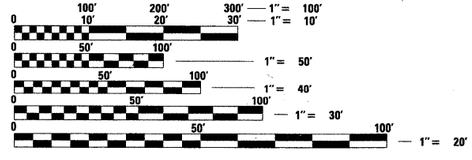
1-20-2012 LETTING ITEM 149

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	1
	ILLINOIS	CONTRACT NO. 63655		

INDEX OF SHEETS

PROJECT IS LOCATED IN THE VILLAGE OF ALGONQUIN

TRAFFIC DATA:
2009 ADT = 6,500 VEHICLES
2030 ADT = 7,000 VEHICLES
POSTED SPEED LIMIT = 35 MPH
FUNCTIONAL CLASSIFICATION = COLLECTOR



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

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

CONTRACT NO. 63655

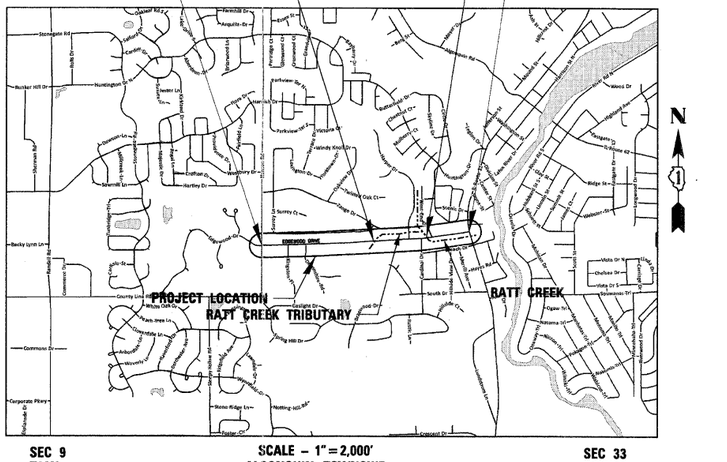
PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847) 705–4406 SCHAUMBURG, IL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.U. 4010 (EDGEWOOD DRIVE)
FROM HANSON ROAD (F.A.U.4011) TO IL ROUTE 31 (F.A.U. 3887)
ROADWAY RECONSTRUCTION AND WIDENING
SECTION NO. 09–00078–00–WR
PROJECT NO. CMM-M-BRM-9003(555)
JOB NO. C–91–303–10
McHENRY COUNTY

LOCATION OF SECTION INDICATED THUS: –



SEC 9
T43N
R 8E

SCALE – 1" = 2,000'
ALGONQUIN TOWNSHIP
GROSS LENGTH = 5,080.63 FT. = 0.96 MILE
NET LENGTH = 5,090.63 FT. = 0.96 MILE

SEC 33
T43N
R 8E

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED Nov 9 20 11
DIRECTOR OF PUBLIC WORKS, VILLAGE OF ALGONQUIN

PASSED November 10 20 11
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW November 10, 20 11
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

MICHAEL E. KERR
062-046642
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS

Signed
Michael E. Kerr, P.E. IL Lic. No. 062-046642
Expires 11-30-2011

Date 11/8/11

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823–0500

N:\ALGONQUIN\070273.00026\CIVIL\COVR_070273.SHT

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012: THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2012: THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD), THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" (SSTCI), "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2009 SIXTH EDITION, THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

2. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE THE MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

3. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS, AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT.

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

   A. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
   B. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
   C. ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.
   D. ALL UNUSED SIGNS WILL BE RETURNED TO THE VILLAGE OR DISPOSED OF AS DIRECTED BY THE ENGINEER.
   E. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.

4. PUBLIC AND PRIVATE UTILITIES: THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATIONS OF UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM.

5. EARTH EXCAVATION

   ALL SUITABLE EXCESS MATERIAL FROM SEWER TRENCHES, WIDENING, SIDEROADS, ENTRANCES OR OTHER NECESSARY EXCAVATIONS SHALL BE USED IN THE CONSTRUCTION OF THE ROADWAY. PLACEMENT AND COMPACTION OF THIS MATERIAL SHALL BE CONSIDERED INCUDED IN THE COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

6. DRAINAGE

   A. THE COST OF CONNECTING EXISTING STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM AND CONNECTING PROPOSED STORM SEWER TO EXISTING STRUCTURES SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT, HOWEVER, THE NECESSARY PIPE USED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "STORM SEWER" OF THE SIZE REQUIRED.

   B. DURING THE CONSTRUCTION OPERATIONS WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES SO THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS ALL DRAINAGE STRUCTURES SHALL BE FREE FROM ALL DIRT AND DEBRIS CAUSED BY THE CONSTRUCTION. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INLUDED IN THE COST OF THE CONTRACT.

   C. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE COST.

   D. DRAINAGE STRUCTURE OFFSETS AS SHOWN ON THE PLANS ARE GIVEN TO THE FOLLOWING POINTS:
      (A) FOR STRUCTURES FALLING IN THE CURB LINE - TO THE EDGE OF PAVEMENT.
      (B) FOR ALL OTHER STRUCTURES - TO THE CENTER OF THE STRUCTURE.
   RIM ELEVATIONS SHOWN ON THE PLANS FOR DRAINAGE STRUCTURES IN THE CURB LINE ARE THE EDGE OF PAVEMENT GRADE. FLAT TOPS AND CONES ARE TO BE TURNED SO THAT THE FRAME IS CLOSEST TO THE CENTERLINE OF THE ROAD, UNLESS OTHERWISE NOTED ON THE STRUCTURE IN THE PLANS. ALL FLAT TOPS AND CONES ARE ASSUMED TO BE ECCENTRIC.

   E. HOT-MIX ASPHALT OR CONCRETE PAVEMENT CROSSINGS SHALL NOT BE LEFT IN GRAVEL OVERNIGHT. THIS WILL INCLUDE THE MAIN ROAD, SIDE STREETS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES AND PARKING AREAS. TEMPORARY HOT-MIX ASPHALT PATCHING AT THE CONTRACTOR'S EXPENSE MAY BE USED IN LIEU OF IMMEDIATE PAVEMENT REPLACEMENT.

   F. AT LOCATIONS WHERE PROPOSED STORM SEWER CROSSES OVER UTILITIES, A 4" STYROFOAM CUSHION SHALLL BE PLACED UNDER THE STORM SEWER WHEN DIRECTED TO DO SO BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE STORM SEWER.

7. DRIVEWAYS OR ENTRANCES
   A. EXISTING HOT-MIX ASPHALT AND CONCRETE DRIVEWAYS AND ENTRANCES SHALL BE RECONSTRUCTED IN KIND TO ONE FOOT INSIDE THE RIGHT-OF-WAY OR AS SHOWN ON THE PLANS.
   B. THE CONTRACTOR SHALL CONSTRUCT ALL COMMERCIAL AND PRIVATE DRIVEWAYS IN ACCORDANCE WITH THE PLANS AND/OR AS DIRECTED BY THE ENGINEER. THE FOLLOWING MINIMUM REQUIREMENTS SHALL BE MET:

a. HMA PRIVATE DRIVEWAYS	-	2 1/2 " HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70 6" AGGREGATE BASE COURSE, TYPE B
b. PCC PRIVATE DRIVEWAYS	-	6" PCC DRIVEWAY PAVEMENT 4" AGGREGATE BASE COURSE, TYPE B
c. HMA COMMERCIAL DRIVEWAYS	-	2 1/2 " HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70 8" AGGREGATE BASE COURSE, TYPE B
d. PCC COMMERCIAL DRIVEWAYS	-	6" PCC DRIVEWAY PAVEMENT 4" AGGREGATE BASE COURSE, TYPE B
e. MAILBOX TURNOUT	-	6" PCC DRIVEWAY PAVEMENT 4" AGGREGATE BASE COURSE, TYPE B

8. ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON NAVD 88 DATUM.

9. ANY REFERENCE TO STANDARDS IN THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE LATEST STANDARDS OF THE DEPARTMENT.

10. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT SOME QUANTITIES ARE GIVEN IN BOTH SUMMARY FORM AND ON THE PLAN SHEETS. CARE SHOULD BE TAKEN TO AVOID DUPLICATION OF QUANTITIES.

11. THE CONTRACTOR SHALL GIVE NOTICES AND COMPLY WITH APPLICABLE LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ALL PUBLIC AUTHORITIES BEARING ON SAFETY OF PERSONS OR PROPERTY OR THEIR PROTECTION FROM DAMAGE, INJURY OR LOSS.

12. UTILITIES
   A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.

   B. THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES, AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY.

   C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

   D. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 OR 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION FACILITIES (48 HOURS NOTIFICATION IS REQUIRED.)

   E. ALL RESTRICTED DEPTH MANHOLES AND CATCH BASINS SHALL HAVE A FLAT TOP SLAB PER STD. 602601. ALL FLAT TOP SLABS SHALL HAVE A MINIMUM 2" RING PRECAST INTO IT AROUND ACCESS OPENING. THE COST OF THE FLAT TOP SLAB WILL BE INCLUDED IN THE COST OF MANHOLE OR CATCH BASIN.

13. WATER, STORM SEWER, AND SANITARY SEWER

   A. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

   B. WHEN THE REQUIRED VERTICAL AND HORIZONTAL CLEARANCES, AS SPECIFIED BY THE IEPA, BETWEEN PROPOSED STORM SEWER AND EXISTING OR PROPOSED WATER MAINS CANNOT BE MET, CIRCULAR PIPE SHALL BE INSTALLED OF WATER MAIN QUALITY PIPE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR STORM SEWERS, (WATER MAIN REQUIREMENTS). THIS PIPE WILL BE PAID FOR AS "STORM SEWERS, (WATER MAIN REQUIREMENTS)" OF THE TYPE AND DIAMETER SPECIFIED.

   C. SANITARY SEWER SHALL BE 8" PVC, SDR 26, ASTM D-3034 WITH PUSH-ON JOINTS CONFORMING TO ASTM D-3212 WITH FLEXIBLE ELASTOMERIC SEALS PER ASTM F477.

   D. SANITARY SEWER IN CASING SHALL BE 8" DUCTILE IRON, CLASS 50 AS PER ASTM A746 WITH PUSH ON TYPE JOINTS CONFORMING TO ANSI/AWWA C111/A21.11.

   E. SANITARY MANHOLES, FRAMES AND GRATES SHALL BE PER SANITARY SEWER MANHOLE DETAIL SHOWN IN THE PLANS.

   F. ALL SANITARY SEWER TRENCHES SHALL BE BACKFILLED AND COMPACTED PER SANITARY SEWER TRENCH DETAIL SHOWN ON THE PLANS.

   G. SANITARY SEWER 12" DIA. OR LESS SHALL BE TESTED 100% FOR DEFLECTION AND 100% FOR AIR EXFILTRATION. IN ACCORDANCE WITH STANDARD SPECIFICATION FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS. ENGINEER SHALL BE NOTIFIED 48 HOURS PRIOR TO TESTING AND SHALL WITNESS ALL TESTING.

   H. SANITARY SEWER MANHOLES SHALL BE TESTED FOR WATER TIGHTNESS IN ACCORDANCE WITH ASTM C1244-93 "STANDARD TEST METHOD FOR CONCRETE SEWER MANHOLES BY NEGATIVE PRESSURE (VACUUM) TEST",VOL. 04.05 PRIOR TO PLACING INTO SERVICE.

   I. SANITARY SEWER AND WATER MAIN SEPARATION SHALL BE PER SECTION 370.350 OF THE ILLINOIS RECOMMENDED STANDARD FOR SEWAGE WORK.

14. MISCELLANEOUS
   A. ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT DURATION (3 DAYS). THE COST TO PROVIDE ACCESS SHALL BE PAID FOR AND INCLUDED IN THE ITEMS "TEMPORARY ACCESS (PRIVATE ENTRANCE)", "TEMPORARY ACCESS (COMMERCIAL ENTRANCE)", AND "TEMPORARY ACCESS (ROAD)".

   B. ALL SAWCUTTING SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.

   C. THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASIS ON WHICH THEY ARE TO BE PLACED. PLAN THICKNESSES SHOULD BE CONSIDERED THE MINIMUM THICKNESS PERMITTED.

15. LANE CLOSURES
   A. THE CONTRACTOR SHALL WORK EXPEDITIOUSLY TO OPEN TRAFFIC LANES CLOSED DUE TO ROADWORK. THE ENGINEER SHALL BE THE SOLE JUDGE OF WHEN A LANE IS READY TO BE OPENED TO TRAFFIC.

   B. THE OPENING OF THE LANE TO TRAFFIC SHALL BE IN ACCORDANCE WITH ARTICLE 107.29 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

   C. ROADWORK REQUIRING A CLOSURE OF A LANE, WHICH HAS BEEN OPENED PREVIOUSLY TO TRAFFIC, WILL BE ALLOWED AT THE DISCRETION OF THE ENGINEER AND UNDER THE FOLLOWING CONDITIONS:
      1) THE LANE CLOSURE SHALL ONLY BE IN EFFECT WHILE WORKERS ARE PRESENT IN OR NEAR THE CLOSED LANE.
      2) THE CLOSED LANE WILL BE REOPENED TO TRAFFIC AT THE END OF THE WORKDAY.
      3) ALL TRAFFIC CONTROL DEVICES PERTAINING TO THE LANE CLOSURE SHALL BE REMOVED FROM THE ROADWAY AT THE END OF THE WORKDAY.

16. ALL EMBANKMENT WIDENING SHALL BE SUFFICIENTLY BENCHED INTO EXISTING EMBANKMENTS/SLOPES PER SECTION 205 OF THE STANDARD SPECIFICATIONS, AND AS APPROVED BY THE ENGINEER. ALL COSTS WILL BE INCLUDED IN THE UNIT PRICE FOR EARTH EXCAVATION.

17. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES AND DETOUR SIGNING WITH ANY OTHER ROADWAY PROJECTS WITHIN THE AREA THAT ARE UNDER CONSTRUCTION AT THE SAME TIME.

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN / PROFILE — NOTE BOOK — NO. — SURVEYED — PLOTTED — GRADES CHECKED — DRAWN — ALIGNMENT CHECKED — STRUCTURE NO(S)/ITMS CHKD — BY — DATE — CADD FILE NAME

FILE NAME =	USER NAME = mwarman	DESIGNED -	REVISED -
N:\ALGONQUIN\070273.00026\Civil\NOT_070273.SHT	DRAWN -	REVISED -	
PLOT SCALE = 20'	CHECKED -	REVISED -	
PLOT DATE = 11/15/2011	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
GENERAL NOTES

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	2
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

SPECIALTY ITEM	CODE	ITEM	UNIT	TOTAL QUANTITY	ROADWAY QUANTITY 0004	MULTI-USE PATH QUANTITY 0028	RATT CREEK BRIDGE QUANTITY 0014	RATT CREEK TRIBUTARY CULVERT QUANTITY 0011	NON PARTICIPATING ROADWAY QUANTITY
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	956	447	509			
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	349	66	283			
	20101000	TEMPORARY FENCE	FOOT	100	100				
	20101100	TREE TRUNK PROTECTION	EACH	20	10	10			
*	20101200	TREE ROOT PRUNING	EACH	20	10	10			
*	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	10	5	5			
*	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	10	5	5			
	20200100	EARTH EXCAVATION	CU YD	3,346	1508	1838			
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	7,436	3658	3353		425	
	20400800	FURNISHED EXCAVATION	CU YD	3,970	1078	2892			
	20700220	POROUS GRANULAR EMBANKMENT	CU YD	562			15	547	
	20800150	TRENCH BACKFILL	CU YD	3,563	1579			225	1759
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	140				140	
*	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	11,114	5557	5557			
*	25000210	SEEDING, CLASS 2A	ACRE	1.1	0.7	0.4			
*	25000300	SEEDING, CLASS 3	ACRE	0.6	0.6				
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	208	104	104			
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	208	104	104			
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	208	104	104			
*	25100630	EROSION CONTROL BLANKET	SQ YD	5,556	2778	2778			
*	25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	5,558	2779	2779			
*	25200200	SUPPLEMENTAL WATERING	UNIT	35	35				
	28000305	TEMPORARY DITCH CHECKS	FOOT	460	460				
	28000315	AGGREGATE DITCH CHECKS	TON	15	15				
	28000400	PERIMETER EROSION BARRIER	FOOT	9,240	4620	4620			
	28100113	STONE RIPRAP, CLASS A7	SQ YD	172			97	75	
	28200200	FILTER FABRIC	SQ YD	285			160	125	
	30200650	PROCESSING MODIFIED SOIL 12"	SQ YD	11,792	11792				
	30201600	FLY ASH	TON	800	800				
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	11,792	11792				
	35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	360	360				
	35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	4,027	582	3445			
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	6,525	6525				
	40600300	AGGREGATE (PRIME COAT)	TON	140	140				
	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	188	188				
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	30	30				
	40600990	TEMPORARY RAMP	SQ YD	30	30				
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	4,569	4569				
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2,167	1773	394			
	42001300	PROTECTIVE COAT	SQ YD	1,542	1542				
	42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	37	37				
	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 6 INCH	SQ YD	331	331				
	42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	782		782			
	42400800	DETECTABLE WARNINGS	SQ FT	94		94			
	44000100	PAVEMENT REMOVAL	SQ YD	11,484	11484				
	44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	3,308	3308				
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	928	928				
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,178	1178				
	44000600	SIDEWALK REMOVAL	SQ FT	199	199				
	44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	85	85				
	44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	250	250				
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1				1	
	50101500	REMOVAL OF EXISTING SUPERSTRUCTURE	EACH	1			1		
	50102400	CONCRETE REMOVAL	CU YD	3			3		
	50105220	PIPE CULVERT REMOVAL	FOOT	550	550				
	50200100	STRUCTURE EXCAVATION	CU YD	1,211			15	1196	
	50300225	CONCRETE STRUCTURES	CU YD	269			24.5	244.5	
	50300255	CONCRETE SUPERSTRUCTURES	CU YD	147			147		
	50300280	BRIDGE DECK GROOVING	SQ YD	15			15		
	50300285	FORM LINER TEXTURED SURFACE	SQ FT	3,370				3370	
	50300300	PROTECTIVE COAT	SQ YD	375			375		
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1			1		
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	76,640			35610	41030	
	50800515	BAR SPLICERS	EACH	70			70		
	51500100	NAME PLATES	EACH	1			1		
	54003000	CONCRETE BOX CULVERTS	CU YD	108				108	
	54011206	PRECAST CONCRETE BOX CULVERTS 12' X 6'	FOOT	54				54	
	54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1				
	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	81	81				
	550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	8	8				
	550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	127	127				
	550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	395	395				
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	1,287	1287				
	550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	328	328				
	550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	152	152				
	550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	1,208	1208				
	550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	22	22				

Δ 0042

SPECIALTY ITEM	CODE	ITEM	UNIT	TOTAL QUANTITY	ROADWAY QUANTITY 0004	MULTI-USE PATH QUANTITY 0028	RATT CREEK BRIDGE QUANTITY 0014	RATT CREEK TRIBUTARY CULVERT QUANTITY 0011	NON PARTICIPATING ROADWAY QUANTITY
	550A0500	STORM SEWERS, CLASS A, TYPE 2 60"	FOOT	153	153				
	550A0540	STORM SEWERS, CLASS A, TYPE 2 84"	FOOT	206	206				
	550A0780	STORM SEWERS, CLASS A, TYPE 3 48"	FOOT	209	209				
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	231				231	
	60107600	PIPE UNDERDRAINS 4"	FOOT	800	800				
	60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
*	60500040	REMOVING MANHOLES	EACH	4					4
	60500050	REMOVING CATCH BASINS	EACH	2	2				
	60500060	REMOVING INLETS	EACH	1	1				
	60604100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	8,173	8173				
	60609200	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12	FOOT	165	165				
*	63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	150			50	100	
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4			3	1	
*	63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2			2		
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2			2		
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2			1	1	
	63200310	GUARDRAIL REMOVAL	FOOT	312	312				
*	63300725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	13			13		
	64100120	SIGHT SCREEN (WOODEN FENCE), TYPE P 8'	FOOT	200	200				
	67100100	MOBILIZATION	L SUM	1	0.58	0.16	0.1	0.16	
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	14	14				
	72000100	SIGN PANEL - TYPE 1	SQ FT	60	7.5	52.5			
	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	46	15	31			
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73				
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9,625	9625				
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	330	330				
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	132	132				
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	136		136			
	78200410	GUARDRAIL MARKERS, TYPE A	EACH	7	7				
	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2			1	1	
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	144	144				
*	A2000120	TREE, ACER X FREEMANII AUTUMN BLAZE (AUTUMN BLAZE FREEMAN MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	14	7	7			
*	A2001220	TREE, ACER RUBRUM RED SUNSET (RED SUNSET RED MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	18	8	10			
*	A2004568	TREE, GINKGO BILOBA MAGYAR ARISTOCRAT (MAGYAR ARISTOCRAT GINKO), TREE FORM, 3" CALIPER BALLED AND BURLAPPED	EACH	10		10			
*	A2007120	TREE, QUERCUS RUBRA (RED OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	29	7	22			
*	A2007720	TREE, TAXODIUM DISTICHUM SHAWNEE BRAVE (SHAWNEE BRAVE BALD CYPRESS), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	23	3	20			
*	A2007924	TREE, TILIA AMERICANA REDMOND (REDMOND AMERICAN LINDEN), 3" CALIPER, BALLED AND BURLAPPED	EACH	6		6			
*	K1005421	SEEDING (SPECIAL)	ACRE	1.0		1.0			
*	X0322791	FILL EXISTING SANITARY SEWERS	CU YD	45					45
*	X0325714	FLASHING BEACON, POST MOUNTED, SOLAR POWERED INSTALLATION	EACH	2		2			
	X0326358	STORM WATER TREATMENT SYSTEM	EACH	1	1				
	X0326806	WASHOUT BASIN	L SUM	1	1				
	X0326862	STRUCTURES TO BE ADJUSTED	EACH	13	13				
	X0426200	DEWATERING	L SUM	1			0.5	0.5	
	X0540000	BRICK PAVERS	SQ FT	746	746				
	X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	156			156		
	X2800500	INLET PROTECTION, SPECIAL	EACH	49	49				
	X2800510	INLET FILTER CLEANING	EACH	49	49				
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	7	7				
	X4023000	TEMPORARY ACCESS (ROAD)	EACH	4	4				
	X6020094	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	1	1				
	X6020099	MANHOLES, TYPE A, 9'-DIAMETER WITH SPECIAL FRAME AND GRATE	EACH	1	1				
	X6020102	MANHOLES, TYPE A, 9'-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	1	1				
	X6020294	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	1	1				
	X6022230	MANHOLES, TYPE A, 4'-DIAMETER WITH SPECIAL FRAME AND GRATE	EACH	9	9				
	X6022712	CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE	EACH	27	27				
	X6022930	MANHOLES, TYPE A, 5'-DIAMETER, WITH SPECIAL FRAME AND GRATE	EACH	10	10				
	X6023508	INLETS, TYPE A, WITH SPECIAL FRAME AND GRATE	EACH	24	24				
	X6024090	MANHOLES, TYPE A, 6'-DIAMETER, WITH SPECIAL FRAME AND GRATE	EACH	1	1				
	X6024503	INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE (SPECIAL)	EACH	1	1				
*	X6026058	SANITARY MANHOLES WITH SPECIAL FRAME AND CLOSED LID	EACH	7					7
	X6650206	WOVEN WIRE FENCE TO BE REMOVED AND RE-ERECTED	FOOT	20	20				
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.25	0.25	0.25	0.25	
	Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	8,156	8156				
	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	560	560				
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.4	0.4	0.1	0.1	
	Z0022800	FENCE REMOVAL	FOOT	250	250				
	Z0042002	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	1,000	1000				
*	Z0056900	SANITARY SEWER 8"	FOOT	898					898
*	Z0058300	SANITARY SEWER, TYPE 1 8"	FOOT	146					146
*	Z0067700	STEEL CASINGS 20"	FOOT	26					26
Δ	Z0076600	TRAINEES	HOUR	1,000	1000				
	Z0077900	WOOD POST AND RAIL FENCE	FOOT	1,139		1139			

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN — NOTE BOOK — NO. — SURVEYED — PLOTTED — CHECKED — R.L. OF WAY CHECKED — CADD FILE NAME — BY — DATE

PROFILE — SURVEYED — PLOTTED — CHECKED — S.M. NOTED — STRUCTURE NOTATIONS CHKD — NOTE BOOK — NO. — BY — DATE

FILE NAME =	USER NAME = mwarman	DESIGNED -	REVISED -
N:\AL_CONQUIN\070273.00026\Civil\SOO_070273.SHT		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
SUMMARY OF QUANTITIES

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	3
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

EARTHWORK SCHEDULE

STATION	(1) CUT VOLUME (CY)	(2) CUT VOL ADJUSTED (50% UNSUITABLE) (CY)	(3) CUT VOL ADJUSTED (15% SHRINKAGE) (CY)	FILL VOLUME (CY)	(4) EARTHWORK BALANCE (CY)	TOPSOIL STRIP VOLUME (CY)	(5) UNSUIT. MATL. VOLUME (CY)
100+50							
101+00	51.9	25.9	22.0	100.1	-78.1	24.2	50.1
101+50	94.1	47.0	40.0	156.8	-116.8	42.2	89.3
102+00	116.9	58.5	49.7	94.9	-45.2	41.2	99.7
102+50	233.6	116.8	99.3	43.7	55.6	33.2	150.0
102+75	125.0	62.5	53.1	8.6	44.5	14.7	77.2
103+00	74.2	37.1	31.5	13.3	18.3	18.9	56.0
103+50	87.1	43.6	37.0	44.5	-7.5	36.7	80.2
104+00	32.5	16.3	13.8	87.5	-73.7	36.7	52.9
104+50	6.9	3.4	2.9	162.4	-159.5	37.1	40.6
105+00	3.4	1.7	1.5	218.7	-217.2	38.7	40.4
105+50	3.1	1.5	1.3	224.2	-222.9	36.9	38.5
106+00	3.4	1.7	1.5	170.7	-169.3	32.1	33.8
106+50	83.5	41.8	35.5	85.1	-49.6	23.0	64.7
106+56	23.6	11.8	10.0	5.4	4.7	2.4	14.2
107+00	150.8	75.4	64.1	25.9	38.2	24.2	99.6
107+50	132.4	66.2	56.3	22.3	34.0	31.9	98.1
108+00	79.5	39.8	33.8	47.7	-13.9	32.2	72.0
108+50	17.6	8.8	7.5	128.9	-121.4	39.0	47.8
109+00	0.0	0.0	0.0	296.6	-296.6	48.3	48.3
109+05.	0.0	0.0	0.0	41.9	-41.9	5.3	5.3
109+25	0.0	0.0	0.0	171.4	-171.4	20.5	20.5
109+50	0.0	0.0	0.0	199.4	-199.4	23.9	23.9
110+00	0.1	0.0	0.0	326.9	-326.9	46.6	46.6
110+36	6.9	3.5	2.9	177.7	-174.7	32.4	35.9
110+50	9.3	4.7	4.0	56.2	-52.3	13.5	18.2
110+75	44.2	22.1	18.8	89.4	-70.7	24.3	46.3
111+00	94.6	47.3	40.2	79.4	-39.2	19.6	66.9
111+28	102.2	51.1	43.4	70.9	-27.4	18.4	69.5
111+38	22.8	11.4	9.7	18.1	-8.5	6.0	17.4
111+50	27.2	13.6	11.6	17.7	-6.2	9.3	22.9
112+00	104.6	52.3	44.5	56.9	-12.5	46.7	99.0
112+50	68.9	34.4	29.3	46.9	-17.7	42.1	76.6
113+00	36.7	18.3	15.6	43.4	-27.8	39.4	57.7
113+50	17.2	8.6	7.3	41.3	-34.0	30.1	38.7
113+66	9.3	4.6	3.9	15.3	-11.4	5.8	10.4
114+00	26.4	13.2	11.2	54.5	-43.2	14.0	27.2
114+50	13.1	6.5	5.5	109.9	-104.4	28.6	35.1
115+00	19.4	9.7	8.3	103.8	-95.5	32.9	42.6
115+50	57.9	28.9	24.6	90.2	-65.6	35.7	64.7
116+00	91.0	45.5	38.7	75.4	-36.7	34.1	79.6
116+50	114.0	57.0	48.4	60.6	-12.2	40.0	97.0
117+00	139.4	69.7	59.3	28.7	30.6	44.5	114.3
117+50.	196.2	98.1	83.4	4.4	78.9	48.9	147.0
118+00	171.3	85.6	72.8	10.7	62.1	46.0	131.7
118+50	100.6	50.3	42.7	76.0	-33.3	43.1	93.4
119+00	103.3	51.7	43.9	133.0	-89.0	51.9	103.6
119+30	63.8	31.9	27.1	93.2	-66.1	29.1	61.0
119+50.	58.7	29.4	24.9	70.6	-45.6	16.9	46.3
120+00	146.0	73.0	62.1	171.5	-109.4	53.0	126.0
120+50	70.8	35.4	30.1	176.6	-146.5	55.6	91.1
120+80.	22.8	11.4	9.7	126.6	-116.9	33.2	44.6
121+00	28.0	14.0	11.9	89.6	-77.7	20.9	34.9
121+09	33.6	16.8	14.3	36.9	-22.6	7.7	24.5
121+50	132.9	66.5	56.5	157.8	-101.3	44.7	111.2
122+00	98.2	49.1	41.8	147.3	-105.6	59.0	108.1
122+50	156.4	78.2	66.5	76.0	-9.6	50.6	128.8
123+00	237.5	118.8	100.9	30.6	70.3	48.2	167.0
123+50	282.0	141.0	119.9	6.3	113.6	50.8	191.9
124+00	184.4	92.2	78.4	0.0	78.4	42.7	134.9
124+50	83.0	41.5	35.3	7.3	27.9	31.7	73.1
125+00	40.6	20.3	17.3	44.6	-27.4	30.9	51.3
125+50	14.9	7.5	6.3	89.3	-82.9	30.8	38.3
126+00.	9.6	4.8	4.1	106.0	-101.9	32.1	36.9
126+28	6.2	3.1	2.6	50.1	-47.5	13.6	16.7
126+50	6.7	3.3	2.8	24.4	-21.5	10.1	13.5
127+00.	25.1	12.5	10.7	30.4	-19.7	28.1	40.6
127+50	39.1	19.5	16.6	37.5	-20.9	27.8	47.3
128+00	41.9	21.0	17.8	50.8	-33.0	29.8	50.8
128+50.	38.1	19.1	16.2	66.8	-50.5	28.4	47.5
128+70	13.7	6.9	5.8	37.6	-31.8	11.5	18.3
129+00	16.2	8.1	6.9	71.8	-64.9	18.4	26.6
129+28	14.1	7.1	6.0	101.3	-95.3	21.8	28.9
129+50.	9.4	4.7	4.0	111.2	-107.2	20.7	25.4
129+65	8.3	4.1	3.5	64.1	-60.5	12.3	16.4
129+75.	5.9	2.9	2.5	21.7	-19.2	6.0	8.9
130+00	14.4	7.2	6.1	60.2	-54.1	18.5	25.7
130+50.	37.1	18.6	15.8	113.3	-97.6	39.1	57.6
131+00.	48.9	24.4	20.8	88.1	-67.4	38.1	62.5
131+50.	58.3	29.2	24.8	69.9	-45.1	34.4	63.6
132+00	51.6	25.8	21.9	57.0	-35.1	28.6	54.4
132+50	78.8	39.4	33.5	51.5	-18.0	37.9	77.3
133+00	87.0	43.5	37.0	56.8	-19.8	46.6	90.1
133+15	26.9	13.4	11.4	12.7	-1.3	12.3	25.8
133+36.6	80.9	40.5	34.4	12.1	22.3	10.4	50.8
133+50	39.2	19.6	16.7	8.5	8.2	4.6	24.2
134+00	40.4	20.2	17.2	25.5	-8.3	31.1	51.3
134+15	17.1	8.5	7.3	6.5	0.7	11.3	19.8
134+39	86.8	43.4	36.9	9.1	27.8	10.9	54.3
134+50	42.4	21.2	18.0	3.1	14.9	2.4	23.6
134+65	17.2	8.6	7.3	4.5	2.8	5.0	13.6
135+00	36.4	18.2	15.5	9.7	5.8	22.0	40.2
135+50	72.6	36.3	30.9	14.4	16.5	43.7	80.0
136+00	74.4	37.2	31.6	13.1	18.5	41.8	78.9
136+20	29.6	14.8	12.6	4.6	7.9	9.8	24.6
136+50	58.4	29.2	24.8	4.7	20.1	12.3	41.5
136+64	36.2	18.1	15.4	0.7	14.7	8.8	27.0
137+00	87.3	43.6	37.1	4.8	32.3	22.6	66.3
137+50	97.0	48.5	41.2	6.9	34.4	26.4	74.9
138+00	119.4	59.7	50.7	6.7	44.1	30.2	89.9
138+50	132.6	66.3	56.4	10.0	46.4	30.2	96.5
139+00	130.3	65.1	55.4	8.9	46.5	23.5	88.7
139+22	60.6	30.3	25.8	4.2	21.6	11.1	41.4
139+50	103.6	51.8	44.0	3.7	40.3	7.5	59.3
139+59	40.0	20.0	17.0	0.0	17.0	0.3	20.3
140+00	117.4	58.7	49.9	1.1	48.8	2.4	61.1
140+50	35.7	17.9	15.2	5.5	9.7	1.9	19.8
UNDERCUT							1000.0
TOTALS:		3345.5		6813.1	-3969.4		7210.7

NOTES:
(2) CUT VOLUME ADJUSTED FOR 50% UNSUITABLE MATERIAL PAID AS "EARTH EXCAVATION"

(3) SUITABLE CUT VOLUME ADJUSTED FOR 15% SHRINKAGE

(4) SURPLUS (+) TO BE USED AS REQUIRED FILL WHERE POSSIBLE
AND INCLUDED IN THE COST OF "EARTH EXCAVATION"

SHORTAGE (-) TO BE FURNISHED BY THE CONTRACTOR
AND PAID FOR AS "FURNISHED EXCAVATION"

(5) UNSUITABLE MATERIAL (COLUMN (1)-COLUMN (2)) AND TOPSOIL STRIP VOLUME TO
BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL"

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, GRADES CHECKED, ALL SHEETS WORKED, CADD FILE NAME, NOTE BOOK, NO.

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, ALL SHEETS WORKED, STRUCTURE NO(S)/RTE OR(D), NOTE BOOK, NO.

BY | DATE

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\SCH_070273_1.SH"	USER NAME = mwerman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
SCHEDULE OF QUANTITIES

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	4
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

TREE REMOVAL SCHEDULE

STATION	OFFSET	COMMON NAME	(1) CONDITION	(1) FORM	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)	COMMENTS
102+48.54	29.73 LT	white mulberry	2	2	6		
102+74.03	31.6 LT	apple	3	3	12		
104+72.53	37.2 LT	white mulberry	3	3	12		
105+18.89	31.31 LT	honey locust	3	2	12		Deadwood
108+35.24	38.05 LT	black cherry	5	3	14		dead trunk
108+62.77	36.9 LT	boxelder	2	3	14		
108+63.44	41.64 LT	boxelder	2	3	14		
108+95.30	36.54 LT	boxelder	3	3	15		
109+21.30	32.13 LT	boxelder	3	3	12		
109+23.79	36.76 LT	boxelder	3	4	14		lean
109+30.09	42.47 LT	black willow	3	4		22	dead trunk
109+36.23	38.2 LT	boxelder	3	4	12		lean
109+36.47	33.27 LT	boxelder	3	3	14		
109+49.75	46.53 LT	white mulberry	3	3	8		
109+50.64	40.21 LT	boxelder	3	3	12		
109+56.70	40.03 LT	boxelder	3	3	12		
109+66.09	40.91 LT	boxelder	3	3	12		
109+69.72	51.58 LT	boxelder	3	4	14		
109+85.33	51.43 LT	boxelder	3	3	18		
110+22.25	52.03 LT	black cherry	4	3	12		deadwood
110+62.88	41.54 LT	white oak	3	2		26	
110+97.87	39.39 LT	black cherry	3	3	14		
111+27.06	36.85 LT	apple	4	4	10		
111+28.03	46.79 LT	black cherry	3	3	14		
111+53.41	40.01 LT	red cedar	4	3	10		
112+71.09	33.97 LT	white pine	2	2	6		
113+23.28	27.85 LT	white oak	3	3		22	
113+50.83	29.89 LT	white oak	3	3		22	
115+44.90	37.41 LT	white oak	2	3		28	
115+86.97	35.06 LT	hackberry	1	2		16	
116+04.66	41.53 LT	American elm	3	3	8		
116+06.13	30.87 LT	American elm	3	3	6		
116+80.13	31.51 LT	red elm	2	2	10		
117+06.94	32.45 LT	red elm	2	2	8		
117+39.80	35.28 LT	black cherry	3	3	8		
117+57.45	38.49 LT	black cherry	3	3	8		
118+40.74	47.01 LT	white oak	2	2		26	
118+44.99	47.84 LT	red elm	3	3	8		
118+81.43	33.52 LT	white oak	3	2		26	
118+83.93	36.64 LT	hackberry	3	3	10		
119+23.74	45.18 LT	red elm	3	3	8		
119+25.17	38.35 LT	hackberry	2	2	8		
119+62.12	49.74 LT	red elm	3	3	10		
119+83.05	42.08 LT	black cherry	3	3	10		
120+25.59	40.96 LT	walnut	2	1		21	
120+61.25	53.27 LT	walnut	2	2	14		
120+65.05	45.42 LT	red elm	5	5	6		DEAD
120+97.12	56.25 LT	walnut	2	2	14		
121+05.29	51.29 LT	red elm	2	2	9		
121+54.51	49.99 LT	walnut	4	3		24	Deadwood
121+79.90	42.91 LT	honey locust	2	2	12		
124+49.66	33.32 LT	white ash	2	2	8		
124+59.73	36.12 LT	bur oak	2	2		26	
126+20.71	37.75 LT	walnut	3	3	12		
126+64.45	34.61 LT	walnut	3	4	10		
129+84.43	31.1 LT	silver maple	3	3		24	
130+65.67	30.7 LT	walnut	3	3	14		
131+72.58	29.26 LT	walnut	3	2	15		

STATION	OFFSET	COMMON NAME	(1) CONDITION	(1) FORM	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)	COMMENTS
102+14.64	28.83 RT	boxelder	2	3	15		
102+27.08	24.08 RT	black cherry	3	3	14		
102+64.84	20.76 RT	boxelder	5	5	12		DEAD
102+69.00	21.01 RT	black cherry	3	3	12		
102+75.27	20.4 RT	boxelder	5	5	12		DEAD
102+75.37	21.81 RT	black cherry	3	3	12		
102+94.76	20.75 RT	black cherry	5	5	12		DEAD
103+22.62	21.25 RT	boxelder	3	3	12		
103+37.65	19.95 RT	black cherry	3	3	8		
103+48.46	23.79 RT	black cherry	4	3	10		
103+64.81	24.87 RT	boxelder	3	3	10		
103+82.05	22.15 RT	black cherry	2	3	12		
104+84.34	23.57 RT	black cherry	3	3	10		
105+00.47	23.31 RT	American elm	3	3	14		
105+67.14	20.89 RT	black cherry	3	3	10		
105+79.05	20.66 RT	black cherry	3	3	8		
105+96.19	20.53 RT	black cherry	3	3	12		
106+03.25	21.36 RT	black cherry	3	3	12		
106+08.60	22.04 RT	black cherry	3	3	8		
106+13.10	23.11 RT	black cherry	3	3	10		
109+10.44	32.84 RT	boxelder	4	4	8		
120+92.13	27.24 RT	American elm	3	3	8		
129+16.81	39.05 RT	boxelder	3	3	12		
130+88.41	25.96 RT	basswood	3	4	8		
131+38.49	30.74 RT	basswood	3	4	8		topped
131+89.77	22.49 RT	basswood	3	3	6		
132+22.66	29.22 RT	walnut	2	3	12		
132+44.15	22.26 RT	walnut	3	3	15		
132+64.90	30.45 RT	American elm	4	5	6		topped
132+70.47	31.96 RT	American elm	3	3	14		
132+71.22	29.31 RT	basswood	4	4	8		lean
132+79.27	28.21 RT	American elm	4	5	10		topped
132+80.10	38.95 RT	American elm	4	5	10		topped
132+83.30	32.09 RT	boxelder	4	5	10		topped
132+86.00	29.41 RT	boxelder	5	5	10		
133+20.84	27.02 RT	apple	3	3	14		1 tree, 2 stems 6"/8"
133+33.57	45.2 RT	walnut	2	2	15		1 tree not 2
133+35.75	40.88 RT	walnut	3	3	10		1 tree not 2
133+76.90	30.31 RT	walnut	3	3	8		
136+51.74	35 RT	walnut	4	5	8		topped
136+60.39	35.82 RT	walnut	5	5	6		topped
136+74.77	37.29 RT	American elm	4	5	8		topped
136+80.47	34.94 RT	American elm	4	5	8		topped
146+57.64	20.38 RT	red elm	2	2		21	
146+86.01	19.96 RT	sycamore	2	2		24	
147+09.91	20.1 RT	sycamore	1	2		21	
				TOTALS:	**956**	**349**	

NOTES:
(1) SCALE OF 1 TO 5; 1 BEING EXCELLENT AND 5 BEING POOR

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PLAN / PROFILE — SURVEYED, PLOTTED, ALIGNMENT CHECKED, GRADES CHECKED, ALL UTILITIES SHOWN, CADD FILE NAME, NOTE BOOK NO., STRUCTURE NO(S)/TYPE/CHKD — BY — DATE

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\SCH_070273_2.SHT	USER NAME = mworman	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	PLOT SCALE = 20'	DRAWN -	REVISED -	**EDGEWOOD DRIVE IMPROVEMENTS SCHEDULE OF QUANTITIES**
	PLOT DATE = 11/15/2011	CHECKED -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.
		DATE -	REVISED -	

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	5
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

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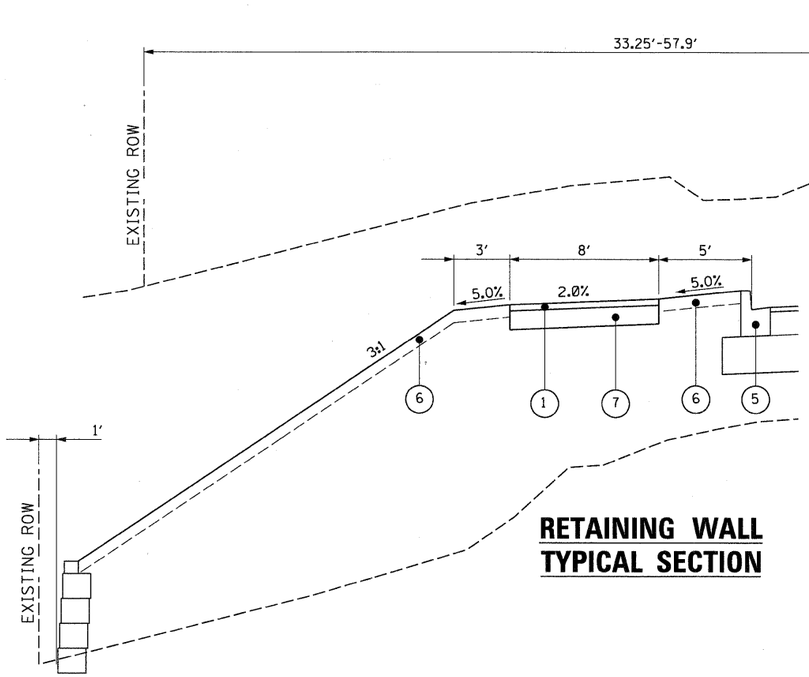
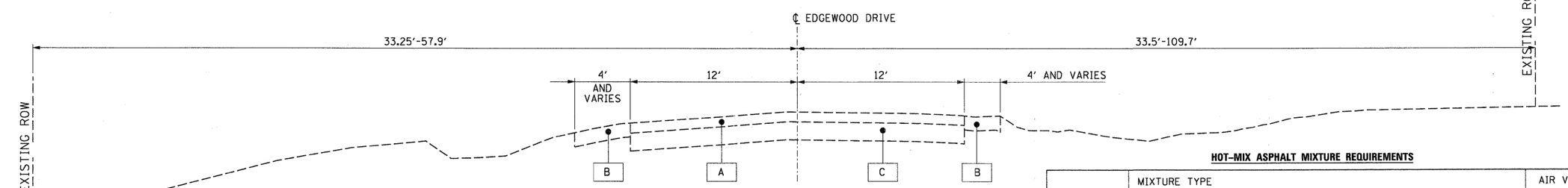
PLAN / PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, R.O.W. MONUMENTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., ALIGNMENT CHECKED, R.O.W. MARKERS PLACED, CADD FILE NAME, BY, DATE



RETAINING WALL TYPICAL SECTION



STA. 100+85.78 TO STA 141+32.07
EXISTING

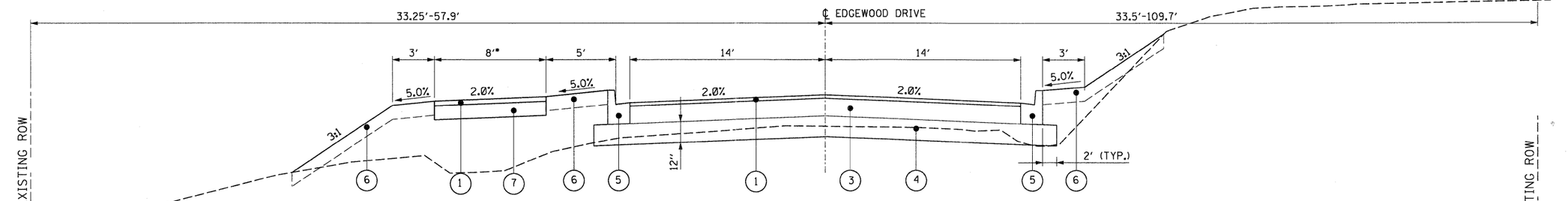
LEGEND

A	EX HMA PAVEMENT, APPROX. 3 1/2" (REMOVAL PAID FOR AS "PAVEMENT REMOVAL")
B	EX GRAVEL SHOULDER (REMOVAL PAID FOR AS "EARTH EXCAVATION")
C	EX AGGREGATE BASE (REMOVAL PAID FOR AS "EARTH EXCAVATION")
(1)	HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 2"
(2)	LEVELING BINDER (MACHINE METHOD), N50; 3/4" (MIN)
(3)	HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50; 6 1/4"
(4)	AGGREGATE SUBGRADE, 12"
(5)	COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 (MODIFIED)
(6)	TOPSOIL FURNISH AND PLACE, 6" AND SEEDING
(7)	AGGREGATE BASE COURSE TYPE B; 6"
(8)	SUBBASE GRANULAR MATERIAL, TYPE B 4"
(9)	CLASS C FLY ASH SUBBASE STABILIZATION; 12"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

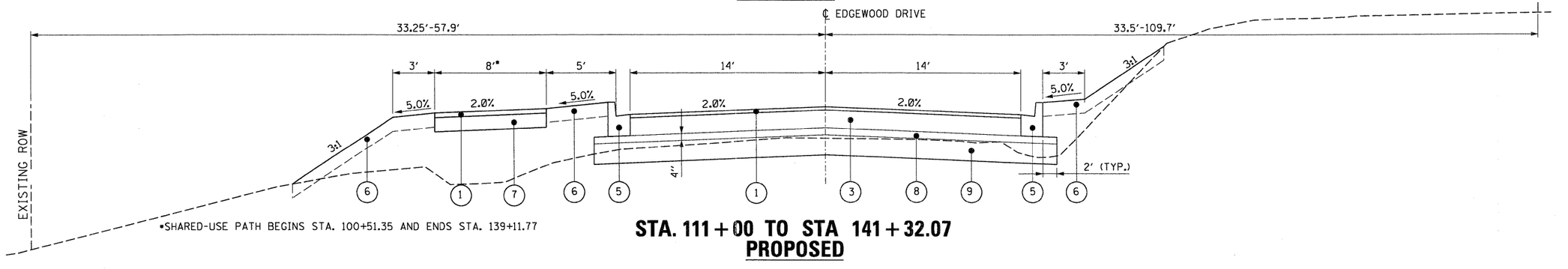
	MIXTURE TYPE	AIR VOIDS @ Ndes
ROADWAY PAVEMENT	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm) - 2"	4.0% @ 50 GYR.
	HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50 - 6 1/4" (4" MAX LIFT)	4.0% @ 50 GYR.
ROADWAY RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm) - 1 1/2"	4.0% @ 50 GYR.
	LEVELING BINDER (MACHINE METHOD), N50 (IL 9.5 mm) - 3/4"	4.0% @ 50 GYR.
DRIVEWAY	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm) - 2 1/2"	4.0% @ 50 GYR.
BIKE PATH	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm) - 2"	4.0% @ 50 GYR.

NOTE:
1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MATERIAL IS 112 LB/SQ YD PER INCH THICKNESS.
2. THE "AC TYPE" FOR NON-POLYMORIZED HMA SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECTIAL PROVISIONS.



*SHARED-USE PATH BEGINS STA. 100+51.35 AND ENDS STA. 139+11.77

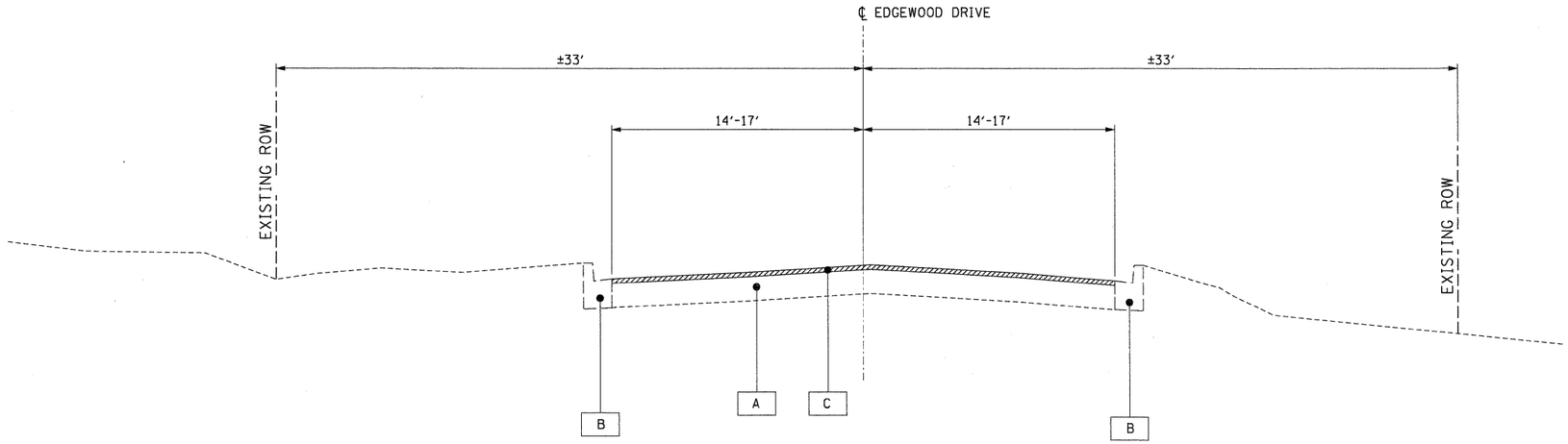
STA. 100+85.78 TO STA 111+00
PROPOSED



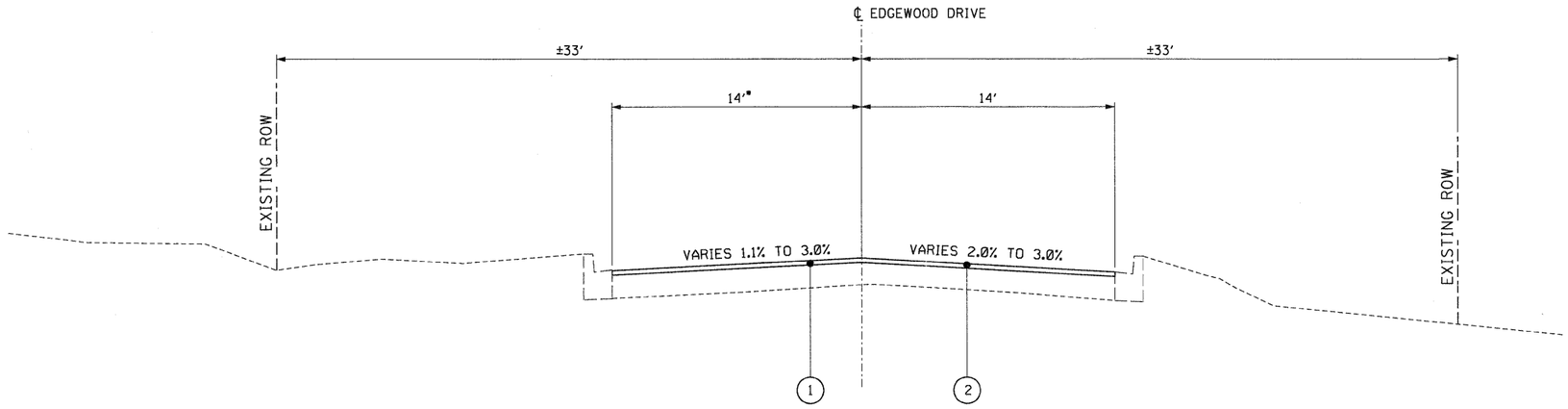
*SHARED-USE PATH BEGINS STA. 100+51.35 AND ENDS STA. 139+11.77

STA. 111+00 TO STA 141+32.07
PROPOSED

FILE NAME = N:\ALGONQUIN\070273.20026\Civil\TYP_070273_01.SHT	USER NAME = mwarman	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EDGEWOOD DRIVE IMPROVEMENTS EXISTING AND PROPOSED TYPICAL SECTIONS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20'	DRAWN -	REVISED -			4010	09-00078-00-WR	McHENRY	128	6
	PLOT DATE = 11/15/2011	CHECKED -	REVISED -					CONTRACT NO. 63655		
		DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



STA. 141 + 32.07 TO STA 146 + 36.25
EXISTING



STA. 141 + 32.07 TO STA 146 + 36.25
PROPOSED

LEGEND

A	EXISTING HMA PAVEMENT, 9 1/2″
B	EXISTING CONCRETE CURB AND GUTTER
C	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4″

(1) HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 1 1/2″

(2) LEVELING BINDER (MACHINE METHOD), N50; 3/4″ (MIN)

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PLAN — NOTE BOOK — NO. — SURVEYED — PLOTTED — ALIGNMENT CHECKED — GRADES CHECKED — CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK — NO. — SURVEYED — PLOTTED — GRADES CHECKED — CADD FILE NAME — STRUCTURE NO(S)/ATYPS CHKD — BY — DATE

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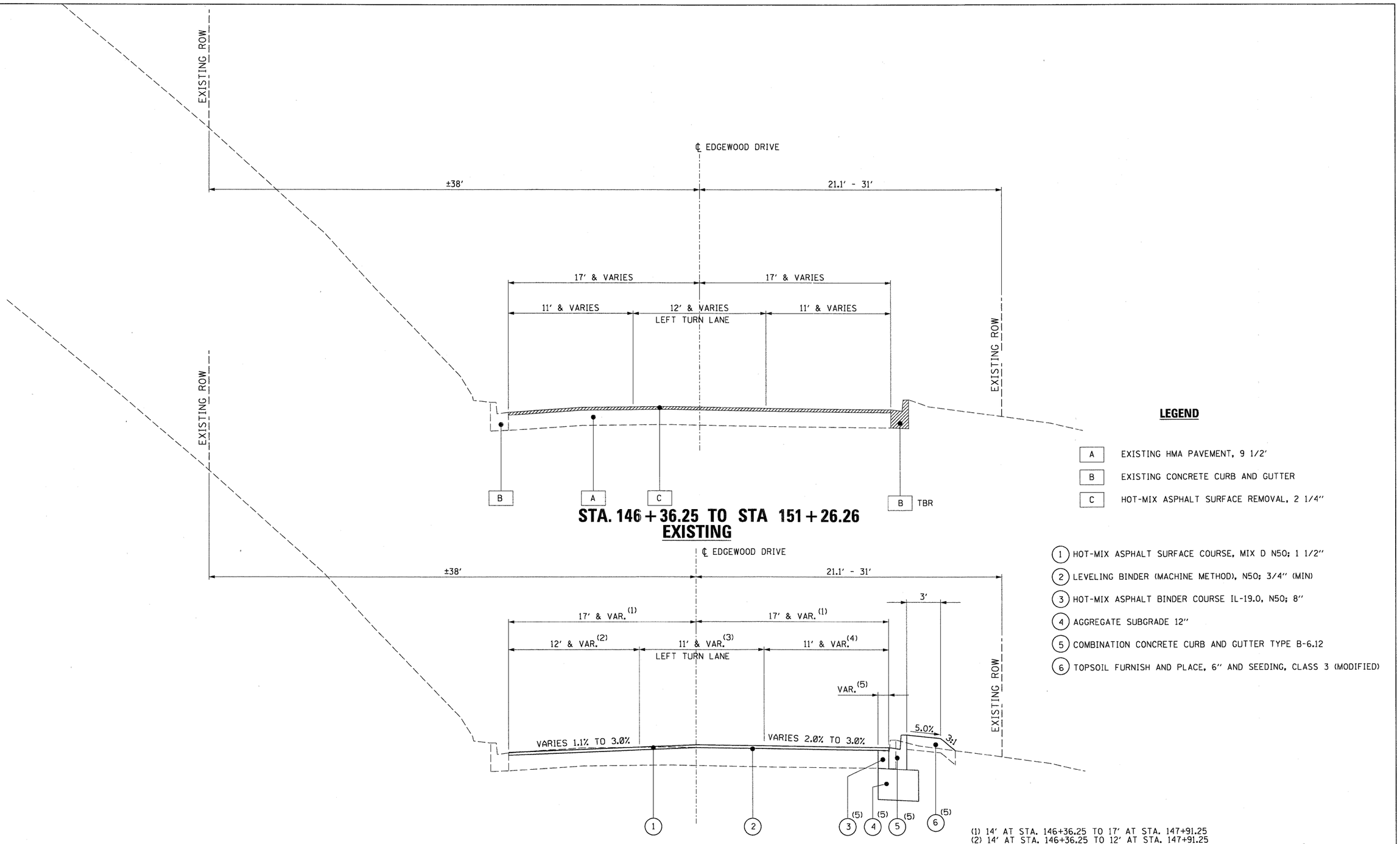
		DRAWN -	REVISED -
	PLOT SCALE = 20′	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
EXISTING AND PROPOSED
TYPICAL SECTIONS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	7
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			



STA. 146+36.25 TO STA 151+26.26
EXISTING

(1) HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 1 1/2″
(2) LEVELING BINDER (MACHINE METHOD), N50; 3/4″ (MIN)
(3) HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50; 8″
(4) AGGREGATE SUBGRADE 12″
(5) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
(6) TOPSOIL FURNISH AND PLACE, 6″ AND SEEDING, CLASS 3 (MODIFIED)

(1) 14′ AT STA. 146+36.25 TO 17′ AT STA. 147+91.25
(2) 14′ AT STA. 146+36.25 TO 12′ AT STA. 147+91.25
(3) 0′ AT STA. 146+36.25 TO 11′ AT STA. 147+91.25
(4) 14′ AT STA. 146+36.25 TO 11′ AT STA. 147+19.25
(5) STA. 146+36.25 TO STA. 149+77.11

STA. 146+36.25 TO STA 151+26.26
PROPOSED

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PLAN: NOTE BOOK NO.___ SURVEYED ___ PLOTTED ___ ALIGNMENT CHECKED ___ REVISIONS ADDED ___ CADD FILE NAME ___ BY ___ DATE ___

PROFILE: NOTE BOOK NO.___ SURVEYED ___ PLOTTED ___ GRADES CHECKED ___ REVISIONS ADDED ___ STRUCTURE NO(S)/NS CKD'D ___ BY ___ DATE ___

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		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
EXISTING AND PROPOSED
TYPICAL SECTIONS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	8
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

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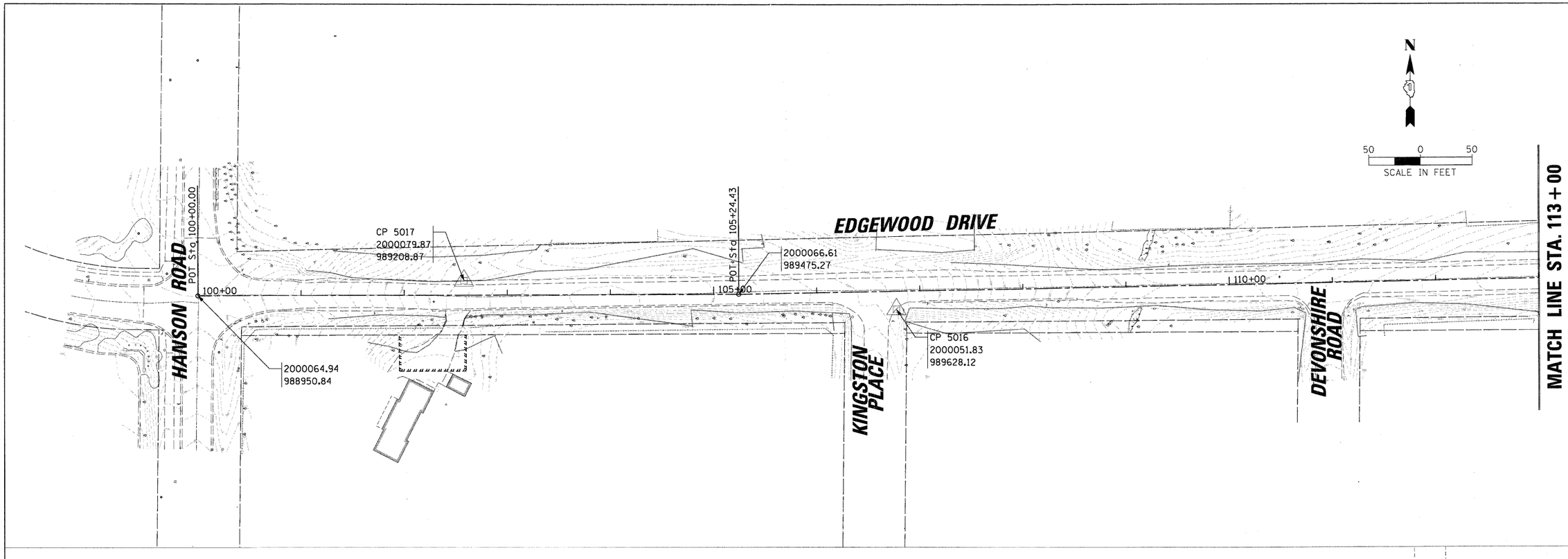
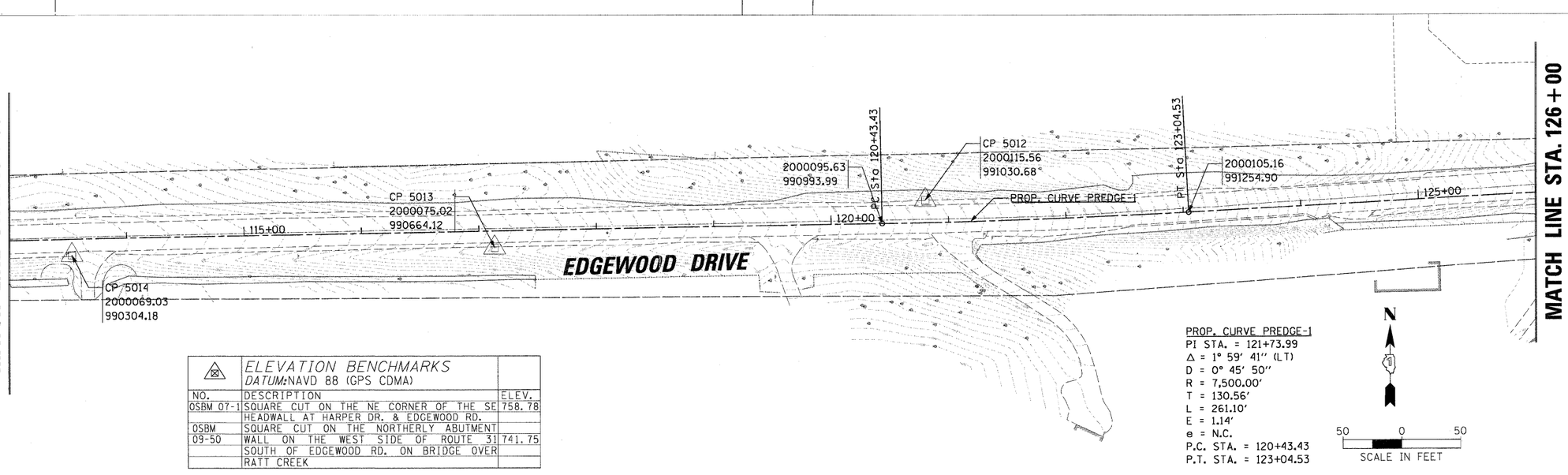
PLAN / PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
ALIGNMENTS CHKD
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE





ELEVATION BENCHMARKS DATUM: NAVD 88 (GPS CDMA)		
NO.	DESCRIPTION	ELEV.
OSBM 07-1	SQUARE CUT ON THE NE CORNER OF THE SE HEADWALL AT HARPER DR. & EDGEWOOD RD.	758.78
OSBM	SQUARE CUT ON THE NORTHERLY ABUTMENT	
09-50	WALL ON THE WEST SIDE OF ROUTE 31 SOUTH OF EDGEWOOD RD. ON BRIDGE OVER RATT CREEK	741.75

PROP. CURVE PREDGE-1
PI STA. = 121+73.99
Δ = 1° 59' 41" (LT)
D = 0° 45' 50"
R = 7,500.00'
T = 130.56'
L = 261.10'
E = 1.14'
e = N.C.
P.C. STA. = 120+43.43
P.T. STA. = 123+04.53

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\BNH_070273_1.SHT	USER NAME = mwarman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
ALIGNMENTS, TIES AND BENCHMARK

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	9
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

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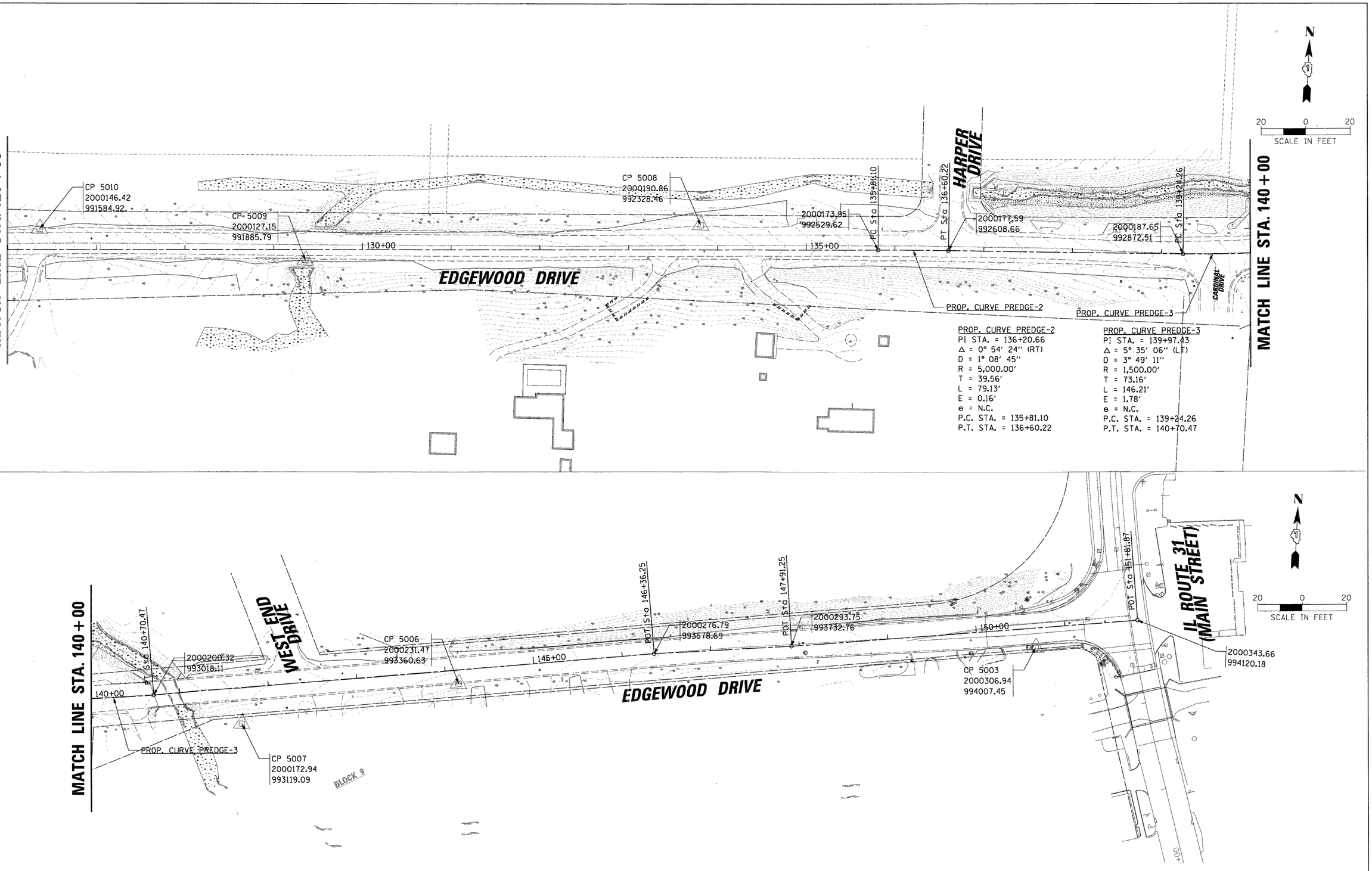
PLAN
NOTE BOOK
NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RELATED MATTERS CHKD
CADD FILE NAME
BY
DATE

PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
GRADES CHECKED
RELATED MATTERS CHKD
STRUCTURE NOTATNS CHKD



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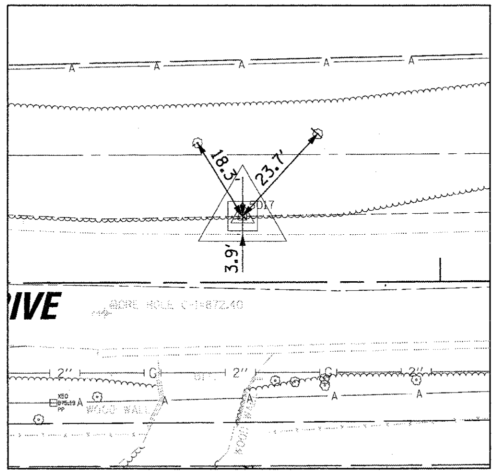
	PLOT SCALE = 50′	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

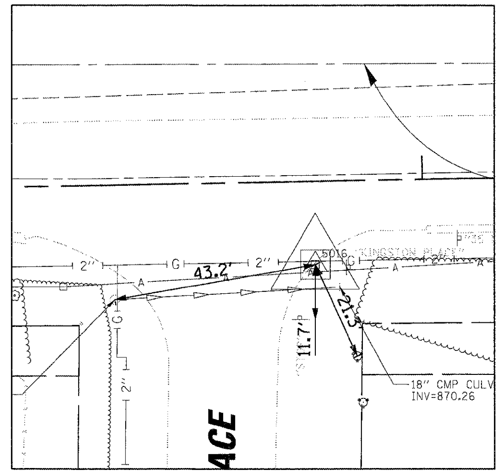
EDGEWOOD DRIVE IMPROVEMENTS
ALIGNMENTS, TIES AND BENCHMARK

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

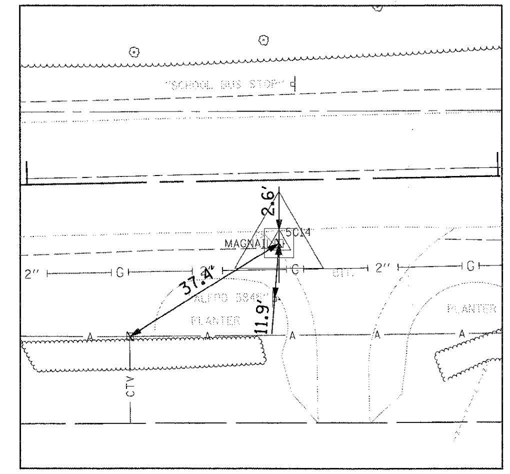
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	10
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			



C.P. 5017



C.P. 5016



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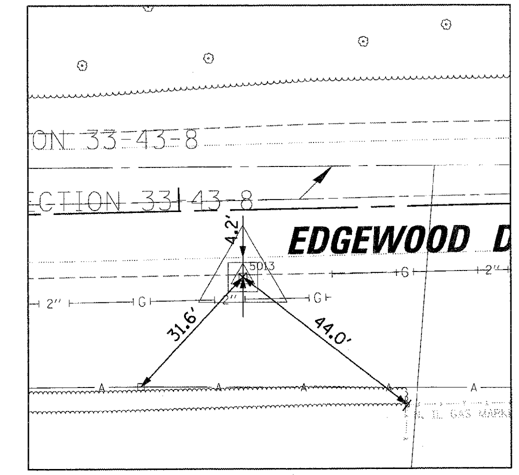

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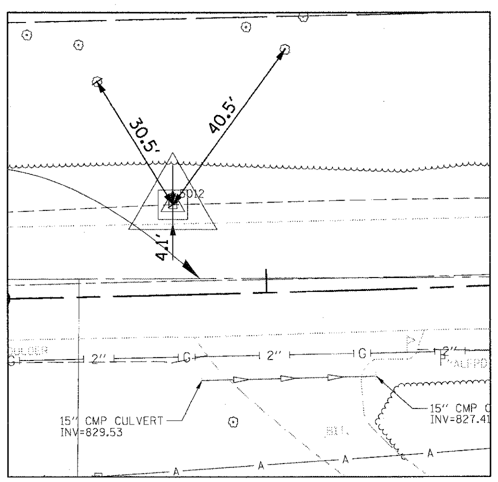

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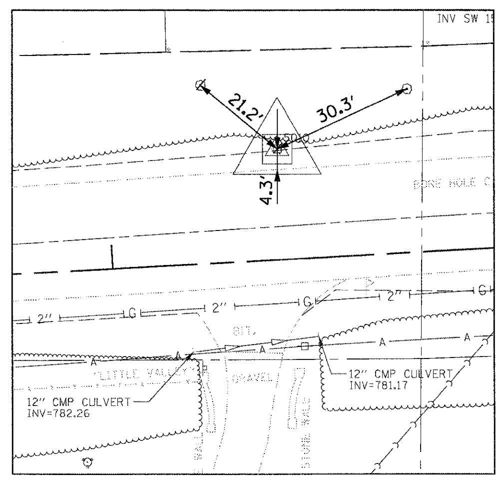

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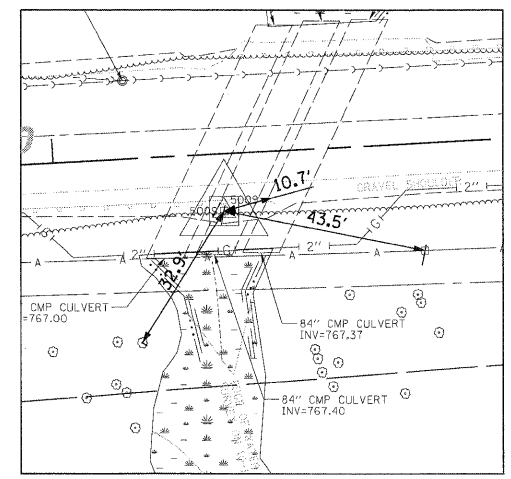

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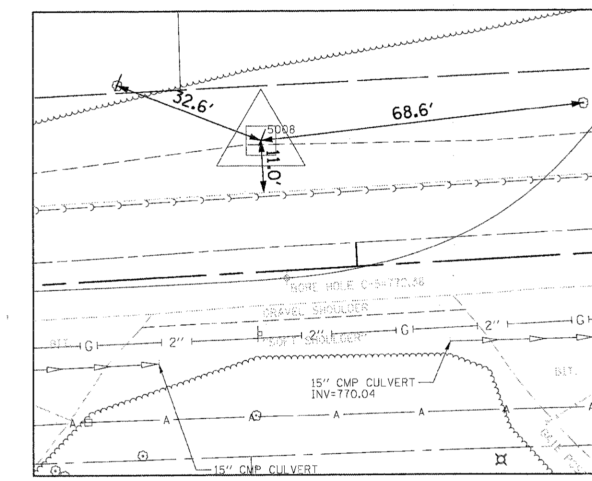

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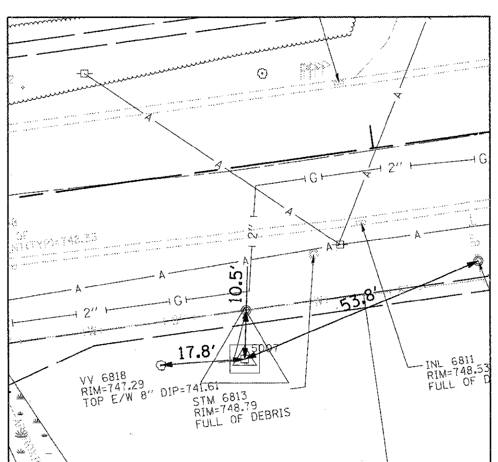
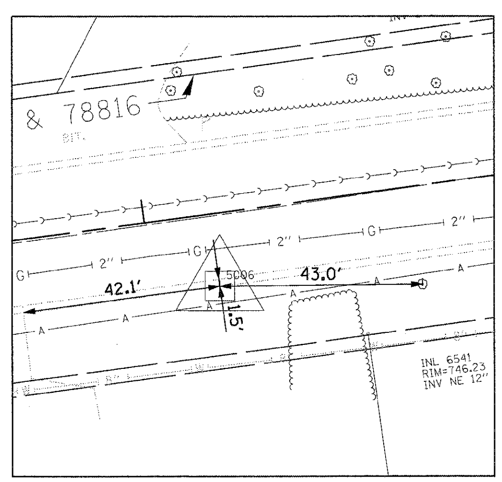
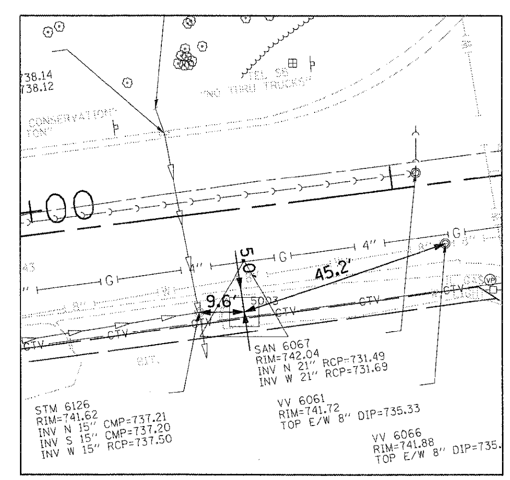


C.P. 5007



C.P. 5006



C.P. 5003

HORIZONTAL CONTROL POINTS					
CP#	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
5017	2000079.87	989208.87	SET REBAR	102+58.08	14.11 LT
5016	2000051.83	989628.12	SET REBAR	106+76.96	17.70 RT
5014	2000069.03	990304.18	SET 60D NAIL	113+53.23	13.42 RT
5013	2000075.02	990664.12	SET REBAR	117+13.22	14.30 RT
5012	2000115.56	991030.68	SET REBAR	120+80.59	19.14 LT
5010	2000146.42	991584.92	SET REBAR	126+36.29	23.42 LT
5009	2000127.15	991885.79	SET REBAR	129+35.68	12.04 RT
5008	2000190.86	992328.46	SET REBAR	133+81.14	27.72 LT
5007	2000172.94	993119.09	SET REBAR	141+66.82	40.78 RT
5006	2000231.47	993360.63	XCUT	144+14.06	15.43 RT
5003	2000306.94	994007.45	SET 60D NAIL	150+65.37	22.02 RT

N

20 0 20
SCALE IN FEET

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Rosemont, Illinois 60018
(847) 823-0500

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\BNH_070273_3.SHT
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PLOT SCALE = 20'
PLOT DATE = 11/15/2011
DESIGNED -
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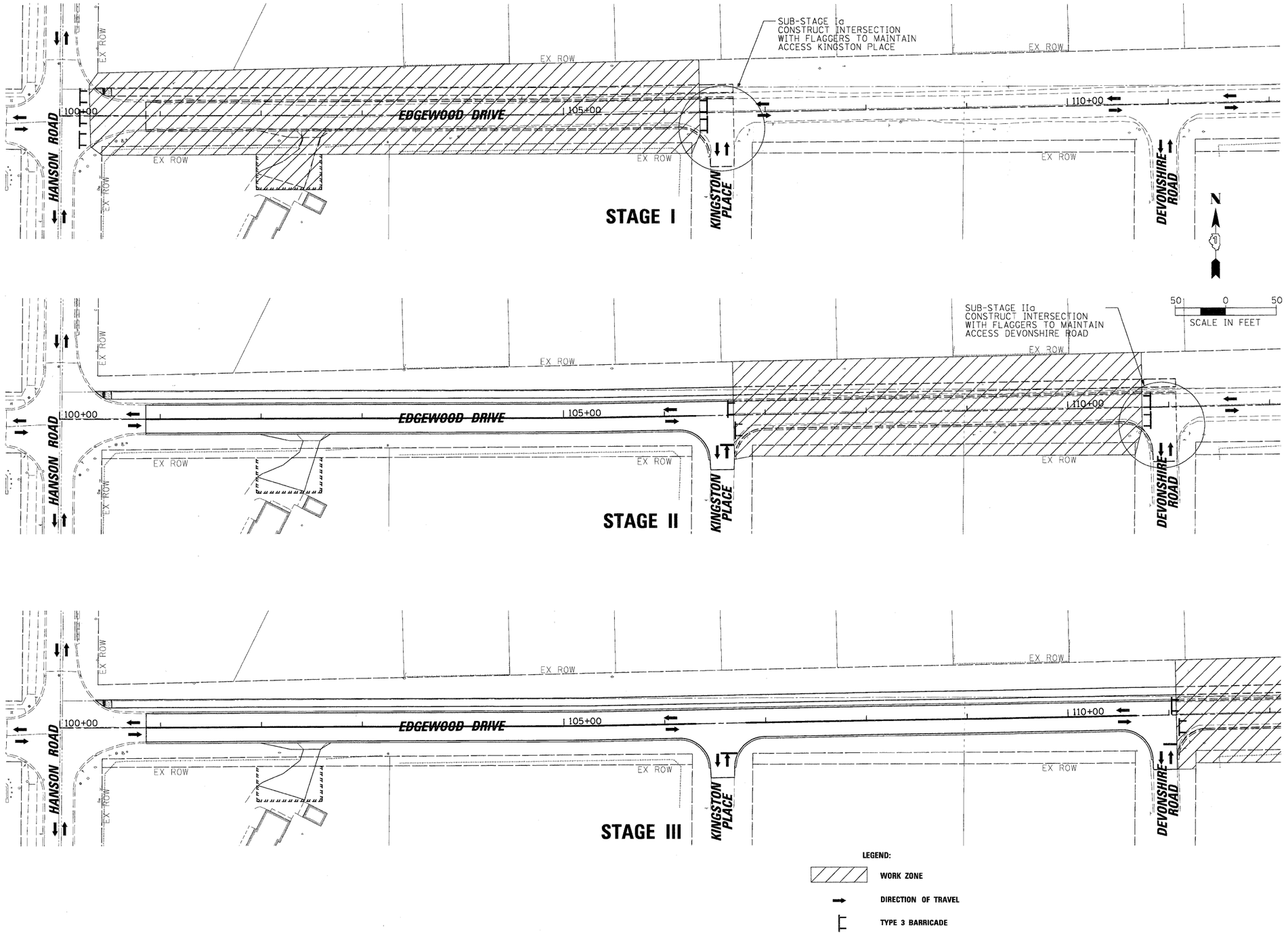
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
ALIGNMENTS, TIES AND BENCHMARK

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	11

CONTRACT NO. 63655
ILLINOIS FED. AID PROJECT



MAINTENANCE OF TRAFFIC STAGING PLAN

STAGE I

SET UP DETOUR AS SHOWN IN DETOUR PLAN STAGE I.

ACCESS TO KINGSTON PLACE AND DEVONSHIRE ROAD WILL BE MAINTAINED ALONG THE EXISTING EDGEWOOD DRIVE PAVEMENT TO IL ROUTE 31.

ACCESS TO THE DRIVEWAY ON THE SOUTH SIDE OF EDGEWOOD DRIVE (STA. 102+50) WILL BE MAINTAINED THROUGH THE CONSTRUCTION ZONE VIA AN ACCESS PERMIT ISSUED BY THE VILLAGE.

STAGE I CONSTRUCTION

COMPLETE CONSTRUCTION ALONG EDGEWOOD DRIVE FROM THE WEST PROJECT LIMIT (HANSON ROAD) TO KINGSTON PLACE. CONSTRUCT THE INTERSECTION OF KINGSTON PLACE IN SUB-STAGES TO MAINTAIN ACCESS.

STAGE II

SET UP DETOUR AS SHOWN IN DETOUR PLAN STAGE II.

ACCESS TO KINGSTON PLACE WILL BE MAINTAINED ALONG EDGEWOOD DRIVE CONSTRUCTED IN STAGE I TO HANSON ROAD.

ACCESS TO DEVONSHIRE ROAD WILL BE MAINTAINED ALONG THE EXISTING EDGEWOOD DRIVE PAVEMENT TO IL ROUTE 31.

COMPLETE CONSTRUCTION ALONG EDGEWOOD DRIVE FROM KINGSTON PLACE TO DEVONSHIRE ROAD. CONSTRUCT THE INTERSECTION OF DEVONSHIRE ROAD IN SUB-STAGES TO MAINTAIN ACCESS.

STAGE III

SET UP DETOUR AS SHOWN IN DETOUR PLAN STAGE III.

ACCESS TO KINGSTON PLACE AND DEVONSHIRE ROAD WILL BE MAINTAINED ALONG EDGEWOOD DRIVE CONSTRUCTED IN STAGE I AND STAGE II TO HANSON ROAD.

ACCESS TO THE DRIVEWAYS ON THE SOUTH SIDE OF EDGEWOOD DRIVE (STA. 113+75, STA. 119+50, STA. 121+00, STA. 126+25, STA. 133+25, STA. 134+25 AND STA. 140+50) WILL BE MAINTAINED THROUGH THE CONSTRUCTION ZONE VIA AN ACCESS PERMIT ISSUED BY THE VILLAGE.

COMPLETE CONSTRUCTION ALONG EDGEWOOD DRIVE FROM DEVONSHIRE ROAD TO THE EAST PROJECT LIMIT (US ROUTE 31).

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PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, BLUE LINE REVISED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, BLUE LINE REVISED, STRUCTURE NO(S)/ENG. OK'KD, NOTE BOOK, NO., BY, DATE

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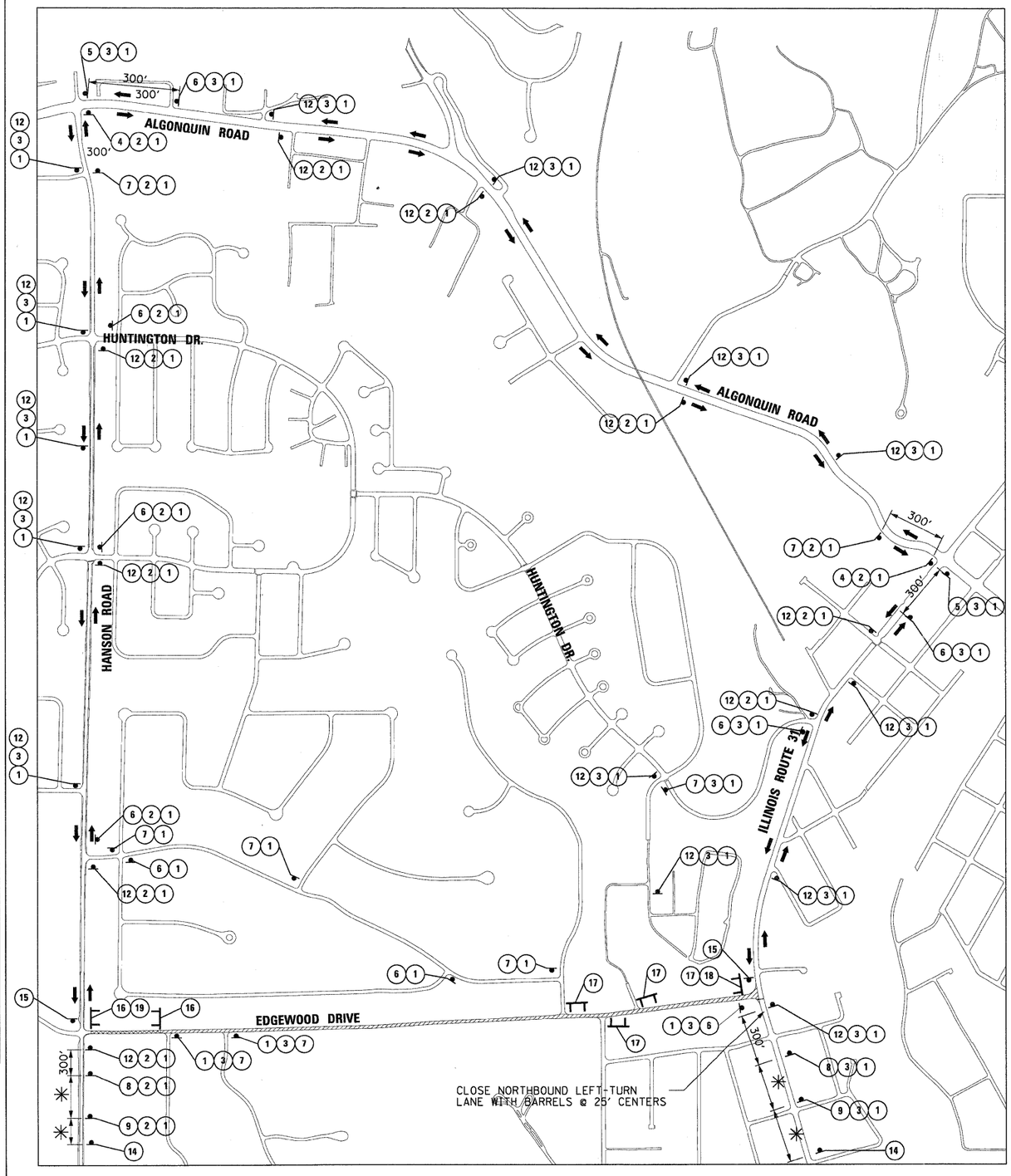
		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
MAINTENANCE OF TRAFFIC
EDGEWOOD DRIVE

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	12
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		



N

NOT TO SCALE

ROAD CLOSED — R11-2-4830

TYPE III BARRICADES *

16

ROAD CLOSED TO THRU TRAFFIC — R11-4-6030

TYPE III BARRICADES *

17

DETOUR — M4-10R-4818

18

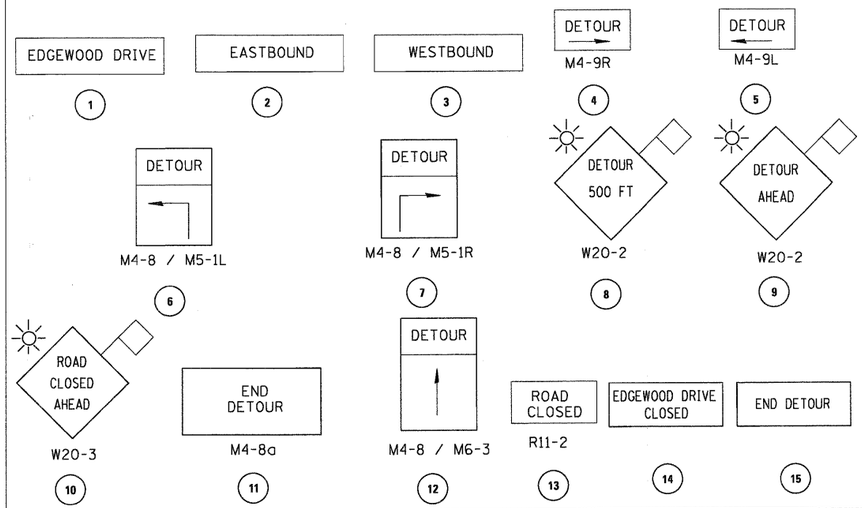
DETOUR — M4-10R-4818

19

LEGEND

- TYPE III BARRICADES (PER IDOT STANDARD 702001)
- DETOURED THROUGH TRAFFIC
- DETOUR SIGN ASSEMBLY
- 500' SPACING BETWEEN SIGNS
- ROAD CLOSED (LOCAL ACCESS ONLY)
- ROAD CLOSED

SIGN LEGEND



DETOUR GENERAL NOTES

1. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 2004", THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION.

2. THE DURATION OF THIS DETOUR SHALL NOT EXCEED 150 CONSECUTIVE CALENDAR DAYS. THE CONTRACTOR SHALL PROCEED WITH THE WORK IN AN EXPEDIENT MANNER TO REDUCE THE LENGTH OF TIME THAT THE DETOURS NEED TO BE IN EFFECT.

3. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER SHALL DETERMINE THE HOUR OF CLOSURE. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.

4. IF DEEMED NECESSARY BY THE ENGINEER, A PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR SHALL BE HELD AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT.

5. THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF THE WORK. THE VILLAGE OF ALGONQUIN REPRESENTATIVE FOR THIS DETOUR IS: MR. KEVIN STALLWORTH, PE.

6. IF REQUESTED BY THE CONTRACTOR IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT, THE ENGINEER WILL FIELD LOCATE THE POSITIONS OF ANY SIGNS.

7. LONGITUDINAL DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS, WITH THE APPROVAL OF THE ENGINEER.

8. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.

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

10. THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO ENSURE THIS ROAD CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT IS DEEMED NECESSARY BY THE ENGINEER. ADDITIONS AND DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".

11. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.

12. ALL DETOUR SIGNING SHALL BE POST MOUNTED IF THE ROAD CLOSURE IS TO EXCEED FOUR (4) CALENDAR DAYS.

13. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1084.02 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR LIKE NEW CONDITION OF THE SIGNS. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.

14. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

15. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1084.01 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.

16. WHEN REQUIRED THE MINIMUM DIMENSIONS OF THE ORANGE WARNING FLAGS SHOWN IN THESE PLANS ARE 18" X 18".

17. ALL BARRICADES SHALL HAVE REFLECTORIZED STRIPING ON BOTH SIDES OF THE BARRICADES. THE TYPE III BARRICADES USED AT THE POINT OF CLOSURE TO THRU TRAFFIC SHALL NOT EXCEED 8 FEET IN WIDTH EACH, FOR A SINGLE APPROACH LANE.

18. THE "ROAD CLOSED" (R11-2) SIGNS SHALL BE MOUNTED ABOVE THE TOP OF THE BARRICADE. ALL TYPE III BARRICADES SHALL HAVE TWO (2) AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.

19. THE ROAD NAME SIGN SHALL HAVE A BLACK LEGEND ON FLUORESCENT ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE A 9" X VARIABLE OR A 12" X VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6" WITH 5" LOWER CASE.

20. DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.

21. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED WITHIN 25 FT BEHIND THE TYPE III BARRICADES. IN ANY EVENT ARTICLE 701.04 OF THE STANDARD SPECIFICATIONS SHALL APPLY.

22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.

23. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.

24. THE PENALTY FOR EXCEEDING THE TIME LIMIT, AS STATED IN DETOUR GENERAL NOTE 2 OF THESE PLANS, SHALL EQUAL THE CHARGE FOR TRAFFIC CONTROL DEFICIENCY OF $1000.00 PER DAY, FOR EVERY CALENDAR DAY THE DETOUR AND ROAD CLOSURE EXCEEDS THE TIME LIMIT SET IN DETOUR GENERAL NOTE 2. THIS PENALTY CAN BE ASSESSED IN ADDITION TO THE PENALTY SPECIFIED IN THE SPECIAL PROVISION FOR TRAFFIC CONTROL AND PROTECTION AND BOTH PENALTIES CAN BE CHARGED CONCURRENTLY.

25. INSTALL 2 VARIABLE MESSAGE SIGNS, ONE ON NORTHBOUND IL RTE 31 AND ONE ON NORTHBOUND HANSON ROAD, 2 WEEKS PRIOR TO BEGINNING OF WORK TO GIVE ADVANCE WARNING OF THE DETOUR.

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	PLOT DATE = 11/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
DETOUR PLAN STAGE I

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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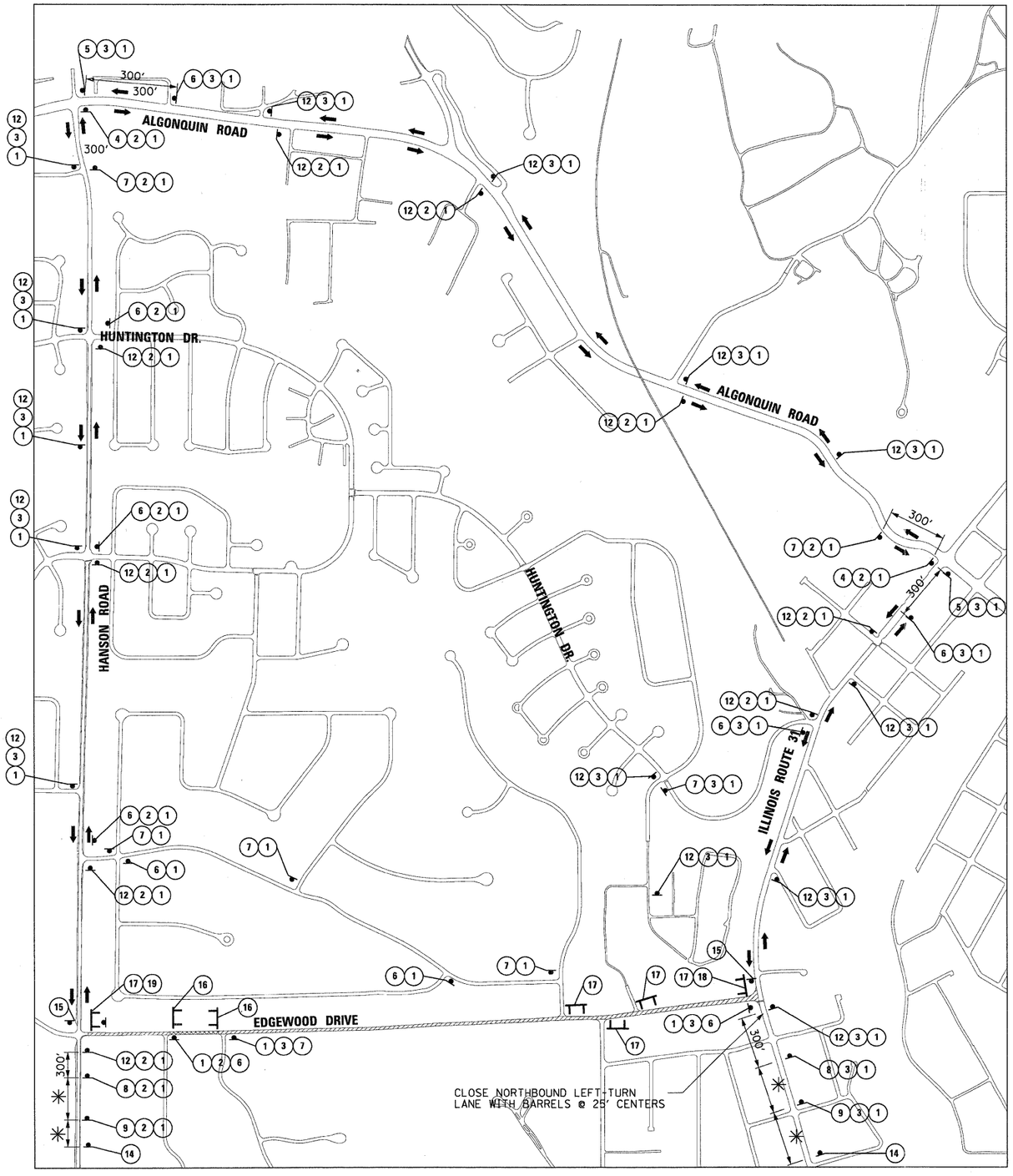
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		



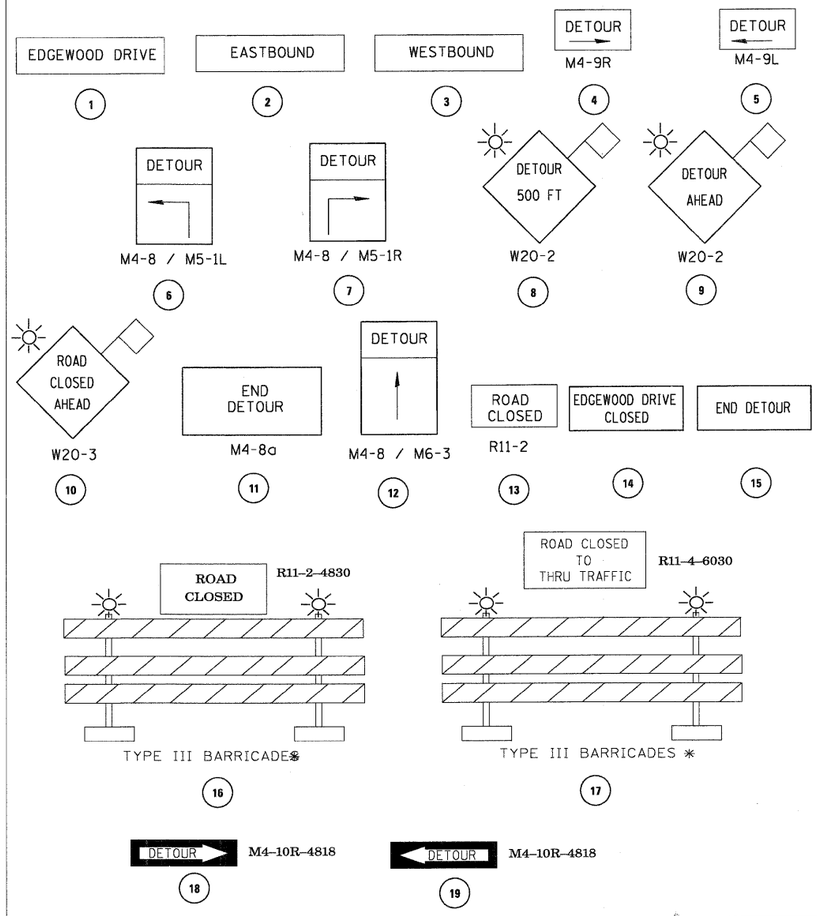
N

NOT TO SCALE

LEGEND

- TYPE III BARRICADES (PER IDOT STANDARD 702001)
- DETOURED THROUGH TRAFFIC
- DETOUR SIGN ASSEMBLY
- 500' SPACING BETWEEN SIGNS
- ROAD CLOSED (LOCAL ACCESS ONLY)
- ROAD CLOSED

SIGN LEGEND



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PLAN / PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, STRUCTURE NO(S) FILE NAME, NOTE BOOK, NO., DATE, BY

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	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
DETOUR PLAN STAGE II

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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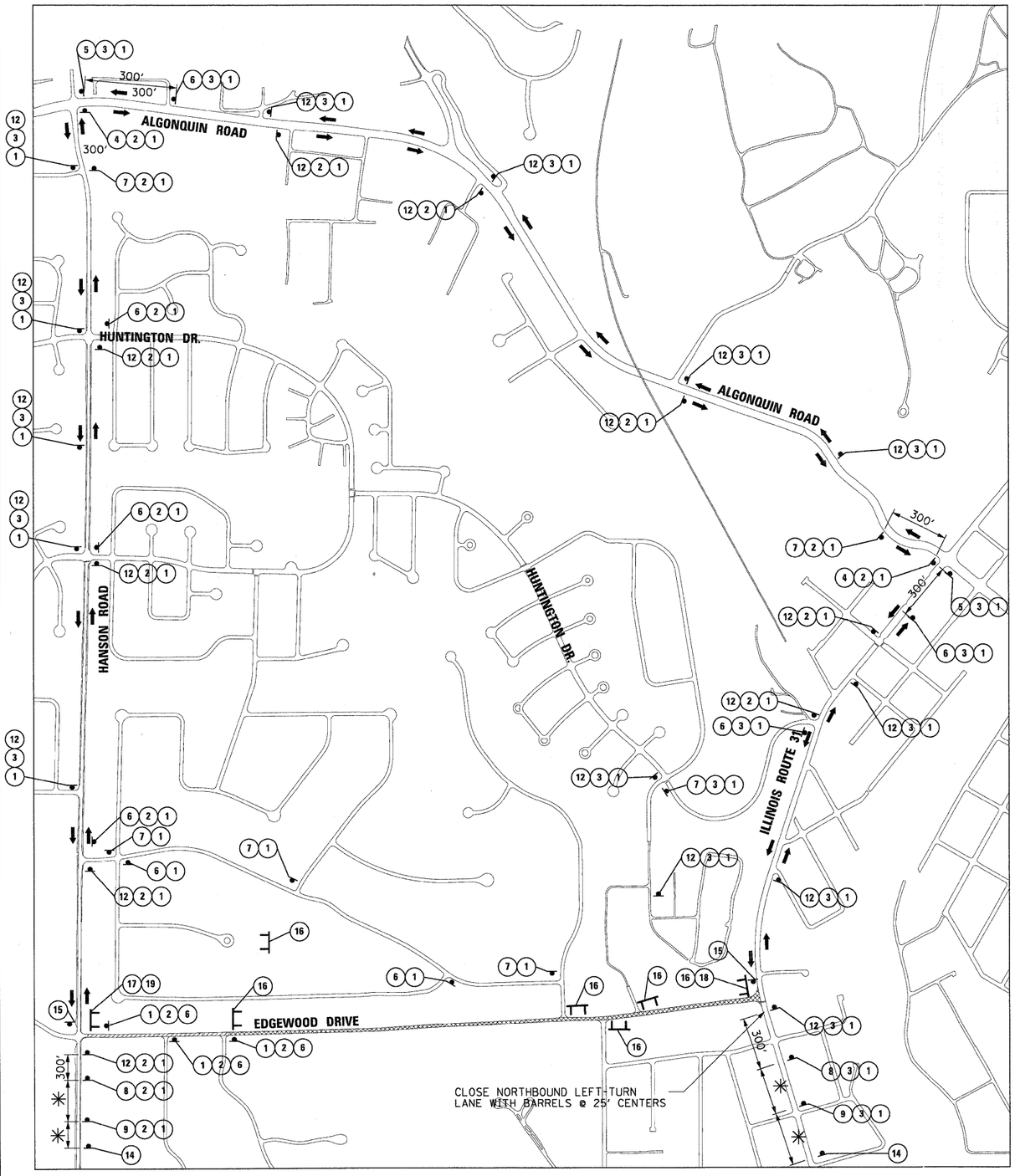
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			



N

NOT TO SCALE

LEGEND

- TYPE III BARRICADES (PER IDOT STANDARD 702001)
- DETOURED THROUGH TRAFFIC
- DETOUR SIGN ASSEMBLY
- 500' SPACING BETWEEN SIGNS
- ROAD CLOSED (LOCAL ACCESS ONLY)
- ROAD CLOSED

SIGN LEGEND

1. EDGEWOOD DRIVE
2. EASTBOUND
3. WESTBOUND
4. DETOUR — M4-9R
5. DETOUR — M4-9L
6. DETOUR — M4-8 / M5-1L
7. DETOUR — M4-8 / M5-1R
8. DETOUR 500 FT — W20-2
9. DETOUR AHEAD — W20-2
10. ROAD CLOSED AHEAD — W20-3
11. END DETOUR — M4-8a
12. DETOUR — M4-8 / M6-3
13. ROAD CLOSED — R11-2
14. EDGEWOOD DRIVE CLOSED
15. END DETOUR
16. ROAD CLOSED — R11-2-4830 — TYPE III BARRICADES *
17. ROAD CLOSED TO THRU TRAFFIC — R11-4-6030 — TYPE III BARRICADES *
18. DETOUR — M4-10R-4818
19. DETOUR — M4-10R-4818

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PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, ROADWAY NAMES ADDED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, ROADWAY NAMES ADDED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
DETOUR PLAN STAGE III

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

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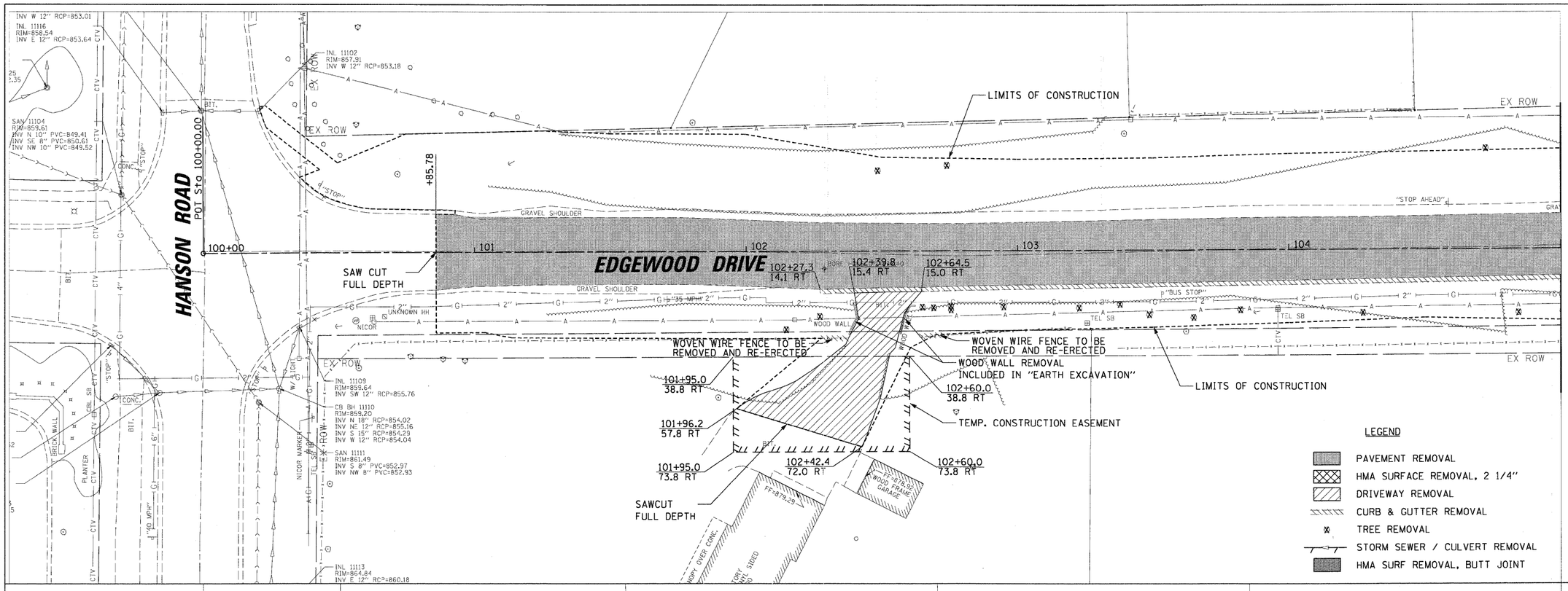
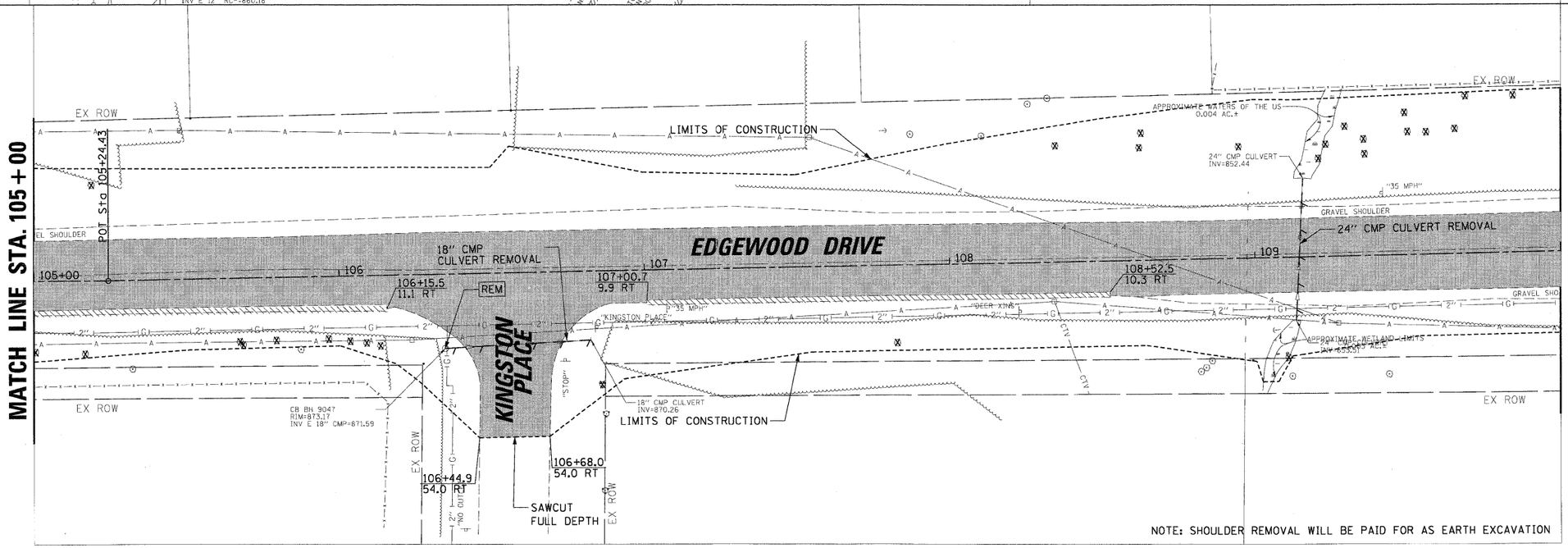
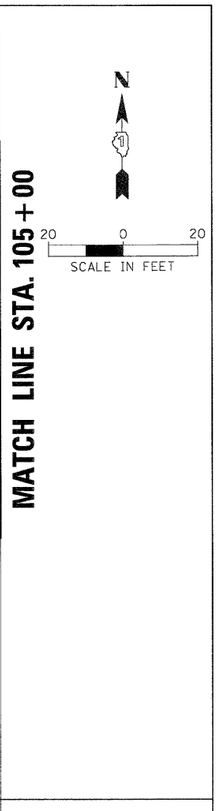
PROFILE — SURVEYED — PLOTTED — GRADES CHECKED — DESIGNED — STRUCTURE NO(S)/ITMS CHKD — NOTE BOOK — NO. — BY — DATE

PLAN — SURVEYED — ALIGNMENT CHECKED — DESIGNED — CADD FILE NAME — NOTE BOOK — NO. — BY — DATE







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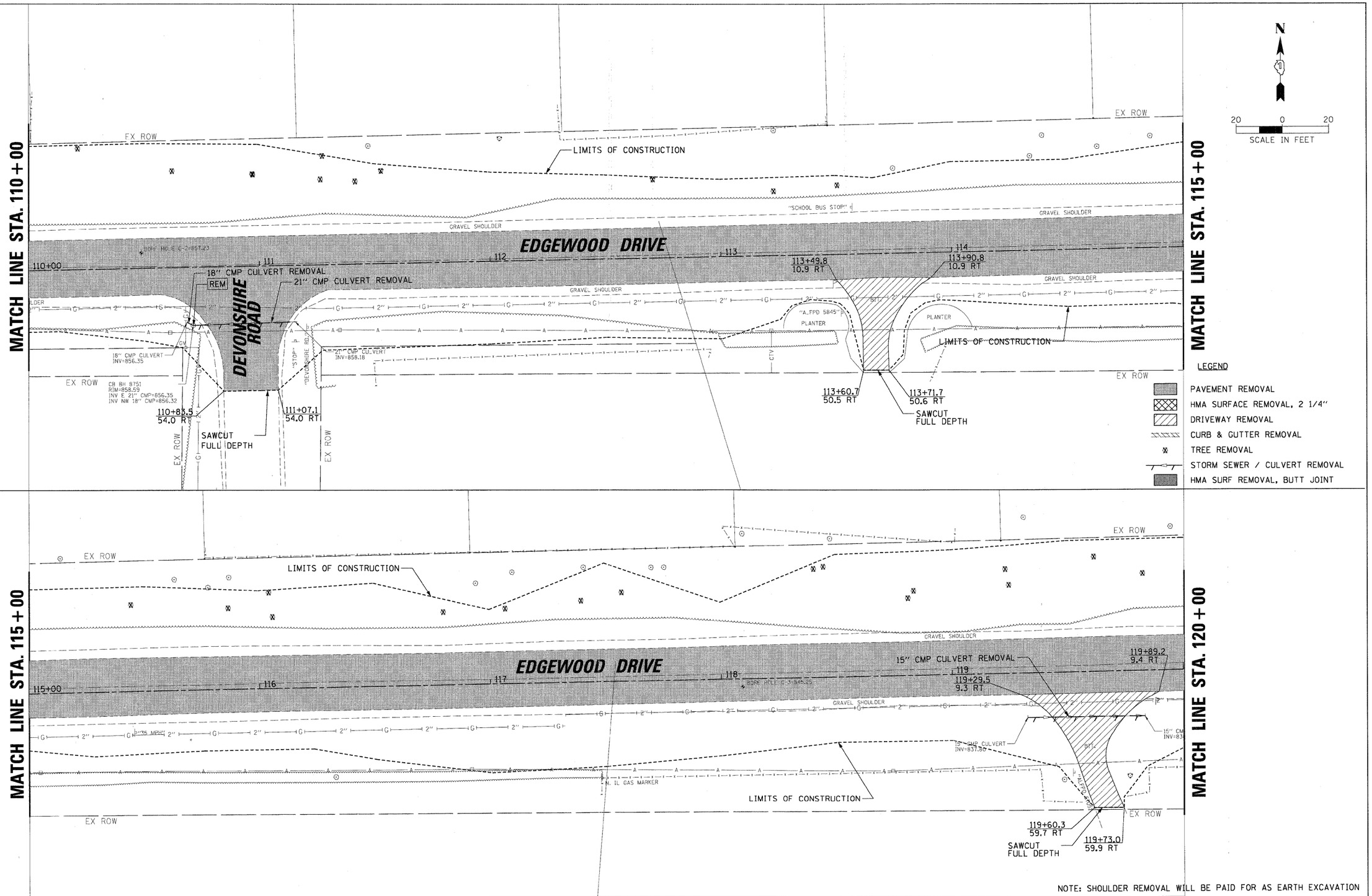
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
EXISTING CONDITIONS AND REMOVAL PLANS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	16
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		



NOTE: SHOULDER REMOVAL WILL BE PAID FOR AS EARTH EXCAVATION

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
EXISTING CONDITIONS AND REMOVAL PLANS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 63655		
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MATCH LINE STA. 120+00

EX ROW

LIMITS OF CONSTRUCTION

PC Sta 120+43.43

PT Sta 123+04.53

EDGEWOOD DRIVE

GRAVEL SHOULDER

15" CMP CULVERT REMOVAL

120+00

120+84.3
9.1 RT

121

121+33.2
8.9 RT

122

123

100'

90'

124

124+21.5
8.3 RT

15" CMP CULVERT REMOVAL

124+62.9
7.7 RT

TRANSFORMER

15" CMP CULVERT
INV=794.25

124+40.9
14.1 RT

15" CMP CULVERT
INV=798.23

124+55.2
14.5 RT

FENCE REMOVAL

15" CMP CULVERT
INV=829.53

15" CMP CULVERT
INV=827.41

"ALFPD 5701"

TEL SB

BUILDING

121+49.6
63.3 RT

121+68.8
63.9 RT

SAWCUT
FULL DEPTH

MATCH LINE STA. 125+00

MATCH LINE STA. 130+00

N

20 0 20
SCALE IN FEET

LEGEND

- PAVEMENT REMOVAL
- HMA SURFACE REMOVAL, 2 1/4"
- DRIVEWAY REMOVAL
- CURB & GUTTER REMOVAL
- TREE REMOVAL
- STORM SEWER / CULVERT REMOVAL
- HMA SURF REMOVAL, BUTT JOINT

SAN 7710
RIM=781.40
INV E 15" PVC=772.37
INV SW 15" PVC=772.42

REM

BORE HOLE C-1 782.24

12" CMP CULVERT REMOVAL
126+14.1
5.5 RT

126+49.5
5.0 RT

125+00

126

127

128

129

128+80.4
9.2 RT

129+40.5
20.0 LT

129+46.1
9.8 RT

TRIPLE 7' CMP TO BE REMOVED

STEEL PLATE BEAM
GUARD RAIL REMOVAL

SAN 7560
RIM=776.89
INV E 15" RCP=763.22
INV W 12" PVC=763.35
INV W 15" PVC=769.35

84" CMP CULVERT
INV=766.72

84" CMP CULVERT
INV=766.74

84" CMP CULVERT
INV=766.53

84" CMP CULVERT
INV=767.00

84" CMP CULVERT
INV=767.39

84" CMP CULVERT
INV=767.40

LITTLE VALLEY DR

GRAVEL

12" CMP CULVERT
INV=782.26

12" CMP CULVERT
INV=781.17

STONE WALL

126+19.7
41.5 RT

126+28.7
44.2 RT

WALL REMOVAL TO BE INCLUDED
IN "EARTH EXCAVATION" (TYP.)

SAN 5022
RIM=782.31
INV NE 15" PVC=776.75
INV SW 15" PVC=776.81

NOTE: SHOULDER REMOVAL WILL BE PAID FOR AS EARTH EXCAVATION

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\REM_070273_3.SHT	USER NAME = mwarman	DESIGNED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
EXISTING CONDITIONS AND
REMOVAL PLANS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	18
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN / PROFILE

	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
ALL UTILITIES LOCATED		
CADD FILE NAME		
NOTE BOOK NO.		
SCRATCHED		
PLOTTED		
GRADES CHECKED		
ALL UTILITIES LOCATED		
STRUCTURE NO/ATTNS CHKD		

MATCH LINE STA. 130+00

MATCH LINE STA. 135+00

MATCH LINE STA. 135+00

MATCH LINE STA. 140+00

N

20 0 20
SCALE IN FEET

LEGEND

- PAVEMENT REMOVAL
- HMA SURFACE REMOVAL, 2 1/4"
- DRIVEWAY REMOVAL
- CURB & GUTTER REMOVAL
- TREE REMOVAL
- STORM SEWER / CULVERT REMOVAL
- HMA SURF REMOVAL, BUTT JOINT

EDGEWOOD DRIVE

HARPER DRIVE

CARDINAL DRIVE

STEEL PLATE BEAM GUARD RAIL REMOVAL

130+31.0
20.1 LT

LIMITS OF CONSTRUCTION

SAN 7507
RIM=775.70
INV E 15" RCP=761.59
INV W 15" RCP=761.61

EDGE OF WATER AS LOCATED BY CBBEL SURVEY ON 10-16-2008 AND 10-17-2008

APPROXIMATE WATERS OF THE US 0.25± AC±

EDGE OF WATER AS LOCATED BY CBBEL SURVEY ON 10-16-2008 AND 10-17-2008

15" CMP CULVERT REMOVAL

133+20.4
7.5 RT

133+56.1
7.5 RT

134+66.0
7.1 RT

134+19.9
7.2 RT

15" CMP CULVERT
INV=772.82

132+86.8
52.4 RT

15" CMP CULVERT
INV=771.63

15" CMP CULVERT
INV=770.04

15" CMP CULVERT
INV=769.36

132+73.9
61.5 RT

SAWCUT
FULL DEPTH

133+22.5
54.1 RT

TEMP. CONSTRUCTION EASEMENT

132+86.6
79.5 RT

12" CMP CULVERT
INV=787.21

12" CMP CULVERT
INV=787.62

134+62.4
60.9 RT

SAWCUT FULL DEPTH

TEMP. CONSTRUCTION EASEMENT

134+89.4
75.1 RT

134+90.5
78.9 RT

1 STORY WOOD GARAGE
FF=789.15
FF=789.68

SAN 8509
RIM=764.19
INV N 15" VCP=747.92
INV S 15" VCP=747.92
INV W 15" VCP=748.50

SAN 7298
RIM=768.53
INV E 15" PVC=760.84
INV W 15" RCP=760.85

136+50.4
47.6 LT

136+13.9
21.9 LT

135+81.10

PC Sta 135+81.10

PT Sta 136+60.22

35 MPH

136+74.5
47.9 LT

137+41.6
22.0 LT

30"X18" CMP CULVERT REMOVAL

30"X18" CMP CULVERT
INV=753.52

PC Sta 139+24.26

30"X18" CMP CULVERT
INV=756.10

VV 7078
RIM=758.03
TOP N/S 12" DIP=752.32

VV 7077
RIM=757.84
TOP N/S 12" DIP=752.17
TOP E 8" DIP=752.06

139+43.8
57.2 RT

139+73.7
58.4 RT

139+79.1
58.8 RT

SAW CUT
FULL DEPTH

135+04.3
62.9 RT

TEMP. CONSTRUCTION EASEMENT

NOTE: SHOULDER REMOVAL WILL BE PAID FOR AS EARTH EXCAVATION

FILE NAME =	USER NAME = mwerman	DESIGNED -	REVISED -
N:\ALGONQUIN\070273.00026\Civil\REM_070273.4.SHT		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
EXISTING CONDITIONS AND REMOVAL PLANS

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

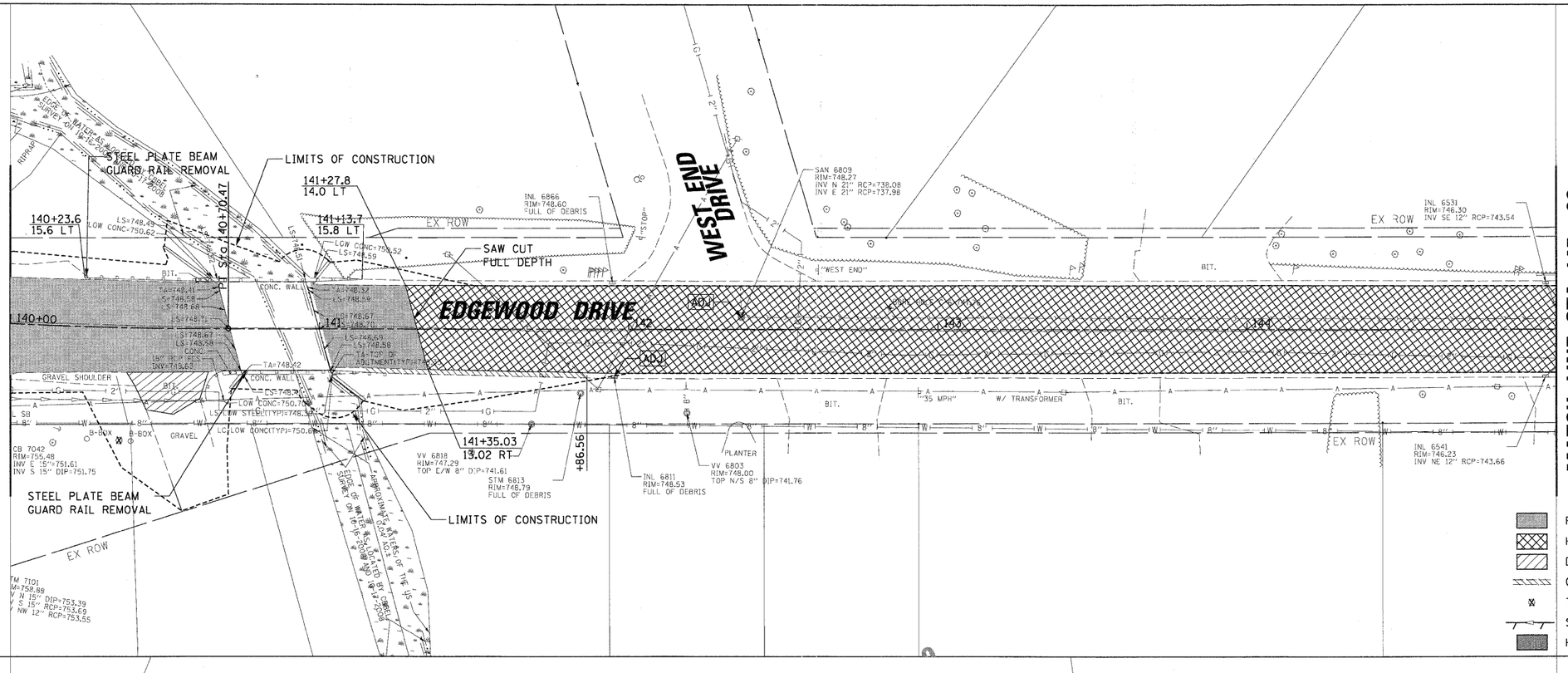
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	19
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

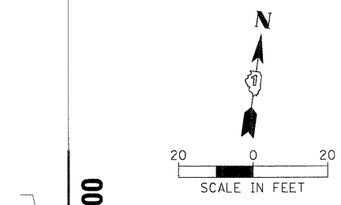
CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN / PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., DATE, BY

MATCH LINE STA. 140 + 00

MATCH LINE STA. 145 + 00



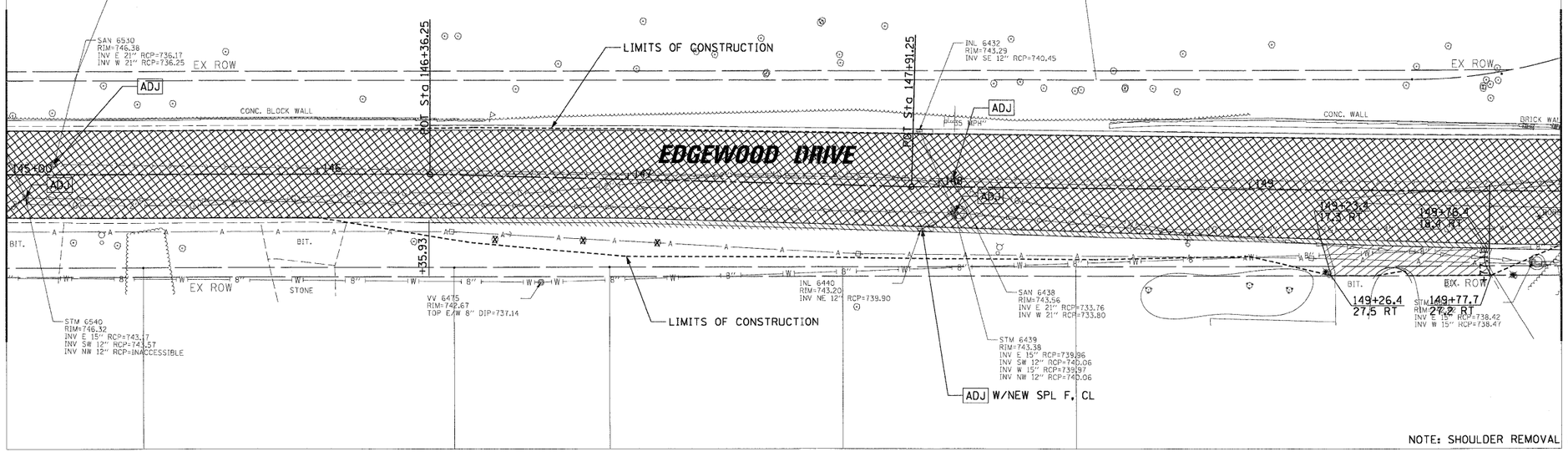


LEGEND

- PAVEMENT REMOVAL
- HMA SURFACE REMOVAL, 2 1/4"
- DRIVEWAY REMOVAL
- CURB & GUTTER REMOVAL
- TREE REMOVAL
- STORM SEWER / CULVERT REMOVAL
- HMA SURF REMOVAL, BUTT JOINT

MATCH LINE STA. 145 + 00

MATCH LINE STA. 150 + 00



NOTE: SHOULDER REMOVAL WILL BE PAID FOR AS EARTH EXCAVATION

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		DRAWN -	REVISED -
	PLOT SCALE = 22'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
EXISTING CONDITIONS AND REMOVAL PLANS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	20
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

NOTE: SHOULDER REMOVAL WILL BE PAID FOR AS EARTH EXCAVATION

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PLAN: SURVEYED, PLOTTED, ALIGNMENTS CHECKED, GRADES CHECKED, ALL ROW MONUMENTS SET, CADD FILE NAME, NOTE BOOK, NO. — BY — DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, ALL ROW MONUMENTS SET, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO. — BY — DATE

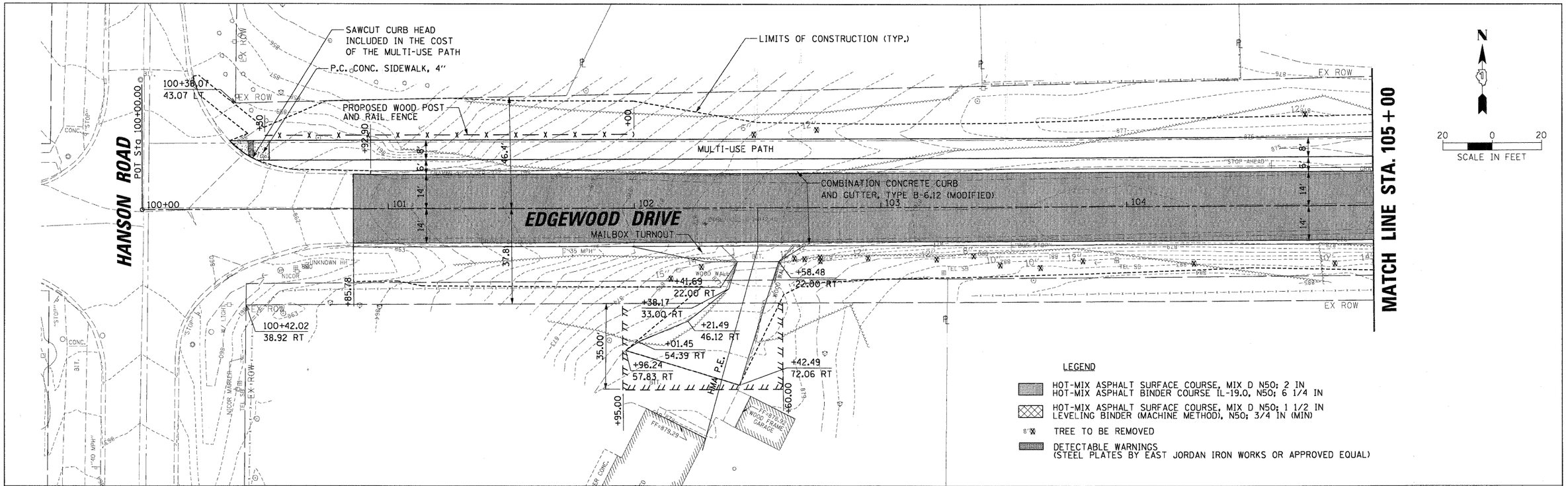
FILE NAME = N:\ALGONQUIN\070273.00026\C1v11\REM_070273_6.SHT	USER NAME = mwarman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
EXISTING CONDITIONS AND REMOVAL PLANS

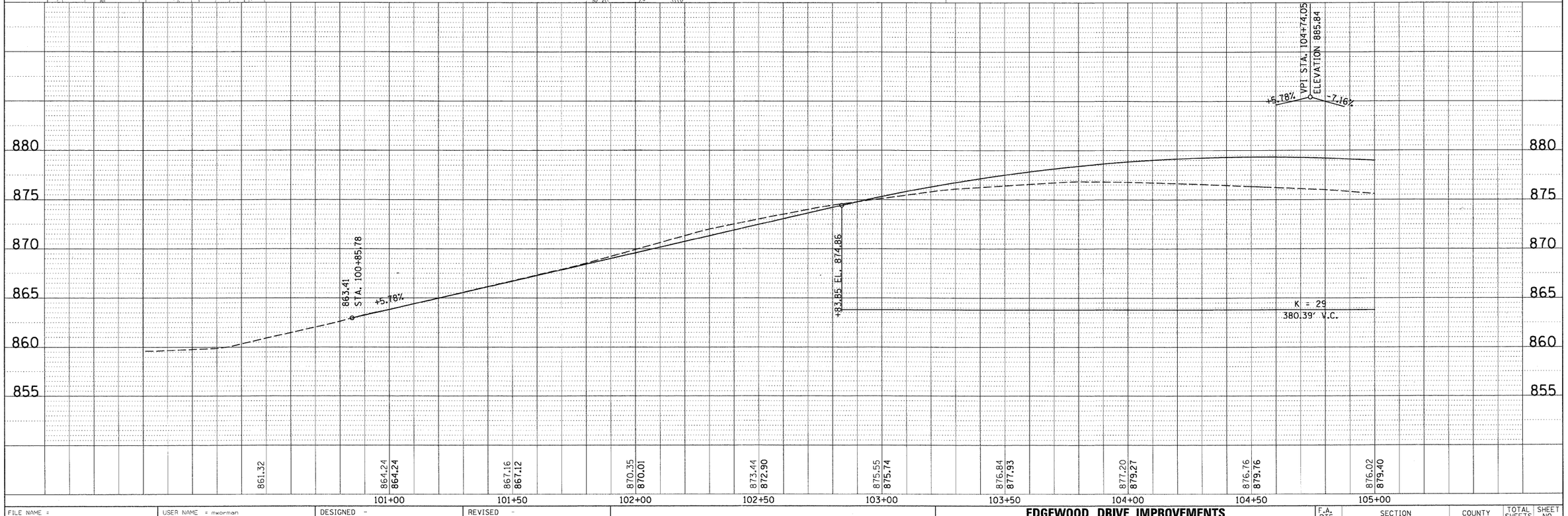
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	21
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			



LEGEND

- HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 2 IN
  HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50; 6 1/4 IN
- HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 1 1/2 IN
  LEVELING BINDER (MACHINE METHOD), N50; 3/4 IN (MIN)
- 8"⊗ TREE TO BE REMOVED
- DETECTABLE WARNINGS
  (STEEL PLATES BY EAST JORDAN IRON WORKS OR APPROVED EQUAL)



PLAN — SURVEYED — DATE; DRAWN — BY; CHECKED — DATE; FIELD BOOK — PAGE NO.; ALIGNMENT CHECKED — BY; GRADES CHECKED — BY; STRUCTURE NOTATNS CHKD — BY; NOTE BOOK — NO.

PROFILE — SURVEYED — DATE; DRAWN — BY; CHECKED — DATE; FIELD BOOK — PAGE NO.; GRADES CHECKED — BY; STRUCTURE NOTATNS CHKD — BY; NOTE BOOK — NO.

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FILE NAME = N:\ALGONQUIN\070273.00026\Civil\RPP_070273_1.SHT	USER NAME = mxorman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
ROADWAY PLAN AND PROFILE
STA. 100+00 TO STA. 105+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	22
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

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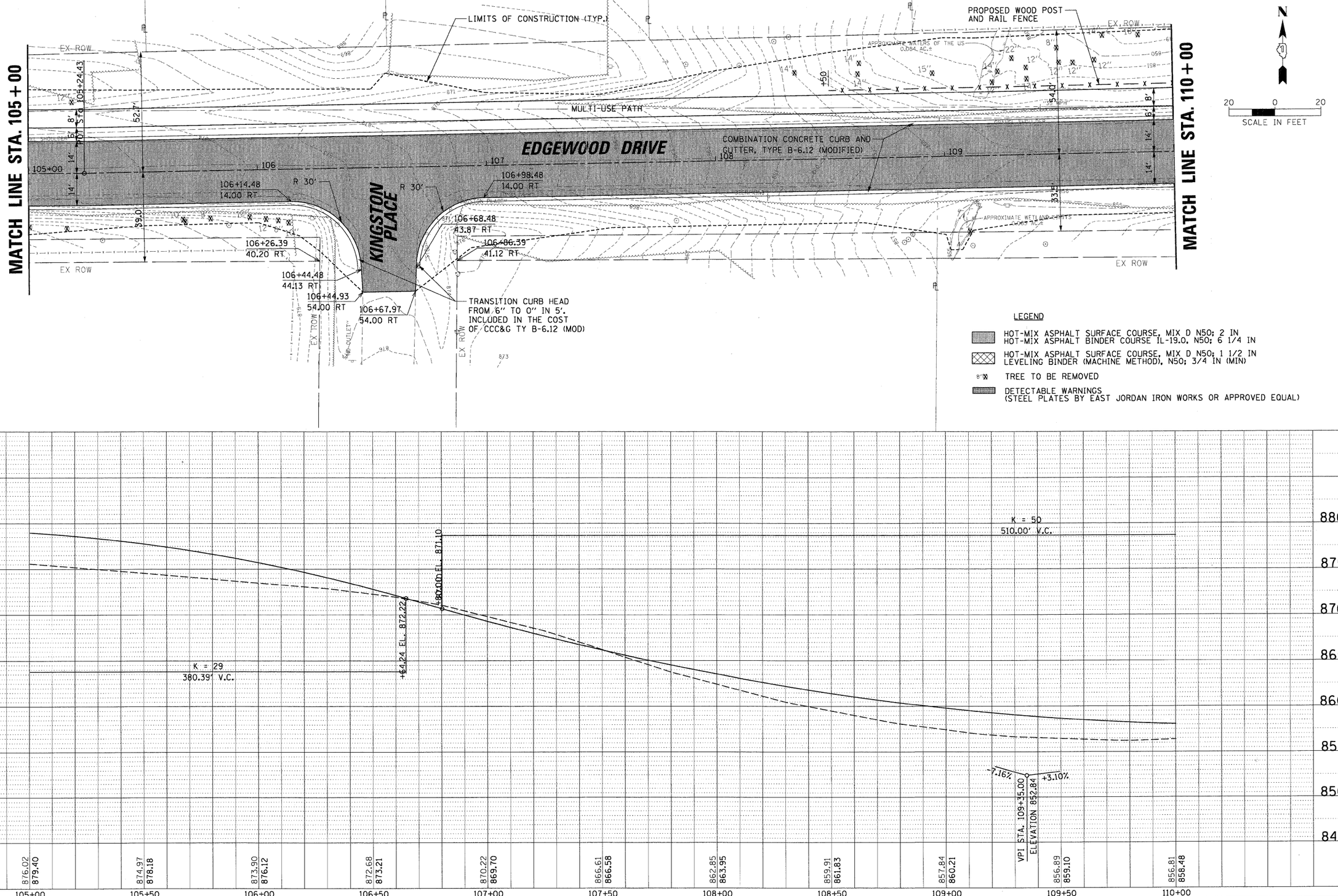
PLAN — SURVEYED / DRAWN / ALIGNMENT CHECKED / TIES & R/W CHECKED / CAD FILE NAME / NOTE BOOK / NO.

PROFILE — SURVEYED / DRAWN / GRADES CHECKED / S.M. NO.'S / ENTRANCE NOTATNS CHKD

BY / DATE



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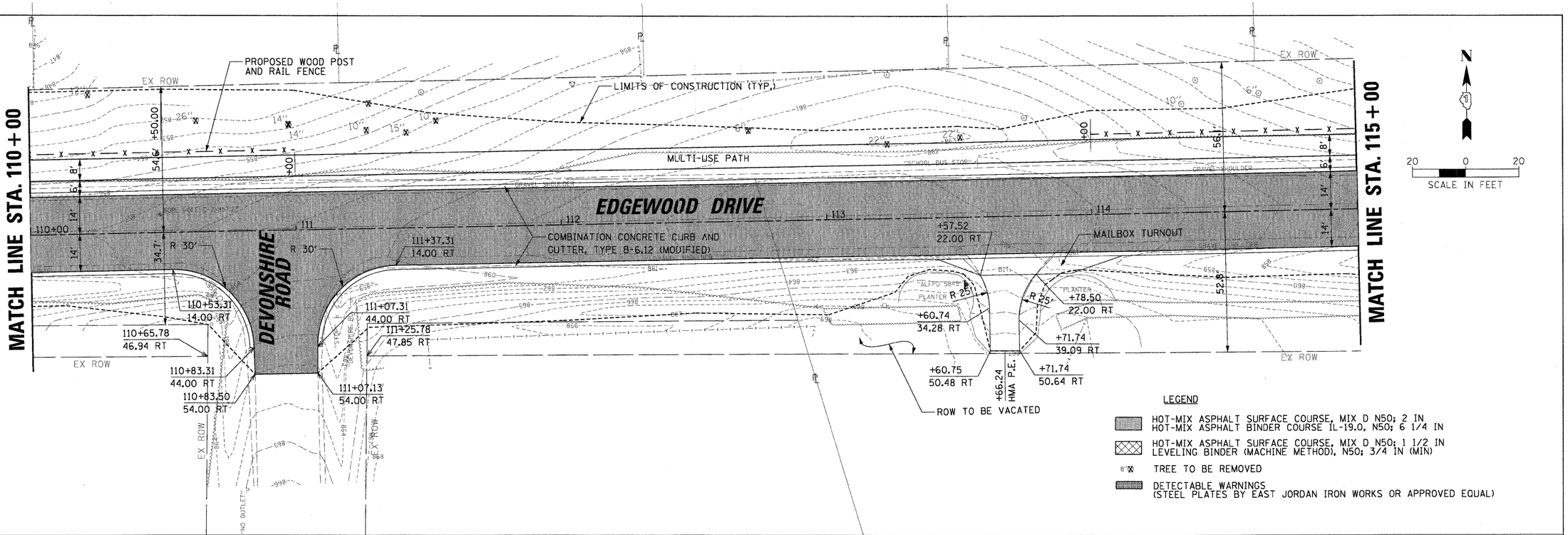
		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

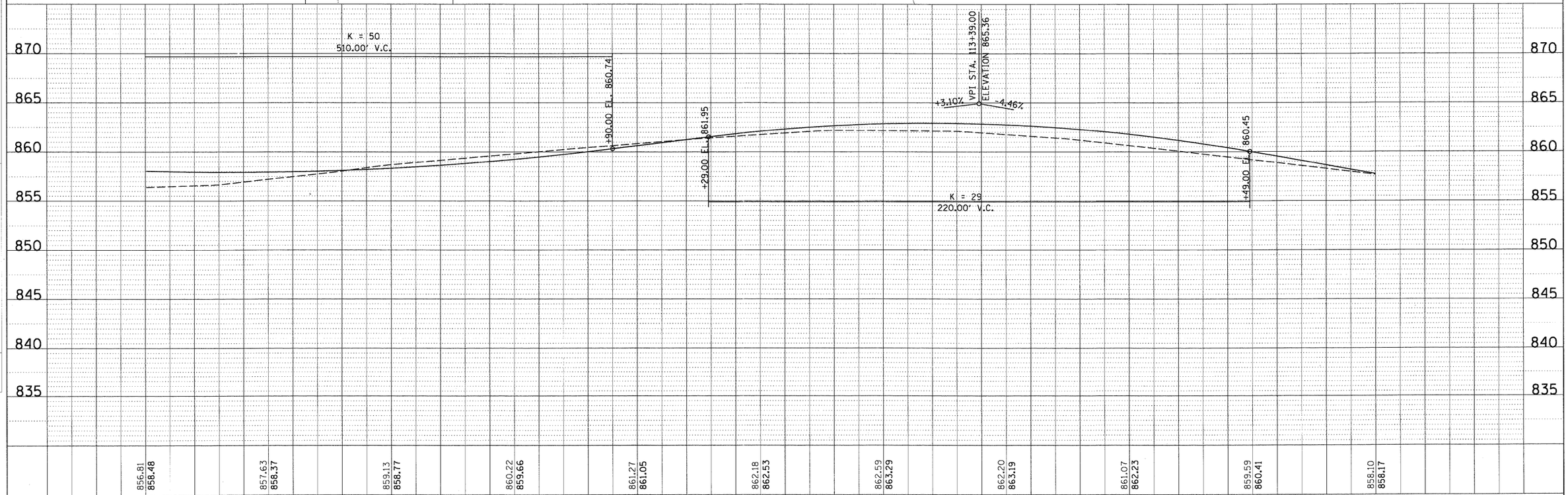
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
ROADWAY PLAN AND PROFILE
STA. 105+00 TO 110+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	23
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		





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9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN / PROFILE
SURVEYED
DRAWN
CHECKED
QUANTITIES
NOTE BOOK
NO.
BY
DATE
ALIGNMENT CHECKED
GRADES CHECKED
CADD FILE NAME
STRUCTURE NO(S) CHK'D

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\RPP_070273_3.SHT	USER NAME = mwarman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

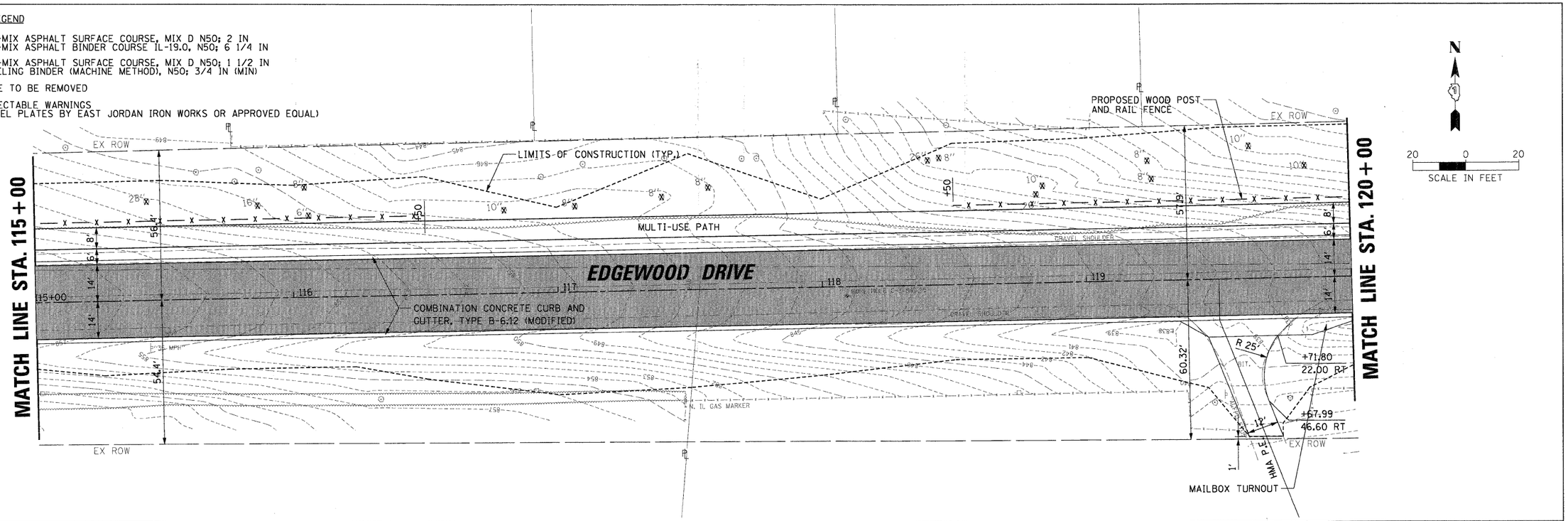
EDGEWOOD DRIVE IMPROVEMENTS
ROADWAY PLAN AND PROFILE
STA. 110+00 TO 115+00

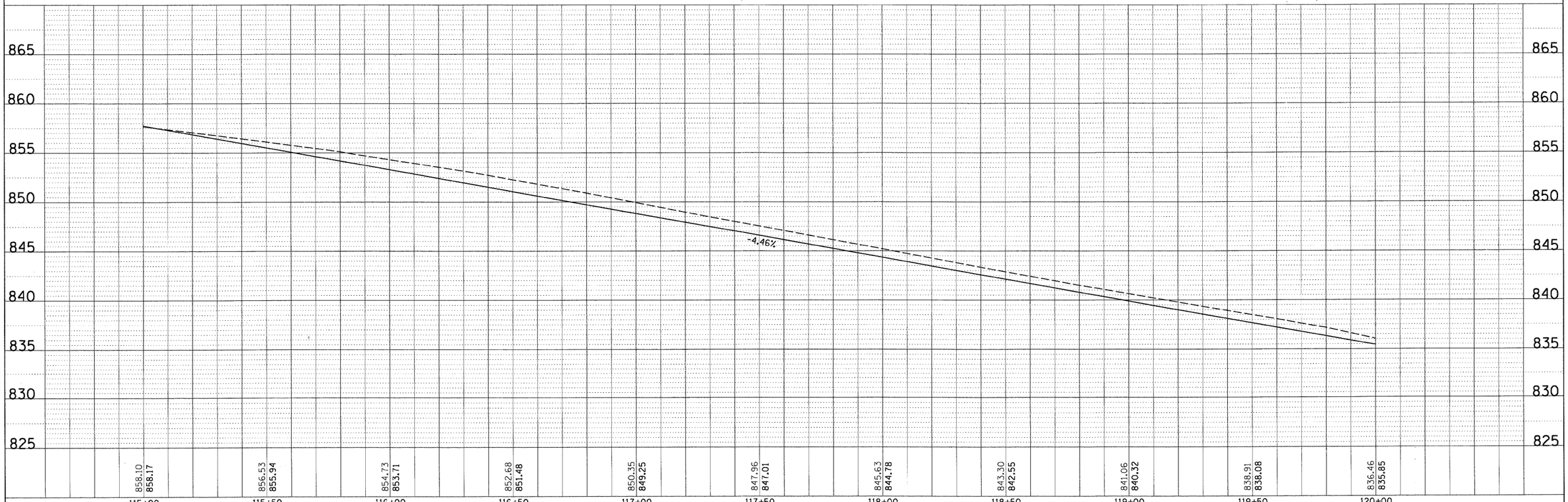
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	24
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

LEGEND

- HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 2 IN
  HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50; 6 1/4 IN
- HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 1 1/2 IN
  LEVELING BINDER (MACHINE METHOD), N50; 3/4 IN (MIN)
- 8"X TREE TO BE REMOVED
- DETECTABLE WARNINGS
  (STEEL PLATES BY EAST JORDAN IRON WORKS OR APPROVED EQUAL)





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		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
ROADWAY PLAN AND PROFILE
STA. 115+00 TO STA. 120+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	25
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

PROFILE — SURVEYED — DATE — DRAWN BY — CHECKED BY — QUANTITIES CHECKED — STAKING NOTES — NOTE BOOK — NO. — STRUCTURE NOTATIONS CHKD

PLAN — SURVEYED — DATE — DRAWN BY — CHECKED BY — ALIGNMENT CHECKED — TIES CHECKED — CADD FILE NAME — NOTE BOOK — NO.

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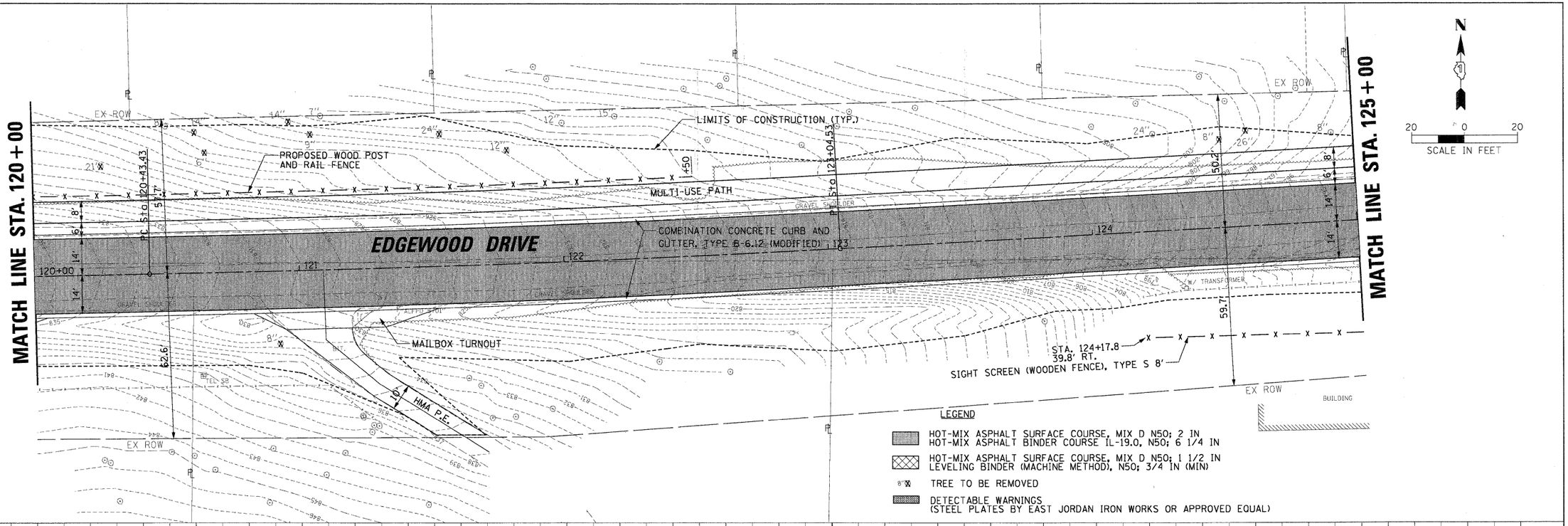

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Rosemont, Illinois 60018
(847) 823-0500

PLAN — SURVEYED — BY — DATE
NOTE BOOK — DRAWN — BY
NO. — ALIGNMENT, CHECKED — BY
ELEV. DATUM — CHECKED — BY
CADD FILE NAME

PROFILE — SURVEYED — BY
NOTE BOOK — DRAWN — BY
NO. — GRADES CHECKED — BY
H. SCALE — ELEV. DATUM
V. SCALE — BENCHMARK — NOTATIONS CHKD

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\RPP_070273_5.SHT	USER NAME = mwerman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
ROADWAY PLAN AND PROFILE
STA. 120+00 TO STA. 125+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	26
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

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9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN — SURVEYED / DRAWN / ALIGNMENT, CHECKED / TIE OF R/W, CHECKED / CORP. FILE NAME / NOTE BOOK / NO. — BY / DATE

PROFILE — SURVEYED / DRAWN / GRADES CHECKED / STA. NOTED / STRUCTURE NO(S) / NOTATIONS CHK'D — BY / DATE

MATCH LINE STA. 125+00

MATCH LINE STA. 130+00

EDGEWOOD DRIVE

EX ROW

PROPOSED 12' X 6' CONCRETE BOX CULVERT SEE DETAILS, SHT. NO. 80 - 85

EXIST 65' DRAINAGE EASEMENT

LIMITS OF CONSTRUCTION (TYP.)

PROPOSED RETAINING WALL SEE DETAILS, SHT. NO. 86 - 95

PROPOSED WOOD POST AND RAIL FENCE

MULTI-USE PATH

GRAVEL SHOULDER

ADJ

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)

MAILBOX TURNOUT

"LITTLE VALLEY"

HMA P.E.

STONE WALL

VILLAGE MAINTENANCE PARKING

STA. 126+17.0
46.0' RT.

SIGHT SCREEN (WOODEN FENCE), TYPE S 8'

TBT, T1 (SPL) TANGENT. I EA
SPBGR, TA 6' POSTS, 100 LF
TBT, T2, 1 EA

APPROXIMATE WATERS OF THE US

LEGEND
- HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 2 IN
  HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50; 6 1/4 IN
- HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 1 1/2 IN
  LEVELING BINDER (MACHINE METHOD), N50; 3/4 IN (MIN)
- TREE TO BE REMOVED
- DETECTABLE WARNINGS
  (STEEL PLATES BY EAST JORDAN IRON WORKS OR APPROVED EQUAL)

N

20 0 20
SCALE IN FEET

K = 50
450.00' V.C.

-9.45%

-0.50%

+85.00' EL. 777.94

PR GROUND LINE AT FACE OF WALL

PI STA. 126+60.00
ELEVATION 779.06

125+00	125+50	126+00	126+50	127+00	127+50	128+00	128+50	129+00	129+50	130+00
794.21 / 794.60	790.25 / 790.77	786.81 / 787.44	784.18 / 784.60	782.15 / 782.27	780.55 / 780.43	779.09 / 779.08	778.15 / 778.23	777.54 / 777.86	777.13 / 777.61	776.75 / 777.36

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\RPP_070273_6.SHT	USER NAME = mwarman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
ROADWAY PLAN AND PROFILE
STA. 125+00 TO 130+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	27
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

MATCH LINE STA. 130+00

MATCH LINE STA. 135+00

EXIST 65' DRAINAGE EASEMENT

RATT CREEK TRIBUTARY

PROPOSED RETAINING WALL SEE DETAILS, SHT. NO. 86 - 95

PROPOSED WOOD POST AND RAIL FENCE

LIMITS OF CONSTRUCTION (TYP.)

APPROXIMATE WATERS OF THE US 0.25 AC±

EDGE OF WATER SURVEY ON 10-16-2011

EX ROW

MULTI-USE PATH

GRAVEL SHOULDER

BRICK PAVERS

MAILBOX TURNOUT

EX ROW PAVEMENT

EDGEWOOD DRIVE

130+00 131 132 133 134

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)

COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12

46.3'

60.2'

38.9'

+21.5

+65

+00

CONC. DRIVE

P.C.C.

LIMA P.C.C.

GATE POST

GATE POST W/ TRANSFORMER & ELEC. SB

1 STORY WOOD GARAGE

FF=789.15

FF=789.68

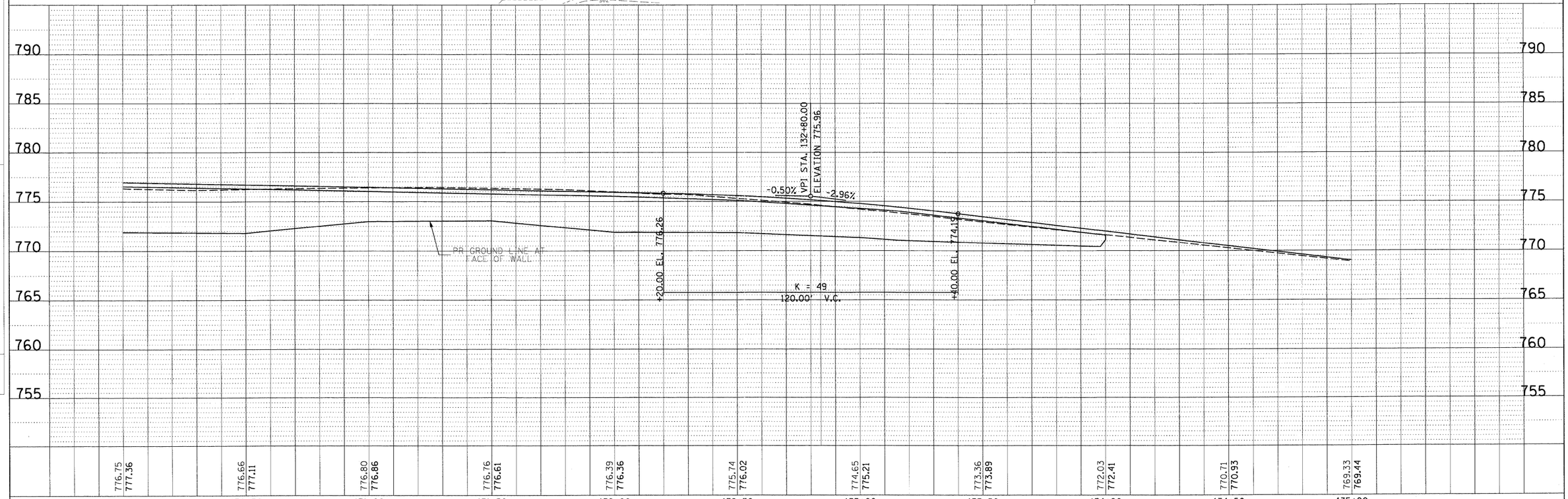
N

20 0 20

SCALE IN FEET

LEGEND

- HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 2 IN
  HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50; 6 1/4 IN
- HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 1 1/2 IN
  LEVELING BINDER (MACHINE METHOD), N50; 3/4 IN (MIN)
- 8" TREE TO BE REMOVED
- DETECTABLE WARNINGS
  (STEEL PLATES BY EAST JORDAN IRON WORKS OR APPROVED EQUAL)



PLAN — SURVEYED — DRAWN — ALIGNMENT CHECKED — GRADES CHECKED — CADD FILE NAME — NOTE BOOK — NO. — BY — DATE

PROFILE — SURVEYED — DRAWN — GRADES CHECKED — SAM. NO. RP — CADD FILE NAME — NOTE BOOK — NO. — BY — DATE — SANITARY MH'S CH'KD

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9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

FILE NAME =	USER NAME = mwarman	DESIGNED -	REVISED -
N:\ALGONQUIN\070273.0026\Civil\RPP_070273_7.SHT		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
ROADWAY PLAN AND PROFILE
STA. 130+00 TO STA. 135+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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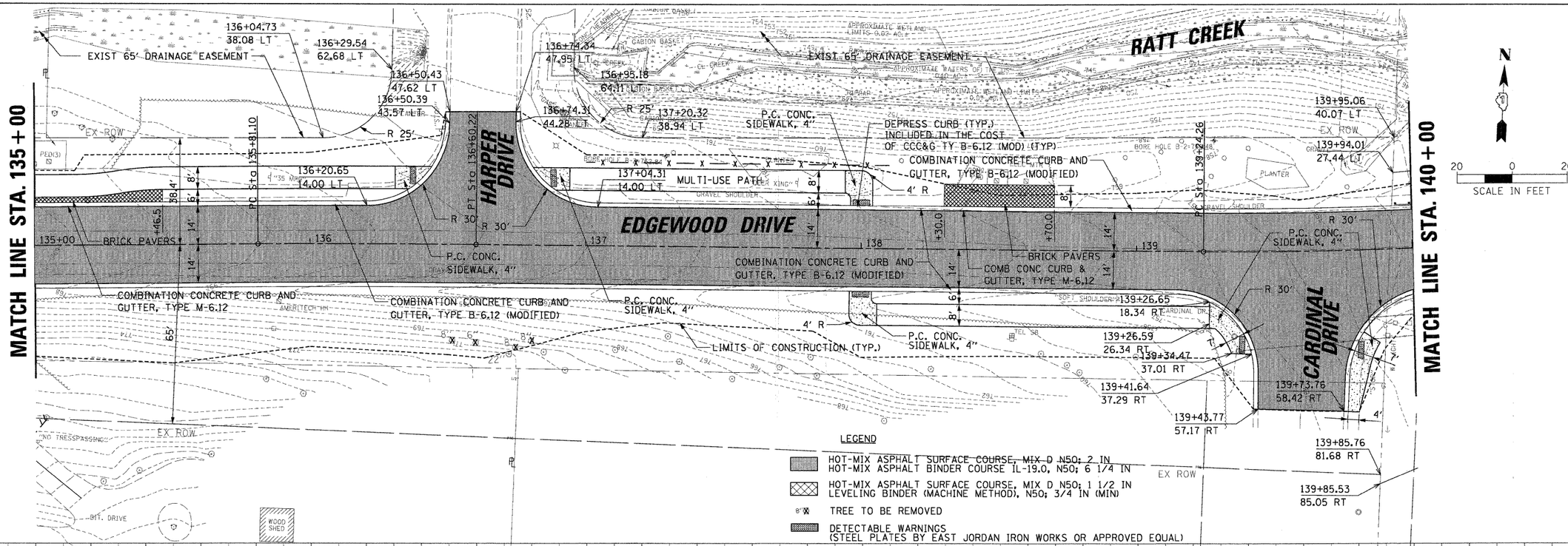
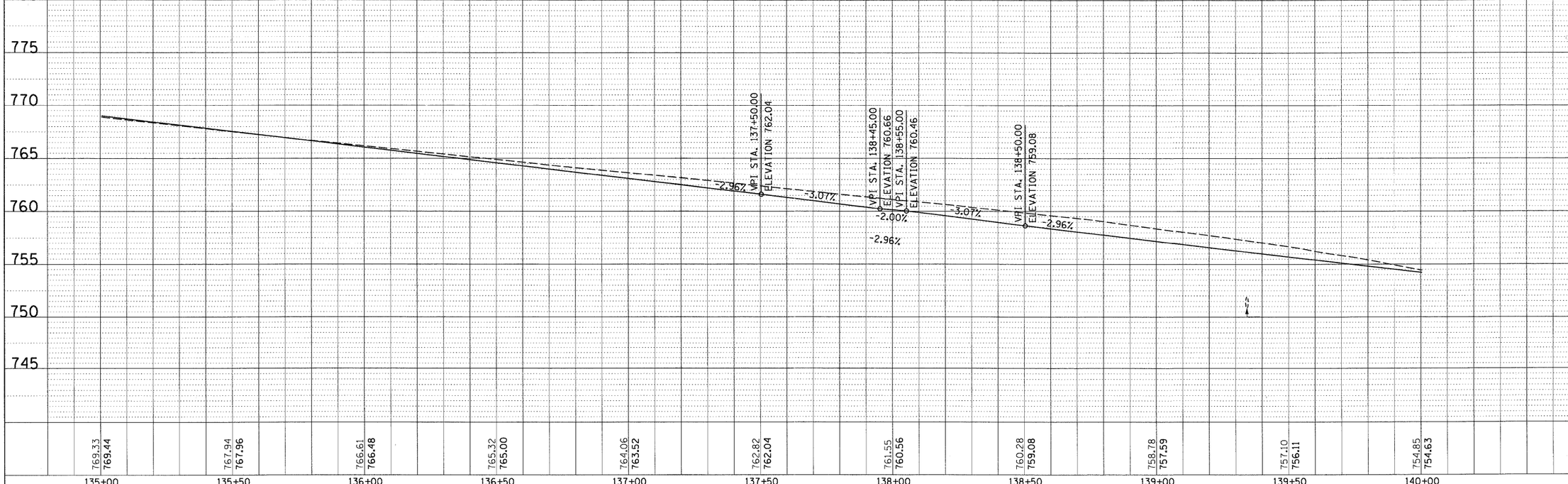
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			





PROFILE | SURVEYED | DRAWN | GRADES CHECKED | FINAL NOTES | PLOTTING NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

PLAN | SURVEYED | DRAWN | ALIGNMENT CHECKED | FINAL NOTES | PLOTTING NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

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Rosemont, Illinois 60018
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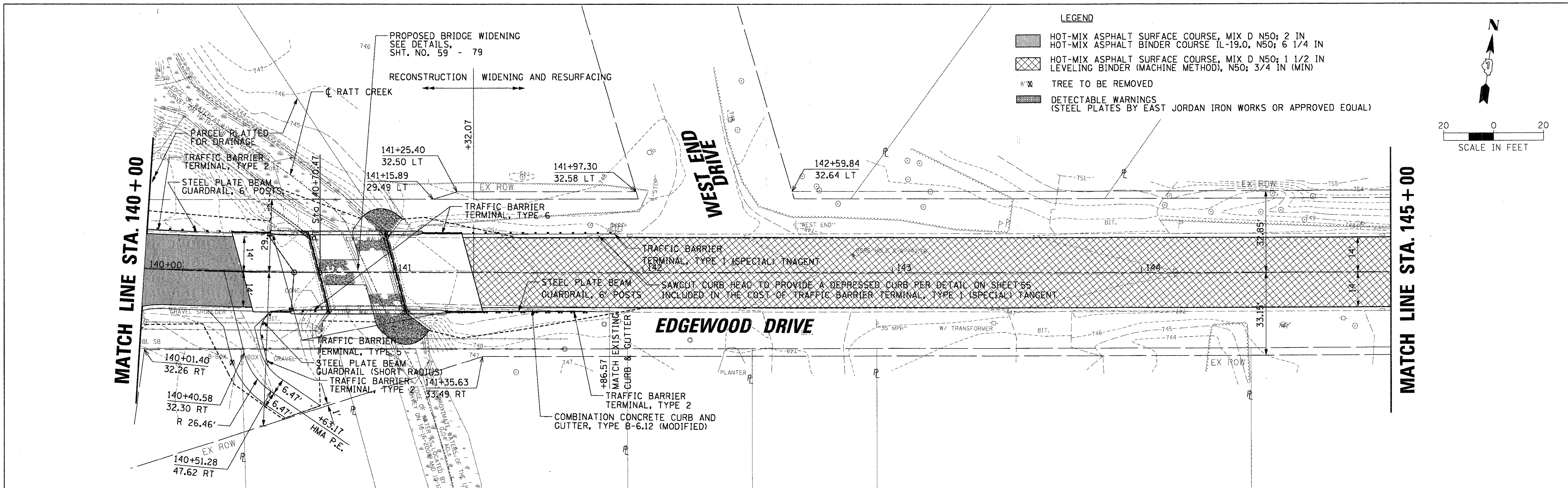
FILE NAME = N:\ALGONQUIN\070273.00026\Civil\RPP_070273_8.SHT	USER NAME = mwarman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

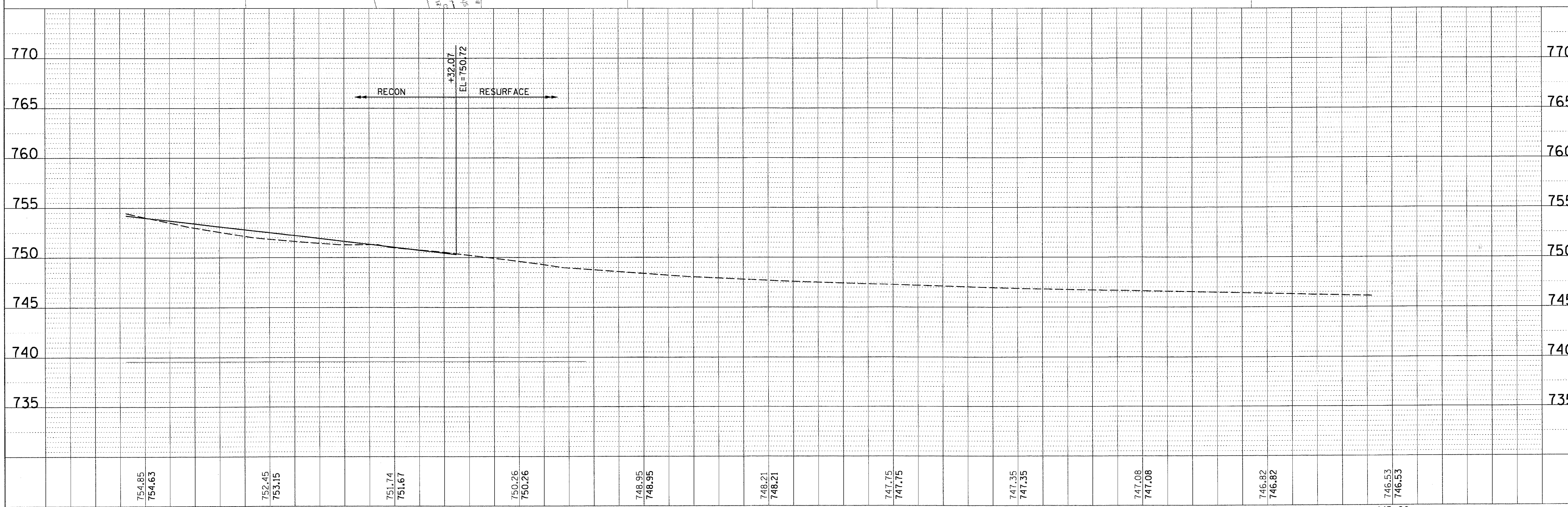
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
ROADWAY PLAN AND PROFILE
STA. 135+00 TO STA. 140+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	29
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			





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PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK NO.

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHK'D, NOTE BOOK NO.

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\RPP_070273_9.SHT	USER NAME = mwarman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
ROADWAY PLAN AND PROFILE
STA. 140+00 TO STA. 145+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	30
		CONTRACT NO. 63655		

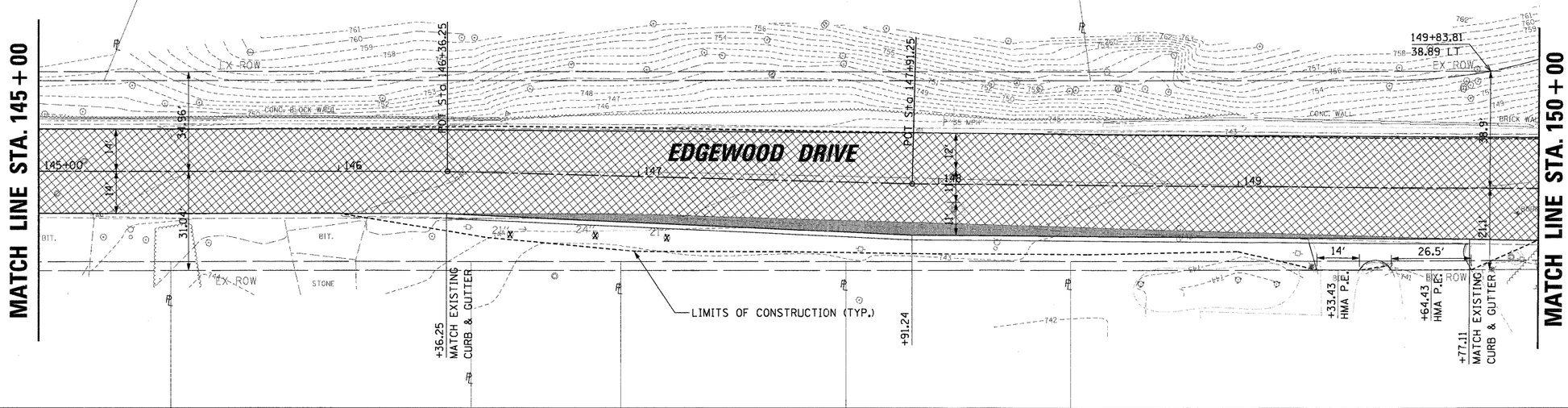
ILLINOIS FED. AID PROJECT

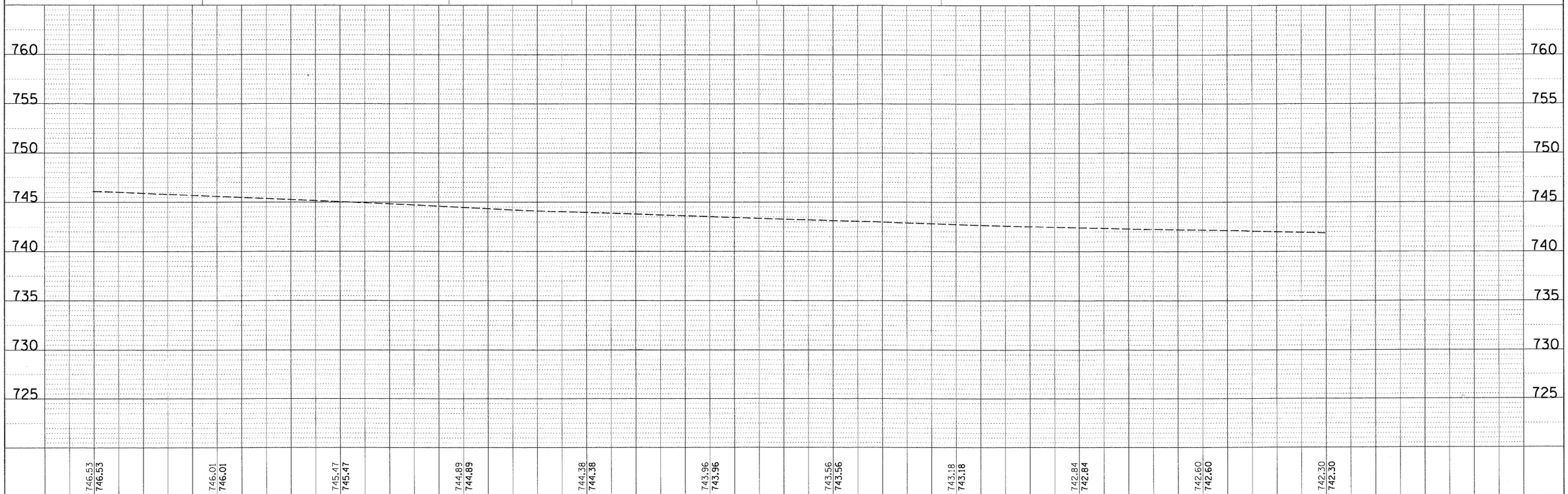
LEGEND

- HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 2 IN
  HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50; 6 1/4 IN
- HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 1 1/2 IN
  LEVELING BINDER (MACHINE METHOD), N50; 3/4 IN (MIN)
- 8"X TREE TO BE REMOVED
- DETECTABLE WARNINGS
  (STEEL PLATES BY EAST JORDAN IRON WORKS OR APPROVED EQUAL)

N

20 0 20
SCALE IN FEET





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Rosemont, Illinois 60018
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PLAN — SURVEYED — DRAWN — ALIGNMENT CHECKED — GRADES CHECKED — PLANS APPROVED — FILE NAME — NOTE BOOK — NO. — BY — DATE

PROFILE — SURVEYED — DRAWN — GRADES CHECKED — PLANS APPROVED — STRUCTURE NO.(IF APPLICABLE) NOTATING GRADE — NOTE BOOK — NO. — BY — DATE

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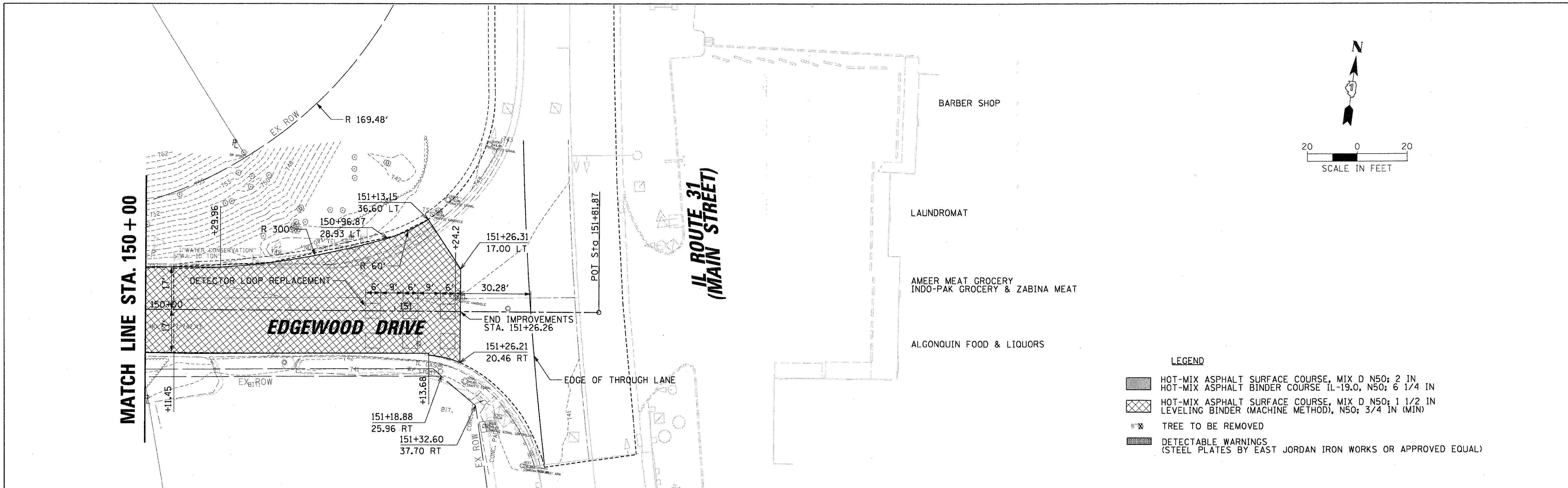
	PLOT DATE = 11/15/2011	DATE -	REVISED -

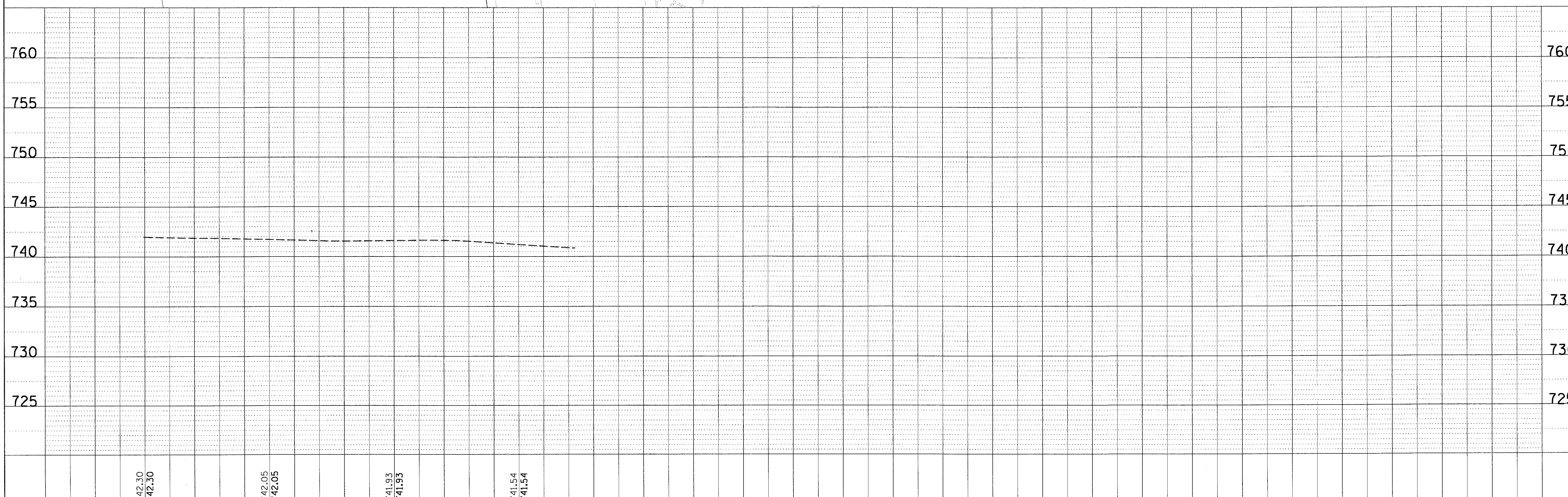
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
ROADWAY PLAN AND PROFILE
STA. 145+00 TO STA. 150+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	31
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			





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Rosemont, Illinois 60018
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FILE NAME = N:\ALGONQUIN\070273.00026\Civil\RPP_070273_11.SHT	USER NAME = mworman	DESIGNED -	REVISED -
	PLOT SCALE = 20'	DRAWN -	REVISED -
	PLOT DATE = 11/15/2011	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

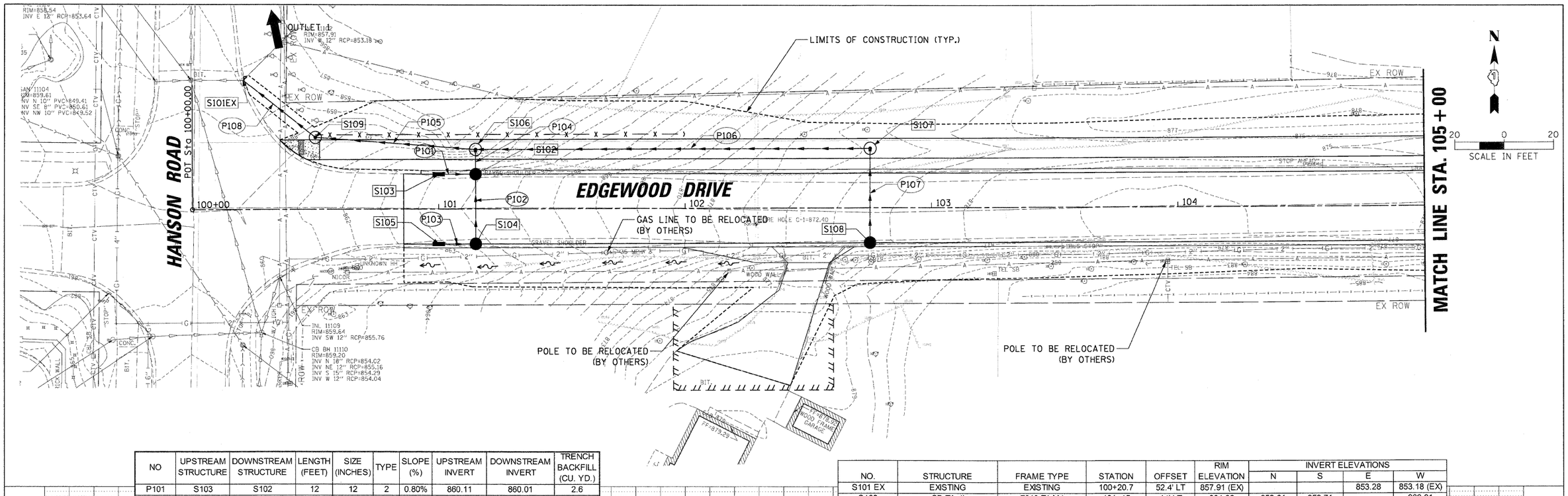
EDGEWOOD DRIVE IMPROVEMENTS
ROADWAY PLAN AND PROFILE
STA. 150+00 TO 151+82.04

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	32

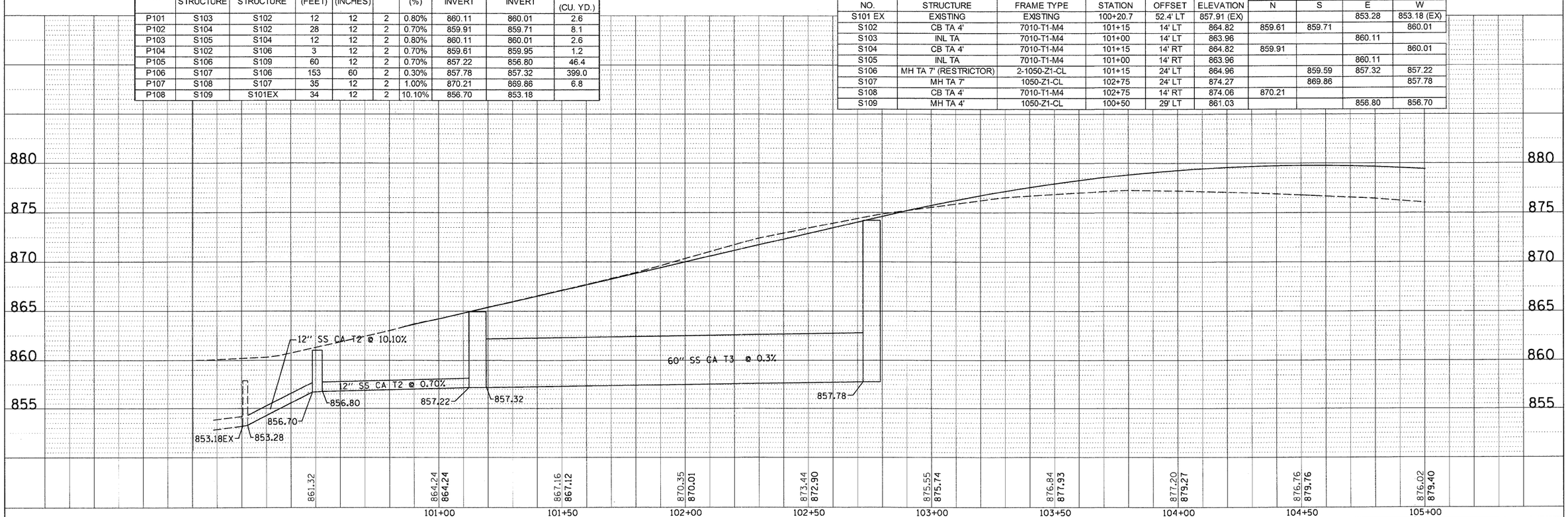
CONTRACT NO. 63655

ILLINOIS FED. AID PROJECT



NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAM INVERT	TRENCH BACKFILL (CU. YD.)
P101	S103	S102	12	12	2	0.80%	860.11	860.01	2.6
P102	S104	S102	28	12	2	0.70%	859.91	859.71	8.1
P103	S105	S104	12	12	2	0.80%	860.11	860.01	2.6
P104	S102	S106	3	12	2	0.70%	859.61	859.95	1.2
P105	S106	S109	60	12	2	0.70%	857.22	856.80	46.4
P106	S107	S106	153	60	2	0.30%	857.78	857.32	399.0
P107	S108	S107	35	12	2	1.00%	870.21	869.86	6.8
P108	S109	S101EX	34	12	2	10.10%	856.70	853.18	

NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS N	S	E	W
S101 EX	EXISTING	EXISTING	100+20.7	52.4' LT	857.91 (EX)			853.28	853.18 (EX)
S102	CB TA 4'	7010-T1-M4	101+15	14' LT	864.82	859.61	859.71		860.01
S103	INL TA	7010-T1-M4	101+00	14' LT	863.96			860.11	
S104	CB TA 4'	7010-T1-M4	101+15	14' RT	864.82	859.91			860.01
S105	INL TA	7010-T1-M4	101+00	14' RT	863.96			860.11	
S106	MH TA 7' (RESTRICTOR)	2-1050-Z1-CL	101+15	24' LT	864.96		859.59	857.32	857.22
S107	MH TA 7'	1050-Z1-CL	102+75	24' LT	874.27		869.86		857.78
S108	CB TA 4'	7010-T1-M4	102+75	14' RT	874.06	870.21			
S109	MH TA 4'	1050-Z1-CL	100+50	29' LT	861.03			858.80	856.70



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CBB
535 West Higgins Road, Suite 600
South Barrington, Illinois 60008
(847) 823-0500

PLAN — SURVEYED / DRAWN / ALIGNMENT DIRECTED / CROSS SECTIONS CHECKED / FIELD BOOK / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / DRAWN / GRADES CHECKED / SAM. NO. FIELD BOOK / NOTE BOOK / NO. / BY / DATE

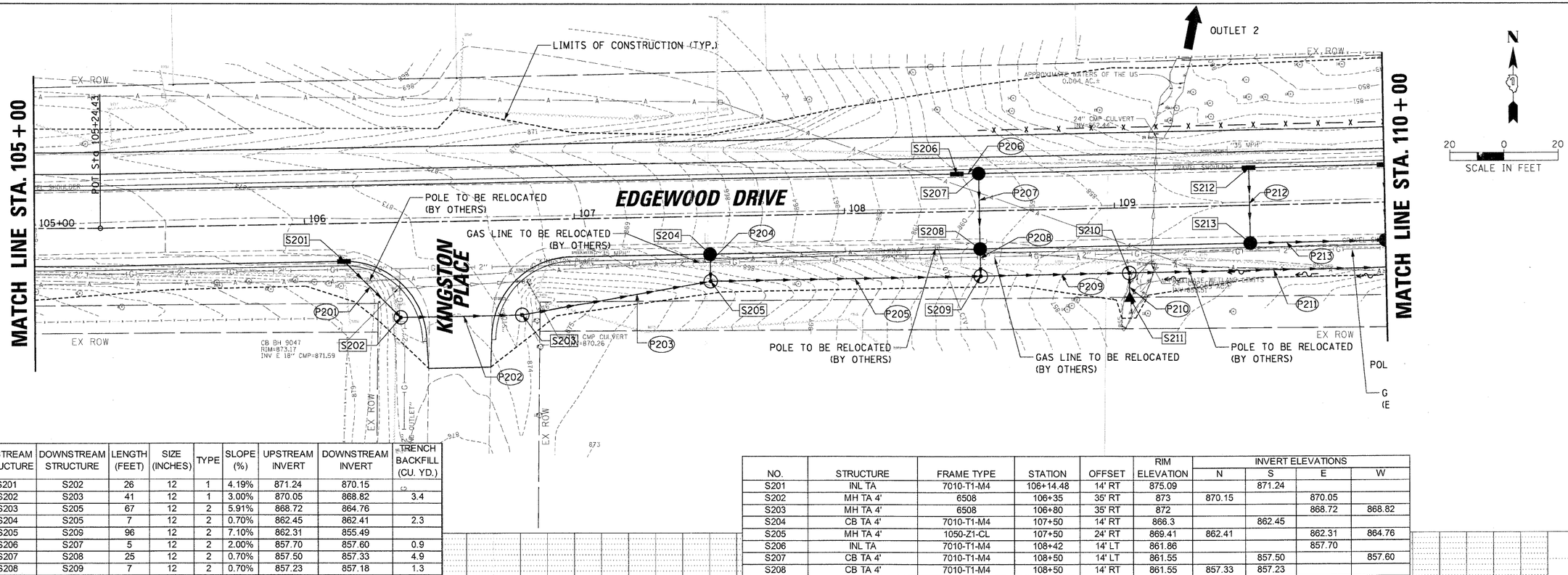
FILE NAME = N:\ALGONQUIN\070273.00026\Civil\OPP_070273_1.SHT	USER NAME = mwarman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
DRAINAGE AND UTILITY PLAN AND PROFILE
STA. 100+00 TO STA. 105+00

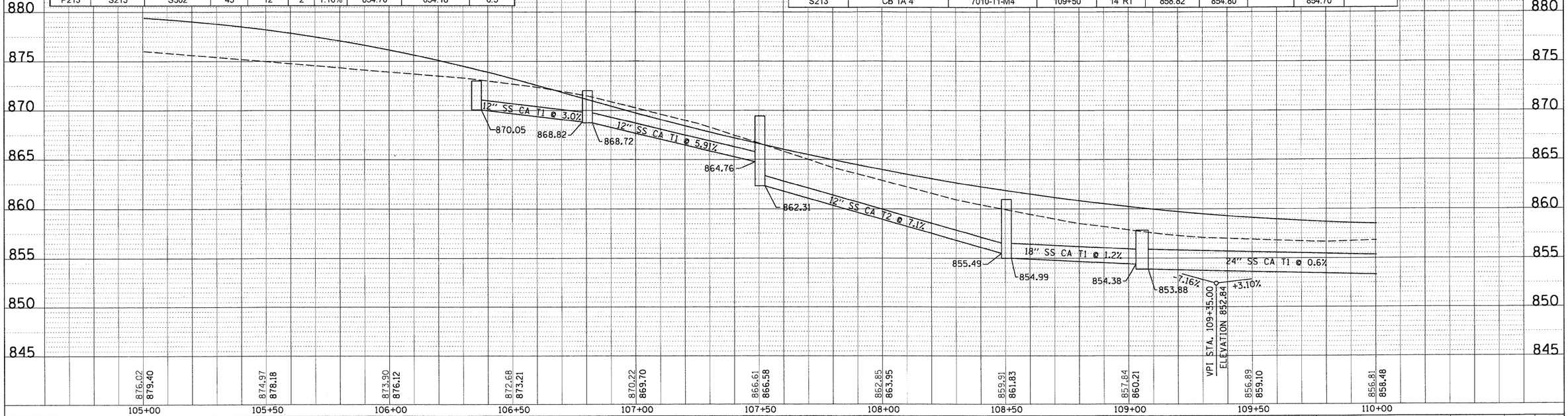
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	33
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		



NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAM INVERT	TRENCH BACKFILL (CU. YD.)
P201	S201	S202	26	12	1	4.19%	871.24	870.15	
P202	S202	S203	41	12	1	3.00%	870.05	868.82	3.4
P203	S203	S205	67	12	2	5.91%	868.72	864.76	
P204	S204	S205	7	12	2	0.70%	862.45	862.41	2.3
P205	S205	S209	96	12	2	7.10%	862.31	855.49	
P206	S206	S207	5	12	2	2.00%	857.70	857.60	0.9
P207	S207	S208	25	12	2	0.70%	857.50	857.33	4.9
P208	S208	S209	7	12	2	0.70%	857.23	857.18	1.3
P209	S209	S210	50	18	2	1.20%	854.99	854.38	
P210	S211	S210	8	18	1	1.20%	854.38	854.28	
P211	S210	S305	127	24	1	0.60%	853.88	853.12	
P212	S212	S213	25	12	2	0.70%	854.97	854.80	4.4
P213	S213	S302	45	12	2	1.16%	854.70	854.18	8.5

NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS N	S	E	W
S201	INL TA	7010-T1-M4	106+14.48	14' RT	875.09		871.24		
S202	MH TA 4'	6508	106+35	35' RT	873	870.15		870.05	
S203	MH TA 4'	6508	106+80	35' RT	872			868.72	868.82
S204	CB TA 4'	7010-T1-M4	107+50	14' RT	866.3		862.45		
S205	MH TA 4'	1050-Z1-CL	107+50	24' RT	869.41	862.41		862.31	864.76
S206	INL TA	7010-T1-M4	108+42	14' LT	861.86			857.70	
S207	CB TA 4'	7010-T1-M4	108+50	14' LT	861.55		857.50		857.60
S208	CB TA 4'	7010-T1-M4	108+50	14' RT	861.55	857.33	857.23		
S209	MH TA 4'	1050-Z1-CL	108+50	24' RT	860.95	857.18		854.99	855.49
S210	MH TA 5'	1050-Z1-CL	109+05	24' RT	857.81		854.28	853.88	854.38
S211	PRCFES 18 INCH	N/A	109+05	34.6' RT	854.38	854.38			
S212	INL TA	7010-T1-M4	109+50	14' LT	858.82		854.97		
S213	CB TA 4'	7010-T1-M4	109+50	14' RT	858.82	854.80		854.70	



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PLAN / PROFILE — SURVEYED, DRAWN, ALIGNMENT CHECKED, BENCH MARK, STAKED, FIELD BOOK, NOTE BOOK, NO., BY, DATE

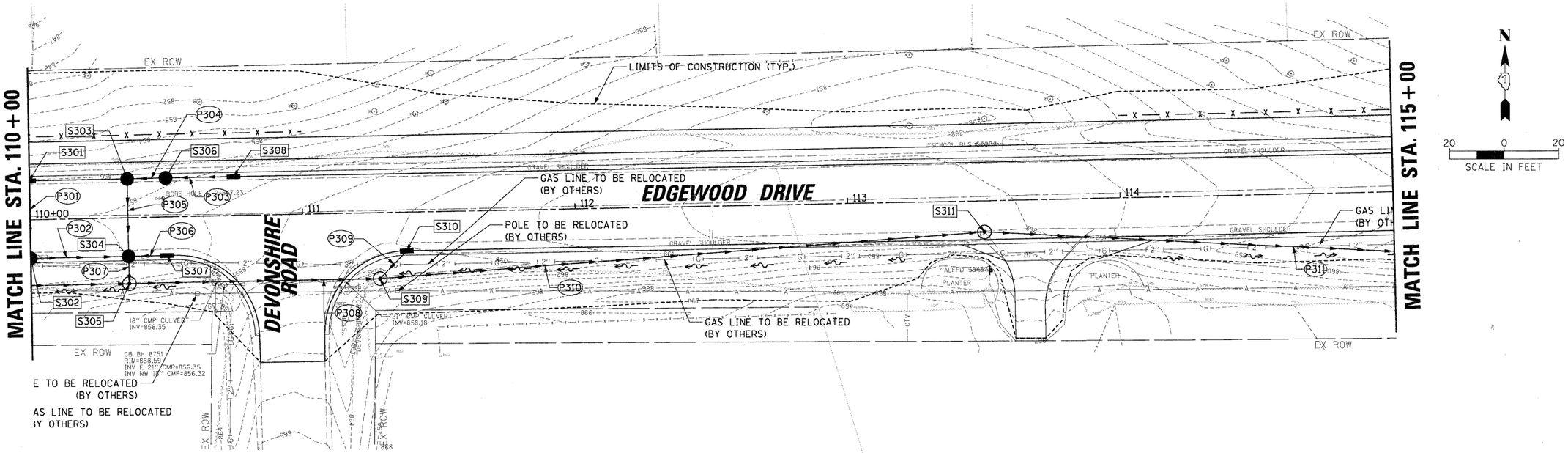
FILE NAME =	USER NAME = mxerman	DESIGNED -	REVISED -
N:\ALGONQUIN\070273.00026\Civil\DPP_070273_2.SHT		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
DRAINAGE AND UTILITY PLAN AND PROFILE
STA. 105+00 TO 110+00

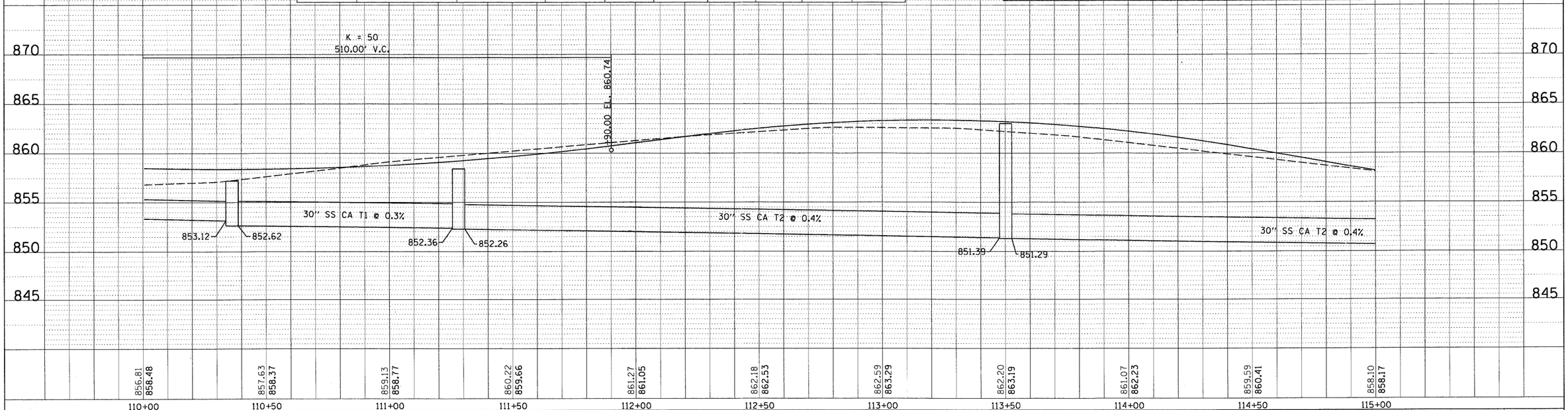
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	34
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		



NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS N	S	E	W
S301	INL TA	7010-T1-M4	110+00	14' LT	858.2		854.35		
S302	CB TA 4'	7010-T1-M4	110+00	14' RT	858.2	854.18		854.08	854.18
S303	CB TA 4'	7010-T1-M4	110+35.9	14' LT	858.07		853.95	854.05	
S304	CB TA 4'	7010-T1-M4	110+35.9	14' RT	858.07	853.78	853.18	854.16	853.86
S305	MH TA 5'	1050-Z1-CL	110+36	24' RT	857.21	853.14		852.62	853.12
S306	CB TA 4'	7010-T1-M4	110+50	14' LT	858.09			854.23	854.13
S307	INL TA	7010-T1-M4	110+50	14' RT	858.09				854.24
S308	INL TA	7010-T1-M4	110+75	14' LT	858.23				854.38
S309	MH TA 5'	6508	111+28	24' RT	858.4	852.26		852.26	852.36
S310	INL TA	7010-T1-M4	111+38	14' RT	859.12		855.27		
S311	MH TA 5'	1050-Z1-CL	113+50	10' RT	862.99			851.29	851.39

NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAM INVERT	TRENCH BACKFILL (CU. YD.)
P301	S301	S302	25	12	2	0.70%	854.35	854.18	4.4
P302	S302	S304	32	12	2	0.70%	854.08	853.86	6.4
P303	S308	S306	22	12	2	0.70%	854.38	854.23	3.7
P304	S306	S303	12	12	2	0.70%	854.13	854.05	2.2
P305	S303	S304	24	12	2	0.70%	853.95	853.78	4.9
P306	S307	S304	11	12	2	0.70%	854.24	854.16	1.9
P307	S304	S305	6	18	2	0.70%	853.18	853.14	1.4
P308	S305	S309	87	30	2	0.30%	852.62	852.36	27.4
P309	S310	S309	11	12	1	0.70%	855.27	855.19	2.2
P310	S309	S311	217	30	2	0.40%	852.26	851.39	153.5
P311	S311	S401	174	30	2	0.40%	851.29	850.60	108.5



PLAN
SURVEYED
DRAWN
ALIGNMENT CHECKED
GRADES CHECKED
STAN. NOTES
PAID FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
DRAWN
GRADES CHECKED
STAN. NOTES
SPECIAL NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

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Rosemont, Illinois 60018
(847) 823-0500

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\DPP_070273_3.SHT	USER NAME = mwarman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

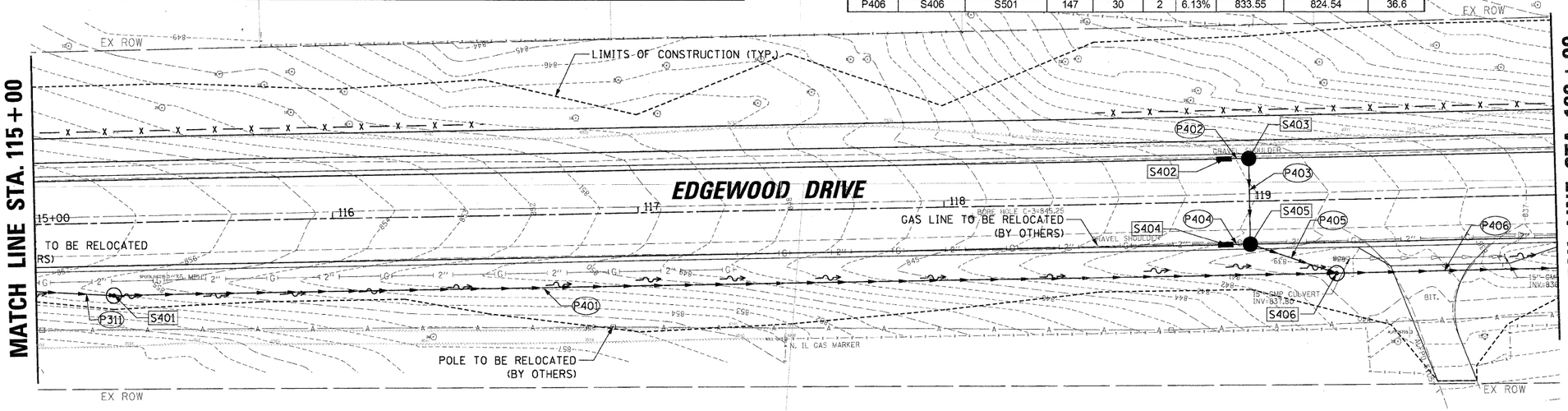
EDGEWOOD DRIVE IMPROVEMENTS
DRAINAGE AND UTILITY PLAN AND PROFILE
STA. 110+00 TO 115+00

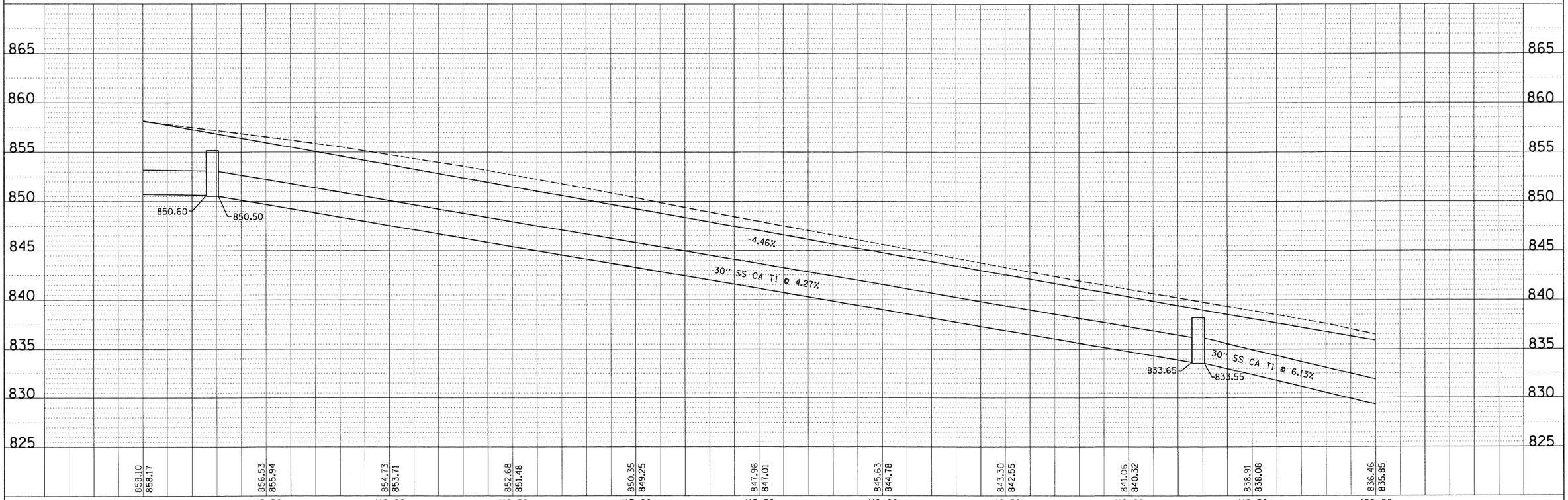
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	35
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS N	S	E	W
S401	MH TA 5'	1050-Z1-CL	115+28	23.58' RT	855.16			850.50	850.60
S402	INL TA	7010-T1-M4	118+92	14' LT	840.39			836.19	
S403	CB TA 4'	7010-T1-M4	119+00	14' LT	840.04		835.99		836.09
S404	INL TA	7010-T1-M4	118+92	14' RT	840.39			836.19	
S405	CB TA 4'	7010-T1-M4	119+00	14' RT	840.04	835.82	835.72		836.09
S406	MH TA 5'	6508	119+28	24' RT	839.34	835.54		833.55	833.65

NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAM INVERT	TRENCH BACKFILL (CU. YD.)
P401	S401	S406	395	30	1	4.27%	850.50	833.65	
P402	S402	S403	5	12	2	2.00%	836.19	836.09	1.3
P403	S403	S405	25	12	2	0.70%	835.99	835.82	6.6
P404	S404	S405	5	12	2	2.00%	836.19	836.09	1.3
P405	S405	S406	26	12	2	0.70%	835.72	835.54	6.7
P406	S406	S501	147	30	2	6.13%	833.55	824.54	36.6





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PLAN / PROFILE — SURVEYED — DRAWN — ALIGNMENT CHECKED — GRADES CHECKED — E.M. NOTES — STRUCTURE NOTATNS CHKD — NOTE BOOK — NO. — BY — DATE

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\DPP_070273_4.SHT	USER NAME = mwarman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	P_OT SCALE = 20'	CHECKED -	REVISED -
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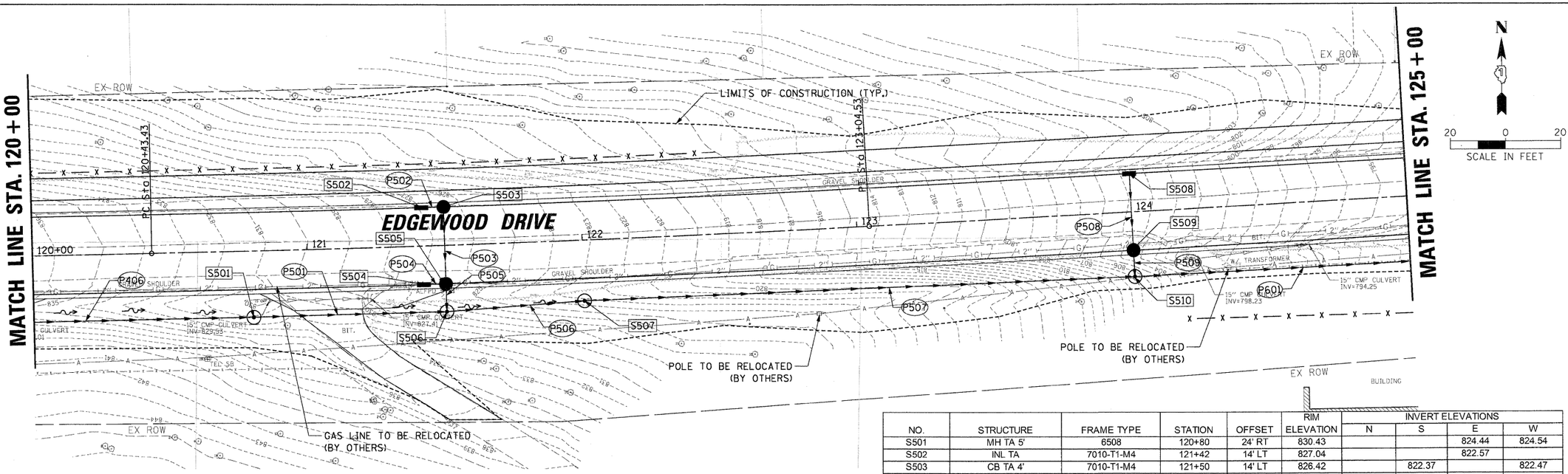
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
DRAINAGE AND UTILITY PLAN AND PROFILE
STA. 115+00 TO STA. 120+00

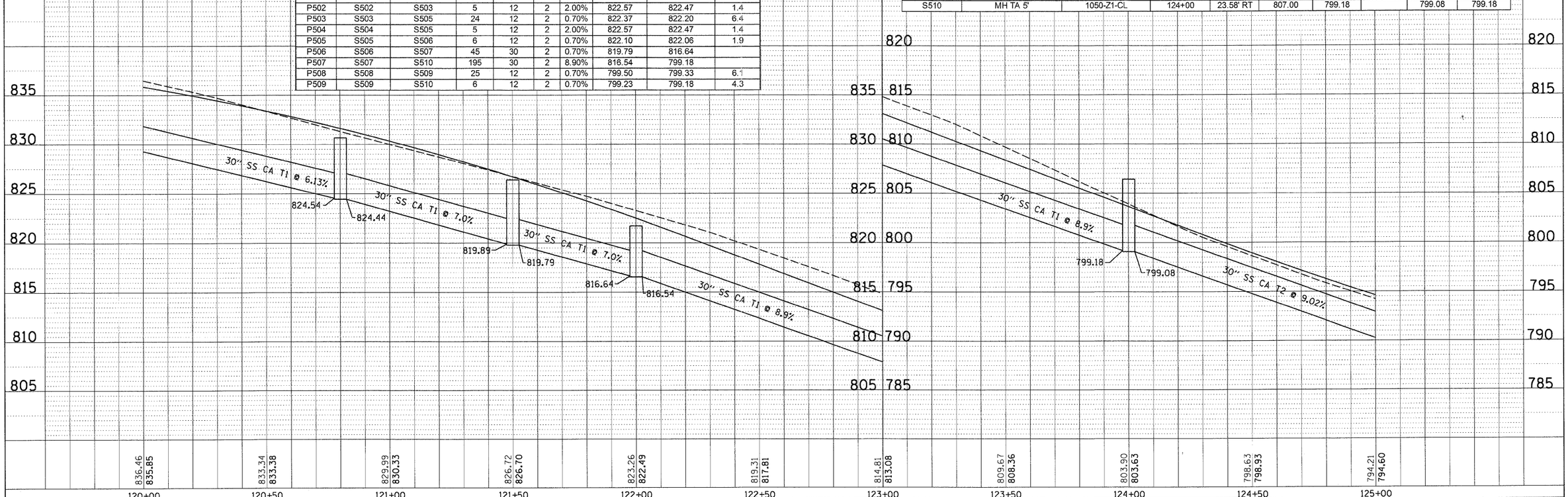
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	36
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			



NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS N	S	E	W
S501	MH TA 5'	6508	120+80	24' RT	830.43			824.44	824.54
S502	INL TA	7010-T1-M4	121+42	14' LT	827.04			822.57	
S503	CB TA 4'	7010-T1-M4	121+50	14' LT	826.42		822.37		822.47
S504	INL TA	7010-T1-M4	121+42	14' RT	827.04			822.57	
S505	CB TA 4'	7010-T1-M4	121+50	14' RT	826.42	822.20	822.10		822.47
S506	MH TA 5'	1050-Z1-CL	121+50	24' RT	827.09	822.06		819.79	819.89
S507	MH TA 5'	6508	122+00	22' RT	821.71			816.54	816.64
S508	INL TA	7010-T1-M4	124+00	14' LT	803.35		799.50		
S509	CB TA 4'	7010-T1-M4	124+00	14' RT	803.35	799.33	799.23		
S510	MH TA 5'	1050-Z1-CL	124+00	23.58' RT	807.00	799.18		799.08	799.18

NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAM INVERT	TRENCH BACKFILL (CU. YD.)
P501	S501	S506	65	30	2	7.00%	824.44	819.89	58.6
P502	S502	S503	5	12	2	2.00%	822.57	822.47	1.4
P503	S503	S505	24	12	2	0.70%	822.37	822.20	6.4
P504	S504	S505	5	12	2	2.00%	822.57	822.47	1.4
P505	S505	S506	6	12	2	0.70%	822.10	822.06	1.9
P506	S506	S507	45	30	2	0.70%	819.79	816.64	
P507	S507	S510	195	30	2	8.90%	816.54	799.18	
P508	S508	S509	25	12	2	0.70%	799.50	799.33	6.1
P509	S509	S510	6	12	2	0.70%	799.23	799.18	4.3



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PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / GRADES CHECKED / S.M. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / ALIGNMENT CHECKED / GRADES CHECKED / S.M. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE

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		DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
DRAINAGE AND UTILITY PLAN AND PROFILE
STA. 120+00 TO STA. 125+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	37
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

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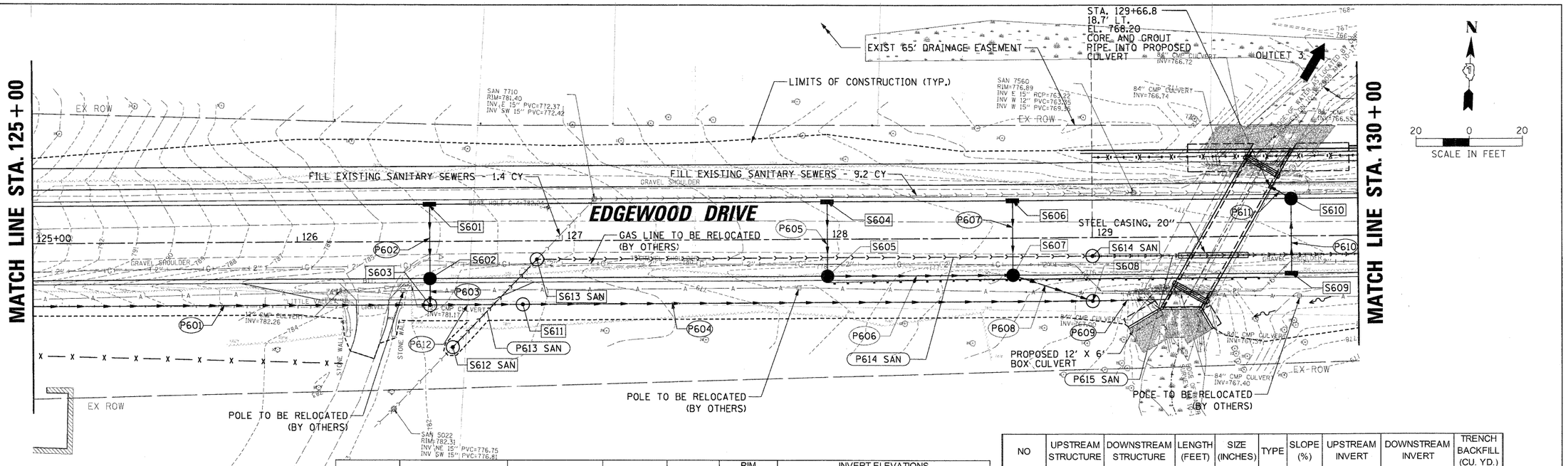
2515 West Higgins Road, Suite 600
Hoffman Estates, Illinois 60008
(847) 823-0500

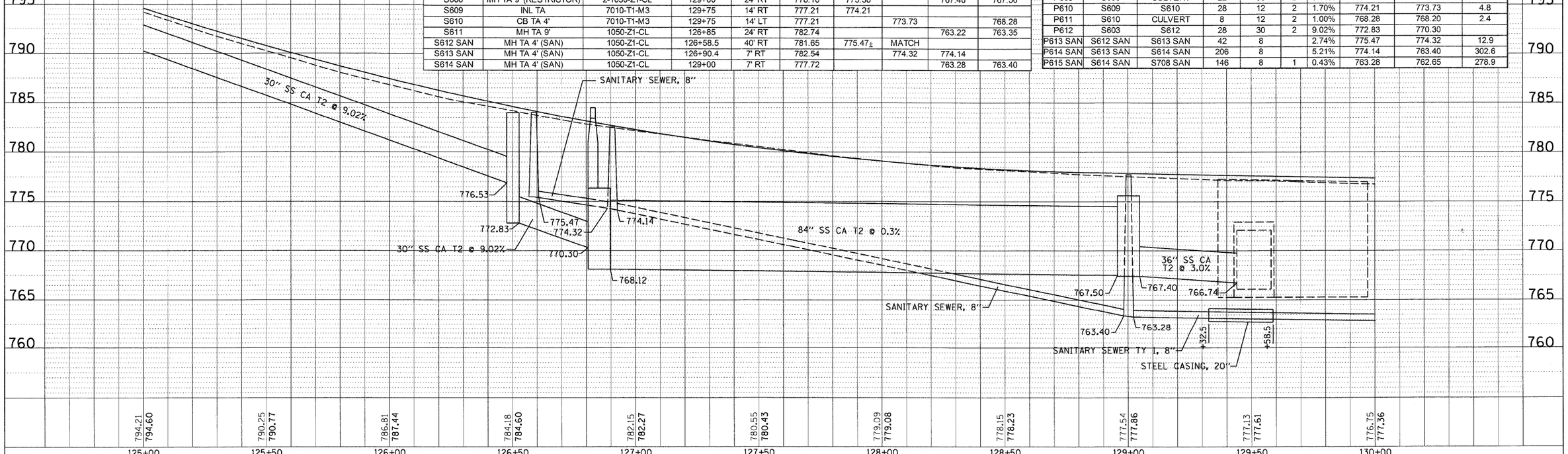
PLAN — SURVEYED — DRAWN — ALIGNMENT CHECKED — GRADES CHECKED — BENCH MARK — NOTE BOOK — NO.

PROFILE — SURVEYED — DRAWN — GRADES CHECKED — BENCH MARK (DATUM) — NOTE BOOK — NO.



NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS N	S	E	W
S601	INL TA	7010-T1-M4	126+50	14' LT	784.32		780.47		
S602	CB TA 4'	7010-T1-M4	126+50	14' RT	784.32	780.30	780.20		
S603	SW TREAT SYS	SPECIAL	126+50	24' RT	783.32	780.15		768.23	777.07
S604	INL TA	7010-T1-M3	128+00	14' LT	778.8		774.95		
S605	CB TA 4'	7010-T1-M3	128+00	14' RT	778.8	774.78		774.68	
S606	INL TA	7010-T1-M3	128+70	14' LT	777.75		773.90		
S607	CB TA 4'	7010-T1-M3	128+70	14' RT	777.75	773.73		773.63	773.73
S608	MH TA 9' (RESTRICTOR)	2-1050-Z1-CL	129+00	24' RT	778.18	773.38		767.40	767.50
S609	INL TA	7010-T1-M3	129+75	14' RT	777.21	774.21			
S610	CB TA 4'	7010-T1-M3	129+75	14' LT	777.21		773.73		768.28
S611	MH TA 9'	1050-Z1-CL	126+85	24' RT	782.74			763.22	763.35
S612 SAN	MH TA 4' (SAN)	1050-Z1-CL	126+58.5	40' RT	781.65	775.47±	MATCH		
S613 SAN	MH TA 4' (SAN)	1050-Z1-CL	126+90.4	7' RT	782.54		774.32	774.14	
S614 SAN	MH TA 4' (SAN)	1050-Z1-CL	129+00	7' RT	777.72			763.28	763.40

NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAM INVERT	TRENCH BACKFILL (CU. YD.)
P601	S510	S603	250	30	2	9.02%	799.08	776.53	53.6
P602	S601	S602	25	12	2	0.70%	780.47	780.30	6.1
P603	S602	S603	7	12	2	0.70%	780.20	780.15	1.5
P604	S603	S608	206	84	2	0.30%	768.12	767.50	
P605	S604	S605	25	12	2	0.70%	774.95	774.78	6.1
P606	S605	S607	66	12	2	1.44%	774.68	773.73	17.1
P607	S606	S607	25	12	2	0.70%	773.90	773.73	6.1
P608	S607	S608	25	12	2	1.00%	773.63	773.38	7.5
P609	S608	CULVERT	22	36	2	3.00%	767.40	766.74	
P610	S609	S610	28	12	2	1.70%	774.21	773.73	4.8
P611	S610	CULVERT	8	12	2	1.00%	768.28	768.20	2.4
P612	S603	S612	28	30	2	9.02%	772.83	770.30	
P613 SAN	S612 SAN	S613 SAN	42	8		2.74%	775.47	774.32	12.9
P614 SAN	S613 SAN	S614 SAN	206	8		5.21%	774.14	763.40	302.6
P615 SAN	S614 SAN	S708 SAN	146	8	1	0.43%	763.28	762.65	278.9



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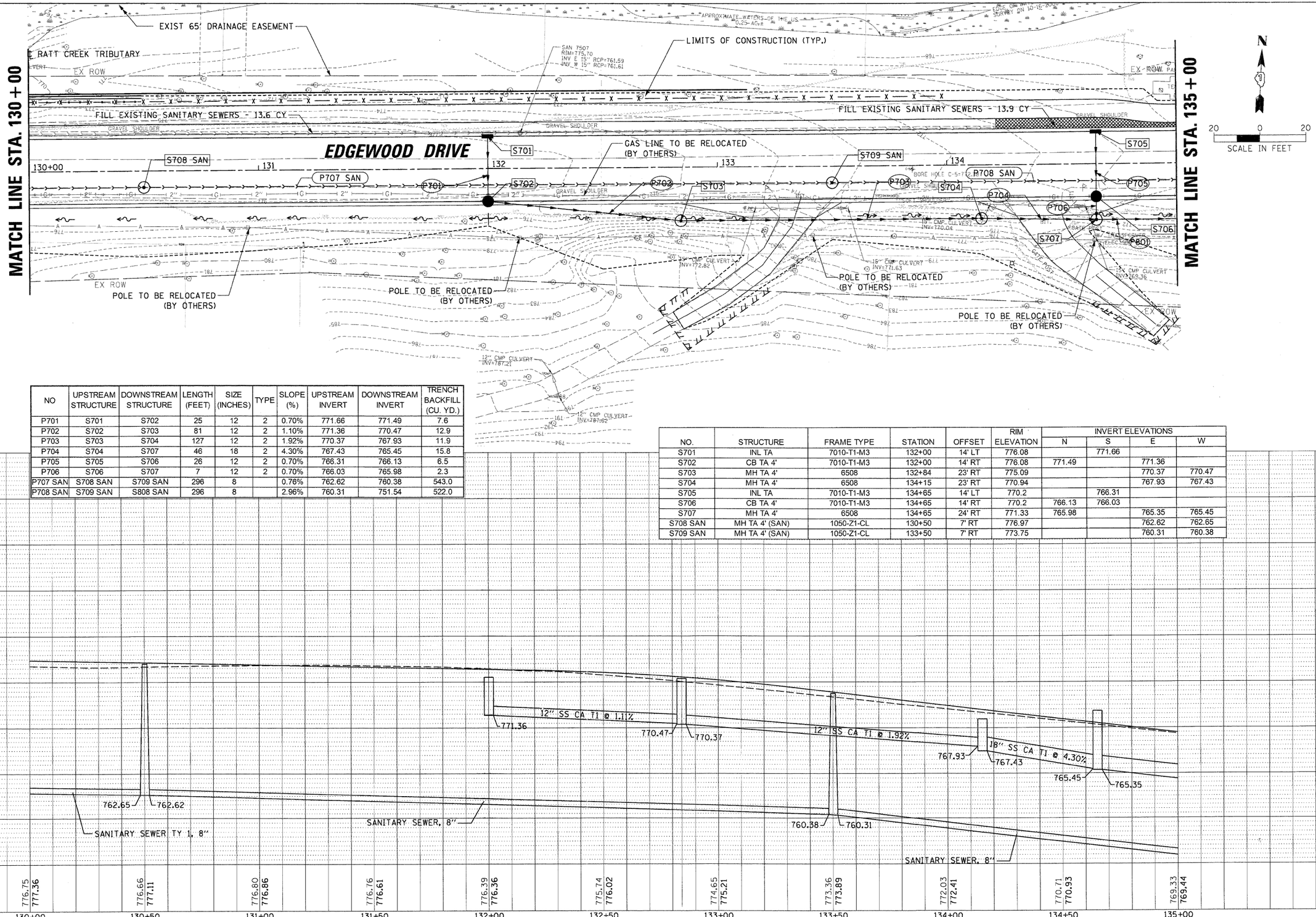
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
DRAINAGE AND UTILITY PLAN AND PROFILE
STA. 125+00 TO 130+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	38
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		



NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAM INVERT	TRENCH BACKFILL (CU. YD.)
P701	S701	S702	25	12	2	0.70%	771.66	771.49	7.6
P702	S702	S703	81	12	2	1.10%	771.36	770.47	12.9
P703	S703	S704	127	12	2	1.92%	770.37	767.93	11.9
P704	S704	S707	46	18	2	4.30%	767.43	765.45	15.8
P705	S705	S706	26	12	2	0.70%	766.31	766.13	6.5
P706	S706	S707	7	12	2	0.70%	766.03	765.98	2.3
P707 SAN	S708 SAN	S709 SAN	296	8		0.76%	762.62	760.38	543.0
P708 SAN	S709 SAN	S808 SAN	296	8		2.96%	760.31	751.54	522.0

NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS N	S	E	W
S701	INL TA	7010-T1-M3	132+00	14' LT	776.08		771.66		
S702	CB TA 4'	7010-T1-M3	132+00	14' RT	776.08	771.49		771.36	
S703	MH TA 4'	6508	132+84	23' RT	775.09			770.37	770.47
S704	MH TA 4'	6508	134+15	23' RT	770.94			767.93	767.43
S705	INL TA	7010-T1-M3	134+65	14' LT	770.2		766.31		
S706	CB TA 4'	7010-T1-M3	134+65	14' RT	770.2	766.13	766.03		
S707	MH TA 4'	6508	134+65	24' RT	771.33	765.98		765.35	765.45
S708 SAN	MH TA 4' (SAN)	1050-Z1-CL	130+50	7' RT	776.97			762.62	762.65
S709 SAN	MH TA 4' (SAN)	1050-Z1-CL	133+50	7' RT	773.75			760.31	760.38

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GRADES CHECKED
BEAR. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
ALIGNMENT CHECKED
PLANS PREPARED
CADD FILE NAME
BY
DATE

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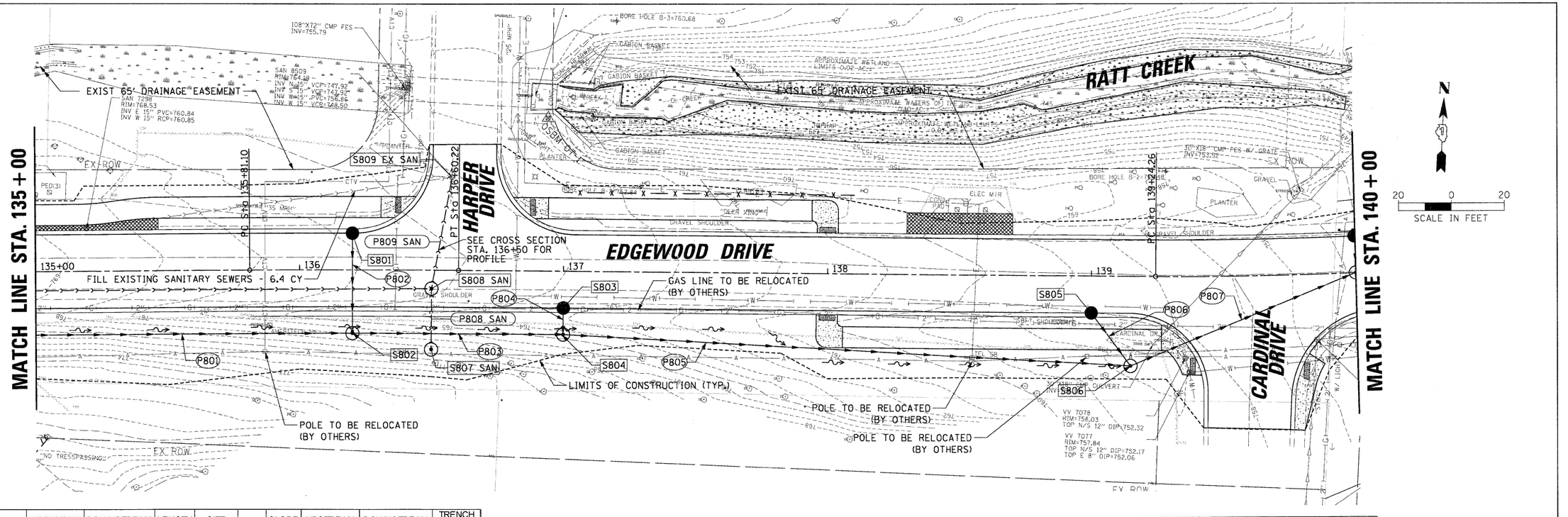
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
DRAINAGE AND UTILTIY PLAN AND PROFILE
STA. 130+00 TO STA. 135+00

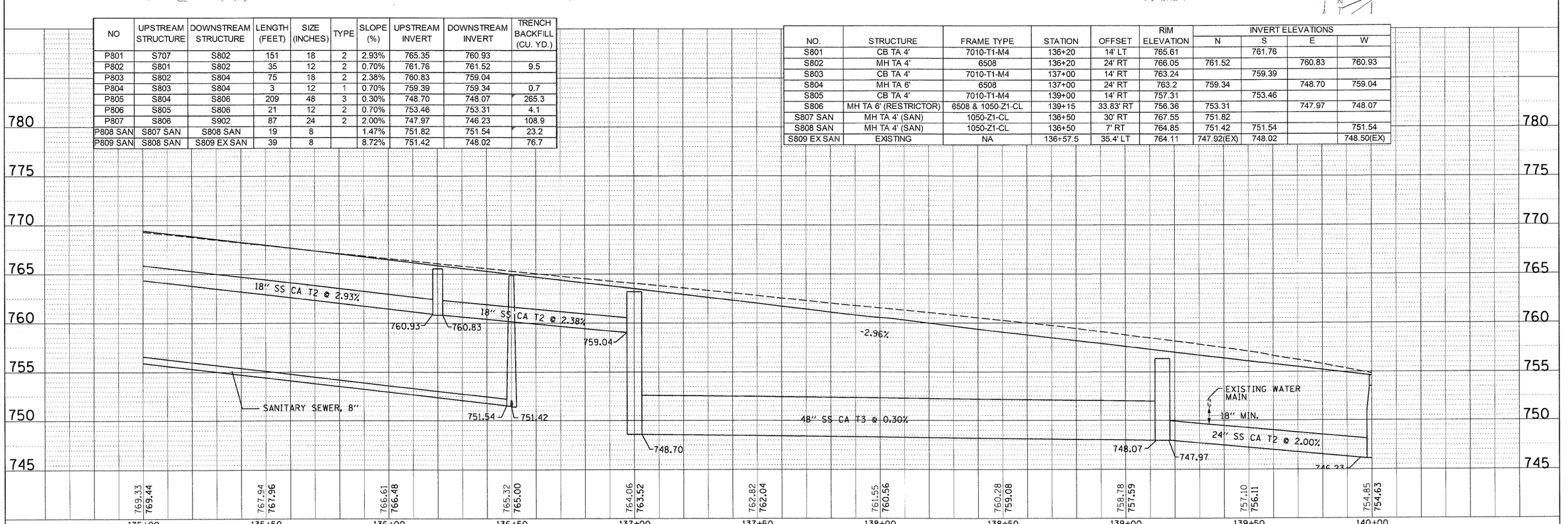
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	39
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		



NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAM INVERT	TRENCH BACKFILL (CU. YD.)
P801	S707	S802	151	18	2	2.93%	765.35	760.93	
P802	S801	S802	35	12	2	0.70%	761.76	761.52	9.5
P803	S802	S804	75	18	2	2.38%	760.83	759.04	
P804	S803	S804	3	12	1	0.70%	759.39	759.34	0.7
P805	S804	S806	209	48	3	0.30%	748.70	748.07	265.3
P806	S805	S806	21	12	2	0.70%	753.46	753.31	4.1
P807	S806	S902	87	24	2	2.00%	747.97	746.23	108.9
P808 SAN	S807 SAN	S808 SAN	19	8		1.47%	751.82	751.54	23.2
P809 SAN	S808 SAN	S809 EX SAN	39	8		8.72%	751.42	748.02	76.7

NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS N	S	E	W
S801	CB TA 4'	7010-T1-M4	136+20	14' LT	765.61		761.76		
S802	MH TA 4'	6508	136+20	24' RT	766.05	761.52		760.83	760.93
S803	CB TA 4'	7010-T1-M4	137+00	14' RT	763.24		759.39		
S804	MH TA 6'	6508	137+00	24' RT	763.2	759.34		748.70	759.04
S805	CB TA 4'	7010-T1-M4	139+00	14' RT	757.31		753.46		
S806	MH TA 6' (RESTRICTOR)	6508 & 1050-Z1-CL	139+15	33.83' RT	756.36	753.31		747.97	748.07
S807 SAN	MH TA 4' (SAN)	1050-Z1-CL	136+50	30' RT	767.55	751.82			
S808 SAN	MH TA 4' (SAN)	1050-Z1-CL	136+50	7' RT	764.85	751.42	751.54		751.54
S809 EX SAN	EXISTING	NA	136+57.5	35.4' LT	764.11	747.92(EX)	748.02		748.50(EX)



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PLAN / PROFILE — SURVEYED, ALIGNMENT CHECKED, GRADES CHECKED, FINAL NOTED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE, REVISIONS CHKD

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USER NAME = mwarman | PLOT SCALE = 20' | PLOT DATE = 11/16/2011
DESIGNED - | DRAWN - | CHECKED - | DATE -
REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

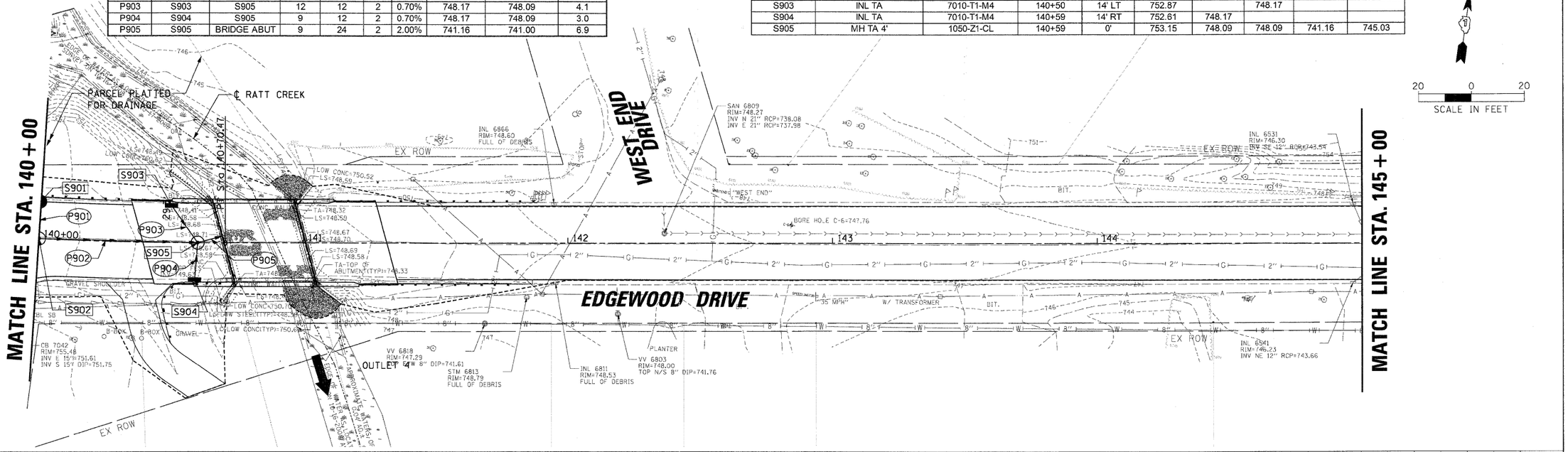
EDGEWOOD DRIVE IMPROVEMENTS
DRAINAGE AND UTILITY PLAN AND PROFILE
STA. 135+00 TO STA. 140+00

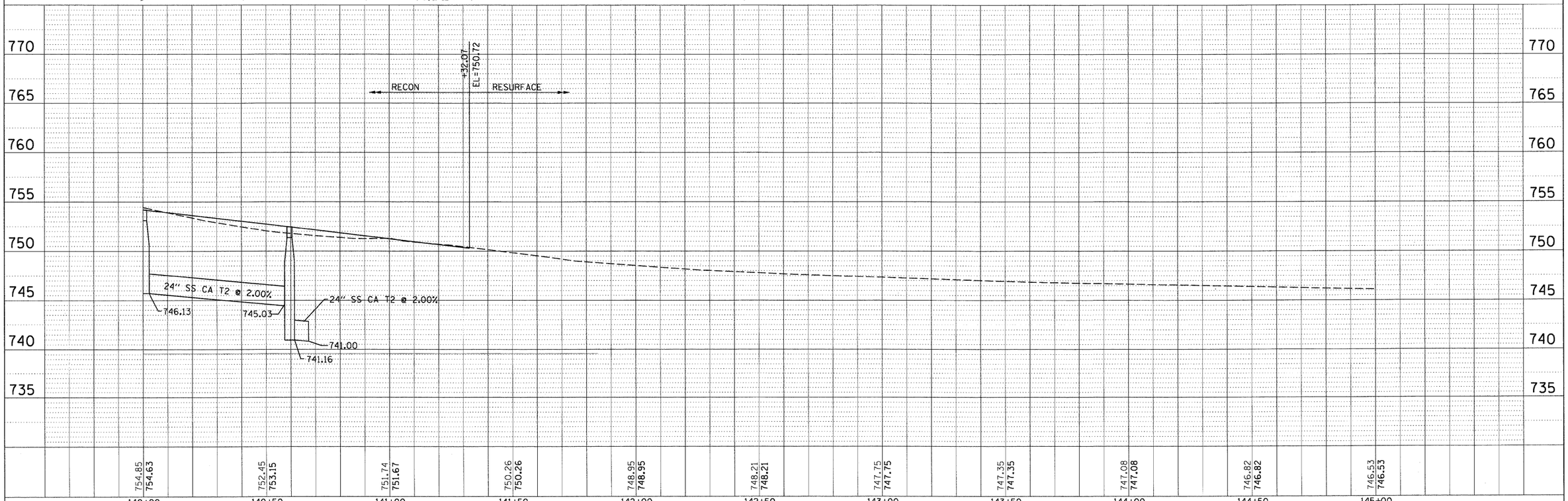
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	40
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAM INVERT	TRENCH BACKFILL (CU. YD.)
P901	S901	S902	9	12	2	0.70%	750.50	750.44	2.3
P902	S902	S905	56	24	2	2.00%	746.13	745.03	69.1
P903	S903	S905	12	12	2	0.70%	748.17	748.09	4.1
P904	S904	S905	9	12	2	0.70%	748.17	748.09	3.0
P905	S905	BRIDGE ABUT	9	24	2	2.00%	741.16	741.00	6.9

NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS N	S	E	W
S901	CB TA 4'	7010-T1-M4	140+00	14' RT	754.35		750.50		
S902	MH TA 4'	1050-Z1-CL	140+00	0'	754.56	750.44		746.13	746.23
S903	INL TA	7010-T1-M4	140+50	14' LT	752.87		748.17		
S904	INL TA	7010-T1-M4	140+59	14' RT	752.61	748.17			
S905	MH TA 4'	1050-Z1-CL	140+59	0'	753.15	748.09	748.09	741.16	745.03





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PROFILE — SURVEYED / DRAWN / GRADES CHECKED / B.M. NOTED / STRUCTURE NO(TAYING SHEET) — NOTE BOOK / NO. — BY / DATE

PLAN — SURVEYED / DRAWN / ALIGNMENT CHECKED / R.T. OF W.Y. CHECKED / CADD FILE NAME — NOTE BOOK / NO. — BY / DATE

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	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
DRAINAGE AND UTILITY PLAN AND PROFILE
STA. 140+00 TO STA. 145+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	41
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS			
						N	S	E	W
S1001	INL TA	7010-T1-M3	147+87	16.9' RT	743.22	740.04			

NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAM INVERT	TRENCH BACKFILL (CU. YD.)
P1001	S1001	S1002 EX	7	12	2	2.00%	740.04	739.90	1.3

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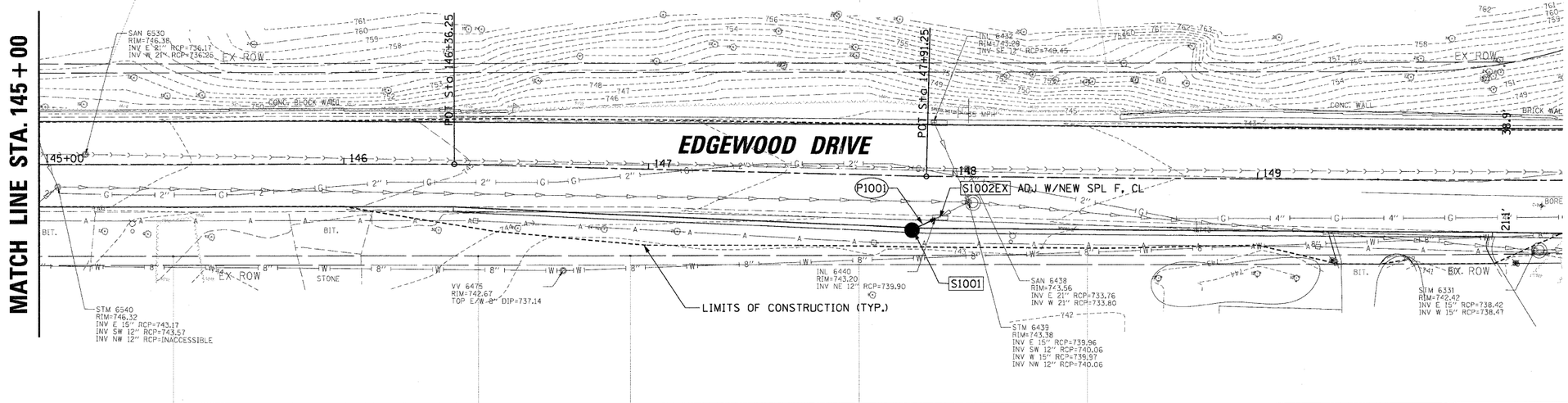
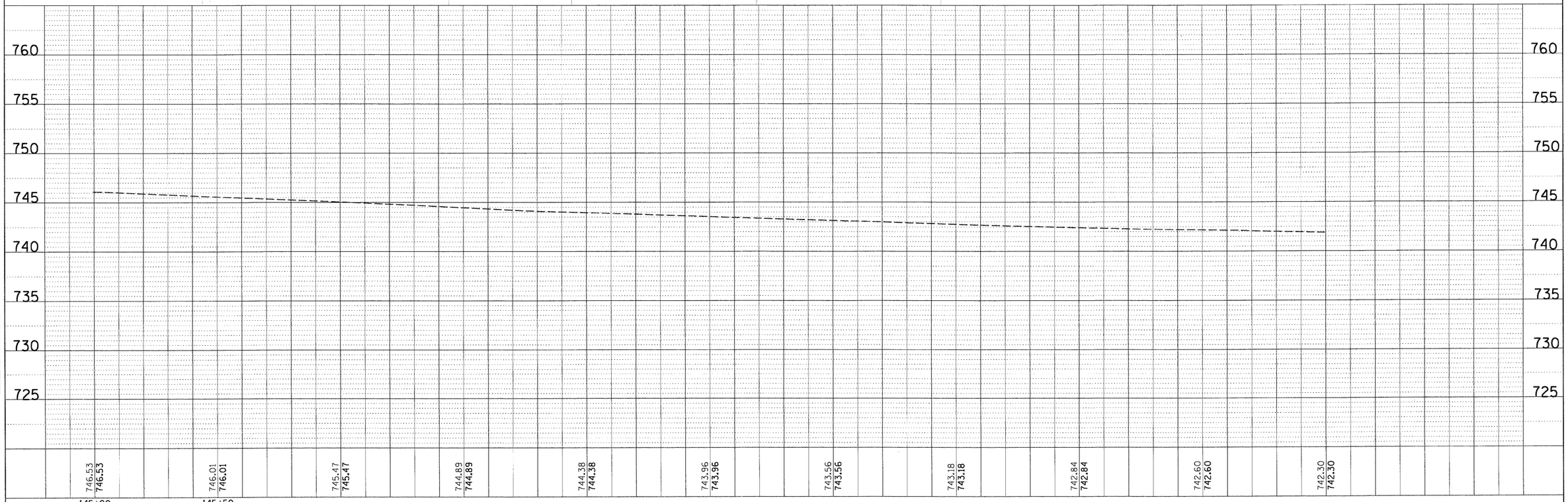
SCALE IN FEET





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PLAN / PROFILE
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GRADES CHECKED
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STRUCTURE NOTATING CK'KD
NOTE BOOK
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	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
DRAINAGE AND UTILITY PLAN AND PROFILE
STA. 145+00 TO STA. 150+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	42
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

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PLAN / PROFILE
NOTE BOOK
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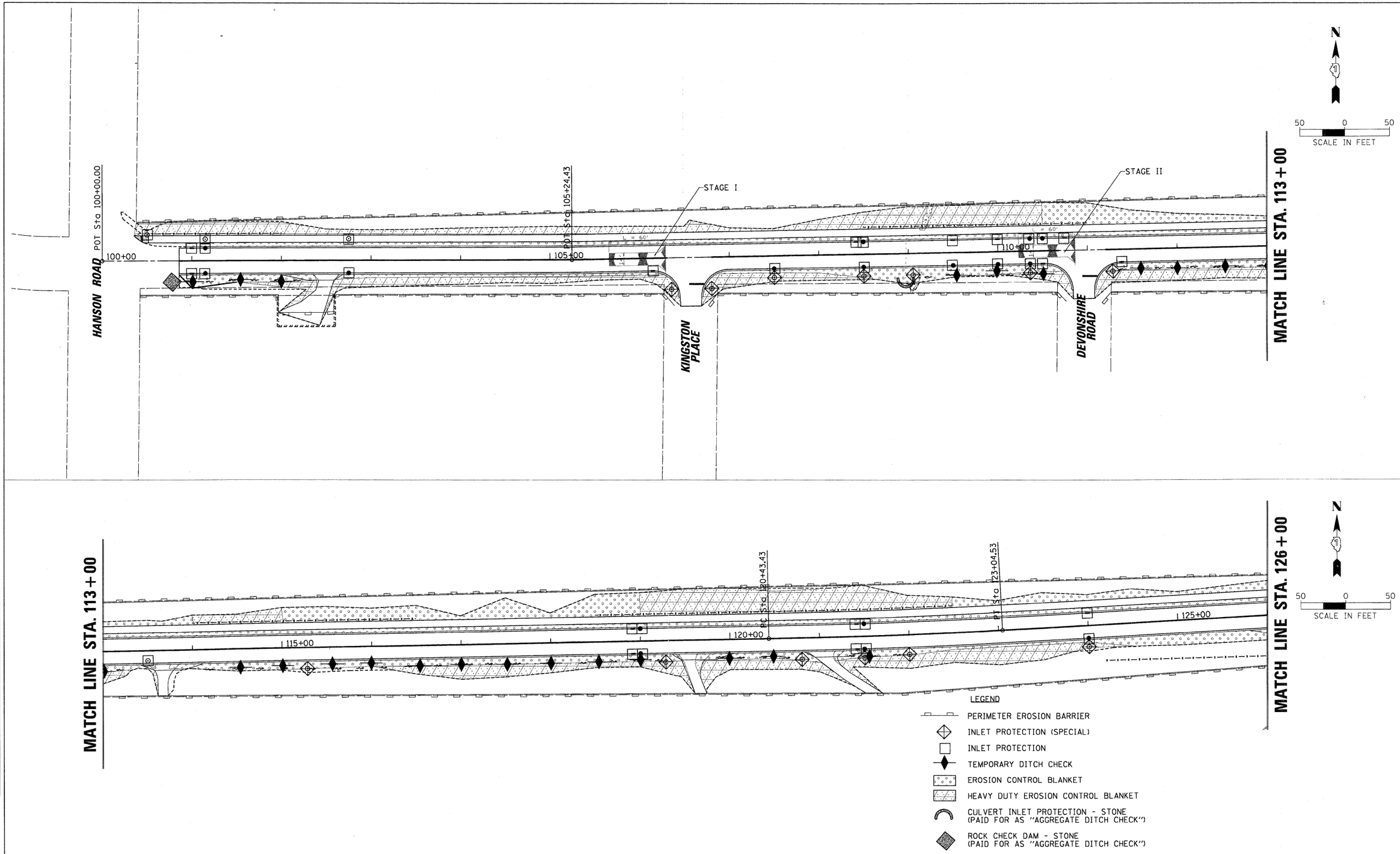
PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
ALL ROW MONUMENTS SET/FOUND
CADD FILE NAME: STRUCTURE NO(S)/ATNS CHKD
BY
DATE



LEGEND

- PERIMETER EROSION BARRIER
- INLET PROTECTION (SPECIAL)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET
- HEAVY DUTY EROSION CONTROL BLANKET
- CULVERT INLET PROTECTION - STONE (PAID FOR AS "AGGREGATE DITCH CHECK")
- ROCK CHECK DAM - STONE (PAID FOR AS "AGGREGATE DITCH CHECK")

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\ECP_070273_1.SHT	USER NAME = mwarman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
EROSION AND SEDIMENT CONTROL PLAN

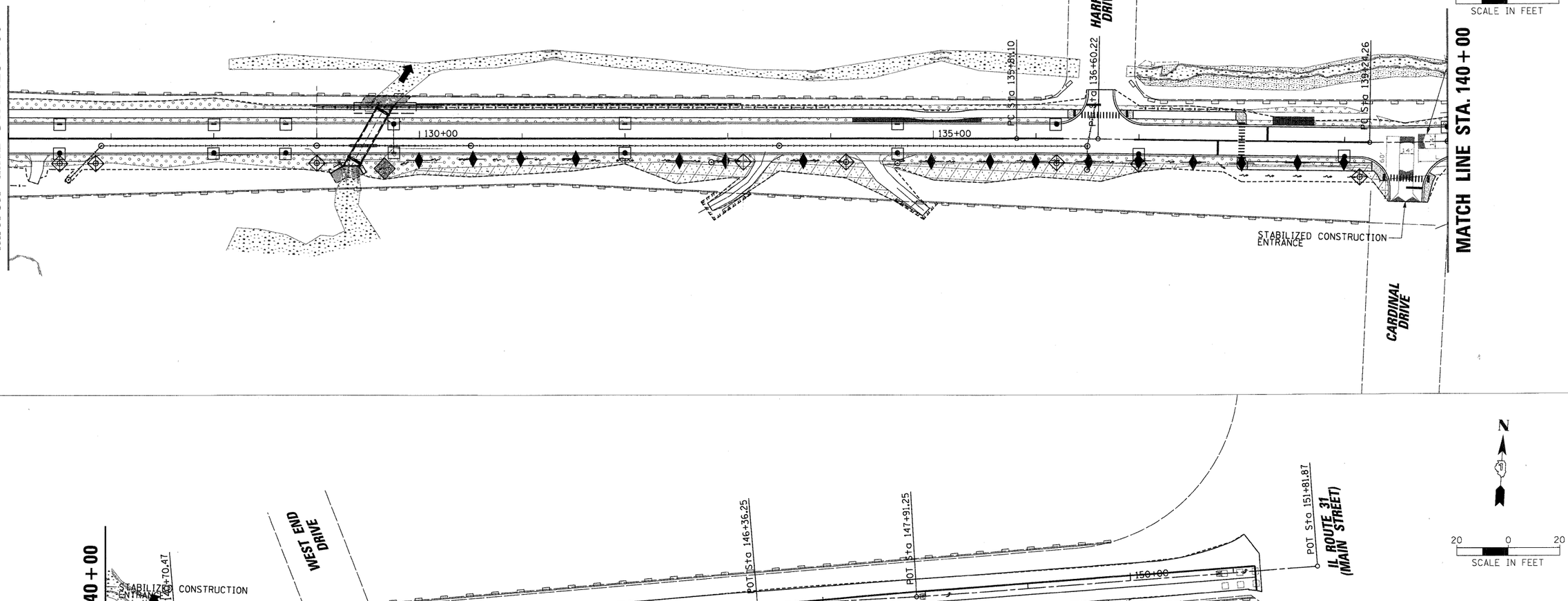
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

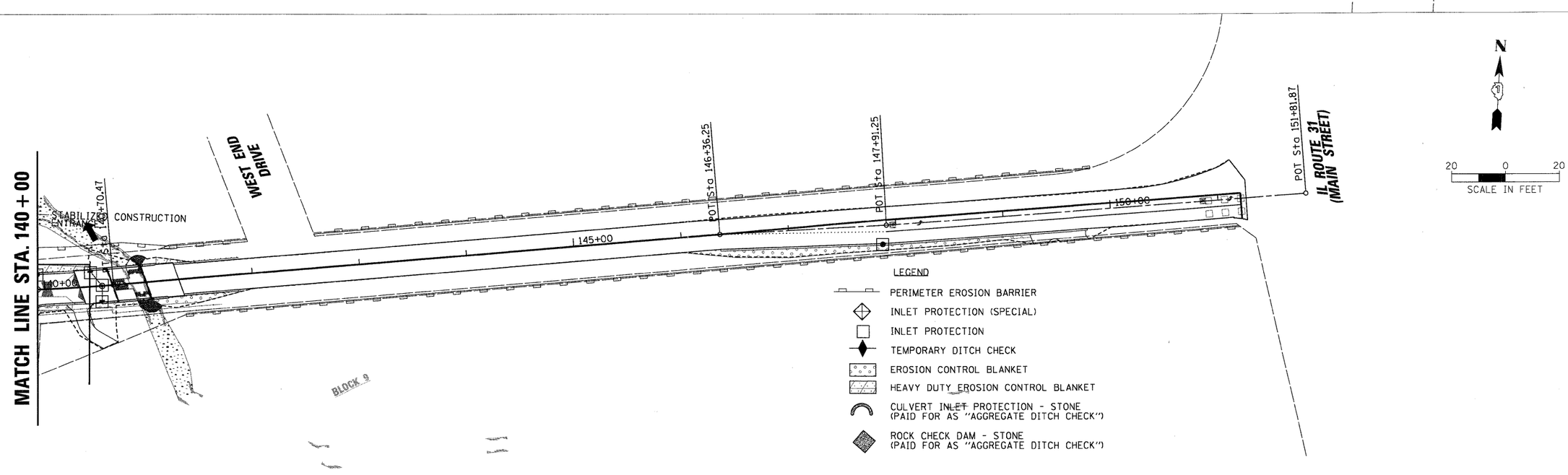
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	43
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN		BY	DATE
NOTE BOOK	SURVEYED PLOTTED ALIGNMENT CHECKED GRADES CHECKED CADD FILE NAME		
NO.			

PROFILE		BY	DATE
NOTE BOOK	SURVEYED PLOTTED GRADES CHECKED ALIGNMENT CHECKED STRUCTURE NO(S)/NS CHKD		
NO.			





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		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
EROSION AND SEDIMENT CONTROL PLAN

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	44
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

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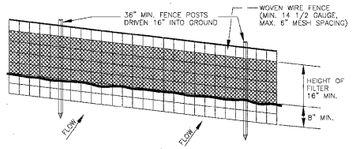
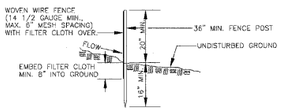
(847) 823-0500

PROFILE | PLAN | DATE | BY | NOTE BOOK | NO. | SURVEYED | PLOTTED | GRADES CHECKED | ALIGNMENT CHECKED | STRUCTURE NOTATNS CHKD



PERSPECTIVE VIEW



SECTION

CONSTRUCTION NOTES FOR FABRICATED SILT FENCE

1. Woven wire fence to be fastened securely to fence posts with wire ties or staples.
2. Filter cloth to be fastened securely to woven wire fence with ties spaced every 24" at top and mid section.
3. When two sections of filter cloth adjoin each other they shall be overlapped by six inches and folded.
4. Maintenance shall be performed as needed and material removed when "bulges" develop in the silt fence.

POSTS: Steel either T or U shaped type or 2" hardwood

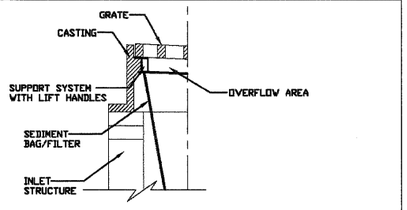
FENCE: Woven wire, 14 1/2 GA. 6" Max. mesh opening

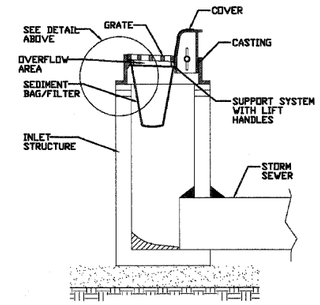
FILTER CLOTH: Filter X, Mirafi 100X, Stabi-linka T140X OR APPROVED EQUAL

PREFABRICATED UNIT: Geofab, Envirofence OR APPROVED EQUAL

PERIMETER EROSION BARRIER

INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION

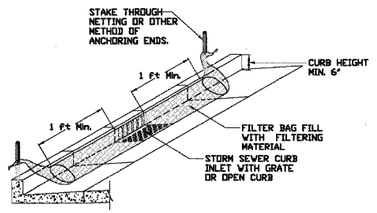




REFERENCE
Project
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

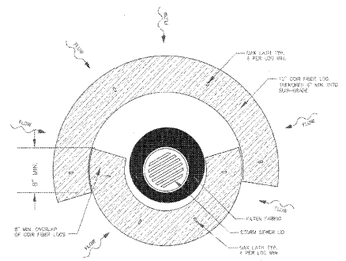
STANDARD DWG. NO. IUM-561D
SHEET 1 OF 1
DATE 01-11-11

INLET PROTECTION - PAVED AREAS
CURB PROTECTION

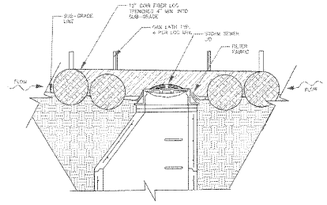


REFERENCE
Project
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

STANDARD DWG. NO. IUM-561C
SHEET 1 OF 1
DATE 01-11-11



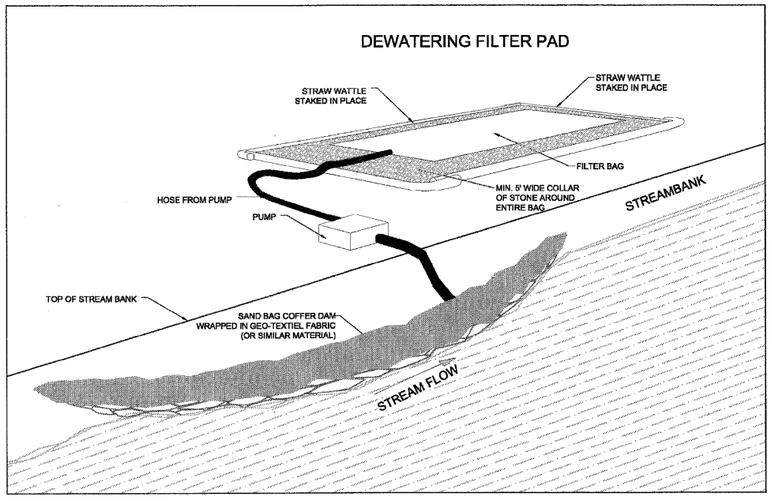
YARD GRATE INLET PROTECTION
PLAN VIEW



YARD GRATE INLET PROTECTION
SECTION

PAID FOR AS "INLET PROTECTION (SPECIAL)"

DEWATERING FILTER PAD

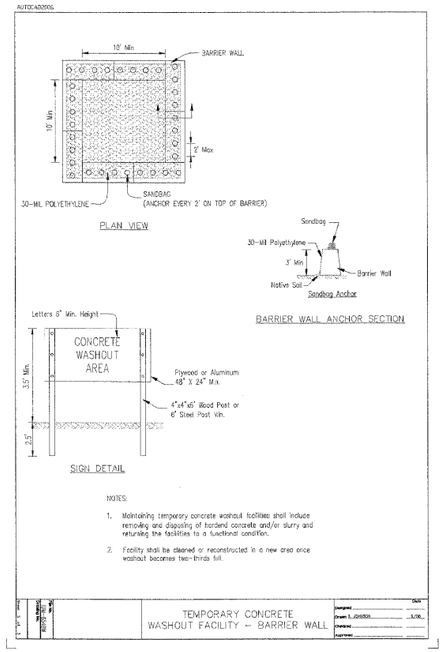


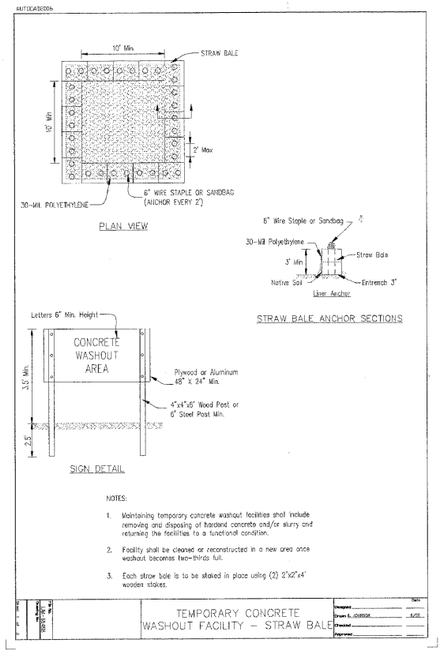
INCLUDED IN THE COST OF "DEWATERING"

SANDBAG COFFERDAM

A sandbag cofferdam should be installed by hand during low-flow conditions in order to isolate the streambank stabilization work from the flows of Ratt Creek and Ratt Creek Tributary. If at the time of construction the contractor believes that a cofferdam is not necessary to perform the work, the contractor shall gain approval from the Corps to proceed without installing a cofferdam. An impermeable liner such as visqueen shall be placed in the creek and the sandbags shall be stacked in an alternating pattern upon the liner. The liner shall be placed such that it may be wrapped over the sandbags towards the shore to create a seal. Sandbag cofferdam should be installed in a C-Shape design along the portion of the streambank requiring restoration. Following cofferdam installation, a pump equipped with a sediment bag will be used to dewater the area between the cofferdam and the streambank (see detail). The dewatering bag shall be placed as far from the creek as possible to maximize the time for sediment removal. The pump must be floated on top of the water to minimize the intake of sediment. The cofferdam and pump must be maintained as necessary to allow the contractor to work "in the dry" and to control sediment. Following completion of the streambank restoration work, the sandbag cofferdam will be removed by hand starting with the downstream side in order to not impede water flows. Stabilization of upland areas may be required following removal of the sediment bag filter pad and should be completed using the specified native seed mix.

In no case shall the sandbag cofferdam be installed for greater than 30 days.





PAID FOR AS "WASHOUT BASIN"

FILE NAME =	USER NAME = mwarman	DESIGNED -	REVISED -
N:\ALGONQUIN\070273.00026\Civil\ECP_070273_3.SHT		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
EROSION AND SEDIMENT CONTROL DETAILS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	45
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

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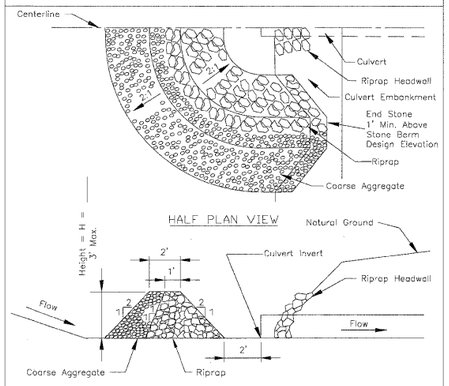
(847) 823-0500

PROFILE | PLAN | SURVEYED | PLOTTED | ALIGNMENT CHECKED | GRADES CHECKED | DESIGNED | CADD FILE NAME | NOTATIONS CHKD | STRUCTURE | NOTE BOOK | NO. | BY | DATE

CULVERT INLET PROTECTION - STONE

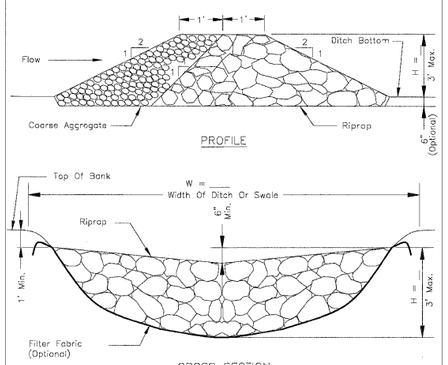


CENTERLINE CROSS SECTION

Notes:
1. Sediment shall be removed when the sediment has accumulated to one-half the height of the stone berm.
2. Coarse aggregate shall meet one of the following IDOT coarse aggregate gradations, CA-1, CA-2, CA-3 or CA-4.
3. Riprap shall meet IDOT gradation RR-3 or RR-4. Any permanent riprap, such as for the culvert headwall, shall meet IDOT 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. The maximum drainage area to the culvert being protected is 3 acres.
6. See plans for H dimension.
7. Tie the stone berm into the culvert embankment a minimum of 1 foot above the design elevation of the stone berm.

REFERENCE: Project ____ Designed ____ Date ____ Checked ____ Date ____ Approved ____ Date ____
NRCS Natural Resources Conservation Service
STANDARD DWG. NO. IL-508ST SHEET 1 OF 1 DATE 1-29-99

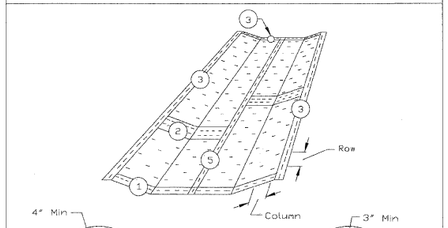
ROCK CHECK DAM - RIPRAP



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.

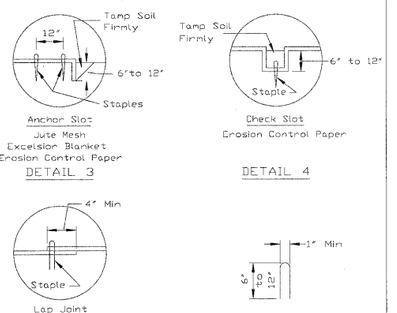
REFERENCE: Project ____ Designed ____ Date ____ Checked ____ Date ____ Approved ____ Date ____
NRCS Natural Resources Conservation Service
STANDARD DWG. NO. IL-605R SHEET 1 OF 1 DATE 1-29-99

EROSION BLANKET PLAN



REFERENCE: Project ____ Designed ____ Date ____ Checked ____ Date ____ Approved ____ Date ____
NRCS Natural Resources Conservation Service
STANDARD DWG. NO. IL-530 SHEET 1 OF 2 DATE 3-24-94

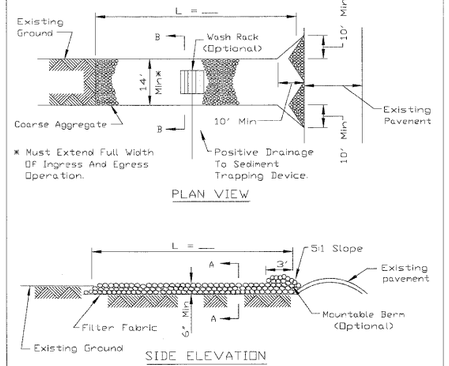
EROSION BLANKET PLAN



NOTES:
1. On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
2. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4'x 225' roll of material and 125 staples are required per 4'x 150' roll of material.
3. Erosion control material shall be placed loosely over ground surface. Do not stretch.
4. All terminal ends and transverse laps shall be stapled at approximately 12" intervals.

REFERENCE: Project ____ Designed ____ Date ____ Checked ____ Date ____ Approved ____ Date ____
NRCS Natural Resources Conservation Service
STANDARD DWG. NO. IL-530 SHEET 2 OF 2 DATE 3-1-95

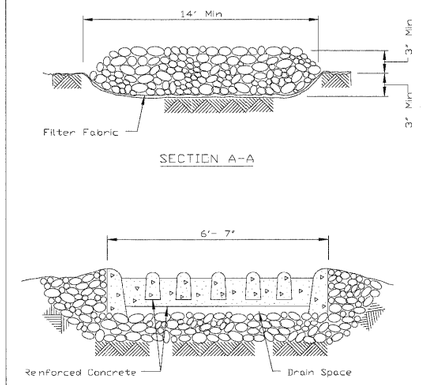
STABILIZED CONSTRUCTION ENTRANCE PLAN



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. 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.

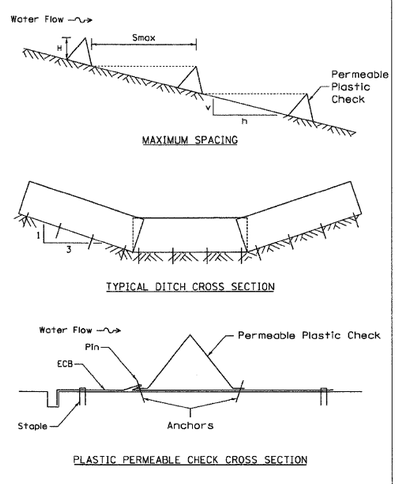
REFERENCE: Project ____ Designed ____ Date ____ Checked ____ Date ____ Approved ____ Date ____
NRCS Natural Resources Conservation Service
STANDARD DWG. NO. IL-630 SHEET 1 OF 2 DATE 8-18-94

STABILIZED CONSTRUCTION ENTRANCE PLAN



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

PLASTIC PERMEABLE CHECKS



REFERENCE: Project ____ Designed ____ Date ____ Checked ____ Date ____ Approved ____ Date ____
STANDARD DWG. NO. IUM-514 SHEET 1 OF 1 DATE 6-30-11

PAID FOR AS "TEMPORARY DITCH CHECK"

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\ECP_070273.4.SHT	USER NAME = mworman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
EROSION AND SEDIMENT CONTROL DETAILS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	46
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

EXACT LOCATION OF PROPOSED TREES TO BE DETERMINED BY VILLAGE ARBORIST

N

50 0 50
SCALE IN FEET

HANSON ROAD

POT Sta 100+00.00

100+00

EX ROW

5 GI BI

LIMITS OF CONSTRUCTION

3 AC FR

6 TI AM

EX ROW

POT Sta 105+24.43

2 AC FR

+31

+80

5 GI BI

EDGEWOOD DRIVE

105+00

THERMOPLASTIC PAVEMENT MARKING - LINE 4"
YELLOW, DOUBLE CENTERLINE (2 @ 11" C-C)

+85.78

EX ROW

EX ROW

LIMITS OF CONSTRUCTION

29.5'

KINGSTON PLACE

THERMOPLASTIC PAVEMENT MARKING - LINE 4"
YELLOW, DOUBLE CENTERLINE (2 @ 11" C-C)

THERMOPLASTIC PAVEMENT MARKING - 24"
WHITE, STOP BAR

7 AC FR

EX ROW

THERMOPLASTIC PAVEMENT MARKING - 24"
WHITE, STOP BAR

28.7'

DEVONSHIRE ROAD

110+00

EX ROW

+68

+20

4 QU RU

7 TA DI

THERMOPLASTIC PAVEMENT MARKING - LINE 4"
YELLOW, DOUBLE CENTERLINE (2 @ 11" C-C)

MATCH LINE STA. 113+00

MATCH LINE STA. 113+00

3 TA DI

EX ROW

10 AC RU

LIMITS OF CONSTRUCTION

8 QU RU

EX ROW

POT Sta 120+43.43

115+00

EDGEWOOD DRIVE

120+00

EX ROW

THERMOPLASTIC PAVEMENT MARKING - LINE 4"
YELLOW, DOUBLE CENTERLINE (2 @ 11" C-C)

LIMITS OF CONSTRUCTION

4 QU RU

POT Sta 123+04.53

2 AC FR

7 TA DI

EX ROW

125+00

6 AC RU

MATCH LINE STA. 126+00

N

50 0 50
SCALE IN FEET

LEGEND

SEEDING, CLASS 2A

SEEDING, CLASS 3

SEEDING (SPECIAL)

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PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
NOTE BOOK
NO.
CADD FILE NAME

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
NOTE BOOK
NO.
STRUCTURE NO(S)/PNS CHKD

BY	DATE

FILE NAME =	USER NAME = mwarman	DESIGNED -	REVISED -
N:\ALGONQUIN\070273.00026\Civil\PMK_070273.1.SHT		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
PAVEMENT MARKING AND
LANDSCAPING PLAN

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	47
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

EXACT LOCATION OF PROPOSED TREES TO BE DETERMINED BY VILLAGE ARBORIST

MATCH LINE STA. 126+00

MATCH LINE STA. 140+00

EDGEWOOD DRIVE

HARPER DRIVE

CARDINAL DRIVE

WEST END DRIVE

IL ROUTE 31 (MAIN STREET)

3 TA DI

6 QU RU

7 QU RU

2 AC RU

EX ROW

LIMITS OF CONSTRUCTION

130+00

135+00

140+00

145+00

150+00

PC Sta 135+81.10

PT Sta 136+60.22

PC Sta 139+24.26

139+75.22
39.10 RT

POT Sta 140+70.47

POT Sta 146+36.25

POT Sta 147+91.25

POT Sta 151+81.87

+21

+195

+33

+24

+49

+51

+76

+26.68

+44.1

+97.37

+35.96

+91.25

+21.21

6'

SEE NOTE

THERMOPLASTIC PAVEMENT MARKING - 24" WHITE, STOP BAR

THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW, DOUBLE CENTERLINE (2 @ 11" C-C)

THERMOPLASTIC PAVEMENT MARKING 12" WHITE LINE CROSSWALK (2" GAP BETWEEN LINES)

THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW, DOUBLE CENTERLINE (2 @ 11" C-C)

THERMOPLASTIC PAVEMENT MARKING 12" WHITE LINE CROSSWALK (2" GAP BETWEEN LINES)

THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE, LANE LINE

THERMOPLASTIC PAVEMENT MARKING - 24" WHITE STOP BAR

THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE) (TYPICAL)

THERMOPLASTIC PAVEMENT MARKING - 6" WHITE SKIP DASH LINE (6' SKIP-2' DASH)

THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW, DOUBLE CENTERLINE (2 @ 11" C-C)

SIGN LEGEND

W11-2 30x30
W16-9P 24x12
AHEAD
(A)
TYPICAL ADVANCED WARNING SIGN

R1-5B 36x36
STOP HERE FOR
(B)
TYPICAL "STOP HERE" SIGN

FLASHING BEACON, POST MOUNTED, SOLAR POWERED INSTALLATION
ROUND FLASHING BEACON
1'
W11-2 30x30
W16-7L 24x12
W10-25 12X9
PUSH BUTTON TO TURN ON WARNING LIGHTS
4'
CONCRETE FOUNDATION, TYPE A
(D)
TYPICAL CROSSING SIGN WITH PUSH BUTTON FLASHING WARNING

R3-8B 36X30
ONLY
(E)
TYPICAL LANE USAGE SIGN

LEGEND

SEEDING, CLASS 2A

SEEDING, CLASS 3

SEEDING (SPECIAL)

BLOCK 9

NOTE: THE PAVEMENT MARKINGS ON THE PCC BRIDGE SHALL BE EPOXY PAVEMENT MARKING

N

20 0 20
SCALE IN FEET

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Rosemont, Illinois 60018
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PROFILE SURVEYED PLOTTED GRADES CHECKED BENCH MARK NOTE BOOK NO. STRUCTURE NO(S)/ENG CHK'D

PLAN SURVEYED PLOTTED ALIGNMENT CHECKED BENCH MARK RECEIVED NOTE BOOK NO. CADD FILE NAME

DATE BY

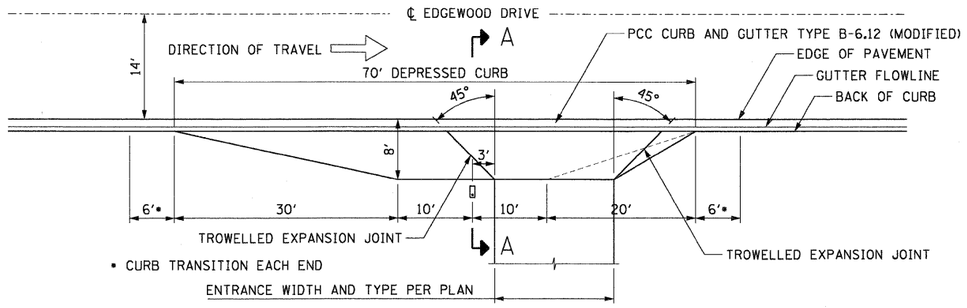
FILE NAME = N:\ALGONQUIN\070273.00026\Civil\PMK_070273_2.SHT	USER NAME = mwerman	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

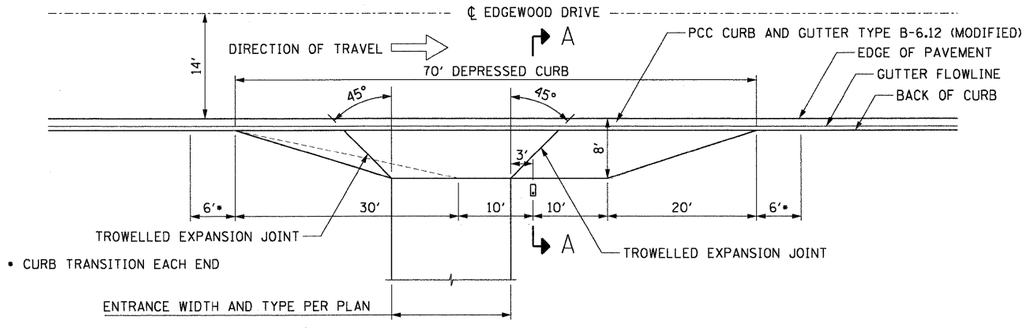
EDGEWOOD DRIVE IMPROVEMENTS
PAVEMENT MARKING AND LANDSCAPING PLAN

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

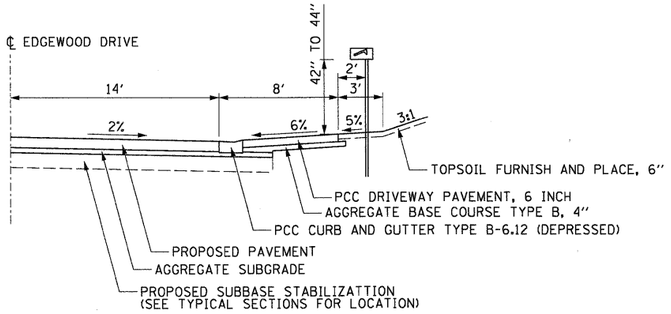
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	48
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		



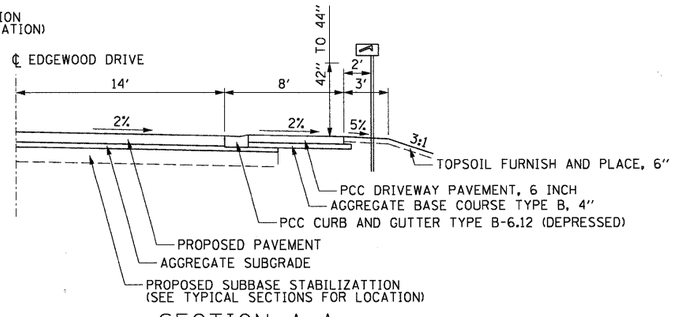
MAILBOX TURNOUT
(MAILBOX BEFORE DRIVEWAY)



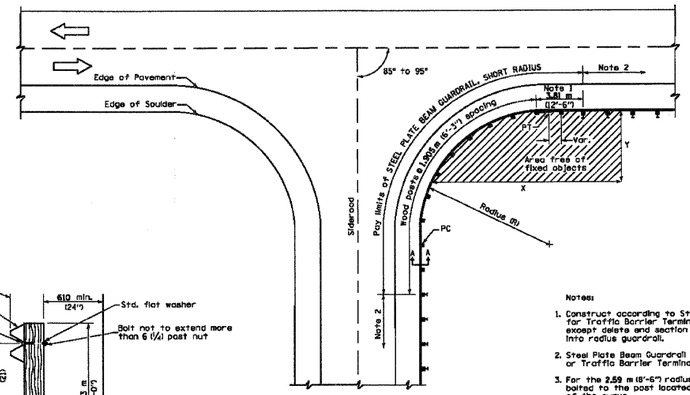
MAILBOX TURNOUT
(MAILBOX AFTER DRIVEWAY)



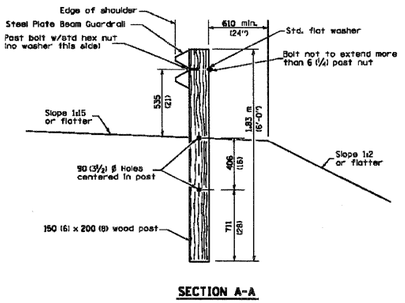
SECTION A-A
(CUT SECTION)



SECTION A-A
(FILL SECTION)



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:

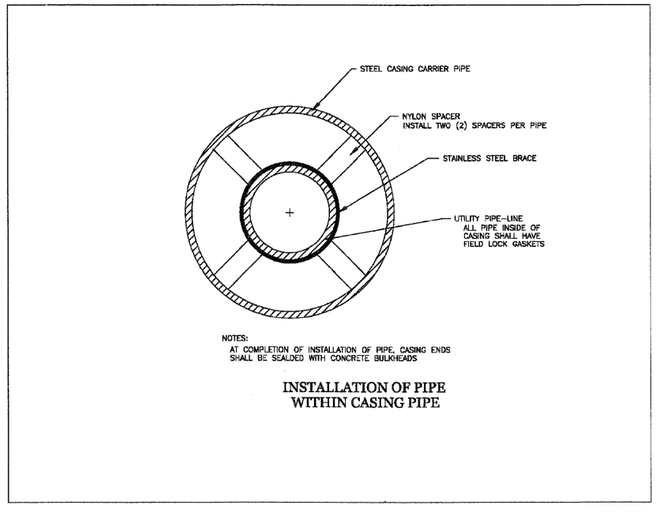
1. Construct according to Standard 631011 for Traffic Barrier Terminal Type 2, except delete end section and splice into radius guardrail.
2. Steel Plate Beam Guardrail Type A, Type B, or Traffic Barrier Terminal as specified.
3. For the 2.59 m (8'-6") radius, the rail is not bolted to the post located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

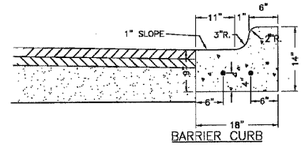
All dimensions are in millimeters (inches) unless otherwise shown.

STEEL PLATE BEAM GUARDRAIL, SHORT RADIUS



NOTES:
AT COMPLETION OF INSTALLATION OF PIPE, CASING ENDS SHALL BE SEALDED WITH CONCRETE BULKHEADS

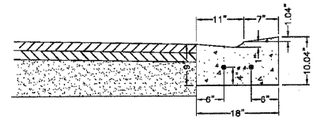
INSTALLATION OF PIPE
WITHIN CASING PIPE



BARRIER CURB

NOTE: INSTALL 2-10' #5 REINFORCING BARS, CENTERED ON ALL TRENCH CROSSINGS. EXPANSION JOINTS SHALL BE CONSTRUCTED ACCORDING TO CURB EXPANSION DETAIL, AT EVERY 60' AND AT POINTS OF TANGENCY TO RADII. SAW CUT TO A DEPTH OF 1/2 THICKNESS OF CURB EVERY 10 FEET MAX.

BEDDING: ALL CURB SHALL HAVE A MINIMUM OF 4" OF COMPACTED GRADE 9



DEPRESSED CURB

NOTE: INSTALL 2-10' #5 REINFORCING BARS, CENTERED ON ALL TRENCH CROSSINGS. EXPANSION JOINTS SHALL BE CONSTRUCTED ACCORDING TO CURB EXPANSION DETAIL, AT EVERY 60' AND AT POINTS OF TANGENCY TO RADII. SAW CUT TO A DEPTH OF 1/2 THICKNESS OF CURB EVERY 10 FEET MAX.

PROOF ROLLS TO BE PERFORMED AND REPAIRS TO BE MADE PRIOR TO ANY FORMING OR STONE WORK.

VISUAL INSPECTION OF STRING LINE OR FORMS SHALL BE CONDUCTED PRIOR TO THE INSTALLATION OF ANY CONCRETE

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)

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9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, QUANTITIES, STRUCTURE NO(S).
PLAN: NOTE BOOK, NO., SURVEYED, PLOTTED, ALIGNMENT CHECKED, ALL DATA SHOWN, CADD FILE NAME
BY, DATE

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	PLOT SCALE = 10'	DRAWN -	REVISED -
	PLOT DATE = 11/15/2011	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
CONSTRUCTION DETAILS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	49
		CONTRACT NO. 63655		
	ILLINOIS FED. AID PROJECT			

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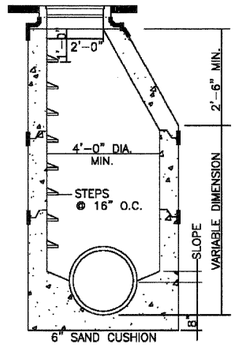
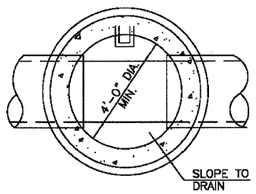


PROFILE VIEW



PLAN VIEW

MATERIALS:

FRAME AND LID
EQUAL TO EAST JORDAN IRON WORKS CATALOG NO. 1050-Z1 WITH 1" CONCEALED PICK HOLE AND THE WORD "SANITARY" AND VILLAGE OF ALGONQUIN LOGO CAST IN LID.

WALLS
PRECAST REINFORCED CONRETE RISER UNITS.
MINIMUM THICKNESSES:
5" FOR 4'-0" INSIDE DIAMETER
6" FOR 5'-0" INSIDE DIAMETER

BOTTOM
PRECAST REINFORCED AND CAST INTEGRAL WITH FIRST VERTICAL SECTION.

RISER JOINTS AND FRAME AND COVER
ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. - EZ STIK 8, HAMILTON-KENT GASKET CO. - KENT SEAL, OR EQUAL, AS APPROVED BY DISTRICT ENGINEER AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT. BARREL SECTIONS SHALL BE SEALED USING A BUTYL RUBBER MATERIAL STRIP AND /OR RUBBER GASKET AND A NINE INCH (9") "MACWRAP" EXTERNAL SEAL BAND OR APPROVED EQUAL.

ADJUSTING RINGS
A MAXIMUM OF 8" OF ADJUSTING MAY BE USED.

PIPE CONNECTION
ALL SANITARY SEWER MANHOLES SHALL BE CONSTRUCTED WITH FLEXIBLE MANHOLE COUPLING AS MANUFACTURED BY INTERPACE CORPOLE PORTION (LOCKJOINT FLEXIBLE MANHOLE SLEEVE) PRESS-SEAL GASKET CORPORATION (PRESS WEDGE II), OR EQUAL AS APPROVED BY UTILITIES SUPERINTENDENT. ALL MATERIALS AND INSTALLATION PROCEDURES SHALL COMPLY WITH THOSE SPECIFIED BY THE MANUFACTURER OR ENGINEER.

STEPS
STEPS SHALL BE MADE OF STEEL REINFORCED PLASTIC USING AN APPROVED PLASTICE MEETING ASTM D4101, TYPE II, GRADE 4810B, OVER #3 GRADE 60, ASTM A615, REINFORCING BAR. STEPS SHALL BE AT 16" CENTERS.

CHIMNEY SEALS
SHALL BE CANUSA WRAPID SEAL MANHOLE ENCAPSULATION SYSTEM. OR ADAPTOR INC. SYSTEM APPROVED BY UTILITY SUPERINTENDENT WHICH WILL CAPTURE AT LEAST 4" OF FRAME, ALL ADJUSTING RINGS AND 4" OF THE PRECAST ECCENTRIC CONE SECTION

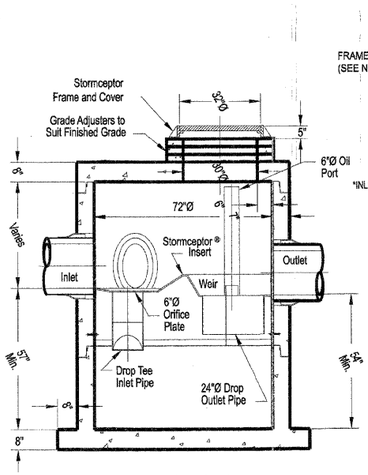
INSIDE DIAMETERS:
4'-0" FOR 18" MAIN SEWER AND UNDER FOR MANHOLES 20 FOOT DEEP OR LESS
5'-0" FOR 21" TO 42" MAIN SEWER FOR MANHOLES 20 FOOT DEEP OR MORE BOTH INCLUSIVE

NOTES:
FOR STRUCTURES IN FLOODPLAIN MUST HAVE RIM 24" ABOVE BASE FLOOD ELEVATION AND WATER TIGHT LOCK TYPE FRAME AND COVER, NEENAH R-1916C OR APPROVED EQUAL WITH THE WORD "SANITARY" CAST IN LID.

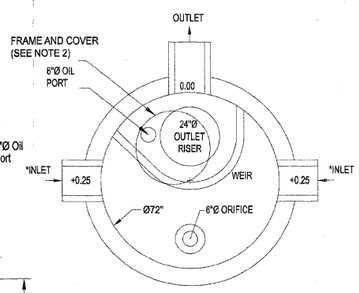
ALL EXTERIOR SURFACES SHALL HAVE A BITUMINOUS COATING FACTORY APPLIED.

SANITARY MANHOLE - TYPE A

STC 900 Precast Concrete Stormceptor®
(900 U.S. Gallon Capacity)
(OR APPROVED EQUAL)
Multi Inlet Application



Section Thru Chamber



* Note: Can accommodate multiple inlet pipes if required. These must have inverts between 0.25' and 1.25' above the outlet and may have an orientation anywhere from 90° to 270° from the outlet.

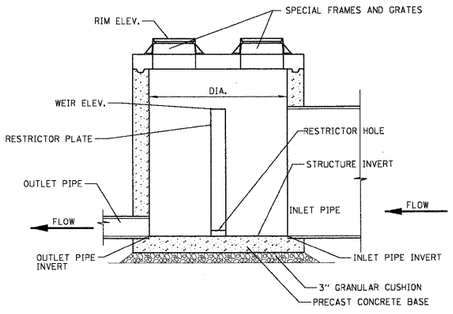
Plan View

Notes:

1. The Use Of Flexible Connection is Recommended at The Inlet and Outlet Where Applicable.
2. The Cover Should be Positioned Over The Outlet Drop Pipe and The Oil Port.
3. The Stormceptor System is protected by one or more of the following U.S. Patents: #4985148, #5498331, #5725760, #5753115, #5849181, #6068765, #6371690.
4. Contact a Concrete Pipe Division representative for further details not listed on this drawing.

Rinker 049 Il-WI

STORM WATER TREATMENT SYSTEM



SECTION

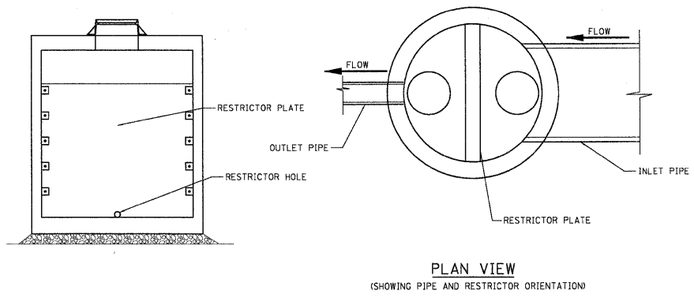
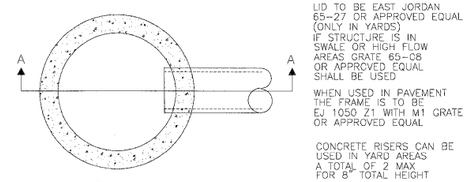


PLATE ELEVATION VIEW

PLAN VIEW
(SHOWING PIPE AND RESTRICTOR ORIENTATION)

STRUCTURE #	RIM	WEIR ELEV 50 YR (FT)	RESTRICTOR DIA. (IN)	RESTRICTOR, INLET AND OUTLET INVERT ELEV (FT)	STRUCTURE INVERT (FT)	INLET PIPE DIA (IN)	OUTLET PIPE DIA (IN)
S106	864.96	862.32	4"	857.32	857.32	60"	12"
S608	778.18	774.50	6.5"	767.50	767.50	84"	36"
S806	756.36	752.07	9"	748.07	748.07	48"	24"

MANHOLES, WITH RESTRICTOR PLATE DETAIL
N.T.S.

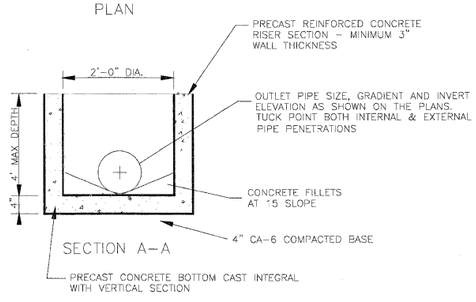


PLAN

LID TO BE EAST JORDAN 65-27 OR APPROVED EQUAL (ONLY IN YARDS)
IF STRUCTURE IS IN SWALE OR HIGH FLOW AREAS GRATE 65-08 OR APPROVED EQUAL SHALL BE USED

WHEN USED IN PAVEMENT THE FRAME IS TO BE EJ 1050 Z1 WITH M1 GRATE OR APPROVED EQUAL

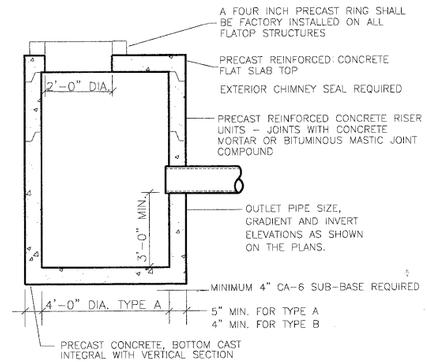
CONCRETE RISERS CAN BE USED IN YARD AREAS A TOTAL OF 2 MAX FOR 8" TOTAL HEIGHT



SECTION A-A

NOTE:
INLET SHALL BE ONE CONTINOUS PIECE

INLET - TYPE A



TUCK POINT BOTH THE INTERNAL & EXTERNAL PIPE PENETRATIONS

ALL SEAMS IN STRUCTURE SHALL BE TUCKPOINTED WITH HYD. CEMENT OR GROUT AND SET IN EZ STIK.

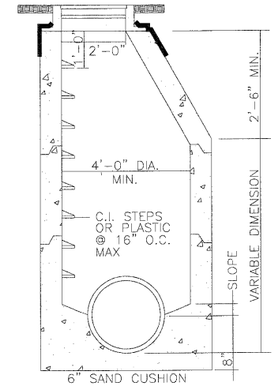
ALTERNATE MATERIALS FOR WALLS AND BOTTOM ONLY WITH WRITTEN APPROVAL OF THE ENGINEER.

WHERE CATCH BASINS ARE USED IN STREETS USE INFRA-RISER ADJUSTMENT RINGS (2 TOTAL @ MAX 8") WITH EAST JORDAN FRAME CATALOG NO. 1050-Z1 OR APPROVED EQUAL OPEN GRATE CATALOG NO. M1 OR APPROVED EQUAL (ONLY TO BE USED IN PARKING LOTS)

WHERE STRUCTURE IS IN LANDSCAPE AREAS CONCRETE ADJUSTING RINGS WITH GRATE EAST JORDAN 65-27 OR APPROVED EQUAL WILL BE ACCEPTED

IF STRUCTURE IS IN A SWALE OR DITCHED AREA USE HIGH PROFILE BEEHIVE EAST JORDAN 65-08 OR APPROVED EQUAL

CATCH BASIN (TYPE A & TYPE B)



PROFILE

MATERIALS:

FRAME AND LID
EQUAL TO EAST JORDAN IRON WORKS. CATALOG NO. 1050-Z1 OR APPROVED EQAUL
WITH - 1" CONCEALED PICK HOLE AND THE WORD "STORM" AND VILLAGE OF ALGONQUIN LOGO CAST IN LID.

CHIMNEY SEAL TO BE CANUSA RAPID SEAL TYPE OR APPROVED EQAUL
AND IS TO CAPTURE 4" OF FRAME ALL RINGS AND 4" OF BARREL SECTION.

WALLS
PRECAST REINFORCED CONRETE RISER UNITS.
MINIMUM THICKNESSES:
5" FOR 4'-0" INSIDE DIAMETER
6" FOR 5'-0" INSIDE DIAMETER

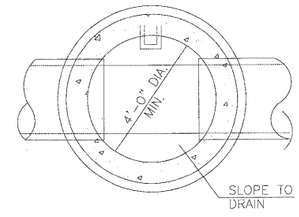
BOTTOM
PRECAST REINFORCED AND CAST INTEGRAL WITH FIRST VERTICAL SECTION.

RISER JOINTS AND FRAME AND COVER
ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. - EZ STIK 8, HAMILTON-KENT GASKET CO. - KENT SEAL, OR EQUAL, AS APPROVED BY DISTRICT ENGINEER AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT.

INSIDE DIAMETERS:
4'-0" FOR 18" MAIN SEWER AND UNDER FOR MANHOLES 20 DEEP OR LESS
5'-0" FOR 21" TO 42" MAIN SEWER FOR MANHOLES 20 DEEP OR DEEPER BOTH INCLUSIVE

ADJUSTMENT RINGS
TOP ADJUSTMENT RING OR RISER RING TO BE "INFRA-RISER" TYPE GNR RECYCLED RUBBER OR APPROVED EQUAL TOTAL OF 3 RINGS MAYBE USED FOR A 8" MAX ADJUSTMENT

NOTE:
TUCK POINT BOTH THE INTERNAL & EXTERNAL PIPE PENETRATIONS OF THE STORM SEWER MANHOLE.



PLAN VIEW

STORM MANHOLE - TYPE A

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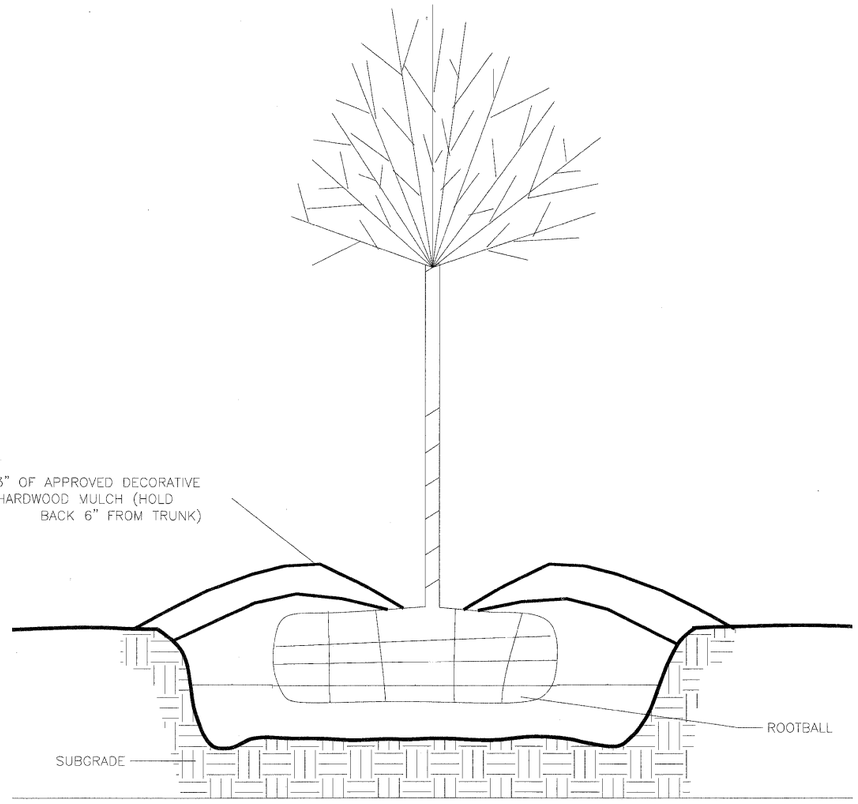
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 11/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD DRIVE IMPROVEMENTS
CONSTRUCTION DETAILS

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

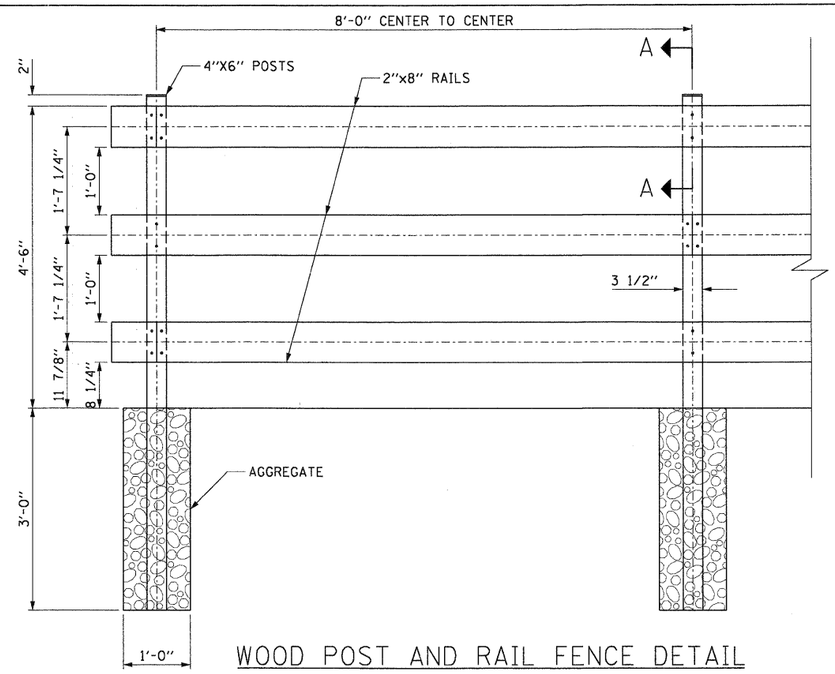
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	50
		CONTRACT NO. 63655		
		ILLINOIS FED. AID PROJECT		

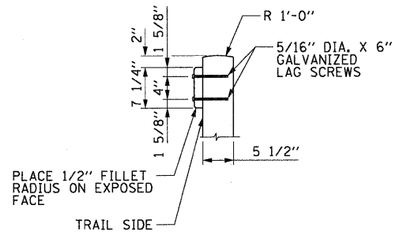


NOTES:

1. ALL PARKWAYS WITHIN THE DEDICATED STREET AREA OR OTHER PUBLIC USE AREAS SHALL BE GRADED WITH SIX INCHES (6") OF TOPSOIL AND SEEDED OR SODDED IN AN APPROVED MANNER.
2. PARKWAY TREES HAVING A TRUNK DIAMETER (MEASURED TWELVE INCHES ABOVE THE GROUND) OF NOT LESS THAN THREE (3") INCHES SHALL BE PLANTED BY THE DEVELOPER THROUGHOUT THE ENTIRE SUBDIVISION. SUCH TREES SHALL BE PLANTED IN THE PARKWAYS, NOT LESS THAN FOUR (4') FEET FROM ALL CURBS, CURB LINES AND SIDEWALKS. PARKWAYS, AS MEASURED FROM THE BACK OF THE CURB TO THE CLOSEST EDGE OF THE SIDEWALK SMALLER THAN 4 FEET SHALL NOT BE SUITABLE FOR PARKWAY TREES UNLESS APPROVED BY THE PARKS & FORESTRY SUPT.
3. A LIST OF THE APPROVED TREE SPECIES IS AVAILABLE FROM THE PUBLIC WORKS DEPARTMENT, PARKS & FORESTRY DIVISION. TREES FROM THIS LIST ARE THE ONLY SPECIES APPROVED FOR PLANTING WITHIN VILLAGE OWNED RIGHTS-OF-WAY AND ON OTHER VILLAGE OWNED PROPERTY, UNLESS APPROVED BY THE VILLAGE ARBORIST.
4. ON ALL PLANTING PROJECTS THERE WILL BE NO MORE THAN TWENTY (20%) PERCENT OF ANY GENUS AND NO MORE THAN TEN (10%) PERCENT OF ANY SPECIES .
5. TREES SHALL BE BALLED AND BURLAPED AND GROWN ACCORDING TO GOOD NURSERY PRACTICES AS SPECIFIED IN THE ARBORICULTURAL SPECIFICATIONS MANUAL. SYNTHETIC BURLAP AND ROPE PRODUCTS SHALL NOT BE USED.
6. ALL TREES DELIVERED WITH BASKETS SHALL HAVE THE BASKETS REMOVED FROM THE TOP 1/3 OF THE ROOT BALL PRIOR TO PLANTING.
7. ALL TREES SHALL BE PLANTED IN A PLUMB POSITION, WITH THE BASAL FLARE RESIDING AT GRADE OR SLIGHTLY ABOVE. STAKING OF THE TREES SHALL ONLY BE PERFORMED IF NECESSARY. STAKES WILL REMAIN ON THE SPECIMENS FOR NO LONGER THAN ONE (1) YEAR.
8. NO SOIL AMENDMENTS SHALL BE ALLOWED
9. 3" OF APPROVED DECORATIVE MULCH WILL BE INSTALLED AT THE TIME OF PLANTING (OVER THE ENTIRE ROOT ZONE)
10. SEE TREE ORDINANCE CHAPTER 5 SECTION 15 FOR ALL DETAILS RELATIVE TO TREE INSTALLATIONS.

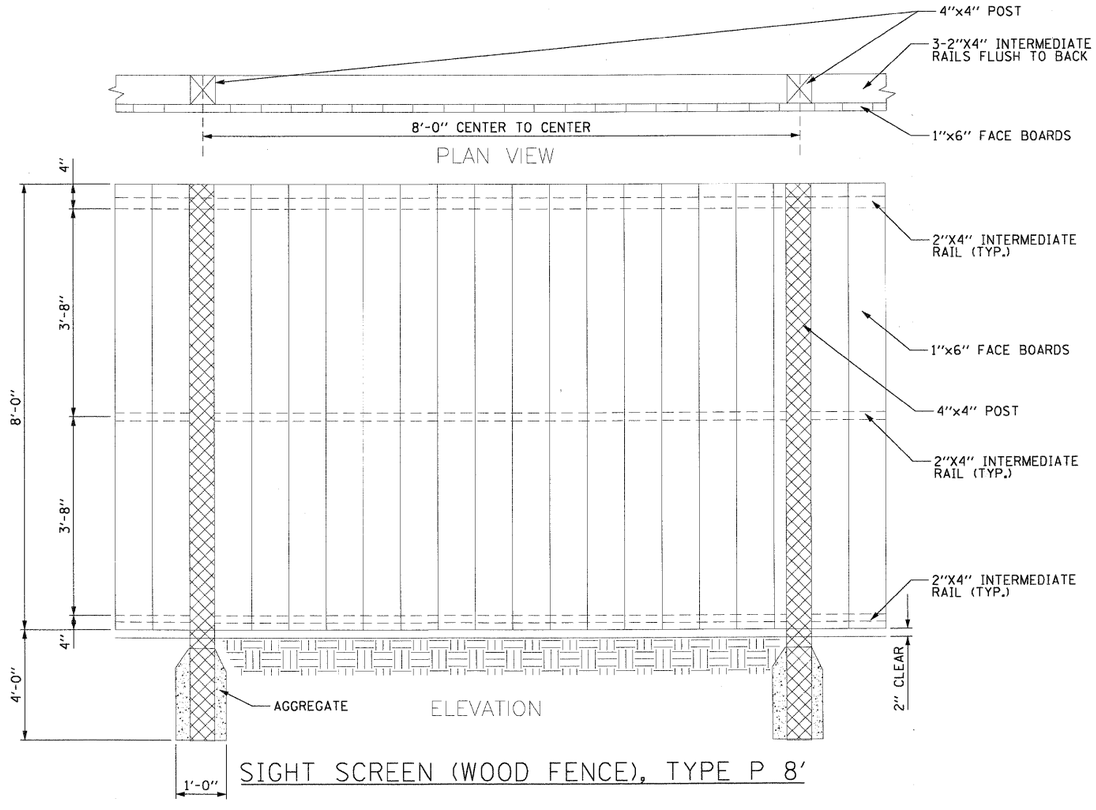
TREE PLANTING DETAIL





SECTION A-A

WOOD POST AND RAIL FENCE DETAIL



SIGHT SCREEN (WOOD FENCE), TYPE P 8'

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN — NOTE BOOK — NO. — SURVEYED — PLOTTED — GRADES CHECKED — ALIGNMENT CHECKED — CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK — NO. — SURVEYED — PLOTTED — GRADES CHECKED — ALIGNMENT CHECKED — STRUCTURE NO(S)/KNS CHKD — BY — DATE

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		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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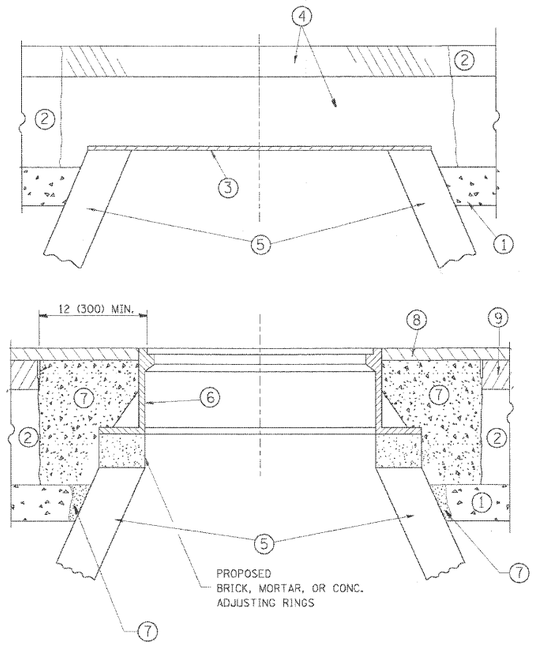

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

1. SUB-BASE GRANULAR MATERIAL
2. EXISTING PAVEMENT
3. 36 (900) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND HMA SURFACE MIX
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS PP-1* CONCRETE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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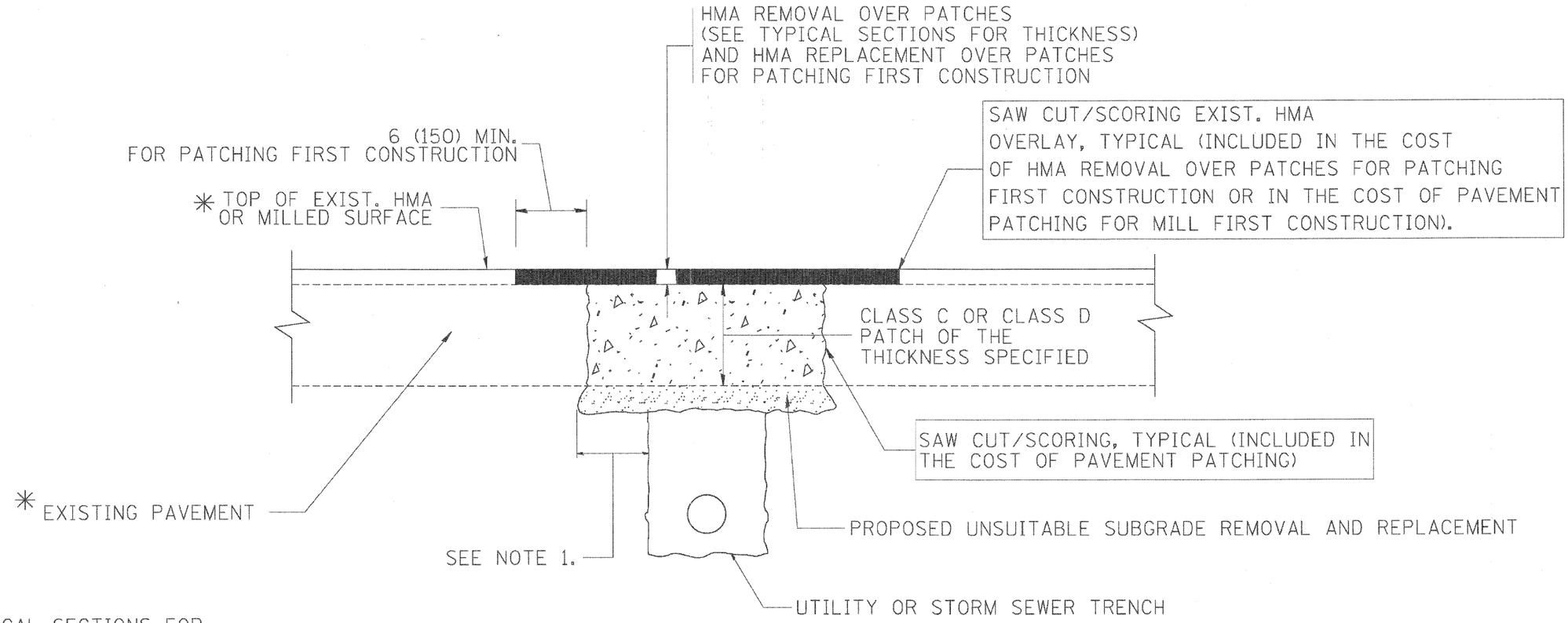
		DRAWN -	REVISED - R. WIEDEMAN 05-14-04
	PLOT SCALE = 49.9999 ' / IN.	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 3/18/2011	DATE - 10-25-94	REVISED - R. BORO 03-09-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	52
	BD600-03 (BD-8)	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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		DRAWN -	REVISED - R. BORO 01-01-07		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07		
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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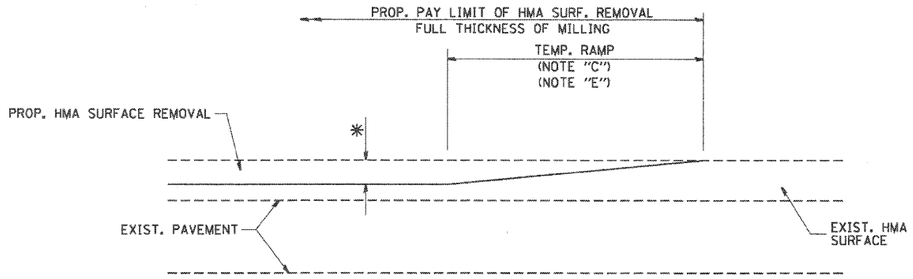
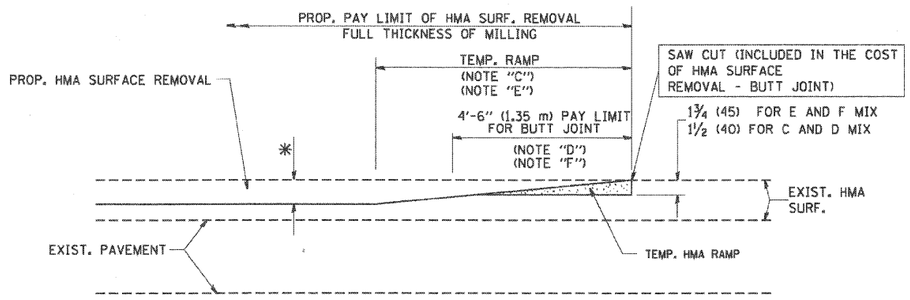
	BD400-04 (BD-22)	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

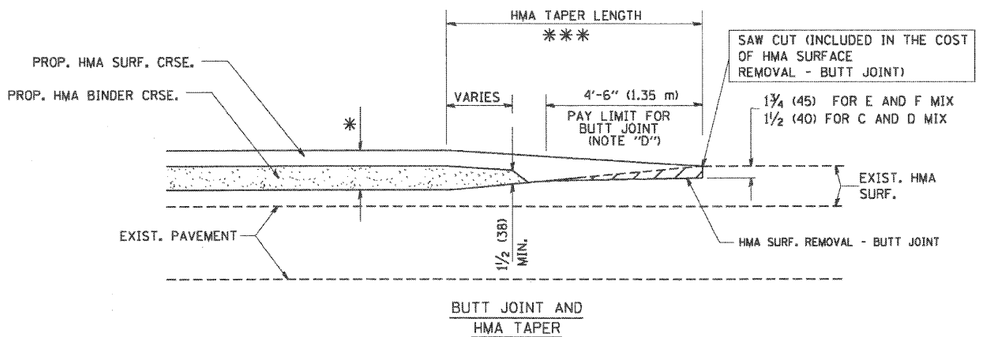


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

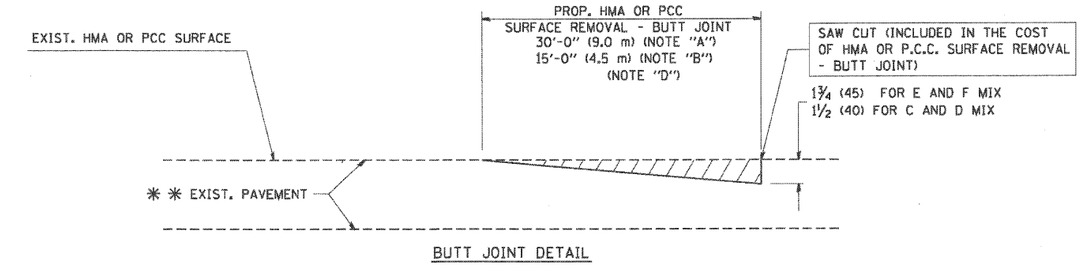
OPTION 2

TYPICAL TEMPORARY RAMP

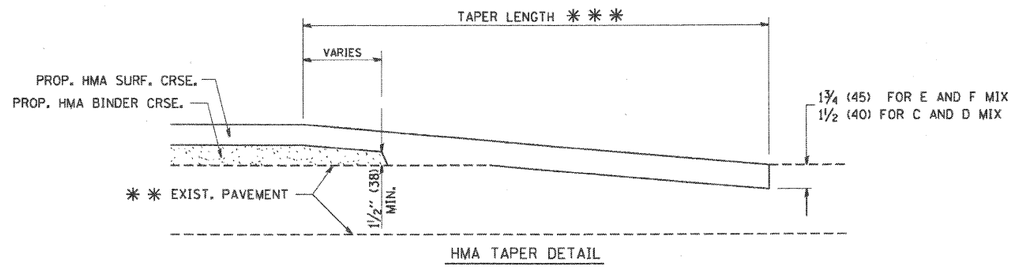


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

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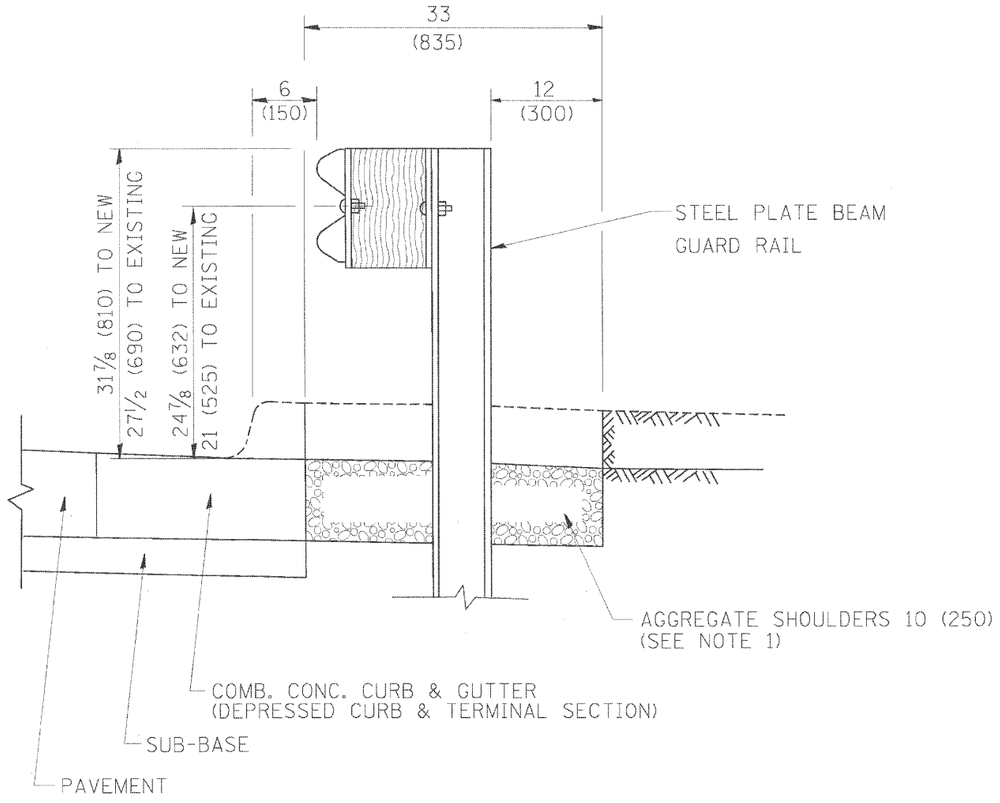
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORG 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

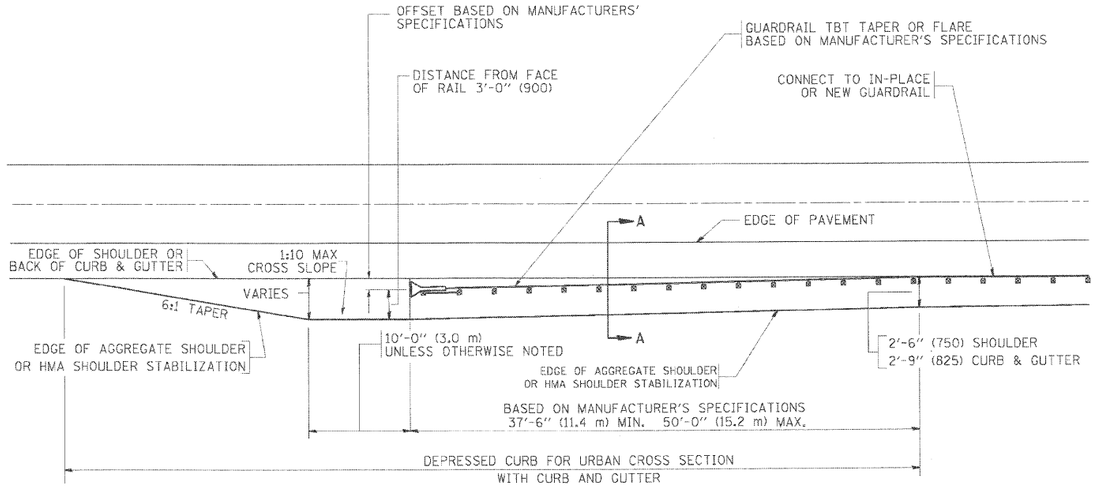
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	54
	BD400-05 BD32	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



SECTION A-A

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

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



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

BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDERS 6" (150 mm)".

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.

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	PLOT DATE = 9/21/2009	CHECKED -	REVISED - R. BORO 12-08-2008
		DATE - 09-22-90	REVISED - R. BORO 09-14-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	55
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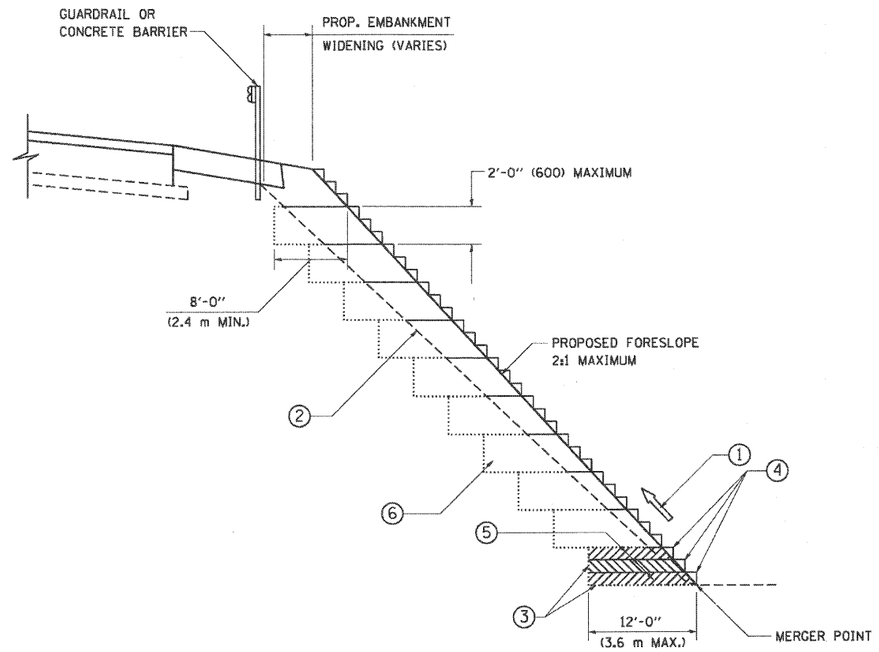
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL FOR EMBANKMENT WIDENING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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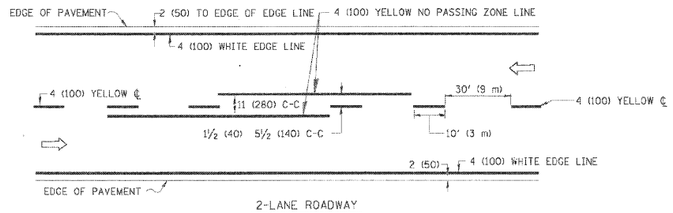
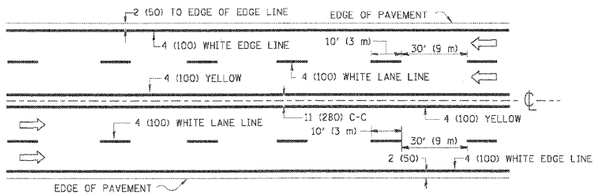
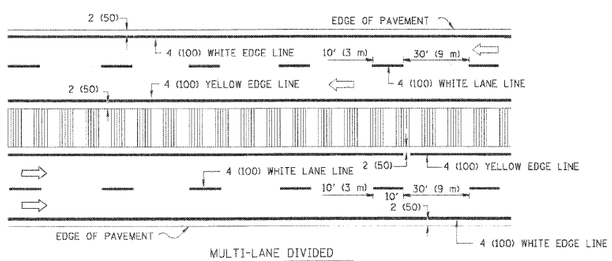
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



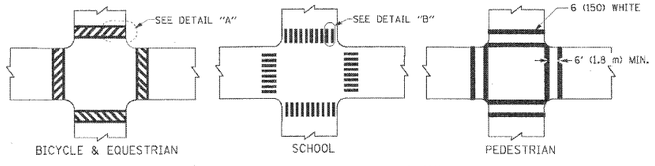
MULTI-LANE UNDIVIDED

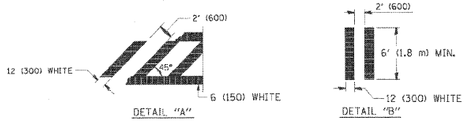


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

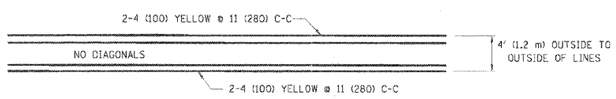
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

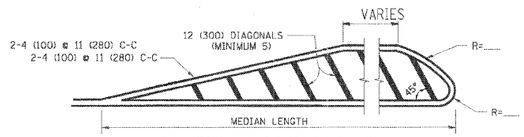




TYPICAL CROSSWALK MARKING



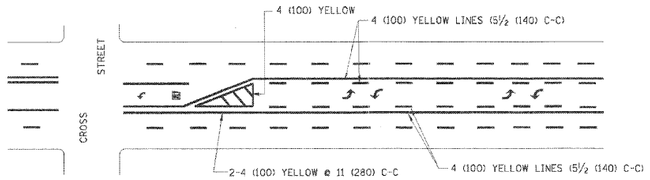
4' (1.2 m) WIDE MEDIANS ONLY



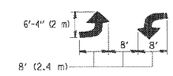
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

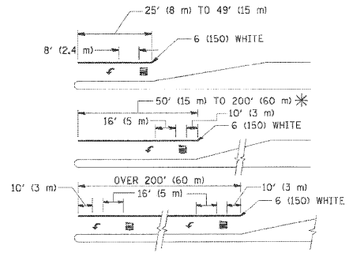


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

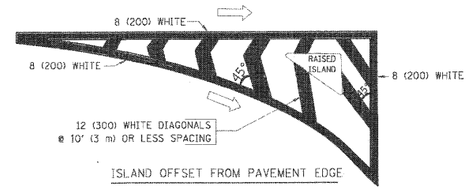


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. 1.9 m^2)

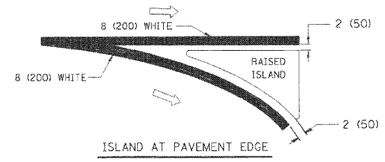
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

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

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		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

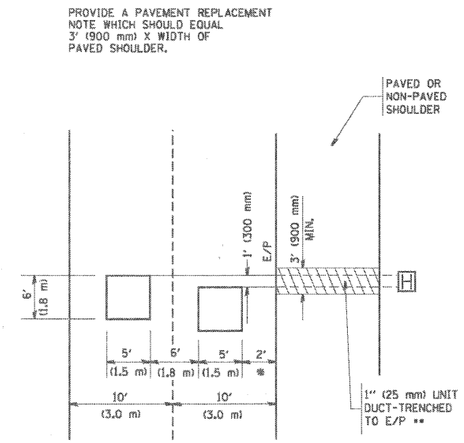
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	57
	TC-13	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

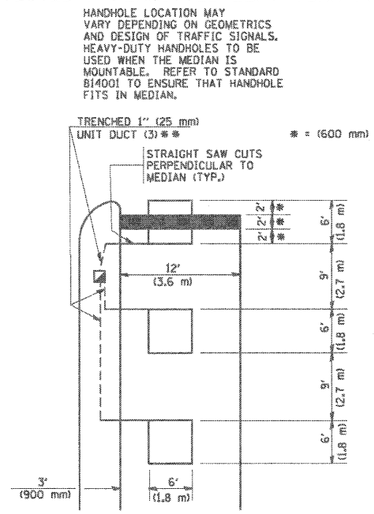
LOOPS NEXT TO SHOULDERS



* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

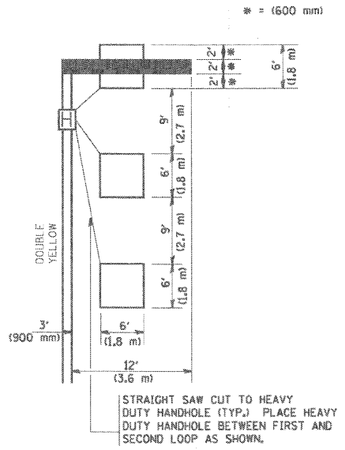
LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

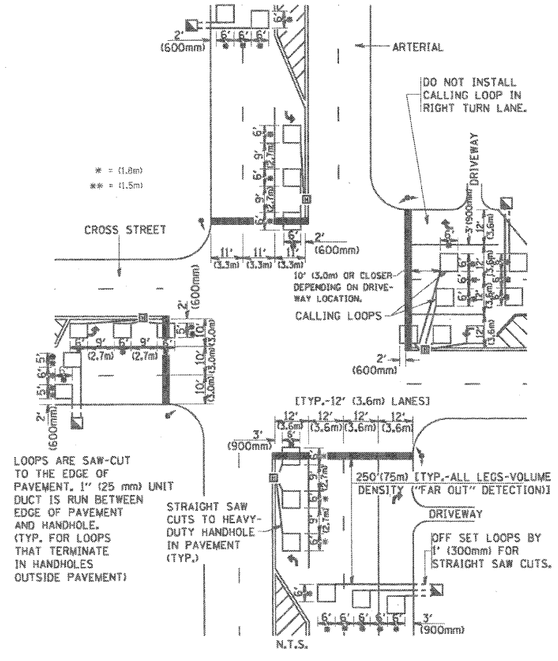
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



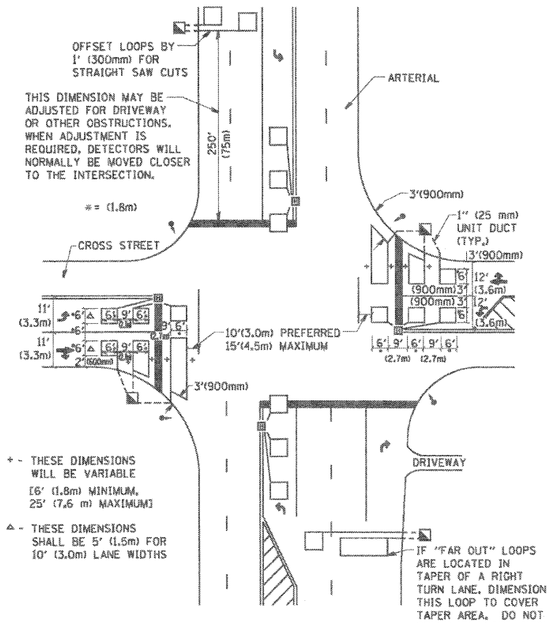
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (I.e. 1-1/2, 1-3/4, 2).
* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

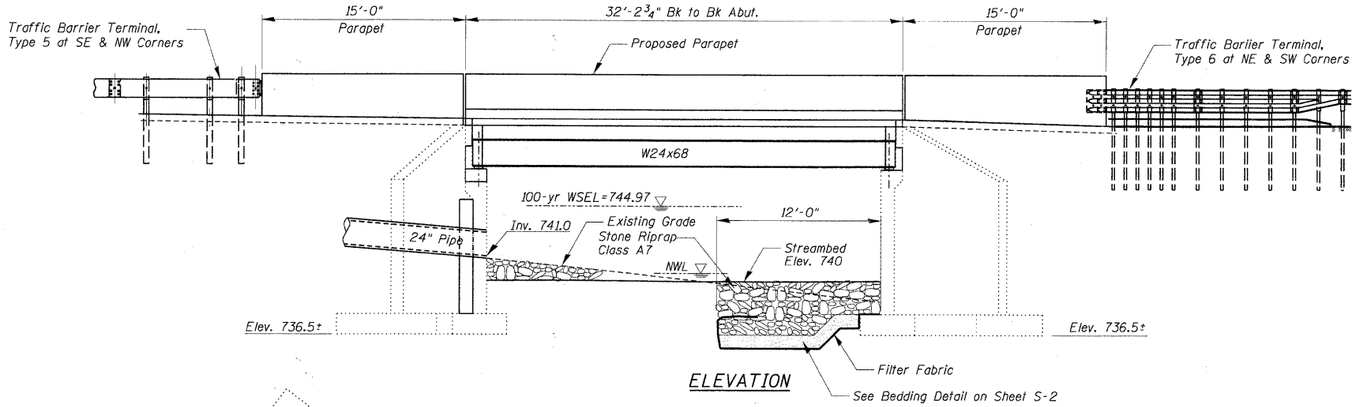
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

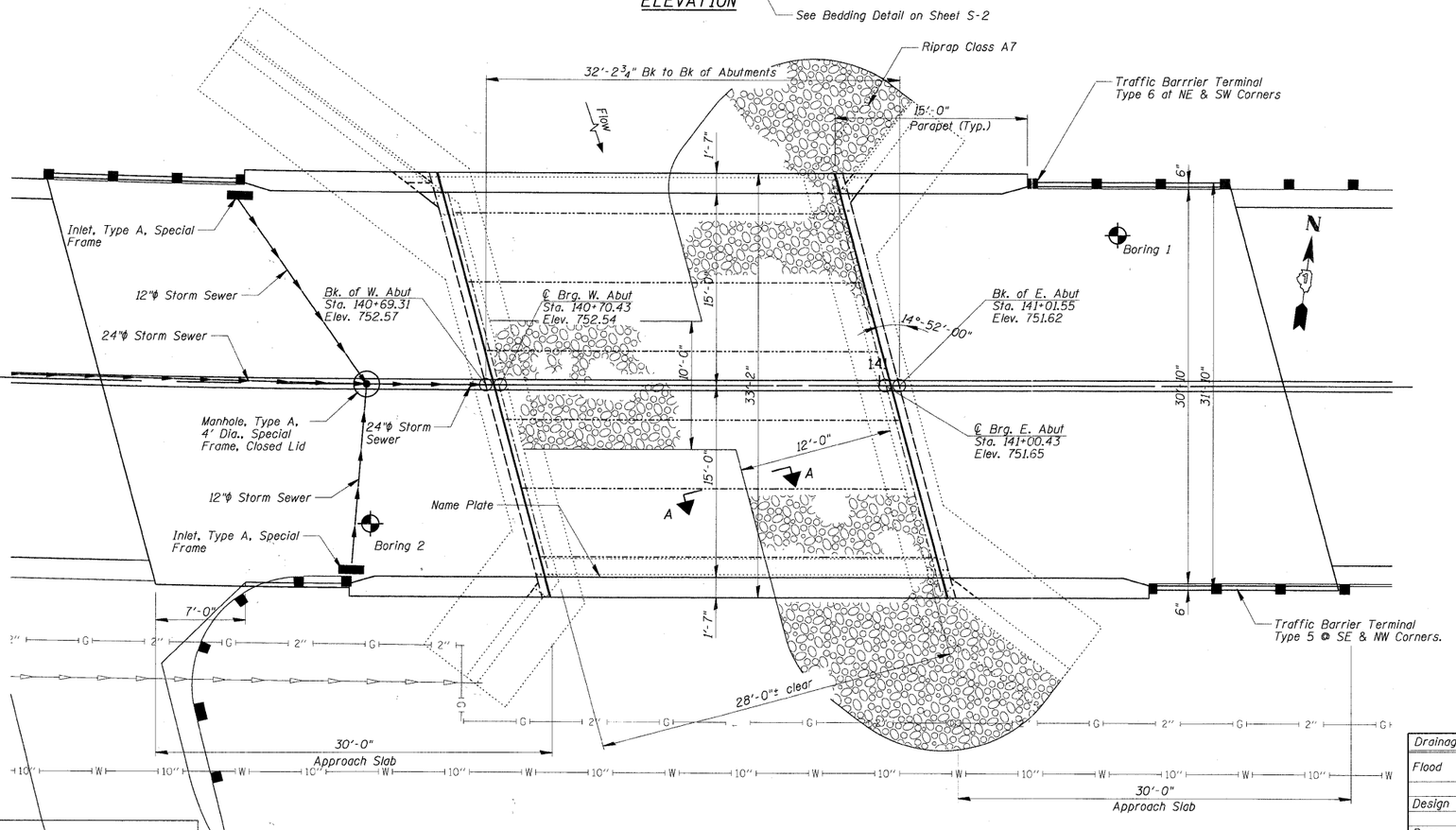
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	58
	TS-07	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



PLAN

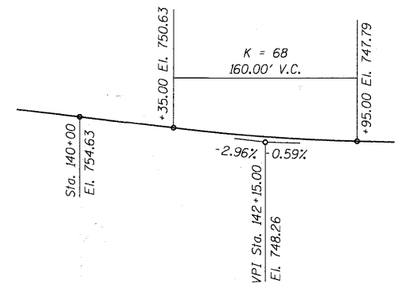
Benchmark: OSBM 07-1 Square Cut On The NE Corner Of The Southeast Headwall At Harper Drive And Edgewood Drive. Elev. 758.78

Existing Structure: SN 56-3101. The existing structure is a simple span Bridge with a span length of 32'-2¾" bk to bk of abutments and 30'-2" C to C of bearings. The structure built in 1954 and the deck was widened in 1996 by adding another beam at the top of north wingwalls. The superstructure provides 28'-6" roadway with 15" curbs and type SM steel railing on both sides. The superstructure consists of an 8" slab supported by W24x84 steel beams. The abutments are pinned at top and bottom, but wingwalls are cantilever type wingwalls.

Roadway will be closed during construction and traffic will be detoured.

Salvage: None.

INDEX OF SHEETS



PROFILE GRADE

RATT CREEK
BUILT BY
VILLAGE OF ALGONQUIN
SEC. 09-00078-00-WR
F.A.U. RT. 4010 STA. 140+85.43
STR. NO. 056-3101 LOADING HS-20

NAME PLATE

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 Syle Of Structure And Complies With Requirements Of The Current "AASHTO Standard Specification For Highway And Bridges".

STATE OF ILLINOIS
MAJID MOBASSERI
081-005058
CHAMPAIGN, ILLINOIS
LICENSED STRUCTURAL ENGINEER

11/30/2011

MAJID MOBASSERI
ILLINOIS REGISTRATION No. 081-005058
STRUCTURAL ENGINEER
EXPIRATION DATE: 11/30/12

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

FIELD UNITS

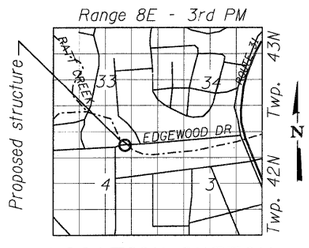
f'c = 3,500 psi (New)
f'c = 2,000 psi (Exist.)
fy = 60,000 psi (New))
fy = 40,000 psi (Exist.)

LOADING HS20-44

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.033g
Site Coefficient (S) = 1.25



LOCATION SKETCH

GENERAL PLAN
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

WATERWAY INFORMATION

Drainage Area = 3.53 Sq. M Low Grade Elev. 751.32 @ Sta. 141+02.19

Flood	Freq.	Q	Opening Sq. Ft.		Nat.	Head - Ft.		Headwater El.	
	Yr.	C.F.S.	Exist.	Prop.	H.W.E.	Exist.	Prop.	Exist.	Prop.
	10	408	52.5	52.5	743.42	0.42	0.31	743.84	743.73
Design	30	604	62.0	62.0	744.23	0.39	0.29	744.62	744.52
	50	687	66.5	66.5	744.54	0.35	0.26	744.89	744.80
Base	100	847	73.4	73.4	745.06	0.36	0.27	745.42	745.33
Max. Calc.	500	1007	79.5	79.5	745.52	0.43	0.41	745.95	745.93

DESIGN SCOUR ELEVATION TABLE

Design Scour Elev. (ft.)	E. Abut.	W. Abut.
	738.1	738.1

DESIGNED	-
CHECKED	-
DRAWN	
CHECKED	-

EXAMINED
ENGINEER OF BRIDGE DESIGN
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-1 SHEETS	4010	09-00078-00-WR	McHENRY	128	59
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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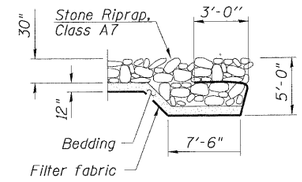
GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. ϕ, holes $\frac{15}{16}$ in. ϕ, unless otherwise noted.
2. Calculated weight of Structural Steel = 12,520 Lb Gr 50; 1,340 Lb Gr 36
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. If the Contractor elects to use cantilever forming brackets on the exterior beam or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
7. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
8. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
9. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
10. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5 G/8.
11. Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
12. All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
13. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
14. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 36.
15. Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
16. Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.
17. Backfill shall be placed behind the abutment after the superstructure has been poured and falsework removed. See Article 502.10 of the Standard Specifications.
18. Existing reinforcement bars shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
19. The existing weep holes on the west abutment shall be cleaned out during constructiion. This work shall be included in the cost of "Structure Excavation".

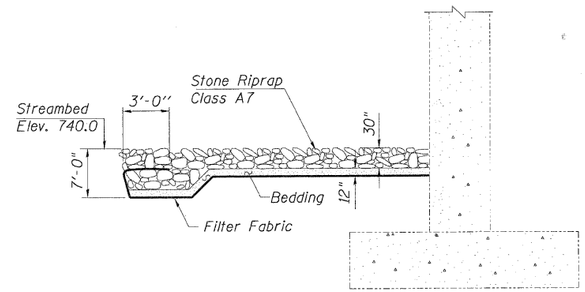
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu Yd	-	15	15
Stone Riprap, Class A7	Sq Yd	-	97	97
Filter Fabric	Sq Yd	-	160	160
Removal of Existing Superstructures	Each	1	-	1
Concrete Removal	Cu Yd	-	2.5	2.5
Structure Excavation	Cu Yd	-	15	15
Concrete Structures	Cu Yd	-	24.2	24.2
Concrete Superstructures	Cu Yd	147.4	-	147.4
Bridge Deck Grooving	Sq Yd	290	-	290
Protective Coat	Sq Yd	375	-	375
Furnishing and Erecting Structural Steel	L Sum	1	-	1
Reinforcement Bars Epoxy Coated	Pound	31,140	4,230	35,370
Bar Splicers	Each	70	-	70
Name Plates	Each	1	-	1



SECTION A-A



SECTION THRU WINGWALL

GENERAL NOTES
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

SHEET NO. S-2 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	60
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESIGNED -	
CHECKED -	
DRAWN -	
CHECKED -	

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

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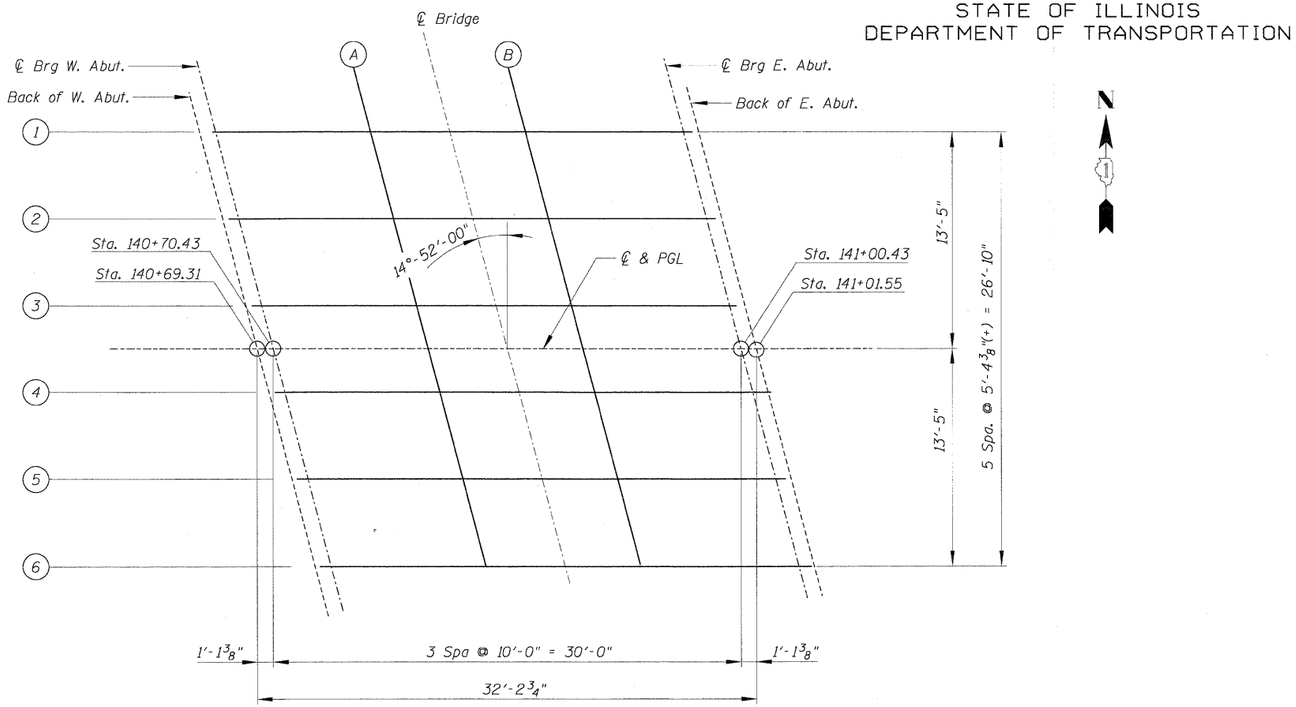
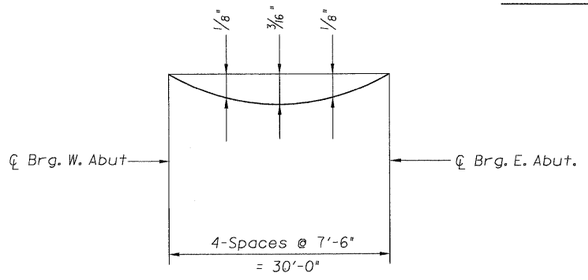
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

sb6



DECK PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes Weight of Concrete Deck And All Superimposed Dead Load Except Future Wearing Surfaces)

NOTE:

1. The deflections given above are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflection as shown on Sheets S-4.
2. Offsets Are Positive South Of The Profile Gradeline.

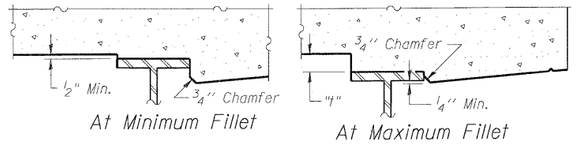
DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES



NOTE:

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Drawing No. S-4 minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

DECK ELEVATIONS PLAN
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

SHEET NO. S-3 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	61
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 1

Locations	Stations	Offset	Theoretical Grade Elevations	Elevations Adjusted For DL Deflections
Bk. W. Abutment	140+65.748	-13.42	752.47	752.47
CL Brg W. Abut.	140+66.869	-13.42	752.44	752.44
A	140+76.869	-13.42	752.14	752.16
B	140+86.869	-13.42	751.84	751.86
CL Brg E. Abut.	140+96.869	-13.42	751.55	751.55
Bk. E. Abutment	140+97.990	-13.42	751.51	751.51

BEAM 2

Locations	Stations	Offset	Theoretical Grade Elevations	Elevations Adjusted For DL Deflections
Bk. W. Abutment	140+67.173	-8.05	752.51	752.51
CL Brg W. Abut.	140+68.294	-8.05	752.48	752.48
A	140+78.294	-8.05	752.18	752.20
B	140+88.294	-8.05	751.88	751.90
CL Brg E. Abut.	140+98.294	-8.05	751.59	751.59
Bk. E. Abutment	140+99.415	-8.05	751.56	751.56

BEAM 3

Locations	Stations	Offset	Theoretical Grade Elevations	Elevations Adjusted For DL Deflections
Bk. W. Abutment	140+68.598	-2.68	752.55	752.55
CL Brg W. Abut.	140+69.719	-2.68	752.52	752.52
A	140+79.719	-2.68	752.22	752.24
B	140+89.719	-2.68	751.93	751.94
CL Brg E. Abut.	140+99.719	-2.68	751.63	751.63
Bk. E. Abutment	141+00.839	-2.68	751.60	751.60

PGL

Locations	Stations	Offset	Theoretical Grade Elevations	Elevations Adjusted For DL Deflections
Bk. W. Abutment	140+69.310	0.000	752.57	752.57
CL Brg W. Abut.	140+70.431	0.000	752.54	752.54
A	140+80.431	0.000	752.24	752.26
B	140+90.431	0.000	751.95	751.97
CL Brg E. Abut.	141+00.431	0.000	751.65	751.65
Bk. E. Abutment	141+01.552	0.000	751.62	751.62

BEAM 4

Locations	Stations	Offset	Theoretical Grade Elevations	Elevations Adjusted For DL Deflections
Bk. W. Abutment	140+70.022	2.68	752.51	752.51
CL Brg W. Abut.	140+71.143	2.68	752.48	752.48
A	140+81.143	2.68	752.18	752.20
B	140+91.143	2.68	751.88	751.90
CL Brg E. Abut.	141+01.143	2.68	751.59	751.59
Bk. E. Abutment	141+02.264	2.68	751.56	751.56

BEAM 5

Locations	Stations	Offset	Theoretical Grade Elevations	Elevations Adjusted For DL Deflections
Bk. W. Abutment	140+71.447	8.05	752.38	752.38
CL Brg W. Abut.	140+72.568	8.05	752.35	752.35
A	140+82.568	8.05	752.05	752.07
B	140+92.568	8.05	751.76	751.78
CL Brg E. Abut.	141+02.568	8.05	751.46	751.46
Bk. E. Abutment	141+03.689	8.05	751.43	751.43

BEAM 6

Locations	Stations	Offset	Theoretical Grade Elevations	Elevations Adjusted For DL Deflections
Bk. W. Abutment	140+72.872	13.42	752.26	752.26
CL Brg W. Abut.	140+73.992	13.42	752.22	752.22
A	140+83.992	13.42	751.93	751.95
B	140+93.992	13.42	751.63	751.65
CL Brg E. Abut.	141+03.992	13.42	751.34	751.34
Bk. E. Abutment	141+05.113	13.42	751.30	751.30

TOP OF DECK ELEVATIONS
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-4 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	62
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	140+35.85	-15.00	753.33
A	140+45.85	-15.00	753.03
B	140+55.85	-15.00	752.74
Bk. W. Abutment	140+65.85	-15.00	752.44

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	140+36.11	-14.00	753.34
A	140+46.11	-14.00	753.04
B	140+56.11	-14.00	752.74
Bk. W. Abutment	140+66.11	-14.00	752.45

PGL

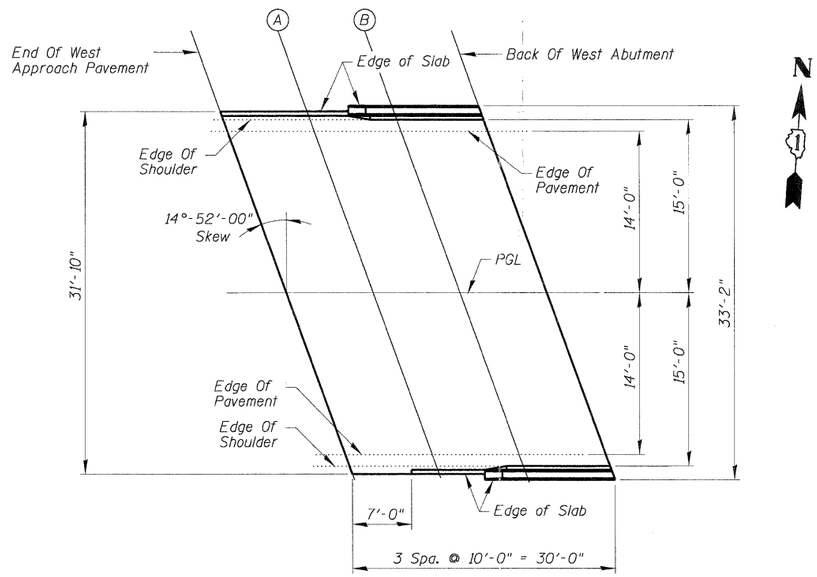
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	140+39.83	0.00	753.45
A	140+49.83	0.00	753.15
B	140+59.83	0.00	752.85
Bk. W. Abutment	140+69.83	0.00	752.56

SOUTH EDGE OF PAVEMENT

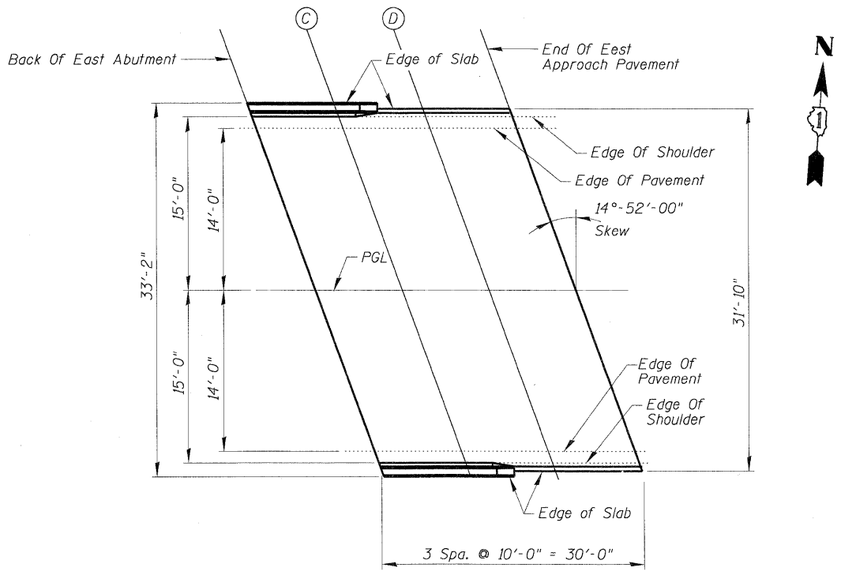
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	140+43.54	14.00	753.12
A	140+53.54	14.00	752.82
B	140+63.54	14.00	752.52
Bk. W. Abutment	140+73.54	14.00	752.23

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	140+43.81	15.00	753.09
A	140+53.81	15.00	752.80
B	140+63.81	15.00	752.50
Bk. W. Abutment	140+73.81	15.00	752.20



WEST APPROACH PAVEMENT



EAST APPROACH PAVEMENT

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abutment	140+97.05	-15.00	751.52
C	141+07.05	-15.00	751.22
D	141+17.05	-15.00	750.92
End E. Appr. Pav't	141+27.05	-15.00	750.63

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abutment	140+97.32	-14.00	751.52
C	141+07.32	-14.00	751.23
D	141+17.32	-14.00	750.93
End E. Appr. Pav't	141+27.32	-14.00	750.64

PGL

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abutment	141+01.03	0.00	751.63
C	141+11.03	0.00	751.34
D	141+21.03	0.00	751.04
End E. Appr. Pav't	141+31.03	0.00	750.75

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abutment	141+04.75	14.00	751.30
C	141+14.75	14.00	751.01
D	141+24.75	14.00	750.71
End E. Appr. Pav't	141+34.75	14.00	750.42

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abutment	141+05.02	15.00	751.28
C	141+15.02	15.00	750.99
D	141+25.02	15.00	750.69
End E. Appr. Pav't	141+35.02	15.00	750.39

TOP OF APPROACH SLAB ELEVATIONS
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-5 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	63
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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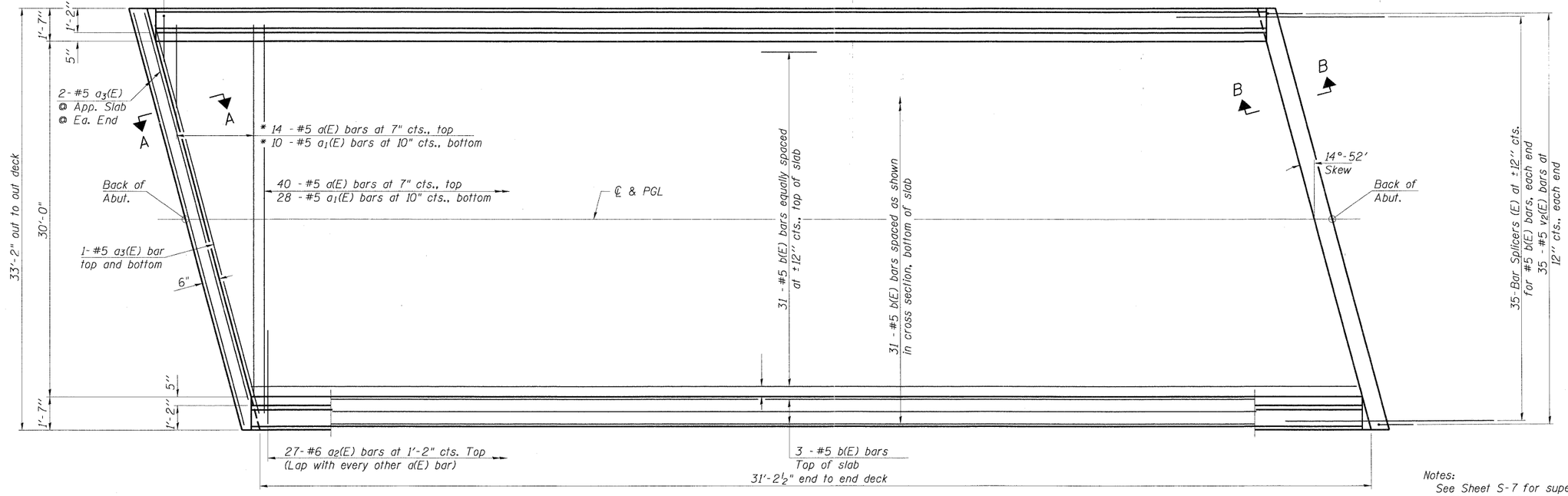
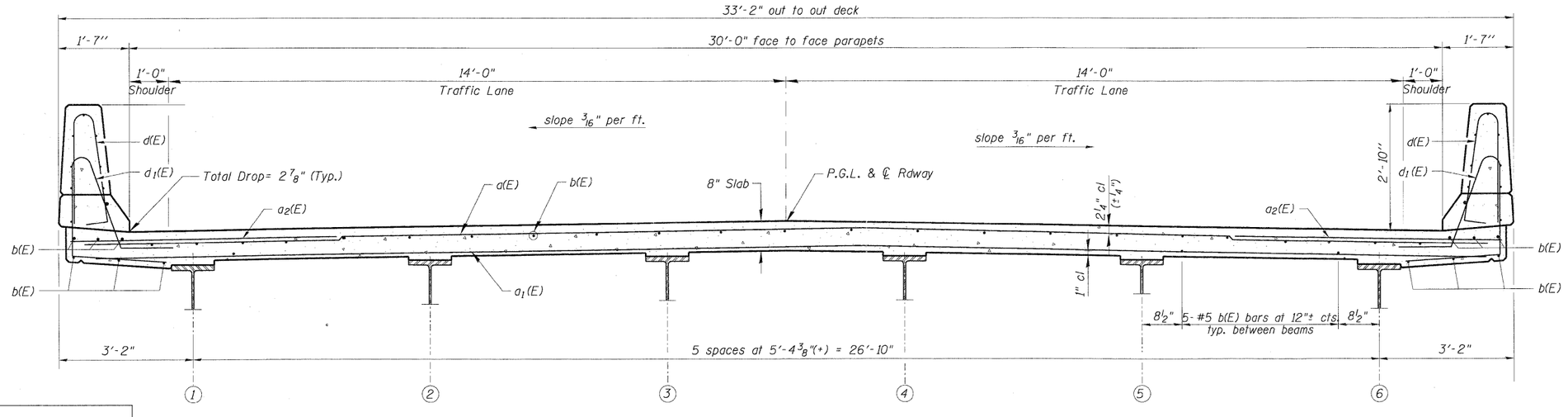
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

Notes:
See Sheet S-7 for superstructure details and Bill of Material.
See Sheet S-7 for parapet reinforcement.



CROSS SECTION
(Looking East)

DECK PLAN AND CROSS SECTION
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED
ENGINEER OF BRIDGE DESIGN
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-6 SHEETS	4010	09-00078-00-WR	McHENRY	128	64
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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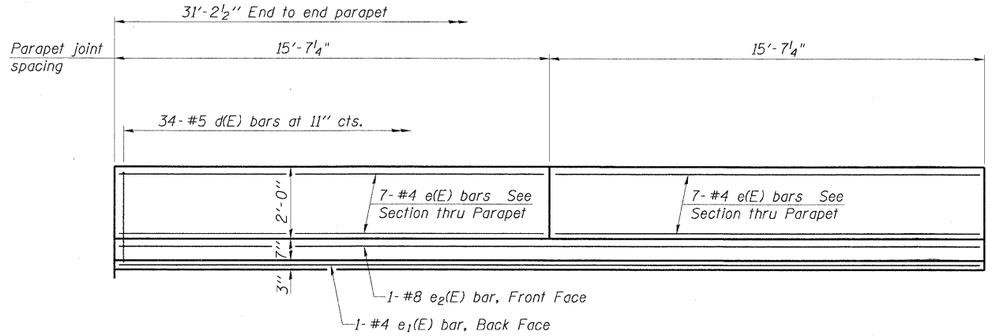
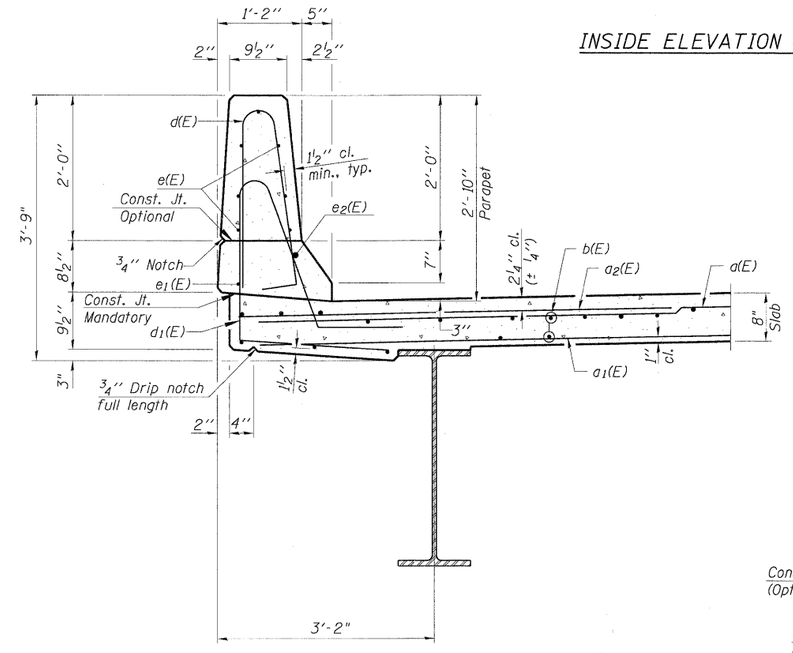
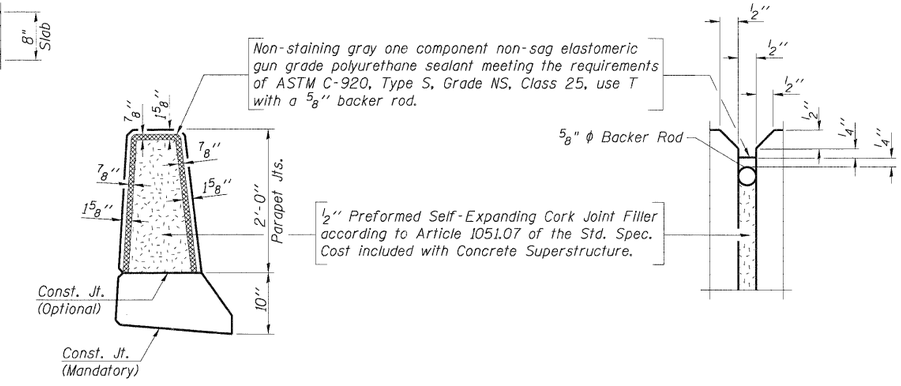
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



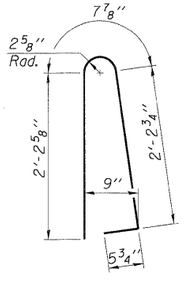
INSIDE ELEVATION OF PARAPET



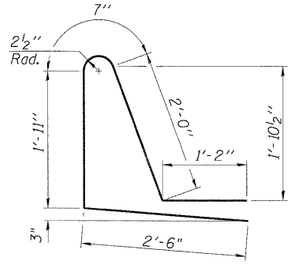
SECTION THRU PARAPET



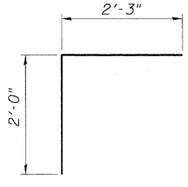
PARAPET JOINT DETAILS



BAR d(E)



BAR d1(E)



BAR v2(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	54	#5	32'-10"	——
a1(E)	38	#5	32'-2"	——
a2(E)	54	#6	6'-6"	——
a3(E)	8	#5	33'-10"	——
a4(E)	4	#5	8'-9"	——
b(E)	68	#5	30'-8"	——
d(E)	68	#5	5'-7"	
d1(E)	68	#5	8'-2"	
e(E)	28	#4	15'-3"	——
e1(E)	2	#4	30'-8"	——
e2(E)	2	#8	30-8"	——
m1(E)	24	#6	8'-10"	——
s2(E)	18	#4	4'-5"	
v2(E)	70	#5	4'-3"	
Reinforcement Bars, Epoxy Coated		Pound	8,290	
Concrete Superstructure		Cu. Yds.	40.8	
Bar Splicers		Each	70	

SUPERSTRUCTURE DETAILS
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-7 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	65
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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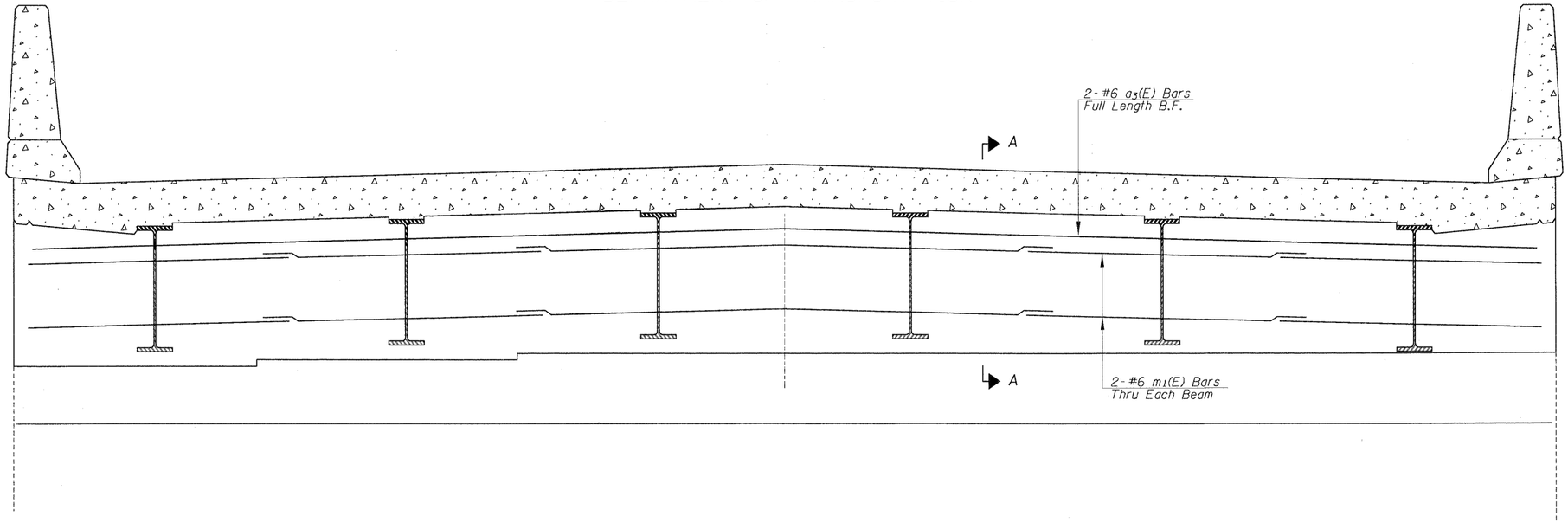
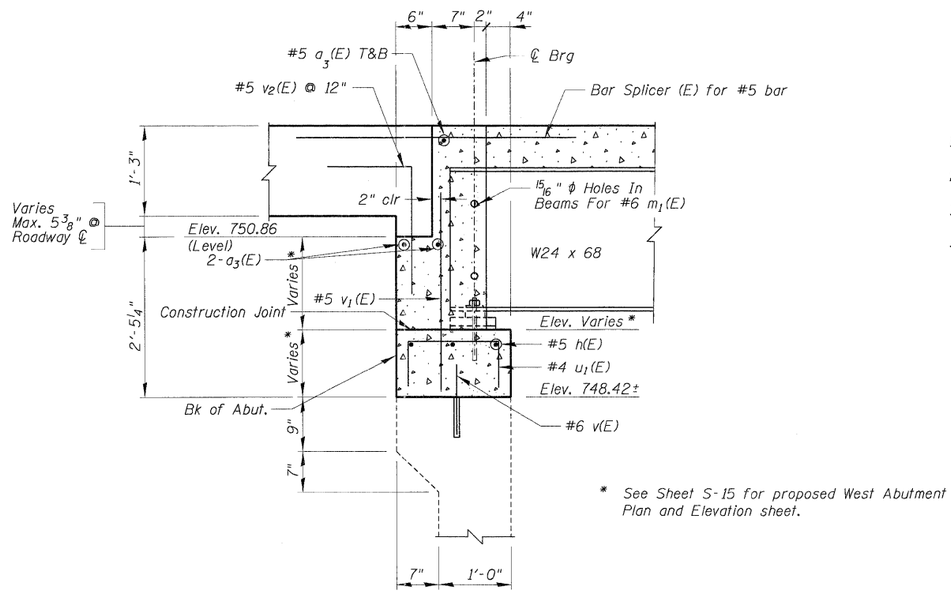
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DIAPHRAGM ELEVATION AT WEST ABUTMENT

MIN. BAR LAP	
#6	3'-4"



SECTION A-A

NOTES:

1. Reinforcement bars in diaphragm are billed with Superstructure on Sheet S-7.
2. Concrete in diaphragm is included with Concrete Superstructures on Sheet S-7.
3. For details of bar $u_1(E)$, See Sheet S-15.
4. For details of bar $v_2(E)$, See Sheet S-7.

* See Sheet S-15 for proposed West Abutment Plan and Elevation sheet.

WEST ABUTMENT
DIAPHRAGM DETAILS
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-8 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	66
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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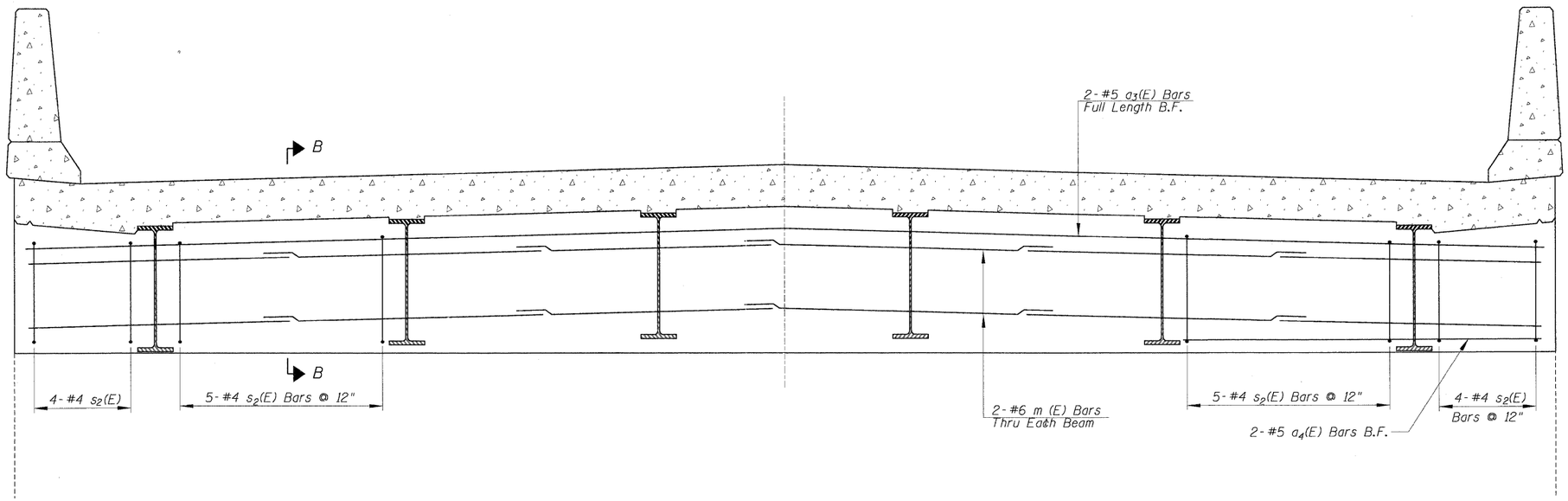
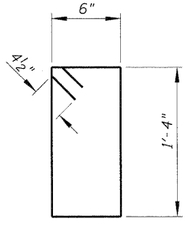
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

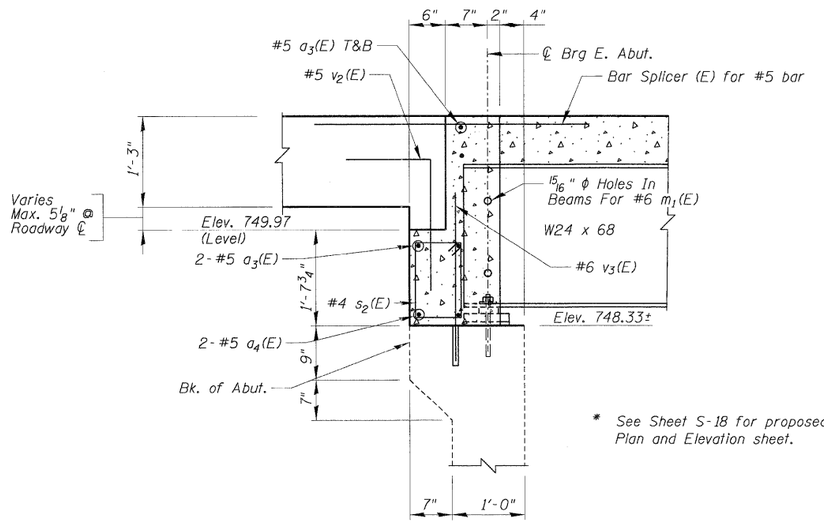


DIAPHRAGM ELEVATION AT EAST ABUTMENT

MIN. BAR LAP	
#6	3'-4"



BAR s_2(E)



SECTION B-B

* See Sheet S-18 for proposed East Abutment Plan and Elevation sheet.

NOTES:

1. Reinforcement bars in diaphragm are billed with Superstructure on Sheet S-7.
2. Concrete in diaphragm is included with Concrete Superstructures on Sheet S-7.
3. For details of bar v_2(E), See Sheet S-7.
4. The s_2(E) bars shall be placed parallel to the beams. Spacing of these bars shall be at right angles to the beams.

EAST ABUTMENT
DIAPHRAGM DETAILS
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-9 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	67
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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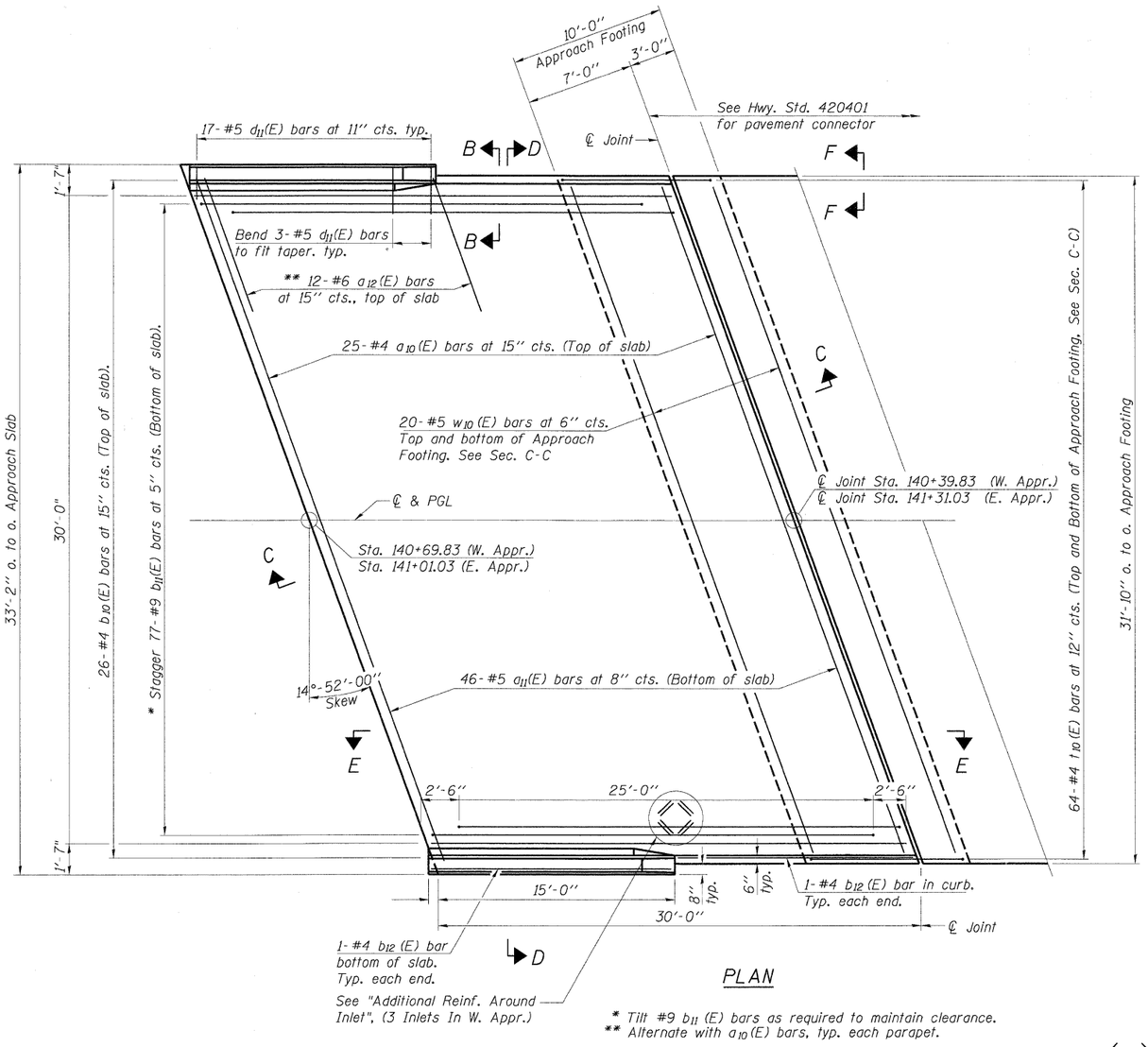
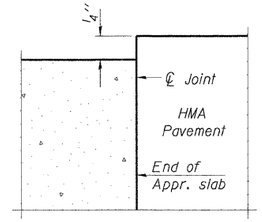
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet S-11 for Sections C-C & D-D and View E-E.
a_{10}(E) and a_{11}(E) bar spacings measured perpendicular to ℄ Rdwy.
In West approach slab, cut a_{10}(E), a_{11}(E), b_{10}(E) and b_{11}(E) bars as need to fit drainage structures.



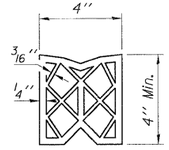
PLAN

* Tilt #9 b_{11} (E) bars as required to maintain clearance.
** Alternate with a_{10}(E) bars, typ. each parapet.

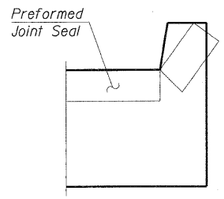


FLEXIBLE PAVEMENT

DETAIL A

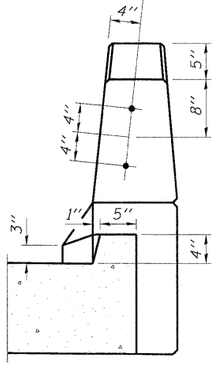


PREFORMED JOINT SEAL



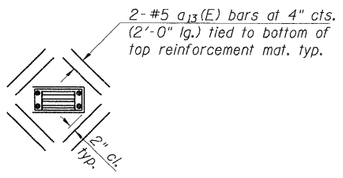
VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



VIEW B-B

(Exit ends only)



ADDITIONAL REINF. AROUND INLET

(Sheet 1 of 2)

BRIDGE APPROACH SLAB DETAILS
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED
ENGINEER OF BRIDGE DESIGN
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-10 SHEETS	4010	09-00078-00-WR	McHENRY	128	68
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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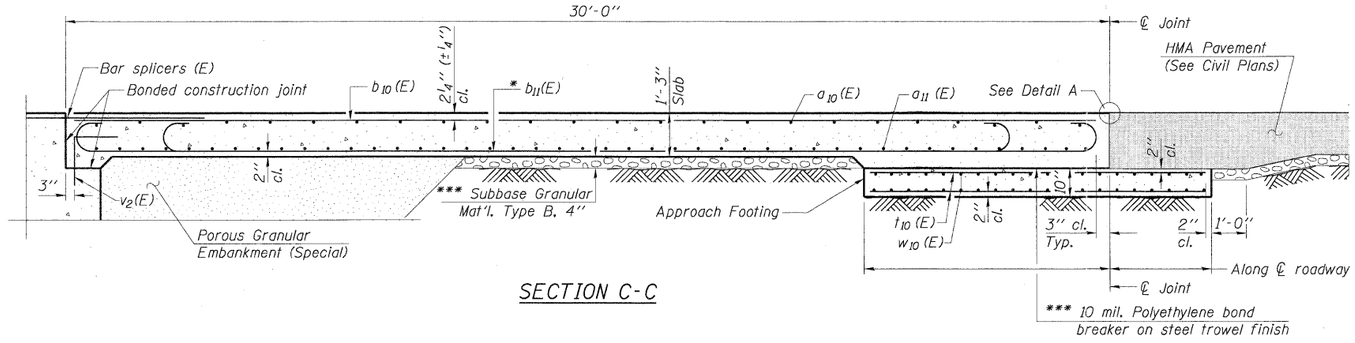
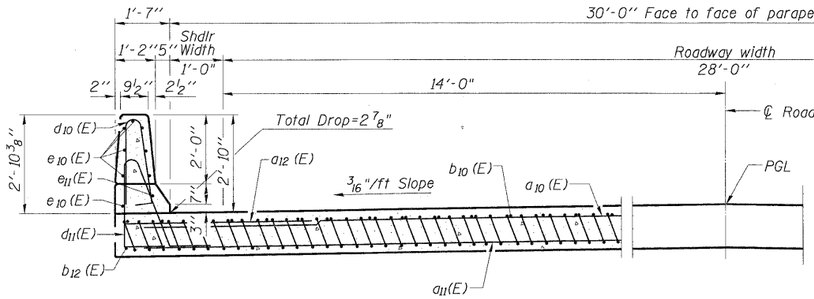
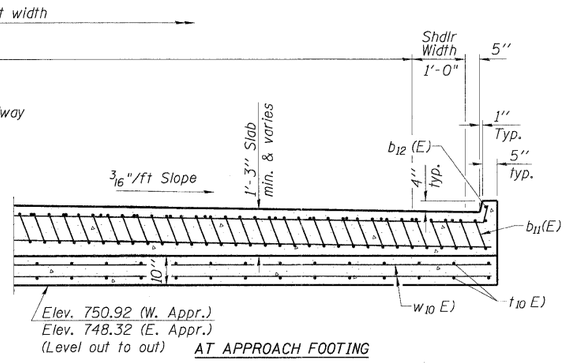
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION C-C

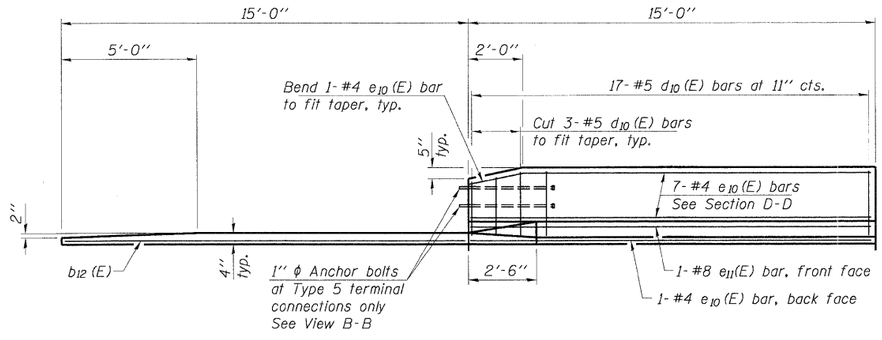


NEAR ABUTMENT

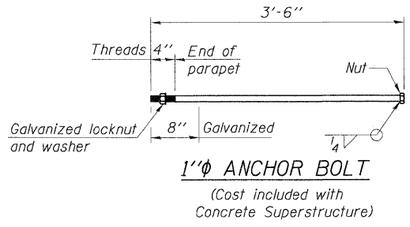


AT APPROACH FOOTING

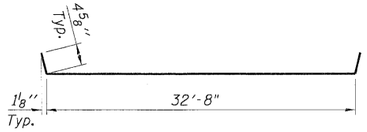
SECTION D-D
(See Plan for dimensions not shown)



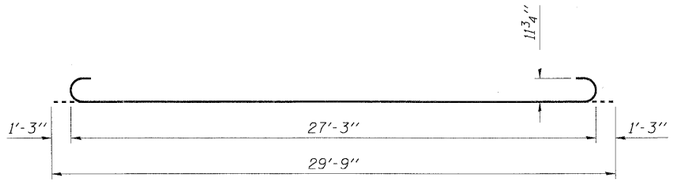
VIEW E-E



1"ϕ ANCHOR BOLT
(Cost included with Concrete Superstructure)



BAR a_{10}(E)

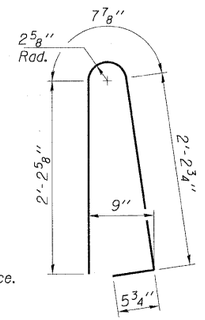


BAR b_{11}(E)

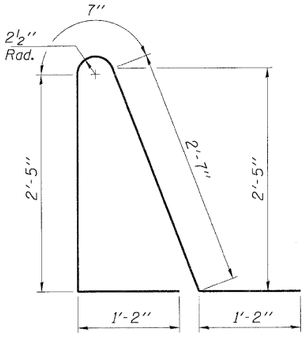
Notes:
See sheet S-10 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v (E) bar details, see sheet S-7.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet S-19.
Cost of excavation for approach footing included with Concrete Structures.
For additional parapet details, see sheet S-7.

* Tilt #9 b_{11}(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



BAR d_{10}(E)



BAR d_{11}(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_{10} E)	50	#4	33'-5"	
a_{11}(E)	92	#5	32'-7"	
a_{12}(E)	48	#6	6'-6"	
a_{13}(E)	24	#5	2'-0"	
b_{10} (E)	52	#4	29'-8"	
b_{11} (E)	154	#9	29'-9"	
b_{12} (E)	8	#4	14'-8"	
d_{10} E)	68	#5	5'-7"	
d_{11} (E)	68	#5	7'-11"	
e_{10} E)	32	#4	14'-8"	
e_{11} (E)	4	#8	14'-8"	
t_{10} (E)	128	#4	10'-0"	
w_{10} (E)	80	#5	32'-7"	
Concrete Superstructure		Cu. Yd.	106.6	
Concrete Structures		Cu. Yd.	20.3	
Reinforcement Bars, Epoxy Coated		Pound	26,420	

(Sheet 2 of 2)

BRIDGE APPROACH SLAB DETAILS
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED
ENGINEER OF BRIDGE DESIGN
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-11 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	69
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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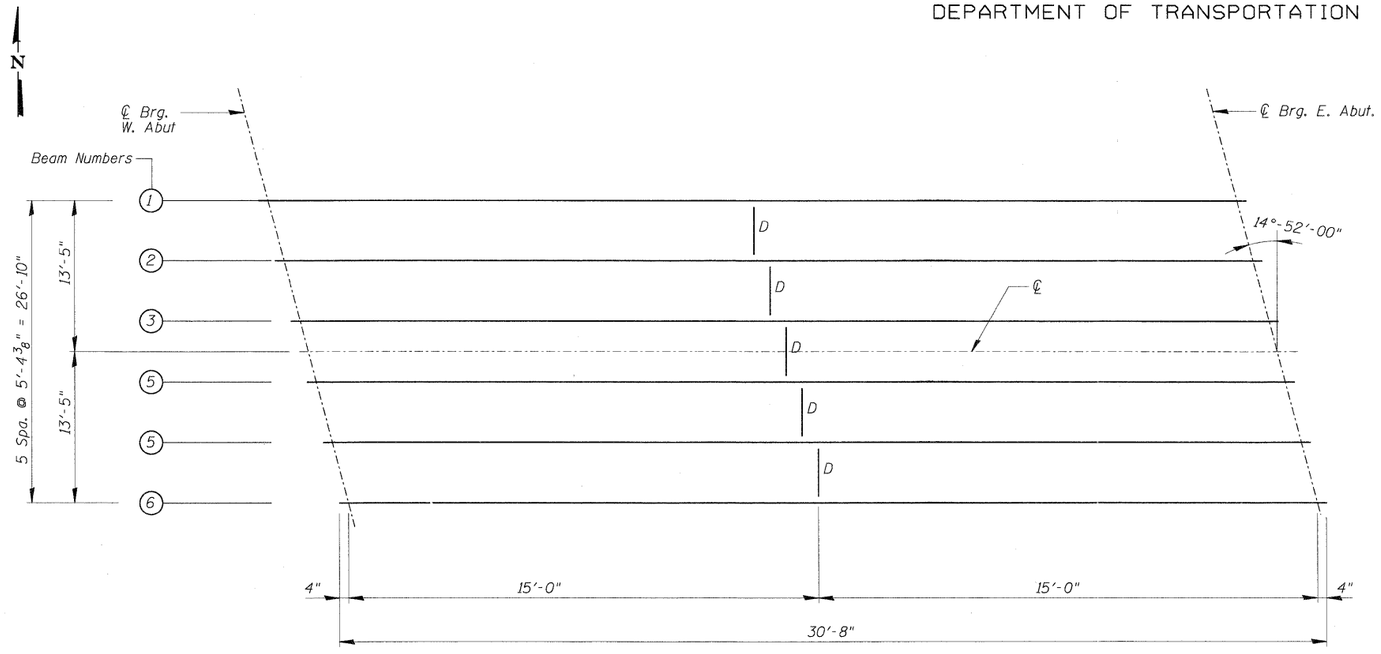
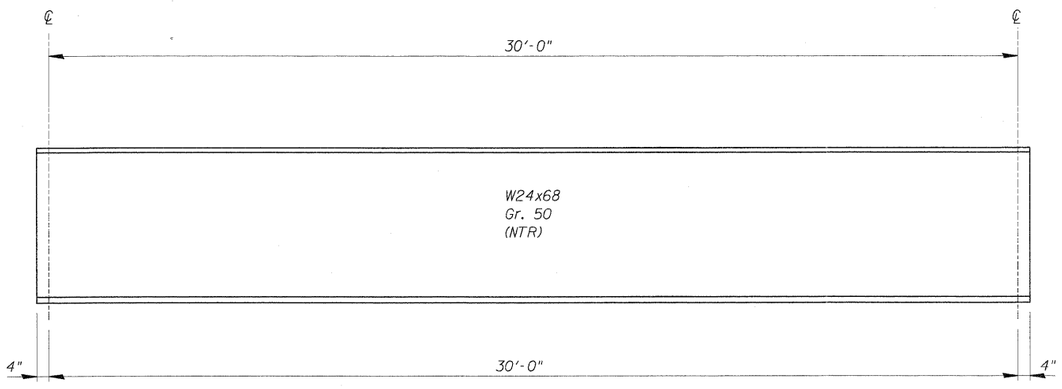
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FRAMING PLAN



GIRDER ELEVATION

NOTES:

1. N.T.R. designates members subject to the supplemental requirements for notch toughness (Zone 2).
2. All structural steel for W24x68 beams shall be AASHTO M270 Grade 50.
3. Fasteners shall be high strength bolts, conforming to AASHTO M-164 Specification (ASTM A 325). Bolts $\frac{7}{8}$"ϕ. open holes $\frac{15}{16}$"ϕ. unless noted otherwise.

TOP OF BEAM ELEVATIONS-BEFORE DEFLECTION

(For Fabrication use only)

LOCATION	BEAM 1	BEAM 2	BEAM 3	BEAM 4	BEAM 5	BEAM 6
℄ Brg. W. Abut.	751.685	751.727	751.768	751.726	751.600	751.474
℄ Brg. E. Abut.	750.797	750.839	750.880	750.838	750.712	750.586

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED
ENGINEER OF BRIDGE DESIGN

PASSED
ENGINEER OF BRIDGES AND STRUCTURES

FRAMING PLAN DETAILS
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

SHEET NO. S-12 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	70
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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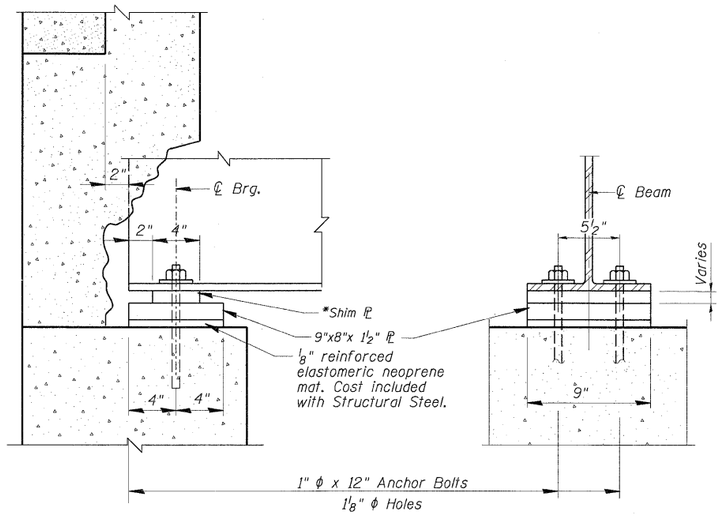
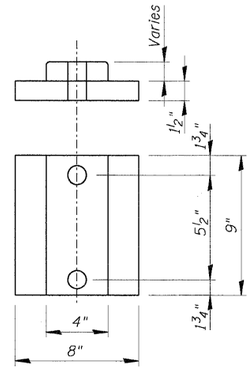
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION

SECTION

BEARING DETAIL AT EAST AND WEST ABUTMENT



BEARING PLATE DETAIL
(Grade 36 Steel)

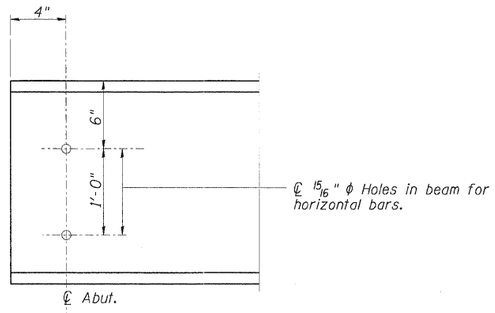
BEAM	W. ABUT.	E. ABUT.
1	¾"	4⅜"
2	1¼"	4⅞"
3	1¾"	5⅜"
4	1¼"	4⅞"
5	¾"	3⅜"
6	¾"	1¾"

* Shim Plates @ 4" x 9" x Thickness

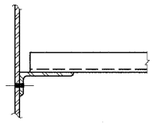
SHIM PLATES THICKNESS AT ABUTMENTS

INTERIOR GIRDER MOMENT TABLE		0.5 Sp. 1
Is	(in⁴)	1830
Ic(n)	(in⁴)	——
Ic(3n)	(in⁴)	——
Ss	(in³)	154
Sc(n)	(in³)	——
Sc(3n)	(in³)	——
S1	(in³)	——
D℄	(k/ft.)	0.63
M℄	('k)	68.2
s℄	(k/ft.)	0.4
Ms℄	('k)	43.2
M½	('k)	137.3
M (Imp)	('k)	41.2
⅝[M½+M(Imp)]	('k)	297.5
Ma	('k)	531.7
Mu	('k)	642.9
fs℄ non-comp	(k.s.i.)	5.31
fs℄ (non-comp)	(k.s.i.)	3.36
fs⅝(½+Imp)	(k.s.i.)	23.15
fs (Overload)	(k.s.i.)	31.82
fs (Total)	(k.s.i.)	41.37
VR	(k)	37

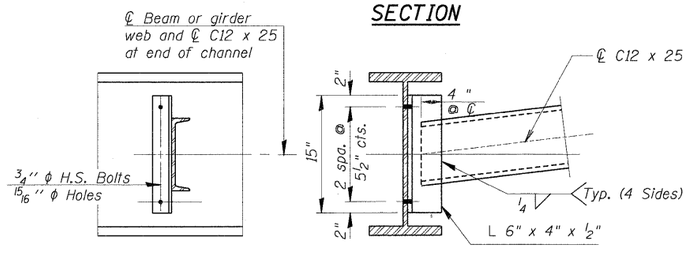
INTERIOR GIRDER REACTION TABLE		Abut.
R℄	(k)	15.5
R½	(k)	28.6
Imp.	(k)	8.6
R (Total)	(k)	52.7



TYPICAL END OF BEAM ELEVATION



SECTION



INTERIOR DIAPHRAGM

(5 Required-Grade 36 Steel)

Note:
Two hardened washers required for each set of oversize holes.

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in.⁴ and in.³).
D_{ℓ}: Un-factored non-composite dead load (kips/ft.).
M^{D}_{ℓ}: Un-factored moment due to non-composite dead load (kip-ft.).
s^{D}_{ℓ}: Un-factored (superimposed) dead load (kips/ft.)
$M_s{}^{D}_{\ell}$: Un-factored moment due to (superimposed) dead load (kip-ft.).
$M_{\frac{1}{2}}$: Un-factored live load moment (kip-ft.).
M_{imp}: Un-factored moment due to impact (kip-ft.).
M_a: Factored design moment (kip-ft.). $1.3\ [\ M^{D}_{\ell} + M_s{}^{D}_{\ell} + \frac{5}{3}\ (M_{\frac{1}{2}} + M_{Imp})\ ]$
M_u: Compact composite moment capacity according to AASHTO LFD 10.50.1.1. or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
f_s (Overload): Sum of stresses as computed from the moments below (ksi). $M^{D}_{\ell} + M_s{}^{D}_{\ell} + \frac{5}{3}\ (M_{\frac{1}{2}} + M_{imp})$
f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi). $1.3\ [M^{D}_{\ell} + M_s{}^{D}_{\ell} + \frac{5}{3}\ (M_{\frac{1}{2}} + M_{imp})]$
VR: Maximum ½ + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

STEEL DETAILS
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

SHEET NO. S-13 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	71
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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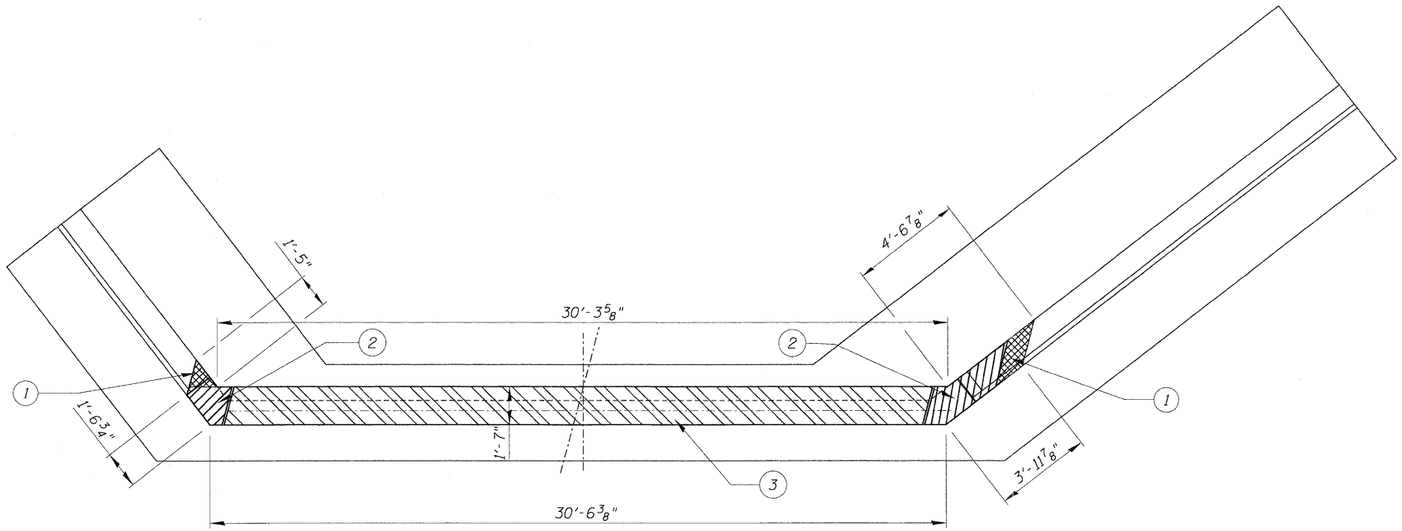
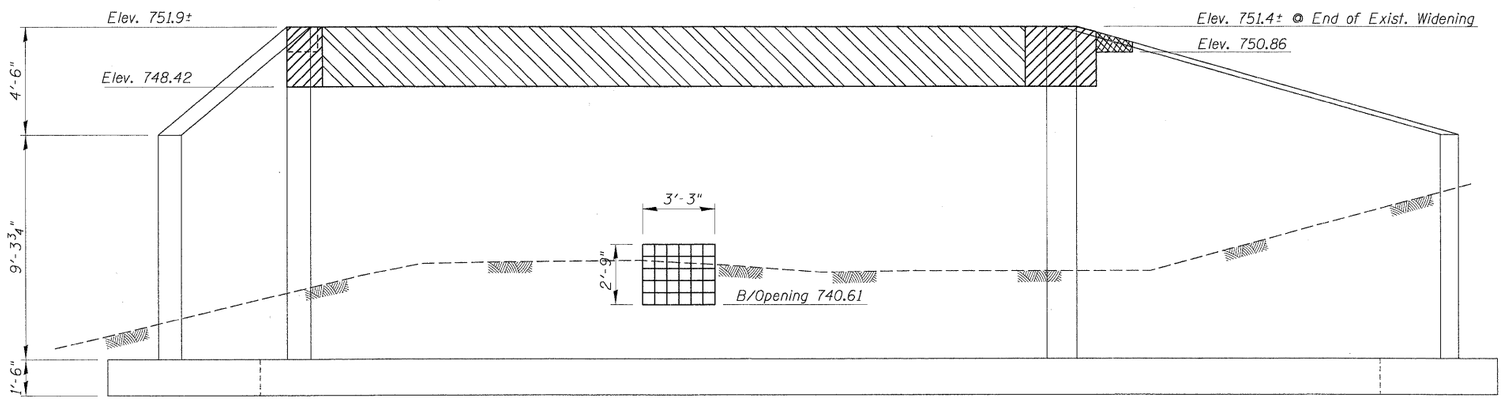
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - EXISTING WEST ABUTMENT



ELEVATION - EXISTING WEST ABUTMENT

NOTES:

1. Remove Top of Wingwall Up to Elev. 750.86
2. Remove Top of Wingwall Up to Elev. 748.42
3. Remove Diaphragm and Backwall to Elev. 748.42.

LEGEND:

- Partial Wingwall Removal Paid For As Concrete Removal (See Notes)
- Partial Wingwall Removal Paid For As Concrete Removal (See Notes)
- Diaphragm And Backwall Removal Paid For As Removal of Existing Superstructures (See Notes)
- Abutment Wall Removal Paid For As Concrete Removal

WEST ABUTMENT
CONCRETE REMOVAL
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-14 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	72
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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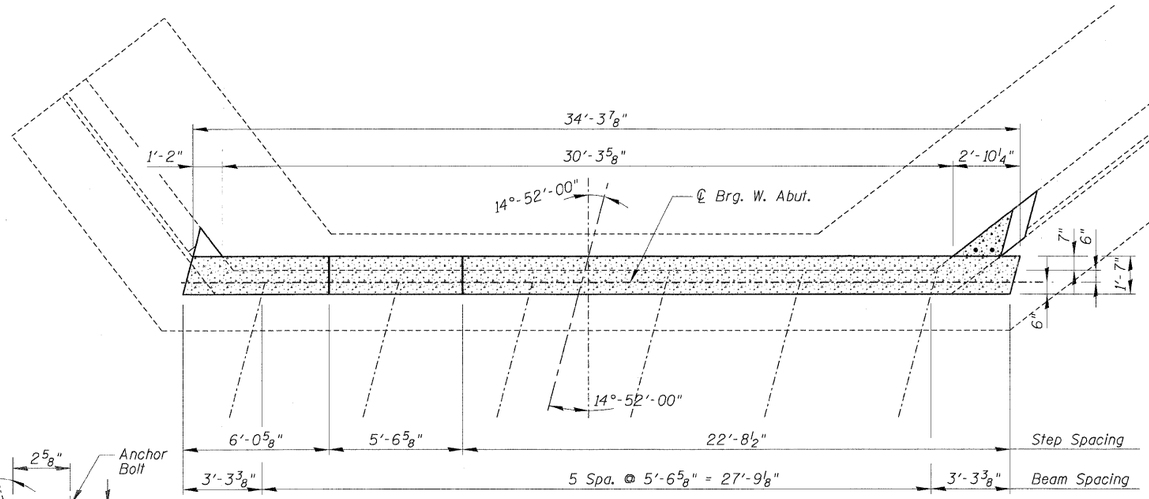
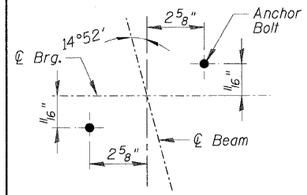
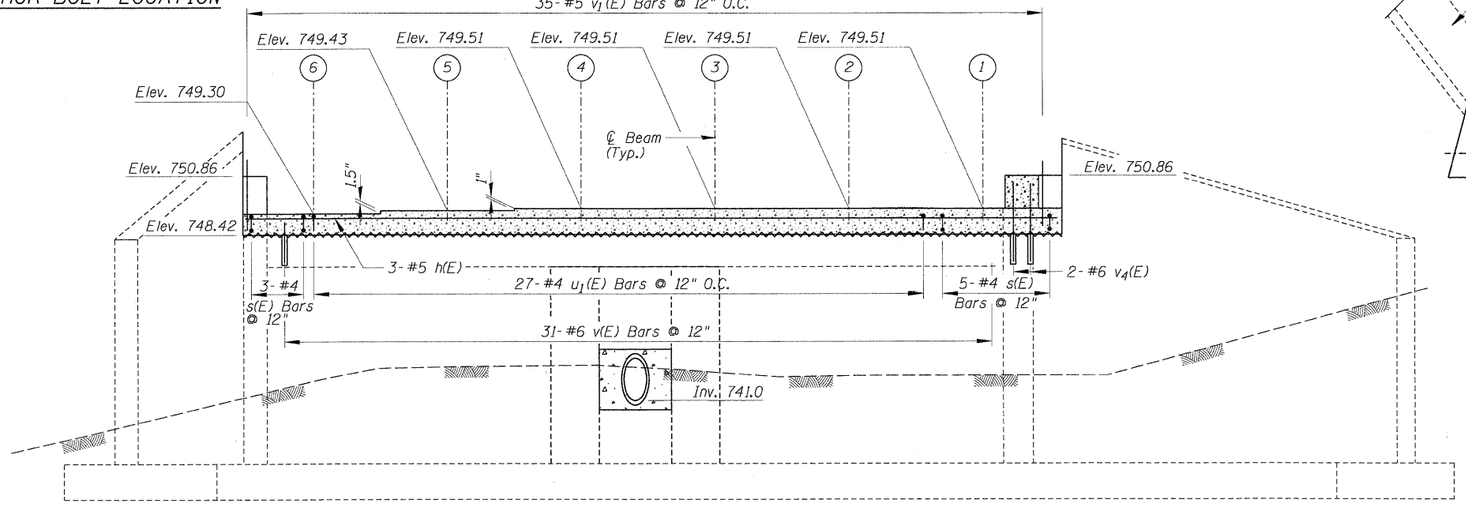
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION





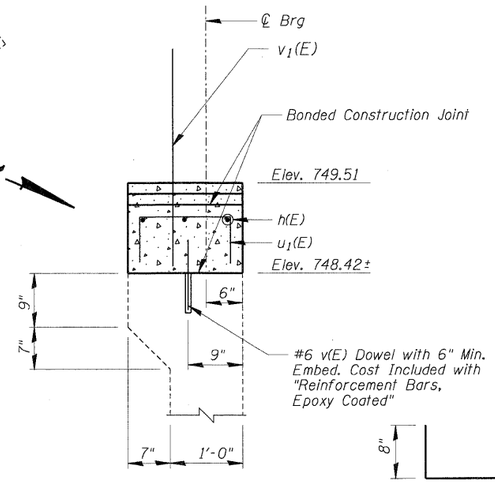
ANCHOR BOLT LOCATION

PLAN - PROPOSED WEST ABUTMENT



ELEVATION - PROPOSED WEST ABUTMENT

* See Sheet S-16 for Pipe Penetration Details

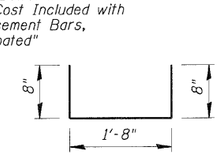


WEST ABUTMENT DETAIL

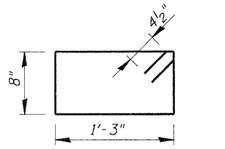
WEST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	3	#5	34'-0"	
h1E)	40	#6	1'-3"	
s1E)	8	#4	4'-7"	
u1(E)	27	#4	2'-7"	
u2(E)	20	#4	3'-0"	
v(E)	31	#6	1'-3"	
v1(E)	35	#5	3'-3"	
v4(E)	2	#6	2'-0"	
v5(E)	4	#5	8'-8"	
Concrete Structures		Cu. Yd.	3.7	
Reinforcement Bars, Epoxy Coated		Pound	510	
Concrete Removal		Cu. Yd.	1.5	

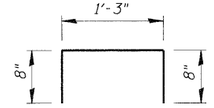
For details of Bar Splicers, see sheet -of -.



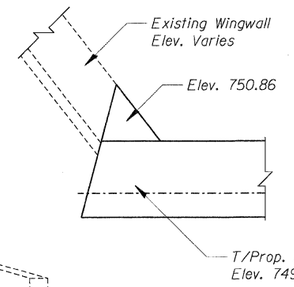
BAR u2(E)



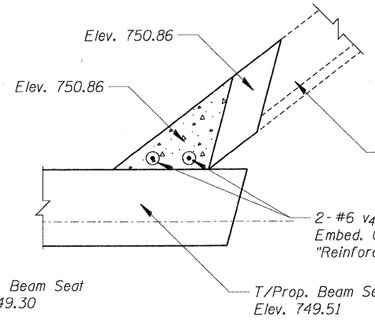
BAR s1(E)



BAR u1(E)



SW CORNER



NW CORNER

NOTE:

1. Epoxy Grout #6 v(E) Bars In 6" (Min.) Drilled Holes According To Section 584 of the Standard Specifications.
2. The s1(E) and u1(E) bars shall be placed parallel to the beams. Spacing of these bars shall be at right angles to the beams.

LEGEND:

New Concrete

PROPOSED WEST ABUTMENT
PLAN AND ELEVATION
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-15 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	73
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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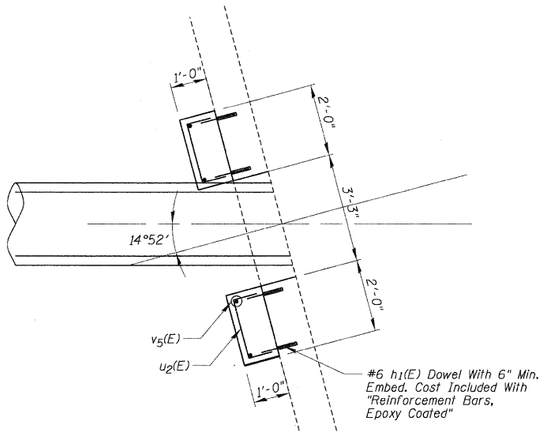
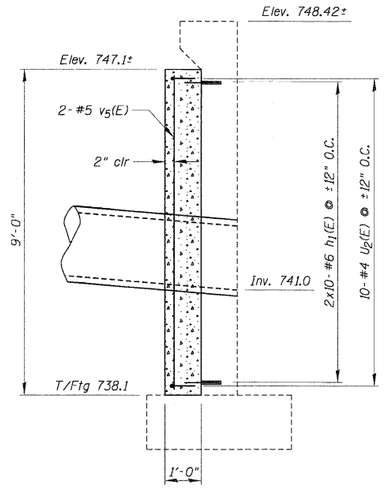
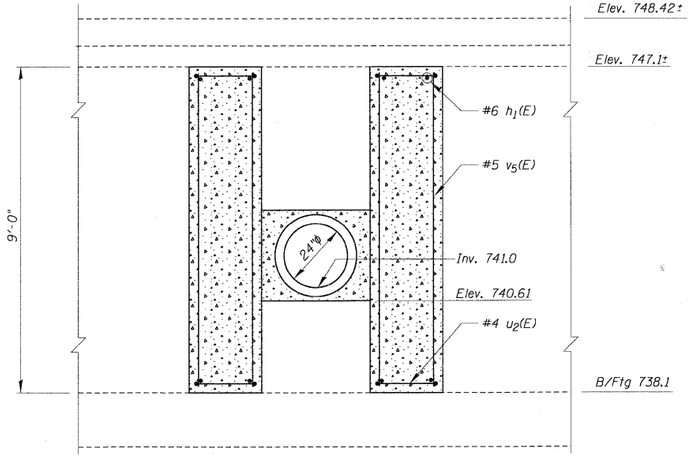
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SHOWING 21" PIPE PENETRATION



SECTION - SHOWING 21" PIPE PENETRATION



ELEVATION - SHOWING 21" PIPE PENETRATION

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

WEST ABUTMENT PIPE PENETRATION DETAILS
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

SHEET NO. S-16 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	74
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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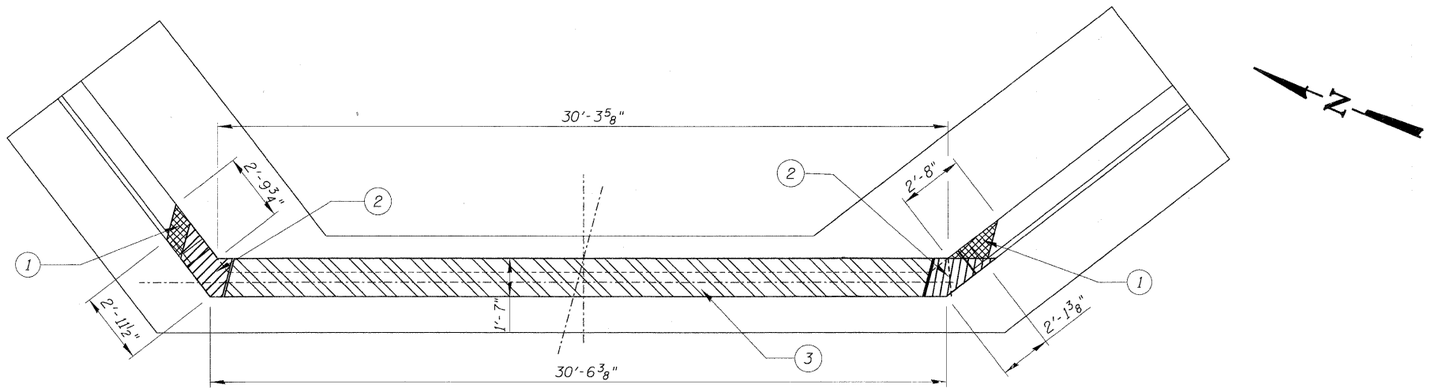
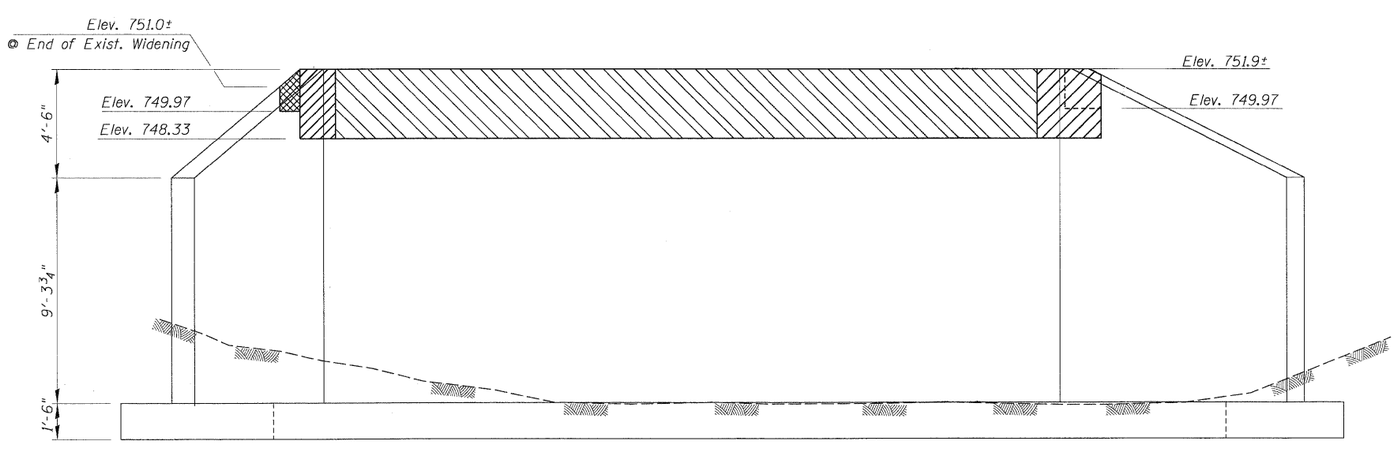
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



NOTES:

1. Remove Top of Wingwall Up to Elev. 749.97
2. Remove Top of Wingwall Up to Elev. 748.33
3. Remove Diaphragm and Backwall to Elev. 748.33

PLAN - EXISTING EAST ABUTMENT



LEGEND:

- Partial Wingwall Removal Paid For As Concrete Removal (See Notes)
- Partial Wingwall Removal Paid For As Concrete Removal (See Notes)
- Diaphragm And Backwall Removal Paid For As Removal of Existing Superstructures (See Notes)

ELEVATION - EXISTING EAST ABUTMENT

EAST ABUTMENT
CONCRETE REMOVAL
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-17 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	75
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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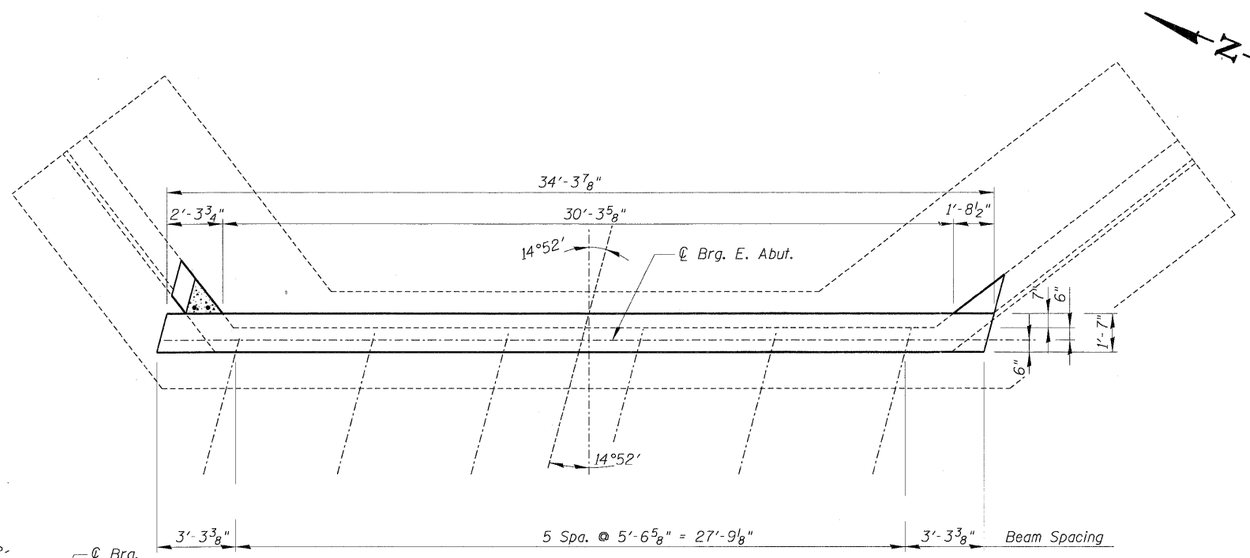
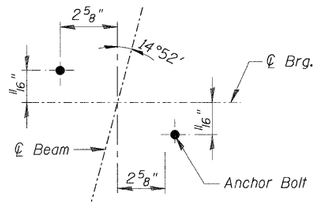
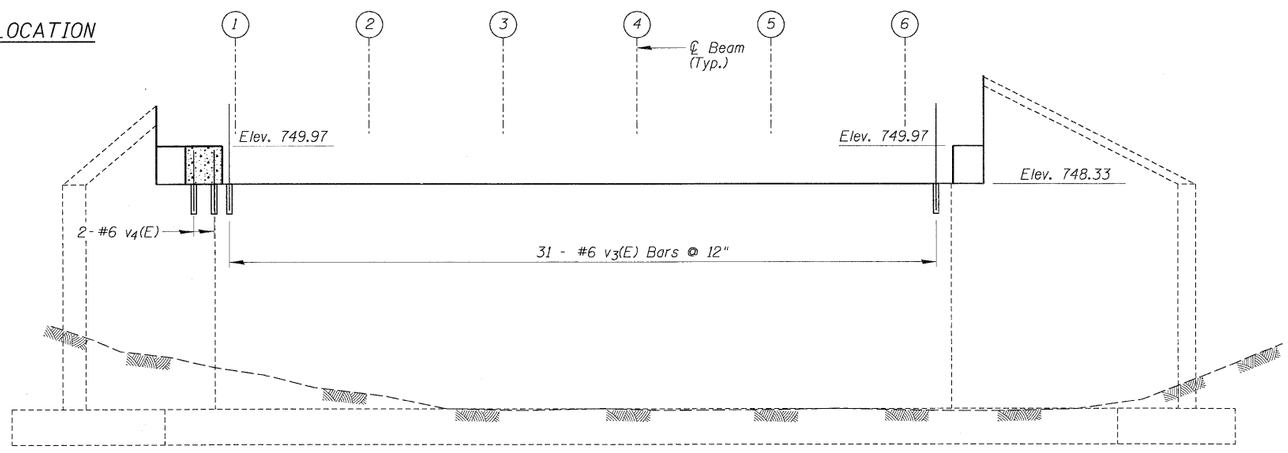
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



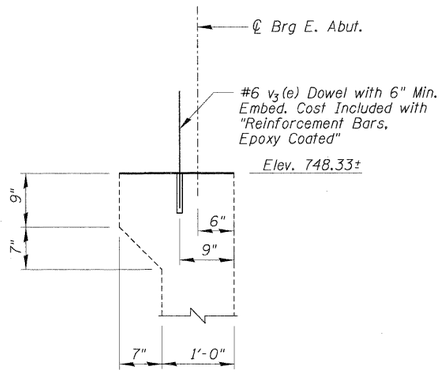
PLAN - PROPOSED EAST ABUTMENT



ANCHOR BOLT LOCATION



ELEVATION - PROPOSED EAST ABUTMENT

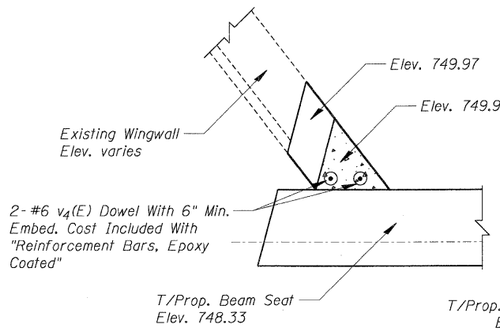


EAST ABUTMENT DETAIL

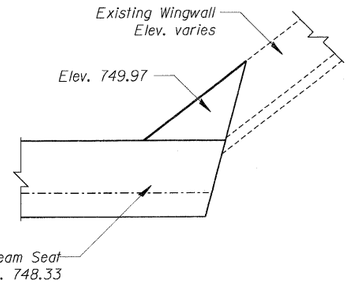
EAST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
v3(E)	31	#6	3'-0"	——
v4(E)	2	#6	2'-0"	——
Concrete Structures			Cu. Yd.	0.2
Reinforcement Bars, Epoxy Coated			Pound	150
Concrete Removal			Cu. Yd.	1.0

For details of Bar Splicers, see sheet -of -.



NE CORNER



SE CORNER

NOTE:

1. Epoxy Grout #6 v(E) Bars In 6" (Min.) Drilled Holes According To Section 584 of the Standard Specifications.

PROPOSED EAST ABUTMENT
PLAN AND ELEVATION
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-18 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	76
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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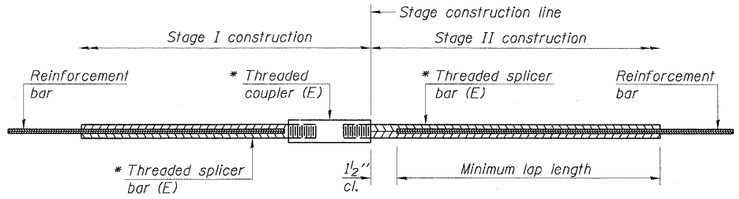
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

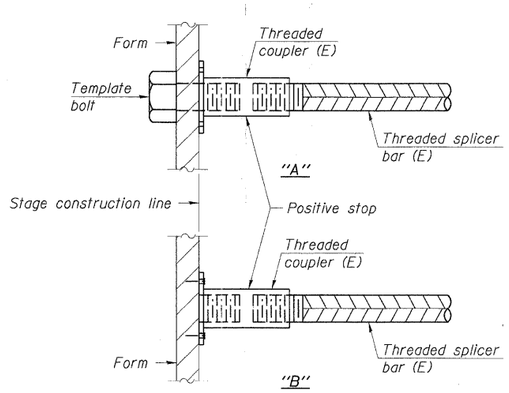
Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

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

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

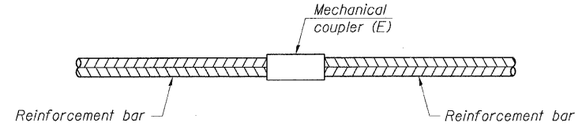
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

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



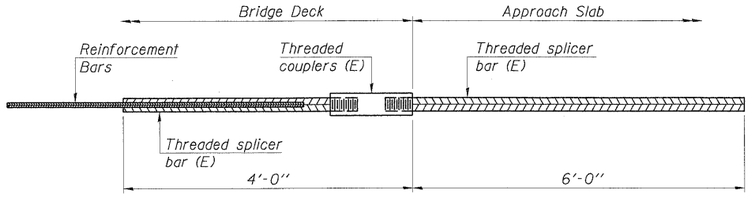
INSTALLATION AND SETTING METHODS

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



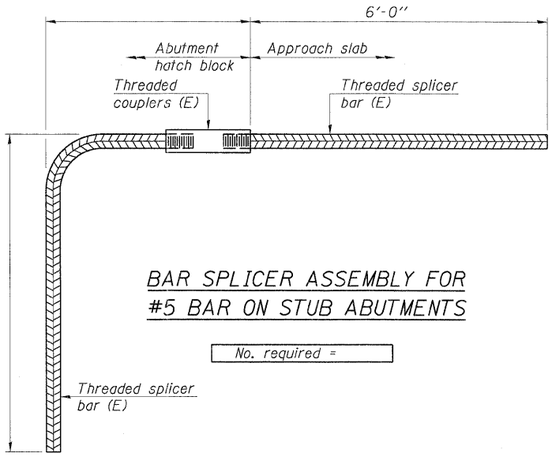
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required = 70



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See special provision for Mechanical Splicers.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED
ENGINEER OF BRIDGE DESIGN
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

BSD-1 11-1-09

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

SHEET NO. S-19 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	77
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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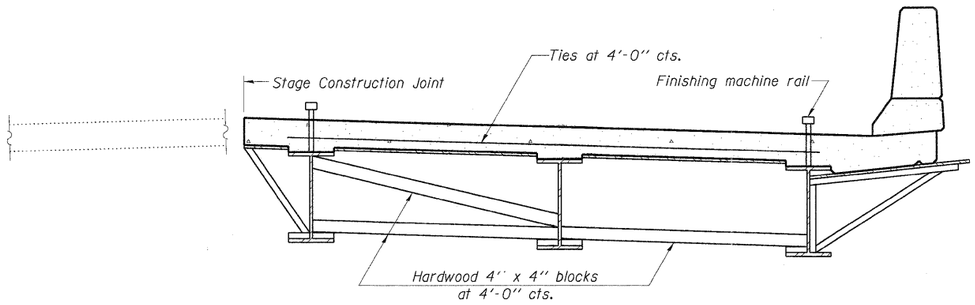
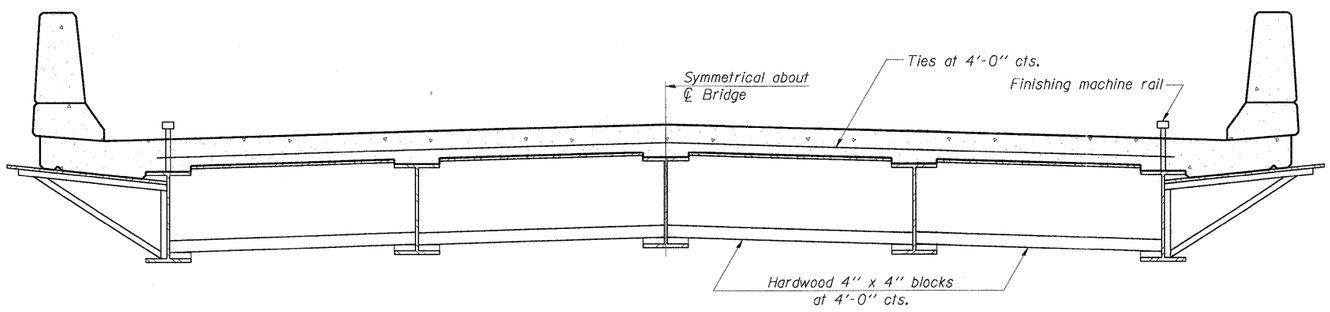
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FORM BRACES FOR
STAGE CONSTRUCTION



FORM BRACES FOR
STANDARD CONSTRUCTION

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

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

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

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

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

CANTILEVER FORMING BRACKETS
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

SHEET NO. S-20 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	78
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Testing Service Corporation

STRUCTURE BORING LOG — Page 1 of 2

Date Started 7/17/09
Date Completed 7/17/09

ROUTE _____ DESCRIPTION Bridge & Culvert

SECT. _____ STRUCT. NO. _____ DRILLED BY TSC I-73,706

COUNTY McHenry LOCATION Edgewood Drive S. 33SE , TWP. 43N , RNG. 8E

Boring No. 1
Station _____
Offset _____ ft
Surface Elev. 751.00 ft

Surface Water Elev. _____
Groundwater Elev.:
when drilling 718.0
at Completion 721.0
after _____ Hrs. _____

DEPTH	BLOWS	Qu tsf	W %
750.00			
FILL - Black clayey TOPSOIL (OL)	2 2 1		3.1
749.00			17.9
FILL - Brown SAND and GRAVEL, moist (SP/GP) A-1-a			
748.00	2 2 5	B 0.54 15%	24.8
FILL - Brown clayey SAND, trace gravel, very moist (SC) A-2-4			
-5			
745.50			
FILL - Dark brown silty CLAY, little sand, trace gravel, very moist (CL) A-7-6	4 3 4	B 1.22 15%	30.7
743.00			
FILL - Black silty CLAY, little sand, very moist (CL/CH) A-7-6			
	4 5 3		9.8
-10			
740.50			
FILL - Brown and gray silty SAND and GRAVEL, moist (SM/GM) A-2-4			
Hard to very stiff brown silty CLAY, little sand and gravel, moist (CL) A-6	9 11 16	B 5.18 15%	11.0
	11 11 13	P 3.0	10.4
-15			
735.50			
Very stiff brown and gray silty CLAY, little sand and gravel, moist (CL) A-6	5 7 13	B 2.28 15%	11.6
	4 6 9	B 2.40 15%	11.5
-20			
	5 6 9	B 2.32 15%	13.8
730.00			
	4 4 5	B 2.07 15%	13.1
-25			

DEPTH	BLOWS	Qu tsf	W %
725.50			
Med. stiff to stiff gray silty CLAY, little sand and gravel, occasional sand seams, moist (CL) A-6	3 4 4	B 0.74 15%	14.9
-30			
	3 4 6	B 0.94 15%	13.6
-35			
	3 4 7	B 1.95 15%	13.6
-40			
	5 6 10	B 1.86 15%	13.9
709.00			
Firm gray SAND and GRAVEL, wet (SP/GP) A-1-a			
707.00			
Firm brown and gray clayey SAND, trace gravel, very moist (SC) A-4	8 8 13		7.2
-45			13.5
704.50			
Stiff to very stiff gray silty CLAY, little sand and gravel, very moist to moist (CL) A-6			
	9 14 14	B 1.85 15%	13.4
-50			

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG — Page 2 of 2

Date Started 7/17/09
Date Completed 7/17/09

STRUCTURE NO. _____
ROUTE _____
SECTION _____
COUNTY McHenry

Boring No. 1
Station _____
Offset _____ ft
Elevation 701.00 ft

DEPTH	BLOWS	Qu tsf	W %
[continued]			
Stiff to very stiff gray silty CLAY, little sand and gravel, very moist to moist (CL) A-6			
	7 10 15	B 0.99 15%	13.6
-55			
	7 11 13	B 2.32 15%	11.4
-60			
	7 11 15	B 3.92 15%	9.9
-65			
684.00			
Dense to very dense brown and gray silty SAND, little gravel, moist (SM) A-2-4			
	11 14 28		12.8
-70			
	55 50/3"		5.6
End of Boring at 75.0' 676.00 -75			

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG — Page 1 of 2

Date Started 7/17/09
Date Completed 7/17/09

ROUTE _____ DESCRIPTION Bridge & Culvert

SECT. _____ STRUCT. NO. _____ DRILLED BY TSC I-73,706

COUNTY McHenry LOCATION Edgewood Drive S. 33SE , TWP. 43N , RNG. 8E

Boring No. 2
Station _____
Offset _____ ft
Surface Elev. 752.00 ft

Surface Water Elev. _____
Groundwater Elev.:
when drilling 736.5
at Completion 724.0
after _____ Hrs. _____

DEPTH	BLOWS	Qu tsf	W %
5" Bituminous Concrete 751.60			
FILL - SAND and GRAVEL Base 750.60	9 9 9		5.2
FILL - Brown SAND and GRAVEL, moist (SP/GP) A-1-a 749.00			
Soft Black clayey TOPSOIL, very moist (OL) A-7-6	2 1 3	P 0.5	44.0
-5			
746.50			
Very stiff brown silty CLAY, little sand and gravel, moist (CL) A-6	13 12 14	P 2.75	11.2
744.00			
Very stiff to hard brown and gray silty CLAY, little sand and gravel, moist (CL) A-6	9 12 14	B 3.52 15%	11.8
-10			
	10 14 22	P 3.0	12.2
	8 12 18	B 4.35 15%	11.6
-15			
736.50			
Very stiff to stiff gray silty CLAY, little sand and gravel, occasional sand seams, moist (CL) A-6	17 12 14	B 2.40 15%	12.9
	7 5 5	B 1.82 15%	14.0
-20			
	4 6 10	B 1.24 15%	12.7
-25			
	6 8 10	B 2.07 15%	12.8
-30			

DEPTH	BLOWS	Qu tsf	W %
[continued]			
Very stiff to stiff gray silty CLAY, little sand and gravel, occasional sand seams, moist (CL) A-6			
	7 8 11	B 1.95 15%	14.9
-30			
	8 8 12	B 1.95 15%	13.0
-35			
	18 17 20	B 2.07 15%	9.7
-40			
	13 7 12	B 1.99 15%	13.0
	9 9 12	B 1.98 15%	12.9
-45			
	8 9 11	B 1.95 15%	13.5
-50			
	6 8 9	B 2.44 15%	13.2

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG — Page 2 of 2

Date Started 7/17/09
Date Completed 7/17/09

STRUCTURE NO. _____
ROUTE _____
SECTION _____
COUNTY McHenry

Boring No. 2
Station _____
Offset _____ ft
Elevation 702.00 ft

DEPTH	BLOWS	Qu tsf	W %
[continued]			
Very stiff to stiff gray silty CLAY, little sand and gravel, occasional sand seams, moist (CL) A-6			
	10 11 16	B 2.24 15%	13.7
-55			
	17 8 13	B 2.11 15%	11.5
-60			
	16 14 21	B 1.57 15%	11.1
-65			
680.00			
Very dense gray clayey SILT, little sand, trace gravel, moist (ML) A-4	45 15 30	B 1.95 15%	10.7
-70			
	50 70 90		
End of Boring at 75.0' 677.00 -75			

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

DESIGNED -	
CHECKED -	EXAMINED
DRAWN -	ENGINEER OF BRIDGE DESIGN
CHECKED -	PASSED
	ENGINEER OF BRIDGES AND STRUCTURES

SOIL BORING
EDGEWOOD DRIVE OVER
RATT CREEK
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STRUCTURE No. 056-3101
STA. 140+85.43

SHEET NO. S-21 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	79
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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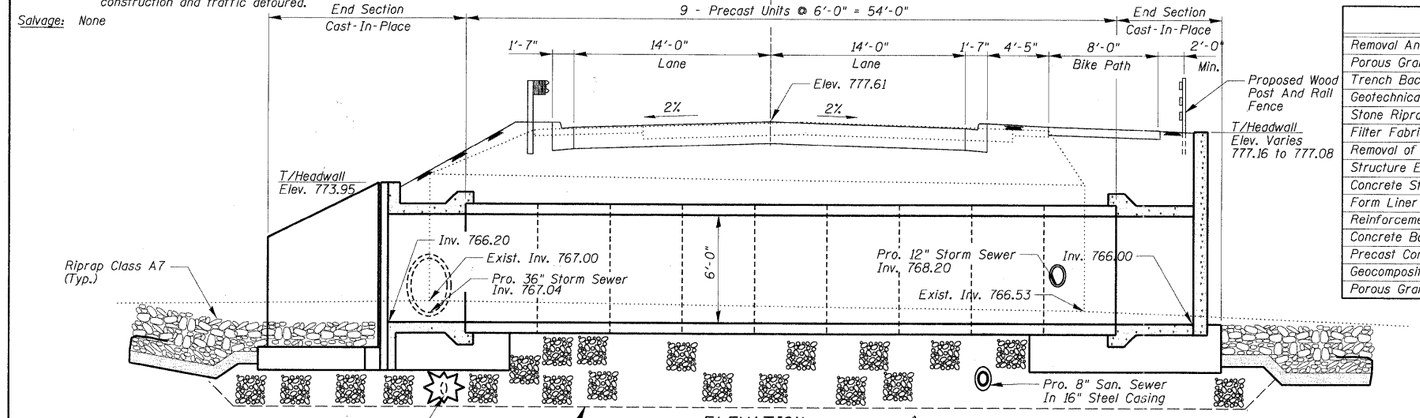
Benchmark: OSBM 07-1 Square Cut On The NE Corner Of The Southeast Headwall At Harper Drive And Edgewood Road. Elev. 758.78

Existing Structure: SN056-5009 The existing structure consist of three 84" CMP The structure length is 30'-0". It was built in 1953 and original design plans are not available. Edgewood Drive will be closed during construction and traffic detoured.

Salvage: None

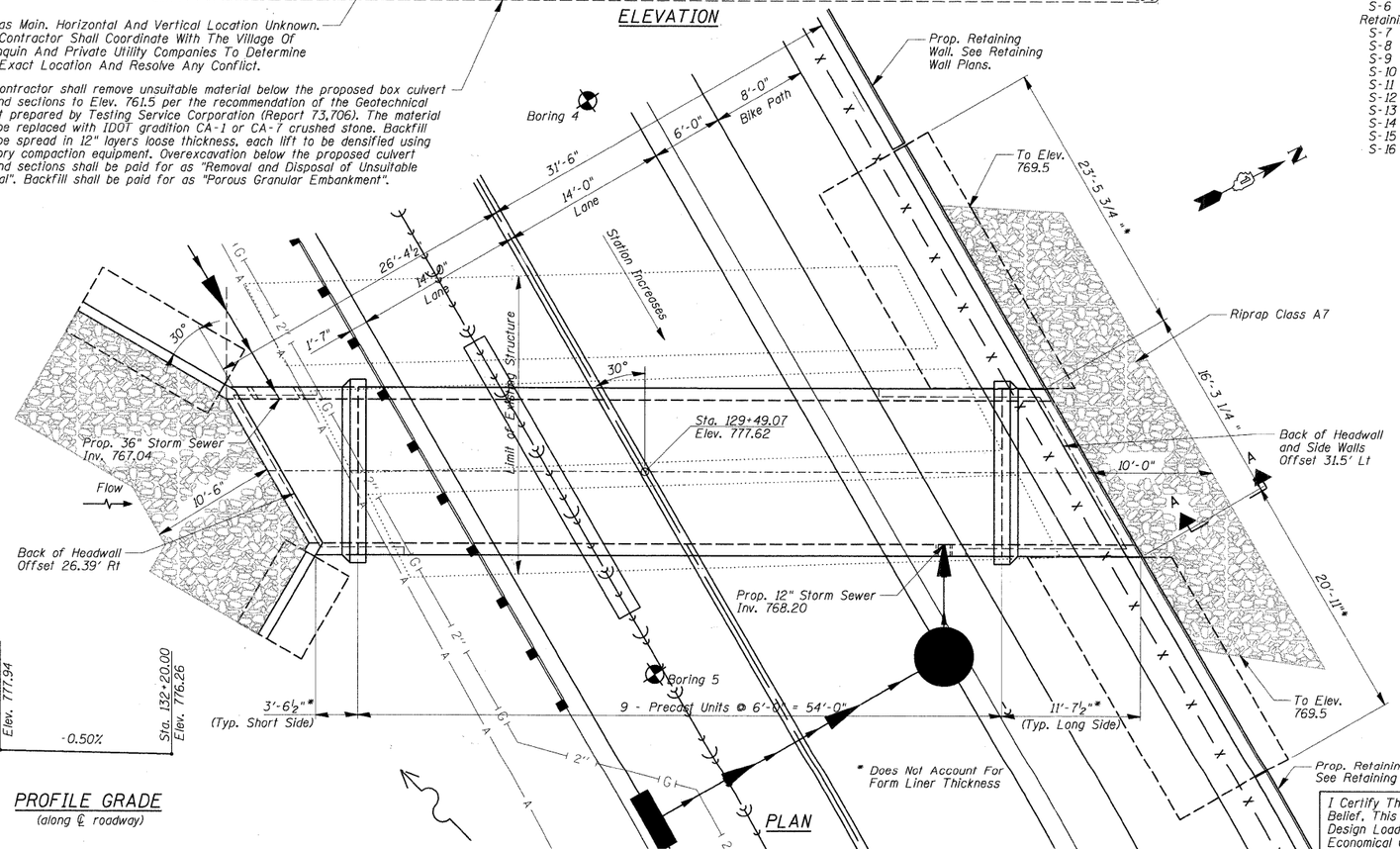
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION

2" Gas Main. Horizontal And Vertical Location Unknown. The Contractor Shall Coordinate With The Village Of Algonquin And Private Utility Companies To Determine The Exact Location And Resolve Any Conflict.

The Contractor shall remove unsuitable material below the proposed box culvert and end sections to Elev. 761.5 per the recommendation of the Geotechnical Report prepared by Testing Service Corporation (Report 73,706). The material shall be replaced with IDOT gradition CA-1 or CA-7 crushed stone. Backfill shall be spread in 12" layers loose thickness, each lift to be densified using vibratory compaction equipment. Overexcavation below the proposed culvert and end sections shall be paid for as "Removal and Disposal of Unsuitable Material". Backfill shall be paid for as "Porous Granular Embankment".



PROFILE GRADE
(along ℄ roadway)

PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	CULVERT	RETAINING WALLS	TOTAL
Removal And Disposal Of Unsuitable Material	Cu Yd	255	170	425
Porous Granular Embankment	Cu Yd	270	277	547
Trench Backfill	Cu Yd	225	0	225
Geotechnical Fabric For Ground Stabilization	Sq Yd	140	0	140
Stone Riprap, Class A7	Sq Yd	75	0	75
Filter Fabric	Sq Yd	125	0	125
Removal of Existing Structures	Each	1	0	1
Structure Excavation	Cu Yd	315	881	1196
Concrete Structures	Cu Yd	0	244.5	244.5
Form Liner Textured Surface	Sq Ft	700	2670	3370
Reinforcement Bars, Epoxy Coated	Pound	13670	27360	41030
Concrete Box Culverts	Cu Yd	108.3	0	108.3
Precast Concrete Box Culverts 12' x 6'	Foot	54	0	54
Geocomposite Wall Drain	Sq Yd	81	150	231
Porous Granular Embankment, Special	Cu Yd	55	101	156

INDEX OF SHEETS

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

FIELD UNITS

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

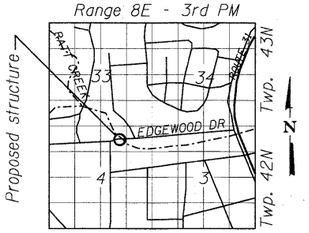
LOADING HS20-44

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.033g
Site Coefficient (S) = 1.25

Range 8E - 3rd PM



LOCATION SKETCH

GENERAL NOTES

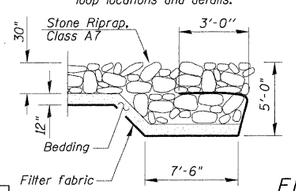
1. All work and materials shall be in accordance with the Illinois Department of Transportation (IDOT) Standard Specifications for Road and Bridge Construction adopted January 1, 2007 and latest supplemental specifications and recurring special provisions, unless noted otherwise.
2. The Contractor shall verify all dimensions in the field prior to commencing work. The engineer shall be notified of any discrepancies which may exist, prior to proceeding with the work.
3. Any information concerning type or location of underground and other utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to the type and location of the utilities as may be necessary to avoid damage thereto. Contractor shall call J.U.L.I.E. prior to excavation.
4. The contractor is responsible for design, installation and removal of all excavation support systems.
5. The excavation and work area shall be properly drained at all times during construction. All wet, loose, frozen or other unsuitable material shall be removed prior to placement of concrete or compacted backfill. The cost of any pumping required shall be included in the cost of Precast Concrete Box Culverts.
6. Foundation design is based on soil information provided in Testing Service Corporation Report 73,706. Contractor shall have a geotechnical engineer to field verify the allowable bearing capacity under the box culvert and wingwall exceeds 3000 psf. Cost included in "Precast Concrete Box Culverts".
7. It shall be the responsibility of the Contractor to divert the stream flow during construction in order to keep the construction areas free of water. The method of water diversion shall be subject to the approval of the Engineer and cost shall be included with "Precast Concrete Box Culvert".
8. Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
9. For backfilling and embankment, see Standard Specifications.
10. All removal or excavation items being disposed of at an uncontaminated soil fill operation or clean construction and demolition debris (CCDD) fill site shall meet the requirements of Public Act 96-1416. All costs associated with meeting these requirements shall be included in the unit price cost for the associated removal or excavation items in the contract. These costs shall include but are not limited to all required testing, lab analysis, certification by a licensed professional engineer, and state or local tipping fees.
11. The exposed face of the north headwall and north wingwalls shall have a form liner textured surface. The pattern shall be Spec Formliners, Inc. Pattern #1548 - Chester Drystack or an approved equal. A 4" smooth border shall be added to the top of the wall and at all joints.
12. The color of the form liner shall be approved by the Village. Cost included in "Form Liner Textured Surface".
13. Concrete for cast-in-place end sections and wingwalls shall be paid for as "Concrete Box Culverts".

CAST-IN-PLACE CONCRETE NOTES

1. All cast-in-place concrete work shall be in accordance with section 503 of the Illinois Department of Transportation (IDOT) Standard Specifications for Road and Bridge Construction adopted January 1, 2007, supplemental specifications and recurring special provisions and as noted below.
2. Reinforcement bars shall conform to the requirements of ASTM A 706 GR60.
3. Exposed edges of cast-in-place concrete shall be beveled ¾".
4. All construction joints shall be bonded.
5. Concrete mix designs shall be submitted to the Engineer for review and approval a minimum of 7 days prior to ordering or placing concrete.
6. Cover from the face of concrete to face of reinforcement bars shall be 3" for surfaces cast against earth and 2" for all other surfaces unless otherwise noted.
7. Contractor shall coordinate with Precast Box Culvert Manufacturer to account for possible creep between box segments. Creep shall be determine prior to constructing second cast-in-place end section.

PRECAST CONCRETE BOX CULVERT

1. All precast concrete box culvert work shall be in accordance with sections 504 and 540 of the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction adopted January 1, 2007, supplemental specifications and recurring special provisions and as noted below.
2. The precast concrete box culvert is a performance based system. The contractor shall be responsible for providing the design, engineering, fabrication and installation of the precast concrete box culvert. The contractor shall submit to the engineer calculations and shop drawings sealed by a Structural Engineer licensed in the state of Illinois for review prior to fabricating the precast concrete box culvert. Precast concrete box culverts shall conform to the requirements of AASHTO M259. The shop drawings shall include the ferrule loop locations and details.



SECTION A-A

WATERWAY INFORMATION

Drainage Area = 1.38 Sq. M Low Grade Elev. 777.29 @ Sta. 129+58.82

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	201	30.0	25.3	768.06	2.52	1.34	770.58	769.40
Design	30	299	41.6	33.1	768.35	3.02	2.03	771.37	770.38
	50	341	43.9	36.2	768.46	3.22	2.31	771.68	770.77
Base	100	424	52.0	42.2	768.66	3.58	2.82	772.24	771.48
Max. Calc.	500	503	58.9	47.4	768.86	3.37	3.26	772.23	772.12

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

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 Syle Of Structure And Complies With Requirements Of The Current "AASHTO Standard Specification For Highway And Bridges".

STATE OF ILLINOIS MAJID MOBASSERI 081-005058 CHAMPAIGN, ILLINOIS LICENSED STRUCTURAL ENGINEER

11/16/2009

MAJID MOBASSERI
ILLINOIS REGISTRATION No. 081-005058
STRUCTURAL ENGINEER
EXPIRATION DATE: 11/30/10

SHEET NO. S-1 SHEETS

GENERAL PLAN
EDGEWOOD DRIVE OVER RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+49.07

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	80
		CONTRACT NO. 63655		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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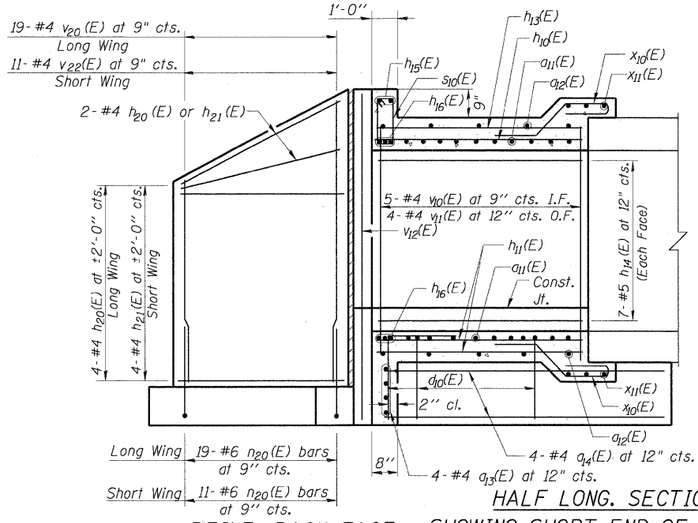
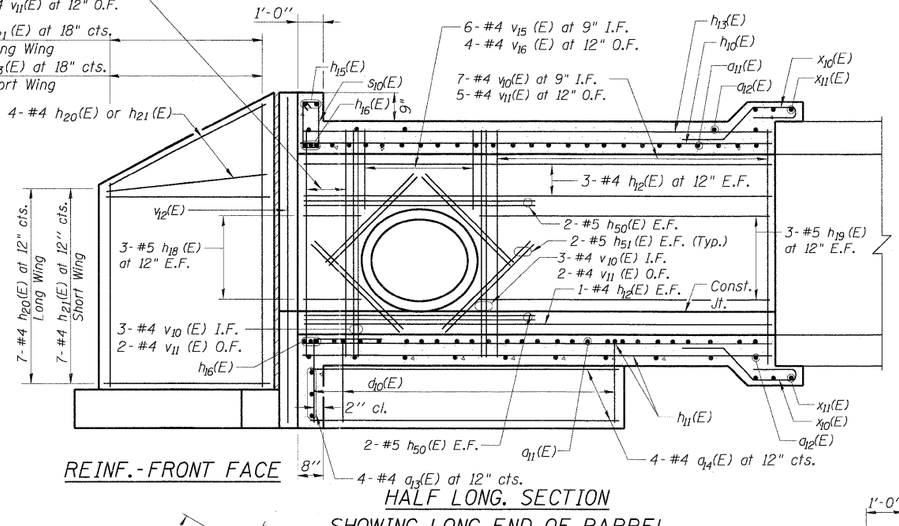
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



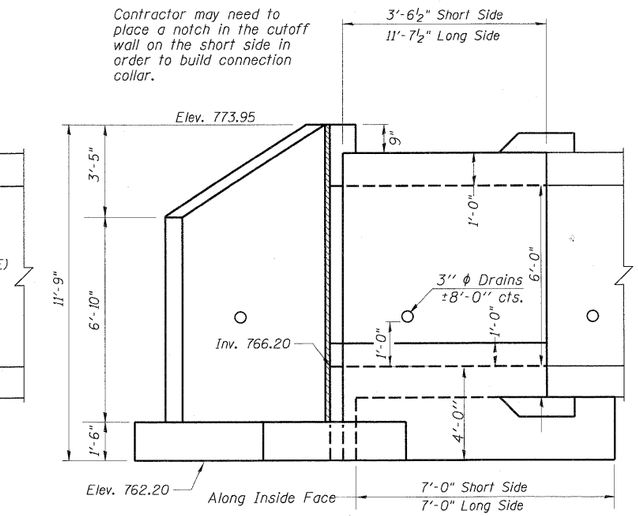
REINF.-BACK FACE



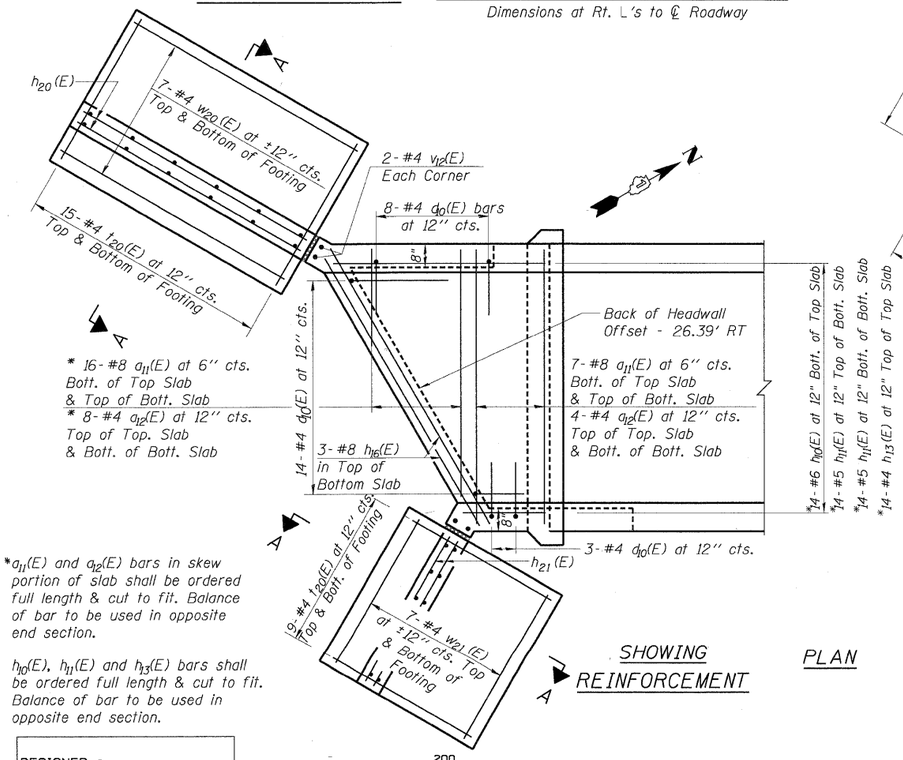
REINF.-FRONT FACE

HALF LONG. SECTION
SHOWING SHORT END OF BARREL
Dimensions at Rt. L's to ℄ Roadway

HALF LONG. SECTION
SHOWING LONG END OF BARREL
Dimensions at Rt. L's to ℄ Roadway



ELEVATION

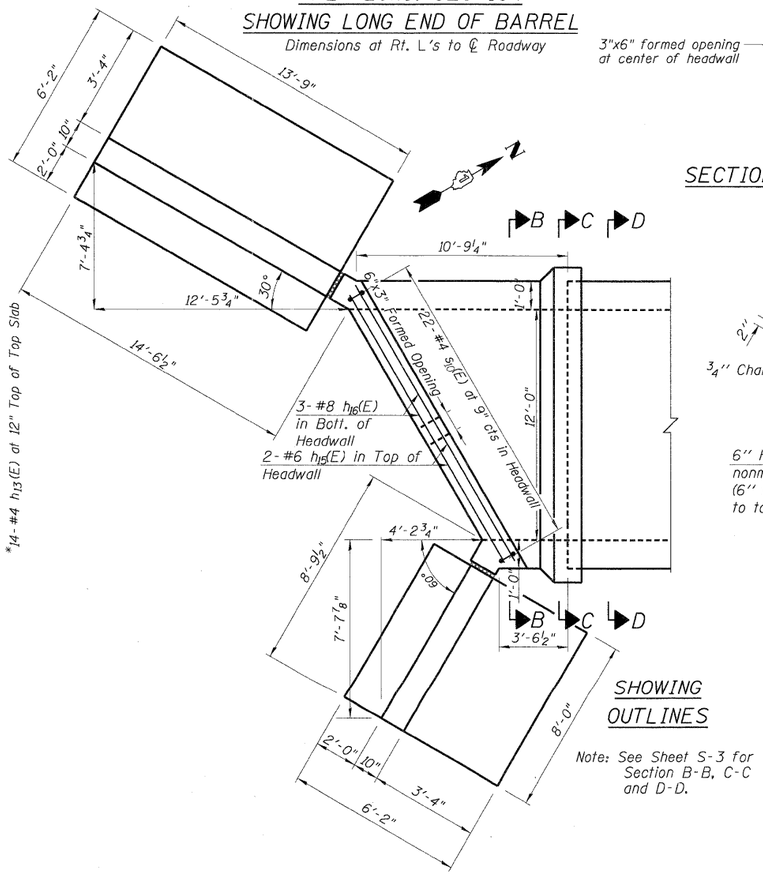


* 16-#8 a_{11}(E) at 6" cts. Bott. of Top Slab & Top of Bott. Slab
* 8-#4 a_{12}(E) at 12" cts. Top of Top. Slab & Bott. of Bott. Slab

*a_{11}(E) and a_{12}(E) bars in skew portion of slab shall be ordered full length & cut to fit. Balance of bar to be used in opposite end section.

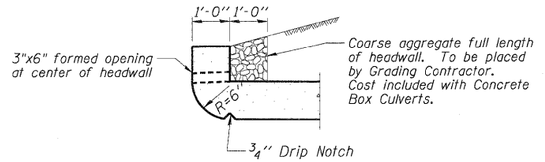
h_{10}(E), h_{11}(E) and h_{13}(E) bars shall be ordered full length & cut to fit. Balance of bar to be used in opposite end section.

SHOWING REINFORCEMENT PLAN

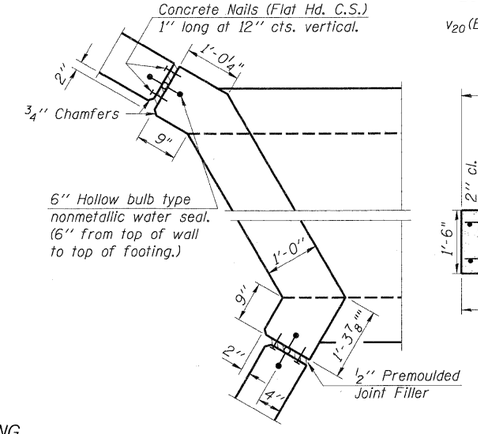


SHOWING OUTLINES

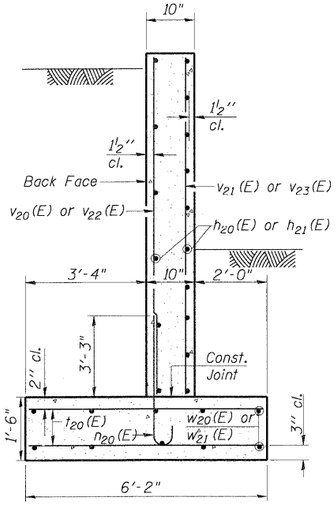
Note: See Sheet S-3 for Section B-B, C-C and D-D.



SECTION THRU SOUTH HEADWALL



CORNER DETAIL



SECTION A-A

SOUTH END SECTION
EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+49.07

DESIGNED -					
CHECKED -					
DRAWN -					
CHECKED -					

200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-2 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	81
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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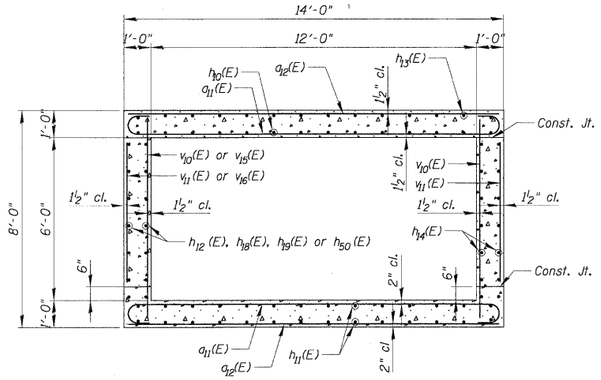
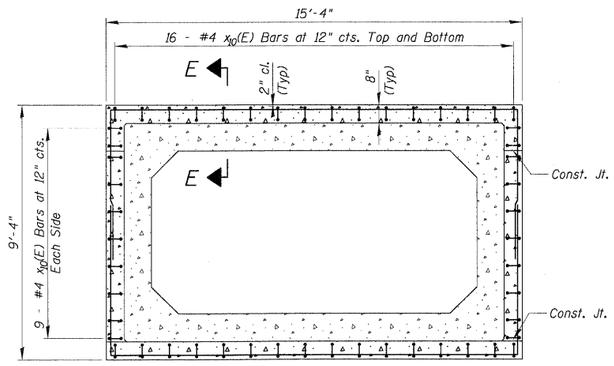
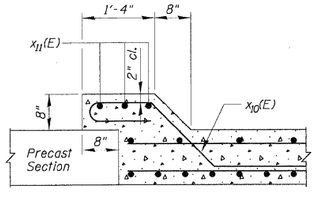
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION B-B
TYPICAL SECTION THRU
SOUTH CAST-IN-PLACE END SECTION



SECTION C-C
TYPICAL SECTION THRU PRECAST TO CAST-IN-PLACE CONNECTION COLLAR
(Typical For Both End Sections)



SECTION E-E
TYPICAL SECTION THRU PRECAST TO CAST-IN-PLACE CONNECTION COLLAR
(Typical For Both End Sections)

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

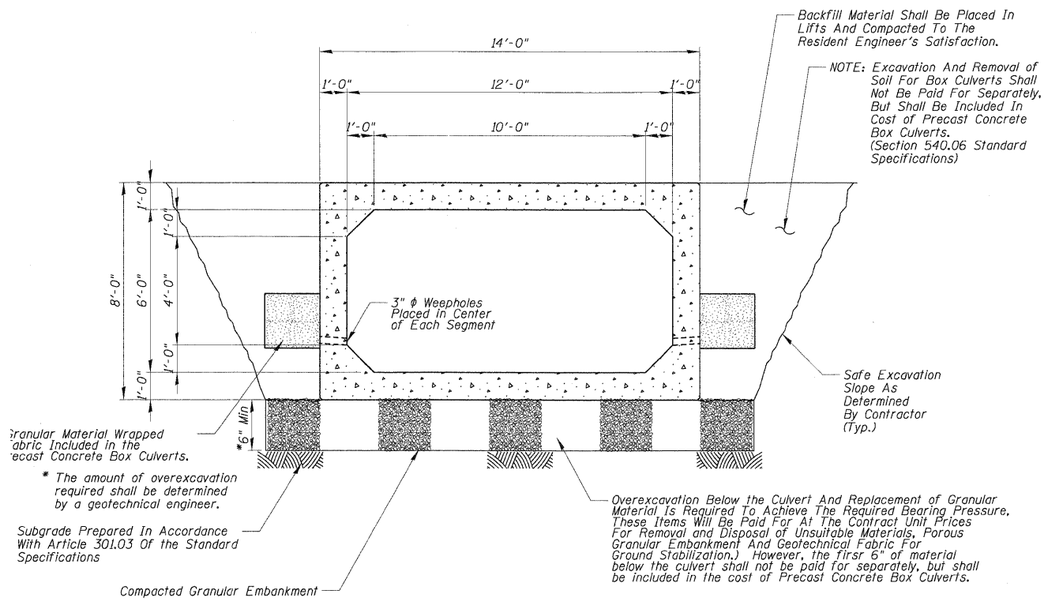
200

EXAMINED

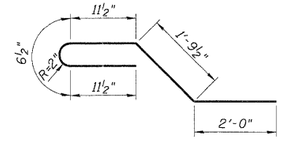
ENGINEER OF BRIDGE DESIGN

PASSED

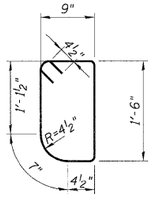
ENGINEER OF BRIDGES AND STRUCTURES



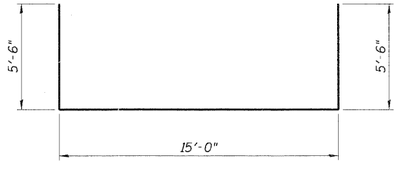
SECTION D-D
TYPICAL SECTION THRU PRECAST CULVERT



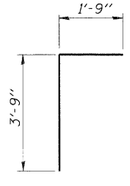
BAR $x_{10}(E)$



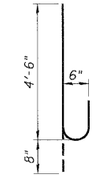
BAR $s_{10}(E)$



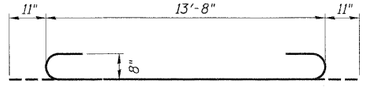
BAR $x_{11}(E)$



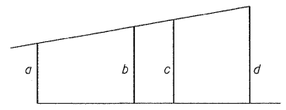
BAR $d_{10}(E)$



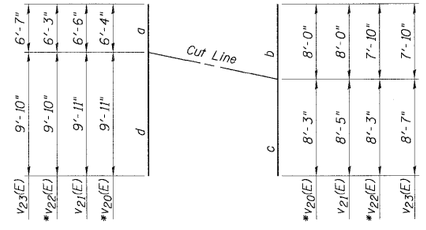
BAR $n_{20}(E)$



BAR $a_{11}(E)$



PLACING DIAGRAM



CUTTING DIAGRAM

*Discard The Shortest Piece.

BILL OF MATERIAL
SOUTH END SECTION

Bar	No.	Size	Length	Shape
$a_{11}(E)$	30	#8	15'-6"	
$a_{12}(E)$	16	#4	13'-8"	
$a_{13}(E)$	4	#4	15'-10"	
$a_{14}(E)$	8	#4	7'-0"	
$d_{10}(E)$	25	#4	5'-6"	
$h_{10}(E)$	7	#6	14'-6"	
$h_{11}(E)$	14	#5	14'-6"	
$h_{12}(E)$	8	#5	10'-10"	
$h_{13}(E)$	7	#4	14'-6"	
$h_{14}(E)$	14	#5	3'-2"	
$h_{15}(E)$	2	#6	15'-10"	
$h_{16}(E)$	6	#8	15'-10"	
$h_{18}(E)$	6	#5	2'-0"	
$h_{19}(E)$	6	#5	4'-9"	
$h_{20}(E)$	17	#4	13'-6"	
$h_{21}(E)$	17	#4	7'-9"	
$h_{50}(E)$	8	#5	8'-6"	
$h_{51}(E)$	16	#5	4'-0"	
$n_{20}(E)$	30	#6	5'-2"	
$s_{10}(E)$	22	#4	5'-1"	
$t_{20}(E)$	48	#4	5'-11"	
$v_{10}(E)$	21	#4	7'-8"	
$v_{11}(E)$	16	#4	5'-2"	
$v_{12}(E)$	4	#4	11'-5"	
$v_{15}(E)$	6	#4	2'-10"	
$v_{16}(E)$	4	#4	1'-10"	
$v_{20}(E)$	10	#4	16'-3"	
$v_{21}(E)$	5	#4	16'-5"	
$v_{22}(E)$	6	#4	16'-1"	
$v_{23}(E)$	3	#4	16'-5"	
$w_{20}(E)$	14	#4	13'-3"	
$w_{21}(E)$	14	#4	7'-6"	
$x_{10}(E)$	50	#4	6'-3"	
$x_{11}(E)$	6	#4	26'-0"	
Concrete Structures			Cu. Yd.	29.2
Reinforcement Bars, Epoxy Coated			Pound	4,320

NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

E.F. = Each Face
I.F. = Inside Face
O.F. = Outside Face
F.F. = Front Face
B.F. = Back Face

SOUTH END SECTION
EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+49.07

SHEET NO. S-3 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	82
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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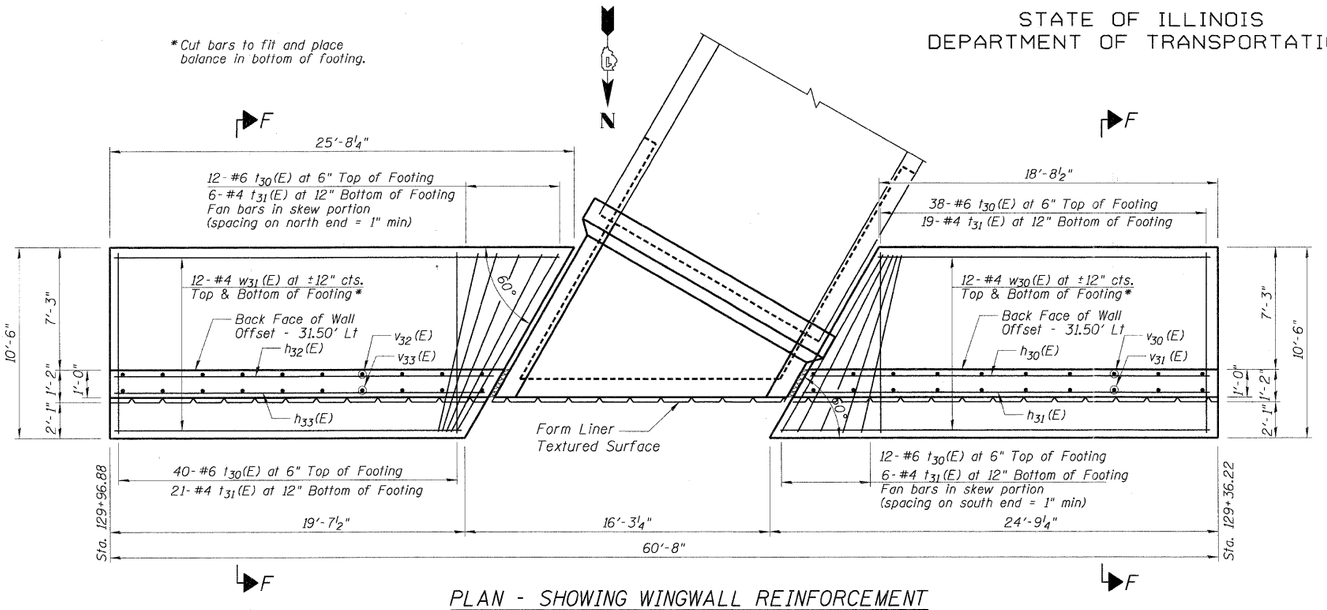
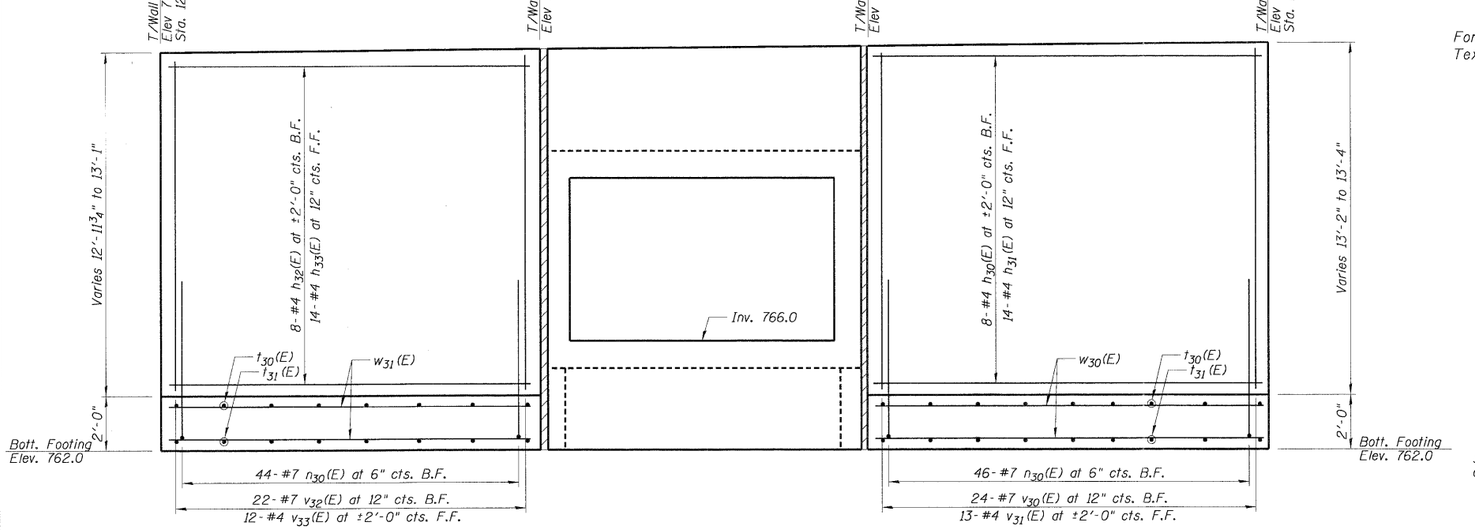
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SHOWING WINGWALL REINFORCEMENT

Note: See Sheet S-5 for Section F-F.



ELEVATION - SHOWING WINGWALL REINFORCEMENT - LOOKING SOUTH

(Form Liner Textured Surface Omitted For Clarity)

DESIGNED -	
CHECKED -	
DRAWN -	
CHECKED -	

200

EXAMINED

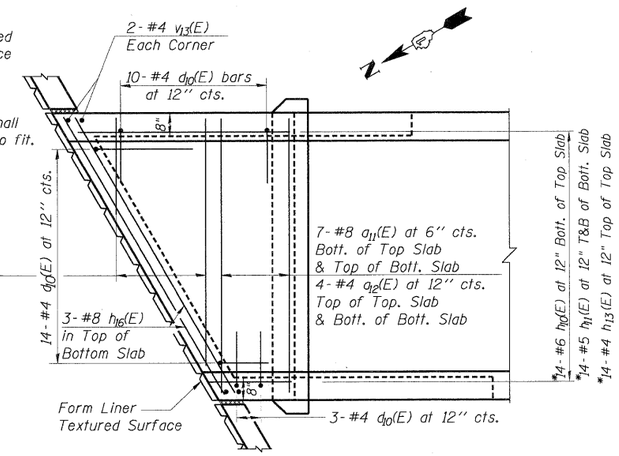
ENGINEER OF BRIDGE DESIGN

PASSED

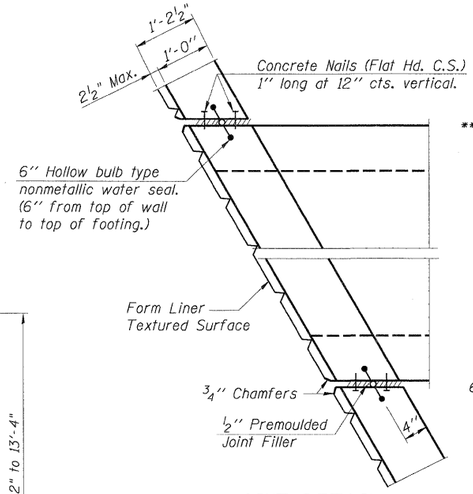
ENGINEER OF BRIDGES AND STRUCTURES

*a_{11}(E) and a_{12}(E) bars in skew portion of slab shall be ordered full length & cut to fit. Balance of bar to be used in opposite end section.

h_{10}(E), h_{11}(E) and h_{13}(E) bars shall be ordered full length & cut to fit. Balance of bar to be used in opposite end section.

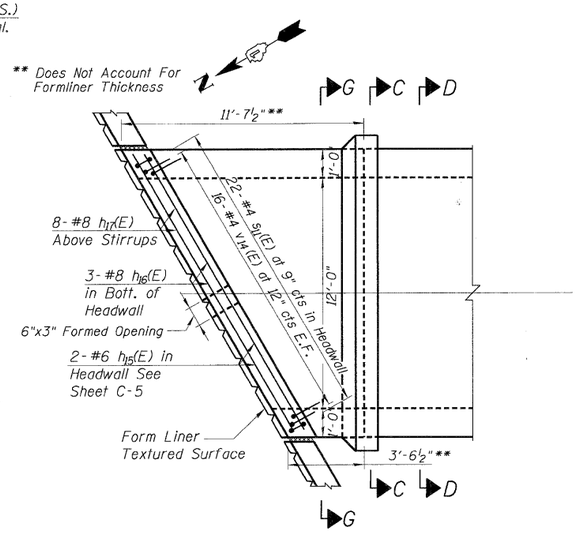


PLAN - SHOWING CULVERT REINFORCEMENT



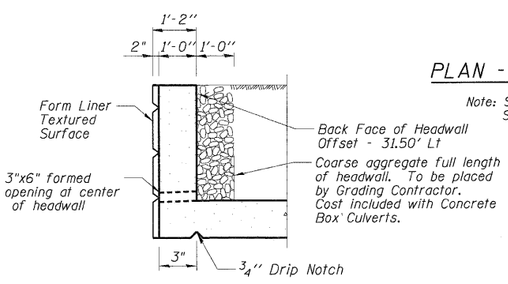
JOINT DETAIL

** Does Not Account For Formliner Thickness



PLAN - SHOWING CULVERT REINFORCEMENT

Note: See Sheet S-3 for Sections C-C and D-D.
See Sheet S-5 for Section G-G.



SECTION THRU NORTH HEADWALL

NORTH END SECTION
EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+49.07

SHEET NO. S-4 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	83
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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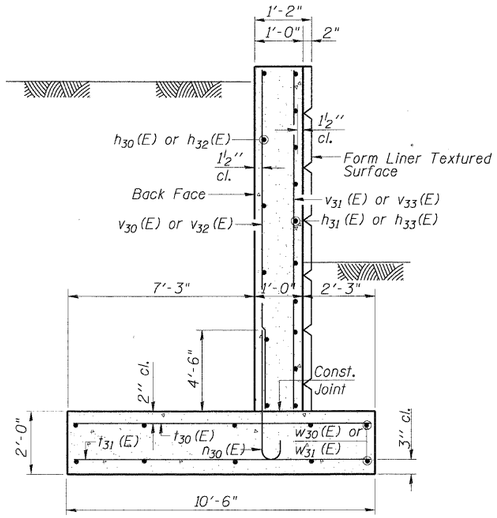
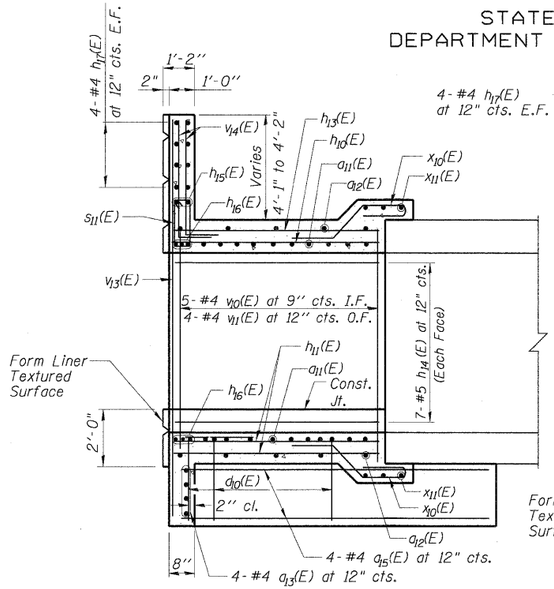
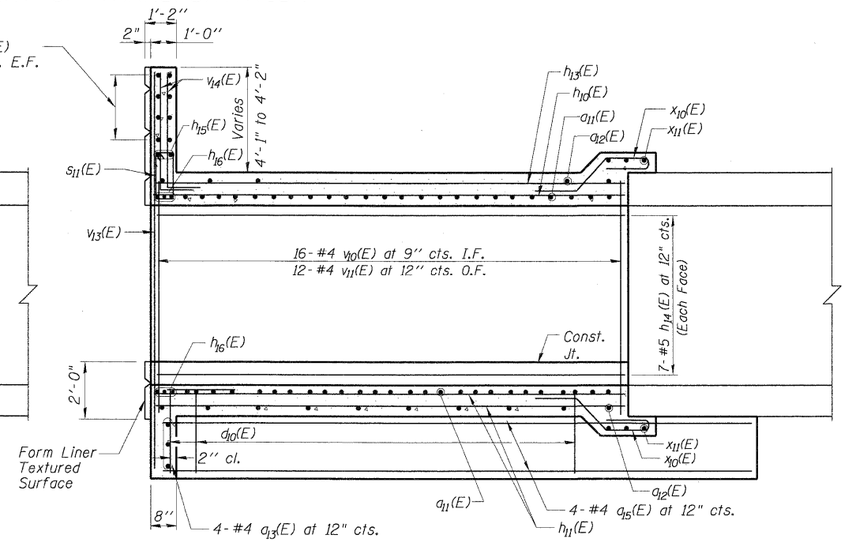
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



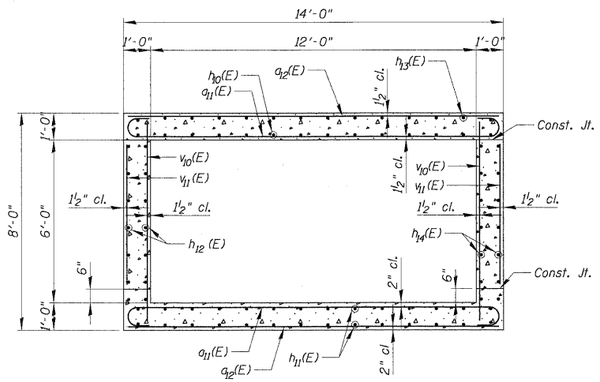
SECTION F-F



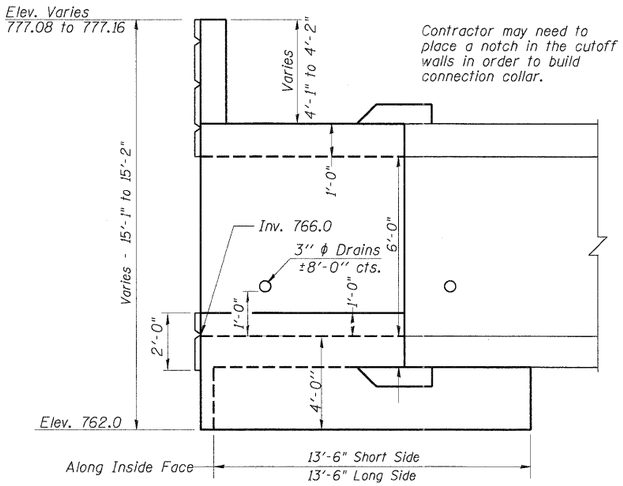
HALF LONG. SECTION
SHOWING SHORT END OF BARREL
Dimensions at Rt. L's to ℄ Roadway



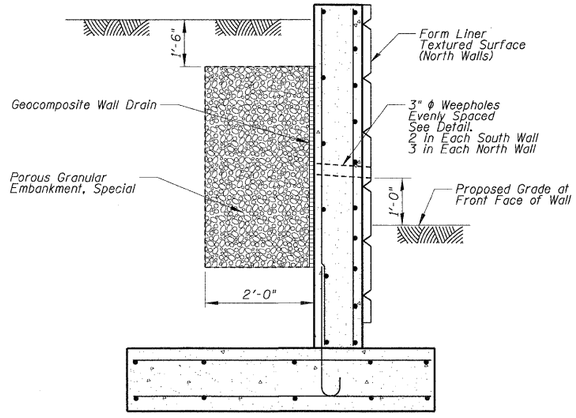
HALF LONG. SECTION
SHOWING LONG END OF BARREL
Dimensions at Rt. L's to ℄ Roadway



SECTION G-G
TYPICAL SECTION THRU
NORTH CAST-IN-PLACE END SECTION

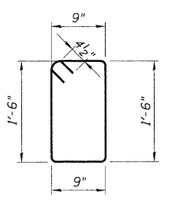


ELEVATION

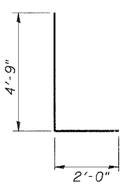


WEEPHOLE DETAIL
(Typical North & South End Sections)

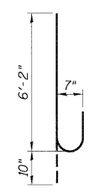
Note: See Sheet S-3 for Bars a_{11}(E), d_{10}(E), x_{10}(E) and x_{11}(E) details.



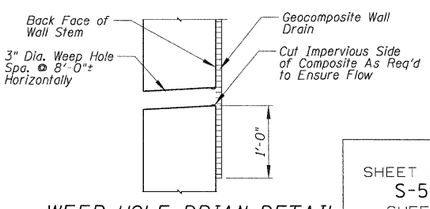
BAR s_{11}(E)



BAR v_{14}(E)



BAR n_{30}(E)



WEEP HOLE DRIAN DETAIL

BILL OF MATERIAL
NORTH END SECTION

Bar	No.	Size	Length	Shape
a_{11}(E)	30	#8	15'-6"	
a_{12}(E)	16	#4	13'-8"	
a_{13}(E)	4	#4	15'-10"	
a_{15}(E)	8	#4	13'-6"	
d_{10}(E)	27	#4	5'-6"	
h_{10}(E)	7	#6	14'-6"	
h_{11}(E)	14	#5	14'-6"	
h_{12}(E)	14	#5	11'-3"	
h_{13}(E)	7	#4	14'-6"	
h_{14}(E)	14	#5	3'-2"	
h_{15}(E)	2	#6	15'-10"	
h_{16}(E)	6	#8	15'-10"	
h_{17}(E)	8	#4	15'-10"	
h_{30}(E)	8	#4	22'-7"	
h_{31}(E)	14	#4	23'-2"	
h_{32}(E)	8	#4	21'-2"	
h_{33}(E)	14	#4	20'-6"	
n_{30}(E)	90	#7	7'-0"	
s_{11}(E)	22	#4	5'-3"	
t_{30}(E)	102	#6	10'-3"	
t_{31}(E)	52	#4	10'-3"	
v_{10}(E)	21	#4	7'-8"	
v_{11}(E)	16	#4	5'-2"	
v_{13}(E)	4	#4	14'-9"	
v_{14}(E)	32	#4	6'-9"	
v_{30}(E)	24	#7	13'-0"	
v_{31}(E)	13	#4	13'-0"	
v_{32}(E)	22	#7	12'-9"	
v_{33}(E)	12	#4	12'-9"	
w_{30}(E)	12	#4	42'-10"	
w_{31}(E)	12	#4	44'-7"	
x_{10}(E)	50	#4	6'-3"	
x_{11}(E)	6	#4	26'-0"	
Concrete Box Culverts			Cu. Yd.	79.1
Reinforcement Bars, Epoxy Coated			Pound	9,350

NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

E.F. = Each Face
I.F. = Inside Face
O.F. = Outside Face
F.F. = Front Face
B.F. = Back Face

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

NORTH END SECTION
EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+49.07

SHEET NO.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-5 SHEETS	4010	09-00078-00-WR	McHENRY	128	84
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

N:\ALGONQUIN\070273.00026\Struct\C-070273.00026-S5.SHT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Testing Service Corporation

STRUCTURE BORING LOG

Date Started 7/17/09
Date Completed 7/17/09

ROUTE _____ DESCRIPTION Bridge & Culvert

SECT. _____ STRUCT. NO. _____ DRILLED BY TSC L-73,706

COUNTY McHenry LOCATION Edgewood Drive S. 33SE , TWP. 43N , RNG. 8E

Boring No. 4
Station _____
Offset _____ ft
Surface Elev. 777.00 ft

Surface Water Elev. _____
Groundwater Elev.:
when drilling 762.0
at Completion 752.0
after _____ Hrs. _____

	DEPTH	BLOWS	Qu tsf	W %
7" Bituminous Concrete 776.40				
FILL - SAND and GRAVEL Base 775.50				
FILL - Brown and dark brown silty CLAY, little sand and gravel, very moist (CL) A-6		4 7 9	P 0.5	12.3
		6 2 4	B 0.46 15%	11.9
	-5			
		1 2 3	B 0.33 15%	14.0
		1 1 2	B 0.12 15%	19.2
	-10			
766.50				
FILL - Brown and dark brown silty CLAY, little sand, trace gravel, very moist (CL) A-7-6		1 1 3	B 0.08 15%	26.8
		1 2 2	B 0.12 15%	24.6
	-15			
761.50				
Hard silty CLAY, little to some sand and gravel, occasional Cobbles, moist (CL) A-6		20 41 50/3"	P 4.5	10.2
		12 22 24	B 7.49 15%	9.5
	-20			
		10 16 23	B 6.54 15%	11.8
		20 20 21	P 4.5	10.8
	-25			

[continued]

	DEPTH	BLOWS	Qu tsf	W %
Hard silty CLAY, little to some sand and gravel, moist (CL) A-6		14 18 18	B 5.51 15%	11.8
747.00	-30			
End of Boring at 30.0'				
	-35			
	-40			
	-45			
	-50			

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

ILDOT_BORING 73706.GPJ IDOT.GDT 7/28/09

Testing Service Corporation

STRUCTURE BORING LOG

Date Started 7/17/09
Date Completed 7/17/09

ROUTE _____ DESCRIPTION Bridge & Culvert

SECT. _____ STRUCT. NO. _____ DRILLED BY TSC L-73,706

COUNTY McHenry LOCATION Edgewood Drive S. 33SE , TWP. 43N , RNG. 8E

Boring No. 5
Station _____
Offset _____ ft
Surface Elev. 777.20 ft

Surface Water Elev. _____
Groundwater Elev.:
when drilling 764.2
at Completion 755.2
after _____ Hrs. _____

	DEPTH	BLOWS	Qu tsf	W %
FILL - Crushed Stone 776.70				
FILL - Dark brown sandy CLAY, trace gravel, very moist (CL-ML) A-6		4 4 4	P 0.5	10.1
774.20				
FILL - Brown and black silty CLAY, little sand, trace organic, very moist (CL/CH) A-7-6		2 3 4	P 0.75	28.0
771.70	-5			
FILL - Brown silty SAND and GRAVEL, moist (SM/GM) A-2-4		2 4 5		10.2
769.20				
Very stiff to stiff brown and gray silty CLAY, little to some sand and gravel, moist (CL) A-6		4 5 6	B 3.23 15%	9.7
	-10			
		4 5 11	B 1.53 15%	11.3
764.20				
Hard to very stiff gray silty CLAY, little to some sand and gravel, occasional sand seams, occasional Cobbles, moist (CL) A-6		8 11 12	B 4.06 15%	9.8
	-15			
		11 23 36	P 4.5+	10.4
		22 36 50/5"	B 4.85 15%	9.6
	-20			
		10 14 27	P 4.5+	10.3
		10 12 17	B 5.88 15%	9.9
	-25			

[continued]

	DEPTH	BLOWS	Qu tsf	W %
Hard to very stiff gray silty CLAY, little to some sand and gravel, occasional sand seams, occasional Cobbles, moist (CL) A-6		27 33 44	B 3.64 15%	9.8
747.20	-30			
		5 7 12	B 2.15 15%	10.3
End of Boring at 30.0'				
	-35			
	-40			
	-45			
	-50			

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

ILDOT_BORING 73706.GPJ IDOT.GDT 7/28/09

SOIL BORINGS
EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+49.07

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

200

EXAMINED _____
ENGINEER OF BRIDGE DESIGN

PASSED _____
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-6 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	85
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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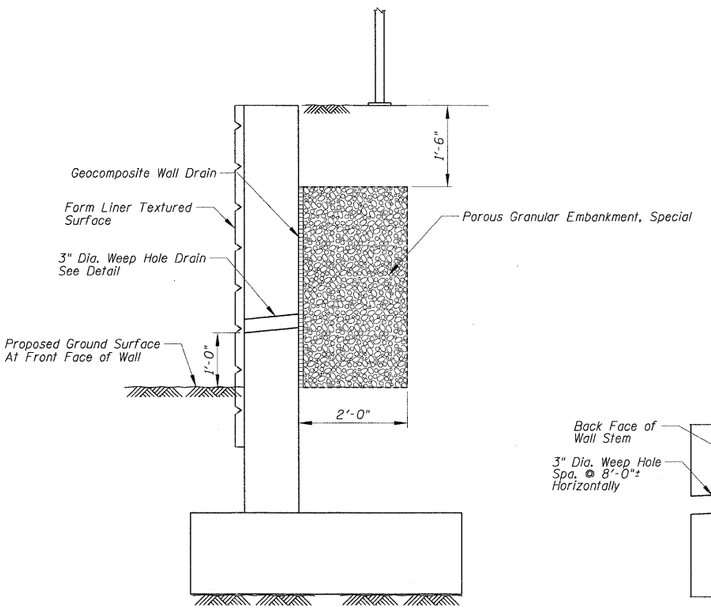
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

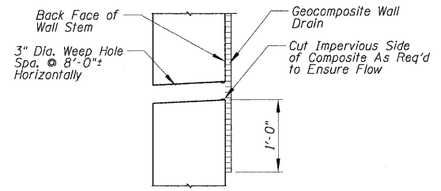
1. All work and materials shall be in accordance with the Illinois Department of Transportation (IDOT) Standard Specifications for Road and Bridge Construction adopted January 1, 2007 and latest supplemental specifications and recurring special provisions, unless noted otherwise.
2. The Contractor shall verify all dimensions in the field prior to commencing work. The engineer shall be notified of any discrepancies which may exist, prior to proceeding with the work.
3. Any information concerning type or location of underground and other utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to the type and location of the utilities as may be necessary to avoid damage thereto. Contractor shall call J.U.L.I.E. prior to excavation.
4. The contractor is responsible for design, installation and removal of all excavation support systems.
5. The excavation and work area shall be properly drained at all times during construction. All wet, loose, frozen or other unsuitable material shall be removed prior to placement of concrete or compacted backfill. The cost of any pumping required shall be included in the cost of "Concrete Structures".
6. Foundation design is based on soil information provided in Testing Service Corporation Report 73.706. Contractor shall have a geotechnical engineer to field verify the allowable bearing capacity under the retaining wall exceeds 3000 psf. Cost included in "Concrete Structures".
7. It shall be the responsibility of the Contractor to divert the stream flow during construction in order to keep the construction areas free of water. The method of water diversion shall be subject to the approval of the Engineer and cost shall be included with "Concrete Structures".
8. All removal or excavation items being disposed of at an uncontaminated soil fill operation or clean construction and demolition debris (CCDD) fill site shall meet the requirements of Public Act 96-1416. All costs associated with meeting these requirements shall be included in the unit price cost for the associated removal or excavation items in the contract. These costs shall include but are not limited to all required testing, lab analysis, certification by a licensed professional engineer, and state or local tipping fees.
9. The exposed face of the proposed retaining wall and north culvert headwall shall have a form liner textured surface. The pattern shall be Spec Formliners, Inc. Pattern #1548 - Chester Drystack or an approved equal. A 4" smooth border shall be added to the top of the wall and at all joints.
10. The color of the form liner shall be approved by the Village. Cost included in "Form Liner Textured Surface".

CAST-IN-PLACE CONCRETE NOTES

1. All cast-in-place concrete work shall be in accordance with section 503 of the Illinois Department of Transportation (IDOT) Standard Specifications for Road and Bridge Construction adopted January 1, 2007, supplemental specifications and recurring special provisions and as noted below.
2. Reinforcement bars shall conform to the requirements of ASTM A 706 GR60.
3. Exposed edges of cast-in-place concrete shall be beveled $\frac{3}{4}$".
4. All construction joints shall be bonded.
5. Concrete mix designs shall be submitted to the Engineer for review and approval a minimum of 7 days prior to ordering or placing concrete.
6. Cover from the face of concrete to face of reinforcement bars shall be 3" for surfaces cast against earth and 2" for all other surfaces unless otherwise noted.



TYPICAL SECTION THRU WALL



WEEP HOLE DRIAN DETAIL

DESIGNED -	
CHECKED -	
DRAWN -	
CHECKED -	

- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

GENERAL NOTES

EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+00.00 TO STA. 134+00.00

SHEET NO.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-7 SHEETS	4010	09-00078-00-WR	McHENRY	128	86
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LEGEND
(A) Wall Panel Designation

N

2 Panel Spa. @ 18'-1 1/4" = 36'-2½"
3 Panel Spa. @ 30'-0" = 90'-0"
3 Panel Spa. @ 30'-0" = 90'-0"

STA. 129+00.00 ELEV. 777.5
STA. 129+18.13 ELEV. 777.41
STA. 129+36.22 ELEV. 777.32
STA. 129+96.88 EL. 776.97
STA. 130+26.88 ELEV. 776.84
STA. 130+56.88 ELEV. 776.68
STA. 130+86.88 ELEV. 776.53
E.J.
STA. 131+16.88 ELEV. 776.38
STA. 131+46.88 ELEV. 776.23

Form Liner Textured Surface Applied to Front Face of Retaining Walls and Culvert Headwall (Typ.). See General Notes.
4" Smooth Border (All Around)
Proposed Grade at Front Face of Wall

7'-6" 6'-0" 1'-6" 5'-10⅞" 5'-9⅞" 8'-8" 7'-2" 1'-6" 7'-½" 6'-10½" 6'-8¾" 6'-7" 6'-5⅛"

EL. 770.00
EL. 768.30
EL. 768.30

MATCH LINE STA. 131+46.88

ELEVATION
(Looking North)
(Form Liner Omitted For Clarity)

End Retaining Wall Sta. 129+36.22 Offset 31.50 LT
See Culvert Plans
Begin Retaining Wall Sta. 129+96.88 Offset 31.50 LT
Sta. 131+46.88 Offset 31.50 LT
Begin Retaining Wall Sta. 129+00.00 Offset 31.50 LT
Sta. 129+18.13 Offset 31.50 LT
Sta. 130+26.88 Offset 31.50 LT
Sta. 130+56.88 Offset 31.50 LT
Sta. 130+86.88 Offset 31.50 LT
Sta. 131+16.88 Offset 31.50 LT

B-101
B-102
129
130+00
131
Boring 5
Boring 101
Boring 102
2" C 2" C 2" C 2" C 2"
A A A A A A A A A

PLAN

Note: All offsets are measured to the back face of wall.

MATCH LINE STA. 131+46.88

GENERAL PLAN AND ELEVATION

EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+00.00 TO STA. 134+00.00

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

200

EXAMINED
ENGINEER OF BRIDGE DESIGN

PASSED
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-8 SHEETS	4010	09-00078-00-WR	McHENRY	128	87
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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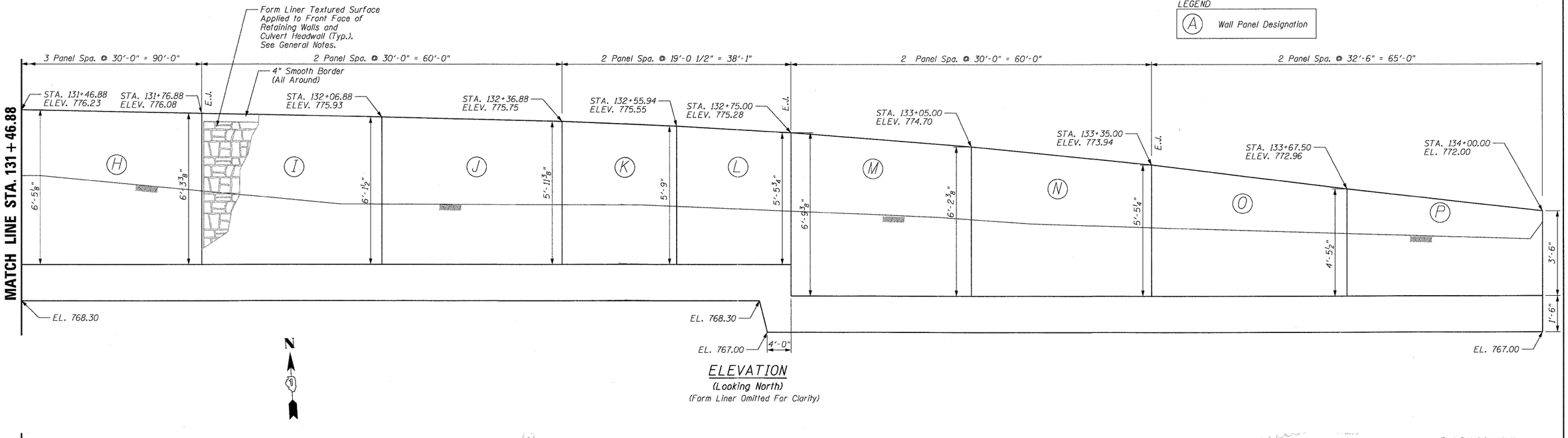
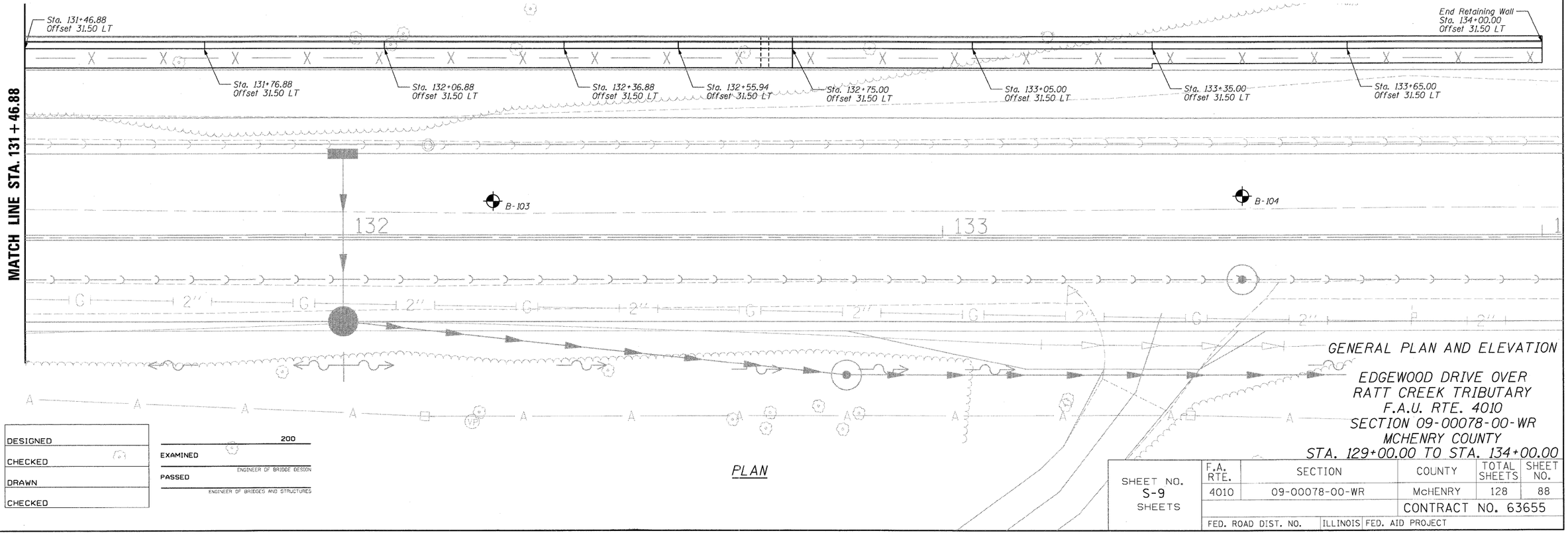
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LEGEND
(A) Wall Panel Designation



ELEVATION
(Looking North)
(Form Liner Omitted For Clarity)

N



PLAN

GENERAL PLAN AND ELEVATION

EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+00.00 TO STA. 134+00.00

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

200

EXAMINED
ENGINEER OF BRIDGE DESIGN

PASSED
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-9 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	88
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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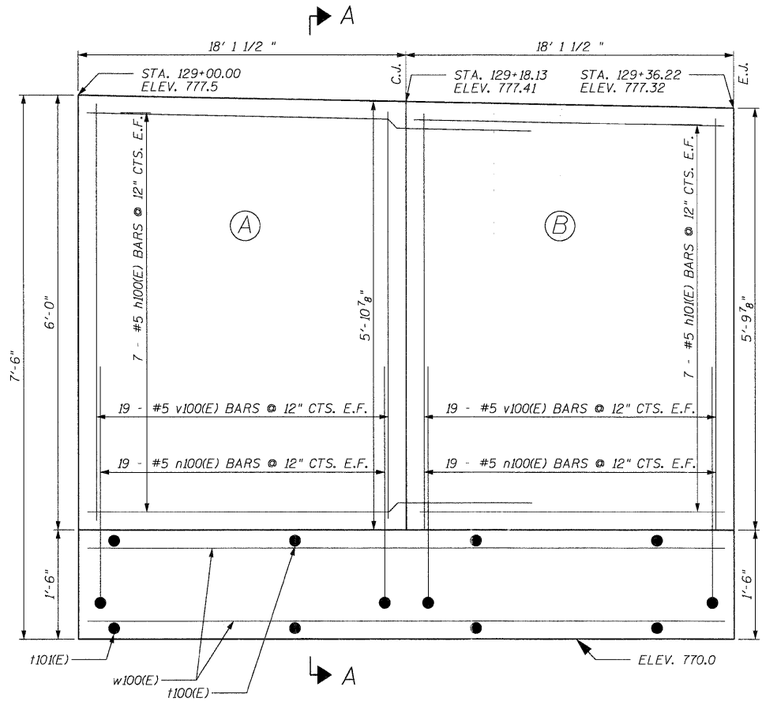
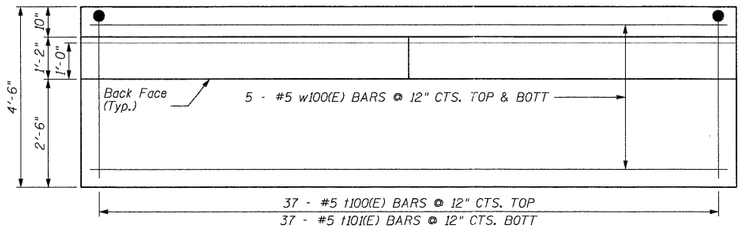
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL ELEVATION
(Facing North)



PARTIAL PLAN

DESIGNED -	
CHECKED -	
DRAWN -	
CHECKED -	

200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

PARTIAL PLAN AND ELEVATION

EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+00.00 TO STA. 134+00.00

SHEET NO. S-10 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	89
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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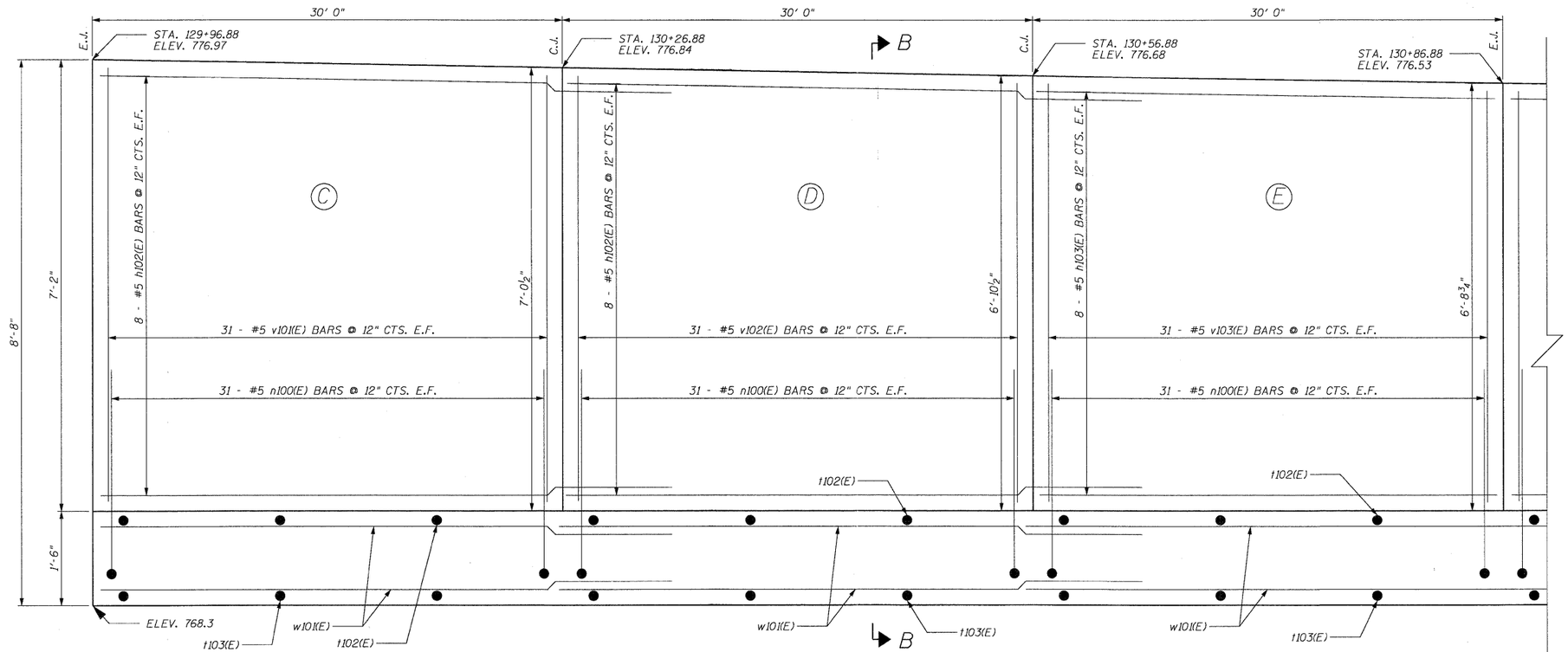
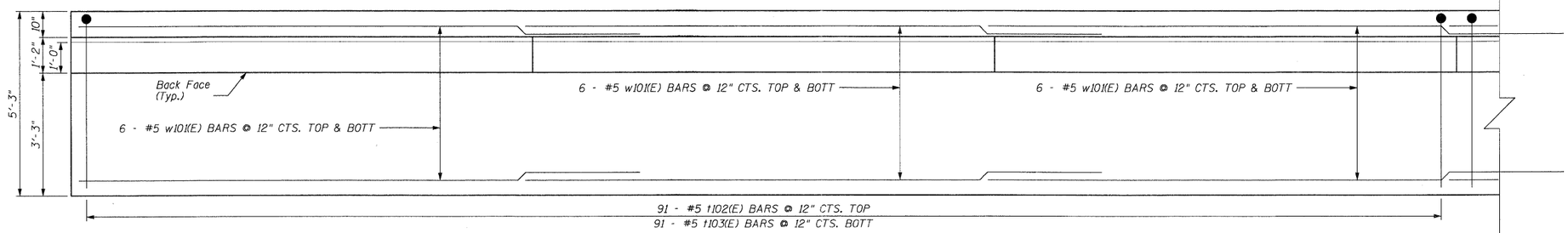
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL ELEVATION
(Facing North)



PARTIAL PLAN

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PARTIAL PLAN AND ELEVATION

EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+00.00 TO STA. 134+00.00

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

\- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-11 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	90
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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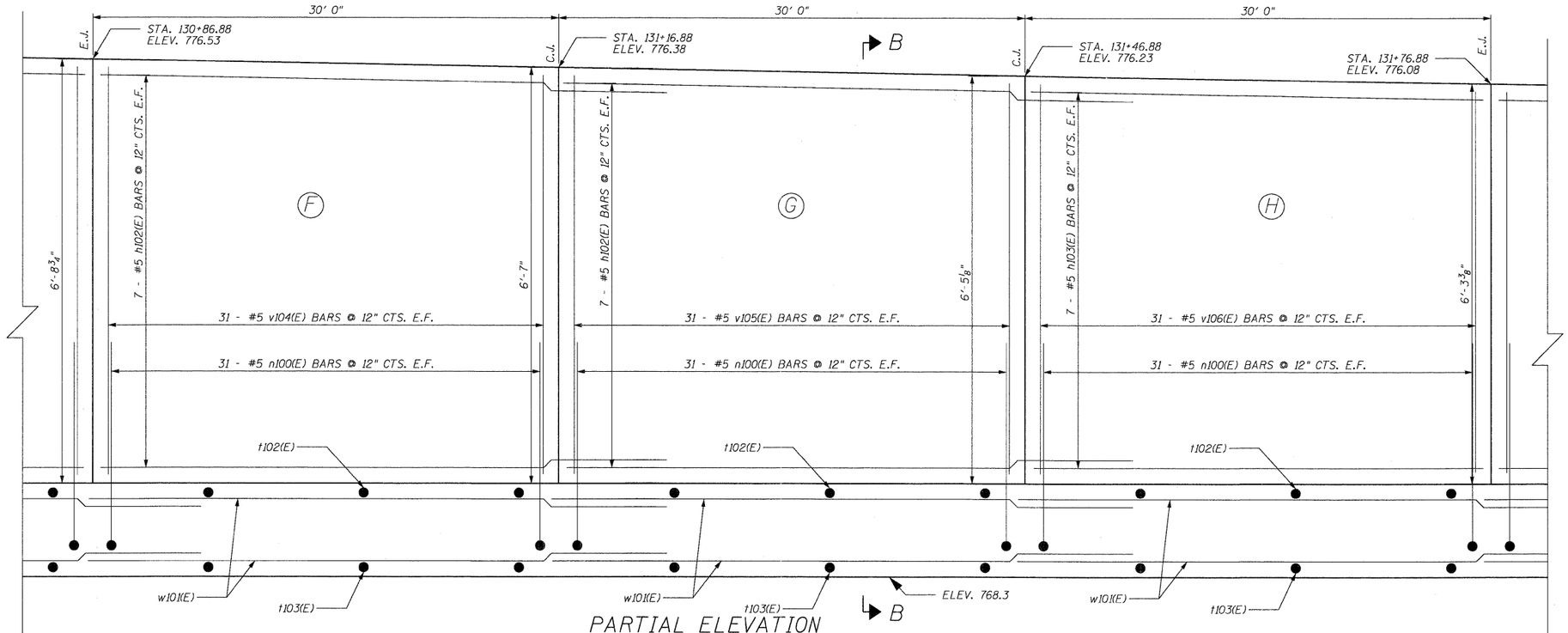
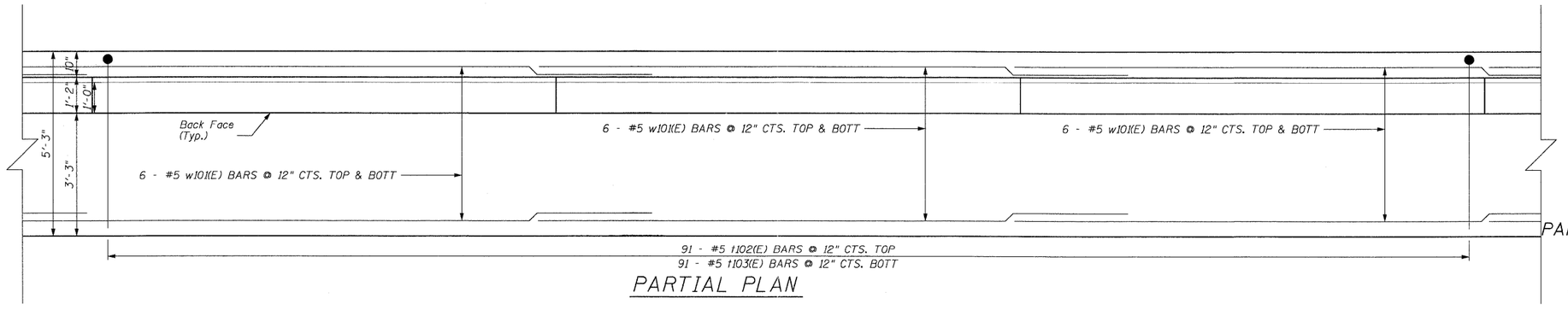
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL ELEVATION
(Facing North)



PARTIAL PLAN

N

PARTIAL PLAN AND ELEVATION

EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+00.00 TO STA. 134+00.00

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

\- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-12 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	91
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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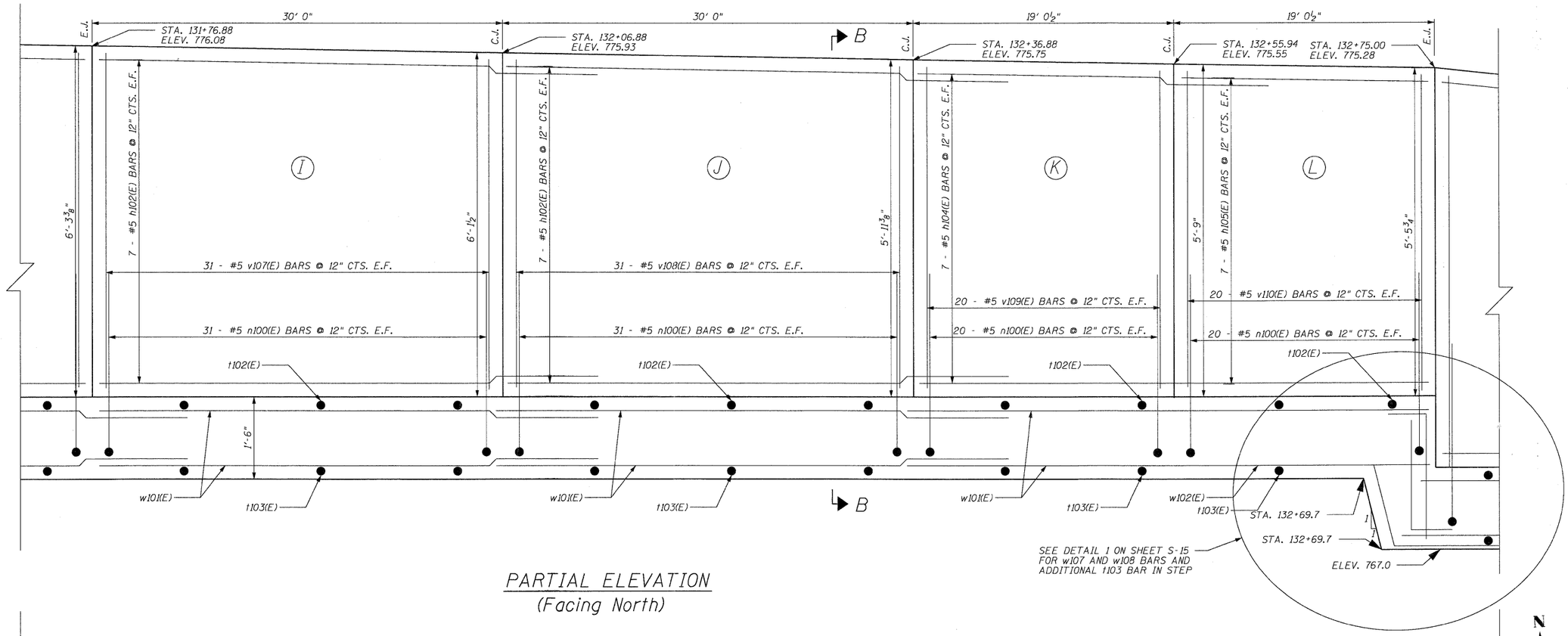
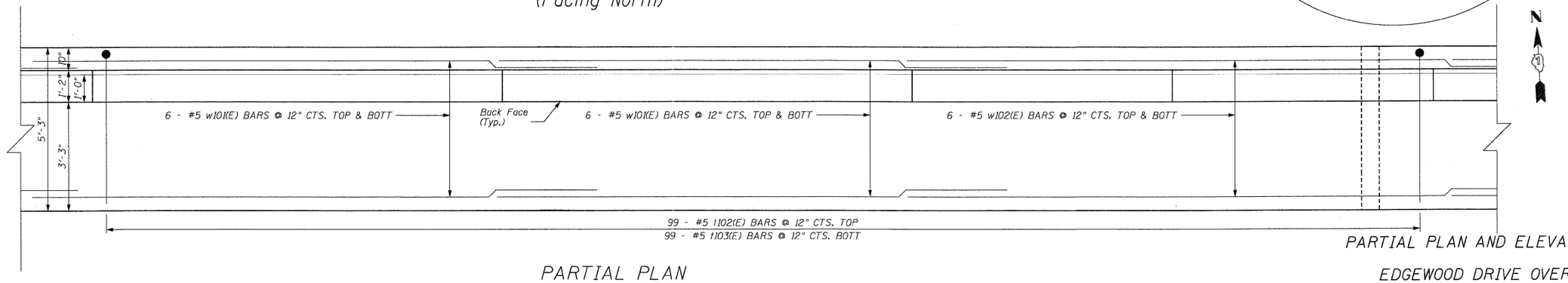
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL ELEVATION
(Facing North)



PARTIAL PLAN

PARTIAL PLAN AND ELEVATION

EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+00.00 TO STA. 134+00.00

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-13 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	92
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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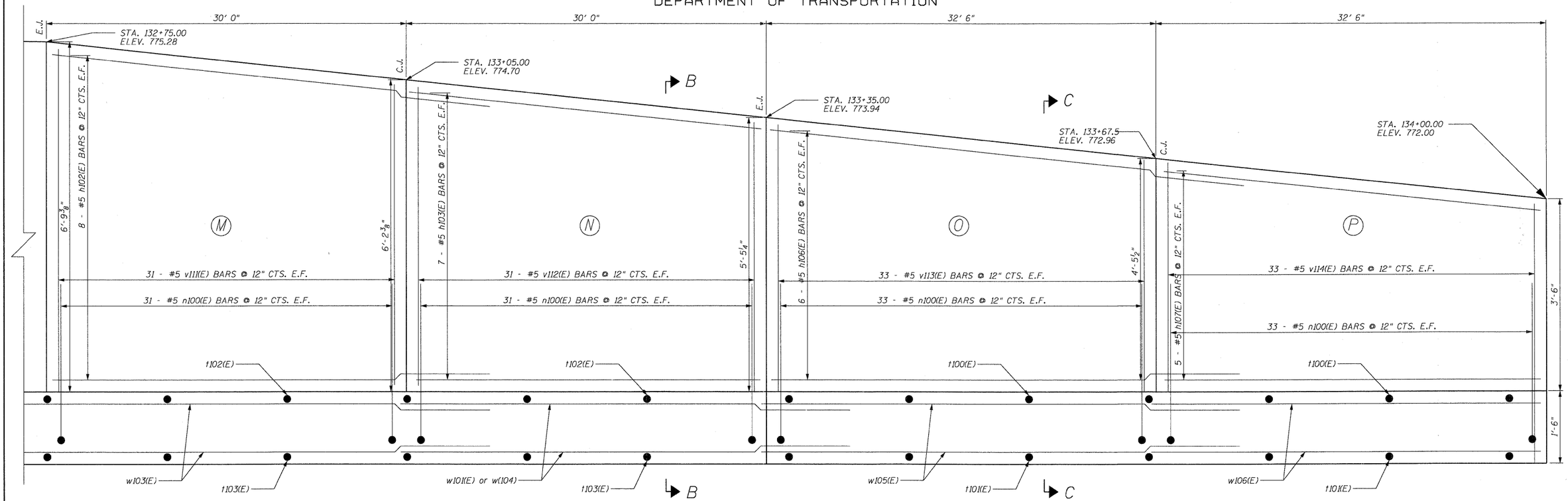
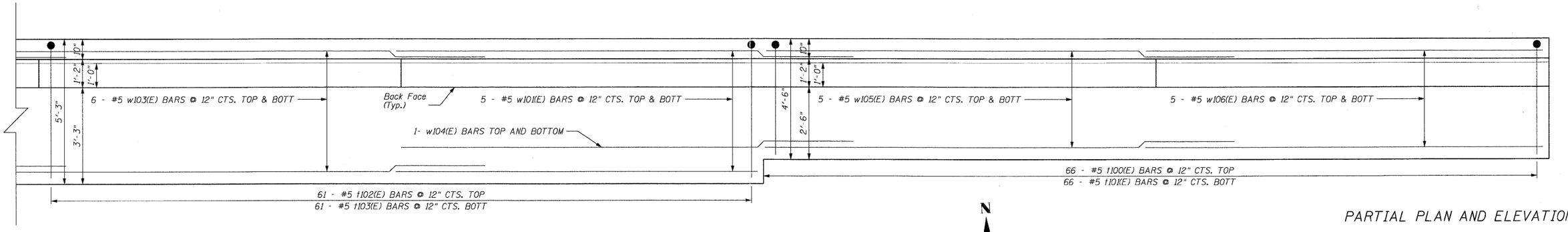
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL ELEVATION
(Facing North)



PARTIAL PLAN

N

PARTIAL PLAN AND ELEVATION

EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+00.00 TO STA. 134+00.00

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-14 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	93
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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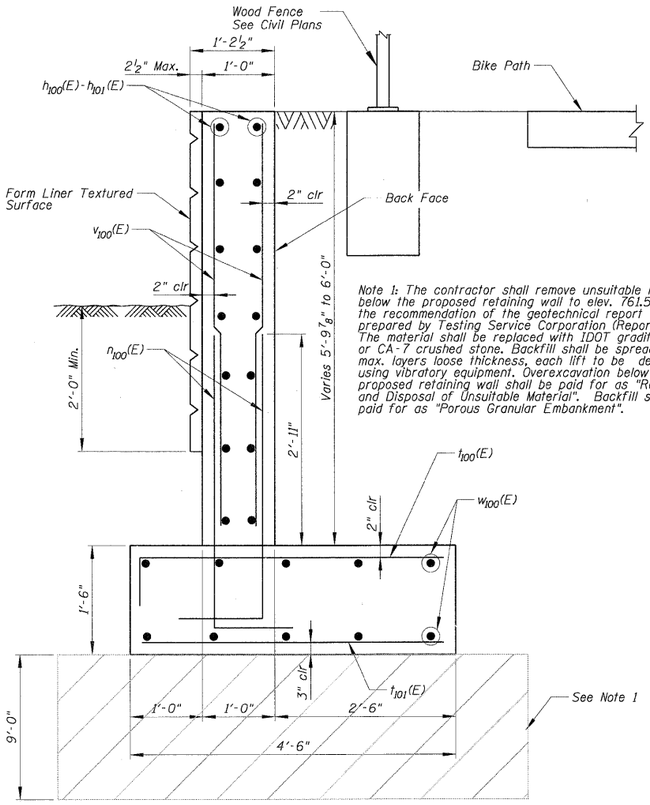
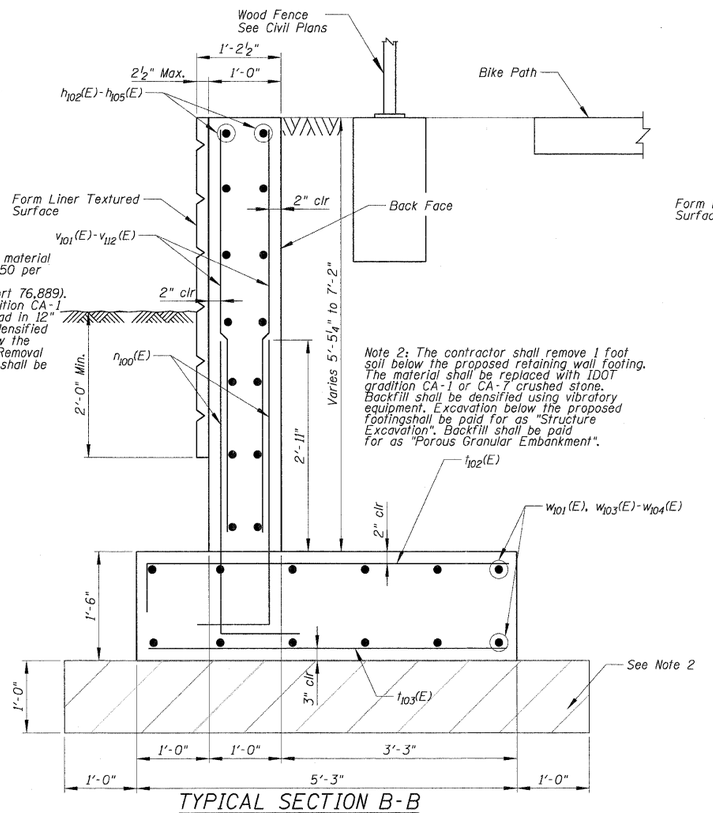
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



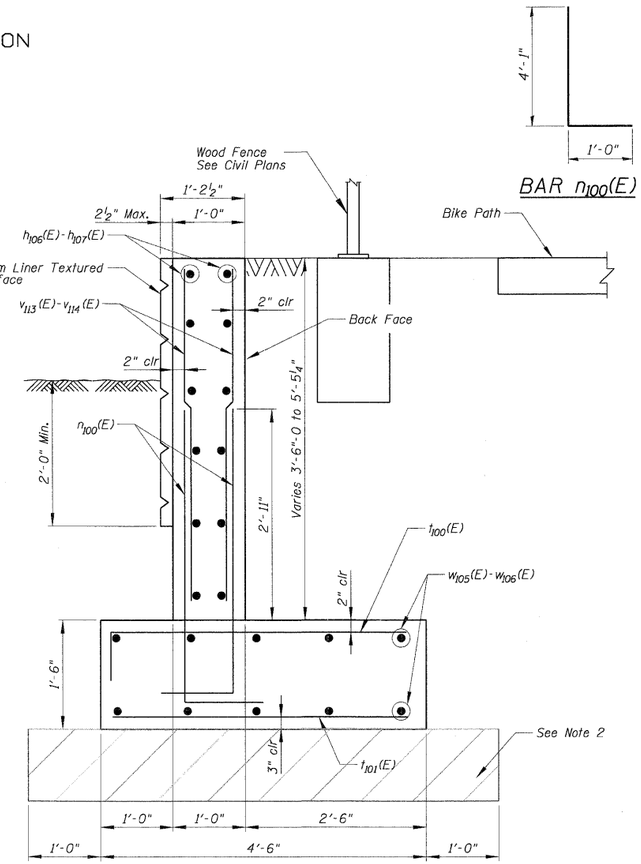
Note 1: The contractor shall remove unsuitable material below the proposed retaining wall to elev. 761.50 per the recommendation of the geotechnical report prepared by Testing Service Corporation (Report 76,889). The material shall be replaced with IDOT gradition CA-1 or CA-7 crushed stone. Backfill shall be spread in 12" max. layers loose thickness, each lift to be densified using vibratory equipment. Overexcavation below the proposed retaining wall shall be paid for as "Removal and Disposal of Unsuitable Material". Backfill shall be paid for as "Porous Granular Embankment".

TYPICAL SECTION A-A
STA. 129+00 TO STA. 129+36.22



Note 2: The contractor shall remove 1 foot soil below the proposed retaining wall footing. The material shall be replaced with IDOT gradition CA-1 or CA-7 crushed stone. Backfill shall be densified using vibratory equipment. Excavation below the proposed footingshall be paid for as "Structure Excavation". Backfill shall be paid for as "Porous Granular Embankment".

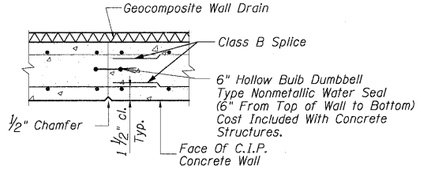
TYPICAL SECTION B-B
STA. 129+96.88 TO STA. 133+35



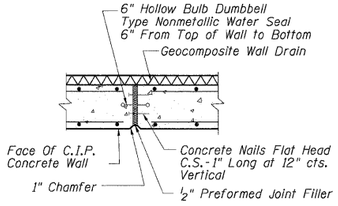
TYPICAL SECTION C-C
STA. 133+35 TO STA. 134+00

BILL OF MATERIAL

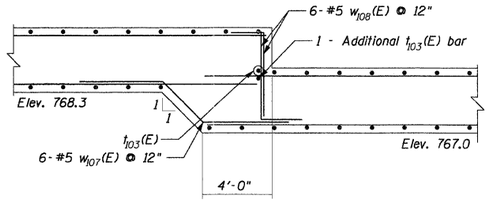
Bar	No.	Size	Length	Shape
h100(E)	14	#5	20'-11"	
h101(E)	14	#5	17'-10"	
h102(E)	104	#5	32'-9"	
h103(E)	44	#5	29'-8"	
h104(E)	14	#5	21'-9"	
h105(E)	14	#5	18'-8"	
h106(E)	12	#5	35'-3"	
h107(E)	10	#5	32'-2"	
n100 (E)	908	#5	4'-11"	⌐
t 100 (E)	103	#5	4'-10"	⌐
t 101 (E)	103	#5	4'-0"	
t 102 (E)	342	#5	5'-7"	⌐
t 103 (E)	343	#5	4'-9"	
v100(E)	76	#5	5'-7"	
v101(E)	62	#5	6'-9"	
v102(E)	62	#5	6'-7"	
v103(E)	62	#5	6'-5"	
v104(E)	62	#5	6'-3"	
v105(E)	62	#5	6'-1"	
v106(E)	62	#5	5'-11"	
v107(E)	62	#5	5'-9"	
v108(E)	62	#5	5'-8"	
v109(E)	40	#5	5'-5"	
v110 (E)	40	#5	5'-3"	
v111 (E)	32	#5	12'-3"	
v112 (E)	32	#5	10'-11"	
v113 (E)	34	#5	9'-3"	
v114 (E)	34	#5	7'-4"	
w100(E)	10	#5	25'-9"	
w101(E)	106	#5	32'-9"	
w102(E)	12	#5	37'-8"	
w103(E)	12	#5	36'-7"	
w104(E)	2	#5	29'-8"	
w105(E)	10	#5	35'-3"	
w106(E)	10	#5	32'-2"	
w107(E)	6	#5	6'-10"	⌐
w108(E)	12	#5	3'-5"	⌐
Concrete Structures		Cu. Yd.	244.5	
Reinforcement Bars, Epoxy Coated		Pound	27,360	



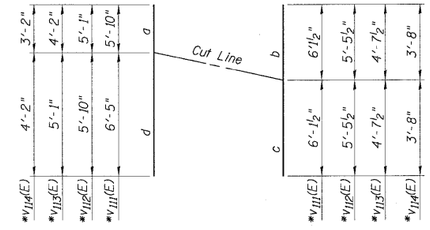
CONSTRUCTION JOINT



EXPANSION JOINT

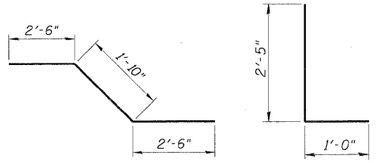


STEPPED FOOTING DETAIL



CUTTING DIAGRAM

*Discard the shortest pieces. Cut bars on front face and bars on back face separately.

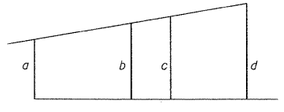


BAR w107(E)

BAR w108(E)

RETAINING WALL LAP SPLICE SCHEDULE	
BAR	LAP
#5	2'-11"

SECTIONS AND DETAILS



PLACING DIAGRAM

EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+00.00 TO STA. 134+00.00

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

\- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S-15 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	4010	09-00078-00-WR	McHENRY	128	94
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

N:\ALGONQUIN\070273.00026\Struct\R-070273.00026-S9.SHT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Testing Service Corporation

STRUCTURE BORING LOG — Page 1 of 1

ROUTE _____ DESCRIPTION Retaining Wall — Date Started 6/17/11 — Date Completed 6/17/11

SECT. _____ STRUCT. NO. _____ DRILLED BY TSC L-76,889

COUNTY McHenry LOCATION Edgewood Road S. 33SE , TWP. 43N , RNG. 8E

Boring No. 101 — Station 130+25 — Offset 7.00ft LT — Surface Elev. 777.00 ft

Surface Water Elev. _____ — Groundwater Elev.: when drilling 774.0 — at Completion 772.0 — after _____ Hrs. _____

DEPTH	BLOWS	Qu tsf	W %
9" Bituminous Concrete 776.20			
5" Sand and Gravel 775.80			
FILL - Black and gray silty CLAY, little to some sand and gravel, little organic, moist to very moist (CL) A-6	3 2 2	P 1.75	14.4
	1 1 1	P 1.0	18.0
771.59			
FILL - Black and brown clayey SAND, trace gravel, trace organic, very moist (SC) A-4 769.00	2 2 5		22.5
Very stiff brownish-gray to gray silty CLAY, some sand and gravel, moist (CL) A-6	3 5 5	B 3.14 15%	12.6
	3 5 8	B 2.35 15%	12.5
764.00			
Hard gray silty CLAY, some sand and gravel, occasional silt and sand seams, damp (CL) A-6	6 11 13	P 4.5+	10.3
	9 11 15	B 5.41 15%	10.0
	18 21 23	P 4.5+	9.7
757.00			
End of Boring at 20.0'			
SPT Hammer = CME Automatic			
4.5" (114 mm) SFA			

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

ILDOT_BORING 7888.GPJ ILDOT.GDT 8.23.11

Testing Service Corporation

STRUCTURE BORING LOG — Page 1 of 1

ROUTE _____ DESCRIPTION Retaining Wall — Date Started 6/17/11 — Date Completed 6/17/11

SECT. _____ STRUCT. NO. _____ DRILLED BY TSC L-76,889

COUNTY McHenry LOCATION Edgewood Road S. 33SE , TWP. 43N , RNG. 8E

Boring No. 102 — Station 131+25 — Offset 7.00ft LT — Surface Elev. 776.50 ft

Surface Water Elev. _____ — Groundwater Elev.: when drilling 771.0 — at Completion 773.5 — after _____ Hrs. _____

DEPTH	BLOWS	Qu tsf	W %
9" Bituminous Concrete			
5" Sand and Gravel 775.70 776.30			
Stiff dark brown to black silty CLAY, little sand, trace organic, very moist (CL) A-6 773.50	2 2 2	P 1.25	20.3
Stiff brown silty CLAY, little sand, trace gravel, moist (CL) A-6	3 3 3	P 1.75	19.0
771.00			
Medium dense brown SAND and GRAVEL, saturated (SP/GP) A-1-a	6 12 12		7.6
Hard brownish-gray silty CLAY, some sand, trace gravel, occasional sand seams, damp to moist (CL) A-6 766.50	9 7 10	B 5.41 15%	8.9
	5 7 11	B 4.33 15%	10.3
763.50			
Hard gray silty CLAY, some sand, trace gravel, occasional silt seams, moist to damp (CL) A-6	3 4 5	P 4.5+	10.8
	8 13 15	B 9.55 15%	7.3
	17 19 25	P 4.5+	7.9
756.50			
End of Boring at 20.0'			
SPT Hammer = CME Automatic			
4.5" (114 mm) SFA			

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

ILDOT_BORING 7888.GPJ ILDOT.GDT 8.23.11

Testing Service Corporation

STRUCTURE BORING LOG — Page 1 of 1

ROUTE _____ DESCRIPTION Retaining Wall — Date Started 6/17/11 — Date Completed 6/17/11

SECT. _____ STRUCT. NO. _____ DRILLED BY TSC L-76,889

COUNTY McHenry LOCATION Edgewood Road S. 33SE , TWP. 43N , RNG. 8E

Boring No. 103 — Station 132+25 — Offset 7.00ft LT — Surface Elev. 776.00 ft

Surface Water Elev. _____ — Groundwater Elev.: when drilling 770.5 — at Completion 774.0 — after _____ Hrs. _____

DEPTH	BLOWS	Qu tsf	W %
9" Bituminous Concrete 776.20			
5" Sand and Gravel 775.80			
Stiff dark brown silty CLAY, little sand, trace gravel, trace organic, very moist (CL) A-7-6 773.00	2 3 3	B 1.09 15%	23.6
Stiff brown silty CLAY, little sand, moist (CL) A-7-6	2 3 3	P 1.75	24.3
770.50			
Medium dense brown SAND and GRAVEL, saturated (SP/GP) A-1-a	4 6 8		11.7
	4 6 7		10.5
765.50			
Hard brown and gray silty CLAY, some sand, trace gravel, moist (CL) A-6	5 7 9	B 6.57 15%	10.8
763.00			
Very stiff brownish-gray silty CLAY, some sand and gravel, occasional sand seams, moist CL) A-6	5 6 8	P 3.5	10.1
	7 10 13	P 2.75	11.9
758.00			
Hard brownish-gray silty CLAY, some sand and gravel, damp (CL) A-6 756.00	7 11 14	P 4.5+	9.1
End of Boring at 20.0'			
SPT Hammer = CME Automatic			
4.5" (114 mm) SFA			

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

ILDOT_BORING 7888.GPJ ILDOT.GDT 8.23.11

Testing Service Corporation

STRUCTURE BORING LOG — Page 1 of 1

ROUTE _____ DESCRIPTION Retaining Wall — Date Started 6/17/11 — Date Completed 6/17/11

SECT. _____ STRUCT. NO. _____ DRILLED BY TSC L-76,889

COUNTY McHenry LOCATION Edgewood Road S. 33SE , TWP. 43N , RNG. 8E

Boring No. 104 — Station 133+50 — Offset 7.00ft LT — Surface Elev. 773.00 ft

Surface Water Elev. _____ — Groundwater Elev.: when drilling 768.0 — at Completion 768.0 — after _____ Hrs. _____

DEPTH	BLOWS	Qu tsf	W %
8" Bituminous Concrete 772.50			
5" Sand and Gravel			
Very stiff dark brown silty CLAY, little sand and gravel, trace organic, moist (CL) A-7-6 771.50 770.00	2 3 3	P 2.25	21.1
Medium stiff brown silty CLAY, little to some sand, very moist (CL) A-6	2 2 2	P 0.75	23.0
767.50			
Medium dense brown SAND, little gravel, wet (SP) A-1-b	5 8 8		12.2
765.00			
Stiff brownish-gray silty CLAY, some sand, trace gravel, occasional sand seams, moist (CL) A-6 762.50	3 5 6	B 1.89 15%	13.5
Very stiff brownish-gray silty CLAY, some sand and gravel, occasional sand seams, A-6	5 8 10	P 2.5	11.3
	5 8 8	B 2.42 15%	12.1
	8 9 15	P 3.5	10.0
756.00			
Hard gray silty CLAY, some sand and gravel, damp (CL) A-6 753.00	8 13 16	B 7.89 15%	9.6
End of Boring at 20.0'			
SPT Hammer = CME Automatic			
4.5" (114 mm) SFA			

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

ILDOT_BORING 7888.GPJ ILDOT.GDT 8.23.11

DESIGNED -	
CHECKED -	
DRAWN -	
CHECKED -	

200

EXAMINED _____
ENGINEER OF BRIDGE DESIGN

PASSED _____
ENGINEER OF BRIDGES AND STRUCTURES

SOIL BORINGS

EDGEWOOD DRIVE OVER
RATT CREEK TRIBUTARY
F.A.U. RTE. 4010
SECTION 09-00078-00-WR
MCHENRY COUNTY
STA. 129+00.00 TO STA. 134+00.00

SHEET NO.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-16 SHEETS	4010	09-00078-00-WR	McHENRY	128	95
			CONTRACT NO. 63655		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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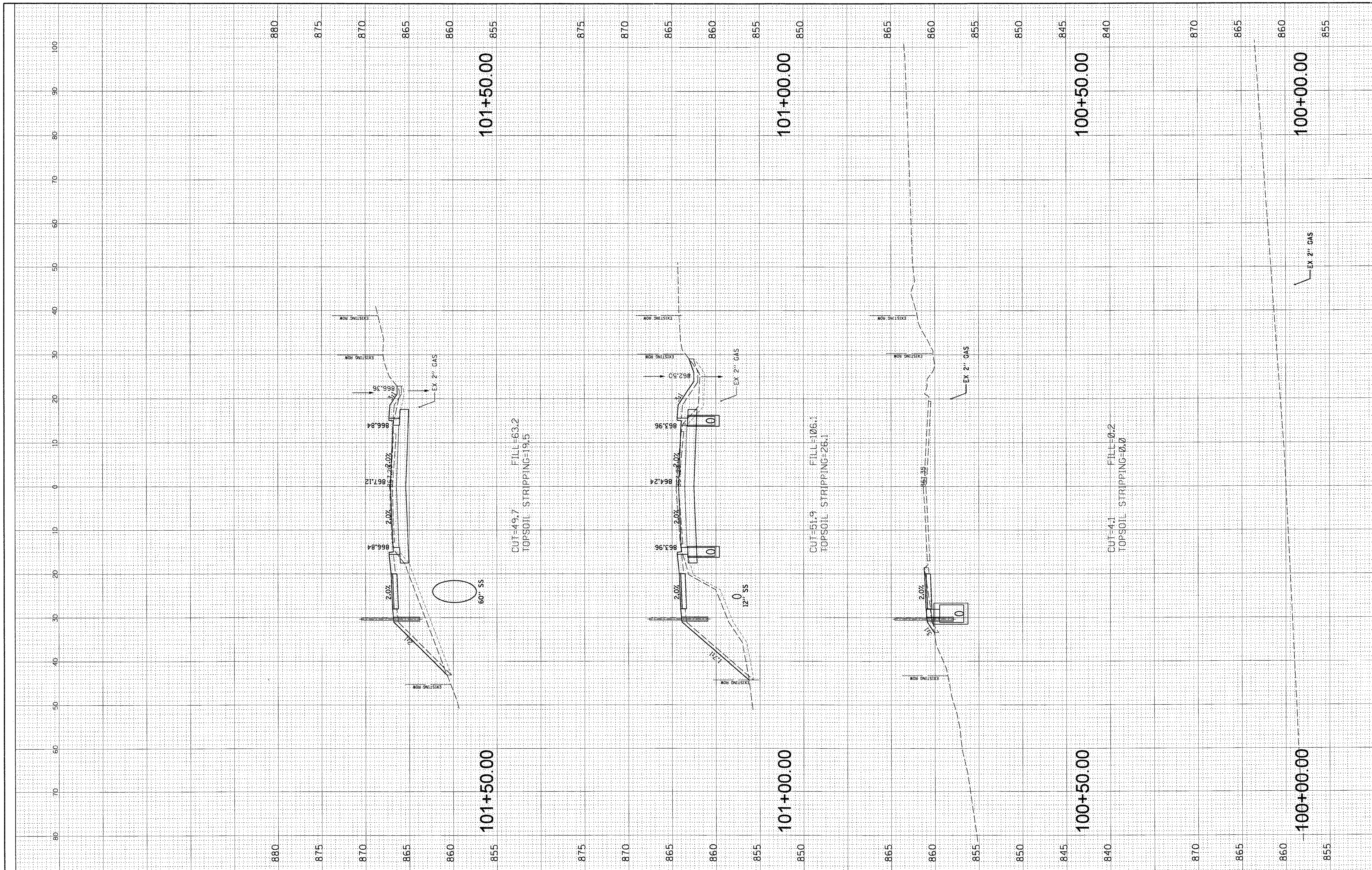
CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500



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	PLOT SCALE = 10'	DRAWN - FPB	REVISED -
	PLOT DATE = 11/15/2011	CHECKED - MJT	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

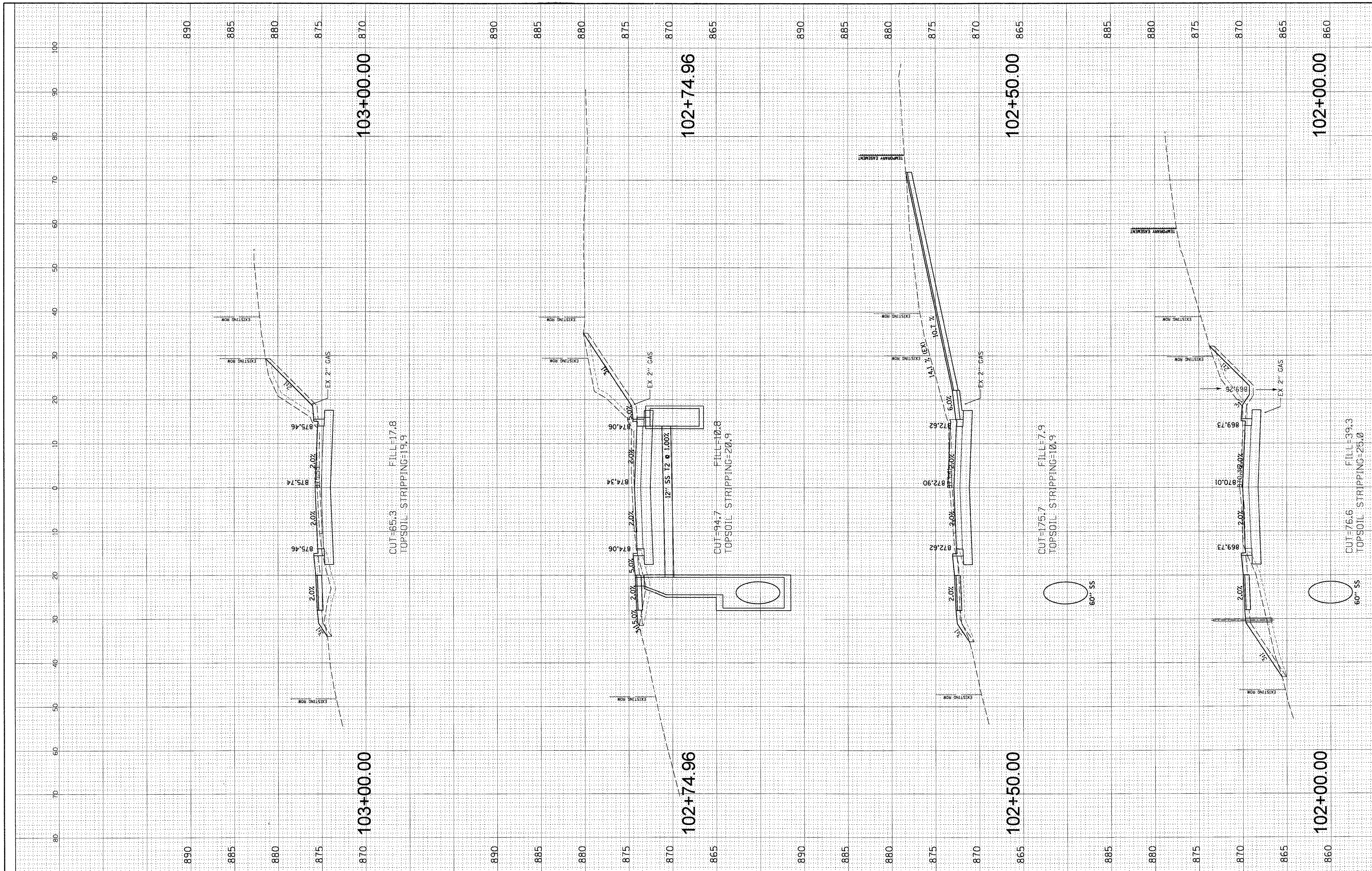
EDGEWOOD ROAD
STA. 100+00.00 – STA. 101+50.00

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	96
		CONTRACT NO. 63655		

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

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500



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	PLOT DATE = 11/15/2011	CHECKED - MJT	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD ROAD
STA. 102+00.00 -STA. 103+00.00

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	97
		CONTRACT NO. 63655		

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

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN		BY	DATE
NOTE BOOK	SURVEYED PLOTTED GRADES CHECKED R/L OF WAY CHECKED CADD FILE NAME		
NO.			

PROFILE			
NOTE BOOK	SURVEYED PLOTTED GRADES CHECKED R/L OF WAY CHECKED STRUCTURE NO'S/ITNS CHK'D	BY	DATE
NO.			

105+00.00
CUT=2.6
TOPSOIL STRIPPING=21.6
FILL=125.0
879.40
879.12
879.76
879.48
EX 2" GAS
EXISTING ROW
2.0%
104+50.00
CUT=1.1
TOPSOIL STRIPPING=20.2
FILL=111.2
878.99
879.27
104+00.00
CUT=6.3
TOPSOIL STRIPPING=19.9
FILL=64.2
877.55
877.93
103+50.00
CUT=28.8
TOPSOIL STRIPPING=19.7
FILL=30.3
895
890
885
880
875
870

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\XS_070273.SHT	USER NAME = rharman	DESIGNED - ABR	REVISED -
		DRAWN - FPB	REVISED -
	PLOT SCALE = 10'	CHECKED - MJT	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD ROAD
STA. 103+50.00 – STA. 105+00.00

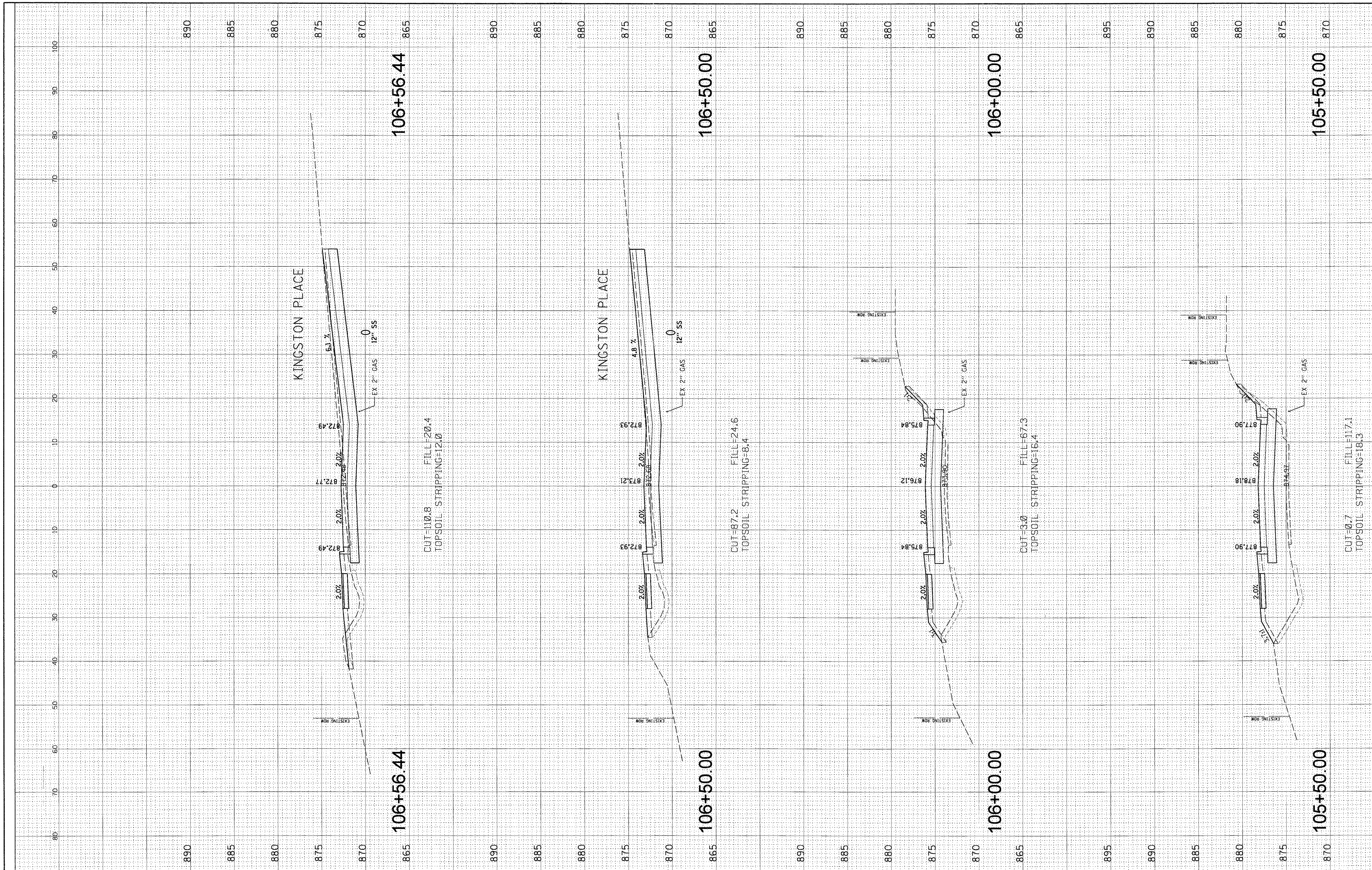
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	98
		CONTRACT NO. 63655		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	ALIGNMENT CHECKED		
	P.I. OF R&T CHECKED		
	CADD FILE NAME		

PROFILE		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	GRADES CHECKED		
	B.M. NOTED		
	STRUCTURE NOTATIONS CHK'D		



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	PLOT SCALE = 10'	DRAWN - FPB	REVISED -
	PLOT DATE = 11/15/2011	CHECKED - MJT	REVISED -
		DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD ROAD
STA. 105 + 50.00 – STA. 106 + 56.44

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	99
		CONTRACT NO. 63655		

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

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN

NOTE BOOK
NO.

SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.T. OF WAY CHECKED
CADD FILE NAME

BY | DATE

PROFILE

NOTE BOOK
NO.

SURVEYED
PLOTTED
ALIGNMENT CHECKED
CROSS SECTIONS
E.M. NOTES
STRUCTURE NOTATNS CHKD

BY | DATE

108+50.00 | 108+00.00 | 107+50.00 | 107+00.00

EXISTING ROW

12" SS T2 @ 0.70%

EX 2" GAS

12" SS

861.83 | 861.55 | 863.67 | 863.95 | 866.58 | 866.30 | 869.70 | 869.42

2.0%

CUT=0.0
TOPSOIL STRIPPING=23.7
FILL=100.1

CUT=19.0
TOPSOIL STRIPPING=18.4
FILL=39.1

CUT=66.9
TOPSOIL STRIPPING=16.4
FILL=12.4

CUT=76.1
TOPSOIL STRIPPING=18.0
FILL=11.7

FILE NAME = N:\ALGONQUIN\070273.00026\Civil\XS_070273.SHT	USER NAME = mwoerman	DESIGNED - ABR	REVISED -
		DRAWN - FPB	REVISED -
	PLOT SCALE = 10'	CHECKED - MJT	REVISED -
	PLOT DATE = 11/15/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDGEWOOD ROAD
STA. 107+00.00 – STA. 108+50.00

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4010	09-00078-00-WR	McHENRY	128	100
		CONTRACT NO. 63655		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		