



Algonquin Road Reconstruction and Widening



PROJECT DESCRIPTION

This project reconstructed and widened 4.8 miles of Algonquin Rd. The roadway was two-lanes with left turn lanes at only a few of the major intersections. It was widened to include two travel lanes in each direction and new turn lanes at all the intersections.

Included in this project was the reconstruction of the bridge over Woods Creek and a retaining wall consisting of soldier piles and precast concrete panels. Another unique design element was the use of 2' x 4' x 8' EPS fill blocks. The EPS fill was used to save the money of removing the 30 ft. depth of peat or building a land bridge over the poor soils. Traffic signals were replaced with new state-of-the-art traffic signals with video vehicle detection and battery backup systems.

PROJECT HIGHLIGHTS

Construction Management:

As with all construction projects, this one had MAJOR UTILITY RELOCATION CHALLENGES. The entire length of the project had HIGH PRESSURE GAS MAIN, AERIAL AND BURIED ELECTRICAL CABLES AND COMMUNICATION CABLES that would take months to relocate. The MCDOT began holding UTILITY COORDINATION MEETINGS A YEAR IN ADVANCE of the project letting. These meetings led to the beginning of the relocation work MONTHS AHEAD OF LETTING the construction contract.

Community Relations:

BLA utilized a PUBLIC RELATIONS LIAISON as a main point of contact with the communities, residents and businesses along Algonquin Rd. BLA created a PROJECT WEB-SITE, www.algonquinroad.info for the public. The site included a general project overview, progress photos, a project schedule, press releases, project contact information, frequently asked questions and a sign-up page for e-mail notifications. The site informed people of lane closures, new traffic patterns, work that could impact travel times and the project progress. The site received more than 16,000 visitors and remained active until the completion of the project in June of 2009.

Accomplishments Under Adverse Conditions:

Because the area had an EXTREMELY WET JULY AND AUGUST 2007, (a County record 27" fell during the two months), the contractor could not work every day of the week. The contractor worked every Saturday to make up the lost time and to stay on schedule.



Environmental Considerations:

Two environmentally sensitive areas needed special care during this project. First, a federally protected wetland that connected to Exner Marsh was directly adjacent to the Algonquin Rd. right-of-way. This area was protected because BLANDING'S TURTLES habited there. To prevent harm to the Blanding's Turtles a B9.12 CURB-AND-GUTTER WAS INSTALLED BACKWARDS behind the guardrail next to the protected wetland area to prevent Blanding's Turtles from entering the roadway. TURTLE CROSSING SIGNS were also installed in this area to alert motorists of the presence of these turtles.

The other environmentally sensitive area on the project was around WOODS CREEK. This creek is an ARMY CORPS OF ENGINEERS CLASS A WATERWAY that feeds into the Lake in the Hills. The existing cast-in place box culvert over the creek was removed and a new bridge was built in its place.



CLIENT: McHenry County
Division of Transportation

American Council of Engineering Companies of Illinois
2010 Engineering Excellence -
Special Achievement Award: Transportation



Winner of APWA Chicago Metro Chapter — Fox Valley Branch
2010 Public Works Project of the Year: Transportation
\$25 million to \$75 million

ENGINEERING CONSULTANT:



Bollinger, Lach
& Associates, Inc.