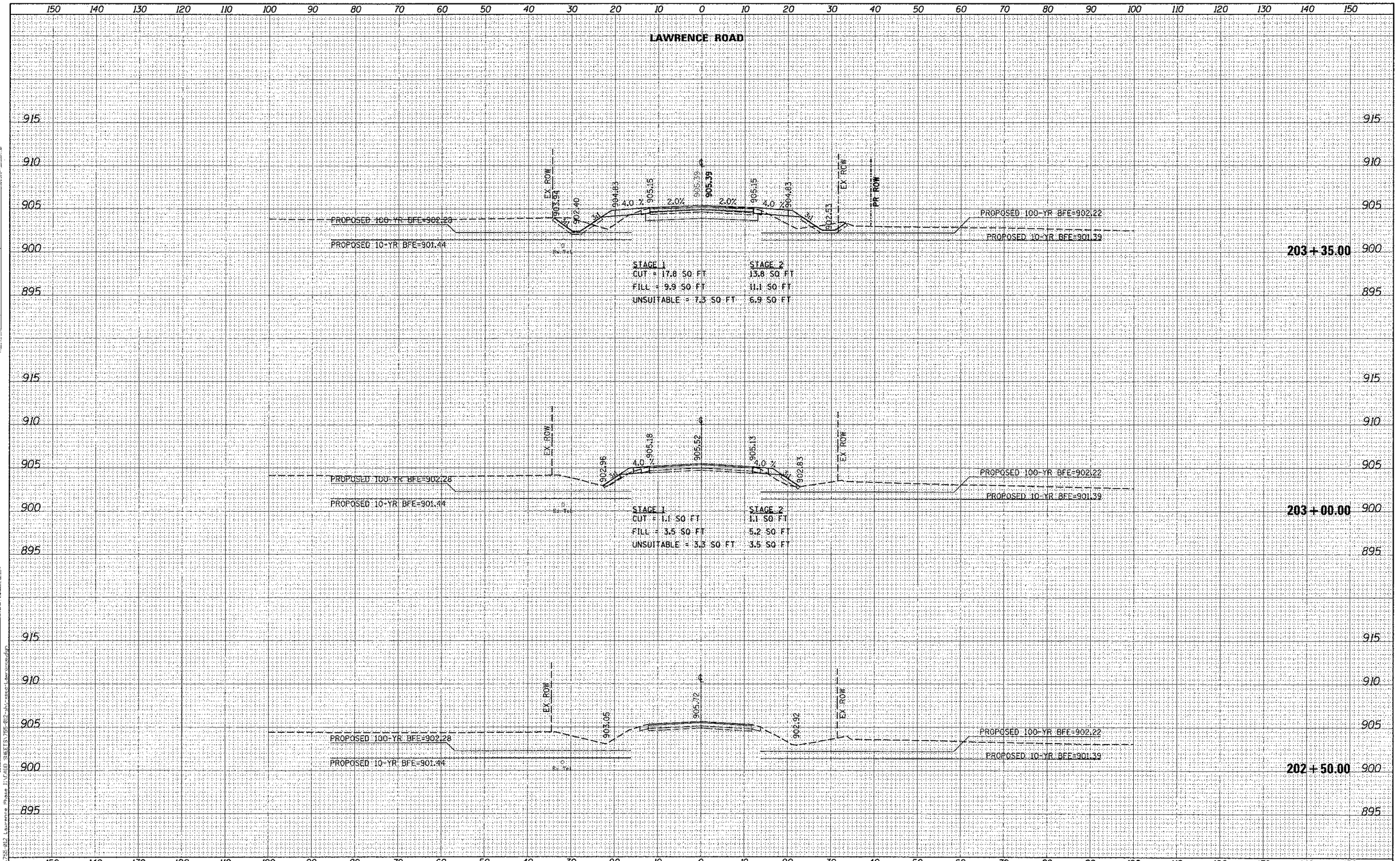
FILE NAME = W:\drawings\22x34\tc22.dgn	USER NAME = gaglionepl	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	74
	TC-22	CONTRACT NO. 63524		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gellwanger	DESIGNED - GJE	REVISED -
		DRAWN - GJE	REVISED -
	PLOT SCALE = .0.0000 ' / in.	CHECKED - CRF	REVISED -
	PLOT DATE = 10/3/2012	DATE - 08/09/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

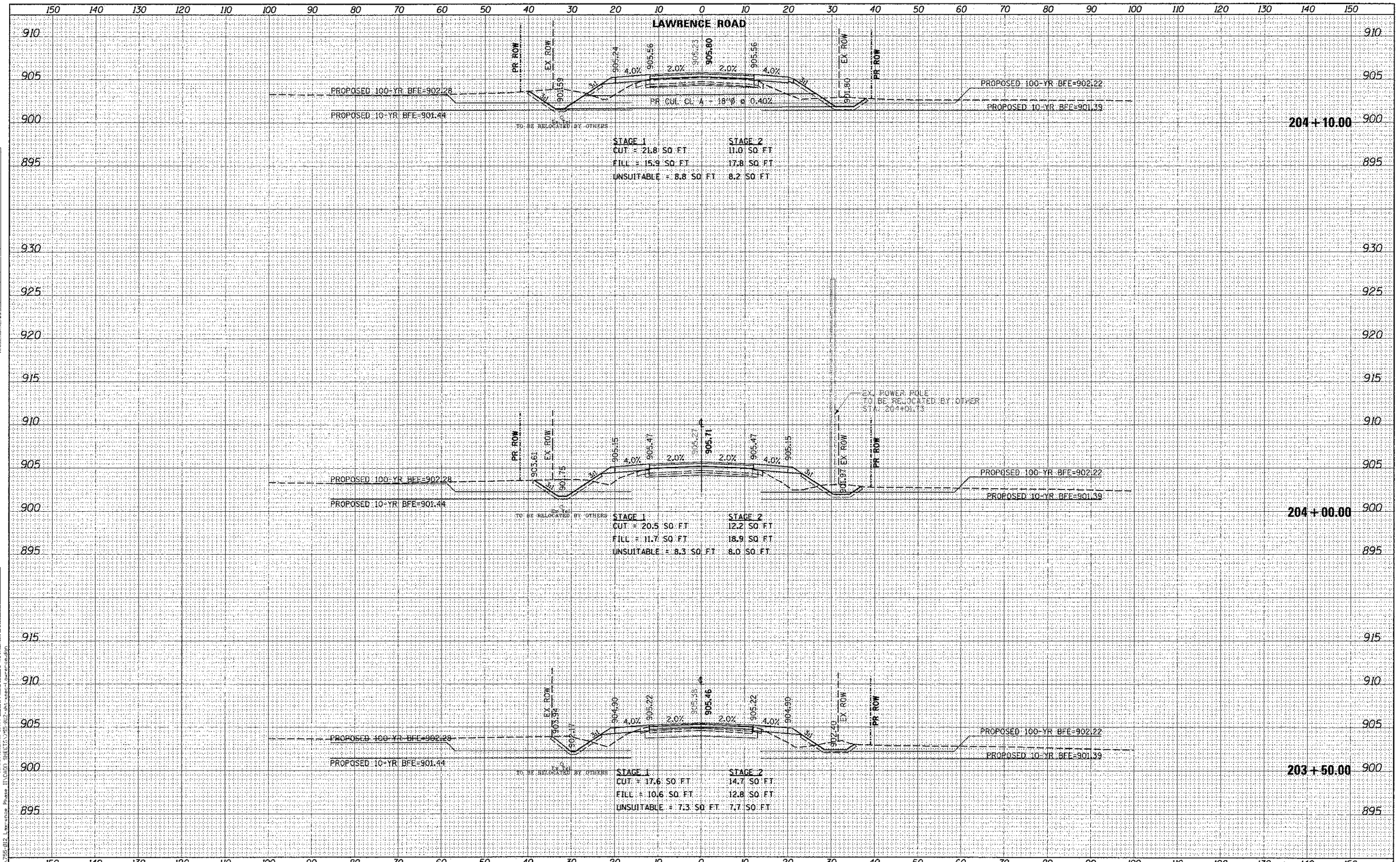
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
LAWRENCE ROAD CROSS SECTION

1"=5' VT
SCALE: 1"=10' HZ | SHEET NO. 75 OF 87 SHEETS | STA. 202+50.00 TO STA. 203+35.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	75
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

FILE NAME = W:\755-012 Lawrence Phase II\CAD SHEETS\755-012-sht-xsec-Lawrencedwn

SURVEY NO. | NOTE BOOK | PAGE NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gellwanger	DESIGNED - GJE	REVISED -
		DRAWN - GJE	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - CRF	REVISED -
	PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
LAWRENCE ROAD CROSS SECTION

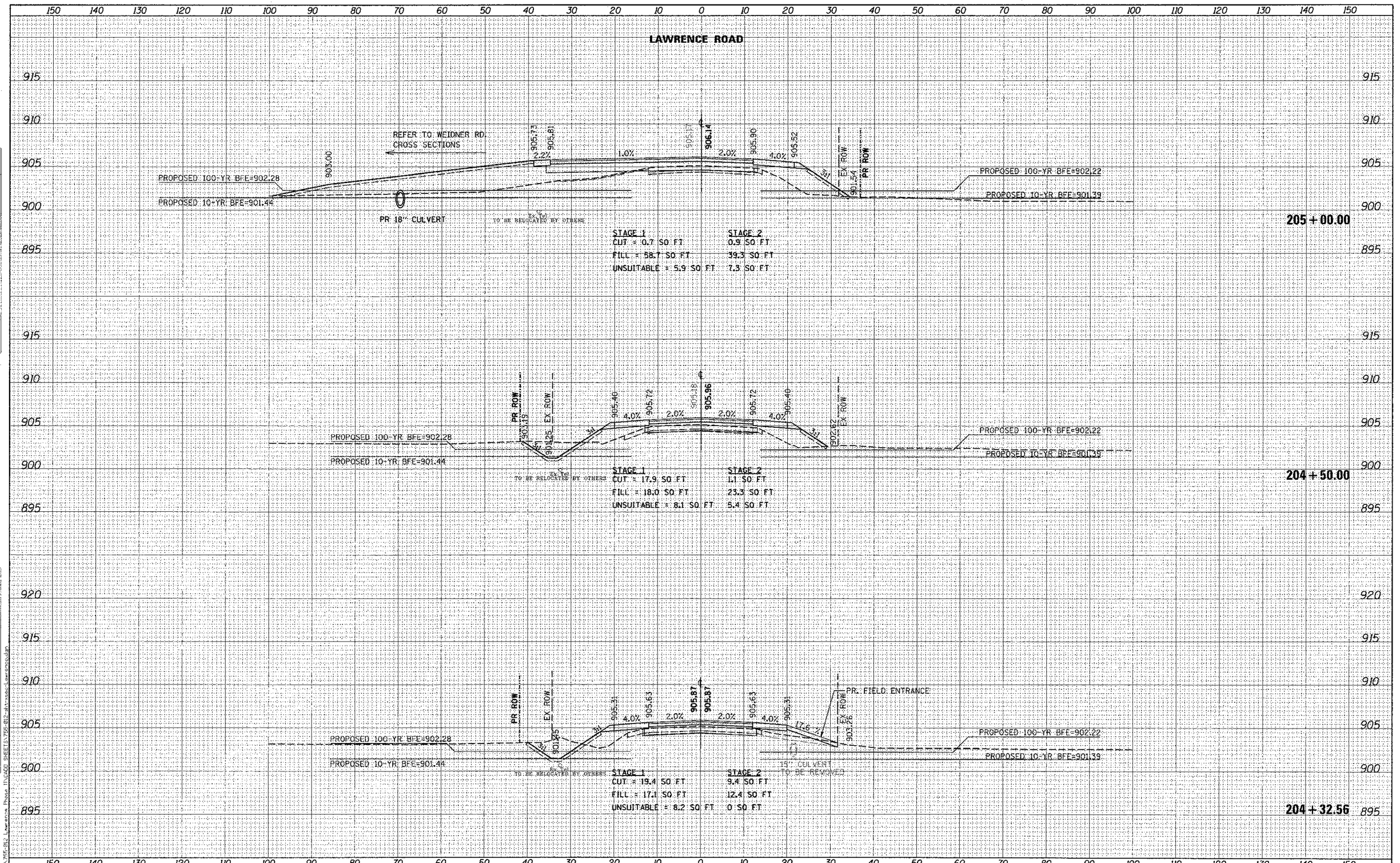
1"=5' VT
SCALE: 1"=10' HZ | SHEET NO. 76 OF 87 SHEETS | STA. 203+50.00 TO STA. 204+10.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	76
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

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

FILE NAME = W:\755-012 Lawrence Phase II\CADD SHEETS\755-012-sht-xsect-overall.dgn

LAWRENCE ROAD



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gollwanger	DESIGNED - GJE	REVISED -
		DRAWN - GJE	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - CRF	REVISED -
	PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
LAWRENCE ROAD CROSS SECTION

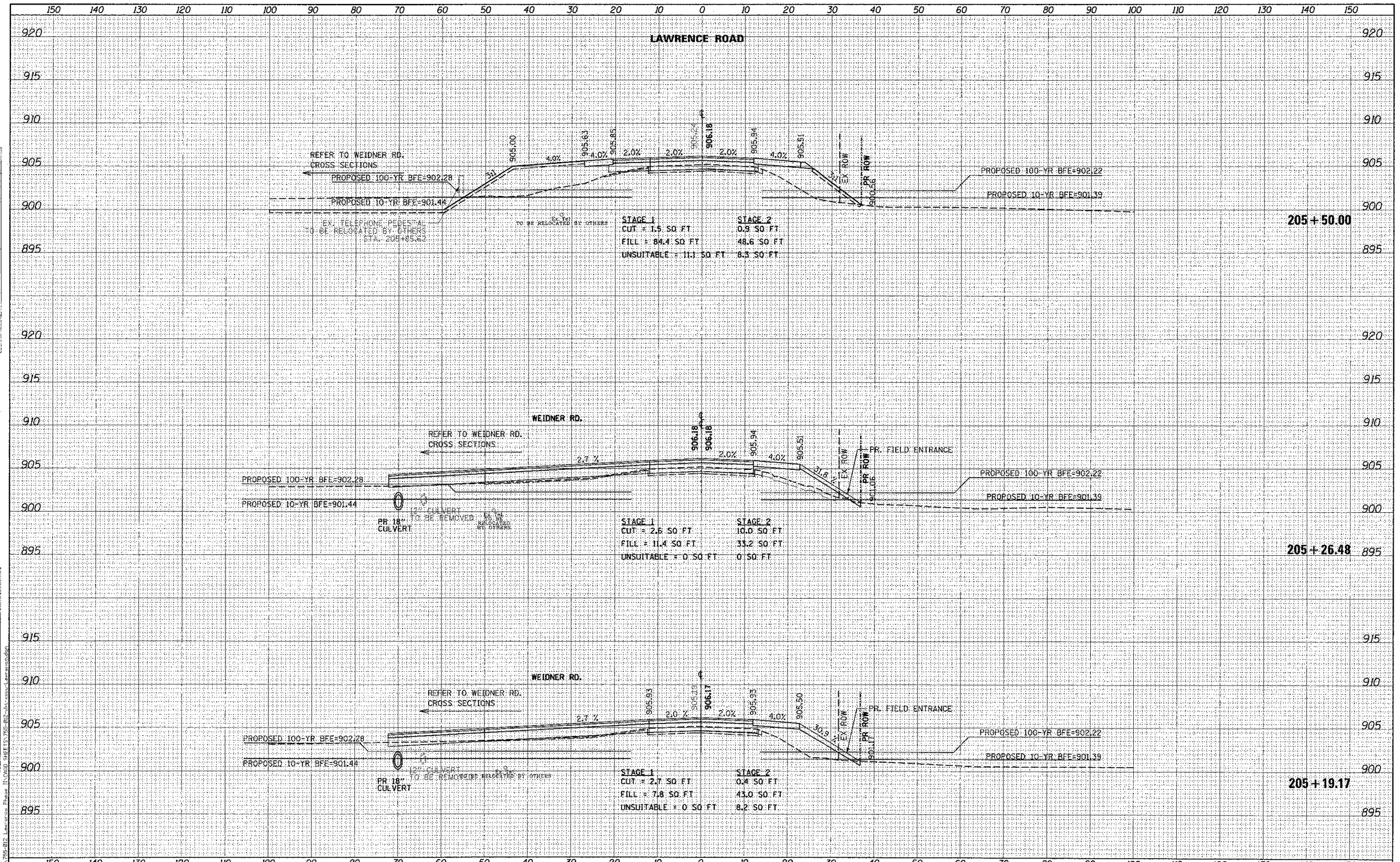
1"=5' VT
SCALE: 1"=10' HZ | SHEET NO. 77 OF 87 SHEETS | STA. 204+32.56 TO STA. 205+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	77

CONTRACT NO. 63694
ILLINOIS FED. AID PROJECT

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

FILE NAME = W:\755-012 Lawrence Phase II\CAD SHEETS\755-012-alt-xsec-Lawrencesdgn

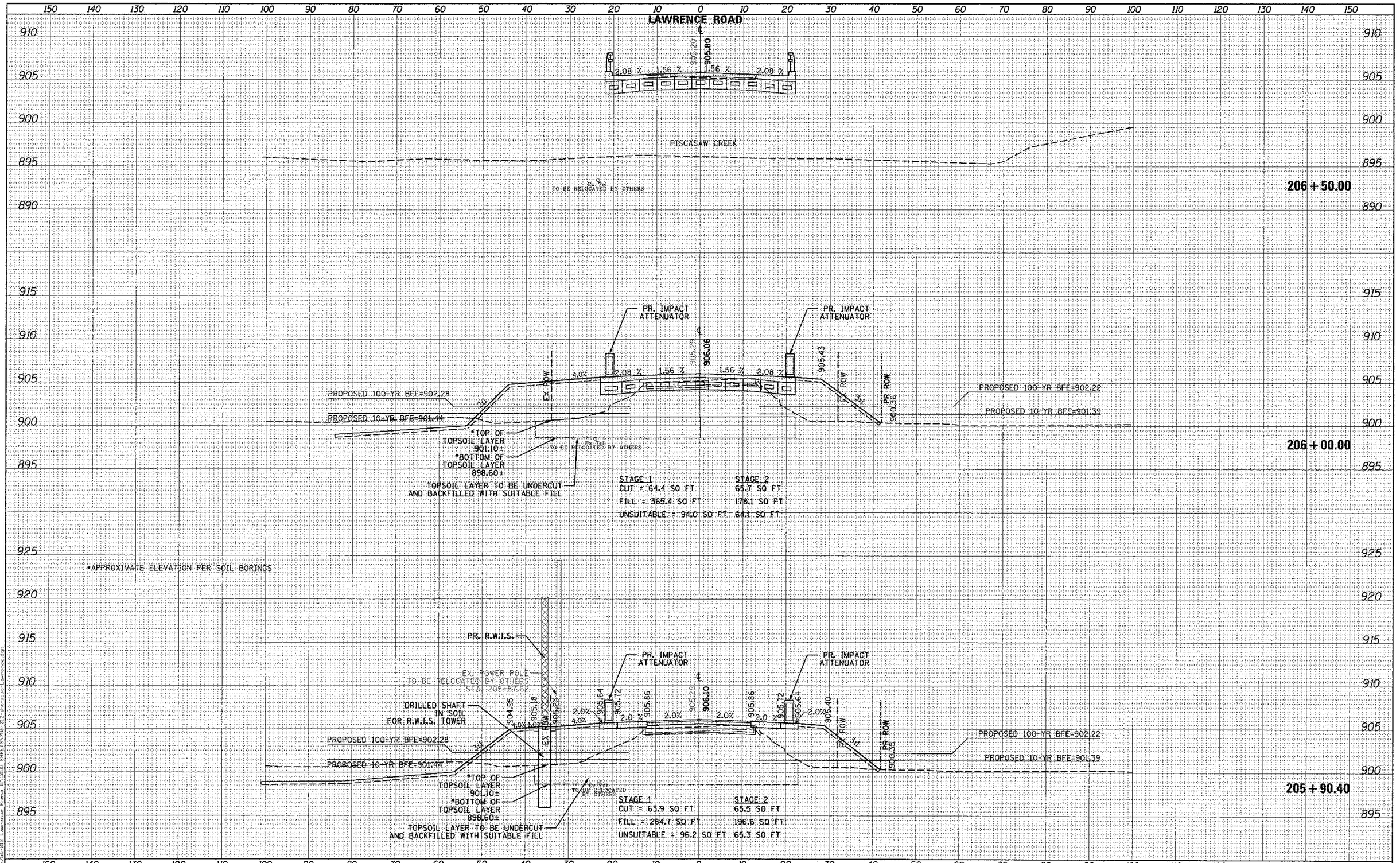


SURVEY: NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED

FILE NAME = W:\795-012 Lawrence Phase II\CAD SHEETS\795-012-shtxsec-LawrenceRoad.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gullwanger	DESIGNED - GJE	REVISED -	MCHENRY COUNTY DIVISION OF TRANSPORTATION	LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK LAWRENCE ROAD CROSS SECTION 1"=5' VT SCALE: 1"=10' HZ | SHEET NO. 78 OF 87 SHEETS | STA. 205+19.17 TO STA. 205+50.00
	PLOT SCALE = 10.0000 ' / in.	DRAWN - GJE	REVISED -		
	PLOT DATE = 10/3/2012	CHECKED - CRF	REVISED -		
		DATE - 08/17/12	REVISED -		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	78
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			



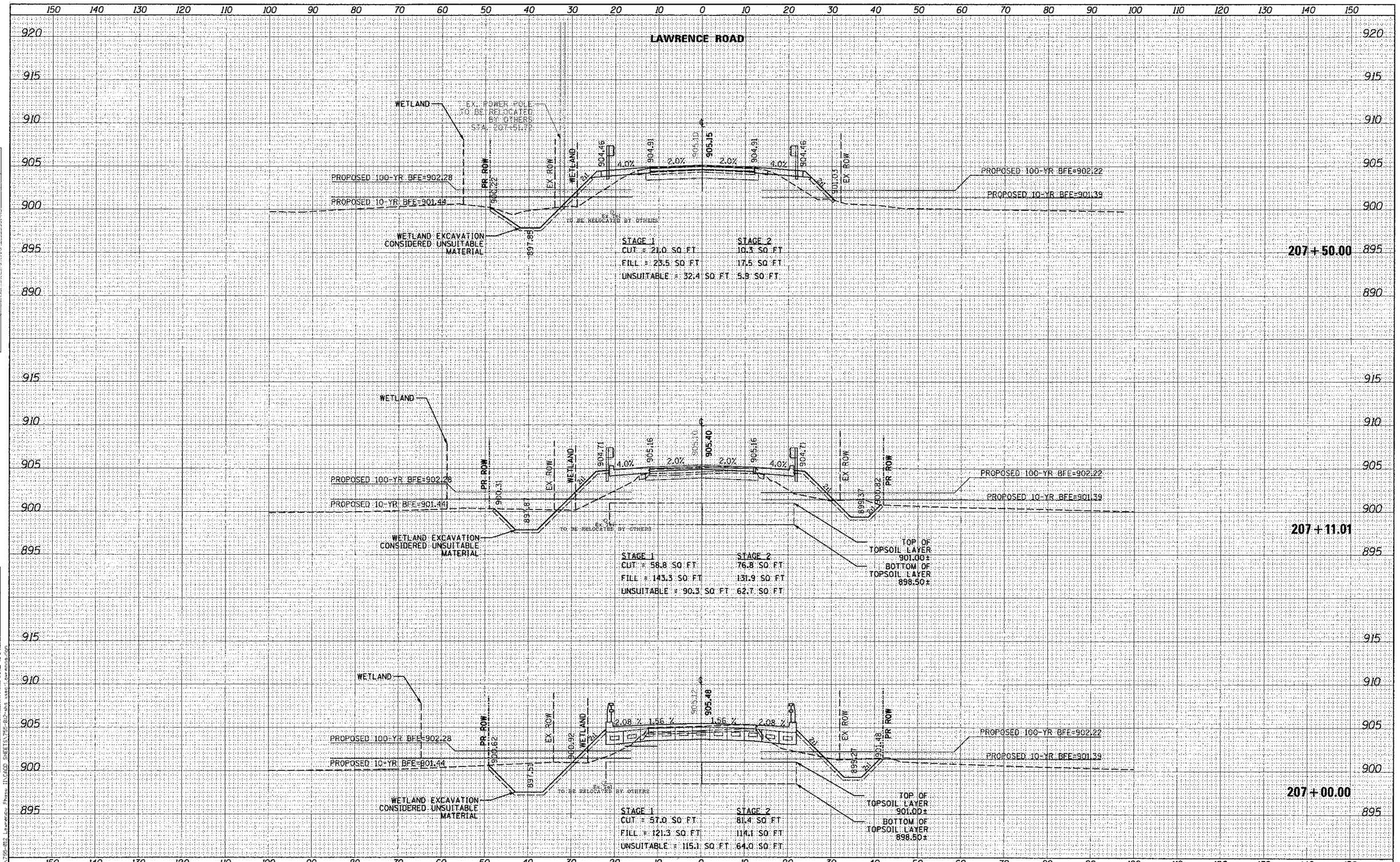
SURVEY: SURVEYED | PLOTTED | REMARKS | AREAS CHECKED
NOTE BOOK | PAGE | AREAS
NO.

FILE NAME = W:\755-012 Lawrence Purse II\COGO SHEETS\755-012-xsLawrence-Lawrencexsec.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gellwanger	DESIGNED - GJE	REVISED -	MCHENRY COUNTY DIVISION OF TRANSPORTATION	LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK LAWRENCE ROAD CROSS SECTION
		DRAWN - GJE	REVISED -		1"=5' VT / SCALE: 1"=10' HZ / SHEET NO. 79 OF 87 SHEETS / STA. 205+90.40 TO STA. 206+50.00
	PLOT SCALE = 10.0000 ' / in.	CHECKED - CRF	REVISED -		
	PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	79
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

LAWRENCE ROAD



SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS CHECKED — NOTE BOOK — NO.

FILE NAME = K:\795-012 Lawrence Phase II\CADD SHEETS\795-012-sht1 cadd drawing.dgn

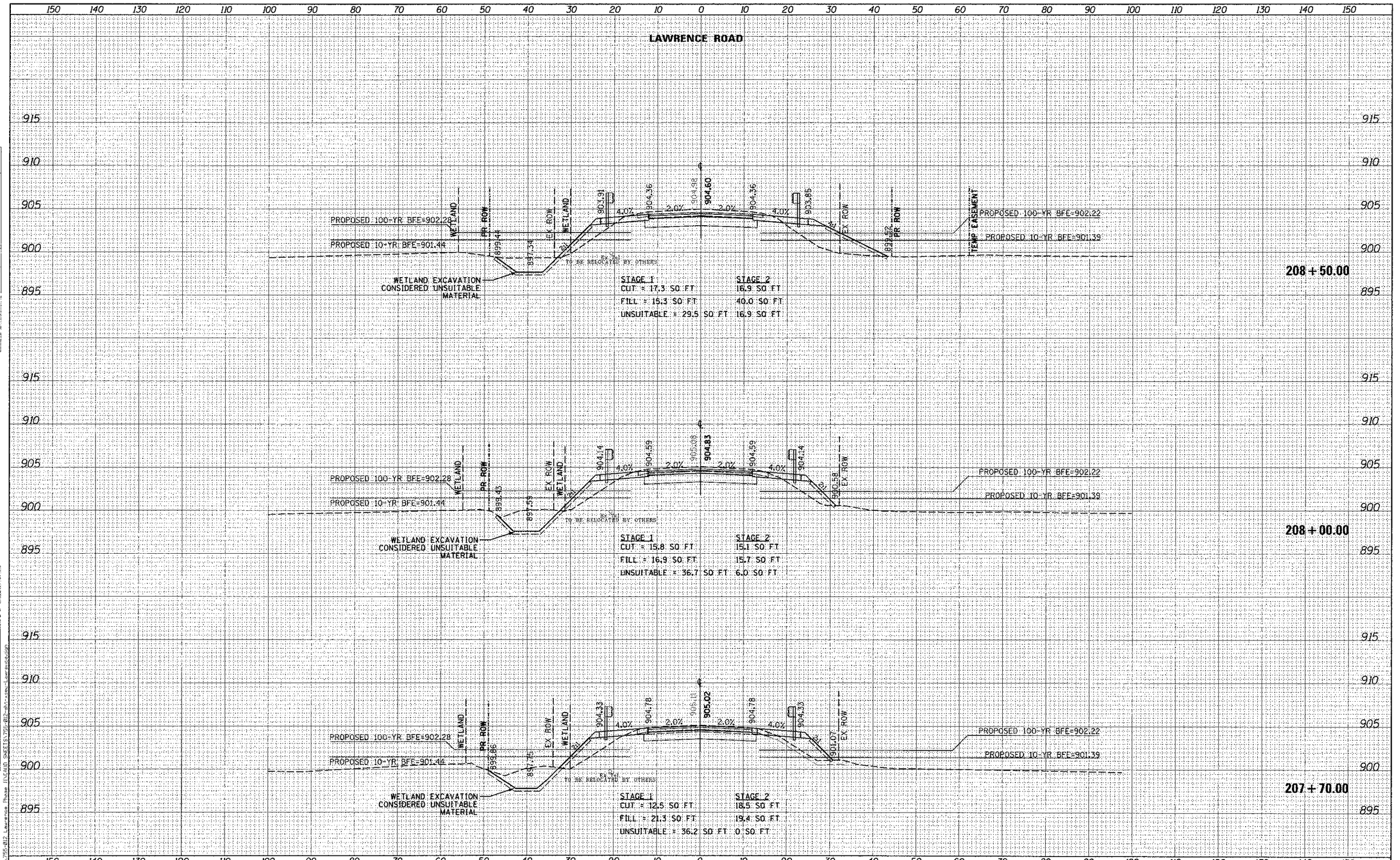
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = getlwanger	DESIGNED - GJE	REVISED -	MCHENRY COUNTY DIVISION OF TRANSPORTATION
		DRAWN - GJE	REVISED -	
	PLOT SCALE = 10.0000 ' / in.	CHECKED - CRF	REVISED -	
	PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -	

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
LAWRENCE ROAD CROSS SECTION

1"=5' VT
SCALE: 1"=10' HZ | SHEET NO. 80 OF 87 SHEETS | STA. 207+00.00 TO STA. 207+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	80
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

LAWRENCE ROAD



SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
SURVEY
NOTE BOOK
NO.

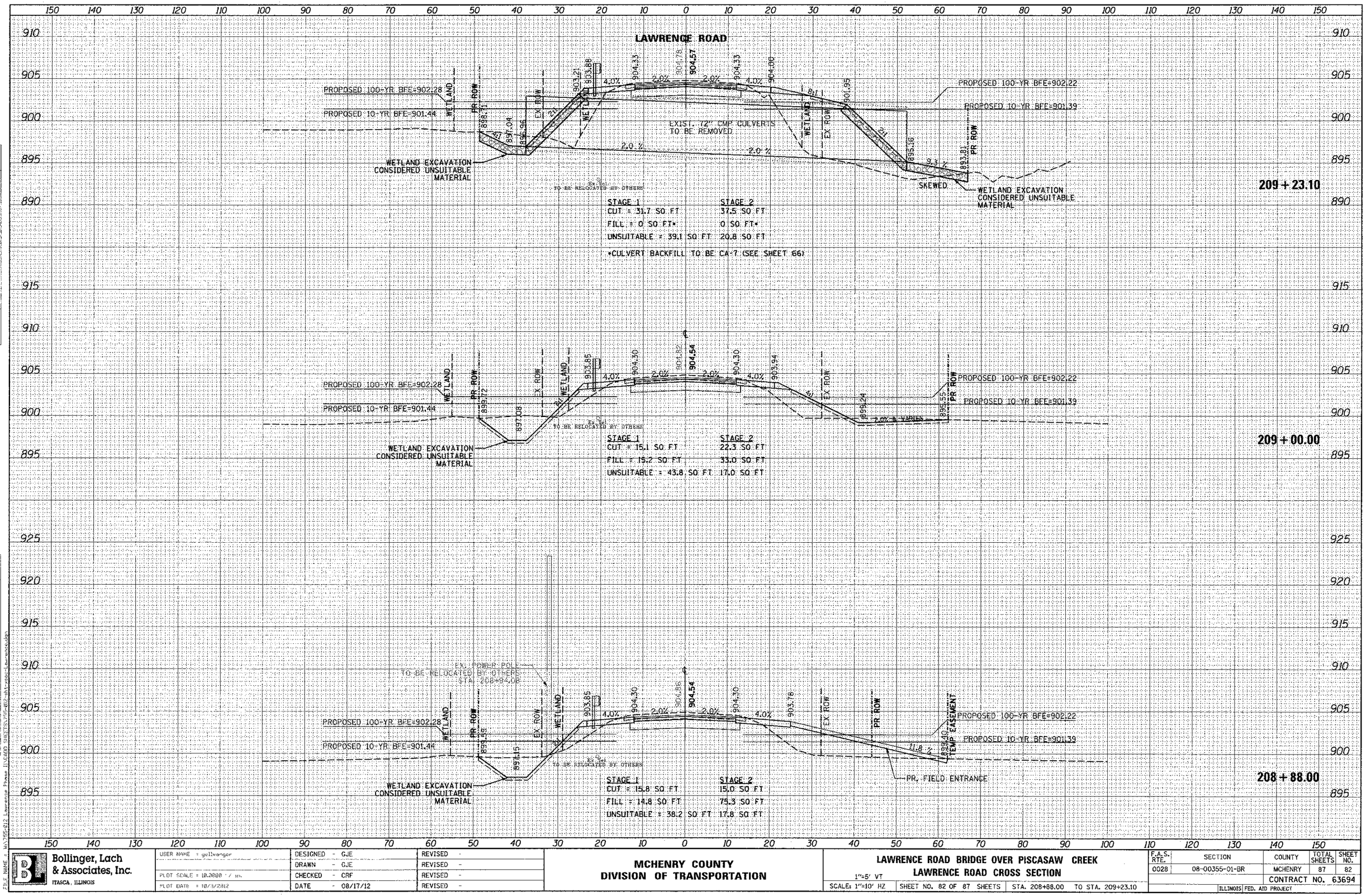
FILE NAME = W:\755-012 Lawrence Phase II\CAD SHEETS\755-012-sht-xsec-Lawrence.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gellwanger	DESIGNED - GJE	REVISED -	MCHENRY COUNTY DIVISION OF TRANSPORTATION
		DRAWN - GJE	REVISED -	
	PLOT SCALE = 10.0200 ' / in.	CHECKED - CRF	REVISED -	
	PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -	

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
LAWRENCE ROAD CROSS SECTION

1"=5' VT
SCALE: 1"=10' HZ | SHEET NO. 81 OF 87 SHEETS | STA. 207+70.00 TO STA. 208+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	81
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		



Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = gellwanger	DESIGNED - GJE	REVISED -
	DRAWN - GJE	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - CRF	REVISED -
PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -

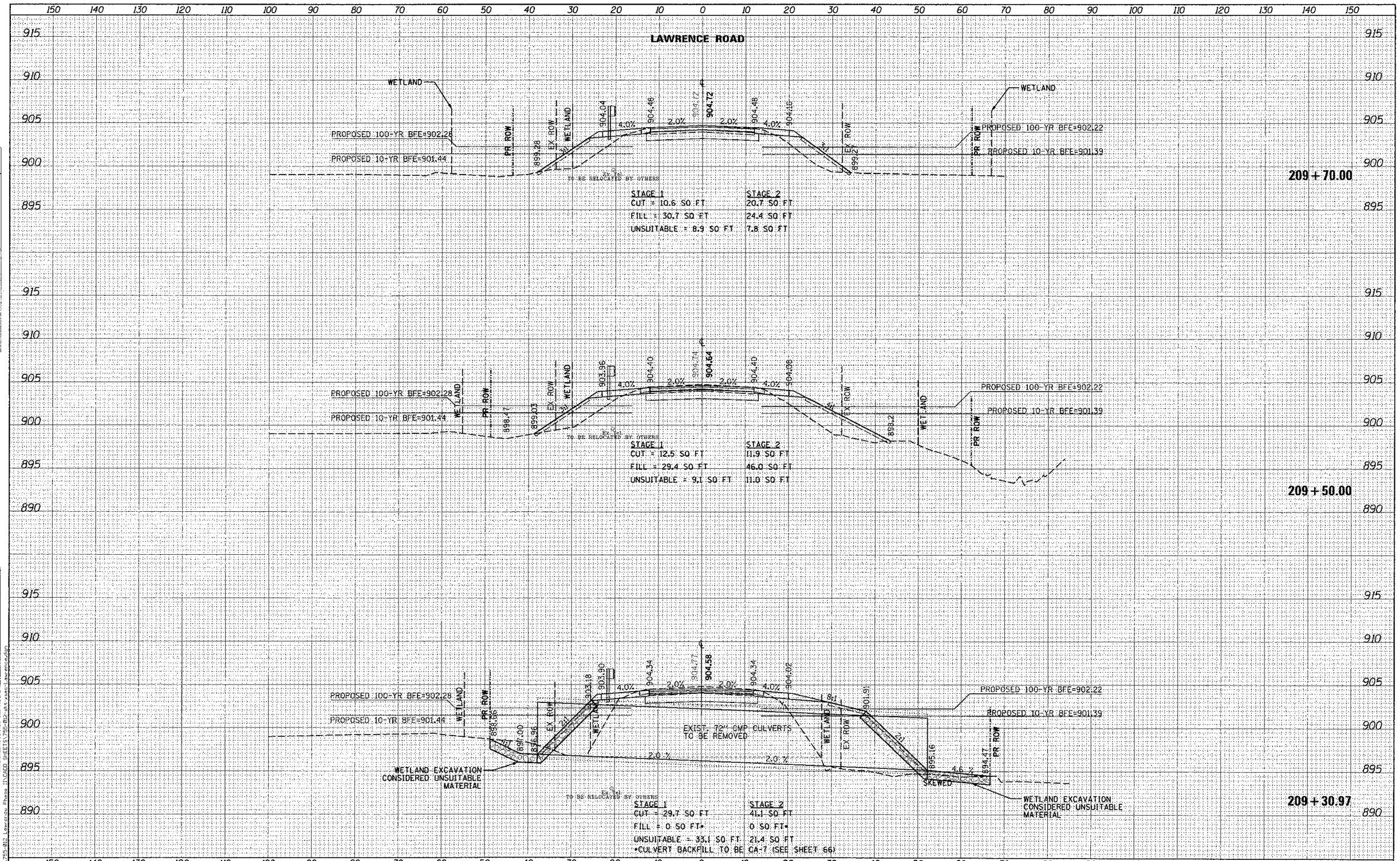
MCHENRY COUNTY
DIVISION OF TRANSPORTATION

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
LAWRENCE ROAD CROSS SECTION

1"=5' VT
SCALE: 1"=10' HZ | SHEET NO. 82 OF 87 SHEETS | STA. 208+88.00 TO STA. 209+23.10

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	82
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

FILE NAME = W:\755-012 Lawrence Phase II\LAND\SHEETS\755-012-sht-xsec-Lawrencedwgn



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gwilwanger	DESIGNED - GJE	REVISED -	MCHENRY COUNTY DIVISION OF TRANSPORTATION
	PLOT SCALE = 10.0000 ' / in.	DRAWN - GJE	REVISED -	
	PLOT DATE = 12/3/2012	CHECKED - CRF	REVISED -	
		DATE - 08/17/12	REVISED -	

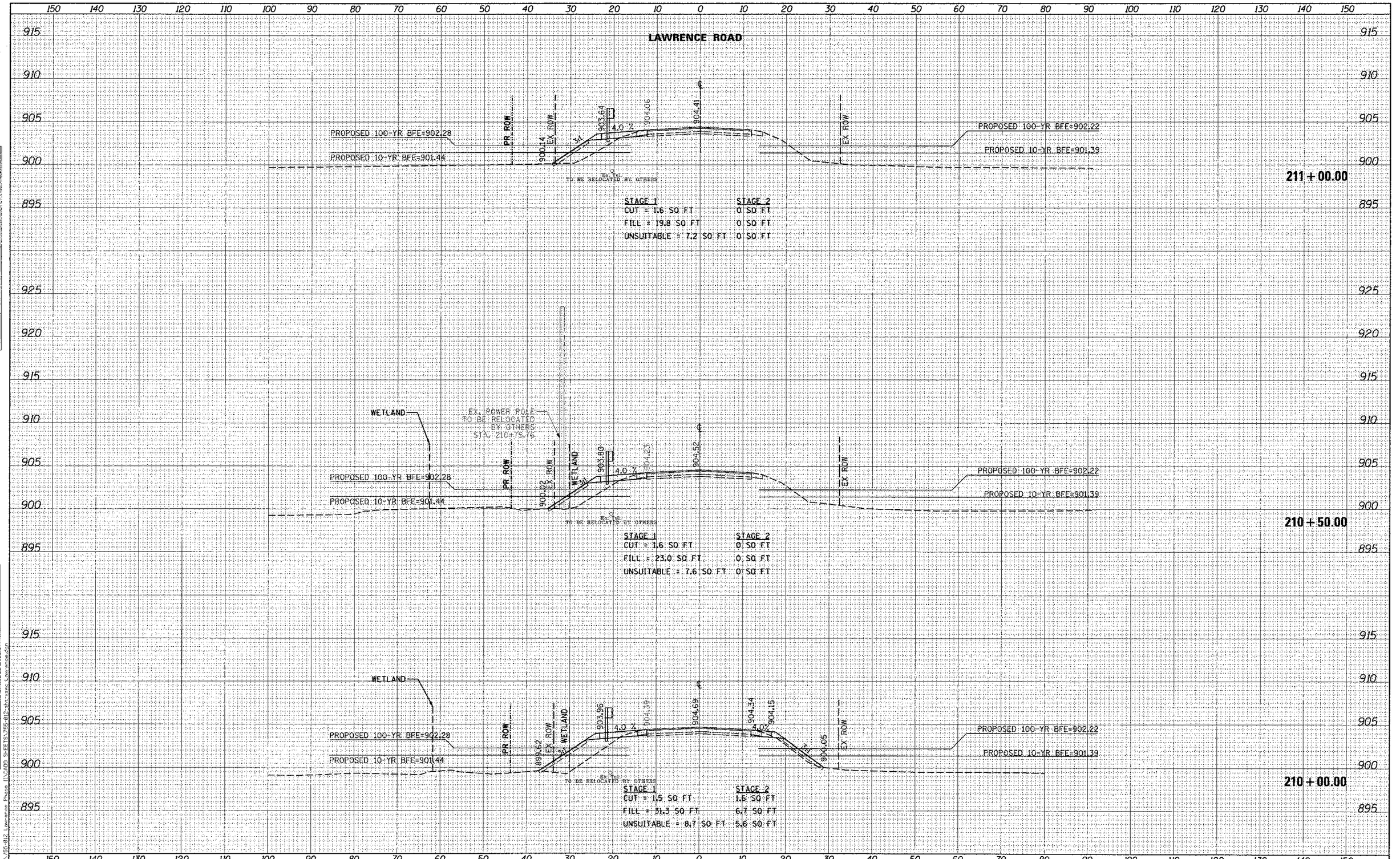
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
LAWRENCE ROAD CROSS SECTION

1"=5' VT
SCALE: 1"=10' HZ | SHEET NO. 83 OF 87 SHEETS | STA. 209+30.97 TO STA. 209+70.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	83
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

FILE NAME = W:\795-812 Lawrence Phase II\CADD Sheets\795-812-sht-xsec-Lawrencedgn
SURVEY: SURVEYED, PLOTTED, TEMPLATE, NOTE BOOK, NO., AREAS CHECKED

LAWRENCE ROAD



SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	PAGE
NO.	AREAS CHECKED

FILE NAME = W:\95-012 Lawrence Phase II\CADD SHEETS\95-012-sht-sec Lawrence.dgn

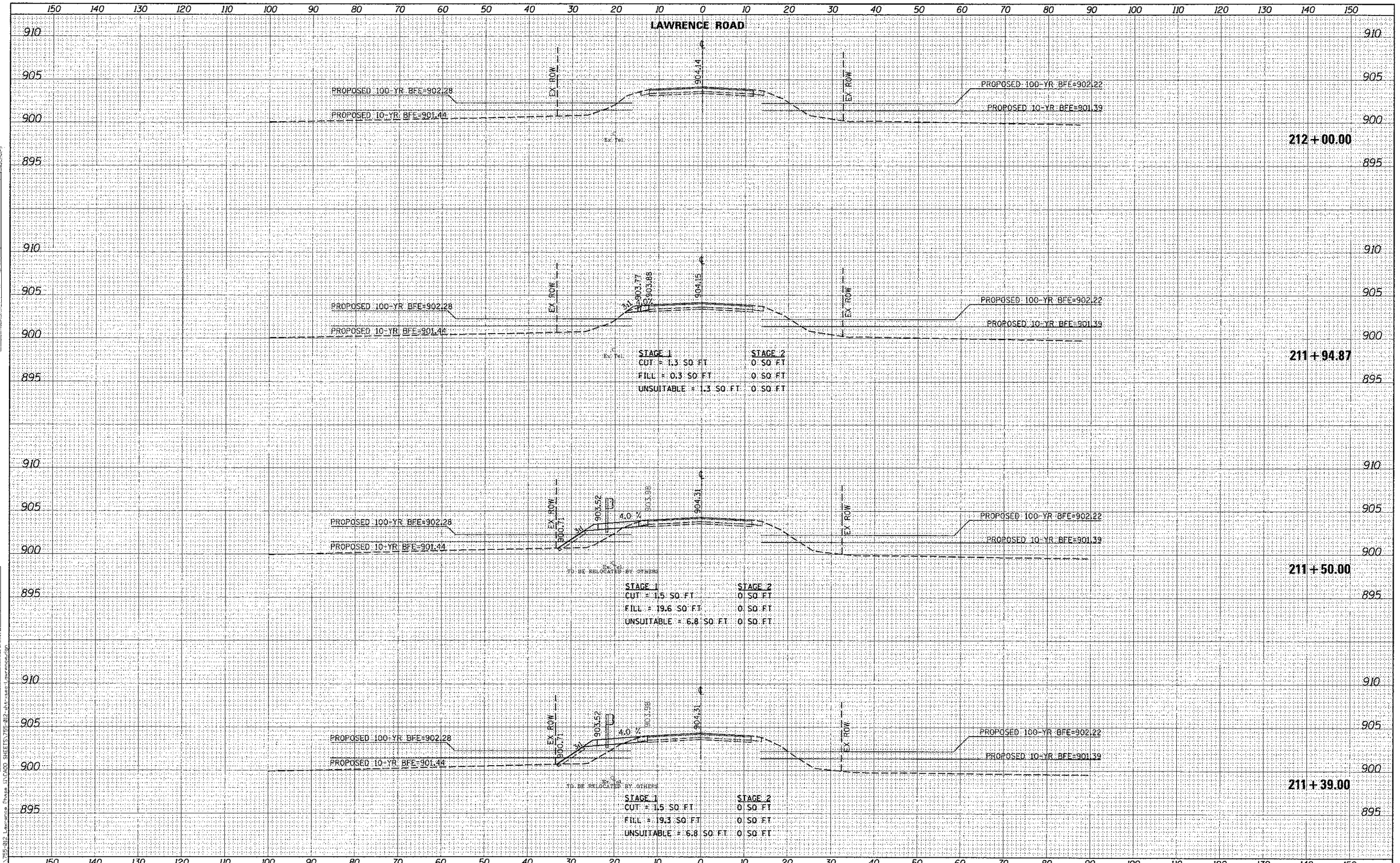
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gellwanger	DESIGNED - GJE	REVISED -	MCHENRY COUNTY DIVISION OF TRANSPORTATION
		DRAWN - GJE	REVISED -	
	PLOT SCALE = 10.0000 ' / in.	CHECKED - CRF	REVISED -	
	PLOT DATE = 12/3/2012	DATE - 08/17/12	REVISED -	

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
LAWRENCE ROAD CROSS SECTION

1"=5' VT
SCALE: 1"=10' HZ | SHEET NO. 84 OF 87 SHEETS | STA. 210+00.00 TO STA. 211+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	84

CONTRACT NO. 63694
ILLINOIS FED. AID PROJECT



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gellwanger	DESIGNED - GJE	REVISED -
		DRAWN - GJE	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - CRF	REVISED -
	PLOT DATE = 10/3/2012	DATE - 08/17/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

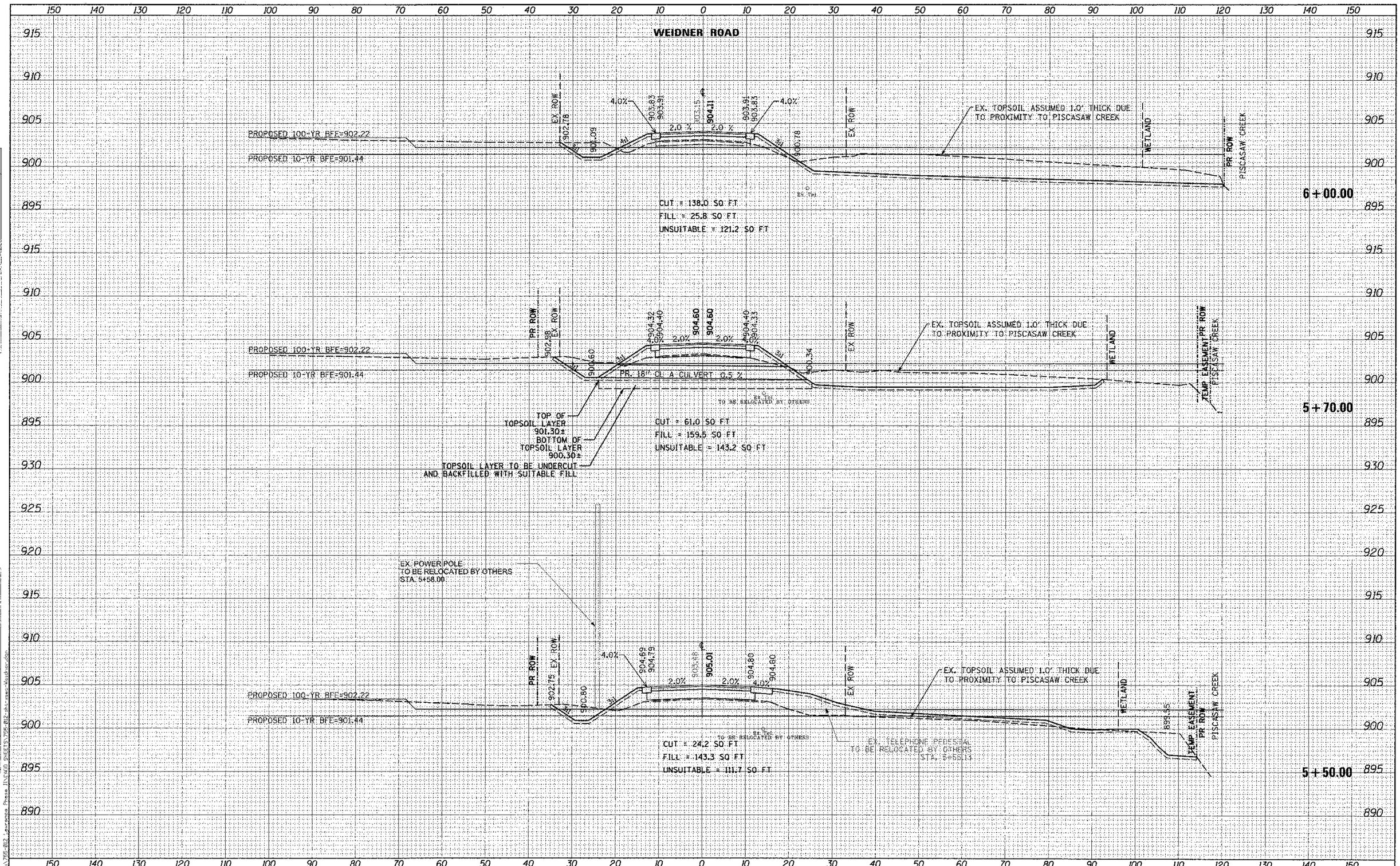
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
LAWRENCE ROAD CROSS SECTION

1"=5' VT
SCALE: 1"=10' HZ | SHEET NO. 85 OF 87 SHEETS | STA. 211+39.00 TO STA. 212+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	85
		CONTRACT NO. 63694		
	ILLINOIS FED. AID PROJECT			

SURVEYED
PLOTTED
SURFACE
AREAS CHECKED
SURVEY
NOTE BOOK
NO.

FILE NAME = w:\755-012 Lawrence Phase II\CADD SHEETS\755-012-xhrsxsc-Lawrence.dgn



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gollwanger	DESIGNED - GJE	REVISED -
	PLOT SCALE = 10.2000 ' / in.	DRAWN - GJE	REVISED -
	PLOT DATE = 10/3/2012	CHECKED - CRF	REVISED -
		DATE - 08/17/12	REVISED -

MCHENRY COUNTY DIVISION OF TRANSPORTATION

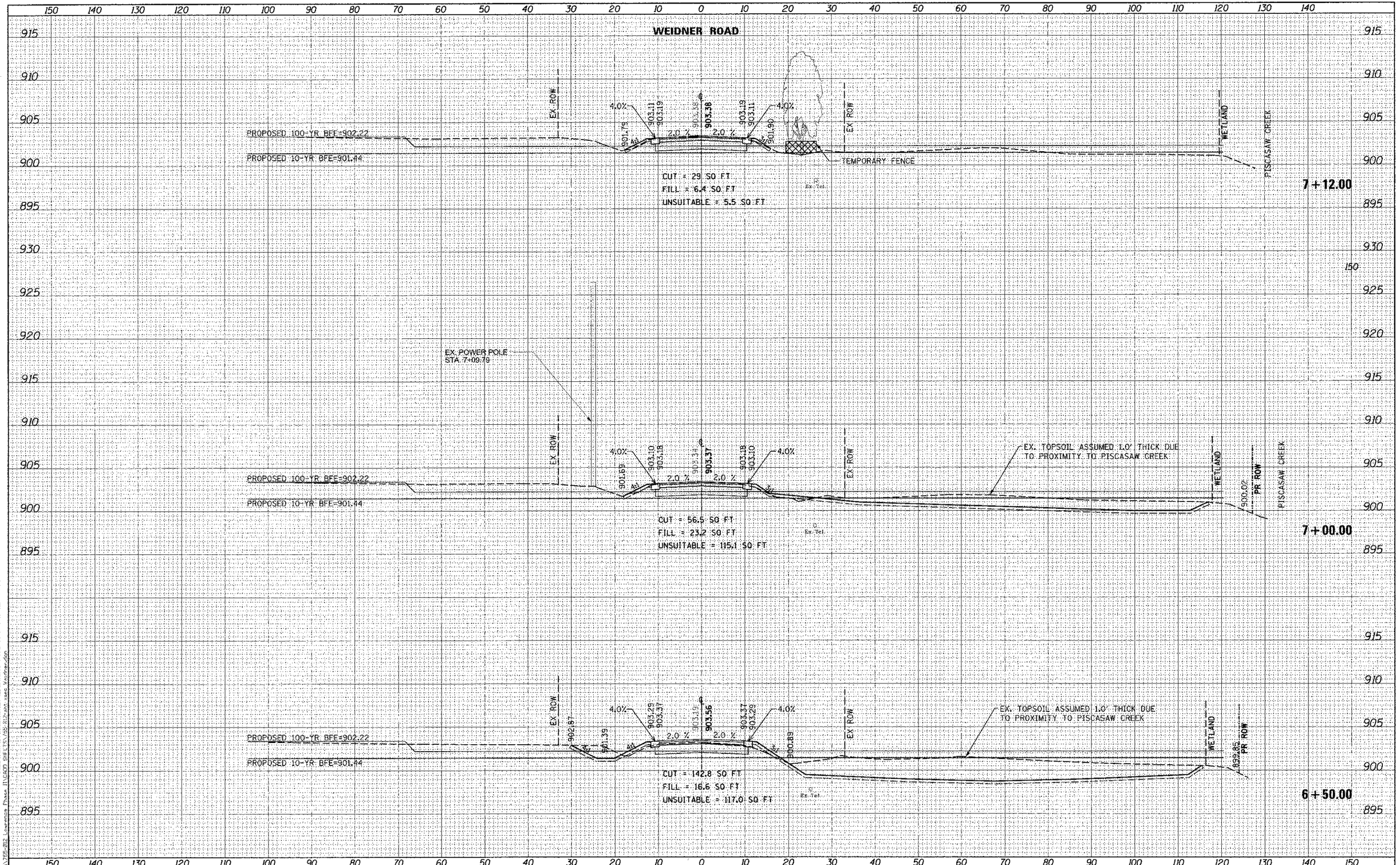
LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
WEIDNER ROAD CROSS SECTION

1"=5' VT
SCALE: 1"=10' HZ | SHEET NO. 86 OF 87 SHEETS | STA. 5+50.00 TO STA. 6+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR	MCHENRY	87	86
		CONTRACT NO. 63694		
		ILLINOIS FED. AID PROJECT		

FILE NAME = k:\1755-012 Lawrence Phase I\1140 SHEETS\1755-012-sht-xsec-Weidnerdon

WEIDNER ROAD



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gollwanger	DESIGNED - GJE	REVISED -	MCHENRY COUNTY DIVISION OF TRANSPORTATION
		DRAWN - GJE	REVISED -	
	PLOT SCALE = 10.0000 ' / in.	CHECKED - CRF	REVISED -	
	PLOT DATE = 8/16/2012	DATE - 08/17/12	REVISED -	

LAWRENCE ROAD BRIDGE OVER PISCASAW CREEK
WEIDNER ROAD CROSS SECTION

1"=5' VT
SCALE: 1"=10' HZ | SHEET NO. 87 OF 87 SHEETS | STA. 6+50.00 | TO STA. 7+12.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0028	08-00355-01-BR		87	87
			CONTRACT NO. 63694	
	ILLINOIS FED. AID PROJECT			

FILE NAME = k:\765-012 Lawrence Phase II\CAD\ SHEETS\765-812-est sec fairdesign