RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	1
	ILLINOIS	CONTRACT NO. 61L88		

11/07/2025 LETTING ITEM 112

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

TR 73 (ALLENDALE ROAD)
OVER NIPPERSINK CREEK
STRUCTURE REPLACEMENT
SECTION: 19–00507–00–BR
PROJECT: SOOV(023)
MCHENRY COUNTY
C–91–070–20

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

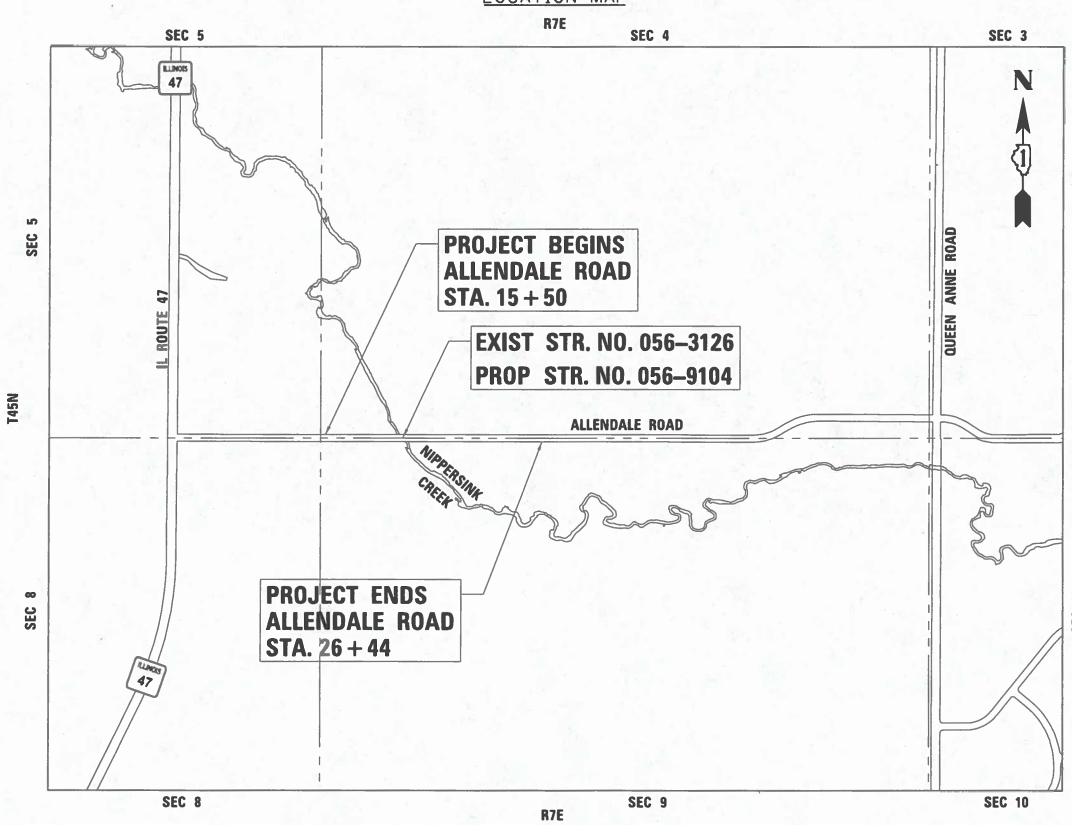
PROJECT IS LOCATED IN GREENWOOD TOWNSHIP.

TRAFFIC DATA
2021 ADT = 850
2050 ADT = 1100

DESIGN /POSTED SPEED
POSTED SPEED: 55 MPH
DESIGN SPEED: 55 MPH

DESIGN DESIGNATION
LOCAL ROAD

LOCATION MAP



GROSS LENGTH = 1094.00 FT. = 0.207 MILE
NET LENGTH = 1094.00 FT. = 0.207 MILE

LOCATION OF SECTION INDICATED THUS:–

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED JULY 23, 2025
Joe. R. Korpalski Jr.
COUNTY OF MCHENRY, COUNTY ENGINEER

PASSED August 28, 2025
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW Aug 28, 2025
REGIONAL ENGINEER

081-006358 LICENSED STRUCTURAL ENGINEER OF STATE OF ILLINOIS
"LICENSE EXPIRES 11-30-2026"

062-064200 LICENSED PROFESSIONAL ENGINEER OF STATE OF ILLINOIS
"LICENSE EXPIRES 11-30-2025"

BAXTER & WOODMAN Consulting Engineers

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

B&W PROJECT NO.: 190663 DATE: 07/28/2025

CONTRACT NO. 61L88

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

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000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
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001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
515001-04	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542411	SLOPED METAL END SECTIONS FOR PIPE CULVERTS 15IN THRU 60 IN DIA
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
602301-04	INLET - TYPE A
604001-05	FRAME AND LIDS TYPE 1
604036-03	GRATE TYPE 8
630001-13	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
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667101-02	PERMANENT SURVEY MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701901-10	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
B.L.R. 24-2	MAILBOX TURNOUT FOR LOCAL ROADS

DISTRICT 1 DETAILS

BD-34	DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL
BD-51	BENCHING DETAIL FOR EMBANKMENT WIDENING
BM-07	GUARDRAIL SUPPORT AND END ANCHORAGE
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS

MCHENRY COUNTY DIVISION OF TRANSPORTATION DETAILS

DRIVEWAY DETAILS - MCDOT

TELESCOPING STEEL SIGN SUPPORT

AGENCY CONTACT LIST

MCHENRY COUNTY DIVISION OF TRANSPORTATION
16111 NELSON ROAD, WOODSTOCK, IL 60098
(815) 338-4960
CONTACT: JEREMY STULL, CONSTRUCTION MANAGER

GREENWOOD TOWNSHIP HIGHWAY
5211 MILLER ROAD, WONDER LAKE, IL 60097
(815) 648-2307
CONTACT: DON GOAD, HIGHWAY COMMISSIONER

ALDEN-HEBRON GREENWOOD FIRE PROTECTION DISTRICT
12302 IL ROUTE 173, PO BOX 345, HEBRON, IL 60034
(815) 648-2218
CONTACT: TOM LINNEMAN, FIRE CHIEF

WOODSTOCK FIRE/RESCUE DISTRICT
435 EAST JUDD STREET, WOODSTOCK, IL 60098
(815) 338-2621
CONTACT: BRENDAN PARKER, FIRE CHIEF

WOODSTOCK COMMUNITY UNIT SCHOOL DISTRICT 200
2990 RAFFEL ROAD, WOODSTOCK, IL 60098
(815) 338-8200
CONTACT: MICHAEL MOAN, SUPERINTENDENT

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

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

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

MCHENRY COUNTY EMERGENCY TELEPHONE SYSTEM BOARD
E911, 2200 NORTH SEMINARY AVENUE SUITE 167, WOODSTOCK, IL 60098
(815) 337-7911, mcetsb@mchenrycountyil.gov
CONTACT: THERESA K. SCHULTE, DIRECTOR

COMMITMENTS

1. IMPACTS TO THE NIPPERSINK CREEK INAI SITE SHOULD BE AVOIDED OR MINIMIZED WHERE FEASIBLE.
2. PROJECT IMPLEMENTATION SHOULD INCLUDE METHODS THAT MINIMIZE IMPACTS TO THE STREAMBED.
3. WHERE POSSIBLE, INSTREAM WORK SHOULD OCCUR DURING DRY AND LOW FLOW CONDITIONS. SOIL EROSION AND SEDIMENT CONTROL BMPs SHOULD BE IMPLEMENTED AND PROPERLY MAINTAINED TO AVOID WATER QUALITY IMPACTS.
4. EROSION CONTROL BLANKET SHOULD BE WILDLIFE-FRIENDLY, PLASTIC-FREE BLANKET.
5. EQUIPMENT SHOULD BE WASHED BEFORE ENTERING THE WORK SITE TO PREVENT THE TRANSFER OF NON-NATIVE AND INVASIVE SPECIES INTO THE AREA.
6. EQUIPMENT SHOULD BE FUELED AND STAGED OUTSIDE OF RECEIVING STREAMS AND WETLANDS.
7. GOOD HOUSEKEEPING PRACTICES SHOULD BE IMPLEMENTED AND MAINTAINED DURING AND AFTER CONSTRUCTION TO PREVENT TRASH AND OTHER DEBRIS FROM INADVERTENTLY BLOWING OR WASHING INTO NEARBY NATURAL AREAS.
8. TO MINIMIZE ADVERSE EFFECTS TO WILDLIFE IN THE PROJECT, THE DESIGN WILL REVIEW THE DEPARTMENT'S LIGHTING RECOMMENDATION IN THE PROJECT AREA:
   - ALL LIGHTING SHOULD BE FULLY SHIELDED FIXTURES THAT EMIT TO LIGHT UPWARD.
   - ONLY "WARM-WHITE" OR FILTERED LEDs (CCT < 3,000 K; S/P RATIO < 1.2) SHOULD BE USED TO MINIMIZE BLUE EMISSION.
   - ONLY LIGHT THE EXACT SPACE WITH THE AMOUNT (LUMENS) NEEDED TO MEET FACILITY SAFETY REQUIREMENT.
   - IF LEDs ARE TO BE USED, AVOID THE TEMPTATION TO OVER-LIGHT BASED ON THE HIGHER LUMINOUS EFFICIENCY OF LEDs.

MCHENRY COUNTY STANDARD DRAIN TILE NOTES

1. DRAIN TILES DISTURBED DURING CONSTRUCTION SHALL BE RECONNECTED BY THOSE RESPONSIBLE FOR THEIR DISTURBANCE, UNLESS THE PLANS SPECIFY ABANDONMENT OF THE DRAIN TILES.
2. ALL ABANDONED DRAIN TILES WITHIN DISTURBED AREAS SHALL BE REMOVED IN THEIR ENTIRETY.
3. DRAIN TILES WITHIN THE DISTURBED AREA OF A CONSTRUCTION SITE SHALL BE REPLACED, BYPASSED AROUND THE SITE OR INTERCEPTED AND CONNECTED TO THE STORMWATER MANAGEMENT SYSTEM FOR THE SITE. THE SIZE OF THE REPLACED OR BYPASSED DRAIN TILE SHALL BE EQUIVALENT TO THE EXISTING DRAIN TILE.
4. SEE DRAIN TILE SIZE, LOCATION, MATERIAL, DEPTH, AND IMPROVEMENTS ON THE DRAINAGE AND UTILITIES PLAN SHEETS.
5. ANY DRAIN TILE ENCOUNTERED AND CONSTRUCTED SHALL BE DOCUMENTED AND PROVIDED TO THE MCHENRY COUNTY DIVISION OF TRANSPORTATION.

BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 9/2/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-GenNotes.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS, DISTRICT DETAILS, AND COMMITMENTS

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	2
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND THE "MANUAL OF TEST PROCEDURES FOR MATERIALS".

2. THE CONTRACTOR SHALL CONTACT THE MCHENRY COUNTY DIVISION OF TRANSPORTATION AT (815)334-4960 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, MCHENRY COUNTY DIVISION OF TRANSPORTATION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.

4. BEFORE STARTING ANY EXCAVATIONS, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).

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

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

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

8. ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

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

10. RIGHT OF WAY MARKERS SHALL BE INSTALLED USING METHOD B OF THE STANDARD SPECIFICATIONS.

11. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY ACCESS SHALL BE CONSTRUCTED AS NEEDED, IN ACCORDANCE WITH THE SPECIAL PROVISIONS, TO PROVIDE SUCH ACCESS.

12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

13. UNDERBRUSH OR DEBRIS AT PLANTING LOCATIONS SHALL BE REMOVED AND DISPOSED OF ACCORDING TO SECTION 201 OF THE STANDARD SPECIFICATIONS.

14. THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. FOR INFORMATION REGARDING THE EXISTING STRUCTURE SEE RECORD PLANS ON SHEETS 64-69 .

15. THOSE SEEKING THE FULL HYDRAULIC REPORT SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT:
    SAMANTHA DITTRICH, P.E., DESIGN ENGINEER
    MCHENRY COUNTY DIVISION OF TRANSPORTATION
    16111 NELSON ROAD
    WOODSTOCK, ILLINOIS 60098
    (815) 334-4645

16. THE CONTRACTOR SHALL PROVIDE FINISHED GRADE DIGITAL TERRAIN MODEL (DTM) TO THE COUNTY PRIOR TO LANDSCAPING TO VERIFY COMPENSATORY STORAGE HAS BEEN PROVIDED IN CONFORMANCE WITH THE MCHENRY COUNTY STORM WATER MANAGEMENT PERMIT.

17. THE CONTRACTOR SHALL CONTACT IDOT D1 TRAFFIC CONTROL SUPERVISOR, KALPANA KANNAN-HOSADURGA, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK (INSTALLATION OF ADVANCE WORK OR DETOUR SIGNS).

18. PHOSPHORUS FERTILIZER HAS BEEN INTENTIONALLY OMITTED FROM THE CONTRACT DUE TO THE PROXIMITY TO THE EXISTING WETLANDS/BODIES OF WATER. A PHOSPHORUS-FREE FERTILIZER SHALL BE USED (MIDDLE NUMBER SHOULD EQUAL 0).

19. ALL PROPOSED CULVERTS SHALL BE CORRUGATED METAL PIPE.

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

21. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT CONTRACTOR EXPENSE. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

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

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

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

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

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

27. BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07(b, c) OF THE SSRBC WILL NOT BE ALLOWED.

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

BAXTER & WOODMAN Consulting Engineers	USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MJO	REVISED -			TR 73	19-00507-00-BR	MCHENRY	92	3
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -					CONTRACT NO. 61L88		
	PLOT DATE = 9/2/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-GenNotes.dgn		SCALE: N.T.S. SHEET 2 OF 2 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT SOOV(023)		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE BRIDGE 0010 URBAN
*	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	6	6
*	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	289	289
*	20101100	TREE TRUNK PROTECTION	EACH	1	1
*	20101200	TREE ROOT PRUNING	EACH	1	1
*	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	1	1
	20200100	EARTH EXCAVATION	CU YD	5,310	5,310
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	5,310	5,310
	20300100	CHANNEL EXCAVATION	CU YD	1,935	1,935
	20300200	ROCK EXCAVATION IN CHANNEL	CU YD	50	50
	20400800	FURNISHED EXCAVATION	CU YD	5,805	5,805
	20800150	TRENCH BACKFILL	CU YD	71	71
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	95	95
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	2,210	2,210
*	25000210	SEEDING, CLASS 2A	ACRE	3.25	3.25
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	290	290

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE BRIDGE 0010 URBAN
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	290	290
*	25100645	WILDLIFE FRIENDLY EROSION CONTROL BLANKET	SQ YD	15,578	15,578
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	322	322
	28000305	TEMPORARY DITCH CHECKS	FOOT	983	983
	28000400	PERIMETER EROSION BARRIER	FOOT	2,324	2,324
	28001105	TEMPORARY WILDLIFE FRIENDLY EROSION CONTROL BLANKET	SQ YD	14,533	14,533
	28200200	FILTER FABRIC	SQ YD	2,762	2,762
	28500400	ARTICULATED BLOCK REVETMENT MAT	SQ YD	2,762	2,762
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1,021	1,021
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	3,407	3,407
	35101500	AGGREGATE BASE COURSE, TYPE B	CU YD	30	30
	35102200	AGGREGATE BASE COURSE, TYPE B 10"	SQ YD	609	609
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	818	818
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1,352	1,352
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	2,365	2,365

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-SOQ.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	4
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE BRIDGE 0010 URBAN
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	555	555
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	255	255
42000060	WELDED WIRE REINFORCEMENT	SQ YD	190	190
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	190	190
44000100	PAVEMENT REMOVAL	SQ YD	678	678
48203024	HOT-MIX ASPHALT SHOULDERS, 6 ¾"	SQ YD	732	732
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50102400	CONCRETE REMOVAL	CU YD	10	10
50105220	PIPE CULVERT REMOVAL	FOOT	74	74
50200100	STRUCTURE EXCAVATION	CU YD	348	348
50200300	COFFERDAM EXCAVATION	CU YD	778	778
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1	1
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1	1
50201123	COFFERDAM (TYPE 2) (LOCATION - 3)	EACH	1	1
50300225	CONCRETE STRUCTURES	CU YD	253.1	253.1

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE BRIDGE 0010 URBAN
50300255	CONCRETE SUPERSTRUCTURE	CU YD	828.2	828.2
50300260	BRIDGE DECK GROOVING	SQ YD	691	691
50300300	PROTECTIVE COAT	SQ YD	820	820
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	95.8	95.8
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	269,750	269,750
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	1,980	1,980
51202305	DRIVING PILES	FOOT	1,980	1,980
51203200	TEST PILE METAL SHELLS	EACH	5	5
51204650	PILE SHOES	EACH	38	38
51500100	NAME PLATES	EACH	1	1
54260715	SLOPED METAL END SECTION WITH GRATE, STANDARD 542411, 15", 1:6	EACH	6	6
542C0220	PIPE CULVERTS, CLASS C, TYPE 1 15"	FOOT	192	192
550B0360	STORM SEWERS, CLASS B, TYPE 2 15"	FOOT	252	252
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	83	83
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	43	43

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-SOQ.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 2 OF 4 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	5
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE BRIDGE 0010 URBAN
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	5	5
	60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	127	127
	60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	1,639	1,639
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	97	97
	60235300	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH	3	3
	60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1
*	63000009	STEEL PLATE BEAM GUARDRAIL, TYPE B, 9 FOOT POSTS	FOOT	75	75
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3
	63200310	GUARDRAIL REMOVAL	FOOT	304	304
	66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	21	21
	66600205	REERECTING RIGHT OF WAY MARKERS	EACH	1	1
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	840	840
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE BRIDGE 0010 URBAN
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	3	3
	67100100	MOBILIZATION	L SUM	1	1
*	72000100	SIGN PANEL - TYPE 1	SQ FT	6	6
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	5	5
	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	18	18
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	3,043	3,043
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8	8
*	78200006	GUARDRAIL REFLECTORS, TYPE B	EACH	16	16
	X0322278	RODENT SHIELDS	EACH	5	5
	X0326806	WASHOUT BASIN	L SUM	1	1
	X0327301	RELOCATE EXISTING MAILBOX	EACH	3	3
	X2011000	TEMPORARY FENCE (SPECIAL)	FOOT	1,453	1,453

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

BAXTER & WOODMAN Consulting Engineers

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PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-SOQ.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	6
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE BRIDGE 0010 URBAN
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	3	3
	X4024000	TEMPORARY ACCESS (FIELD ENTRANCE)	EACH	1	1
*	X6330725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	25	25
	X6640104	FENCE REMOVAL	FOOT	1,058	1,058
	X6700405	ENGINEER'S FIELD OFFICE, TYPE A (MODIFIED)	CAL MO	9	9
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	55	55
*	X7280105	TELESCOPING STEEL SIGN SUPPORT (SPECIAL)	FOOT	23	23
*	Z0007124	STEEL RAILING (SPECIAL)	FOOT	430	430
	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	100	100
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
	Z0038700	PERMANENT BENCH MARKS	EACH	3	3
$	Z0076600	TRAINEES	HOUR	500	0
$	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	0

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

EXISTING LEGEND

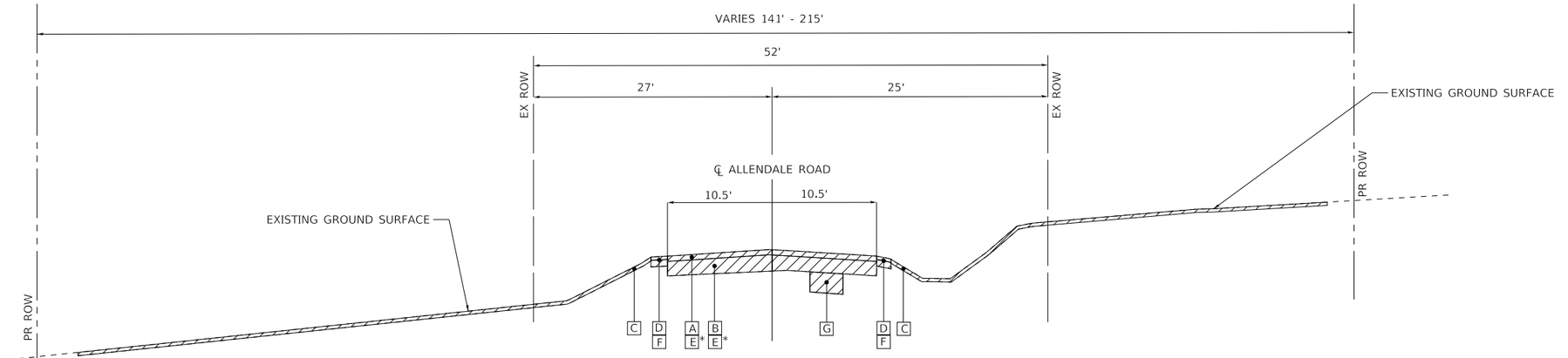
- [A] EXISTING HMA PAVEMENT, 8"
- [B] EXISTING HMA BASE COURSE, 4"
- [C] TOPSOIL EXCAVATION AND PLACEMENT
- [D] EXISTING AGGREGATE SHOULDER (PAID FOR AS EARTH EXCAVATION)
- [E] PAVEMENT REMOVAL*
- [F] EARTH EXCAVATION
- [G] REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (DETERMINED BY THE ENGINEER)
- [▨] ITEM TO BE REMOVED
- * SEE IDOT STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION SECTION 205 EMBANKMENT FOR PAVEMENT REMOVAL AND EMBANKMENT LOCATIONS

PROPOSED LEGEND

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"
- ② HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4.75"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, (DETERMINED BY THE ENGINEER)
- ④ HOT-MIX ASPHALT SHOULDER, 6.75"
- ⑤ AGGREGATE BASE COURSE, TYPE B, 4.75'' (PAID FOR AS AGGREGATE BASE COURSE, TYPE B)
- ⑥ TOPSOIL EXCAVATION AND PLACEMENT (6")
- ⑦ PAVEMENT MARKING, 4"
- ⑧ PIPE UNDERDRAIN
- ⑨ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (DETERMINED BY THE ENGINEER)
- ⑩ STEEL PLATE BEAM GUARDRAIL, TYPE B, 9 FOOT POSTS
- ⑪ AGGREGATE SUBGRADE IMPROVEMENT, 12"

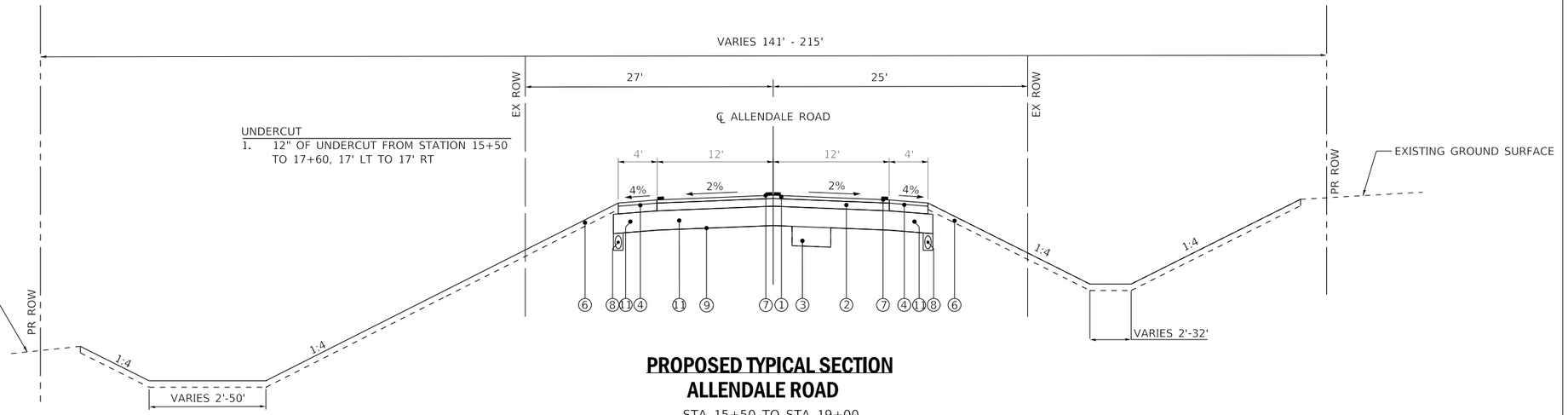
NOTES

1. LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE MIX
2. HMA SURFACE TO BE CORED PRIOR TO GUARDRAIL POST INSTALLATION. COST OF CORING SHALL BE INCLUDED IN THE GUARDRAIL OR TERMINAL SPECIFIED.



EXISTING TYPICAL SECTION
ALLENDALE ROAD

STA 15+50 TO STA 19+00
STA 21+00 TO STA 27+50



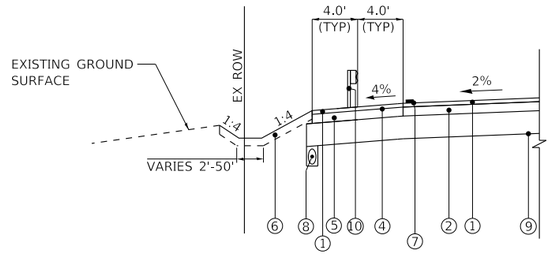
UNDERCUT
1. 12" OF UNDERCUT FROM STATION 15+50 TO 17+60, 17' LT TO 17' RT

PROPOSED TYPICAL SECTION
ALLENDALE ROAD

STA 15+50 TO STA 19+00
STA 21+00 TO STA 27+50

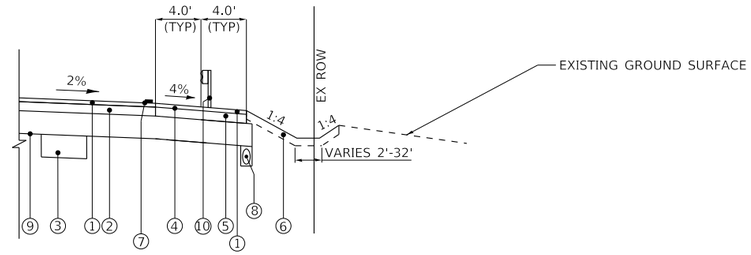
HOT-MIX ASPHALT MIXTURE REQUIREMENTS - ALLENDALE ROAD		
MIXTURE TYPE	% AIR VOIDS @ NDS	QMP
HMA PAVEMENT RECONSTRUCTION 6-3/4"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR	LR1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4.75"	4% @ 50 GYR	LR1030-2
HMA SHOULDER 6-3/4"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR	LR1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4.75"	4% @ 50 GYR	LR1030-2
HMA SHOULDER AT GUARDRAIL		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR	LR1030-2
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR1030-2		

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LB/SQ YD/IN.
2. THE "AC TYPE" FOR ALL HMA SHALL BE "PG 58-28" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.



PROPOSED TYPICAL SECTION
NORTH GUARDRAIL DETAIL

STA 18+08 TO STA 22+19



PROPOSED TYPICAL SECTION
SOUTH GUARDRAIL DETAIL

STA 18+41 TO STA 22+45

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. | TO STA.

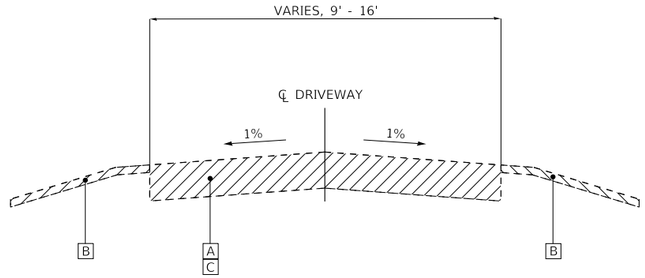
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	8
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

EXISTING LEGEND

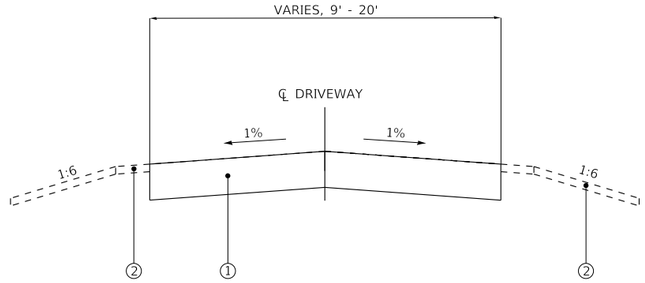
- [A] EXISTING AGGREGATE DRIVEWAY, VARIES
- [B] TOPSOIL EXCAVATION AND PLACEMENT
- [C] PAVEMENT REMOVAL, VARIES (PAID AS EARTH EXCAVATION)
- ▨ ITEM TO BE REMOVED

PROPOSED LEGEND

- ① AGGREGATE BASE COURSE, TYPE B, 10"
- ② TOPSOIL EXCAVATION AND PLACEMENT (6")



EXISTING DRIVEWAY/FIELD ENTRANCE
TYPICAL SECTION
ALLENDALE ROAD



PROPOSED DRIVEWAY/FIELD ENTRANCE
TYPICAL SECTION
ALLENDALE ROAD

BAXTER & WOODMAN Consulting Engineers

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	9
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

REMOVAL SCHEDULE

			20100110	20100210	50105220	63200310	44000100	20200100	20200100	X0327301	72400100	X6640104
FROM STATION	TO STATION	LT/RT	TREE REMOVAL (6 TO 15 UNITS DIAMETER) (UNITS)	TREE REMOVAL (OVER 15 UNITS DIAMETER) (UNITS)	PIPE CULVERT REMOVAL (FOOT)	GUARDRAIL REMOVAL (FOOT)	PAVEMENT REMOVAL (SQ YD)	SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION) (CU YD)	AGGREGATE DRIVEWAY REMOVAL (PAID FOR AS EARTH EXCAVATION) (CU YD)	MAILBOX REMOVAL (PAID FOR AS RELOCATE EXISTING MAILBOX) (EACH)	REMOVE SIGN PANEL ASSMBLY - TYPE A (EACH)	FENCE REMOVAL (FOOT)
14+00	16+50	LT	0	0	0.0	0.0	128.3	6.0	0.0	0	0	77.6
14+00	16+50	RT	0	27	0.0	0.0	103.1	7.0	0.0	0	0	86.0
16+50	18+50	LT	0	0	0.0	0.0	19.6	14.0	0.0	0	0	82.7
16+50	18+50	RT	6	27	49.0	0.0	15.1	8.0	59.0	1	0	104.2
18+50	21+00	LT	0	0	0.0	151.4	0.0	5.0	0.0	0	1	69.8
18+50	21+00	RT	0	0	25.0	151.7	0.0	1.0	43.0	1	1	46.5
21+00	23+50	LT	0	0	0.0	0.0	0.0	16.0	0.0	0	1	591.0
21+00	23+50	RT	0	0	0.0	0.0	0.0	15.0	0.0	0	2	0.0
23+50	26+44	LT	0	0	0.0	0.0	213.5	17.0	0.0	0	0	0.0
23+50	26+44	RT	0	235	0.0	0.0	198.2	13.0	0.0	1	0	0.0
TOTALS			6	289	74.0	303.2	677.8	102.0	102.0	3	5	1,057.8
TOTALS (ROUNDED)			6	289	74	304	678	102	102	3	5	1,058

ROW MARKER SCHEDULE

			66600105	66600205			
STATION	OFFSET	LT/RT	FURNISHING AND ERECTING RIGHT OF WAY MARKERS (EACH)	REERECTING RIGHT OF WAY MARKERS (EACH)	RELOCATED STATION	RELOCATED OFFSET	LT/RT
14+99.83	24.8	RT	1				
14+99.99	0.6	LT	1				
15+00.14	27.1	LT	1				
15+00.60	105.0	LT	1				
16+56.57	26.0	LT	1	1	16+58.08	104.5	LT
17+49.63	65.2	RT	1				
18+00.00	65.0	RT	1				
18+00.00	90.0	RT	1				
19+07.61	90.0	RT	1				
19+75.00	90.0	RT	1				
20+02.65	146.4	RT	1				
20+50.09	105.0	LT	1				
20+50.13	119.8	LT	1				
21+54.97	147.4	RT	1				
21+55.02	80.0	RT	1				
24+49.11	119.9	LT	1				
26+20.07	25.3	LT	1				
26+20.12	1.3	RT	1				
26+38.62	80.0	RT	1				
26+38.55	26.6	RT	1				
26+38.52	1.2	RT	1				
		TOTALS	21	1			

SCHEDULE OF EXCAVATION

STATION	LENGTH	CUT CROSS SECTION AREA (SQ FT)	CUT VOLUME (CU YD)	UNDERCUT CROSS SECTION AREA (SQ FT)	UNDERCUT VOLUME (CU YD)	FILL CROSS SECTION AREA (SQ FT)	FILL VOLUME (CU YD)	TOPSOIL REMOVAL CROSS SECTION AREA (SQ FT)	TOPSOIL REMOVAL VOLUME (CU YD)	TOPSOIL REPLACEMENT CROSS SECTION AREA (SQ FT)	TOPSOIL REPLACEMENT VOLUME (CU YD)
ALLENDALE ROAD											
15+00	50.0	0.0	55.6	0.0	23.0	0.0	3.2	0.0	44.5	0.0	44.6
15+50	50.0	60.1	245.2	24.9	53.8	3.5	11.3	48.1	93.6	48.2	90.4
16+00	50.0	204.7	398.1	33.3	61.4	8.8	16.9	53.0	100.2	49.5	93.4
16+50	50.0	225.3	379.4	33.0	30.6	9.5	68.8	55.2	105.4	51.4	98.2
17+00	50.0	184.5	233.4	0.0	0.0	64.8	238.1	58.7	103.7	54.8	99.2
17+50	30.0	67.6	87.7	0.0	0.0	192.4	309.0	53.3	94.9	52.4	49.0
17+80	20.0	90.3	76.6	0.0	0.0	363.9	270.7	117.5	69.7	35.8	33.5
18+00	25.0	116.6	119.7	0.0	0.0	367.1	378.9	70.7	65.8	54.7	46.6
18+25	25.0	141.9	132.6	0.0	0.0	451.3	406.6	71.5	67.1	45.9	48.0
18+50	50.0	144.6	244.9	0.0	0.0	427.0	578.7	73.4	137.6	57.9	108.7
19+00	23.0	119.9	51.1	0.0	0.0	198.0	130.4	75.3	62.7	59.6	46.5
19+23	27.0	158.3	79.1	0.0	0.0	108.2	54.1	72.0	36.0	49.6	24.8
19+50	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20+00	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20+50	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21+00	20.0	0.0	50.2	0.0	0.0	0.0	54.6	0.0	28.7	0.0	28.6
21+20	30.0	190.4	167.9	0.0	0.0	147.3	229.9	77.5	88.1	77.2	83.7
21+50	50.0	135.5	229.0	0.0	0.0	266.5	463.0	81.2	149.2	73.5	135.0
22+00	50.0	111.9	172.5	0.0	0.0	233.6	402.7	79.9	146.6	72.3	134.1
22+50	50.0	74.4	131.3	0.0	0.0	201.3	327.1	78.5	144.1	72.6	135.2
23+00	50.0	67.5	126.2	0.0	0.0	152.0	260.9	77.2	142.7	73.5	135.8
23+50	50.0	68.8	122.7	0.0	0.0	129.8	227.3	77.0	142.0	73.2	135.2
24+00	50.0	63.8	178.6	0.0	0.0	115.7	180.6	76.5	138.6	72.8	131.7
24+50	50.0	129.1	281.6	0.0	0.0	79.4	105.9	73.2	130.8	69.4	123.5
25+00	50.0	175.1	245.9	0.0	0.0	35.0	53.2	68.1	109.3	64.0	101.9
25+50	50.0	90.5	106.4	0.0	0.0	22.5	66.5	50.0	72.7	46.1	64.2
26+00	15.0	24.4	11.6	0.0	0.0	49.4	34.9	28.6	17.2	23.3	6.5
26+15	29.0	17.2	16.8	0.0	0.0	76.3	41.0	33.2	24.7	0.0	2.7
26+44	6.0	14.1	1.6	0.0	0.0	0.0	0.0	12.8	1.4	5.0	0.6
26+50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NIPPERSINK CREEK											
100+00	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100+50	50.0	0.0	91.0	0.0	0.0	0.0	0.0	0.0	17.7	0.0	0.0
101+00	50.0	98.3	375.6	0.0	0.0	0.0	65.9	19.1	80.3	0.0	25.7
101+50	50.0	307.3	598.9	0.0	0.0	71.2	65.9	67.6	160.1	27.8	76.1
102+00	50.0	339.5	533.8	0.0	0.0	0.0	0.0	105.4	177.1	54.4	78.0
102+50	50.0	237.0	276.4	0.0	0.0	0.0	0.0	85.9	97.2	29.8	27.6
103+00	50.0	61.5	57.0	0.0	0.0	0.0	0.0	19.0	17.6	0.0	0.0
103+50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTALS		3719.6	5878.1	91.2	168.8	3774.0	5046.0	1858.8	2867.2	1394.3	2209.0

EARTHWORK

	TOPSOIL													
	A	B	C=A-B	D	E	F	G	H	I	J	K	L	M	N
LOCATION	TOPSOIL EXCAVATION AND PLACEMENT (CU YD)	TOPSOIL PLACEMENT (CU YD)	TOPSOIL BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	UNDERCUT PAID FOR AS EARTH EXCAVATION (CU YD)	EARTH EXCAVATION (CU YD)	SHOULDER REMOVAL (CU YD)	AGGREGATE DRIVEWAY REMOVAL (CU YD)	NON-SPECIAL WASTE (CU YD)	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	EMBANKMENT (CU YD)	EMBANKMENT ADJUSTED FOR 15% SHRINKAGE (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	CHANNEL EXCAVATION (CU YD)	ROCK EXCAVATION IN CHANNEL (CU YD)
ALLENDALE ROAD	2,318	2,002	316	169	3,946	102	102	840	4,319	4,915	5,652	(5,652)		
NIPPERSINK CREEK	550	208	342							132	152	(152)	1,933	
CONTINGENCY				987					987					50
TOTAL	2,868	2,210	658	1,156	3,946	102	102	840	5,306	5,047	5,804	(5,804)	1,933	50
TOTAL (ROUNDED)	2,868	2,210	658	1,156	3,946	102	102	840	5,310	5,047	5,805	(5,805)	1,935	50

Column A - Topsoil removal quantity from cross sections (topsoil removed at 6" depth).
Column B - Topsoil required for final condition (topsoil installed at 6" depth).
Column C - Excess topsoil.
Column D - Cut material that is determined to be either unstable or unsuitable for use in embankment.
Column E - Cut quantity from cross sections.
Column F - Shoulder removal paid for as earth excavation.
Column G - Aggregate driveway removal paid for as earth excavation.
Column H - Soil to be disposed of as Non-Special Waste.
Column I - Cut material that is determined to be unsuitable for use in embankment + excess topsoil.
Column J - Fill quantities from cross sections.
Column K - Fill quantities from cross sections adjusted for 15% shrinkage.
Column L - Off-site material needed or material waste.
Column M - Cut material from channel.
Column N - Cut material from channel.

EARTHWORK PAY ITEM SUMMARY

(20200100) EARTH EXCAVATION	5,310	CU YD
(20201200) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	5,310	CU YD
(20300100) CHANNEL EXCAVATION	1,935	CU YD
(20300200) ROCK EXCAVATION IN CHANNEL	50	CU YD
(20400800) FURNISHED EXCAVATION	5,805	CU YD
(21101505) TOPSOIL EXCAVATION AND PLACEMENT	2,210	CU YD
(66900200) NON-SPECIAL WASTE DISPOSAL	840	CU YD

BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-Schedules.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 1 OF 3 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	10
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

ROADWAY SCHEDULE												
			35101500	35102200	30300001	30300112	40600370	40603080	40604060	42000060	42000080	48203024
FROM STATION	TO STATION	LT/RT	AGGREGATE BASE COURSE, TYPE B (CU YD)	AGGREGATE BASE COURSE, TYPE B 10" (SQ YD)	AGGREGATE SUBGRADE IMPROVEMENT (SQ YD)	AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ YD)	LONGITUDINAL JOINT SEALANT (FOOT)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (TON)	HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N50 (TON)	WELDED WIRE REINFORCEMENT (SQ YD)	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB (SQ YD)	HOT-MIX ASPHALT SHOULDERS, 6 3/4" (SQ YD)
14+00	16+50	LT	0.0	0.0	66.1	196.9	150.0	34.9	14.7	0.0	0.0	43.5
14+00	16+50	RT	0.0	0.0	65.0	192.5	150.0	33.7	14.2	0.0	0.0	43.5
16+50	18+50	LT	3.4	0.0	117.5	402.5	300.0	70.7	32.7	0.0	0.0	92.1
16+50	18+50	RT	7.4	268.3	116.3	397.5	300.0	70.3	31.5	0.0	0.0	128.1
18+50	21+00	LT	2.4	0.0	43.7	107.1	28.0	6.6	4.8	94.6	94.6	8.2
18+50	21+00	RT	3.9	216.0	46.5	118.3	28.0	6.6	6.1	94.6	94.6	8.2
21+00	23+50	LT	6.7	0.0	121.8	419.4	263.3	62.5	32.0	0.0	0.0	78.0
21+00	23+50	RT	6.2	0.0	119.8	411.7	263.3	62.0	31.3	0.0	0.0	78.0
23+50	26+44	LT	0.0	0.0	161.1	576.9	441.0	103.5	43.6	0.0	0.0	122.3
23+50	26+44	RT	0.0	124.1	162.9	584.1	441.0	103.5	43.6	0.0	0.0	129.8
		TOTALS	30.0	608.4	1,020.7	3,406.9	2,364.6	554.3	254.5	189.2	189.2	731.7
		TOTALS (ROUNDED)	30	609	1,021	3,407	2,365	555	255	190	190	732

TRAFFIC CONTROL SCHEDULE													
			63000009	X6330725	63100045	63100085	63100167	78009004	78200005	78200006	72501000	72400500	X7280105
FROM STATION	TO STATION	LT/RT	STEEL PLATE BEAM GUARDRAIL, TYPE B, 9 FOOT POSTS (FOOT)	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS) (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 2 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT (EACH)	MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (FOOT)	GUARDRAIL REFLECTORS, TYPE A (EACH)	GUARDRAIL REFLECTORS, TYPE B (EACH)	TERMINAL MARKER - DIRECT APPLIED (EACH)	SIGN PANEL - TYPE 1 (SQ FT)	TELESCOPING STEEL SIGN SUPPORT (SPECIAL) (FOOT)
14+00	16+50	LT						312.5					
14+00	16+50	RT						250.0					
16+50	18+50	LT					1	250.0					
16+50	18+50	RT			1			200.0					
18+50	21+00	LT				1		312.5		4	1		
18+50	21+00	RT	50.0	25.0		1		250.0	4	4	1		
21+00	23+50	LT	12.5			1	1	312.5	4	4	1		
21+00	23+50	RT	12.5			1	1	250.0		4	1		
23+50	26+44	LT						367.5				6	23
23+50	26+44	RT						538.0					
		TOTALS	75.0	25.0	1	4	3	3,043.0	8	16	4	6	23
		TOTALS (ROUNDED)	75	25	1	4	3	3,043	8	16	4	6	23

DRAINAGE SCHEDULE											
			54260715	542C0220	550B0360	60108100	60108204	60100060	X0322278	60235300	60236200
FROM STATION	TO STATION	LT/RT	SLOPED METAL END SECTION, WITH GRATE, STANDARD 542411, 15", 1:6 (EACH)	PIPE CULVERTS, CLASS C, TYPE 1 15" (FOOT)	PIPE STORM SEWERS, CLASS B, TYPE 2 15" (FOOT)	PIPE UNDERDRAINS 4" (SPECIAL) (FOOT)	PIPE UNDERDRAINS, TYPE 2, 4" (FOOT)	CONCRETE HEADWALLS FOR PIPE DRAINS (EACH)	RODENT SHIELDS (EACH)	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID (EACH)	INLETS, TYPE A, TYPE 8 GRATE (EACH)
14+00	20+00	LT				37	338	1	1		
14+00	20+00	RT	3	142	81	25	367	2	2		1
20+00	26+00	LT	1		171	39	489	1	1	3	
20+00	26+00	RT				26	445	1	1		
26+00	26+44	LT									
26+00	26+44	RT	2	50							
		TOTALS	6	192	252	127	1,639	5	5	3	1
		TOTALS (ROUNDED)	6	192	252	127	1,639	5	5	3	1

EROSION CONTROL SCHEDULE					
			28000250	28000400	28001105
FROM STATION	TO STATION	LT/RT	TEMPORARY EROSION CONTROL SEEDING (POUND)	PERIMETER EROSION BARRIER (FT)	TEMPORARY WILDLIFE FRIENDLY EROSION CONTROL BLANKET (SQ YD)
14+00	16+50	LT	22.1	497.4	1,070.4
14+00	16+50	RT	7.0	281.5	340.4
16+50	18+50	LT	33.8	195.6	1,636.1
16+50	18+50	RT	18.4	711.4	892.5
18+50	21+00	LT	33.2	637.5	1,065.6
18+50	21+00	RT	39.5	0.0	1,408.6
21+00	23+50	LT	53.2	0.0	2,574.0
21+00	23+50	RT	36.8	0.0	1,782.1
23+50	26+44	LT	40.8	0.0	1,974.2
23+50	26+44	RT	37.0	0.0	1,788.6
		TOTALS	321.8	2,323.4	14,532.5
		TOTALS (ROUNDED)	322	2,324	14,533

LANDSCAPING SCHEDULE						
			25000210	25000400	25000600	25100645
FROM STATION	TO STATION	LT/RT	SEEDING, CLASS 2A (ACRE)	NITROGEN FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)	WILDLIFE FRIENDLY EROSION CONTROL BLANKET (SQ YD)
14+00	16+50	LT	0.22	19.8	19.8	1,070.4
14+00	16+50	RT	0.07	6.3	6.3	340.4
16+50	18+50	LT	0.34	30.6	30.6	1,636.1
16+50	18+50	RT	0.18	16.2	16.2	892.5
18+50	21+00	LT	0.33	29.7	29.7	1,606.8
18+50	21+00	RT	0.40	36.0	36.0	1,912.8
21+00	23+50	LT	0.53	47.7	47.7	2,574.0
21+00	23+50	RT	0.37	33.3	33.3	1,782.1
23+50	26+44	LT	0.41	36.9	36.9	1,974.2
23+50	26+44	RT	0.37	33.3	33.3	1,788.6
		TOTALS	3.22	289.8	289.8	15,577.9
		TOTALS (ROUNDED)	3.25	290	290	15,578

Station	Floodplain FILL								Floodplain CUT							
	0-10 Yr (SF)	Average (SF)	Distance (Ft)	Volume (CF)	10 -100 Yr (SF)	Average (SF)	Distance (Ft)	Volume (CF)	0-10 Yr (SF)	Average (SF)	Distance (Ft)	Volume (CF)	10 -100 Yr (SF)	Average (SF)	Distance (Ft)	Volume (CF)
15+00	0.0	Limit of Grading			0.0	Limit of Grading			0.0	Limit of Grading			0.0	Limit of Grading		
		0.0	50.0	0.0		0.0	50.0	0.0		0.0	50.0	0.0		16.2	30.0	486.0
15+50	0.0				0.0				0.0				32.4			
		0.0	50.0	0.0		0.0	50.0	0.0		37.9	50.0	1892.5		47.8	30.0	1432.5
16+00	0.0				0.0				75.7				63.1			
		0.0	50.0	0.0		0.0	50.0	0.0		74.3	50.0	3712.5		74.9	30.0	2245.5
16+50	0.0				0.0				72.8				86.6			
		0.0	50.0	0.0		0.7	50.0	32.5		81.7	50.0	4085.0		54.5	30.0	1635.0
17+00	0.0				1.3				90.6				22.4			
		1.4	50.0	70.0		11.6	50.0	577.5		79.1	50.0	3952.5		11.2	30.0	336.0
17+50	2.8				21.8				67.5				0.0			
		5.6	30.0	166.5		22.4	30.0	670.5		83.6	30.0	2508.0		0.0	30.0	0.0
17+80	8.3				22.9				99.7				0.0			
		10.9	20.0	217.0		24.4	20.0	487.0		108.1	20.0	2161.0		0.0	20.0	0.0
18+00	13.4				25.8				116.4				0.0			
		15.8	25.0	393.8		39.4	25.0	985.0		129.2	25.0	3230.0		0.0	25.0	0.0
18+25	18.1				53.0				142.0				0.0			
		20.9	25.0	522.5		71.8	25.0	1795.0		142.8	25.0	3568.8		0.0	25.0	0.0
18+50	23.7				90.6				143.5				0.0			
		20.7	50.0	1035.0		64.3	50.0	3212.5		130.3	50.0	6515.0		2.1	50.0	102.5
19+00	17.7				37.9				117.1				4.1			
		22.1	23.0	507.2		38.6	23.0	887.8		140.7	23.0	3236.1		3.4	25.0	0.0
19+23	26.4				39.3				164.3				2.6			
		13.2	177.0	2336.4		19.7	177.0	3478.1		82.2	177.0	14540.6		1.3	25.0	0.0
19+50																
21+00	SEE CREEK CORRIDOR FOR COMPENSATORY STORAGE CALCULATIONS THROUGH THE BRIDGE															
21+20	115.3				34.1				191.4				0.0			
		160.1	30.0	4803.0		55.4	30.0	1662.0		159.5	30.0	4785.0		0.0	25.0	0.0
21+50	204.9				76.7				127.6				0.0			
		205.4	50.0	10267.5		71.5	50.0	3572.5		117.7	50.0	5882.5		0.0	25.0	0.0
22+00	205.8				66.2				107.7				0.0			
		212.8	50.0	10640.0		57.0	50.0	2847.5		88.9	50.0	4445.0		0.0	25.0	0.0
22+50	219.8				47.7				70.1				0.0			
		201.5	50.0	10072.5		40.1	50.0	2005.0		67.5	50.0	3375.0		0.0	25.0	0.0
23+00	183.1				32.5				64.9				0.0			
		174.8	50.0	8740.0		29.4	50.0	1467.5		66.1	50.0	3302.5		0.0	25.0	0.0
23+50	166.5				26.2				67.2				0.0			
		152.2	50.0	7610.0		26.1	50.0	1305.0		65.0	50.0	3250.0		0.0	25.0	0.0
24+00	137.9				26.0				62.8				0.0			
		113.0	50.0	5650.0		30.3	50.0	1512.5		95.1	50.0	4755.0		0.0	25.0	0.0
24+50	88.1				34.5				127.4				0.0			
		58.2	50.0	2907.5		40.0	50.0	2000.0		151.5	50.0	7575.0		0.0	25.0	0.0
25+00	28.2				45.5				175.6				0.0			
		18.3	50.0	912.5		31.8	50.0	1587.5		124.7	50.0	6235.0		0.0	25.0	0.0
25+50	8.3				18.0				73.8				0.0			
		4.2	50.0	207.5		20.7	50.0	1032.5		36.9	50.0	1845.0		2.1	25.0	0.0
26+00	0.0				23.3				0.0				4.1			
		0.0	15.0	0.0		31.4	15.0	471.0		0.0	15.0	0.0		2.1	25.0	0.0
26+15	0.0				39.5				0.0				0.0			
		0.0	29.0	0.0		19.8	29.0	572.8		0.0	29.0	0.0		0.0	25.0	0.0
	0.0				0.0				0.0				0.0			
		0.0	6.0	0.0		0.0	6.0	0.0		0.0	6.0	0.0		0.0	25.0	0.0
26+50	0.0	Limit of Grading			0.0	Limit of Grading			0.0	Limit of Grading			0.0	Limit of Grading		

0-10 YR FILL Subtotal = 67058.8 CF
2483.66 CY

10-100 YR FILL Subtotal = 32129.1 CF
1189.97 CY

0-10 YR CUT Subtotal = 85161.9 CF
3154.14 CY

10-100 YR CUT Subtotal = 438.5 CF
16.24 CY

	Floodplain FILL								Floodplain CUT							
	0-10 Yr (SF)	Average (SF)	Distance (Ft)	Volume (CF)	10 -100 Yr (SF)	Average (SF)	Distance (Ft)	Volume (CF)	0-10 Yr (SF)	Average (SF)	Distance (Ft)	Volume (CF)	10 -100 Yr (SF)	Average (SF)	Distance (Ft)	Volume (CF)
100+00	0.0	Limit of Grading			0.0	Limit of Grading			0.0	Limit of Grading			0.0	Limit of Grading		
		0.0	50.0	0.0		0.0	50.0	0.0		0.0	50.0	0.0		0.0	50.0	0.0
100+50	0.0				0.0				0.0				0.0			
		0.5	50.0	22.5		0.0	50.0	0.0		47.8	50.0	2387.5		0.0	50.0	0.0
101+00	0.9				0.0				95.5				0.0			
		26.1	50.0	1305.0		20.9	50.0	1045.0		237.2	50.0	11857.5		2.1	50.0	102.5
101+50	51.3				41.8				378.8				4.1			
		36.9	50.0	1842.5		24.7	50.0	1232.5		424.1	50.0	21205.0		2.7	50.0	0.0
102+00	22.4				7.5				469.4				1.2			
		15.1	50.0	755.0		3.8	50.0	187.5		353.6	50.0	17677.5		0.6	50.0	30.0
102+50	7.8				0.0				237.7				0.0			
		3.9	150.0	585.0		0.0	150.0	0.0		118.9	150.0	17827.5		0.0	50.0	0.0
103+00	0.0	Limit of Grading			0.0	Limit of Grading			0.0	Limit of Grading			0.0	Limit of Grading		

0-10 YR FILL Subtotal = 4510.0 CF
167.04 CY

10-100 YR FILL Subtotal = 2465.0 CF
91.30 CY

0-10 YR CUT Subtotal = 70955.0 CF
2627.96 CY

10-100 YR CUT Subtotal = 132.5 CF
4.91 CY

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/$YEAR2
mvandervelden 8/26/2025 1:52:37 PM
MODEL: Default
FILE NAME: P:\MCCDH\190663-Allendale Bridge\CAD\Sheets_Phase 2\190663_PH2_SHT-Schedules.dgn

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P:\MCCDH\190663-Allendale Bridge\CAD\Sheets_Phase 2\190663_PH2_SHT-Schedules.dgn

BAXTER & WOODMAN Consulting Engineers

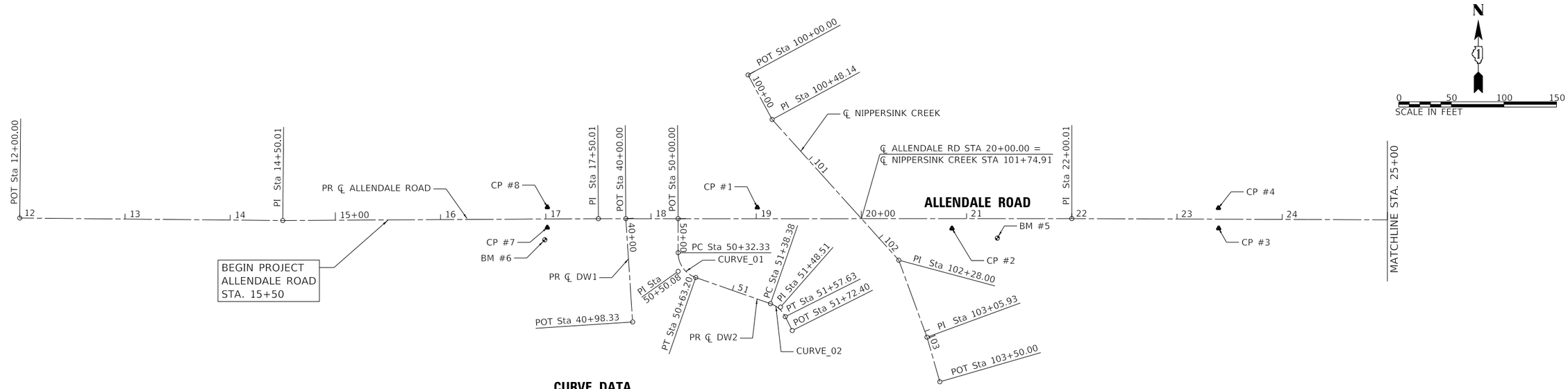
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-Schedules.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	12
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



CURVE DATA

PROP. CURVE PR_DW2_01	PROP. CURVE PR_DW2_02
PI STA. = 50+50.08	PI STA. = 51+48.51
Δ = 70° 44' 54" (LT)	Δ = 44° 07' 06" (RT)
D = 229° 10' 59"	D = 229° 10' 59"
R = 25.00'	R = 25.00'
T = 17.75'	T = 10.13'
L = 30.87'	L = 19.25'
E = 5.66'	E = 1.97'
e = NC	e = NC
T.R. = ____	T.R. = ____
S.E. RUN = ____	S.E. RUN = ____
P.C. STA. = 50+32.33	P.C. STA. = 51+38.38
P.T. STA. = 50+63.20	P.T. STA. = 51+57.63

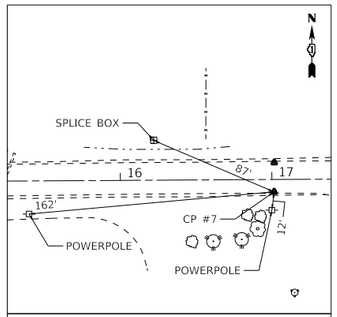
PR ALLENDALE ROAD COORDINATE TABLE		
ALIGNMENT POINT	N	E
POT Sta 12+00.00	2088234.0641	957092.8999
PI Sta 14+50.01	2088231.6835	957342.9004
PI Sta 17+50.01	2088233.4557	957642.8952
℄-℄ Sta 20+00.00	2088233.4986	957892.8952
PI Sta 22+00.01	2088233.5330	958092.8952
PI Sta 26+70.81	2088231.6833	958563.6929
POT Sta 29+58.75	958851.6255	2088231.7141

PR DW3 COORDINATE TABLE		
ALIGNMENT POINT	N	E
POT Sta 60+00.00	2088231.9005	958508.4091
POT Sta 60+80.02	2088151.8843	958508.1953

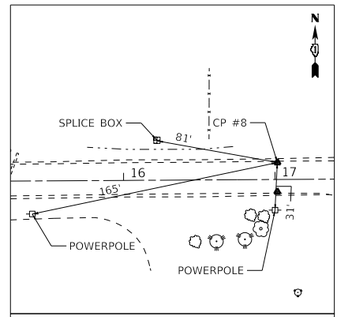
PR NIPPERSINK CREEK COORDINATE TABLE		
ALIGNMENT POINT	N	E
POT Sta 100+00.00	2088370.0480	957785.1800
PI Sta 100+48.14	2088327.6924	957808.0534
℄-℄ Sta 101+74.91	2088233.4986	957892.8952
PI Sta 102+28.00	2088194.0473	957928.4296
PI Sta 103+05.93	2088120.8725	957955.2244
POT Sta 103+50.00	2088078.5326	957967.4567

PR DW2 COORDINATE TABLE			
DESCRIPTION	ALIGNMENT POINT	N	E
CURVE_01	PC Sta 50+32.33	2088201.1408	957718.6927
	PI Sta 50+50.08	2088183.3912	957718.6957
	PT Sta 50+63.20	2088177.5417	957735.4538
CURVE_02	PC Sta 51+38.38	2088152.7641	957806.4388
	PI Sta 51+48.51	2088149.4255	957816.0035
	PT Sta 51+57.63	2088140.3703	957820.5460

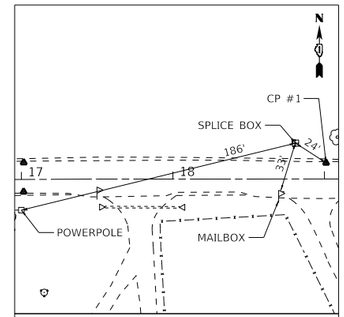
PR DW1 COORDINATE TABLE		
ALIGNMENT POINT	N	E
POT Sta 40+00.00	2088233.4602	957668.9651
POT Sta 40+98.33	2088135.3441	957675.4499



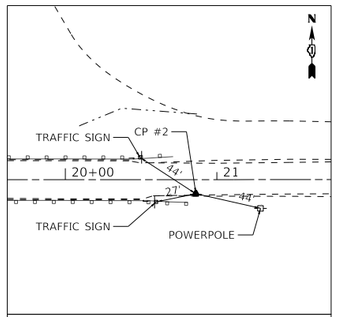
CONTROL POINT #7
PK NAIL IN HMA PAVEMENT ON WEST SIDE OF BRIDGE ON SOUTH SIDE AT ADDRESS 12001.
N: 957594.37 E: 2088225.044 ELEV. 861.215



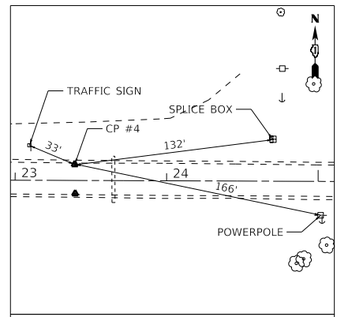
CONTROL POINT #8
PK NAIL IN HMA PAVEMENT ON WEST SIDE OF BRIDGE ON NORTH SIDE AT ADDRESS 12001.
N: 957594.419 E: 2088244.372 ELEV. 861.224



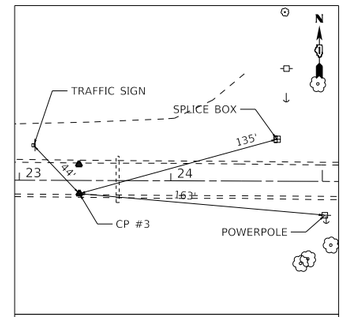
CONTROL POINT #1
PK NAIL IN HMA PAVEMENT ON WEST SIDE OF BRIDGE.
N: 957793.986 E: 2088244.15 ELEV. 858.166



CONTROL POINT #2
PK NAIL IN HMA PAVEMENT ON EAST SIDE OF BRIDGE.
N: 2088224.177 E: 957978.984 ELEV. 856.524



CONTROL POINT #4
PK NAIL IN HMA PAVEMENT APPROX. 300' EAST OF BRIDGE ON NORTH SIDE.
N: 958232.258 E: 2088243.594 ELEV. 855.814



CONTROL POINT #3
PK NAIL IN HMA PAVEMENT APPROX. 300' EAST OF BRIDGE ON SOUTH SIDE.
N: 958232.487 E: 2088224.301 ELEV. 855.711

NOTES:

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

BENCHMARK #5

MINI RRS ON NORTH SIDE OF POWERPOLE ON SOUTH SIDE OF ROAD APPROX. 125' EAST OF BRIDGE.

STA. 21+29.26, 18.53' RT
ELEV. 854.876

BENCHMARK #6

MINI RRS ON NORTH SIDE OF POWERPOLE ON SOUTH SIDE OF ROAD APPROX. 250' WEST OF BRIDGE.

STA. 16+98.95, 19.73' RT
ELEV. 862.338

BENCHMARK #7 (PROPOSED)

UTILITY POLE ON THE SOUTH SIDE

STA. 13+80.55, 24.93 RT
ELEV. TO BE DETERMINED BY ENGINEER

BENCHMARK #8 (PROPOSED)

UTILITY POLE ON THE SOUTH SIDE

STA. 26+62.38, 24.26 RT
ELEV. TO BE DETERMINED BY ENGINEER

BENCHMARK #9 (PROPOSED)

NORTH SIDE OF THE PROPOSED BRIDGE

STA. TO BE DETERMINED BY ENGINEER
ELEV. TO BE DETERMINED BY ENGINEER

BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
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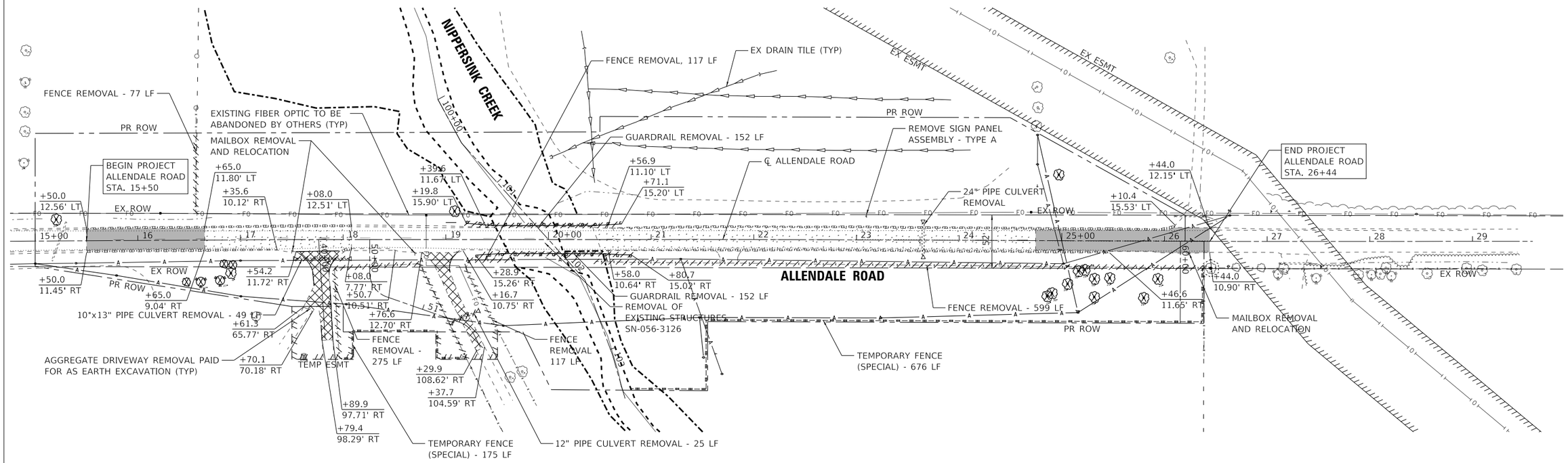
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-ATB_01.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	13
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



NOTES

1. ALL SIGNS TO BE REMOVED SHALL REMAIN PROPERTY OF GREENWOOD TOWNSHIP AND BE RETURNED UPON REMOVAL TO GREENWOOD TOWNSHIP HIGHWAY DEPARTMENT, 5211 MILLER ROAD, WONDER LAKE, IL 60097.
2. MAILBOXES TO BE RELOCATED SHALL BE REMOVED, INSTALLED AT TEMPORARY LOCATION, AND THEN PERMANENTLY INSTALLED PER ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE MEASURED AND PAID FOR AS "MAILBOX REMOVAL AND REPLACEMENT".
3. SEE EROSION AND SEDIMENT CONTROL PLANS FOR ANY EXISTING TREES TO REMAIN AND TO BE PROTECTED WITH TREE TRUNK PROTECTION.
4. THE REMOVAL OF GUARDRAIL TERMINALS SHALL BE MEASURED AND PAID FOR AS "GUARDRAIL REMOVAL".
5. GUARDRAIL TO BE REMOVED SHALL REMAIN PROPERTY OF GREENWOOD TOWNSHIP AND BE RETURNED UPON REMOVAL TO GREENWOOD TOWNSHIP HIGHWAY DEPARTMENT, 5211 MILLER ROAD, WONDER LAKE, IL 60097.
6. TREE REMOVAL SHALL INCLUDE REMOVAL OF STUMPS PER THE STANDARD SPECIFICATIONS.
7. EXISTING GUARDRAIL, GUARDRAIL POSTS, AND BRIDGE RAILING ARE TO BE SALVAGED BY THE TOWNSHIP. CONTRACTOR SHALL COORDINATE GUARDRAIL PICKUP WITH THE TOWNSHIP.
8. TEMPORARY FENCING IS ONLY REQUIRED IF PROPERTY OWNER DID NOT REINSTALL THEIR LIVESTOCK FENCE ALONG PROPOSED ROW.

LEGEND

- PAVEMENT REMOVAL
- PAVEMENT TO BE BROKEN INTO PIECES AND REMAIN IN PLACE*
- SHOULDER REMOVAL, PAID FOR AS "EARTH EXCAVATION"
- AGGREGATE DRIVEWAY REMOVAL, PAID FOR AS "EARTH EXCAVATION"
- LINEAR ITEM REMOVAL
- PLANT REMOVAL

*SEE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 205 EMBANKMENT, SUBSECTION 205.03 PREPARATION OF EXISTING GROUND SURFACE FOR PAVEMENT REMOVAL AND EMBANKMENT LOCATIONS

BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
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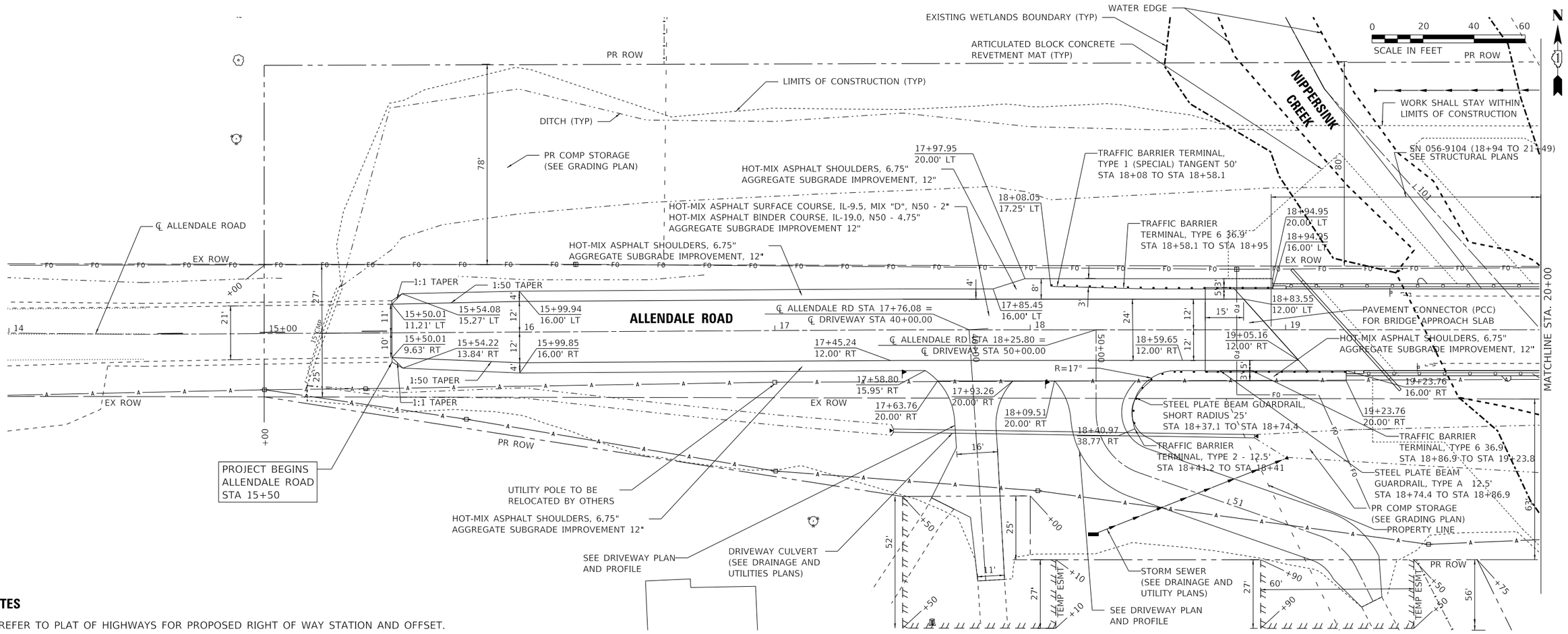
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-Removal_01.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITIONS AND REMOVAL PLAN

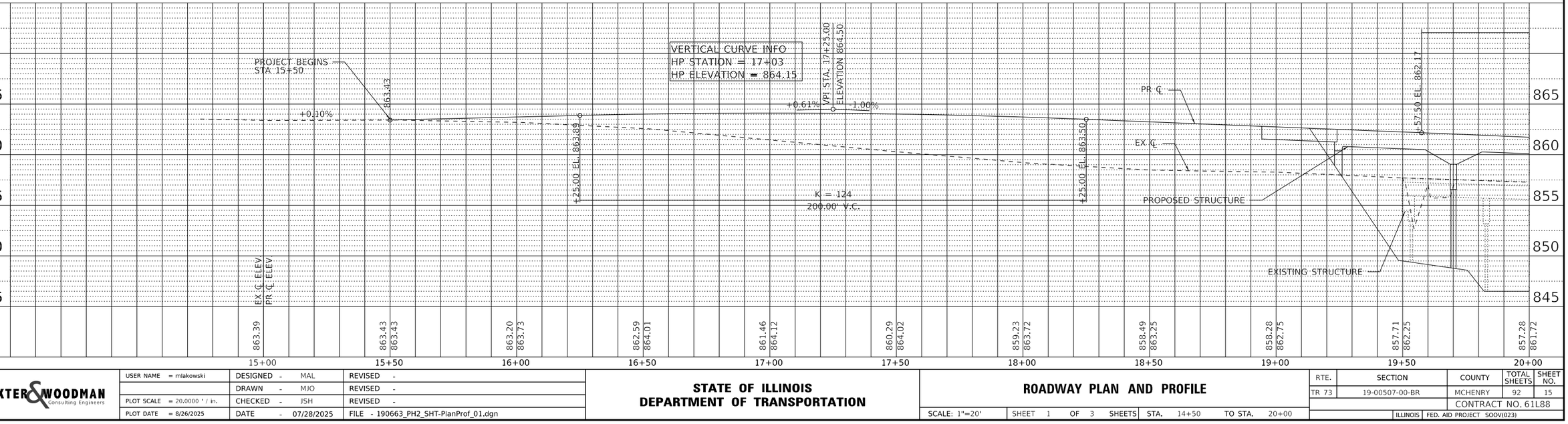
SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 15+00 TO STA. 29+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	14
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



NOTES

1. REFER TO PLAT OF HIGHWAYS FOR PROPOSED RIGHT OF WAY STATION AND OFFSET.



BAXTER & WOODMAN Consulting Engineers

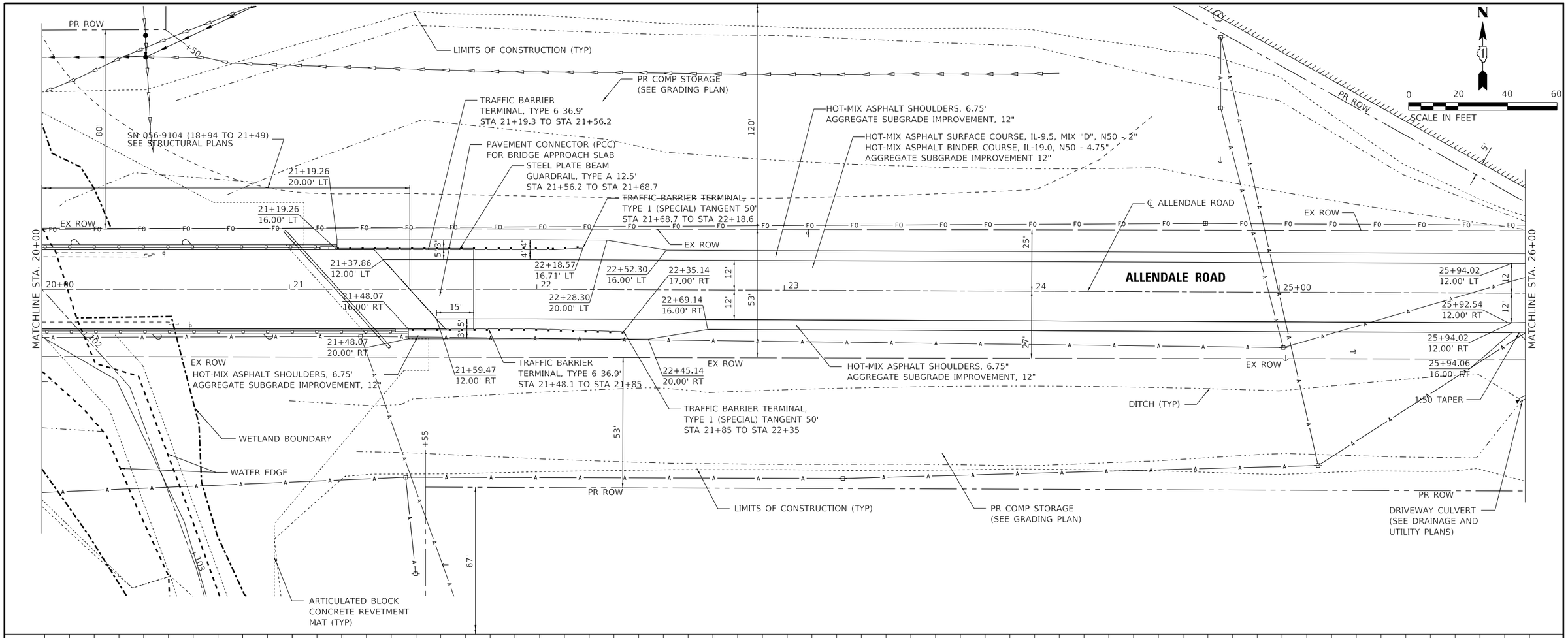
USER NAME = mlakowski	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-PlanProf_01.dgn	

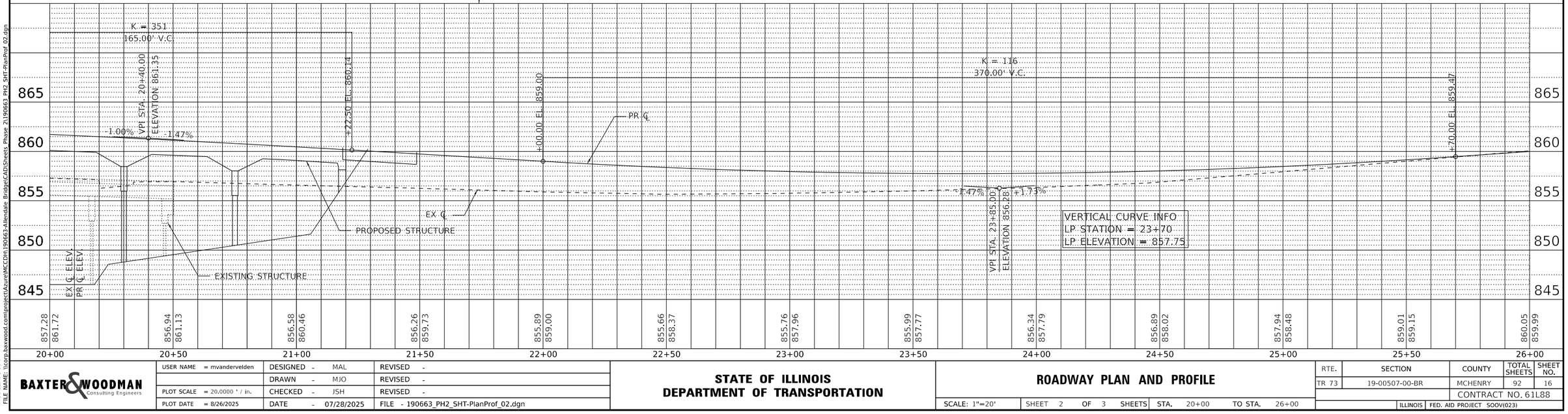
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE

SCALE: 1"=20' | SHEET 1 OF 3 SHEETS | STA. 14+50 | TO STA. 20+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	15
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	





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BAXTER & WOODMAN Consulting Engineers

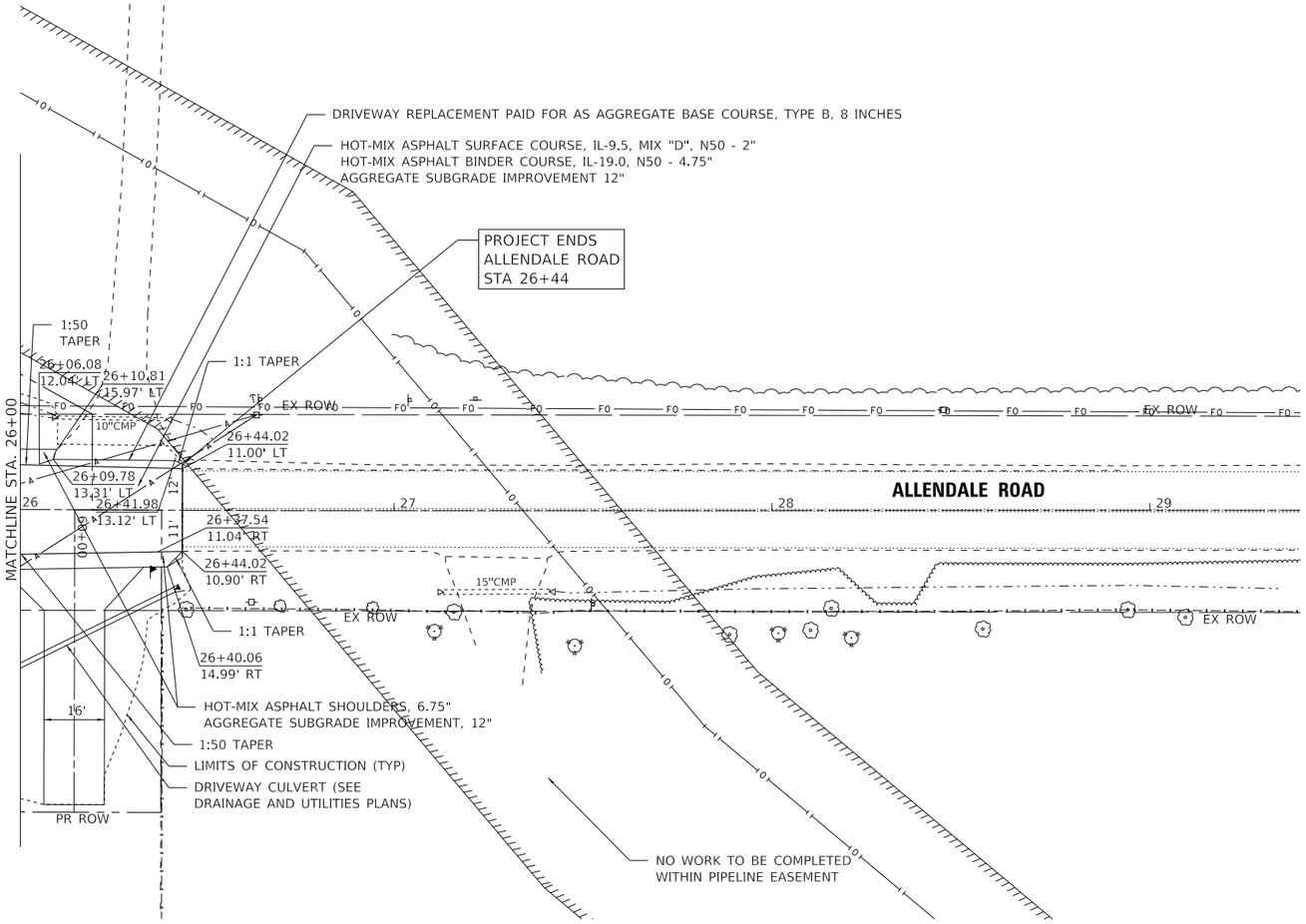
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-PlanProf_02.dgn	

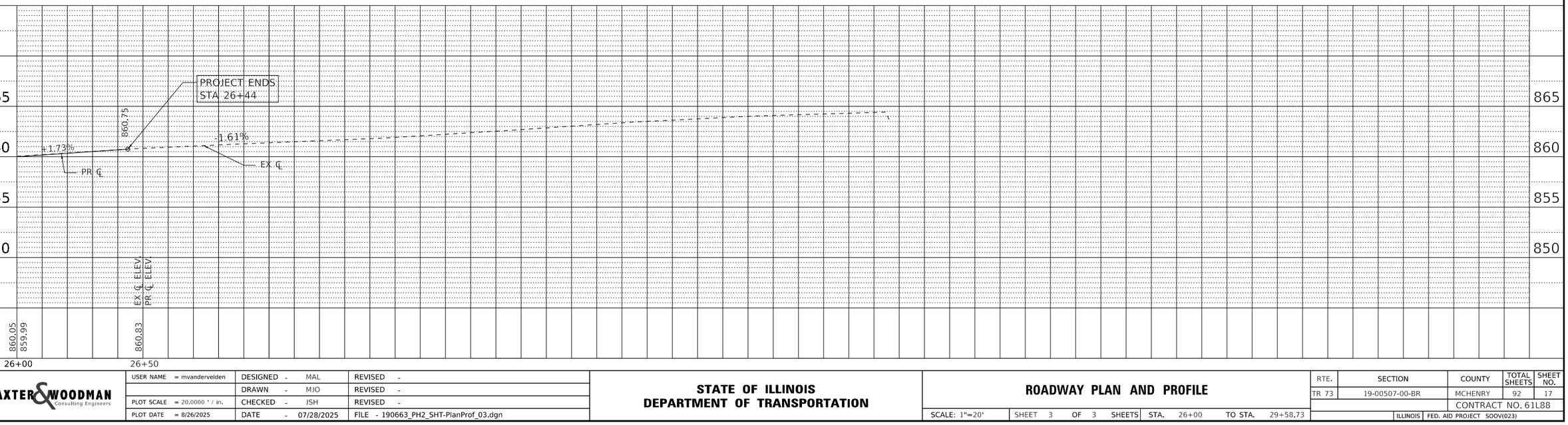
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE

SCALE: 1"=20' | SHEET 2 OF 3 SHEETS | STA. 20+00 | TO STA. 26+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	16
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		





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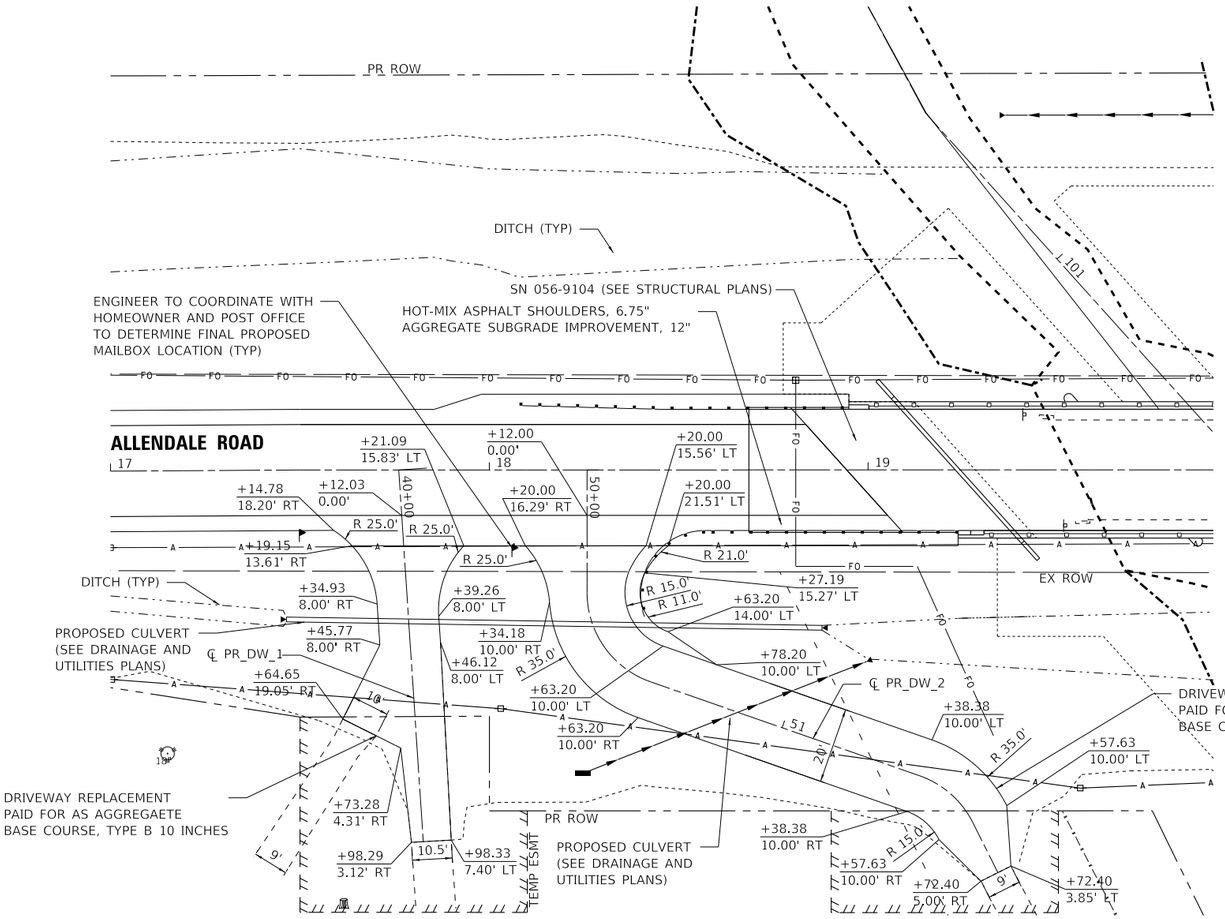
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-PlanProf_03.dgn	

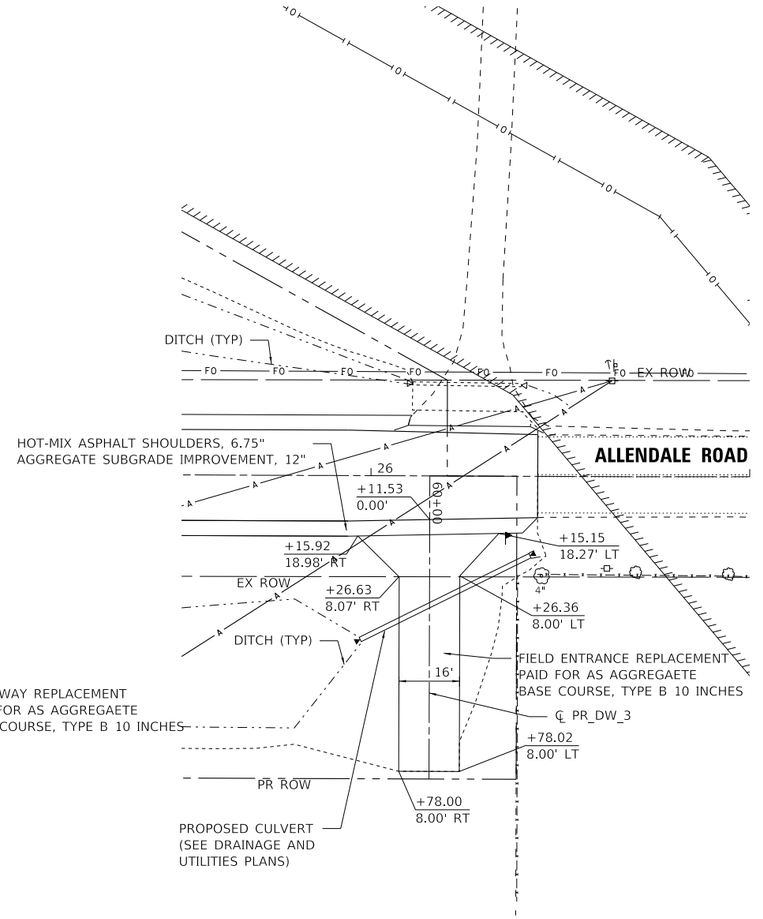
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

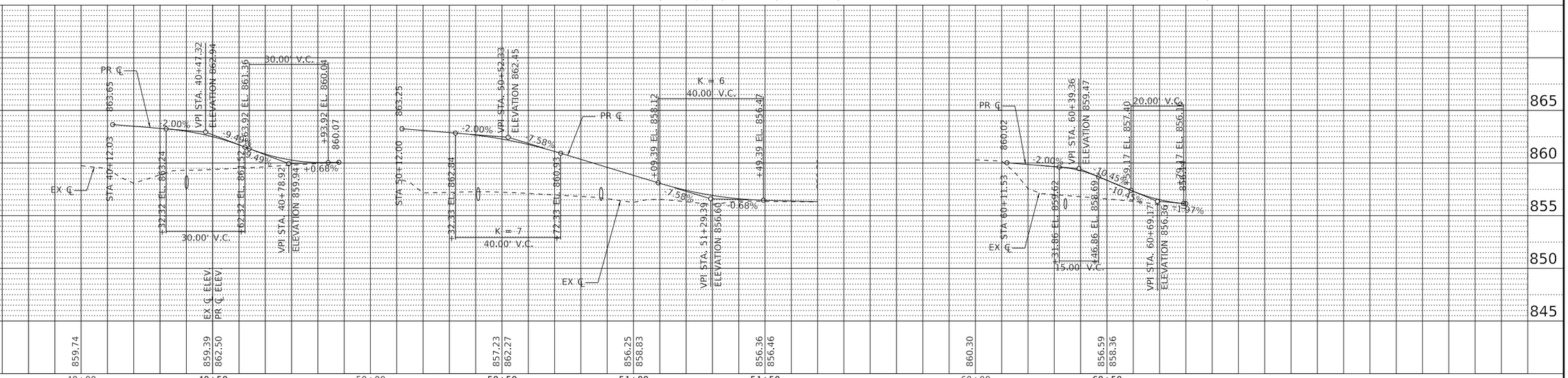
ROADWAY PLAN AND PROFILE

SCALE: 1"=20' | SHEET 3 OF 3 SHEETS | STA. 26+00 | TO STA. 29+58.73

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	17
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		







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SCALE IN FEET

BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-PlanProf_04.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY PLAN AND PROFILE

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 17+00 | TO STA. 27+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	18
	CONTRACT NO. 61L88			
	ILLINOIS	FED. AID PROJECT SOOV(023)		

DETOUR NOTES

1. ALL SIGNING SHALL BE ACCORDING TO THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JAN. 1, 2022", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 2010", THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", AND IDOT DISTRICT ONE DETAIL TC-21.

2. THE LOCAL POLICE, FIRE, PUBLIC WORKS DEPARTMENT, TOWNSHIP, AND COUNTY SHALL BE NOTIFIED IN WRITING 21 DAYS PRIOR TO THE DETOUR OF ALLENDALE ROAD. REFER TO SHEET 2 FOR AGENCY CONTACT INFORMATION.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM/HER ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.

4. THE DETOUR AND MAINTENANCE WILL BE PAID UNDER THE TRAFFIC CONTROL AND PROTECTION, (SPECIAL) PAY ITEM.

5. DETOUR SIGNS SHALL BE NEW OR LIKE-NEW CONDITION. SIGN COLORS SHALL BE ACCORDING TO THE LATEST EDITION OF THE MUTCD.

   DETOUR SIGN SPACING SHALL BE ACCORDING TO DISTRICT ONE STANDARD DETAIL TC-21 AND AS SHOWN ON THE DETOUR PLAN. DETOUR SIGN SPACING IN A RESIDENTIAL AREA SHOULD BE MODIFIED SO THAT THE SIGN FALLS BETWEEN HOUSES AT THE NEAREST LOT LINE WHEN POSSIBLE. THE ENGINEER MAY REQUIRE THAT THE SIGN BE RELOCATED IF IT IS INSTALLED IN FRONT OF RESIDENCE. DETOUR SIGNS ARE TO BE INSTALLED RESPECTING THE LOCATION AND VISIBILITY OF THE EXISTING SIGNS. DETOUR SIGN OFFSETS SHALL BE ACCORDING TO MUTCD FIGURE 6F-1. LOCATION OF DETOUR SIGNS ARE SUBJECT TO APPROVAL OF THE ENGINEER.

   ALL DETOUR SIGNS SHALL BE POST-MOUNTED PER APPLICABLE SIGN MOUNTING STANDARDS. DETOUR AND OTHER CONSTRUCTION SIGNS SHALL NOT BE ATTACHED TO LIGHT POLES, UTILITY POLES, OR OTHER APPURTENANCES. POST LOCATIONS SHALL BE MARKED BY J.U.L.I.E., AND ONCE SIGN IS INSTALLED ALL J.U.L.I.E. FLAGS SHALL BE REMOVED AND DISPOSED OF PROPERLY.

6. THE CONTRACTOR SHALL SCHEDULE THEIR SEQUENCE OF OPERATION TO PERMIT THE CONSTRUCTION OF THIS SECTION WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC. THE CONTRACTOR'S SCHEDULE SHALL REFLECT THE DETOUR PLAN INCLUDED.

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

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

9. IN THE EVENT THE CONTRACTOR'S OPERATION REQUIRES WORK THAT WILL NOT BE COMPLETED UNDER THE DETOUR CLOSURE, THE CONTRACTOR WILL COMPLETE THE WORK UTILIZING THE APPLICABLE IDOT TRAFFIC CONTROL STANDARDS. THE APPLICATION OF EACH STANDARD SHALL BE APPROVED BY THE ENGINEER. A LIST OF POTENTIAL STANDARD DRAWINGS HAS BEEN INCLUDED ON THE INDEX OF SHEETS AND GENERAL NOTES PLAN SHEET AS WELL AS IN THE SPECIAL PROVISIONS FOR "TRAFFIC CONTROL PLAN."

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

11. TYPE III BARRICADES PLACEMENT SHALL FOLLOW HIGHWAY STANDARD 701901.

SUGGESTED MAINTENANCE OF TRAFFIC STAGES

PRE-STAGE
1. ESTABLISH EROSION CONTROL MEASURES AND TREE PROTECTION.
2. COMPLETE UTILITY RELOCATION (BY OTHERS).

STAGE 1
1. ESTABLISH MAINTENANCE OF TRAFFIC AND ALLENDALE ROAD DETOUR AS SHOWN ON THE DETOUR PLAN SHEET.
2. MAINTAIN ACCESS TO ALL EXISTING DRIVEWAYS THROUGH THE USE OF EXISTING PAVEMENT AND TEMPORARY ACCESS, AS NEEDED.
3. REMOVE EXISTING MAILBOXES AND SET UP TEMPORARY MAILBOXES, AS NEEDED.
4. REMOVE EXISTING STRUCTURAL ELEMENTS AS SHOWN ON THE REMOVAL PLAN SHEET.
5. CONSTRUCT PROPOSED STRUCTURAL ELEMENTS AND ARTICULATED BLOCK REVETMENT MAT AS SHOWN ON THE PLANS.

STAGE 2
1. MAINTAIN MAINTENANCE OF TRAFFIC AND ALLENDALE ROAD DETOUR.
2. MAINTAIN ACCESS TO ALL DRIVEWAYS THROUGH USE OF EXISTING PAVEMENT AND TEMPORARY ACCESS.
3. REMOVE ASPHALT PAVEMENT TO THE PROPOSED SUBBASE ELEVATION AS SHOWN ON THE PLANS AND AS DESCRIBED IN IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 205.
4. CONSTRUCT PROPOSED CULVERTS, STORM SEWERS, INLETS, AND END SECTIONS.
5. CONSTRUCT ROADWAY EMBANKMENT AS SHOWN ON THE PLANS.
6. EXCAVATE PROPOSED COMPENSATORY STORAGE LOCATIONS.
7. PREPARE SUBBASE FOR ASPHALT PAVING AND DRIVEWAYS.
8. INSTALL ASPHALT BINDER.
9. INSTALL SURFACE COURSE.
10. CONSTRUCT PROPOSED DRIVEWAYS.
11. INSTALL PERMANENT MAILBOXES.
12. INSTALL GUARDRAIL AND TERMINALS.
13. COMPLETE GRADING AND LANDSCAPING.
14. INSTALL PAVEMENT MARKINGS.
15. INSTALL PROPOSED SIGNS.

POST STAGE
1. REMOVE DETOUR TRAFFIC CONTROL ITEMS AND OPEN ALLENDALE ROAD TO TRAFFIC.
2. COMPLETE PUNCHLIST ITEMS.
3. REMOVE REMAINING MAINTENANCE OF TRAFFIC ITEMS.

BAXTER & WOODMAN Consulting Engineers

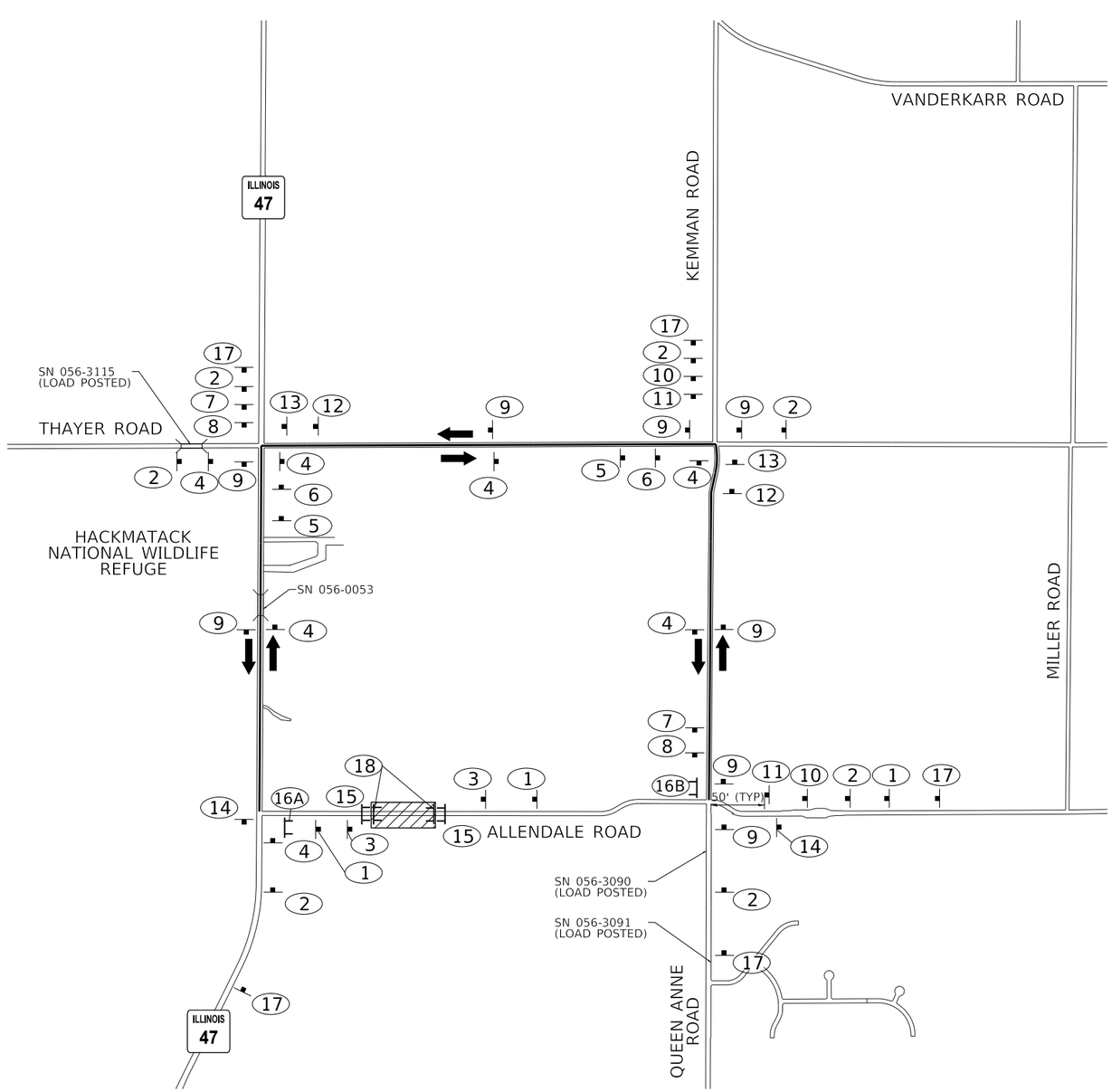
USER NAME = mlakowski	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 500.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/27/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-Detour.dgn	

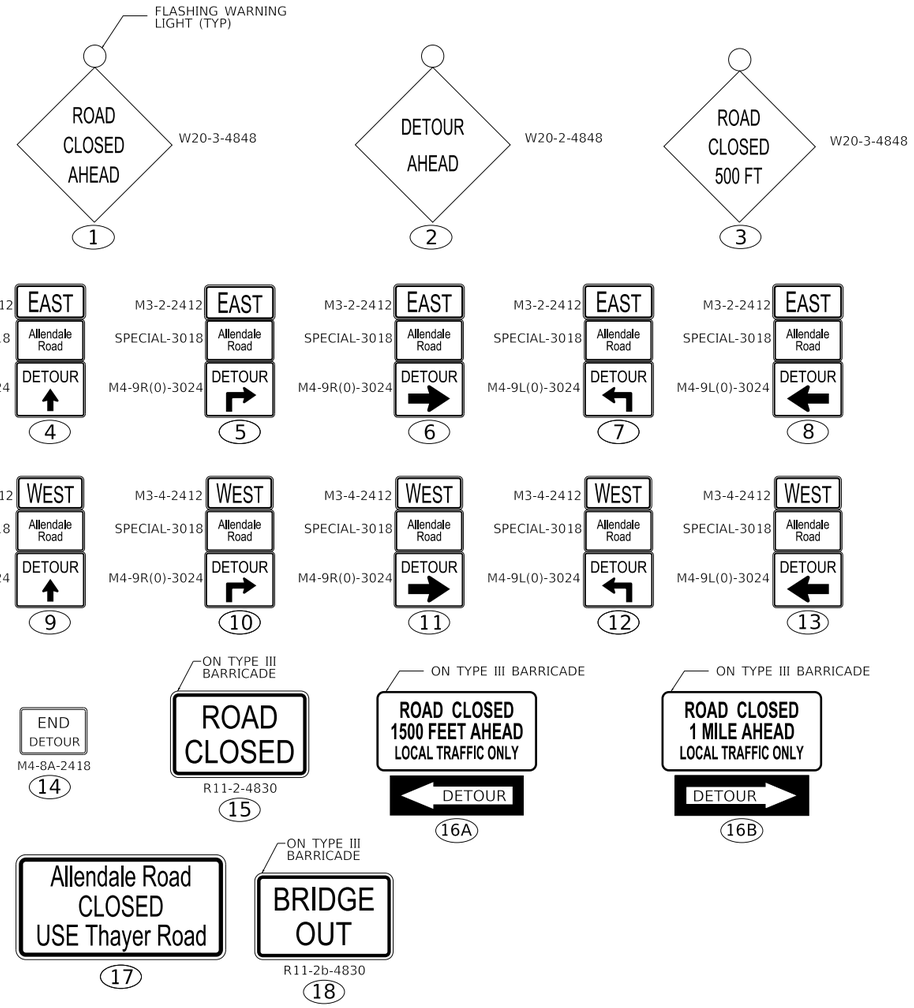
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR NOTES

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	19
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		





LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- TRAFFIC SIGN
- TYPE III BARRICADE

BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 500.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 9/2/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-Detour.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSFORMATION

DETOUR PLAN

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

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	20
		CONTRACT NO. 61L88		
	ILLINOIS FED. AID PROJECT SOOV(023)			

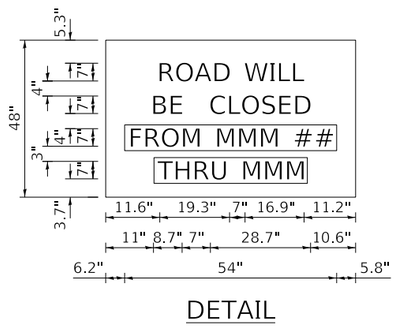
SIGN PANEL 1
30" x 18"

BLACK TEXT ON ORANGE BACKGROUND
6" UPPERCASE, 4.5" LOWERCASE, "HIGHWAY C" FONT

SIGN PANEL 2
60" x 40"

BLACK TEXT ON ORANGE BACKGROUND
6" UPPERCASE, 4.5" LOWERCASE, "HIGHWAY C" FONT

TEMPORARY INFORMATION SIGN



DETAIL

1. THE CONTRACTOR SHALL ERECT A TEMPORARY INFORMATION SIGN AT THE EAST AND WEST ENDS OF THE PROJECT (2 TOTAL) AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION AS DIRECTED BY THE ENGINEER TO INFORM THE PUBLIC OF THE CONSTRUCTION DURATION.
2. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER ON THE EXACT PLACEMENT OF THE SIGN. THE SIGN SHALL BE IN PLACE FOR THE DURATION OF THE CLOSURE. THE SIGN SHALL BE UPDATED IF THE COMPLETION DATE CHANGES.
3. BACKGROUND COLOR OF THE SIGN SHALL BE ORANGE.
4. THE SIGNING, WHICH INCLUDES POST AND MOUNTING, SHALL BE PAID FOR AS "TEMPORARY INFORMATION SIGNING" PER SQ FT FOR EACH SIGN ERECTED. ONE SIGN ASSEMBLY EQUALS 27.3 SQ FT.
5. OVERLAY PANELS SHALL BE "HIGHWAY C" FONT.
6. OVERLAY PANEL (1) TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION.
7. OVERLAY PANEL (2) TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR. OMIT THE DATE ON PANEL (2); MONTH ONLY
8. ERECT SIGN ASSEMBLY (POST MOUNTED) WITH PANELS (1) AND (2) IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY AT THE CONCLUSION OF THE CLOSURE.

BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 9/2/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-SignDetails.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR DETAILS

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

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	21
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

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

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

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

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

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

SITE AND CONSTRUCTION ACTIVITY DESCRIPTION

1. THIS PROJECT IS LOCATED ON ALLENDALE ROAD OVER NIPPERSINK CREEK, APPROXIMATELY 0.40 MILES EAST OF THE INTERSECTION OF ILLINOIS ROUTE 47 & ALLENDALE ROAD IN GREENWOOD TOWNSHIP, MCHENRY COUNTY, ILLINOIS.

2. THE PROJECT SHALL GENERALLY CONSIST OF THE FOLLOWING:

   A) REMOVAL OF THE EXISTING STRUCTURE AND PAVEMENT;

   B) CONSTRUCTION OF ALLENDALE ROAD BRIDGE OVER NIPPERSINK CREEK AND INSTALLATION OF ARTICULATED BLOCK REVETMENT MAT (VEGETATED OPEN-CELL);

   C) CONSTRUCTION OF ROADWAY IMPROVEMENTS, INCLUDING ROADWAY RECONSTRUCTION, GRADING, BINDER, SURFACE AND PAVEMENT MARKINGS;

   D) SEEDING AND ALL OTHER COLLATERAL WORK SUCH AS SITE RESTORATION.

SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES

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

CONSTRUCTION SITE DISTURBANCE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 4.12 ACRES TO BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE TOOLS FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION AND SEDIMENT CONTROL SYSTEMS.

2. PROJECT PLAN DOCUMENTS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS

DRAINAGE TRIBUTARIES FROM THIS CONSTRUCTION SITE

THE SITE DRAINS INTO NIPPERSINK CREEK.

COUNTY REQUIREMENTS

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

1. THE OWNER IS RESPONSIBLE FOR SUBMITTING THE NOTICE OF INTENT (NOI) TO THE IEPA AFTER THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPLETE. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THE NOI IS POSTMARKED AT LEAST 30 DAYS BEFORE COMMENCEMENT OF ANY WORK ON THE SITE.

2. THE CONTRACTOR IS RESPONSIBLE FOR HAVING THE SWPPP ON SITE AT ALL TIMES.

3. INSPECTION OF CONTROLS WILL BE COMPLETED BY THE OWNER AT LEAST ONCE EVERY 7 DAYS AND WITHIN 24 HOURS OF A STORM 0.5" OR GREATER.

4. AN INCIDENT OF NON-COMPLIANCE (ION) MUST BE COMPLETED AND SUBMITTED TO THE OWNER TO THE IEPA AND COPIED TO THE MCHENRY COUNTY PLANNING AND DEVELOPMENT DEPARTMENT STORMWATER DIVISION IF, AT ANY TIME, AN EROSION OR SEDIMENT CONTROL DEVICE FAILS.

5. A NOTICE OF TERMINATION (NOT) SHALL BE COMPLETED AND SUBMITTED BY THE OWNER IN COMPLIANCE WITH NPDES PHASE II REQUIREMENTS WHEN ALL PERMANENT EROSION CONTROL MEASURES ARE IN PLACE AND VEGETATION IS GROWING AND THRIVING. THE NOT SHALL BE SENT TO THE IEPA AND THE COUNTY.

6. THE CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO CONTROL WASTE SUCH AS DISCARDED MATERIALS, CONCRETE TRUCK WASHOUT, CHEMICALS, LITTER AND SANITARY WASTE AT THE CONSTRUCITON SITE THAT MAY CASUE ADVERSE IMPACTS TO WATER QUALITY.

MISCELLANEOUS

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LBS/ACRES, IF DIRECTED.

2. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY SEDIMENT CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS, AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE VARIOUS EROSION CONTROL ITEMS.

3. ALL EROSION AND SEDIMENT CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION AND SEDIMENT CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITIATE THE ENGINEER IN CONSTRUCTION INSPECTION.

CERTIFICATIONS

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

ARMY CORPS OF ENGINEERS

AS PART OF TERMS OF THE ARMY CORPS OF ENGINEERS PERMIT, PLEASE SUBMIT AN IN STREAM PLAN FOR REVIEW. ALL IN STREAM WORK PLANS MUST FOLLOW THE ARMY CORPS OF ENGINEERS NWP-14 SPECIAL CONDITIONS:

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

2. THE PLAN MUST BE DESIGNED TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR PEAK FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE CORPS HAS THE DISCRETION TO REDUCE THIS REQUIREMENT IF DOCUMENTED BY THE APPLICANT TO BE INFEASIBLE OR UNNECESSARY.

3. WATER SHALL BE ISOLATED FROM THE IN-STREAM WORK AREA USING A COFFERDAM CONSTRUCTED OF NON-ERODIBLE MATERIALS (STEEL SHEETS, AQUA BARRIERS, RIP RAP AND GEOTEXTILE LINER, ETC.). EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.

4. THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER FLOWING WATER AT ANY TIME. IF THE INSTALLATION OF THE COFFERDAM CANNOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED TO REACH THE AREA TO BE COFFERED, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY, WILL BE NECESSARY TO ENSURE THAT EQUIPMENT DOES NOT ENTER THE WATER. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.

5. IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT-LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.

6. DURING DEWATERING OF THE COFFERED WORK AREA, ALL SEDIMENT-LADEN WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS SYSTEMS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY MUST BE IDENTIFIED IN THE PLAN. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.

ARMY CORPS OF ENGINEERS (CONTINUED)

7. THE PORTION OF THE SIDE SLOPE THAT IS ABOVE THE OBSERVED WATER ELEVATION SHALL BE STABILIZED AS SPECIFIED IN THE PLANS PRIOR TO ACCEPTING FLOWS. THE SUBSTRATE AND TOE OF SLOPE THAT HAS BEEN DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED OR PRE-CONSTRUCTION CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.

POLLUTION PREVENTION DURING CONSTRUCTION

1. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING, PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS OR OTHER CONSTRUCTION RELATED ACTIVITIES.

   A) WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

   B) AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE THE ENGINEER.

      i. PLACE TEMPORARY SEDIMENT CONTROL PRACTICES (FILTER BARRIERS, ETC.) AT LOCATIONS SHOWN ON THE PLANS.

      ii. TEMPORARILY SEED ERODIBLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE AREA WITHIN THE CONTRACT LIMITS.

   C) EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN (7) DAYS.

   D) CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

   E) THE OWNER OR THE DESIGNATED REPRESENTATIVE SHALL INSPECT THE PROJECT WEEKLY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE AFTER RAINS OF 1/2-INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING THE WINTER SHUTDOWN PERIOD.

   F) SEDIMENT COLLECTED DURING CONSTRUCTION FROM THE VARIOUS TEMPORARY SEDIMENT CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED EROSION CONTROL PRACTICE.

   G) THE TEMPORARY EROSION AND SEDIMENT CONTROL SYSTEMS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER, AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING.

   H) EXCEPT AS PREVENTED BY INCLEMENT WEATHER CONDITIONS, ALL DISTURBED AREAS TO REMAIN INACTIVE FOR MORE THAN 7 DAYS SHALL BE STABLIZED BY SEEDING, SODDING, MULCHING, COVERING, OR BY OTHER EQUIVALENT EROSION CONTROL MEASURES WITHIN 7 DAYS. PERMANENT SOIL STABILIZATION SHALL BE PROVIDED WITHIN 14 DAYS AFTER FINAL GRADE IS ESTABLISHED.

   I) ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE REMOVED AND DISPOSED OF WITHIN 30 DAYS AFTER SITE STABILIZATION IS ACHIEVED OR AFTER TEMPORARY PRACTICES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE PERMANENTLY REMOVED TO PREVENT FURTHER EROSION.

MAINTENANCE AFTER CONSTRUCTIONS

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

Molly Dease

ENGINEER: MOLLY DEASE, PE, CFM

07-25-2025
DATE:

OWNER'S CERTIFICATION

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

ON THE BEHALF OF GREENWOOD TOWNSHIP:
MCHENRY COUNTY DIVISION OF TRANSPORTATION

P.E. Design Manager 7/23/2025
TITLE DATE

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2YEAR2
mvandervelden 7/22/2025 11:26:43 AM
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BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
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PLOT SCALE = 40.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 7/22/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-SWPP.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN (SWPPP) NOTES

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

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	22
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. THE RESIDENT ENGINEER MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION MEETING, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVIITIES AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
2. A COPY OF THE APPROVED STORMWATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE MAINTAINED ON SITE.
3. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT OF THE REQUIREMENTS TO IMPLEMENT AND MAINTAIN THE SWPPP AND ALL PERMIT CONDITIONS REQUIRED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) ILR10 PERMIT SET FORTH BY THE ILLINOIS EPA, THE U.S. ARMY CORPS OF ENGINEERS JOINT 404 PERMIT, THE MCHENRY COUNTY STORMWATER MANAGEMENT PERMIT AND ALL REQUIREMENTS SET FORTH BY THE MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT AND THE STATE OF ILLINOIS.
4. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER OR THE COUNTY.
5. THE CONTRACTOR SHALL ARRANGE A PRE-CONSTRUCTION MEETING WITH ALL SUBCONTRACTORS, THE COUNTY, THE MCHENRY-LAKE SOIL AND WATER CONSERVATION DISTRICT AND OTHER INTERESTED REGULATORY AGENCIES AND OFFICIALS PRIOR TO CONSTRUCTION.
6. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE CONTRACTOR SHALL ULTIMATELY BE RESPONSIBLE FOR MAINTENANCE AND REPAIR OF EROSION CONTROL MEASURES.
7. ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND WITHIN 24-HRS AFTER A RAIN EVENT GREATER THAN 1/2".
8. THE MLSWCD IS RESPONSIBLE FOR CONDUCTING SITE VISITS, VERIFYING THE PRACTICES ARE WORKING PROPERLY AND DETERMINING IF ADDITIONAL PRACTICES ARE NEEDED FOR BETTER SOIL EROSION AND SEDIMENT CONTROL. IF ADDITIONAL PRACTICES ARE DEEMED NECESSARY, THE CONTRACTOR WILL IMPLEMENT THE PRACTICE IN A TIMELY MANNER.
9. ALL AREAS OF DISTURBED SOIL SHALL BE STABILIZED WITH EROSION CONTROL BLANKET FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
10. ALL ADJACENT ROADWAYS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED AT THE END OF EACH DAY'S OPERATION OF MORE FREQUENTLY AS REQUIRED BY THE ENGINEER.
11. CONCRETE WASHOUT(S) ARE ANTICIPATED FOR THIS PROJECT AND SHALL BE DRAWN ONTO THE PLANS AT THE TIME OF INSTALLATION. WASHOUTS ARE TO BE MAINTAINED IN A MANNER CONSISTENT WITH THE DETAILS ON THE PLANS AND THE LATEST EDITION OF THE ILLINOIS URBAN MANUAL. CONCRETE WASHOUT SHALL BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHALL NOT BE ALLOWED TO ENTER WATER BODIES, STORM SEWERS OR LEACH INTO THE SOIL UNDER THE CIRCUMSTANCES. ANY WASTE SHALL BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHALL BE DESIGNATED WITH PROPER SIGNAGE. FAILURE TO COMPLY COULD RESULT IN A VIOLATION.
12. A STABILIZED CONSTRUCTION ENTRANCE IS NOT ANTICIPATED FOR THIS PROJECT, HOWEVER, IF THE ENGINEER OR MLSWCD DETERMINES IT IS REQUIRED, A QUANTITY HAS BEEN INCLUDED IN THE PROJECT TO COMPLETE THIS WORK. THERE WILL BE NO ADJUSTMENTS TO THE CONTACT IF THE ENTRANCE IS NOT REQUIRED. IF REQUIRED, THE CONTRACTOR SHALL SUBMIT THE LOCATION AND DETAILS THROUGH THE ENGINEER FOR MLSWCD APPROVAL.

DIVERSION AND DEWATERING NOTES

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

MCHENRY–LAKE SOIL & WATER CONSERVATION DISTRICT NOTES

1. THE CONTRACTOR'S IN-STREAM WORK PLAN SHALL BE SUBMITTED TO THE MLSWCD FOR REVIEW AND APPROVAL PRIOR TO STARTING ANY WORK. THERE WILL BE NO ADDITIONAL COMPENSATION FOR PROVIDING THE COORDINATION AND WORK PLAN.
2. SEE EROSION CONTROL PLAN SHEETS FOR ADDITIONAL DETAILS, CONDITIONS AND NOTES.

MCHENRY COUNTY STANDARD SOIL EROSION AND SEDIMENT CONTROL NOTES

1. CONTROL MEASURES SHALL MEET THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE ILLINOIS URBAN MANUAL (WWW.AISWCD.ORG/IUM) UNLESS STATED OTHERWISE.
2. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. AREAS OF THE CONSTRUCTION SITE THAT ARE NOT TO BE DISTURBED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE UNTIL FINAL STABILIZATION IS ACHIEVED.
3. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, CONSTRUCTION SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
4. STABILIZATION BY SEEDING SHALL INCLUDE TOPSOIL PLACEMENT AND FERTILIZATION, AS NECESSARY.
5. NATIVE SEED MIXTURES SHALL INCLUDE RAPID-GROWING ANNUAL GRASSES OR SMALL GRAINS TO PROVIDE INITIAL, TEMPORARY SOIL STABILIZATION.
6. OFFSITE PROPERTY SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. VELOCITY DISSIPATION DEVICES SHALL BE PLACED AT CONCENTRATED DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL, AS NECESSARY TO PREVENT EROSION.
7. SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE DISTURBANCE OF TRIBUTARY AREAS.
8. STABILIZATION OF DISTURBED AREAS SHALL BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE CONSTRUCTION SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE CONSTRUCTION SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS SHALL BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE, BUT NOT LATER THAN 14 CALENDAR DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED BELOW:
   a. WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE; AND
   b. IN AREAS WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD MAY BE USED.
9. DISTURBANCE OF STEEP SLOPES SHALL BE MINIMIZED. AREAS OR EMBANKMENTS HAVING SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED WITH STAKED IN PLACE SOD, EROSION CONTROL BLANKET IN COMBINATION WITH SEEDING, OR AN EQUIVALENT CONTROL MEASURE.
10. PERIMETER CONTROL MEASURES SHALL BE PROVIDED DOWNSLOPE AND PERPENDICULAR TO THE FLOW OF RUNOFF FROM DISTURBED AREAS, WHERE THE TRIBUTARY AREA IS GREATER THAN 5,000 SQUARE FEET, AND WHERE RUNOFF WILL FLOW IN A SHEET FLOW MANNER. PERIMETER EROSION CONTROL SHALL ALSO BE PROVIDED AT THE BASE OF SOIL STOCKPILES.
11. THE STORMWATER MANAGEMENT SYSTEM SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION DOWNSLOPE FROM DISTURBED AREAS. INLET PROTECTION THAT REDUCES SEDIMENT LOADING, WHILE ALLOWING RUNOFF TO ENTER THE INLET SHALL BE REQUIRED FOR ALL STORM SEWERS. CHECK DAMS, OR AN EQUIVALENT CONTROL MEASURE, SHALL BE REQUIRED FOR ALL CHANNELS. FILTER FABRIC INLET PROTECTION AND STRAW BALE DITCH CHECKS ARE NOT ACCEPTABLE CONTROL MEASURES.
12. IF DEWATERING SERVICES ARE USED, DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G., SEDIMENT TRAP OR AN EQUIVALENT EROSION CONTROL MEASURE). THE ENFORCEMENT OFFICER SHALL BE NOTIFIED PRIOR TO THE COMMENCEMENT OF DEWATERING ACTIVITIES.
13. ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION OF THE CONSTRUCTION SITE IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NECESSARY. TRAPPED SEDIMENT SHALL BE REMOVED AND DISTURBED AREAS SHALL BE PERMANENTLY STABILIZED.
14. STOCKPILED SOIL AND MATERIALS SHALL BE REMOVED FROM FLOOD HAZARD AREAS AT THE END OF EACH WORK DAY. SOIL AND MATERIALS STOCKPILED IN IWMC OR BUFFER AREAS SHALL BE PLACED ON TIMBER MATS, OR AN EQUIVALENT CONTROL MEASURE.
15. EFFECTIVE CONTROL MEASURES SHALL BE UTILIZED TO MINIMIZE THE DISCHARGE OF POLLUTANTS FROM THE CONSTRUCTION SITE. AT A MINIMUM, CONTROL MEASURES SHALL BE IMPLEMENTED IN ORDER TO:
   a. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATER; AND
   b. MINIMIZE THE EXPOSURE OF BUILDING MATERIALS, BUILDING PRODUCTS, CONSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, VEHICLE FLUIDS, SANITARY WASTE, AND OTHER MATERIALS PRESENT ON THE CONSTRUCTION SITE TO PRECIPITATION AND TO STORMWATER.
16. ADEQUATE RECEPTACLES SHALL BE PROVIDED FOR DEPOSITING OF ALL CONSTRUCTION MATERIAL DEBRIS GENERATED DURING THE CONSTRUCTION PROCESS. THE APPLICANT SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL DEBRIS UPON OR INTO ANY CONSTRUCTION SITE, CHANNEL, OR IWMC. THE CONSTRUCTION SITE SHALL BE MAINTAINED FREE OF CONSTRUCTION MATERIAL DEBRIS.
17. THE ENFORCEMENT OFFICER MAY REQUIRE ADDITIONAL OR ALTERNATE SOIL EROSION AND SEDIMENT CONTROL MEASURES, BASED ON CONSTRUCTION SITE SPECIFIC CONSIDERATIONS AND THE EFFECTIVENESS OF THE INSTALLED CONTROL MEASURES.

BAXTER & WOODMAN Consulting Engineers

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	DRAWN - MJO	REVISED -	
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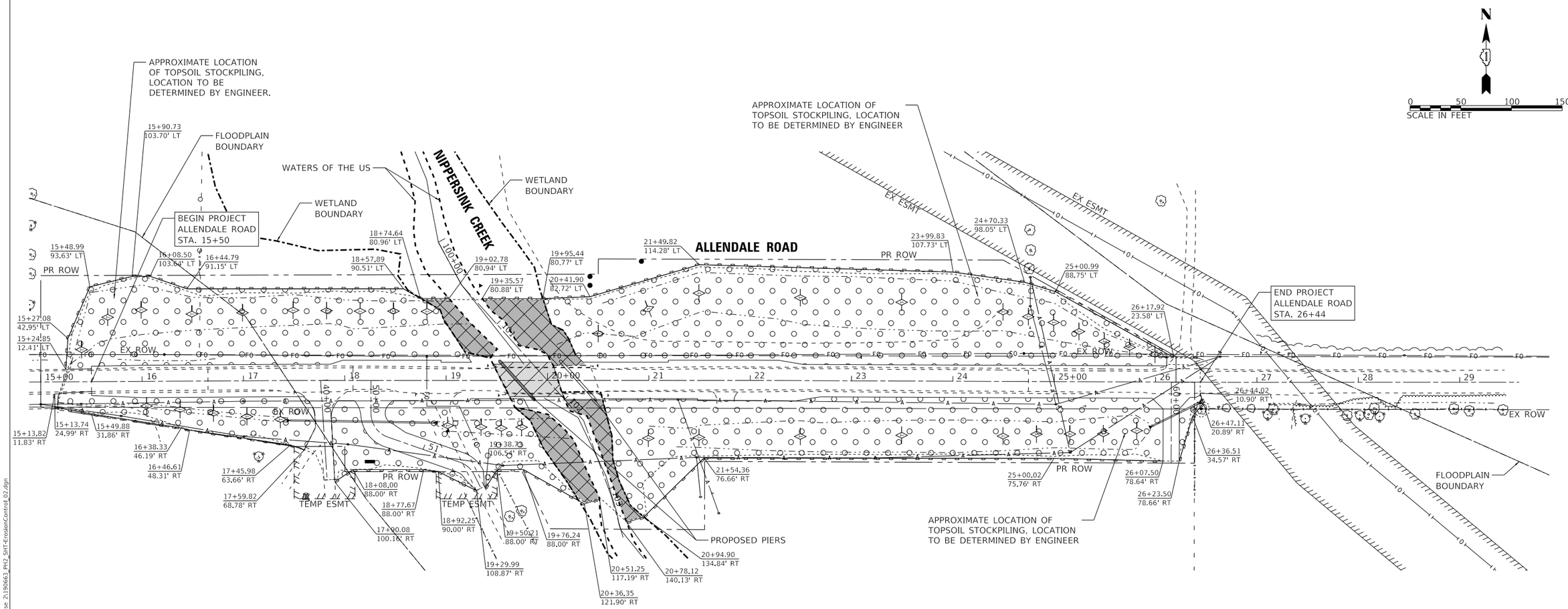
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-ErosionControl_01.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL NOTES

SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 15+00 | TO STA. 29+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	23
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



WATERS OF THE UNITED STATES IMPACT		
SITE	PERMANENT	TEMPORARY
NIPPERSINK CREEK	0.003 AC	0.041 AC
TOTAL	0.003 AC	0.041 AC

WETLAND IMPACT		
SITE	PERMANENT	TEMPORARY
WETLAND ALONG NIPPERSINK CREEK	0.204 AC	0 AC
TOTAL	0.204 AC	0 AC

LEGEND

- TEMPORARY EROSION CONTROL BLANKET
- TEMPORARY EROSION CONTROL SEEDING
- TEMPORARY WATERS OF THE US IMPACT
- PERMANENT WATERS OF THE US IMPACT
- PERMANENT WETLAND IMPACT
- PERIMETER EROSION BARRIER
- DITCH FLOW
- TEMPORARY DITCH CHECK
- TREE TRUNK PROTECTION

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/**$YEAR2**
mvandervelden 8/26/2025 1:54:21 PM
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BAXTER & WOODMAN Consulting Engineers

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	DRAWN - MJO	REVISED -	
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PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-ErosionControl_02.dgn	

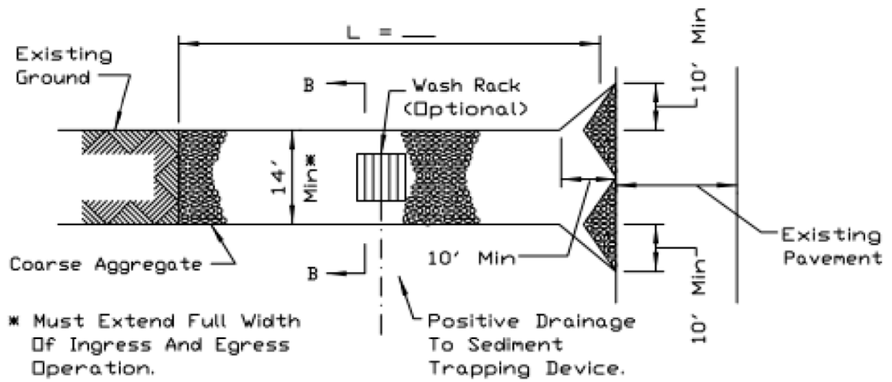
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL PLAN

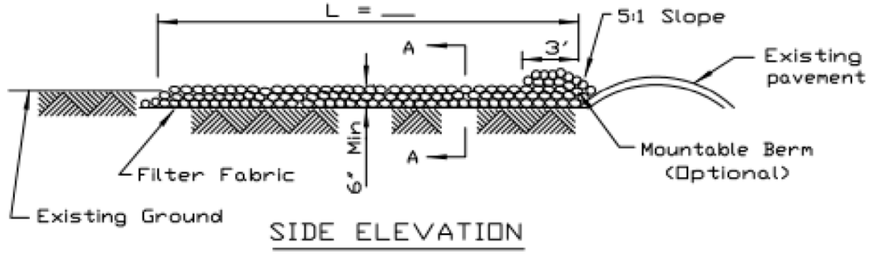
SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 15+00 TO STA. 29+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	24
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW



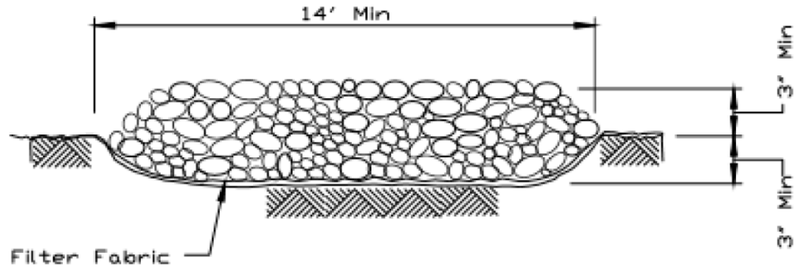
SIDE ELEVATION

NOTES:

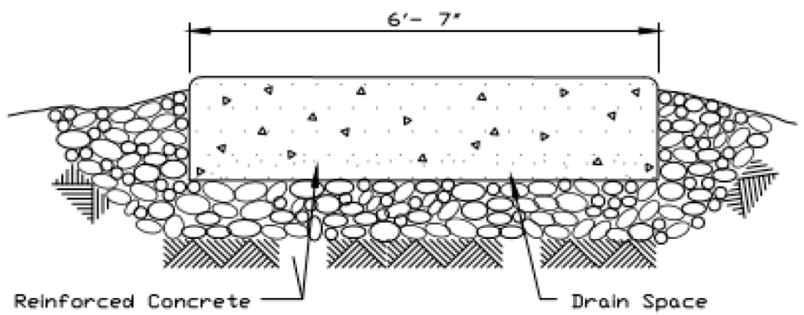
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3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

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

STABILIZED CONSTRUCTION ENTRANCE PLAN



SECTION A-A



SECTION B-B

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

BAXTER & WOODMAN Consulting Engineers

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PLOT SCALE = 50.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-ErosionControl_03.dgn	

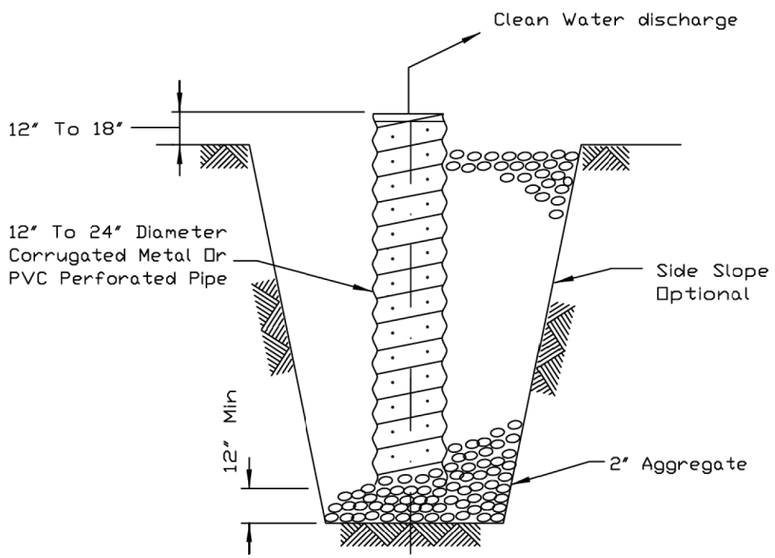
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL DETAILS

SCALE: | SHEET 1 OF 6 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	25
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

SUMP PIT PLAN



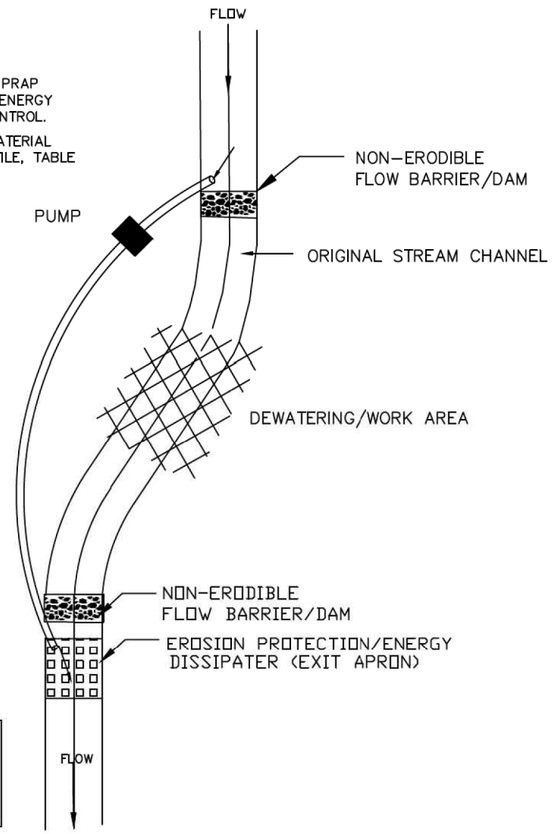
SECTION

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

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

TEMPORARY STREAM DIVERSION - BYPASS PUMP

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



PUMP SIZE: ____

EROSION PROTECTION/
ENERGY DISSIPATOR
DETAILS:

TYPICAL PUMPED DIVERSION PLAN

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

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PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-ErosionControl_03.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL DETAILS

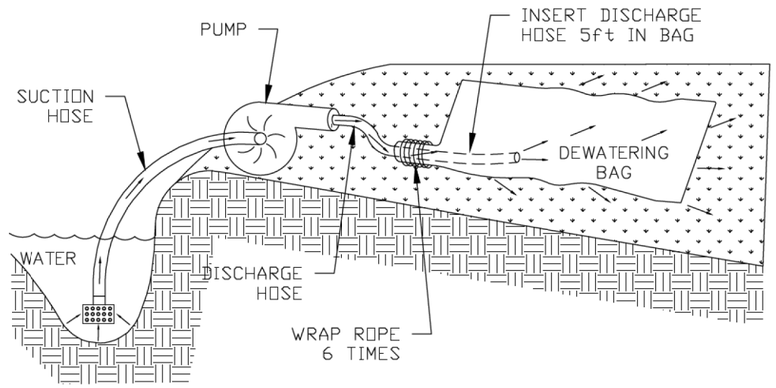
SCALE: | SHEET 2 OF 6 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	26
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

DEWATERING BAG STANDARD DRAWING

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

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



INSTALLATION AND USE:

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

MAINTENANCE AND DISPOSAL:

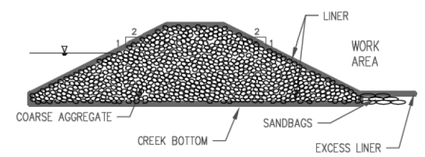
1. REMOVE AND DISPOSE OF ACCUMULATED SEDIMENT AWAY FROM WATERWAYS OR ENVIRONMENTALLY SENSITIVE AREAS. SLIT OPEN SEDIMENT BAG AND REMOVE ACCUMULATED SEDIMENT. DISPOSE OF BAG AT AN APPROPRIATE RECYCLING OR SOLID WASTE FACILITY. OR; AS DIRECTED BY THE ENGINEER.

DEWATERING BAG DETAIL

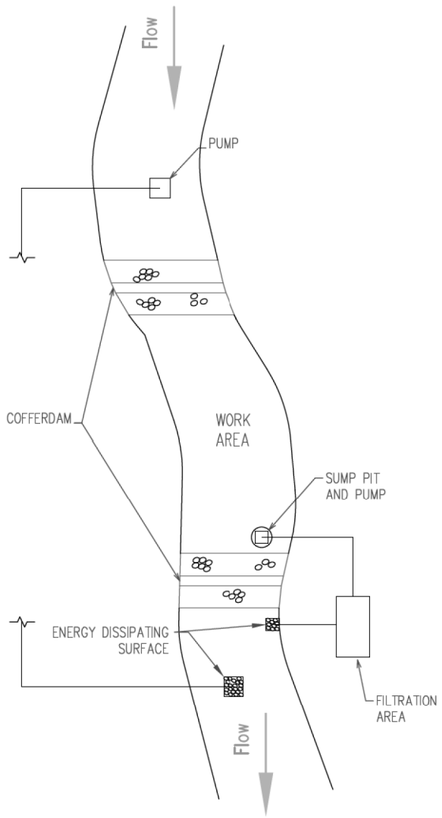
NOT TO SCALE

ROCK COFFERDAM

COFFERDAM CROSS-SECTION



COFFERDAM PROFILE



PLAN VIEW

NOTES:

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

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

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

BAXTER & WOODMAN Consulting Engineers

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PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-ErosionControl_03.dgn	

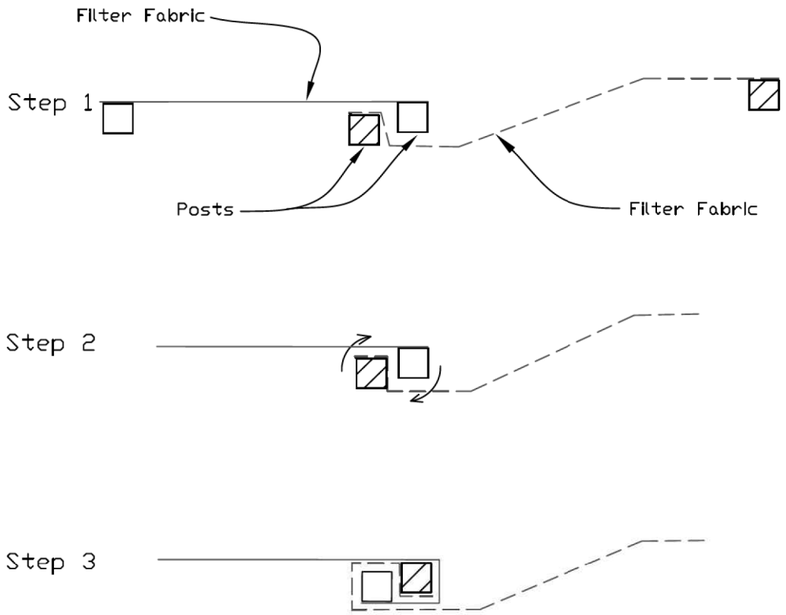
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL DETAILS

SCALE: | SHEET 3 OF 6 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	27
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

SILT FENCE - SPLICING TWO FENCES



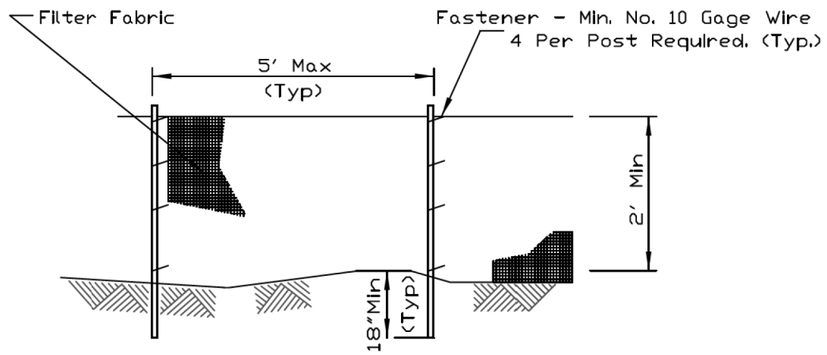
ATTACHING TWO SILT FENCES

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

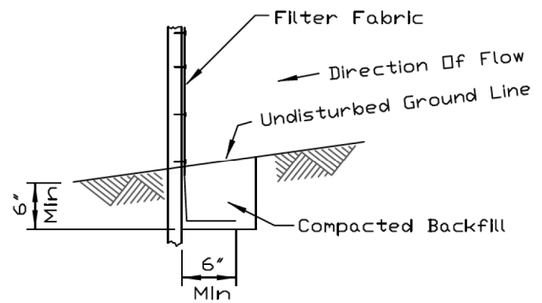
REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IUM-620B(W)
SHEET 1 OF 1
DATE 3-16-2012

SILT FENCE PLAN



ELEVATION



FABRIC ANCHOR DETAIL

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

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

STANDARD DWG. NO.
IUM-620A
SHEET 1 OF 2
DATE 3-16-12

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PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-ErosionControl_03.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL DETAILS

SCALE: | SHEET 4 OF 6 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	28
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

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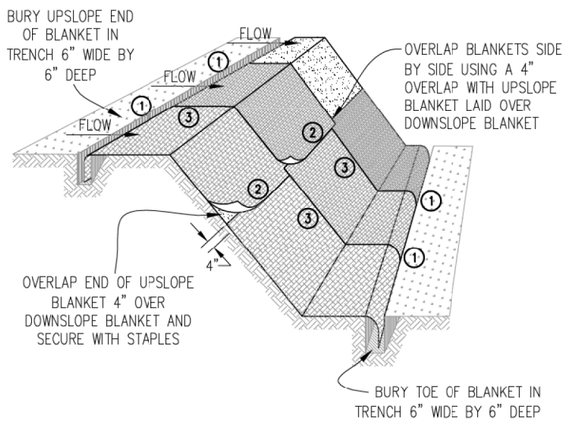
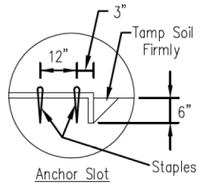
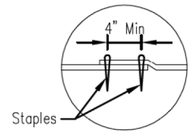




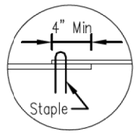
Anchor Slot

DETAIL 1



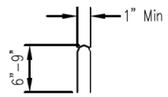
Single Joint

DETAIL 2

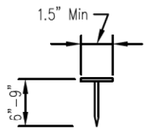


Parallel Overlaps

DETAIL 3



STAPLE DETAIL

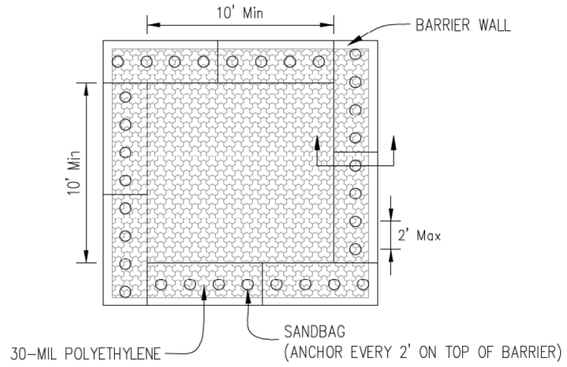


PUSH PIN DETAIL

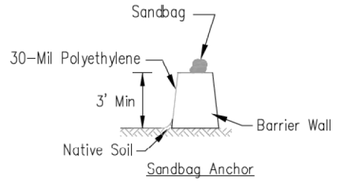
NOTES:

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

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

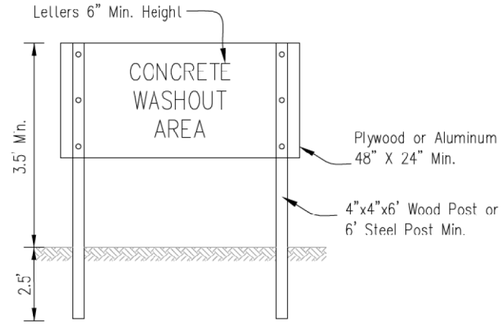


PLAN VIEW



Sandbag Anchor

BARRIER WALL ANCHOR SECTION



SIGN DETAIL

NOTES:

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

Sheet 3 of 3	File No. IUM-659HW Drawing No.	TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL	Date
			Designed _____
			Drawn B. JOHNSON 6/08
			Checked _____
			Approved _____

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BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-ErosionControl_03.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

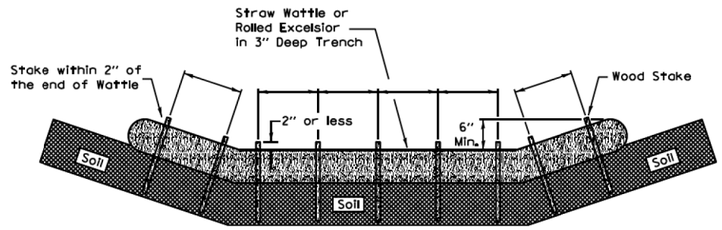
SOIL EROSION AND SEDIMENT CONTROL DETAILS

SCALE: | SHEET 5 OF 6 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	29
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

ROLLED EROSION CONTROL PRODUCTS

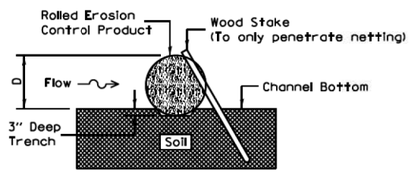
Staking Pattern Guide



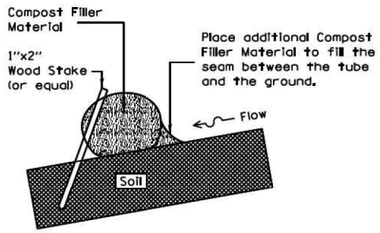
Notes:

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

Stake Detail



Compost Filter Sock Detail



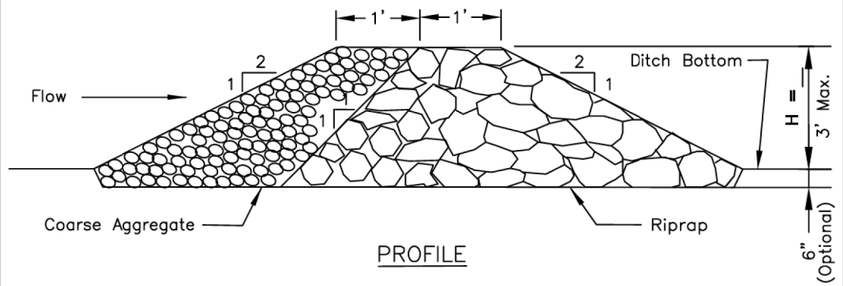
When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

Notes:

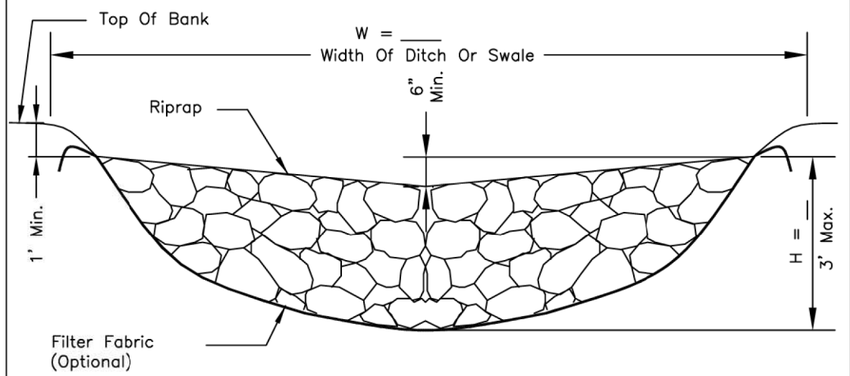
1. Drawings are not to scale.
2. Ends of wattles or rolled excelsior shall be turned at least 6" upslope.
3. Recommended stakes are 1 1/8" wide x 1 1/8" thick x 30" long
4. Stakes shall not extend above the straw wattle more than 2".
5. Spacing: The toe of the upstream ditch check shall create a horizontal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

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

ROCK CHECK DAM - RIPRAP



PROFILE

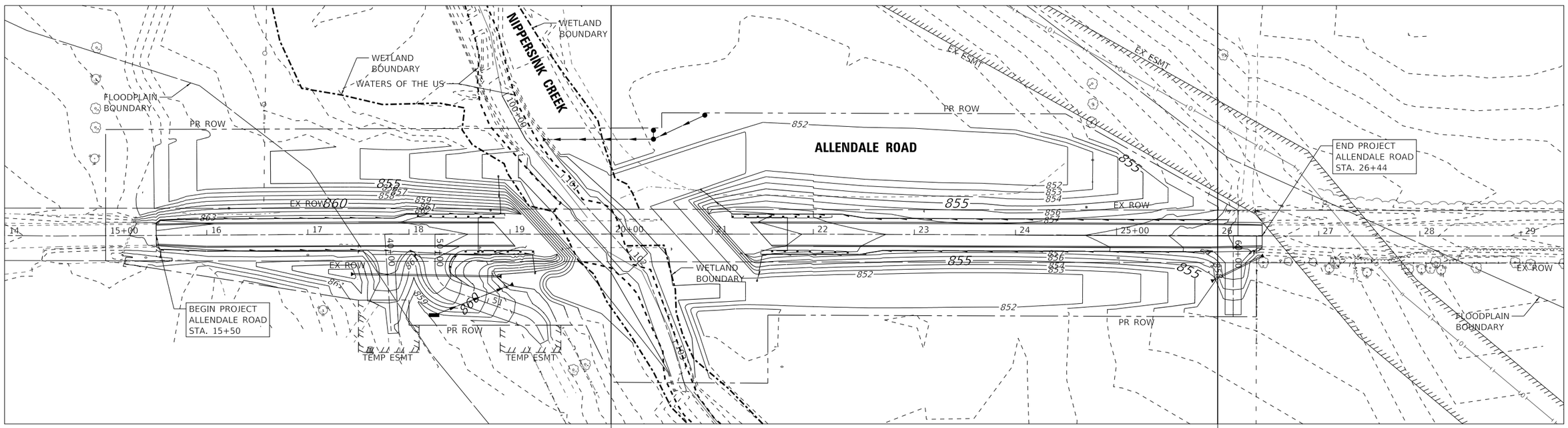


CROSS SECTION
CENTERLINE LOOKING DOWNSTREAM

NOTES;

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

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



DRAINAGE AND UTILITIES PLAN 01
SHEET NO. 32

DRAINAGE AND UTILITIES PLAN 02
SHEET NO. 33

DRAINAGE AND UTILITIES PLAN 03
SHEET NO. 34

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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BAXTER & WOODMAN Consulting Engineers

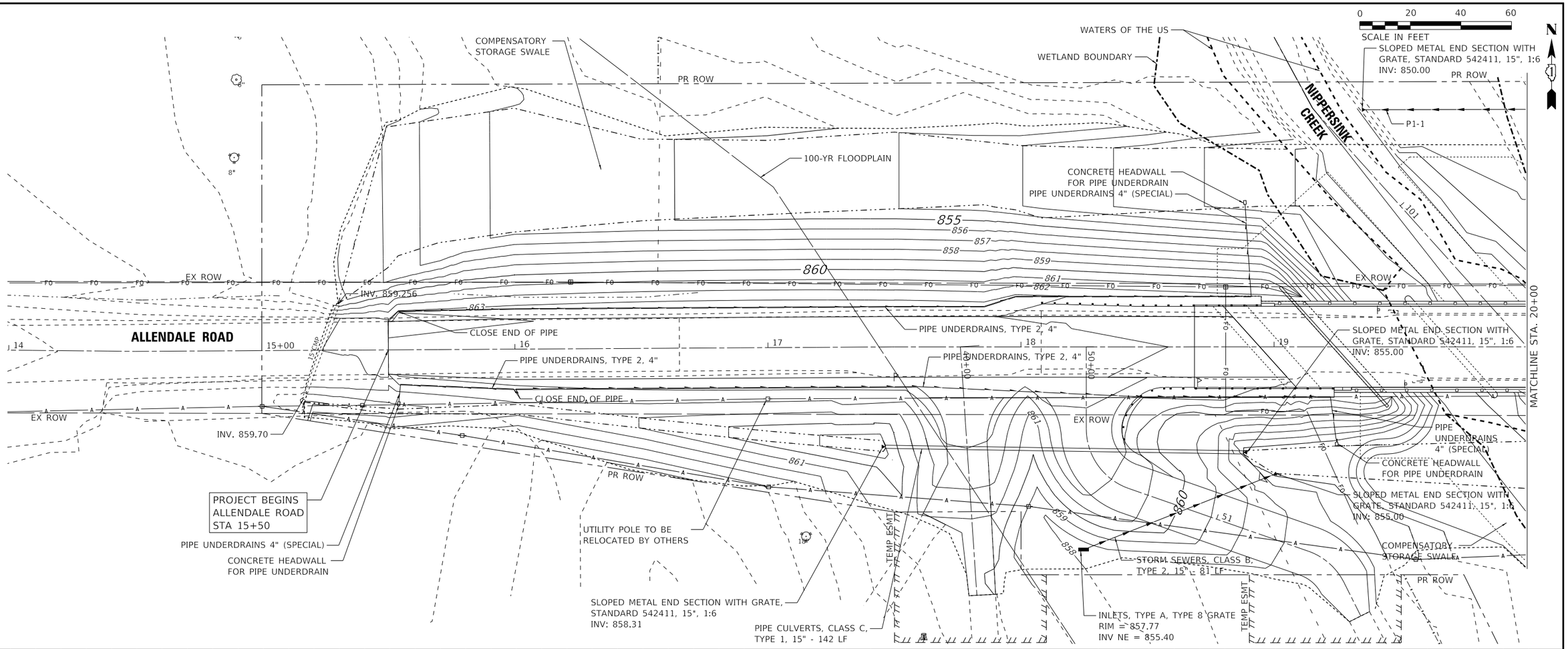
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-Drainage KeyMap.dgn	

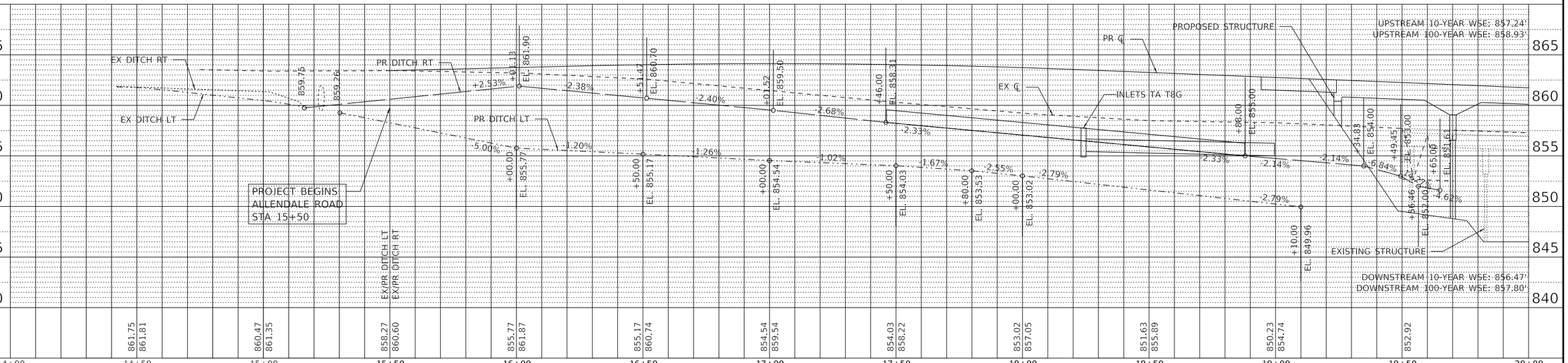
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES PLAN
KEYMAP

SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 15+00 TO STA. 29+00

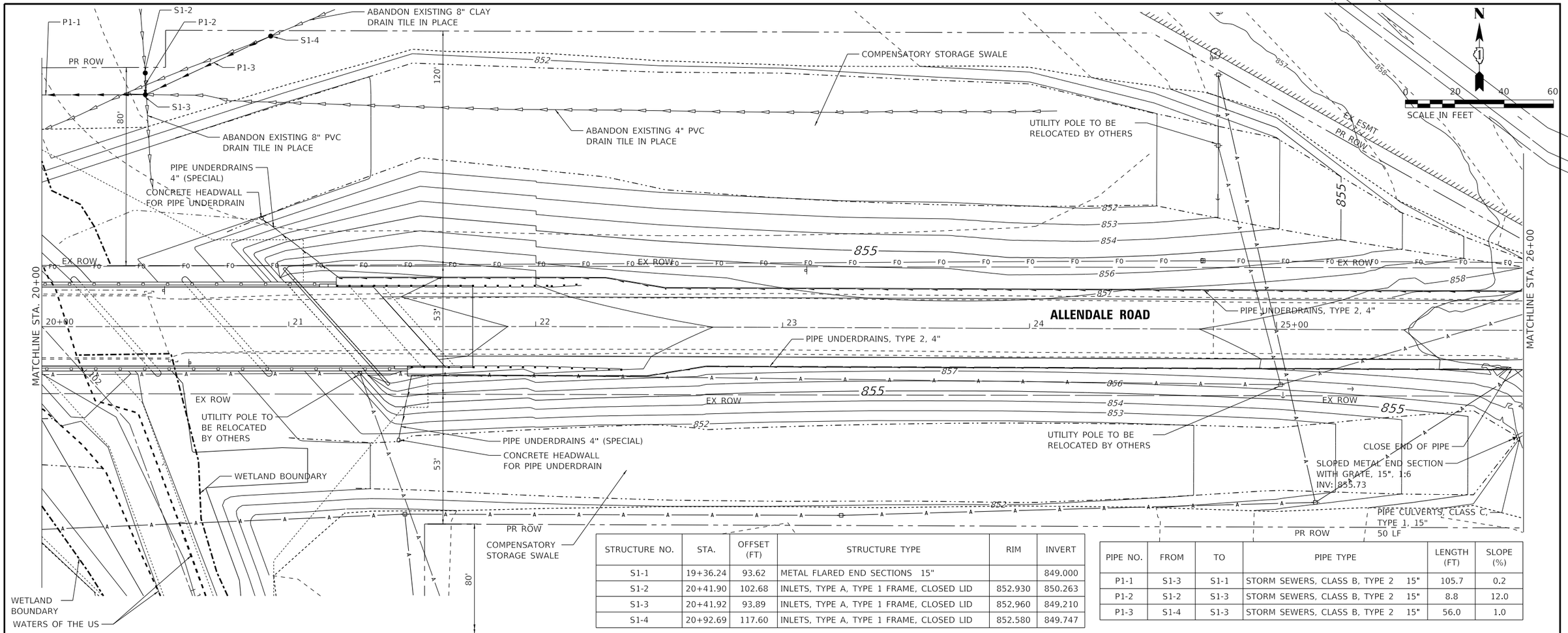
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	31
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		





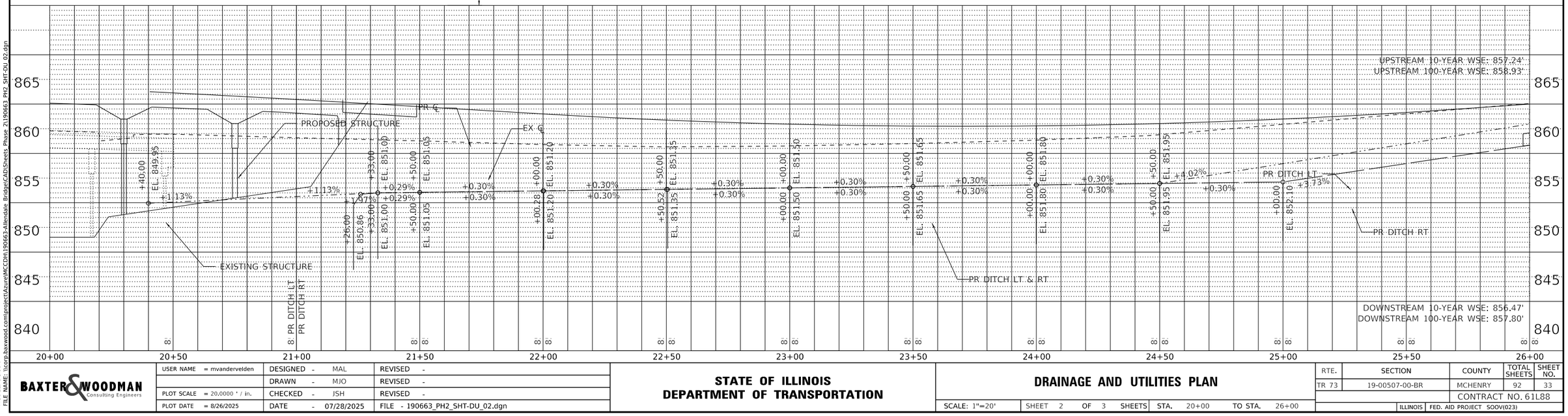
BAXTER & WOODMAN Consulting Engineers	USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE AND UTILITIES PLAN
		DRAWN - MJO	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -		
	PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-DU_01.dgn		SCALE: 1"=20' SHEET 1 OF 3 SHEETS STA. 14+50 TO STA. 20+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	32
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



STRUCTURE NO.	STA.	OFFSET (FT)	STRUCTURE TYPE	RIM	INVERT
S1-1	19+36.24	93.62	METAL FLARED END SECTIONS 15"		849.000
S1-2	20+41.90	102.68	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	852.930	850.263
S1-3	20+41.92	93.89	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	852.960	849.210
S1-4	20+92.69	117.60	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	852.580	849.747

PIPE NO.	FROM	TO	PIPE TYPE	LENGTH (FT)	SLOPE (%)
P1-1	S1-3	S1-1	STORM SEWERS, CLASS B, TYPE 2 15"	105.7	0.2
P1-2	S1-2	S1-3	STORM SEWERS, CLASS B, TYPE 2 15"	8.8	12.0
P1-3	S1-4	S1-3	STORM SEWERS, CLASS B, TYPE 2 15"	56.0	1.0



BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
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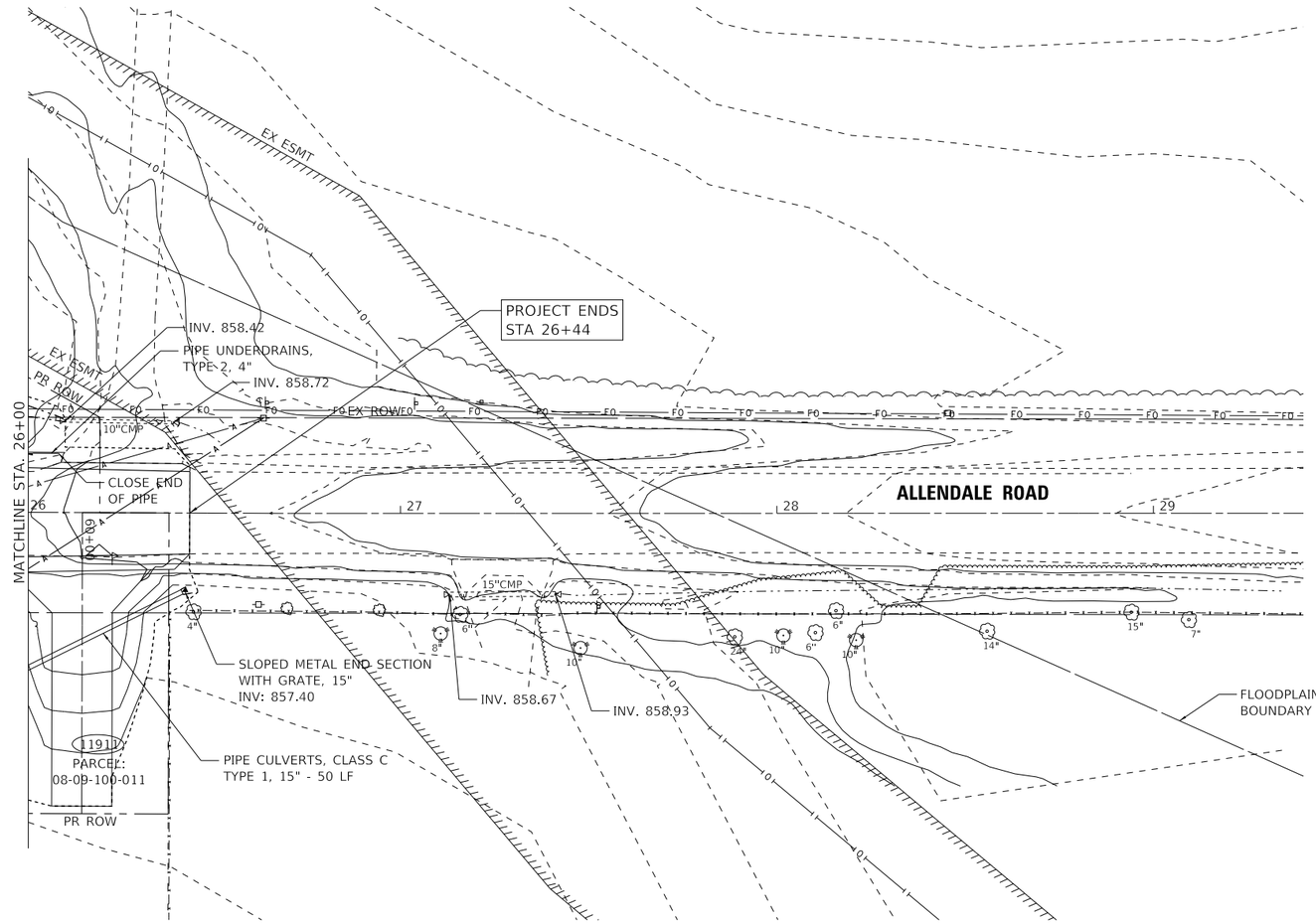
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-DU_02.dgn	

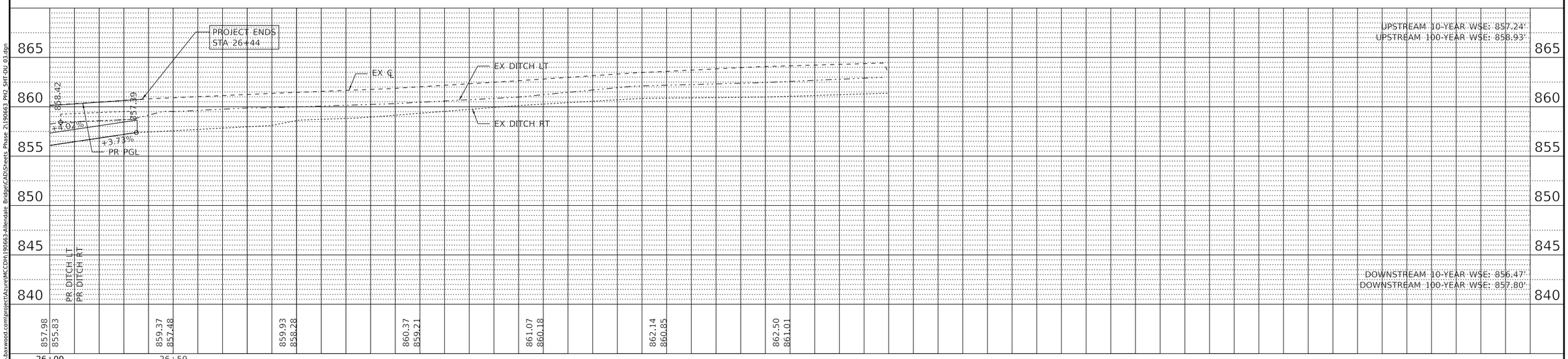
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES PLAN

SCALE: 1"=20' | SHEET 2 OF 3 SHEETS | STA. 20+00 | TO STA. 26+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	33
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		





N

0 20 40 60

SCALE IN FEET

FLOODWAY COMPENSATORY STORAGE SUMMARY TABLE

Table 1: Roadway Node Summary of Floodplain Compensatory Storage

	Fill (CY)		Cut (CY)		Net Vol. (CY)	
Interval	NWL-10 yr	10-100 yr	NWL-10 yr	10-100 yr	NWL-10 yr	10-100 yr
Volume	2526.36	1202.60	3225.03	16.24	698.67	-1186.36

Table 2: Creek Node Summary of Floodplain Compensatory Storage

	Fill (CY)		Cut (CY)		Net Vol. (CY)	
Interval	NWL-10 yr	10-100 yr	NWL-10 yr	10-100 yr	NWL-10 yr	10-100 yr
Volume	167.04	91.30	2627.96	4.91	2460.93	-86.39

10-YEAR WSE UPSTREAM OF BRIDGE = 857.24'
100-YEAR WSE UPSTREAM OF BRIDGE = 858.93'
10-YEAR WSE DOWNSTREAM OF BRIDGE = 856.47'
100-YEAR WSE DOWNSTREAM OF BRIDGE = 857.80'

REQUIRED OVERALL COMPENSATORY STORAGE RATIO 1:1
INCREMENTAL COMPENSATORY STORAGE REQUIREMENT WAIVED FOR PUBLIC ROAD PROJECT BY MCP&D

TOTAL FILL (CU YD) NWL TO 10-YEAR	TOTAL CUT (CU YD) NWL TO 10-YEAR	RATIO OF CUT TO FILL NWL TO 10-YEAR
2693.40	5853.00	2.17 :1
TOTAL FILL (CU YD) 10-YEAR TO 100-YEAR	TOTAL CUT (CU YD) 10-YEAR TO 100-YEAR	RATIO OF CUT TO FILL 10-YEAR TO 100-YEAR
1293.89	21.15	0.02 :1
TOTAL FILL (CU YD)	TOTAL CUT (CU YD)	RATIO OF CUT TO FILL
3987.29	5874.14	1.47 :1

BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-DU_03.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES PLAN

SCALE: 1"=20' | SHEET 3 OF 3 SHEETS | STA. 26+00 | TO STA. 29+58.73

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	34
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

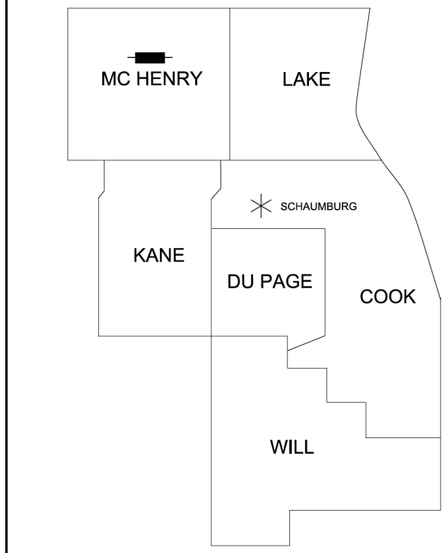
PARCEL NUMBER	OWNER	SHEET NUMBER	PROPERTY ACQUIRED BY
0001	Donald D. Hansen	2,4	
0002	Thomas R. Hansen as Trustee under the provisions of a Trust Agreement dated April 7, 1981 and known as the Thomas R. Hansen Declaration of Trust	2,3,4	
0003	James C. Zbilski, as Trustee of The James C. Zbilski Trust Agreement, dated March 10, 2021	2,3,4	
0004	Jon L. Hansen	2,3,4	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

ROUTE: TR 73 (Allendale Road)
SECTION: 19-00507-00-BR
COUNTY: McHenry
LIMITS: over Nippersink Creek

JOB NO.: R-55-001-97



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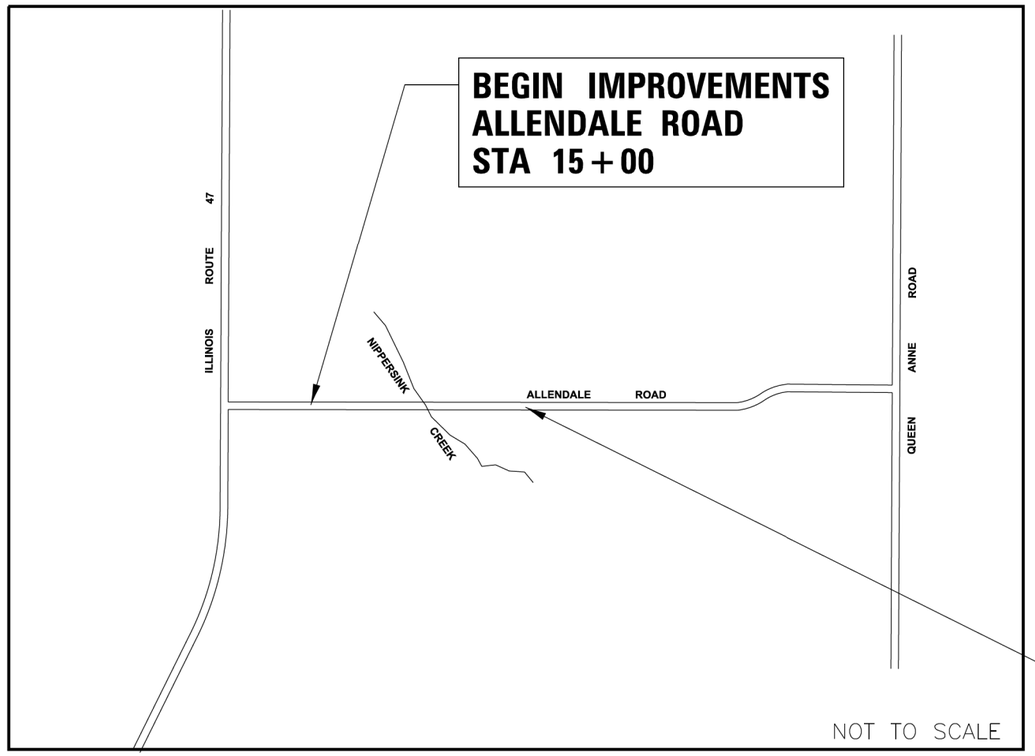
RANGE 7 EAST

TOWNSHIP 45 NORTH



LOCATION MAP

Gross & Net Length = 1,144 Lin. Ft. = 0.22 Miles (Allendale Road)

IDOT USE ONLY

PART OF SECTION 4 & 9, TOWNSHIP 45 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN MCHENRY COUNTY, ILLINOIS

PROPOSED RIGHT-OF-WAY

STATION / OFFSET / NORTHING / EASTING		
14+99.99 0.58' Lt.	2,088,232.56	957,392.88
15+00.14 27.14' Lt.	2,088,259.12	957,392.88
15+00.60 104.98' Lt.	2,088,336.97	957,392.88
16+58.08 104.48' Lt.	2,088,337.39	957,550.36
20+50.09 104.95' Lt.	2,088,338.46	957,942.96
20+50.13 119.98' Lt.	2,088,353.49	957,943.01
24+49.11 119.81' Lt.	2,088,352.36	958,342.47
26+20.07 25.30' Lt.	2,088,257.18	958,513.06
26+20.12 1.26' Rt.	2,088,230.62	958,513.01

STATION / OFFSET / NORTHING / EASTING		
14+99.83 24.77' Rt.	2,088,207.21	957,392.88
17+49.63 65.24' Rt.	2,088,168.22	957,642.91
18+00.00 65.00' Rt.	2,088,168.46	957,692.91
18+00.00 90.00' Rt.	2,088,143.46	957,692.91
19+07.61 90.00' Rt.	2,088,143.48	957,800.53
19+75.00 90.00' Rt.	2,088,143.49	957,867.91
20+02.65 146.38' Rt.	2,088,087.12	957,895.57
21+54.97 147.36' Rt.	2,088,086.16	958,047.90
21+55.02 80.00' Rt.	2,088,153.53	958,047.90
26+38.62 80.00' Rt.	2,088,151.81	958,531.20
26+38.55 26.57' Rt.	2,088,205.24	958,531.34
26+38.52 1.22' Rt.	2,088,230.59	958,531.41

PROJECT COORDINATES
Illinois State Plane, East Zone, NAD 83 (2011)

NORTHING / EASTING			
SOUTHWEST CORNER OF SECTION 4-45-7			
		2088232.86	957218.93
CENTER OF SECTION 4-45-7			
		2088228.32	959844.72

PROPOSED TEMPORARY EASEMENT

STATION / OFFSET / NORTHING / EASTING		
17+49.33 116.75' Rt.	2,088,116.70	957,642.92
18+10.00 116.79' Rt.	2,088,116.67	957,702.92
18+00.00 90.00' Rt.	2,088,143.47	957,702.91
18+90.24 90.00' Rt.	2,088,143.48	957,783.15
18+90.23 116.86' Rt.	2,088,116.62	957,783.15
19+20.79 116.86' Rt.	2,088,116.62	957,813.71
19+50.23 116.87' Rt.	2,088,116.61	957,843.15
19+50.24 90.00' Rt.	2,088,143.49	957,843.15

ALIGNMENT

STATION / OFFSET / NORTHING / EASTING			
Begin	13+26.03	2,088,232.86	957,218.93
P.I.	14+50.00	2,088,231.68	957,342.90
P.I.	17+50.00	2,088,233.46	957,642.90
P.I.	22+00.00	2,088,233.53	958,092.90
P.I.	26+70.80	2,088,231.68	958,563.69
End	26+58.73	2,088,231.71	958,851.63

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- IRON PIPE OR ROD FOUND
- "MAG" NAIL SET
- CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYOR'S REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

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

GRAPHIC SCALE FEET 0 30
SCALE: 1" = 30'

Notes:
- Bearings and distances are referenced to Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, "grid" (2011 adjustment)
- Coordinates are based on Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, "grid" (2011 adjustment)
- All dimensions are measured unless otherwise noted.
- All measured and calculated distances are grid. To obtain ground distances, divide grid distances by the combination factor of 0.9999750. Areas shown on this plat are "ground"

P.I.N. 08-04-300-002

(Lands Described in Quit Claim Deed
Rec. October 4, 2001 as Doc. 2001R0074207)

Parcel 0001
TOTAL HOLDING
8.470 Acres

P.I.N. 08-04-300-003

(Lands Described in Trustee's Deed
Rec. April 20, 2017 as Doc. 2017R0014060)

Parcel 0002
TOTAL HOLDING
149.324 Acres

CL NIPPERSINK CREEK

East Line of the Southeast ¼ of Section 5-45-7
West Line of the Southwest ¼ of Section 4-45-7
2627.62' S 00°45'57" W

East Line of the West 330' of the Southwest ¼ of Section 4-45-7
1118.07' S 00°45'57" W

Sta. 15+00.60 104.98' Lt.
157.48' N 89°50'41" E
Sta. 16+58.08 104.48' Lt.
Proposed Right-of-Way
392.61' N 89°50'41" E
Sta. 20+50.13 119.98' Lt.
399.47' S 89°50'20" E
15.03' N 00°09'40" E
Sta. 20+50.09 104.95' Lt.

0002
For Continuation See Sheet 3

Found Iron Rod in Pavement
Found 1" Iron Pipe
Sta. 15+09.14 27.14' Lt.
77.84' N 00°00'00" E
0001
Sta. 16+56.57 25.95' Lt.
105.11' N 00°45'57" E 78.55'
Found 1" Iron Pipe
Crop Line
Existing Right-of-Way as Monumented and Occupied

+26.03 P.I. 26.56' +50.00 P.I. 26.56' 104.40' +50.00 P.I. 26.56' +50.00 P.I. +00.00 P.I.
{ 123.97' S 89°27'16" E }
173.95' S 89°54'03" E
** 330.02' N 89°54'03" W **
156.07' N 89°54'03" W
{ 300.00' N 89°39'42" E }
538.20' S 89°54'03" E
364.20' S 89°54'03" E
{ Alignment }
POB 0004 Sta. 18+64.23 1.54' Rt.
South Line of the Southwest ¼ of Section 4-45-7
*** 964.06' N 89°54'03" W ***
{ 450.00' N 89°59'25" E }
{ 470.80' S 89°46'30" E }
25.35' N 00°00'11" E
POB 0003 Sta. 14+99.99 0.58' Lt.
POB 0001 POB 0002 Sta. 15+56.03 0.61' Rt.
ALLENDALE ROAD
North Line of the Northwest ¼ of Section 9-45-7
2625.79' S 89°54'03" E
** 774.28' N 89°54'03" W **
Existing Right-of-Way as Monumented and Occupied

Found 1" Iron Pipe
POC 0001 POC 0002 POC 0003 POC 0003TE-A POC 0003TE-B POC 0004 POC 0004TE
Sta. 14+99.83 24.77' Rt.
Proposed Right-of-Way 253.05' N 81°08'08" W

0003
Crop Line
Bit Drive
Sta. 18+00.00 65.00' Rt.
50.00' S 89°42'58" W
POB 0003TE-A Sta. 17+49.63 65.24' Rt.
25.00' N 00°00'35" W
Sta. 18+10.00 90.00' Rt.
Sta. 18+00.00 90.00' Rt.
107.62' S 89°59'25" W
Sta. 17+49.33 116.75' Rt.
60.00' S 89°58'23" E
Sta. 18+10.00 116.79' Rt.
Proposed Temporary Easement
0003TE-A
10.00' S 89°59'25" W
2 Story Frame Residence
P.I.N. 08-09-100-010
(Lands Described in Trustee's Deed
Rec. March 17, 2021 as Doc. 2021R0014784)
Parcel 0003
TOTAL HOLDING
269.750 Acres

Bit Drive
17.38' N 89°59'25" E
POB 0003TE-B POB 0004TE Sta. 19+07.61 90.00' Rt.
Sta. 19+50.24 90.00' Rt.
Sta. 19+75.00 90.00' Rt.
N 89°59'25" E 42.62'
67.37'
Sta. 18+90.23 116.86' Rt.
N 90°00'00" W 30.56'
N 90°00'00" W 29.44'
Sta. 19+20.79 116.86' Rt.
Sta. 19+50.23 116.87' Rt.
Proposed Temporary Easement
0003TE-B
62.80' S 26°08'03" E
Sta. 20+02.65 146.38' Rt.
152.33' S 89°38'27" E
Proposed Right-of-Way
Sta. 21+54.97 147.36' Rt.
0004TE
286.29' N 26°08'03" W

0004
For Continuation See Sheet 3
483.27' S 89°47'48" E
Sta. 21+55.02 80.00' Rt.
67.36' N 00°00'00" W
P.I.N. 08-09-100-011
(Lands Described in Trustee's Deed
Rec. August 8, 2006 as Doc. 2006R0057924)
Parcel 0004
TOTAL HOLDING
10.004 Acres

See Sheet 3 for Continuation

2635.58' N 00°09'40" E
East Line of the Northeast ¼ of Section 8-45-7
West Line of the Northwest ¼ of Section 9-45-7

STATE OF ILLINOIS)
)SS
COUNTY OF MCHENRY)

THIS IS TO CERTIFY THAT I, ANTHONY E. BIANCHIN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 4 & 9, TOWNSHIP 45 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, MCHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT CRYSTAL LAKE, ILLINOIS THIS 17th DAY OF OCTOBER, 2024 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003603
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

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

ANTHONY E. BIANCHIN 035-003603 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CRYSTAL LAKE, ILLINOIS

"LICENSE EXPIRES 11-30-2024"

PARCEL NUMBER	TOTAL HOLDING ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PARCEL INDEX NUMBER
0001	8.470	0.377	0.095	8.093	--	--	N/A	08-04-300-002
0002	149.324	2.362	0.588	146.962	--	--	N/A	08-04-300-003
0003 0003TE-A 0003TE-B	269.750	0.504	0.216	269.246	0.065 0.015	2,850 644	Grading	08-09-100-003 08-09-100-010 08-08-200-001 08-08-400-002
0004 0004TE	10.004	1.631	0.447	8.373	0.022	968	Grading	08-09-100-011

REVISION DATE: 10-17-2024 REVISION MADE BY: AEB
REVISION DATE: 08-30-2024 REVISION MADE BY: AEB
REVISION DATE: 08-09-2024 REVISION MADE BY: AEB

BAXTER & WOODMAN Consulting Engineers
8678 RIDGEFIELD ROAD • CRYSTAL LAKE, IL 60012
PHONE: 815-459-1260 • FAX: 815-455-0450

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TR 73 (ALLENDALE ROAD)

LIMITS : over Nippersink Creek
COUNTY : McHenry
SECTION : 19-00507-00-BR
JOB NO. : R-55-001-97
STA. 13+74 TO STA. 22+50
SCALE : 1" = 30'
SHEET 36 OF 92 SHEETS

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

PART OF SECTION 4 & 9, TOWNSHIP 45 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN MCHENRY COUNTY, ILLINOIS

PROJECT COORDINATES
Illinois State Plane, East Zone, NAD 83 (2011)

PROPOSED RIGHT-OF-WAY

STATION / OFFSET	NORTHING	EASTING
14+99.99 0.58' Lt.	2,088,232.56	957,392.88
15+00.14 27.14' Lt.	2,088,259.12	957,392.88
15+00.60 104.98' Lt.	2,088,336.97	957,392.88
16+58.08 104.48' Lt.	2,088,337.39	957,550.36
20+50.09 104.95' Lt.	2,088,338.46	957,942.96
20+50.13 119.98' Lt.	2,088,353.49	957,943.01
24+49.11 119.81' Lt.	2,088,352.36	958,342.47
26+20.07 25.30' Lt.	2,088,257.18	958,513.06
26+20.12 1.26' Rt.	2,088,230.62	958,513.01

STATION / OFFSET	NORTHING	EASTING
14+99.83 24.77' Rt.	2,088,207.21	957,392.88
17+49.63 65.24' Rt.	2,088,168.22	957,642.91
18+00.00 65.00' Rt.	2,088,168.46	957,692.91
18+00.00 90.00' Rt.	2,088,143.46	957,692.91
19+07.61 90.00' Rt.	2,088,143.48	957,800.53
19+75.00 90.00' Rt.	2,088,143.49	957,867.91
20+02.65 146.38' Rt.	2,088,087.12	957,895.57
21+54.97 147.36' Rt.	2,088,086.16	958,047.90
21+55.02 80.00' Rt.	2,088,153.53	958,047.90
26+38.62 80.00' Rt.	2,088,151.81	958,531.20
26+38.55 26.57' Rt.	2,088,205.24	958,531.34
26+38.52 1.22' Rt.	2,088,230.59	958,531.41

PARCEL NUMBER	TOTAL HOLDING ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PARCEL INDEX NUMBER
0002	149.324	2.362	0.588	146.962	--	--	N/A	08-04-300-003
0004 0004TE	10.004	1.631	0.447	8.373	0.022	968	Grading	08-09-100-011

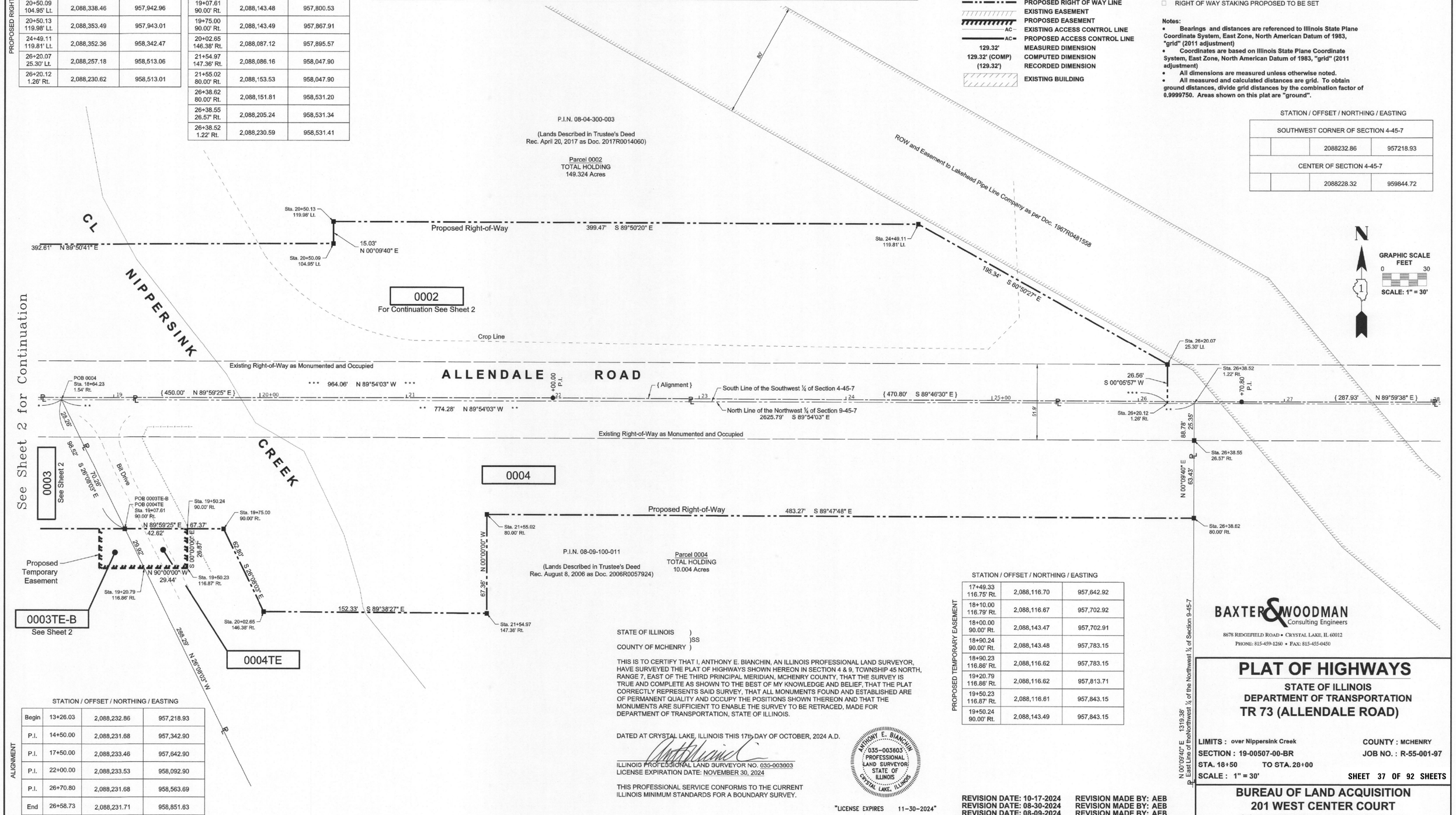
LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- IRON PIPE OR ROD FOUND
- "MAG" NAIL SET
- CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYOR'S REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

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

Notes:
- Bearings and distances are referenced to Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, "grid" (2011 adjustment)
- Coordinates are based on Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, "grid" (2011 adjustment)
- All dimensions are measured unless otherwise noted.
- All measured and calculated distances are grid. To obtain ground distances, divide grid distances by the combination factor of 0.9999750. Areas shown on this plat are "ground".

STATION / OFFSET / NORTHING / EASTING			
SOUTHWEST CORNER OF SECTION 4-45-7			
		2088232.86	957218.93
CENTER OF SECTION 4-45-7			
		2088228.32	959844.72



ALIGNMENT

	STATION	NORTHING	EASTING
Begin	13+26.03	2,088,232.86	957,218.93
P.I.	14+50.00	2,088,231.68	957,342.90
P.I.	17+50.00	2,088,233.46	957,642.90
P.I.	22+00.00	2,088,233.53	958,092.90
P.I.	26+70.80	2,088,231.68	958,563.69
End	26+58.73	2,088,231.71	958,851.63

PROPOSED TEMPORARY EASEMENT

STATION	NORTHING	EASTING
17+49.33 116.75' Rt.	2,088,116.70	957,642.92
18+10.00 116.79' Rt.	2,088,116.67	957,702.92
18+00.00 90.00' Rt.	2,088,143.47	957,702.91
18+90.24 90.00' Rt.	2,088,143.48	957,783.15
18+90.23 116.86' Rt.	2,088,116.62	957,783.15
19+20.79 116.86' Rt.	2,088,116.62	957,813.71
19+50.23 116.87' Rt.	2,088,116.61	957,843.15
19+50.24 90.00' Rt.	2,088,143.49	957,843.15

STATE OF ILLINOIS)
)SS
COUNTY OF MCHENRY)

THIS IS TO CERTIFY THAT I, ANTHONY E. BIANCHIN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 4 & 9, TOWNSHIP 45 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, MCHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT CRYSTAL LAKE, ILLINOIS THIS 17th DAY OF OCTOBER, 2024 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003603
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

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

ANTHONY E. BIANCHIN 035-003603 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CRYSTAL LAKE, ILLINOIS

"LICENSE EXPIRES 11-30-2024"

REVISION DATE: 10-17-2024 REVISION MADE BY: AEB
REVISION DATE: 08-30-2024 REVISION MADE BY: AEB
REVISION DATE: 08-09-2024 REVISION MADE BY: AEB
REVISION DATE: 08-05-2024 REVISION MADE BY: AEB

BAXTER & WOODMAN Consulting Engineers
8678 RIDGEFIELD ROAD • CRYSTAL LAKE, IL 60012
PHONE: 815-459-1260 • FAX: 815-455-0450

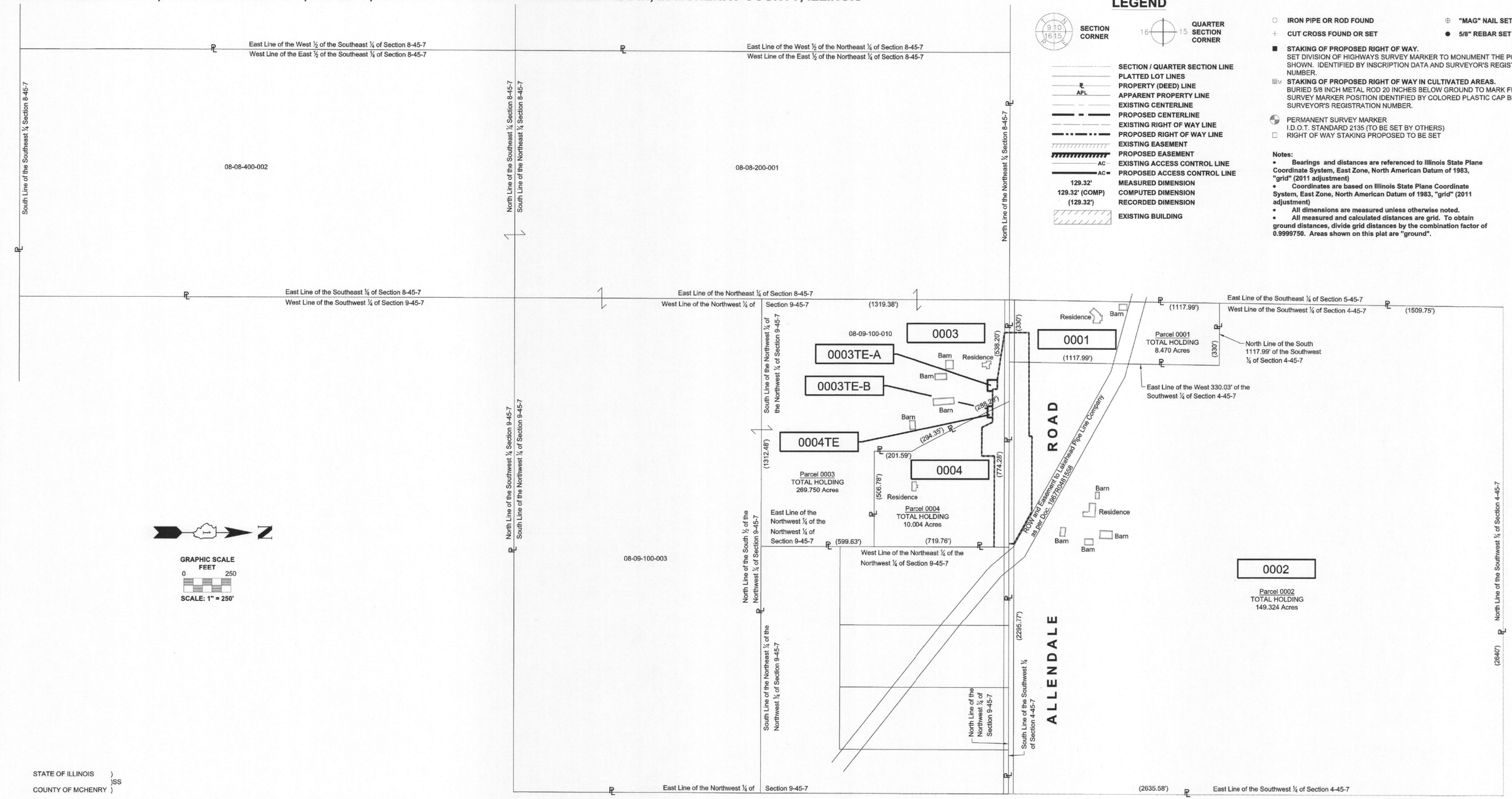
PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TR 73 (ALLENDALE ROAD)

LIMITS : over Nippersink Creek **COUNTY : MCHENRY**
SECTION : 19-00507-00-BR **JOB NO. : R-55-001-97**
STA. 18+50 TO STA. 20+00
SCALE : 1" = 30' **SHEET 37 OF 92 SHEETS**

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

PART OF SECTION 4 & 9, TOWNSHIP 45 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN MCHENRY COUNTY, ILLINOIS



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- IRON PIPE OR ROD FOUND
- "MAG" NAIL SET
- CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYOR'S REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

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

Notes:

- **Bearings and distances are referenced to Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, "grid" (2011 adjustment)**
- **Coordinates are based on Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, "grid" (2011 adjustment)**
- **All dimensions are measured unless otherwise noted.**
- **All measured and calculated distances are grid. To obtain ground distances, divide grid distances by the combination factor of 0.9999750. Areas shown on this plat are "ground".**

GRAPHIC SCALE
FEET
0 250
SCALE: 1" = 250'

STATE OF ILLINOIS)
)SS
COUNTY OF MCHENRY)

THIS IS TO CERTIFY THAT I, ANTHONY E. BIANCHIN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 4 & 9, TOWNSHIP 45 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, MCHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT CRYSTAL LAKE, ILLINOIS THIS 17TH DAY OF OCTOBER, 2024 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003603
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

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

ANTHONY E. BIANCHIN
035-003603
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
CRYSTAL LAKE, ILLINOIS

"LICENSE EXPIRES 11-30-2024"

TOTAL HOLDINGS EXHIBIT

BAXTER & WOODMAN Consulting Engineers
8678 RIDGEFIELD ROAD • CRYSTAL LAKE, IL 60012
PHONE: 815-459-1260 • FAX: 815-455-0450

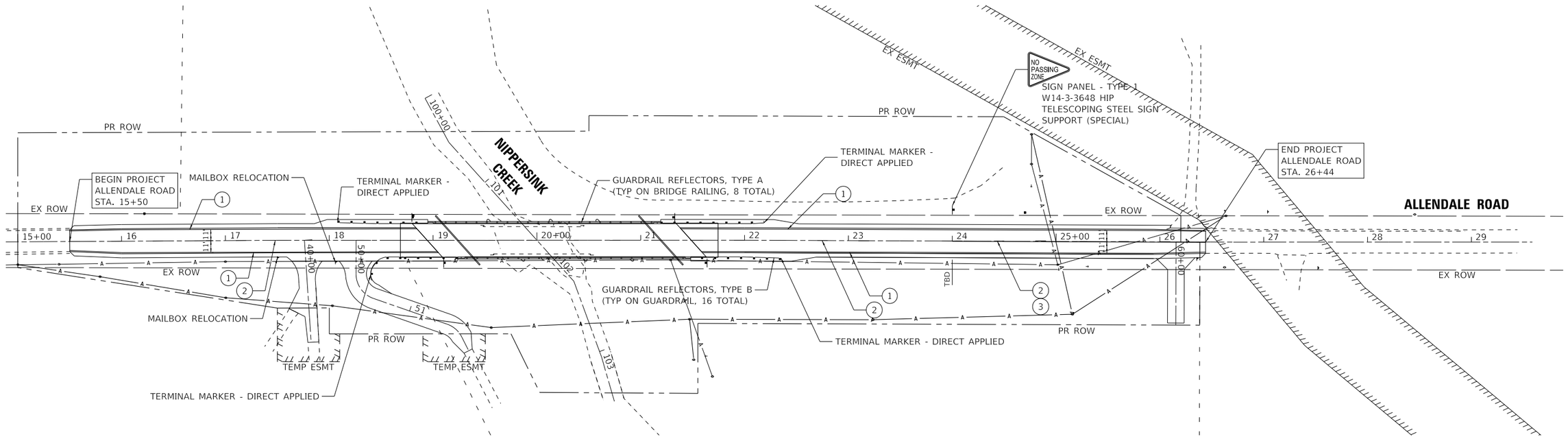
REVISION DATE: 10-17-2024 REVISION MADE BY: AEB
REVISION DATE: 08-30-2024 REVISION MADE BY: AEB
REVISION DATE: 08-09-2024 REVISION MADE BY: AEB
REVISION DATE: 08-05-2024 REVISION MADE BY: AEB

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TR 73 (ALLENDALE ROAD)

LIMITS : over Nippersink Creek COUNTY : MCHENRY
SECTION : 19-00507-00-BR JOB NO. : R-55-001-97
STA. - TO STA. -
SCALE : 1" = 250' SHEET 38 OF 92 SHEETS

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



NOTE

1. MCDOT WILL DETERMINE THE EXACT LIMITS OF THE NO PASSING STRIPING AND SIGN LOCATION DURING CONSTRUCTION.

LEGEND

1. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID, WHITE)
2. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (30' SKIP - 10' DASH, YELLOW)
3. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID, YELLOW)
- SIGN

BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-PMK_01.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN

SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 15+00 TO STA. 29+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	39
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/$YEAR2
mvandervelden 8/26/2025 1:56:28 PM
MODEL: Default
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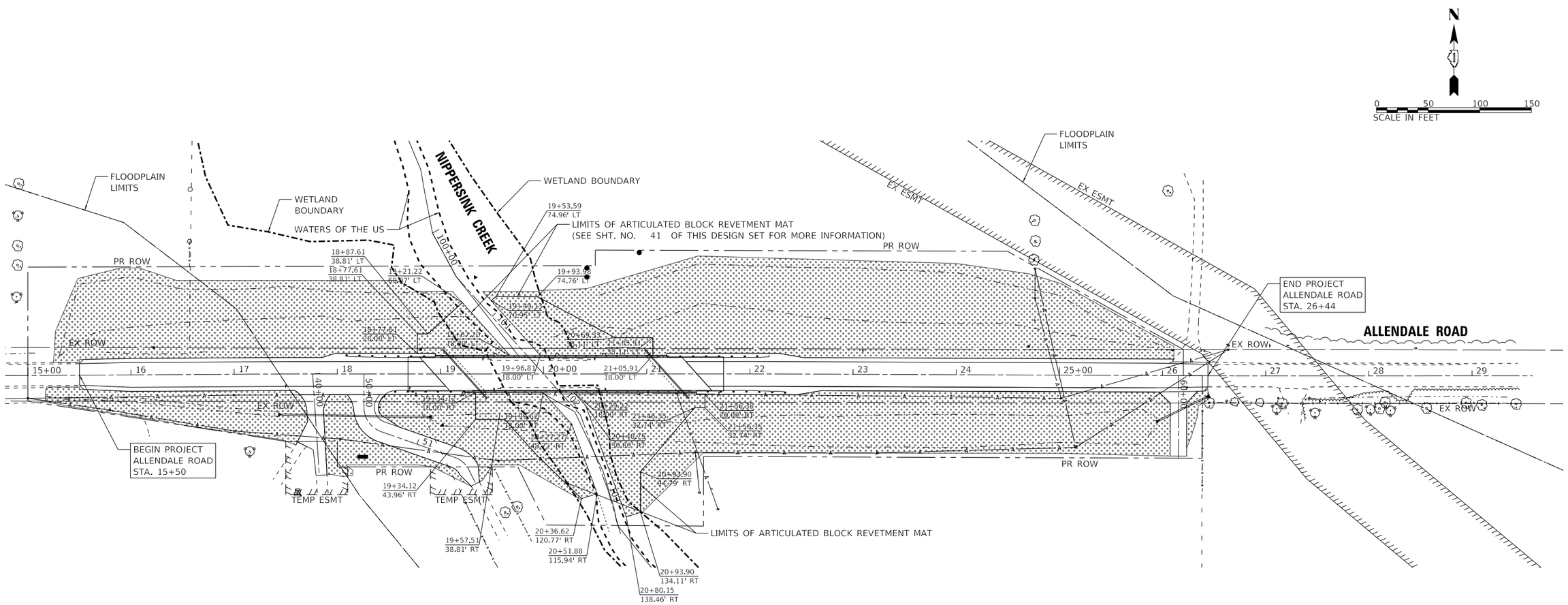


LEGEND

TOPSOIL EXCAVATION AND PLACEMENT, 6"
SEEDING, CLASS 2A
EROSION CONTROL BLANKET

BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-Landscaping_01.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PERMANENT EROSION CONTROL AND LANDSCAPING PLAN

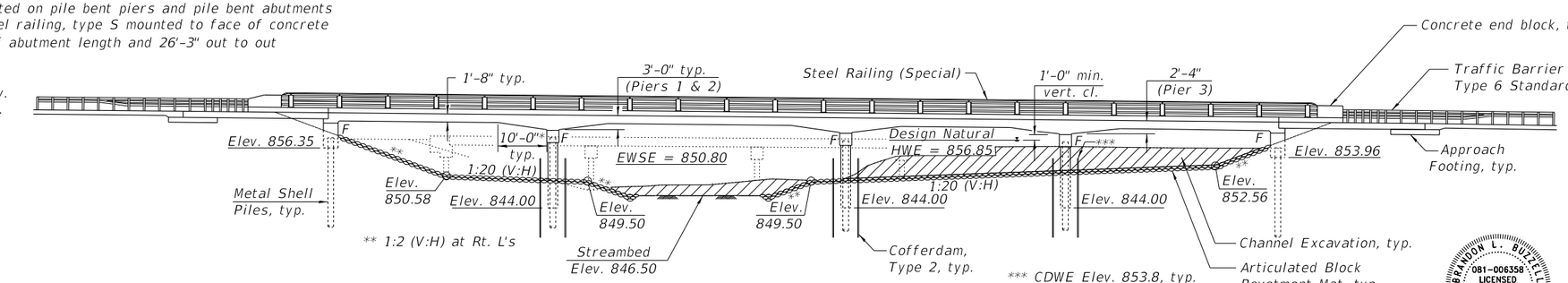
SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 15+00 TO STA. 29+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	40
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

Benchmark: Refer to Alignment, Ties and Benchmarks sheet

Existing Structure: SN 056-3126 was originally built in 1977 as three-span 21"-depth precast concrete channel deck beam superstructure supported on pile bent piers and pile bent abutments supported on concrete piles. Bridge railing is steel railing, type S mounted to face of concrete channel beams. Bridge is 95'-10½" back to back of abutment length and 26'-3" out to out channel beam width.

Structure is to be removed and replaced completely. Road to be closed during construction. No salvage.



ELEVATION

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

LOADING HL-93

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

DESIGN STRESSES

FIELD UNITS

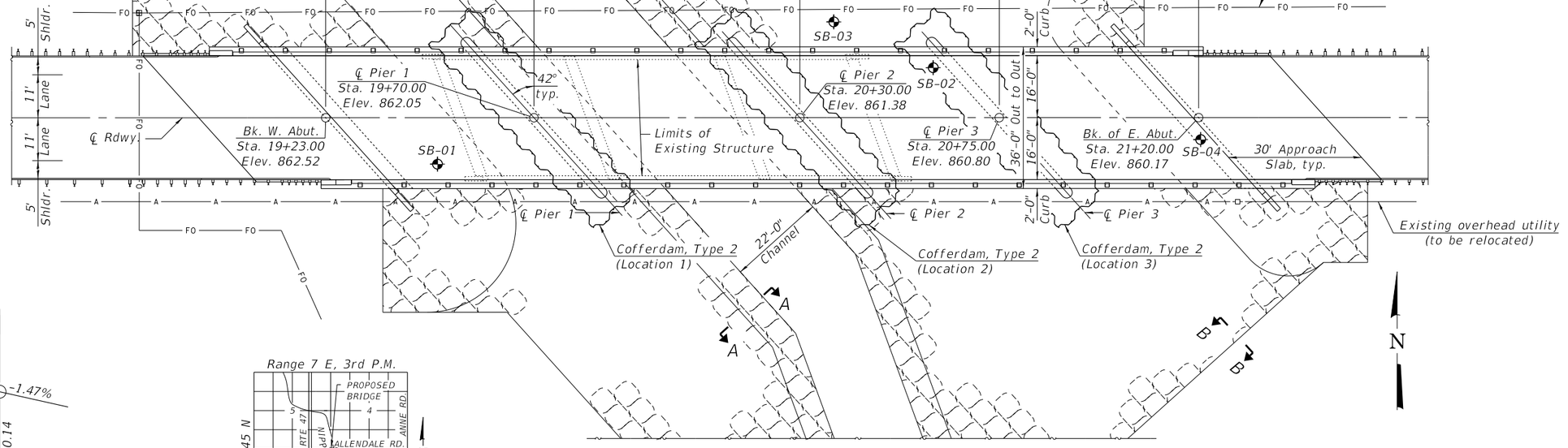
f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.076g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.128g
Soil Site Class = D

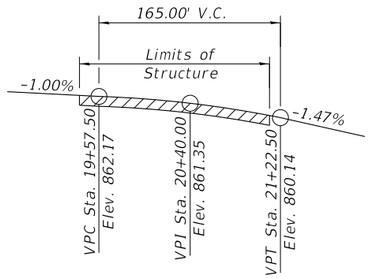
LEGEND

- Soil Boring
- Cofferdam, Type 2
- Articulated Block Revetment Mat
- Channel Excavation



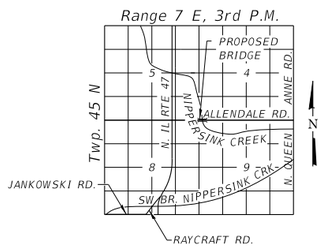
PLAN

See Sheet S-2 of S-29 for Sections A-A and B-B



PROFILE GRADE

(Along CL of Allendale Road)



LOCATION SKETCH

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

BRANDON L. BUSZELL
081-006358
LICENSED STRUCTURAL ENGINEER OF
STATE OF ILLINOIS

DATE: 7-28-2025
LICENSE EXPIRES 11/30/26

GENERAL PLAN & ELEVATION
ALLENDALE ROAD (TR 73) OVER NIPPERSINK CREEK
SECTION 19-00507-00-BR
MCHENRY COUNTY
STA. 20+21.50
STRUCTURE NO. 056-9104

MODEL: GPE
FILE NAME: \\corp.baxwood.com\project\Azure\MCCDH\190663-Allendale Bridge\CADDSheets_Phase 2\Structural\190663_PH2_SHT-STR_GPE.dgn

BAXTER & WOODMAN Consulting Engineers	USER NAME = mvandervelden	DESIGNED - BAB	REVISED -
		DRAWN - SMA	REVISED -
	PLOT SCALE = 0.0833 ' / in.	CHECKED - BLB	REVISED -
	PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
STRUCTURE NO. 056-9104
SHEET S-1 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	41
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

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GENERAL NOTES

1. Approximately three timber pile stubs exist within the bridge opening as remnants of a previous structure foundation. These shall be removed in accordance with Section 501 of the Standard Specifications. Cost included with Removal of Existing Structures.

2. Reinforcement bars designated (E) shall be epoxy coated.

3. The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. The Contractor's falsework submittal shall include calculations addressing these issues. Forms for deck slab shall be removed prior to placement of bridge approach slab.

4. Protective Coat to be applied to the top surface of the slab and the top and front faces of curbs.

5. Layout of the Articulated Block Revetment Mat may be varied to suit ground conditions in the field as directed by the Engineer. Revetment mat within two feet north or south of the bridge superstructure (40' width) shall be closed-cell. All other revetment mat shall be open-cell.

6. The Concrete Removal pay item is provided for the partial or full removal of an old concrete structure located immediately east of the existing west abutment. Removal and disposal shall be done in accordance with Article 501 of the Standard Specifications.

WATERWAY INFORMATION

2-Yr Q = 1008 CFS

Drainage Area = 25.4 sq. mi. Proposed Overtopping Elev. = 856.84 @ Sta. 23+00

Flood	Freq. Yr.	Q C.F.S.	Opening Ft² Exist.	Opening Ft² Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	3724	263	800	856.4	1.3	1.0	857.7	857.4
Design	20	4651	263	866	856.9	1.2	1.3	858.1	858.2
Base	100	7438	263	1027	858.1	0.9	0.8	859.0	858.9
Scour Design Check	200	8533	263	1079	858.5	0.8	0.9	859.3	859.4
Overtopping	~20	4651	263	866	856.9	1.2	1.3	858.1	858.2
Max. Calc.	-	-	-	-	-	-	-	-	-

10-yr Velocity through Exist. Bridge = 7.83 ft/s 10-yr Velocity through Prop. Bridge = 4.33 ft/s

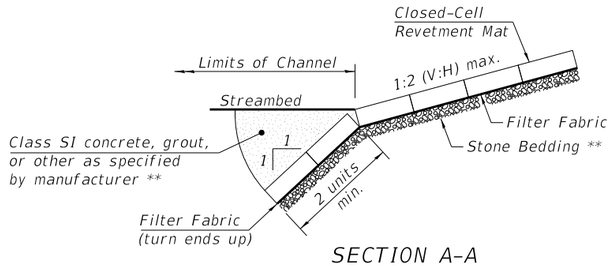
DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.) W. Abut.	Pier 1	Pier 2	Pier 3	E. Abut.	Item 113
Q100	845.3	829.1	829.1	834.0	847.3	5
Q200	842.4	828.6	828.6	833.5	844.4	5
Design	855.3	829.1	829.1	834.0	853.3	5
Check	855.3	828.6	828.6	833.5	853.3	5

NIPPERSINK CREEK
BUILT 20__ BY
MCHENRY COUNTY
SEC. 19-00507-00-BR
TR 73 STA. 20+21.50
STRUCTURE NO. 056-9104
LOADING HL-93

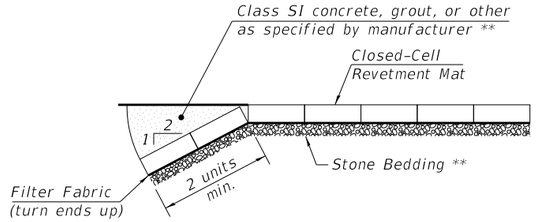
NAME PLATE

See Std. 515001



SECTION A-A

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



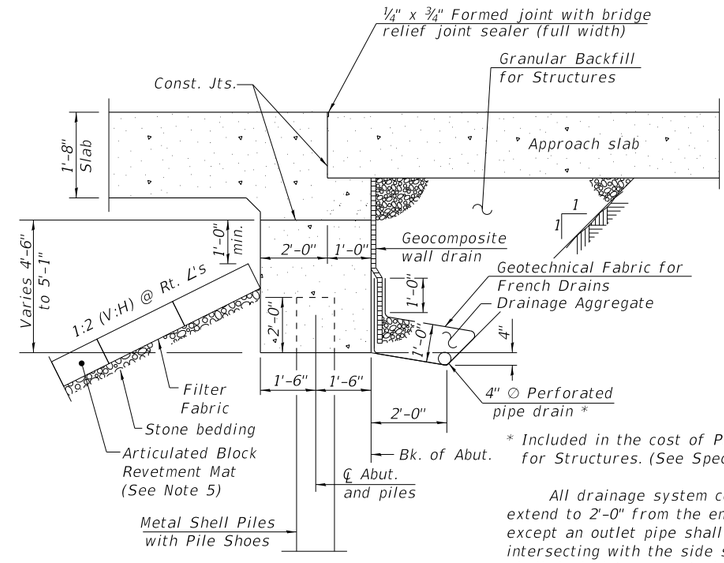
SECTION B-B

** Included with the cost of Articulated Block Revetment Mat and installed according to manufacturer's specifications

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Filter Fabric	Sq Yd		2,762	2,762
Articulated Block Revetment Mat	Sq Yd		2,762	2,762
Removal of Existing Structures	Each		1	1
Concrete Removal	Cu Yd		10.0	10.0
Structure Excavation	Cu Yd		348	348
Cofferdam Excavation	Cu Yd		778	778
Cofferdam (Type 2) (Location - 1)	Each		1	1
Cofferdam (Type 2) (Location - 2)	Each		1	1
Cofferdam (Type 2) (Location - 3)	Each		1	1
Concrete Structures	Cu Yd		253.1	253.1
Concrete Superstructure	Cu Yd	828.2		828.2
Bridge Deck Grooving	Sq Yd	691		691
Protective Coat	Sq Yd	820		820
Concrete Superstructure (Approach Slab)	Cu Yd	95.8		95.8
Reinforcement Bars, Epoxy Coated	Pound	240,990	28,760	269,750
Furnishing Metal Shell Piles 14" x 0.312"	Foot		1,980	1,980
Driving Piles	Foot		1,980	1,980
Test Pile Metal Shells	Each		5	5
Pile Shoes	Each		38	38
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq Yd		43	43
Granular Backfill For Structures	Cu Yd		83	83
Pipe Underdrains For Structures 4"	Foot		97	97
Steel Railing (Special)	Foot	430		430



SECTION THRU ABUTMENT

(Horiz. dim. @ Rt. ℄s)

* Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

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

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PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 056-9104
SHEET S-2 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	42
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

NORTH FACE OF CURB

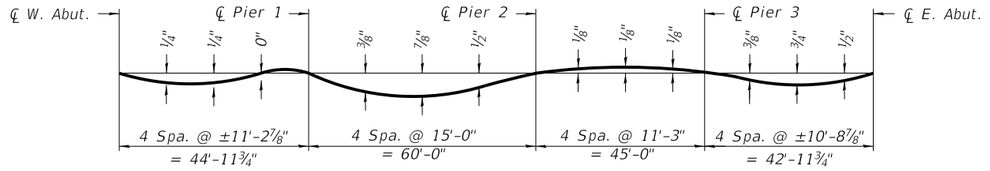
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W Abut.	19+08.59	-16.00	862.34	862.34
℄ W. Abut.	19+10.61	-16.00	862.32	862.32
A	19+20.61	-16.00	862.22	862.24
B	19+30.61	-16.00	862.12	862.15
C	19+40.61	-16.00	862.02	862.03
℄ Brg. Pier #1	19+55.59	-16.00	861.87	861.87
D	19+65.59	-16.00	861.77	861.79
E	19+75.59	-16.00	861.67	861.73
F	19+85.59	-16.00	861.56	861.63
G	19+95.59	-16.00	861.45	861.47
H	20+05.59	-16.00	861.34	861.34
℄ Brg. Pier #2	20+15.59	-16.0.0	861.22	861.22
I	20+25.59	-16.00	861.10	861.10
J	20+35.59	-16.00	860.98	860.98
K	20+45.59	-16.00	860.86	860.85
℄ Brg. Pier #3	20+60.59	-16.00	860.67	860.67
L	20+70.59	-16.00	860.54	860.56
M	20+80.59	-16.00	860.41	860.46
N	20+90.59	-16.00	860.27	860.33
℄ E. Abut.	21+04.57	-16.00	860.07	860.07
Back E. Abut.	21+05.59	-16.00	860.06	860.06

℄ OF ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W Abut.	19+23.00	0.00	862.52	862.52
℄ W. Abut.	19+25.02	0.00	862.50	862.50
A	19+35.02	0.00	862.40	862.42
B	19+45.02	0.00	862.30	862.33
C	19+55.02	0.00	862.20	862.21
℄ Brg. Pier #1	19+70.00	0.00	862.05	862.05
D	19+80.00	0.00	861.94	861.96
E	19+90.00	0.00	861.83	861.90
F	20+00.00	0.00	861.72	861.79
G	20+10.00	0.00	861.61	861.63
H	20+20.00	0.00	861.49	861.50
℄ Brg. Pier #2	20+30.00	0.00	861.38	861.38
I	20+40.00	0.00	861.25	861.25
J	20+50.00	0.00	861.13	861.12
K	20+60.00	0.00	861.00	860.99
℄ Brg. Pier #3	20+75.00	0.00	860.80	860.80
L	20+85.00	0.00	860.67	860.69
M	20+95.00	0.00	860.53	860.58
N	21+05.00	0.00	860.39	860.45
℄ E. Abut.	21+18.98	0.00	860.19	860.19
Back E. Abut.	21+20.00	0.00	860.17	860.17

SOUTH FACE OF CURB

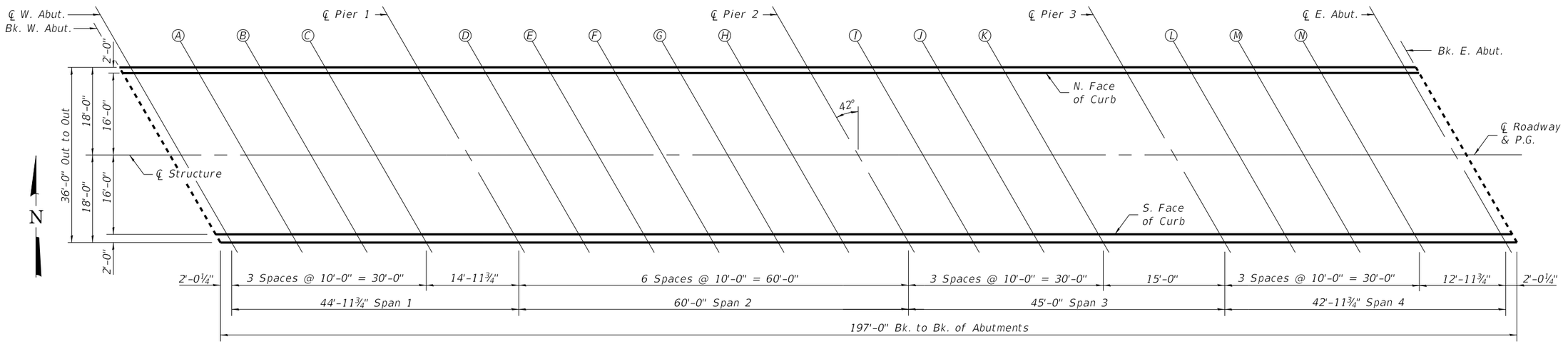
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W Abut.	19+37.41	16.00	862.05	862.05
℄ W. Abut.	19+39.43	16.00	862.03	862.03
A	19+49.43	16.00	862.93	862.96
B	19+59.43	16.00	862.83	862.86
C	19+69.43	16.00	862.73	862.74
℄ Brg. Pier #1	19+84.41	16.00	861.57	861.57
D	19+94.41	16.00	861.46	861.48
E	20+04.41	16.00	861.35	861.41
F	20+14.41	16.00	861.24	861.30
G	20+24.41	16.00	861.12	861.14
H	20+34.41	16.00	861.00	861.00
℄ Brg. Pier #2	20+44.41	16.0.0	860.88	860.88
I	20+54.41	16.00	860.75	860.74
J	20+64.41	16.00	860.62	860.61
K	20+74.41	16.00	860.49	860.48
℄ Brg. Pier #3	20+89.41	16.00	860.28	860.28
L	20+99.41	16.00	860.15	860.17
M	21+09.41	16.00	860.00	860.05
N	21+19.41	16.00	859.86	859.92
℄ E. Abut.	21+33.39	16.00	859.65	859.65
Back E. Abut.	21+34.41	16.00	859.64	859.64



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

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



PLAN

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PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 056-9104
SHEET S-3 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	43
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

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NORTH FACE OF CURB WEST APPROACH

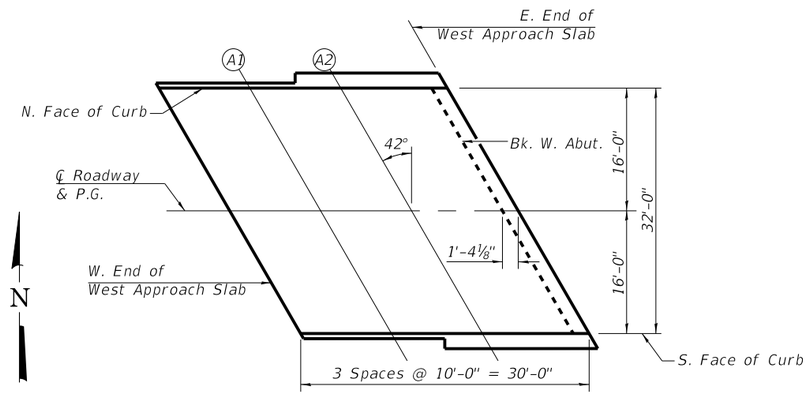
Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	18+79.94	-16.00	862.63
A1	18+89.94	-16.00	862.53
A2	18+99.94	-16.00	862.43
E. End of W. Appr. Slab	19+09.94	-16.00	862.33

℄ OF ROADWAY & P.G. - WEST APPROACH

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	18+94.35	0.00	862.81
A1	19+04.35	0.00	862.71
A2	19+14.35	0.00	862.61
E. End of W. Appr. Slab	19+24.35	0.00	862.51

SOUTH FACE OF CURB WEST APPROACH

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	19+08.75	16.00	862.34
A1	19+18.75	16.00	862.24
A2	19+28.75	16.00	862.14
E. End of W. Appr. Slab	19+38.75	16.00	862.04



PLAN

West Approach

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST SLAB APPROACH SLAB ELEVATIONS
STRUCTURE NO. 056-9104

SHEET S-4 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	44
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

NORTH FACE OF CURB EAST APPROACH

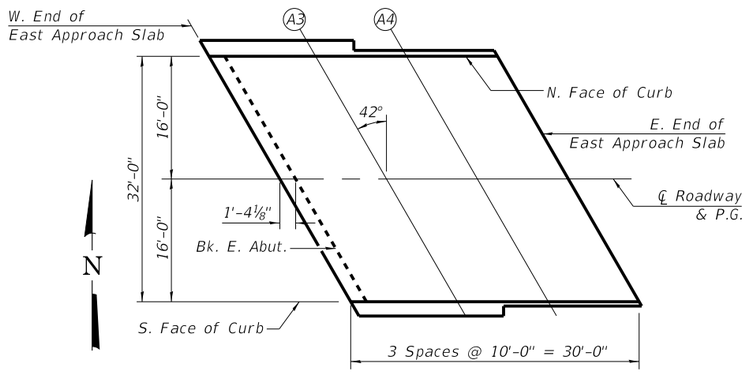
Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	21+04.25	-16.00	860.08
A3	21+14.25	-16.00	859.93
A4	21+24.25	-16.00	859.79
E. End of E. Appr. Slab	21+34.25	-16.00	859.64

℄ OF ROADWAY & P.G. - EAST APPROACH

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	21+18.65	0.00	860.19
A3	21+28.65	0.00	860.04
A4	21+38.65	0.00	859.90
E. End of E. Appr. Slab	21+48.65	0.00	859.75

SOUTH FACE OF CURB EAST APPROACH

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	21+33.09	16.00	859.66
A3	21+43.09	16.00	859.51
A4	21+53.09	16.00	859.36
E. End of E. Appr. Slab	21+63.09	16.00	859.22



PLAN

East Approach

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATION
STRUCTURE NO. 056-9104

SHEET S-5 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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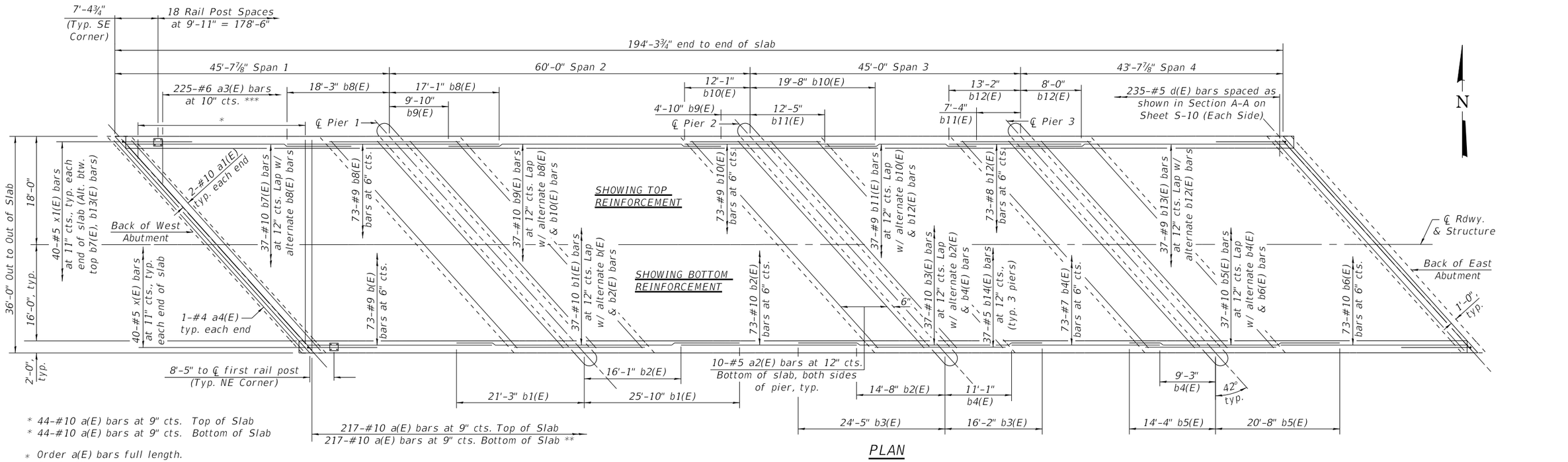
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



PLAN

* 44-#10 a(E) bars at 9" cts. Top of Slab
* 44-#10 a(E) bars at 9" cts. Bottom of Slab

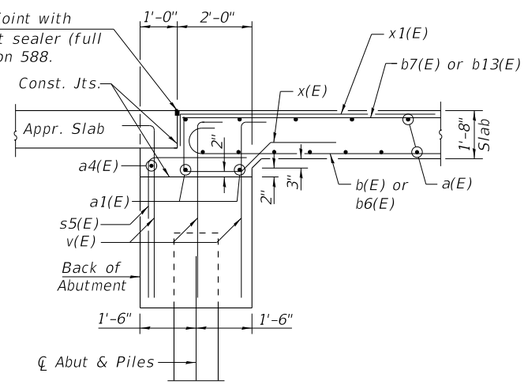
* Order a(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

** Maintain position of lower a(E) bars full length of bridge (see Longitudinal Section Near Pier)

*** 8-#6 a3(E) bars at each rail post as shown in Section A-A on Sheet S-10 (Each Side)

MINIMUM BAR LAP

#7 bar (bottom) = 5'-1"
#8 bar (top) = 5'-10"
#9 bar (top) = 7'-3"
#9 bar (bottom) = 7'-11"
#10 bar (bottom) = 9'-9"

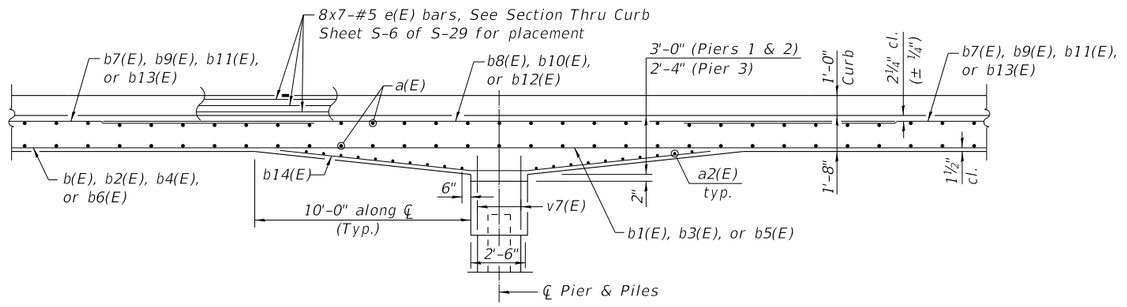


Note:
Pour Bridge slab before pouring approach slab.

SECTION THRU ABUTMENT

Horiz. dim. at right ∠'s

See Railing, Abutment, & Pier details for s5(E), v(E) and v2(E) bars.



LONGITUDINAL SECTION NEAR PIER

Horiz. dim. at right ∠'s
Unless noted otherwise

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PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 056-9104
SHEET S-6 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	46
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	

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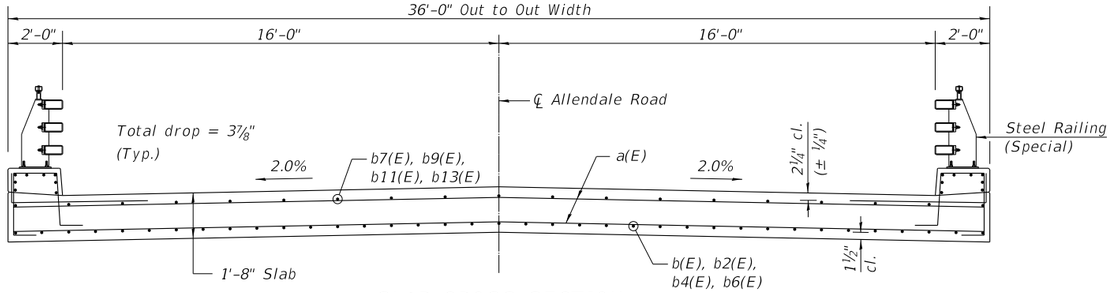
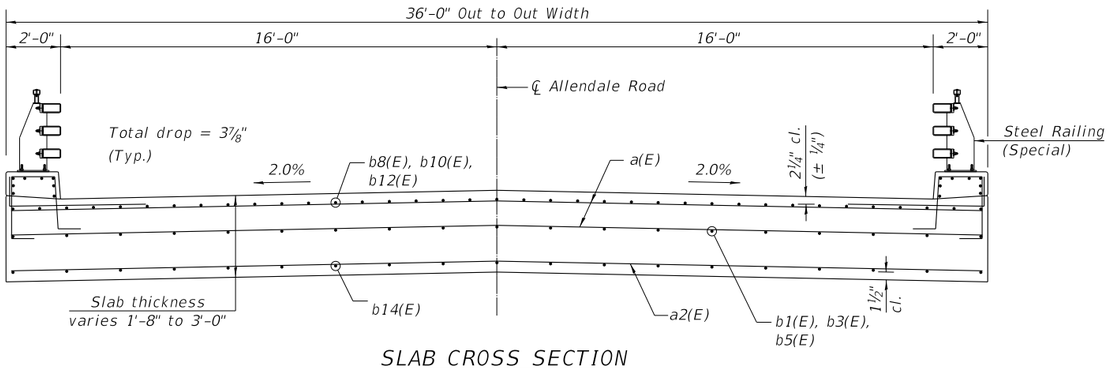


SLAB CROSS SECTION

Near Midspan

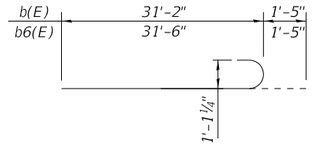


SLAB CROSS SECTION

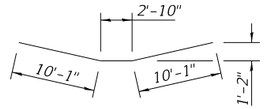
Near Pier

NOTES

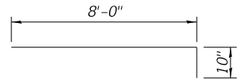
Shop drawings, calculations, installation and subsequent removal of any additional structural supports shall be included with the cost of Concrete Superstructure.



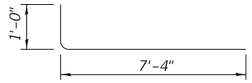
BAR b(E), b6(E)



BAR b14(E)



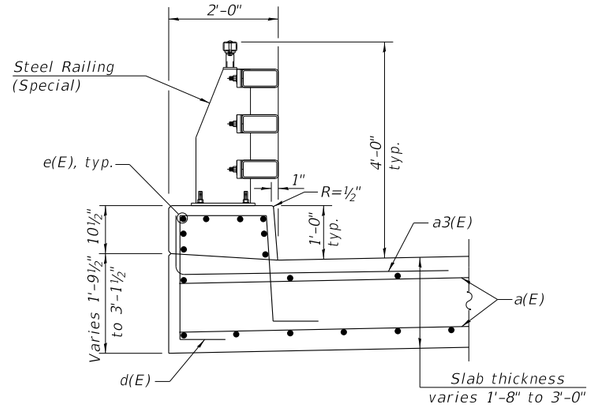
BAR x1(E)



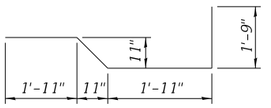
BAR a3(E)

SUPERSTRUCTURE BILL OF MATERIAL

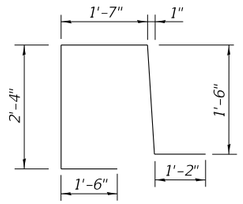
Bar	No.	Size	Length	Shape
a(E)	522	#10	35'-8"	
a1(E)	4	#10	48'-1"	
a2(E)	60	#5	48'-1"	
a3(E)	754	#6	8'-4"	
a4(E)	2	#4	48'-1"	
b(E)	73	#9	32'-7"	
b1(E)	37	#10	47'-1"	
b2(E)	73	#10	29'-3"	
b3(E)	37	#10	40'-7"	
b4(E)	73	#7	24'-8"	
b5(E)	37	#10	35'-0"	
b6(E)	73	#10	32'-11"	
b7(E)	37	#10	37'-7"	
b8(E)	73	#9	35'-4"	
b9(E)	37	#10	45'-4"	
b10(E)	73	#9	31'-9"	
b11(E)	37	#10	25'-3"	
b12(E)	73	#8	21'-2"	
b13(E)	37	#10	45'-5"	
b14(E)	111	#5	23'-0"	
d(E)	470	#5	8'-1"	
e(E)	112	#5	30'-9"	
x(E)	80	#5	6'-11"	
x1(E)	80	#5	8'-10"	
Reinforcement Bars, Epoxy Coated		Pound	201,040	
Concrete Superstructure		Cu Yd	820.1	



SECTION THRU CURB



BAR x(E)



BAR d(E)

USER NAME = mvandervelden	DESIGNED - SMA	REVISED -	
	DRAWN - SMA	REVISED -	
PLOT SCALE = 8.3333 ' / in.	CHECKED - BLB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 056-9104
SHEET S-7 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	47
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	

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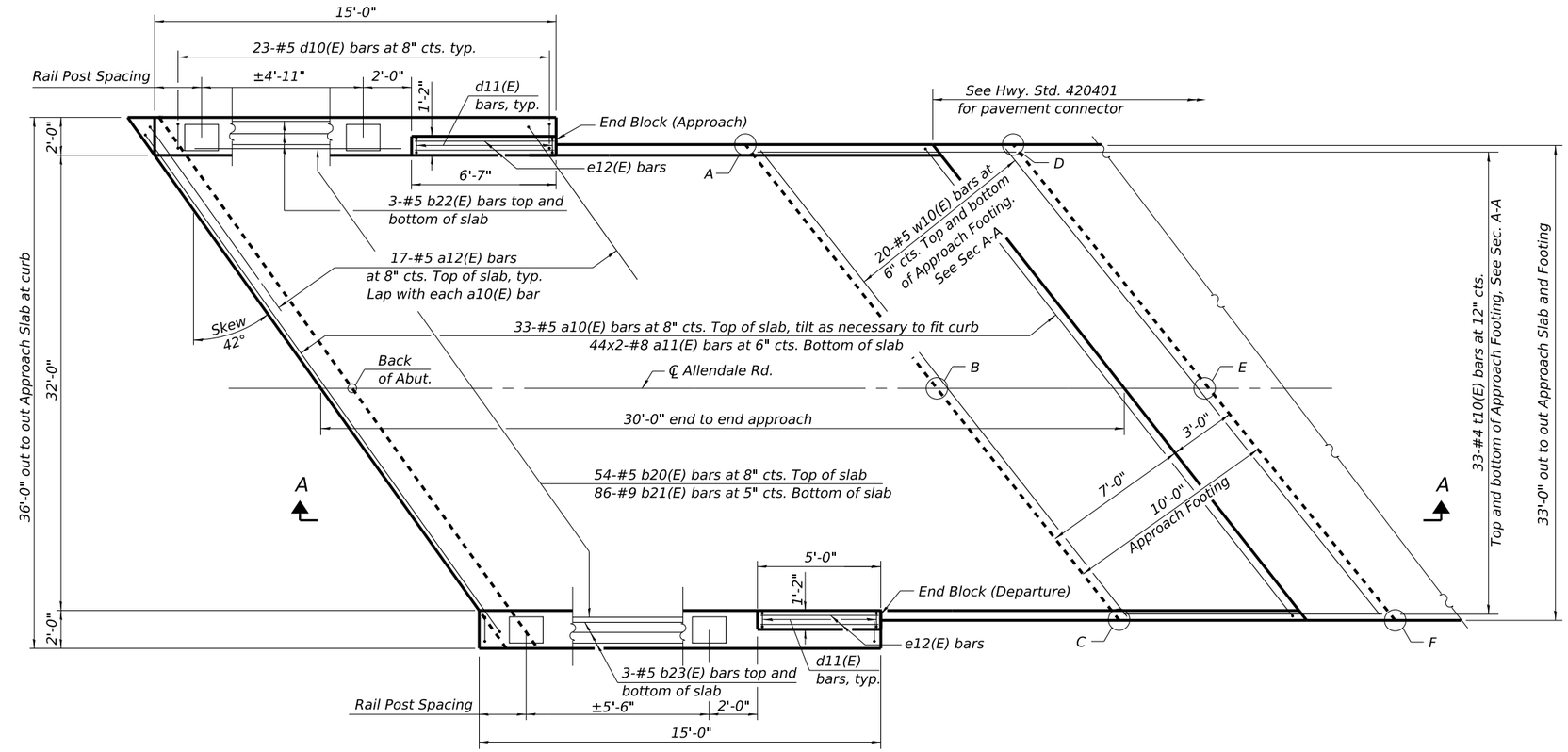
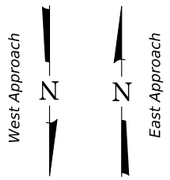


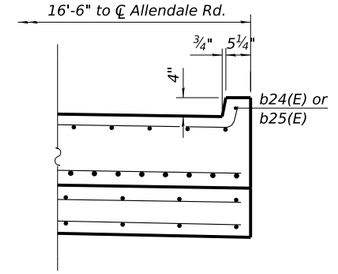
PLAN

(East approach slab shown; West approach slab similar by 180° rotation)

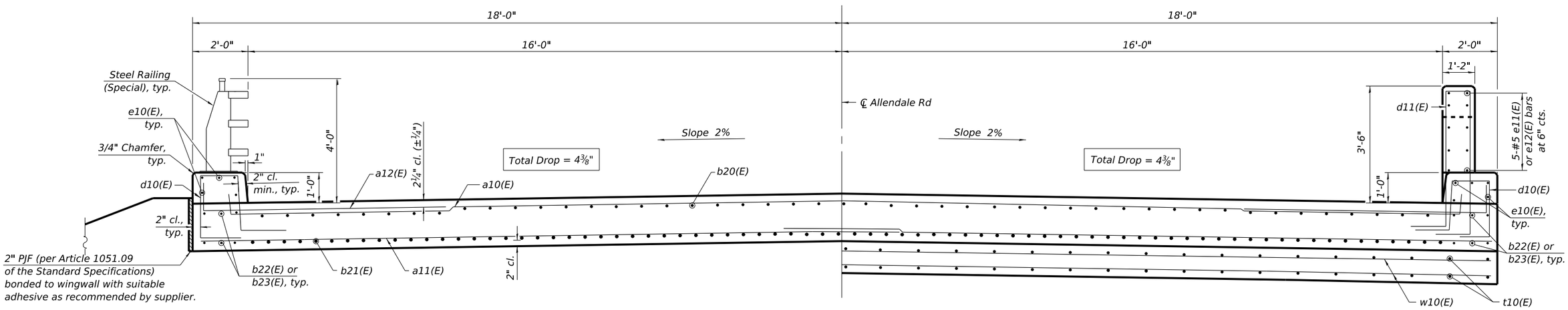


TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

West Approach			East Approach		
Point	Top	Bottom	Point	Top	Bottom
A	860.98	861.14	A	858.53	857.69
B	861.46	860.62	B	858.64	857.80
C	861.28	860.44	C	858.09	857.25
D	861.12	860.28	D	858.33	857.49
E	861.60	860.76	E	858.44	857.60
F	861.42	860.58	F	857.90	857.06



AT APPROACH FOOTING



NEAR ABUTMENT

CROSS SECTION

(Looking East)

AT APPROACH FOOTING

(Showing end block See above for cub section)

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	DRAWN - BAB	REVISED -	
PLOT SCALE = 0.0833 ' / in.	CHECKED - BLB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 056–9104
SHEET S-8 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	48
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

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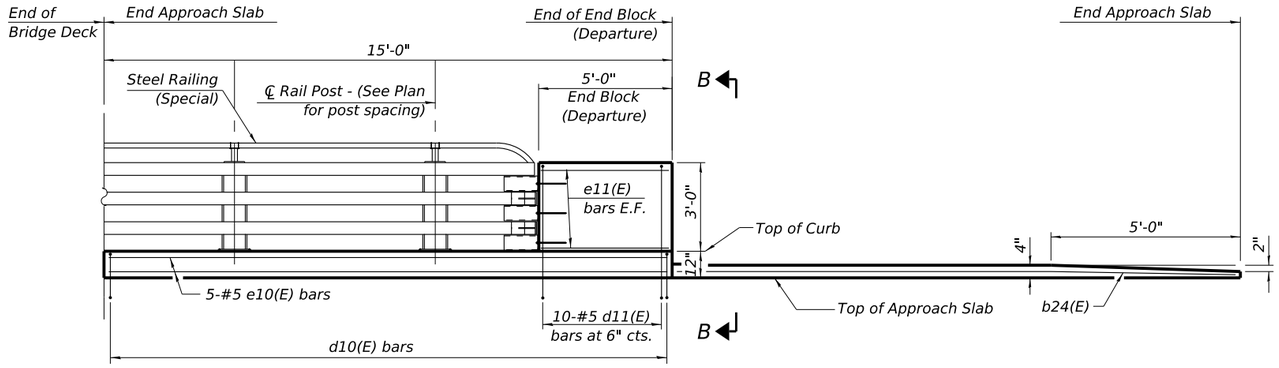
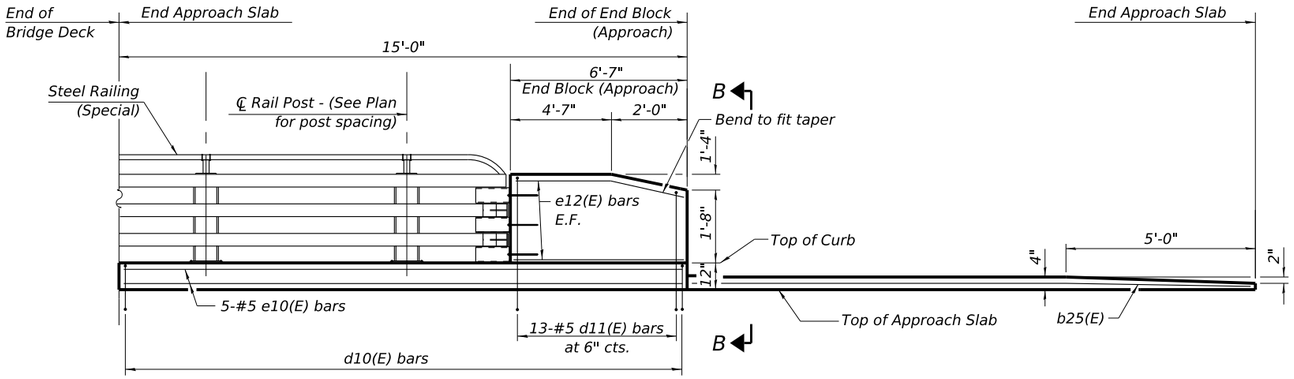
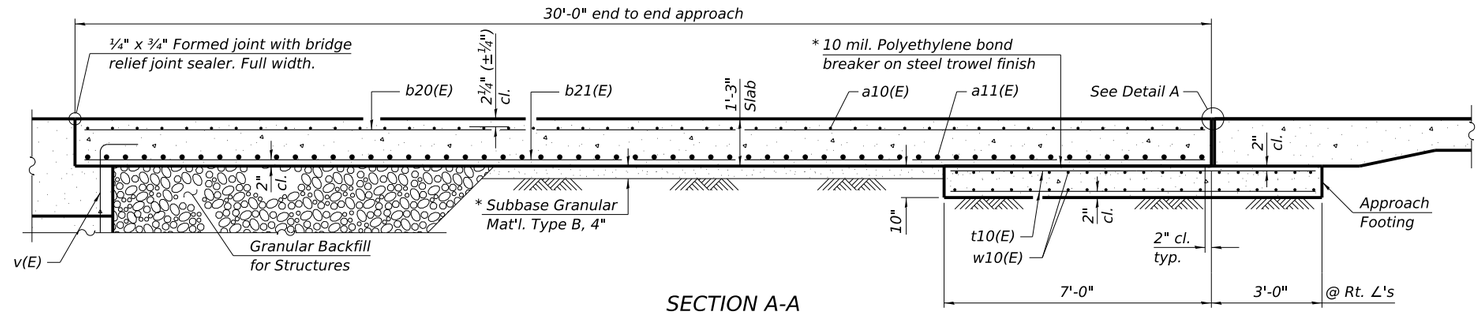


OUTSIDE ELEVATION OF DEPARTURE END BLOCK AND CURB

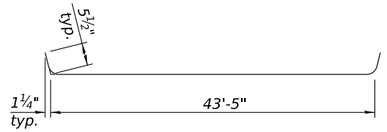


INSIDE ELEVATION OF APPROACH END BLOCK AND CURB

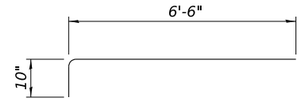


SECTION A-A

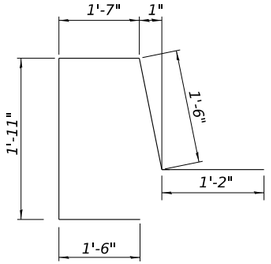
* Cost included with Concrete Superstructure (Approach Slab)



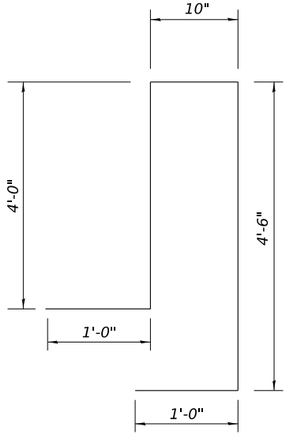
BAR a10(E)



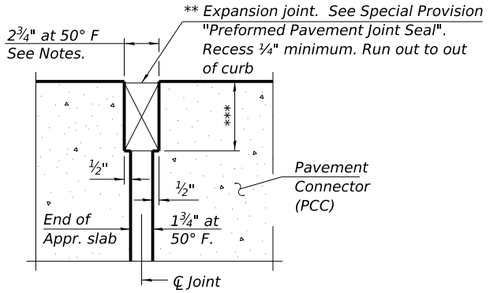
BAR a12(E)



BAR d10(E)



BAR d11(E)



DETAIL A

(at Rt. ∠'s)

** Cost included with Concrete Superstructure (Approach Slab).

*** Per manufacturer recommendations

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	66	#5	44'-4"	
a11(E)	176	#8	27'-11"	
a12(E)	68	#5	7'-4"	
b20(E)	108	#5	29'-8"	
b21(E)	172	#9	29'-8"	
b22(E)	12	#5	14'-8"	
b23(E)	12	#5	12'-10"	
b24(E)	2	#4	16'-6"	
b25(E)	2	#4	12'-11"	
d10(E)	92	#5	7'-7"	
d11(E)	92	#5	11'-4"	
e10(E)	20	#4	14'-8"	
e11(E)	20	#4	4'-8"	
e12(E)	20	#4	6'-3"	
t10(E)	132	#4	11'-5"	
w10(E)	80	#5	43'-11"	
Concrete Superstructure		Cu. Yd.	8.1	
Concrete Superstructure (Approach Slab)		Cu. Yd.	95.8	
Concrete Structures		Cu. Yd.	27.5	
Reinforcement Bars, Epoxy Coated		Pound	44,620	

MINIMUM BAR LAP

#8 bar = 4'-9"

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

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

Approach footing concrete shall be paid for as Concrete Structures.

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

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet S-2 of S-29.

See Sht. S-10 to S-13 of S-29 for Steel Railing Details.

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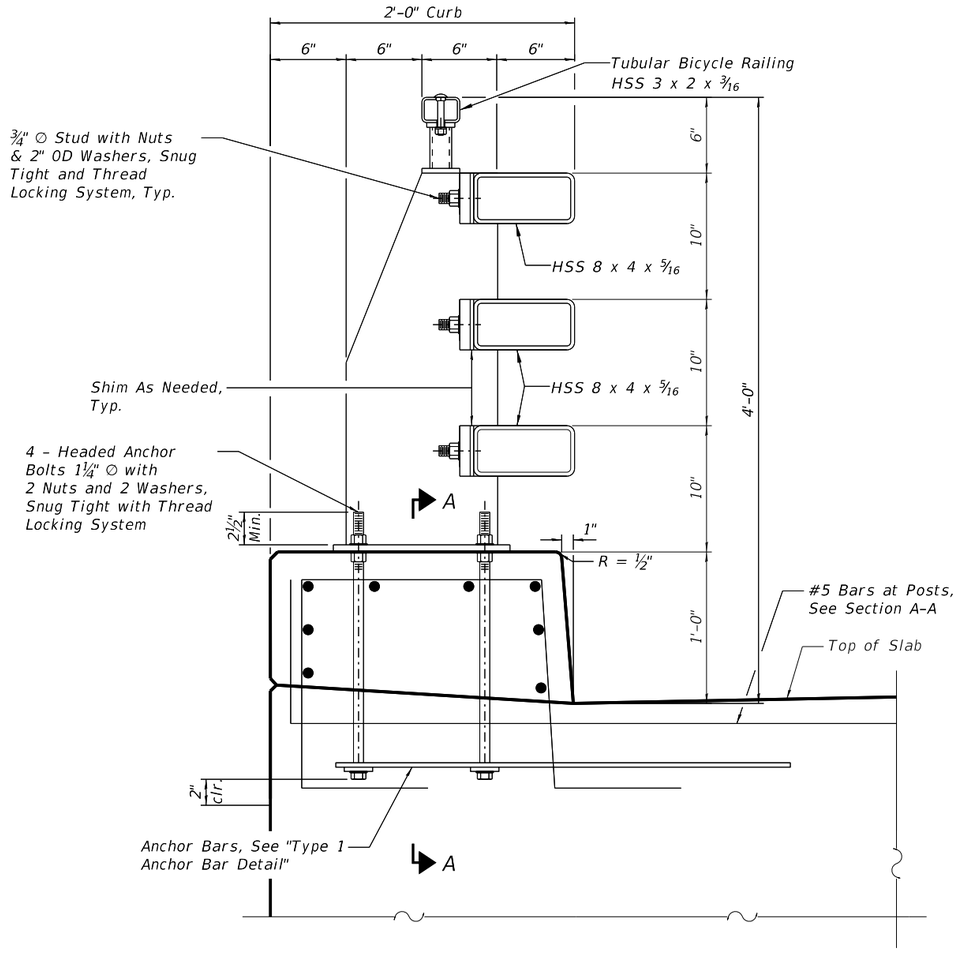
PLOT SCALE = 0.0833 ' / in.	CHECKED - BLB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

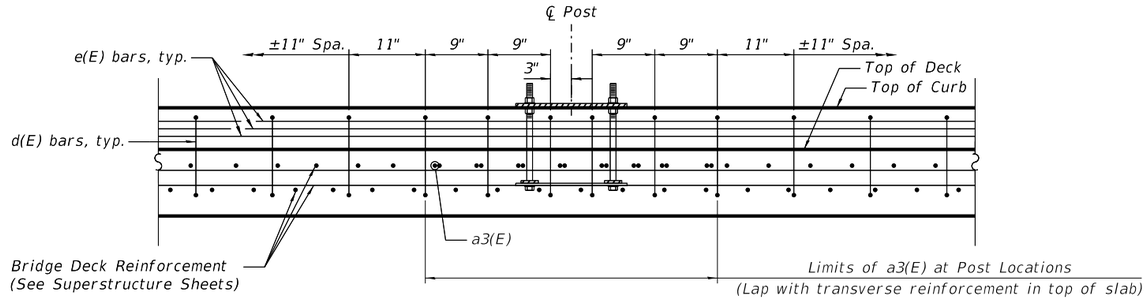
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 056–9104

SHEET S-9 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	49
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

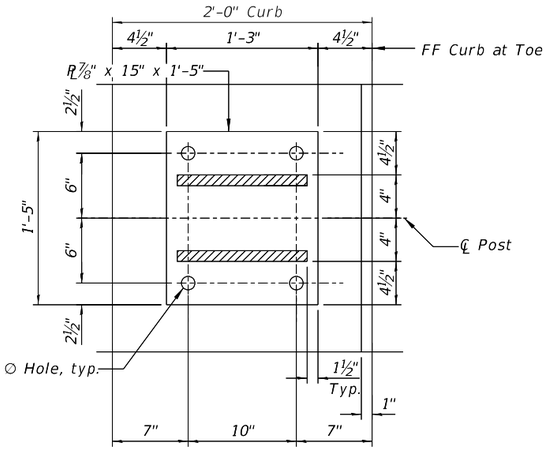


SECTION B-B – ASSEMBLY DETAIL

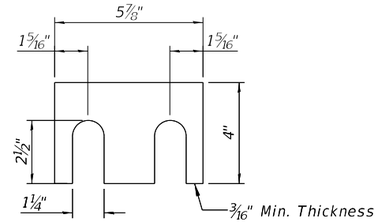


SECTION A-A

Note: Post not shown for clarity.

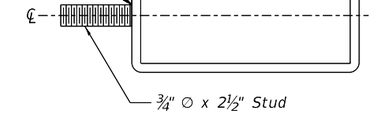


BASE PLATE



SHIM DETAILS

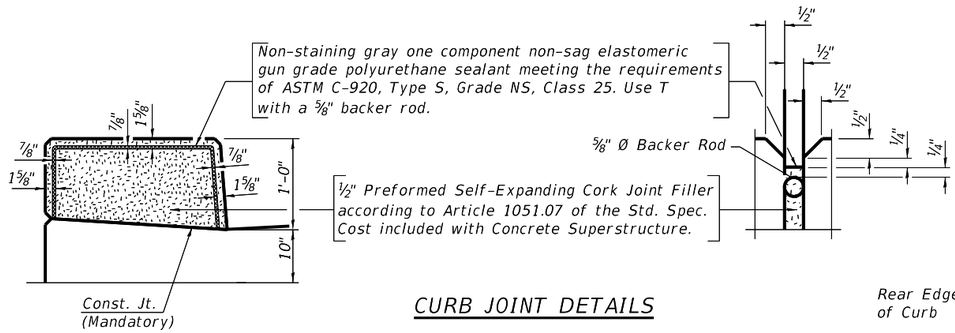
Note: Shims as needed between posts and HSS Rail Tubes



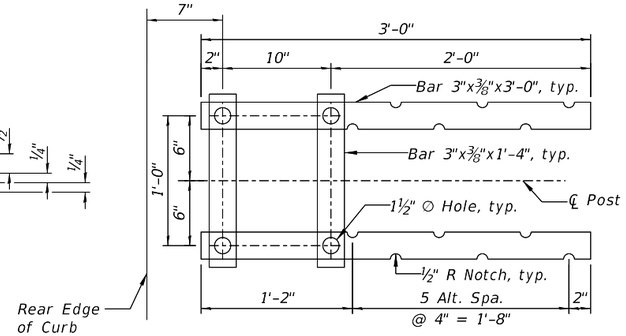
RAIL SECTION AT POST

GENERAL NOTES

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



CURB JOINT DETAILS



TYPE 1 ANCHOR BAR DETAIL

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	DRAWN - PD	REVISED -	
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PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL RAILING DETAILS I
STRUCTURE NO. 056-9104
SHEET S-10 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	50
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

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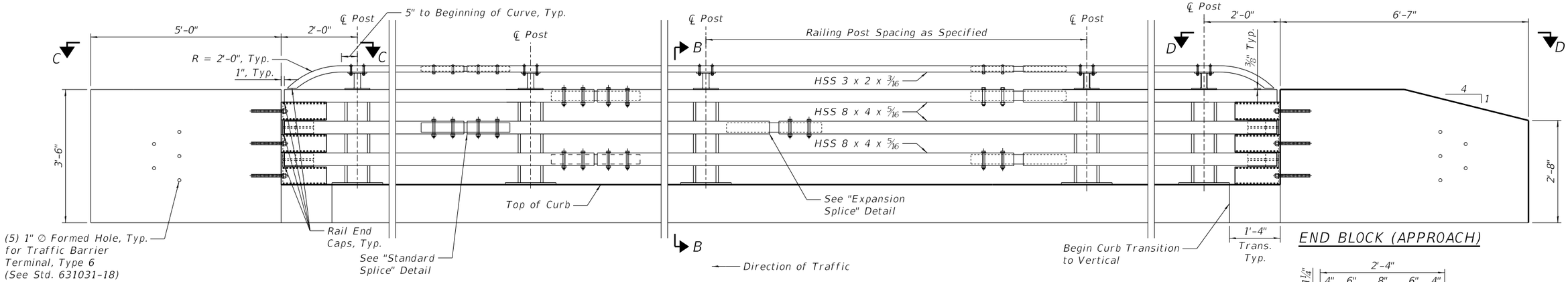
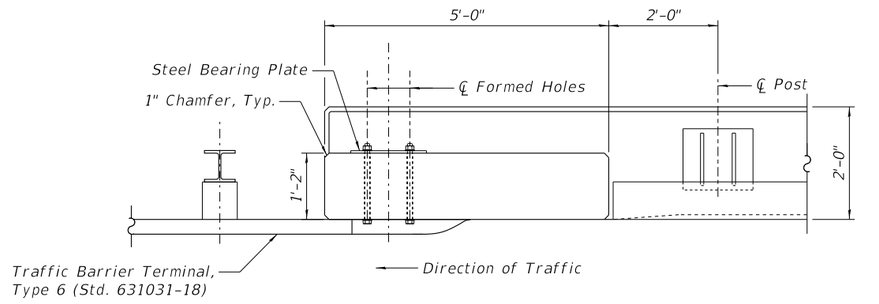


END BLOCK (DEPARTURE)

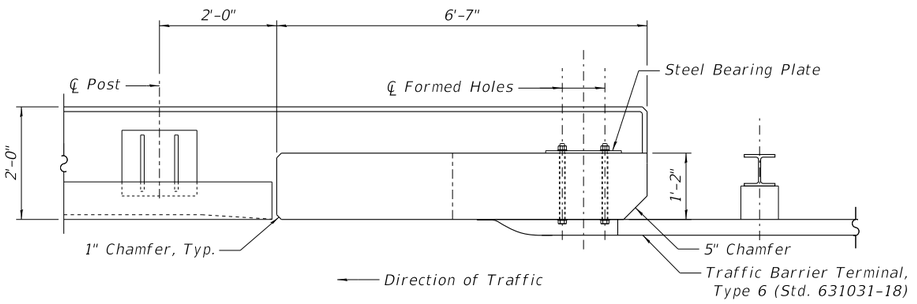
TYPICAL ELEVATION

(See Sheet S-19 of S-29 for Section B-B)

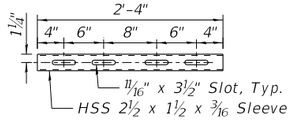
END BLOCK (APPROACH)



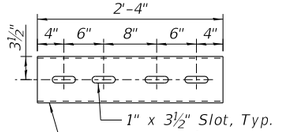
SECTION C-C - END BLOCK (DEPARTURE)



SECTION D-D - END BLOCK (APPROACH)

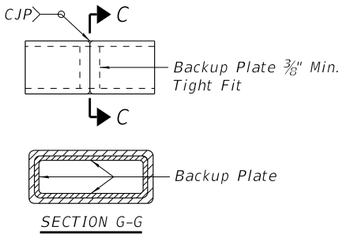


HSS 3 x 2 x 3/16 Rail

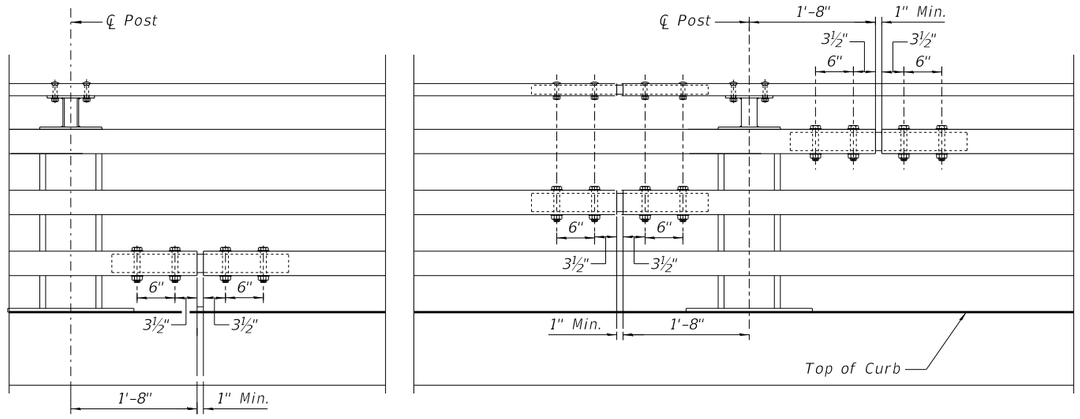


HSS 8 x 4 x 5/16 Rail

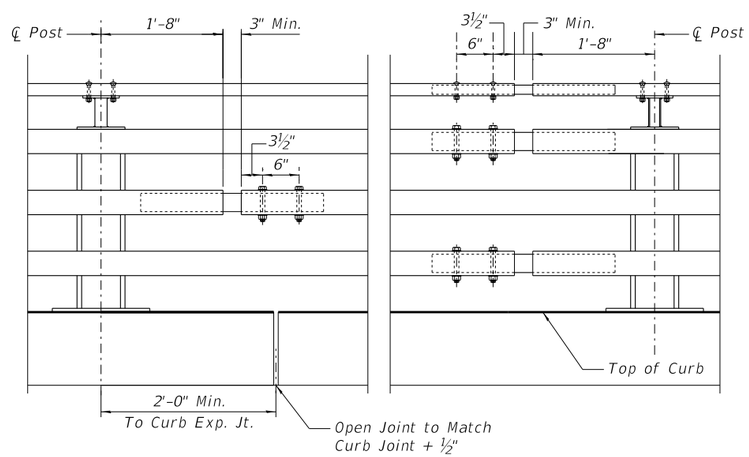
STANDARD SLEEVE DETAILS



TYPICAL PLAN DETAILS

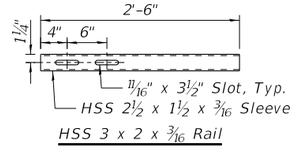


STANDARD SPLICE

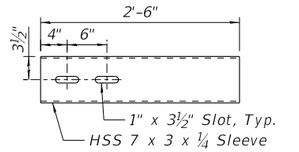


EXPANSION SPLICE

ALTERNATE TUBE WELDED STANDARD SPLICE



HSS 3 x 2 x 3/16 Rail



HSS 8 x 4 x 5/16 Rail

EXPANSION SLEEVE DETAILS

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	DRAWN - PD	REVISED -	
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PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL RAILING DETAILS II
STRUCTURE NO. 056-9104
SHEET S-11 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	51
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	

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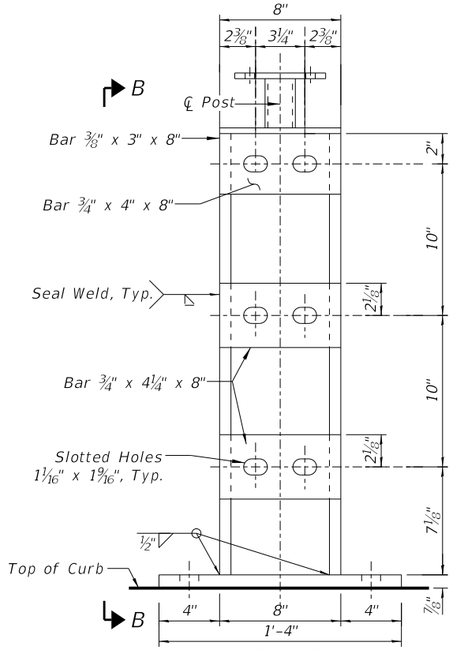
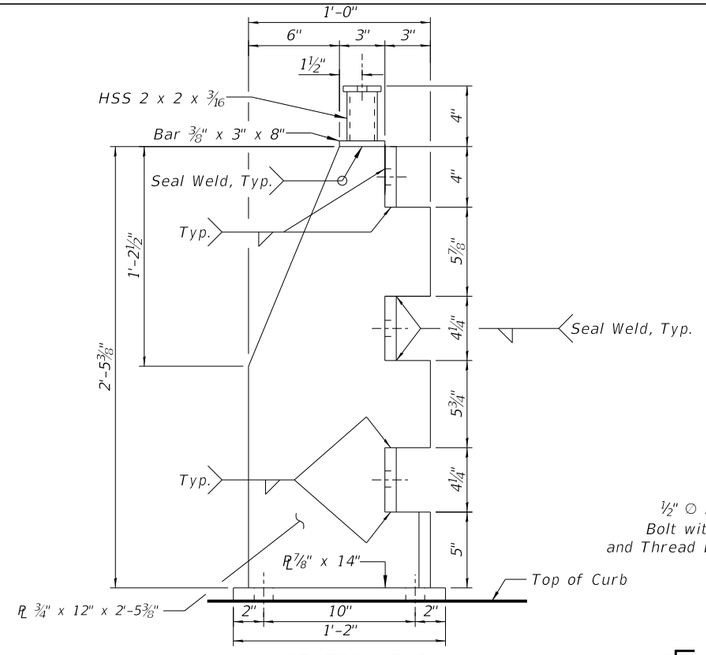


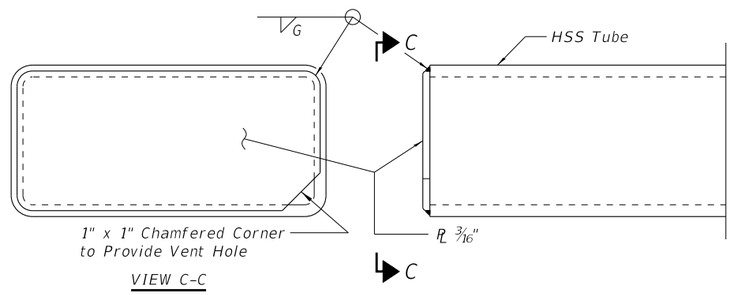
POST DETAIL

FRONT VIEW



SECTION B-B

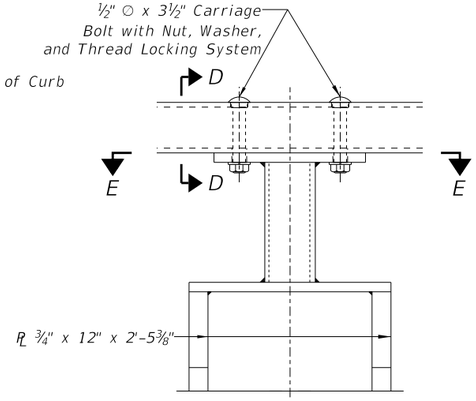
SIDE VIEW



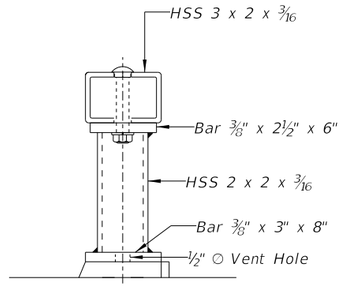
VIEW C-C

RAIL END CAP

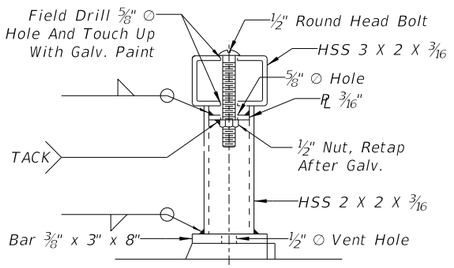
Note: For vehicular rail tube and bicycle railing tubes.



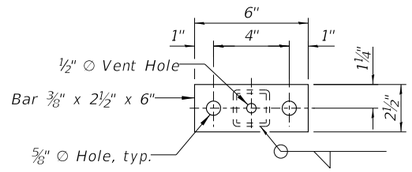
ELEVATION



SECTION D-D



SECTION D-D ALTERNATIVE



SECTION E-E

MODEL: Railing3
FILE NAME: \\corp.baxwood.com\project\Azure\MCCDH\190663-Allendale Bridge\CAD\Sheets_Phase 2\Structural\190663_PH2_SHT-STR_SteelRailing.dgn
8/26/2025 1:56:53 PM

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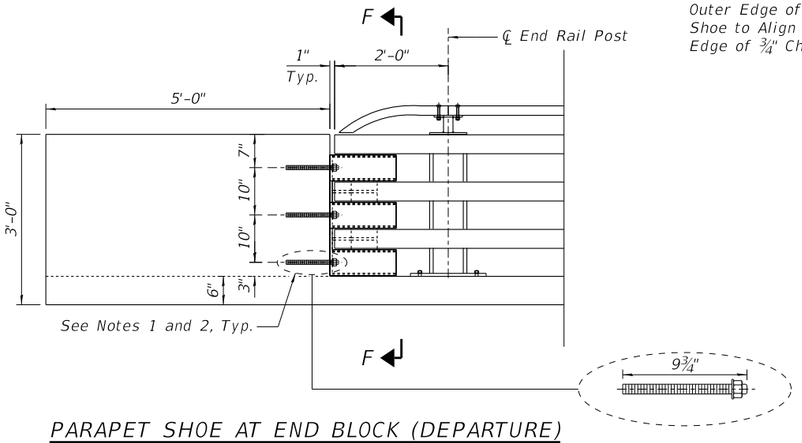
	DRAWN - PD	REVISED -	
PLOT SCALE = 0:1.0000 ':' / in.	CHECKED - BLB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

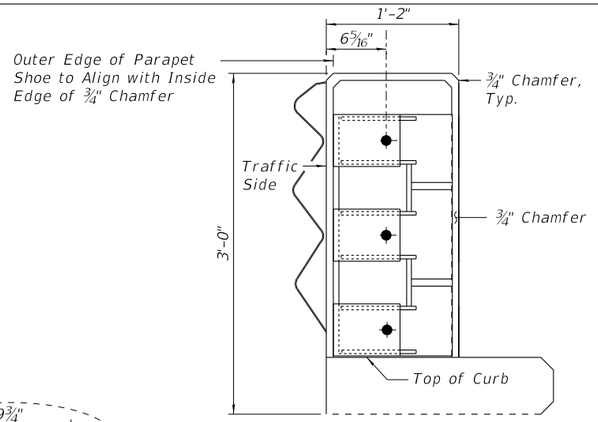
STEEL RAILING DETAILS III
STRUCTURE NO. 056-9104
SHEET S-12 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	52
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



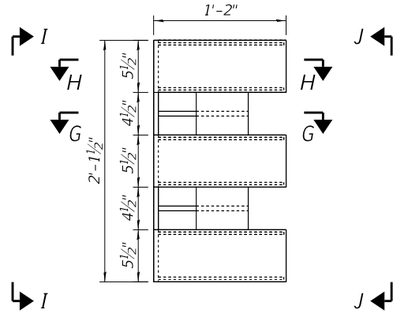
PARAPET SHOE AT END BLOCK (DEPARTURE)

Note: Parapet shoe connection to approach end block is similar.

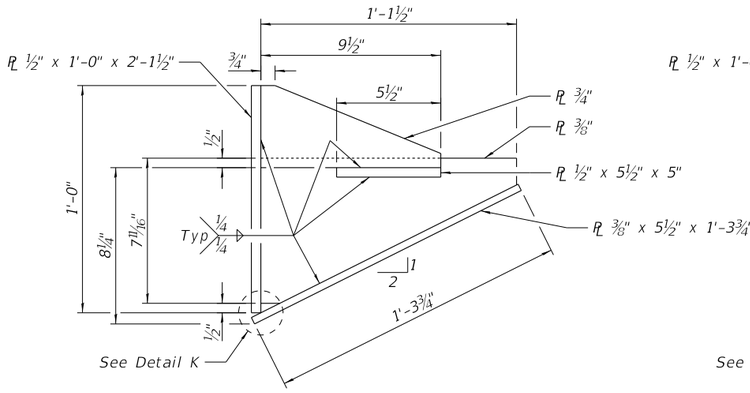


SECTION F-F

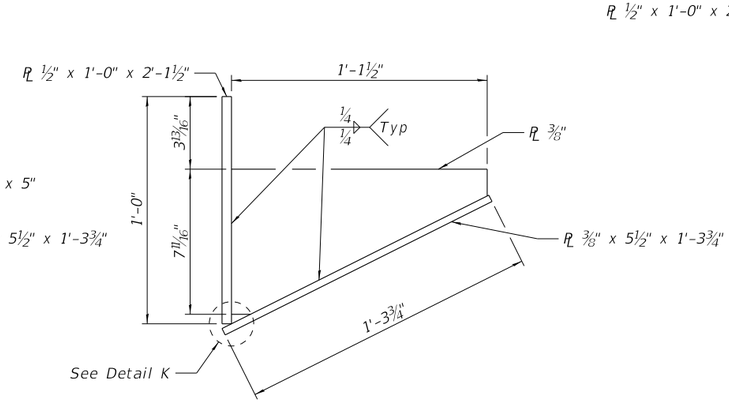
Note: Bridge railing not shown for clarity.



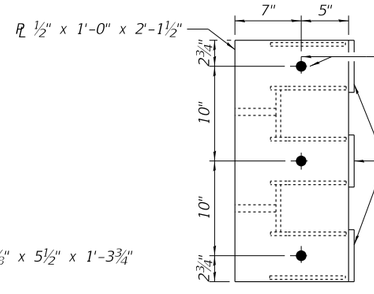
PARAPET SHOE ELEVATION



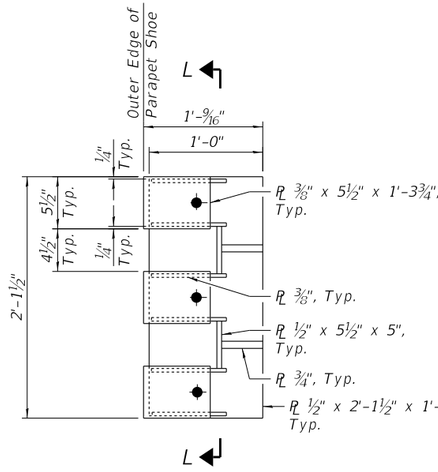
SECTION G-G



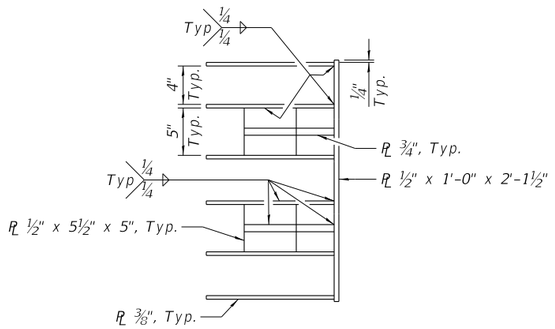
SECTION H-H



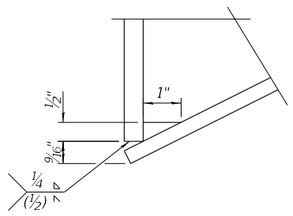
VIEW I-I



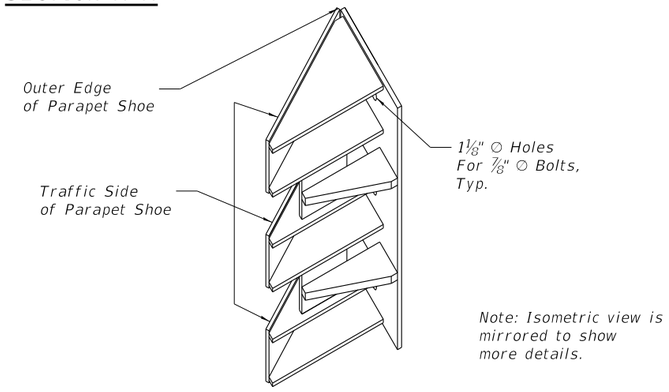
VIEW J-J



SECTION L-L



DETAIL K



Note: Isometric view is mirrored to show more details.

ISOMETRIC VIEW

NOTES:

1. Anchor bolts shall be ⅞" Dia. and ASTM F1554 Grade 105 fully threaded rods with heavy hex nut and one hardened washer (1¾" OD) each. Embed threaded rods 8" into concrete anchor block.
2. Anchor bolts shall be drilled and grouted into the anchor block in accordance with Section 584 of the Standard Specifications. Cost of anchor rods is included with the cost of Steel Railing (Special).

BILL OF MATERIAL

Item	Unit	Total
Steel Railing (Special)	Foot	430

MODEL: Railing4
FILE NAME: \\corp.baxwood.com\project\Azure\MCCDH\190663-Allendale Bridge\CADSheets_Phase 2\Structural\190663_PH2_SHT-STR_SteelRailing.dgn

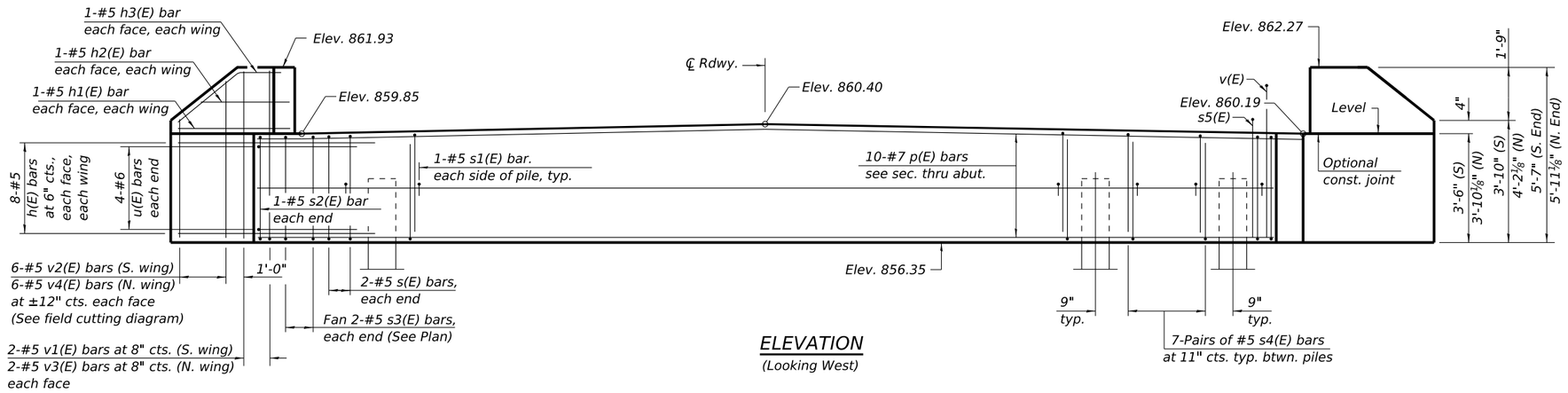
8/26/2025 1:56:54 PM

USER NAME = mvandervelden	DESIGNED - DK	REVISED -	
	DRAWN - PD	REVISED -	
PLOT SCALE = 0:1.0000 ':' / in.	CHECKED - BLB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

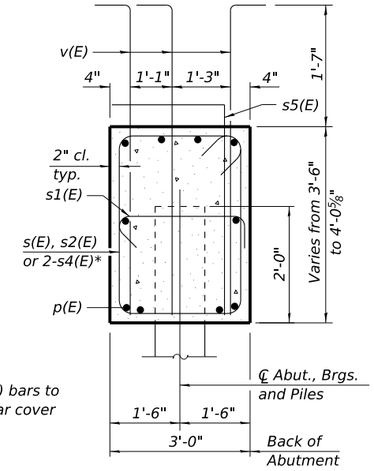
STEEL RAILING DETAILS IV
STRUCTURE NO. 056-9104
SHEET S-13 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	53
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



ELEVATION

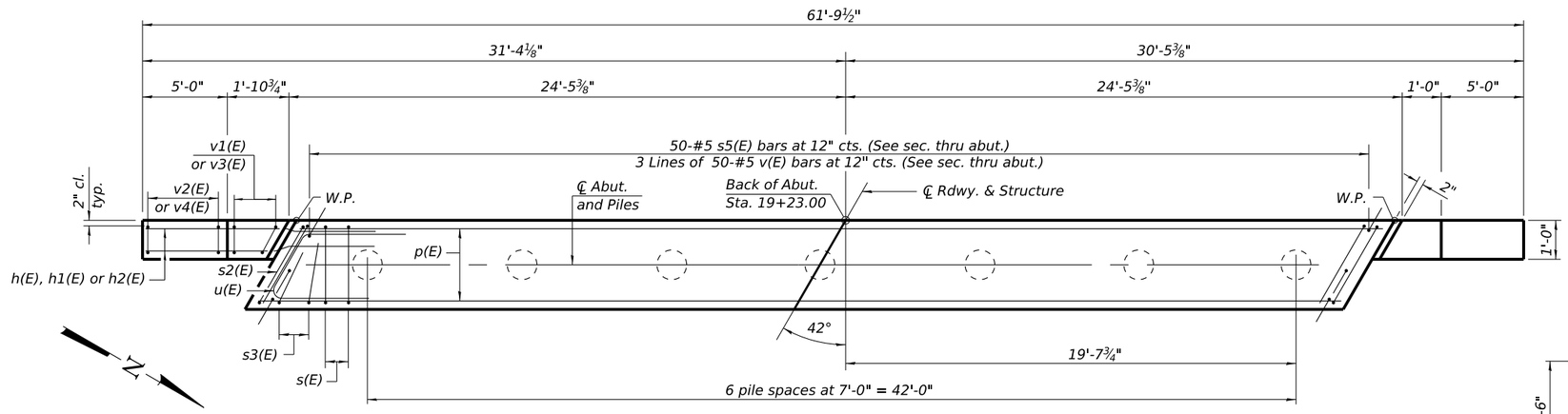
(Looking West)



* Vary lap of s4(E) bars to maintain 2" clear cover top & bottom

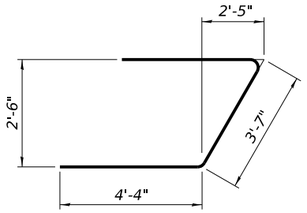
SEC. THRU ABUT.

Dimensions at right angles to abutment.



PLAN

BAR s1(E)



BAR u(E)

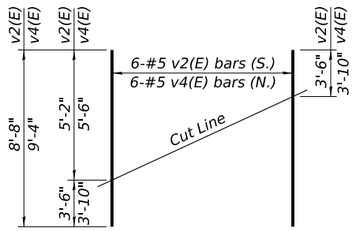
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#5	10'-6"	
h1(E)	4	#5	4'-3"	
h2(E)	4	#5	6'-6"	
h3(E)	4	#5	6'-8"	
p(E)	10	#7	48'-0"	
s(E)	4	#5	12'-7"	
s1(E)	14	#5	3'-8"	
s2(E)	2	#5	14'-5"	
s3(E)	4	#5	7'-2"	
s4(E)	84	#5	9'-6"	
s5(E)	50	#4	6'-8"	
u(E)	8	#6	12'-3"	
v(E)	150	#5	5'-9"	
v1(E)	4	#5	5'-3"	
v2(E)	6	#5	8'-8"	
v3(E)	4	#5	5'-7"	
v4(E)	6	#5	9'-4"	
Structure Excavation		Cu. Yd.	180	
Concrete Structures		Cu. Yd.	23.9	
Reinforcement Bars, Epoxy Coated		Pound	3,830	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	360	
Driving Piles		Foot	360	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	7	

For details of piles see sheet S-19 of S-29.

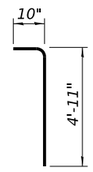
PILE DATA

Type: 14" ∅ Metal Shell w/ 0.312" walls
Nominal Required Bearing: 200 Kips
Factored Resistance Available: 110 Kips
Est. Length: 60'
No. Production Piles: 6
No. Test Piles: 1

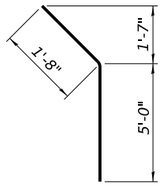


FIELD CUTTING DIAGRAM

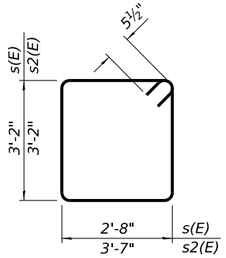
Order v2(E) and v4(E) full length.
Cut as shown and use remainder of bars in opposite face.



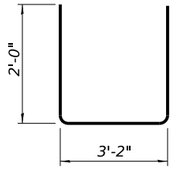
BAR v(E)



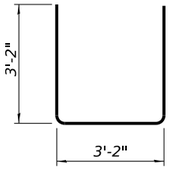
BAR h2(E)



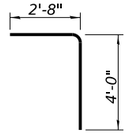
BAR s(E) & s2(E)



BAR s3(E)



BAR s4(E)



BAR s5(E)

USER NAME = mvandervelden	DESIGNED - BLB	REVISED -	
	DRAWN - BLB	REVISED -	
PLOT SCALE = 0.0833 ' / in.	CHECKED - BAB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 056–9104
SHEET S-14 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	54
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

MODEL: WestAbut
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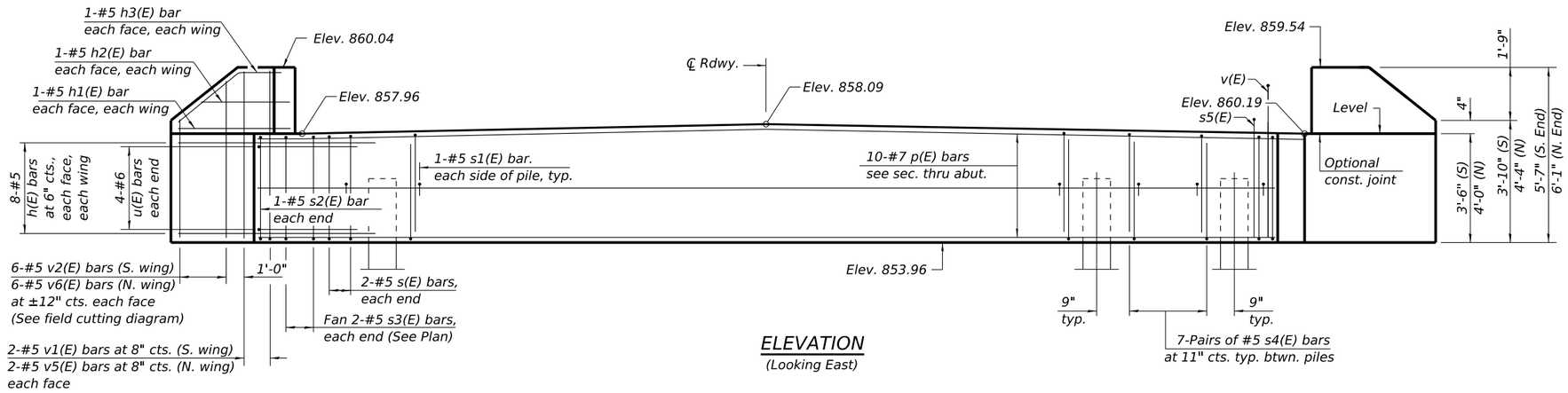
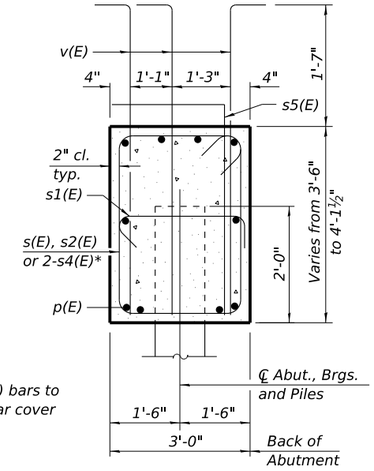


ELEVATION

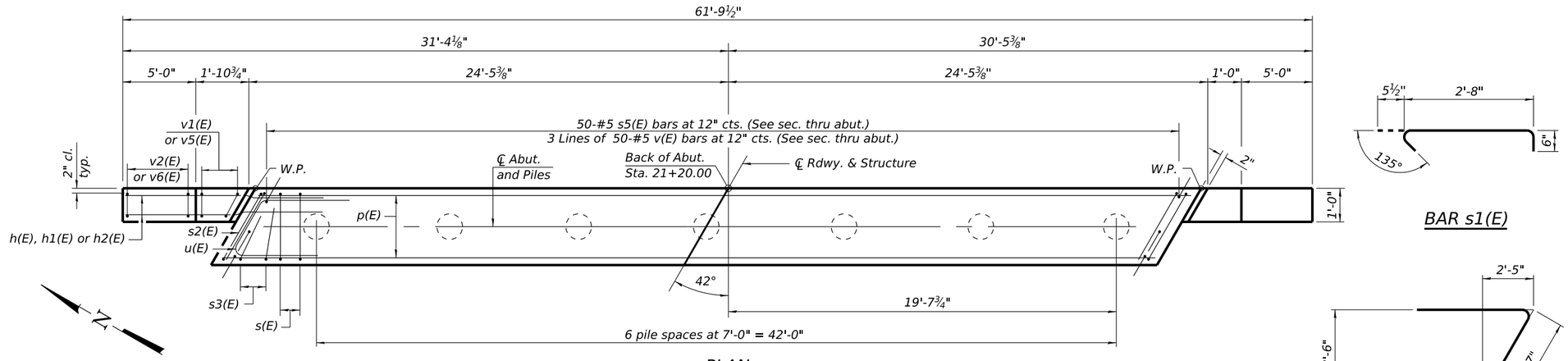
(Looking East)



* Vary lap of s4(E) bars to maintain 2" clear cover top & bottom

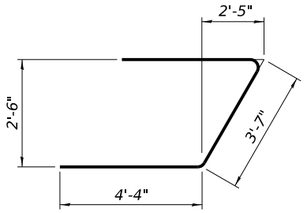
SEC. THRU ABUT.

Dimensions at right angles to abutment.



PLAN

BAR s1(E)



BAR u(E)

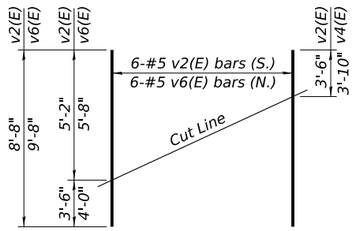
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#5	10'-6"	
h1(E)	4	#5	4'-3"	
h2(E)	4	#5	6'-6"	
h3(E)	4	#5	6'-8"	
p(E)	10	#7	48'-0"	
s(E)	4	#5	12'-7"	
s1(E)	14	#5	3'-8"	
s2(E)	2	#5	14'-5"	
s3(E)	4	#5	7'-2"	
s4(E)	84	#5	9'-6"	
s5(E)	50	#4	6'-8"	
u(E)	8	#6	12'-3"	
v(E)	150	#5	5'-9"	
v1(E)	4	#5	5'-3"	
v2(E)	6	#5	8'-8"	
v5(E)	4	#5	5'-9"	
v6(E)	6	#5	9'-8"	
Structure Excavation		Cu. Yd.	168	
Concrete Structures		Cu. Yd.	23.4	
Reinforcement Bars, Epoxy Coated		Pound	3,840	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	360	
Driving Piles		Foot	360	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	7	

For details of piles see sheet S-19 of S-29.

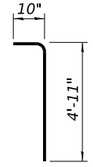
PILE DATA

Type: 14" ∅ Metal Shell w/ 0.312" walls
Nominal Required Bearing: 200 Kips
Factored Resistance Available: 110 Kips
Est. Length: 60'
No. Production Piles: 6
No. Test Piles: 1

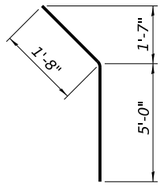


FIELD CUTTING DIAGRAM

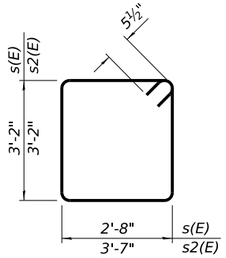
Order v2(E) and v6(E) full length.
Cut as shown and use remainder of bars in opposite face.



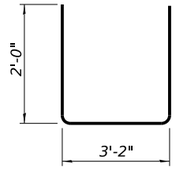
BAR v(E)



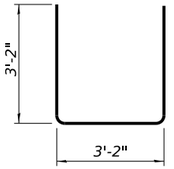
BAR h2(E)



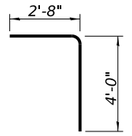
BAR s(E) & s2(E)



BAR s3(E)



BAR s4(E)



BAR s5(E)

USER NAME = mvandervelden	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.0833 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 056–9104
SHEET S-15 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	55
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

MODEL: EastAbut
FILE NAME: \\corp.baxwood.com\project\Azure\MCCDH\190663-Allendale Bridge\CADDSheets_Phase 2\Structural\190663_PH2_SHT-STR_Abutments.dgn

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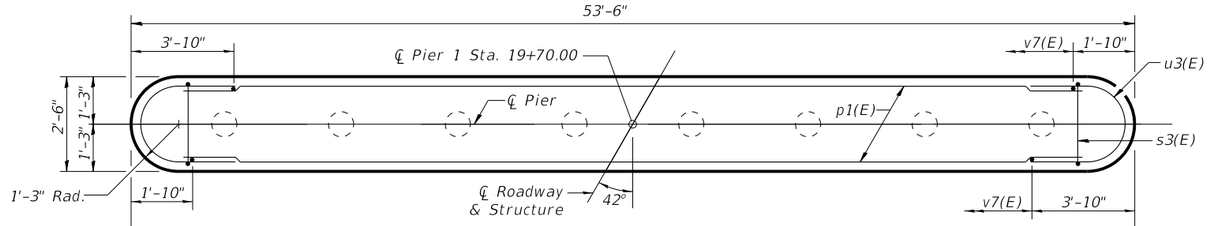
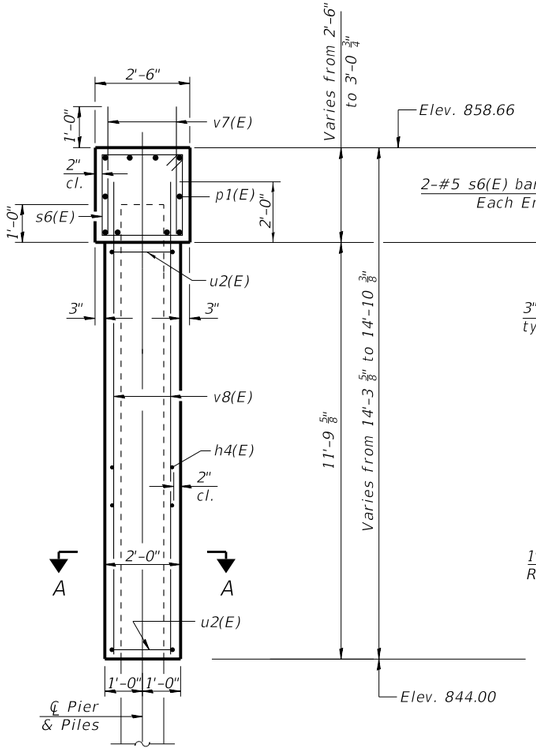
Notes:
For details of piles, see sheet S-19 of S-29.

PILE DATA

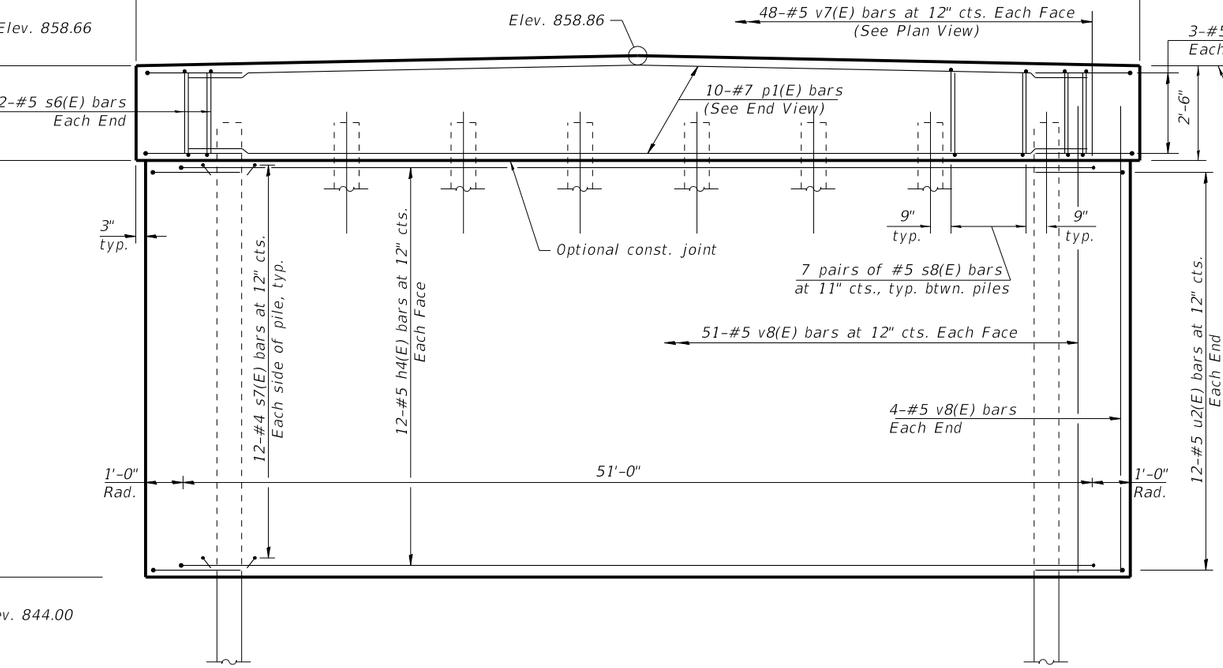
Type: 14" ∅ Metal Shell w/0.312" walls
Nominal Required Bearing: 227 kips
Factored Resistance Available: 125 kips
Est. Length: 48'
No. Production Piles: 7
No. Test Piles: 1



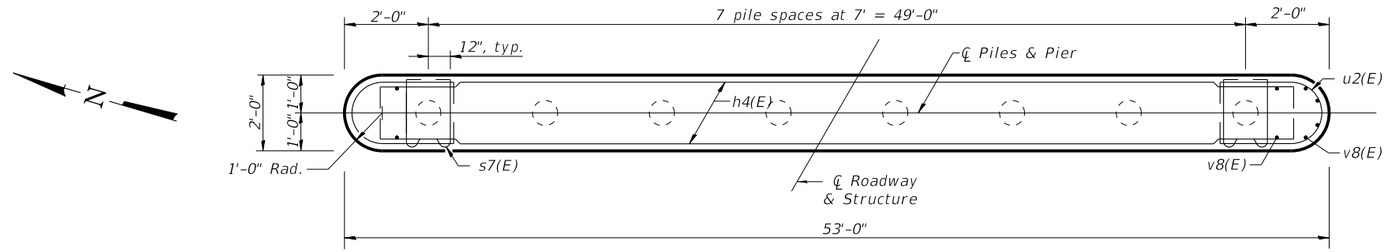
TOP PLAN



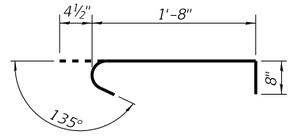
END VIEW



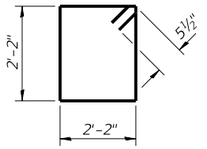
ELEVATION
(Looking East)



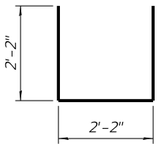
SECTION A-A



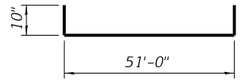
BAR s7(E)



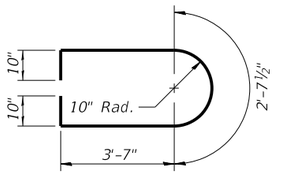
BAR s6(E)



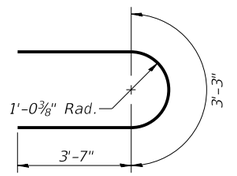
BAR s8(E)



BAR h(E)



BAR u2(E)



BAR u3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h4(E)	24	#5	52'-8"	
p1(E)	10	#7	51'-0"	
s6(E)	4	#5	9'-7"	
s7(E)	192	#4	2'-9"	
s8(E)	98	#5	6'-6"	
u2(E)	24	#5	11'-6"	
u3(E)	6	#5	10'-5"	
v7(E)	96	#5	3'-4"	
v8(E)	110	#5	13'-6"	
Cofferdam Excavation		Cu. Yd.	274.6	
Concrete Structures		Cu. Yd.	62.2	
Reinforcement Bars, Epoxy Coated		Pound	5,550	
Furnishing Metal Shell Pile 14"x0.312"		Foot	420	
Driving Piles		Foot	420	
Pile Shoes		Each	8	
Test Pile Metal Shells		Each	1	
Cofferdam (Type 2) (Location 1)		Each	1	

MODEL: Pier1
FILE NAME: \\corp.baxwood.com\project\Azure\MCCDH\190663-Allendale Bridge\CAD\Sheets_Phase 2\Structural\190663_PH2_SHT-STR_Piers.dgn

USER NAME = mvandervelden	DESIGNED - BLB	REVISED -	
	DRAWN - DZ	REVISED -	
PLOT SCALE = 0.0833 ' / in.	CHECKED - BAB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1
STRUCTURE NO. 056-9104
SHEET S-16 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	56
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	

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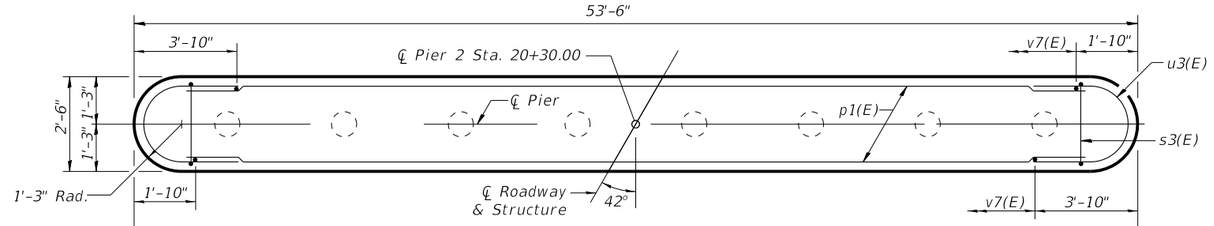
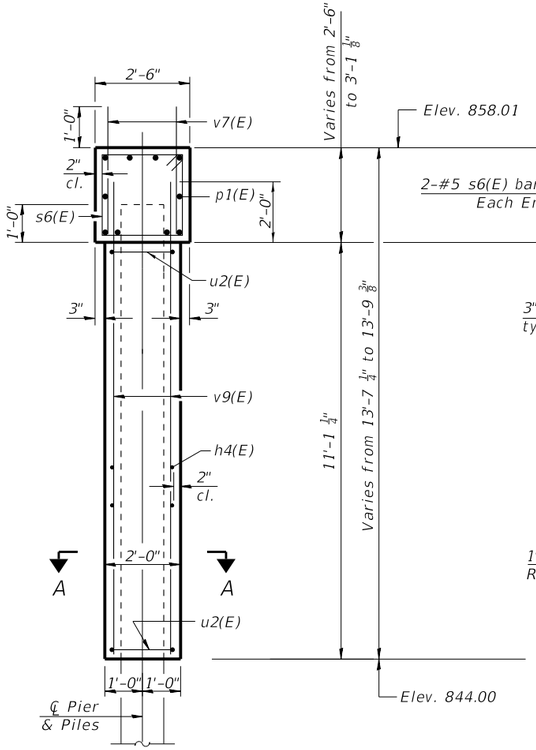
Notes:
For details of piles, see sheet S-19 of S-29.

PILE DATA

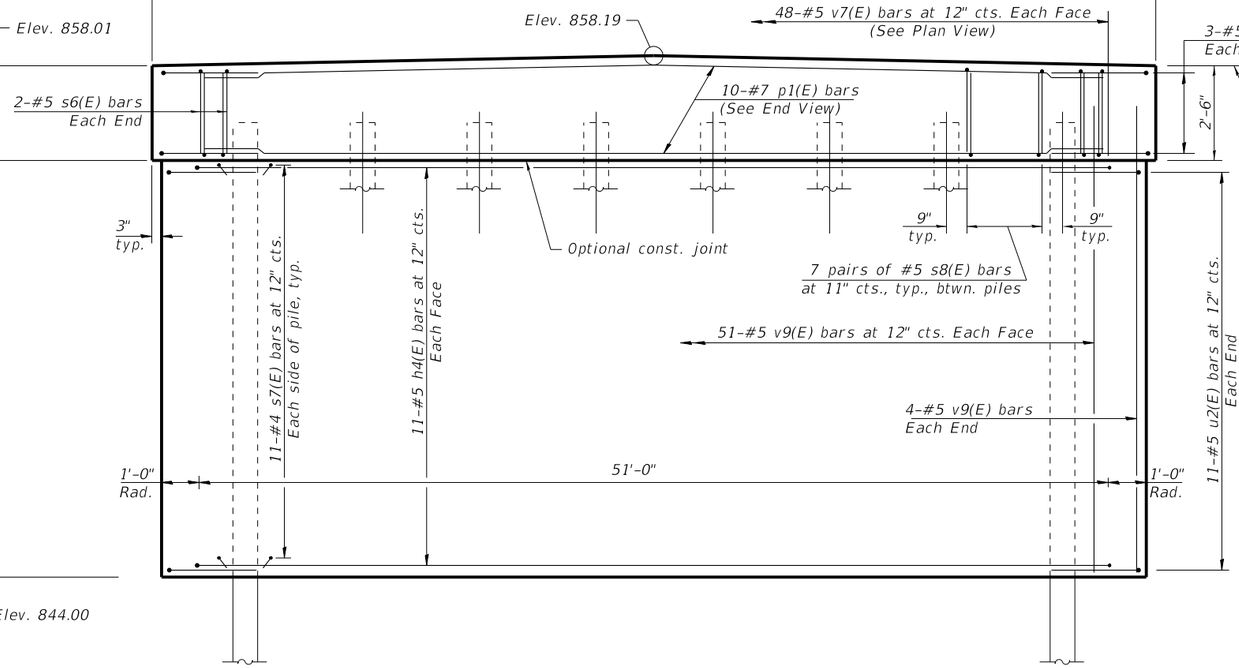
Type: 14" ∅ Metal Shell w/0.312" walls
Nominal Required Bearing: 227 kips
Factored Resistance Available: 125 kips
Est. Length: 38'
No. Production Piles: 7
No. Test Piles: 1



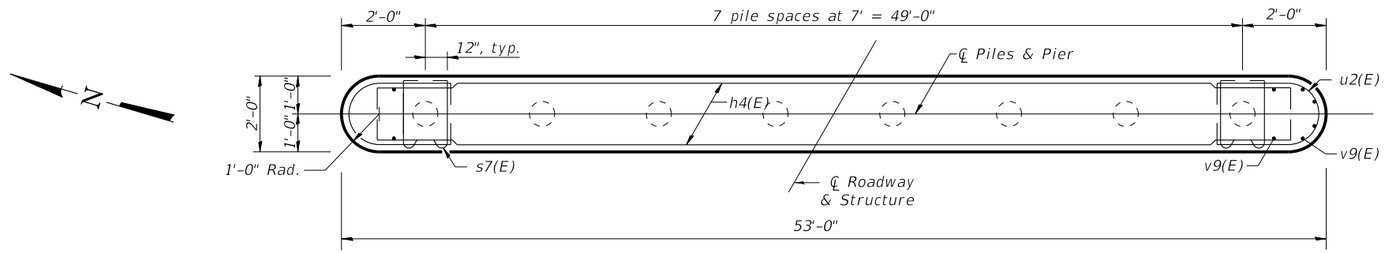
TOP PLAN



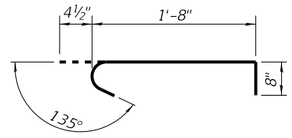
END VIEW



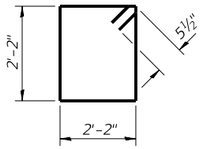
ELEVATION
(Looking East)



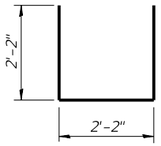
SECTION A-A



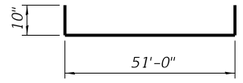
BAR s7(E)



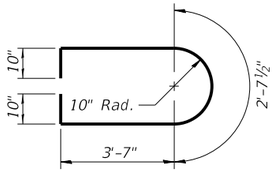
BAR s6(E)



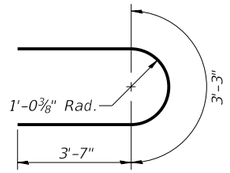
BAR s8(E)



BAR h(E)



BAR u2(E)



BAR u3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h4(E)	22	#5	52'-8"	
p1(E)	10	#7	51'-0"	
s6(E)	4	#5	9'-7"	
s7(E)	176	#4	2'-9"	
s8(E)	98	#5	6'-6"	
u2(E)	22	#5	11'-6"	
u3(E)	6	#5	10'-5"	
v7(E)	96	#5	3'-4"	
v9(E)	110	#5	12'-11"	

Cofferdam Excavation	Cu. Yd.	251.0
Concrete Structures	Cu. Yd.	57.9
Reinforcement Bars, Epoxy Coated	Pound	5,430
Furnishing Metal Shell Pile 14"x0.312"	Foot	420
Driving Piles	Foot	420
Pile Shoes	Each	8
Test Pile Metal Shell	Each	1
Cofferdam (Type 2) (Location 2)	Each	1

MODEL: Pier2
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	DRAWN - DZ	REVISED -	
PLOT SCALE = 0.0833 ' / in.	CHECKED - BAB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

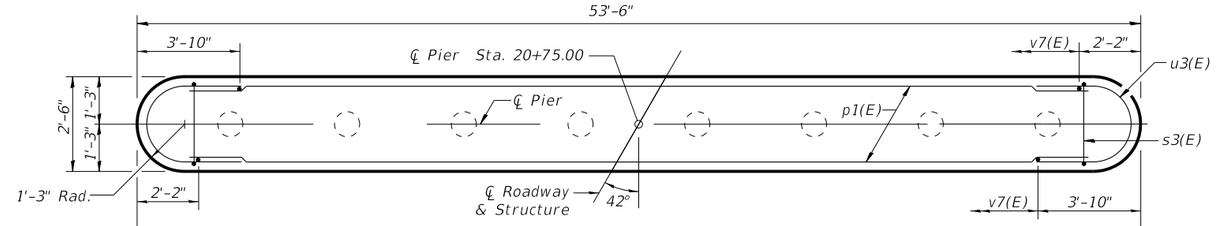
PIER 2
STRUCTURE NO. 056-9104
SHEET S-17 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	57
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

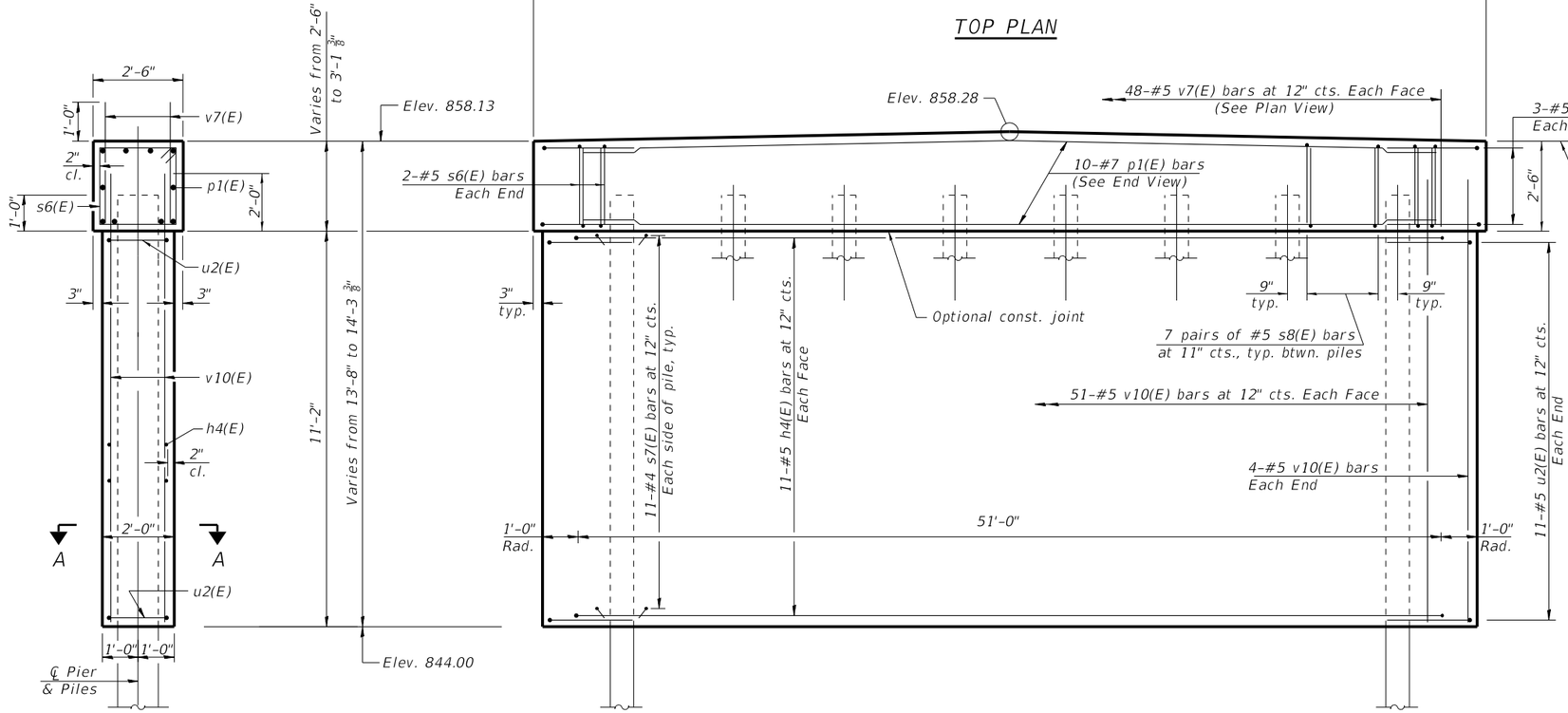
Notes:
For details of piles, see sheet S-19 of S-29.

PILE DATA

Type: 14" ∅ Metal Shell w/0.312" walls
Nominal Required Bearing: 227 kips
Factored Resistance Available: 125 kips
Est. Length: 51'
No. Production Piles: 7
No. Test Piles: 1

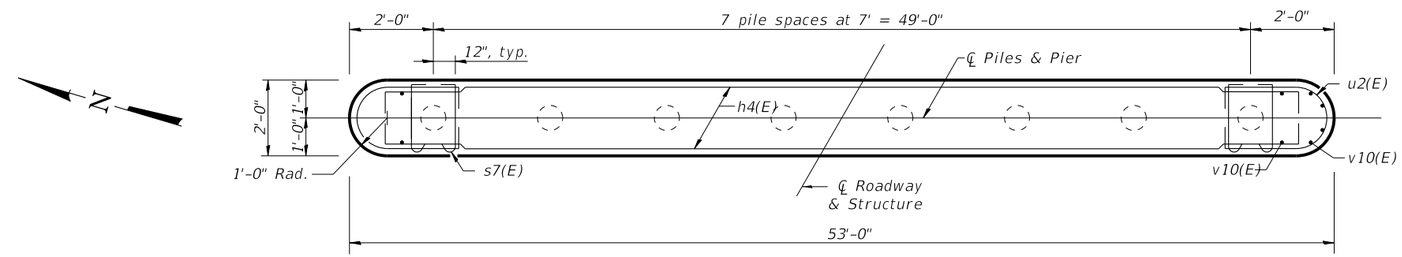


TOP PLAN

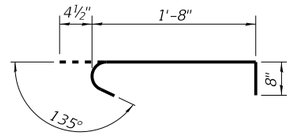


END VIEW

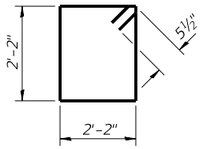
ELEVATION
(Looking East)



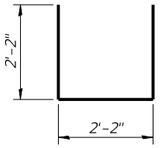
SECTION A-A



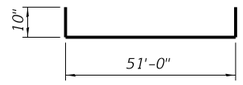
BAR s7(E)



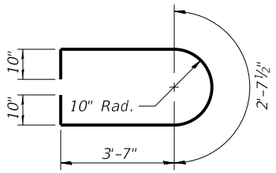
BAR s6(E)



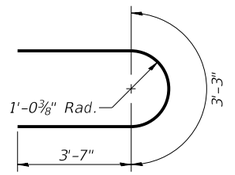
BAR s8(E)



BAR h(E)



BAR u2(E)



BAR u3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h4(E)	22	#5	52'-8"	
p1(E)	10	#7	51'-0"	
s6(E)	4	#5	9'-7"	
s7(E)	176	#4	2'-9"	
s8(E)	98	#5	6'-6"	
u2(E)	22	#5	11'-6"	
u3(E)	6	#5	10'-5"	
v7(E)	96	#5	3'-4"	
v10(E)	110	#5	13'-0"	
Cofferdam Excavation		Cu. Yd.	252.4	
Concrete Structures		Cu. Yd.	58.2	
Reinforcement Bars, Epoxy Coated		Pound	5,440	
Furnishing Metal Shell Pile 14"x0.312"		Foot	420	
Driving Piles		Foot	420	
Pile Shoes		Each	8	
Test Pile Metal Shells		Each	1	
Cofferdam (Type 2) (Location 3)		Each	1	

MODEL: Pier3
FILE NAME: \\corp.baxwood.com\project\Azure\MCCDH\190663-Allendale Bridge\CAD\Sheets_Phase 2\Structural\190663_PH2_SHT-STR_Piers.dgn

USER NAME = mvandervelden	DESIGNED - BLB	REVISED -	
	DRAWN - DZ	REVISED -	
PLOT SCALE = 0.0833 ' / in.	CHECKED - BAB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 3
STRUCTURE NO. 056-9104
SHEET S-18 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	58
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	

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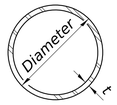
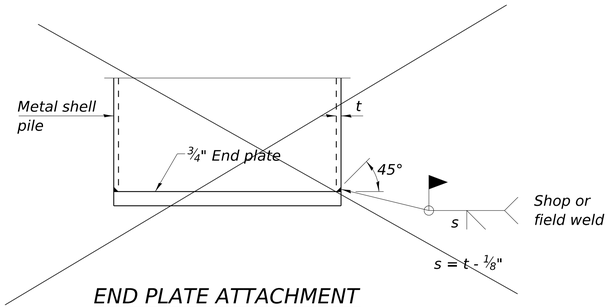
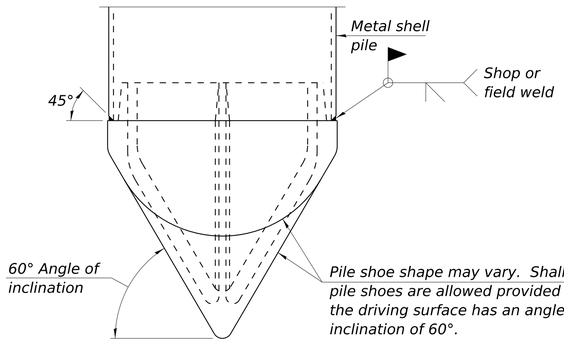


METAL SHELL PILE TABLE

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

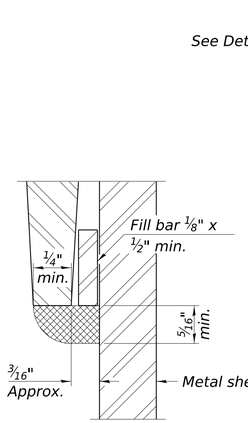


END PLATE ATTACHMENT

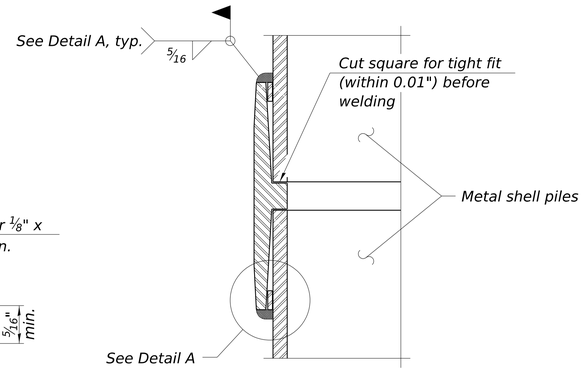


PILE SHOE ATTACHMENT

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



DETAIL A

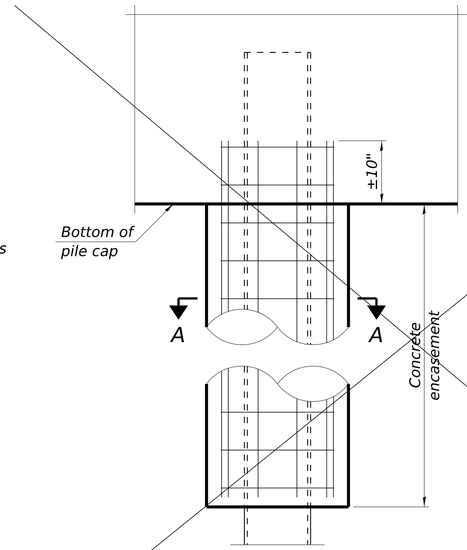


WELDED COMMERCIAL SPLICE

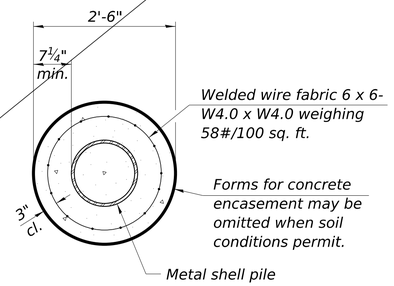
Notes:

The ⅛" x ½" min. fill bar may be constructed of 2 bars with a ⅛" max. gap between them.

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



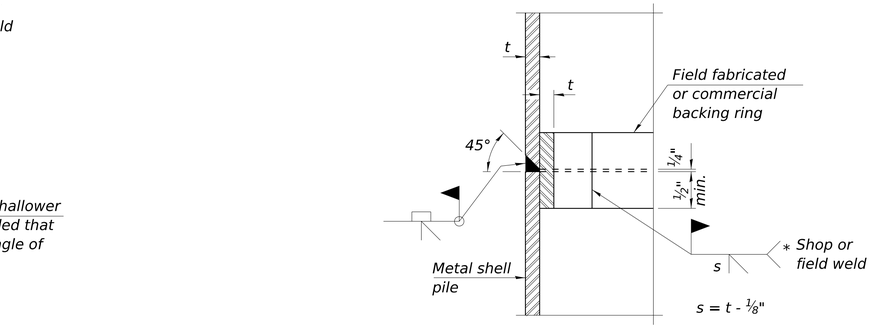
ELEVATION



SECTION A-A

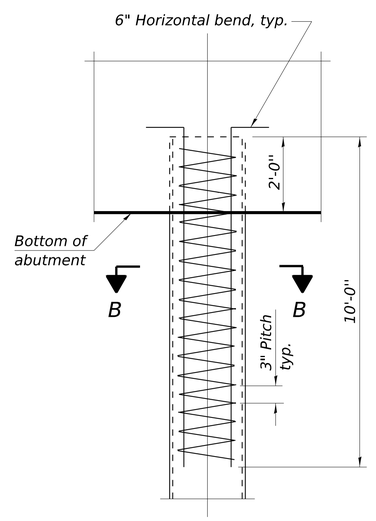
INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)

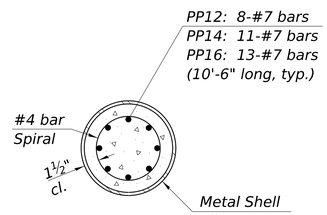


COMPLETE PENETRATION WELD SPLICE

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



ELEVATION



SECTION B-B

REINFORCEMENT AT ABUTMENTS

(Omit when concrete encasement is specified)

Note:

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

Reinforcement at abutments shall be included with the cost of Furnishing Metal Shell Piles of the size specified. All metal shell pile reinforcement shall be epoxy coated.

MODEL: Metal Shell Pile Details
FILE NAME: \\corp.baxwood.com\project\Azure\MCCDH\190663-Allendale Bridge\CAD\Sheets_Phase 2\Structural\190663_PH2_SHT-STR_Piles.dgn

9/12/2025 12:27:46 PM

USER NAME = mvandervelden	DESIGNED - BLB	REVISED -	
	DRAWN - BLB	REVISED -	
PLOT SCALE = 0.0833 ' / in.	CHECKED - BAB	REVISED -	
PLOT DATE = 9/12/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 056–9104
SHEET S-19 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	59
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Date 7/12/21

ROUTE TR-73 **DESCRIPTION** Allendale Road Bridge **LOGGED BY** Abdu Sellah

SECTION 19-00507-00-BR **LOCATION** E: 957825.1; N: 2088231.5

COUNTY McHenry County **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** Auto

STRUCT. NO. 056-9104
Station 20+21.5

BORING NO. SB-01
Station 19+33
Offset 6.70ft RT
Ground Surface Elev. 858.27 ft

Surface Water Elev. NA ft
Stream Bed Elev. NA ft

Groundwater Elev.:
First Encounter 849.8 ft
Upon Completion Mud Rotary ft
After NA **Hrs.** Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
857.60				8" ASPHALT
857.27				4" GRAVEL,SAND and CRUSHED STONE AGGREGATE Subbase
	5			Loose, black and brown SAND and GRAVEL FILL, trace rock aggregate, trace brick pieces, Moist
	5		4.8	
855.27	3			
	2			Stiff, mottled gray, greenish gray and yellowish brown CLAY LOAM FILL, trace cobbles, gravel, and brick pieces, Moist
	3		24.0	
-5	6	1.3 B		
852.77				Medium dense, gray and brown SAND and GRAVEL FILL, Moist
	5			
	12		3.9	
	15			
849.77				Loose, gray and greenish gray SILT, trace sand, Moist
	5			
	6		17.7	
-10	6			
	4			
	4		19.6	
	5			
	2			
	3		25.5	
-15	5			
	5			
	4		21.7	
	4			
	2			
	4		11.3	
-20	5			
				Loose, gray and greenish gray SILT, trace sand, Moist *(continued)*
	3			
	3		10.2	
835.27	4			
	4			Medium dense,gray and greenish gray SILT, trace sand, gravel and cobbles, Moist
	5		11.8	
833.27 -25	7			
				Dense, brown and light gray SAND and GRAVEL, Saturated
	13			
	16		18.4	
	23			
830.27				Medium dense, brown and light gray SAND and GRAVEL, Saturated
	7			
	11		22.3	
-30	18			
	5			
	9		20.5	
-35	11			
	8			
	7		20.1	
-40	14			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Date 7/12/21

ROUTE TR-73 **DESCRIPTION** Allendale Road Bridge **LOGGED BY** Abdu Sellah

SECTION 19-00507-00-BR **LOCATION** E: 957825.1; N: 2088231.5

COUNTY McHenry County **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** Auto

STRUCT. NO. 056-9104
Station 20+21.5

BORING NO. SB-01
Station 19+33
Offset 6.70ft RT
Ground Surface Elev. 858.27 ft

Surface Water Elev. NA ft
Stream Bed Elev. NA ft

Groundwater Elev.:
First Encounter 849.8 ft
Upon Completion Mud Rotary ft
After NA **Hrs.** Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Medium dense, brown and light gray SAND and GRAVEL, Saturated *(continued)*
	121		24.2	
813.27 -45	13 15			
				Loose, brown and light gray SAND and GRAVEL, Saturated
	5			
	3		25.3	
-50	5			
	4			
	7		26.8	
-55	5			
	6			
	8		19.8	
-60	15			
				Medium dense, brown and light gray SAND and GRAVEL, Saturated *(continued)*
796.27				
				Medium dense, light gray and black rounded GRAVEL and SAND, Saturated
	9			
	9		8.6	
-65	9			
	7			
	11		7.2	
-70	15			
	11			
	7		10.5	
783.27 -75	11			
				End of boring at 75.0'. Boring was backfilled with soil auger cuttings, followed by bentonite chips and patched with asphalt.
-80				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

MODEL: Boring1
FILE NAME: \\corp.baxwood.com\project\Azure\MCCDH\190663-Allendale Bridge\CAD\Sheets_Phase 2\Structural\190663_PH2_SHT-STR_Borings.dgn

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USER NAME = mvandervelden	DESIGNED - BLB	REVISED -	
	DRAWN - BLB	REVISED -	
PLOT SCALE = 0.0833 ' / in.	CHECKED - BAB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS I
STRUCTURE NO. 056-9104
SHEET S-20 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	60
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
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SOIL BORING LOG

Date 7/13/21

ROUTE TR-73 DESCRIPTION Allendale Road Bridge LOGGED BY Abdu Sellah

SECTION 19-00507-00-BR LOCATION E: 957958.6; N: 2088244.3

COUNTY McHenry County DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. 056-9104
Station 20+21.5

BORING NO. SB-02
Station 20+65
Offset 5.70ft LT
Ground Surface Elev. 855.93 ft

Surface Water Elev. NA ft
Stream Bed Elev. NA ft

Groundwater Elev.:
First Encounter 842.4 ft
Upon Completion Mud Rotary ft
After NA Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
855.26			
8" ASPHALT			
854.93			
4" AGGREGATE, SAND and ASPHALT GRINDING Subbase	6		
Medium dense, brown and yellowish brown SAND and GRAVEL FILL, Moist	11 13		3.9
852.93			
Loose, brown, black and reddish brown SILT FILL, trace sand and gravel, Moist	5		
	2		13.1
-5	2		
850.43			
Loose, brown and gray SAND and GRAVEL FILL, trace silt, Moist	7		
	3 5		12.2
847.43			
Loose, gray SANDY SILT, trace gravel, Moist	2		
-10	3 4		9.0
	4		
	4 4		8.9
842.93			
Loose, gray SANDY SILT, trace gravel, Saturated ▼	3		
	4 4		9.1
-15			
840.43			
Loose, brown and gray SILT, little clay, trace sand and gravel	4		
	5 4		16.4
837.93			
Medium dense, brown SAND, some gravel, Moist	7		
-20	7 12		17.6

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
835.43			
Medium dense, gray and brown SILTY SAND, Moist	9		
	8 10		21.3
	9		
	12 15		20.1
-25			
830.43			
Medium dense, gray SAND, Moist	7		
	9 13		22.8
827.93			
Dense, gray SAND, Moist	12		
-30	13 19		22.1
823.93			
Medium dense, gray SAND, Moist	10		
	12 15		22.3
-35			
818.93			
Dense, gray SAND, Moist	17		
-40	21 23		19.6

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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SOIL BORING LOG

Date 7/13/21

ROUTE TR-73 DESCRIPTION Allendale Road Bridge LOGGED BY Abdu Sellah

SECTION 19-00507-00-BR LOCATION E: 957958.6; N: 2088244.3

COUNTY McHenry County DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. 056-9104
Station 20+21.5

BORING NO. SB-02
Station 20+65
Offset 5.70ft LT
Ground Surface Elev. 855.93 ft

Surface Water Elev. NA ft
Stream Bed Elev. NA ft

Groundwater Elev.:
First Encounter 842.4 ft
Upon Completion Mud Rotary ft
After NA Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Dense, gray SAND, Moist *(continued)*			
813.93			
Medium dense, gray SAND, Moist	9		
	9 11		20.8
-45			
808.93			
Loose, gray SILT, trace sand, Saturated	4		
	5 3		24.4
-50			
803.93			
Medium dense, gray and light gray SAND, Saturated	6		
	6 9		20.7
-55			
798.93			
Dense, gray and light gray SAND, Saturated	12		
-60	14 17		15.1

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Dense, gray and light gray SAND, Saturated *(continued)*			
793.93			
Medium dense, gray, light gray and black rounded GRAVEL and SAND, Saturated	8		
	7 8		9.2
-65			
	9		
	10 10		10.6
-70			
783.93			
Dense, gray, light gray and black rounded GRAVEL and SAND, Saturated	19		
	16 17		8.8
780.93 -75			
End of Boring at 75.0'. Boring was backfilled with soil auger cuttings, followed by bentonite chips and patched with asphalt.			
-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

MODEL: Boring2
FILE NAME: \\corp.baxwood.com\project\Azure\MCCDH\190663-Allendale Bridge\CAD\Sheets_Phase 2\Structural\190663_PH2_SHT-STR_Borings.dgn

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USER NAME = mvandervelden	DESIGNED - BLB	REVISED -	
	DRAWN - BLB	REVISED -	
PLOT SCALE = 0.0833 ' / in.	CHECKED - BAB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS II
STRUCTURE NO. 056–9104
SHEET S-21 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	61
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
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SOIL BORING LOG

Date 8/8/24

ROUTE Allendale Road Bridge **DESCRIPTION** Bridge Boring **LOGGED BY** Sponaugle

SECTION 19-00507-00-BR **LOCATION** E: 957932.9; N: 2088267.8

COUNTY McHenry **DRILLING METHOD** Mud Rotary **HAMMER TYPE** 70 Auto (105.2% efficiency)

STRUCT. NO. 056-9104
Station 20+21.5

BORING NO. SB-03
Station 20+39
Offset 29.00ft LT
Ground Surface Elev. 853.50 ft

Surface Water Elev. NA ft
Stream Bed Elev. NA ft

Groundwater Elev.:
First Encounter 847.5 ft ▼
Upon Completion Mud Rotary ft
After Filled **Hrs.** NA ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
853.20 TOPSOIL (4")				
Very loose, dark Gray (10YR 4/1) SILTY LOAM, low plasticity, moist	1			
	1		20.8	
850.50	2			
Medium dense, very dark Gray (10YR 3/1) coarse to fine SANDY LOAM, moist	2			
	3		13.1	
-5	8			
848.00				
Loose, dark grayish Brown (10YR 4/2) GRAVEL, wet ▼ Free water at 6'	2			
	3		21.9	
	5			
845.50				
Medium dense, light brownish Gray (10YR 6/2) fine SANDY LOAM, wet	3			
	6		17.0	
-10	9			
	6			
	10		16.9	
	10			
840.50				
Medium dense, grayish Brown (10YR 5/2) SAND, little gravel, wet	9			
	9		13.0	Dense
-15	8			
838.00				
Medium dense, Gray (10YR 5/1) SILTY LOAM, low plasticity, wet	4			
	6		20.8	
	9			
	5			
-20	7		16.9	
	8			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
Medium dense, Gray (10YR 5/1) SILTY LOAM, low plasticity, wet *(continued)*				
832.50 No recovery	12			
	14			
830.50	13			
Medium dense, Gray (10YR 6/1) fine SANDY LOAM, wet	8			
	7		19.2	
-25	7			
828.00				
Medium dense, Gray (10YR 6/1) fine SAND, wet	8			
	10		22.3	
	14			
	7			
-30	12		24.1	
	14			
	13			
-35	17		21.3	
	25			
	16			
-40	18		18.7	
	15			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

Interra, Inc.
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Bolingbrook, IL 60440
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SOIL BORING LOG

Date 8/8/24

ROUTE Allendale Road Bridge **DESCRIPTION** Bridge Boring **LOGGED BY** Sponaugle

SECTION 19-00507-00-BR **LOCATION** E: 957932.9; N: 2088267.8

COUNTY McHenry **DRILLING METHOD** Mud Rotary **HAMMER TYPE** 70 Auto (105.2% efficiency)

STRUCT. NO. 056-9104
Station 20+21.5

BORING NO. SB-03
Station 20+39
Offset 29.00ft LT
Ground Surface Elev. 853.50 ft

Surface Water Elev. NA ft
Stream Bed Elev. NA ft

Groundwater Elev.:
First Encounter 847.5 ft ▼
Upon Completion Mud Rotary ft
After Filled **Hrs.** NA ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
Medium dense, Gray (10YR 6/1) fine SAND, wet *(continued)*				
	10			
Medium dense	14		22.9	
-45	15			
	6			
	9		21.6	
-50	12			
801.75				
Medium dense, Gray (10YR 6/1) medium to fine SAND, wet	12			
	12		16.0	
-55	14			
796.75				
Dense, Gray (10YR 6/1) fine SAND, wet	10			
	14		20.7	
-60	20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
Dense, Gray (10YR 6/1) fine SAND, wet *(continued)*				
791.75				
Medium dense, Gray (10YR 6/1) medium to fine SAND, trace gravel, wet	9			
-65	11		18.6	
	14			
	6			
	12			
Dense	20		15.3	
-70	22			
	23			
Very dense	50/2"		24.2	
-75				
776.75				
Very dense, Brown (10YR 5/3) coarse to fine SAND, trace gravel, saturated				
	22			
End of boring at 80'. Borehole backfilled with soil cuttings.	32		9.5	
773.50 -80	42			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

MODEL: Boring3
FILE NAME: \\corp.baxwood.com\project\Azure\MCCDH\190663-Allendale Bridge\CAD\Sheets_Phase 2\Structural\190663_PH2_SHT-STR_Borings.dgn

USER NAME = mvandervelden	DESIGNED - BLB	REVISED -	
	DRAWN - BLB	REVISED -	
PLOT SCALE = 0.0833 ' / in.	CHECKED - BAB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS III
STRUCTURE NO. 056-9104
SHEET S-22 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	62
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

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Interra, Inc.
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Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Date 8/5/24

ROUTE Allendale Road Bridge **DESCRIPTION** Bridge Boring **LOGGED BY** Sponaugle

SECTION 19-00507-00-BR **LOCATION** E: 958016.7, N: 2088229.8

COUNTY McHenry **DRILLING METHOD** Mud Rotary **HAMMER TYPE** 50 Auto (96.8% efficiency)

STRUCT. NO. 056-9104
Station 20+21.5

BORING NO. SB-04
Station 21+22
Offset 8.00ft RT
Ground Surface Elev. 856.40 ft

Surface Water Elev. NA ft
Stream Bed Elev. NA ft

Groundwater Elev.:
First Encounter 842.9 ft
Upon Completion Mud Rotary ft
After Filled **Hrs.** NA ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
855.98 ASPHALT (5")			
855.40 CRUSHED AGGREGATE (7")			
Medium dense, brownish Yellow (10YR 6/6) coarse to fine SAND and GRAVEL, dry	8		
	17		5.0
	10		
853.40 Soft, Black (10YR 2/1) SILTY CLAY LOAM, medium plasticity, moist	1		
	2		29.6
-5	2	0.3 P	
850.90 Medium dense, light greenish Gray (10Y 7/1) coarse to fine SANDY LOAM, little gravel, moist	3		
	6		19.0
	6		
848.40 Medium dense, Gray (10YR 6/1) SANDY LOAM, trace gravel, moist	3		
-10	9		9.6
	11		
	4		
	5		11.0
	5		
843.40 Loose, Gray (10YR 6/1) GRAVEL, wet ▼ Free water at 13.5'	3		
	3		11.4
-15	4		
840.90 Very stiff, Gray (10YR 5/1) SILTY CLAY, trace gravel, medium plasticity, moist	4		
	4		12.8
	5	2.1 B	
838.40 Medium dense, Gray (10YR 6/1) SILTY LOAM, low plasticity, moist	5		
	7		21.9
-20	10		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium dense, Gray (10YR 6/1) SILTY LOAM, low plasticity, moist *(continued)*			
	8		
	7		20.2
	9		
833.40 Medium dense, Gray (10YR 6/1) fine SAND, wet	7		
	11		18.4
-25	14		
	11		
	14		21.6
	12		
Dense	8		
	13		21.4
-30	17		
	11		
	15		20.2
-35	20		
	6		
	11		21.3
-40	12		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Date 8/5/24

ROUTE Allendale Road Bridge **DESCRIPTION** Bridge Boring **LOGGED BY** Sponaugle

SECTION 19-00507-00-BR **LOCATION** E: 958016.7, N: 2088229.8

COUNTY McHenry **DRILLING METHOD** Mud Rotary **HAMMER TYPE** 50 Auto (96.8% efficiency)

STRUCT. NO. 056-9104
Station 20+21.5

BORING NO. SB-04
Station 21+22
Offset 8.00ft RT
Ground Surface Elev. 856.40 ft

Surface Water Elev. NA ft
Stream Bed Elev. NA ft

Groundwater Elev.:
First Encounter 842.9 ft
Upon Completion Mud Rotary ft
After Filled **Hrs.** NA ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium dense, Gray (10YR 6/1) fine SAND, wet *(continued)*			
	6		
	9		23.4
-45	11		
	5		
	9		19.6
-50	9		
804.65 Medium dense, Gray (10YR 6/1) medium to fine SANDY LOAM, trace gravel, wet	7		
	7		11.7
-55	8		
799.65 Medium dense, Gray (10YR 6/1) coarse to fine SANDY LOAM and GRAVEL, wet	8		
	9		9.9
-60	8		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium dense, Gray (10YR 6/1) coarse to fine SANDY LOAM and GRAVEL, wet *(continued)*			
	6		
	8		9.2
-65	8		
	20		
	13		10.6
-70	14		
784.65 Dense, Gray (10YR 6/1) GRAVEL, little coarse to fine sand, wet	14		
	14		10.3
-75	20		
Medium dense	4		
	7		9.7
-80	6		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

Interra, Inc.
600 Territorial Drive, Suite G
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SOIL BORING LOG

Date 8/5/24

ROUTE Allendale Road Bridge **DESCRIPTION** Bridge Boring **LOGGED BY** Sponaugle

SECTION 19-00507-00-BR **LOCATION** E: 958016.7, N: 2088229.8

COUNTY McHenry **DRILLING METHOD** Mud Rotary **HAMMER TYPE** 50 Auto (96.8% efficiency)

STRUCT. NO. 056-9104
Station 20+21.5

BORING NO. SB-04
Station 21+22
Offset 8.00ft RT
Ground Surface Elev. 856.40 ft

Surface Water Elev. NA ft
Stream Bed Elev. NA ft

Groundwater Elev.:
First Encounter 842.9 ft
Upon Completion Mud Rotary ft
After Filled **Hrs.** NA ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Dense, Gray (10YR 6/1) GRAVEL, little coarse to fine sand, wet *(continued)*			
	6		
-85	6		13.8
	7		
	3		
	6		4.3
766.40	6		
-90 End of boring at 90' Borehole backfilled with soil cuttings and concrete.			
-95			
-100			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

MODEL: Boring4
FILE NAME: \\corp.baxwood.com\project\Azure\MCCDH\190663-Allendale Bridge\CAD\Sheets_Phase 2\Structural\190663_PH2_SHT-STR_Borings.dgn

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USER NAME = mvandervelden	DESIGNED - BLB	REVISED -	
	DRAWN - BLB	REVISED -	
PLOT SCALE = 0.0833 ' / in.	CHECKED - BAB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS IV
STRUCTURE NO. 056–9104
SHEET S-23 OF S-29 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	63
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
BRIDGE NO 20		McHENRY	8	3
ROAD DIST.		GREENWOOD		

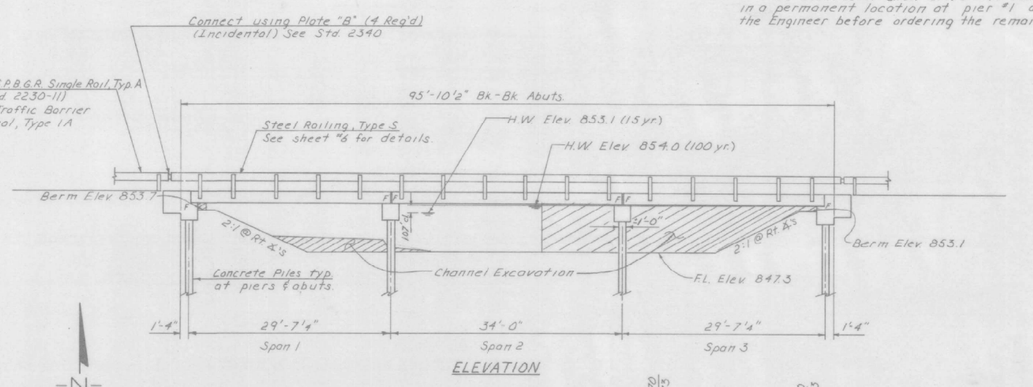
ALLENDALE ROAD

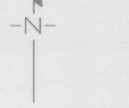
GENERAL NOTES

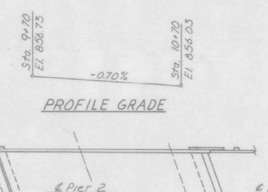
Class X Concrete shall be used in the abutments and piers.

Boring data is shown only as a guide to bidders in estimating soil conditions which may be encountered in the work.

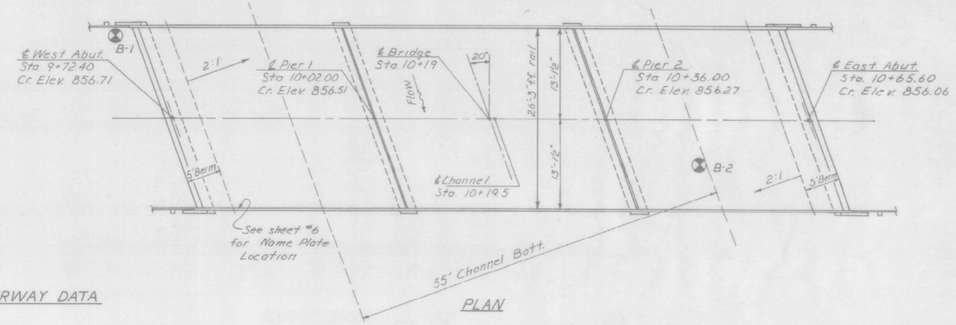
The Contractor shall drive one concrete test pile in a permanent location at pier #1 as directed by the Engineer before ordering the remainder of the piles.







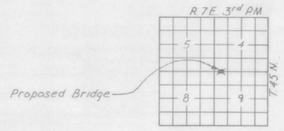
PROFILE GRADE



PLAN

WATERWAY DATA

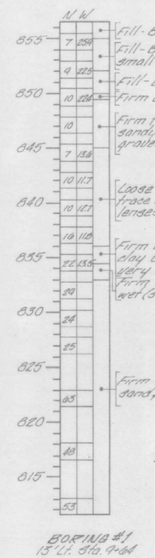
Drainage Area ---------- 29.35 Sq. Miles
Design Discharge (15 yr.) --- 1,650 C.F.S.
Req'd Opening ---------- 370 Sq. Ft.
Existing Opening ---------- 240 Sq. Ft.
Prop. Opening ---------- 370 Sq. Ft.
Created Head (15 yr.) ------ 0.15 Ft.
100 yr. Discharge ---------- 2,815 C.F.S.
Created Head (100 yr.) ------ 0.6 Ft.

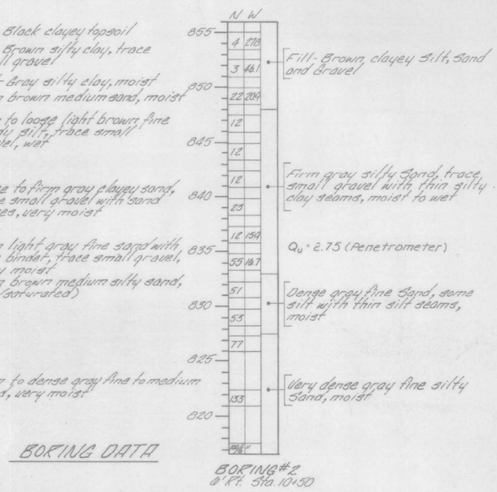


LOCATION PLAN

STRUCTURE NO. 056-3126
NIPPERSINK CREEK
ALLENDALE ROAD BUILT 197_
GREENWOOD ROAD DISTRICT
McHENRY COUNTY
LOADING HS 20

LETTERING FOR NAME PLATE
See Std. 2113-1





BORING DATA

N - Standard Penetration Test - Blows per foot to drive 2" O.D. split spoon Sampler 12" with 140# hammer falling 30".
W - Water Content - Percentage of oven dry weight - %.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Precast Concrete Bridge Slab	Sq. Ft.	2,461		2,461
Class X Concrete	Cu. Yd.		30.6	30.6
Reinforcement Bars	Pound		3,780	3,780
Steel Railing, Type S	Lin. Ft.	199		199
Name Plates	Each	1		1
Concrete Piles	Lin. Ft.		419	419
Test Piles Concrete	Each		1	1

DESIGN STRESSES

f'_c = 4,500 psi (Precast Slab)
f_c = 1,400 psi (Class X Concrete)
f_s = 20,000 psi (Reinforcement)
n = 8.5 (Class X Concrete)
Loading HS 20-44
DESIGN SPECIFICATIONS:
AASHTO 1973 & 1974, 1975, 1976, 1977 Interims

Illinois Structural No. 29334

GENERAL PLAN & ELEVATION
ALLENDALE ROAD
GREENWOOD ROAD DISTRICT
McHENRY COUNTY
STATION 10+19

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED MB CHECKED F.S.
DRAWN RBS DATE 10-7-77 NO. 14113

MODEL: Existing Drawings I
FILE NAME: P:\MCDOH\190663-Allendale Bridge\CADD\Sheets_Phase 2\Structural\190663_PH2_SHT-STR_Exist DWGS.dgn

8/26/2025 1:57:24 PM

USER NAME = mvandervelden	DESIGNED - DZ	REVISED -	
	DRAWN - DZ	REVISED -	
PLOT SCALE = 0.0254 m / in.	CHECKED - BLB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

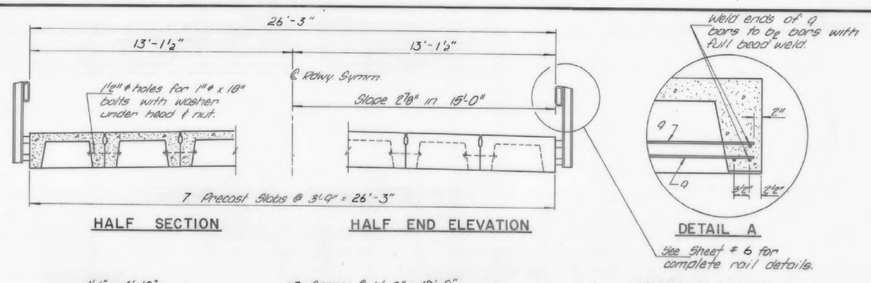
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

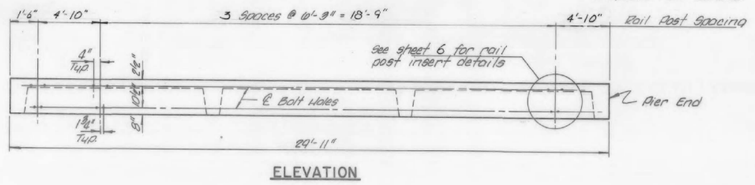
EXISTING BRIDGE DRAWINGS I (For Information Only)
STRUCTURE NO. 056-9104
SHEET S-24 OF S-29 SHEETS

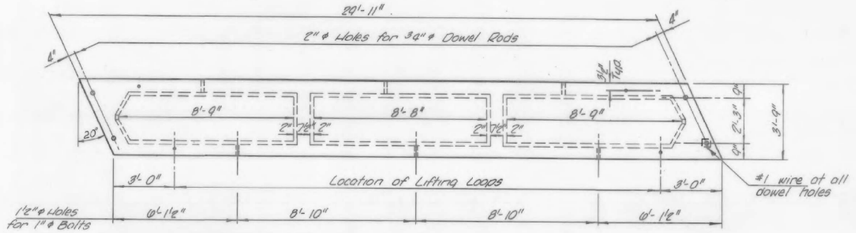
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	64
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

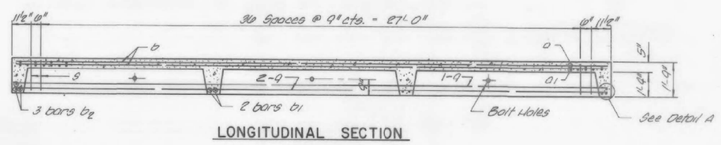
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
BRIDGE NO. 212		McHENRY	8	4
ROAD DIST.		GREENWOOD		

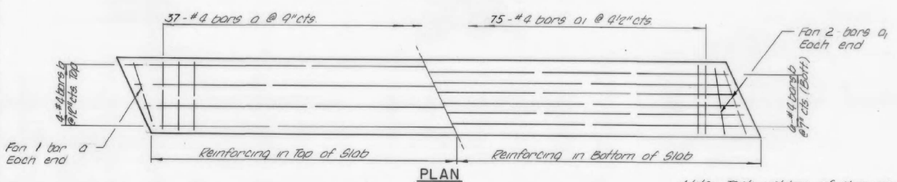
ALLENDALE ROAD



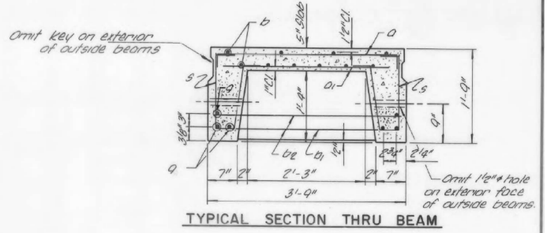


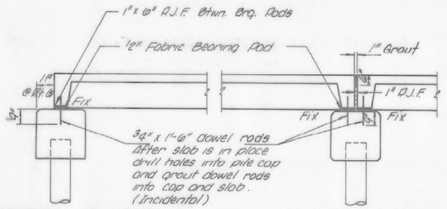


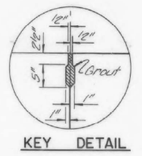




Note: Tack welding of stirrups to bottom longitudinal reinforcement bars will not be permitted except as otherwise authorized in writing by the Engineer.







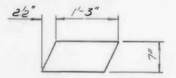
* ESTIMATED QUANTITIES

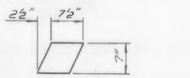
	Concrete Cu. Yd.	Reinf. Bars Lb.
ONE UNIT	4.1	1,550

* For information of suppliers of Precast Slab Units only.

BILL OF MATERIAL - SUPERSTRUCTURE

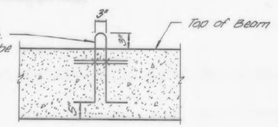
Precast Concrete Bridge Slab	Sq. Ft.	1,571





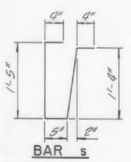
BEARING PAD DETAIL

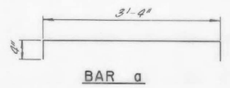
2 - ⅞" ø strands / loop, 2 loops each end, each bm. Loops shall be burned off after beams have been erected.



LIFTING LOOP DETAIL

Approved alternate may be substituted for above.





BILL OF REINFORCEMENT BARS

BAR	SIZE	NO.	LENGTH
a	#a	39	9'-0"
a1	#a	79	3'-3"
b	#a	10	89'-6"
b1	#a	4	3'-6"
b2	#4	6	3'-8"
s	#11	6	89'-6"
s	#3	78	3'-10"

SUPERSTRUCTURE SPANS 1 & 3
ALLENDALE ROAD
GREENWOOD ROAD DISTRICT
McHENRY COUNTY
STATION 10+19

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED M.B. CHECKED F.S.
DRAWN R.R.S. DATE 10-7-77 NO. 1213

MODEL: Existing Drawings II
FILE NAME: P:\MCCDH\190663-Allendale Bridge\CAD\Sheets_Phase 2\Structural\190663_PH2_SHT-STR_Exist DWGS.dgn

8/26/2025 1:57:33 PM

USER NAME = mvandervelden	DESIGNED - DZ	REVISED -	
	DRAWN - DZ	REVISED -	
PLOT SCALE = 0.0254 m / in.	CHECKED - BLB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

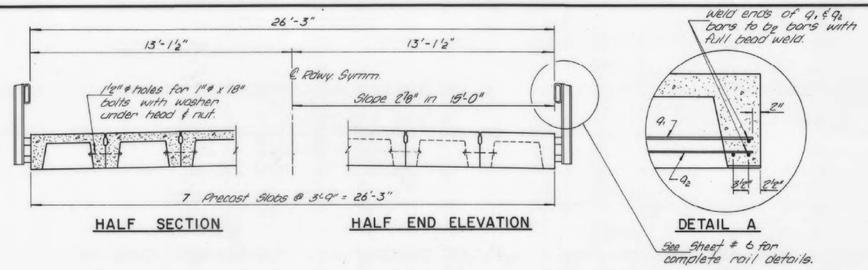
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

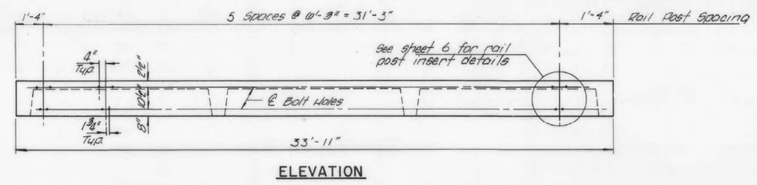
EXISTING BRIDGE DRAWINGS II (For Information Only)
STRUCTURE NO. 056-9104
SHEET S-25 OF S-29 SHEETS

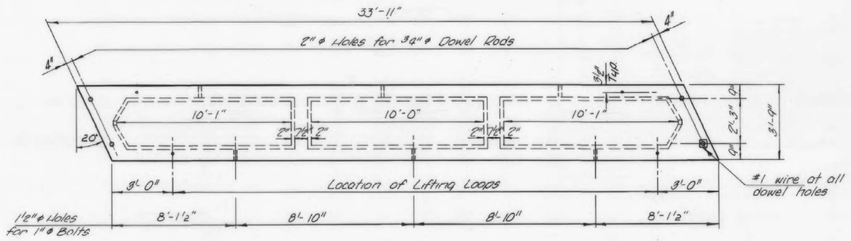
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	65
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT SOOV(023)	

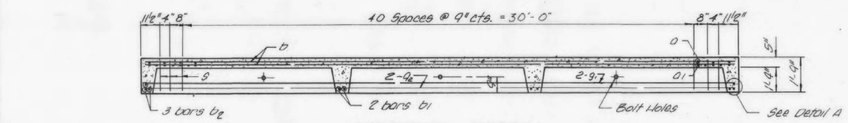
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
BRIDGE NO. 212		Mc HENRY	8	5
ROAD DIST.		GREENWOOD		

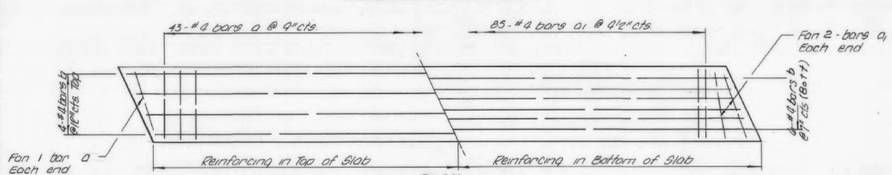
ALLENDALE ROAD



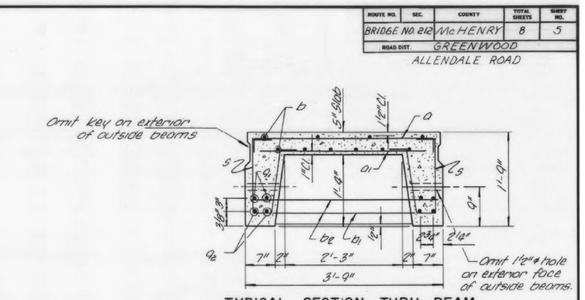


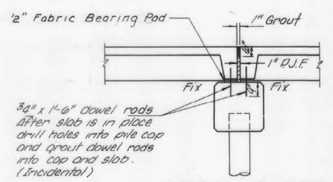


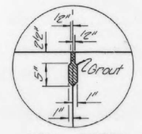


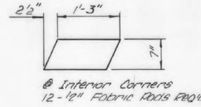


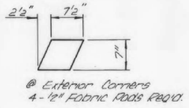
Note: Tack welding of stirrups to bottom longitudinal reinforcement bars will not be permitted except as otherwise authorized in writing by the Engineer.



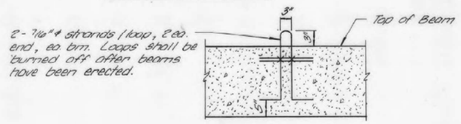






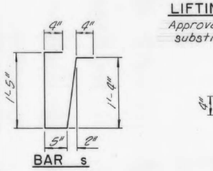


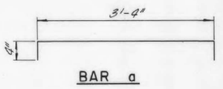
BEARING PAD DETAIL



LIFTING LOOP DETAIL

Approved alternate may be substituted for above





* ESTIMATED QUANTITIES

	Concrete Cu. Yd.	Reinf. Bars Lb.
One Unit	46	1980

* For information of suppliers of Precast Slab Units only.

BILL OF MATERIAL - SUPERSTRUCTURE

Precast Concrete Bridge Slab	SQ. FT.	890

BILL OF REINFORCEMENT BARS

BAR	SIZE	NO.	LENGTH
a	#4	45	9'-0"
a_1	#4	89	3'-3"
b	#4	10	33'-6"
b_1	#4	4	31'-6"
b_2	#4	6	31'-8"
q_1	#10	4	33'-6"
q_2	#11	4	33'-6"
g	#3	90	3'-10"

SUPERSTRUCTURE SPAN 2
ALLENDALE ROAD
GREENWOOD ROAD DISTRICT
McHENRY COUNTY
STATION 10+19

COLLINS AND RICE
CONSULTING ENGINEERS
DESIGNED M.B CHECKED F.S
DRAWN R.R.S DATE 10-7-77 NO. 1213

MODEL: Existing Drawings III
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8/26/2025 1:57:41 PM

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	DRAWN - DZ	REVISED -	
PLOT SCALE = 0.0254 m / in.	CHECKED - BLB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

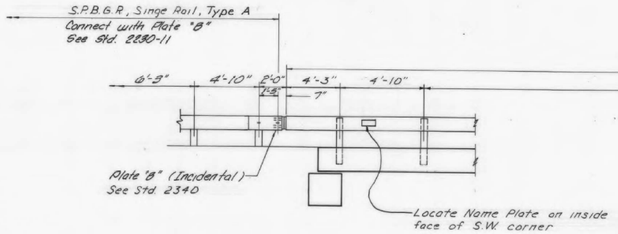
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE DRAWINGS III (For Information Only)
STRUCTURE NO. 056-9104
SHEET S-26 OF S-29 SHEETS

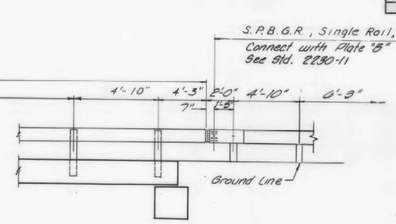
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	66
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT SOOV(023)	

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
BRIDGE NO 212		McHENRY	8	6
ROAD DIST.		GREENWOOD		

ALLENDALE ROAD

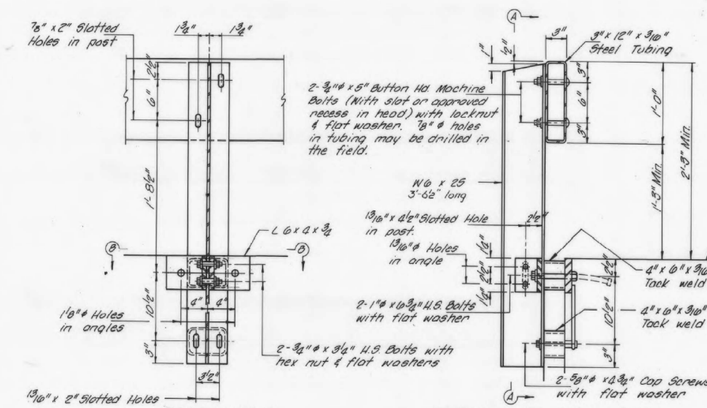


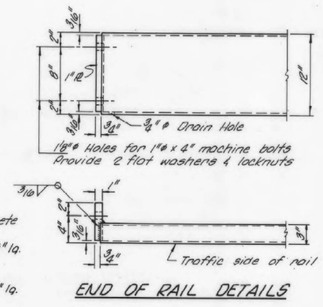
99'-5" End to End Rail
13 spaces @ 6'-3" = 81'-3"



ELEVATION

Showing inside face of rail





NOTES

Hollow structural steel tubing shall conform to the requirements of A.S.T.M. designation A-500 Grade B or A-501 Structural Steel Tubing.

All other steel shapes and plates shall conform to the requirements of A.A.S.H.T.O. designation M-183 except posts shall conform to A.A.S.H.T.O. M-183.

Bolts, cap screws, and nuts shall conform to the requirement of A.S.T.M. designation A-307 except for high strength bolts, nuts and washers noted which shall conform to A.A.S.H.T.O. designation M-164.

All bolts, nuts, cap screws, washers and lockwashers shall be galvanized in accordance with A.A.S.H.T.O. designation M-232.

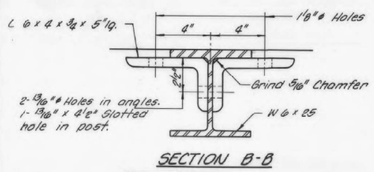
All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with A.S.T.M. designation A-385 & A.A.S.H.T.O. M-111. Galvanized rail shall not be painted.

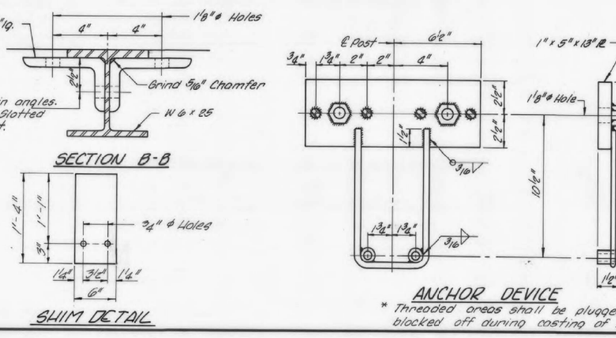
Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per linear foot for STEEL RAILING, TYPE S.

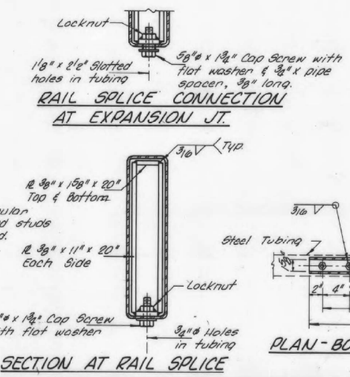
All field drilled holes shall be coated with an approved zinc rich paint before erection.

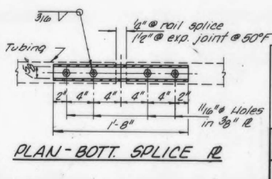
For multi-span bridges, sufficient 1/4" x 6" x 1'-5" galvanized steel shims shall be provided to align rail between adjacent spans. Cost incidental to Steel Railing.

The 3/4" ø high strength bolts used to connect the 6 x 4 x 3/8 angles to the post shall be tightened in accordance with Art. 505.04 (g)(3) of the Standard Specifications. The 1" ø high strength bolts connecting the angle to the concrete shall be tightened to a snug fit and given an additional 1/8 turn.









BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type S	Lin. Ft.	199

STEEL RAILING, TYPE S
ALLENDALE ROAD
GREENWOOD ROAD DISTRICT
McHENRY COUNTY
STATION 10+19

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED MB CHECKED FS
DRAWN RRS DATE 10-7-77 NO. 1213

USER NAME = mvandervelden	DESIGNED - DZ	REVISED -
	DRAWN - DZ	REVISED -
PLOT SCALE = 0.0254 m / in.	CHECKED - BLB	REVISED -
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE DRAWINGS IV (For Information Only)
STRUCTURE NO. 056-9104
SHEET S-27 OF S-29 SHEETS

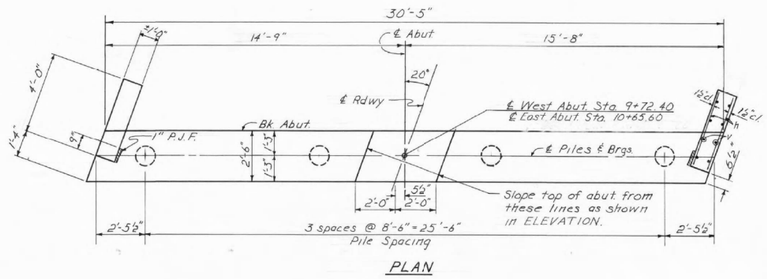
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	67
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

MODEL: Existing Drawings IV
FILE NAME: P:\MCCDH\190663-Allendale Bridge\CAD\Sheets_Phase 2\Structural\190663_PH2_SHT-STR_Exist DWGS.dgn

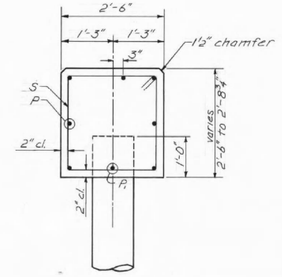
8/26/2025 1:57:48 PM

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
BRIDGE NO 212	McHenry	8	7	
ROAD DIST.	Greenwood			

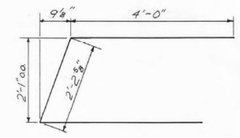
ALLENDALE ROAD



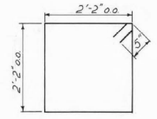
PLAN



SECTION A-A



BAR u



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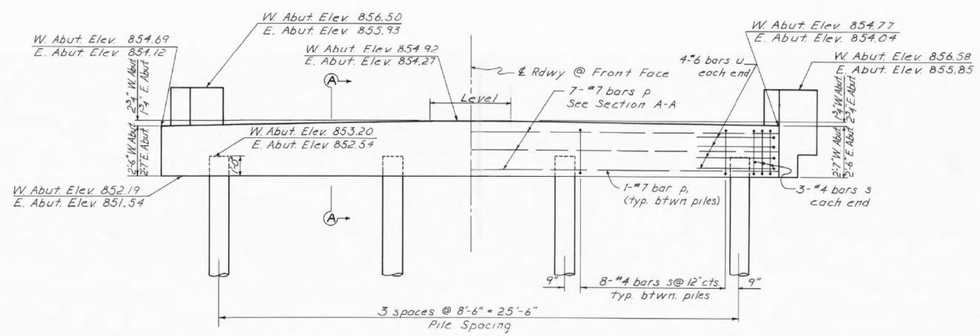
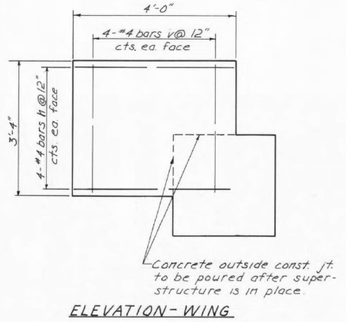


ELEVATION



ELEVATION - WING

PILE DATA

Type ——————————— Concrete
No. Req'd. (2 Abuts.) ——————— 8
Est. Length ——————————— 30 Ft./Pile (W. Abut.) 23 Ft./Pile (E. Abut.)
Min. Capacity ——————————— 26 Ton / Pile

BILL OF MATERIAL - 2 ABUTS.

BAR	NO.	SIZE	LENGTH	SHAPE
h	32	#4	3'-9"	——
p	14	#7	30'-1"	——
P_1	6	#7	7'-1"	——
s	60	#4	9'6"	□
u	16	#6	10'-3"	⊏
v	32	#4	3'-1"	——
Class X Concrete			Cu Yd.	16.3
Reinforcement Bars			Pound	1,720
Concrete Piles			Lin. Ft.	212

See proposal booklet for pile alternates

ABUTMENTS
ALLENDALE ROAD
GREENWOOD ROAD DISTRICT
McHENRY COUNTY
STATION 10+19

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED MB CHECKED FS
DRAWN RRS DATE 10-7-77 NO. 1213

MODEL: Existing Drawings V
FILE NAME: P:\MCCDH\190663-Allendale Bridge\CADSheets_Phase 2\Structural\190663_PH2_SHT-STR_Exist DWGS.dgn

8/26/2025 1:57:56 PM

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	DRAWN - DZ	REVISED -	
PLOT SCALE = 0.0254 m / in.	CHECKED - BLB	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

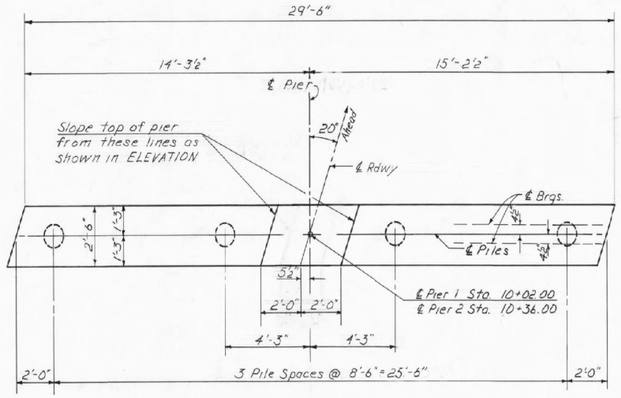
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE DRAWINGS V (For Information Only)
STRUCTURE NO. 056-9104
SHEET S-28 OF S-29 SHEETS

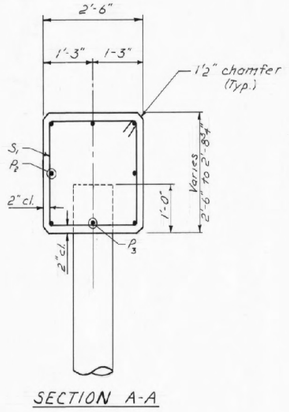
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	68
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

DIETZGEN 18th AGEPROOF

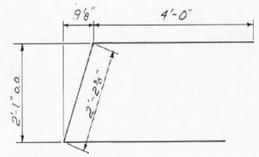
BRIDGE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
BRIDGE NO 22	Mc HENRY	8	8	
ROAD DIST.	GREENWOOD			
ALLENDALE ROAD				



PLAN



SECTION A-A



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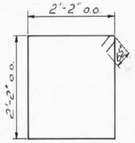
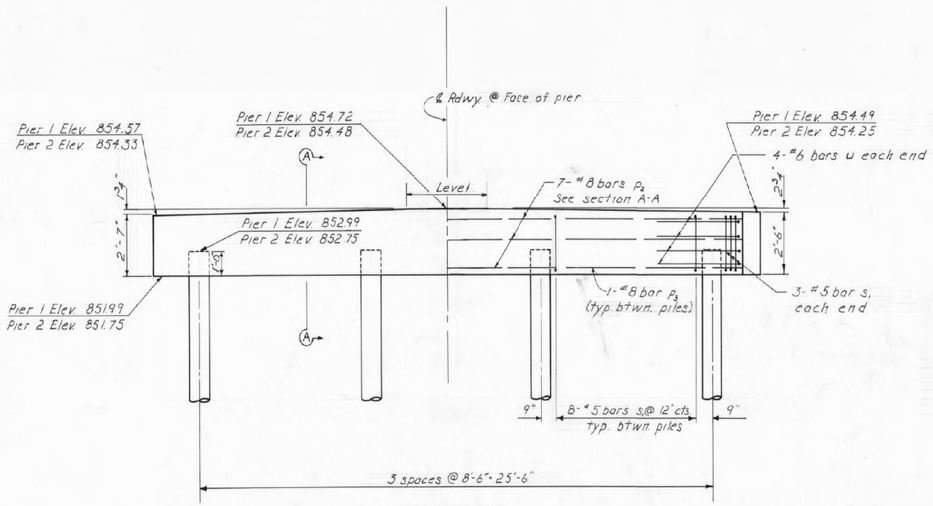


BAR S_1



ELEVATION

(Looking East)

BILL OF MATERIAL - 2 PIERS

BAR	NO.	SIZE	LENGTH	SHAPE
P_2	14	#8	29'-2"	
P_3	6	#8	7'-1"	
S_1	60	#5	9'-9"	
u	16	#6	10'-3"	
Class X Concrete			Cu. Yd.	14.3
Reinforcement Bars			Pound	2,060
Concrete Piles			Lin. Ft	207
Test Piles Concrete			Each	1

See proposal booklet for pile alternates.

PILE DATA

Type - - - - - - - - - - - - - - - - - - Concrete
No. Req'd (2 piers) - - - - - - - - - - 8*
Est. Length - - - - - - - - - - - - - 33 Feet/Pile (Pier 1) 27 Feet/Pile (Pier 2)
Min. Capacity - - - - - - - - - - - - 36 Tons/Pile
*Includes one test pile to be driven in a permanent location at pier #1.

PIERS
ALLENDALE ROAD
GREENWOOD ROAD DISTRICT
McHENRY COUNTY
STATION 10+19

COLLINS AND RICE
CONSULTING ENGINEERS
DESIGNED MB CHECKED FS
DRAWN RRS DATE 10-7-77 NO. 1213

MODEL: Existing Drawings VI
FILE NAME: P:\MCCDH\190663-Allendale Bridge\CADISheets_Phase 2\Structural\190663_PH2_SHT-STR_Exist DWGS.dgn

8/26/2025 1:58:04 PM

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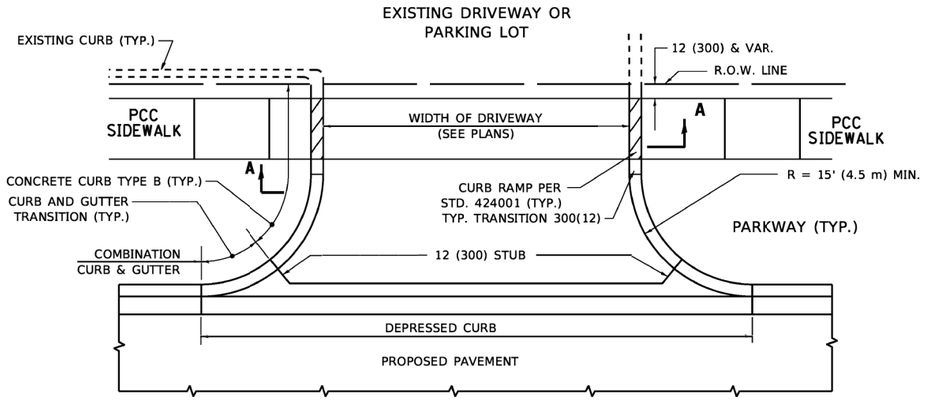
	DRAWN - DZ	REVISED -
PLOT SCALE = 0.0254 m / in.	CHECKED - BLB	REVISED -
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -

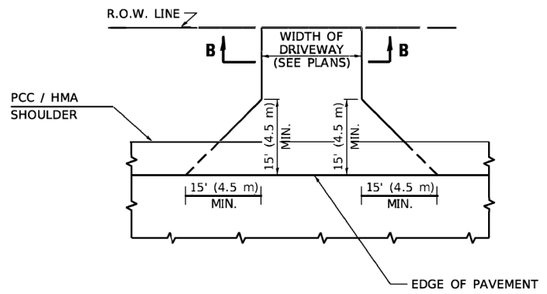
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE DRAWINGS VI (For Information Only)
STRUCTURE NO. 056-9104
SHEET S-29 OF S-29 SHEETS

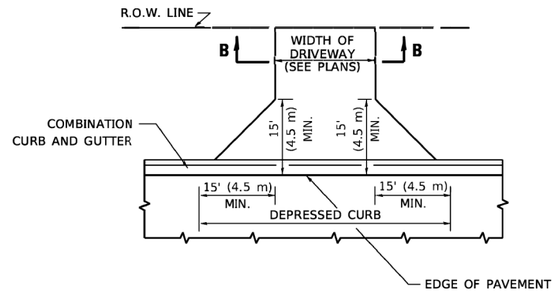
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	69
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



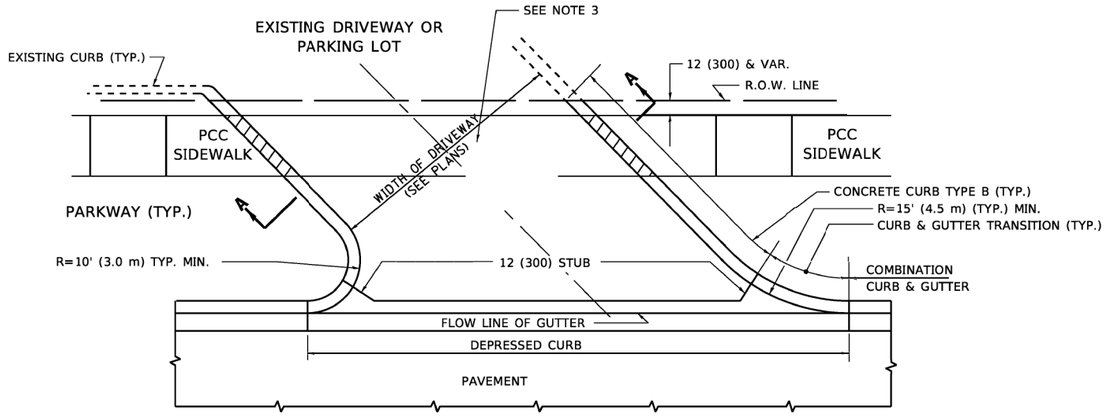
WITH CONCRETE CURB, TYPE B



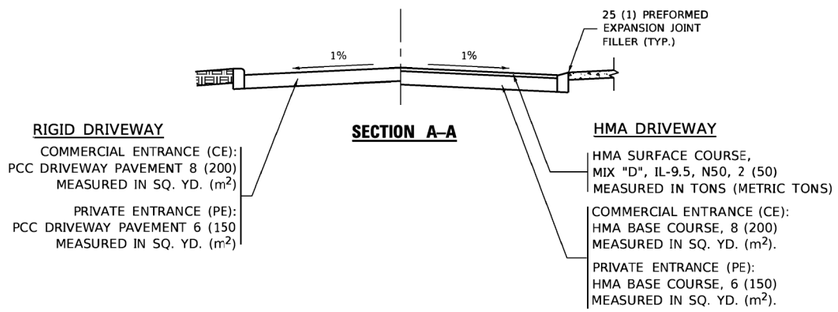
ADJACENT TO PCC /HMA SHOULDER

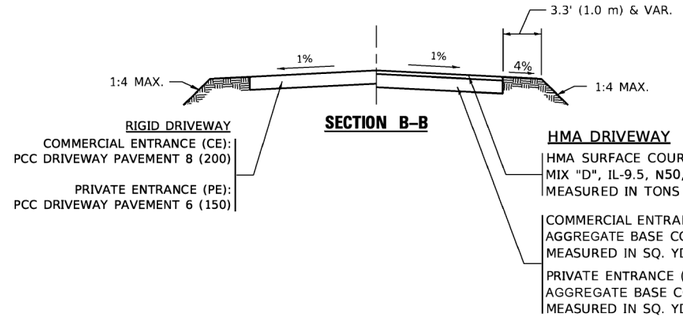


ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B





RURAL FIELD ENTRANCE (FE)

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

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

GENERAL NOTES

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

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

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

BAXTER & WOODMAN Consulting Engineers

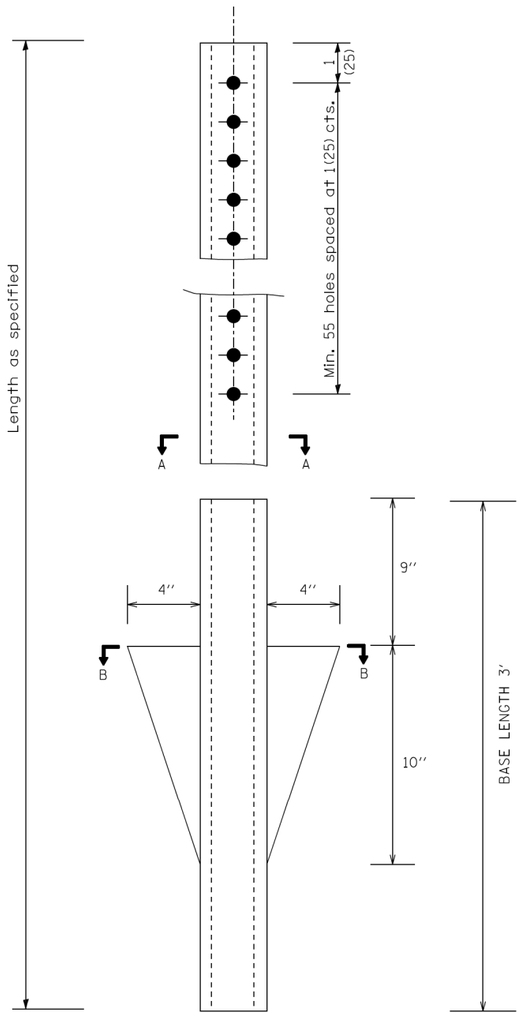
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-Details MCDOT.dgn	

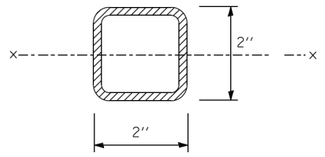
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MCDOT DETAILS
DRIVEWAY DETAILS

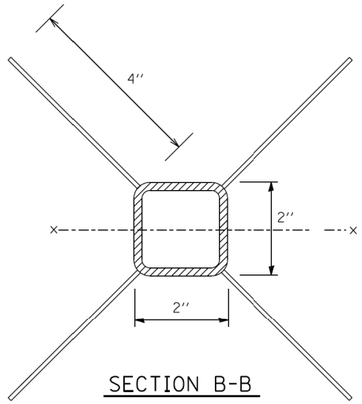
SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. | TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	70
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		





SECTION A-A



SECTION B-B

GENERAL NOTES

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

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

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

TELESCOPING STEEL SIGN SUPPORT

BAXTER & WOODMAN Consulting Engineers

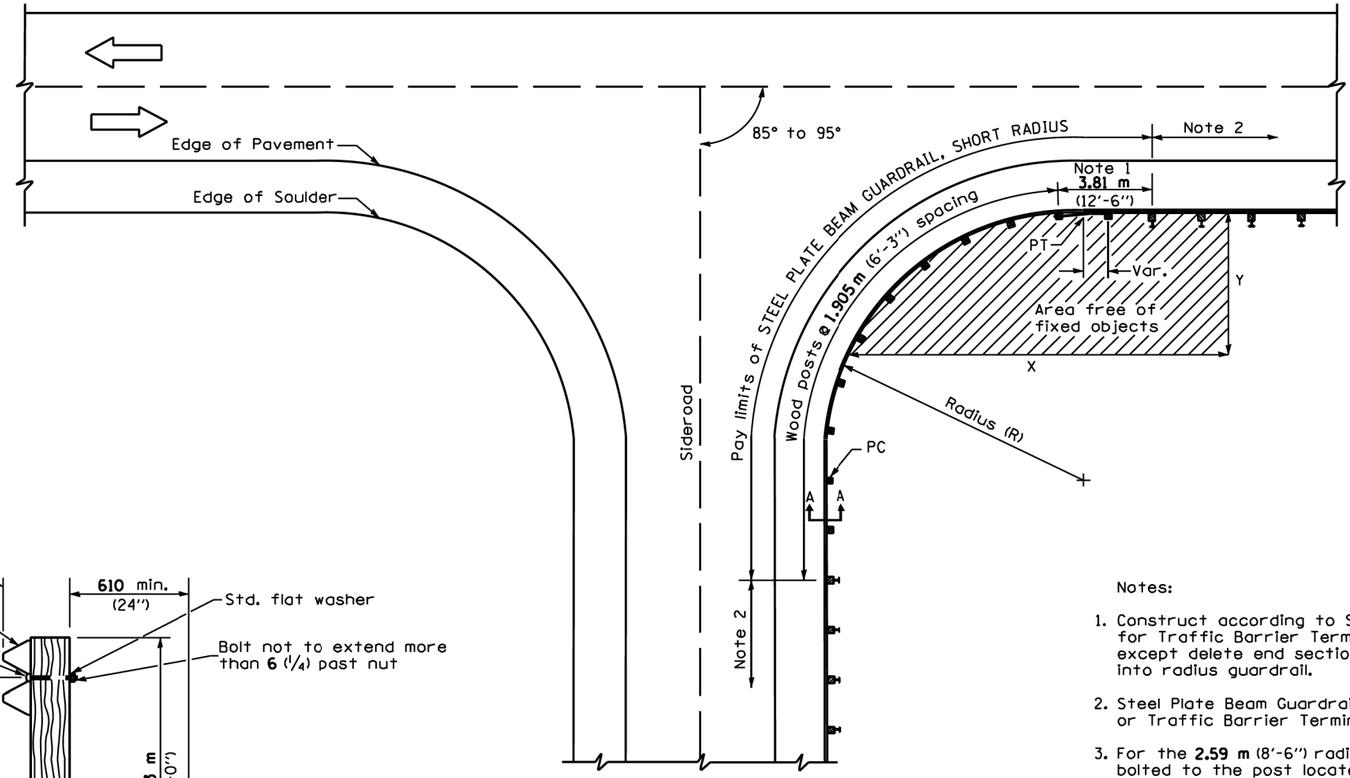
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-Details MCDOT.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

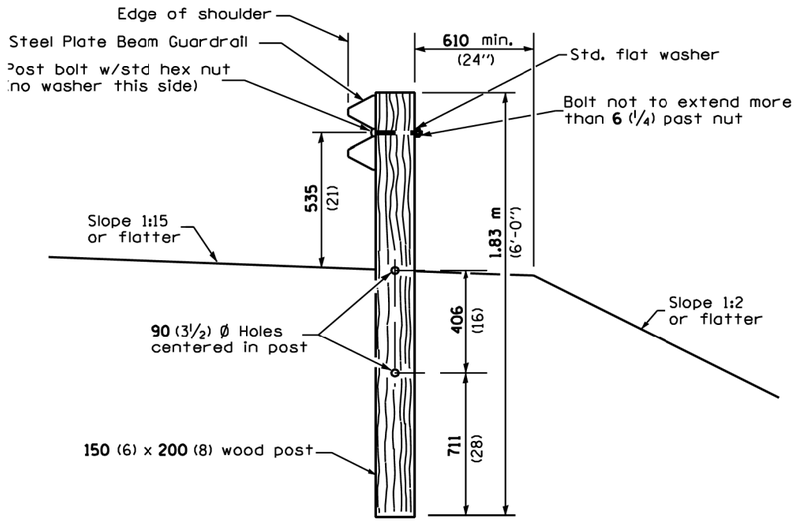
MCDOT DETAILS
TELESCOPING STEEL SIGN SUPPORT

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

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	71
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



PLAN



SECTION A-A

INSTALLATION CHARACTERISTICS PER DESIGN RADIUS (R)			
R	NO. OF WOOD POSTS	X	Y
2.59 (8'-6")	5 (Note 3)	**7.6 m** (25')	**4.6** (15')
5.18 (17'-0")	6	**9.1 m** (30')	**4.6** (15')
7.77 (25'-6")	8	**12.2 m** (40')	**6.1** (20')
10.67 (35'-0")	11	**15.2 m** (50')	**6.1** (20')

Notes:

1. Construct according to Standard 631011 for Traffic Barrier Terminal Type 2, except delete end section and splice into radius guardrail.
2. Steel Plate Beam Guardrail Type A, Type B, or Traffic Barrier Terminal as specified.
3. For the **2.59 m** (8'-6") radius, the rail is not bolted to the post located at the midpoint of the curve.

GENERAL NOTES

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

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

STEEL PLATE BEAM GUARDRAIL, SHORT RADIUS

BAXTER & WOODMAN Consulting Engineers

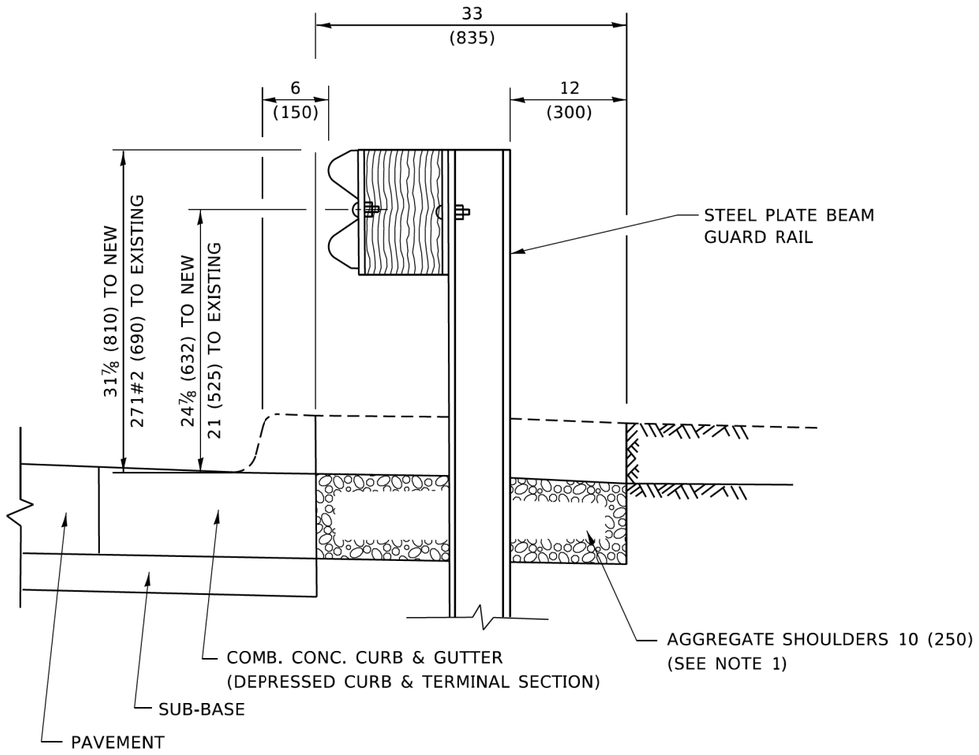
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-Details MCDOT.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

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

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	72
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



SECTION A–A

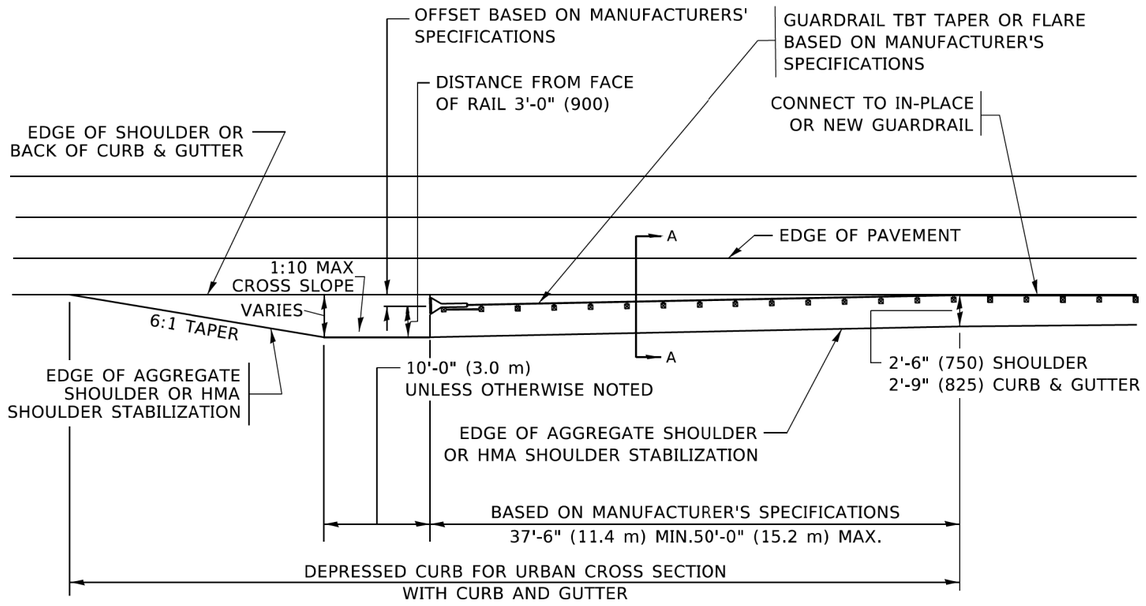
NOTES:

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 EXISTING GUARDRAIL HEIGHT SHALL TRANSISTION TO MATCH THE NEW TERMINAL END SECTION AND SHALL BE PAID FOR AS VERTICAL ADJUSTMENT OF EXISTING GUADRAIL.

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

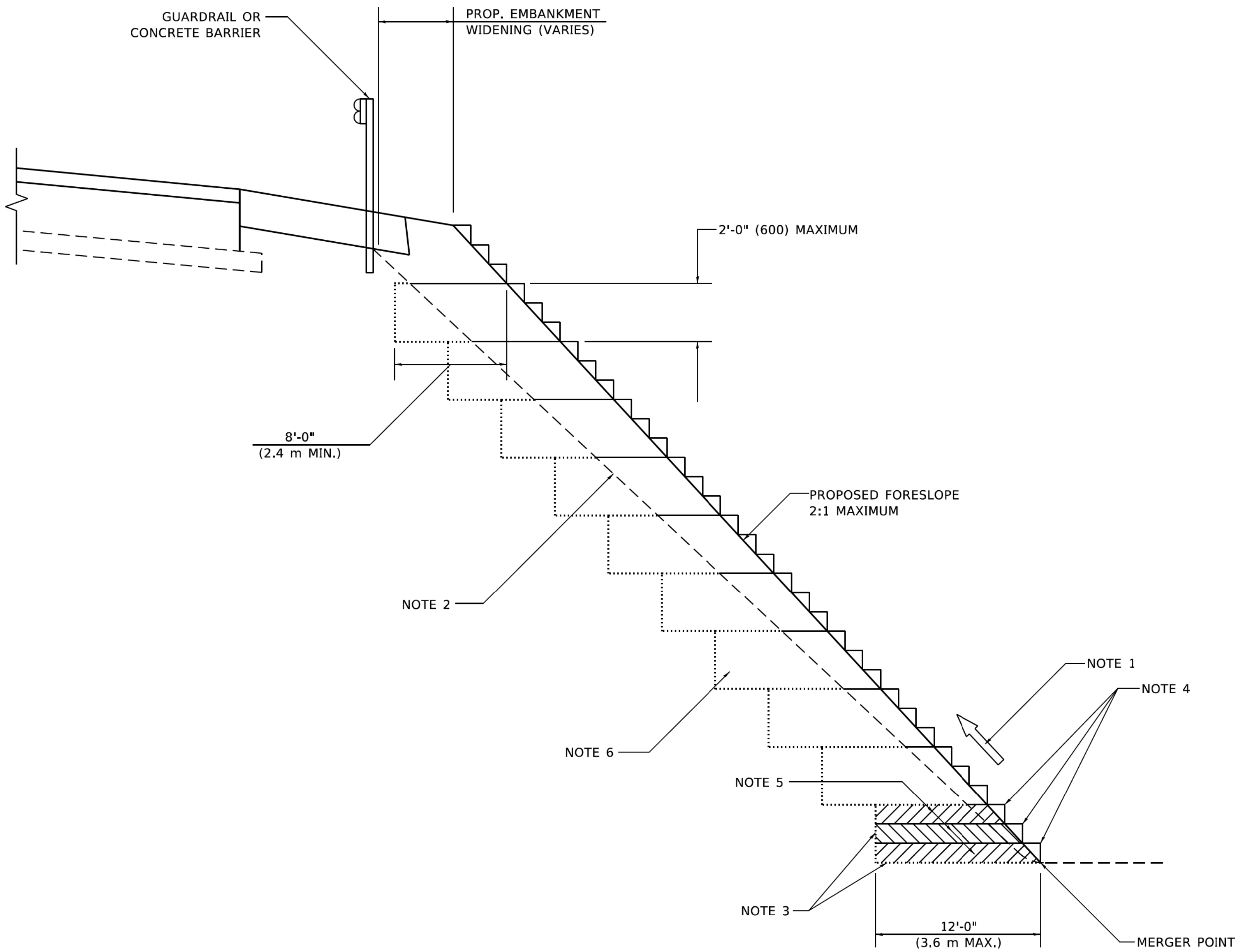
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - R. BORO 09-14-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - R. BORO 08-06-2012	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 05-08-2015	
PLOT DATE = 11/18/2022	DATE - 09-22-90	REVISED - K. SMITH 11-18-22	

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	73
	BD600–10 (BD–34)	CONTRACT NO. 61L88		
	ILLINOIS FED. AID PROJECT	S00V(023)		



TYPICAL BENCHING DETAIL FOR EMBANKMENT

GENERAL NOTES

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

BASIS OF PAYMENT

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

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

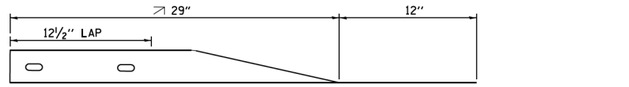
USER NAME = Lawrence.DeManche	DESIGNED -	REVISED - K. SMITH 11-18-22
	DRAWN - CADD	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - S.E.B.	REVISED -
PLOT DATE = 11/18/2022	DATE - 06-16-04	REVISED -

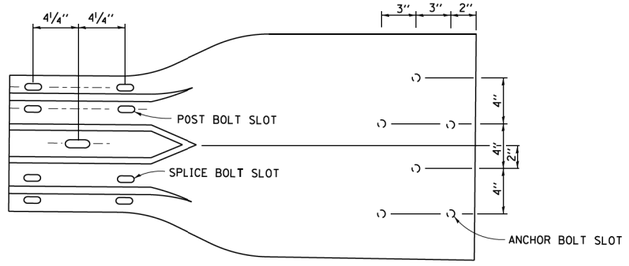
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

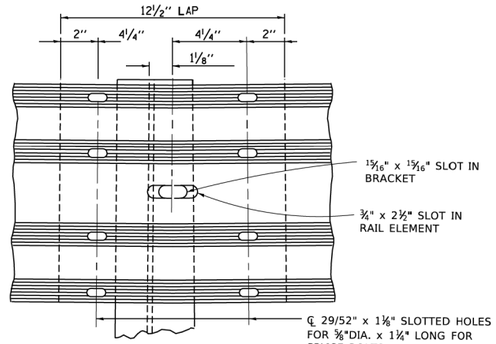
BENCHING DETAIL
FOR EMBANKMENT WIDENING

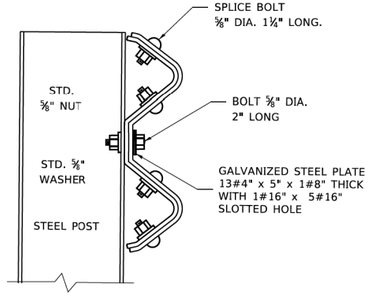
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.

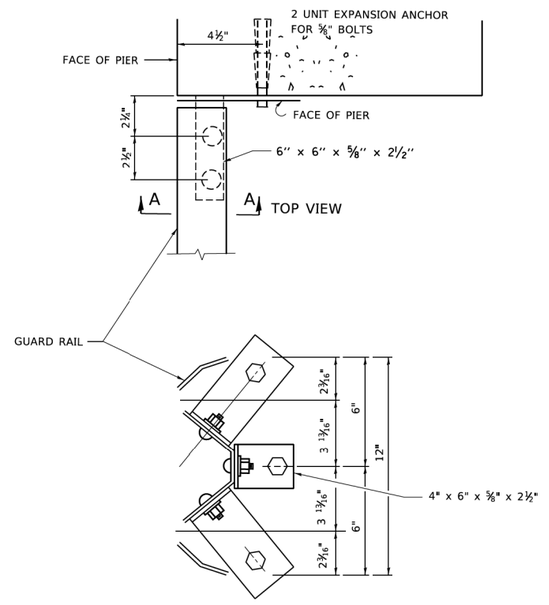
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	74
	BD–51	CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT S00V(023)		

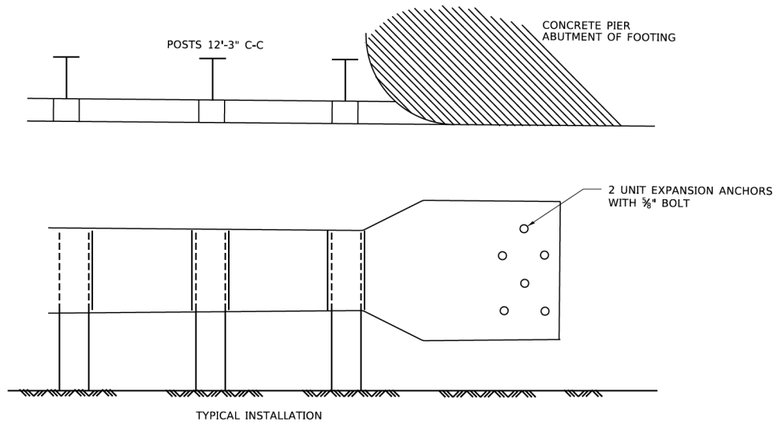












ANCHOR TERMINAL SECTION
DETAIL

SECTION A-A

SCALE 4"= 1'

DETAIL OF CONNECTION OF GUARDRAIL
TO SQUARE BRIDGE PIER OR FOUNDATION.

TYPICAL INSTALLATION

DETAIL OF CONNECTION OF GUARDRAIL
TO SQUARE BRIDGE PIER OR FOUNDATION.

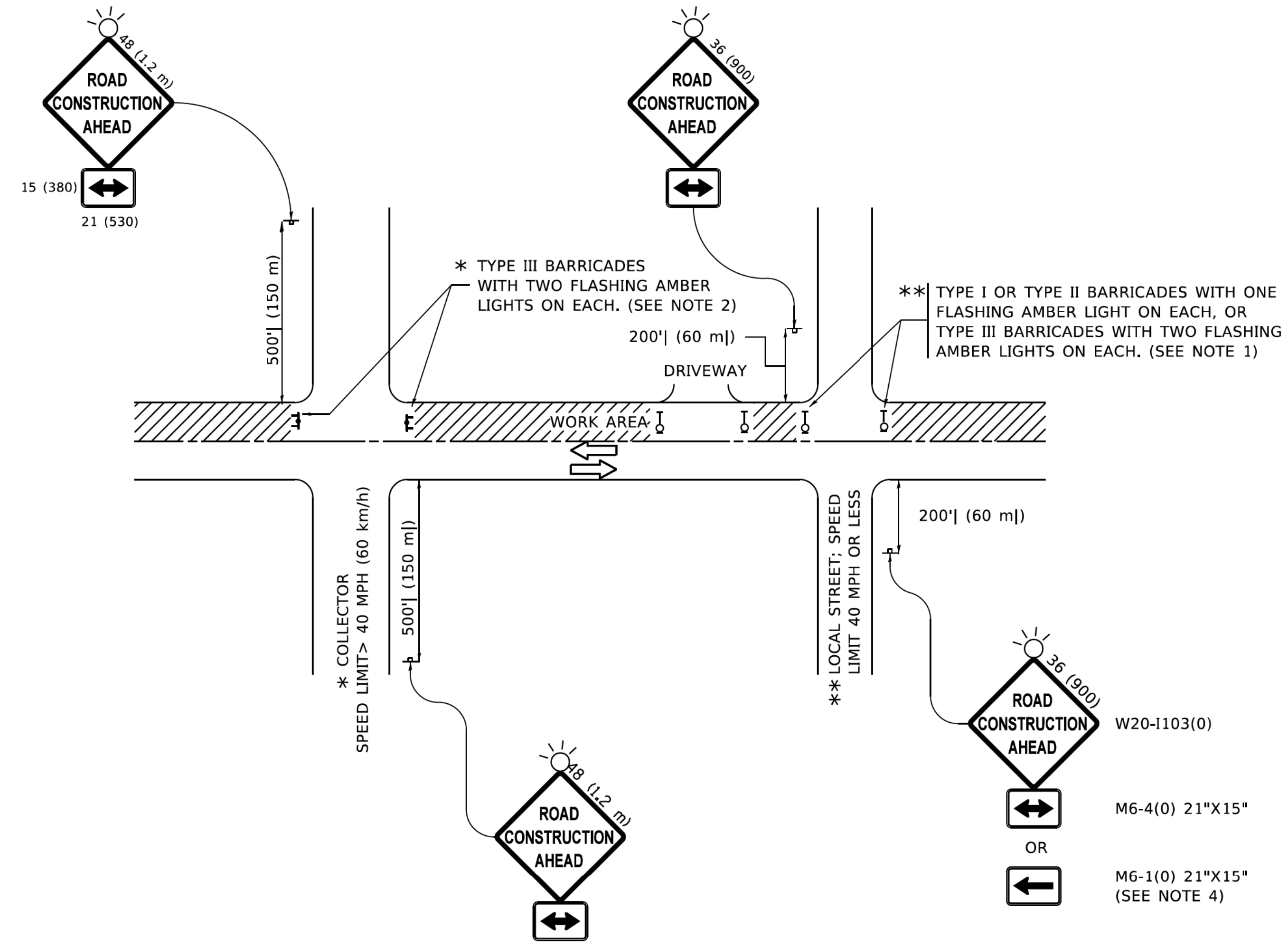
THIS SHEET IS FOR INFORMATION ONLY

USER NAME = footemj	DESIGNED -	REVISED - R. RITCHIE 05-02-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - R.F.L.	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/11/2019	DATE - 10-31-88	REVISED -	

DETAIL OF GUARDRAIL SUPPORT
AND END ANCHORAGE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	75
	BM–07	CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT S00V(023)		



NOTES:

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

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

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

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

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

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

3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

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

5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.

6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.

7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

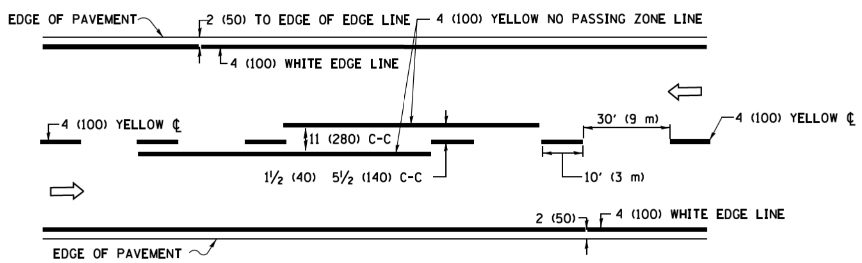
USER NAME = Lawrence.DeManche	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00
	DRAWN -	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

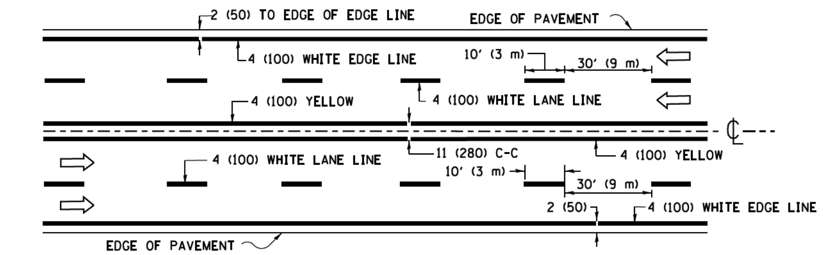
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

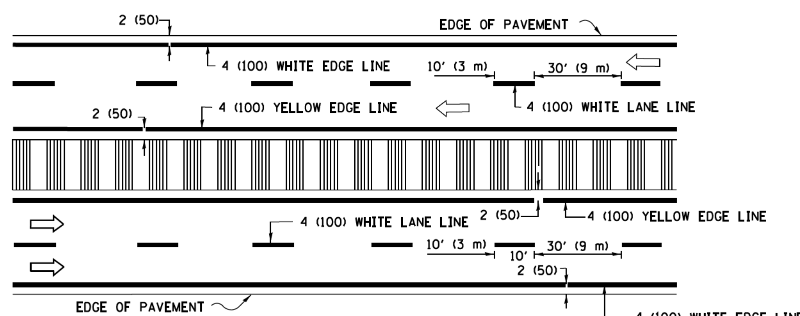
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	76
	TC–10	CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT S00V(023)		



2–LANE ROADWAY



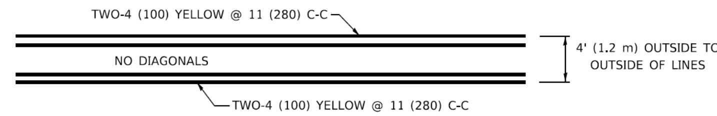
MULTI–LANE UNDIVIDED



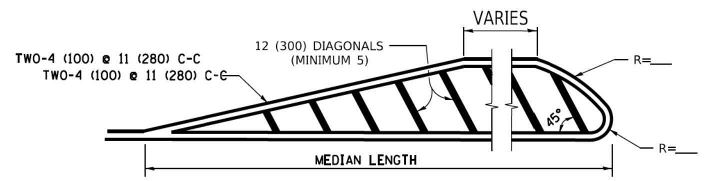
MULTI–LANE DIVIDED

WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



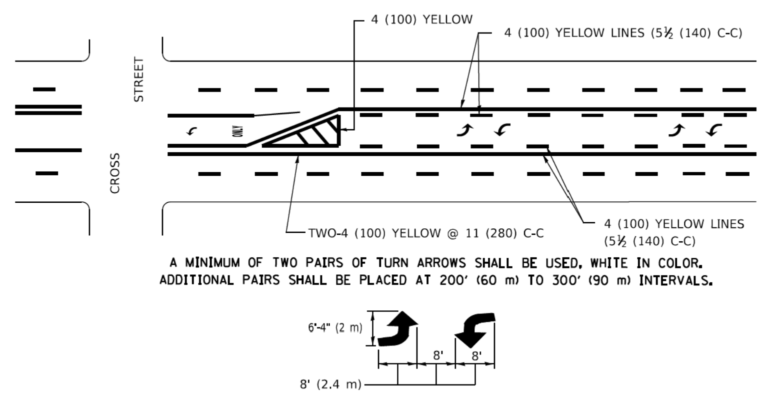
4' (1.2 m) WIDE MEDIANS ONLY



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

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

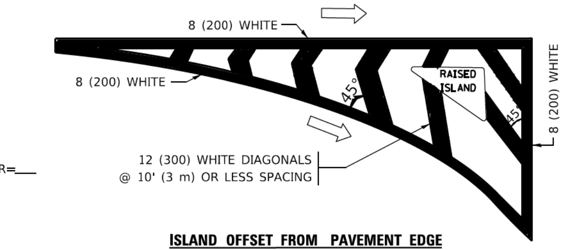
MEDIANS OVER 4' (1.2 m) WIDE



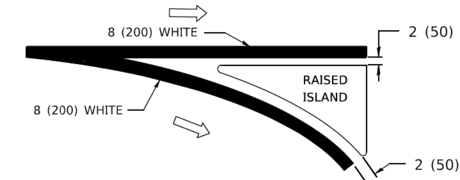
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

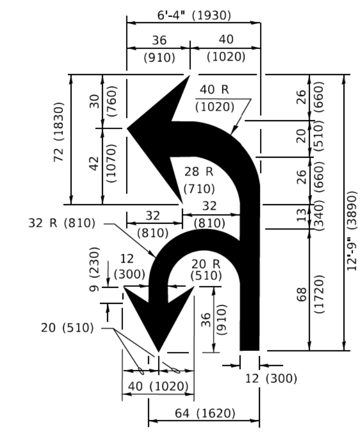


ISLAND OFFSET FROM PAVEMENT EDGE

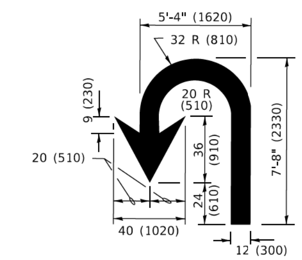


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

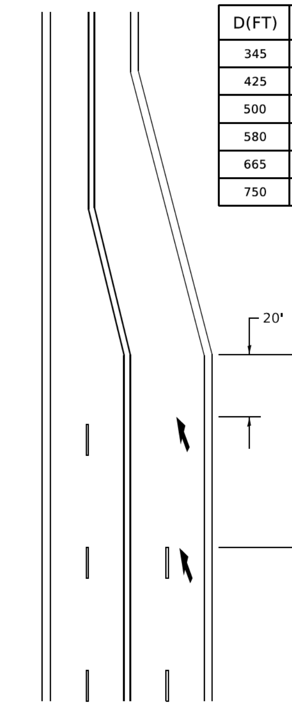


COMBINATION LEFT AND U–TURN



U–TURN

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



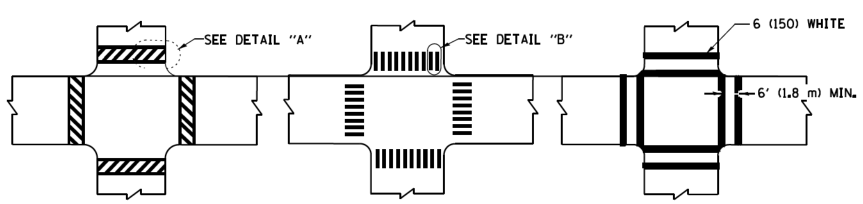
LANE REDUCTION TRANSITION

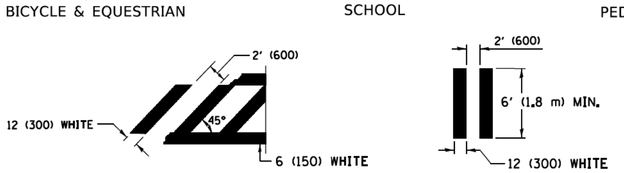
* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

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

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

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

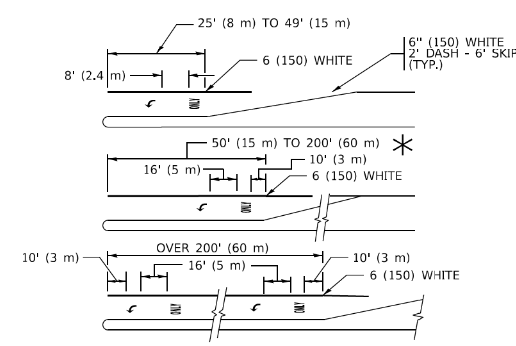




DETAIL "A" DETAIL "B"

TYPICAL CROSSWALK MARKING

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



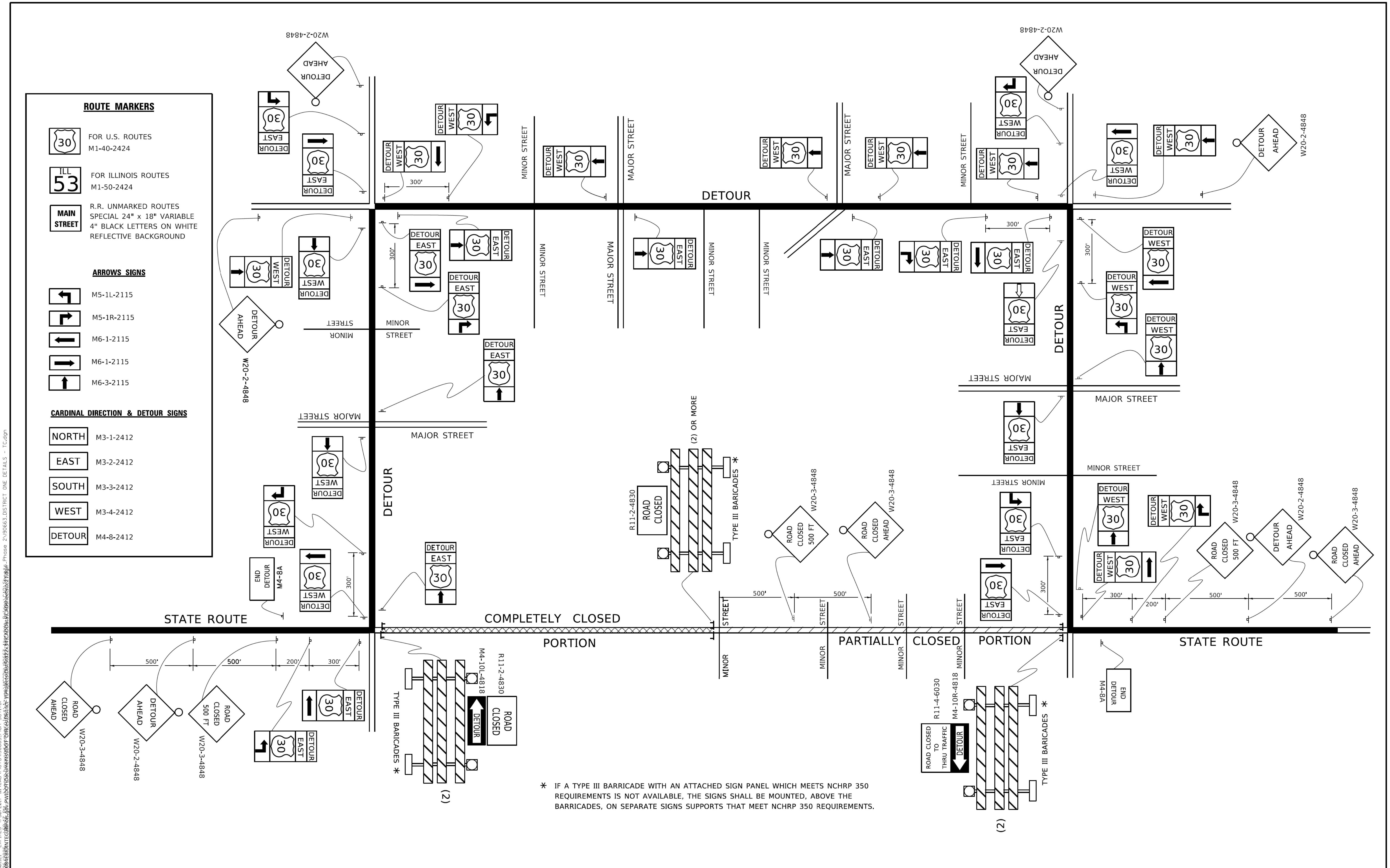
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

* 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

USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE TYPICAL PAVEMENT MARKINGS	F.A. RTE.: TR 73 / SECTION: 19-00507-00-BR / COUNTY: MCHENRY / TOTAL SHEETS: 92 / SHEET NO.: 77
	DRAWN -	REVISED - C. JUCIUS 07-01-13		TC-13	CONTRACT NO. 61L88
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15			ILLINOIS FED. AID PROJECT S00V(023)
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16		SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.	



ROUTE MARKERS
FOR U.S. ROUTES M1-40-2424
FOR ILLINOIS ROUTES M1-50-2424
R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND
MAIN STREET
ARROWS SIGNS
M5-1L-2115
M5-1R-2115
M6-1-2115
M6-1-2115
M6-3-2115
CARDINAL DIRECTION & DETOUR SIGNS
NORTH M3-1-2412
EAST M3-2-2412
SOUTH M3-3-2412
WEST M3-4-2412
DETOUR M4-8-2412
DETOUR
STATE ROUTE
COMPLETELY CLOSED PORTION
PARTIALLY CLOSED PORTION
MINOR STREET
MAJOR STREET
DETOUR AHEAD
W20-2-4848
ROAD CLOSED AHEAD
W20-3-4848
ROAD CLOSED 500 FT
END DETOUR M4-8A
ROAD CLOSED R11-2-4830
M4-10L-4818
M4-10R-4818
ROAD CLOSED TO THRU TRAFFIC R11-4-6030
TYPE III BARICADES *
(2) OR MORE
(2)
500'
300'
200'
* IF A TYPE III BARICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

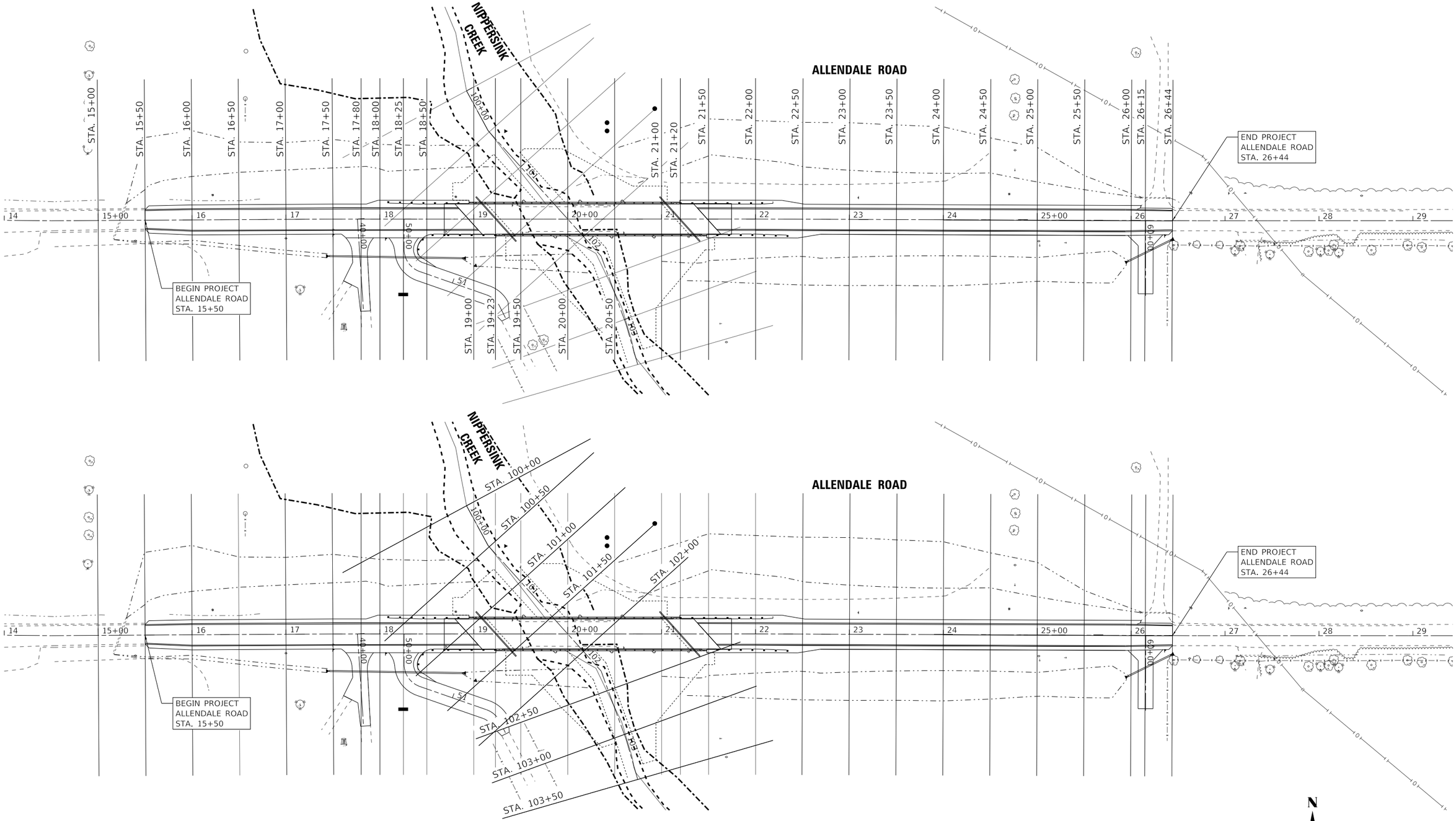
USER NAME = footemj	DESIGNED -	REVISED - 10-18-02	
	DRAWN -	REVISED - R. BORO 09-14-09	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	78
TC-21	CONTRACT NO. 61L88			
	ILLINOIS FED. AID PROJECT S00V(023)			



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/**SYEAR2**
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BAXTER & WOODMAN Consulting Engineers

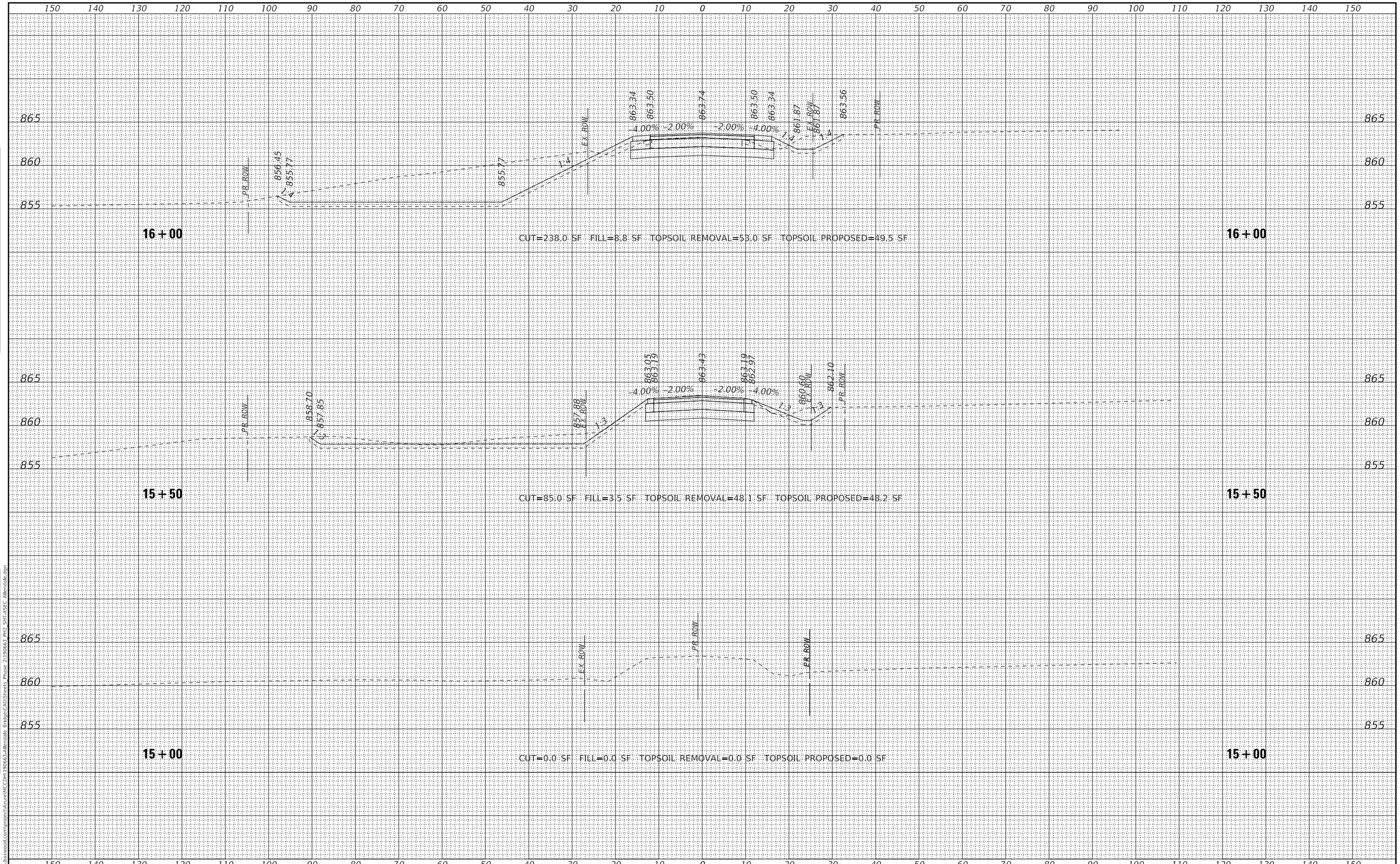
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	FILE - 190663_PH2_SHT-XSEC KeyMap.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
KEYMAP

SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 15+00 TO STA. 29+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	79
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



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

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

MODEL: Default
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BAXTER & WOODMAN Consulting Engineers

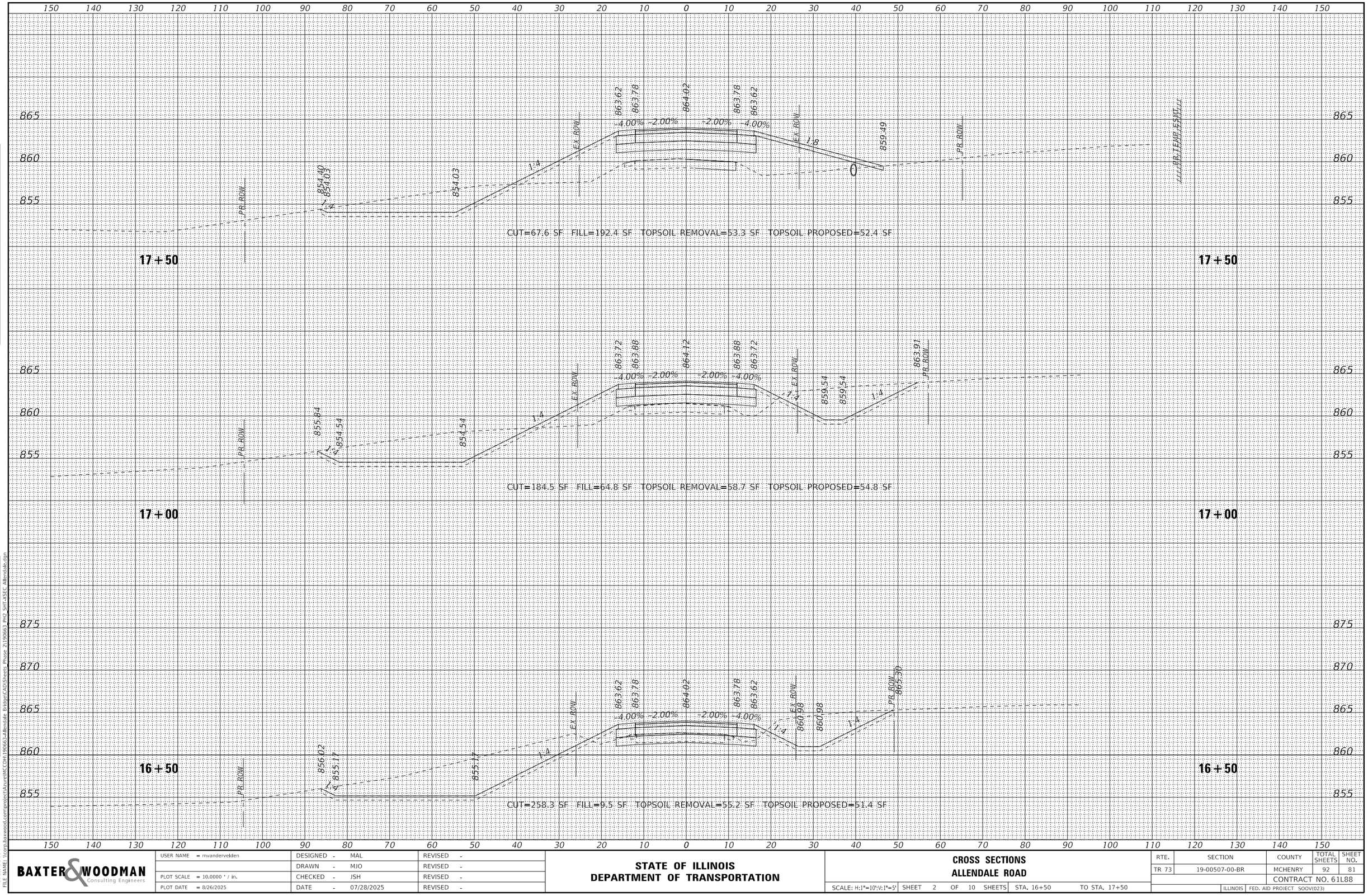
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
ALLENDALE ROAD

SCALE: H:1"=10';V:1"=5' | SHEET 1 OF 10 SHEETS | STA. 15+00 TO STA. 16+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	80
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	



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

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

BY	DATE

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BAXTER & WOODMAN Consulting Engineers

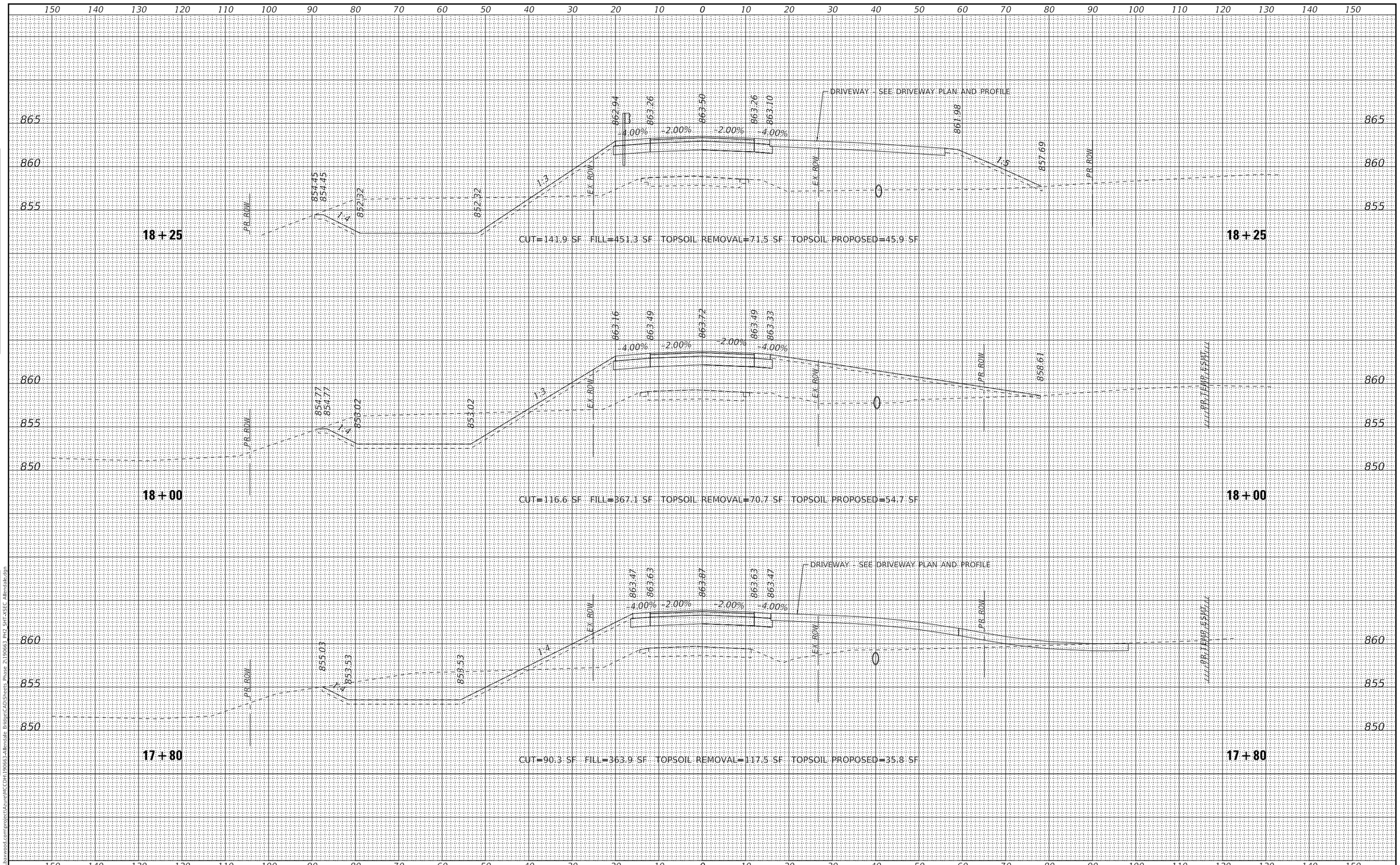
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
ALLENDALE ROAD

SCALE: H:1"=10', V:1"=5' | SHEET 2 OF 10 SHEETS | STA. 16+50 | TO STA. 17+50

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	81
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	



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

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

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BAXTER & WOODMAN Consulting Engineers

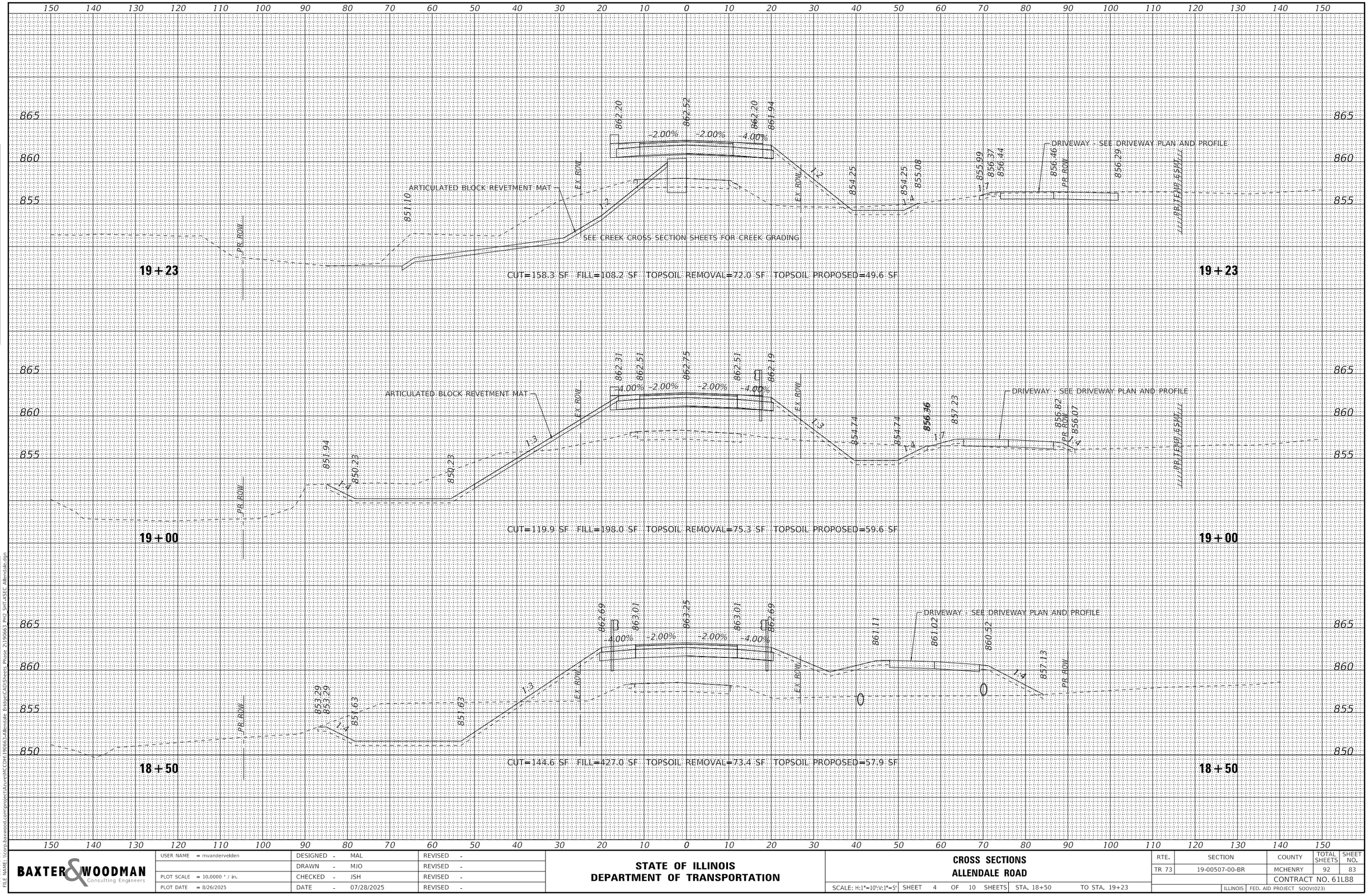
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -
	DRAWN - MJO	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
ALLENDALE ROAD

SCALE: H:1"=10', V:1"=5' | SHEET 3 OF 10 SHEETS | STA. 17+80 | TO STA. 18+25

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	82
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	



BAXTER & WOODMAN Consulting Engineers	USER NAME = mvandervelden	DESIGNED - MAL	REVISED -
		DRAWN - MJO	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -
	PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
ALLENDALE ROAD

SCALE: H:1"=10', V:1"=5' | SHEET 4 OF 10 SHEETS | STA. 18+50 TO STA. 19+23

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	83
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	

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

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

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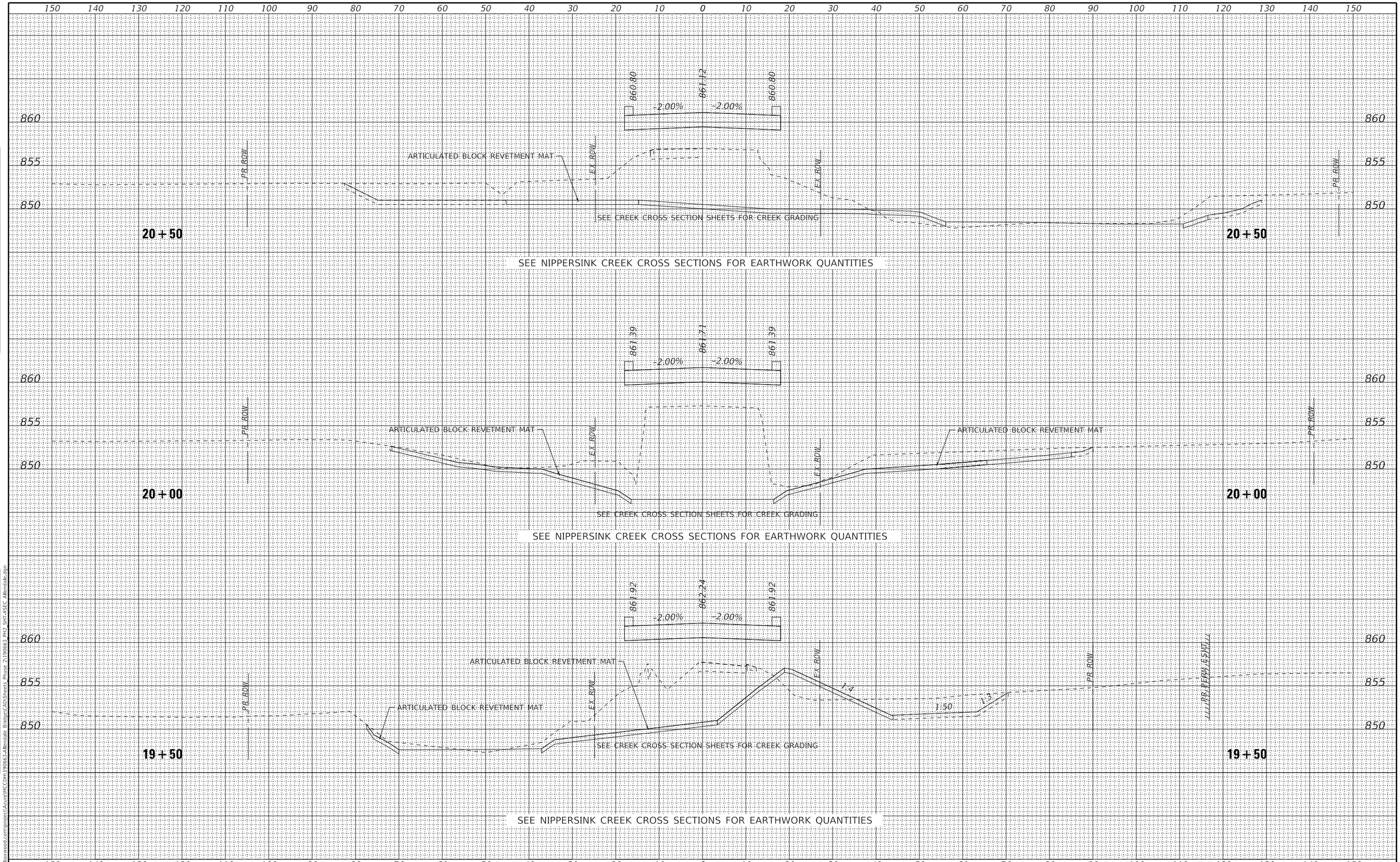


FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

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

MODEL: Default
FILE NAME: \\corp.baxwood.com\project\Azure\MCDH\190663-Allendale Bridge\CAD\Sheets Phase 2\190663 PH2 SHT-XSEC Allendale.dgn

BAXTER & WOODMAN Consulting Engineers

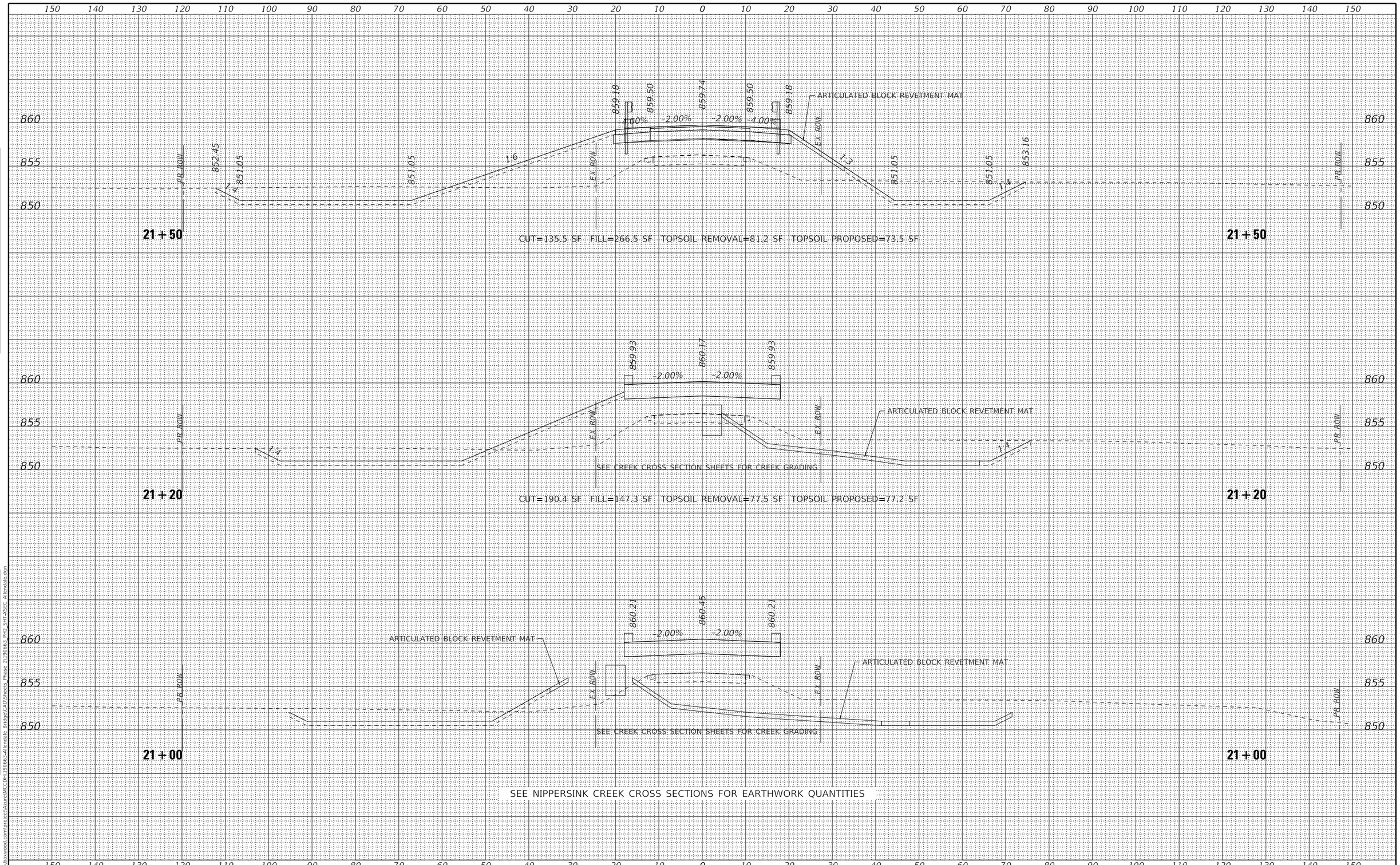
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -
	DRAWN - MJO	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
ALLENDALE ROAD

SCALE: H:1"=10', V:1"=5' | SHEET 5 OF 10 SHEETS | STA. 19+50 TO STA. 20+50

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	84
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	



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

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

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BAXTER & WOODMAN Consulting Engineers

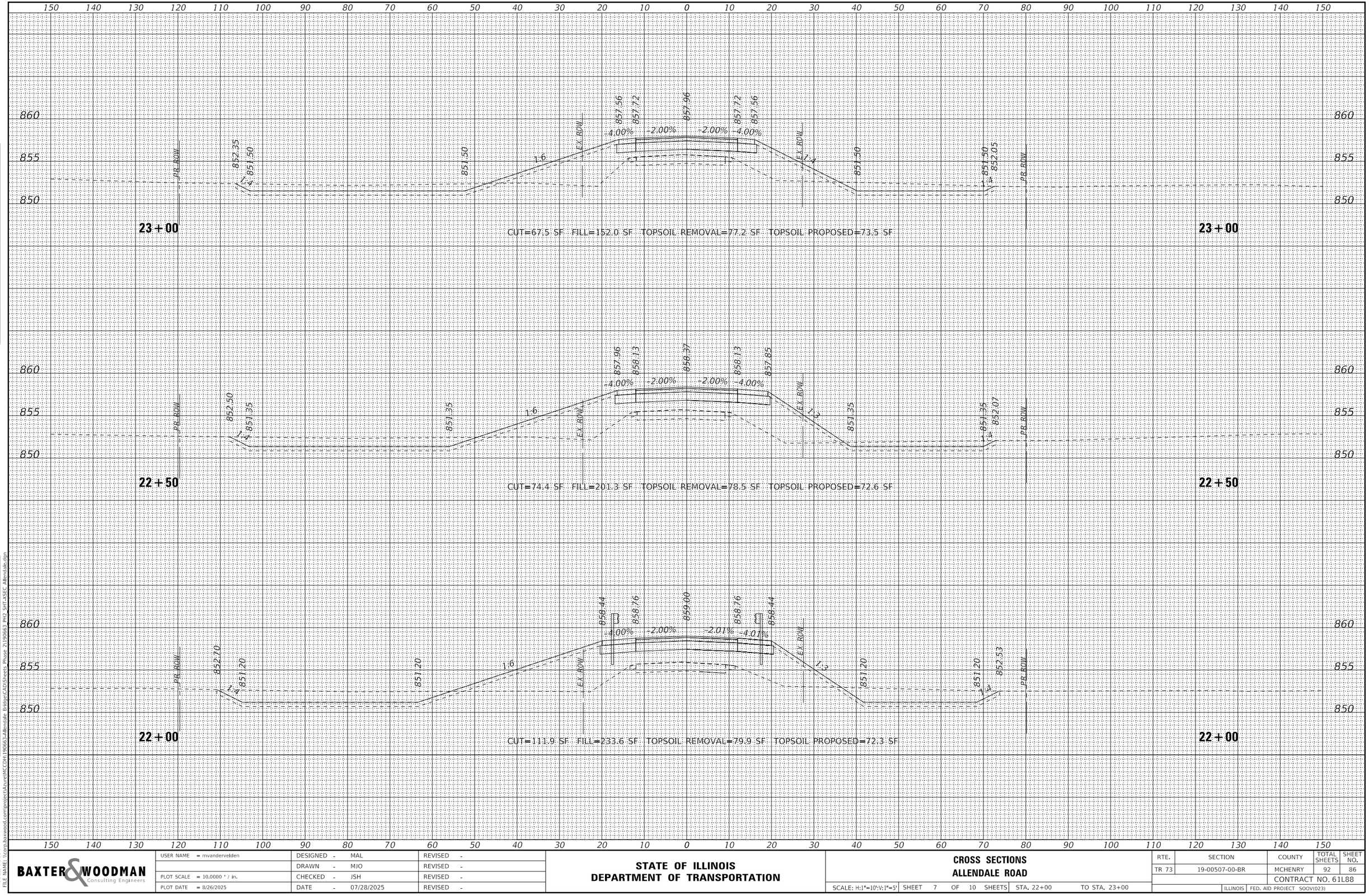
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
ALLENDALE ROAD

SCALE: H:1"=10':V:1"=5' | SHEET 6 OF 10 SHEETS | STA. 21+00 | TO STA. 21+50

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	85
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		



FINAL SURVEY

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

ORIGINAL SURVEY

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

MODEL: Default
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BAXTER & WOODMAN Consulting Engineers

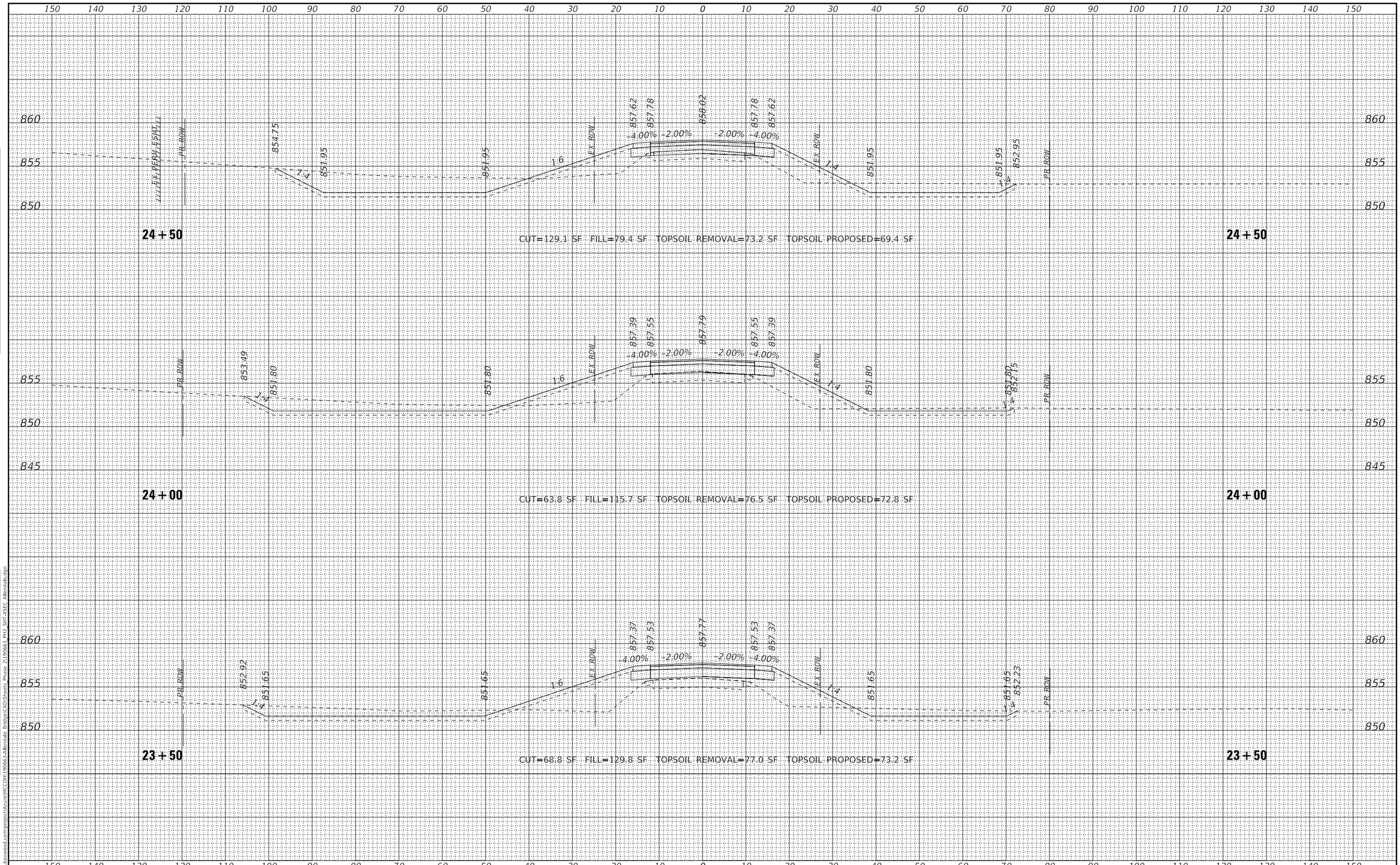
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
ALLENDALE ROAD

SCALE: H:1"=10', V:1"=5' | SHEET 7 OF 10 SHEETS | STA. 22+00 TO STA. 23+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	86
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	



BAXTER & WOODMAN Consulting Engineers	USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS ALLENDALE ROAD
		DRAWN - MJO	REVISED -		
	PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -		
	PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -		SCALE: H:1"=10';V:1"=5' | SHEET 8 OF 10 SHEETS | STA. 23+50 TO STA. 24+50

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	87
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	

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

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

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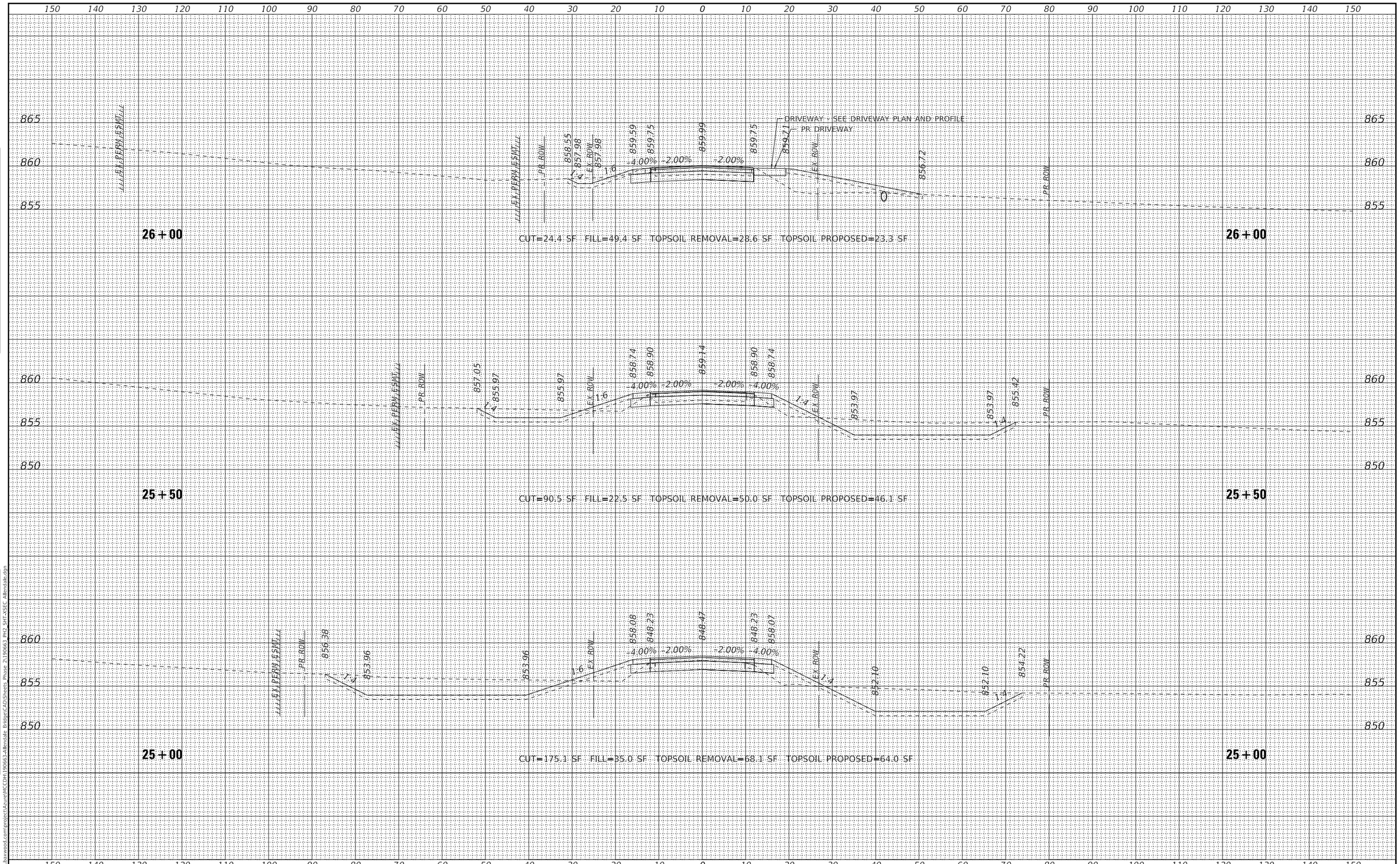

BAXTER & WOODMAN Consulting Engineers	USER NAME = mvandervelden	DESIGNED - MAL	REVISED -
		DRAWN - MJO	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -
	PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
ALLENDALE ROAD

SCALE: H:1"=10', V:1"=5' | SHEET 9 OF 10 SHEETS | STA. 25+00 | TO STA. 26+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	88
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	

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

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

MODEL: Default
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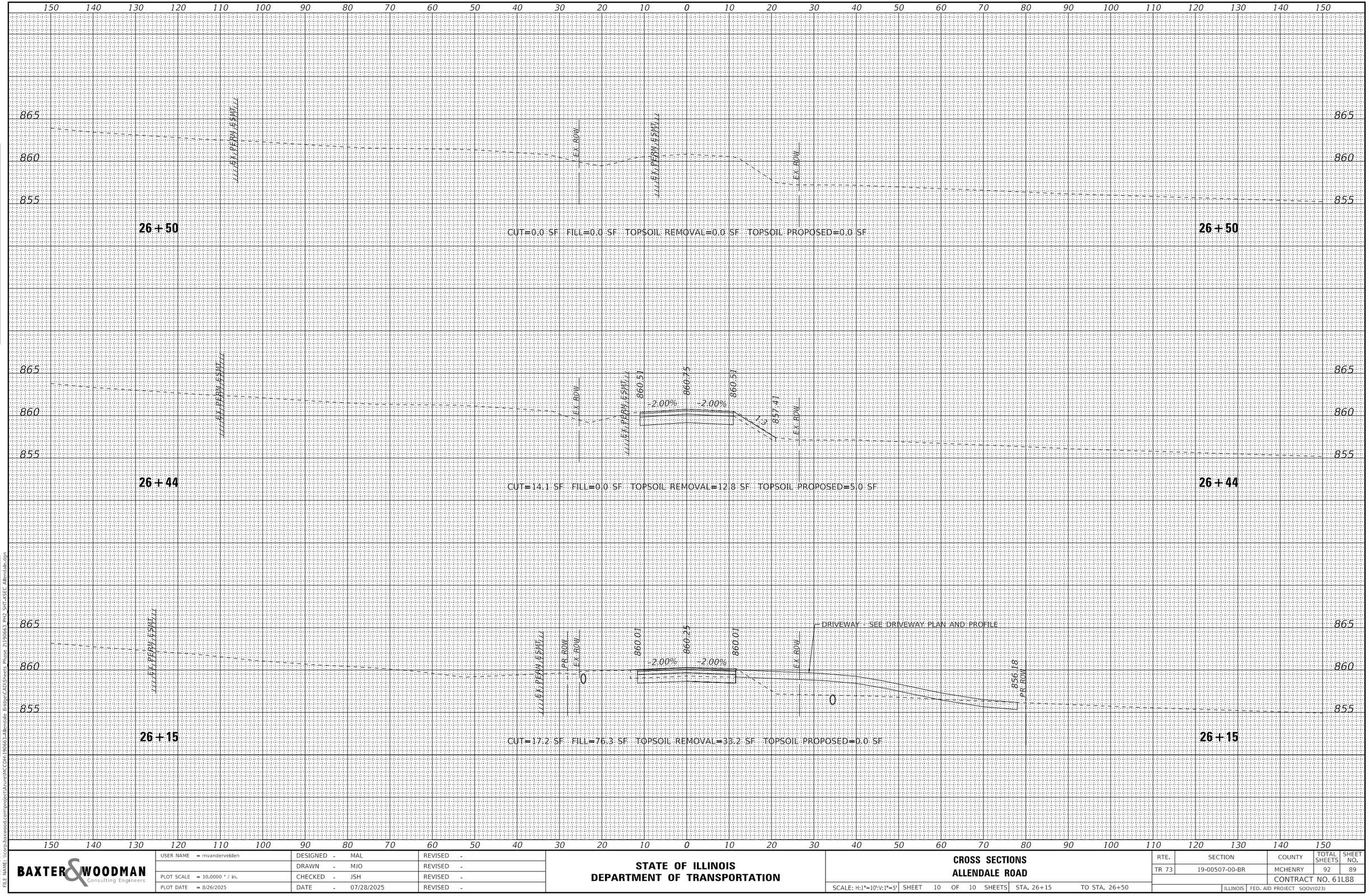

FINAL SURVEY

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

ORIGINAL SURVEY

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

MODEL: Default
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BAXTER & WOODMAN Consulting Engineers

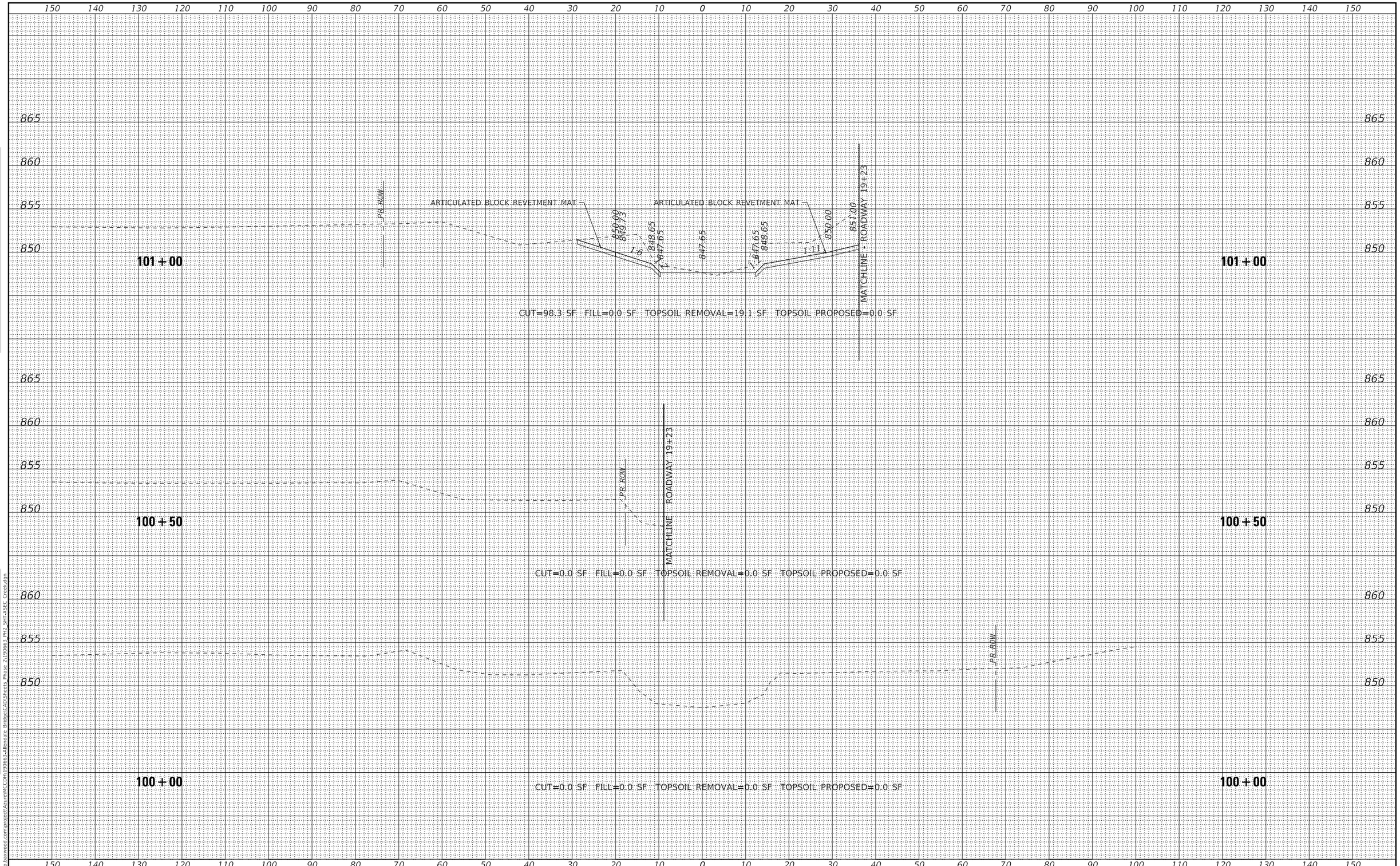
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -	
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
ALLENDALE ROAD

SCALE: H:1"=10', V:1"=5' | SHEET 10 OF 10 SHEETS | STA. 26+15 | TO STA. 26+50

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	89
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	



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

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

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BAXTER & WOODMAN Consulting Engineers

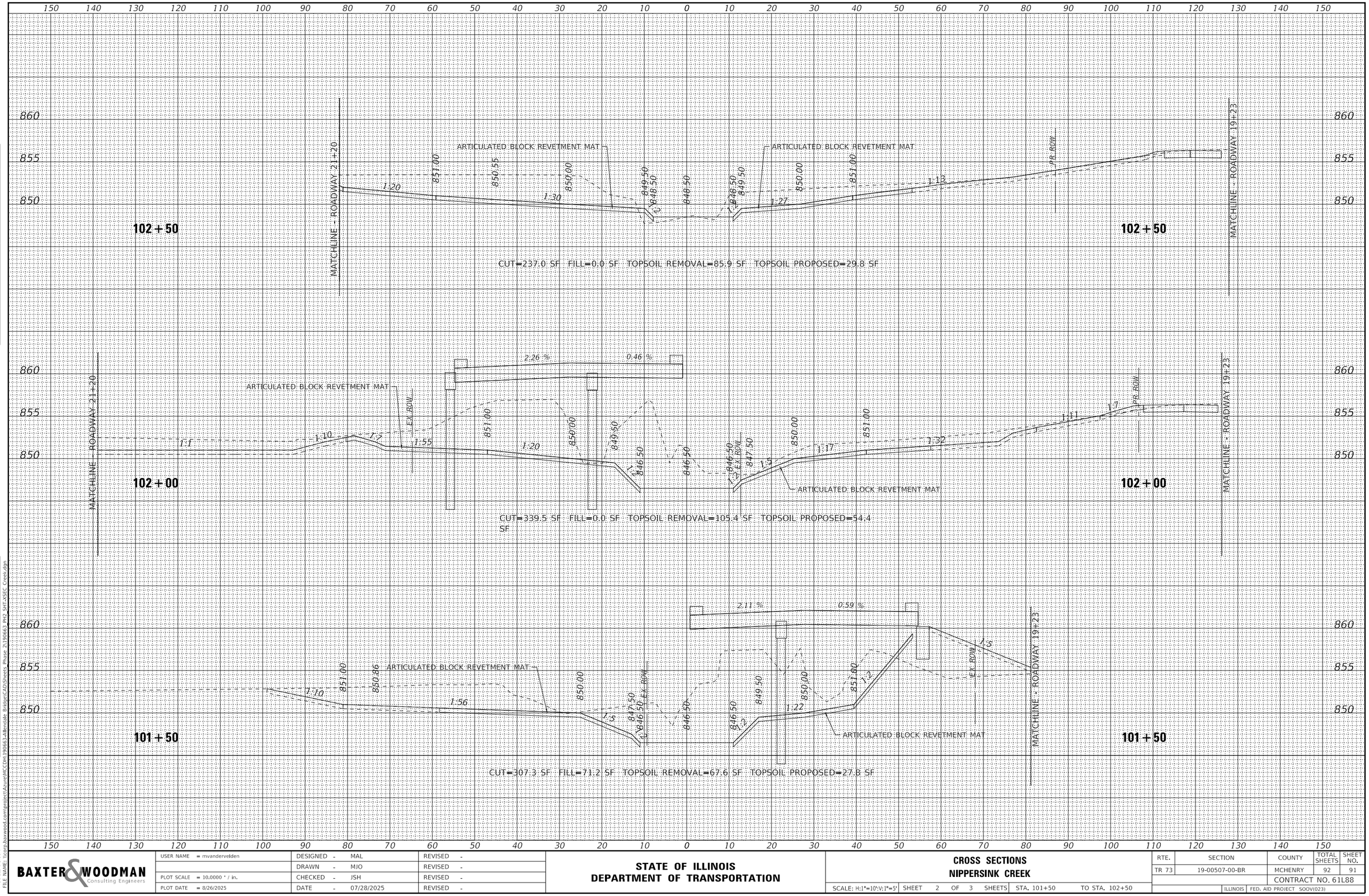
USER NAME = mvandervelden	DESIGNED - MAL	REVISED -
	DRAWN - MJO	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
NIPPERSINK CREEK

SCALE: H:1"=10', V:1"=5' | SHEET 1 OF 3 SHEETS | STA. 100+00 TO STA. 101+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	90
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	



BAXTER & WOODMAN Consulting Engineers	USER NAME = mvandervelden	DESIGNED - MAL	REVISED -
		DRAWN - MJO	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -
	PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
NIPPERSINK CREEK

SCALE: H:1"=10';V:1"=5' | SHEET 2 OF 3 SHEETS | STA. 101+50 | TO STA. 102+50

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	91
		CONTRACT NO. 61L88		
	ILLINOIS	FED. AID PROJECT SOOV(023)		

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

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

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

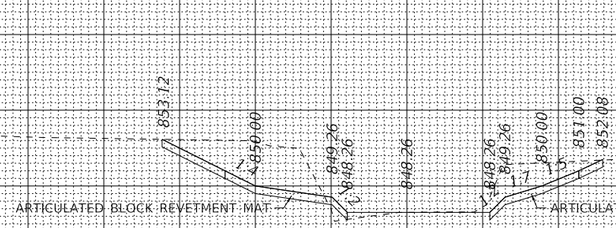
860
855
850

103 + 50

MATCHLINE - ROADWAY 21+20

2% PR ROW

CUT=0.0 SF FILL=0.0 SF TOPSOIL REMOVAL=0.0 SF TOPSOIL PROPOSED=0.0 SF



103 + 00

MATCHLINE - ROADWAY 21+20

CUT=61.5 SF FILL=0.0 SF TOPSOIL REMOVAL=19.0 SF TOPSOIL PROPOSED=0.0 SF

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

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

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

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BAXTER & WOODMAN Consulting Engineers

USER NAME = mvandervelden	DESIGNED - MAL	REVISED -
	DRAWN - MJO	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - JSH	REVISED -
PLOT DATE = 8/26/2025	DATE - 07/28/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
NIPPERSINK CREEK

SCALE: H:1"=10', V:1"=5' | SHEET 3 OF 3 SHEETS | STA. 103+00 TO STA. 103+50

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 73	19-00507-00-BR	MCHENRY	92	92
		CONTRACT NO. 61L88		
		ILLINOIS	FED. AID PROJECT SOOV(023)	