F.A.U. ROUTE	CONTRACT NO.	COUNTY	TOTAL SHTS.
0126	STATE SECTION 95-00090-00-FP	McHENRY	77
PLAN & PROFILE STA. 100+00 TO STA. 106+			
F.H.W.A. REG.5	ILLINOIS	PROJECT M-8003(	

SHEET NO.

MATCH LINE STA. 101+00

EXIST TEMP EASE

EXIST R.O.W.

INLET A-24, 2' DIA. 102+50, 46.12' LT TC 921.00 INV SE 918.33

MH A-1C, 4' DIA. 102+56, 37' LT FR 920.51 INV NW 918.01 INV E 917.01 INV S 917.23

102+36.51 44.58' LT

12" SS TY 1 9' @ 3.55% TB 1.7 CY 9'

COMB. CONC C&G TY B-6.24

60' R

11.3'

10.5'

7' R

1.0' (TYP)

MH A-1C, 4' DIA. 103+57, 37' LT FR 920.36 INV W 916.50 INV S 916.54 INV E 916.44 INV NE 917.86

COMB. CONC C&G TY B-6.24

INLET A-24, 2' DIA. 103+75, 45.67' LT TC 920.82 INV SW 918.32

72'R

103+85.55 44.58' LT

12" SS TY 2 82' @ 0.50% TB 28.0 CY 82'

PIPE UNDERDRAIN, 6" 10' @ 1.00% (TYP)

SAW CUT

INLET A-24, 2' DIA. 104+40, 44.58' LT TC 920.54 INV S 917.87 INV E 917.97

12" SS TY 1 10' @ 1.00% TB 2.4 CY 10'

104+60.25 44.58' LT

INLET A-24, 2' DIA. 104+50, 44.58' LT TC 920.57 INV W 918.07

CB A-24, 4' DIA. 105+23, 38.83' LT TC 920.67 INV NE 915.00 INV S 916.46 INV W 915.03

12" SS TY 2 17' @ 1.50% TB 14.3 CY 17'

DRYWELL 1C, 5' DIA. 105+75, 40' LT FR 920.60 INV E 914.35 INV W 914.35

DRYWELL 1C, 5' DIA. 106+10, 40' LT FR 920.30 INV SE 913.80 INV W 914.00

DRYWELL 1C, 5' DIA. 105+40, 40' LT FR 920.90 INV E 914.70 INV SW 914.78

105+93 32.82' LT MEET EXIST.

12" SS TY 2 32' @ 1.00% TB 22.5 CY 24'

REC-TC

DRY WELL

COMB. CONC C&G REM (TYP)

SS REM, 12" (TYP STA. 100+71 TO STA. 105+ 35)

12" SS TY 1 7' @ 1.00% TB 1.9 CY 7'

SAW CUT 1' (TYP)

PROP. BITUMINOUS ENTRANCE

103+19.48 44.58' LT

102+98.59 44.58' LT

COMB CONC C&G TY B-6.12

12" SS TY 1 19' @ 2.42% TB 3.5 CY 19'

12" SS TY 1 7' @ 1.30% TB 2.2 CY 7'

12" SS TY 1 5' @ 3.40% TB 1.0 CY 5'

12" SS TY 2 84' @ 1.00% TB 58.5 CY 84'

12" SS TY 2 35' @ 1.00% TB 31.1 CY 35'

1' STUB

PLUG EXISTING 12" SS (INCLUDED IN REC DW)

JOINT

PROP. INV. ELEV. 913.48

100+00 N. LINE NE 1/4 SEC 9-43-8

101+00

102+00

103+00

104+00

105+00

106+00

200+00

PROP. ℄ ROUTE 14 (NORTHWEST HIGHWAY)

CONNECT TO EXIST (TYP)

12" SS TY 1 101' @ 0.50% TB 31.3 CY 101'

PROP. BITUMINOUS ENTRANCE

12" SS TY 1 7' @ 0.50% TB 2.2 CY 7'

12" SS TY 1 6' @ 1.30% TB 1.5 CY 6'

MH A-1C, 4' DIA. 104+39, 37' LT FR 920.20 INV W 916.03 INV S 916.53 INV E 915.87 INV N 917.70

12" SS TY 1 7' @ 1.00% TB 2.5 CY 7'

PC = 104+99.96

CURVE US-14-3

12" SS TY 2 35' @ 1.00%

+93

15' R

1' STUB

SAW CUT (TYP)

30' R

2' R (TYP)

101+38.20 32.58' RT

12" (TYP)

12" SS TY 1 6' @ 0.50% TB 2.0 CY 6'

CUT AND CONNECT SLOTTED DRAIN (3 EACH)

CUT AND CONNECT EX. SLOTTED DRAIN (2 EACH)

BUTT

BIT. SURFACE REM – BUTT JT.

12" SS TY 1 6' @ 1.00% TB 1.5 CY 6'

12" SS TY 1 6' @ 1.00% TB 1.3 CY 6'

103+35 30.00' RT

104+00 30.00' RT

EXIST. SLOTTED DRAIN (TYP.)

BIT. SURFACE REM (VAR DEPTH) (VAR 0" TO 2")

14'

+06.9 BIT CE, 14'

1'

7'

2'R

BIT. SURFACE REM (VAR DEPTH) (VAR 0" TO 2")

MAINTAIN EXIST (NO ADJ)

101+32.53 54.28' RT

DRYWELL 1C, 5' DIA. 102+45, 39' RT FR 920.70 INV NE 917.20

NOTE: A NOMINAL QUANTITY OF 4 SY CLASS D PATCHES, TYPE 1, 12" HAS BEEN PROVIDED IN THE CONTRACT FOR RESTORATION OF PAVEMENT AT LOCATION OF EACH DRAINAGE STRUCTURE REMOVAL IN THE CURB ON U.S. ROUTE 14

CB A-24, 4' DIA. 102+56, 32.46' RT TC 921.03 INV SW 917.45 INV N 917.95

DRYWELL 1-C, 5' DIA. 103+28, 39' RT FR 920.80 INV NE 915.97

CB A-24, 4' DIA. 103+56, 32.46' RT TC 920.74 INV SW 916.32 INV SE 916.32 INV N 916.82

CB A-24, 4' DIA. 104+37, 32.46' RT TC 920.45 INV SE 916.45 INV N 917.37

DRYWELL 1C, 5' DIA. 103+95, 39' RT FR 920.60 INV NE 915.93

DRYWELL 1P, 5' DIA. 104+45, 39' RT FR 918.90 INV NW 916.15

DRYWELL 1C, 5' DIA. 105+28, 39' RT FR 919.70 INV SW 916.98 INV NE 916.20

CB A-24, 4' DIA. 105+35, 32.48' RT TC 920.40 INV SW 916.40 INV NW 917.17

CB A-24, 4' DIA. 106+31, 32.63' RT TC 920.54 INV SE 916.62 INV N 917.79 INV SW 917.79

DRYWELL 1P, 5' DIA. 106+40, 36' RT FR 919.40 INV NW 916.40

12" SS TY 1 14' @ 1.80% TB 1.0 CY 8'

12" SS TY 1 28' @ 1.26% TB 10.7 CY 17'

12" SS TY 1 40' @ 1.00% TB 16.7 CY 33'

12" SS TY 1 11' @ 2.73% TB 1.7 CY 6'

12" SS TY 1 10' @ 2.00% TB 1.6 CY 5'

12" SS TY 1 10' @ 2.20% TB 2.3 CY 10'

+66.2 BIT CE, 35

12' R (TYP)

TYPE B-6.12 C&G (TYP.)

100+85.20 54.27' RT

PROPOSED TEMP. EASEMENT

TYPE B 6.12 C & G (TYP)

CURB REM (TYP)

PROPOSED R.O.W.

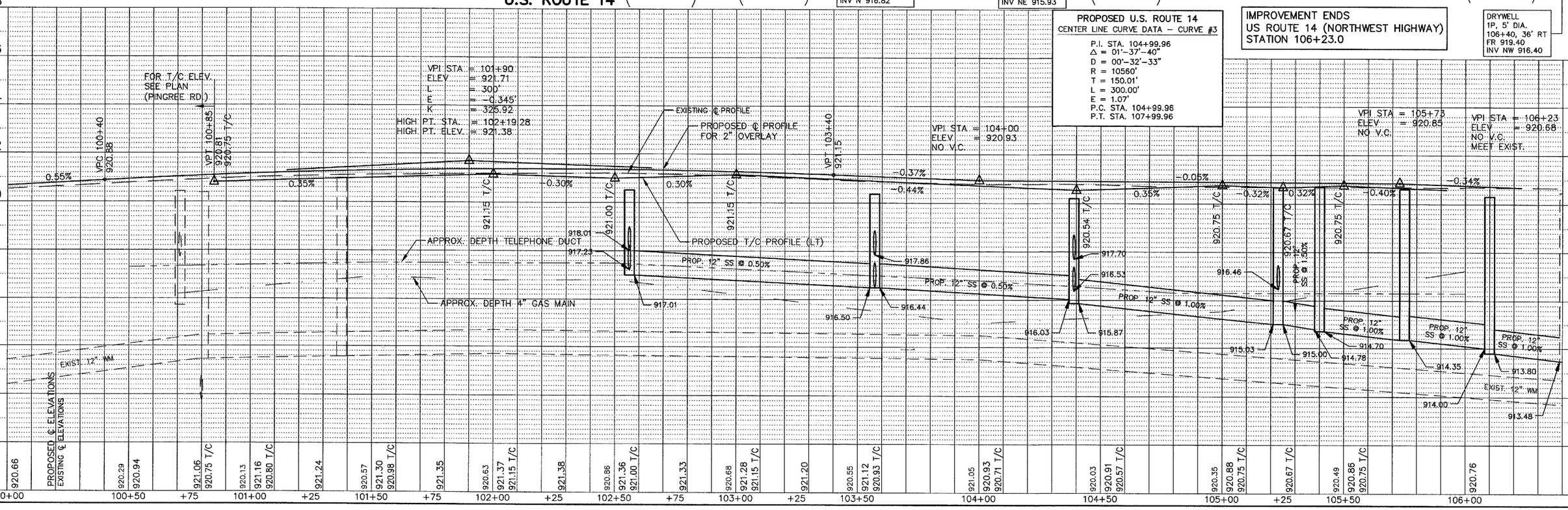
EXISTING R.O.W.

SCALE: 1" = 20'

928

U.S. ROUTE 14

PROPOSED U.S. ROUTE 14
CENTER LINE CURVE DATA – CURVE #3

P.I. STA. 104+99.96
Δ = 01°-37'-40"
D = 00°-32'-33"
R = 10560'
T = 150.01'
L = 300.00'
E = 1.07'
P.C. STA. 104+99.96
P.T. STA. 107+99.96

IMPROVEMENT ENDS
US ROUTE 14 (NORTHWEST HIGHWAY)
STATION 106+23.0