F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	1
	ILLINOIS	CONTRACT NO. 63546		

INDEX OF SHEETS

04-29-11 LETTING ITEM 031

STATE STANDARDS

PROJECT IS LOCATED IN THE CITY OF CRYSTAL LAKE

TRAFFIC DATA:
2008 ADT = 7,300 VEHICLES
2030 ADT = 10,000 VEHICLES
POSTED SPEED LIMIT = 40 MPH
FUNCTIONAL CLASSIFICATION = COLLECTOR

100′ 200′ 300′ — 1″ = 100′
0 10′ 20′ 30′ — 1″ = 10′
0 50′ 100′ — 1″ = 50′
0 50′ 100′ — 1″ = 40′
0 50′ 100′ — 1″ = 30′
0 50′ 100′ — 1″ = 20′

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

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

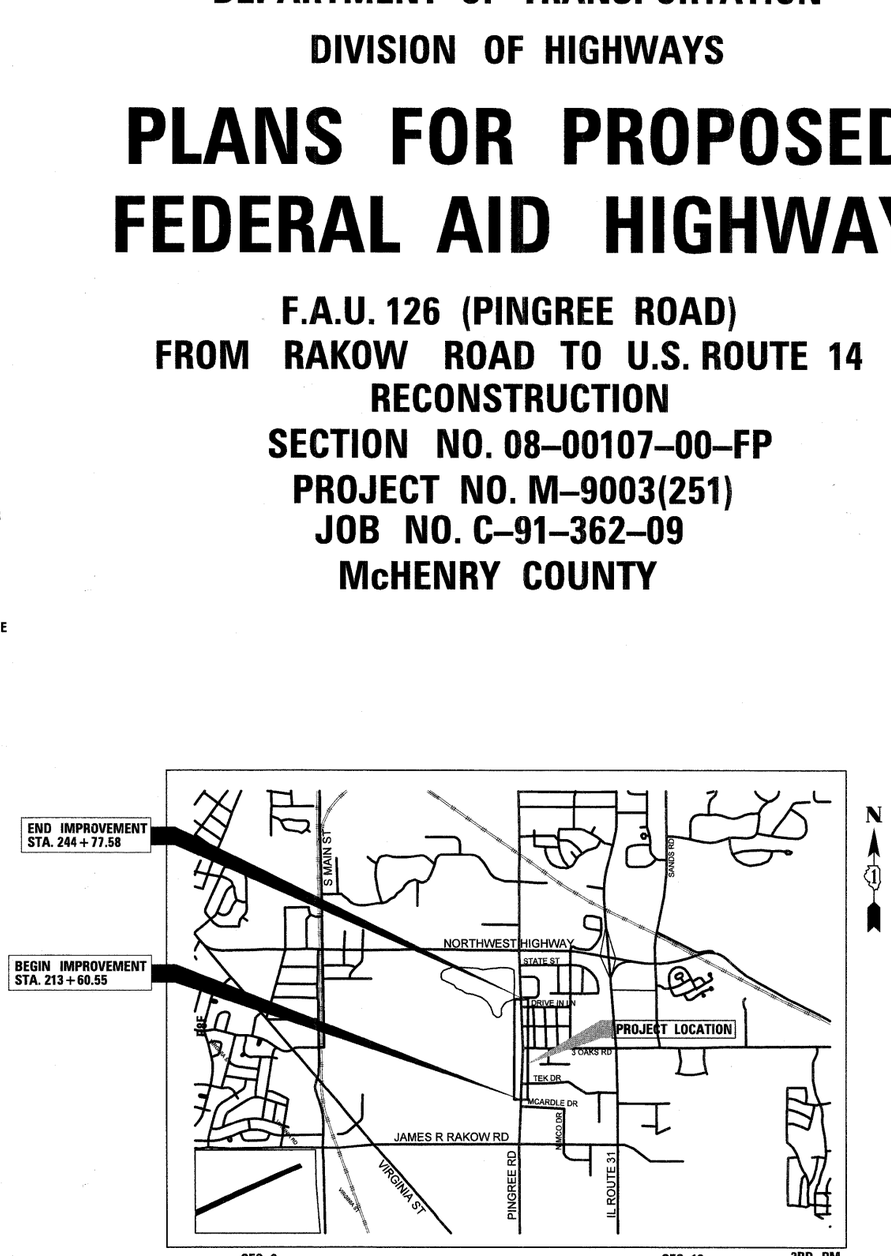
CONTRACT NO. 63546

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. 126 (PINGREE ROAD)
FROM RAKOW ROAD TO U.S. ROUTE 14
RECONSTRUCTION
SECTION NO. 08–00107–00–FP
PROJECT NO. M–9003(251)
JOB NO. C–91–362–09
McHENRY COUNTY



SCALE – 1″ = 2,000′
ALGONQUIN TOWNSHIP
GROSS LENGTH = 3,117 FT. = 0.59 MILE
NET LENGTH = 3,117 FT. = 0.59 MILE

LOCATION OF SECTION INDICATED THUS: –■–

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED December 31, 2010
CITY ENGINEER, CITY OF CRYSTAL LAKE

PASSED January 7 2011
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW January 7, 2011
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

MARTIN C. WORMAN
062-051360
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS

Signed
MARTIN C. WORMAN, P.E. IL Lic. No. 062-051360
Expires 11-30-2011

Date January 6, 2011

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CHRISTOPHER B. BURKE ENGINEERING LTD.
8575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2011; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD), "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. 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 CITY 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

A. EXCAVATION REQUIRED TO CLEAN SIDE ROAD DITCHES, CONSTRUCT DRIVEWAYS OR CONSTRUCT SIDE ROAD APPROACHES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
B. 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 INCLUDED 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 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. ALL EXISTING DRAINAGE FACILITIES, HEADWALLS AND FENCES NO LONGER REQUIRED, IN THE OPINION OF THE ENGINEER, SHALL BE REMOVED. THE COST OF REMOVAL OF EXISTING PIPE CULVERTS, STORM SEWERS, DRAINAGE STRUCTURES, CONCRETE HEADWALLS, FENCING OR OTHER OBSTRUCTIONS WHICH INTERFERE WITH THE PROPOSED IMPROVEMENTS AND WHICH ARE NOT SHOWN TO BE REMOVED AS A SEPARATE PAY ITEM SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
ANY OF THESE MATERIALS CONSIDERED SUITABLE FOR SALVAGE BY THE ENGINEER SHALL BE STORED WITHIN THE RIGHT-OF-WAY FOR LATER REMOVAL BY THE CITY.
UNUSABLE MATERIALS SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. TRENCH BACKFILL AND/OR PAVEMENT REPLACEMENT AND/OR AGGREGATE BASE COURSE, TYPE B WILL BE PAID FOR WHEN THE WORK LIES UNDER EXISTING PAVEMENT AREAS.

C. 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 INCLUDED IN THE COST OF THE CONTRACT.

D. 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.

E. 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 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 CONES SHALL BE CONCENTRIC.

7. DRIVEWAYS OR ENTRANCES

A. EXISTING HOT-MIX ASPHALT AND CONCRETE DRIVEWAYS AND ENTRANCES SHALL BE RECONSTRUCTED TO ONE FOOT INSIDE THE RIGHT-OF-WAY WITH HOT-MIX ASPHALT SURFACE COURSE OR CONCRETEAND AGGREGATE BASE COURSE AS SCHEDULED IN THE PLANS. EXISTING FIELD ENTRANCES SHALL BE BUILT UP IN PLACE TO THE RIGHT-OF-WAY WITH AGGREGATE BASE COURSE.

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. PRIVATE DRIVEWAYS- 2" HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50
6" AGGREGATE BASE COURSE, CA-6
OR 6" PCC DRIVEWAY PAVEMENT, CLASS SI
2" AGGREGATE BASE COURSE, CA-6

b. COMMERCIAL DRIVEWAYS- 1 1/2 " HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50
2 1/4" HOT MIX ASPHALT BINDER COURSE, IL 19.0 N50,
8" AGGREGATE BASE COURSE, CA-6
OR 8" PCC DRIVEWAY PAVEMENT, CLASS PV
3" AGGREGATE BASE COURSE, CA-6

8. ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON U.S.G.S. 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. 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 CITY DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE.

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.)

12. 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 CONTRACT.

B. WHEN THE REQUIRED VERTICAL AND HORIZONTAL CLEARANCES, AS SPECIFIED BY THE IEPA AND CITY DETAIL UG-04, 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.

13. 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. 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 INCIDENTAL TO 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.

14. 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 SECTION 107.29 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

15. 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.

16. CONTRACTOR TO COORDINATE WORK WITH ADJACENT PROJECT THAT MAY BE IN EFFECT.

17. USE OF CCDD FILL OPERATION
IF THE CONTRACTOR CHOOSES TO DISPOSE OF UNCONTAMINATED SOIL OR UNCONTAMINATED SOIL MIXED WITH CLEAN CONSTRUCTON AND DEMOLITION DEBRIS (CCDD) AT A CCDD FILL OPERATION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PERFORM ALL NECESSARY FIELD AND LABORATORY ANALYSIS AND TO OBTAIN THE LICENSED PROFESSIONAL ENGINEER'S CERTIFICATION REQUIRED TO USE THE SITE AS PER PUBLIC ACT 96-1416. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

UTILITY CONTACT INFORMATION

UTILITY COMPANY	AT&T	COMCAST	COMED	NICOR GAS	CITY OF CRYSTAL LAKE
CONSTRUCTION CONTACT PERSON		MARTHA GIERAS	MIKE LENOX	CONSTANCE LANE	
PHONE		630-600-6352	815-490-2869	630-388-3830	815-459-2020
FAX		630-600-6390		630-983-4028	815-479-1647
ADDRESS	AT&T	COMCAST	COMED	NICOR GAS	CITY OF CRYSTAL LAKE
	1000 COMMERCE DRIVE	688 INDUSTRIAL DRIVE	123 ENERGY DRIVE	1844 FERRY ROAD	100 W. WOODSTOCK ST.
	OAK BROOK, IL 60523	ELMHURST, IL 60126	ROCKFORD, IL 61109	NAPERVILLE, IL 60563-9600	CRYSTAL LAKE, IL 60014
FACILITIES IN/ NEAR PROJECT	YES	YES	YES	YES	YES
COMMENTS/ STATUS	FINAL PLANS SENT 12/23/10	FINAL PLANS SENT 12/23/10	FINAL PLANS SENT 12/23/10	FINAL PLANS SENT 12/23/10	FINAL PLANS SENT 12/23/10

FILE NAME = N:\CRYSTALLAKE\100316\Civil\NOT01_100316.dgn
USER NAME = MWORMAN
PLOT SCALE = 50'
PLOT DATE = 1/6/2011
DESIGNED - MCW
DRAWN - PMM
CHECKED - MCW
DATE -
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
PINGREE ROAD

SCALE: 50' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	2
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

		PAY CODE	ITEM	UNIT	0004 TOTAL QUANTITY
		20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	52
		20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	104
		20101000	TEMPORARY FENCE	FOOT	456
		20101100	TREE TRUNK PROTECTION	EACH	19
	**	20101200	TREE ROOT PRUNING	EACH	19
	**	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	1
	**	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	18
		20200100	EARTH EXCAVATION	CU YD	6173
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	938
		20800150	TRENCH BACKFILL	CU YD	485
		21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1732
	**	21101620	TOPSOIL FURNISH AND PLACE, 5"	SQ YD	6608
	**	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	82
	**	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	82
	**	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	82
	**	25100630	EROSION CONTROL BLANKET	SQ YD	6830
	**	25200110	SODDING, SALT TOLERANT	SQ YD	6608
	**	25200200	SUPPLEMENTAL WATERING	UNIT	100
	*	28000315	AGGREGATE DITCH CHECKS	TON	5
		28000400	PERIMETER EROSION BARRIER	FOOT	4251
		28000510	INLET FILTERS	EACH	27
		28100107	STONE RIPRAP, CLASS A4	SQ YD	46
		28200200	FILTER FABRIC	SQ YD	76
		35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	826
		35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	1601
		40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3817
		40600300	AGGREGATE (PRIME COAT)	TON	14
		40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	191
		40600895	CONSTRUCTING TEST STRIP	EACH	1
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	70
		40600990	TEMPORARY RAMP	SQ YD	1436
		40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	157
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	506
		40701891	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10 1/2"	SQ YD	9015
		42001300	PROTECTIVE COAT	SQ YD	1663
		42300200	PORTLAND CEMENT CONCRETE DRIVEWAYPAVEMENT, 6 INCH	SQ YD	306
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	7537
		42400800	DETECTABLE WARNINGS	SQ FT	183
		44000100	PAVEMENT REMOVAL	SQ YD	7101
		44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	4237
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	925
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	16
		44000600	SIDEWALK REMOVAL	SQ FT	129

		PAY CODE	ITEM	UNIT	0004 TOTAL QUANTITY
		44201713	CLASS D PATCHES, TYPE I,6 INCH	SQ YD	106
		44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	318
		50105220	PIPE CULVERT REMOVAL	FOOT	210
		54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1
		54247110	GRATING FOR CONCRETE FLARED END SECTION 18"	EACH	1
		550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	1570
		550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	52
		550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	365
		55100500	STORM SEWER REMOVAL 12"	FOOT	9
		56100900	WATER MAIN 12"	FOOT	10
	*	56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	1
	*	56400500	FIRE HYDRANTS TO BE REMOVED	EACH	1
		60100905	PIPE DRAINS 4"	FOOT	74
		60250200	CATCH BASINS TO BE ADJUSTED	EACH	2
		60265700	VALVE VAULTS TO BE ADJUSTED	EACH	4
	*	60600505	CONCRETE CURB (SPECIAL)	FOOT	330
		60600605	CONCRETE CURB, TYPE B	FOOT	25
	*	60604100	COMBINATION CONCRETE CURB AND GUTTER,TYPE B-6.12 (MODIFIED)	FOOT	3758
		67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7
		67100100	MOBILIZATION	L SUM	1
		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	13600
		70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	180
		72000100	SIGN PANEL - TYPE 1	SQ FT	69
		72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	64
	**	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	191
	**	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	14040
	**	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	894
	**	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1470
	**	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	110
		78300100	PAVEMENT MARKING REMOVAL	SQ FT	1000
		87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16
	**	A2001020	TREE, ACER RUBRUM (RED MAPLE), 2-1/2"CALIPER, BALLED AND BURLAPPED	EACH	16
	** *	X0325714	FLASHING BEACON, POST MOUNTED, SOLAR POWERED INSTALLATION	EACH	4
	*	X0426200	DEWATERING	L SUM	1
	*	X0517100	STORM SEWERS, DUCTILE IRON PIPE 8"	FOOT	100
	*	X0932150	CURB AND GUTTER OUTLET, SPECIAL	EACH	2
	*	X2800500	INLET PROTECTION, SPECIAL	EACH	8
	*	X2800510	INLET FILTER CLEANING	EACH	24
	*	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	14
	*	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	1
	*	X4023000	TEMPORARY ACCESS (ROAD)	EACH	3
	*	X6020182	DRAINAGE STRUCTURE SPECIAL	L SUM	6
	*	X6022230	MANHOLES, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE	EACH	1

		PAY CODE	ITEM	UNIT	0004 TOTAL QUANTITY
	*	X6022712	CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE	EACH	18
	*	X6023508	INLETS, TYPE A, WITH SPECIAL FRAME AND GRATE	EACH	23
	*	X6029510	CATCH BASINS, TYPE C, WITH SPECIAL FRAME AND GRATE	EACH	1
	*	X6061310	CONCRETE MEDIAN SURFACE, 4 INCH (SPECIAL)	SQ FT	435
		X6063401	COMBINATION CONCRETE CURB AND GUTTER,TYPE M-4.12	FOOT	57
	*	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
	*	Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	10304
	*	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	187
		Z0013798	CONSTRUCTION LAYOUT	L SUM	1
	*	Z0019500	DRYWELL	EACH	1
	*	Z0019600	DUST CONTROL WATERING	UNIT	20
	*	Z0042002	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	332
	*	Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	206
	*	Z0062456	TEMPORARY PAVEMENT	SQ YD	149
△	*	Z0076600	TRAINEES	HOUR	1000
**	*	Z0077002	WATER MAIN REMOVAL	FOOT	10
**	*	XX004760	FIRE HYDRANT WITH AUXLIARY VALVE, VALVE BOX AND TEE	EACH	1
	*	XX006650	MEDIAN SIGN	EACH	2

- * SPECIAL PROVISION
- ** SPECIALTY ITEM
- △ CONSTRUCTION TYPE CODE 0042

FILE NAME = N:\CRYSTALLAKE\1Ø2316\Civil\SQQ_1Ø2316.shp	USER NAME = MWORMAN	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 2/22/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
PINGREE ROAD

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	3
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

PINGREE ROAD STAGE 1

STATION	CUT VOLUME (CY)	(1) ADJUSTED CUT VOLUME (CY)	FILL VOLUME (CY)	(2) EARTHWORK BALANCE (CY)	TOPSOIL STRIP VOLUME (CY)	UNDERCUT VOLUME (CY)	(3) UNSUIT. MATL. VOLUME (CY)	PGE, SUBGRADE (CY)
214+00								
214+50	4.2	3.5	0.0	3.5	0.0	0.0	0.0	0.0
215+00	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
215+50	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
216+00	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
216+50	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
217+00	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
217+50	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
218+00	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
218+50	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
219+00	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
219+24	2.0	1.7	0.0	1.7	0.0	0.0	0.0	0.0
219+50	2.2	1.9	0.0	1.9	0.0	0.0	0.0	0.0
220+00	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
220+50	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
221+00	4.2	3.5	0.0	3.5	0.0	0.0	0.0	0.0
221+50	4.0	3.4	0.0	3.4	0.0	0.0	0.0	0.0
222+00	28.4	24.2	0.0	24.2	0.0	0.0	0.0	0.0
222+50	53.6	45.6	0.0	45.6	0.0	0.0	0.0	0.0
222+71.5	23.8	20.3	0.0	20.3	0.0	0.0	0.0	0.0
223+00	32.6	27.7	0.2	27.5	0.0	0.0	0.0	0.0
223+14	15.6	13.3	0.6	12.6	0.0	0.0	0.0	0.0
223+50	40.3	34.3	1.7	32.6	0.0	0.0	0.0	0.0
224+00	58.1	49.3	0.5	48.9	0.0	0.0	0.0	0.0
224+50	61.1	51.9	0.0	51.9	0.0	0.0	0.0	0.0
225+00	61.7	52.4	1.7	50.8	0.0	0.0	0.0	0.0
225+50	58.1	49.4	2.0	47.4	0.0	0.0	0.0	0.0
226+00	53.8	45.7	1.2	44.5	0.0	0.0	0.0	0.0
226+50	48.0	40.8	1.5	39.3	0.0	0.0	0.0	0.0
227+00	43.9	37.3	1.9	35.4	0.0	0.0	0.0	0.0
227+50	49.9	42.4	1.3	41.1	0.0	0.0	0.0	0.0
227+60	11.6	9.9	0.0	9.9	0.0	0.0	0.0	0.0
228+00	51.3	43.6	0.3	43.3	0.0	0.0	0.0	0.0
228+50	81.3	69.1	0.4	68.7	0.0	0.0	0.0	0.0
229+00	91.4	77.7	0.0	77.7	0.0	0.0	0.0	0.0
229+50	84.1	71.5	0.0	71.5	0.0	0.0	0.0	0.0
229+80	44.1	37.5	1.0	36.5	0.0	0.0	0.0	0.0
230+00	28.4	24.1	1.4	22.7	0.0	0.0	0.0	0.0
230+50	56.2	47.8	8.0	39.8	10.9	0.0	10.9	0.0
231+00	50.4	42.8	6.3	36.5	20.6	0.0	20.6	0.0
231+30	37.0	31.5	0.3	31.2	11.2	0.0	11.2	0.0
231+50	25.2	21.4	0.3	21.1	6.7	3.8	10.5	3.8
231+86.8	45.0	38.3	2.5	35.8	10.7	14.0	24.7	14.0
232+00	15.4	13.1	1.7	11.4	3.6	5.0	8.6	5.0
232+48	55.9	47.5	5.4	42.1	12.4	18.3	30.7	18.3
232+50	3.5	3.0	0.1	2.9	0.5	0.8	1.3	0.8
233+00	115.2	97.9	3.2	94.7	12.5	19.1	31.6	19.1
233+08.7	19.6	16.7	1.2	15.5	2.1	3.3	5.5	3.3
233+24	25.4	21.6	3.5	18.1	3.9	5.9	9.8	5.9
233+50	41.4	35.2	9.1	26.1	6.7	9.9	16.6	9.9
233+63.7	29.2	24.8	5.6	19.2	3.4	5.2	8.7	5.2
233+90	41.4	35.2	9.8	25.4	7.1	10.0	17.1	10.0
234+00	15.9	13.5	2.7	10.8	3.1	3.8	6.9	3.8
234+26	58.1	49.3	4.3	45.1	8.6	10.0	18.6	10.0
234+50	53.1	45.1	3.0	42.1	7.4	9.0	16.4	9.0
234+90	92.0	78.2	5.3	72.9	12.2	15.2	27.5	15.2
235+00	23.7	20.2	1.3	18.9	3.0	3.8	6.9	3.8
235+20	36.1	30.7	3.7	27.0	6.0	7.6	13.6	7.6
235+50	54.3	46.1	5.9	40.2	8.9	11.4	20.3	11.4
236+00	88.7	75.4	9.1	66.3	14.8	9.5	24.4	9.5
236+30	33.8	28.7	6.9	21.8	9.0	0.0	9.0	0.0
236+50	21.3	18.1	5.1	13.0	6.0	0.0	6.0	0.0
236+85.8	37.7	32.0	7.5	24.6	11.1	0.0	11.1	0.0
237+00	15.5	13.2	1.9	11.2	4.3	0.0	4.3	0.0
237+50	56.9	48.4	7.8	40.6	13.3	0.0	13.3	0.0
237+60.7	12.3	10.5	2.1	8.4	2.6	0.0	2.6	0.0
238+00	45.8	39.0	6.2	32.8	9.7	0.0	9.7	0.0
238+50	58.0	49.3	5.3	44.0	12.9	0.0	12.9	0.0
238+58.4	9.4	8.0	0.7	7.3	2.2	0.0	2.2	0.0
238+81	24.2	20.6	1.7	18.9	5.9	0.0	5.9	0.0
239+00	19.3	16.4	1.8	14.7	4.9	0.0	4.9	0.0
239+15	14.6	12.4	1.8	10.5	3.9	0.0	3.9	0.0
239+45.8	27.6	23.5	5.3	18.2	7.6	0.0	7.6	0.0
239+50	3.6	3.0	0.9	2.2	1.0	0.0	1.0	0.0
239+87.3	33.4	28.4	6.6	21.9	9.1	0.0	9.1	0.0
240+00	12.1	10.3	1.9	8.4	3.2	0.0	3.2	0.0
240+03.7	3.6	3.1	0.6	2.5	0.9	0.0	0.9	0.0
240+40.1	35.1	29.8	5.9	23.9	9.3	0.0	9.3	0.0
240+46.1	5.7	4.8	1.1	3.8	1.5	0.0	1.5	0.0
240+50	3.7	3.1	0.7	2.4	1.0	0.0	1.0	0.0
241+00	45.5	38.6	10.9	27.7	13.2	0.0	13.2	0.0
241+50	46.9	39.9	10.1	29.8	13.1	0.0	13.1	0.0
242+00	54.4	46.3	5.0	41.3	12.8	0.0	12.8	0.0
242+15.8	18.0	15.3	0.6	14.7	4.1	0.0	4.1	0.0
242+50	35.4	30.1	3.0	27.0	9.7	0.0	9.7	0.0
243+00	44.1	37.5	10.2	27.3	16.3	0.0	16.3	0.0
TOTALS:	2784.9			2147.9			531.0	165.9

PINGREE ROAD STAGE 2

STATION	CUT VOLUME (CY)	(1) ADJUSTED CUT VOLUME (CY)	FILL VOLUME (CY)	(2) EARTHWORK BALANCE (CY)	TOPSOIL STRIP VOLUME (CY)	UNDERCUT VOLUME (CY)	(3) UNSUIT. MATL. VOLUME (CY)	PGE, SUBGRADE (CY)
214+00								
214+50	8.4	7.2	0.0	7.2	0.0	0.0	0.0	0.0
215+00	5.6	4.8	0.0	4.8	0.0	0.0	0.0	0.0
215+50	4.2	3.5	0.0	3.5	0.0	0.0	0.0	0.0
216+00	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
216+50	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
217+00	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
217+50	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
218+00	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
218+50	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
219+00	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
219+24	2.0	1.7	0.0	1.7	0.0	0.0	0.0	0.0
219+50	2.2	1.9	0.0	1.9	0.0	0.0	0.0	0.0
220+00	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
220+50	4.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0
221+00	9.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0
221+50	9.2	7.8	0.0	7.8	0.0	0.0	0.0	0.0
222+00	26.6	22.6	0.0	22.6	0.0	0.0	0.0	0.0
222+50	46.8	39.7	0.4	39.4	0.0	0.0	0.0	0.0
222+71.5	19.9	16.9	0.2	16.7	0.0	0.0	0.0	0.0
223+00	27.9	23.7	0.0	23.7	0.0	0.0	0.0	0.0
223+14	14.5	12.3	0.0	12.3	0.0	0.0	0.0	0.0
223+50	38.5	32.7	0.0	32.7	0.0	0.0	0.0	0.0
224+00	57.8	49.1	0.0	49.1	0.0	0.0	0.0	0.0
224+50	63.1	53.6	0.0	53.6	0.0	0.0	0.0	0.0
225+00	62.0	52.7	0.0	52.7	0.0	0.0	0.0	0.0
225+50	51.3	43.6	1.0	42.6	0.0	0.0	0.0	0.0
226+00	43.3	36.8	2.4	34.4	0.0	0.0	0.0	0.0
226+50	44.0	37.4	2.6	34.8	0.0	0.0	0.0	0.0
227+00	45.6	38.7	1.6	37.1	0.0	0.0	0.0	0.0
227+50	50.1	42.6	0.4	42.2	0.0	0.0	0.0	0.0
227+60	10.8	9.2	0.0	9.2	0.0	0.0	0.0	0.0
228+00	48.6	41.3	0.0	41.3	0.0	0.0	0.0	0.0
228+50	67.9	57.7	0.0	57.7	0.0	0.0	0.0	0.0
229+00	67.7	57.5	0.0	57.5	0.0	0.0	0.0	0.0
229+50	64.4	54.7	0.0	54.7	0.0	0.0	0.0	0.0
229+80	36.5	31.0	0.9	30.1	0.0	0.0	0.0	0.0
230+00	24.2	20.6	1.1	19.4	0.0	0.0	0.0	0.0
230+50	109.1	92.7	1.3	91.4	0.0	0.0	0.0	0.0
231+00	113.9	96.8	1.4	95.4	1.5	0.0	1.5	0.0
231+30	39.2	33.3	6.4	27.0	4.5	0.0	4.5	0.0
231+50	23.7	20.1	6.1	14.1	4.7	3.8	8.5	3.8
231+86.8	63.2	53.7	4.4	49.3	4.2	14.0	18.2	14.0
232+00	22.9	19.5	0.8	18.7	2.0	5.0	7.0	5.0
232+48	83.1	70.6	2.8	67.9	7.2	18.3	25.5	18.3
232+50	5.6	4.8	0.0	4.8	0.0	0.8	0.8	0.8
233+00	165.5	140.6	0.0	140.6	0.0	19.1	19.1	19.1
233+08.7	27.8	23.7	0.0	23.7	0.0	3.3	3.3	3.3
233+24	31.8	27.0	3.3	23.7	2.8	5.9	8.6	5.9
233+50	37.8	32.2	12.5	19.6	9.7	9.9	19.6	9.9
233+63.7	30.7	26.1	3.6	22.5	2.7	5.2	7.9	5.2
233+90	43.4	36.9	10.5	26.4	5.1	10.0	15.1	10.0
234+00	13.2	11.3	6.5	4.8	3.9	3.8	7.7	3.8
234+26	59.0	50.2	6.5	43.6	5.1	10.0	15.1	10.0
234+50	54.1	46.0	4.7	41.3	4.7	9.0	13.7	9.0
234+90	102.1	86.8	8.1	78.7	7.9	15.2	23.2	15.2
235+00	29.1	24.8	0.0	24.7	0.0	3.8	3.8	3.8
235+20	37.1	31.5	0.7	30.8	4.3	7.6	12.0	7.6
235+50	53.2	45.2	1.1	44.1	12.8	11.4	24.3	11.4
236+00	91.7	77.9	0.0	77.9	21.0	9.5	30.6	9.5
236+30	56.2	47.7	0.0	47.7	6.3	0.0	6.3	0.0
236+50	59.2	50.3	0.0	50.3	0.0	0.0	0.0	0.0
236+85.8	89.3	75.9	0.0	75.9	7.6	0.0	7.6	0.0
237+00	22.9	19.4	0.0	19.4	6.0	0.0	6.0	0.0
237+50	80.8	68.7	0.0	68.7	21.2	0.0	21.2	0.0
237+60.7	22.9	19.5	0.0	19.5	2.2	0.0	2.2	0.0
238+00	72.8	61.9	0.1	61.8	8.2	0.0	8.2	0.0
238+50	85.5	72.6	0.0	72.6	10.5	0.0	10.5	0.0
238+58.4	19.2	16.3	0.0	16.3	0.0	0.0	0.0	0.0
238+81	49.4	42.0	0.0	42.0	0.0	0.0	0.0	0.0
239+00	29.6	25.2	0.9	24.3	3.6	0.0	3.6	0.0
239+15	13.9	11.8	3.8	8.0	5.8	0.0	5.8	0.0
239+45.8	37.6	32.0	6.4	25.6	6.0	0.0	6.0	0.0
239+50	6.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0
239+87.3	62.7	53.3	0.0	53.3	0.0	0.0	0.0	0.0
240+00	23.8	20.3	0.0	20.3	0.0	0.0	0.0	0.0
240+03.7	7.5	6.4	0.0	6.4	0.0	0.0	0.0	0.0
240+40.1	67.6	57.5	0.0	57.5	0.0	0.0	0.0	0.0
240+46.1	10.3	8.7	0.0	8.7	0.0	0.0	0.0	0.0
240+50	6.7	5.7	0.0	5.7	0.0	0.0	0.0	0.0
241+00	63.2	53.8	10.4	43.4	9.1	0.0	9.1	0.0
241+50	68.8	58.5	10.4	48.1	9.1	0.0	9.1	0.0
242+00	79.2	67.3	2.0	65.3	8.4	0.0	8.4	0.0
242+15.8	26.4	22.4	0.6	21.8	2.7	0.0	2.7	0.0
242+50	52.1	44.3	5.1	39.2	7.7	0.0	7.7	0.0
243+00	46.1	39.2	25.9	13.3	22.9	0.0	22.9	0.0
TOTALS:	3388.0			2722.9			407.2	165.9

Location	EARTH EXCAVATION (CY)	FURNISHED EXCAVATION (CY)	REMOVAL AND DISPOSAL OF UNSUIT MATL. (CY)	PGE, SUBGRADE (SY)
Pingree Road Stage 1 (LT)	2784.9	0.0	531.0	165.9
Pingree Road Stage 2 (RT)	3388.0	0.0	407.2	165.9
TOTALS:	6172.9	0.0	938.2	331.9

NOTES:

(1) CUT VOLUME ADJUSTED FOR 15% SHRINKAGE.

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

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

(3) TOPSOIL STRIP VOLUME AND UNDERCUT VOLUME TO BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL"

(4) EXISTING AGGREGATE BASE REMOVAL AND AGGREGATE SHOULDER REMOVAL IS INCLUDED IN THE CUT VOLUME AND WILL BE PAID AS "EARTH EXCAVATION".

FILE NAME = N:\CRYSTALLAKE\100316\Civil\SCH_100316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
PINGREE ROAD

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

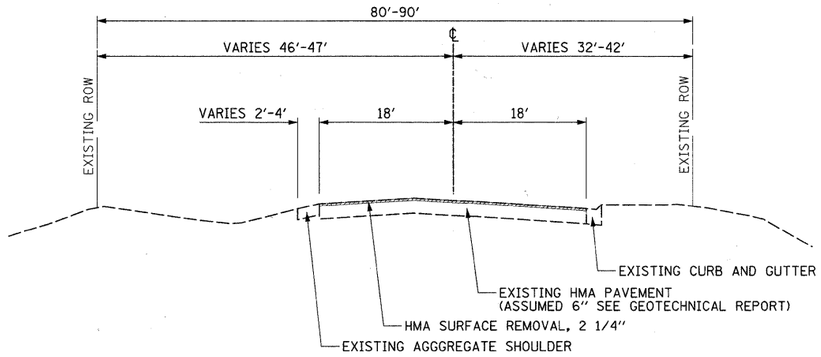
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	4
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CONTRACTOR SHALL MILL BEFORE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @Ndes
PAVEMENT RESURFACING HMA SURF. CSE., MIX "D", N50 (IL-9.5mm) 1 1/2" LEVELING BINDER (MACHINE METHOD), N50 (IL-9.5mm) 3/4"	4%@50 GYR 4%@50 GYR
FULL DEPTH PAVEMENT HMA SURF. CSE., MIX "D", N50 (IL-9.5mm) 2" HMA BINDER CSE., IL-19.0, N50 8 1/2" (IN 3 LIFTS)	4%@50 GYR 4%@50 GYR
MULTI-USE PATH HMA SURF. CSE., MIX "D", N50 (IL-9.5mm) 1 1/2" HMA BINDER CSE., IL-19.0, N50 2 1/4"	4%@50 GYR 4%@50 GYR
RESIDENTIAL DRIVEWAYS HMA SURF. CSE., MIX "D", N50 (IL-9.5mm) 2"	4%@50 GYR
COMMERCIAL DRIVEWAYS HMA SURF. CSE., MIX "D", N50 (IL-9.5mm) 1 1/2" HMA BINDER CSE., IL-19.0, N50 2 1/4"	4%@50 GYR 4%@50 GYR
PATCHING CLASS D PATCHES (HMA BINDER IL-19.0)	4%@70 GYR
TEMPORARY PAVEMENT TEMPORARY PAVEMENT (HMA BINDER IL-19.0), 6"	4%@50 GYR

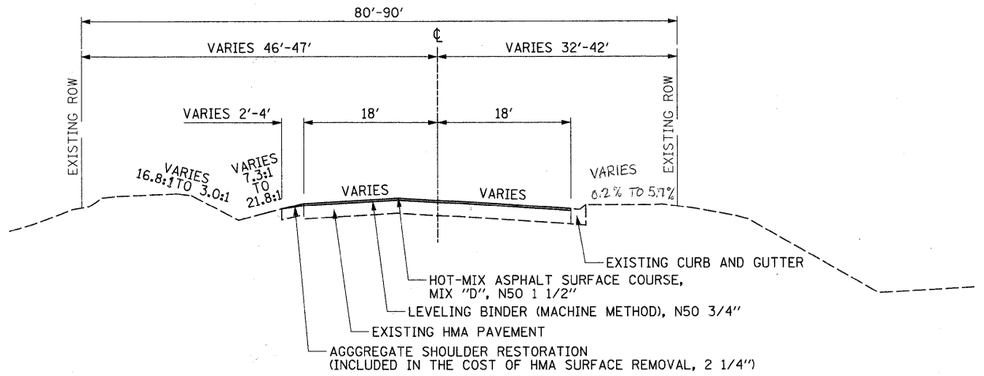
THE UNIT WEIGHT USE TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR NON-POLYMERIZED HMA SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.



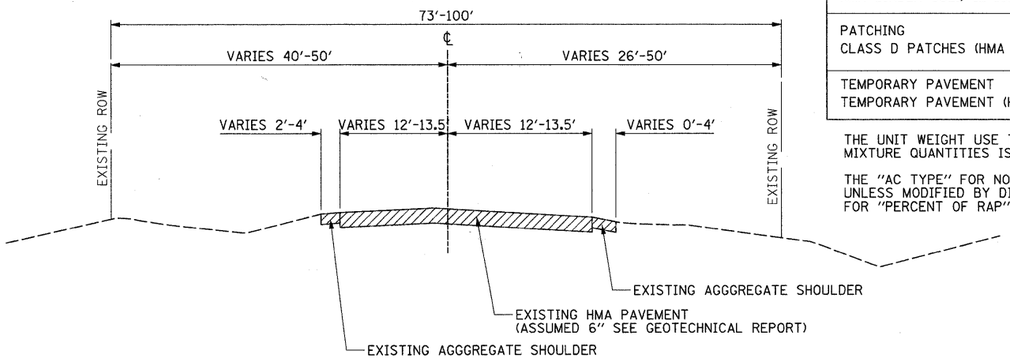
EXISTING TYPICAL SECTION

STA. 213+60 TO STA. 222+00



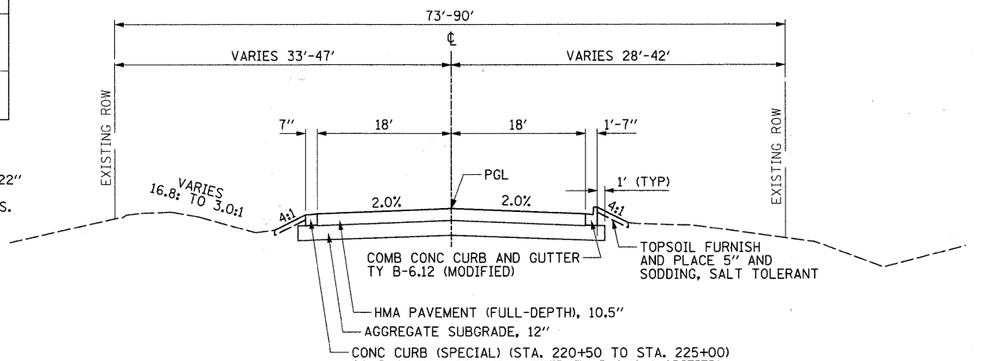
PROPOSED TYPICAL SECTION

STA. 213+60 TO STA. 221+70



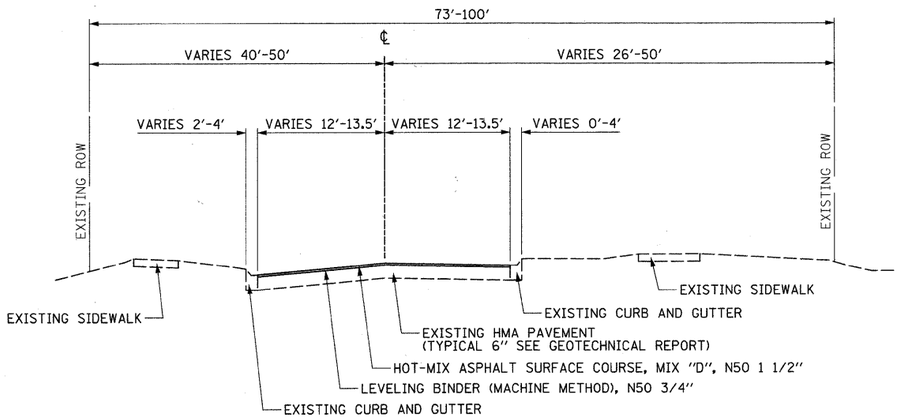
EXISTING TYPICAL SECTION

STA. 220+00 TO STA. 243+37
STA. 243+35.20 TO STA. 244+77.58
STA 221+70 TO STA 243+37 (REMOVAL)



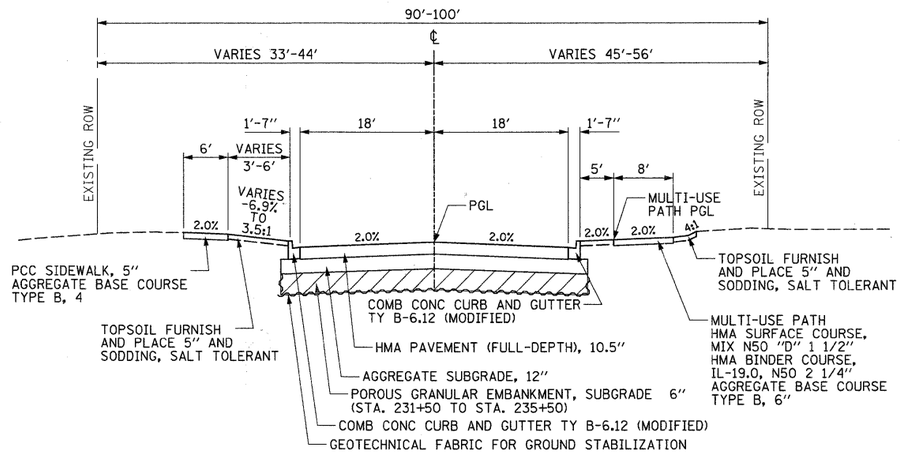
PROPOSED TYPICAL SECTION

STA. 221+70 TO STA. 231+00



PROPOSED TYPICAL SECTION

STA. 243+35.20 TO STA. 244+77.58



PROPOSED TYPICAL SECTION

STA. 231+00 TO STA. 243+37

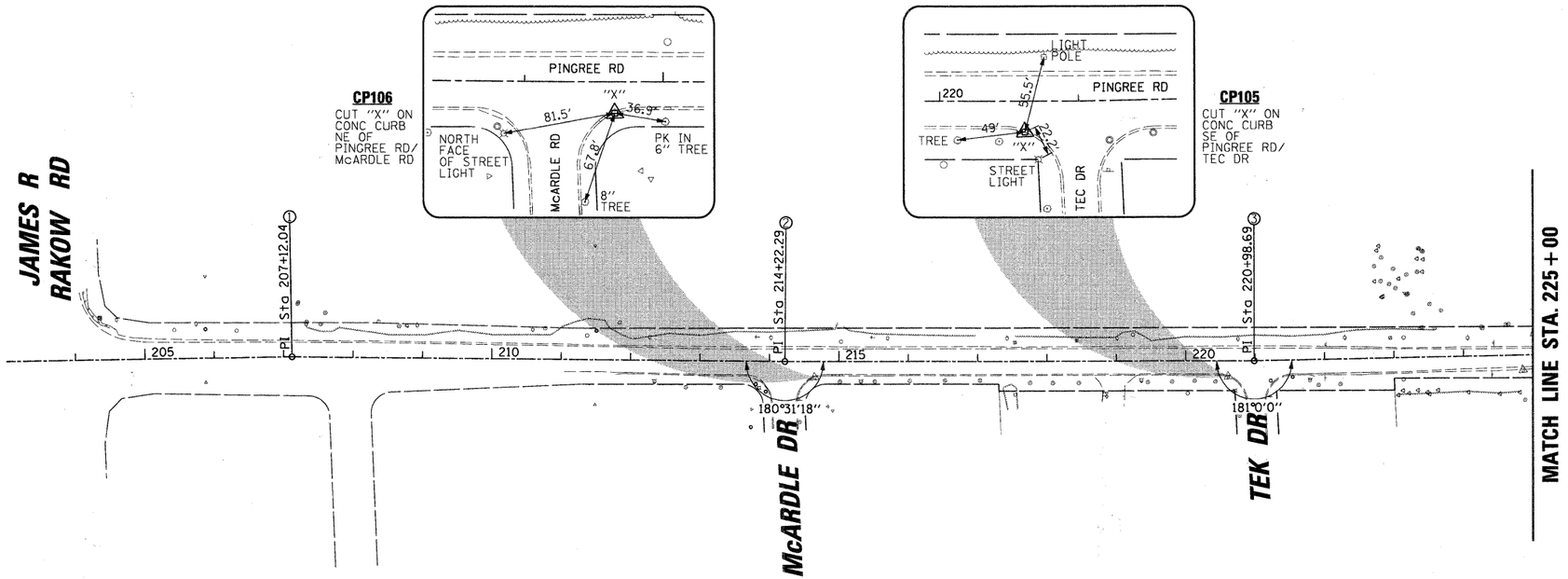
FILE NAME = N:\CRYSTALLAKE\120316\Civil\TYP_120316.sht	USER NAME = MWORMAN	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 1/5/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PINGREE ROAD

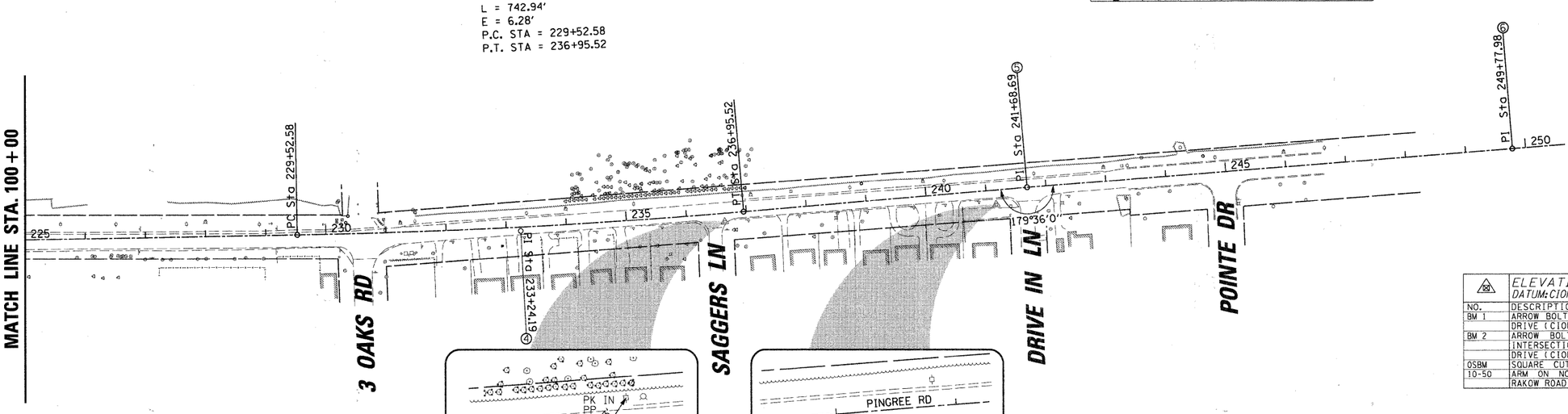
SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

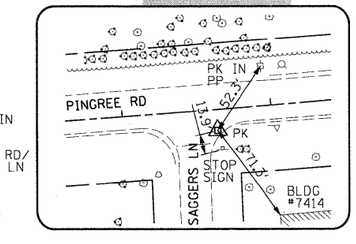
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	5
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

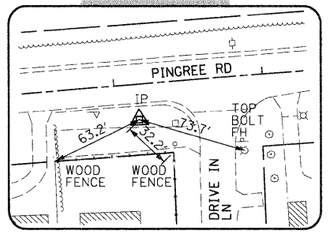


PROP. CURVE PR_PING-1
PI STA. = 233+24.19
Δ = 3° 52' 11" (LT)
D = 0° 31' 15"
R = 11,000.00'
T = 371.61'
L = 742.94'
E = 6.28'
P.C. STA = 229+52.58
P.T. STA = 236+95.52

ALIGNMENT			
	NORTHING (Y)	EASTING (X)	STATION
①	2,020,036.75	994,299.74	207+12.04
②	2,020,746.23	994,332.81	214+22.29
③	2,021,422.15	994,358.14	220+98.69
④	2,022,647.41	994,382.67	233+24.19
⑤	2,023,491.23	994,342.53	241+68.69
⑥	2,024,299.86	994,309.73	249+77.98





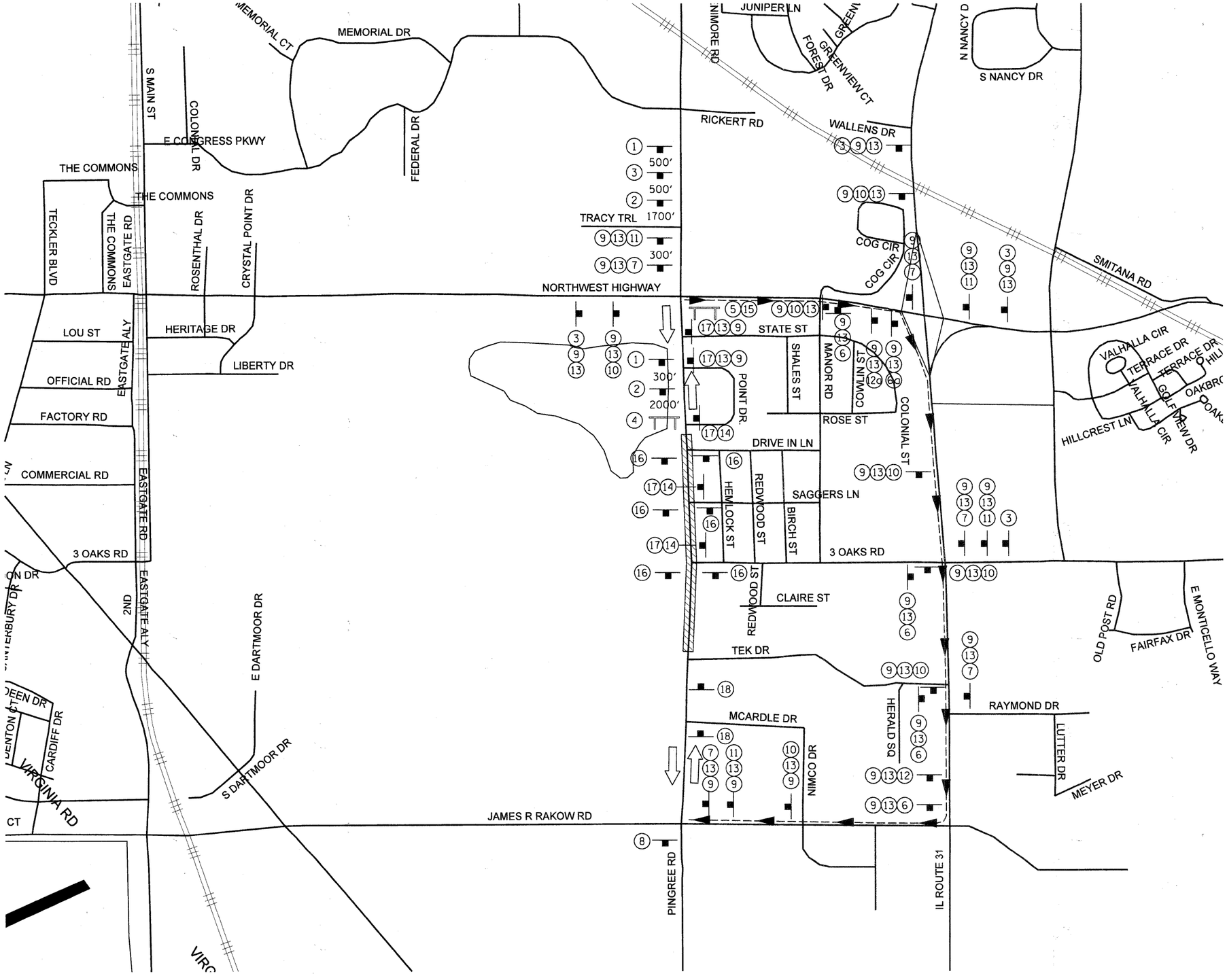


ELEVATION BENCHMARKS DATUM: CIORBA GROUP, INC. DATUM		
NO.	DESCRIPTION	ELEV.
BM 1	ARROW BOLT OF HYDRANT AT #735 McARDLE DRIVE (CIORBA GROUP, INC.)	884.83
BM 2	ARROW BOLT OF HYDRANT AT NORTHEAST INTERSECTION OF PINGREE ROAD & McARDLE DRIVE (CIORBA GROUP, INC.)	886.44
OSBM	SQUARE CUT ON CONCRETE BASE OF MAST	881.88
10-50	ARM ON NORTHEAST CORNER OF JAMES R RAKOW ROAD & PINGREE ROAD	

CONTROL POINTS			
PT#	NORTHING (Y)	EASTING (X)	DESCRIPTION
CP101	2,023,438.8700	994,369.2100	IP WITH CAP
CP102	2,022,986.8900	994,380.7900	PK NAIL
CP104	2,021,808.4000	994,368.6200	IP WITH CAP
CP105	2,021,384.1500	994,378.9500	CUT "X"
CP106	2,020,788.1300	994,356.8600	CUT "X"

FILE NAME = N:\CRYSTALLAKE\100316\Civil\BNH_100316.shx	USER NAME = CMCCOLLC	DESIGNED - PMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BENCHMARK, TIES AND ALIGNMENT PINGREE ROAD
		DRAWN - PMM	REVISED -		
	PLOT SCALE = 100'	CHECKED - BDG	REVISED -		SCALE: 100' SHEET NO. 1 OF 1 SHEETS STA. 204+00 TO STA. 247+00
	PLOT DATE = 12/23/2010	DATE -	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	6
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



SIGN LEGEND

ROAD CLOSED AHEAD	ROAD CLOSED 2000 FT	DETOUR AHEAD
W20-3 4848 (1)	W20-3 4848 (2)	W20-2 4848 (3)
ROAD CLOSED	ROAD CLOSED TO THRU TRAFFIC	DETOUR
R11-2 4830 (4)	R11-4 4830 (5)	M4-9R 3042 (6)
DETOUR	DETOUR	END DETOUR	SOUTH
3024 (6c)	M4-9L 3042 (7)	M4-8A 2418 (8)	M3-3 2412 (9)
DETOUR	DETOUR	DETOUR	DETOUR
M4-9 3024 (10)	M4-9L 3024 (11)	M4-9R 3024 (12)	3024 (12c)
PINGREE ROAD		DETOUR	
M3-(O) 2412 (13)	R3-2 3030 (14)	M4-10L 4818 (15)	
DO NOT ENTER	DETOUR	ROAD CONSTRUCTION AHEAD	
R5-1 3030 (16)	M4-10R 4818 (17)	W20-1 4848 (18)	

LEGEND

- WORK ZONE (ROAD CLOSED TO SOUTHBOUND TRAFFIC)
- TYPE III BARRICADE
- DETOUR SIGN
- DETOUR ROUTE
- (#) DETOUR SIGN TYPE

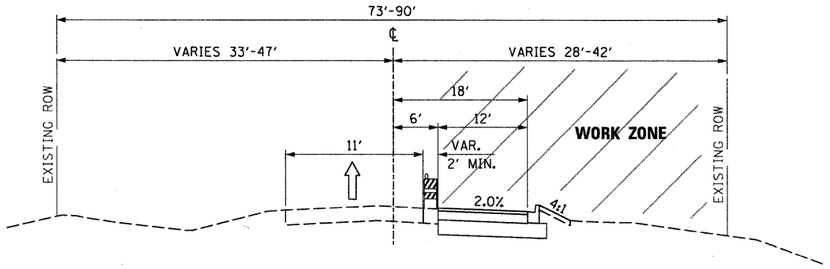
FILE NAME = N:\CRYSTALLAKE\100316\C1v1\DETOUR_100316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN
PINGREE ROAD

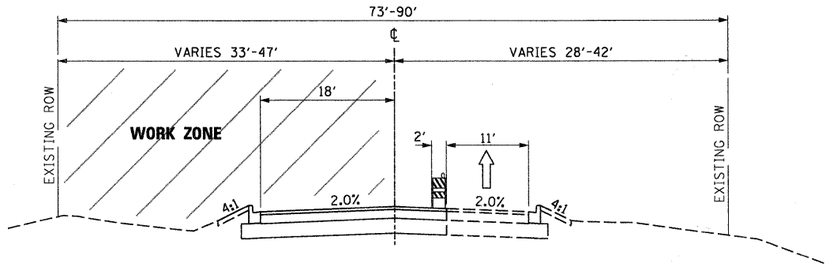
SCALE: 50' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	7
		CONTRACT NO. 63456		
	ILLINOIS FED. AID PROJECT			



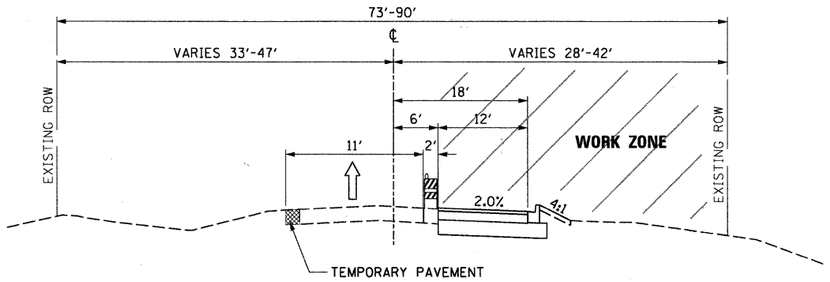
MAINTENANCE OF TRAFFIC – STAGE 1

STA. 220+50 TO STA. 230+50



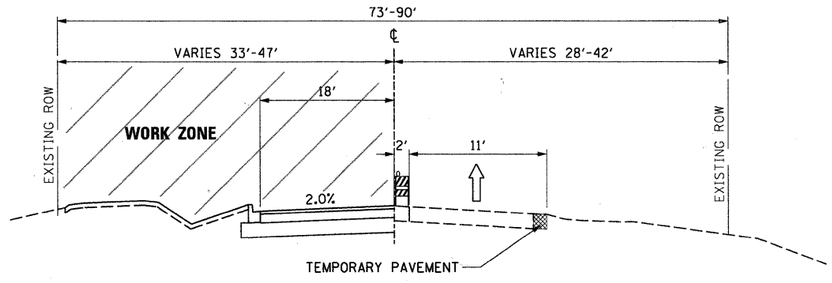
MAINTENANCE OF TRAFFIC – STAGE 2

STA. 220+50 TO STA. 230+50



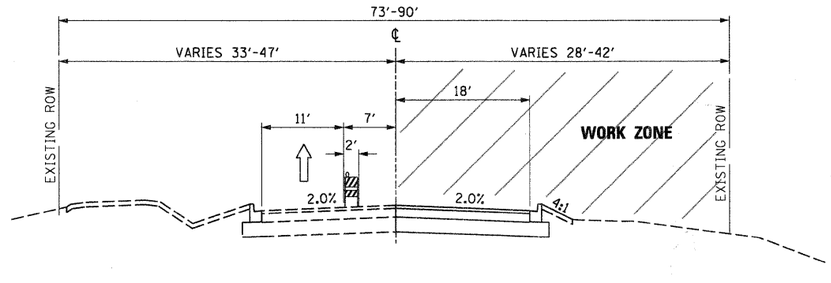
MAINTENANCE OF TRAFFIC – STAGE 1

STA. 231+50 TO STA. 233+00



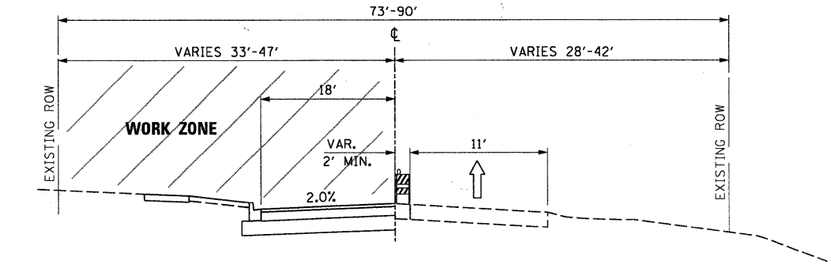
MAINTENANCE OF TRAFFIC – STAGE 1

STA. 233+50 TO STA. 239+50



MAINTENANCE OF TRAFFIC – STAGE 2

STA. 233+50 TO STA. 243+50



MAINTENANCE OF TRAFFIC – STAGE 1

STA. 239+50 TO STA. 243+50

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. ONE LANE OF TRAFFIC WILL BE MAINTAINED AT ALL TIMES IN THE NORTHBOUND DIRECTION.
2. THE CONTRACTOR SHALL NOTIFY THE CITY OF CRYSTAL LAKE TEN (10) DAYS PRIOR TO THE ESTIMATED DATE THAT THE ROADWAY WILL BE READY FOR THE APPLICATION OF PERMANENT PAVEMENT MARKING. IT SHALL BE THE CONTRACTOR'S RESONSIBILITY TO HAVE THE ROADWAY CLEANED OF ANY DIRT, GRAVEL, OIL, ETC. ON THE DAY PAVEMENT MARKINGS ARE APPLIED.
3. BARRICADE MINIMUM SPACING: 50' C-C TANGENT SECTION, 20' C-C SHIFTS, DROPS AND IN MEDIANS, 15' C-C AT CORNERS, OR AS SHOWN ON HIGHWAY STANDARDS.
4. ALL SIGNAGE TO BE IN ACCORDANCE WITH MUTCD. SUGGESTED MAINTENANCE OF TRAFFIC SHOWN IS MINIMUM REQUIRED; CONTRACTOR SHALL PROVIDE ADDITIONAL TRAFFIC CONTROL MEASURES AS DIRECTED BY RESIDENT ENGINEER. THIS WORK WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).

SUGGESTED STAGING SEQUENCE

PRE-STAGE

MAINTENANCE OF TRAFFIC
- ESTABLISH DETOUR FOR SOUTHBOUND PINGREE ROAD IN ACCORDANCE WITH THE MUTCD, THE DETOUR PLAN, AND AS DIRECTED BY THE ENGINEER.

CONSTRUCTION
- PLACE EROSION CONTROL ITEMS PROJECT WIDE.

STAGE 1

MAINTENANCE OF TRAFFIC
- ESTABLISH THE NORTHBOUND LANE IN ACCORDANCE WITH IDOT STANDARDS 701301, 701901, THE MUTCD, THE MOT PLAN, AND AS DIRECTED BY THE ENGINEER.

CONSTRUCTION
- REMOVE PAVEMENT.
- INSTALL MAINLINE STORM SEWER, LATERALS, AND DRAINAGE STRUCTURES.
- CONSTRUCT SUBGRADE AND PROPOSED PAVEMENT.
- HMA SURFACE COURSE WILL NOT BE PLACED AT THIS TIME.
- PLACE TEMPORARY BITUMINOUS RAMPS.
- CONSTRUCT SIDEWALK AND MULTI-USE PATH
- PLACE TOPSOIL /SODDING/FERTILIZERS.

SUB-STAGE 1A

MAINTENANCE OF TRAFFIC
- SHIFT THE NORTHBOUND LANE AT 3 OAKS ROAD ONTO THE PAVEMENT CONSTRUCTED IN STAGE 1 IN ACCORDANCE WITH IDOT STANDARDS 701801 AND 701901, THE MUTCD, AND AS DIRECTED BY THE ENGINEER.

CONSTRUCTION
- REMOVE PAVEMENT WITHIN THE INTERSECTION.
- CONSTRUCT SUBGRADE AND PROPOSED PAVEMENT.
- HMA SURFACE COURSE WILL NOT BE PLACED AT THIS TIME.
- PLACE TEMPORARY BITUMINOUS RAMPS.

STAGE 2

MAINTENANCE OF TRAFFIC
- SHIFT THE NORTHBOUND LANE ONTO THE PAVEMENT CONSTRUCTED IN STAGE 1 AND SUB-STAGE 1A IN ACCORDANCE WITH IDOT STANDARDS 701801 AND 701901, THE MUTCD, THE MOT PLANS AND AS DIRECTED BY THE ENGINEER.

CONSTRUCTION
- REMOVE PAVEMENT.
- INSTALL STORM SEWER LATERALS AND DRAINAGE STRUCTURES.
- CONSTRUCT SUBGRADE AND PROPOSED PAVEMENT.
- HMA SURFACE COURSE WILL NOT BE PLACED AT THIS TIME.
- PLACE TEMPORARY BITUMINOUS RAMPS.
- CONSTRUCT SIDEWALK AND MULTI-USE PATH
- PLACE TOPSOIL /SODDING/FERTILIZERS.

SUB-STAGE 2A

MAINTENANCE OF TRAFFIC
- SHIFT THE NORTHBOUND LANE AT 3 OAKS ROAD ONTO THE PAVEMENT CONSTRUCTED IN STAGE 2 IN ACCORDANCE WITH IDOT STANDARDS 701801 AND 701901, THE MUTCD, AND AS DIRECTED BY THE ENGINEER.

CONSTRUCTION
- REMOVE REMAINING PAVEMENT WITHIN THE INTERSECTION.
- CONSTRUCT SUBGRADE AND PROPOSED PAVEMENT.
- HMA SURFACE COURSE WILL NOT BE PLACED AT THIS TIME.
- PLACE TEMPORARY BITUMINOUS RAMPS.

STAGE 3

MAINTENANCE OF TRAFFIC
- MAINTAIN THE NORTHBOUND LANE ON THE NEW PAVEMENT IN ACCORDANCE WITH IDOT STANDARDS 701301, 701501 AND 701901, THE MUTCD, AND AS DIRECTED BY THE ENGINEER.

CONSTRUCTION
- MILL EXISTING HMA PAVEMENTS AS NEEDED FOR OVERLAY.
- PLACE HMA SURFACE COURSE.
- PLACE FINAL PAVEMENT MARKINGS.
- REMOVE DETOUR ROUTE SIGNAGE FOR SOUTHBOUND PINGREE ROAD DETOUR.
- REMOVE TEMPORARY EROSION CONTROL ITEMS AS DIRECTED BY THE ENGINEER.

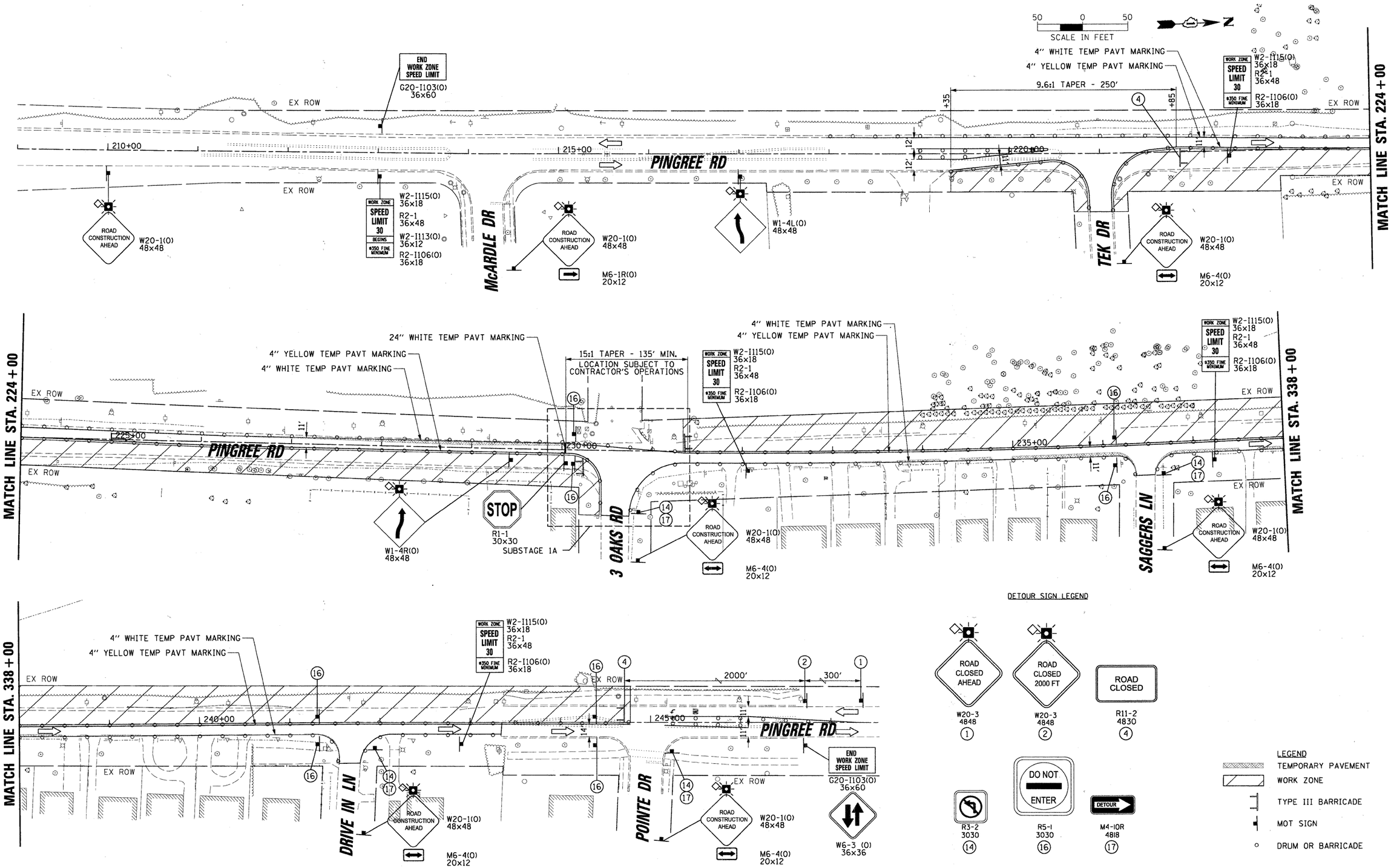
FILE NAME = N:\CRYSTALLAKE\100316\Civil\MOTN01_100316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC NOTES
PINGREE ROAD

SCALE: 50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	8
		CONTRACT NO. (		
	ILLINOIS FED. AID PROJECT			



DETOUR SIGN LEGEND

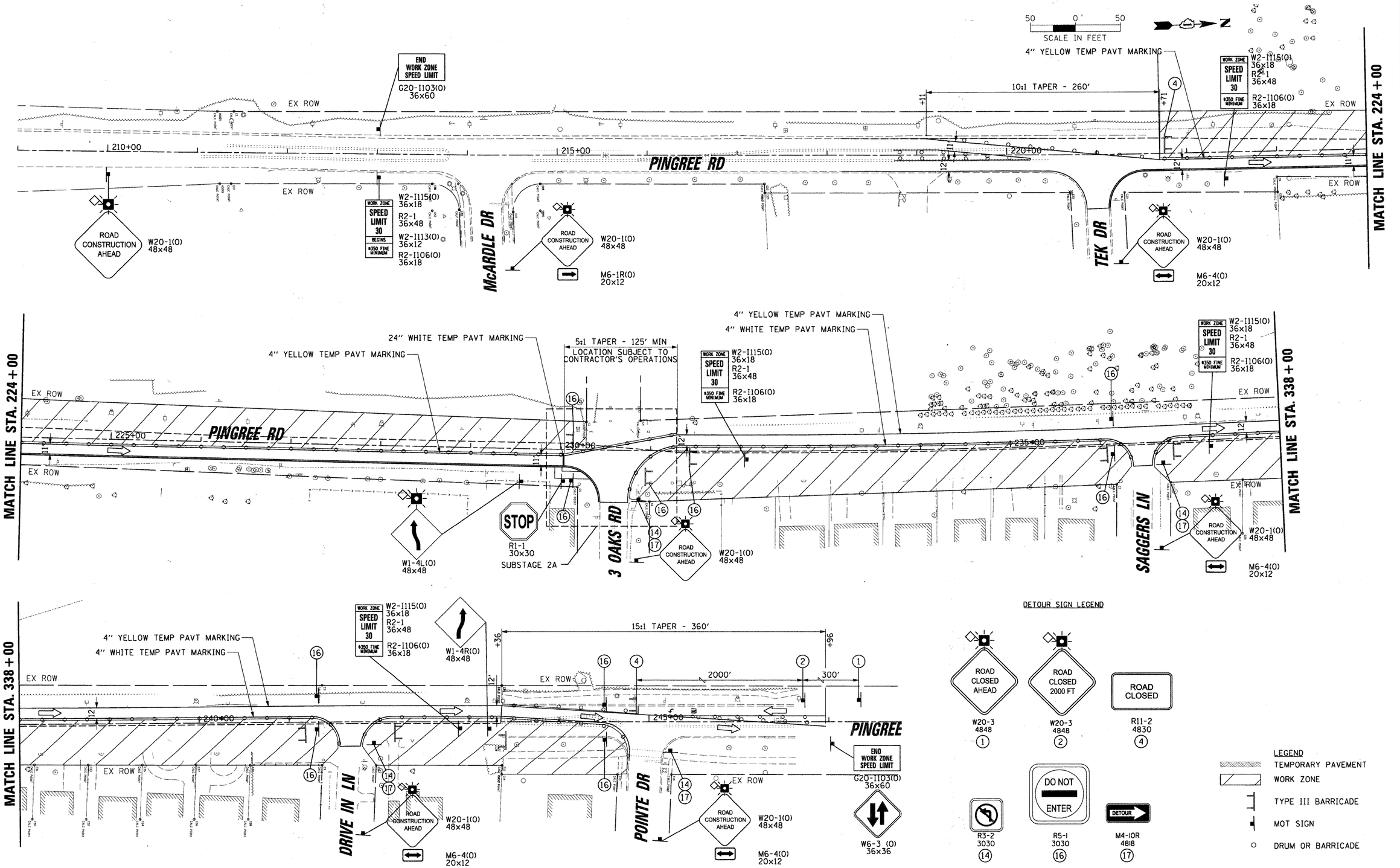
FILE NAME = N:\CRYSTALLAKE\102316\Civil\MOT01_102316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFFIC – STAGE I
PINGREE ROAD

SCALE: 50' | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	9
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



FILE NAME = N:\CRYSTALLAKE\102316\Civil\MOT02_102316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC – STAGE 2
PINGREE ROAD

SCALE: 50' | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	10
		CONTRACT NO. 63456		
	ILLINOIS FED. AID PROJECT			

PLAN — SURVEYED | DRAWN | ALIGNMENT CHECKED | R/W OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO.

PROFILE — SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | STRUCTURE NO(TATING SKHD)

BY	DATE

SCALE IN FEET: 50 0 50

N

IMPROVEMENT BEGINS STA. 213+60.55

48" RCP FES W/ GRATE INV=851.75

CB BH 5049 RIM=877.77 INV NW 12" RCP=875.07

STM 5050 RIM=878.09 INV E 48" RCP=866.29 INV SE 12" RCP=874.19 INV W 48" RCP=860.24

EX ROW

SIGNAL AHEAD

HMA SURFACE REMOVAL, BUTT JOINT - 18.1 SQ YD

4.5'

45.5'

36.1'

210+00

215+00

220+00

PINGREE RD

GRAVEL SHOULDER

TEL SB

ELEC SB

BIT.

CB 3578 RIM=883.32 INV E 12" RCP=880.27 INV W 12" RCP=880.12

CB 3435 RIM=885.63 INV E 12" RCP=883.48 INV W 12" RCP=883.33

SAWCUT FULL DEPTH

TOP OF RIM OF STRUCTURE IN DITCH

RIPRAP

12" RCP FES INV=880.72

CB BH 4452 RIM=884.12 INV E 12" RCP=881.51 INV W 12" RCP=881.48

EX ROW

"NO PARKING"

43'

30'

45.6'

HMA SURFACE REMOVAL, BUTT JOINT

EX ROW

BM 1

SAWCUT 1 1/2"

48" RCP FES W/ GRATE INV=870.22

VV 3522 RIM=885.15

VV 3523 RIM=884.75

36" FES W/ GRATE INV=877.53

STM 3509 RIM=886.39 INV N 8" RCP=881.54 INV SE 12" RCP=881.09

INL 1059 RIM=884.03

CB 3493 RIM=884.03 INV S 12" RCP=881.08 INV W 12" RCP=881.08

INL 1087 RIM=883.87 INV N 12" RCP=881.07 INV S 12" RCP=881.07

12" FES INV=879.38

36" FES W/ GRATE INV=877.86

INL 1066 RIM=883.97

INL 3496 RIM=884.00 INV N 12" RCP=881.30

McARDLE DR

HMA SURFACE REMOVAL, BUTT JOINT - 16.9 SQ YD

CB 1136 RIM=886.41 INV N 12" RCP=883.36 INV W 12" RCP=883.36

CB 3554 RIM=886.52 INV S 12" RCP=883.62

INL 3379 RIM=884.12 INV NE 12" RCP=882.32

HMA SURFACE REMOVAL, BUTT JOINT - 12.3 SQ YD

SAWCUT 1 1/2"

TEK DR

VV 4444 RIM=886.98 TOP N/S=881.28

VV 4440 RIM=886.69 TOP E/W=882.14

10" CULVERT INV=881.73

CB BH 4450 RIM=883.65 INV W 12" RCP=881.57

MATCH LINE STA. 224+00

LEGEND
- PAVEMENT REMOVAL
- HMA SURFACE REMOVAL 2¼"
- DRIVEWAY REMOVAL
- SIDEWALK REMOVAL
- TREE REMOVAL
- TREE PROTECTION
- CURB AND GUTTER REM

IMPROVEMENT BEGINS STA. 213+60.55

EX ROW

POT Sta 214+22.29

HOT-MIX ASPHALT SURFACE COURSE, MIX D N50; 1 1/2 IN
LEVELING BINDER (MACHINE METHOD), N50; 3/4 IN (MIN)

45.5'

34.5'

EX ROW

210+00

215+00

℄ PINGREE RD

220+00

PINGREE RD

36.1'

33.2'

42.2'

33.7'

+04.8 59.1' RT

+37.9 57.8' RT

McARDLE DR

ROADWAY RESURFACE

ROADWAY RECONSTRUCTION

POT Sta 220+98.69

221+70.00

CONCRETE CURB (SPECIAL) (SEE DETAL)

+30.0 18.0' LT

EX ROW

43'

36.3'

18' 18'

30'

+30.0 18.0' RT

45.6'

EX ROW

MEET EXIST.

24.5'

+89.2 60.7' RT

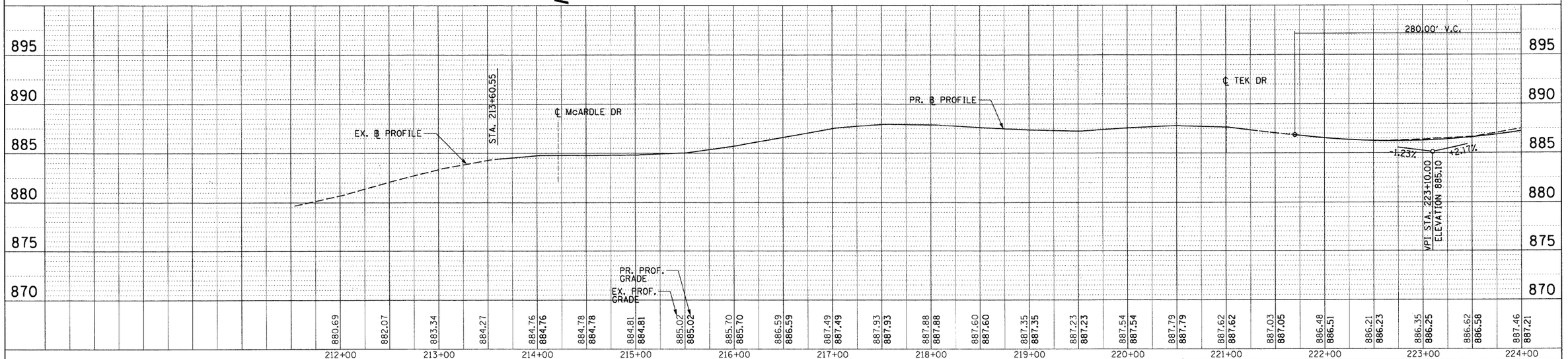
+12.7 59.8' RT

TEK DR

COMB CONC CURB AND GUTTER, TYPE B-6.12 (MODIFIED)

HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10.5"
AGGREGATE SUBGRADE 12"

MATCH LINE STA. 224+00



50'

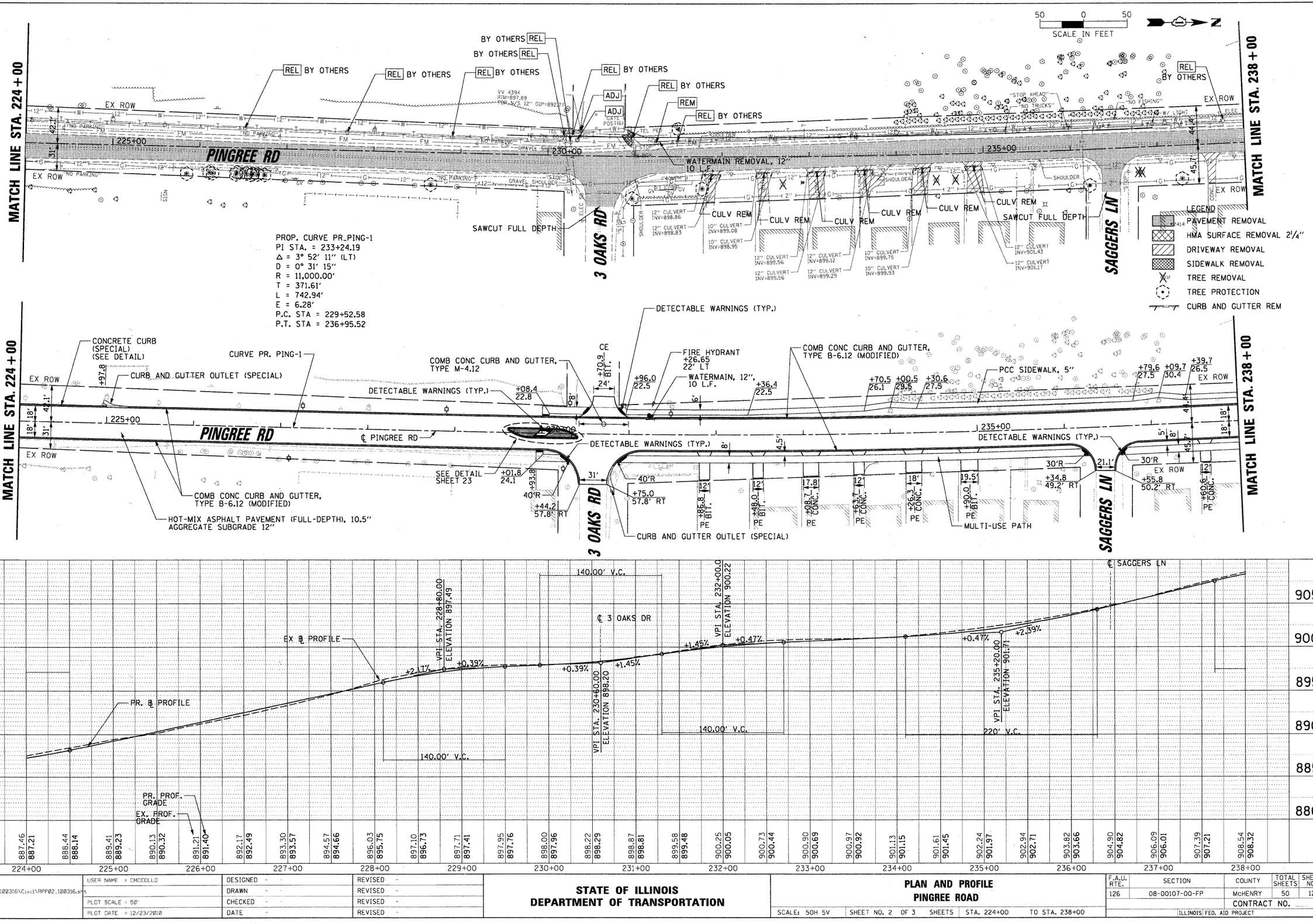
FILE NAME = N:\CRYSTALLAKE\180316\Civil\RPP01_180316.sht	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PINGREE ROAD

SCALE: 50H 5V | SHEET NO. 1 OF 3 SHEETS | STA. 212+00 TO STA. 224+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	11
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



FILE NAME = N:\CRYSTALLAKE\100316\Civil\RPP02_100316.prt	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PINGREE ROAD

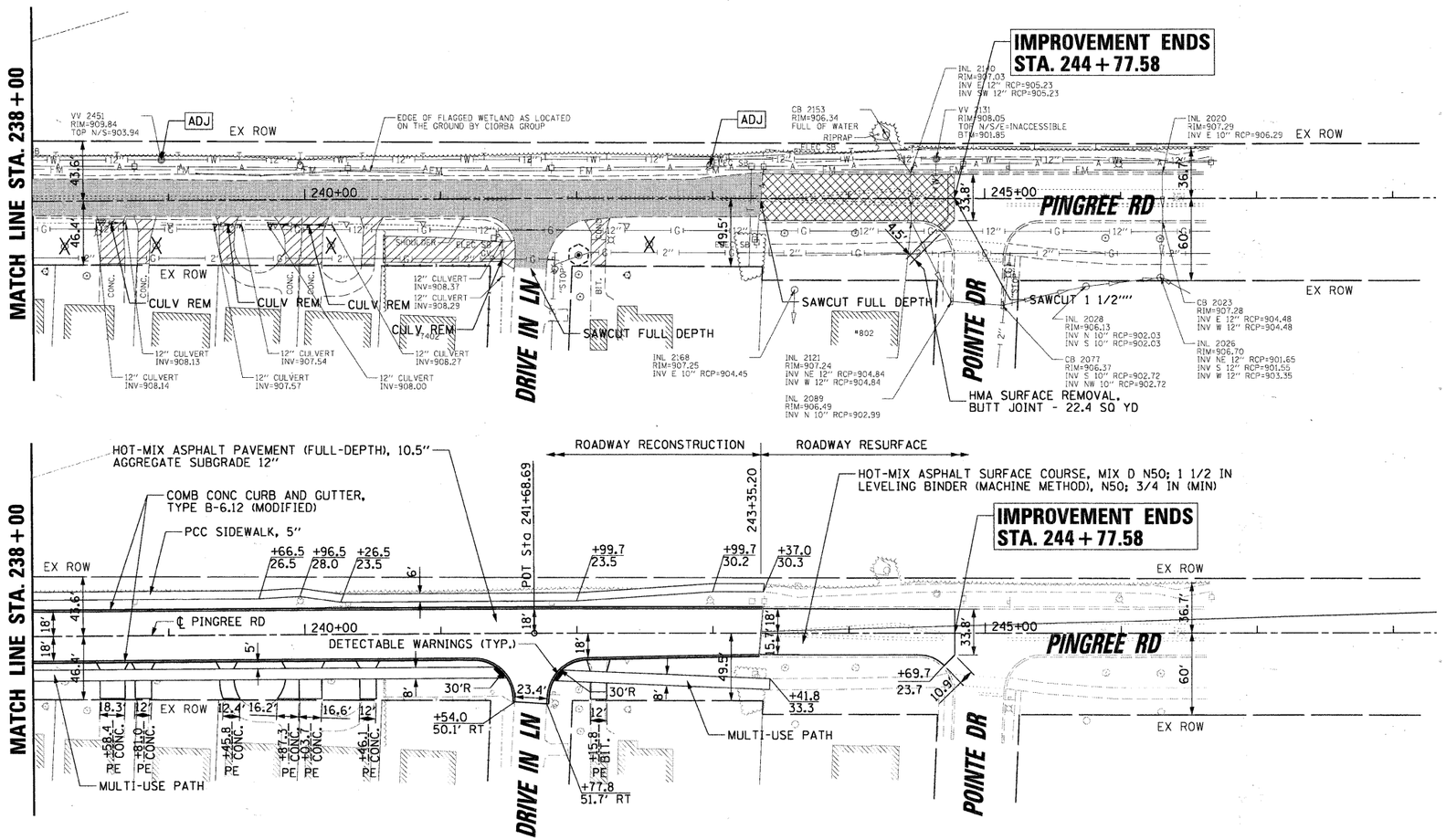
SCALE: 50H 5V | SHEET NO. 2 OF 3 SHEETS | STA. 224+00 | TO STA. 238+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	12
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

PLAN — SURVEYED, DRAWN, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO. — BY, DATE

PROFILE — SURVEYED, DRAWN, GRADES CHECKED, BKM. NOTED, STRUCTURE NOTATIONS CHKD — BY, DATE

50'



FILE NAME =	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
N:\CRYSTALLAKE\100316\Civil\RPP03_100316.sht		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PINGREE ROAD

SCALE: 50H 5V | SHEET NO. 3 OF 3 SHEETS | STA. 238+00 | TO STA. 246+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	13
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

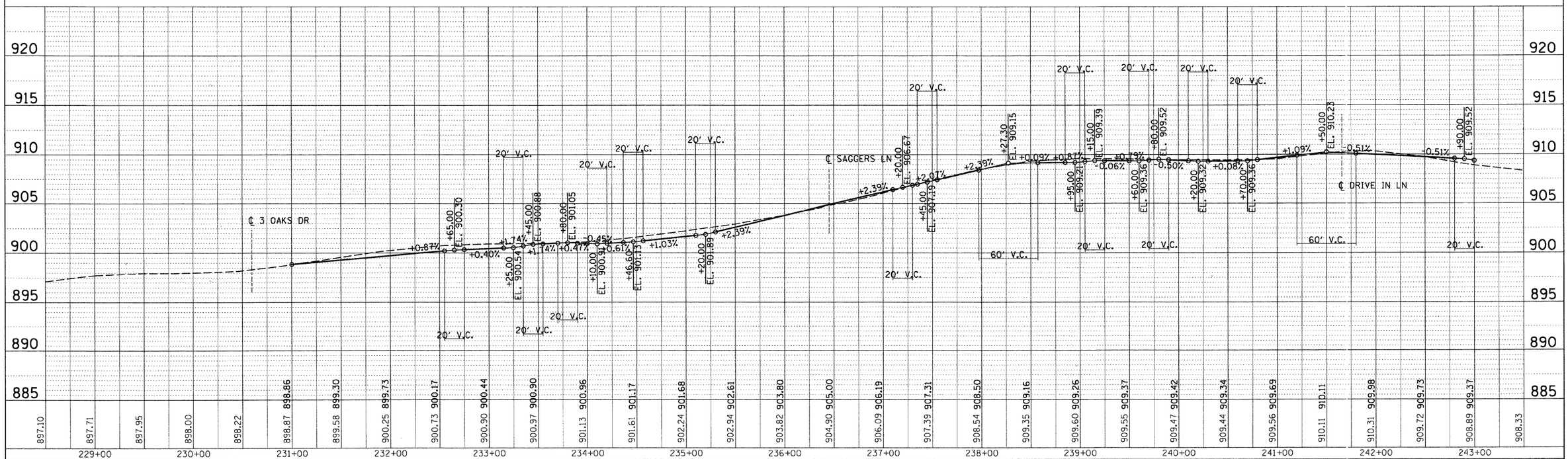
PLAN | SURVEYED | BY | DATE
PLOTTED
DRAWN
CROSS CHECKED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
C300 FILE NAME
NOTE BOOK
NO.

PROFILE | SURVEYED | BY | DATE
PLOTTED
DRAWN
CROSS CHECKED
ELEV. NOTED
B.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.

50'

PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
	ALIGNMENT CHECKED		
NOTE BOOK	R/W NOTED		
NO.	R.T. OF WAY CHECKED		
	CADD FILE NAME		

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
NOTE BOOK	B.M. NOTED		
NO.	STRUCTURE NOTATNS CHKD		



FILE NAME = N:\CRYSTALLAKE\100316\Civil\PRF01_100316.shp	USER NAME = CMCCOLLG	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

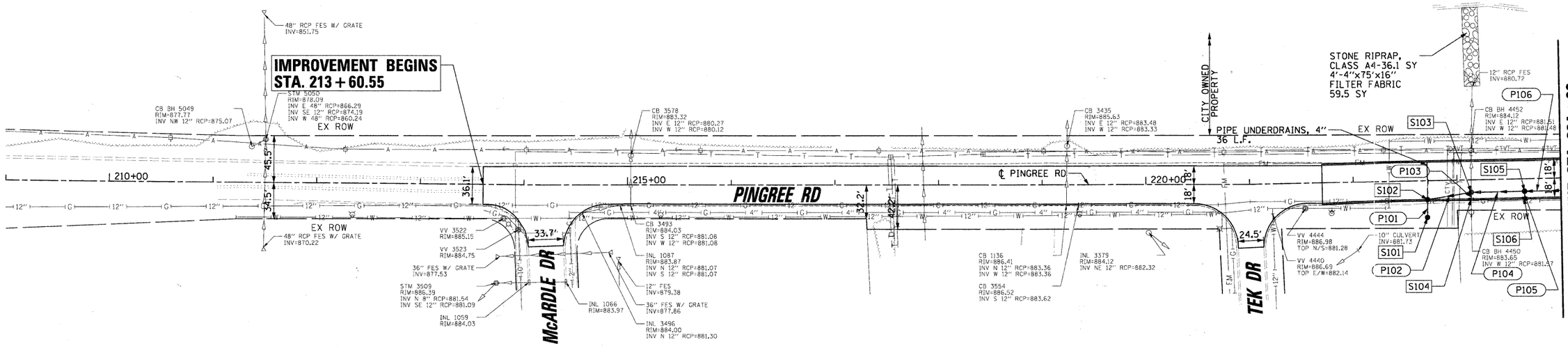
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-USE PATH PROFILE
PINGREE ROAD

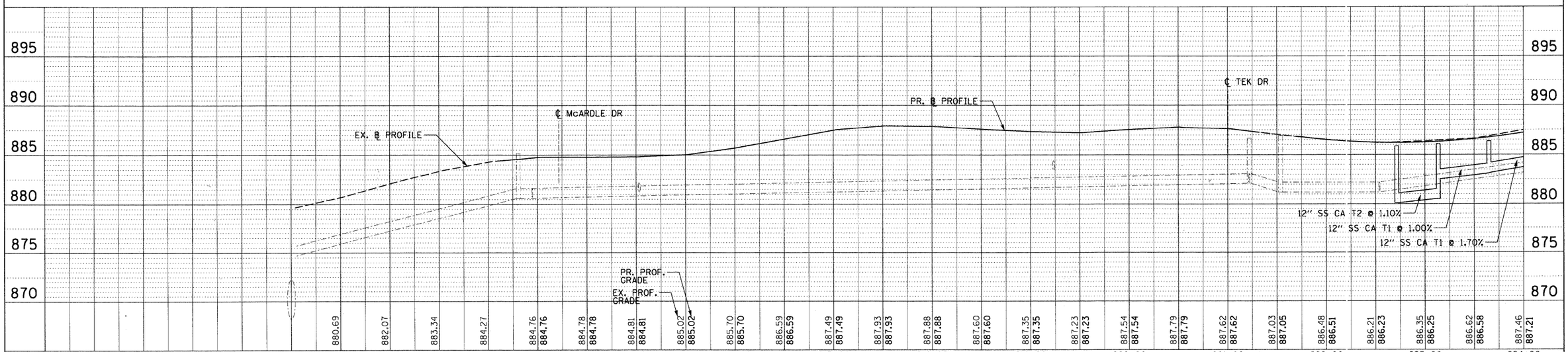
SCALE: 50H 5V | SHEET NO. 1 OF 1 SHEETS | STA. 212+00 TO STA. 234+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	14
		CONTRACT NO. 63546		
	ILLINOIS FED. AID PROJECT			

NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS						
						N	S	E	W	NE	SW	W2
S101	DRYWELL	UNPAVED	222+71.00	35' RT	885.15				879.80			
S102	CB TA 4'	CURB	222+71.45	18' RT	885.84	880.09		879.99				
S103	CB TA 4'	PAVED	223+13.50	12' RT	886.07	882.52	880.52	881.55	881.55 (EX)			
S104	INLET TA	CURB	223+13.50	18' RT	885.95			881.56 (EX)	881.56			
S105	CB TA 4'	PAVED	223+65.00	12' RT	886.34	883.18	883.08	883.81				
S106	INLET TA	CURB	223+65.00	18' RT	886.22				883.89			



NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAN INVERT	TRENCH BACKFILL (CU. YD.)
P101	S102	S101	13	12	2	1.40%	879.99	879.80	0.0
P102	S103	S102	39	12	2	1.10%	880.52	880.09	14.5
P103	S104	S103	4	12	1	0.13%	881.56	881.55	1.0
P104	S105	S103	56	12	1	1.00%	883.08	882.52	7.6
P105	S106	S105	4	12	1	1.90%	883.89	883.81	0.1
P106	S201	S105	71	12	1	1.70%	884.38	883.18	8.3



FILE NAME = N:\CRYST4LLAKE\100316\Civil\DPP01_100316.shk	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

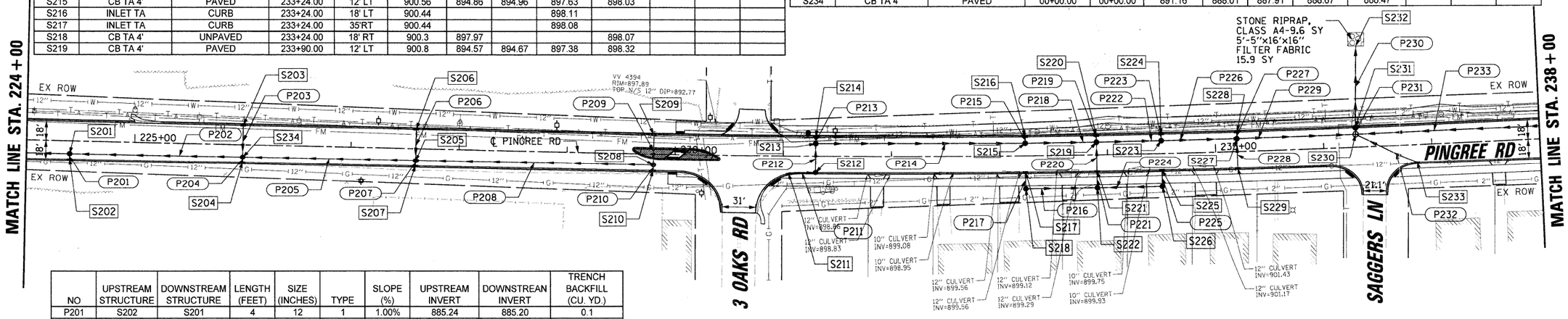
DRAINAGE PLAN AND PROFILE
PINGREE ROAD

SCALE: 50H 5V | SHEET NO. 1 OF 3 SHEETS | STA. 212+00 TO STA. 224+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	15
		CONTRACT NO. 63546		
	ILLINOIS FED. AID PROJECT			

NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS N	S	E	W	NE	SW	W2
S201	CB TA 4'	PAVED	224+40.00	12' RT	887.69	884.48	884.38	885.20				
S202	INLET TA	CURB	224+40.00	18' RT	887.57				885.24			
S203	INLET TA	CURB	226+00.00	18' LT	891.04			888.71				
S204	INLET TA	CURB	226+00.00	18' RT	891.04				888.71			
S205	CB TA 4'	PAVED	227+60.00	12' RT	894.86	891.70	891.60	892.38	892.22			
S206	INLET TA	CURB	227+60.00	18' LT	894.74			892.41				
S207	INLET TA	CURB	227+60.00	18' RT	894.76				892.41			
S208	CB TA 4'	PAVED	229+80.00	12' RT	897.64		894.51	895.11	894.95			
S209	INLET TA	CURB	229+80.00	18' LT	897.52			895.19				
S210	INLET TA	CURB	229+80.00	18' RT	897.52				895.19			
S211	INLET TA	CURB	231+05.00	19.23' RT	898.49	896.16						
S212	CB TA 4'	CURB	231+30.00	18' RT	898.85		896.05		895.95			
S213	CB TA 4'	PAVED	231+30.00	12' LT	898.97	895.72		895.82	896.50			
S214	INLET TA	CURB	231+30.00	18' LT	898.85			896.52				
S215	CB TA 4'	PAVED	233+24.00	12' LT	900.56	894.86	894.96	897.63	898.03			
S216	INLET TA	CURB	233+24.00	18' LT	900.44			898.11				
S217	INLET TA	CURB	233+24.00	35'RT	900.44			898.08				
S218	CB TA 4'	UNPAVED	233+24.00	18' RT	900.3	897.97			898.07			
S219	CB TA 4'	PAVED	233+90.00	12' LT	900.8	894.57	894.67	897.38	898.32			

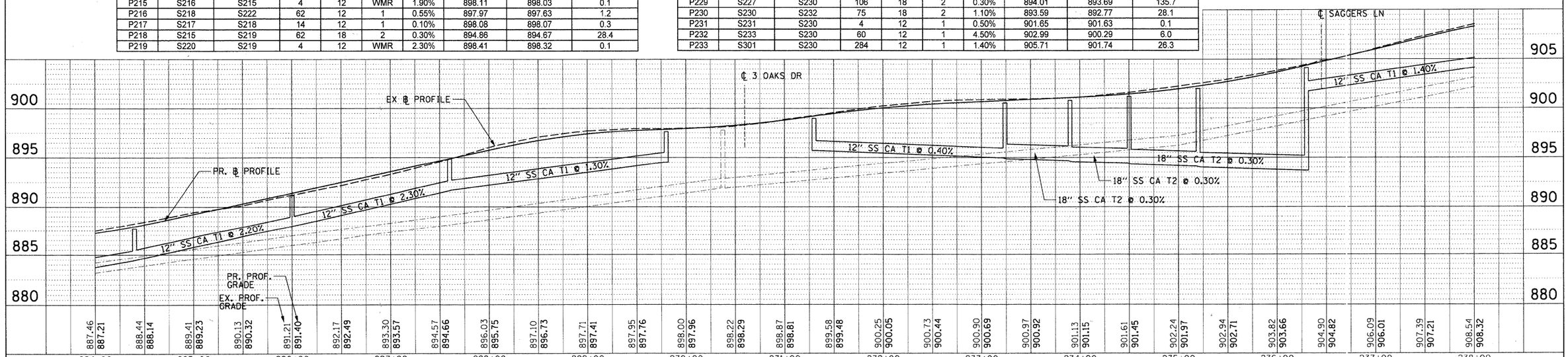
NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS N	S	E	W	NE	SW	W2
S220	INLET TA	CURB	00+00.00	0	900.74			898.41				
S221	INLET TA	CURB	00+00.00	00+00.00	900.74			897.62	897.62			
S222	CB TA 4'	UNPAVED	00+00.00	00+00.00	899.9	897.63	897.63		897.63			
S223	CB TA 4'	PAVED	00+00.00	0	901.21	894.31	894.41		898.68			
S224	INLET TA	CURB	00+00.00	0	901.09			898.76				
S225	INLET TA	CURB	00+00.00	00+00.00	901.09				898.28			
S226	CB TA 4'	UNPAVED	00+00.00	00+00.00	900.5		898.10		898.20			
S227	CB TA 4'	PAVED	00+00.00	0	902	894.01	894.11	899.39	899.51			
S228	INLET TA	CURB	00+00.00	0	901.88			899.55				
S229	INLET TA	CURB	00+00.00	0	901.88				899.55			
S230	CB TA 4'	PAVED	00+00.00	0	904.1	901.74	893.69		893.59	900.29		
S231	INLET TA	CURB	00+00.00	0	903.98			901.65				
S232	PRCFES 18 INCH		00+00.00	0	N/A				892.77			
S233	INLET TA	CURB	00+00.00	0	905.32						902.99	
S234	CB TA 4'	PAVED	00+00.00	00+00.00	891.16	888.01	887.91	888.67	888.47			



NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAN INVERT	TRENCH BACKFILL (CU. YD.)
P201	S202	S201	4	12	1	1.00%	885.24	885.20	0.1
P202	S234	S201	156	12	1	2.20%	887.91	884.48	18.1
P203	S203	S234	27	12	1	0.90%	888.71	888.47	1.1
P204	S204	S234	4	12	1	1.00%	888.71	888.67	0.1
P205	S205	S234	156	12	1	2.30%	891.60	888.01	17.7
P206	S206	S205	27	12	1	0.70%	892.41	892.22	1.0
P207	S207	S205	4	12	1	0.80%	892.41	892.38	0.1
P208	S208	S205	216	12	1	1.30%	894.51	891.70	23.2
P209	S209	S208	27	12	1	0.90%	895.19	894.95	1.1
P210	S210	S208	4	12	1	1.90%	895.19	895.11	0.1
P211	S211	S212	22	12	1	0.50%	896.16	896.05	1.0
P212	S212	S213	26	12	1	0.50%	895.95	895.82	2.5
P213	S214	S213	4	12	WMR	0.50%	896.52	896.50	0.1
P214	S213	S215	190	12	WMR	0.40%	895.72	894.96	45.9
P215	S216	S215	4	12	WMR	1.90%	898.11	898.03	0.1
P216	S218	S222	62	12	1	0.55%	897.97	897.63	1.2
P217	S217	S218	14	12	1	0.10%	898.08	898.07	0.3
P218	S215	S219	62	18	2	0.30%	894.86	894.67	28.4
P219	S220	S219	4	12	WMR	2.30%	898.41	898.32	0.1

NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAN INVERT	TRENCH BACKFILL (CU. YD.)
P220	S221	S219	27	12	1	0.90%	897.62	897.38	3.3
P221	S222	S221	14	12	1	0.10%	897.63	897.62	0.8
P222	S219	S223	56	18	2	0.30%	894.57	894.41	29.9
P223	S224	S223	4	12	WMR	1.90%	898.76	898.68	0.1
P224	S226	S222	56	12	1	0.84%	898.10	897.63	1.3
P225	S225	S226	14	12	1	0.57%	898.28	898.20	0.6
P226	S223	S227	66	18	2	0.30%	894.31	894.11	62.9
P227	S228	S227	4	12	1	1.10%	899.55	899.51	0.1
P228	S229	S227	27	12	1	0.60%	899.55	899.39	1.0
P229	S227	S230	106	18	2	0.30%	894.01	893.69	135.7
P230	S230	S232	75	18	2	1.10%	893.59	892.77	28.1
P231	S231	S230	4	12	1	0.50%	901.65	901.63	0.1
P232	S233	S230	60	12	1	4.50%	902.99	900.29	6.0
P233	S301	S230	284	12	1	1.40%	905.71	901.74	26.3

50 0 50
SCALE IN FEET



FILE NAME = N:\CRYSTALLAKE\100316\Civil\DPP02_100316.mxt	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN AND PROFILE
PINGREE ROAD

SCALE: 50H 5V | SHEET NO. 2 OF 3 SHEETS | STA. 224+00 | TO STA. 238+00

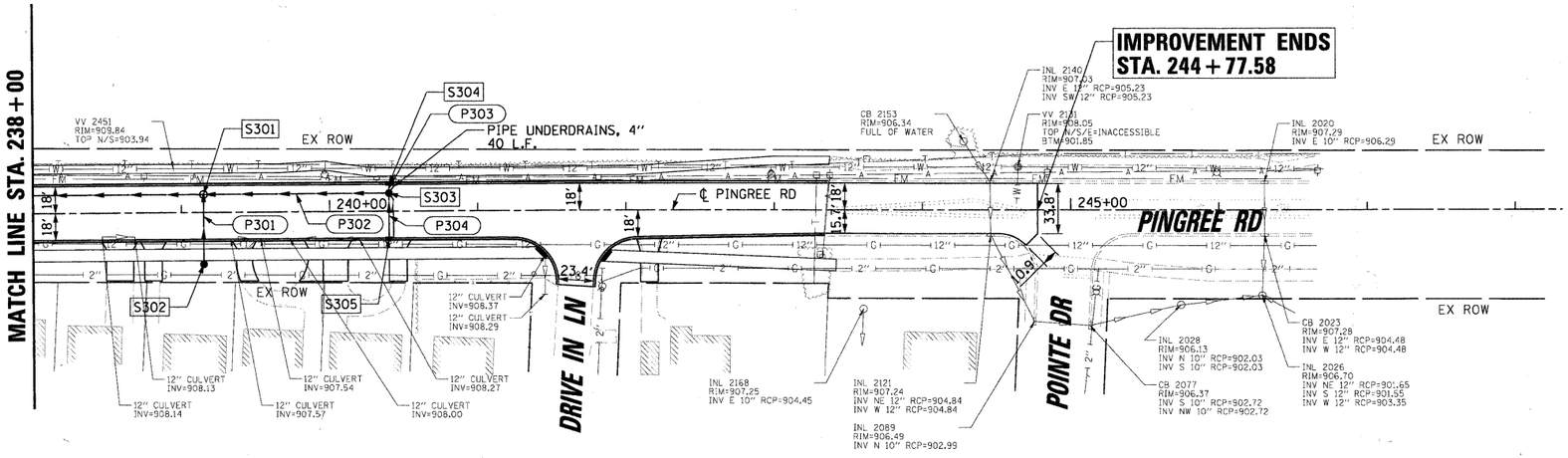
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	16
		CONTRACT NO. 63546		
	ILLINOIS FED. AID PROJECT			

PLAN: SURVEYED | PLOTTED | DRAWN | CHECKED | R.M. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

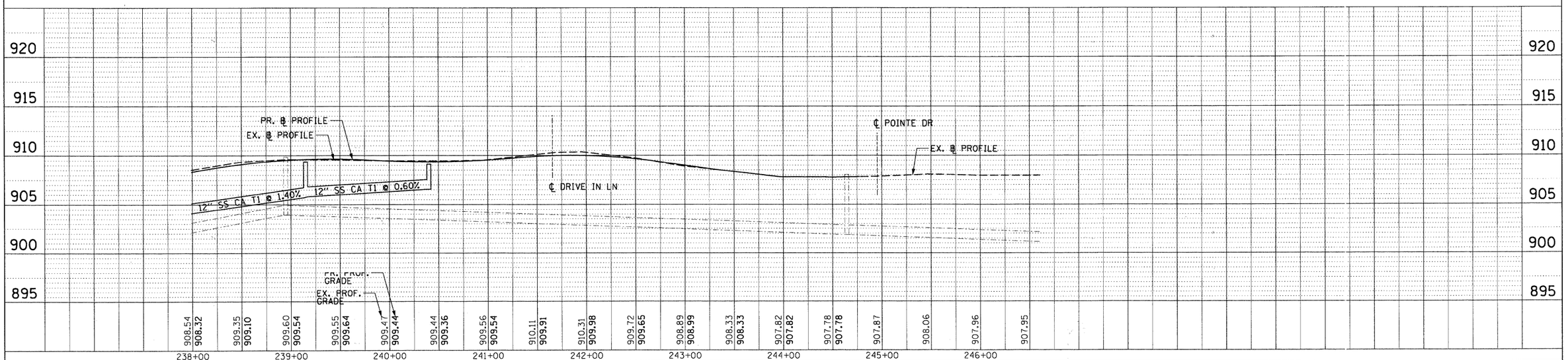
PROFILE: SURVEYED | PLOTTED | DRAWN | CHECKED | R.M. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

50'

NO.	STRUCTURE	FRAME TYPE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATIONS						
						N	S	E	W	NE	SW	W2
S301	MH TA 4'	PAVED	239+15.00	12' LT	909.36	905.81	905.71	906.64				
S302	CB TC	UNPAVED	239+15.00	35' RT	909.3				907.30			
S303	CB TA 4'	PAVED	240+40.14	12' LT	909.11		906.54	906.89	906.64			
S304	INLET TA	CURB	240+40.14	18' LT	908.99			906.66				
S305	INLET TA	DEPRESSED CURB	240+40.14	18' RT	908.99				906.91			



NO	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH (FEET)	SIZE (INCHES)	TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAN INVERT	TRENCH BACKFILL (CU. YD.)
P301	S302	S301	44	12	1	1.50%	907.30	906.64	1.1
P302	S303	S301	121	12	1	0.60%	906.54	905.81	11.9
P303	S304	S303	4	12	1	0.51%	906.66	906.64	0.1
P304	S305	S303	27	12	1	0.50%	906.91	906.78	0.2



FILE NAME = N:\CRYSTALLAKE\100316\Civil\DPP03_100316.sht	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN AND PROFILE
PINGREE ROAD

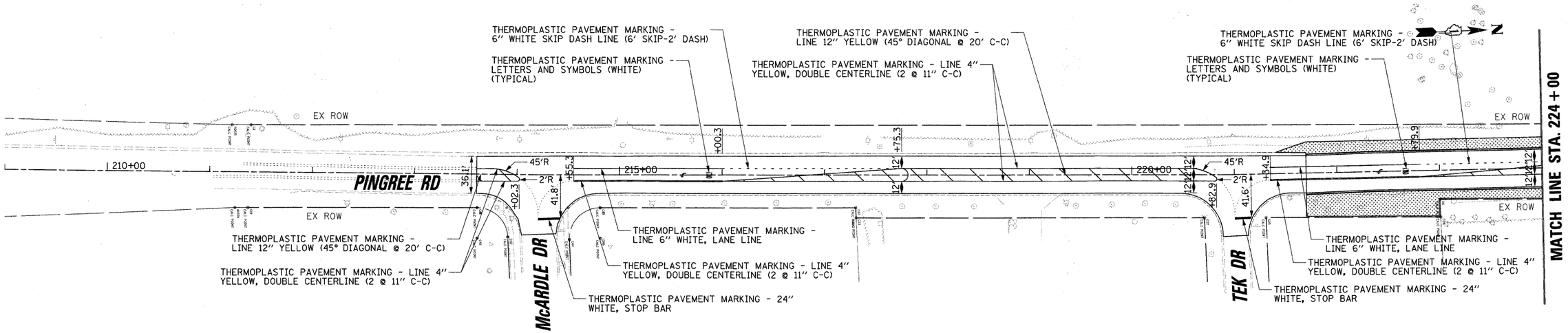
SCALE: 50H 5V | SHEET NO. 3 OF 3 SHEETS | STA. 238+00 | TO STA. 246+00

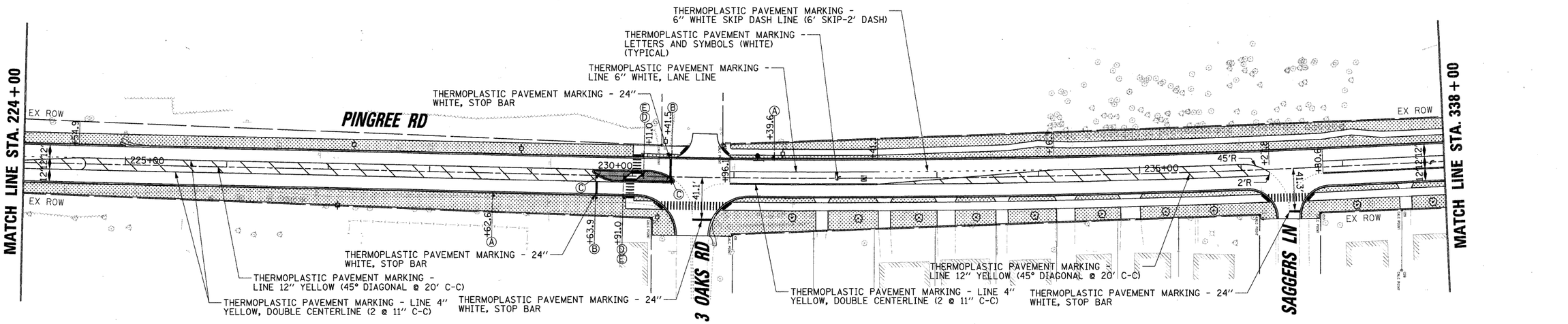
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	17
		CONTRACT NO. 63546		
	ILLINOIS FED. AID PROJECT			

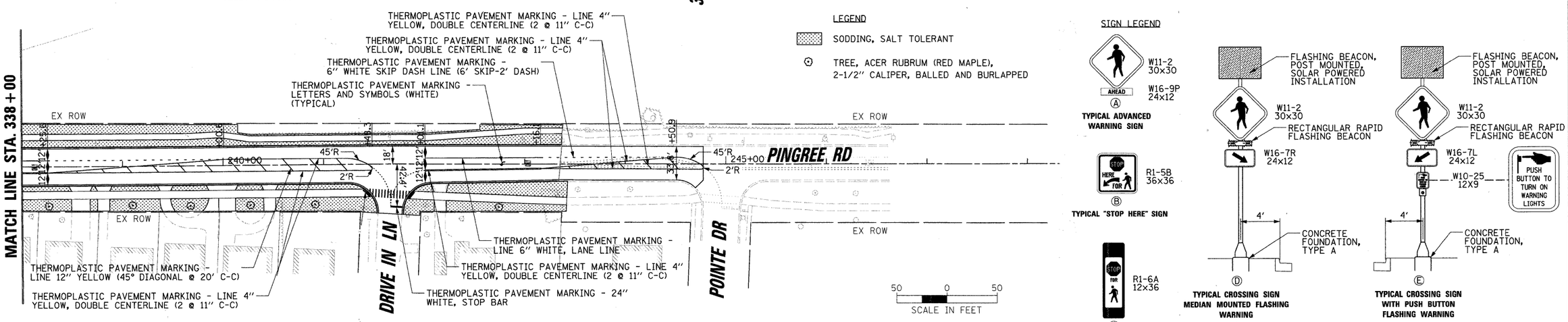
50' SCALE IN FEET

PLAN — SURVEYED | BY | DATE; RECEIVED; ALIGNMENT CHECKED; BM, NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; EXIST FILE NAME CHECKED

PROFILE — SURVEYED | BY | DATE; RECEIVED; GRADES CHECKED; BM, NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.







SIGN LEGEND

TYPICAL ADVANCED WARNING SIGN

TYPICAL "STOP HERE" SIGN

TYPICAL MEDIAN SIGN

TYPICAL CROSSING SIGN MEDIAN MOUNTED FLASHING WARNING

TYPICAL CROSSING SIGN WITH PUSH BUTTON FLASHING WARNING

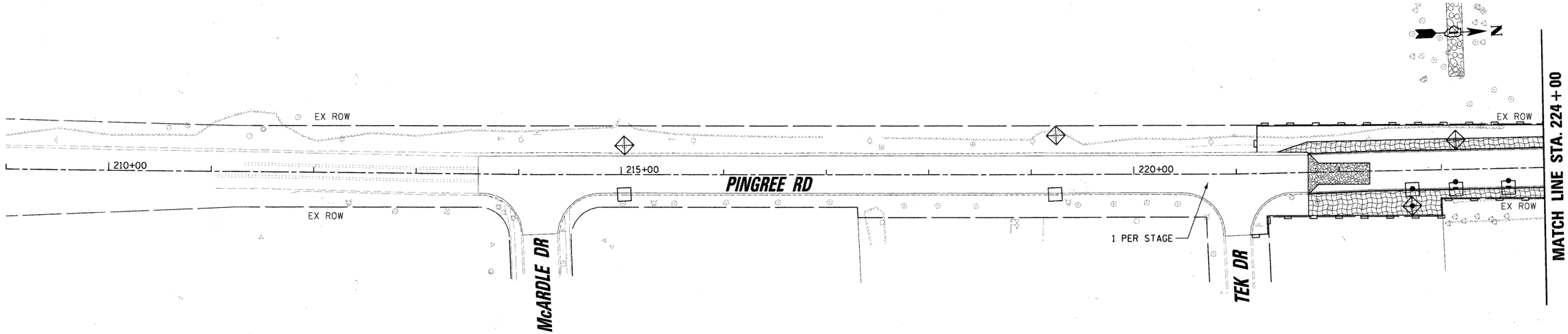
FILE NAME = N:\CRYSTALLAKE\10031G\C1v11\PMK01_10031GRFB.sht	USER NAME = MWORMAN	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 2/22/2011	DATE -	REVISED -

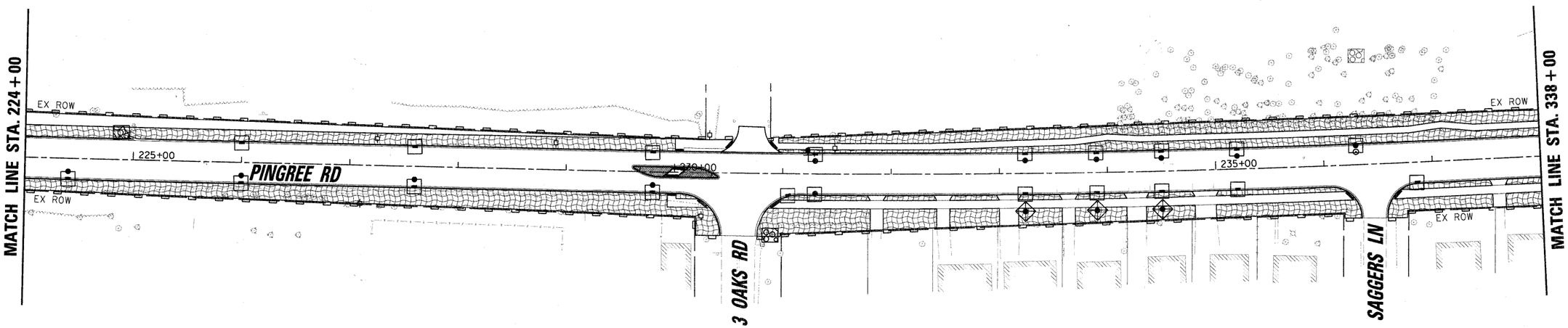
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

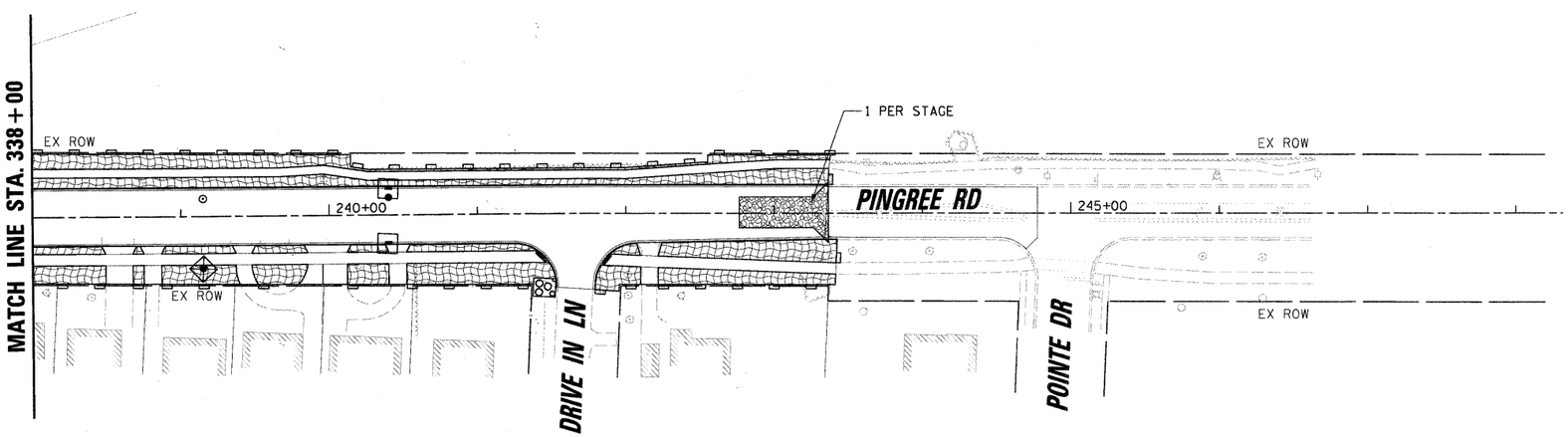
PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN
PINGREE ROAD

SCALE: 50' | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	18
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		







LEGEND

- PERIMETER EROSION BARRIER
- INLET PROTECTION (SPECIAL)
- INLET FILTER
- EROSION CONTROL BLANKET
- STABILIZED CONSTRUCTION ENTRANCE
- ROCK CHECK DAM - RIPRAP (PAID AS "AGGREGATE DITCH CHECK")

50 0 50
SCALE IN FEET

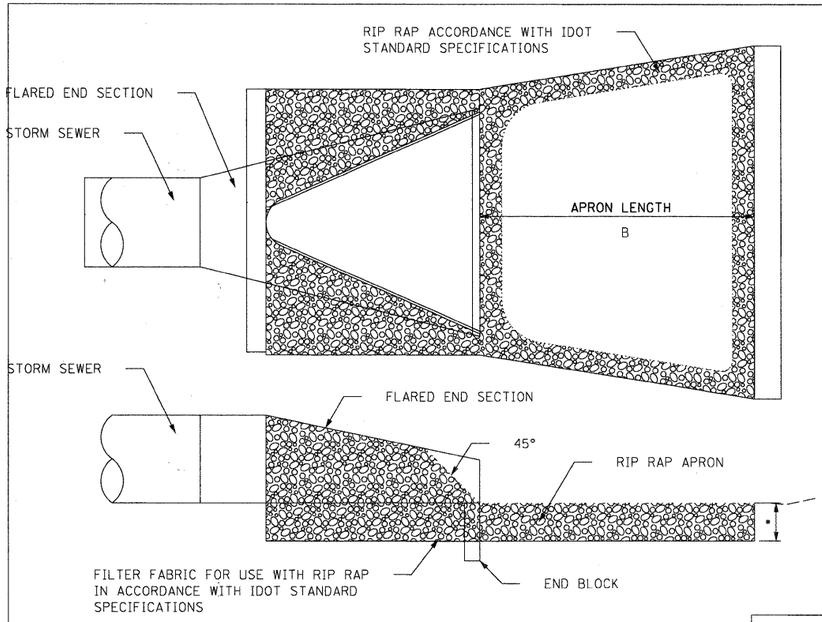
FILE NAME = N:\CRYSTALLAKE\100316\Civil\ECP01_100316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLANS
PINGREE ROAD

SCALE: 50' | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	19
		CONTRACT NO. [illegible]		
	ILLINOIS	FED. AID PROJECT		



STONE RIP RAP DETAIL

1 OF 2

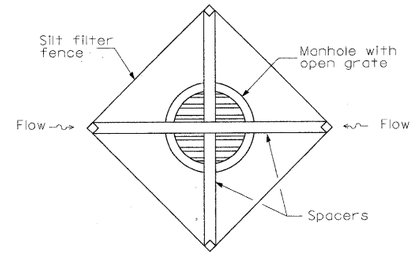
RIP RAP									
PIPE DIAMETER (IN.) D	STONE RIP RAP							BEDDING	
	QUALITY DESIGNATION	GRADATION NUMBER	MINIMUM THICKNESS (IN.) A	MINIMUM LENGTH (FT.) B	WEIGHT RANGE (#)	WEIGHT AVERAGE (#)	SIZE AVERAGE (IN.)	GRADATION NUMBER	MINIMUM THICKNESS (IN.) C
12	A	3	12″	12′	1-50	10	4.5″	N/A	N/A
15	A	3	14″	14′	1-50	10	4.5″	N/A	N/A
18	A	4	16″	16′	1-50	40	7″	1 OR CA-3	6″
21	A	4	18″	18′	1-150	40	7″	1 OR CA-3	6″
24	A	4	20″	20′	1-150	40	7″	1 OR CA-3	6″
30	A	4	22″	22′	1-150	40	7″	1 OR CA-3	6″
36	A	5	24″	24′	3-400	90	10″	1 OR CA-3	8″
42	A	5	26″	26′	3-400	90	10″	1 OR CA-3	8″
48	A	6	28″	28′	6-600	170	12″	2 OR CA-1	10″
54	A	6	32″	32′	6-600	170	12″	2 OR CA-1	10″
60	A	6	36″	36′	6-600	170	12″	2 OR CA-1	10″
72	A	6	44″	44′	6-600	170	12″	2 OR CA-1	10″

NOTE:

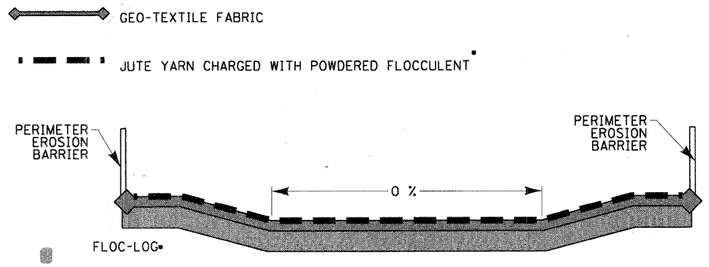
1. FOR PIPE SIZE 72″ AND LARGER A SPECIAL DESIGN OF RIP RAP OR APRON IS REQUIRED.
2. GRADATION REFFER TO IDOT SPECIFICATIONS AND STANDARDS.

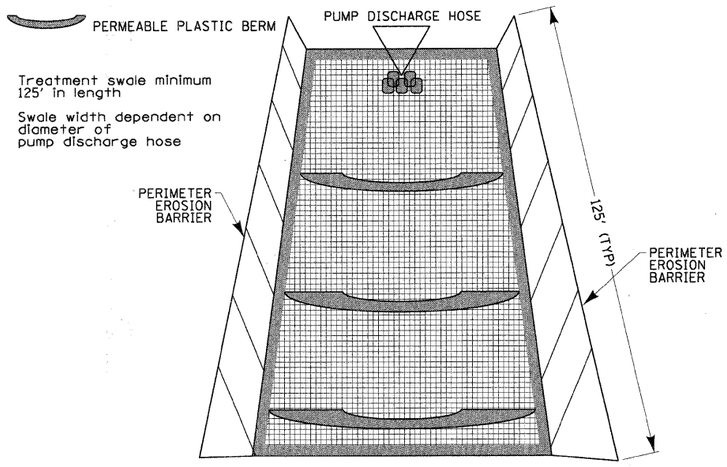
STONE RIP RAP DETAIL

2 OF 2



INLET PROTECTION (SPECIAL)





- Jute yarn, powdered flocculent, and flo-logs to be replaced as needed to comply with water quality standards
- Remove accumulated sediment and flocculent from check dams as needed to comply with water quality standards

•Soil sample and testing required to determine the appopriate flocculent and polymer type

DE-WATERING TREATMENT SWALE

(INCLUDED IN THE COST OF DEWATERING)

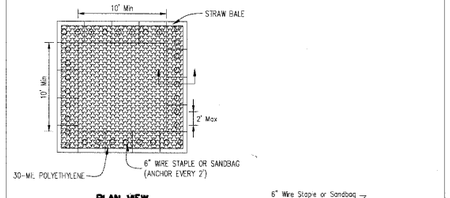
FILE NAME = N:\CRYSTALLAKE\100316\Civil\ECP02_100316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

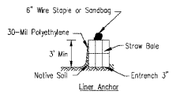
EROSION CONTROL DETAILS
PINGREE ROAD

SCALE: | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	20
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

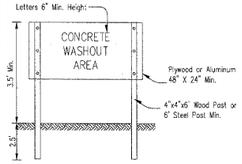


PLAN VIEW



Liner Anchor

STRAW BALE ANCHOR SECTIONS

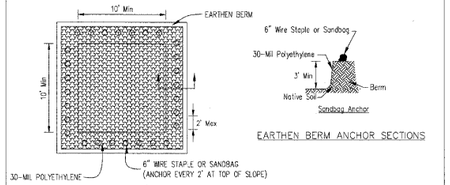


SIGN DETAIL

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

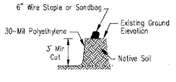
TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE



PLAN VIEW

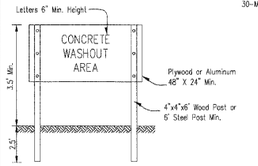
Sandbag Anchor

EARTHEN BERM ANCHOR SECTIONS



Sandbag Anchor

SUBGRADE ANCHOR SECTIONS

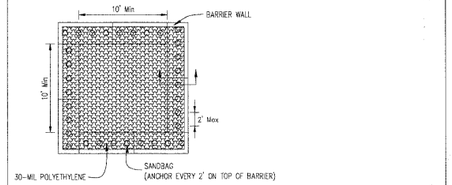


SIGN DETAIL

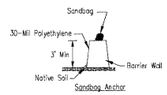
NOTES:

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

TEMPORARY CONCRETE WASHOUT FACILITY - EARTHEN TYPE

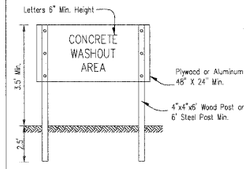


PLAN VIEW



Sandbag Anchor

BARRIER WALL ANCHOR SECTION

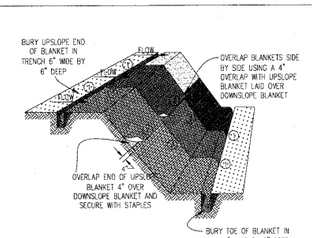


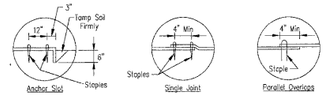
SIGN DETAIL

NOTES:

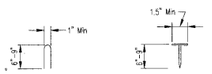
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL





DETAIL 1 DETAIL 2 DETAIL 3



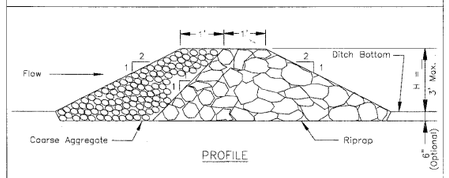
STAPLE DETAIL PUSH PIN DETAIL

NOTES:

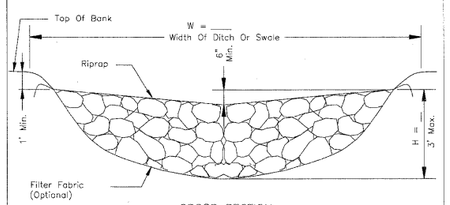
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stitched blankets. Non-stitched shall use 4 staples per s.y. of material. This equates to 200 staples with stitched blanket and 400 staples with non-stitched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 8")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

EROSION CONTROL BLANKET INSTALLATION DETAILS

ROCK CHECK DAM - RIPRAP



PROFILE



CROSS SECTION
CENTERLINE LOOKING DOWNSTREAM

NOTES:

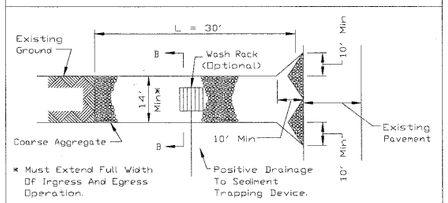
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II, or IV and shall be placed over the cleared area prior to the placing of rock.
2. Coarse aggregate shall meet one of the following IDOT gradations, CA-1, CA-2, CA-3, or CA-4.
3. Riprap shall meet IDOT gradation RR-3 or RR-4 and meet Quality Designation A.
4. Coarse aggregate and riprap shall be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
5. For added stability, the base of the dam may be keyed 6 inches into the soil.
6. See plans for spacing of dams and H dimensions.
7. Maximum drainage area to each dam is 10 acres.
8. ROCK CHECK DAM--COARSE AGGREGATE IL-60SCA may be used for drainage areas under 2 acres.

REFERENCE
Project
Designed Date
Checked Date
Approved Date

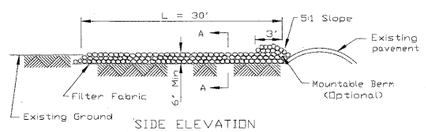
NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-605R
SHEET 1 OF 1
DATE 1-29-99

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW



SIDE ELEVATION

NOTES:

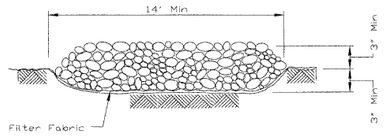
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 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

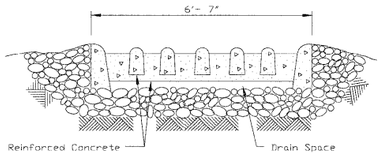
NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-630
SHEET 1 OF 2
DATE 8-18-94

STABILIZED CONSTRUCTION ENTRANCE PLAN



SECTION A-A



SECTION B-B

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

FILE NAME = N:\CRYSTALLAKE\100316\Civil\ECP03_100316.dgn	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

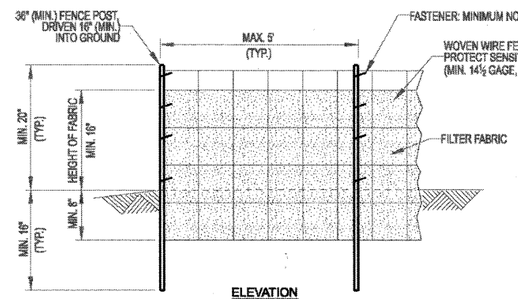
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL NRCS DETAILS
PINGREE ROAD

SCALE: | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	21
		CONTRACT NO		
	ILLINOIS	FED. AID PROJECT		

EC-01



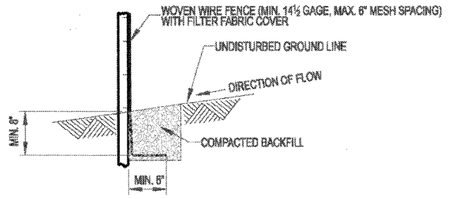
ELEVATION

MATERIAL SPECIFICATIONS:

POSTS:	STEEL (EITHER "T" OR "U" TYPE) OR HARDWOOD WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN.
FENCE:	WOVEN WIRE (14 ½ GAGE) WITH 6" MAX. MESH OPENING
FILTER CLOTH:	FILTER X, MIRAFI 100X, STABILINKA T 140N.

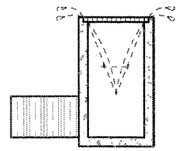
NOTES:

1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED, AS NEEDED, THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
2. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POST WITH TIES OR STAPLES
3. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID-SECTION
4. WHEN TWO (2) SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX (6) INCHES AND FOLDED
5. MATERIAL SHALL BE REMOVED WHEN BULGES DEVELOP IN THE SILT FENCE
6. DOUBLE ROWS OF SILT FENCE SPACED FIVE (5) FEET APART SHALL BE PLACED AROUND EXISTING STORMWATER MANAGEMENT FACILITIES OR WETLANDS AS ADDITIONAL PROTECTION

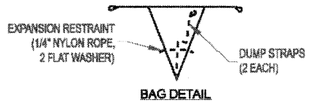


FABRIC ANCHOR DETAIL

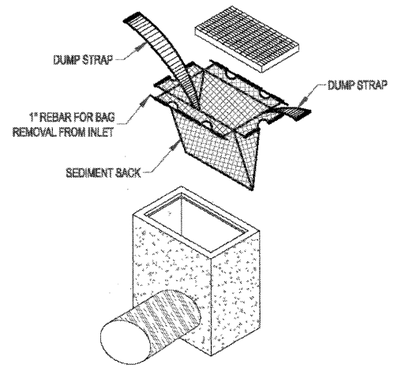
PERIMETER EROSION BARRIER



INSTALLATION DETAIL



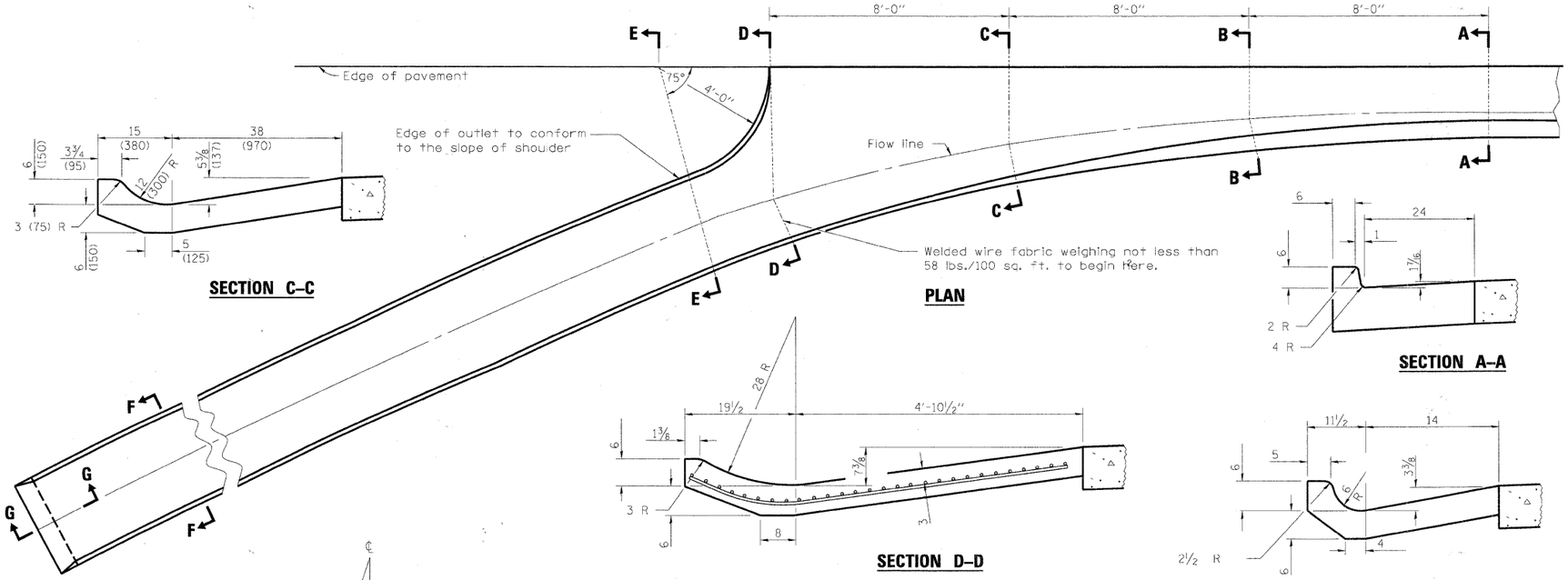
BAG DETAIL



SEDIMENT CONTROL DEVICE

INLET FILTER

FILE NAME = N:\CRYSTALLAKE\100316\Civil\STDEC1_100316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL DETAILS PINGREE ROAD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - PMM	REVISED -					126	08-00107-00-FP	McHENRY	50	22
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -							CONTRACT NO.		
	PLOT DATE = 12/23/2010	DATE -	REVISED -		SCALE:	SHEET NO. 4 OF 4 SHEETS	STA. TO STA.		ILLINOIS	FED. AID PROJECT		



SECTION C–C

PLAN

SECTION D–D

SECTION A–A

SECTION B–B

NOTES:

1. Contraction joints and expansion joints shall be installed in the curb or curb and gutter in prolongation with joints in adjacent P.C.C Pavement or Base Course.

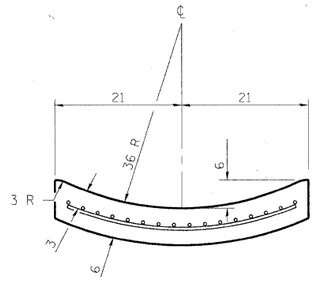
2. When curb and gutter is constructed adjacent to flexible pavement, A 1" thick preformed expansion joint filler, conforming to the cross section of the curb and gutter, shall be installed at points of curvature for short-radius curves and construction joints shall be placed between expansion joints at distances not to exceed 20 feet.

3. All expansion joints shall be installed with a 1" diameter x 18" coated smooth dowel bar conforming to art. 1006.11 of the IDOT standard specifications. The dowel bar shall be fitted with a cap having a pinched stop that will provide 1" of expansion.

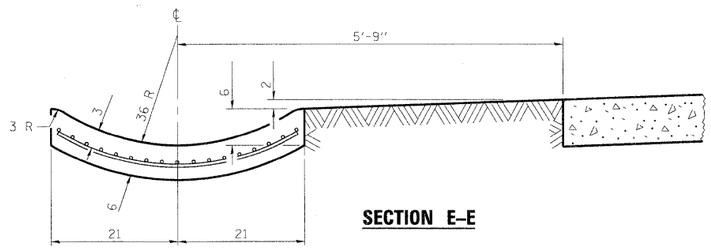
4. All construction joints shall be provided with 5/8" diameter bar conforming to aashto M-31 or M-53. Tie bars shall be placed on 9" centers (minimum 2 per joint).

5. Transitions-the transitions from full height curb to depressed curb shall be made at the rate of 3" per foot of length or flatter.

6. Expansion joints shall be placed at intervals not to exceed 100 feet.

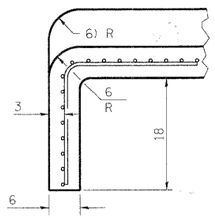


SECTION F–F

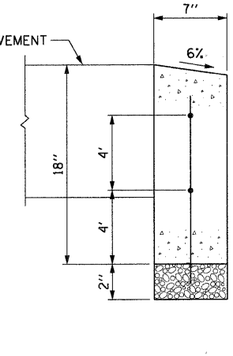


SECTION E–E

CURB AND GUTTER OUTLET (SPECIAL)

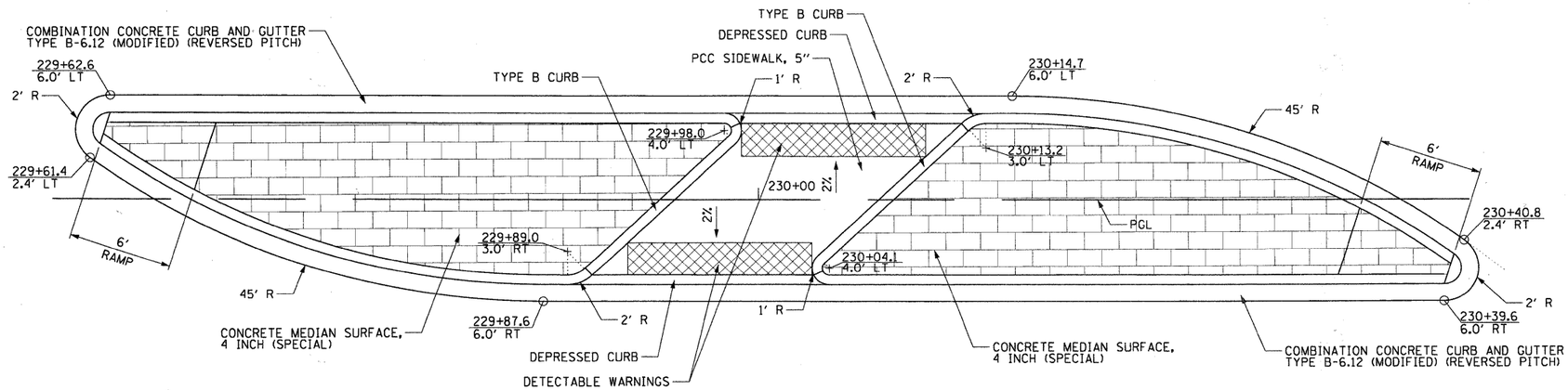


SECTION G–G

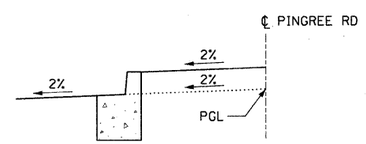


BARS TO BE SET AND TIED PRIOR TO CONCRETE POUR. BAR PLACEMENT DURING POUR WILL NOT BE PERMITTED.

CONCRETE CURB (SPECIAL)



CROSSWALK PLAN



SECTION AT PGL

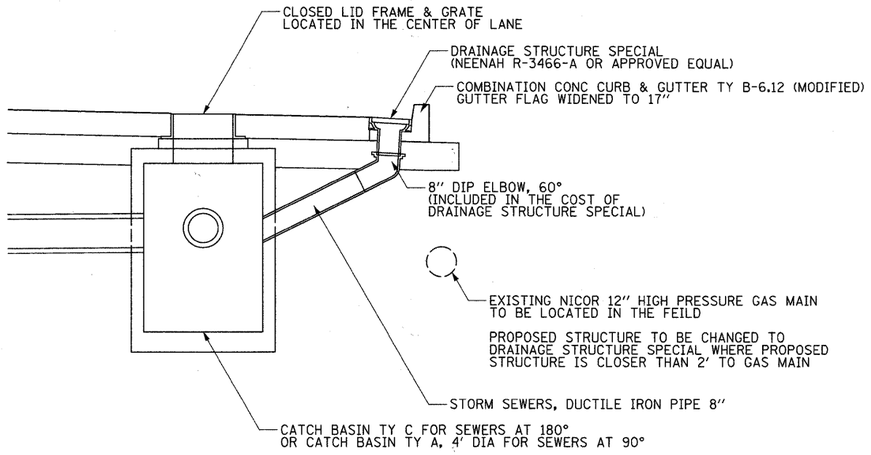
FILE NAME = N:\CRYSTALLAKE\100316\Civil\DET01_100316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 4'	CHECKED - MCW	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

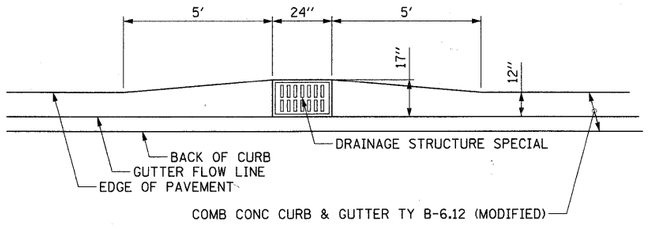
CONSTRUCTION DETAILS
PINGREE ROAD

SCALE: | SHEET NO. 1 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	23
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

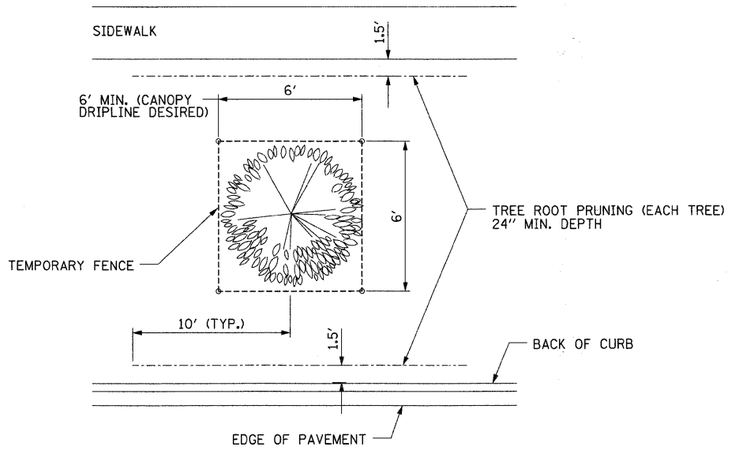


DRAINAGE STRUCTURE SPECIAL DETAIL (TO AVOID EXISTING 12" NICOR GAS MAIN)

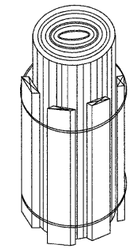


GUTTER FLAG WIDENING TO BE INCLUDED IN THE COST OF COMB CONC CURB & GUTTER TY B-6.12 (MODIFIED)

GUTTER FLAG WIDENING DETAIL FOR DRAINAGE STRUCTURE SPECIAL



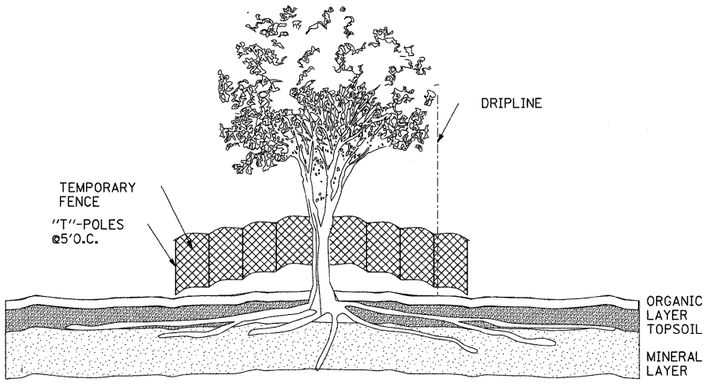
TREE & ROOT PROTECTION



2"x10"x6'(MIN) PLANKS -
NO. REQUIRED VARIES
W/ SIZE OF TREE (4 MIN)

WIRE RETAINER
NO 6 WIRE (MIN)
WRAP AROUND BOARDS AND
TWIST ENDS TOGETHER
(BEND TWISTED ENDS
TOWARD TREE)

TREE TRUNK PROTECTION



1. ORANGE CONSTRUCTION PROTECTION FENCING (FLUORESCENT POLYETHYLENE LAMINAR SAFETY NETTING OR APPROVED EQUIVALENT) WITH A MINIMUM HEIGHT OF 4 FEET SHALL BE INSTALLED THIS ORANGE CONSTRUCTION FENCING SHALL BE INSTALLED IN ADDITION TO THE EROSION CONTROL FENCING.

2. STAKES SHALL BE METAL "T" POLES SPACED NO FURTHER THAN 5 FEET ON CENTER. FENCING SHALL BE SECURED TO THE STAKES AT THE TOP AND BOTTOM OF THE STAKE.

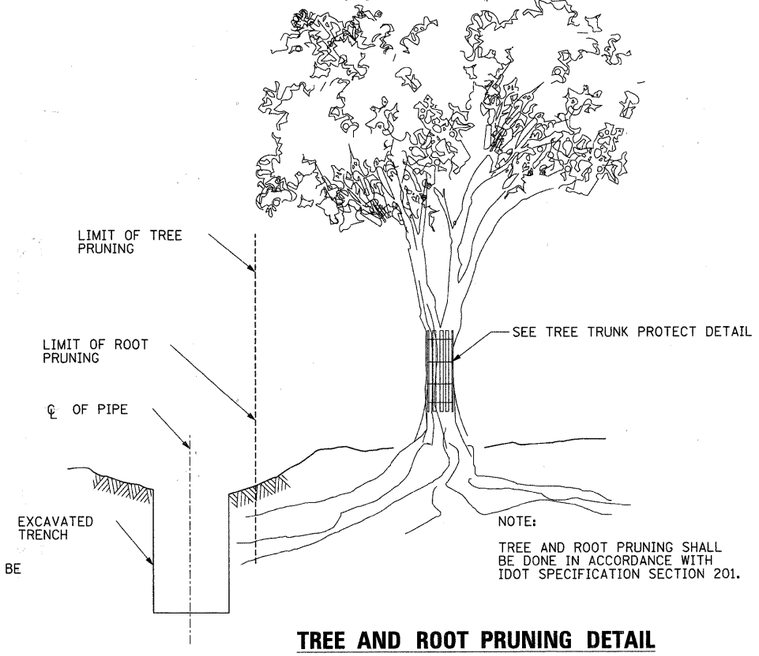
3. FENCING SHALL BE INSTALLED AND INSPECTED BY THE ENGINEER PRIOR TO THE ONSET OF ANY CONSTRUCTION OR DEVELOPMENT ACTIVITIES.

4. UNDER NO CIRCUMSTANCES SHALL PROTECTIVE FENCING BE REMOVED WITHOUT APPROVAL FROM THE ENGINEER.

5. NO PERSON SHALL CONDUCT ACTIVITY WITH THE AREAS TO BE PROTECTED. PROHIBITED ACTIVITIES WITHIN THE RESOURCE PROTECTED AREAS SHALL INCLUDE, BUT NOT BE LIMITED TO:

A. NO SOLVENTS OR CHEMICALS.
B. NO BUILDING MATERIALS OR CONSTRUCTION EQUIPMENT.
C. NO GRADE CHANGES, INCLUDING EXCAVATION AND/OR FILLING.
D. NO REMOVAL OF VEGETATION FROM THE GROUND UP WITHOUT THE PERMISSION OF THE ENGINEER
E. NO SWALES WITHOUT THE PERMISSION OF THE ENGINEER. IN INSTANCES WHERE SWALES MUST BE PROPOSED THROUGH PROTECTED AREAS, THE SWALES SHALL BE HAND DUG. MACHINERY OF ANY KIND IS PROHIBITED.
F. NO SOIL EROSION CONTROL FENCING WITHIN THE DRIPLINE OF TREES WITHOUT THE PERMISSION OF THE ENGINEER.

TREE PROTECTION DETAIL



TREE AND ROOT PRUNING DETAIL

FILE NAME = N:\CRYSTALLAKE\120316\Civil\DET22_120316.sht	USER NAME = MWORMAN	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 2/22/2011	DATE -	REVISED -

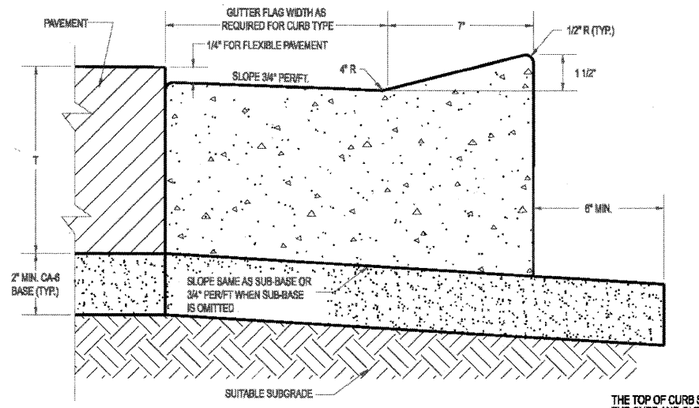
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
PINGREE ROAD

SCALE: | SHEET NO. 2 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	24
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

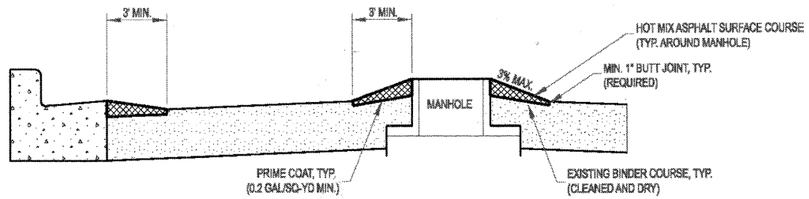
RD-07



THE TOP OF CURB SHALL BE DEPRESSED WHERE THE CURB AND GUTTER IS CONSTRUCTED ACROSS ALLEYS AND FOR PRIVATE DRIVES OR WHERE DIRECTED BY THE ENGINEER.

THICKNESS OF PAVEMENT "T". WHEN CURB AND GUTTER IS CONSTRUCTED ADJACENT TO FLEXIBLE PAVEMENT, THE VERTICAL THICKNESS OF THE GUTTER FLAG SHALL BE 9 INCHES. FOR BAM PAVEMENT SECTIONS THE FLAG SHALL BE THE SAME THICKNESS AS THE PAVEMENT.

DEPRESSED CURB DETAIL
PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE X–X.XX (MODIFIED)"



NOTES

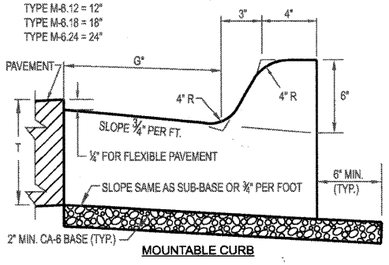
1. RAMPING TO BE USED AFTER BINDER IS CONSTRUCTED AND UNTIL FINAL SURFACE COURSE IS PLACED.
2. MANHOLES TO BE RAMPED NO LATER THAN NOVEMBER 1ST.
3. RAMPS TO BE MAINTAINED THROUGHOUT THE WINTER BY DEVELOPER.
4. RAMP MATERIAL TO BE REMOVED BY MILLING OR OTHERWISE REMOVED BEFORE PLACEMENT OF FINAL SURFACE COURSE.

MIX DESIGN FOR EMERGENCY RAMP PATCHING COMPOUND

MIX:
40% QUICKCRETE HYDRAULIC CEMENT
60% MORTAR MIX
ENOUGH WATER TO MAKE IT WORKABLE
(TOO MUCH WATER WILL GREATLY LENGTHEN SET TIME)

TEMPORARY MANHOLE AND CURB RAMPING
PAID FOR AS "TEMPORARY RAMP"

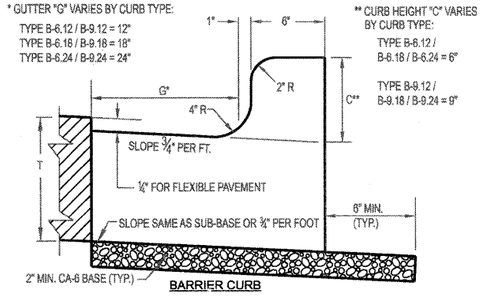
* GUTTER "G" VARIES BY CURB TYPE:
TYPE M-6.06 = 6"
TYPE M-8.12 = 12"
TYPE M-8.18 = 18"
TYPE M-6.24 = 24"



MOUNTABLE CURB

* GUTTER "G" VARIES BY CURB TYPE:
TYPE B-6.12 / B-9.12 = 12"
TYPE B-6.18 / B-9.18 = 18"
TYPE B-6.24 / B-9.24 = 24"

** CURB HEIGHT "C" VARIES BY CURB TYPE:
TYPE B-6.12 / B-6.18 / B-6.24 = 6"
TYPE B-9.12 / B-9.18 / B-9.24 = 9"



BARRIER CURB

THICKNESS - T - Thickness of pavement when curb and gutter is constructed adjacent to flexible or rigid pavement, the vertical thickness of the gutter flag shall be 9". Also, tie bars shall be omitted.

DRAINAGE OPENINGS - At all locations where metal castings are to be incorporated in the curb and gutter, a 1" thick pre formed expansion joint filler, conforming to the cross sections of the curb and gutter, shall be installed in the curb and gutter a distance of 5 ft. from each side of the metal casting. When the width of the metal casting is less than the width of the curb and gutter, 2 - No. 4 rebars (L = 12 + casting length + 12") shall be incorporated in the continuous portion of concrete gutter in front of the casting.

TRANSITIONS - The transition from full height curb to depressed curb shall be made at the rate of 3" per foot of length or flatter.

(2) - No. 4 steel reinforcing bars shall be incorporated over trench crossings if required by the City Engineer.

JOINTS - In addition to the requirements of Article 606.06 of the Standard Specifications, joints shall be constructed as follows:

Contraction joints and expansion joints shall be installed in the curb or curb and gutter in prolongation with joints in adjacent P.C.C. pavement or base course.

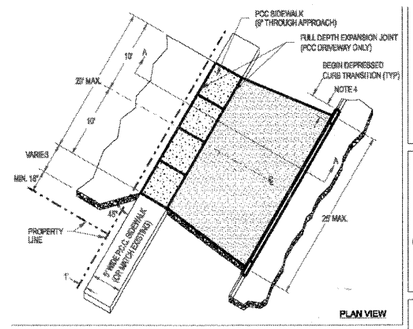
When curb and gutter is constructed adjacent to flexible pavement, a 1" thick pre formed expansion joint filler, conforming to the cross section of the curb and gutter, shall be installed at points of curvature for short radius curves and at construction joints. Contraction joints shall be placed between expansion joints at distances not to exceed 5 feet.

All expansion joints shall be provided with a 1 ¼" dia. x 18" coated smooth dowel bar conforming to Article 1006.10 of the Standard Specifications. The dowel bar shall be fitted with a cap having a pinched stop that will provide 1" of expansion.

All construction joints shall be provided with ½" dia. deformed steel tie bars 30" long conforming to AASHTO M-31 or M-53. Tie bars shall be placed on 9" centers. (minimum 2 per joint).

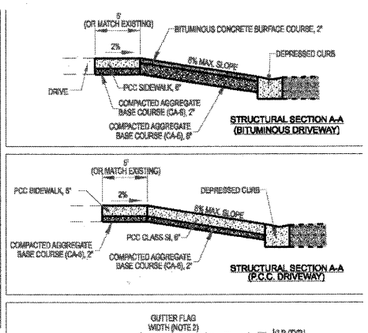
Expansion joints shall be placed at intervals not to exceed 100 feet.

COMBINATION CONCRETE CURB AND GUTTER TYPE X–X.XX (MODIFIED)



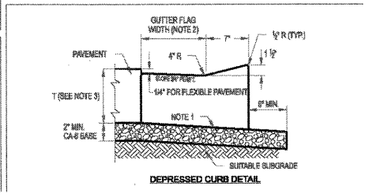
PLAN VIEW

1. SLOPE SAME AS SUB-BASE OR 3/4" PER/FT WHEN SUB-BASE IS OMITTED
2. AS REQUIRED FOR PAVEMENT TYPE
3. THICKNESS OF PAVEMENT "T". WHEN CURB AND GUTTER IS CONSTRUCTED ADJACENT TO FLEXIBLE PAVEMENT, THE VERTICAL THICKNESS OF THE GUTTER FLAG SHALL BE 9 INCHES. FOR BAM PAVEMENT SECTIONS THE GUTTER FLAG SHALL BE 12".
4. TRANSITION FROM FULL CURB TO DEPRESSED CURB IN 1 TO 1.5 LINEAL FEET. ALSO, THE DRIVEWAY SHALL BE NO LESS THAN 3/4 OF THE DEPRESSION.
5. DRIVEWAY APPROACH SHALL MEET CURB AND GUTTER AT A POINT BETWEEN FULL CURB AND ONE-HALF CURB HEIGHT.
6. DRIVEWAY FLARE SHALL BE SYMMETRIC ABOUT THE DRIVEWAY CENTERLINE, AS MEASURED AT THE PROPERTY LINE, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
7. DRIVEWAY PAVEMENT SHALL BE AT LEAST 2 INCHES HOT MIX ASPHALT SURFACE AND 8 INCHES COMPACTED CA-6 GRADE IN GRAVEL BASE.



STRUCTURAL SECTION A-A (BITUMINOUS DRIVEWAY)

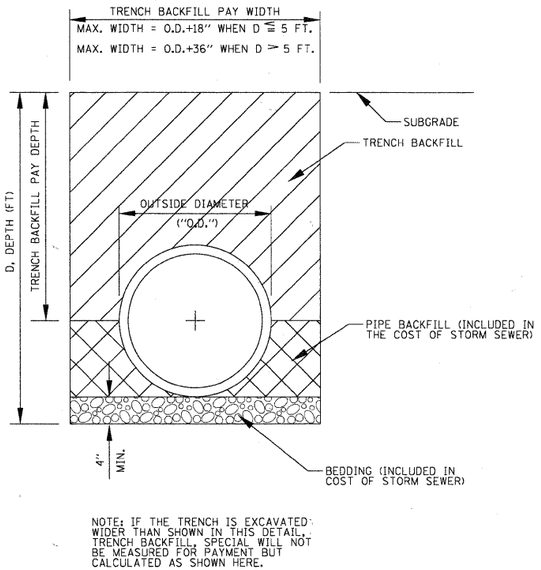
STRUCTURAL SECTION A-A (P.C.C. DRIVEWAY)



DEPRESSED CURB DETAIL

DRIVEWAY DETAIL

FILE NAME = N:\CRYSTALLAKE\100316\Civil\STDRD2_100316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONSTRUCTION DETAILS PINGREE ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - PMM	REVISED -			126	08-00107-00-FP	McHENRY	50	25
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -					CONTRACT NO.		
	PLOT DATE = 12/23/2010	DATE -	REVISED -		SCALE: SHEET NO. 3 OF 7 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



NOTE: IF THE TRENCH IS EXCAVATED WIDER THAN SHOWN IN THIS DETAIL, TRENCH BACKFILL, SPECIAL WILL NOT BE MEASURED FOR PAYMENT BUT CALCULATED AS SHOWN HERE.

TRENCH BACKFILL DETAIL

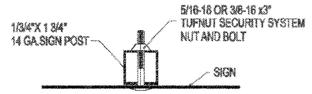
SPECIFICATIONS

1. ALL TRAFFIC CONTROL SIGNS AND POSTS SHALL BE INSTALLED PRIOR TO OCCUPANCY AND SHALL BE INSTALLED ACCORDING TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 728 (LATEST EDITION), AND IDOT POLICY ON ESTABLISHING AND POSTING SPEED LIMITS ON THE STATE HIGHWAY SYSTEM, MAY 2002 EDITION (SPEED LIMIT SIGNS SPACING, PAGE 5).

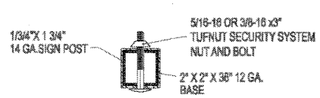
2. POSTS SHALL BE TELESCOPING SIGNS POSTS, 14 GAUGE 1 ¾" x 1 ⅜" x 10' (OR 11' OR 12') WITH A 12 GAUGE 2" x 2" x 36" BASE. TELESCOPING SIGN SUPPORTS SHALL CONFORM TO SECTION 728 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION).

3. MOUNTING HOLES SHALL BE 7/16" IN DIAMETER +/- 1/64" AND WILL BE SPACED 1" ON CENTER ON ALL SIDES FOR THE ENTIRE LENGTH OF THE POSTS. HOLES SHALL BE ON THE CENTERLINE OF EACH SIDE IN TRUE ALIGNMENT AND OPPOSITE EACH OTHER TO ACCEPT A ⅜" BOLT THROUGH THE POST AT ANY LOCATION. THE POST SHALL HAVE A SMOOTH GALVANIZED FINISH APPLIED EITHER BEFORE OR AFTER FORMING.

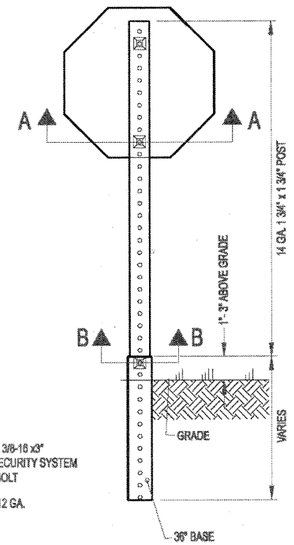
4. ALL SIGN PANELS SHALL BE IDOT STANDARD 0.080" ALUMINUM BLANKS WITH 1 ½" RADIUS ON ALL CORNERS. SIGN FACE MATERIAL SHALL BE 3M DG3 REFLECTORIZED SHEETING (ASTM PROPOSED TYPE 11, ILLINOIS TYPE ZZ).
   - STANDARD STOP SIGN (R1-1), YIELD SIGN (R1-2), AND DO NOT ENTER (R5-1) SHALL BE 30" x 30"
   - STANDARD WARNING SIGNS SHALL BE 30" x 30"
   - NO PARKING SIGNS SHALL BE 12" x 18" (R7-2a)
   - SCHOOL ZONE AND PEDESTRIAN CROSSING SIGNS SHALL BE 30" x 30" WITH SUPPLEMENTAL PLATES 24" x 12"
   - SPEED LIMIT SIGNS SHALL BE 24" x 30" (R2-1)
     SPEED LIMIT SIGNS FOR 30-MPH OR LESS IN URBAN AREAS SHALL BE SPACED 600 FEET TO 1,320 FEET (2-4 BLOCKS). REFER TO IDOT POLICY ON ESTABLISHING AND POSTING SPEED LIMITS ON THE STATE HIGHWAY SYSTEM, MAY 2008 EDITION (SPEED LIMIT SIGNS SPACING, PAGE 5).



SECTION "A-A"



SECTION "B-B"

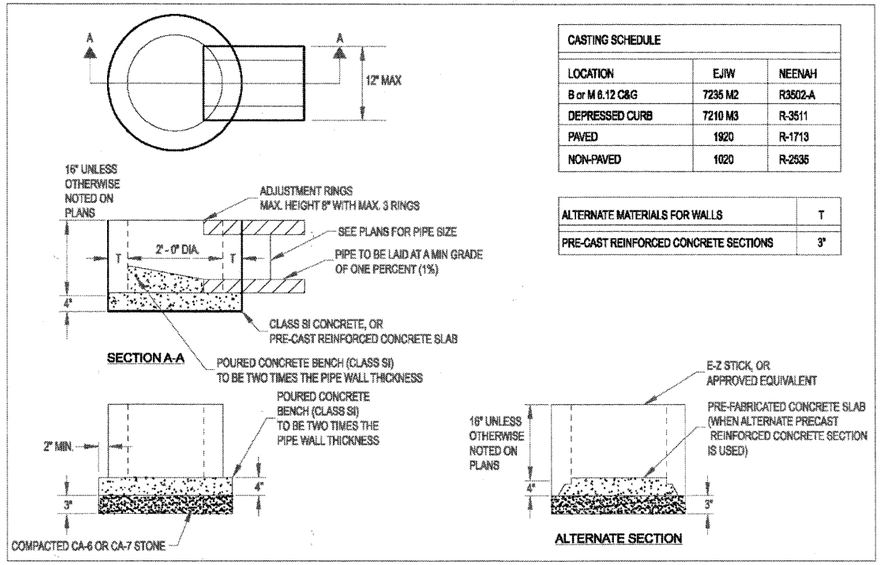


SIGN POST DETAILS

TR-03

FILE NAME = N:\CRYSTALLAKE\100316\Civil\STDTR1_100316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONSTRUCTION DETAILS PINGREE ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - PMM	REVISED -			126	08-00107-00-FP	McHENRY	50	26
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -						CONTRACT NO. [illegible]	
	PLOT DATE = 12/23/2010	DATE -	REVISED -		SCALE: SHEET NO. 4 OF 7 SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

UD-01a



CASTING SCHEDULE		
LOCATION	EJIW	NEENAH
B or M 6.12 C&G	7235 M2	R3502-A
DEPRESSED CURB	7210 M3	R-3511
PAVED	1920	R-1713
NON-PAVED	1020	R-2535

ALTERNATE MATERIALS FOR WALLS	T
PRE-CAST REINFORCED CONCRETE SECTIONS	3"

Approved: City Engineer
Victor C. Ramirez, P.E.
Director of Engineering and Building

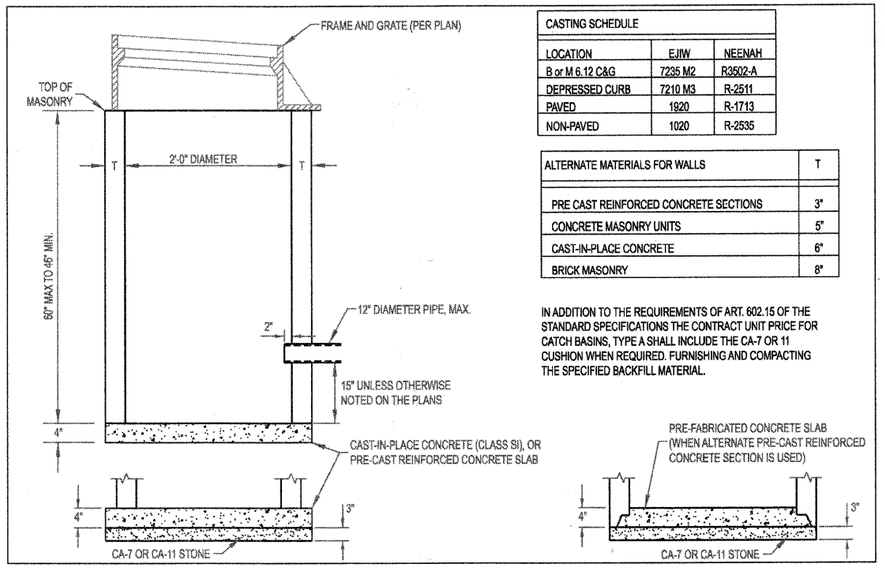
Drawing Name
DRAINAGE STRUCTURES: INLET, TYPE A (WITH SPECIAL FRAME AND GRATE)

Drawing Number: UD-01a
Date: 4/15/2007
Drawn: EM Checked: LZ

CRYSTAL LAKE ILLINOIS Engineering Division

L:\ENGINEERING AND BUILDING\ENGINEERING\DETAILS AND STANDARDS\

UD-01c



CASTING SCHEDULE		
LOCATION	EJIW	NEENAH
B or M 6.12 C&G	7235 M2	R3502-A
DEPRESSED CURB	7210 M3	R-2511
PAVED	1920	R-1713
NON-PAVED	1020	R-2535

ALTERNATE MATERIALS FOR WALLS	T
PRE CAST REINFORCED CONCRETE SECTIONS	3"
CONCRETE MASONRY UNITS	5"
CAST-IN-PLACE CONCRETE	6"
BRICK MASONRY	8"

IN ADDITION TO THE REQUIREMENTS OF ART. 602.15 OF THE STANDARD SPECIFICATIONS THE CONTRACT UNIT PRICE FOR CATCH BASINS, TYPE A SHALL INCLUDE THE CA-7 OR 11 CUSHION WHEN REQUIRED. FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL.

Approved: City Engineer
Victor C. Ramirez, P.E.
Director of Engineering and Building

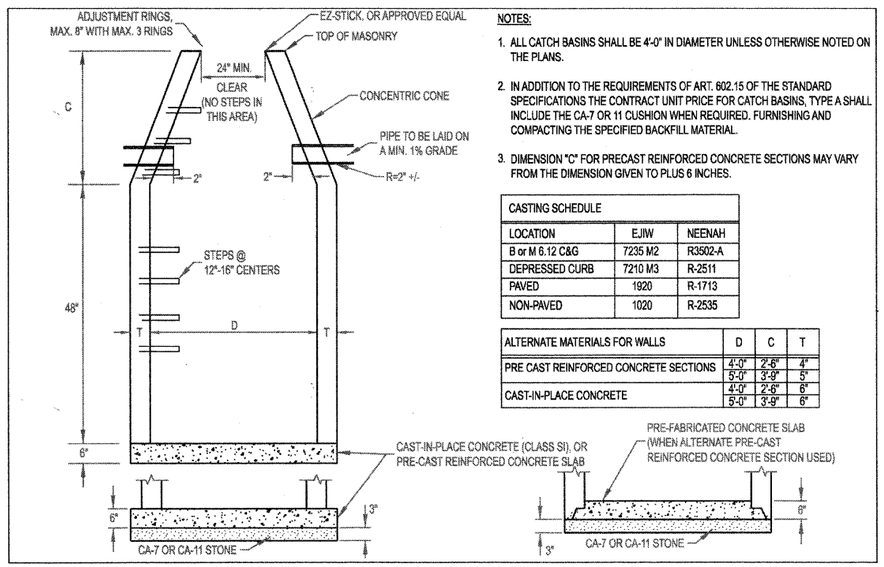
Drawing Name
CATCH BASIN, TYPE C (WITH SPECIAL FRAME AND GRATE)

Drawing Number: UD-01c
Date: 4/15/2007
Drawn: EM Checked: SC

CRYSTAL LAKE ILLINOIS Engineering Division

L:\ENGINEERING AND BUILDING\ENGINEERING\DETAILS AND STANDARDS\

UD-01b



NOTES:

1. ALL CATCH BASINS SHALL BE 4'-0" IN DIAMETER UNLESS OTHERWISE NOTED ON THE PLANS.
2. IN ADDITION TO THE REQUIREMENTS OF ART. 602.15 OF THE STANDARD SPECIFICATIONS THE CONTRACT UNIT PRICE FOR CATCH BASINS, TYPE A SHALL INCLUDE THE CA-7 OR 11 CUSHION WHEN REQUIRED. FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL.
3. DIMENSION "C" FOR PRECAST REINFORCED CONCRETE SECTIONS MAY VARY FROM THE DIMENSION GIVEN TO PLUS 6 INCHES.

CASTING SCHEDULE		
LOCATION	EJIW	NEENAH
B or M 6.12 C&G	7235 M2	R3502-A
DEPRESSED CURB	7210 M3	R-2511
PAVED	1920	R-1713
NON-PAVED	1020	R-2535

ALTERNATE MATERIALS FOR WALLS	D	C	T
PRE CAST REINFORCED CONCRETE SECTIONS	4'-0"	2'-6"	4"
	5'-0"	3'-9"	5"
CAST-IN-PLACE CONCRETE	4'-0"	2'-6"	6"
	5'-0"	3'-9"	6"

Approved: City Engineer
Victor C. Ramirez, P.E.
Director of Engineering and Building

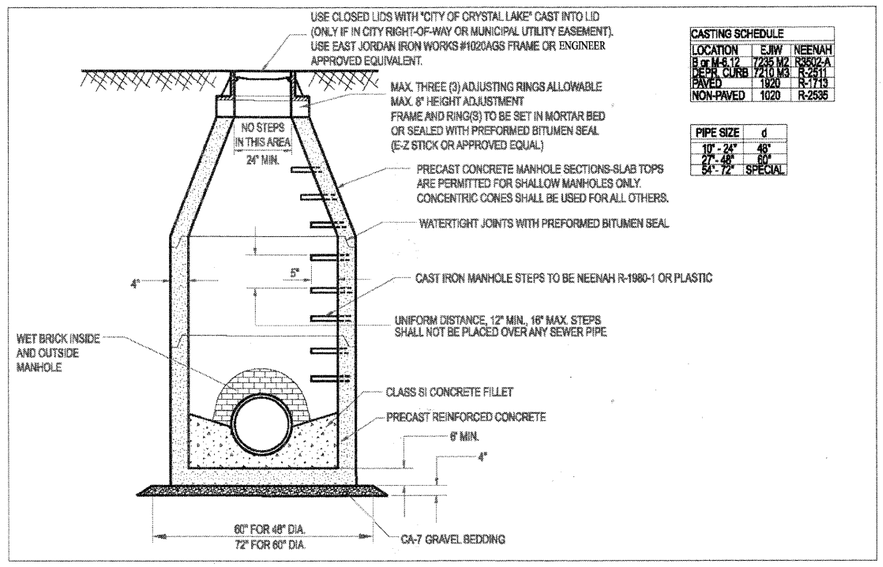
Drawing Name
CATCH BASIN, TYPE A (WITH SPECIAL FRAME AND GRATE)

Drawing Number: UD-01b
Date: 4/15/2007
Drawn: EM Checked: LZ

CRYSTAL LAKE ILLINOIS Engineering Division

L:\ENGINEERING AND BUILDING\ENGINEERING\DETAILS AND STANDARDS\

UD-01d



CASTING SCHEDULE		
LOCATION	EJIW	NEENAH
B or M 6.12 C&G	7235 M2	R3502-A
DEPRESSED CURB	7210 M3	R-2511
PAVED	1920	R-1713
NON-PAVED	1020	R-2535

PIPE SIZE	d
10" - 24"	48"
27" - 48"	60"
54" - 72"	SPECIAL

Approved: City Engineer
Victor C. Ramirez, P.E.
Director of Engineering and Building

Drawing Name
STORM MANHOLE TYPE A (WITH SPECIAL FRAME AND GRATE)

Drawing Number: UD-01d
Date: 4/15/2007
Drawn: EM Checked: LZ

CRYSTAL LAKE ILLINOIS Engineering Division

L:\ENGINEERING AND BUILDING\ENGINEERING\DETAILS AND STANDARDS\

FILE NAME = N:\CRYSTALLAKE\100316\Civil\STDUD1_100316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

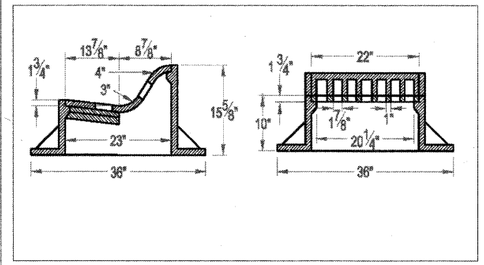
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

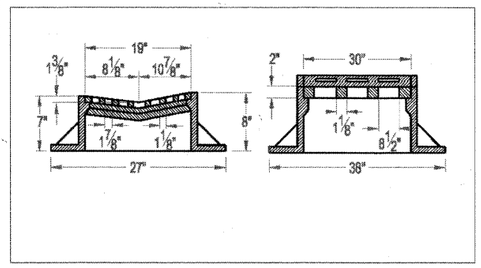
CONSTRUCTION DETAILS
PINGREE ROAD

SCALE: | SHEET NO. 5 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	27
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

UD-02a





CITY REQUIREMENTS

1. BARRIER CURB: USE NEENAH R-3502-A; EJIW 7235 / TYPE M2 GRATE; OR APPROVED EQUAL
2. MOUNTABLE CURB OR DRIVEWAYS: USE NEENAH R-3511; EJIW 7210 / TYPE M3 GRATE; OR APPROVED EQUAL
3. CONCRETE MUST BE POURED A MINIMUM OF 6" AROUND THE CIRCUMFERENCE OF THE FRAME AND AT LEAST 6" BELOW THE FRAME TO ENSURE THAT THERE WILL BE NO INFILTRATION BETWEEN THE FRAME AND STRUCTURE.

Approved: City Engineer
Victor C. Ramirez, P.E.
Director of Engineering and Building

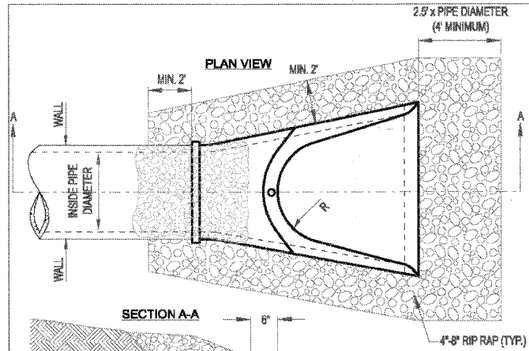
Drawing Name: **CURB INLET FRAME AND GRATE**

Drawing Number: UD-02a
Date: 11/2/2007
Drawn: EM Checked: TH

CRYSTAL LAKE ILLINOIS Engineering Division

L:\ENGINEERING AND BUILDING\ENGINEERING\DETAILS AND STANDARDS\

UD-02d



NOTES:

1. CONCRETE FLARED END SECTIONS SHOULD BE CONSIDERED FOR USE WITH CONCRETE PIPE CULVERTS HAVING SKEWS NO GREATER THAN 15 DEGREES.
2. PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-170 CLASS III, WALL B REINFORCED CONCRETE PIPE.
3. PRECAST CONCRETE FLARED END SECTION FOR PIPE DIAMETER REQUIRED SHALL BE AS INDICATED ON DETAIL PLAN FOR EACH INDIVIDUAL INSTALLATION.
4. THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHALL BE BACKFILLED IN ACCORDANCE WITH ART. 502.10 OF THE STANDARD SPECIFICATIONS. THIS COST SHALL BE INCIDENTAL TO EACH END SECTION.
5. RIP RAP SHALL CONFORM TO SECT. 281 OF THE STANDARD SPECIFICATIONS EXCEPT ONLY 4"-8" STONE WILL BE ALLOWED. INSTALL FABRIC UNDER STONE.
6. STANDARD IDOT GALVANIZED GRATE REQUIRED FOR 15" DIAMETER AND LARGER.

Approved: City Engineer
Victor C. Ramirez, P.E.
Director of Engineering and Building

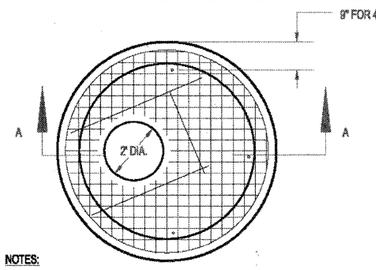
Drawing Name: **FLARED END SECTION (PRECAST CONCRETE PIPE)**

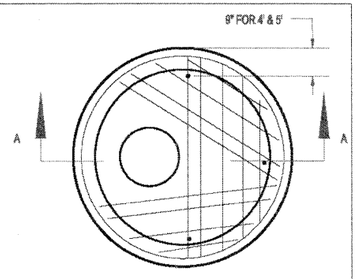
Drawing Number: UD-02d
Date: 4/15/2007
Drawn: EM Checked: LZ

CRYSTAL LAKE ILLINOIS Engineering Division

L:\ENGINEERING AND BUILDING\ENGINEERING\DETAILS AND STANDARDS\

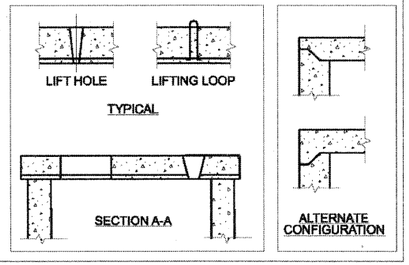
UD-02b





NOTES:

1. PRECAST FLAT TOPS SHALL SHALL CONFORM TO SECTION 504 OF THE STANDARD SPECIFICATIONS.
2. REINFORCEMENT BARS OR WELDED WIRE FABRIC SHALL BE IN ACCORDANCE WITH ARTICLE 1006.10 OF THE STANDARD SPECIFICATIONS.
3. JOINT CONFIGURATION AND DIMENSIONS SHALL MATCH AND FIT THE RISER JOINT DETAIL.
4. LIFTING DEVICES OTHER THAN THAT SHOWN MAY BE USED SUBJECT TO APPROVAL BY THE ENGINEER.
5. THE FLAT SLAB TOP MAY BE USED IN LIEU OF THE TAPERED TOPS SHOWN ON STANDARD 1514, 1526, 1527, OR 1868, AT THE OPTION OF THE CONTRACTOR OR WHEN FIELD CONDITIONS PROHIBIT THE USE OF TAPERED TOPS.
6. THE COST OF FURNISHING AND INSTALLING THE FLAT SLAB TOP SHALL BE INCLUDED IN THE UNIT PRICE FOR CATCH BASIN OR MANHOLE.



Approved: City Engineer
Victor C. Ramirez, P.E.
Director of Engineering and Building

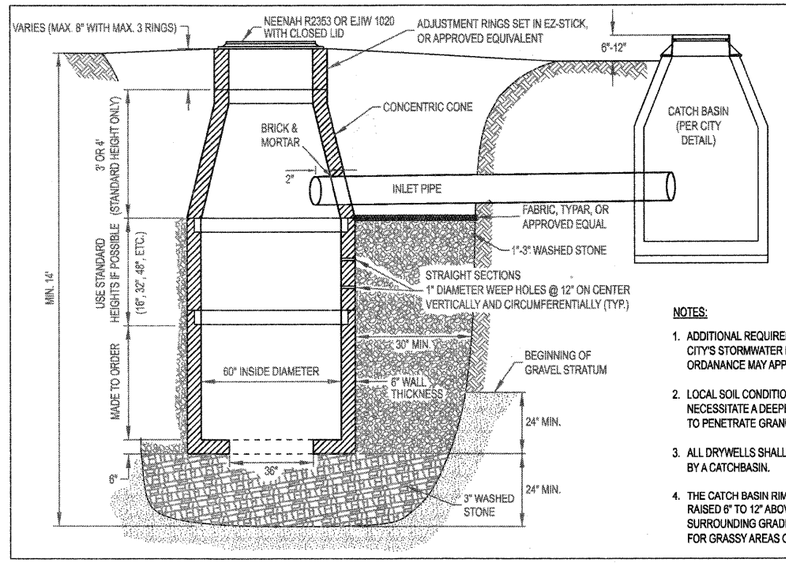
Drawing Name: **ECCENTRIC FLAT TOPS FOR CURB INLET STORM MANHOLES**

Drawing Number: UD-02b
Date: 4/15/2007
Drawn: EM Checked: LZ

CRYSTAL LAKE ILLINOIS Engineering Division

L:\ENGINEERING AND BUILDING\ENGINEERING\DETAILS AND STANDARDS\

UD-03



NOTES:

1. ADDITIONAL REQUIREMENTS FROM THE CITY'S STORMWATER MANAGEMENT ORDANANCE MAY APPLY.
2. LOCAL SOIL CONDITIONS MAY NECESSITATE A DEEPER EXCAVATION TO PENETRATE GRANULAR SUBSOIL
3. ALL DRYWELLS SHALL BE PRECEEDED BY A CATCHBASIN.
4. THE CATCH BASIN RIM SHALL BE RAISED 6" TO 12" ABOVE THE SURROUNDING GRADE FOR GRASSY AREAS ONLY.

Approved: City Engineer
Victor C. Ramirez, P.E.
Director of Engineering and Building

Drawing Name: **DRYWELL**

Drawing Number: UD-03
Date: 4/15/2007
Drawn: EM Checked: LZ

CRYSTAL LAKE ILLINOIS Engineering Division

L:\ENGINEERING AND BUILDING\ENGINEERING\DETAILS AND STANDARDS\

FILE NAME = N:\CRYSTALLAKE\100316\Civil\STDUD2_100316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

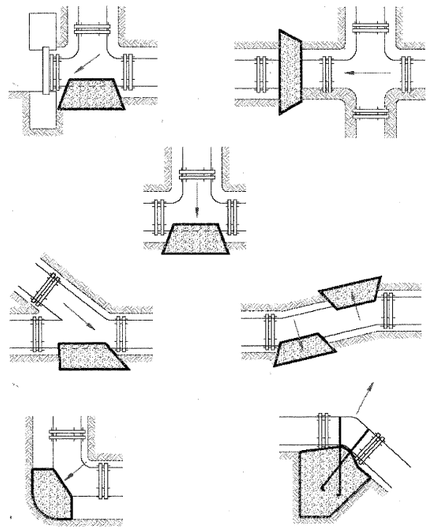
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
PINGREE ROAD

SCALE: | SHEET NO. 6 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	28
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

UW-03



BEARING AREA (SQ. FT.)

PIPE SIZE	TEE/PLUG	90°	45°	21 1/2°	11 1/4°
6	4	2	1	1	1
8	6	4	3	1	1
10	7	5	3	2	1
12	8	6	4	3	2
14	12	9	6	4	3
16	15	12	7	5	3
18	18	15	9	5	4
24	40	30	15	10	5

NOTES:

ALL BLOCKING SHALL BE POURED CLASS SI CONCRETE AGAINST UNDISTURBED EARTH.

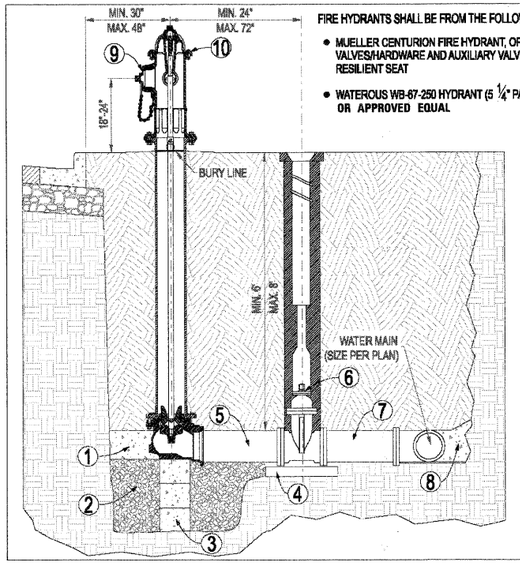
ALL BENDS OR ELBOWS GREATER THAN 11 1/4" SHALL HAVE THRUST BLOCKING. FORM AS TO NOT COVER BOLTS.

IN LEU OF THRUST BLOCKING "MEGA LUG" (EBAA) JOINT RESTRAINTS OR APPROVED EQUAL CAN BE USED AS APPROVED BY THE ENGINEER.

Approved: City Engineer	Drawing Name	Drawing Number	
Victor C. Ramirez, P.E. Director of Engineering and Building	THRUST BLOCK INSTALLATION	UW-03	CRYSTAL LAKE ILLINOIS Engineering Division
		Date: 4/15/2007	
		Drawn EM / Checked JN	

L:\ENGINEERING AND BUILDING\ENGINEERING\DETAILS AND STANDARDS\

UW-06



FIRE HYDRANTS SHALL BE FROM THE FOLLOWING LIST, AS APPROVED BY THE CITY:

- MUELLER CENTURION FIRE HYDRANT, OPT-094 (5 1/4" BARREL) WITH MUELLER VALVES/HARDWARE AND AUXILIARY VALVE 6" GATE VALVE NO. 2360-23-9020 MODIFIED WEDGE RESILIENT SEAT
- WATEROUS WB-67-250 HYDRANT (5 1/4" PACER) WITH SERIES 2500-1 RESILIENT WEDGE GATE VALVE OR APPROVED EQUAL

1. PROVIDE CLASS SI CONCRETE BASE AND BLOCKING AGAINST UNDISTURBED EARTH
2. DRAIN SUMP TO BE 3/4 CUBIC YARD OF 3/4" WASHED STONE
3. CONCRETE SUPPORT
4. CONCRETE BLOCK OR BRICK SUPPORT
5. PIPE AS REQUIRED TO MAINTAIN 24" SEPARATION AS SHOWN (DIRECT MECHANICAL JOINT CONNECTION IF APPROVED BY CITY)
6. RUBBER VALVE BOX STABILIZER
7. USE "CORTEN" STEEL* TIE RODS BETWEEN AUXILARY VALVE AND WATER MAIN (STAINLESS STEEL MAY BE REQUIRED BY THE CITY ENGINEER). ANY DISTANCE GREATER THAN 30" SHALL BE RODDED TO MEGA-LUG FLANGE* NO COUPLINGS ARE PERMITTED IN RODS.
8. CONCRETE BLOCKING CAST IN PLACE 3000 P.S.I.
9. 4 1/2" PORT TO FACE PAVEMENT OR AS DIRECTED BY ENGINEER
10. ALL NEWLY INSTALLED HYDRANTS MUST BE TOP COATED WITH RUST-OLEUM FIRE HYDRANT ENAMEL (COLOR = FIRE HYDRANT RED)
11. MIN. 48" BETWEEN HYDRANT AND ANY VERTICAL OBSTRUCTIONS.
12. MIN. 72" BETWEEN HYDRANT AND ANY LANDSCAPING WITH A MATURE HEIGHT GREATER THAN 12".
13. ALL VALVE AND HYDRANT HARDWARE MUST BE STAINLESS STEEL INCLUDING NUTS, BOLTS, AND WASHERS.

* OR APPROVED EQUAL

Approved: City Engineer	Drawing Name	Drawing Number	
Victor C. Ramirez, P.E. Director of Engineering and Building	FIRE HYDRANT	UW-06	CRYSTAL LAKE ILLINOIS Engineering Division
		Date: 11/2/2007	
		Drawn EM / Checked JN	

L:\ENGINEERING AND BUILDING\ENGINEERING\DETAILS AND STANDARDS\

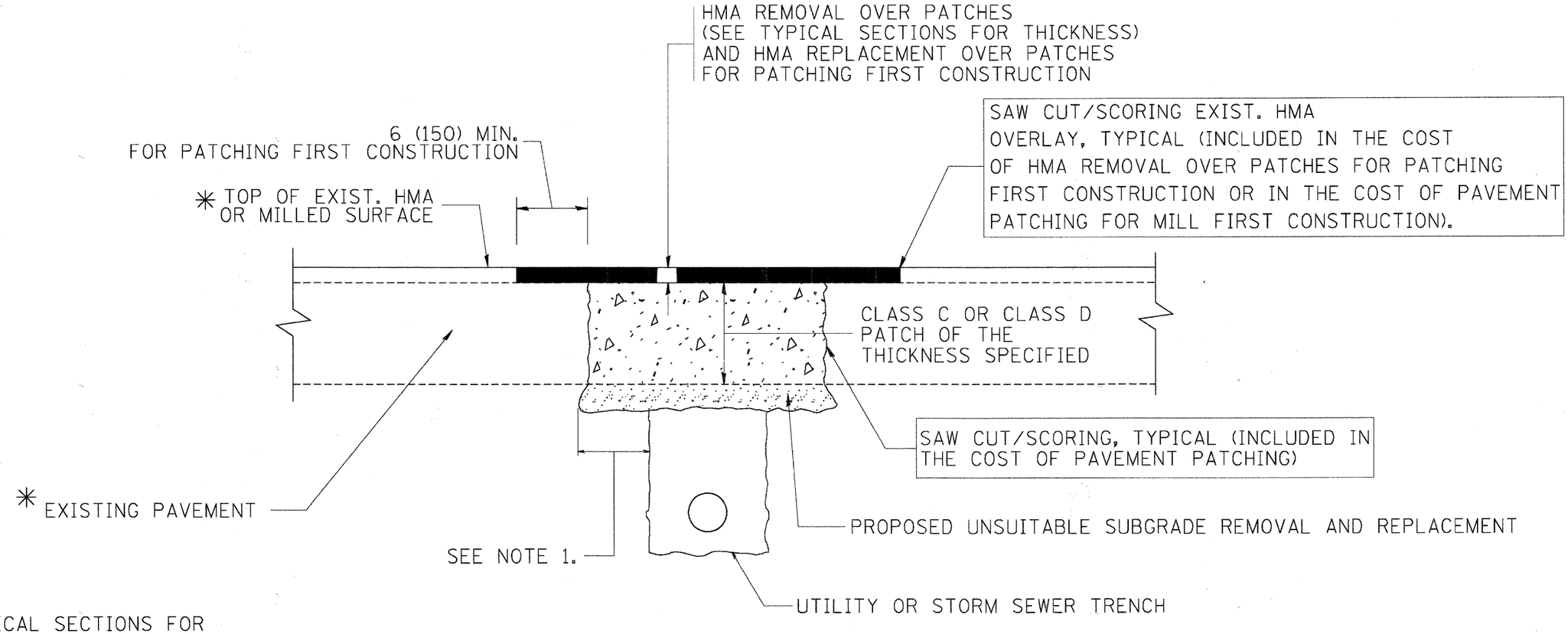
FILE NAME = N:\CRYSTALLAKE\100316\Civil\STDUWI_100316.sht	USER NAME = MWORMAN	DESIGNED - MCW	REVISED -
		DRAWN - PMM	REVISED -
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -
	PLOT DATE = 1/5/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
PINGREE ROAD

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	29
		CONTRACT NO.		
	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)

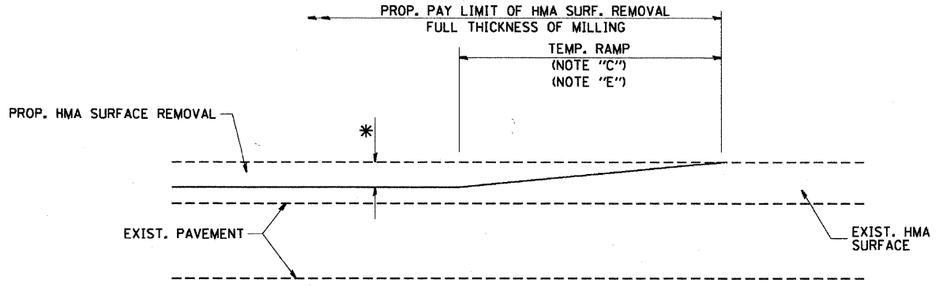
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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.

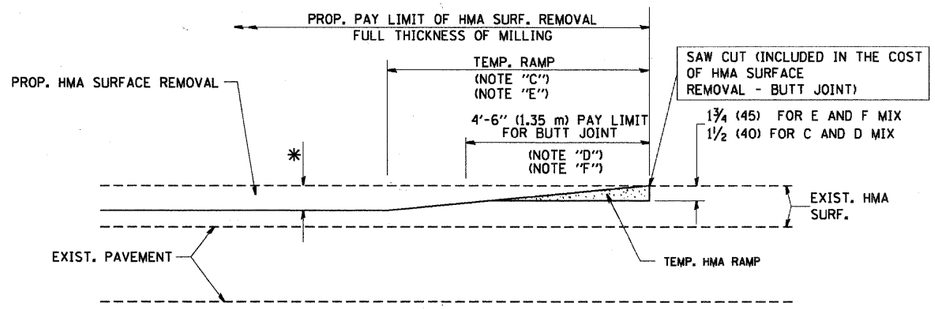
FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07					126	08-00107-00-FP	McHENRY	50	30
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07					BD400-04 (BD-22)		CONTRACT NO.		
	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.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

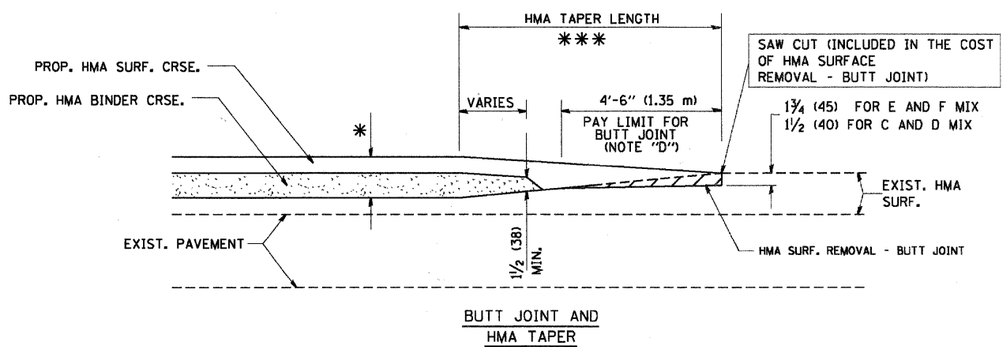


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

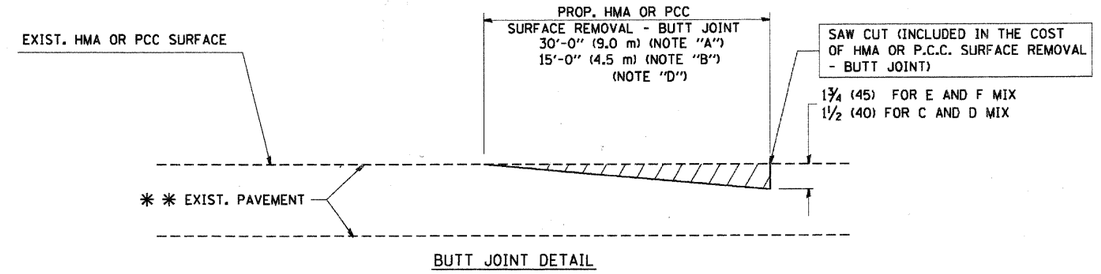
OPTION 2

TYPICAL TEMPORARY RAMP

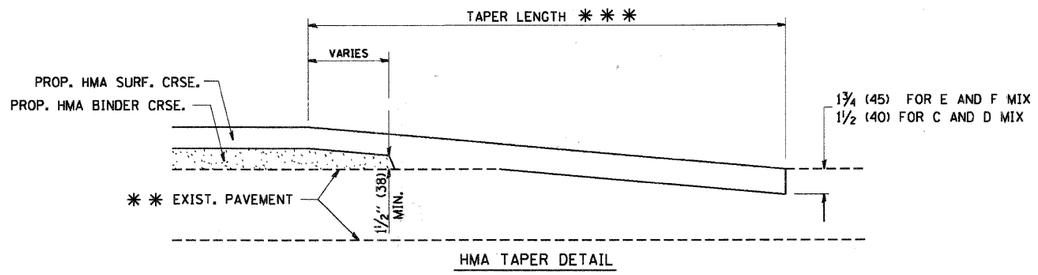


BUTT JOINT AND HMA TAPER

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.

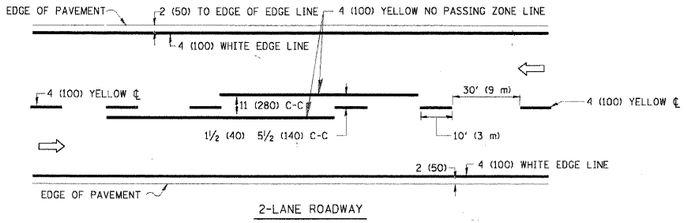
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglionbt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

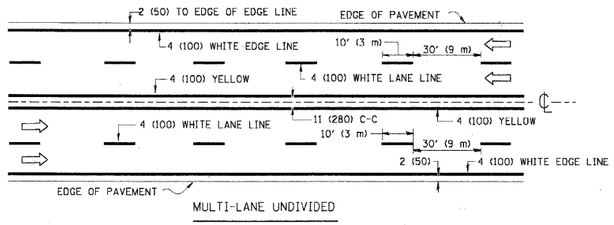
BUTT JOINT AND HMA TAPER DETAILS

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

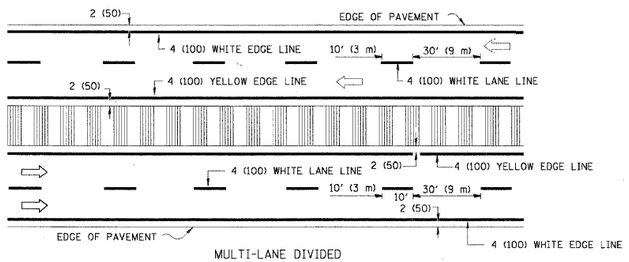
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	31
	BD400-05 BD32	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



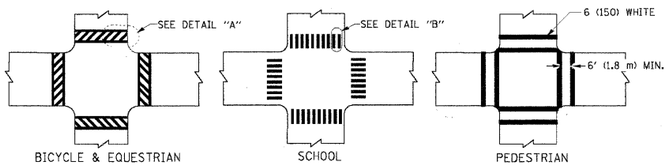
MULTI-LANE UNDIVIDED



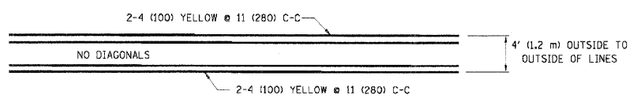
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

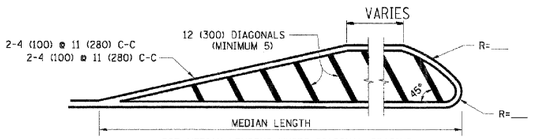
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



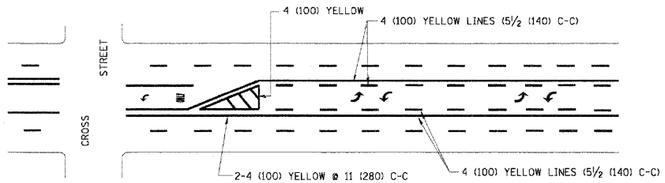
4' (1.2 m) WIDE MEDIANS ONLY



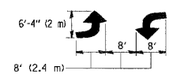
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

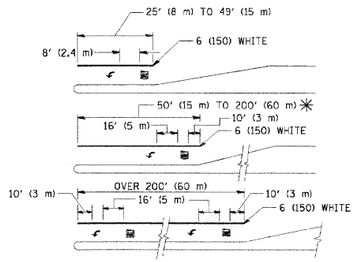


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

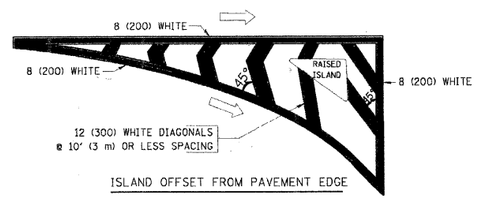


FULL SIZE LETTERS 6' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) ↑ ONLY AREA = 20.8 SQ. FT. (1.9 m²)

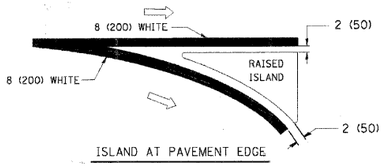
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (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 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

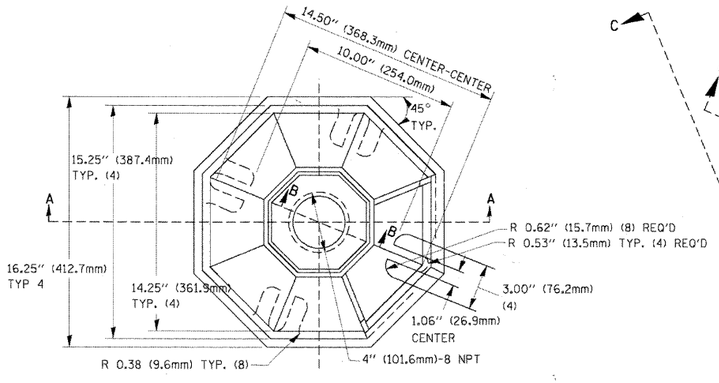
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0128315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

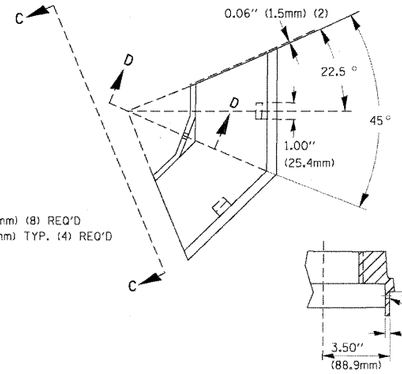
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

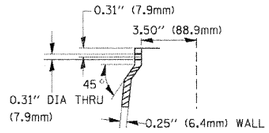
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	32
	TC-13	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



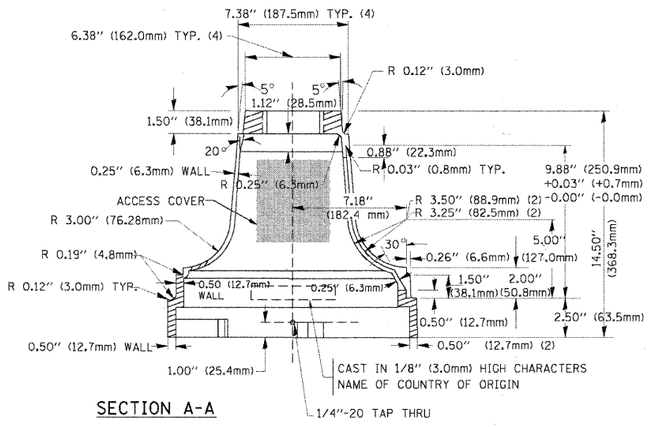
TOP VIEW



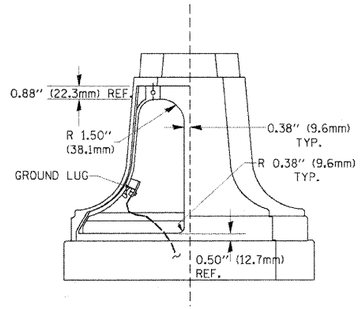
SECTION B-B



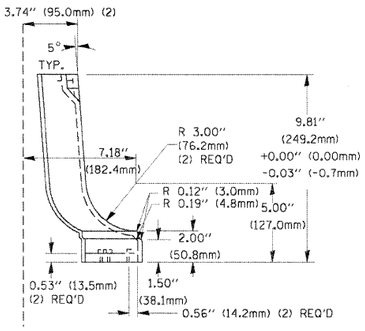
SECTION D-D



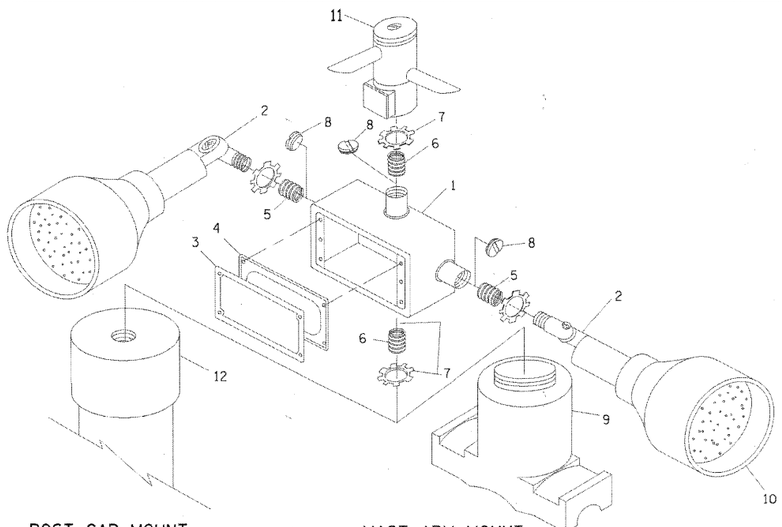
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



POST CAP MOUNT

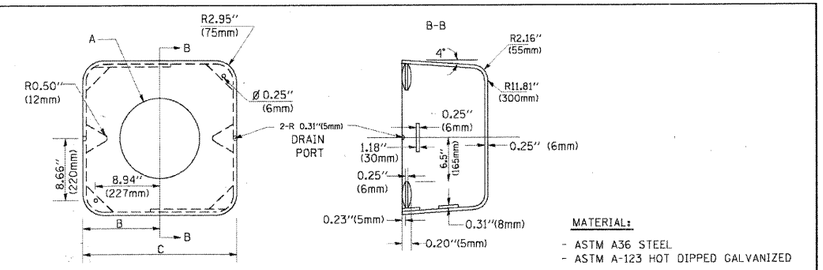
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

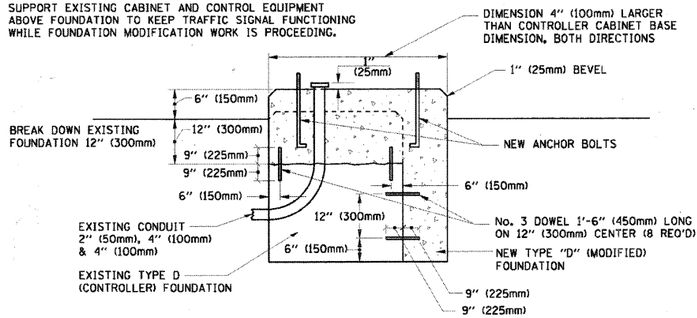
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

SHROUD

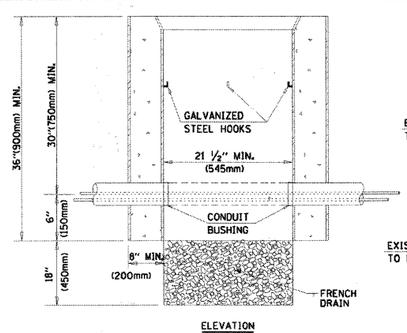
NOTES:

1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

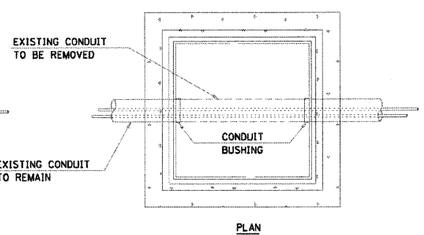
NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



ELEVATION



PLAN

NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

FILE NAME = c:\pw_work\PWIDOT\BAUERDL\d0108315\ts05.dgn	USER NAME = bauerdl	DESIGNED - DAD	REVISED -	
		DRAWN - BCK	REVISED -	
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD	REVISED -	
	PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 4 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	33
	TS-05	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

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

McARDLE DR

215+50.00

EXISTING ROW

2.2 %

885.02 / 885.02

884.74 / 885.04

884.84

884.60

11.4:1

8.3:1

Cut (ST2)=2.3
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

215+00.00

EXISTING ROW

0.2 %

884.81 / 884.82

884.26 / 884.53

884.60

884.27

8.1:1

14.8:1

Cut (ST2)=2.3
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

214+50.00

805.02

884.67

884.27

884.78 / 884.78

884.45

884.33

9.4:1

16.8:1

Cut (ST2)=3.9
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

214+00.00

884.67

884.31

884.76 / 884.76

884.44

884.34

10.3:1

7.7:1

Cut (ST2)=5.2
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

213+50.00

EXISTING ROW

884.25 / 883.94

884.28

883.99

883.84

Cut (ST2)=2.2
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

FILE NAME = N:\CRYSTALLAKE\100316\C1v1l\XS100316.sht	USER NAME = MWORMAN	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 1/5/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

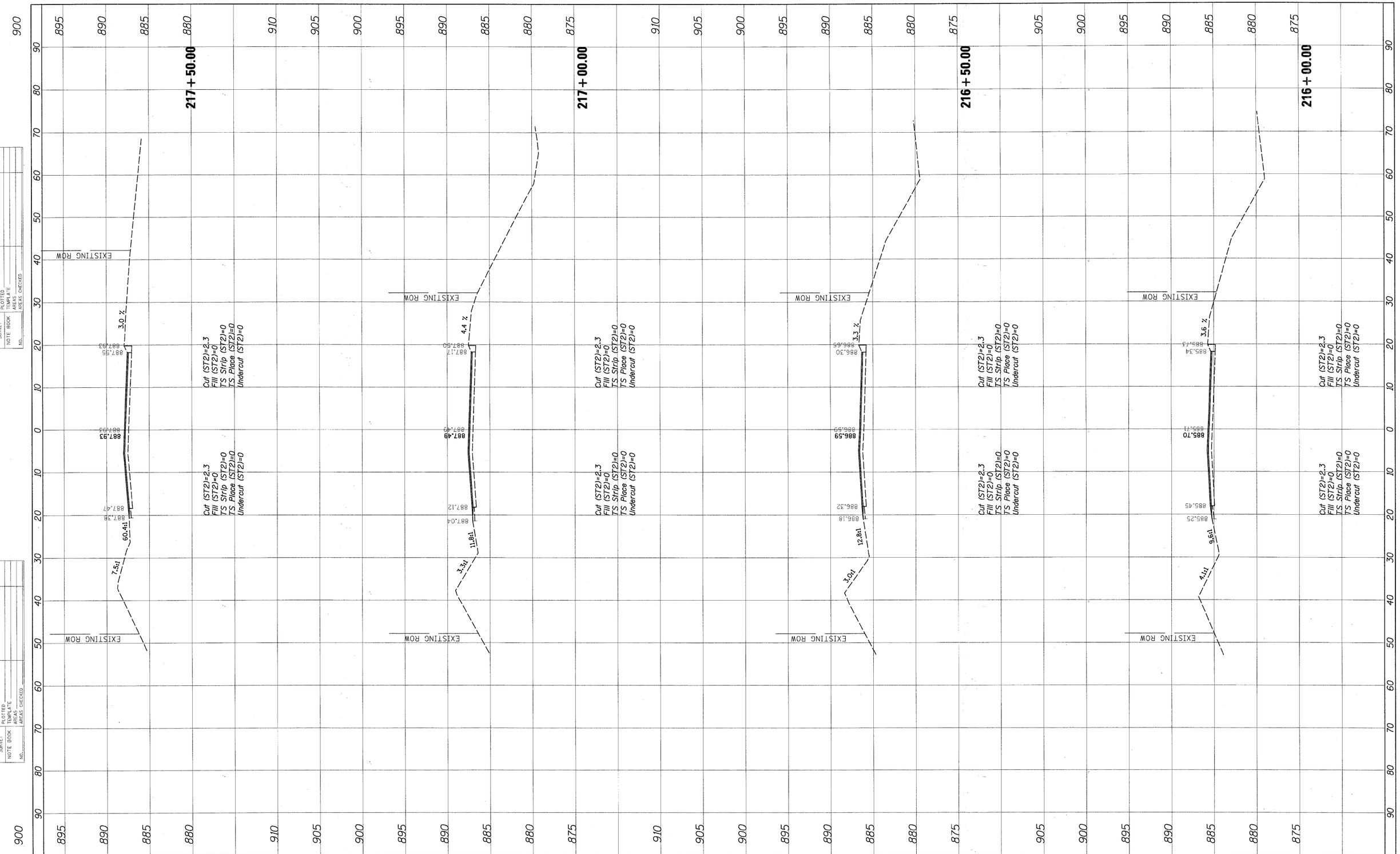
CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 1 OF 15 SHEETS | STA. 213+50.00 TO STA. 215+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	34
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

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



FILE NAME = N:\CRYSTALLAKE\100316\Civil\XS100316.sht	USER NAME = MWORMAN	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 1/5/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 2 OF 15 SHEETS | STA. 216+00.00 TO STA. 217+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	35
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

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

219 + 50.00

EXISTING ROW

5.7 %

886.81 887.24

Cut (ST2)=2.3
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

887.23 886.75

13.6:1

886.79 886.95

7.9:1

EXISTING ROW

219 + 24.00

EXISTING ROW

3.3 %

886.65 886.55

Cut (ST2)=2.3
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

887.29 887.29

8.0:1

886.84 887.02

EXISTING ROW

219 + 00.00

EXISTING ROW

2.7 %

886.87 886.84

Cut (ST2)=2.3
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

887.35 887.35

9.4:1

4.5:1

886.89 887.07

EXISTING ROW

218 + 50.00

EXISTING ROW

4.0 %

887.24 887.55

Cut (ST2)=2.3
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

887.60 887.60

12.9:1

4.0:1

887.21 887.28

EXISTING ROW

218 + 00.00

EXISTING ROW

4.6 %

887.58 887.99

Cut (ST2)=2.3
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

887.88 887.86

9.8:1

4.5:1

887.52 887.56

EXISTING ROW

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

10'

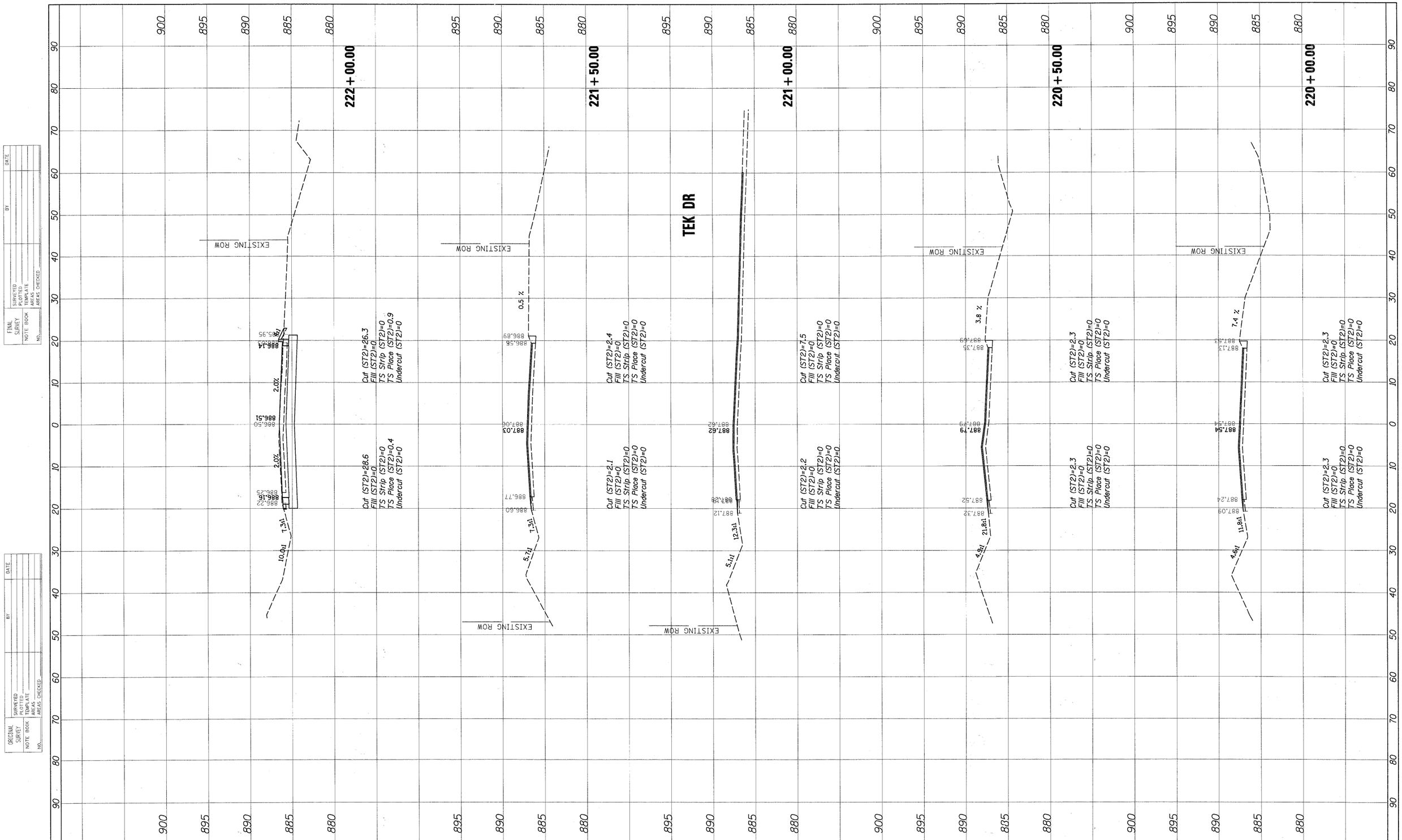
FILE NAME = N:\CRYSTALLAKE\100316\C1v11\XS100316.sht	USER NAME = MWORMAN	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 1/5/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 3 OF 15 SHEETS | STA. 218+00.00 TO STA. 219+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	36
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



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

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

10'

FILE NAME = N:\CRYSTALLAKE\10Ø316\Civil\XS10Ø316.sht	USER NAME = MWORMAN	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 1/5/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 4 OF 15 SHEETS | STA. 220+00.00 TO STA. 222+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	37
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

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

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

224+00.00

EXISTING ROW

Cut (ST2)=33.6
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0.5
Undercut (ST2)=0

Cut (ST2)=31.5
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0.9
Undercut (ST2)=0

223+50.00

EXISTING ROW

Cut (ST2)=28.8
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0.9
Undercut (ST2)=0

Cut (ST2)=31.2
Fill (ST2)=0.5
TS Strip (ST2)=0
TS Place (ST2)=1.6
Undercut (ST2)=0

223+14.00

EXISTING ROW

Cut (ST2)=28.9
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=3.1
Undercut (ST2)=0

Cut (ST2)=29.3
Fill (ST2)=2
TS Strip (ST2)=0
TS Place (ST2)=2.8
Undercut (ST2)=0

223+00.00

EXISTING ROW

Cut (ST2)=26.9
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=1.5
Undercut (ST2)=0

Cut (ST2)=30.9
Fill (ST2)=0.4
TS Strip (ST2)=0
TS Place (ST2)=2.1
Undercut (ST2)=0

222+71.45

EXISTING ROW

Cut (ST2)=25.8
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=1.2
Undercut (ST2)=0

Cut (ST2)=30.7
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=1.8
Undercut (ST2)=0

222+50.00

EXISTING ROW

Cut (ST2)=24.2
Fill (ST2)=0.4
TS Strip (ST2)=0
TS Place (ST2)=1.4
Undercut (ST2)=0

Cut (ST2)=29.3
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=1.3
Undercut (ST2)=0

FILE NAME = N:\CRYSTALLAKE\100316\Civil\XS100316.shs	USER NAME = MWORMAN	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 1/5/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

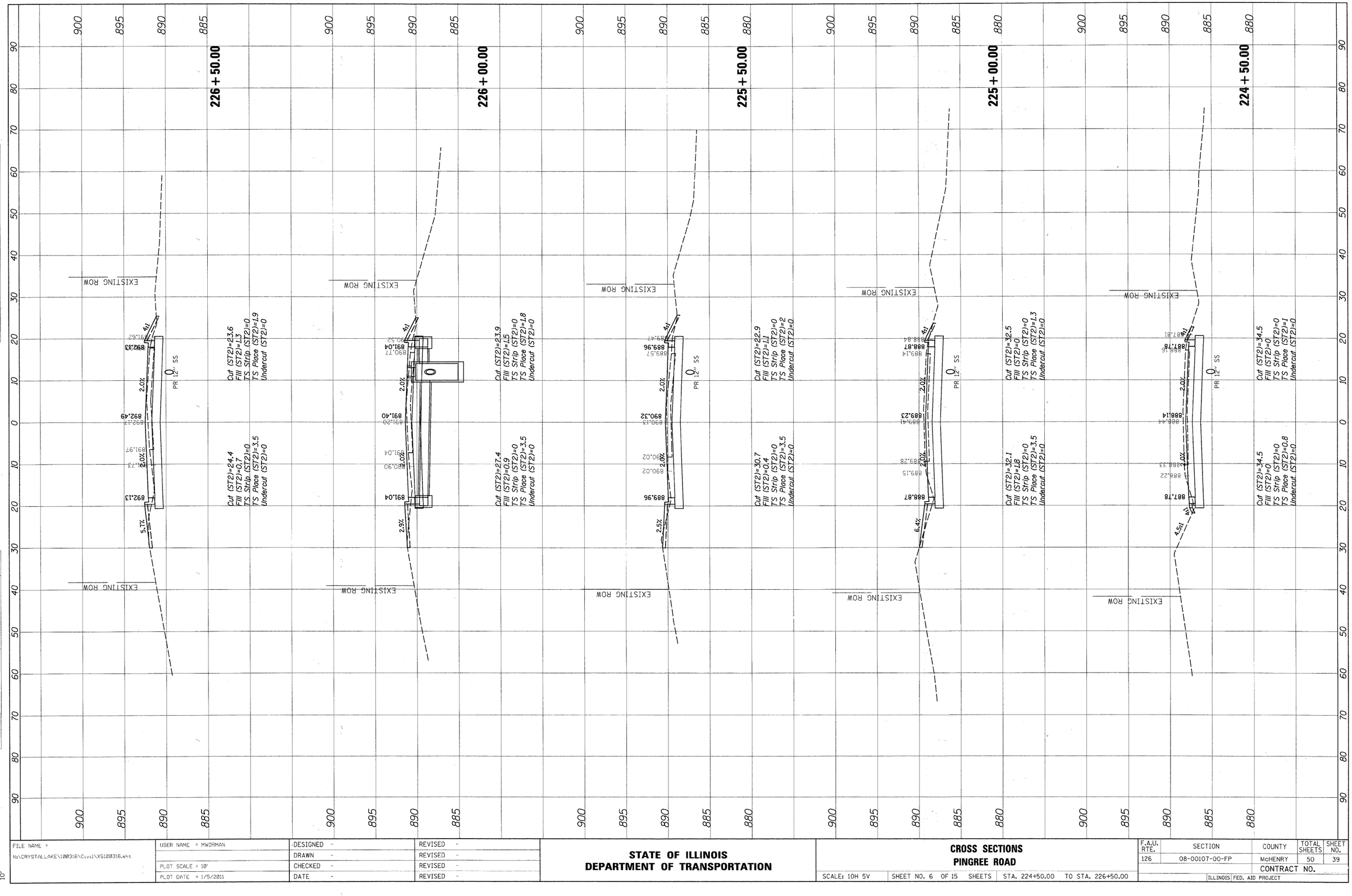
CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 5 OF 15 SHEETS | STA. 222+50.00 TO STA. 224+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	38
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

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



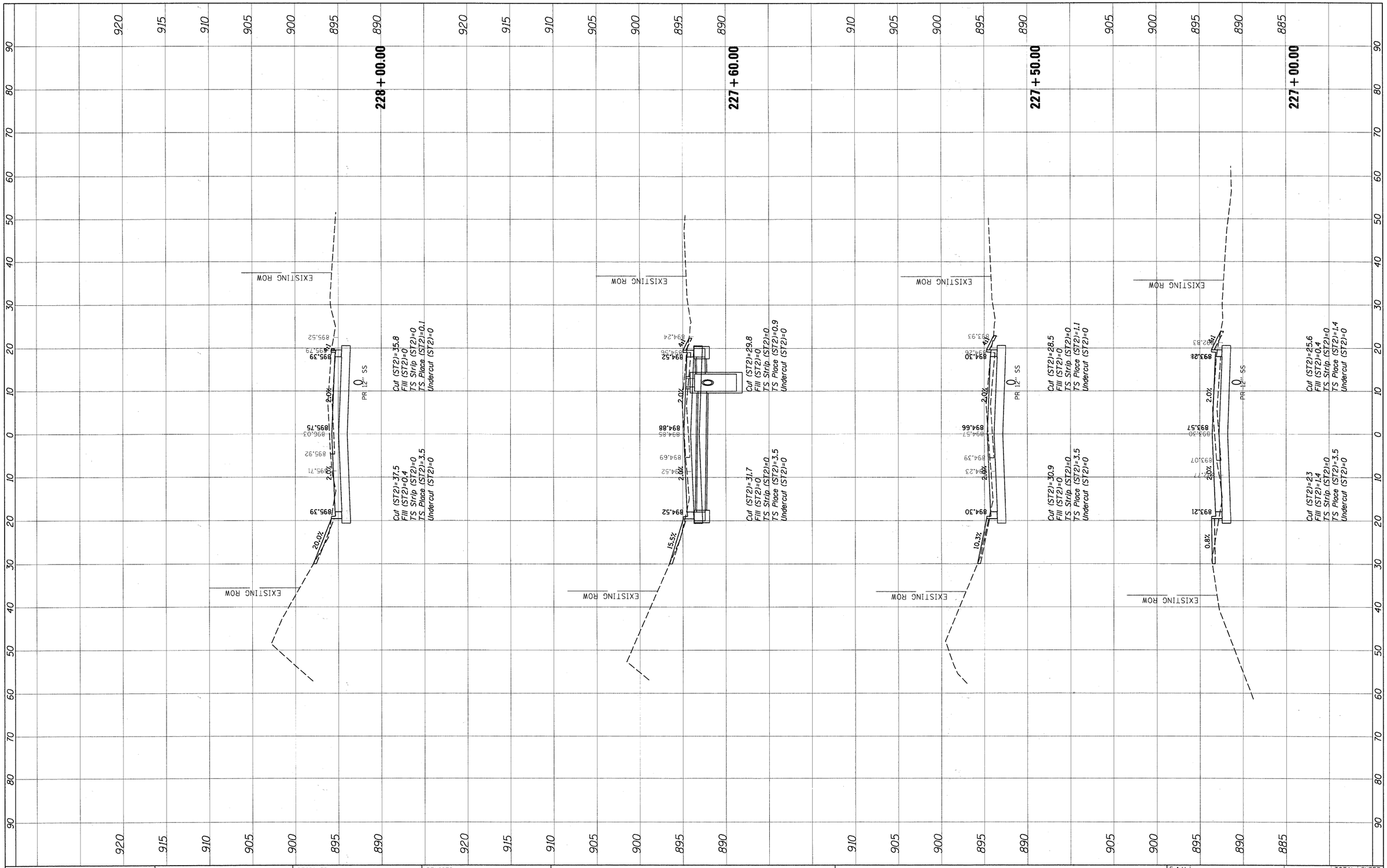
FILE NAME =	USER NAME = MWORMAN	DESIGNED -	REVISED -
N:\CRYSTALLAKE\1Ø0316\Civil\XS1Ø0316.sht		DRAWN -	REVISED -
	PLOT SCALE = 1Ø'	CHECKED -	REVISED -
	PLOT DATE = 1/5/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 6 OF 15 SHEETS | STA. 224+50.00 TO STA. 226+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	39
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



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

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

10'

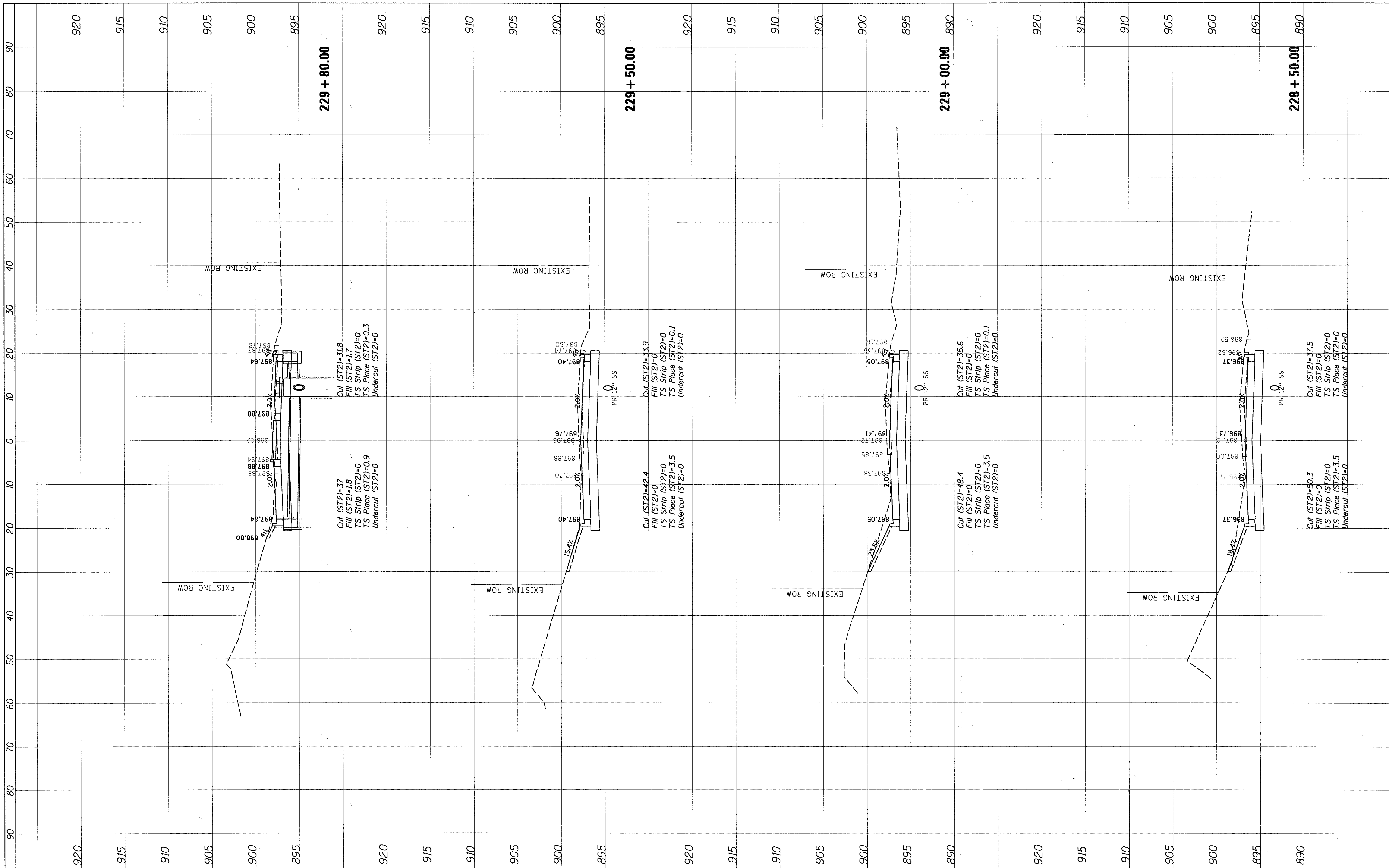
FILE NAME = N:\CRYSTALLAKE\100316\Civil\XS100316.sht	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

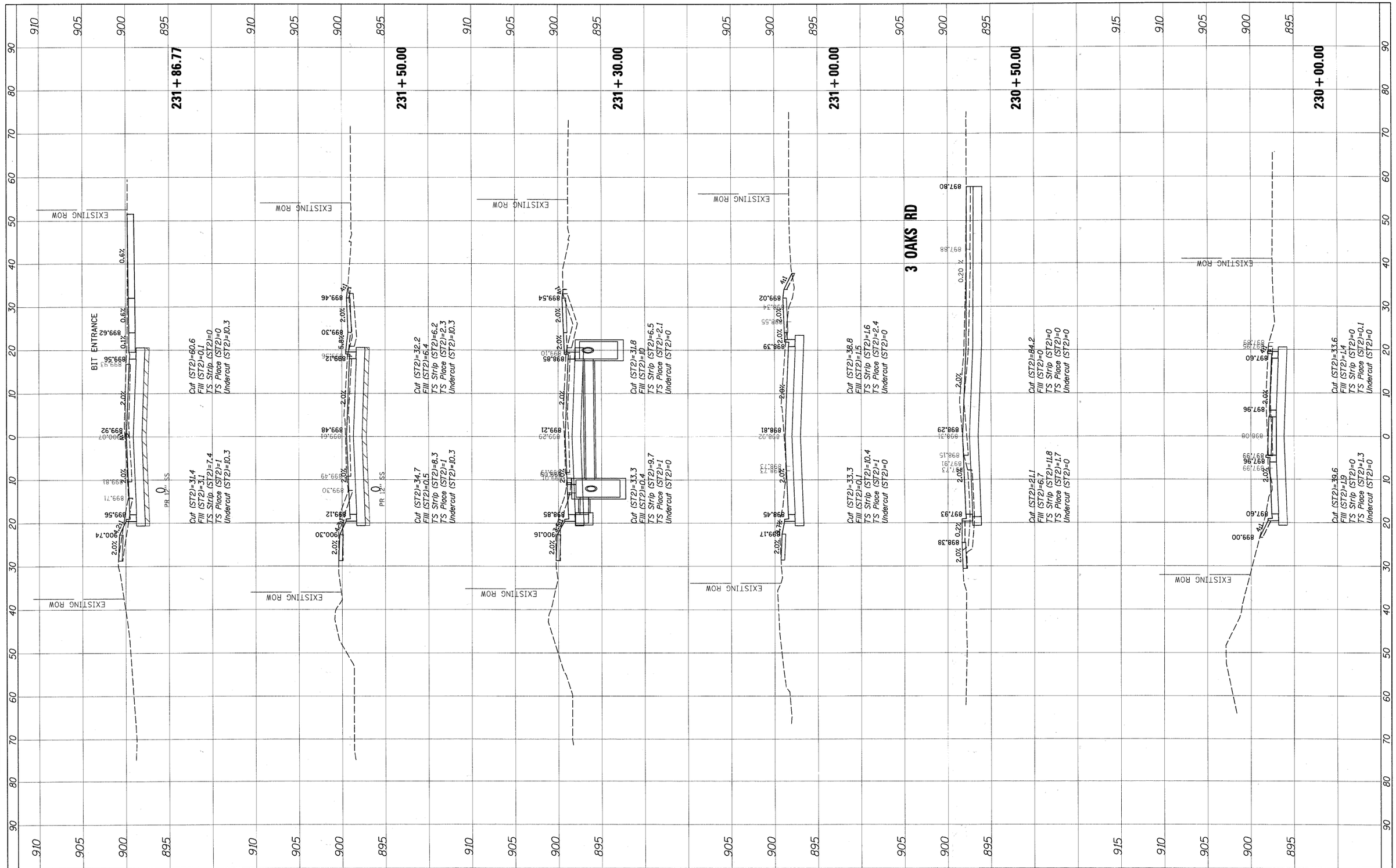
CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 7 OF 15 SHEETS | STA. 227+00.00 TO STA. 228+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	40
		CONTRACT NC		
	ILLINOIS FED. AID PROJECT			



FILE NAME = N:\CRYSTALLAKE\100316\Civil\XS100316.shts	USER NAME = CMCCOLLO	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS PINGREE ROAD	F.A.U. RTE. 126	SECTION 08-00107-00-FP
	PLOT SCALE = 10'	DRAWN	REVISED -		SCALE: 10H 5V	SHEET NO. 8 OF 15 SHEETS	STA. 228+50.00 TO STA. 229+80.00
	PLOT DATE = 12/23/2010	CHECKED -	REVISED -			COUNTY McHENRY	TOTAL SHEETS 50 / SHEET NO. 41
		DATE -	REVISED -			CONTRACT NO.	ILLINOIS FED. AID PROJECT



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

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

FILE NAME = N:\CRYSTALLAKE\180316\Civil\XS180316.sht	USER NAME = MWORMAN	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 1/5/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

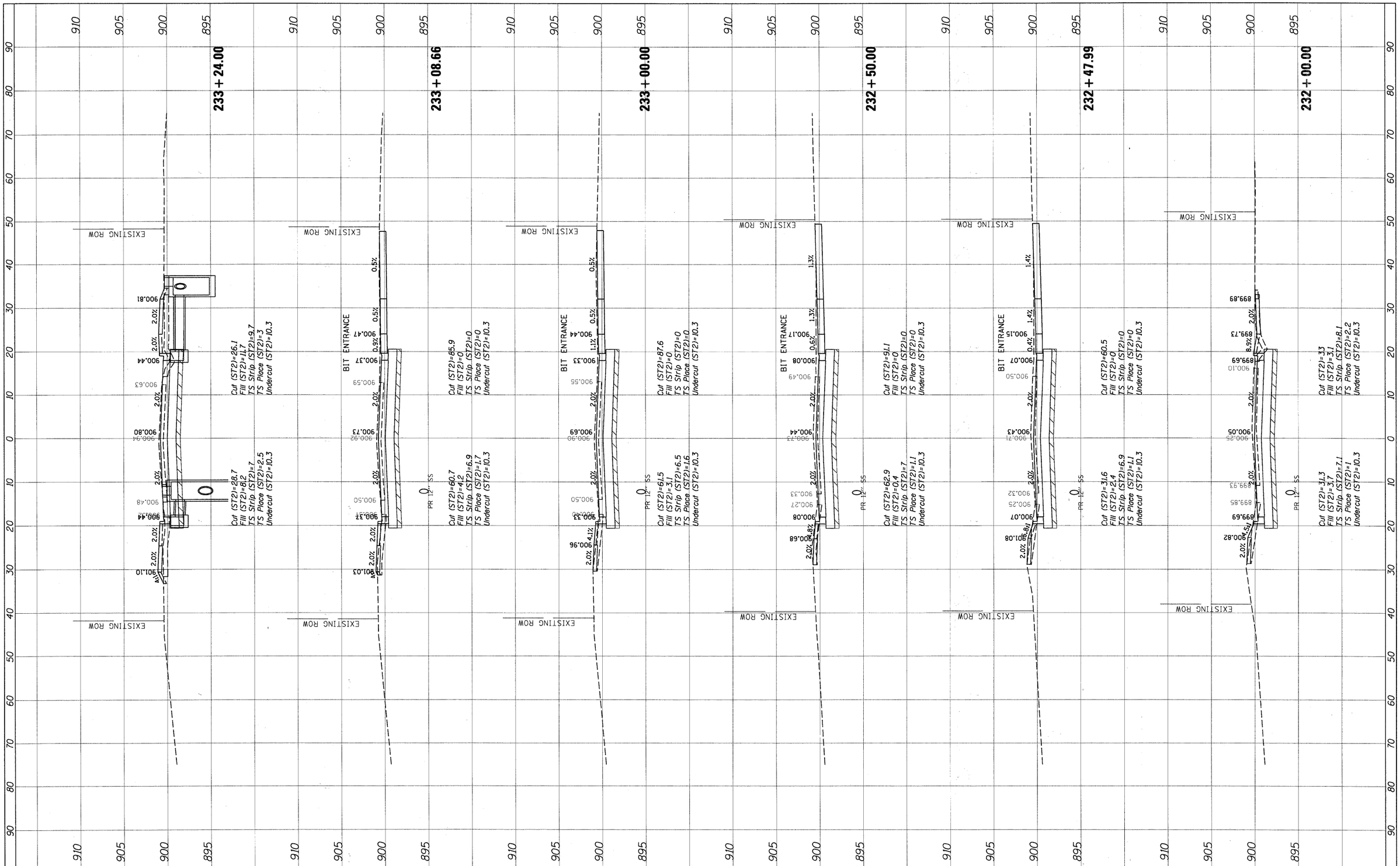
CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 9 OF 15 SHEETS | STA. 230+00.00 TO STA. 231+86.77

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	42
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

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



FILE NAME = N:\CRYSTALLAKE\103316\C:vi\XS103316.sht	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PINGREE ROAD

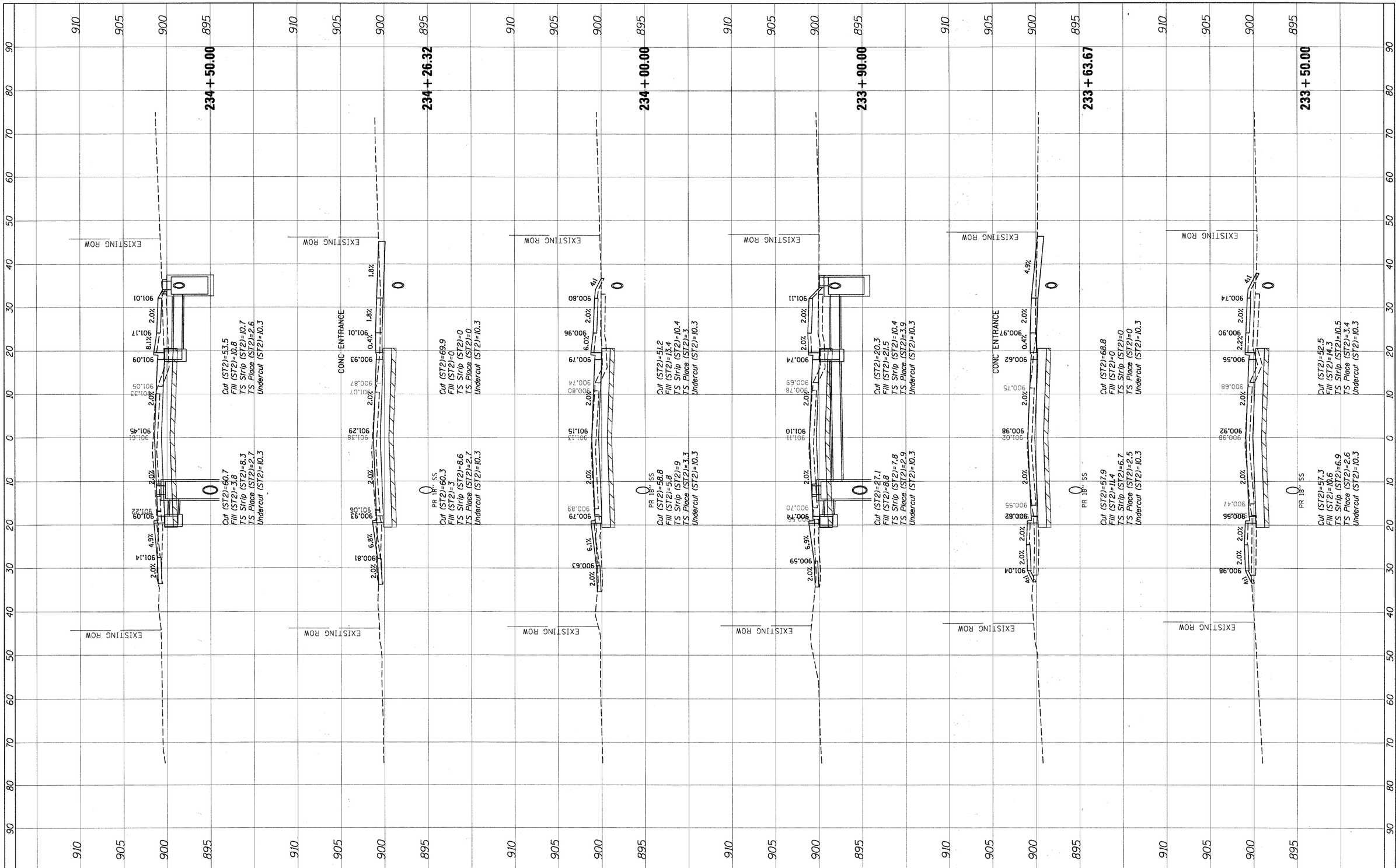
SCALE: 10H 5V | SHEET NO. 10 OF 15 SHEETS | STA. 232+00.00 TO STA. 233+24.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	43
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

10'

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

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



FILE NAME = N:\CRYSTALLAKE\100316\Civil\XS100316.sht	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 11 OF 15 SHEETS | STA. 233+50.00 TO STA. 234+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	44
		CONTRACT NC		
	ILLINOIS FED. AID PROJECT			

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

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

236+30.00

Cut (ST2)=69.9
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0.4
Undercut (ST2)=0

Cut (ST2)=29.2
Fill (ST2)=7
TS Strip (ST2)=8.1
TS Place (ST2)=2.7
Undercut (ST2)=0

236+00.00

Cut (ST2)=31.2
Fill (ST2)=0
TS Strip (ST2)=11.3
TS Place (ST2)=2.6
Undercut (ST2)=0

Cut (ST2)=31.6
Fill (ST2)=5.4
TS Strip (ST2)=8.1
TS Place (ST2)=2.7
Undercut (ST2)=0

235+50.00

Cut (ST2)=67.8
Fill (ST2)=0
TS Strip (ST2)=11.4
TS Place (ST2)=3.4
Undercut (ST2)=10.3

Cut (ST2)=64.2
Fill (ST2)=4.4
TS Strip (ST2)=7.9
TS Place (ST2)=2.6
Undercut (ST2)=10.3

235+20.00

Cut (ST2)=27.9
Fill (ST2)=2
TS Strip (ST2)=11.7
TS Place (ST2)=1.9
Undercut (ST2)=10.3

Cut (ST2)=33.5
Fill (ST2)=6.3
TS Strip (ST2)=8.1
TS Place (ST2)=2.7
Undercut (ST2)=10.3

235+00.00

BIT ENTRANCE

Cut (ST2)=72.2
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=10.3

Cut (ST2)=64
Fill (ST2)=3.7
TS Strip (ST2)=8.1
TS Place (ST2)=2.7
Undercut (ST2)=10.3

234+89.96

CONC ENTRANCE

Cut (ST2)=84.5
Fill (ST2)=0.1
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=10.3

Cut (ST2)=63.6
Fill (ST2)=3.3
TS Strip (ST2)=8.2
TS Place (ST2)=2.7
Undercut (ST2)=10.3

EXISTING ROW

FILE NAME = N:\CRYSTALLAKE\100316\Civil\XS100316.sht	USER NAME = CMCCOLLO	DESIGNED - / DRAWN - / CHECKED - / DATE -
	PLOT SCALE = 10'	REVISED -
	PLOT DATE = 12/23/2010	REVISED - / REVISED - / REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 12 OF 15 SHEETS | STA. 234+89.96 TO STA. 236+30.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	45
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

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

237 + 60.65

EXISTING ROW

CONC ENTRANCE

907.56
907.10
907.54
907.46
907.65
907.17
907.25
908.43
4.28%
2.0%
12.9%
2.0%
PR 12" SS

Cut (ST2)=71
Fill (ST2)=0.1
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

Cut (ST2)=31.2
Fill (ST2)=5.1
TS Strip (ST2)=6.5
TS Place (ST2)=2.3
Undercut (ST2)=0

EXISTING ROW

237 + 50.00

907.47
907.31
906.85
907.27
907.21
907.40
907.10
906.85
906.95
907.01
908.24
4.0%
2.0%
13.8%
2.0%
PR 12" SS

Cut (ST2)=45.3
Fill (ST2)=0
TS Strip (ST2)=11.4
TS Place (ST2)=3.5
Undercut (ST2)=0

Cut (ST2)=31.4
Fill (ST2)=5.6
TS Strip (ST2)=6.5
TS Place (ST2)=2.3
Undercut (ST2)=0

EXISTING ROW

237 + 00.00

906.35
906.19
905.65
905.98
905.99
906.01
906.09
905.56
905.71
907.01
4.0%
2.0%
9.3%
2.0%
PR 12" SS

Cut (ST2)=42
Fill (ST2)=0
TS Strip (ST2)=11.5
TS Place (ST2)=3.8
Undercut (ST2)=0

Cut (ST2)=30.1
Fill (ST2)=2.8
TS Strip (ST2)=7.9
TS Place (ST2)=3.4
Undercut (ST2)=0

EXISTING ROW

236 + 85.77

906.01
905.31
905.60
905.42
905.67
905.69
905.31
905.46
906.62
4.0%
2.0%
10.2%
2.0%
PR 12" SS

Cut (ST2)=44.8
Fill (ST2)=0
TS Strip (ST2)=11.4
TS Place (ST2)=3.8
Undercut (ST2)=0

Cut (ST2)=28.7
Fill (ST2)=4.5
TS Strip (ST2)=8.6
TS Place (ST2)=2.9
Undercut (ST2)=0

EXISTING ROW

SAGGERS LN

236 + 50.00

906.25
905.55
904.82
904.92
904.46
905.62
4.0%
2.0%
9.0%
2.0%
PR 12" SS

Cut (ST2)=90
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

Cut (ST2)=28.2
Fill (ST2)=6.8
TS Strip (ST2)=8.1
TS Place (ST2)=2.7
Undercut (ST2)=0

EXISTING ROW

FILE NAME = N:\CRYSTALLAKE\10031\6\C;v1\XS10031\6.sht	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 13 OF 15 SHEETS | STA. 236+50.00 TO STA. 237+60.65

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	46
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

10'

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

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

239+00.00

EXISTING ROW

909.42 909.26 909.18 909.32 909.38 909.54 909.60 909.09 909.18 909.75

2.0% 7.2% 2.0% 2.0% 2.0% 1.9% 2.0%

PR 12" SS

Cut (ST2)=26.5
Fill (ST2)=2.5
TS Strip (ST2)=10.2
TS Place (ST2)=2.3
Undercut (ST2)=0

Cut (ST2)=27
Fill (ST2)=2.9
TS Strip (ST2)=6.9
TS Place (ST2)=2.3
Undercut (ST2)=0

238+80.99

EXISTING ROW

CONC ENTRANCE

909.20 909.31 909.33 909.52 909.41 909.01 909.05 909.76

1.6% 1.6% 2.0% 2.0% 3.8% 2.0%

PR 12" SS

Cut (ST2)=57.6
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

Cut (ST2)=27.9
Fill (ST2)=2.1
TS Strip (ST2)=7
TS Place (ST2)=2.3
Undercut (ST2)=0

238+58.37

EXISTING ROW

CONC ENTRANCE

909.18 909.23 909.20 909.39 909.20 908.89 908.84 909.76

4.2% 2.0% 5.5% 2.0% 7.1% 2.0%

PR 12" SS

Cut (ST2)=60.3
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

Cut (ST2)=29.9
Fill (ST2)=2
TS Strip (ST2)=7.1
TS Place (ST2)=2.3
Undercut (ST2)=0

238+50.00

EXISTING ROW

CONC ENTRANCE

909.16 909.19 909.18 909.35 909.10 908.85 908.74 909.75

4.9% 2.0% 7.1% 2.0% 8.2% 2.0%

PR 12" SS

Cut (ST2)=63.4
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

Cut (ST2)=30.9
Fill (ST2)=2.3
TS Strip (ST2)=7.1
TS Place (ST2)=2.3
Undercut (ST2)=0

238+00.00

EXISTING ROW

908.66 908.50 907.96 908.11 908.32 908.54 907.96 907.99 909.12

2.0% 2.0% 10.4% 2.0%

PR 12" SS

Cut (ST2)=28.9
Fill (ST2)=0
TS Strip (ST2)=11.3
TS Place (ST2)=2.5
Undercut (ST2)=0

Cut (ST2)=31.7
Fill (ST2)=3.4
TS Strip (ST2)=6.8
TS Place (ST2)=2.3
Undercut (ST2)=0

915 910 905 900 925 920 915 910 905 900 925 920 915 910 905 900 925 920 915 910 905 900 925 920 915 910 905 900 925 920 915 910 905 900

0 10 20 30 40 50 60 70 80 90

10'

FILE NAME = N:\CRYSTALLAKE\100316\Civil\XS100316.sht	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

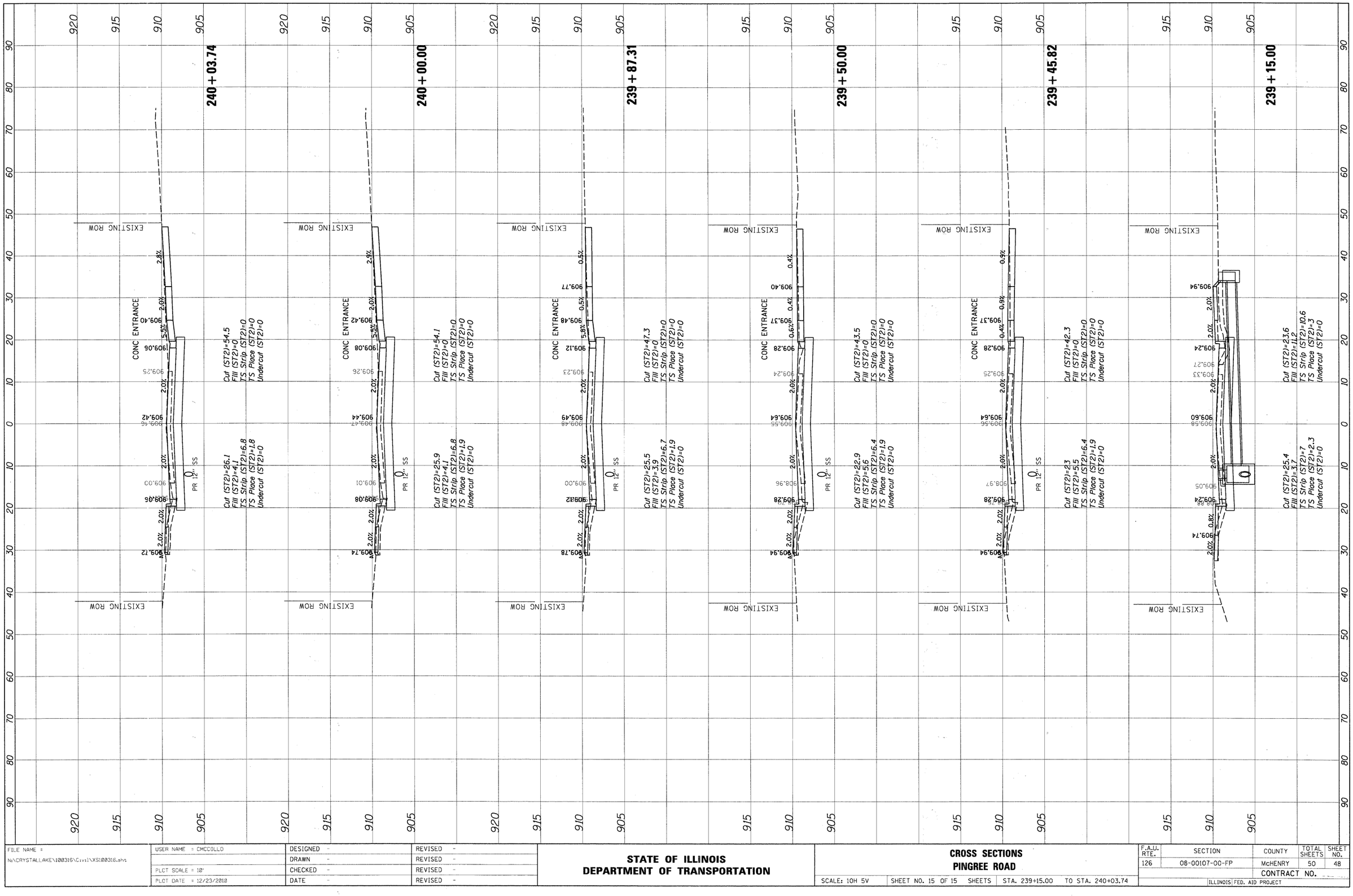
CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 14 OF 15 SHEETS | STA. 238+00.00 TO STA. 239+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	47
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

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



FILE NAME = N:\CRYSTALLAKE\180316\Civil\XS180316.sht	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. 15 OF 15 SHEETS | STA. 239+15.00 TO STA. 240+03.74

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	48
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

242+00.00

EXISTING ROW

910.14 — 2.0% — 909.98 — 0.8% — 909.60 — 2.0% — 909.87 — 2.0% — 909.98 — 913.31

Cut (ST2)=34.8
Fill (ST2)=2.2
TS Strip (ST2)=9.1
TS Place (ST2)=2.9
Undercut (ST2)=0

Cut (ST2)=31.7
Fill (ST2)=1
TS Strip (ST2)=6.8
TS Place (ST2)=1.3
Undercut (ST2)=0

909.62 — 909.81 — 905.82 — 2.0% — 910.33

241+50.00

EXISTING ROW

909.25 — 909.10 — 909.42 — 2.0% — 909.91 — 910.12

Cut (ST2)=50.7
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0.6
Undercut (ST2)=0

Cut (ST2)=27.1
Fill (ST2)=4.4
TS Strip (ST2)=7
TS Place (ST2)=1.7
Undercut (ST2)=0

909.55 — 909.52 — 909.51 — 2.0% — 909.97

241+00.00

EXISTING ROW

909.53 — 2.0% — 909.69 — 1.42% — 909.18 — 909.21 — 909.24 — 2.0% — 909.54 — 909.56

Cut (ST2)=23.6
Fill (ST2)=11.2
TS Strip (ST2)=9.8
TS Place (ST2)=2.3
Undercut (ST2)=0

Cut (ST2)=23.6
Fill (ST2)=6.5
TS Strip (ST2)=7.2
TS Place (ST2)=1.8
Undercut (ST2)=0

909.18 — 909.58 — 908.82 — 2.0% — 909.60

240+50.00

EXISTING ROW

0.7% — CONC ENTRANCE — 0.7% — 5.5% — 909.34 — 909.00 — 909.19 — 2.0% — 909.36 — 909.44

Cut (ST2)=44.7
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

Cut (ST2)=25.5
Fill (ST2)=5.3
TS Strip (ST2)=7.1
TS Place (ST2)=1.8
Undercut (ST2)=0

909.00 — 908.89 — 908.91 — 2.0% — 909.66

240+46.09

EXISTING ROW

0.9% — CONC ENTRANCE — 0.9% — 5.5% — 909.34 — 909.00 — 909.19 — 2.0% — 909.36 — 909.44

Cut (ST2)=47.5
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

Cut (ST2)=25.6
Fill (ST2)=5
TS Strip (ST2)=7
TS Place (ST2)=1.8
Undercut (ST2)=0

909.00 — 908.89 — 908.91 — 2.0% — 909.66

240+40.14

EXISTING ROW

1.1% — CONC ENTRANCE — 1.1% — 5.5% — 909.33 — 908.99 — 909.19 — 2.0% — 909.35 — 909.44

Cur (ST2)=45.8
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

Cut (ST2)=25.9
Fill (ST2)=4.7
TS Strip (ST2)=7
TS Place (ST2)=1.8
Undercut (ST2)=0

908.99 — 908.92 — 908.88 — 2.0% — 909.65

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

10'

FILE NAME = N:\CRYSTALLAKE\100316\C1v11\XS100316.sht	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. OF SHEETS | STA. 240+40.14 TO STA. 242+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	49
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

FINAL SURVEY

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

ORIGINAL SURVEY

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

243 + 50.00

EXISTING ROW

908.75 908.73 908.40 907.97 908.13 907.76 907.36 908.48

243 + 00.00

EXISTING ROW

909.53 909.37 908.66 908.57 908.99 908.88 908.63 908.33 908.72

Cut (ST2)=22.8
Fill (ST2)=20
TS Strip (ST2)=12.6
TS Place (ST2)=5.8
Undercut (ST2)=0

Cut (ST2)=21.6
Fill (ST2)=7.4
TS Strip (ST2)=9.4
TS Place (ST2)=3.5
Undercut (ST2)=0

242 + 50.00

EXISTING ROW

909.89 909.73 909.31 909.46 909.65 909.72 909.29 909.16 909.21 909.77

Cut (ST2)=27
Fill (ST2)=8
TS Strip (ST2)=12.1
TS Place (ST2)=4.2
Undercut (ST2)=0

Cut (ST2)=26
Fill (ST2)=3.6
TS Strip (ST2)=8.2
TS Place (ST2)=2.4
Undercut (ST2)=0

242 + 15.82

EXISTING ROW

BIT ENTRANCE

909.00 909.89 909.36 909.12 909.00 909.63 909.61

Cut (ST2)=55.3
Fill (ST2)=0
TS Strip (ST2)=0
TS Place (ST2)=0
Undercut (ST2)=0

Cut (ST2)=29.9
Fill (ST2)=1.2
TS Strip (ST2)=7.2
TS Place (ST2)=1.4
Undercut (ST2)=0

FILE NAME = N:\CRYSTALLAKE\100316\C1v1\XS100316.sht	USER NAME = CMCCOLLO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 12/23/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PINGREE ROAD

SCALE: 10H 5V | SHEET NO. OF SHEETS | STA. 242+15.82 TO STA. 243+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
126	08-00107-00-FP	McHENRY	50	50
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			