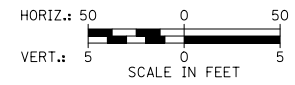
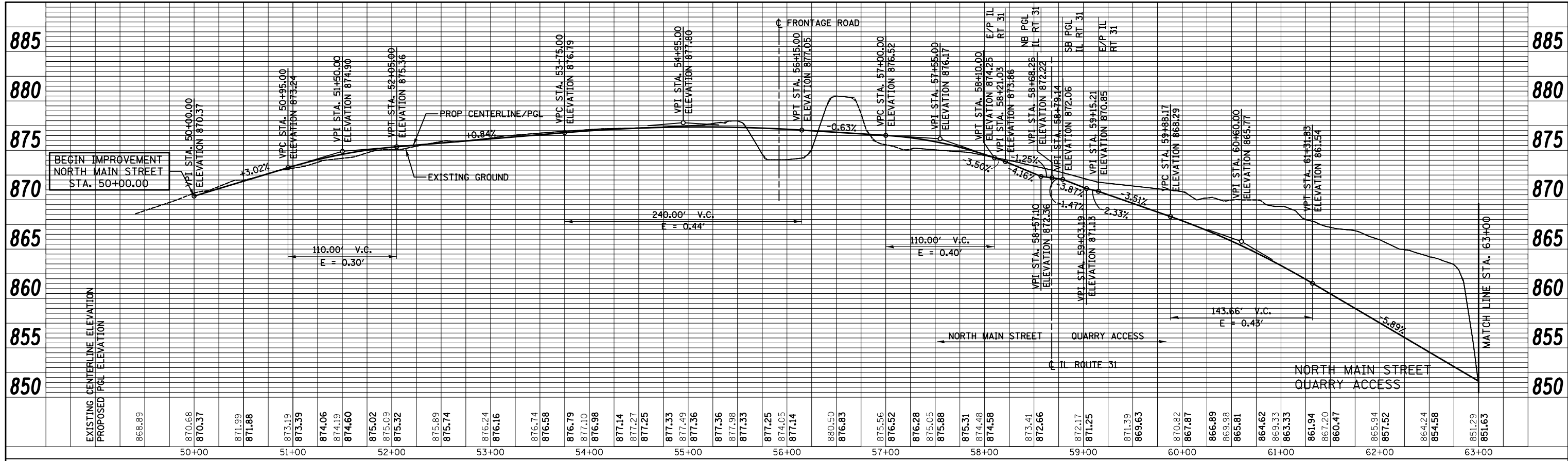
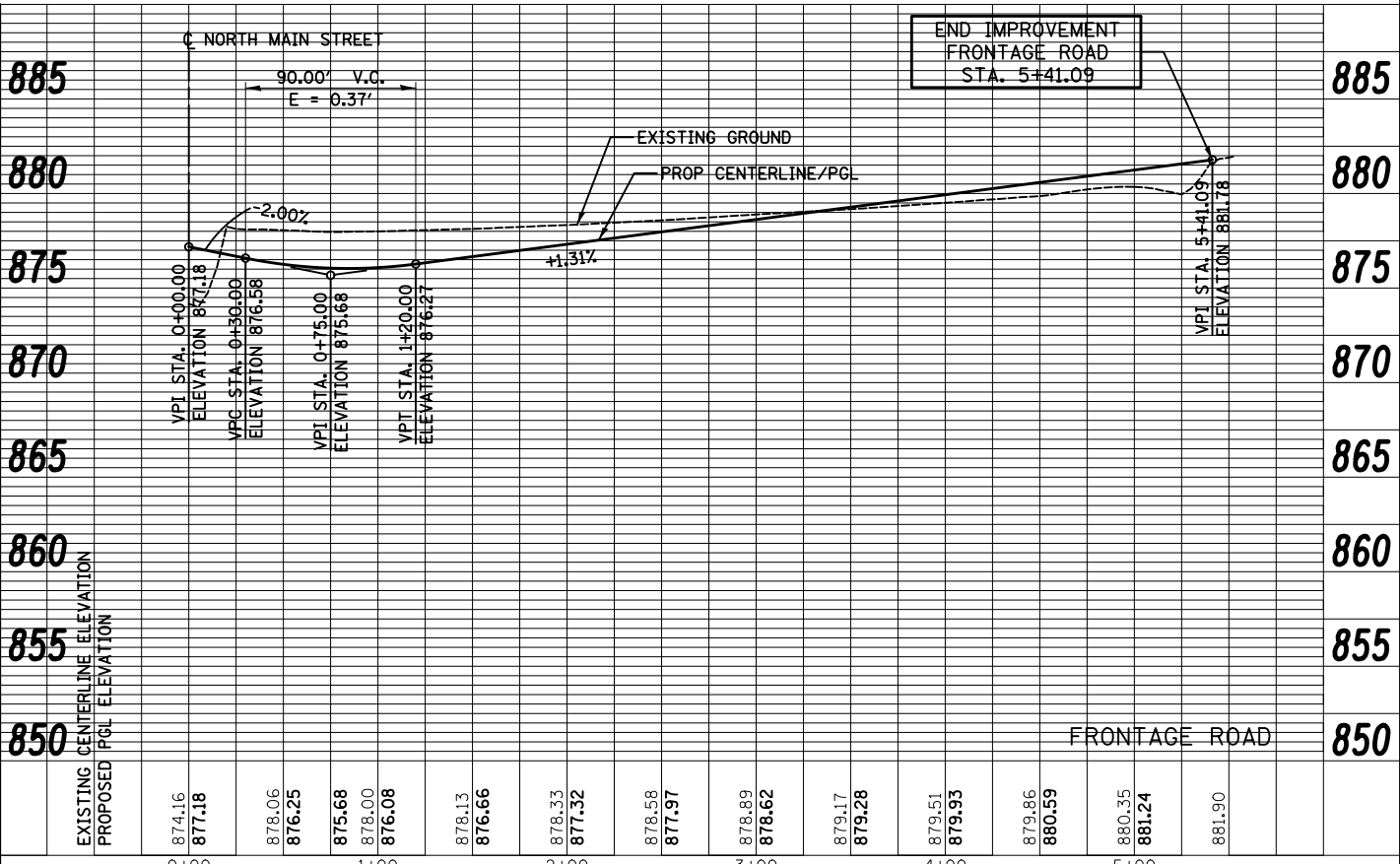
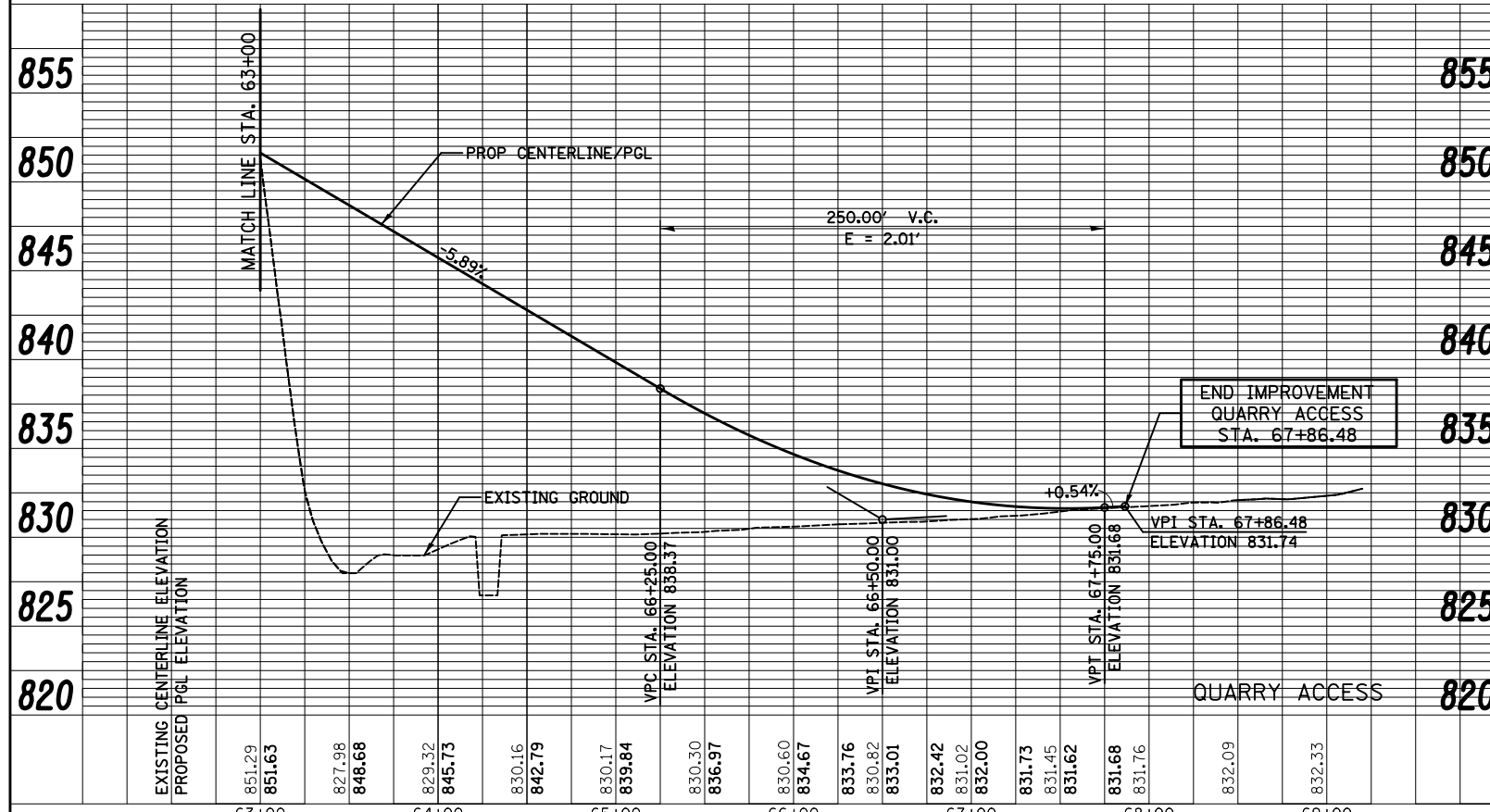


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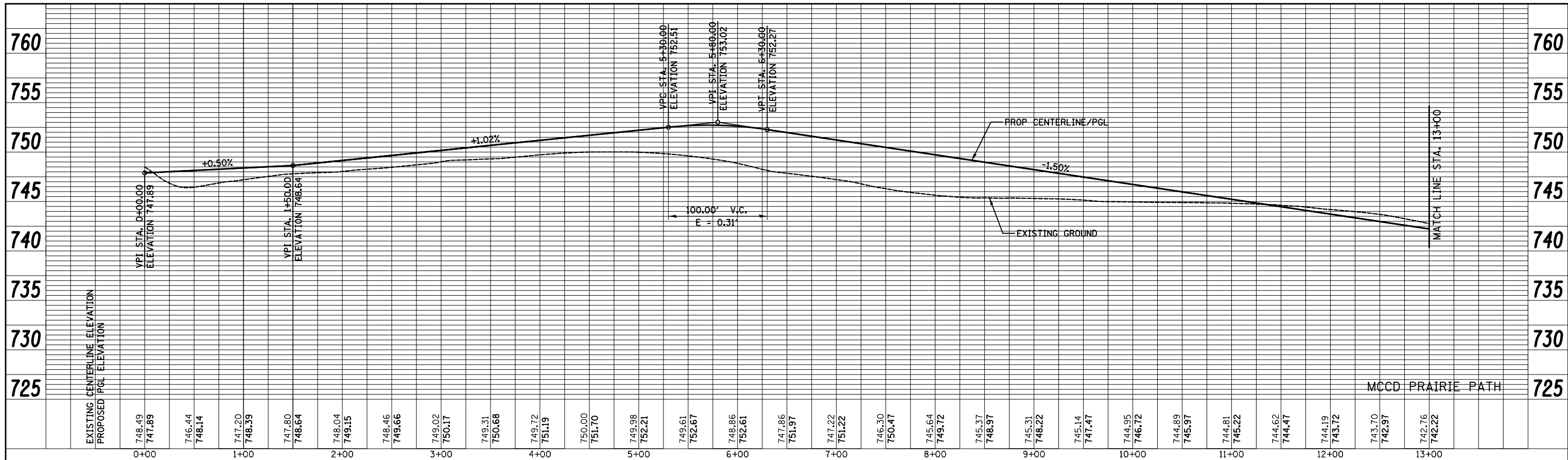
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

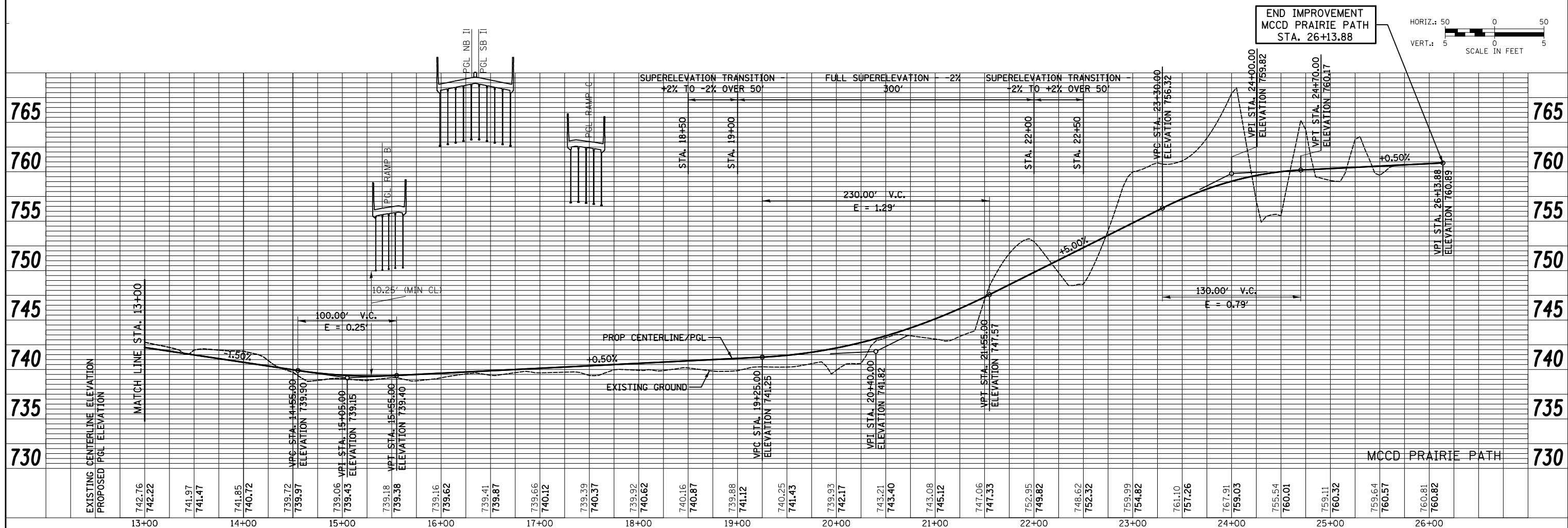
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STA.	TO STA.

O.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	101
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PROFILE**  
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O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	102
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**SUGGESTED MAINTENANCE OF TRAFFIC**

**STAGE 1A:**

-INSTALL EROSION CONTROL MEASURES. INSTALL CHAIN LINK FENCE 6’ TEMPORARY TO SEPARATE THE WORK ZONE FROM TOWNE PARK. INSTALL CHAIN LINK FENCE 6’ TEMPORARY SOUTH OF CRYSTAL CREEK TO THE NORTH SIDE OF THE EXISTING MCCD PRAIRIE PATH TO ENCLOSE THE STAGE 1A WORK ZONE.

-ON IL RTE 62, REMOVE CONFLICTING PAVEMENT MARKINGS AND SIGNAGE. INSTALL TEMPORARY PAVEMENT MARKINGS ON THE WESTBOUND SIDE. CLOSE OFF THE EASTBOUND LANES AND SHIFT TRAFFIC TO THE NORTH SIDE OF THE ROADWAY. SAWCUT THE TEMP EDGE OF PAVEMENT. REMOVE EXISTING PAVEMENT IN WORK ZONE. PLUG EXISTING STORM SEWERS. CONSTRUCT RETAINING WALL AT STATION 65+00 TO 68+00. CONSTRUCT TEMPORARY DRAINAGE AT STATION 57+78. CONSTRUCT STORM SEWER ALONG SOUTH SIDE OF IL ROUTE 62/ALGONQUIN ROAD. STUB-OUT LATERALS AS SHOWN ON THE M.O.T. PLANS. PLACE TRENCH BRACING AND TEMPORARY CONCRETE BARRIER TO MAINTAIN TWO-WAY THROUGH TRAFFIC. BEGIN POST OFFICE PARKING AND MAIL DROP STAGING. CONSTRUCT SANITARY SEWER ALONG SOUTH SIDE OF IL ROUTE 62/ALGONQUIN ROAD. CONSTRUCT STAGE PROPOSED PAVEMENT, MEDIAN AND CURBS AND GUTTERS. CONSTRUCT PERMANENT TRAFFIC SIGNAL AND CONTROLLER BASES, HAND HOLES, AND CONDUIT. CONSTRUCT ROADWAY LIGHTING. INSTALL GUARDRAIL.

-IN TOWNE PARK, PAVE TOWNE PARK ACCESS PATH THE VILLAGE OF ALGONQUIN WILL USE THE PATH FOR PARK ACCESS. COMPLETE TREE REMOVAL AND CLEARING WITHIN TOWNE PARK WORK ZONE. COMPLETE FOUNDATION AND PARKING LOT REMOVAL WITHIN FUTURE TOWNE PARK. BEGIN OFF SITE ROADWAY UNDERCUT AND STAGE I EMBANKMENT FOR STRUCTURAL SETTLEMENT. WRAP BRIDGE ABUTMENTS WITH COFFERDAMS AS CALLED OFF IN STRUCTURAL PLANS. CONSTRUCT NORTH AND SOUTH ABUTMENT WALLS FOR STRUCTURES TO SPAN CRYSTAL CREEK AND THE SOUTH ABUTMENT WALL FOR THE STRUCTURE TO SPAN RELOCATED IL ROUTE 62. COMPLETE STRUCTURAL FILL TO THE BASE OF THE ABUTMENT AND ROADWAY EMBANKMENT TO THE LINES SHOWN ON THE CROSS SECTIONS. THESE AREAS REQUIRE 5 1/2 MONTHS OF SETTLEMENT PRIOR TO RESUMPTION OF CONSTRUCTION OPERATIONS. UPSTREAM OF THE STRUCTURES COMPLETE ROUGH GRADING TO THE LINES SHOWN ON THE GRADING DETAILS. COMPLETE DETENTION AREA AND CONSTRUCT DETENTION BASIN CONTROL STRUCTURE. COMPLETE THE UNDER STRUCTURE RIP RAP, STABILIZE NORTH AND SOUTH BANKS OF CRYSTAL CREEK. COMPLETE ROUGH GRADING FOR MCCD PRAIRIE PATH. SEED AS SHOWN ON THE LANDSCAPING PLAN.

**STAGE 1B:**

-ON IL RTE 62, INSTALL EROSION CONTROL MEASURES. REMOVE CONFLICTING PAVEMENT MARKINGS AND SIGNAGE. INSTALL TEMPORARY PAVEMENT MARKINGS. CLOSE OFF EASTBOUND LANES. SHIFT TRAFFIC TO PERMANENT PAVEMENT CONSTRUCTED IN STAGE 1A. REMOVE EXISTING PAVEMENT IN WORK ZONE. PLUG EXISTING STORM SEWERS. BEGIN OFF SITE ROADWAY UNDERCUT AND STAGE I EMBANKMENT FOR STRUCTURAL SETTLEMENT. CONSTRUCT NORTH ABUTMENT WALL FOR THE STRUCTURE TO SPAN RELOCATED IL ROUTE 62. COMPLETE STRUCTURAL FILL TO THE BASE OF THE ABUTMENT AND ROADWAY EMBANKMENT TO THE LINES SHOWN ON THE CROSS SECTIONS. THESE AREAS REQUIRE FOUR MONTHS OF SETTLEMENT PRIOR TO RESUMPTION OF CONSTRUCTION OPERATIONS. CONSTRUCT REMAINDER OF THE STORM SEWER. CONTINUE POST OFFICE PARKING AND MAIL DROP STAGING. CONSTRUCT STAGE PROPOSED PAVEMENT, MEDIAN AND CURBS AND GUTTERS. COMPLETE POST OFFICE PARKING AND MAIL DROP STAGING CONSTRUCT PERMANENT TRAFFIC SIGNAL AND CONTROLLER BASES, HAND HOLES, AND CONDUIT. CONSTRUCT ROADWAY LIGHTING. PLACE PERMANENT PAVEMENT MARKINGS WITHIN THE WORK ZONE. PLACE REMAINDER OF THE PERMANENT PAVEMENT MARKINGS USING DAILY LANE CLOSURES IN ACCORDANCE WITH STANDARD 701601.

-COMPENSATE FOR SETTLEMENT AROUND THE STRUCTURES. CONSTRUCT BRIDGE ABUTMENTS, RETAINING WALLS AND ASSOCIATED DRAINAGE ITEMS.

-INSTALL EROSION CONTROL MEASURES. COMPLETE EMBANKMENT FOR MCCD PRARIE TRAIL FROM STATION 0+50 TO STATION 15+00. INSTALL CHAIN LINK FENCE 6’ TEMPORARY ALONG THE REMAINDER OF THE NORTH SIDE OF THE EXISTING MCCD PRAIRIE PATH TO EXISTING ROUTE 31 AND ALONG THE SOUTH RAILROAD STREET RIGHT OF WAY ALONG THE LINES SHOWN ON THE PLAN TO ENCLOSE THE WORK AREA. COMPLETE TREE REMOVAL AND CLEARING WITHIN THE WORK ZONE. BEGIN OFF SITE ROADWAY UNDERCUT AND EMBANKMENT TO FINAL GRADE ALONG THE ALIGNMENT OF THE PROPOSED NOISE WALL ALONE IL ROUTE 31 FROM STA 112+00 TO 124+50. CONSTRUCT PROPOSED DRAINAGE STRUCTURES AND PIPES AS SHOWN. CONSTRUCT NOISE WALL.

-IN TOWNE PARK, MAINTAIN ACCESS FROM WASHINGTON STREET. BEGIN CONSTRUCTION OF CRYSTAL CREEK RELOCATION AFTER COMPLETION OF FOUNDER’S DAYS (JULY 26TH TO JULY 29TH 2012). BEGIN STAGED CONSTRUCTION OF TOWNE PARK JEFFERSON STREET PARKING LOT AND MCCD PRAIRIE PATH. COMPLETE GRADING BETWEEN THE ROUTE 31 RIGHT OF WAY AND MCCD PRAIRIE PATH. SEED AS SHOWN ON THE LANDSCAPING PLAN.

**STAGE 1C:**

-IN TOWNE PARK, INSTALL EROSION CONTROL MEASURES. INSTALL CHAIN LINK FENCE 6’ TEMPORARY AROUND THE SECOND STAGE OF THE JEFFERSON STREET PARKING LOT AND WASHINGTON STREET PARK ACCESS AND AROUND THE PEDESTRIAN BRIDGE OVER THE RELOCATED CRYSTAL CREEK. OPEN THE TOWNE PARK JEFFERSON STREET PARKING LOT AND MCCD PRAIRIE PATH. PROVIDE ACCESS FROM THE PARKING LOT TO THE EXISTING STRUCTURE OVER CRYSTAL CREEK TO PROVIDE ACCESS TO TOWNE PARK. SHIFT BICYCLE TRAFFIC TO THE RELOCATED MCCD PRAIRIE PATH. COMPLETE TREE REMOVAL AND CLEARING

**STAGE 1C (CONTINUED):**

WITHIN THE WORK ZONE. REMOVE THE EXISTING MCCD PATH. COMPLETE THE JEFFERSON STREET PARKING LOT. CONSTRUCT THE WASHINGTON STREET PEDESTRIAN PARK ACCESS PATH AND PEDESTRIAN BRIDGE. COMPLETE PARK LANDSCAPING SEEDING OPERATIONS. RELOCATE CHAIN LINK FENCE 6’ TEMPORARY TO TOE OF SLOPES ALONG RAMP B AND ILLINOIS ROUTE 62. COMPLETE SEEDING AS SHOWN ON THE LANDSCAPING PLAN. AFTER SEEDING HAS TAKEN HOLD, RELOCATE EROSION CONTROL MEASURES. OPEN TOWNE PARK AT THE DIRECTION OF THE ENGINEER.

**STAGE 2A:**

-NEW CONSTRUCTION OF IL ROUTE 31 AND RAMPS STATION 115+50 TO 168+80. INSTALL EROSION CONTROL MEASURES. REMOVE CONFLICTING CHAIN LINK FENCE 6’ TEMPORARY. COMPLETE TREE REMOVAL AND CLEARING WITHIN THE WORK ZONE. BEGIN UNDERCUT AND EMBANKMENT. COMPLETE DRAINAGE ITEMS. CONTINUE CONSTRUCTION OF RETAINING WALLS. CONSTRUCT STAGE PROPOSED PAVEMENT, MEDIAN AND CURBS AND GUTTERS. INSTALL TEMPORARY PEDESTRIAN ENCLOSURE OVER MCCD PRAIRIE PATH UNDER STRUCTURES. PLACE SIGNAGE ALONG MCCD PRAIRIE PATH TO NOTIFY PATRONS THE SCHEDULE FOR TEMPORARY CLOSURES OF THE PATH DURING THE SETTING OF BEAMS, INSTALL PROTECTIVE SHIELD UNDER IL ROUTE 31 AND RAMP STRUCTURES FOR MCCD PRAIRIE PATH. INSTALL PROTECTIVE SHIELD UNDER IL ROUTE 31 IL FOR IL ROUTE 62. REMOVE TEMPORARY PEDESTRIAN ENCLOSURE AT THE DIRECTION OF THE ENGINEER. CONSTRUCT PERMANENT TRAFFIC SIGNAL INTERCONNECT, CONTROLLER BASES, HAND HOLES, AND CONDUIT. CONSTRUCT ROADWAY LIGHTING. INSTALL GUARDRAIL. REGRADE DITCHES AND DETENTION AREA NORTH OF ALGONQUIN ROAD. SEED AS SHOWN ON LANDSCAPING PLAN.

-CONSTRUCT TEMPORARY AGGREGATE ACCESS ROAD, INSTALL TEMPORARY PIPE CULVERT AND INSTALL TEMPORARY TRAFFIC CONTROL AND EROSION CONTROL MEASURES.

-NEW IL ROUTE 31 AND QUARRY ACCESS STATION 171+50 TO 178+60. INSTALL EROSION CONTROL MEASURES.

**STAGE 2B:**

-REMOVE EXISTING QUARRY ACCESS ROAD AND TEMPORARY RUN-AROUND ROAD. COMPLETE NEW CONSTRUCTION OF IL ROUTE 31 STATION 168+80 TO 171+50. INSTALL EROSION CONTROL MEASURES. CONSTRUCT STAGE PROPOSED PAVEMENT, MEDIAN AND CURB AND GUTTERS.

**STAGE 3A:**

-INSTALL EROSION CONTROL MEASURES.

-ON IL RTE 31, REMOVE CONFLICTING PAVEMENT MARKINGS AND SIGNAGE. COMPLETE TREE REMOVAL AND CLEARING. INSTALL TEMPORARY PAVEMENT MARKINGS ON THE SOUTHBOUND SIDE. CLOSE OFF THE NORTHBOUND LANES AND SHIFT TRAFFIC TO THE WEST SIDE OF THE ROADWAY. CONSTRUCT SANITARY SEWER ON EAST SIDE OF ILLINOIS ROUTE 31. CONNECT TO EXISTING SANITARY MANHOLE, CONSTRUCT WATERMAIN AND SANITARY SERVICE CROSSINGS AND INSTALL WATERMAIN AND HYDRANT AT EDGEBROOK DRIVE AND IL ROUTE 31 USING DAILY LANE CLOSURES. THE EXISTING PAVEMENT SHALL BE PATCHED WITH CLASS D PATCHES IN ACCORDANCE WITH STANDARD 442201. SINGLE THRU LANES WILL BE ALLOWED IN ACCORDANCE WITH STANDARD 70201. INSTALL PROPOSED PAVEMENT ALONG THE EAST SIDE OF ILLINOIS ROUTE 31 AS CALLED OUT ON THE MOT PLANS.

-INSTALL TEMPORARY CONCRETE BARRIERS BETWEEN THE EAST SIDEWALK AND CONSTRUCTION ALONG IL ROUTE 31 AND PROVIDE SIGNAGE FOR MCCD PRAIRIE PATH ROUTING NORTH ALONG IL ROUTE 31 SIDEWALK AND WEST ALONG JEFFERSON STREET TO CONNECT TO PROPOSED PATH. MAINTAIN MCCD DETOUR THROUGHOUT STAGE 3.

**STAGE 3B:**

-INSTALL EROSION CONTROL MEASURES.

-ON IL RTE 31 AND SOUTH MAIN STREET, REMOVE CONFLICTING PAVEMENT MARKINGS AND SIGNAGE. COMPLETE TREE REMOVAL AND CLEARING. INSTALL TEMPORARY PAVEMENT MARKINGS ON THE NORTHBOUND SIDE. CLOSE OFF THE SOUTHBOUND LANES AND SHIFT TRAFFIC TO THE EAST SIDE OF THE ROADWAY AND TEMPORARY PAVEMENT. SAWCUT THE TEMP EDGE OF PAVEMENT. REMOVE EXISTING PAVEMENT AND SIDEWALK IN WORK ZONE. BEGIN ROADWAY UNDERCUT AND EMBANKMENT. CONSTRUCT STORM AND UTILITIES USING DAILY LANE CLOSURES OF THE SINGLE THRU LANES WILL BE ALLOWED IN ACCORDANCE WITH STANDARD 70201. CONSTRUCT STAGE PAVEMENT, CURBS AND GUTTERS, SIDEWALKS, DRIVES AND PARKING LOTS. MAINTAIN ACCESS FOR ALL BUSINESSES AND RESIDENTS AT ALL TIMES. CONSTRUCT TRAFFIC SIGNALS AND LIGHTING.

-CLOSE SCENIC DRIVE. COMPLETE TREE REMOVAL AND CLEARING FOR CONSTRUCTIN OF RIGHT TURN LANE AND RETAINING WALL. SAWCUT PAVEMENT FOR CONSTRUCTION OF DRAINAGE CONNECTIONS. RELOCATE UTILITIES WITHIN THE WORK ZONE. CONSTRUCT RIGHT TURN LANE, RETAINING WALL AND STORM SEWER.

-ON HUNTINGTON DRIVE, INSTALL SIGNAGE FOR REGIONAL DETOUR. CONSTRUCT TEMPORARY ACCESS FOR (APARTMENT ADDRESS). REMOVE EXISTING PAVEMENT, SIDEWALK AND LIGHTING IN WORK ZONE. BEGIN WALL REMOVAL, BEGIN ROADWAY UNDERCUT AND EMBANKMENT. CONSTRUCT STORM SEWER, RETAINING WALLS, LIGHTING AND TRAFFIC SIGNALS IN STAGES TO MAINTAIN ACCESS FOR LEGION DRIVE RESIDENTS.

**STAGE 3B (CONTINUED):**

-ON LEGION DRIVE, STAGE REMOVAL AND CONSTRUCTION OPERATIONS TO MAINTAIN ACCESS FOR RESIDENTS AT ALL TIMES. REMOVE EXISTING PAVEMENT. BEGIN ROADWAY UNDERCUT AND EMBANKMENT. CONSTRUCT STORM SEWER AND UTILITIES. CONSTRUCT PAVEMENT, CURBS AND GUTTERS AND LANDSCAPING ELEMENTS.

-ON RAILROAD STREET, STAGE REMOVAL AND CONSTRUCTION OPERATIONS TO MAINTAIN ACCESS TO BUSINESSES AND RESIDENTS AT ALL TIMES. REMOVE EXISTING PAVEMENT, SIDEWALK AND LIGHTING IN WORK ZONE. BEGIN ROADWAY UNDERCUT AND EMBANKMENT. CONSTRUCT STORM SEWER. CONSTRUCT PAVEMENT, CURBS AND GUTTERS AND LANDSCAPING ELEMENTS.

**STAGE 3C:**

-INSTALL EROSION CONTROL MEASURES.

-ON IL RTE 31, REMOVE CONFLICTING PAVEMENT MARKINGS AND SIGNAGE. INSTALL TEMPORARY PAVEMENT MARKINGS ON THE SOUTHBOUND SIDE. CLOSE OFF THE CENTER LANES AND SHIFT TRAFFIC TO THE EAST AND WEST SIDES OF THE ROADWAY. SAWCUT THE TEMP EDGE OF PAVEMENT. REMOVE EXISTING PAVEMENT IN WORK ZONE. CONSTRUCT STAGE PROPOSED PAVEMENT, MEDIAN AND CURBS AND GUTTERS.

-INSTALL TEMPORARY PAVEMENT MARKINGS AND OPEN HUNTINGTON DRIVE, LEGION DRIVE AND RAILROAD STREET.

**STAGE 3D:**

-INSTALL EROSION CONTROL MEASURES.

-ON IL RTE 31, REMOVE CONFLICTING PAVEMENT MARKINGS AND SIGNAGE. INSTALL TEMPORARY PAVEMENT MARKINGS ON THE SOUTHBOUND SIDE. CLOSE OFF THE CENTER LANES AND SHIFT TRAFFIC TO THE EAST AND WEST SIDES OF THE ROADWAY. STAGE MILLING AND RESURFACING FROM EDGEWOOD AND THE RIGHT TURN LANE TO THE START OF RECONSTRUCTION. SAWCUT THE TEMP EDGE OF PAVEMENT. REMOVE EXISTING PAVEMENT IN WORK ZONE. CONSTRUCT STAGE PROPOSED PAVEMENT, MEDIAN AND CURBS AND GUTTERS.

-INSTALL TEMPORARY PAVEMENT MARKINGS.

-OPEN HUNTINGTON DRIVE, LEGION DRIVE AND RAILROAD STREET.

**STAGE 4A:**

-INSTALL EROSION CONTROL MEASURES.

-ON IL RTE 31, REMOVE CONFLICTING PAVEMENT MARKINGS AND SIGNAGE. COMPLETE TREE REMOVAL AND CLEARING. BEGIN UNDERCUT AND EMBANKMENT. INSTALL TEMPORARY PAVEMENT ON THE EAST SIDE OF THE EXISTING ALIGNMENT OF IL ROUTE 31. CLOSE OFF THE SOUTHBOUND LANES AND SHIFT TRAFFIC TO THE EAST SIDE OF THE ROADWAY. SAWCUT THE TEMP EDGE OF PAVEMENT. REMOVE EXISTING PAVEMENT IN WORK ZONE. COMPLETE CONSTRUCTION OF THE NEW ALIGNMENT AND PROPOSED IL ROUTE 31 NORTH MAIN STREET INTERSECTION. CONSTRUCT STAGE PROPOSED PAVEMENT, MEDIAN AND CURBS AND GUTTERS, LIGHTING, TRAFFIC SIGNAL CONTROLLER BASES, HAND HOLES, AND CONDUITS. COMPLETE LANDSCAPING ELEMENTS.

-MAINTAIN ACCESS FOR ALL BUSINESSES AND RESIDENTS AT ALL TIMES.

**STAGE 4B:**

-INSTALL EROSION CONTROL MEASURES.

-ON IL RTE 31, REMOVE CONFLICTING PAVEMENT MARKINGS AND SIGNAGE. COMPLETE TREE REMOVAL AND CLEARING. BEGIN UNDERCUT AND EMBANKMENT. SHIFT TRAFFIC TO THE PERMANENT PAVEMENT. SHIFT MEYER ACCESS FROM THE EXISTING ENTRANCE TO THE QUARRY ACCESS LEG OF THE INTERSECTION. CONSTRUCT STAGE PROPOSED PAVEMENT, MEDIAN AND CURBS AND GUTTERS, LIGHTING, TRAFFIC SIGNAL CONTROLLER BASES, HAND HOLES, AND CONDUITS. COMPLETE LANDSCAPING ELEMENTS.

-MAINTAIN ACCESS FOR ALL BUSINESSES AND RESIDENTS AND SIDE STREETS AT ALL TIMES.

**STAGE 4C:**

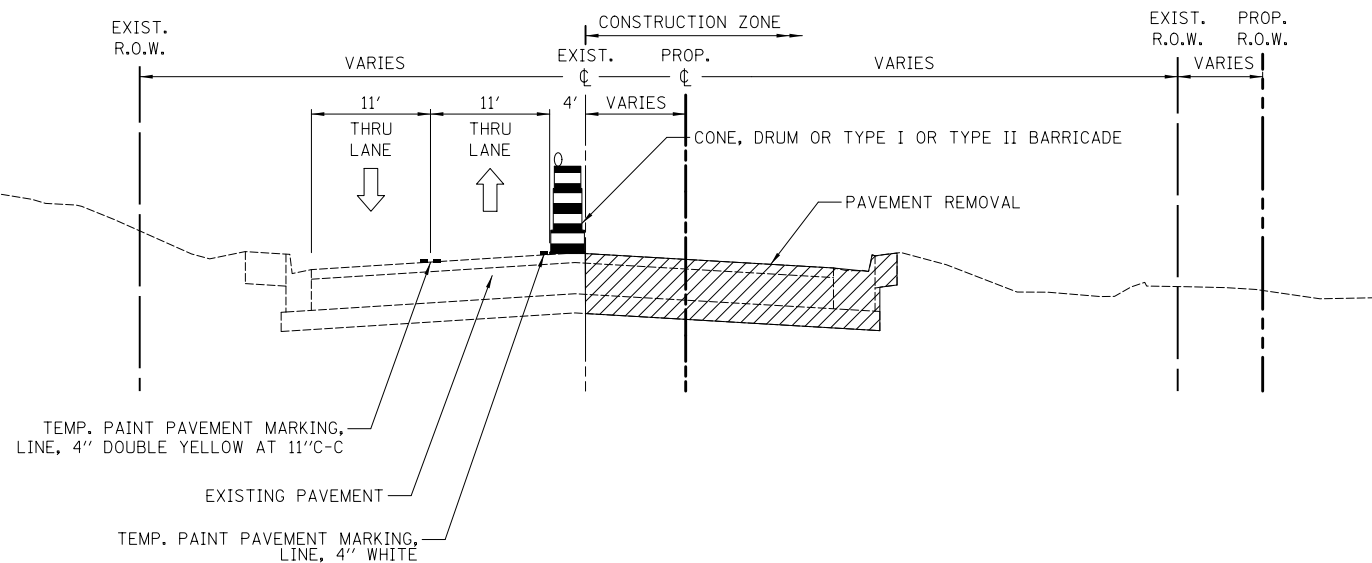
-INSTALL EROSION CONTROL MEASURES

-ON IL RTE 31, REMOVE CONFLICTING PAVEMENT MARKINGS AND SIGNAGE. INSTALL PERMANENT PAVEMENT MARKINGS THROUGHOUT PROJECT AREA. ACTIVATE SIGNALS. COMPLETE LANDSCAPING ELEMENTS.

-ON FRONTAGE ROAD, STAGE REMOVAL AND CONSTRUCTION OPERATIONS TO MAINTAIN ACCESS TO BUSINESSES AND RESIDENTS AT ALL TIMES. REMOVE EXISTING PAVEMENT IN WORK ZONE. BEGIN ROADWAY UNDERCUT AND EMBANKMENT. CONSTRUCT STORM SEWER. CONSTRUCT PAVEMENT AND LANDSCAPING ELEMENTS.

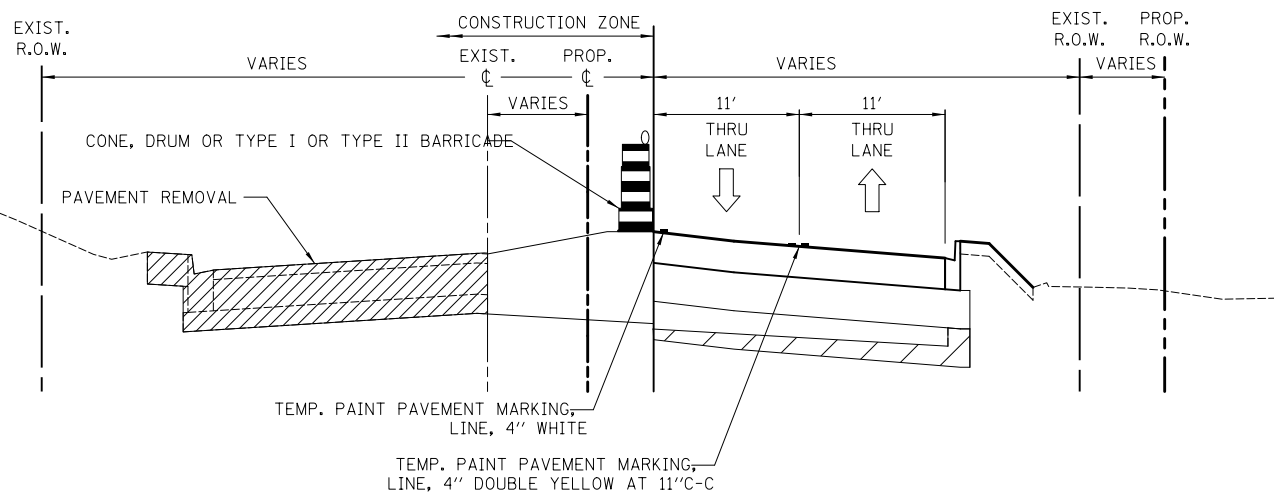
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**SUGGESTED MAINTENANCE OF TRAFFIC  
TYPICAL SECTIONS**



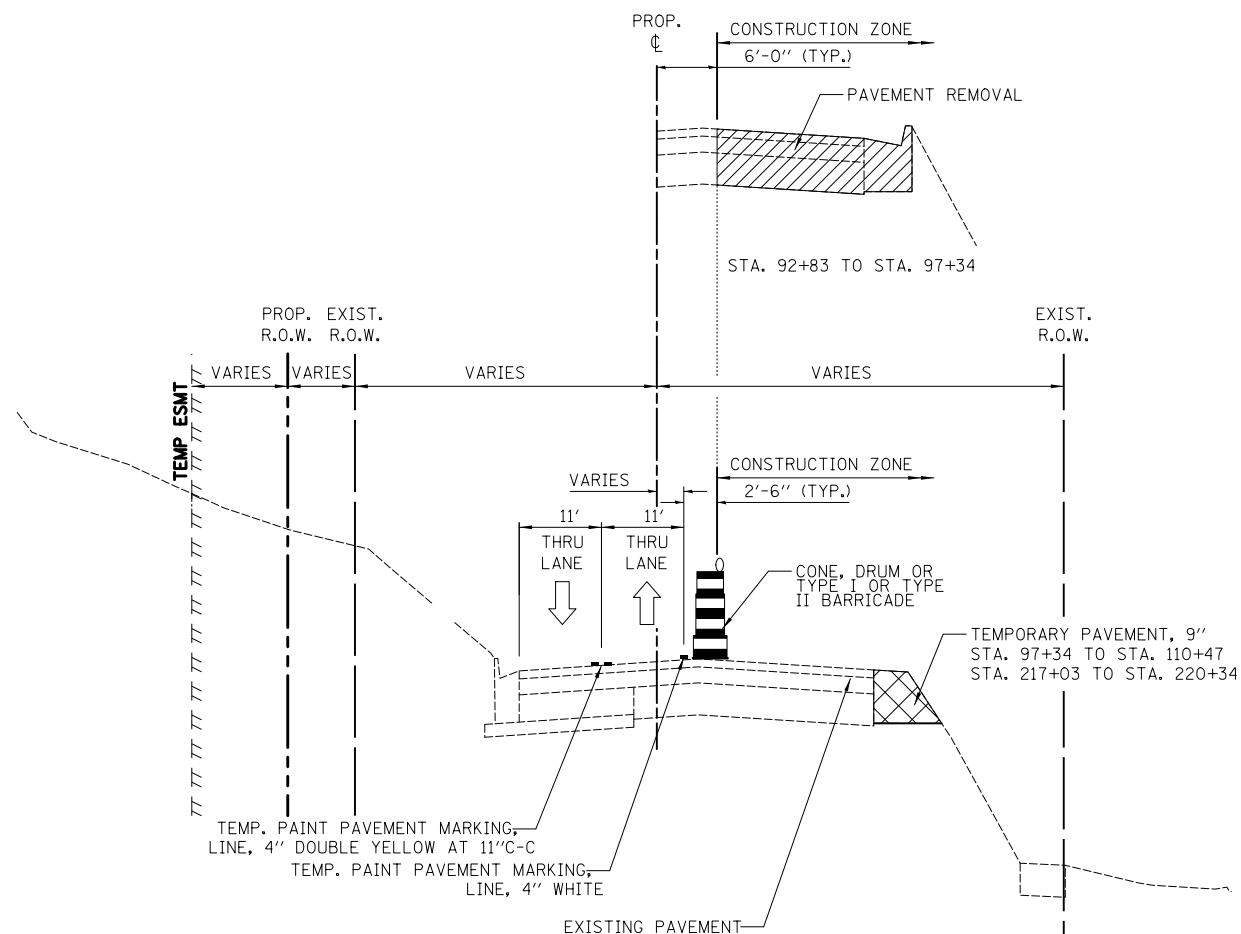
**STAGE 1A TYPICAL SECTION**

ILLINOIS ROUTE 62



**STAGE 1B TYPICAL SECTION**

ILLINOIS ROUTE 62



**STAGE 3A TYPICAL SECTION**

ILLINOIS ROUTE 31  
SOUTH MAIN STREET

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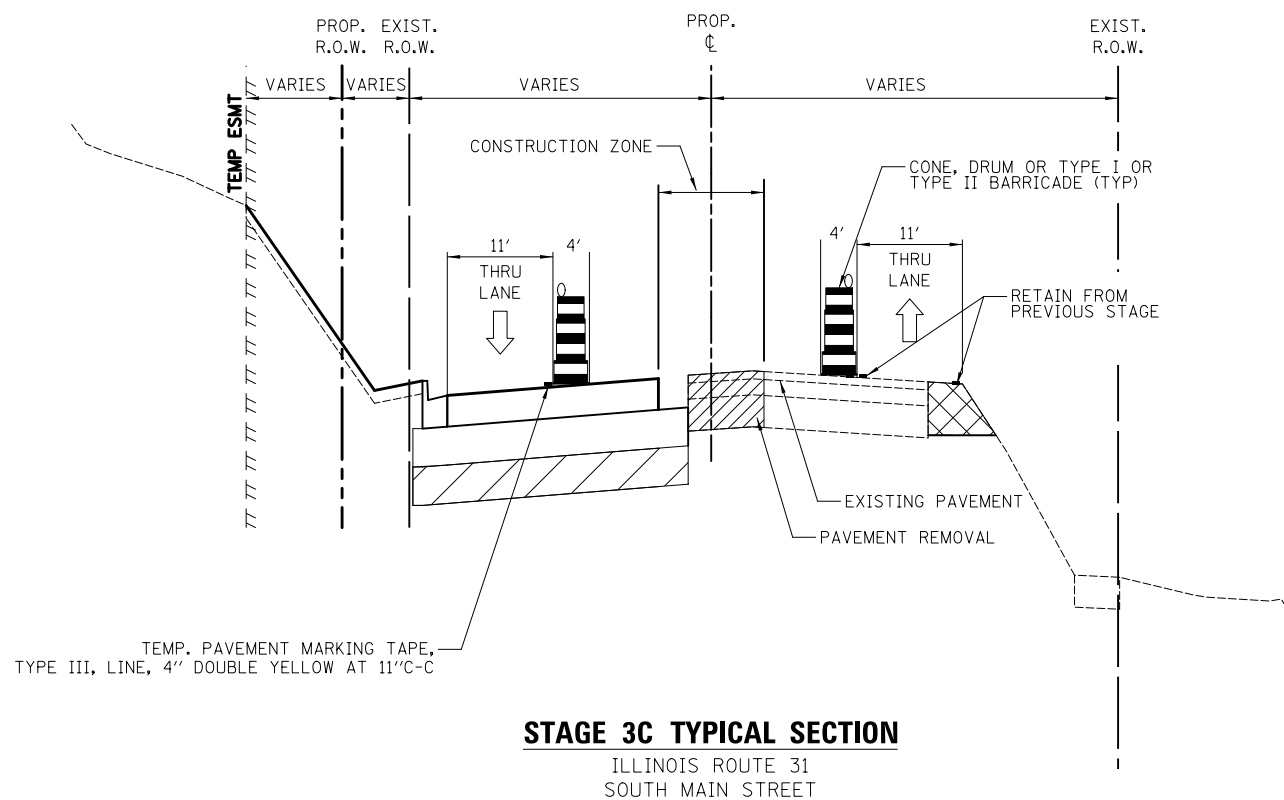
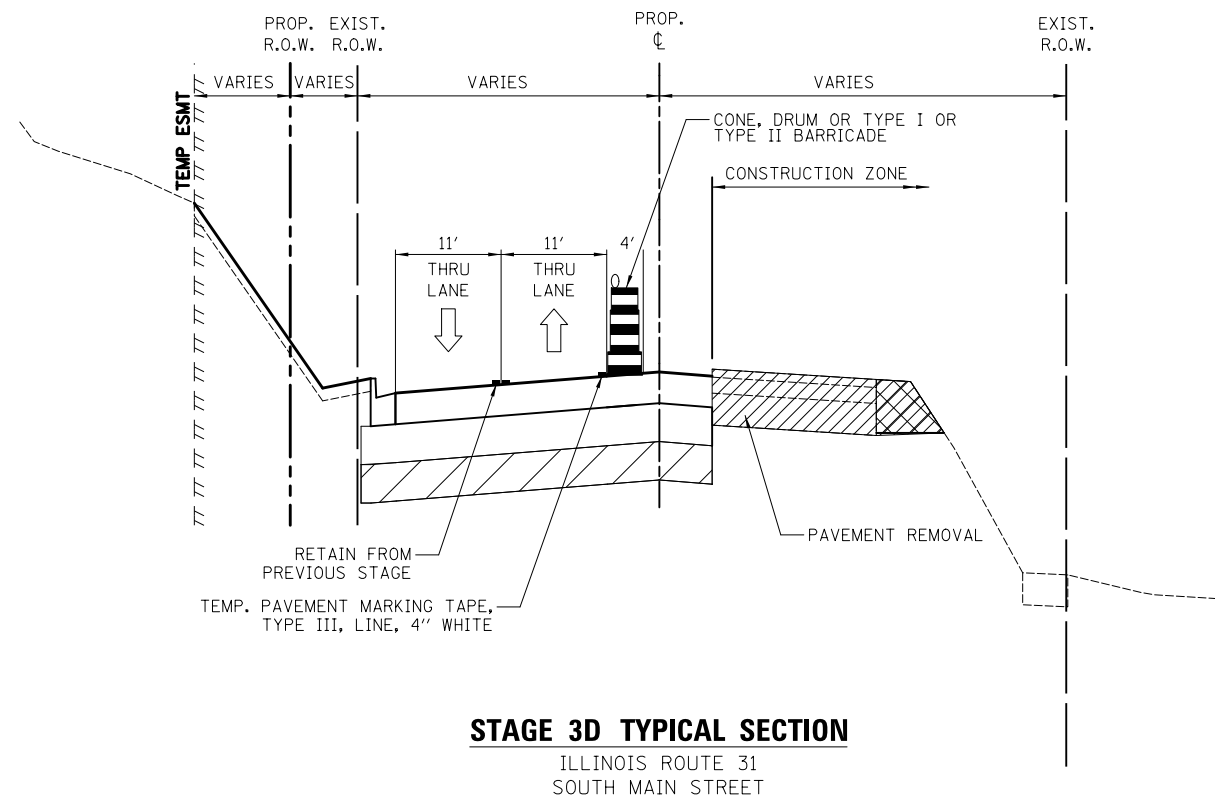
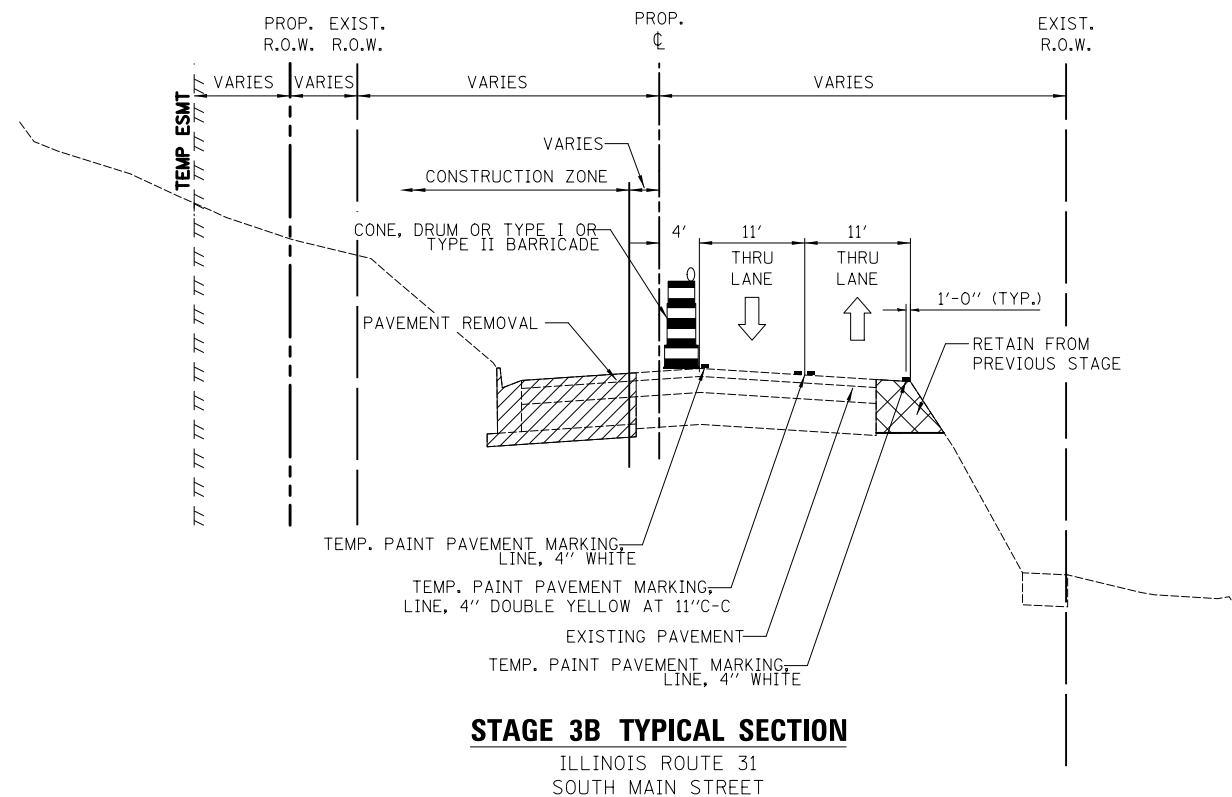
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC**

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CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**SUGGESTED MAINTENANCE OF TRAFFIC  
TYPICAL SECTIONS**



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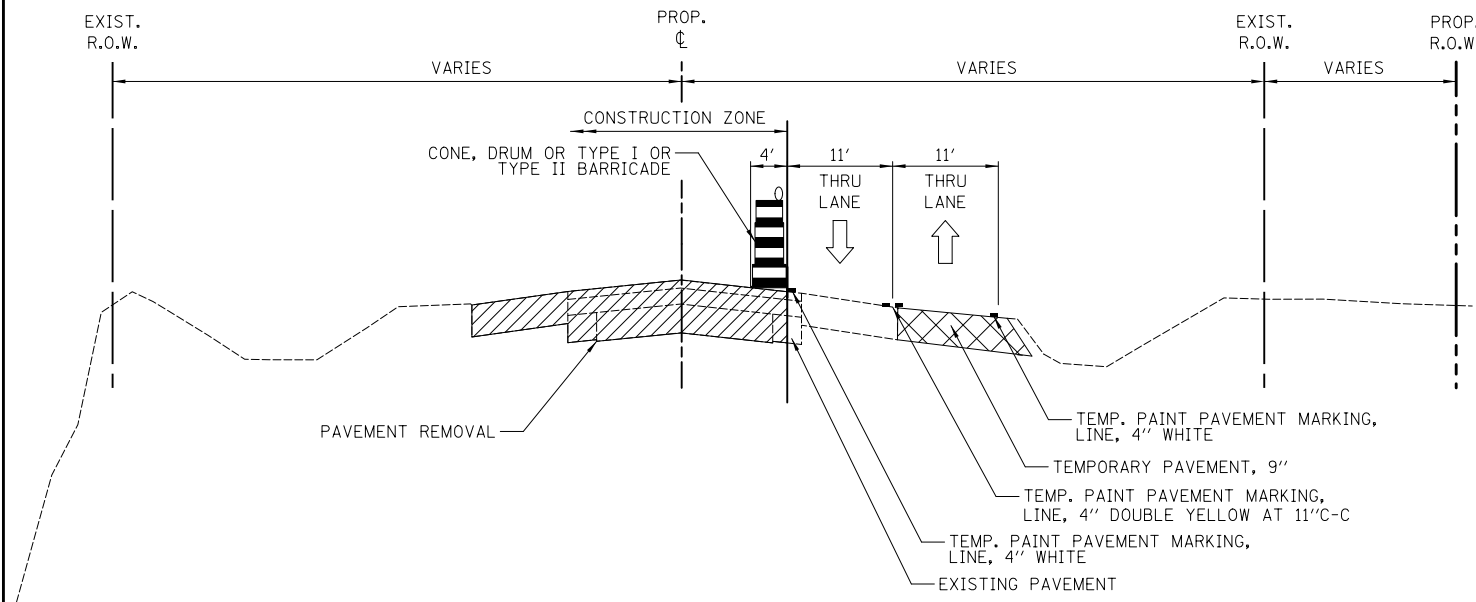
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

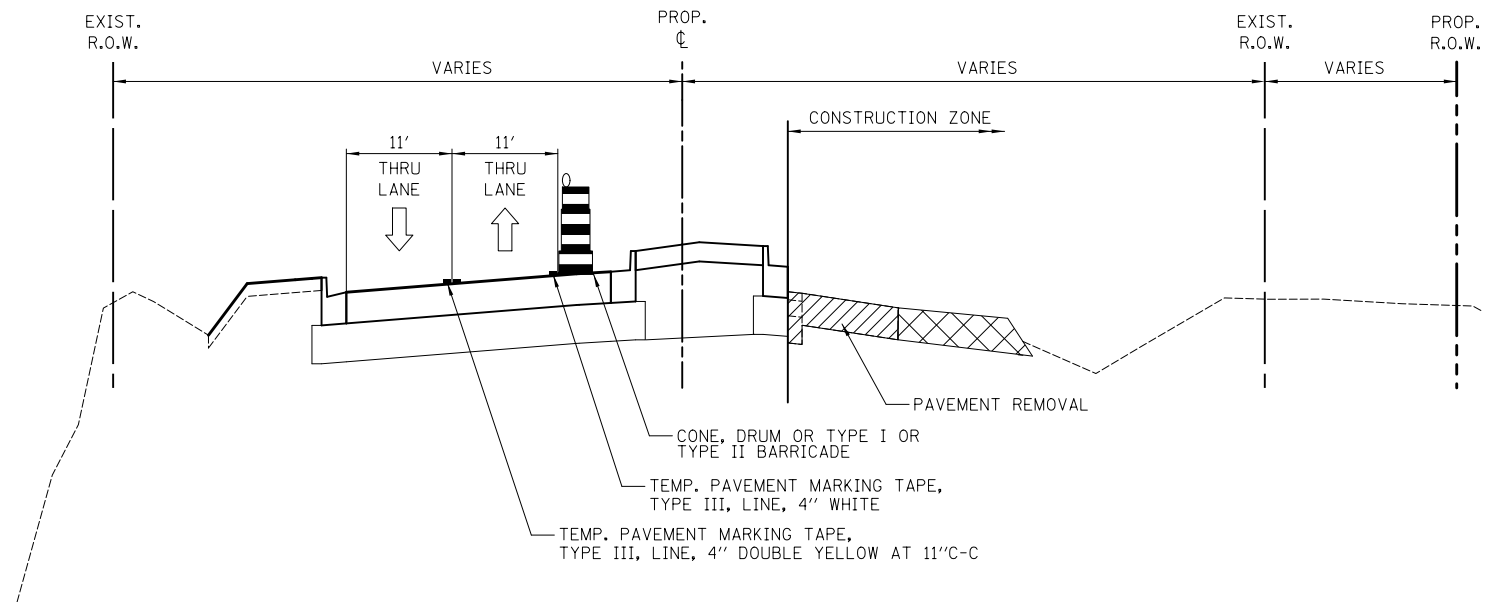
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






**STAGE 4A TYPICAL SECTION**  
ILLINOIS ROUTE 31

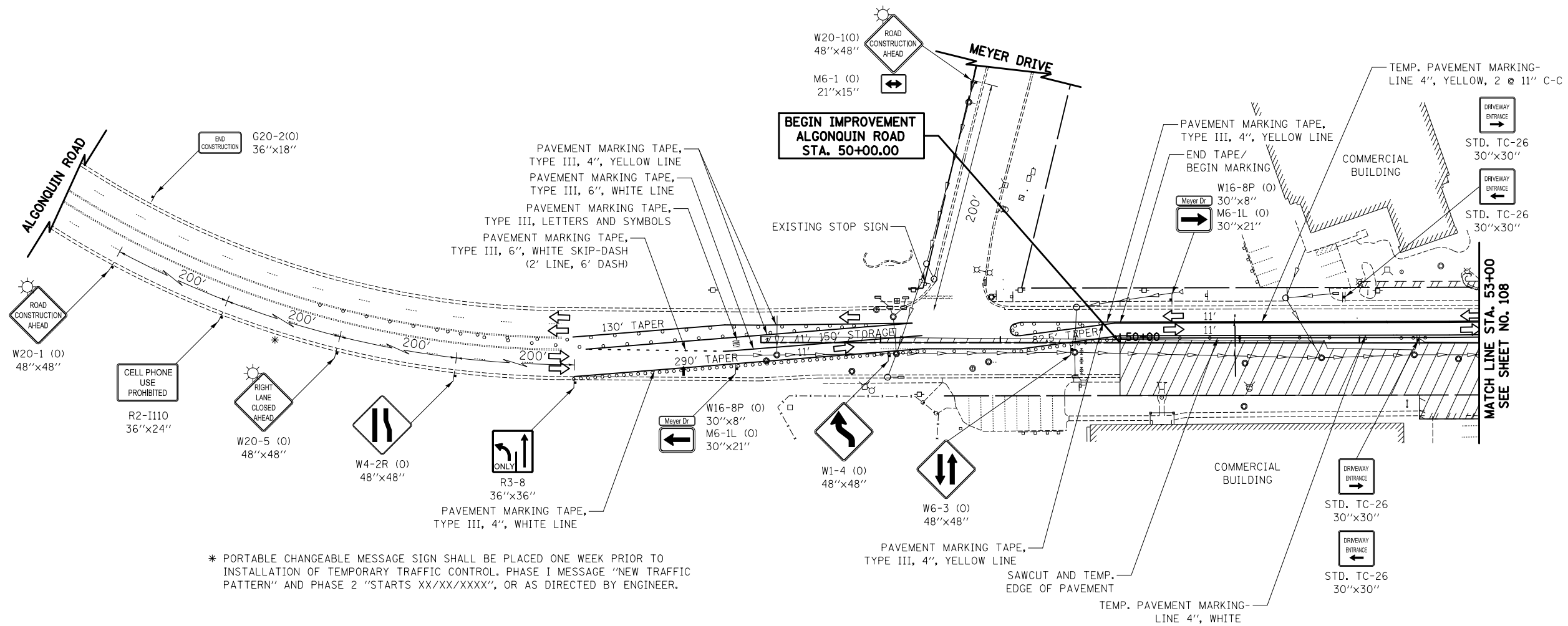
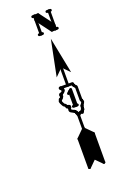


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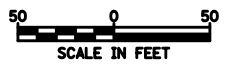
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	PLOT SCALE = 2.0000' / in.	DRAWN - PML	REVISED -					0003	18A-2	MCHENRY	825	106
	PLOT DATE = 5/2/2012	CHECKED - GAB	REVISED -					<b>CONTRACT NO. 60F72</b>				
		DATE - 5/3/2012	REVISED -					SCALE: N.T.S.	SHEET NO. 4 OF 47 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT












\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE I MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.



ALGONQUIN ROAD

FILE NAME = ... \08-MOT\160F72-sht-MOT-05.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 1A</b>			O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 107
		DRAWN - AKW	REVISED -		SCALE: 1" = 50'			SHEET NO. 5 OF 47 SHEETS			CONTRACT NO. 60F72	
		CHECKED - GAB	REVISED -		STA. ----- TO STA. 53+00			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
		DATE - 5/3/2012	REVISED -									

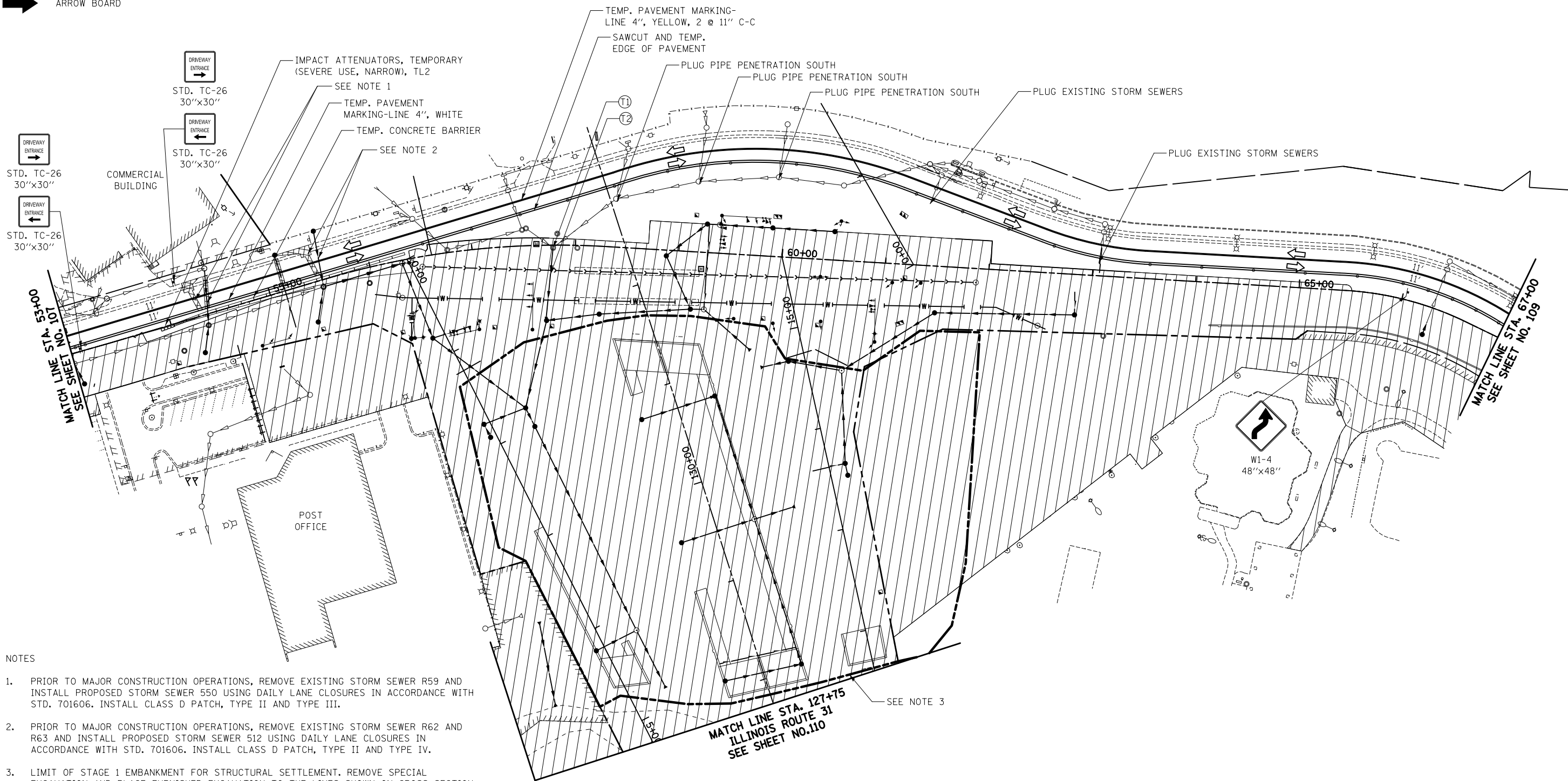
**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



TEMPORARY DRAINAGE NOTES

- Ⓣ1 STA. 57+78, 2.6' RT  
86' STORM SEWER REM 53x34 ELLIP TO THE SOUTH (R78)  
CORE OPENING  
INV = 746.9 (S)
- Ⓣ2 65'-STORM SEWERS, CLASS A, TY. 2, 36" @ 2.15%  
TBF = 13.4 CU YD



NOTES

1. PRIOR TO MAJOR CONSTRUCTION OPERATIONS, REMOVE EXISTING STORM SEWER R59 AND INSTALL PROPOSED STORM SEWER 550 USING DAILY LANE CLOSURES IN ACCORDANCE WITH STD. 701606. INSTALL CLASS D PATCH, TYPE II AND TYPE III.
2. PRIOR TO MAJOR CONSTRUCTION OPERATIONS, REMOVE EXISTING STORM SEWER R62 AND R63 AND INSTALL PROPOSED STORM SEWER 512 USING DAILY LANE CLOSURES IN ACCORDANCE WITH STD. 701606. INSTALL CLASS D PATCH, TYPE II AND TYPE IV.
3. LIMIT OF STAGE 1 EMBANKMENT FOR STRUCTURAL SETTLEMENT. REMOVE SPECIAL EXCAVATION AND PLACE FURNISHED EXCAVATION TO THE LINES SHOWN ON CROSS SECTION SHEETS:  
702 - 709

MATCH LINE STA. 127+75  
ILLINOIS ROUTE 31  
SEE SHEET NO.110













ALGONQUIN ROAD

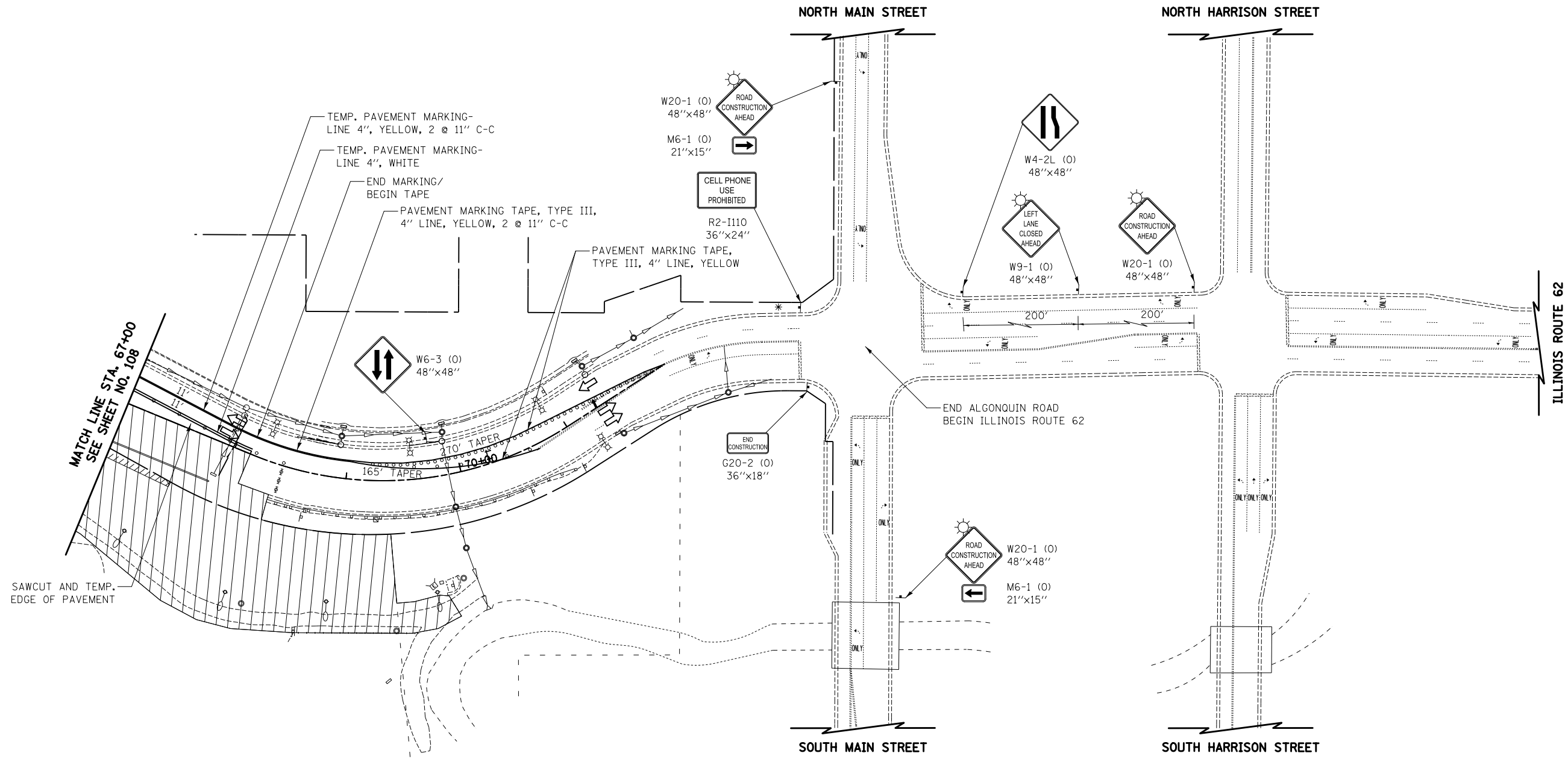
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PLOT SCALE = 100.0000' / in.				SCALE: 1" = 50'		SHEET NO. 6 OF 47 SHEETS		CONTRACT NO. 60F72		
PLOT DATE = 5/2/2012				DATE = 5/3/2012		STA. 53+00 TO STA. 67+00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN
-  MONO-DIRECTIONAL LIGHT

\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE 1 MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.



ALGONQUIN ROAD

FILE NAME = ... \08-MOT\160F72-sht-MOT-07.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -
		DRAWN - AKW	REVISED -
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	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -










STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

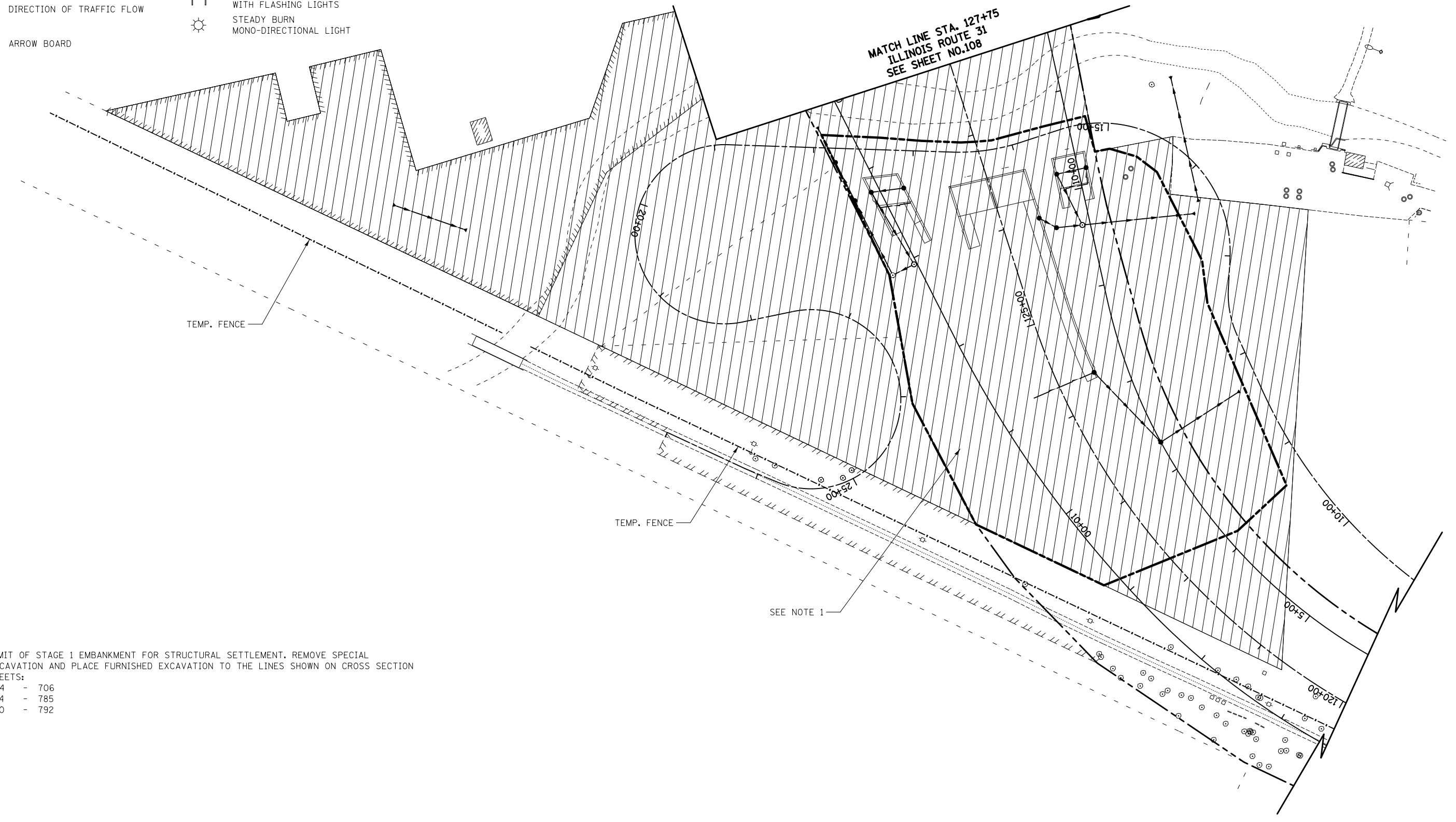
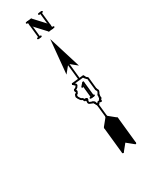
MAINTENANCE OF TRAFFIC - STAGE 1A

SCALE: 1" = 50' SHEET NO. 7 OF 47 SHEETS STA. 67+00 TO STA. -----

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	109
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT












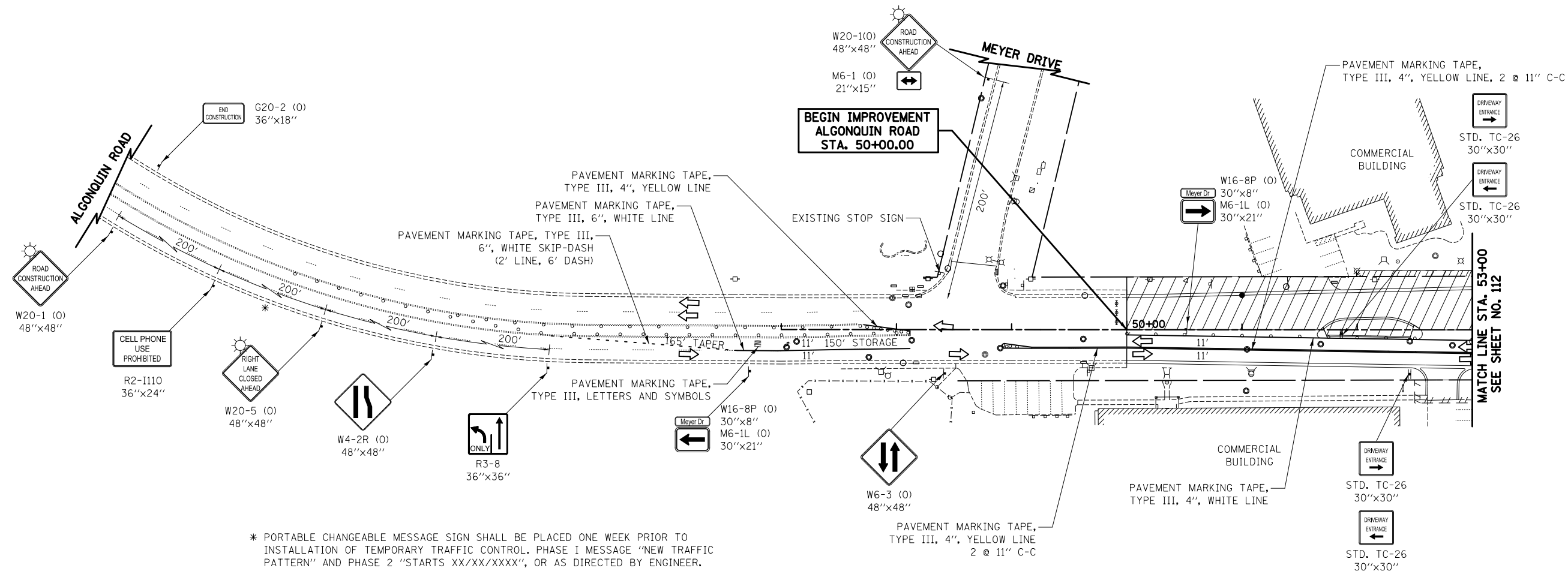
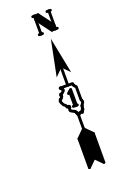
- NOTES
1. LIMIT OF STAGE 1 EMBANKMENT FOR STRUCTURAL SETTLEMENT. REMOVE SPECIAL EXCAVATION AND PLACE FURNISHED EXCAVATION TO THE LINES SHOWN ON CROSS SECTION SHEETS:  
 704 - 706  
 784 - 785  
 790 - 792



FILE NAME = ...\\08-MOT\160F72-sht-MOT-08.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 1A</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 110
PLOT SCALE = 100.0000' / in.				SCALE: 1" = 50'		SHEET NO. 8 OF 47 SHEETS		CONTRACT NO. 60F72		
PLOT DATE = 5/3/2012				DATE = 5/3/2012		STA. 120+00 TO STA. 127+75		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT

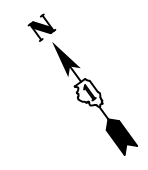


\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE I MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.


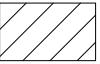









**ALGONQUIN ROAD**

FILE NAME = ... \08-MOT\160F72-sht-MOT-09.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 1B</b>			O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 111
PLOT SCALE = 100.0000' / in.					CHECKED - GAB	SCALE: 1" = 50'	SHEET NO. 9 OF 47 SHEETS	STA. -----	TO STA. 53+00	CONTRACT NO. 60F72		
PLOT DATE = 5/2/2012					DATE - 5/3/2012							
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT												

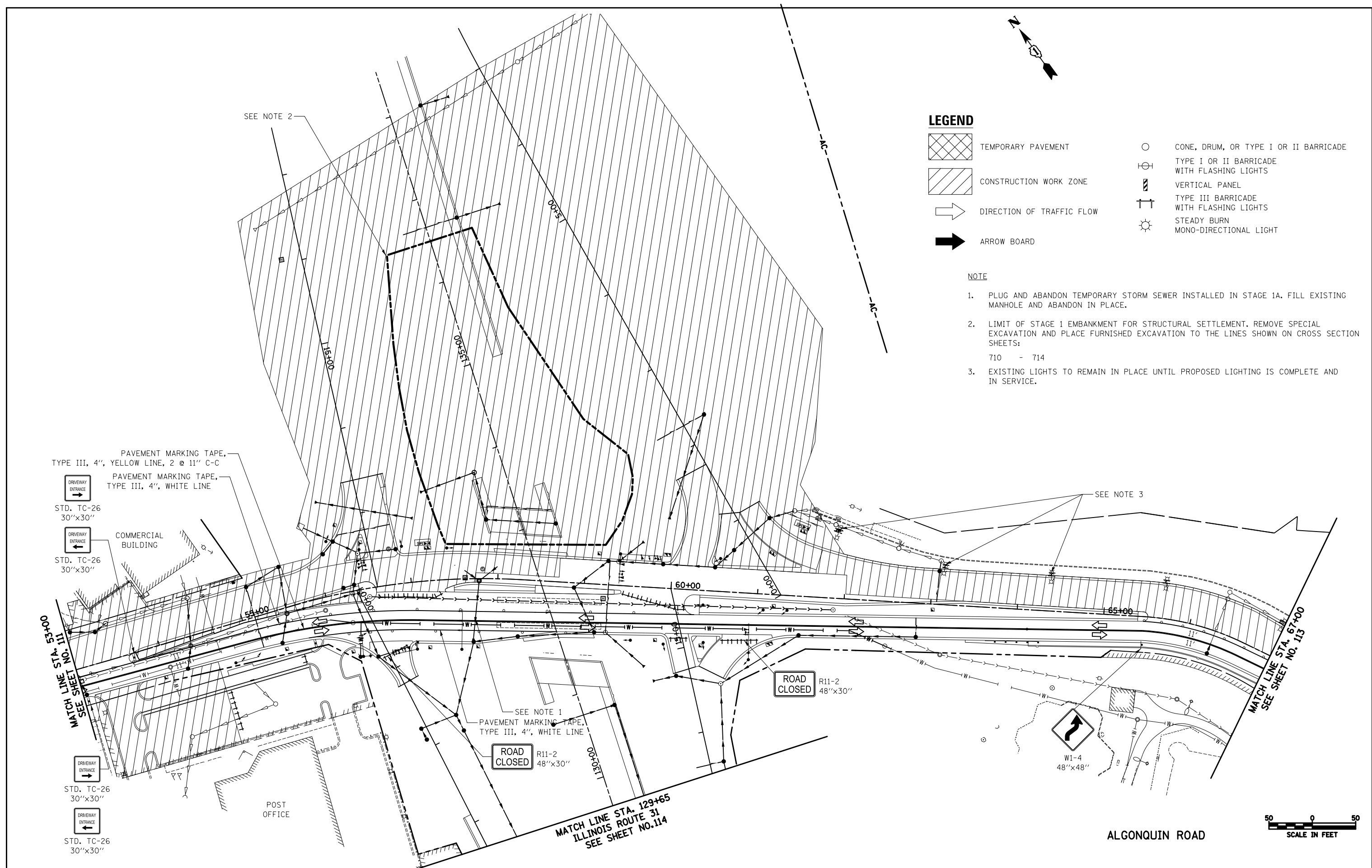


**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT

**NOTE**

1. PLUG AND ABANDON TEMPORARY STORM SEWER INSTALLED IN STAGE 1A. FILL EXISTING MANHOLE AND ABANDON IN PLACE.
2. LIMIT OF STAGE 1 EMBANKMENT FOR STRUCTURAL SETTLEMENT. REMOVE SPECIAL EXCAVATION AND PLACE FURNISHED EXCAVATION TO THE LINES SHOWN ON CROSS SECTION SHEETS:  
710 - 714
3. EXISTING LIGHTS TO REMAIN IN PLACE UNTIL PROPOSED LIGHTING IS COMPLETE AND IN SERVICE.



PAVEMENT MARKING TAPE,  
TYPE III, 4", YELLOW LINE, 2 @ 11" C-C  
PAVEMENT MARKING TAPE,  
TYPE III, 4", WHITE LINE



STD. TC-26  
30"x30"



STD. TC-26  
30"x30"

COMMERCIAL BUILDING

MATCH LINE STA. 53+00  
SEE SHEET NO. 111



STD. TC-26  
30"x30"



STD. TC-26  
30"x30"

POST OFFICE

SEE NOTE 1  
PAVEMENT MARKING TAPE,  
TYPE III, 4", WHITE LINE

**ROAD CLOSED**  
R11-2  
48"x30"

MATCH LINE STA. 129+65  
ILLINOIS ROUTE 31  
SEE SHEET NO. 114

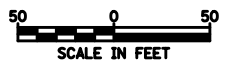
SEE NOTE 3

**ROAD CLOSED**  
R11-2  
48"x30"

**W1-4**  
48"x48"











MATCH LINE STA. 67+00  
SEE SHEET NO. 113

**ALGONQUIN ROAD**

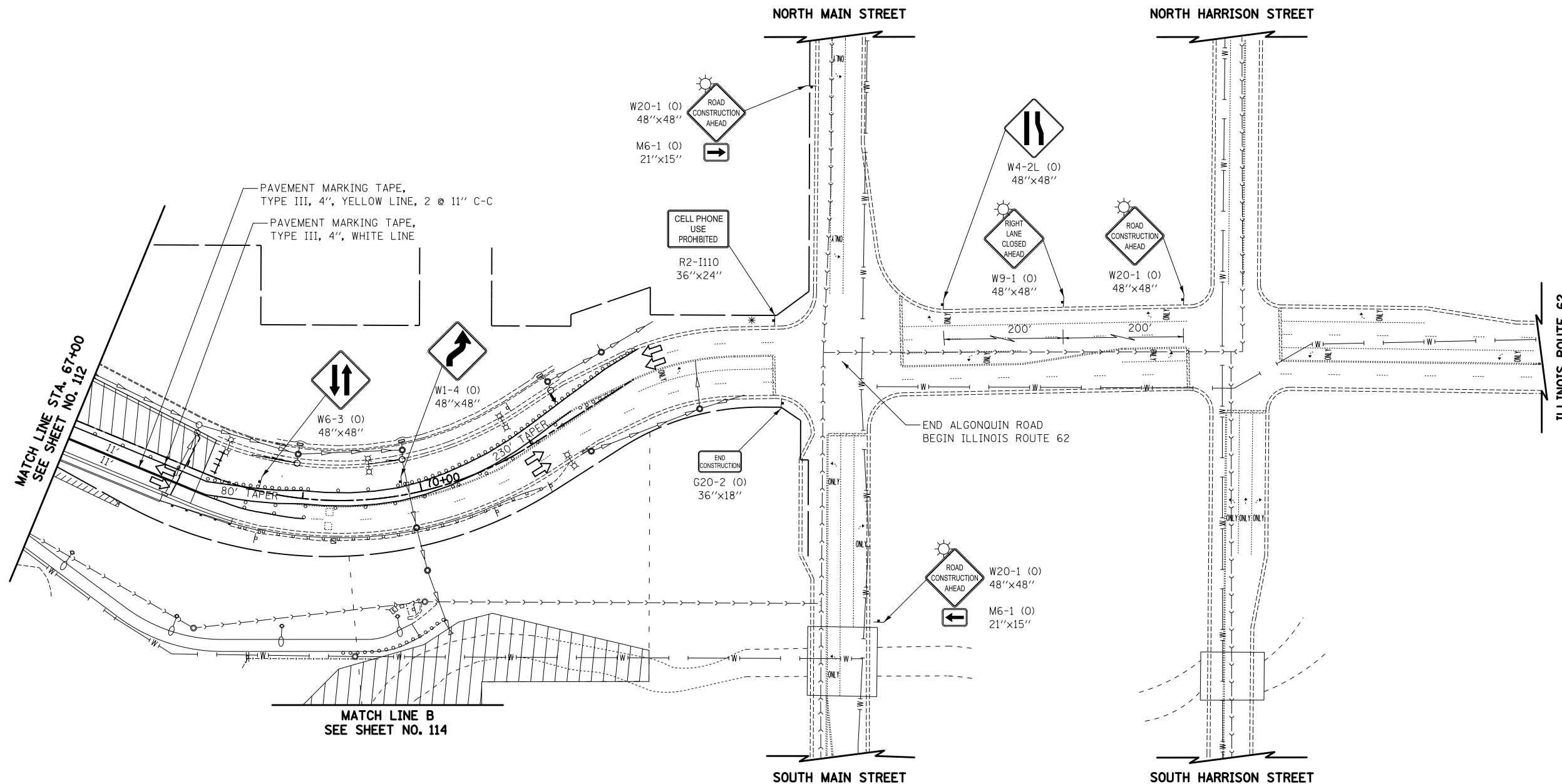


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PLOT SCALE = 100.0000' / in.					SCALE: 1" = 50'			SHEET NO. 10 OF 47 SHEETS			CONTRACT NO. 60F72	
PLOT DATE = 5/2/2012					DATE = 5/3/2012			STA. 53+00 TO STA. 67+00			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN
-  MONO-DIRECTIONAL LIGHT

\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE 1 MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.



FILE NAME =	USER NAME = ctb	DESIGNED - KWH	REVISED -
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	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE 1B**

SCALE: 1" = 50' SHEET NO. 11 OF 47 SHEETS STA. 67+00 TO STA. -----

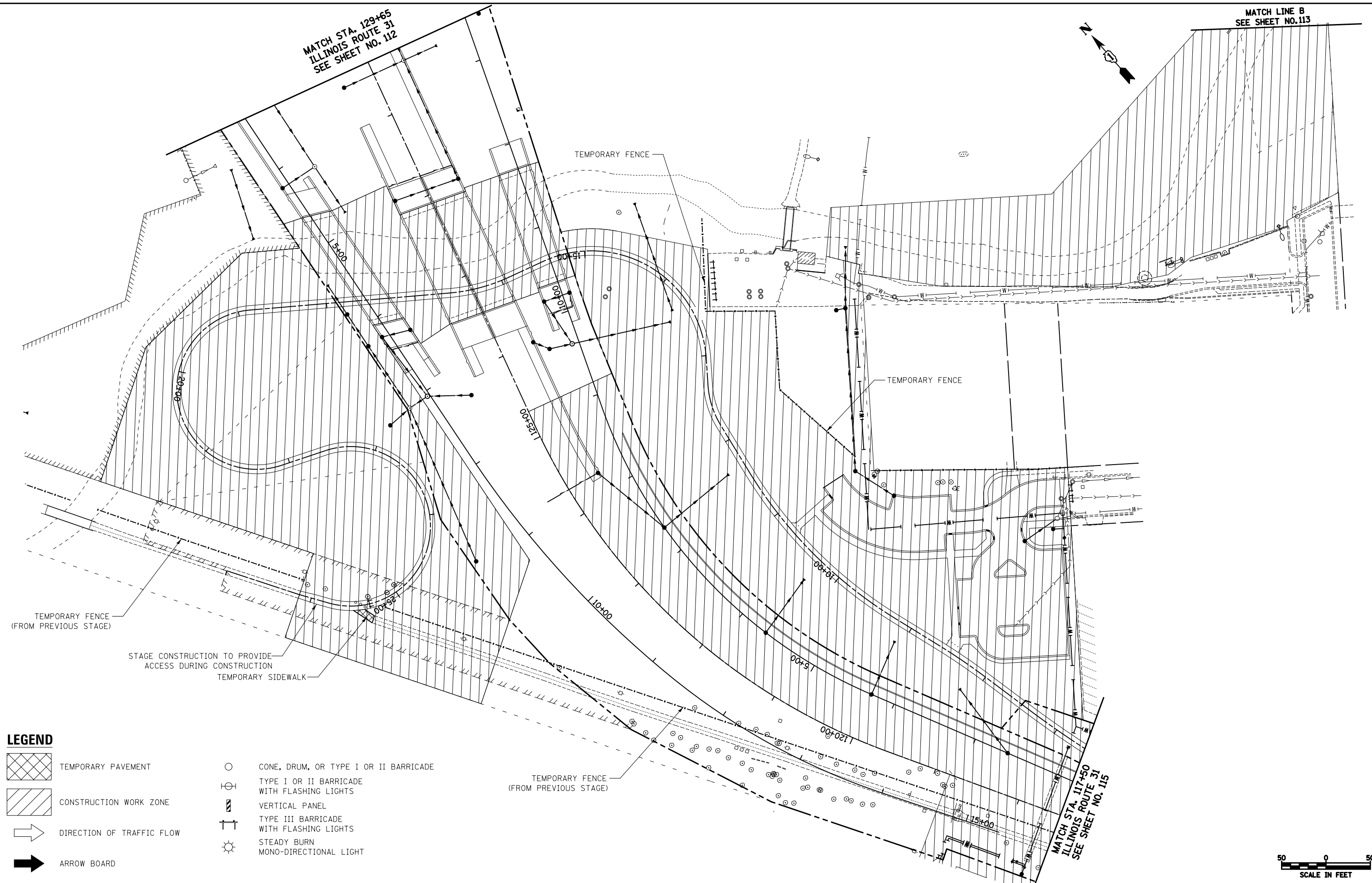
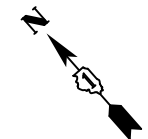
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	113
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**ALGONQUIN ROAD**


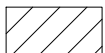









MATCH STA. 129+65  
ILLINOIS ROUTE 31  
SEE SHEET NO. 112

MATCH LINE B  
SEE SHEET NO. 113



**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



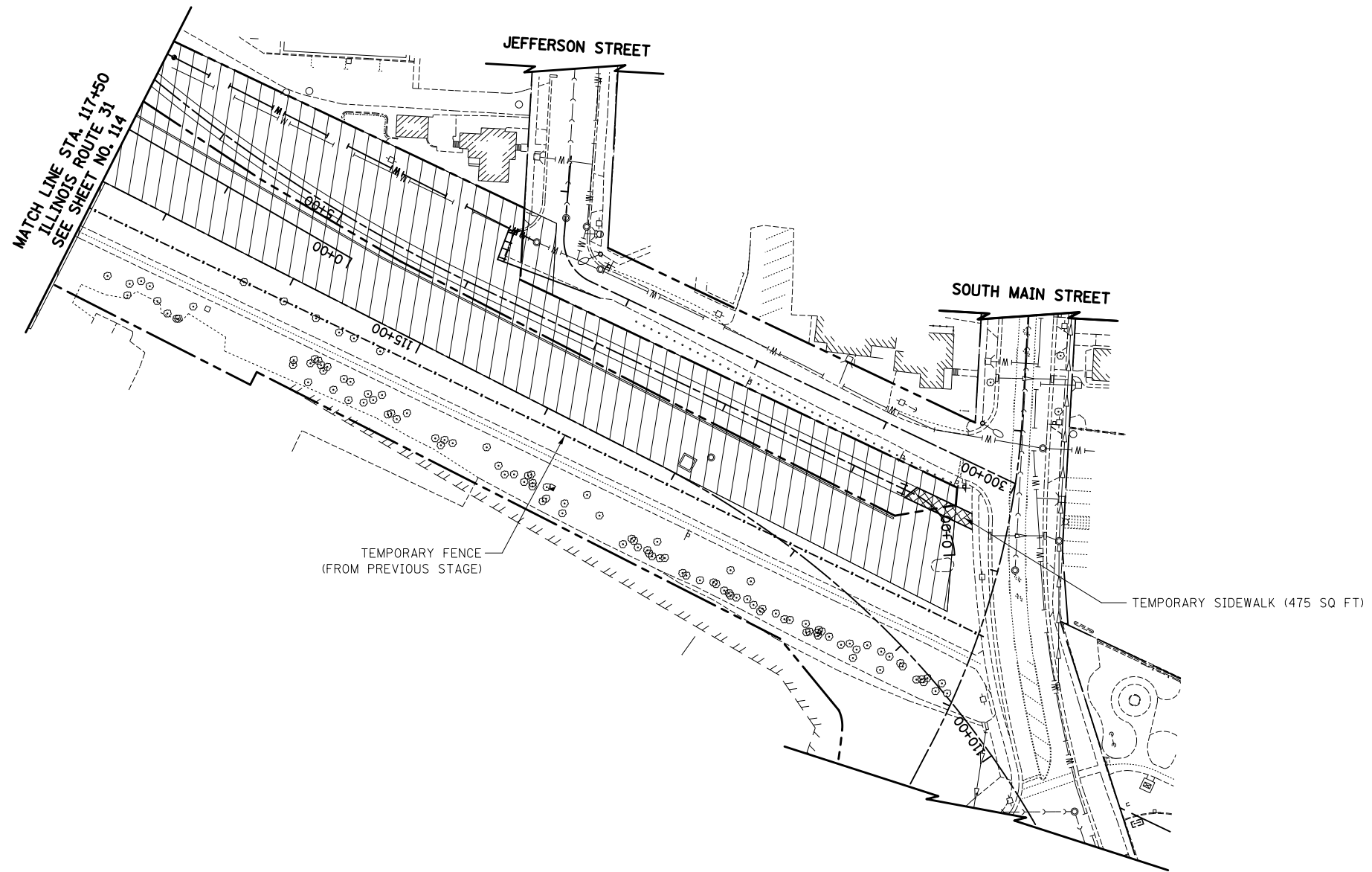
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	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE 1B**

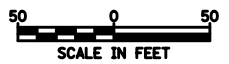
SCALE: 1" = 50' SHEET NO. 12 OF 47 SHEETS STA. 117+50 TO STA. 129+65

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	114
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LEGEND**

- TEMPORARY PAVEMENT
- CONSTRUCTION WORK ZONE
- DIRECTION OF TRAFFIC FLOW
- ARROW BOARD
- CONE, DRUM, OR TYPE I OR II BARRICADE
- TYPE I OR II BARRICADE WITH FLASHING LIGHTS
- VERTICAL PANEL
- TYPE III BARRICADE WITH FLASHING LIGHTS
- STEADY BURN MONO-DIRECTIONAL LIGHT



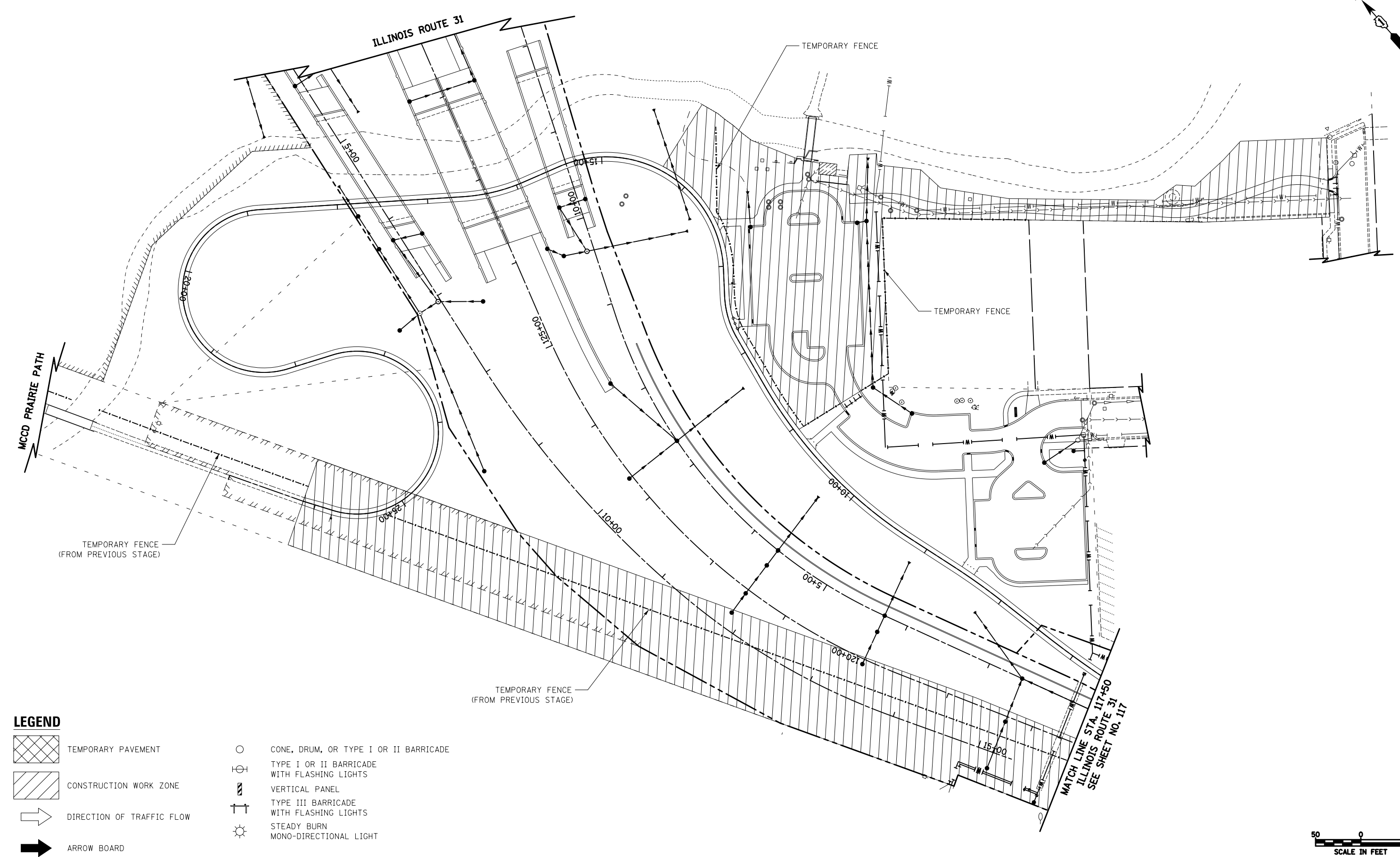
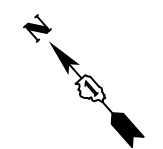
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		DRAWN - AKW	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC – STAGE 1B**

SCALE: 1" = 50'    SHEET NO. 13 OF 47 SHEETS    STA. 110+75 TO STA. 117+50

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	115
<b>CONTRACT NO. 60F72</b>				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LEGEND**

- TEMPORARY PAVEMENT
- CONSTRUCTION WORK ZONE
- DIRECTION OF TRAFFIC FLOW
- ARROW BOARD
- CONE, DRUM, OR TYPE I OR II BARRICADE
- TYPE I OR II BARRICADE WITH FLASHING LIGHTS
- VERTICAL PANEL
- TYPE III BARRICADE WITH FLASHING LIGHTS
- STEADY BURN MONO-DIRECTIONAL LIGHT



FILE NAME = ...\\08-MOT\160F72-sht-MOT-14.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -
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	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

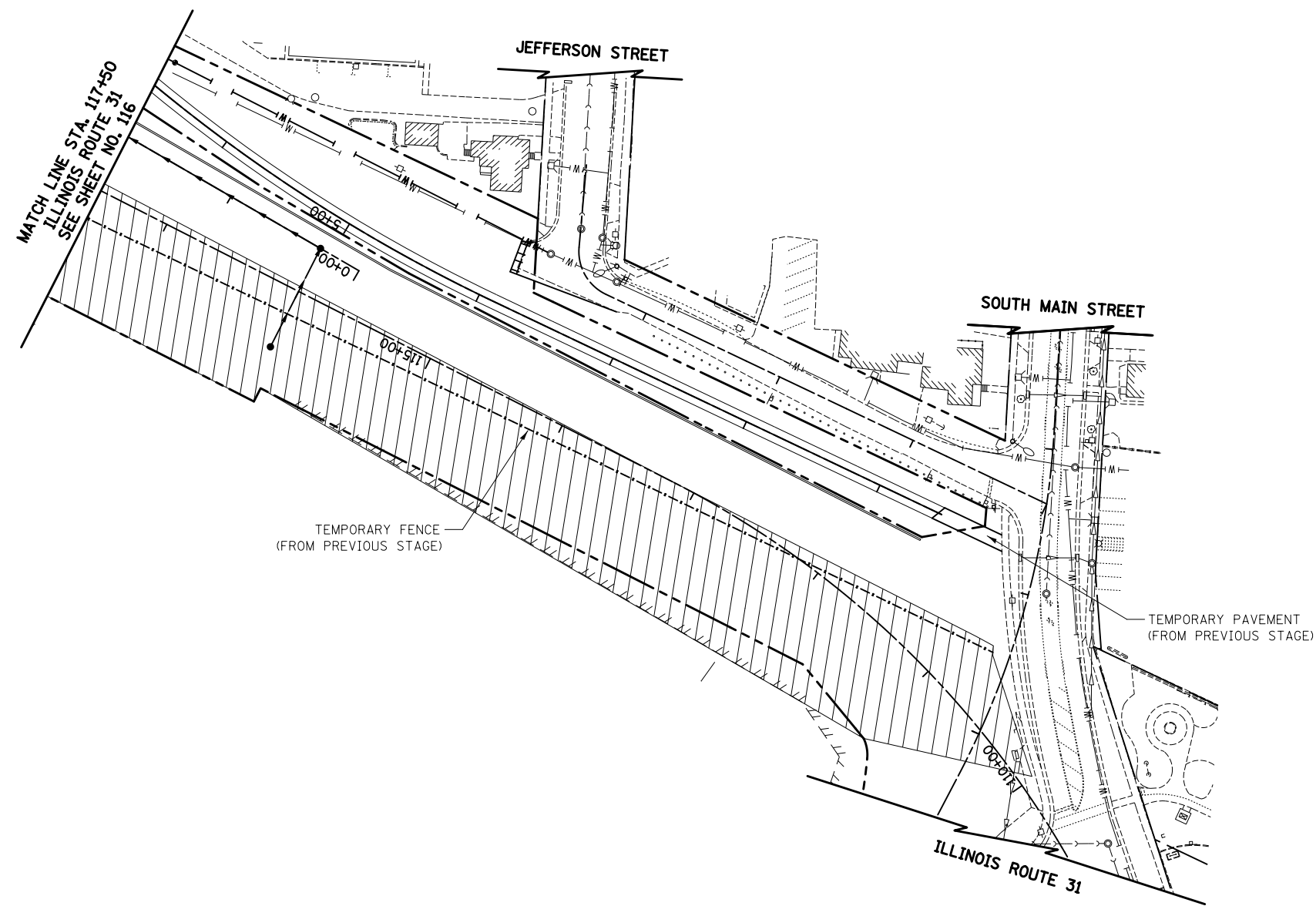
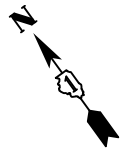
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE 1C**

SCALE: 1" = 50'    SHEET NO. 14 OF 47 SHEETS    STA. 117+50    TO STA. 128+65

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	116
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





**LEGEND**

- TEMPORARY PAVEMENT
- CONSTRUCTION WORK ZONE
- DIRECTION OF TRAFFIC FLOW
- ARROW BOARD
- CONE, DRUM, OR TYPE I OR II BARRICADE
- TYPE I OR II BARRICADE WITH FLASHING LIGHTS
- VERTICAL PANEL
- TYPE III BARRICADE WITH FLASHING LIGHTS
- STEADY BURN MONO-DIRECTIONAL LIGHT



FILE NAME = ...\\08-MOT\0160F72-sht-MOT-15.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -
		DRAWN - AKW	REVISED -
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	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -










**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

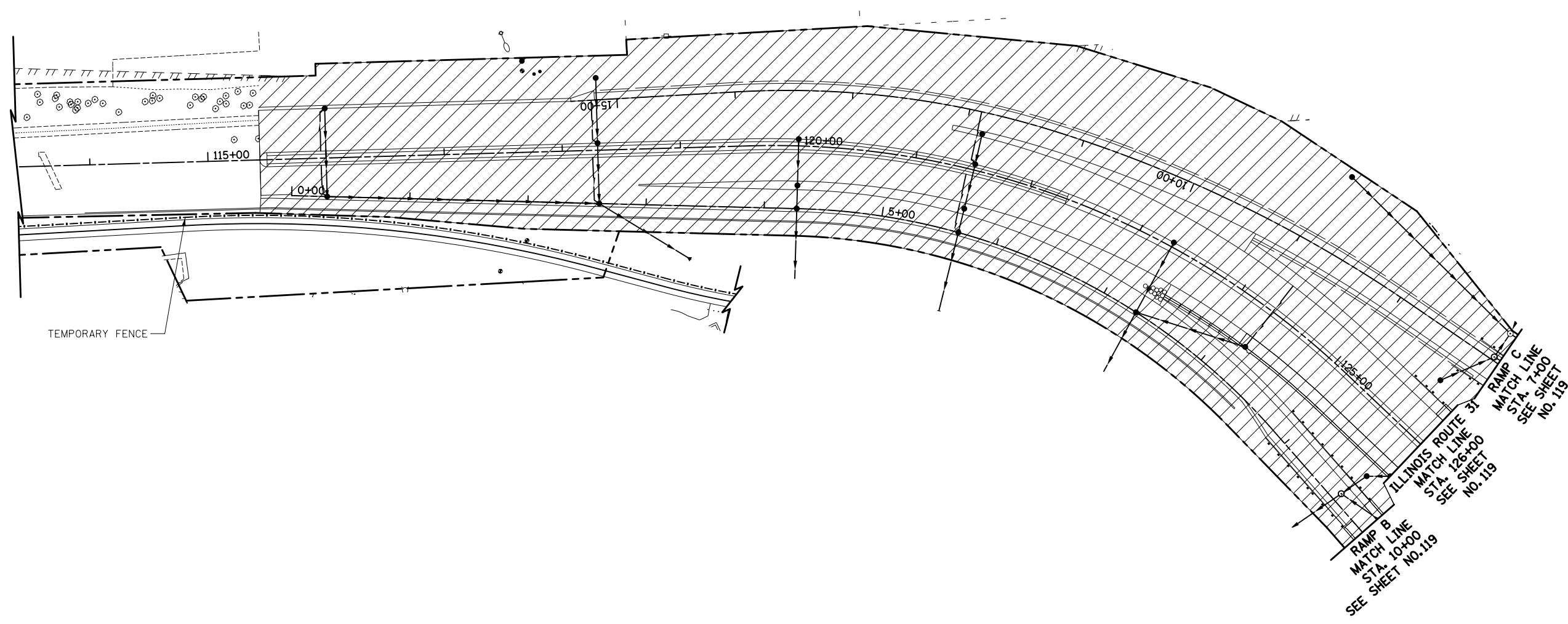
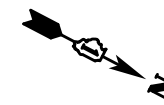
**MAINTENANCE OF TRAFFIC - STAGE 1C**

SCALE: 1" = 50'    SHEET NO. 15 OF 47 SHEETS    STA. 110+00    TO STA. 117+50

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	117
<b>CONTRACT NO. 60F72</b>				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



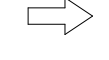








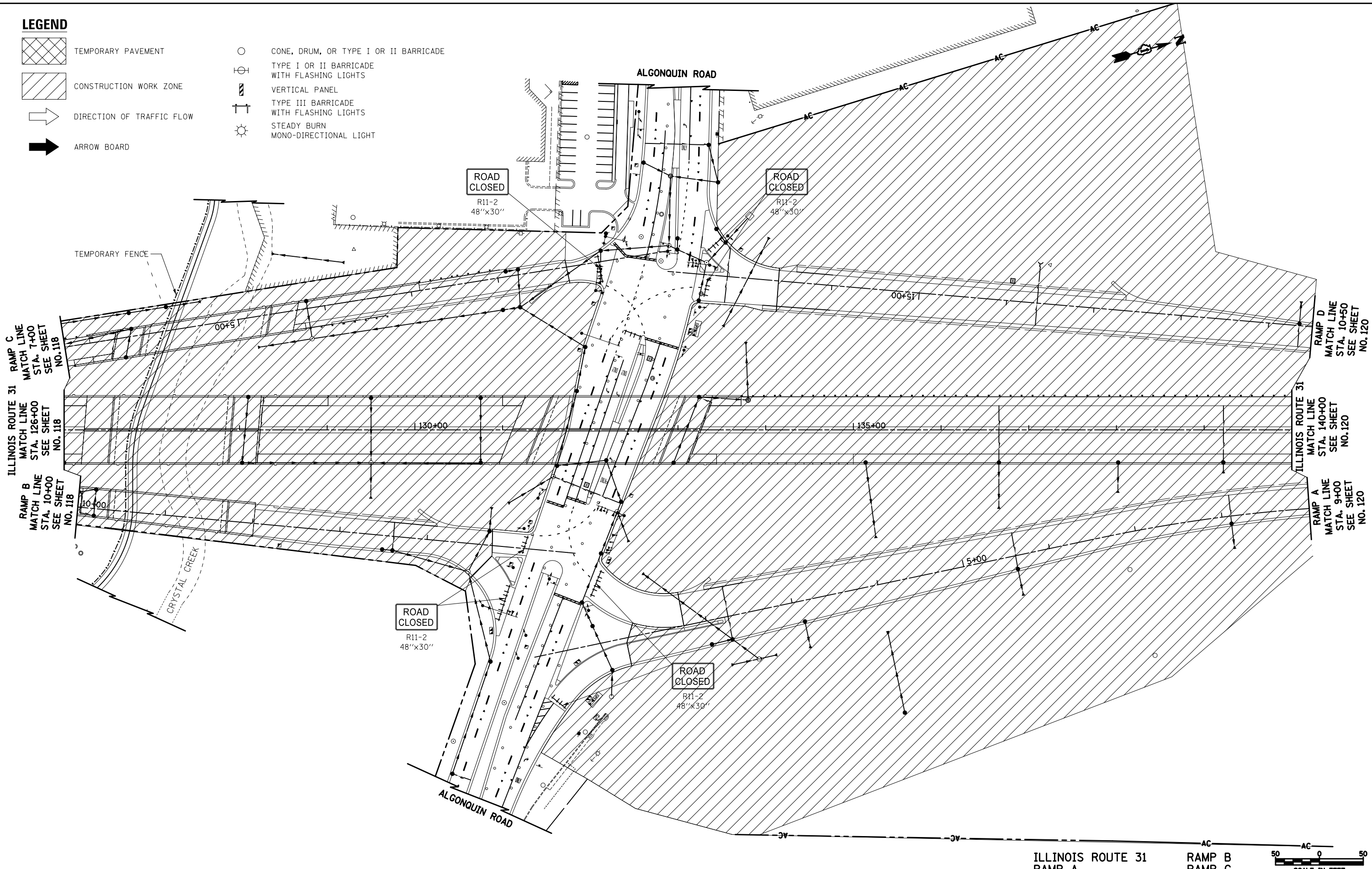
ILLINOIS ROUTE 31  
RAMP B  
RAMP C



FILE NAME = ...\\08-MOT\DI60F72-sht-MOT-16.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 2A</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 118		
PLOT SCALE = 100.0000' / in.	CHECKED - GAB	DATE - 5/3/2012	REVISED -			SCALE: 1" = 50'	SHEET NO. 16 OF 47 SHEETS	STA. 112+00	TO STA. 126+00	CONTRACT NO. 60F72		
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

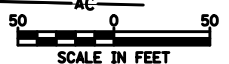
**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



ILLINOIS ROUTE 31  
RAMP A

RAMP B  
RAMP C



FILE NAME =  
...\\08-MOT\160F72-sht-MOT-17.dgn

USER NAME = ctb  
PLOT SCALE = 100.0000' / 1" =  
PLOT DATE = 5/2/2012

DESIGNED - KWH  
DRAWN - AKW  
CHECKED - GAB  
DATE - 5/3/2012

REVISED -  
REVISED -  
REVISED -  
REVISED -



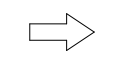






**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

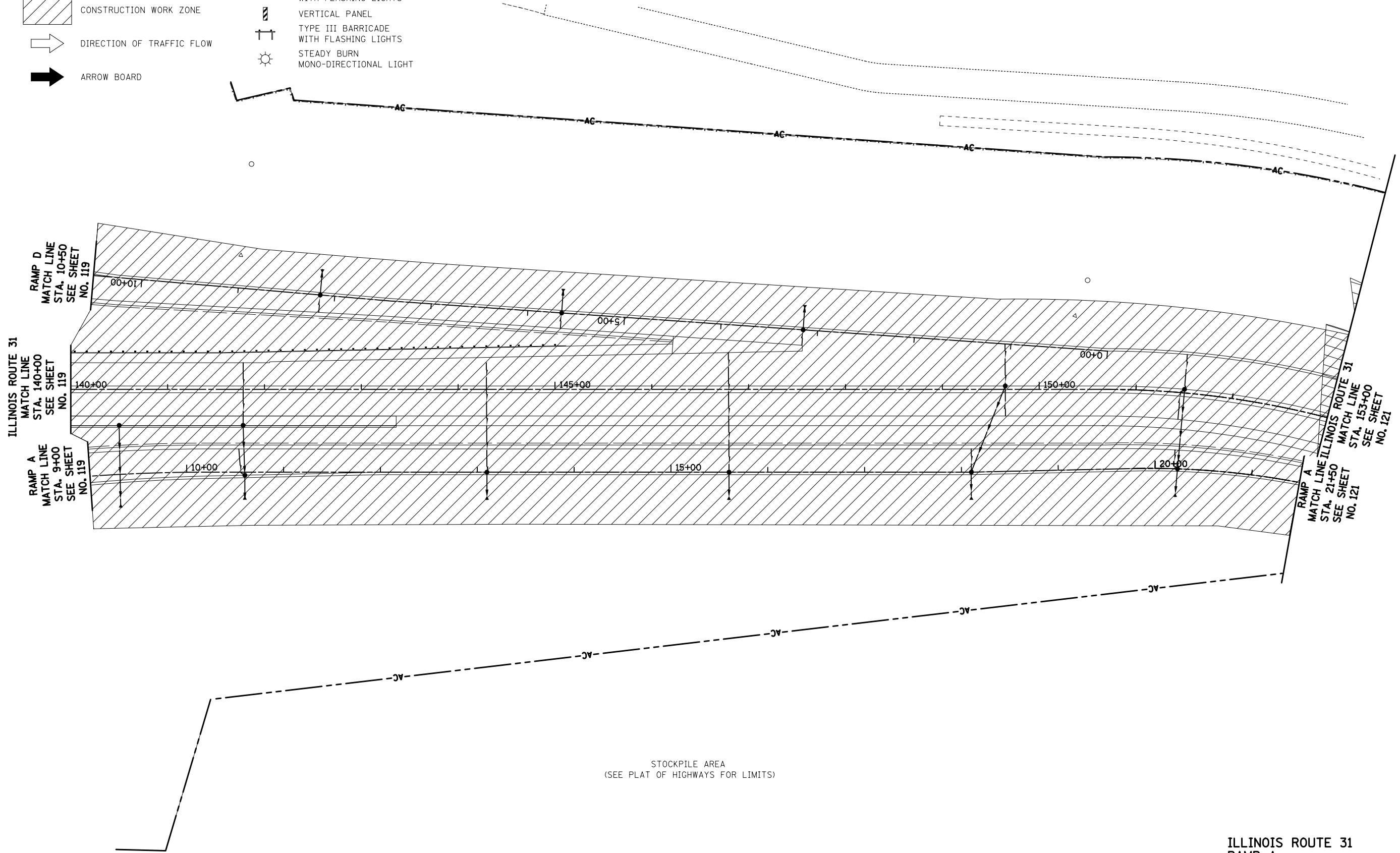
**MAINTENANCE OF TRAFFIC - STAGE 2A**

SCALE: 1" = 50' SHEET NO. 17 OF 47 SHEETS STA. 126+00 TO STA. 140+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	119
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



STOCKPILE AREA  
(SEE PLAT OF HIGHWAYS FOR LIMITS)

ILLINOIS ROUTE 31  
RAMP A  
RAMP D



FILE NAME =  
...\\08-MOT\160F72-sht-MOT-18.dgn

USER NAME = ctb  
DESIGNED - KWH  
DRAWN - AKW  
PLOT SCALE = 100.0000' / in.  
PLOT DATE = 5/2/2012


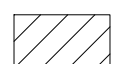







REVISED -  
REVISED -  
REVISED -  
REVISED -

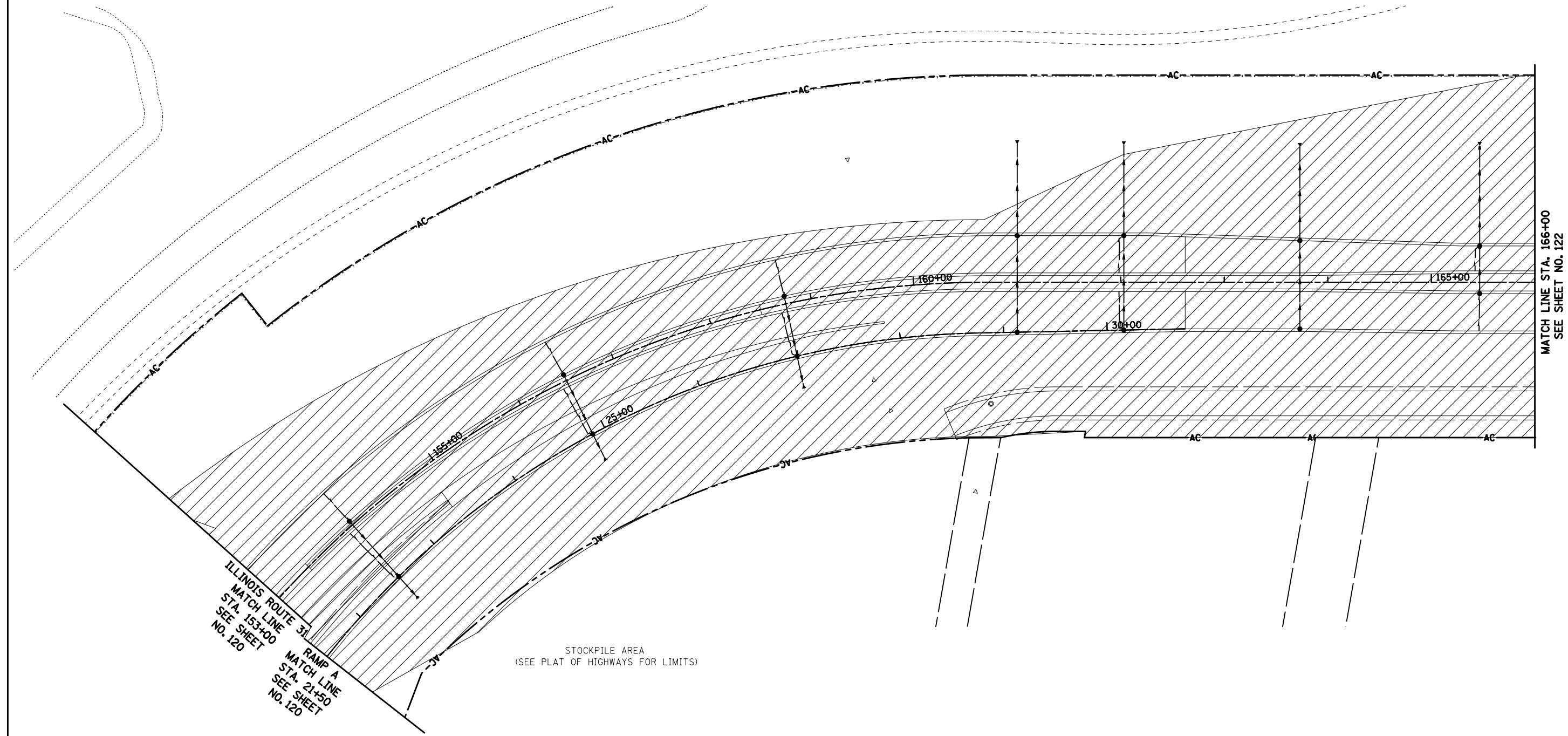
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE 2A**  
SCALE: 1" = 50' SHEET NO. 18 OF 47 SHEETS STA. 140+00 TO STA. 153+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	120
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



ILLINOIS ROUTE 31  
MATCH LINE  
STA. 153+00  
SEE SHEET  
NO. 120

RAMP A  
MATCH LINE  
STA. 21+50  
SEE SHEET  
NO. 120

STOCKPILE AREA  
(SEE PLAT OF HIGHWAYS FOR LIMITS)

MATCH LINE STA. 166+00  
SEE SHEET NO. 122

**ILLINOIS ROUTE 31  
RAMP A**



FILE NAME = ...\\08-MOT\160F72-sht-MOT-19.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -
		DRAWN - AKW	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -



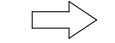






**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

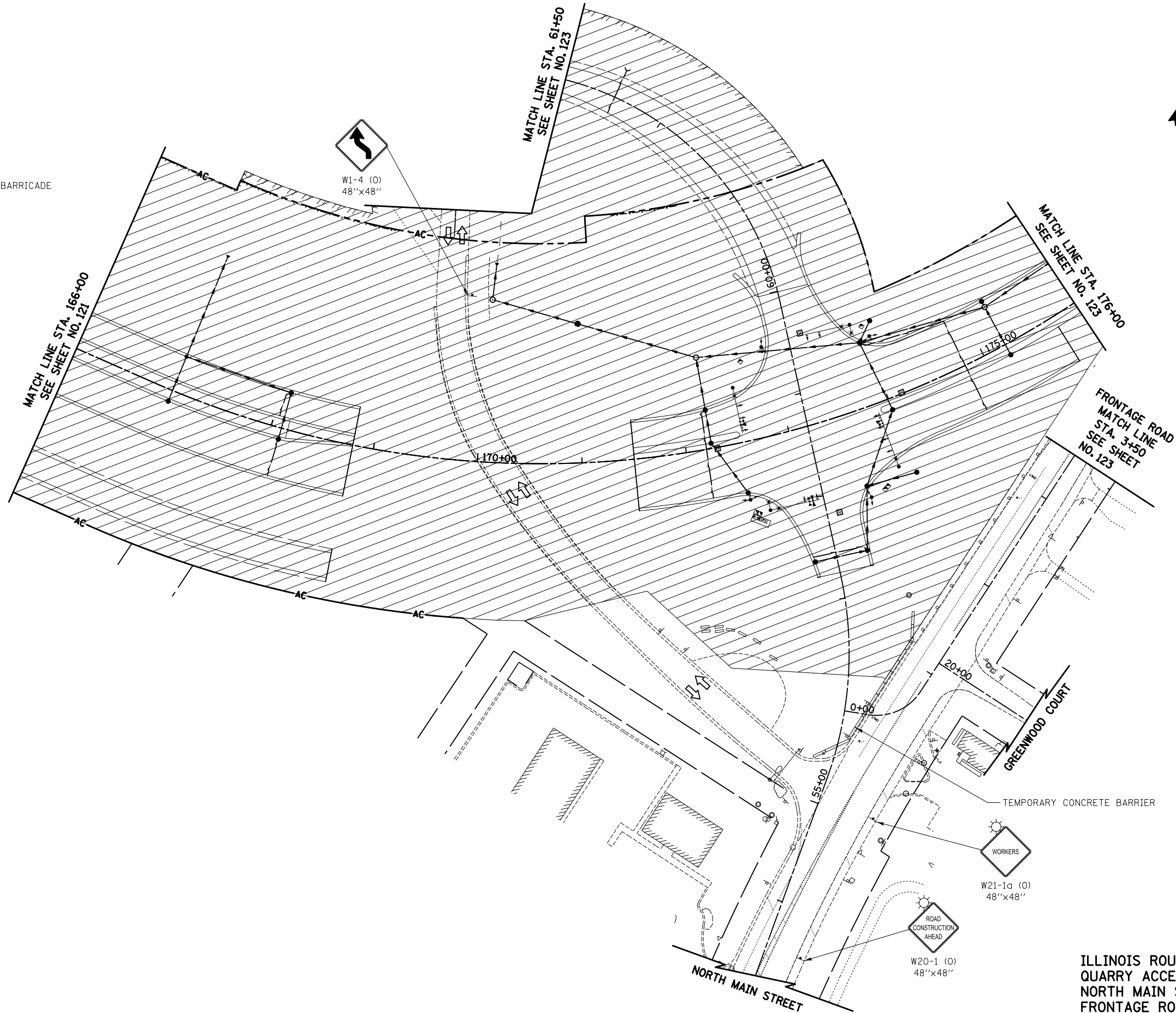
**MAINTENANCE OF TRAFFIC - STAGE 2A**

SCALE: 1" = 50'    SHEET NO. 19 OF 47 SHEETS    STA. 153+00 TO STA. 166+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	121
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



ILLINOIS ROUTE 31  
 QUARRY ACCESS  
 NORTH MAIN STREET  
 FRONTAGE ROAD  
 GREENWOOD COURT



FILE NAME =  
 ...\\08-MOT\160F72-sht-MOT-20.dgn

USER NAME = ctb  
 PLOT SCALE = 100.0000' / 1in.  
 PLOT DATE = 5/2/2012

DESIGNED - KWH  
 DRAWN - AKW  
 CHECKED - GAB  
 DATE - 5/3/2012

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -


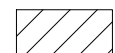
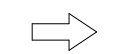

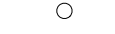




**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE 2A**

SCALE: 1" = 50'    SHEET NO. 20 OF 47 SHEETS    STA. 166+00 TO STA. 175+50

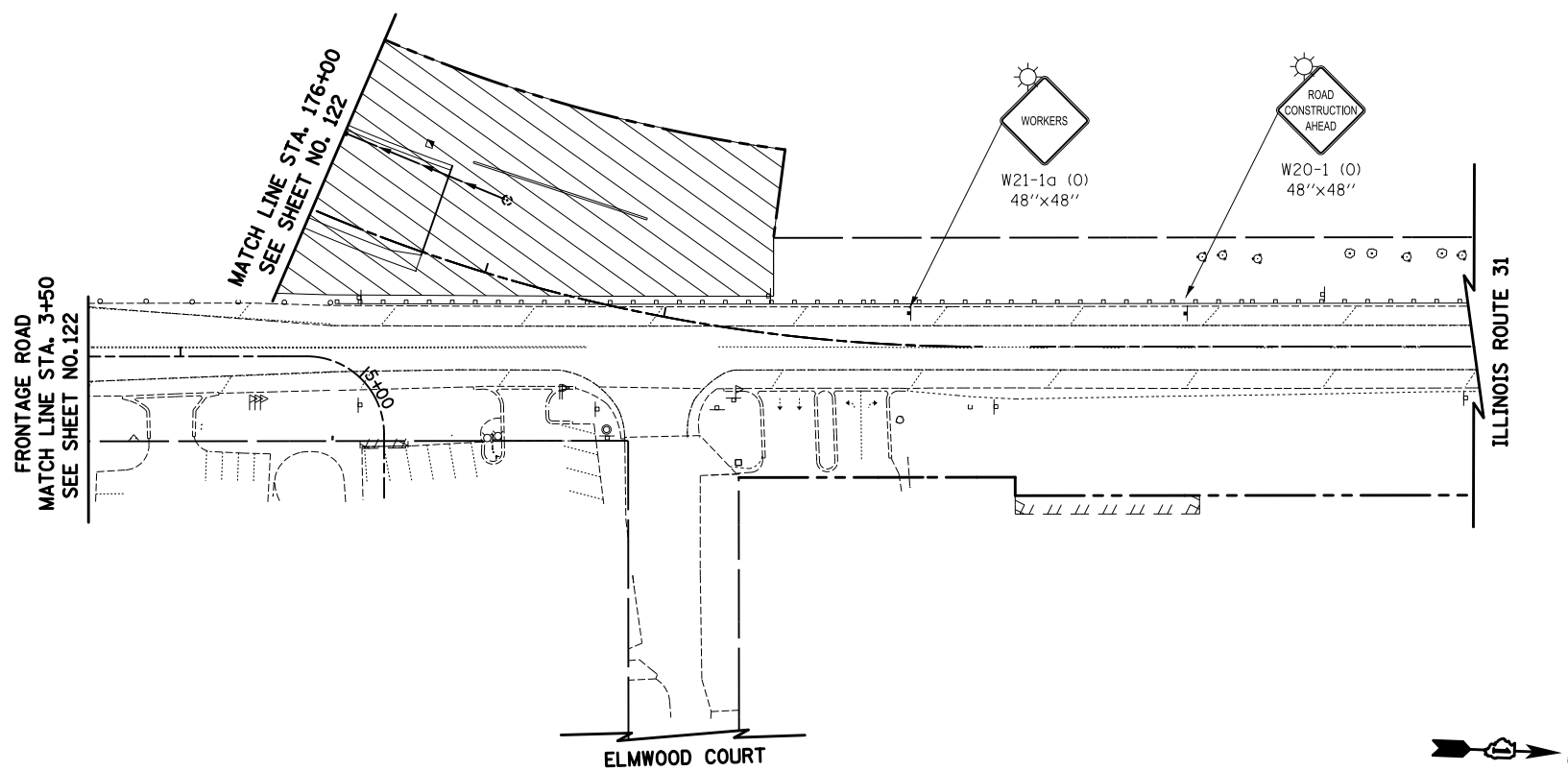
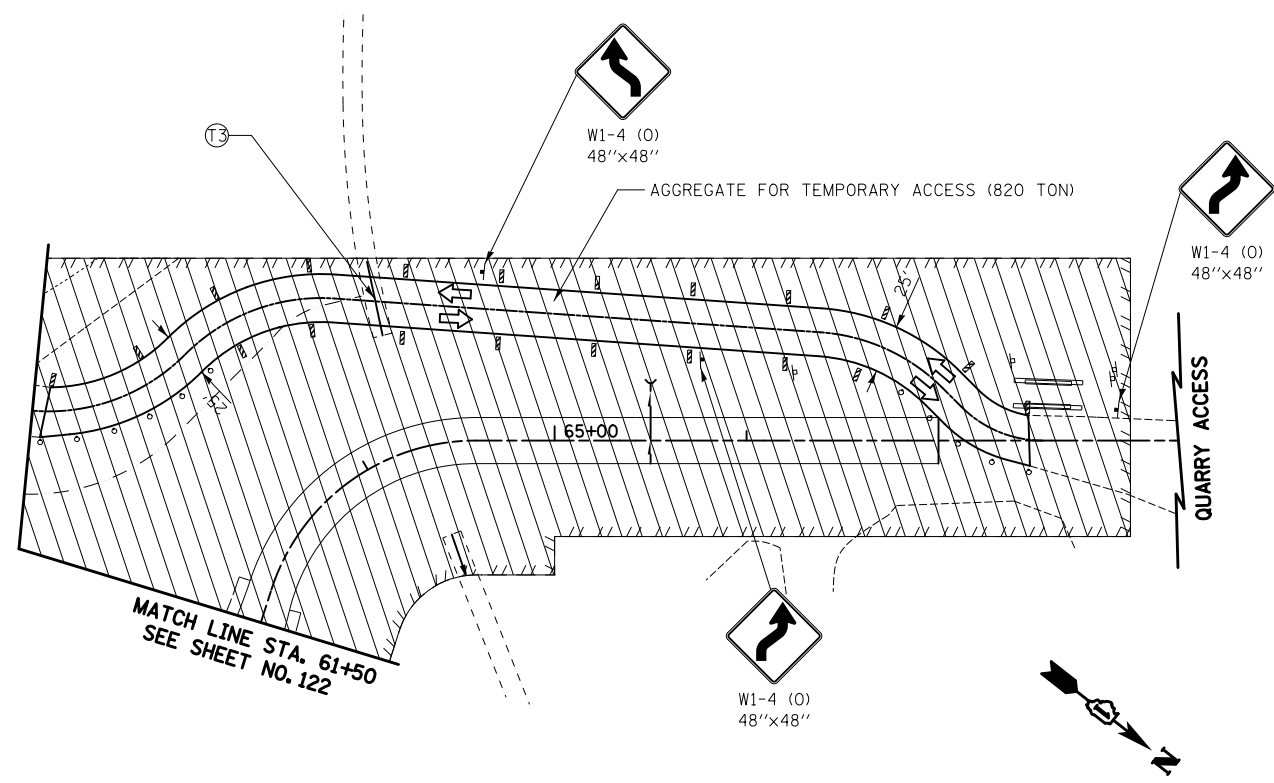
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	122
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

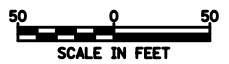
-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT

TEMPORARY DRAINAGE NOTES

⑬ 39'-PIPE CULVERTS, CLASS C, TY. 1 3/8" (TEMPORARY) @ 0.37%  
TBF = 0.0 CU YD



ILLINOIS ROUTE 31  
QUARRY ACCESS  
NORTH MAIN STREET  
FRONTAGE ROAD  
GREENWOOD COURT



FILE NAME = ... \08-MOT\160F72-sht-MOT-21.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -
		DRAWN - AKW	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -


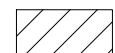
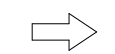

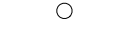




STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

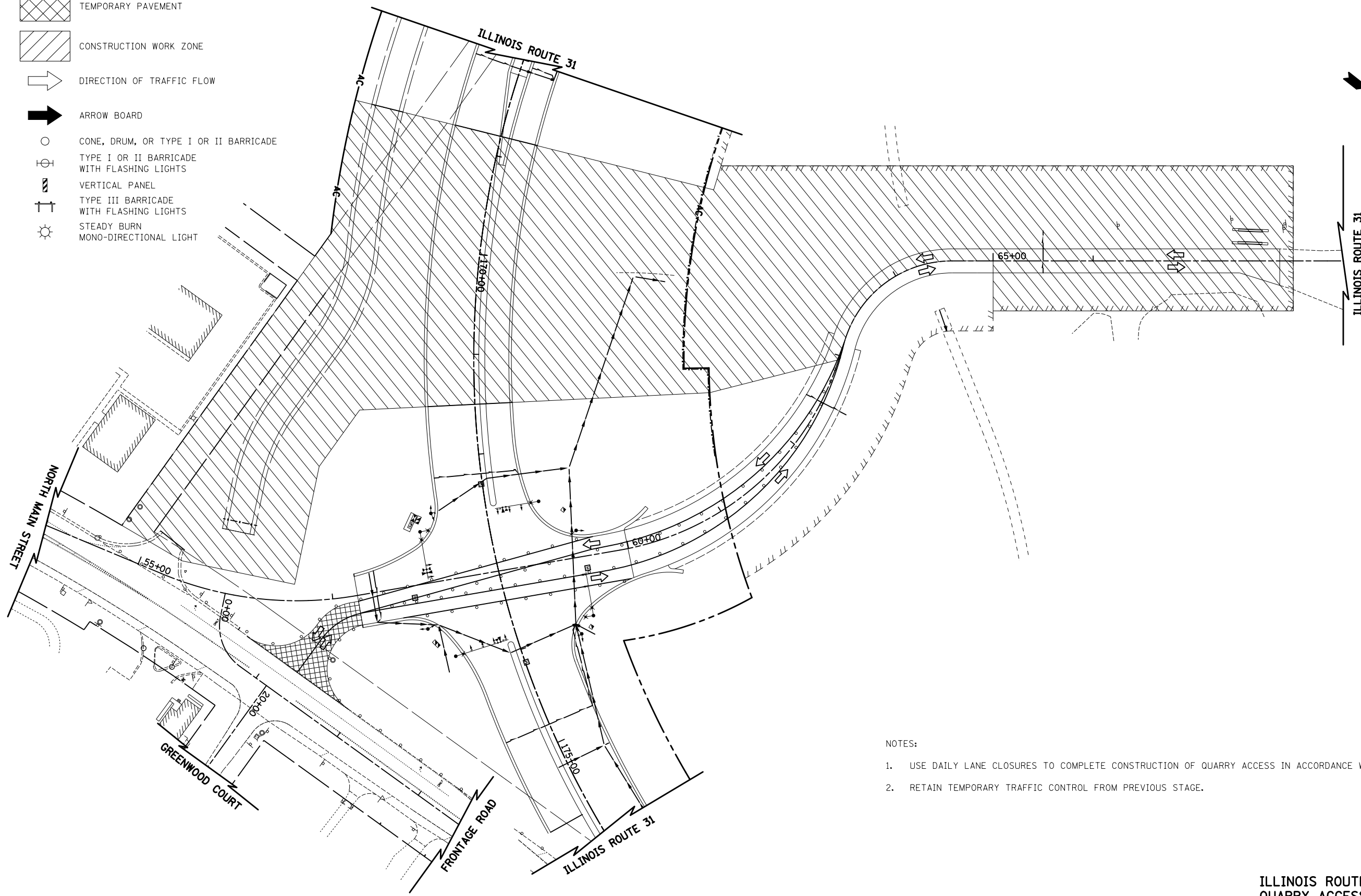
MAINTENANCE OF TRAFFIC - STAGE 2A

SCALE: 1" = 50' SHEET NO. 21 OF 47 SHEETS STA. 166+00 TO STA. 175+50

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	123
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

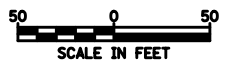
-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



NOTES:

1. USE DAILY LANE CLOSURES TO COMPLETE CONSTRUCTION OF QUARRY ACCESS IN ACCORDANCE WITH STD. 701201.
2. RETAIN TEMPORARY TRAFFIC CONTROL FROM PREVIOUS STAGE.

ILLINOIS ROUTE 31  
 QUARRY ACCESS  
 NORTH MAIN STREET  
 FRONTAGE ROAD  
 GREENWOOD COURT



FILE NAME =  
 ...\\08-MOT\160F72-sht-MOT-22.dgn

USER NAME = ctb  
 PLOT SCALE = 100.0000' / 1in.  
 PLOT DATE = 5/2/2012

DESIGNED - KWH  
 DRAWN - AKW  
 CHECKED - GAB  
 DATE - 5/3/2012

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION











MAINTENANCE OF TRAFFIC - STAGE 2B

SCALE: 1" = 50' SHEET NO. 22 OF 47 SHEETS STA. 166+00 TO STA. 175+50

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	124
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LEGEND**

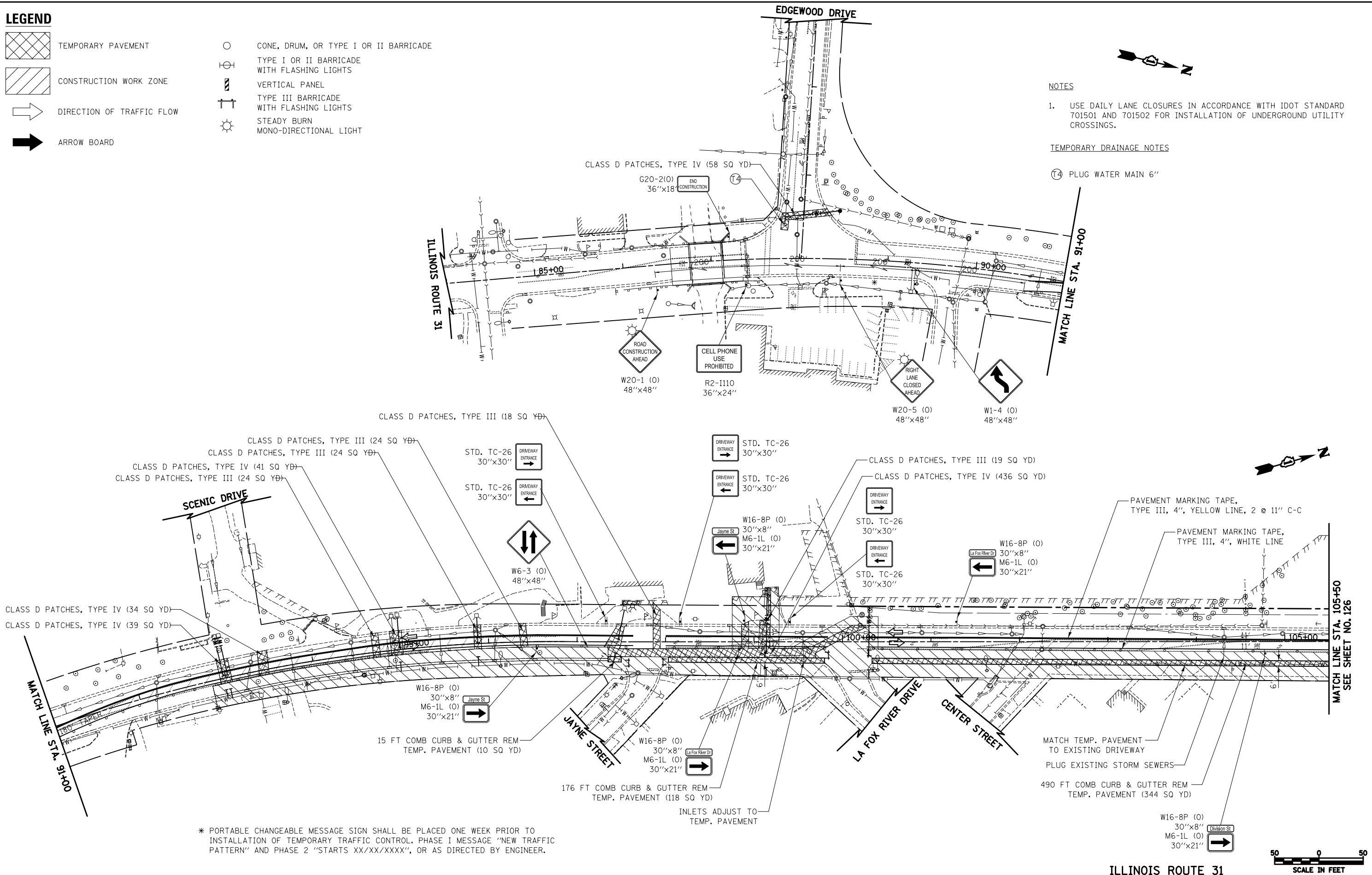
-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN
-  MONO-DIRECTIONAL LIGHT

**NOTES**

1. USE DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARD 701501 AND 701502 FOR INSTALLATION OF UNDERGROUND UTILITY CROSSINGS.

**TEMPORARY DRAINAGE NOTES**

- (T4) PLUG WATER MAIN 6"












\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE I MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.

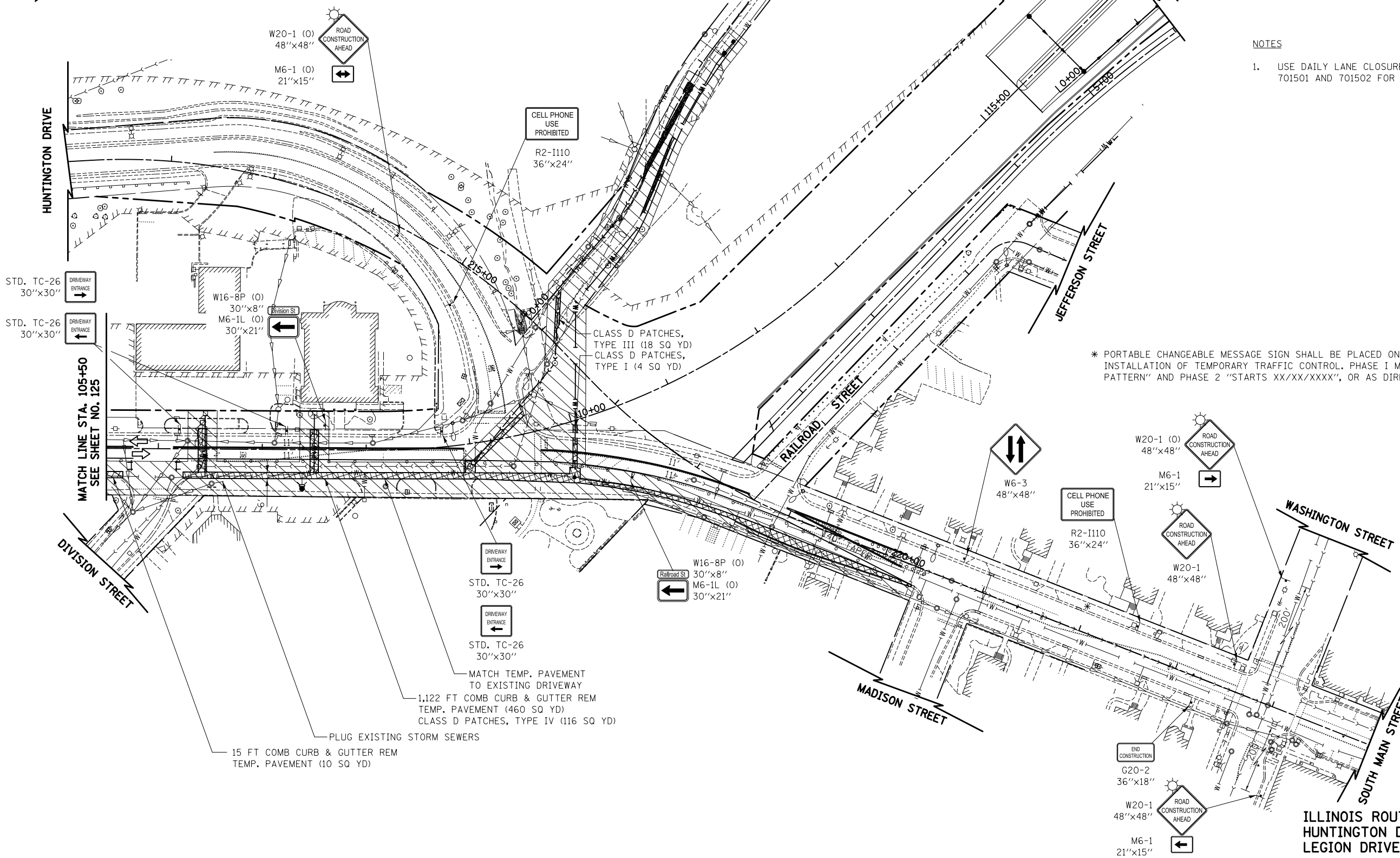
ILLINOIS ROUTE 31



FILE NAME = ... \08-MOT\160F72-sht-MOT-23.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 3A</b>			O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 125	
PLOT SCALE = 100.0000' / 1" =					SCALE: 1" = 50'			SHEET NO. 23 OF 47 SHEETS		STA. 91+00 TO STA. 105+50		CONTRACT NO. 60F72	
PLOT DATE = 5/2/2012					DATE = 5/3/2012			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



- NOTES**
- USE DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARD 701501 AND 701502 FOR INSTALLATION OF UNDERGROUND UTILITIES.










\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE I MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.



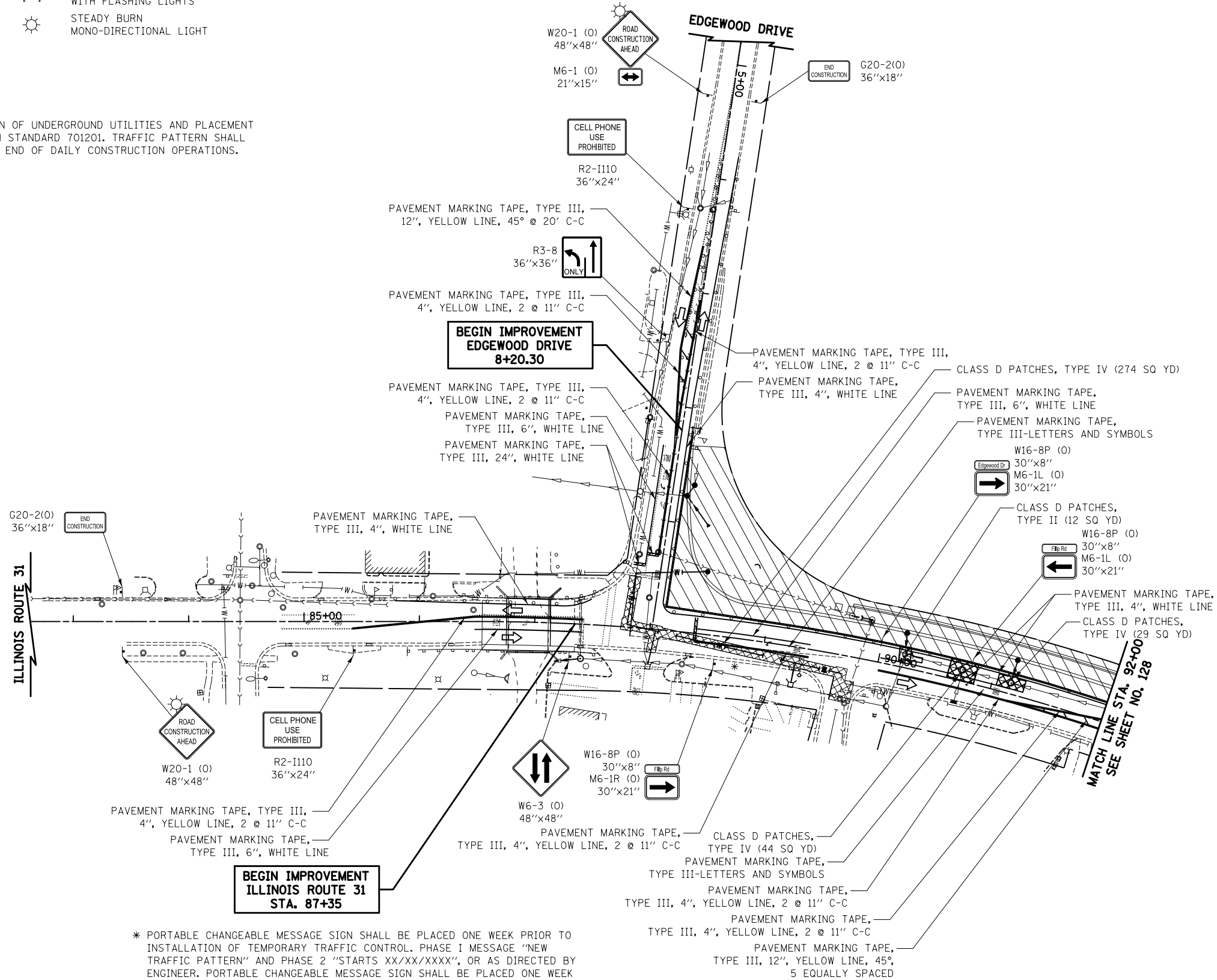
**ILLINOIS ROUTE 31  
HUNTINGTON DRIVE  
LEGION DRIVE**

FILE NAME = ...\\08-MOT\160F72-sht-MOT-24.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 3A</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 126		
PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISIED -	REVISIED -			SCALE: 1" = 50'	SHEET NO. 24 OF 47 SHEETS	STA. 105+50	TO STA. -----	CONTRACT NO. 60F72		
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISIED -	REVISIED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT

NOTE:  
USE DAILY LANE CLOSURES FOR INSTALLATION OF UNDERGROUND UTILITIES AND PLACEMENT OF PAVEMENT PATCHING IN ACCORDANCE WITH STANDARD 701201. TRAFFIC PATTERN SHALL BE RETURNED TO THAT SHOWN PRIOR TO THE END OF DAILY CONSTRUCTION OPERATIONS.



\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE I MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER. PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO CLOSURE OF HUNTINGTON ROAD. PHASE I MESSAGE "HUNTINGTON ROAD CLOSED" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.



ILLINOIS ROUTE 31

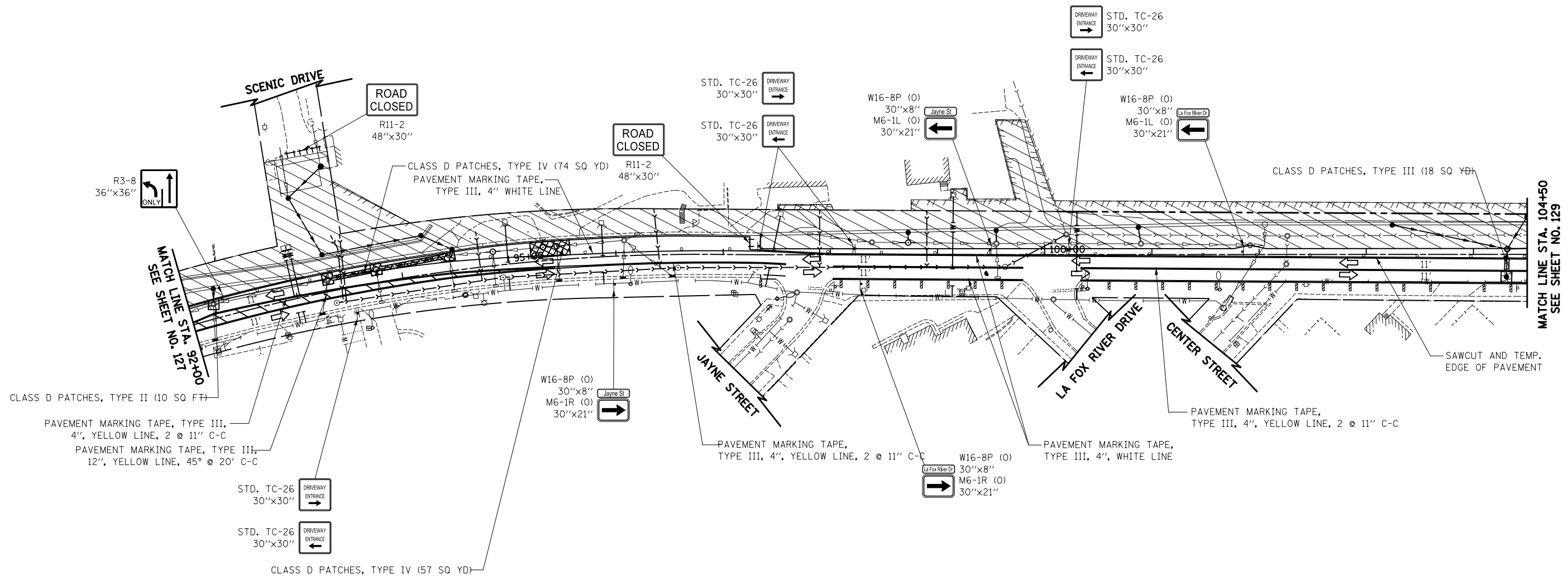
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PLOT SCALE = 100.0000' / in.					CHECKED - GAB	SCALE: 1" = 50'	SHEET NO. 25 OF 47 SHEETS	STA. 87+35	TO STA. 92+00	CONTRACT NO. 60F72		
PLOT DATE = 5/2/2012					DATE - 5/3/2012							
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT												



**LEGEND**

- TEMPORARY PAVEMENT
- CONSTRUCTION WORK ZONE
- DIRECTION OF TRAFFIC FLOW
- ARROW BOARD
- CONE, DRUM, OR TYPE I OR II BARRICADE
- TYPE I OR II BARRICADE WITH FLASHING LIGHTS
- VERTICAL PANEL
- TYPE III BARRICADE WITH FLASHING LIGHTS
- STEADY BURN MONO-DIRECTIONAL LIGHT


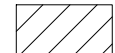
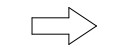






**NOTE:**  
 USE DAILY LANE CLOSURES FOR INSTALLATION OF STORM SEWER AND PLACEMENT OF PAVEMENT PATCHING. TRAFFIC PATTERN SHALL BE RETURNED TO THAT SHOWN PRIOR TO THE END OF DAILY CONSTRUCTION OPERATIONS.

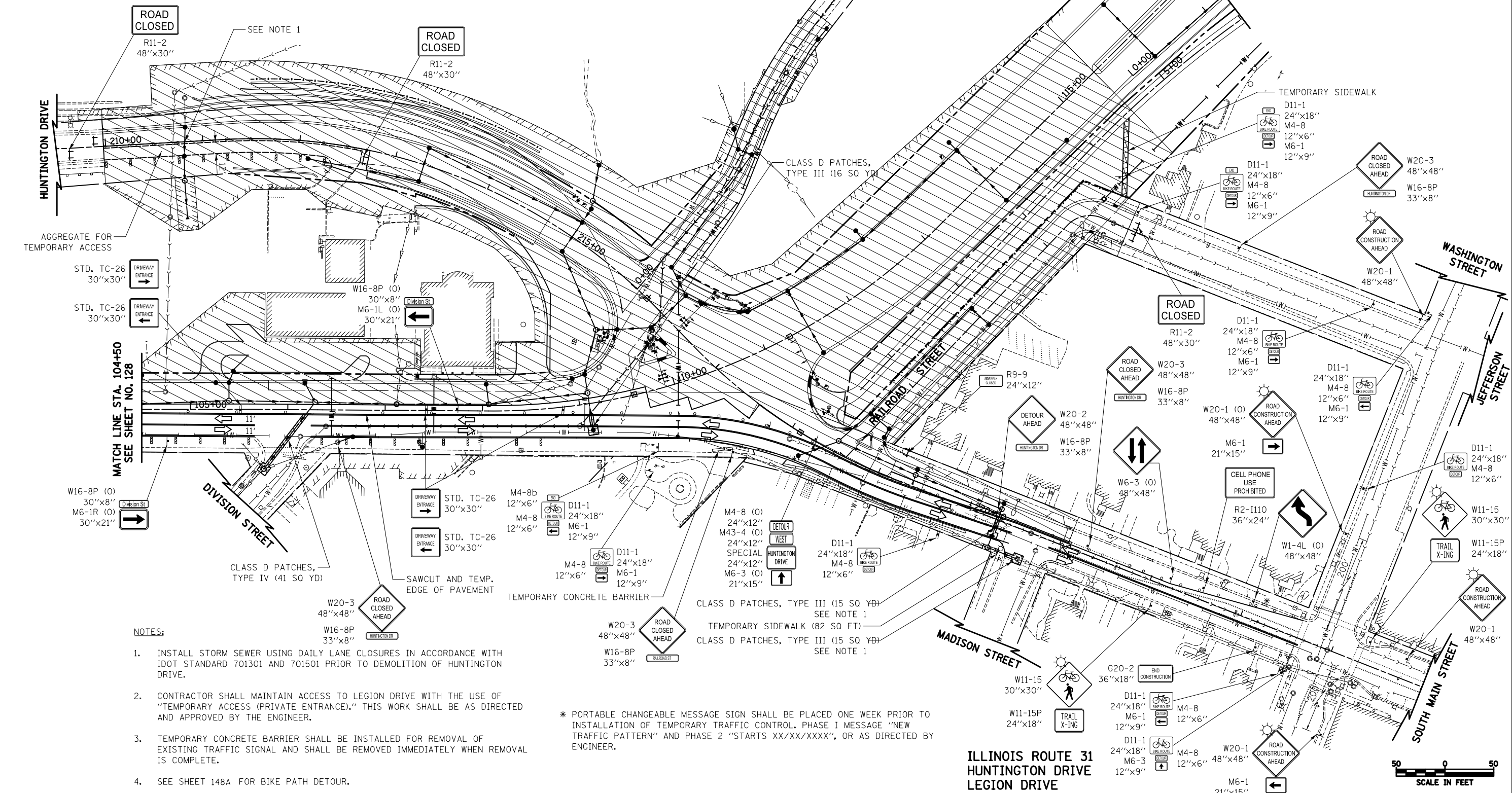


ILLINOIS ROUTE 31

FILE NAME = ... \08-MOT\160F72-sht-MOT-26.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC – STAGE 3B</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 128	
PLOT SCALE = 100.0000' / in.						SCALE: 1" = 50'		SHEET NO. 26 OF 47 SHEETS		STA. 92+00 TO STA. 104+50	
PLOT DATE = 5/2/2012						DATE - 5/3/2012		CONTRACT NO. 60F72		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



- NOTES:**
1. INSTALL STORM SEWER USING DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARD 701301 AND 701501 PRIOR TO DEMOLITION OF HUNTINGTON DRIVE.
  2. CONTRACTOR SHALL MAINTAIN ACCESS TO LEGION DRIVE WITH THE USE OF "TEMPORARY ACCESS (PRIVATE ENTRANCE)." THIS WORK SHALL BE AS DIRECTED AND APPROVED BY THE ENGINEER.
  3. TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED FOR REMOVAL OF EXISTING TRAFFIC SIGNAL AND SHALL BE REMOVED IMMEDIATELY WHEN REMOVAL IS COMPLETE.
  4. SEE SHEET 148A FOR BIKE PATH DETOUR.










\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE 1 MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.

**ILLINOIS ROUTE 31  
HUNTINGTON DRIVE  
LEGION DRIVE**

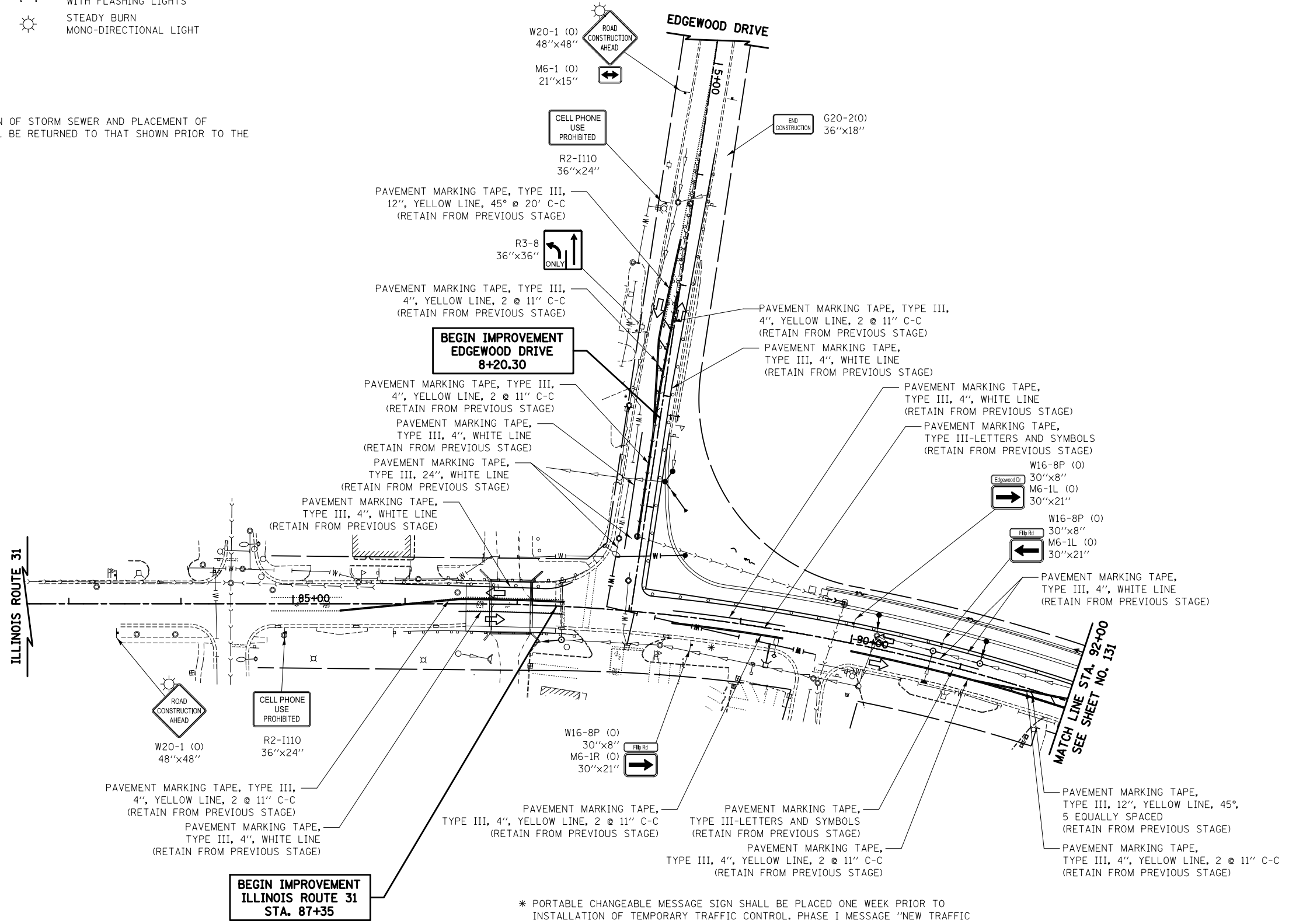


FILE NAME = ... \08-MOT\160F72-sht-MOT-27.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 3B</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 129
PLOT SCALE = 100.0000' / 1" = 100'				SCALE: 1" = 50'		SHEET NO. 27 OF 47 SHEETS		STA. 104+50 TO STA. 115+40		CONTRACT NO. 60F72
PLOT DATE = 5/2/2012				DATE = 5/3/2012		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT

NOTE:  
USE DAILY LANE CLOSURES FOR INSTALLATION OF STORM SEWER AND PLACEMENT OF PAVEMENT PATCHING. TRAFFIC PATTERN SHALL BE RETURNED TO THAT SHOWN PRIOR TO THE END OF DAILY CONSTRUCTION OPERATIONS.











\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE I MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.



ILLINOIS ROUTE 31

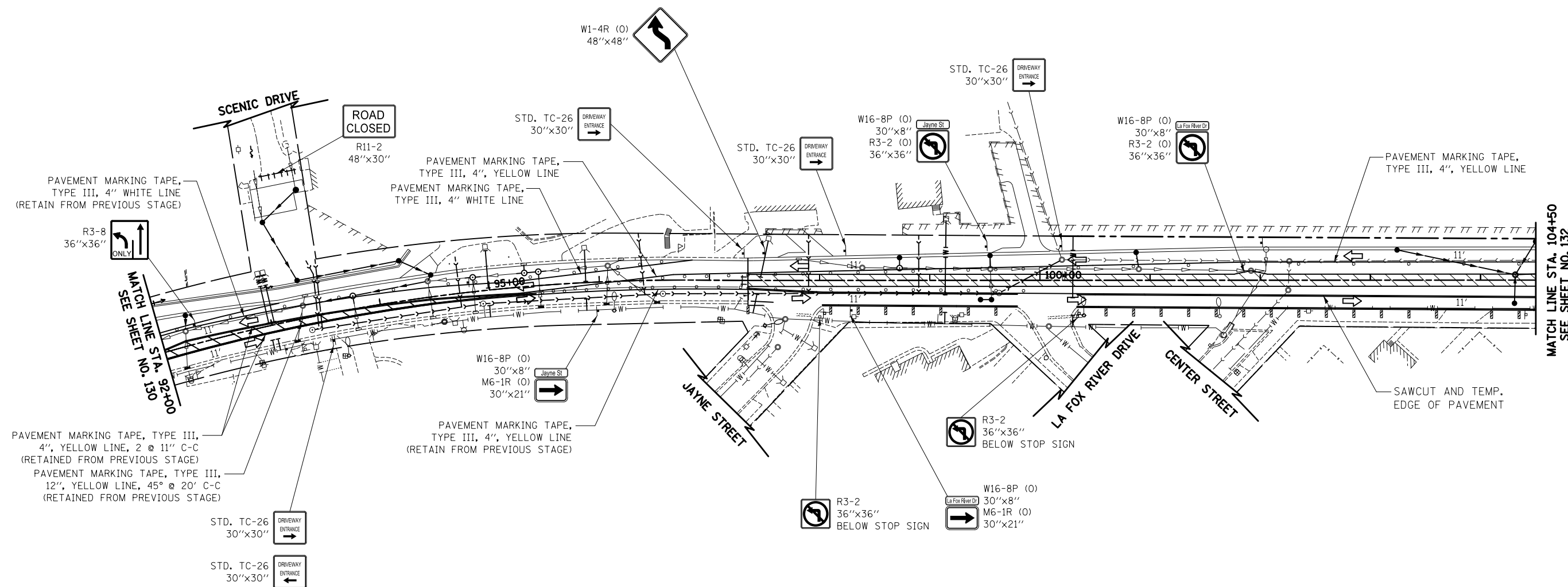
FILE NAME = ... \08-MOT\160F72-sht-MOT-28.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC – STAGE 3C</b>			O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 130
					SCALE: 1" = 50'			SHEET NO. 28 OF 47 SHEETS			CONTRACT NO. 60F72	
					STA. 87+35 TO STA. 92+00			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  TYPE I OR II BARRICADE
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



**NOTE:**  
 USE DAILY LANE CLOSURES FOR INSTALLATION OF STORM SEWER AND PLACEMENT OF PAVEMENT PATCHING. TRAFFIC PATTERN SHALL BE RETURNED TO THAT SHOWN PRIOR TO THE END OF DAILY CONSTRUCTION OPERATIONS.




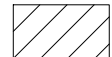
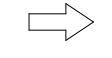






MATCH LINE STA. 104+50  
SEE SHEET NO. 132

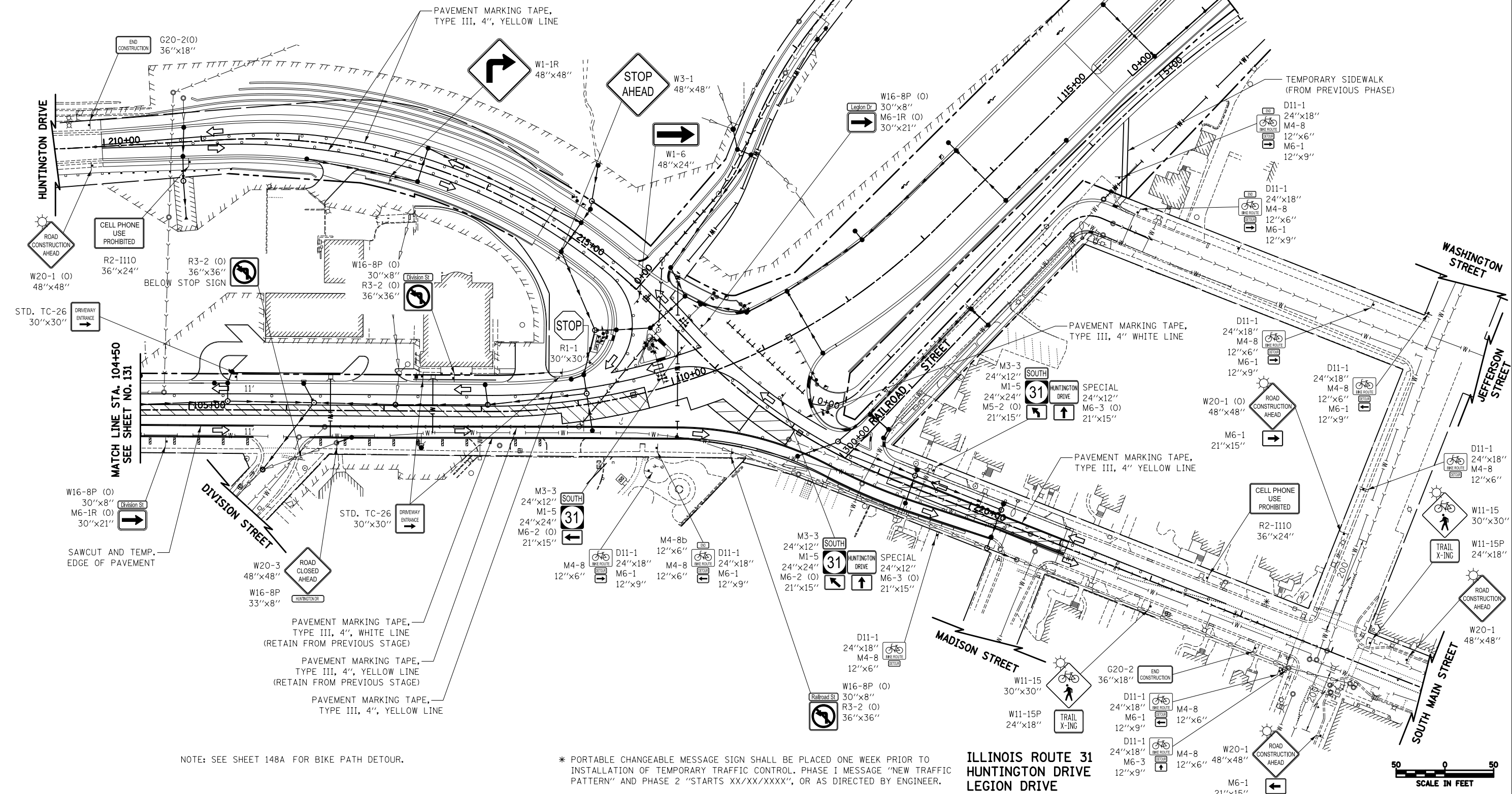
ILLINOIS ROUTE 31



FILE NAME = ... \08-MOT\0160F72-sht-MOT-29.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC – STAGE 3C</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 131		
PLOT SCALE = 100.0000' / in.						SCALE: 1" = 50'    SHEET NO. 29 OF 47 SHEETS    STA. 92+00    TO STA. 104+50						
PLOT DATE = 5/2/2012						CONTRACT NO. 60F72 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

**LEGEND**

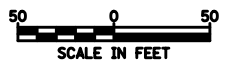
-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



NOTE: SEE SHEET 148A FOR BIKE PATH DETOUR.

\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE 1 MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.

**ILLINOIS ROUTE 31  
HUNTINGTON DRIVE  
LEGION DRIVE**



FILE NAME =  
... \08-MOT\160F72-sht-MOT-30.dgn

USER NAME = ctb  
DESIGNED - KWH  
DRAWN - AKW  
CHECKED - GAB  
DATE - 5/3/2012

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**



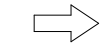






**MAINTENANCE OF TRAFFIC - STAGE 3C**

SCALE: 1" = 50' SHEET NO. 30 OF 47 SHEETS STA. 104+50 TO STA. 115+40

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	132
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

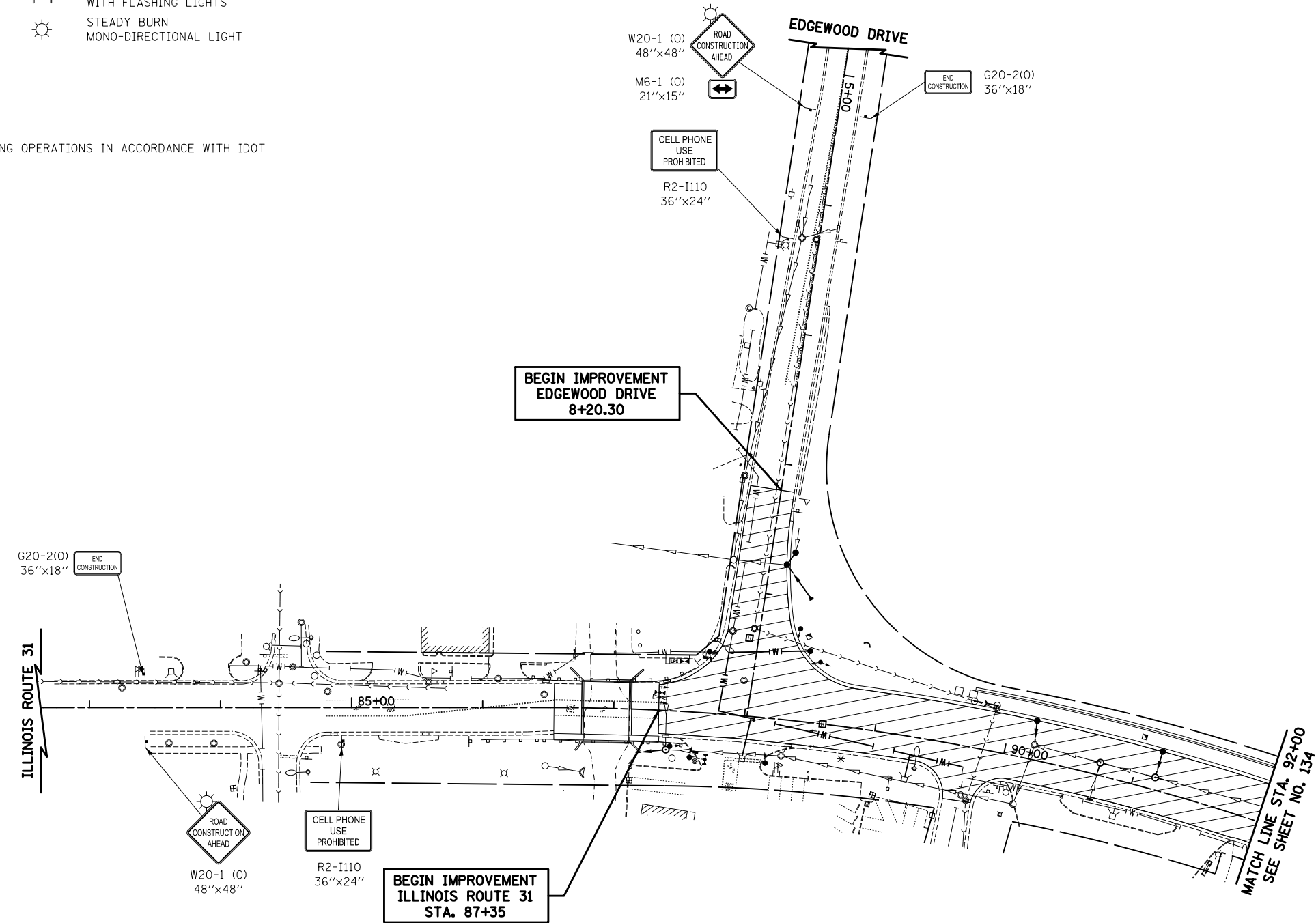


**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT

**NOTES**

1. MAINTAIN TRAFFIC ACCESS DURING MILLING OPERATIONS IN ACCORDANCE WITH IDOT STANDARD 701502.












\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE 1 MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.



ILLINOIS ROUTE 31

FILE NAME = ... \08-MOT\160F72-sht-MOT-31.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 3D</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 133		
PLOT SCALE = 100.0000' / in.						CONTRACT NO. 60F72						
PLOT DATE = 5/2/2012						SCALE: 1" = 50'    SHEET NO. 31 OF 47 SHEETS    STA. 87+35    TO STA. 92+00						
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

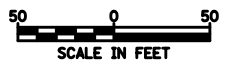
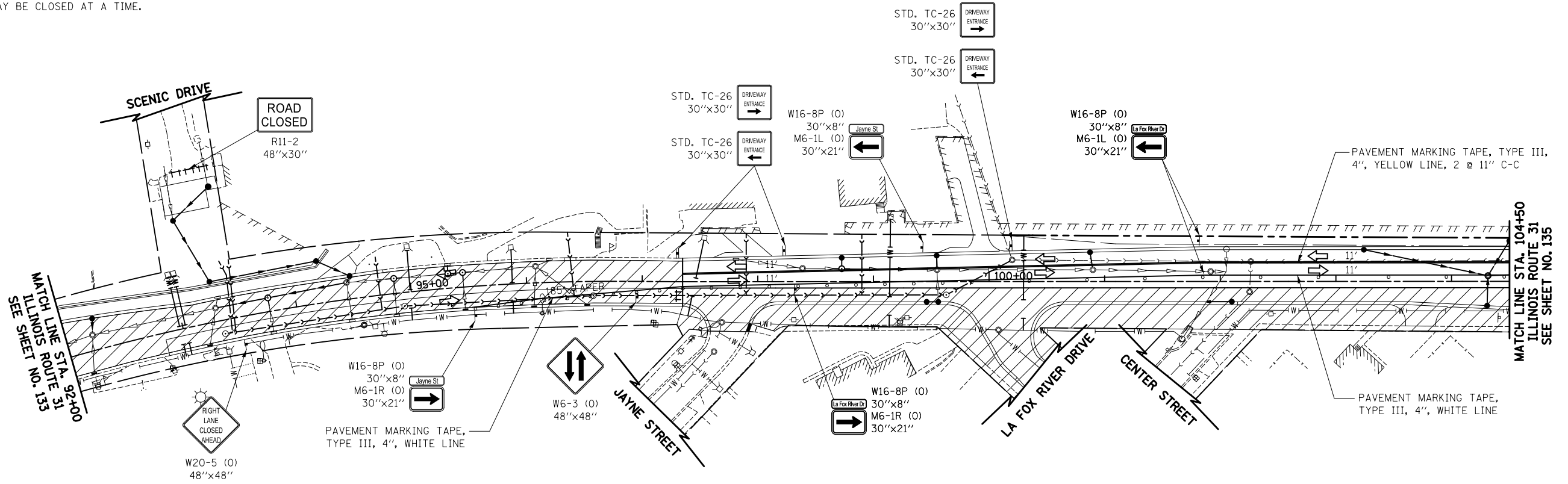
**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



**NOTES**


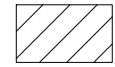
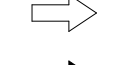






1. MAINTAIN TRAFFIC ACCESS DURING MILLING OPERATIONS IN ACCORDANCE WITH IDOT STANDARD 701502.
2. GAP CONSTRUCTION AT JAYNE STREET AND LA FOX RIVER ROAD TO MAINTAIN ACCESS. ONE STREET MAY BE CLOSED AT A TIME.

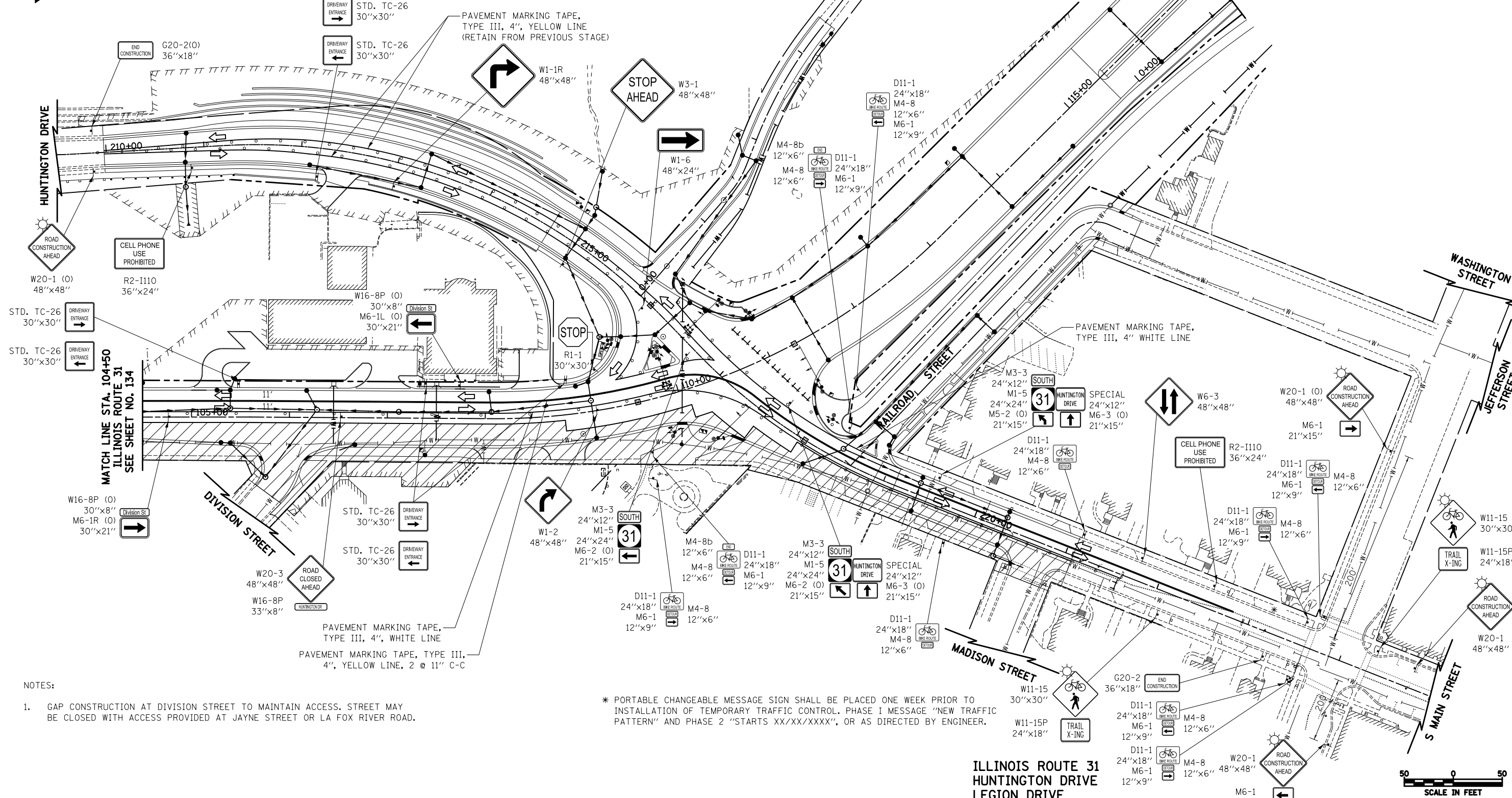


ILLINOIS ROUTE 31

FILE NAME = ... \08-MOT\0160F72-sht-MOT-32.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 3D</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 134		
PLOT SCALE = 100.0000' / in.						SCALE: 1" = 50'    SHEET NO. 32 OF 47 SHEETS    STA. 92+00    TO STA. 104+50						
PLOT DATE = 5/2/2012						CONTRACT NO. 60F72						
DATE = 5/3/2012						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT












NOTES:  
 1. GAP CONSTRUCTION AT DIVISION STREET TO MAINTAIN ACCESS. STREET MAY BE CLOSED WITH ACCESS PROVIDED AT JAYNE STREET OR LA FOX RIVER ROAD.

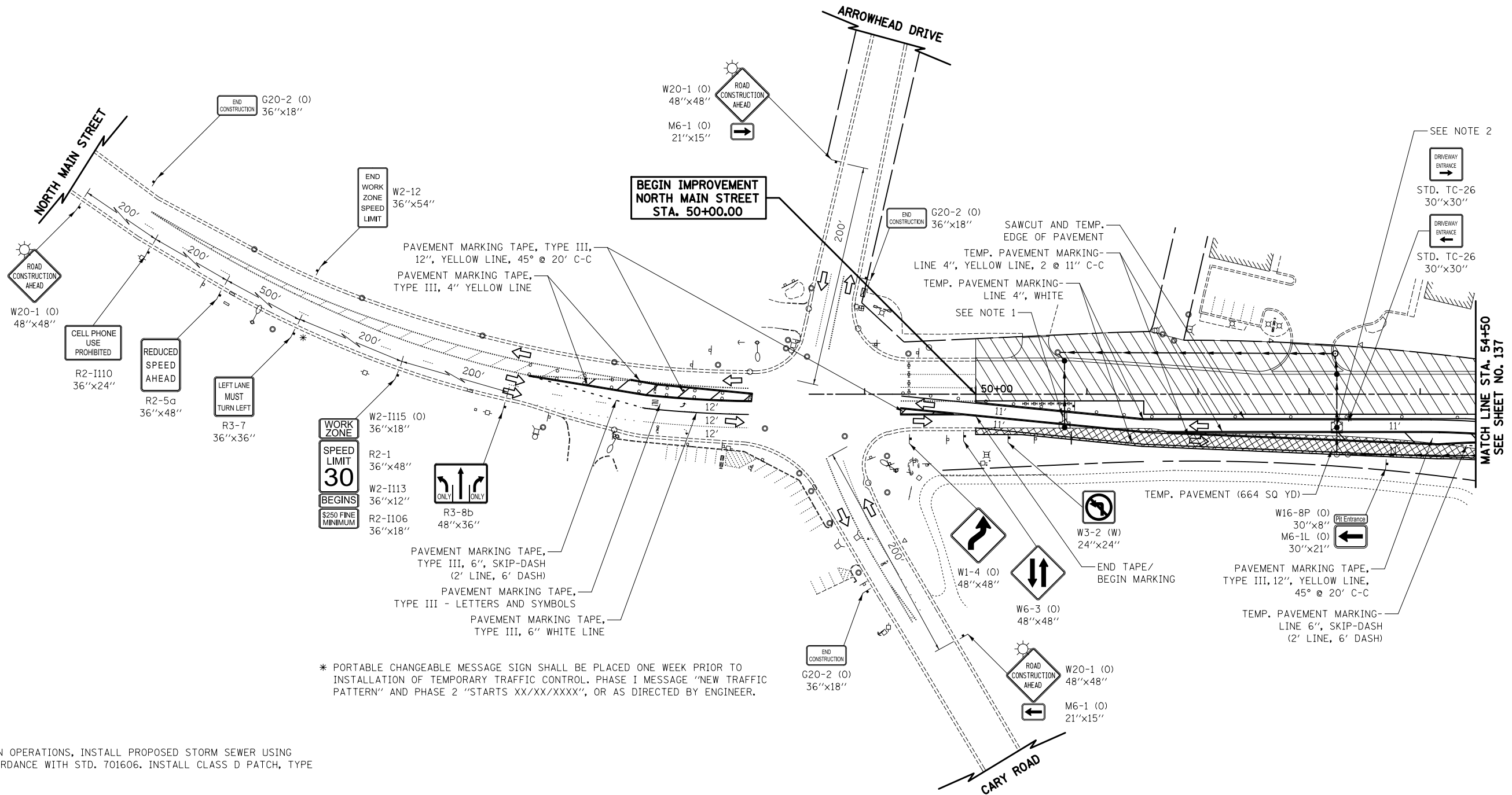
\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE I MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.



FILE NAME = ... \08-MOT\160F72-sht-MOT-33.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 3D</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 135
PLOT SCALE = 100.0000' / in.				SCALE: 1" = 50'		SHEET NO. 33 OF 47 SHEETS		CONTRACT NO. 60F72		
PLOT DATE = 5/2/2012				DATE = 5/3/2012		STA. 104+50 TO STA. 115+40		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE I MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.

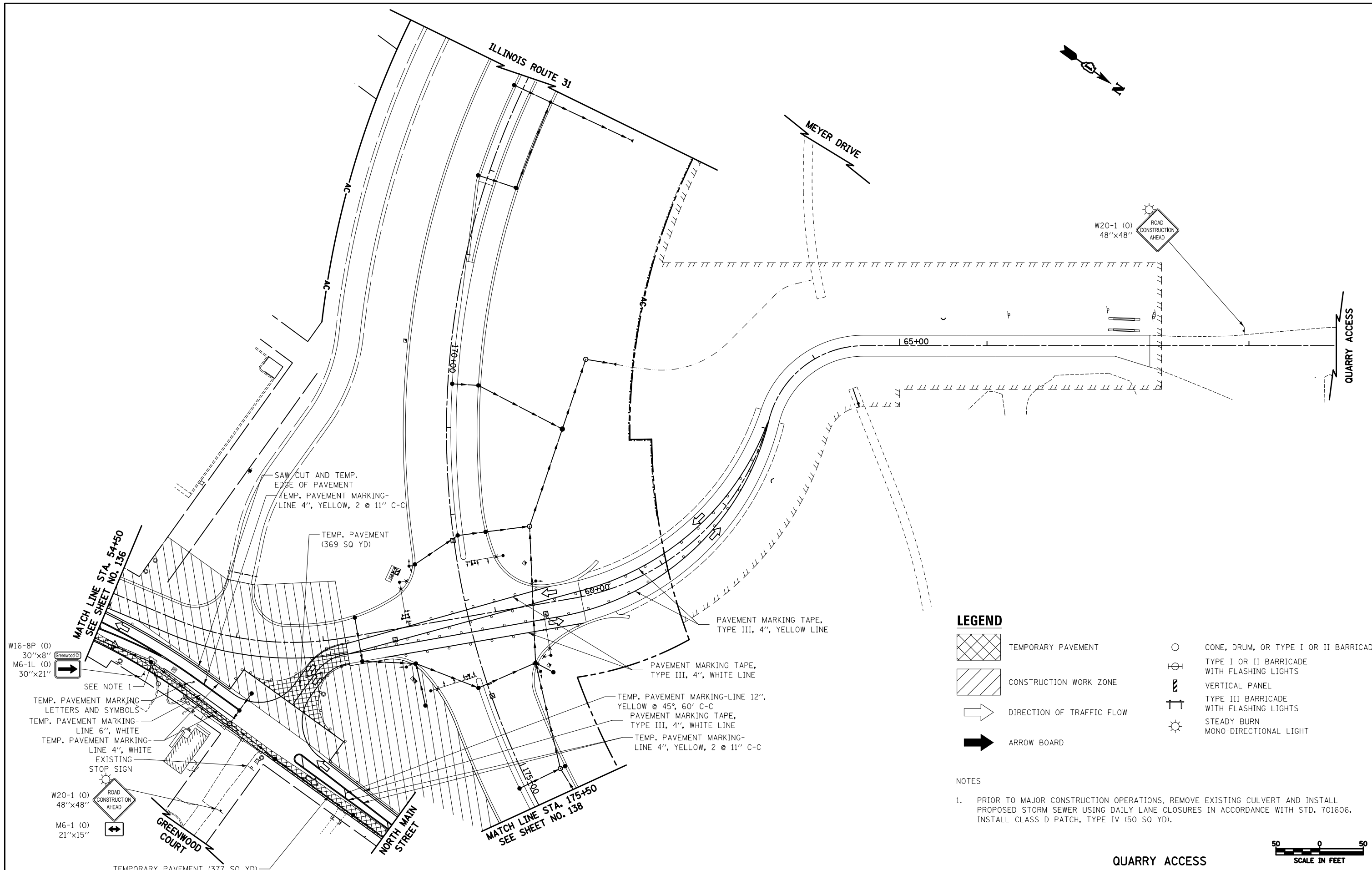
**NOTES**

1. PRIOR TO MAJOR CONSTRUCTION OPERATIONS, INSTALL PROPOSED STORM SEWER USING DAILY LANE CLOSURES IN ACCORDANCE WITH STD. 701606. INSTALL CLASS D PATCH, TYPE II (10 SQ YD).
2. PRIOR TO MAJOR CONSTRUCTION OPERATIONS, INSTALL PROPOSED STORM SEWER USING DAILY LANE CLOSURES IN ACCORDANCE WITH STD. 701606. INSTALL CLASS D PATCH, TYPE II (12 SQ YD).



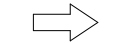








**NORTH MAIN STREET**

FILE NAME = ...\\08-MOT\160F72-sht-MOT-34.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 4A</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 136		
PLOT SCALE = 1/8" = 100'						SCALE: 1" = 50'		SHEET NO. 34 OF 47 SHEETS		STA. 50+00 TO STA. 54+50		CONTRACT NO. 60F72
PLOT DATE = 5/2/2012						DATE = 5/3/2012		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT

**NOTES**










1. PRIOR TO MAJOR CONSTRUCTION OPERATIONS, REMOVE EXISTING CULVERT AND INSTALL PROPOSED STORM SEWER USING DAILY LANE CLOSURES IN ACCORDANCE WITH STD. 701606. INSTALL CLASS D PATCH, TYPE IV (50 SQ YD).



**QUARRY ACCESS**

FILE NAME = ... \08-MOT\160F72-sht-MOT-35.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 4A</b>			O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 137
	PLOT SCALE = 100.0000' / 1" =	CHECKED - GAB	REVISED -		SCALE: 1" = 50'	SHEET NO. 35 OF 47 SHEETS	STA. -----	TO STA. -----	<b>CONTRACT NO. 60F72</b>			
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

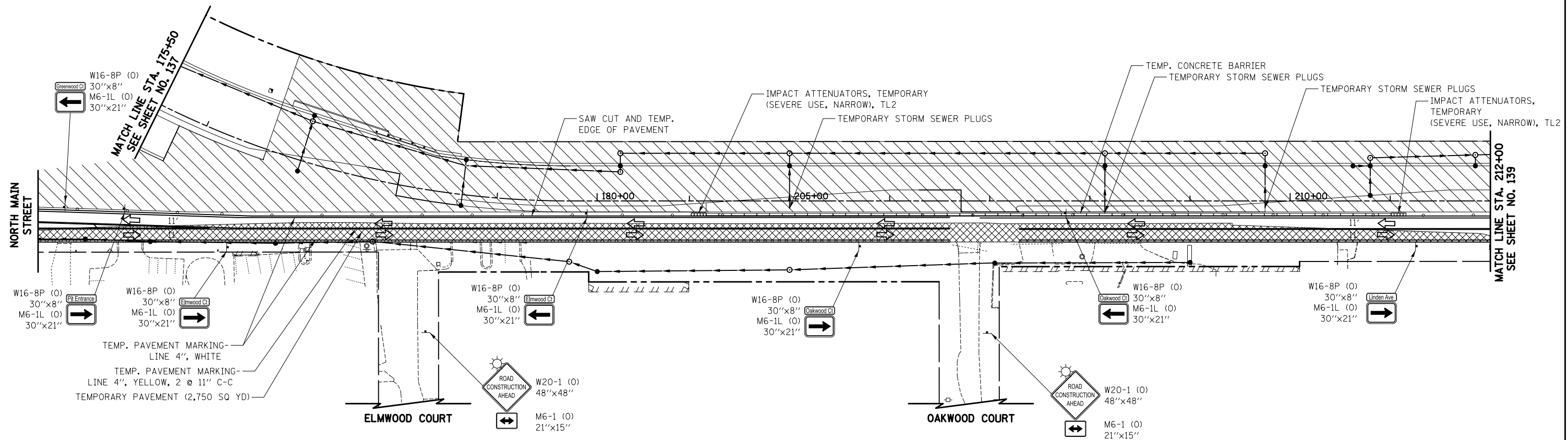
**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



**NOTES**










1. TEMPORARY CONCRETE BARRIERS AND IMPACT ATTENUATORS ARE REQUIRED ONLY DURING EXCAVATION FOR INSTALLATION OF PHASED STORM SEWER. THE BARRIERS AND IMPACT ATTENUATORS ARE TO BE REMOVED ONCE THE STORM SEWER EXCAVATION IS BACKFILLED TO THE SUBGRADE ELEVATION.

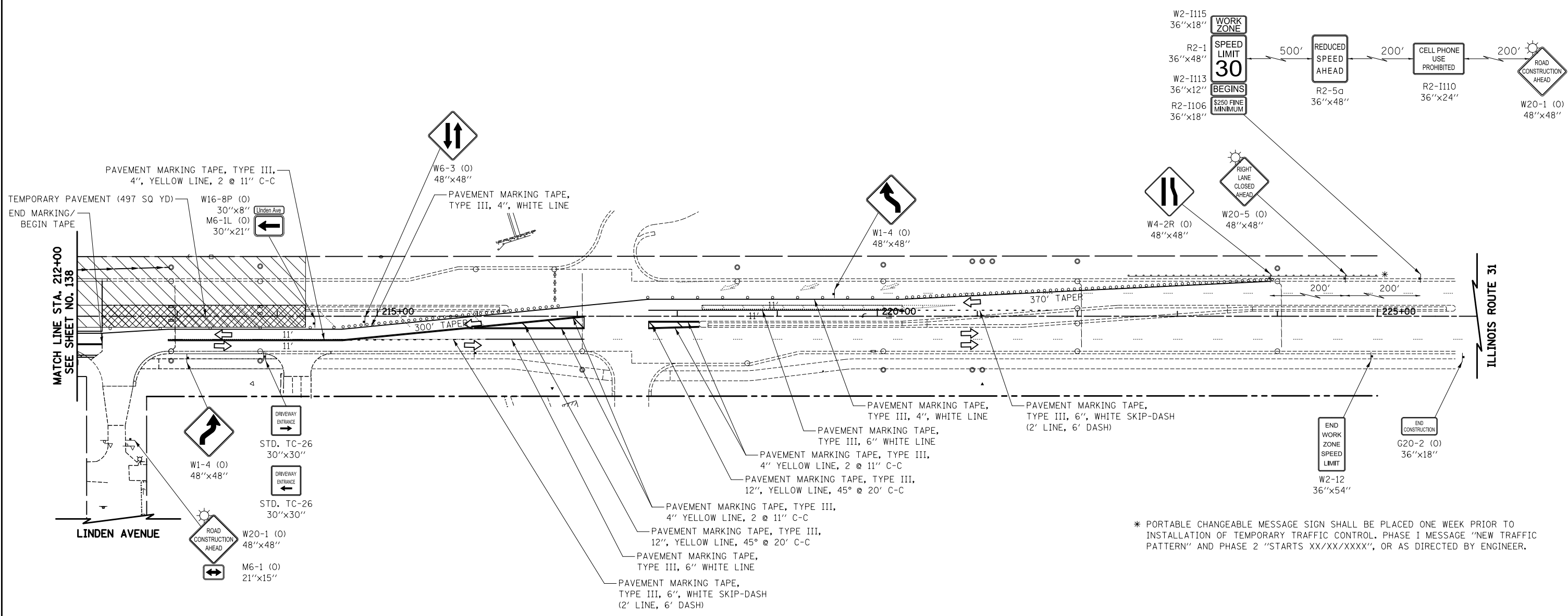
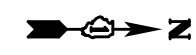


NORTH MAIN STREET

FILE NAME = ... \08-MOT\160F72-sht-MOT-36.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 4A</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 138		
PLOT SCALE = 100.0000' / in.						SCALE: 1" = 50'    SHEET NO. 36 OF 47 SHEETS    STA. 175+75    TO STA. 212+00						
PLOT DATE = 5/2/2012						CONTRACT NO. 60F72						
DATE = 5/3/2012						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT












\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE 1 MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.

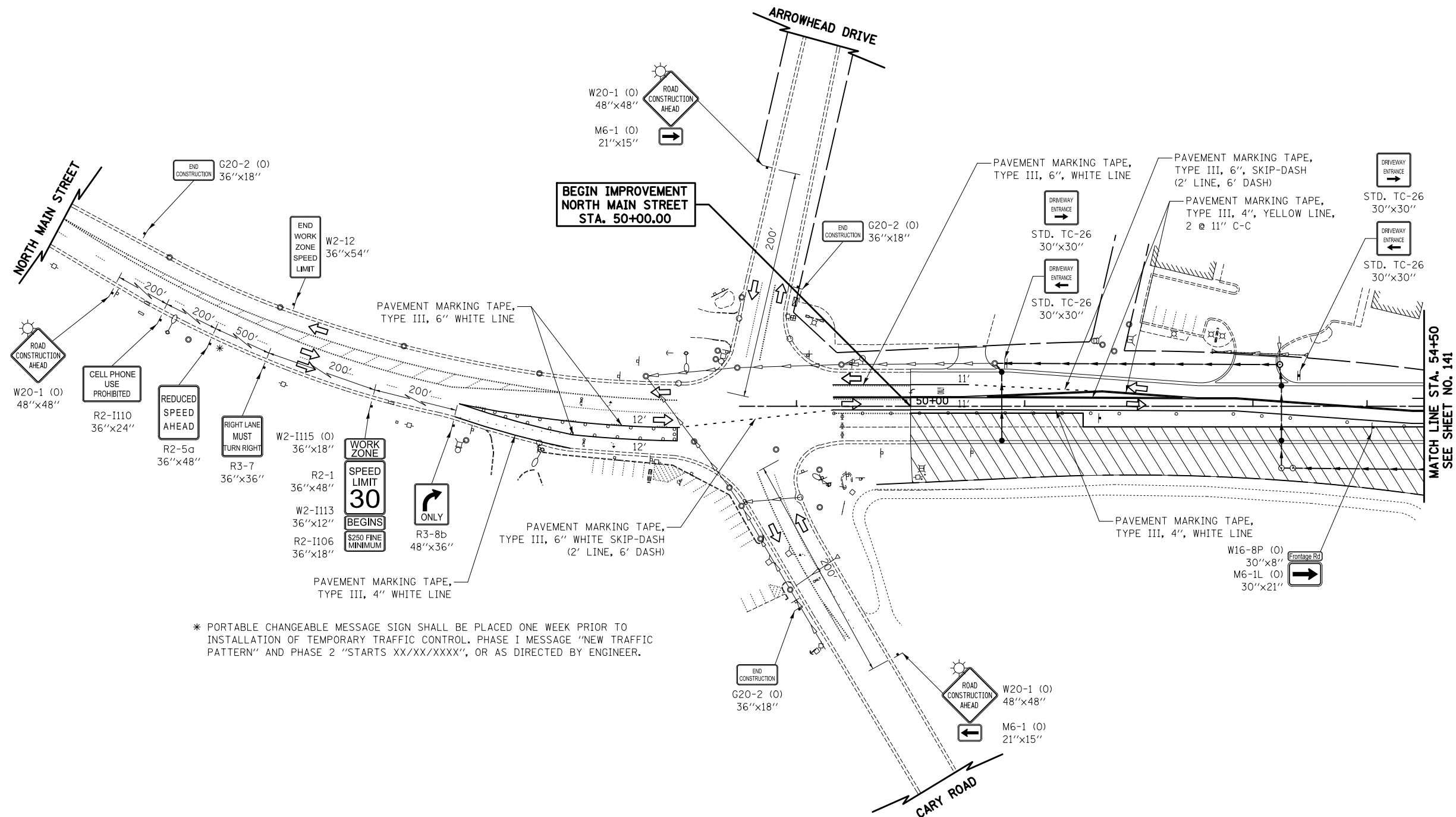


ILLINOIS ROUTE 31

FILE NAME = ... \08-MOT\DI60F72-sht-MOT-37.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 4A</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 139		
PLOT SCALE = 100.0000' / in.						SCALE: 1" = 50'		SHEET NO. 37 OF 47 SHEETS		STA. 212+00 TO STA. 226+00		CONTRACT NO. 60F72
PLOT DATE = 5/2/2012						DATE - 5/3/2012		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE 1 MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.

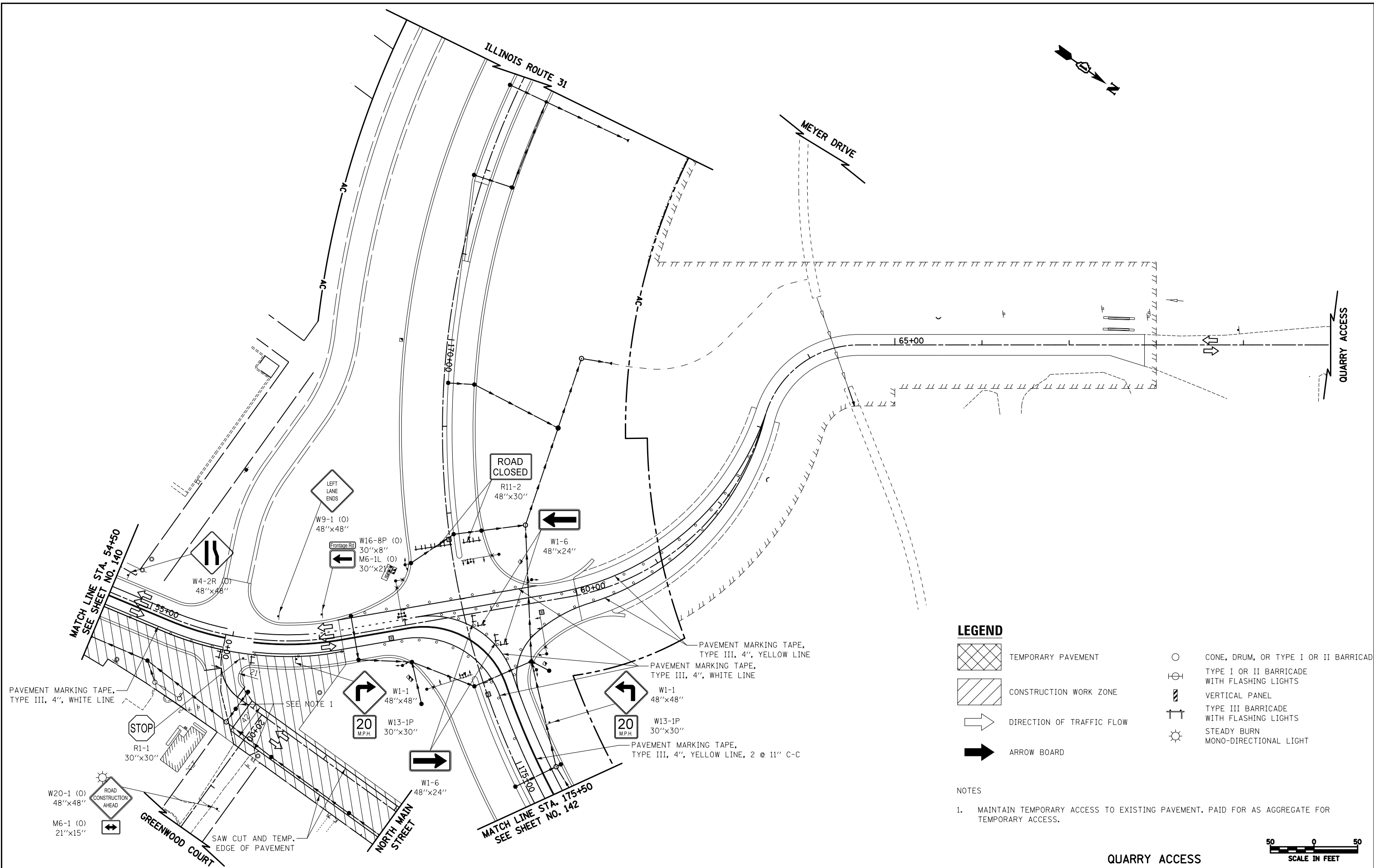
MATCH LINE STA. 54+50  
SEE SHEET NO. 141



**NORTH MAIN STREET**

FILE NAME = ...\\08-MOT\160F72-sht-MOT-38.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 4B</b>			O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 140
PLOT SCALE = 1/8" = 100.0000' / 1" = 100'	CHECKED - GAB	REVISIED -	REVISIED -		SCALE: 1" = 50'	SHEET NO. 38 OF 47 SHEETS	STA. 50+00	TO STA. 54+50	CONTRACT NO. 60F72			
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISIED -	REVISIED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							





**LEGEND**

- TEMPORARY PAVEMENT
- CONSTRUCTION WORK ZONE
- DIRECTION OF TRAFFIC FLOW
- ARROW BOARD
- CONE, DRUM, OR TYPE I OR II BARRICADE
- TYPE I OR II BARRICADE WITH FLASHING LIGHTS
- VERTICAL PANEL
- TYPE III BARRICADE WITH FLASHING LIGHTS
- STEADY BURN MONO-DIRECTIONAL LIGHT

**NOTES**










1. MAINTAIN TEMPORARY ACCESS TO EXISTING PAVEMENT. PAID FOR AS AGGREGATE FOR TEMPORARY ACCESS.

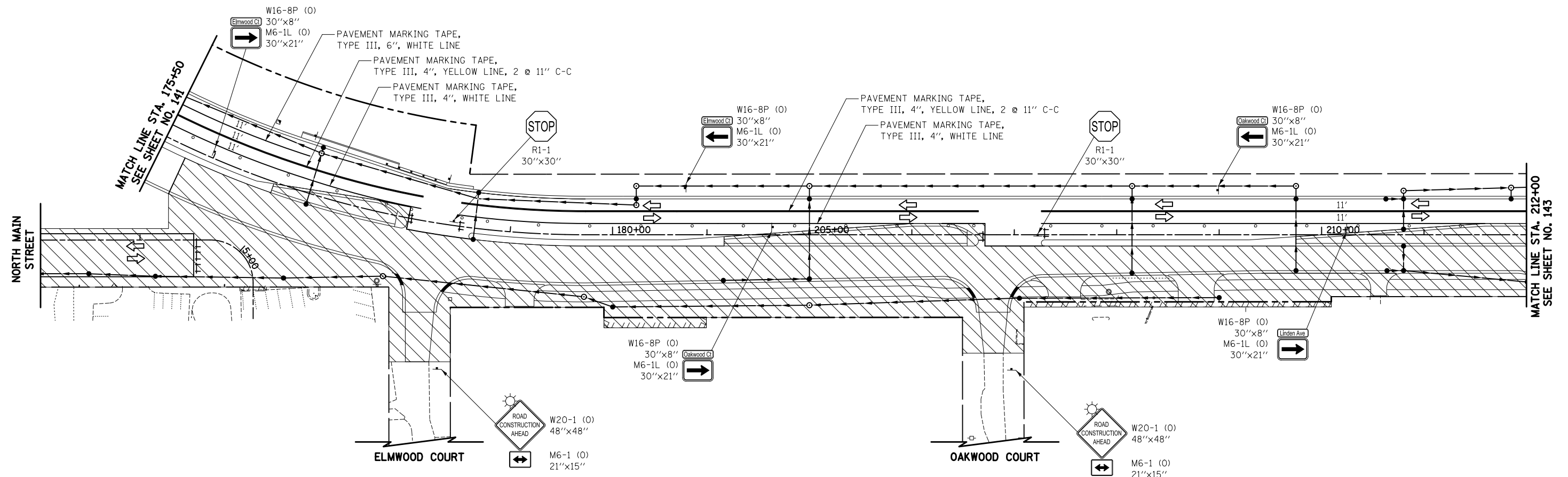


**QUARRY ACCESS**

FILE NAME = ...\\08-MOT\160F72-sht-MOT-39.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 4B</b>			O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 141
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -		SCALE: 1" = 50'	SHEET NO. 39 OF 47 SHEETS	STA. -----	TO STA. -----	<b>CONTRACT NO. 60F72</b>			
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

**LEGEND**











-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT

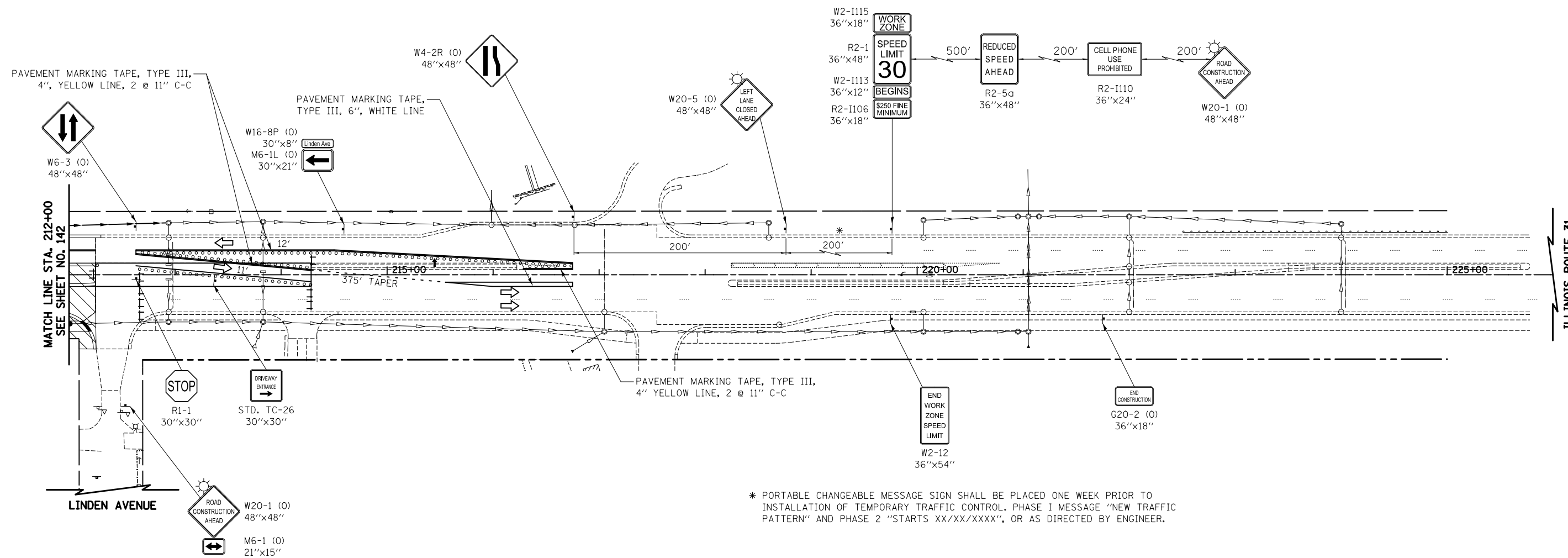


NORTH MAIN STREET

FILE NAME = ...\\08-MOT\160F72-sht-MOT-40.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 4B</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 142
PLOT SCALE = 100.0000' / in.				SCALE: 1" = 50'		SHEET NO. 40 OF 47 SHEETS		STA. 175+75 TO STA. 212+00		
PLOT DATE = 5/2/2012				DATE - 5/3/2012		CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT										

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN
-  MONO-DIRECTIONAL LIGHT












ILLINOIS ROUTE 31

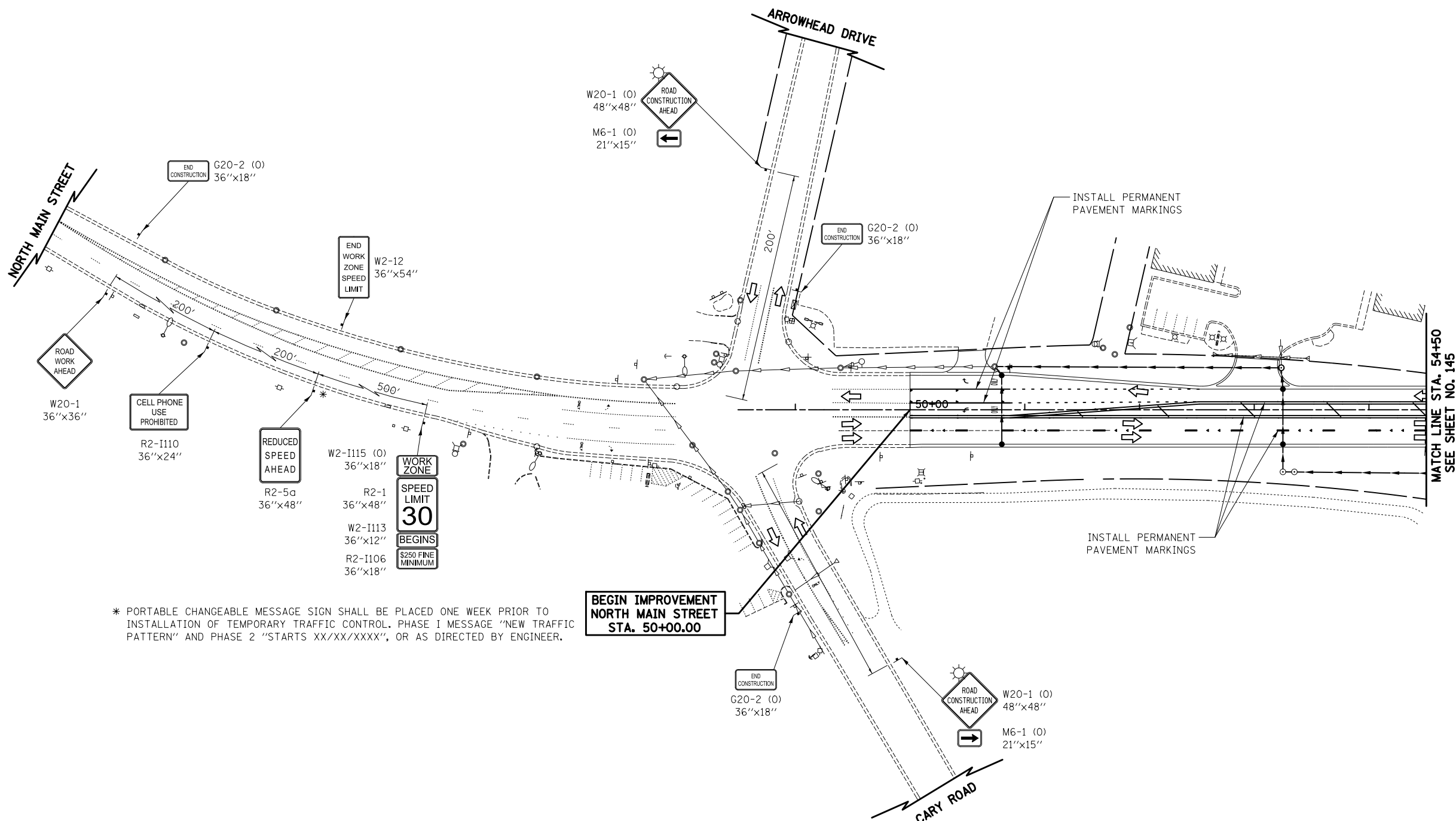


ILLINOIS ROUTE 31

FILE NAME = ... \08-MOT\160F72-sht-MOT-41.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 4B</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 143	
PLOT SCALE = 100.0000' / in.						SCALE: 1" = 50'		SHEET NO. 41 OF 47 SHEETS		STA. 212+00 TO STA. 226+00	
PLOT DATE = 5/2/2012						DATE - 5/3/2012		CONTRACT NO. 60F72		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL, PHASE I MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.

**BEGIN IMPROVEMENT  
NORTH MAIN STREET  
STA. 50+00.00**

MATCH LINE STA. 54+50  
SEE SHEET NO. 145












**NORTH MAIN STREET**

FILE NAME = ...\\08-MOT\160F72-sht-MOT-42.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 4C</b>			O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 144
PLOT SCALE = 100.0000' / in.					CHECKED - GAB	SCALE: 1" = 50'	SHEET NO. 42 OF 47 SHEETS	STA. 50+00	TO STA. 54+50	CONTRACT NO. 60F72		
PLOT DATE = 5/2/2012					DATE - 5/3/2012							
					REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



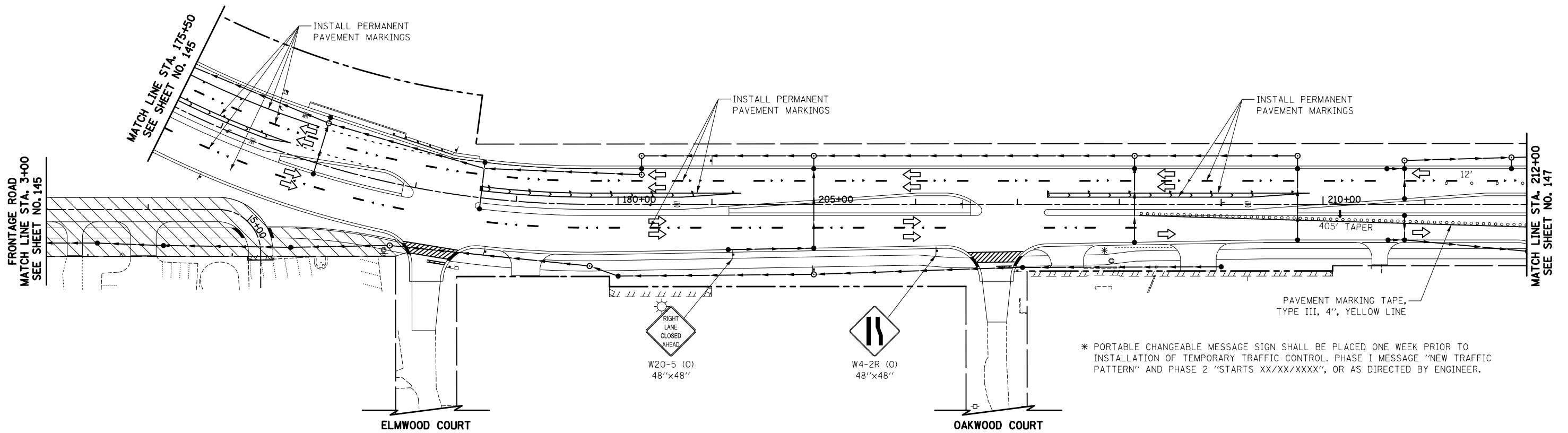
**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



**NOTES**

1. CONSTRUCT FRONTAGE ROAD USING DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARD 701301 AND 701501. MAINTAIN TEMPORARY ACCESS USING TEMPORARY AGGREGATE SURFACE.












\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE 1 MESSAGE "NEW TRAFFIC PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.

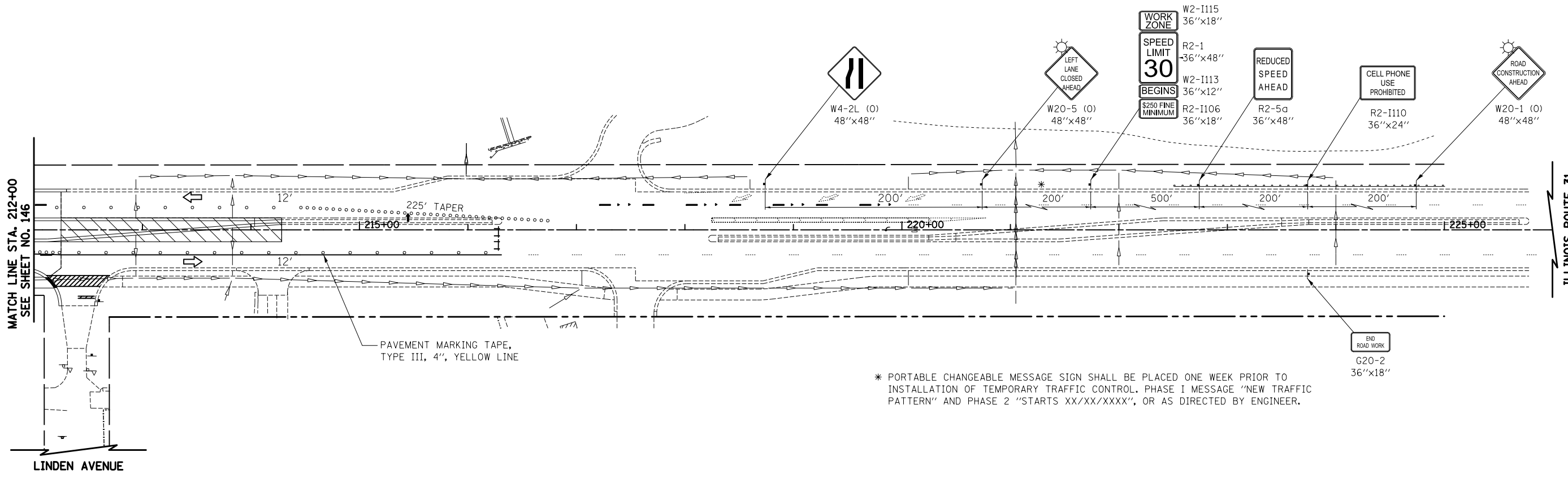
ILLINOIS ROUTE 31  
FRONTAGE ROAD



FILE NAME = ...\\08-MOT\DI60F72-sht-MOT-44.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 4C</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 146		
PLOT SCALE = 100.0000' / in.						SCALE: 1" = 50'		SHEET NO. 44 OF 47 SHEETS		STA. 175+50 TO STA. 212+00		CONTRACT NO. 60F72
PLOT DATE = 5/2/2012						DATE = 5/3/2012		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  CONSTRUCTION WORK ZONE
-  DIRECTION OF TRAFFIC FLOW
-  ARROW BOARD
-  CONE, DRUM, OR TYPE I OR II BARRICADE
-  TYPE I OR II BARRICADE WITH FLASHING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  STEADY BURN MONO-DIRECTIONAL LIGHT



MATCH LINE STA. 212+00  
SEE SHEET NO. 146

ILLINOIS ROUTE 31

PAVEMENT MARKING TAPE,  
TYPE III, 4", YELLOW LINE

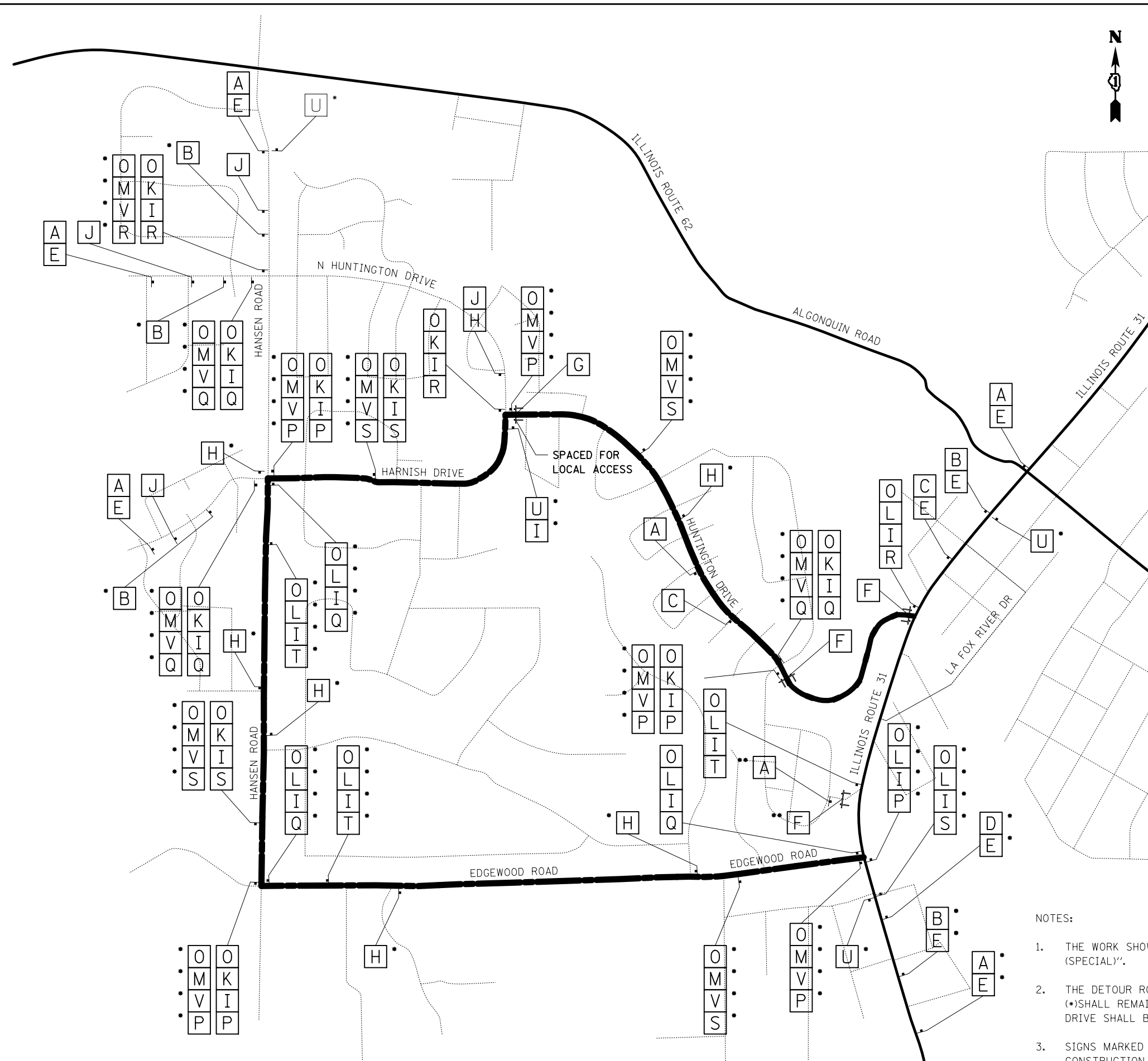
\* PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED ONE WEEK PRIOR TO  
INSTALLATION OF TEMPORARY TRAFFIC CONTROL. PHASE I MESSAGE "NEW TRAFFIC  
PATTERN" AND PHASE 2 "STARTS XX/XX/XXXX", OR AS DIRECTED BY ENGINEER.

END  
ROAD WORK  
G20-2  
36"x18"



ILLINOIS ROUTE 31

FILE NAME = ...\\08-MOT\160F72-sht-MOT-45.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 4C</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 147		
PLOT SCALE = 100.0000' / in.						SCALE: 1" = 50'    SHEET NO. 45 OF 47 SHEETS    STA. 212+00    TO STA. 226+00						
PLOT DATE = 5/2/2012						CONTRACT NO. 60F72						
DATE = 5/3/2012						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



A	ROAD CLOSED AHEAD	W20-3 36"x36"	M	NORTH	M3-1 24"x12"
B	DETOUR AHEAD	W20-2 36"x36"	N	SOUTH	M3-3 24"x12"
C	ROAD CLOSED 500 FT	W20-3 36"x36"	O	DETOUR	M4-8 24"x12"
D	ROAD CLOSED 3/4 MI	W20-3 36"x36"	P	←	M6-1L 21"x15"
E	HUNTINGTON DR	W16-8 33"x12"	Q	→	M6-1R 21"x15"
F	ROAD CLOSED	R11-2 48"x30"	R	↑	M6-3 21"x15"
G	ROAD CLOSED TO THRU TRAFFIC	R11-4 60"x30"	S	↙	M5-1L 21"x15"
H	DETOUR ↑	M4-9 30"x24"	T	↘	M5-1R 21"x15"
I	HUNTINGTON DRIVE	SPECIAL 30"x24"	U	END DETOUR	M4-8a 24"x18"
J	HUNTINGTON DR CLOSED AT CIRCLE DR NO ACCESS TO IL RTE 31	SPECIAL 60"x30"	V	31	M1-5 24"x24"
K	EAST	M3-2 24"x12"	CLOSED SECTION		
L	WEST	M3-4 24"x12"	DETOUR ROUTE		
			PRINCIPAL ROADWAY		
			SECONDARY ROADWAY		
			SIGN		
			TYPE III BARRICADE		





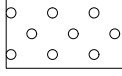




NOTES:

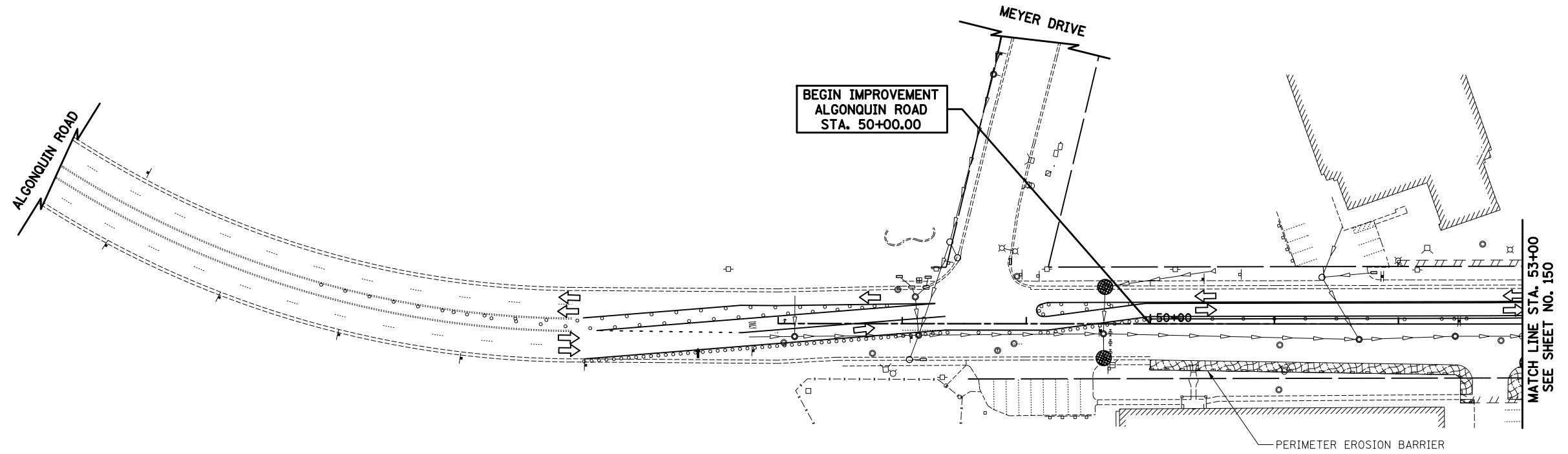
1. THE WORK SHOWN ON THIS SHEET SHALL BE PAID FOR AS 1 EACH FOR "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".
2. THE DETOUR ROUTE FOR HUNTINGTON DRIVE SHALL ONLY BE USED DURING STAGE 3B. SIGNS MARKED WITH (\*) SHALL REMAIN IN PLACE UNTIL COMPLETION OF STAGE 3. ALL OTHER DETOUR SIGNAGE FOR HUNTINGTON DRIVE SHALL BE REMOVED IMMEDIATELY FOLLOWING COMPLETION OF STAGE 3B.
3. SIGNS MARKED WITH (\*\*) SHALL BE PLACED PRIOR TO STAGE 3B AND SHALL REMAIN IN PLACE THROUGHOUT CONSTRUCTION.





**LEGEND**





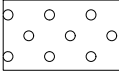




- |   |   |   |   |
|---|---|---|---|
|  | TEMPORARY PAVEMENT  |  | INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE                                   |
|  | EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING |  | 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05 |
|  | MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING         |  | INLET FILTERS   |
|  | SEDIMENT BASIN FOR DETAIL SEE SHEET 358                       |  | TEMPORARY DITCH CHECKS  |
|   |   |  | PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)   |

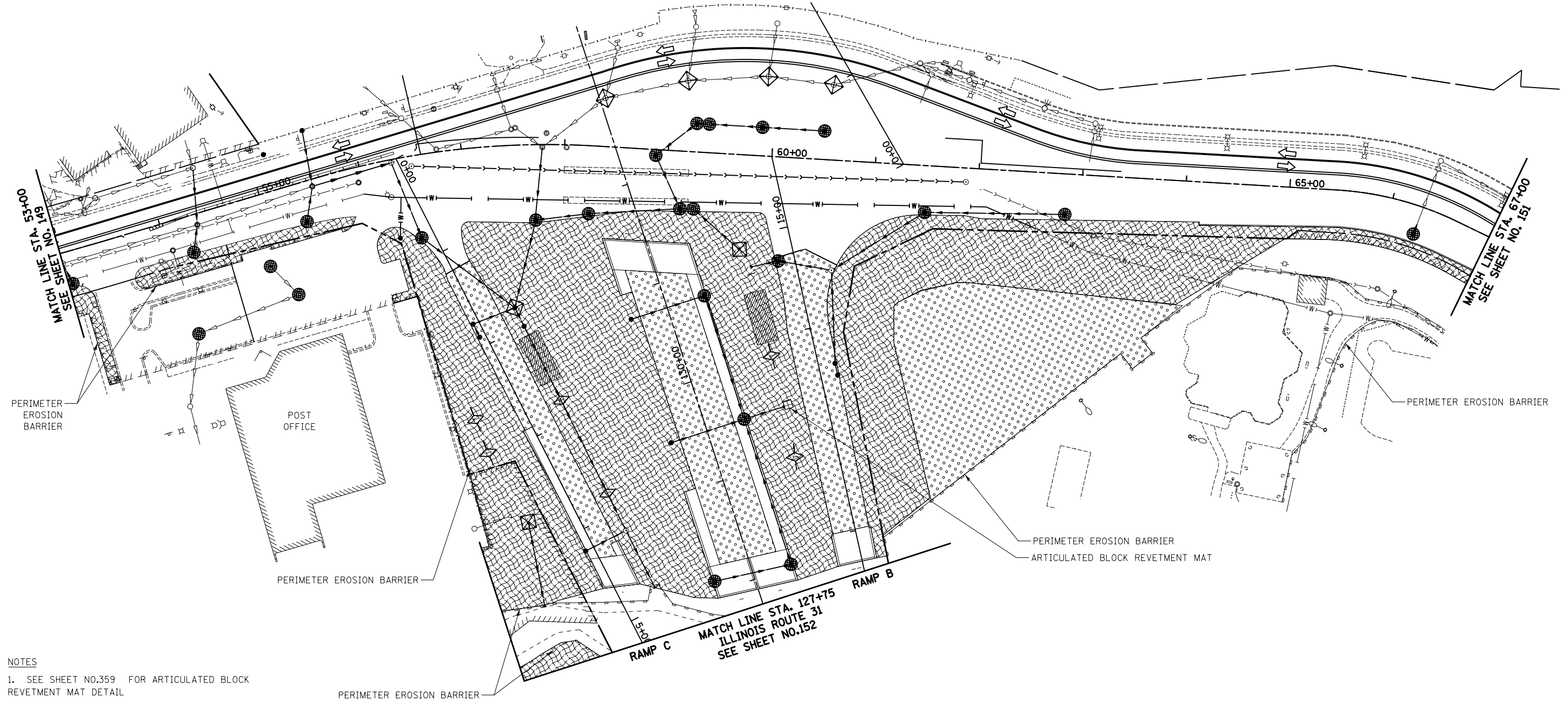


ALGONQUIN ROAD

FILE NAME = ...\\D160F72-sh-t-eros-01.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL - STAGE 1A</b>			O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1" =	CHECKED - GAB	REVISED -					0003	18A-2	MCHENRY	825	149
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		SCALE: 1" = 50'	SHEET NO. 1 OF 28 SHEETS	STA. -----	TO STA. 53+00	CONTRACT NO. 60F72				
								FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

**LEGEND**

- |   |   |   |   |
|---|---|---|---|
|  | TEMPORARY PAVEMENT  |  | INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE                                   |
|  | EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING |  | 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05 |
|  | MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING         |  | INLET FILTERS   |
|  | SEDIMENT BASIN FOR DETAIL SEE SHEET 358                       |  | TEMPORARY DITCH CHECKS  |
|   |   |  | PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)   |



**NOTES**





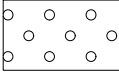




- SEE SHEET NO.359 FOR ARTICULATED BLOCK REVETMENT MAT DETAIL

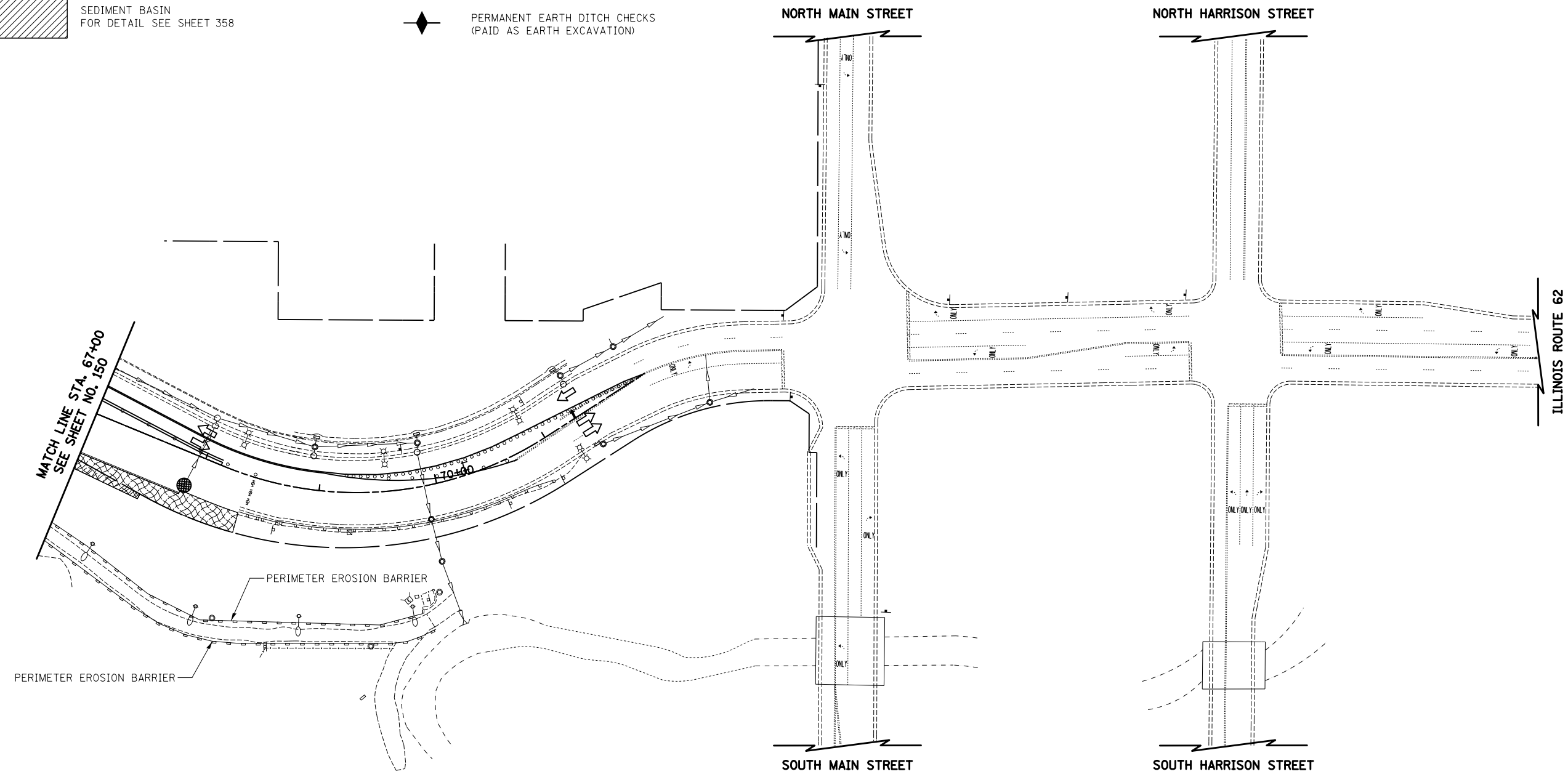
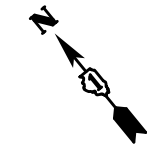


**ALGONQUIN ROAD**

FILE NAME = ... \D160F72-sht-eros-02.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL - STAGE 1A &amp; 2</b>			O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1" =	DRAWN - DTE	REVISED -					0003	18A-2	MCHENRY	825	150
PLOT DATE = 5/2/2012	CHECKED - GAB	DATE - 5/3/2012	REVISED -	SCALE: 1" = 50'    SHEET NO. 2 OF 28 SHEETS    STA. 53+00    TO STA. 67+00			CONTRACT NO. 60F72					
							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

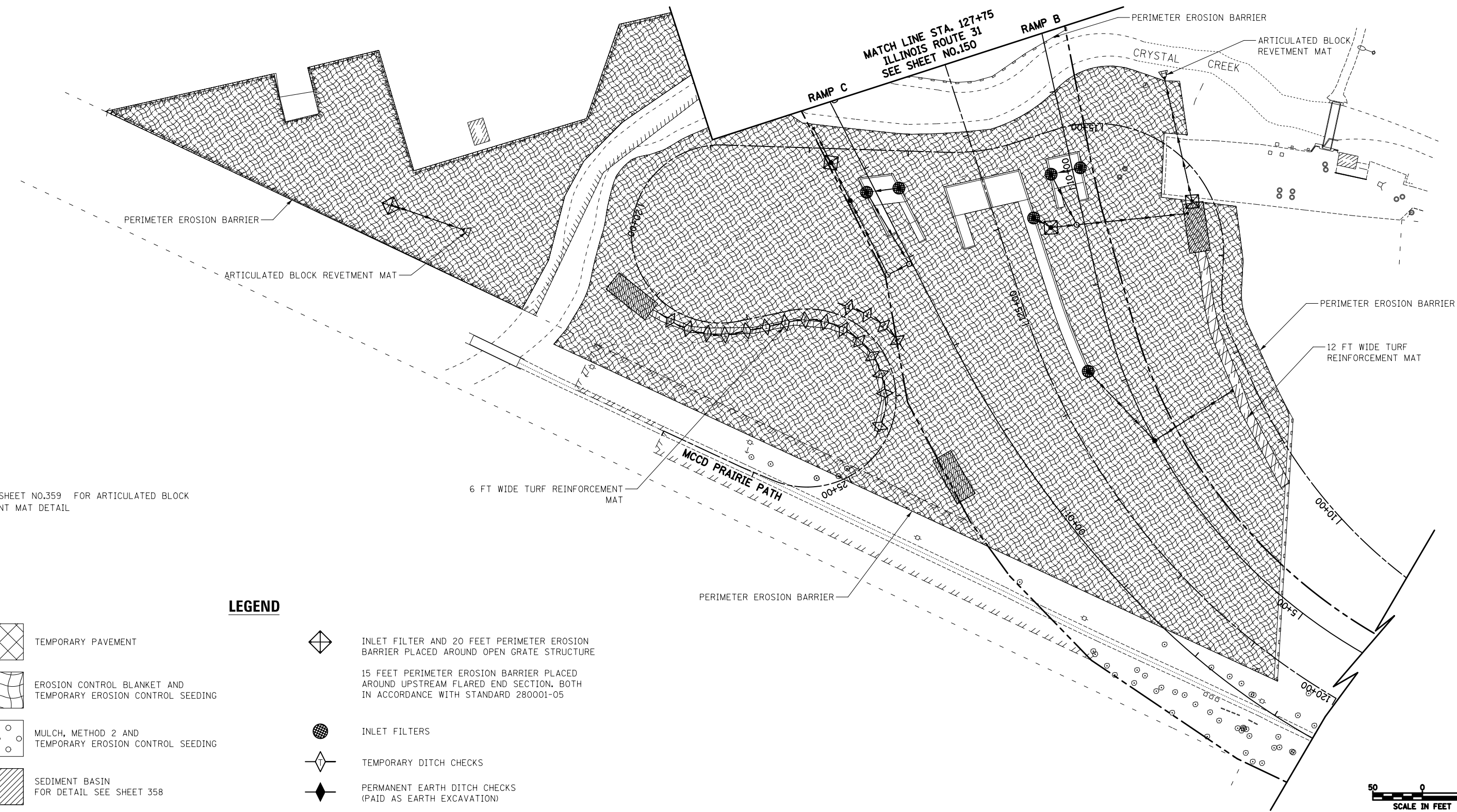
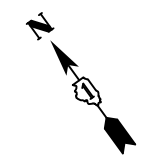
**LEGEND**

- |   |   |   |   |
|---|---|---|---|
|  | TEMPORARY PAVEMENT  |  | INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE                                   |
|  | EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING |  | 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05 |
|  | MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING         |  | INLET FILTERS   |
|  | SEDIMENT BASIN FOR DETAIL SEE SHEET 358                       |  | TEMPORARY DITCH CHECKS  |
|   |   |  | PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)   |



ALGONQUIN ROAD

FILE NAME = ...\\D160F72-sht-eros-03.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL - STAGE 1A</b>			O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1" =	CHECKED - GAB	REVISED -					0003	18A-2	MCHENRY	825	151
PLOT DATE = 5/2/2012	DATE = 5/3/2012	REVISED -		SCALE: 1" = 50'	SHEET NO. 3 OF 28 SHEETS	STA. 67+00	TO STA. -----	CONTRACT NO. 60F72				
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**NOTES**  
 1. SEE SHEET NO.359 FOR ARTICULATED BLOCK REVETMENT MAT DETAIL





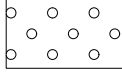





**LEGEND**

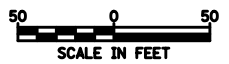
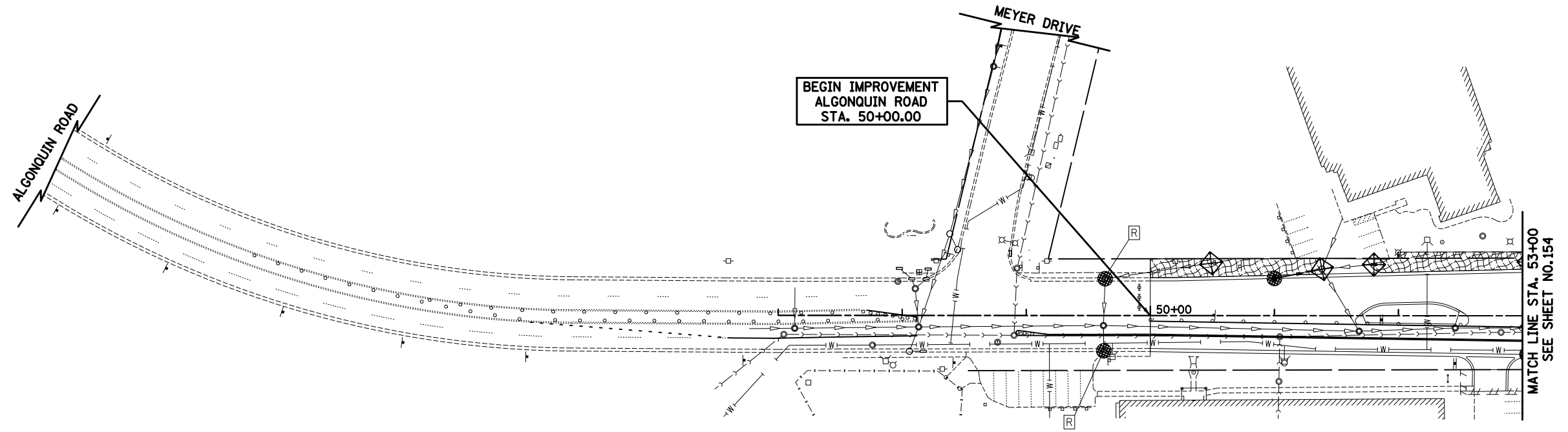
- TEMPORARY PAVEMENT
- EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
- MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT BASIN FOR DETAIL SEE SHEET 358
- INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
- 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05
- INLET FILTERS
- TEMPORARY DITCH CHECKS
- PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)



FILE NAME = ...\\D160F72-sht-eros-04.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL - STAGE 1A &amp; 2</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 152
PLOT SCALE = 100.0000' / 1" =		CHECKED - GAB	REVISED -	SCALE: 1" = 50'    SHEET NO. 4 OF 28 SHEETS    STA. 53+00    TO STA. 67+00		CONTRACT NO. 60F72		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
PLOT DATE = 5/2/2012		DATE - 5/3/2012	REVISED -							

**LEGEND**

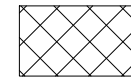
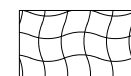
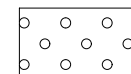







- |   |   |   |   |
|---|---|---|---|
|  | TEMPORARY PAVEMENT  |  | INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE                                   |
|  | EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING |  | 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05 |
|  | MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING         |  | INLET FILTERS   |
|  | SEDIMENT BASIN FOR DETAIL SEE SHEET 358                       |  | TEMPORARY DITCH CHECKS  |
|   |   |  | PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)   |
|   |   |  | RETAIN FROM PREVIOUS STAGE  |

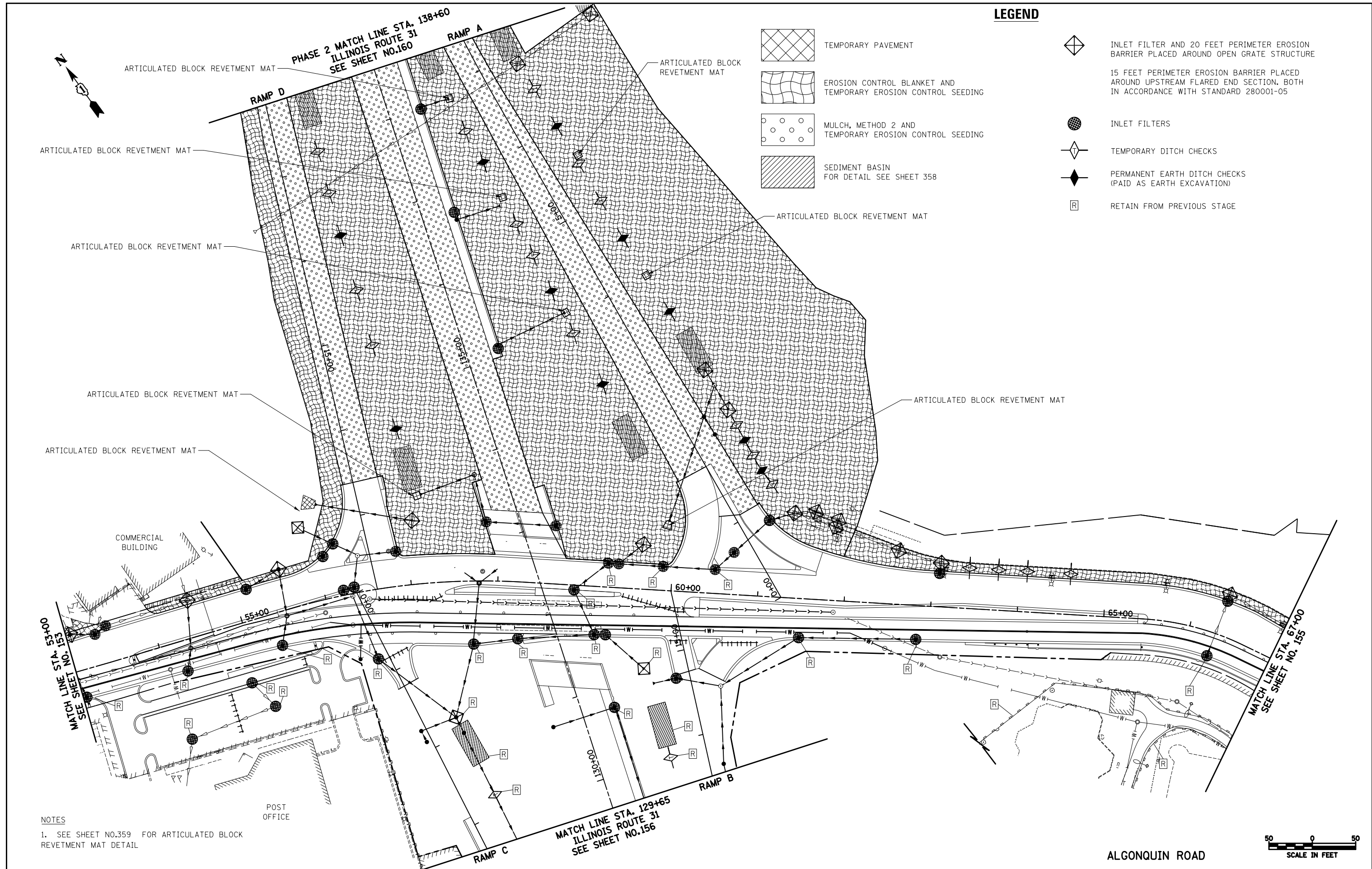


ALGONQUIN ROAD

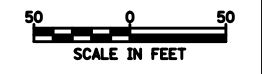
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	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -					0003	18A-2	MCHENRY	825	153
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		SCALE: 1" = 50'	SHEET NO. 5 OF 28 SHEETS	STA. -----	TO STA. 53+00	CONTRACT NO. 60F72				
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION. BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE





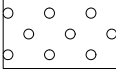







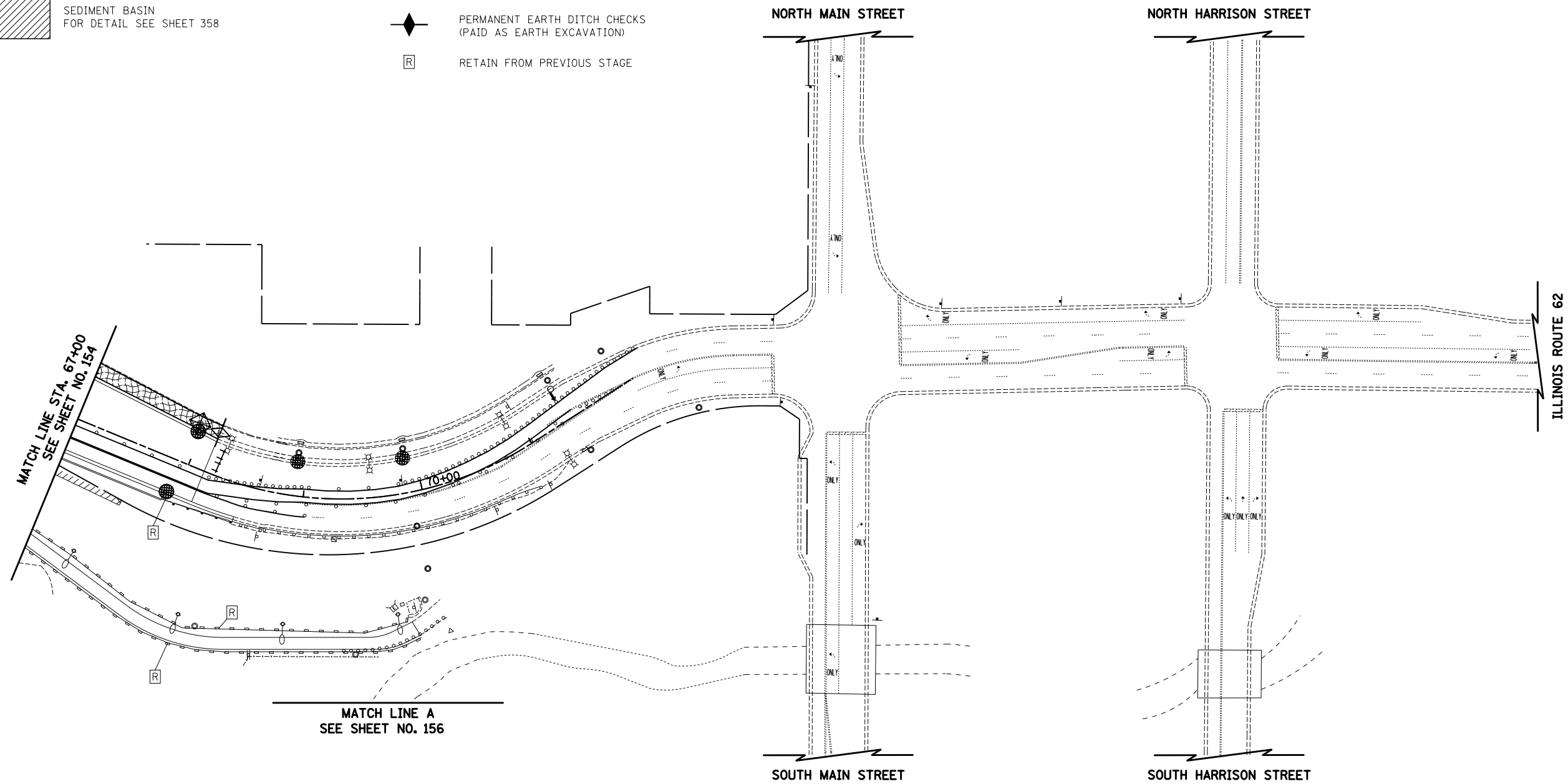
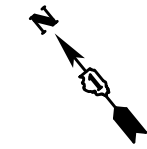
**NOTES**  
 1. SEE SHEET NO.359 FOR ARTICULATED BLOCK REVETMENT MAT DETAIL



FILE NAME = ... \D160F72-sht-eros-06.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL - STAGE 1B &amp; 2</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 154
PLOT SCALE = 100.0000' / in.		CHECKED - GAB	REVISED -	SCALE: 1" = 50'		SHEET NO. 6 OF 28 SHEETS		STA. 53+00 TO STA. 67+00		CONTRACT NO. 60F72
PLOT DATE = 5/2/2012		DATE - 5/3/2012	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

**LEGEND**

- |   |   |   |   |
|---|---|---|---|
|  | TEMPORARY PAVEMENT  |  | INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE                                   |
|  | EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING |  | 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION. BOTH IN ACCORDANCE WITH STANDARD 280001-05 |
|  | MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING         |  | INLET FILTERS   |
|  | SEDIMENT BASIN FOR DETAIL SEE SHEET 358                       |  | TEMPORARY DITCH CHECKS  |
|   |   |  | PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)   |
|   |   |  | RETAIN FROM PREVIOUS STAGE  |

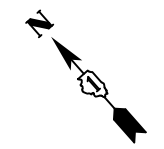


ALGONQUIN ROAD

FILE NAME = ...\\D160F72-sht-eros-07.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL - STAGE 1B</b>			O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1in.	CHECKED - GAB	REVISED -					0003	18A-2	MCHENRY	825	155
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		SCALE: 1" = 50'	SHEET NO. 7 OF 28 SHEETS	STA. 67+00	TO STA. -----	CONTRACT NO. 60F72				
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MATCH LINE A  
SEE SHEET NO. 155



MATCH LINE B  
SEE SHEET NO. 154

RAMP D

RAMP A

PERIMETER EROSION BARRIER  
ARTICULATED BLOCK REVETMENT MAT

CRYSTAL CREEK

VEGETATED SWALE

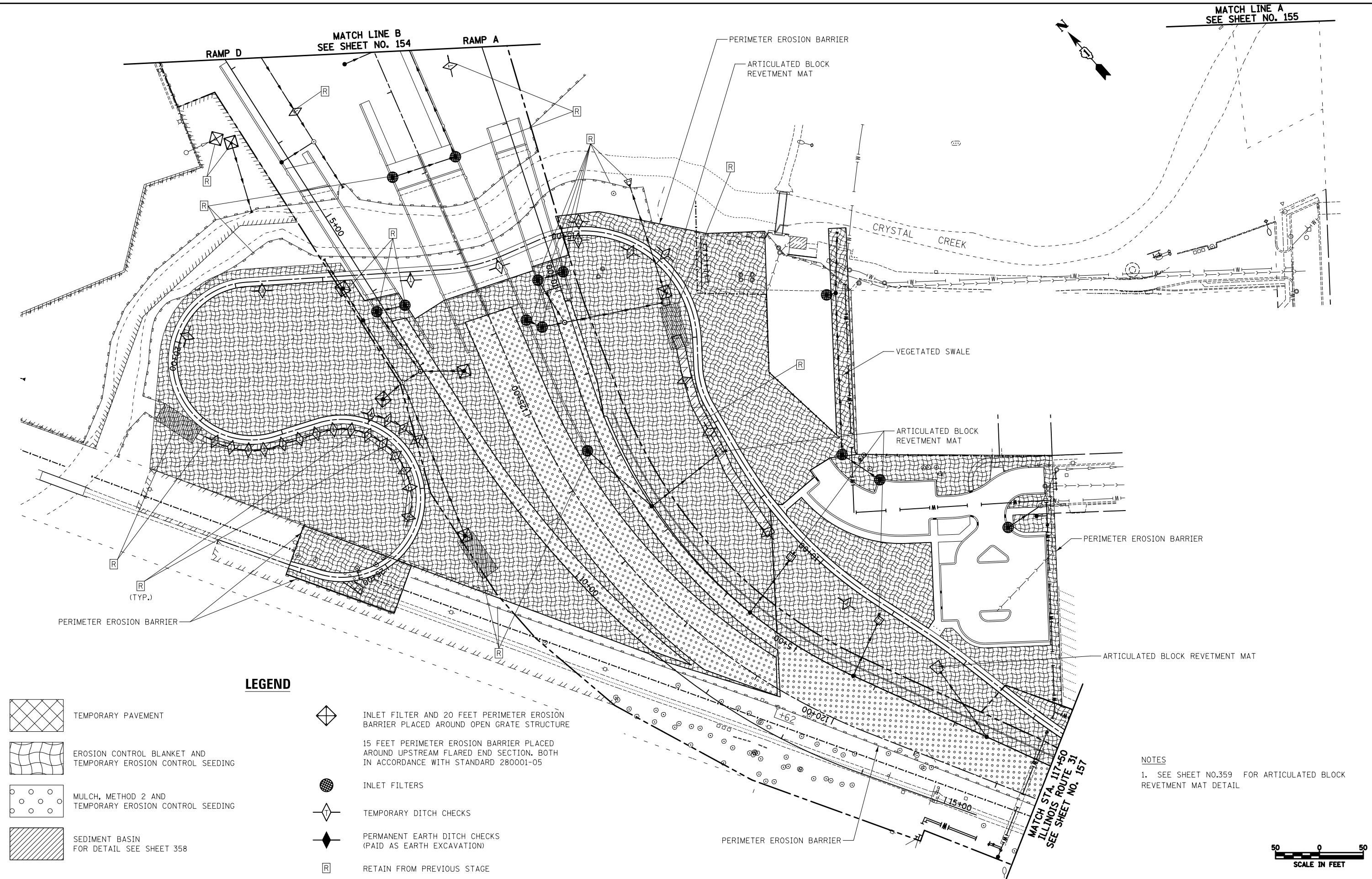
ARTICULATED BLOCK REVETMENT MAT

PERIMETER EROSION BARRIER



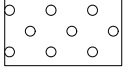







ARTICULATED BLOCK REVETMENT MAT

PERIMETER EROSION BARRIER

MATCH STA. 117+50  
ILLINOIS ROUTE 31  
SEE SHEET NO. 157



**LEGEND**

-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE

**NOTES**

1. SEE SHEET NO.359 FOR ARTICULATED BLOCK REVETMENT MAT DETAIL



FILE NAME =  
...\\D160F72-sht-eros-08.dgn

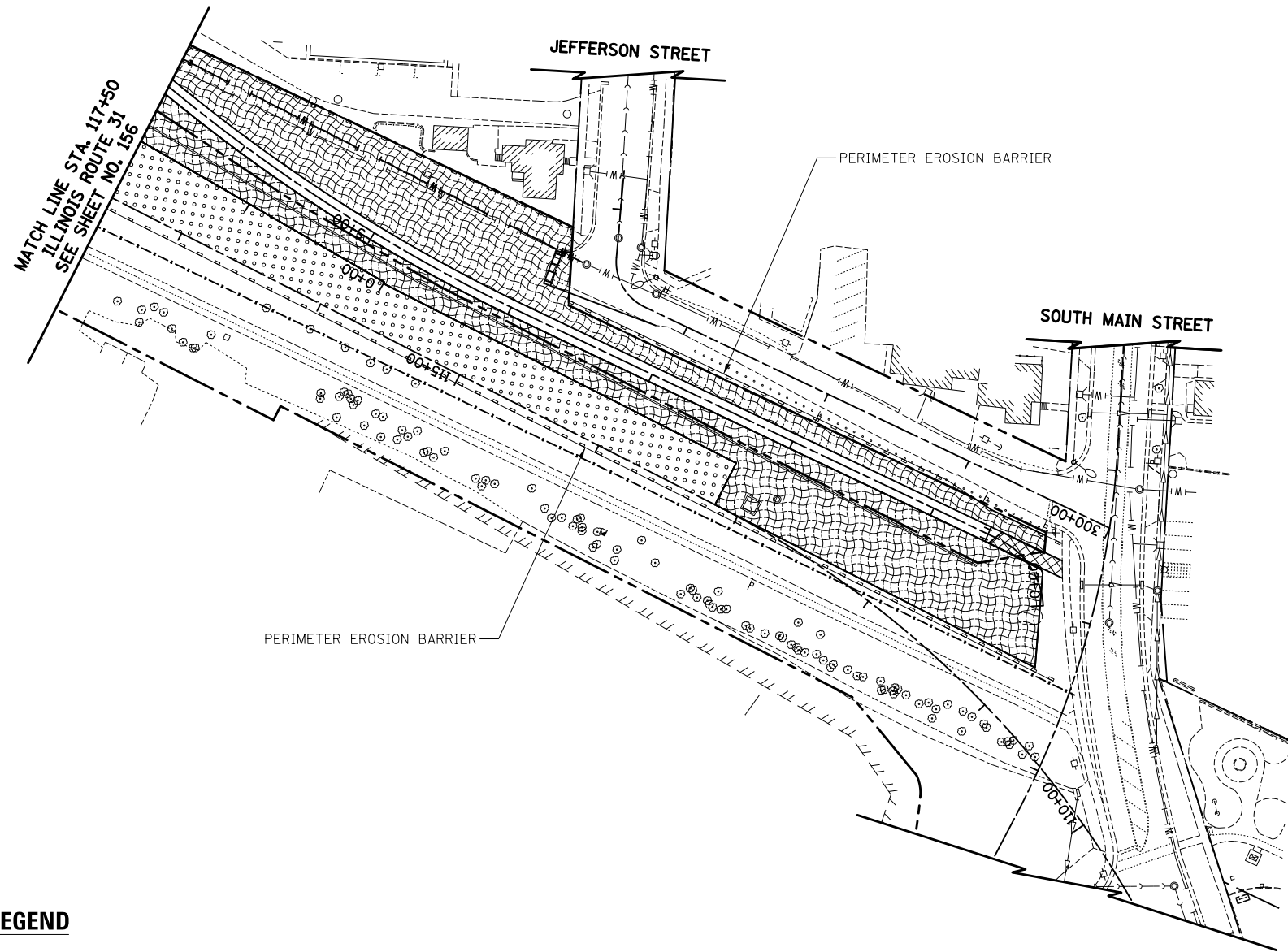
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PLOT SCALE = 100.0000' / 1in.	DRAWN - DTE	REVISED -
PLOT DATE = 5/2/2012	CHECKED - GAB	REVISED -
	DATE - 5/3/2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**


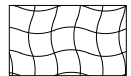
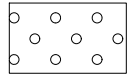
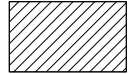






**EROSION AND SEDIMENT CONTROL - STAGE 1B & 2**

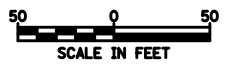
SCALE: 1" = 50' SHEET NO. 8 OF 28 SHEETS STA. 53+00 TO STA. 67+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	156
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LEGEND**

-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE



FILE NAME =  
...\\D160F72-sht-eros-09.dgn

USER NAME = ctb  
PLOT SCALE = 100.0000' / in.  
PLOT DATE = 5/2/2012

DESIGNED - DTE  
DRAWN - DTE  
CHECKED - GAB  
DATE - 5/3/2012

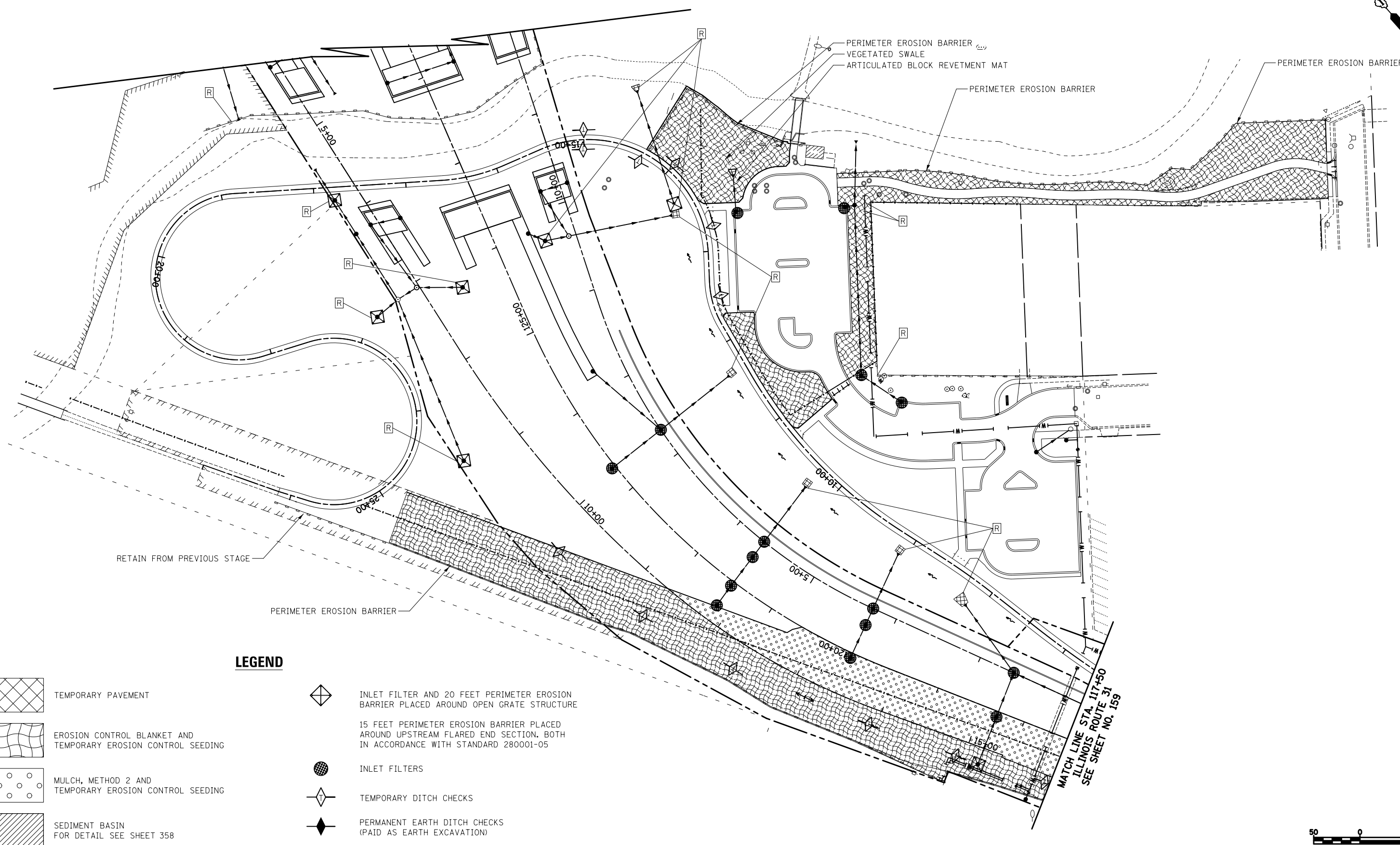
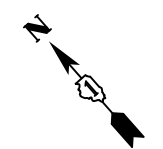
REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**


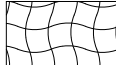








**EROSION AND SEDIMENT CONTROL - STAGE 1B & 2**

SCALE: 1" = 50' SHEET NO. 9 OF 28 SHEETS STA. 110+00 TO STA. 117+50

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	157
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LEGEND**

-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION. BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE



FILE NAME =  
... \D160F72-sht-eros-10.dgn

USER NAME = ctb  
PLOT SCALE = 100.0000' / in.  
PLOT DATE = 5/2/2012

DESIGNED - DTE  
DRAWN - DTE  
CHECKED - GAB  
DATE - 5/3/2012

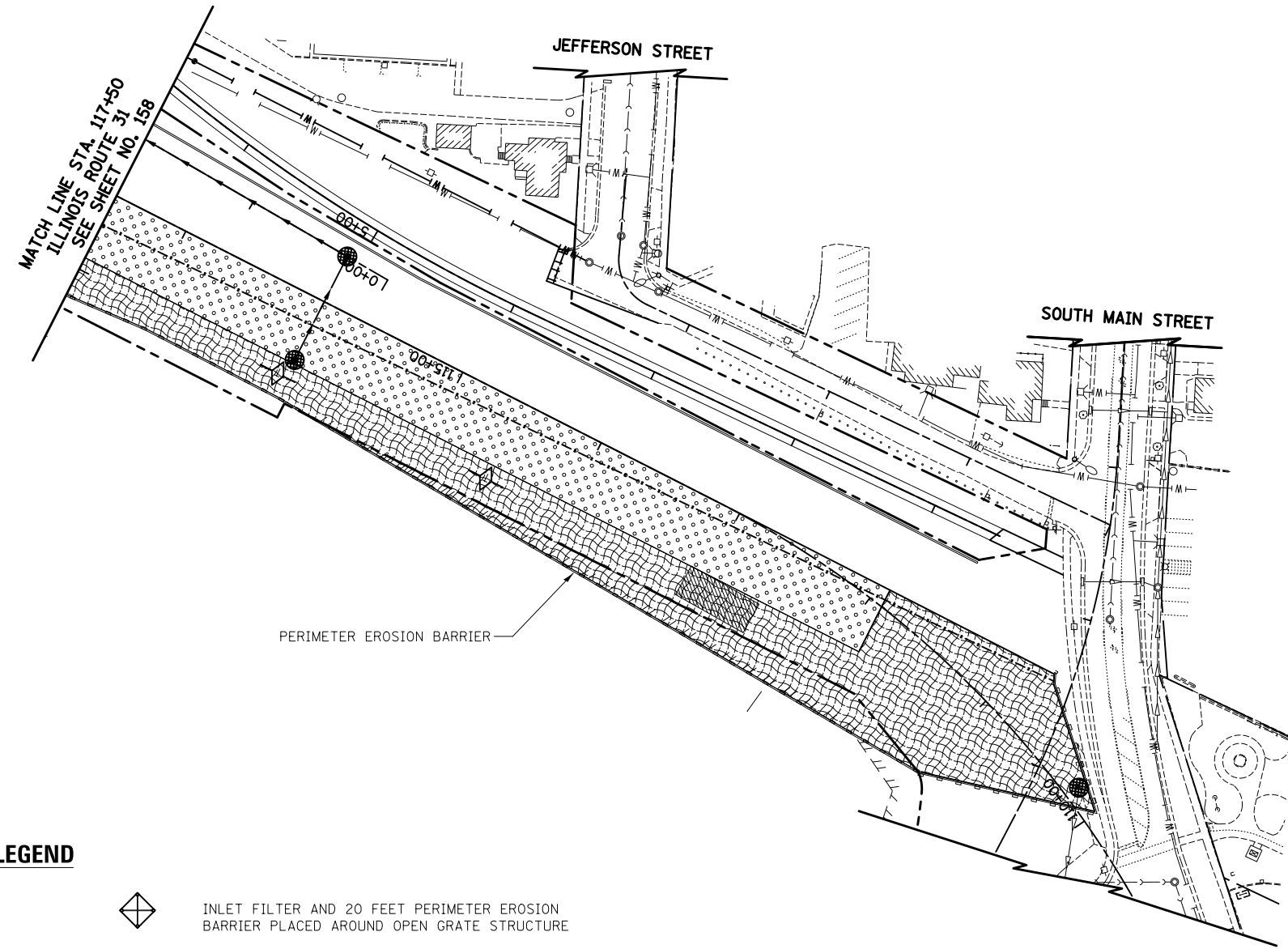
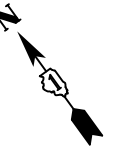
REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**


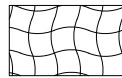
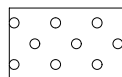







**EROSION AND SEDIMENT CONTROL - STAGE 1C & 2**

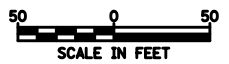
SCALE: 1" = 50'    SHEET NO. 10 OF 28 SHEETS    STA.    TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	158
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LEGEND**

-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE



FILE NAME = ... \D160F72-sht-eros-11.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -
		DRAWN - DTE	REVISED -
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	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

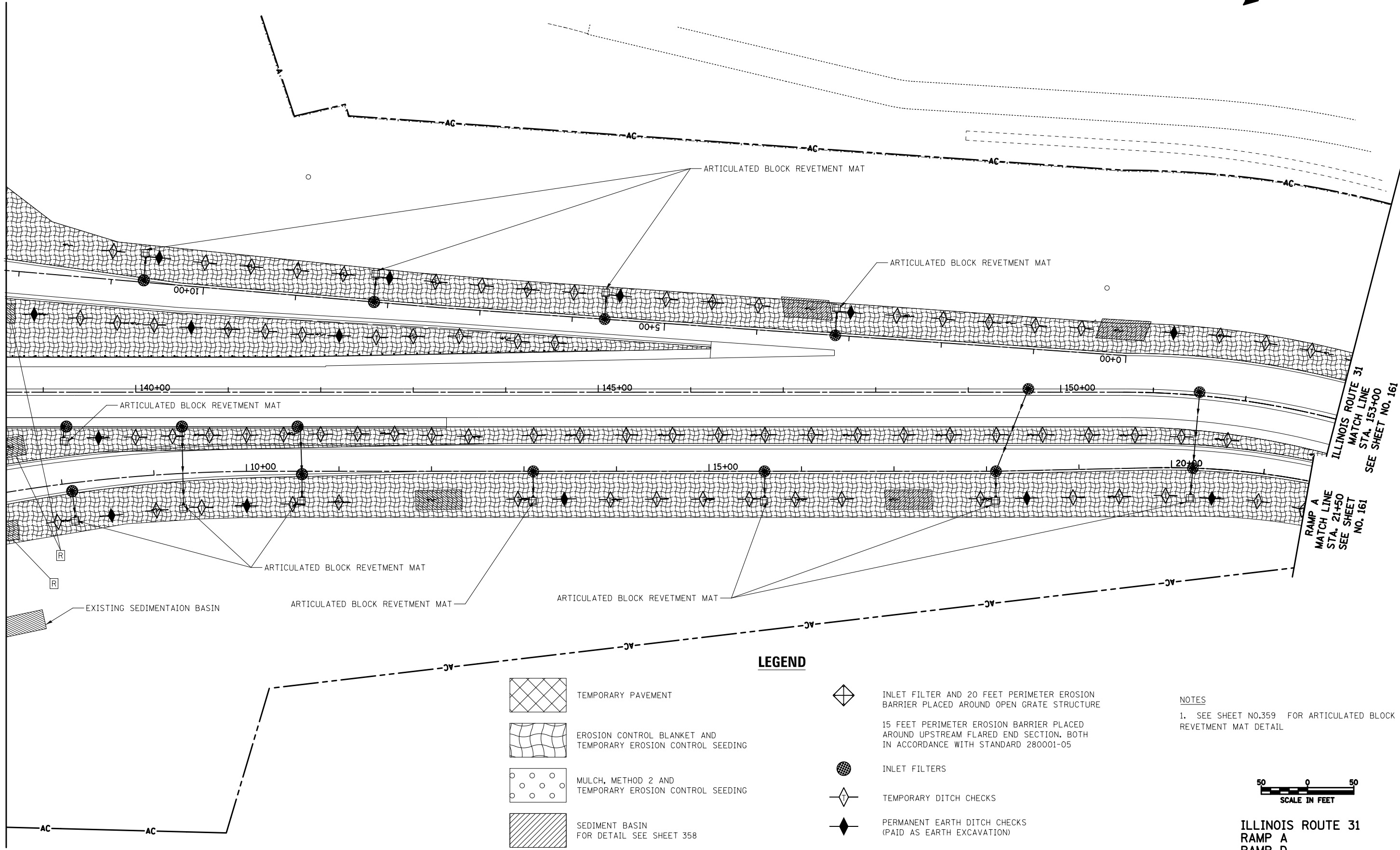
**EROSION AND SEDIMENT CONTROL - STAGE 1C & 2**

SCALE: 1" = 50' SHEET NO. 11 OF 28 SHEETS STA. 110+00 TO STA. 117+50

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	159
<b>CONTRACT NO. 60F72</b>				
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				



ILLINOIS ROUTE 31  
MATCH LINE STA. 138+60  
SEE SHEET NO.154



ILLINOIS ROUTE 31  
MATCH LINE  
STA. 153+00  
SEE SHEET NO. 161

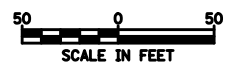
RAMP A  
MATCH LINE  
STA. 21+50  
SEE SHEET  
NO. 161

**LEGEND**

- TEMPORARY PAVEMENT
- EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
- MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT BASIN FOR DETAIL SEE SHEET 358
- INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
- 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05
- INLET FILTERS
- TEMPORARY DITCH CHECKS
- PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
- RETAIN FROM PREVIOUS STAGE

**NOTES**

1. SEE SHEET NO.359 FOR ARTICULATED BLOCK REVETMENT MAT DETAIL



**ILLINOIS ROUTE 31  
RAMP A  
RAMP D**

FILE NAME =  
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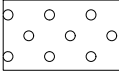







REVISIED -  
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REVISIED -

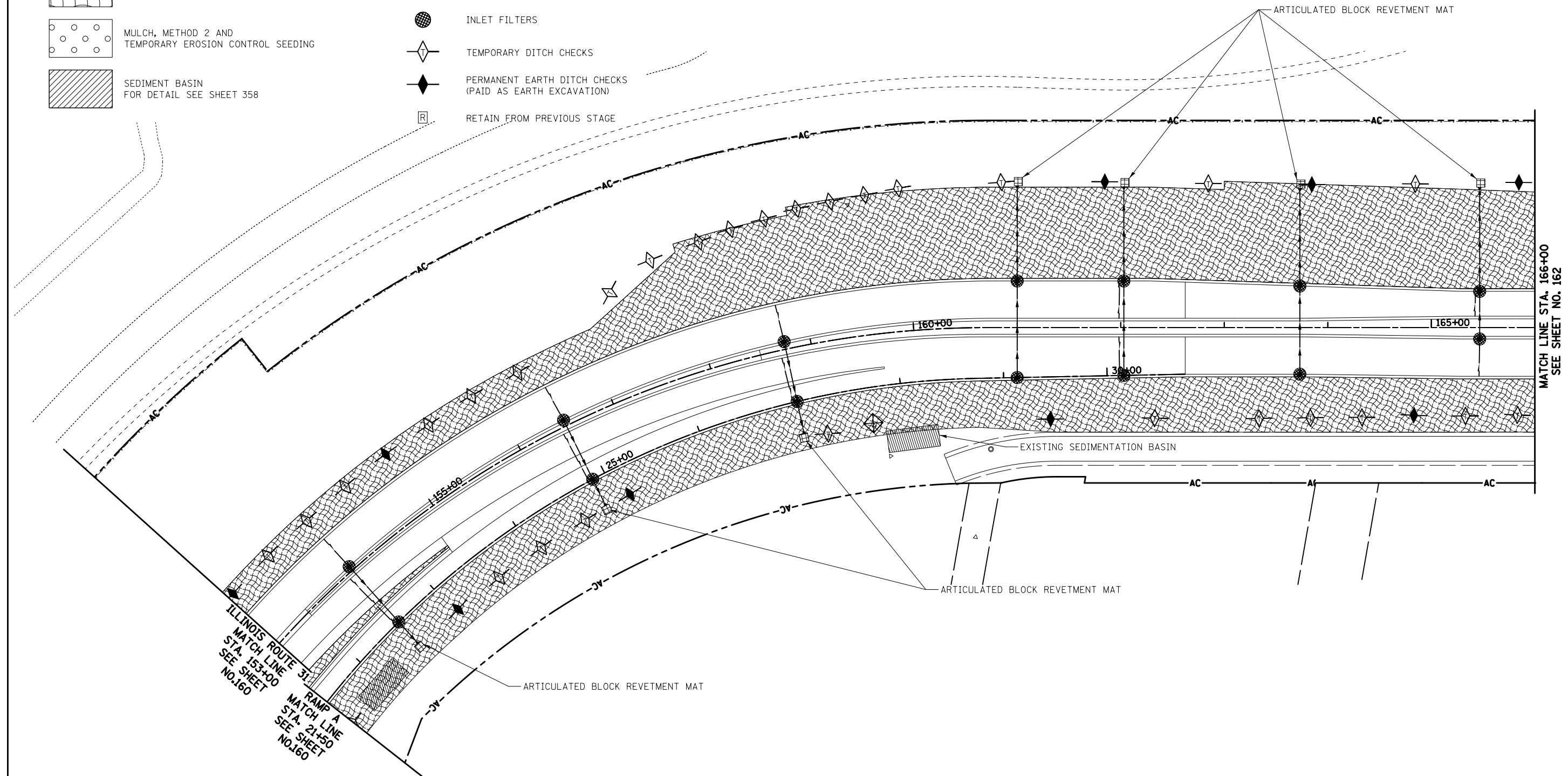
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL - STAGE 2A**  
SCALE: 1" = 50' SHEET NO. 12 OF 28 SHEETS STA. 138+60 TO STA. 153+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	160
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE



**NOTES**

1. SEE SHEET NO.359 FOR ARTICULATED BLOCK REVETMENT MAT DETAIL

ILLINOIS ROUTE 31  
RAMP A



FILE NAME = ...\\D160F72-sht-eros-13.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -
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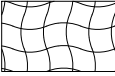
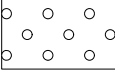







STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

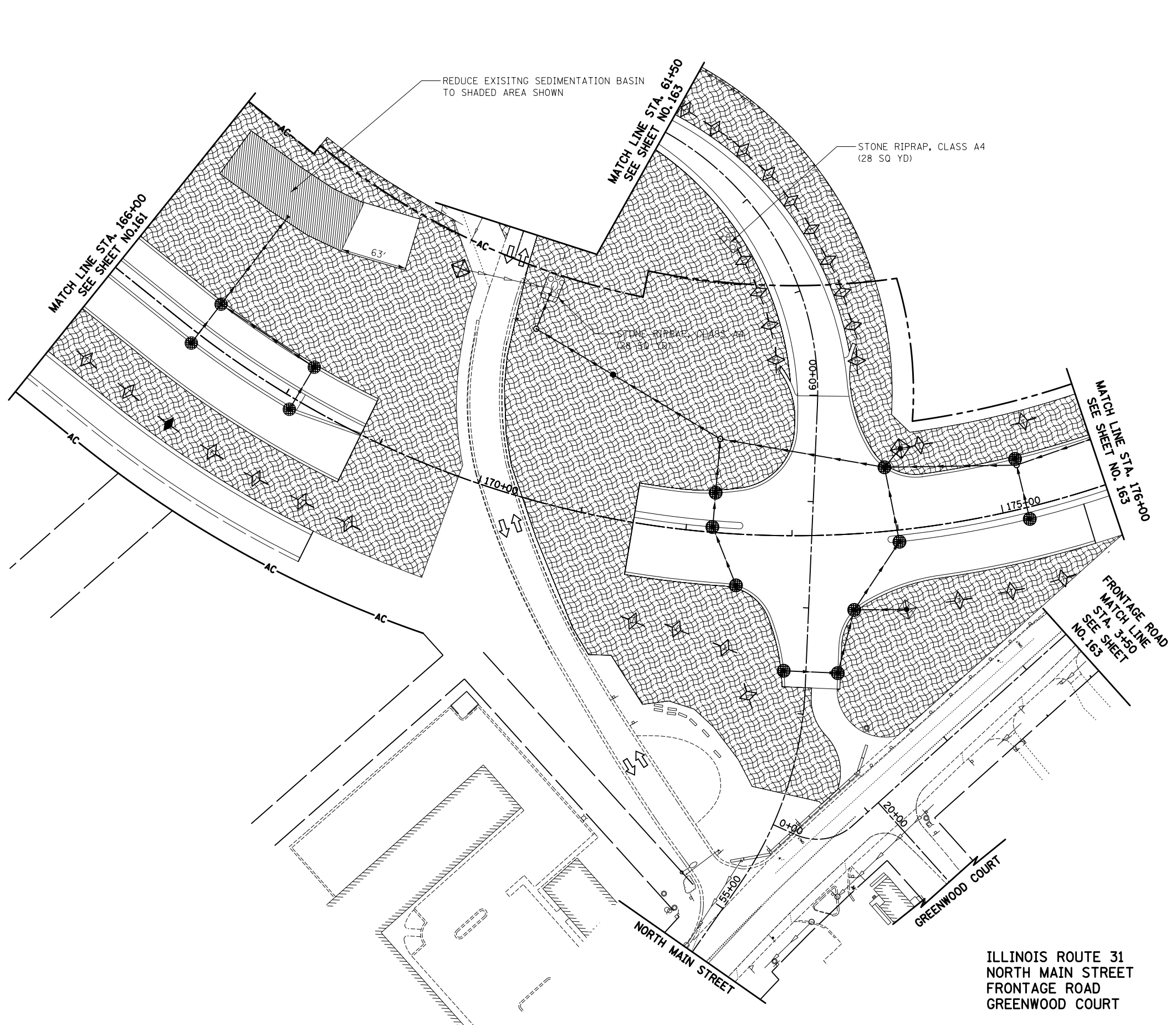
EROSION AND SEDIMENT CONTROL - STAGE 2A

SCALE: 1" = 50' SHEET NO. 13 OF 28 SHEETS STA. 153+00 TO STA. 166+00

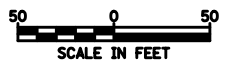
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	161
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION. BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE



ILLINOIS ROUTE 31  
 NORTH MAIN STREET  
 FRONTAGE ROAD  
 GREENWOOD COURT



FILE NAME =  
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USER NAME = ctb  
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 DRAWN - DTE  
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 PLOT DATE = 5/2/2012  
 DATE - 5/3/2012

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -


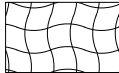
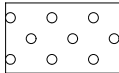







**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

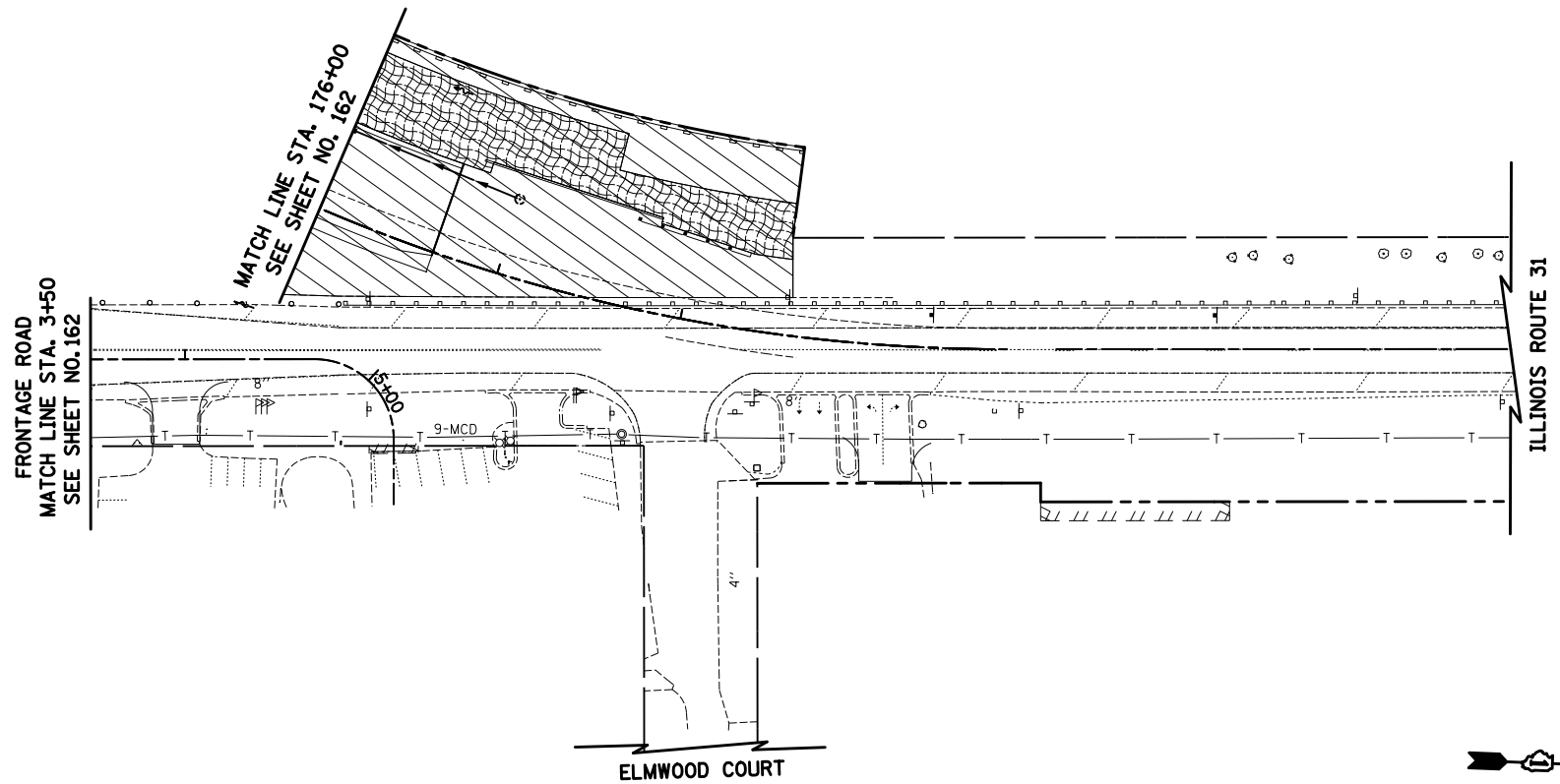
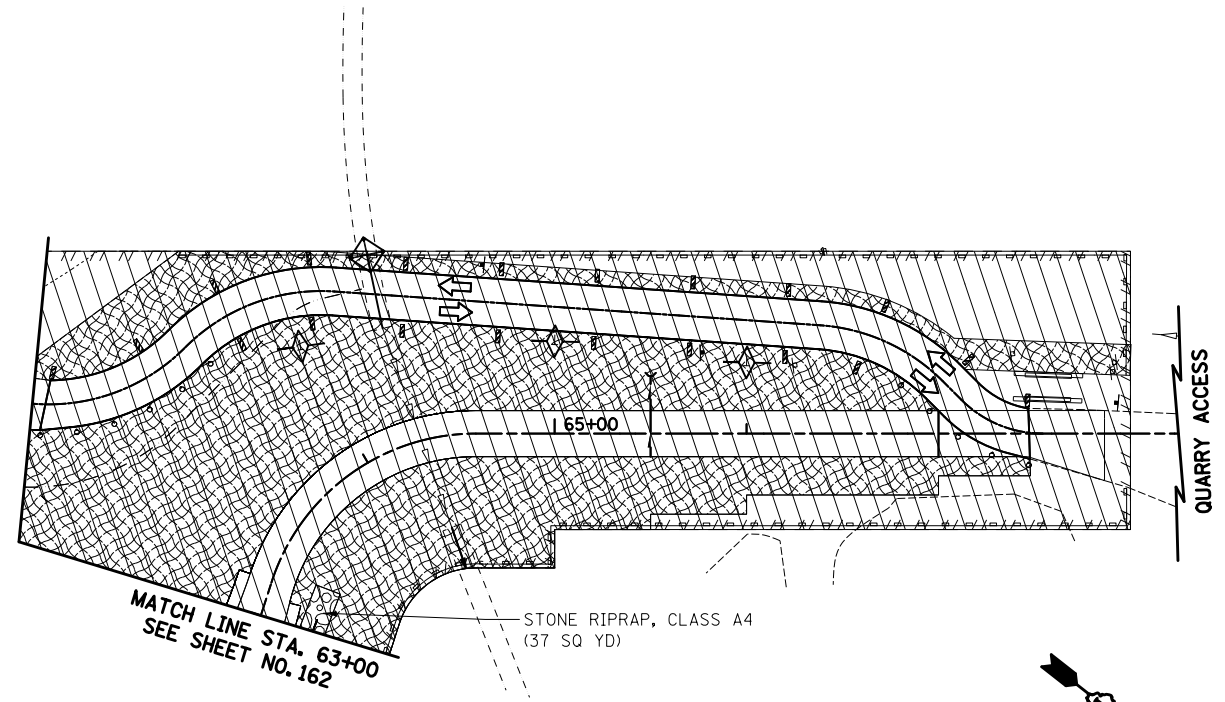
**EROSION AND SEDIMENT CONTROL - STAGE 2A**

SCALE: 1" = 50' SHEET NO. 14 OF 28 SHEETS STA. 166+00 TO STA. 176+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	162
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE



ILLINOIS ROUTE 31  
 QUARRY ACCESS  
 NORTH MAIN STREET  
 FRONTAGE ROAD  
 GREENWOOD COURT



FILE NAME = ... \D160F72-sh1-eros-15.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -
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	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

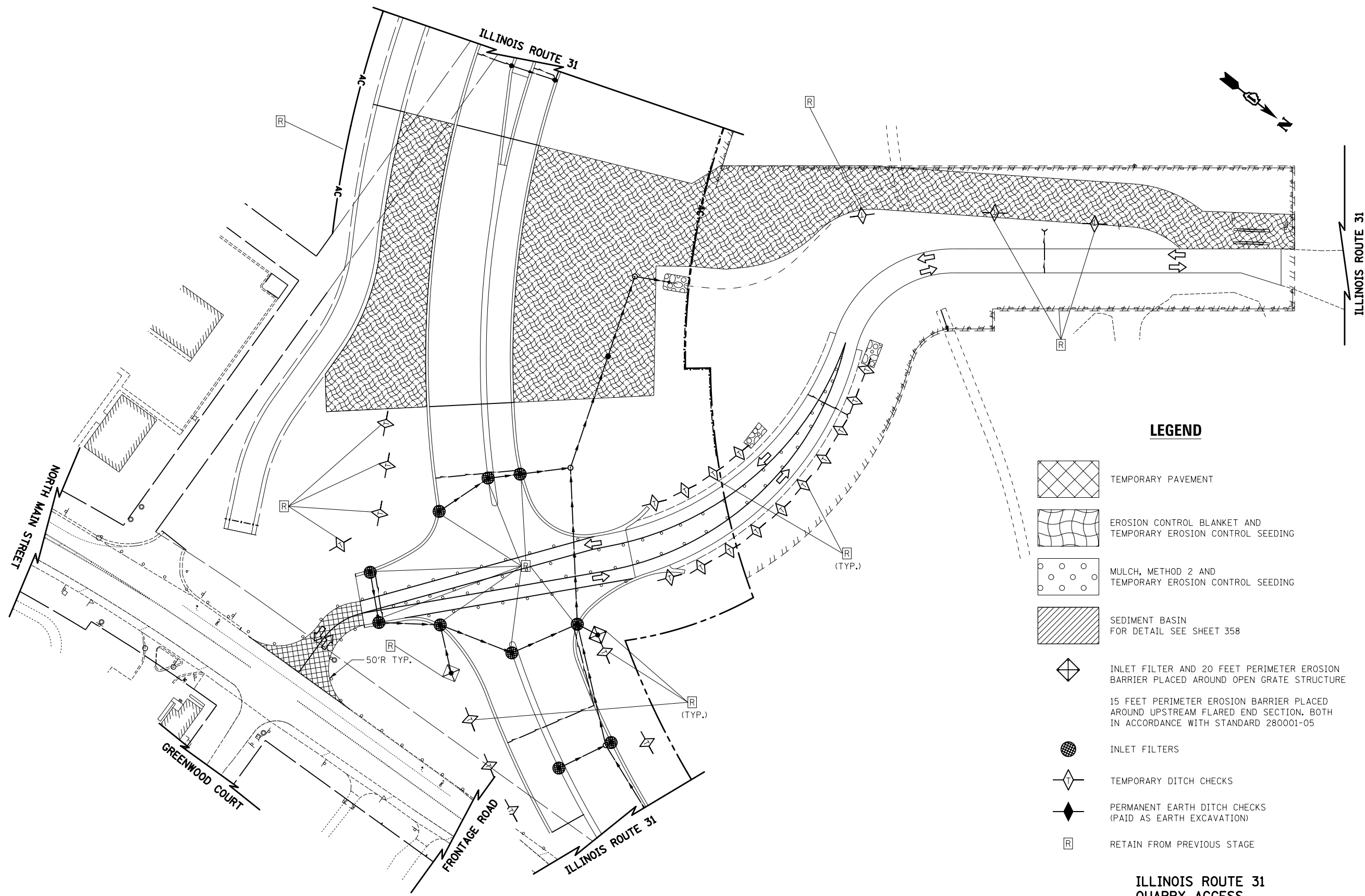
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL - STAGE 2A

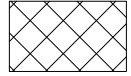

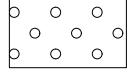







SCALE: 1" = 50' SHEET NO. 15 OF 28 SHEETS STA. TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	163
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





**LEGEND**





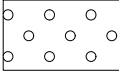





-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION. BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE

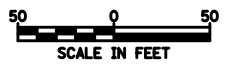
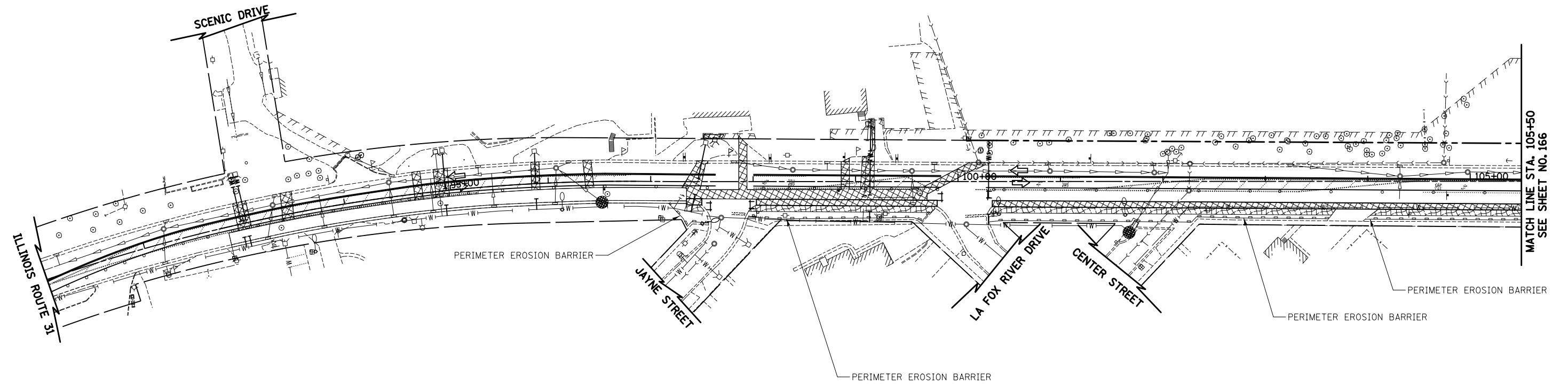
**ILLINOIS ROUTE 31  
QUARRY ACCESS  
NORTH MAIN STREET  
FRONTAGE ROAD  
GREENWOOD COURT**



FILE NAME = ... \D160F72-sh1-eros-16.dgn	USER NAME = ctb	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL - STAGE 2B</b>		O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 164
	PLOT SCALE = 100.0000' / in.	DRAWN - AKW	REVISED -		SCALE: 1" = 50'	SHEET NO. 16 OF 28 SHEETS	STA.	CONTRACT NO. 60F72		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
	PLOT DATE = 5/2/2012	CHECKED - GAB	REVISED -				TO STA.				
		DATE - 5/3/2012	REVISED -								

**LEGEND**


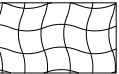
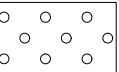







- |   |   |   |   |
|---|---|---|---|
|  | TEMPORARY PAVEMENT  |  | INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE                                   |
|  | EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING |  | 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05 |
|  | MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING         |  | INLET FILTERS   |
|  | SEDIMENT BASIN FOR DETAIL SEE SHEET 358                       |  | TEMPORARY DITCH CHECKS  |
|   |   |  | PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)   |
|   |   |  | RETAIN FROM PREVIOUS STAGE  |

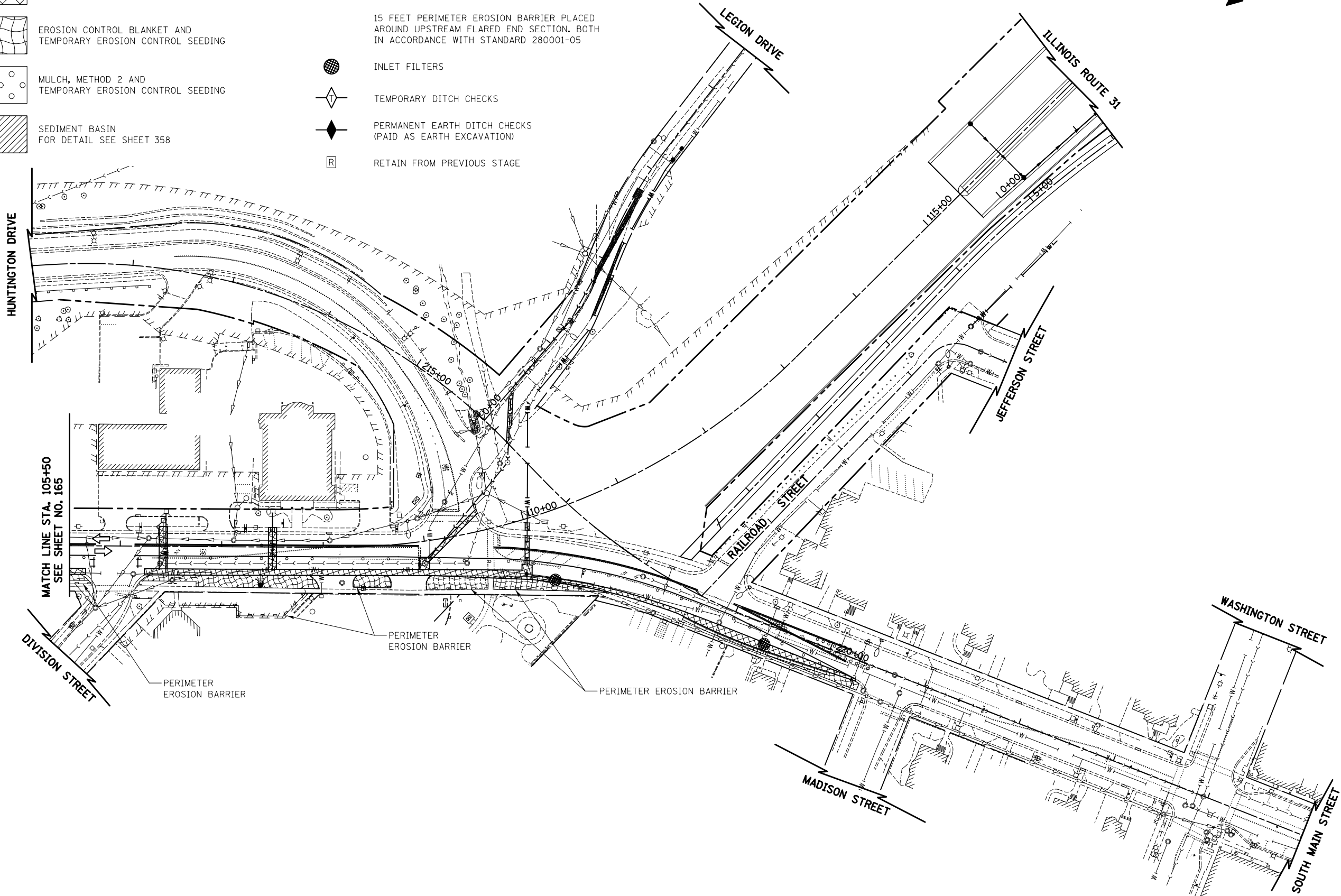


ILLINOIS ROUTE 31

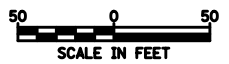
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	PLOT SCALE = 100.0000' / 1in.	CHECKED - GAB	REVISED -				0003	18A-2	MCHENRY	825	165
PLOT DATE = 5/2/2012	DATE = 5/3/2012	REVISED -	REVISED -	SCALE: 1" = 50'		SHEET NO. 17 OF 28 SHEETS	STA. 91+00	TO STA. 105+50	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT											

**LEGEND**

-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION. BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE



ILLINOIS ROUTE 31  
HUNTINGTON DRIVE  
LEGION DRIVE



FILE NAME =  
... \D160F72-shr-eros-18.dgn

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DESIGNED - DTE  
DRAWN - DTE  
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DATE - 5/3/2012

REVISED -  
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REVISED -





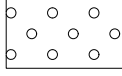





**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

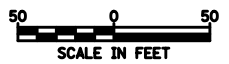
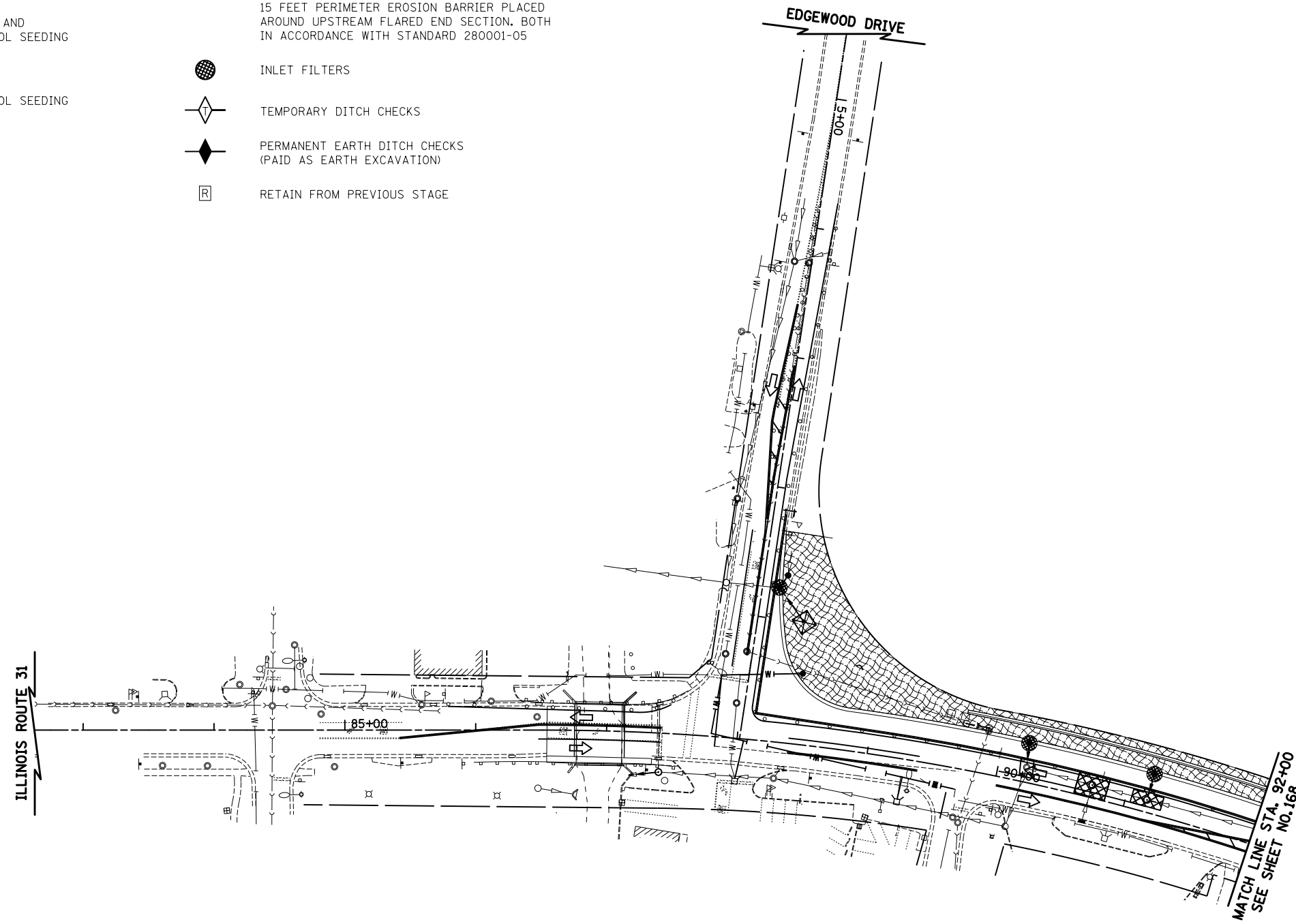
**EROSION AND SEDIMENT CONTROL - STAGE 3A & 3D**

SCALE: 1" = 50' SHEET NO. 18 OF 28 SHEETS STA. 105+50 TO STA. -----

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	166
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

- |   |   |   |   |
|---|---|---|---|
|  | TEMPORARY PAVEMENT  |  | INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE                                   |
|  | EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING |  | 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05 |
|  | MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING         |  | INLET FILTERS   |
|  | SEDIMENT BASIN FOR DETAIL SEE SHEET 358                       |  | TEMPORARY DITCH CHECKS  |
|   |   |  | PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)   |
|   |   |  | RETAIN FROM PREVIOUS STAGE  |



ILLINOIS ROUTE 31

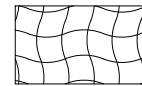
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	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -					0003	18A-2	MCHENRY	825	167
PLOT DATE = 5/2/2012	DATE = 5/3/2012	REVISED -	REVISED -	SCALE: 1" = 50'	SHEET NO. 19 OF 28 SHEETS	STA. 87+35	TO STA. 92+00	CONTRACT NO. 60F72				
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



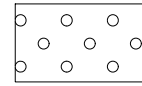
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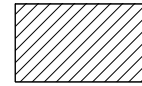
TEMPORARY PAVEMENT



EROSION CONTROL BLANKET AND  
TEMPORARY EROSION CONTROL SEEDING



MULCH, METHOD 2 AND  
TEMPORARY EROSION CONTROL SEEDING



SEDIMENT BASIN  
FOR DETAIL SEE SHEET 358



INLET FILTER AND 20 FEET PERIMETER EROSION  
BARRIER PLACED AROUND OPEN GRATE STRUCTURE

15 FEET PERIMETER EROSION BARRIER PLACED  
AROUND UPSTREAM FLARED END SECTION, BOTH  
IN ACCORDANCE WITH STANDARD 280001-05



INLET FILTERS



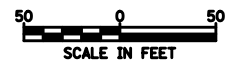
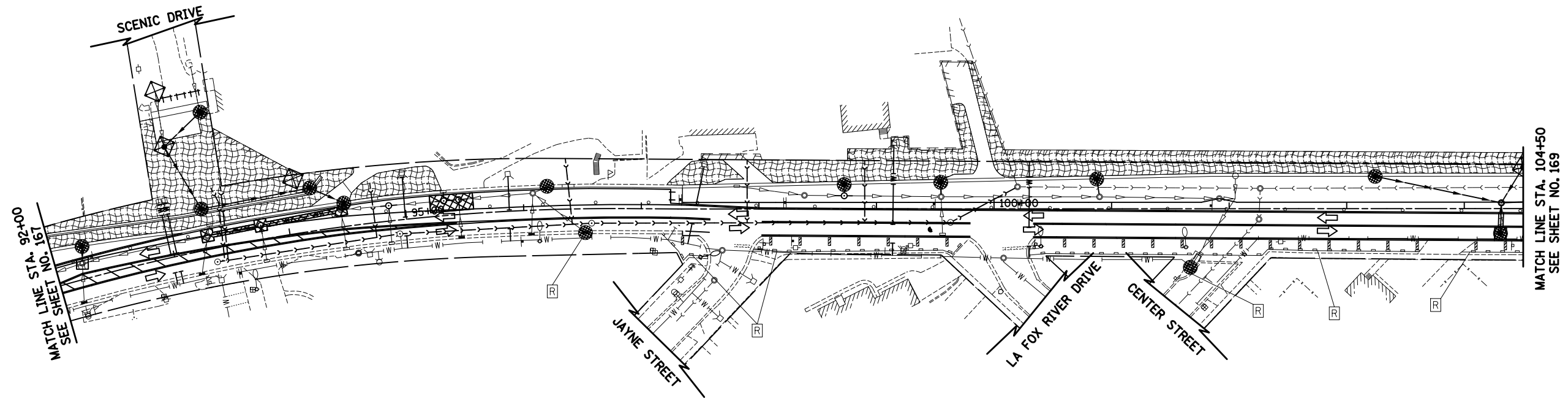
TEMPORARY DITCH CHECKS



PERMANENT EARTH DITCH CHECKS  
(PAID AS EARTH EXCAVATION)



RETAIN FROM PREVIOUS STAGE



ILLINOIS ROUTE 31

FILE NAME = ...\\D160F72-sht-eros-20.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -
		DRAWN - DTE	REVISED -
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	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -


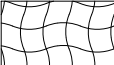








STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

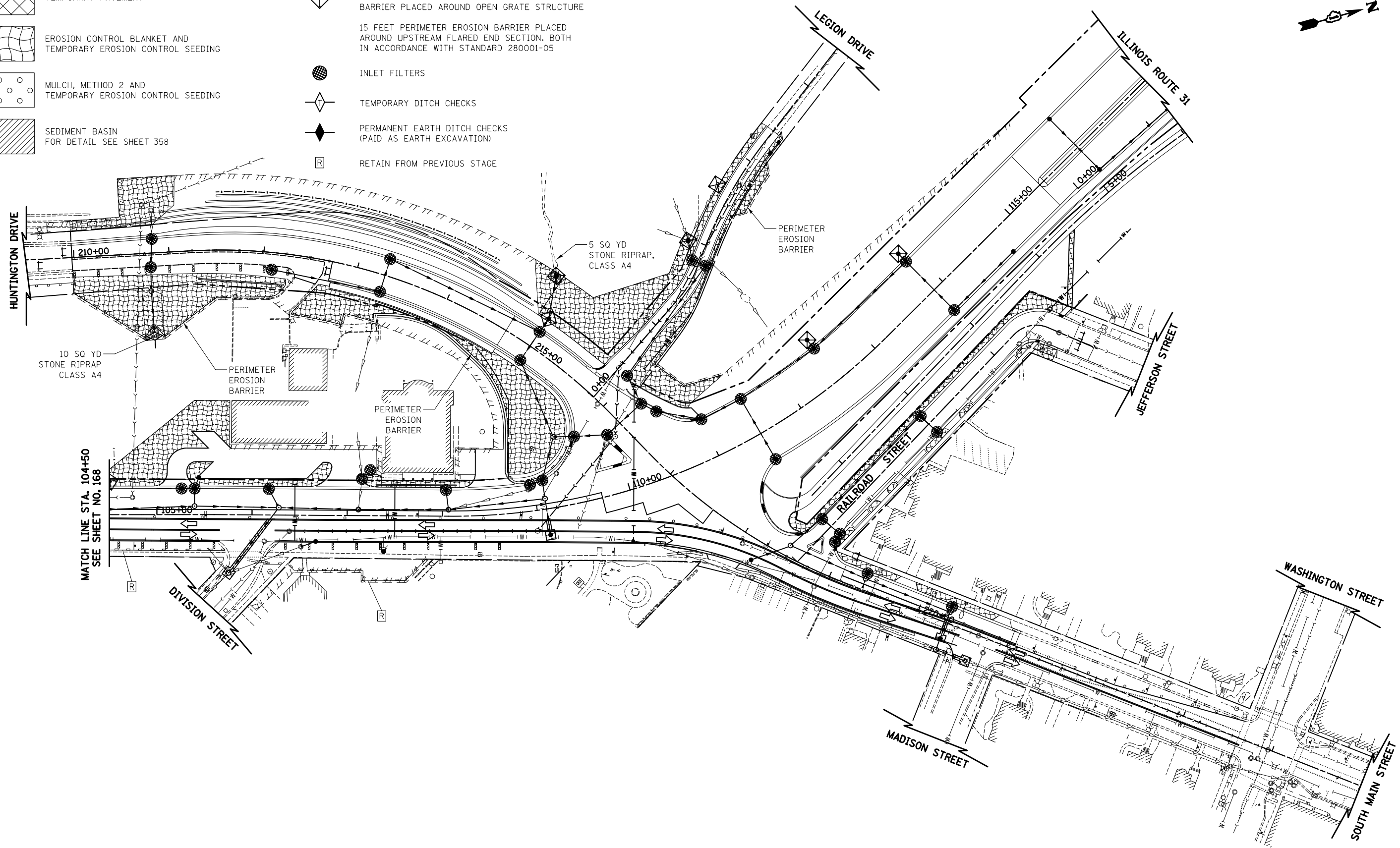
EROSION AND SEDIMENT CONTROL - STAGE 3B & 3C

SCALE: 1" = 50' SHEET NO. 20 OF 28 SHEETS STA. 92+00 TO STA. 104+50

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	168
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE



ILLINOIS ROUTE 31  
HUNTINGTON DRIVE  
LEGION DRIVE



FILE NAME =  
... \D160F72-sht-eros-21.dgn

USER NAME = ctb  
PLOT SCALE = 100.0000' / in.  
PLOT DATE = 5/2/2012

DESIGNED - DTE  
DRAWN - DTE  
CHECKED - GAB  
DATE - 5/3/2012

REVISED -  
REVISED -  
REVISED -  
REVISED -





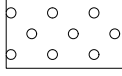





**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

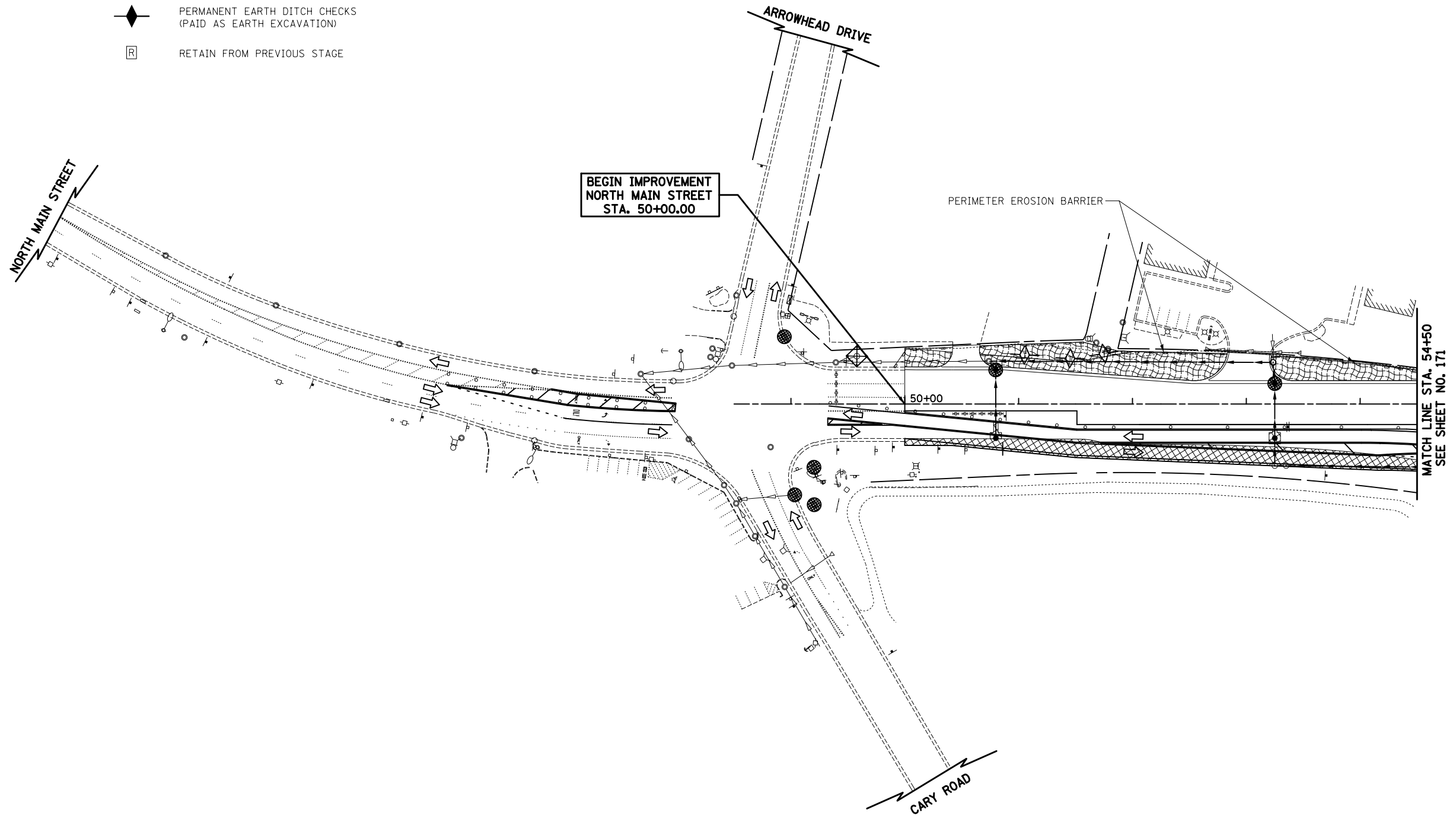
**EROSION AND SEDIMENT CONTROL - STAGE 3B & 3C**

SCALE: 1" = 50' SHEET NO. 21 OF 28 SHEETS STA. 104+50 TO STA. -----

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	169
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

- |   |   |   |   |
|---|---|---|---|
|  | TEMPORARY PAVEMENT  |  | INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE                                   |
|  | EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING |  | 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05 |
|  | MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING         |  | INLET FILTERS   |
|  | SEDIMENT BASIN FOR DETAIL SEE SHEET 358                       |  | TEMPORARY DITCH CHECKS  |
|   |   |  | PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)   |
|   |   |  | RETAIN FROM PREVIOUS STAGE  |



MATCH LINE STA. 54+50  
SEE SHEET NO. 171



NORTH MAIN STREET

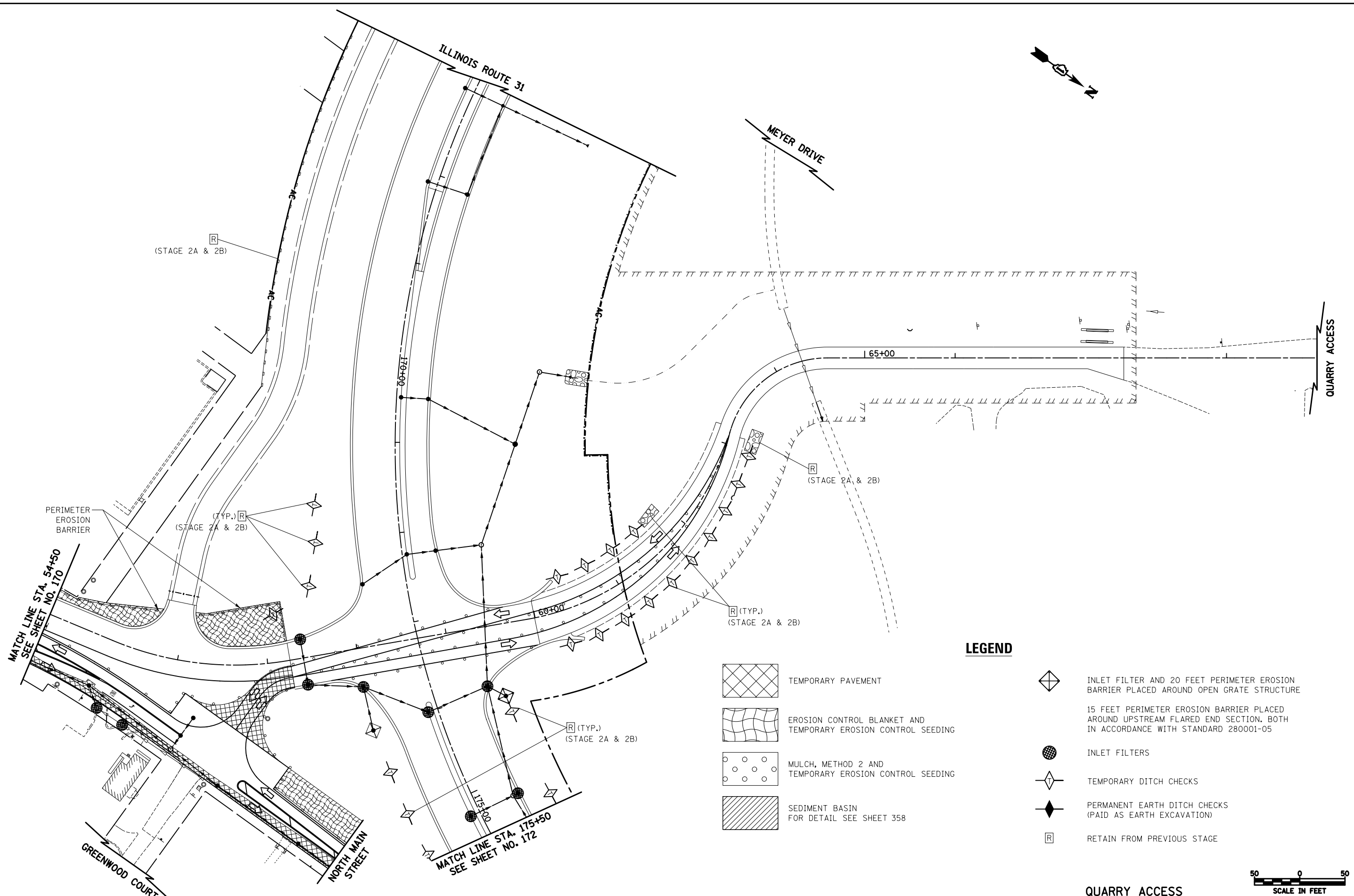
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		DRAWN - DTE	REVISED -
		CHECKED - GAB	REVISED -
		DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



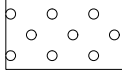







EROSION AND SEDIMENT CONTROL - STAGE 4A

SCALE: 1" = 50' SHEET NO. 22 OF 28 SHEETS STA. 50+00 TO STA. 54+50

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	170
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LEGEND**

-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE





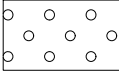







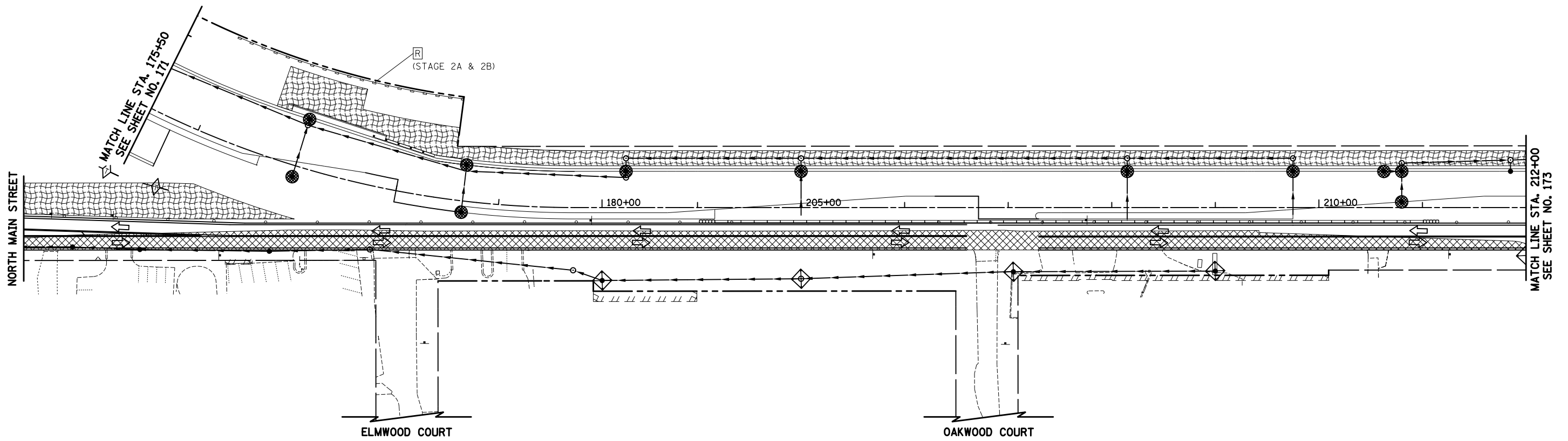
QUARRY ACCESS

FILE NAME = ...\\D160F72-sh-t-eros-23.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL - STAGE 4A</b>			O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1" =	CHECKED - GAB	REVISED -		SCALE: 1" = 50'	SHEET NO. 23 OF 28 SHEETS	STA. ----- TO STA. -----	0003	18A-2	MCHENRY	825	171
PLOT DATE = 5/2/2012	DATE = 5/3/2012	REVISED -					CONTRACT NO. 60F72					
							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



**LEGEND**





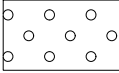





- |   |   |   |   |
|---|---|---|---|
|  | TEMPORARY PAVEMENT  |  | INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE                                   |
|  | EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING |  | 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05 |
|  | MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING         |  | INLET FILTERS   |
|  | SEDIMENT BASIN FOR DETAIL SEE SHEET 358                       |  | TEMPORARY DITCH CHECKS  |
|   |   |  | PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)   |
|   |   |  | RETAIN FROM PREVIOUS STAGE  |

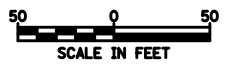
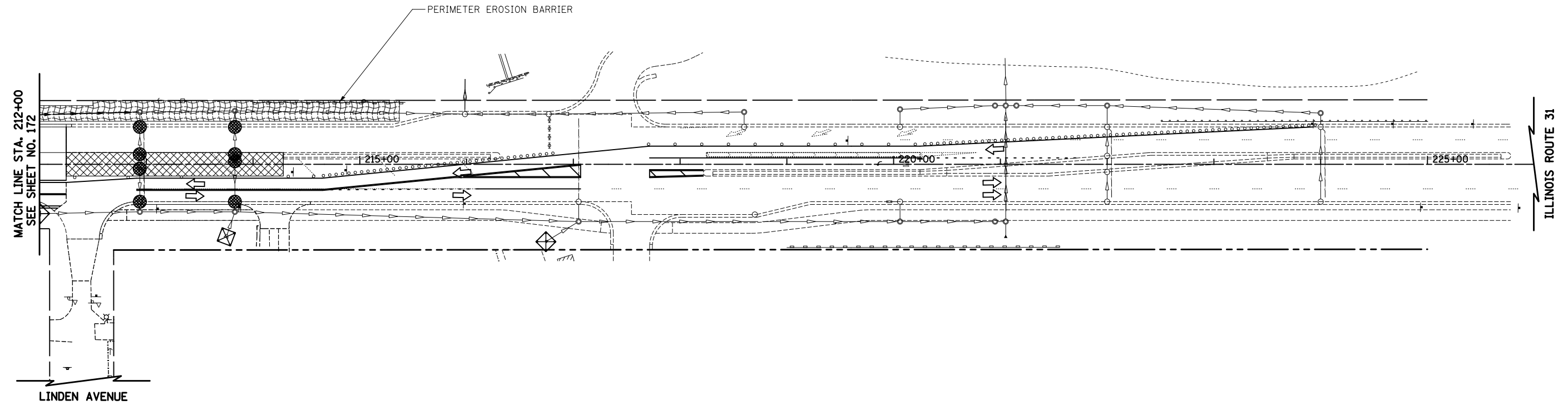


NORTH MAIN STREET

FILE NAME = ...\\D160F72-sht-eros-24.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL - STAGE 4A</b>		O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -				0003	18A-2	MCHENRY	825	172
PLOT DATE = 5/2/2012	DATE = 5/3/2012	REVISED -	REVISED -	SCALE: 1" = 50'		SHEET NO. 24 OF 28 SHEETS	STA. 175+50	TO STA. 212+00	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT											

**LEGEND**





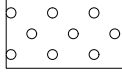





- |   |   |   |   |
|---|---|---|---|
|  | TEMPORARY PAVEMENT  |  | INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE                                   |
|  | EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING |  | 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05 |
|  | MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING         |  | INLET FILTERS   |
|  | SEDIMENT BASIN FOR DETAIL SEE SHEET 358                       |  | TEMPORARY DITCH CHECKS  |
|   |   |  | PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)   |
|   |   |  | RETAIN FROM PREVIOUS STAGE  |

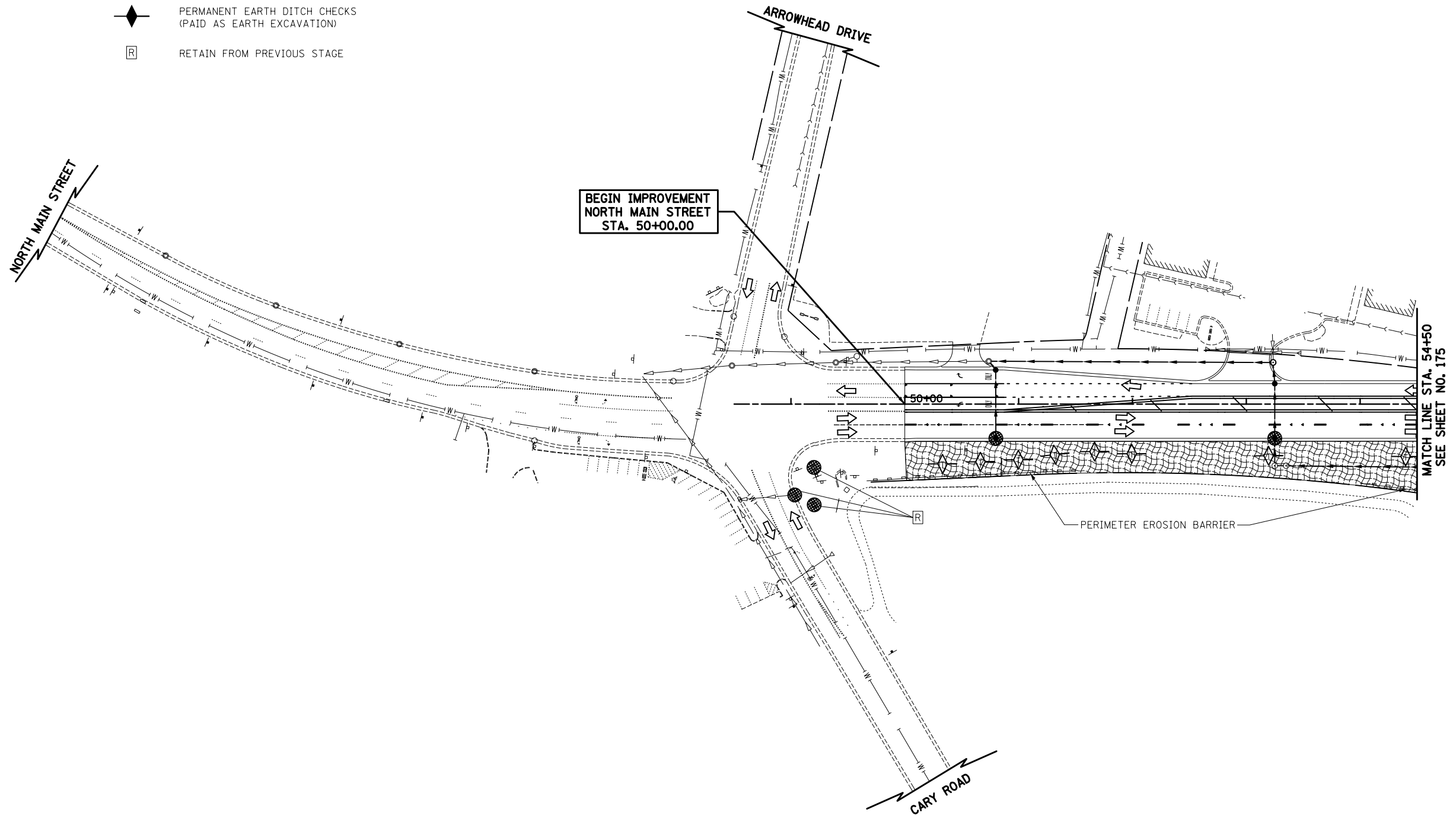


ILLINOIS ROUTE 31

FILE NAME = ...\\D160F72-sht-eros-25.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL - STAGE 4A</b>			O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -					0003	18A-2	MCHENRY	825	173
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		SCALE: 1" = 50'	SHEET NO. 25 OF 28 SHEETS	STA. 212+00	TO STA. 226+00	CONTRACT NO. 60F72				
								FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

**LEGEND**

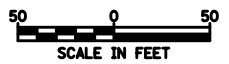
- |   |   |   |   |
|---|---|---|---|
|  | TEMPORARY PAVEMENT  |  | INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE                                   |
|  | EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING |  | 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05 |
|  | MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING         |  | INLET FILTERS   |
|  | SEDIMENT BASIN FOR DETAIL SEE SHEET 358                       |  | TEMPORARY DITCH CHECKS  |
|   |   |  | PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)   |
|   |   |  | RETAIN FROM PREVIOUS STAGE  |



MATCH LINE STA. 54+50  
SEE SHEET NO. 175

**NOTES**

- SEE SHEET NO.359 FOR ARTICULATED BLOCK REVETMENT MAT DETAIL

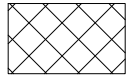

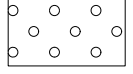









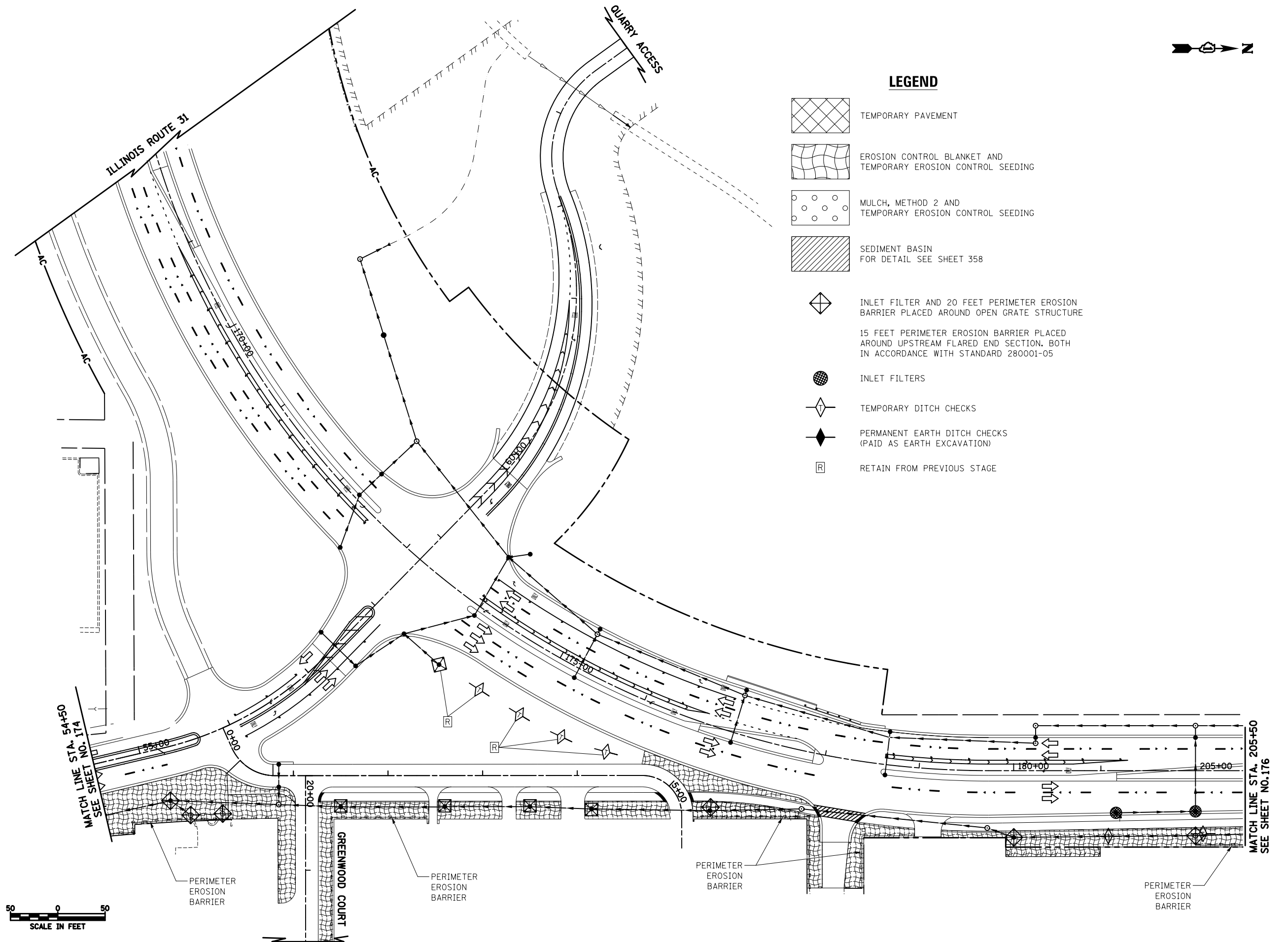
NORTH MAIN STREET

FILE NAME = ...\\D160F72-sht-eros-26.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL - STAGE 4C</b>			O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1in.	CHECKED - GAB	REVISED -					0003	18A-2	MCHENRY	825	174
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		SCALE: 1" = 50'	SHEET NO. 26 OF 28 SHEETS	STA. 50+00	TO STA. 54+50	CONTRACT NO. 60F72				
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LEGEND**

-  TEMPORARY PAVEMENT
-  EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING
-  SEDIMENT BASIN FOR DETAIL SEE SHEET 358
-  INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE
-  15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05
-  INLET FILTERS
-  TEMPORARY DITCH CHECKS
-  PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)
-  RETAIN FROM PREVIOUS STAGE



ILLINOIS ROUTE 31  
 NORTH MAIN STREET  
 QUARRY ACCESS  
 FRONTAGE ROAD  
 GREENWOOD COURT



PERIMETER  
 EROSION  
 BARRIER

PERIMETER  
 EROSION  
 BARRIER

PERIMETER  
 EROSION  
 BARRIER

PERIMETER  
 EROSION  
 BARRIER

FILE NAME =  
 ...\\D160F72-sht-eros-27.dgn

USER NAME = ctb  
 PLOT SCALE = 100.0000' / in.  
 PLOT DATE = 5/2/2012

DESIGNED - DTE  
 DRAWN - DTE  
 CHECKED - GAB  
 DATE - 5/3/2012

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -





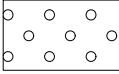

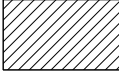



**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

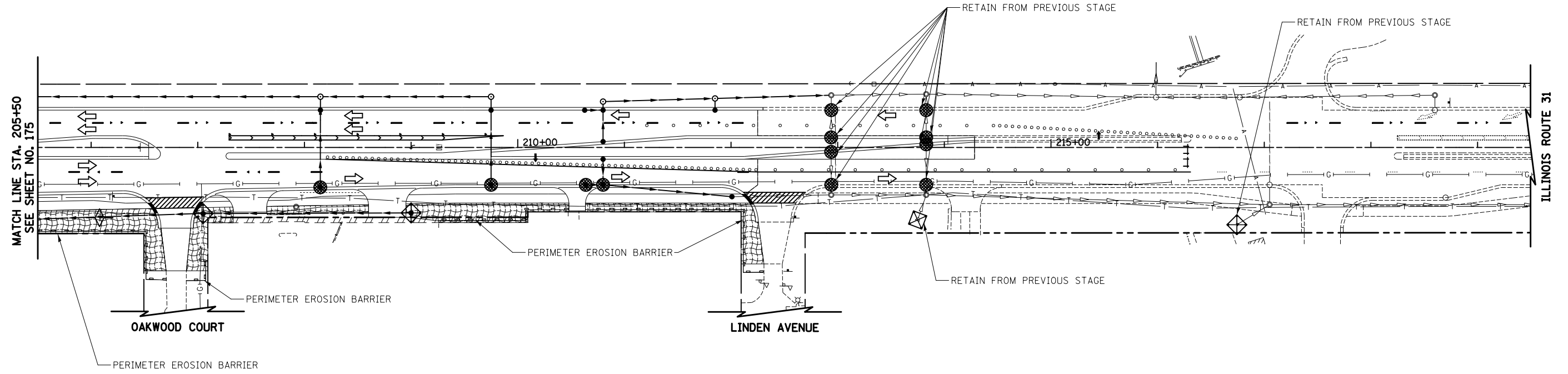
**EROSION AND SEDIMENT CONTROL - STAGE 4C**

SCALE: 1" = 50' SHEET NO. 27 OF 28 SHEETS STA. ----- TO STA. -----

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	175
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

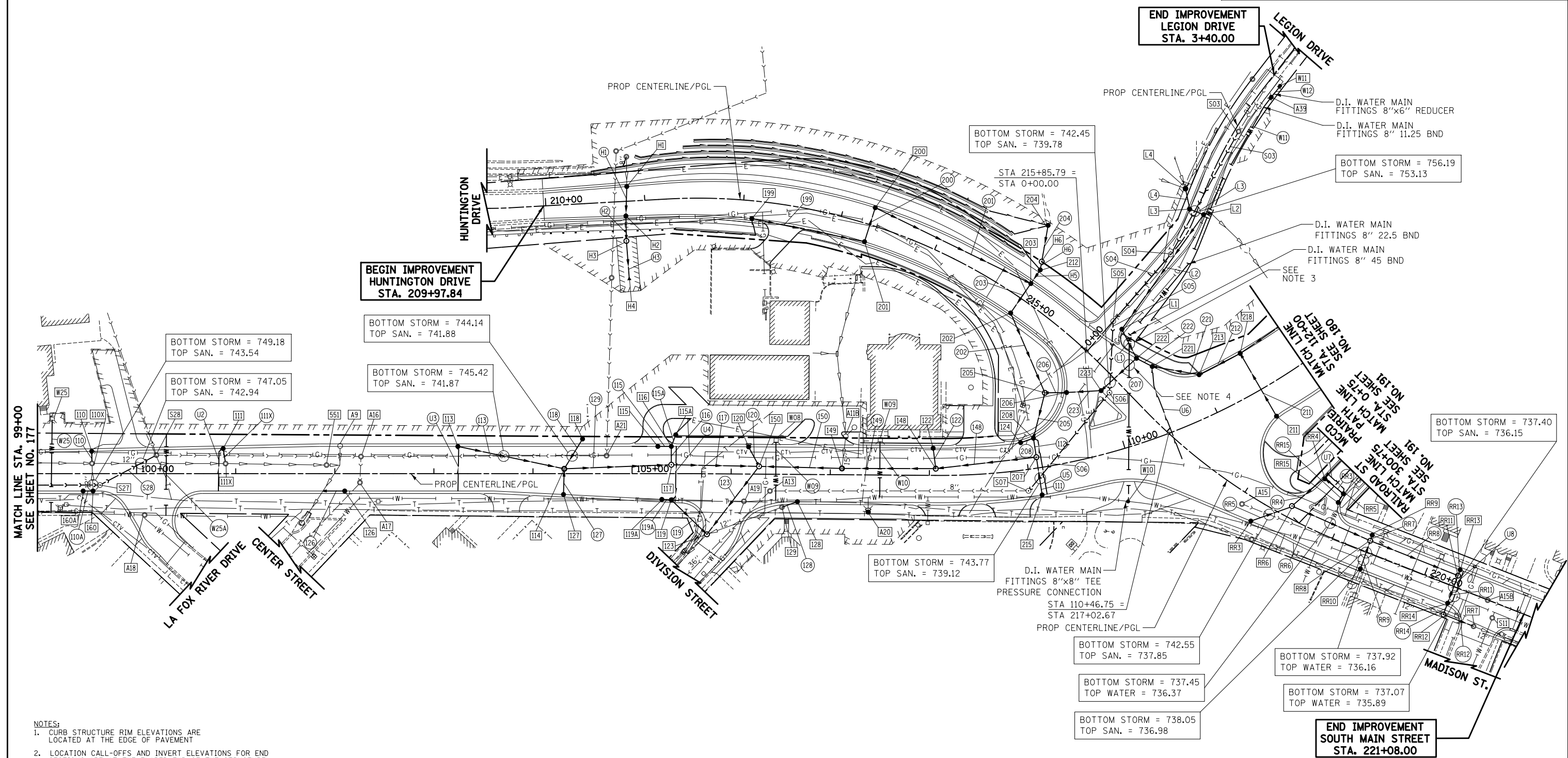
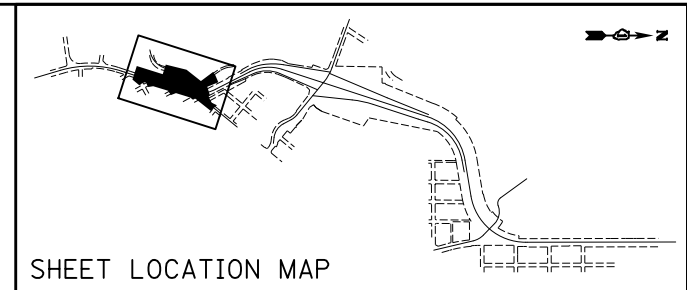
**LEGEND**

- |   |   |   |   |
|---|---|---|---|
|  | TEMPORARY PAVEMENT  |  | INLET FILTER AND 20 FEET PERIMETER EROSION BARRIER PLACED AROUND OPEN GRATE STRUCTURE                                   |
|  | EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING |  | 15 FEET PERIMETER EROSION BARRIER PLACED AROUND UPSTREAM FLARED END SECTION, BOTH IN ACCORDANCE WITH STANDARD 280001-05 |
|  | MULCH, METHOD 2 AND TEMPORARY EROSION CONTROL SEEDING         |  | INLET FILTERS   |
|  | SEDIMENT BASIN FOR DETAIL SEE SHEET 358                       |  | TEMPORARY DITCH CHECKS  |
|   |   |  | PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)   |
|   |   |  | RETAIN FROM PREVIOUS STAGE  |



ILLINOIS ROUTE 31

FILE NAME = ...\\D160F72-sht-eros-28.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL - STAGE 4C</b>		O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -				0003	18A-2	MCHENRY	825	176
PLOT DATE = 5/2/2012	DATE = 5/3/2012	REVISED -		SCALE: 1" = 50'	SHEET NO. 28 OF 28 SHEETS	STA. 205+50 TO STA.	CONTRACT NO. 60F72				
							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- NOTES:
- CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT
  - LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE
  - TOP WATER = 741.49 / BOTTOM STORM = 742.99
  - TOP WATER = 741.00 / BOTTOM STORM = 742.57
  - CONTRACTOR SHALL COORDINATE ALL WATER MAIN WORK WITH THE VILLAGE OF ALGONQUIN

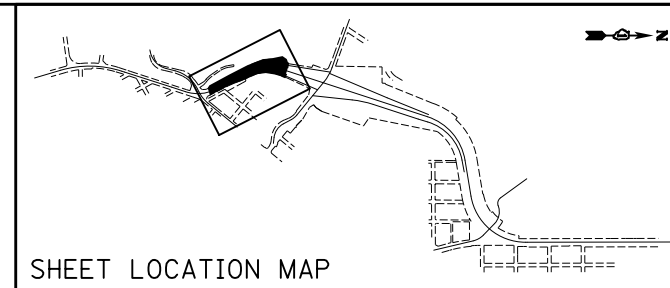
ILLINOIS ROUTE 31  
 HUNTINGTON DRIVE  
 LEGION DRIVE  
 SOUTH MAIN STREET

50 0 50  
 SCALE IN FEET

FILE NAME = ... \D160F72-sht-dp1n-02.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITIES PLAN</b>			O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 178
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -		SCALE: 1" = 50'	SHEET NO. 2 OF 15 SHEETS	STA. 99+00 TO STA. 112+00	CONTRACT NO. 60F72				
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

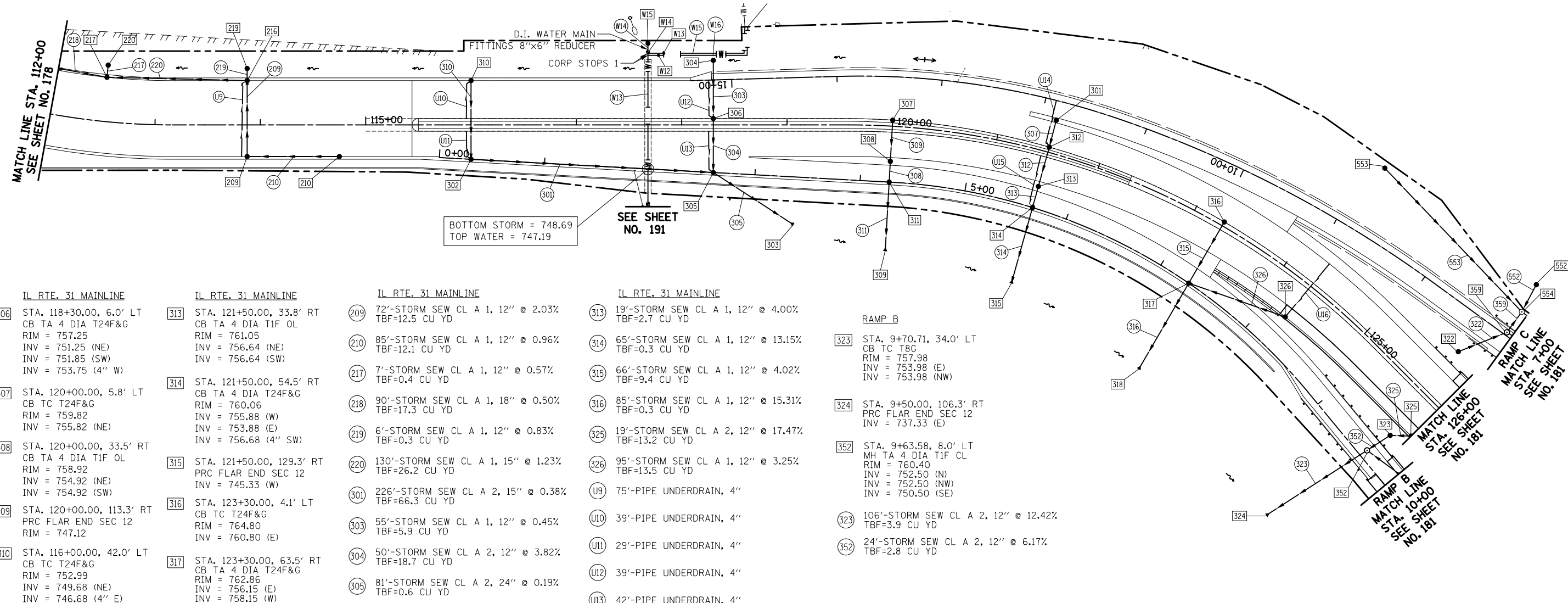
LEGION DRIVE	RAILROAD STREET	SOUTH MAIN STREET	SOUTH MAIN STREET	HUNTINGTON DRIVE	HUNTINGTON DRIVE	IL RTE. 31 MAINLINE	IL RTE. 31 MAINLINE	IL RTE. 31 MAINLINE	IL RTE. 31 MAINLINE
L1 STA. 0+40.00, 12.0' RT CB TA 5 DIA T24F&G RIM = 748.29 INV = 743.29 (NW) INV = 743.29 (E)	RR4 STA. 300+50.00, 13.0' LT CB TA 4 DIA T24F&G RIM = 742.96 INV = 738.50 (NE) INV = 738.50 (NW) INV = 738.50 (SE)	RR3 STA. 218+20.00, 21.6' RT CB TC T24F&G RIM = 746.94 INV = 742.94 (N)	RR10 STA. 219+37.44, 18.0' RT CB TC T24F&G RIM = 791.13 INV = 738.14 (NW)	H1 STA. 210+82.69, 14.88' LT CB TA 4 DIA T24F&G RIM = 751.99 INV = 784.80 (E) INV = 784.90 EX (W)	203 STA. 215+00.00, 18.0' LT CB TA 5 DIA T24F&G RIM = 751.99 INV = 747.09 (SW) INV = 747.09 (SE) INV = 747.09 (W)	110 STA. 99+54.73, 22.6' LT CB TC T24F&G RIM = 751.91 INV = 747.91 (E)	118 STA. 104+50.00, 35.0' RT CB TC T8G RIM = 747.81 INV = 744.39 (SE)	126 STA. 102+10.00, 17.5' RT CB TC T24F&G RIM = 750.76 INV = 742.76 (SW)	207 STA. 109+10.00, 11.0' LT MAN TA 5 DIA T1F CL RIM = 747.46 INV = 741.92 (S) INV = 743.92 (E) INV = 741.92 (W)
L2 STA. 1+80.00, 7.5' RT CB TA 5 DIA T24F&G RIM = 762.32 INV = 756.32 (SW) INV = 756.32 (SE)	RR5 STA. 300+52.00, 11.0' RT CB TA 4 DIA T24F&G RIM = 742.45 INV = 738.60 (SW) INV = 738.60 (SE) INV = 738.95 (4" W)	RR6 STA. 218+48.48, 12.0' LT MAN TA 4 DIA T1F CL RIM = 746.13 INV = 738.30 (N) INV = 740.30 (S) INV = 738.30 (E)	RR11 STA. 220+31.56, 11.7' LT MAN TA 4 DIA T1F CL RIM = 741.05 INV = 737.36 (SW) INV = 737.36 (SE) INV = 737.43 (NW)	H2 STA. 210+80.14, 14.78' RT CB TA 4 DIA T24F&G RIM = 791.31 INV = 782.00 (W) INV = 780.00 (E)	204 STA. 214+83.30, 76.6' LT CB TB T7G RIM = 765.50 INV = 762.00 (4" SW) INV = 762.00 (4" S) INV = 760.50 (SE)	111 STA. 100+87.35, 25.3' LT CB TC T24F&G RIM = 751.1 INV = 747.54 (E) INV = 747.60 (4" NE)	119 STA. 105+39.58, 26.5' RT CB TC T24F&G RIM = 747.13 INV = 743.63 (4" NW) INV = 743.63 (S) INV = 741.13 (NE)	127 STA. 104+30.78, 21.0' RT CB TC T24F&G RIM = 747.13 INV = 744.37 (W)	208 STA. 109+10.00, 30.4' LT CB TA 5 DIA T24F&G RIM = 747.08 INV = 742.00 (S) INV = 742.00 (NW) INV = 742.00 (E) INV = 743.58 (4" NE)
L3 STA. 1+80.00, 7.5' LT CB TA 5 DIA T24F&G RIM = 762.32 INV = 757.80 (W) INV = 756.52 (NE)	RR15 STA. 300+42.04, 13.3' RT CB TC T24F&G RIM = 743.21 INV = 738.64 (NW)	RR7 STA. 220+63.60, 32.0' RT MAN ADJUST EX RIM = 740.92 PR RIM = 740.89 INV = 737.10 (SW) INV = 736.98 EX (NE)	RR12 STA. 220+32.29, 30.3' RT MAN TA 4 DIA T1F CL RIM = 741.27 INV = 737.21 (NW) INV = 737.21 (NE)	H3 STA. 210+79.24, 39.9' RT MAN TA 4 DIA T1F CL RIM = 784.75 INV = 778.14 (W) INV = 775.14 (E)	205 STA. 215+83.00, 59.6' RT MAN TA 5 DIA T1F CL RIM = 747.32 INV = 742.20 (N) INV = 742.20 (W) INV = 742.20 (SE)	113 STA. 103+24.08, 27.5' LT CB TC T24F&G RIM = 749.29 INV = 746.13 (NE) INV = 746.13 (4" E)	119A STA. 105+30.00, 26.0' RT CB TC T24F&G RIM = 747.13 INV = 743.71 (E)	128 STA. 106+67.00, 27.5' RT CB TC T24F&G RIM = 747.66 INV = 741.66 (S)	211 STA. 111+50.00, 31.2' RT CB TC T24F&G RIM = 749.39 INV = 743.52 (W)
L4 STA. 1+97.70, 19.2' LT CB TA 5 DIA T1F CL RIM = 765.20 INV = 759.80 (E) INV = 762.80 EX (NW) INV = 761.80 EX (W) INV = 761.30 EX (SW)		RR8 STA. 219+36.30, 12.0' LT MAN TA 4 DIA T1F CL RIM = 742.68 INV = 738.00 (NW) INV = 738.00 (SE) INV = 737.93 (NE) INV = 737.93 (SW)	RR13 STA. 220+31.56, 19.4' LT CB TC T24F&G RIM = 741.21 INV = 737.49 (SE)	H4 STA. 210+80.00, 80.0' RT PRC FLAR END SEC 18 INV = 774.50 (E)	199 STA. 212+10.00, 18.0' RT CB TC T24F&G RIM = 780.44 INV = 774.30 (4" E) INV = 769.92 (NE)	114 STA. 104+31.54, 4.9' LT MAN TA 4 DIA T1F CL RIM = 748.35 INV = 744.25 (N) INV = 744.96 (S) INV = 744.25 (NW) INV = 744.25 (E)	120 STA. 106+17.40, 27.4' LT CB TC T24F&G RIM = 748.40 INV = 744.40 (E)	148 STA. 108+06.39, 6.8' LT MAN TA 5 DIA T1F CL RIM = 747.91 INV = 741.70 (N) INV = 741.70 (S) INV = 743.70 (W)	211 STA. 111+50.00, 31.2' RT CB TC T24F&G RIM = 749.39 INV = 743.52 (W)
		RR9 STA. 219+36.00, 18.0' LT CB TC T24F&G RIM = 742.56 INV = 738.05 (SE)	RR14 STA. 220+32.3, 19.2' RT CB TA 4 DIA T24F&G RIM = 741.21 INV = 737.23 (NW) INV = 737.23 (SE) INV = 737.71 (4" NE)	H6 STA. 22214+96.74, 42.5' RT MAN TA 5 DIA T1F CL RIM = 755.50 INV = 750.27 (W) INV = 748.27 (E)	200 STA. 213+30.00, 17.95' LT CB TA 4 DIA T24F&G RIM = 768.44 INV = 764.26 (SE) INV = 762.44 (NE)	115 STA. 105+26.00, 27.5' LT CB TC T24F&G RIM = 747.13 INV = 743.13 (N)	123 STA. 105+75.93, 61.1' RT MAN TA 6 DIA T1F CL RIM = 743.83 INV = 739.11 EX (N) INV = 737.51 (NW) INV = 739.11 (SW) INV = 735.51 EX (SE)	149 STA. 107+11.72, 6.4' LT MAN TA 5 DIA T1F CL RIM = 748.20 INV = 742.76 EX (W) INV = 741.15 (N) INV = 741.14 (S)	215 STA. 109+10.00, 27.5' RT CB TC T24F&G RIM = 748.23 INV = 744.23 (W)
			H6 STA. 22214+96.74, 42.5' RT MAN TA 5 DIA T1F CL RIM = 755.50 INV = 750.27 (W) INV = 748.27 (E)	201 STA. 213+30.00, 18' RT CB TA 4 DIA T24F&G RIM = 768.44 INV = 764.44 (NW) INV = 764.44 (SW)	202 STA. 215+00.00, 18' RT CB TA 5 DIA T24F&G RIM = 751.99 INV = 746.73 (E) INV = 746.73 (NW)	116 STA. 105+39.58, 27.5' LT CB TA 4 DIA T24F&G RIM = 747.11 INV = 743.90 (NW) INV = 742.78 (S) INV = 742.78 (E)	124 STA. 108+96.00, 27.8' LT CB TC T24F&G RIM = 747.16 INV = 742.16 (N)	150 STA. 106+28.08, 7.8' LT MAN TA 5 DIA T1F CL RIM = 747.86 INV = 740.90 (N) INV = 741.70 (S) INV = 742.90 (W) INV = 740.90 (SE)	218 STA. 111+50.00, 42.0' LT CB TA 4 DIA T24F&G RIM = 747.71 INV = 743.15 (E) INV = 743.15 (S) INV = 743.15 (N)
				202 STA. 215+00.00, 18' RT CB TA 5 DIA T24F&G RIM = 751.99 INV = 746.73 (E) INV = 746.73 (NW)		117 STA. 105+39.58, 9.0' LT MAN TA 4 DIA T1F CL RIM = 747.48 INV = 742.70 (NW) INV = 743.78 (S) INV = 742.54 (N)	124 STA. 108+96.00, 27.8' LT CB TC T24F&G RIM = 747.16 INV = 742.16 (N)	150 STA. 106+28.08, 7.8' LT MAN TA 5 DIA T1F CL RIM = 747.86 INV = 740.90 (N) INV = 741.70 (S) INV = 742.90 (W) INV = 740.90 (SE)	218 STA. 111+50.00, 42.0' LT CB TA 4 DIA T24F&G RIM = 747.71 INV = 743.15 (E) INV = 743.15 (S) INV = 743.15 (N)
						117 STA. 105+39.58, 9.0' LT MAN TA 4 DIA T1F CL RIM = 747.48 INV = 742.70 (NW) INV = 743.78 (S) INV = 742.54 (N)	124 STA. 108+96.00, 27.8' LT CB TC T24F&G RIM = 747.16 INV = 742.16 (N)	150 STA. 106+28.08, 7.8' LT MAN TA 5 DIA T1F CL RIM = 747.86 INV = 740.90 (N) INV = 741.70 (S) INV = 742.90 (W) INV = 740.90 (SE)	218 STA. 111+50.00, 42.0' LT CB TA 4 DIA T24F&G RIM = 747.71 INV = 743.15 (E) INV = 743.15 (S) INV = 743.15 (N)

LEGION DRIVE	HUNTINGTON DRIVE	IL RTE. 31 MAINLINE	IL RTE. 31 MAINLINE	IL RTE. 31 MAINLINE SEWER & WATER	LEGION DRIVE SEWER & WATER	EXISTING STRUCTURES
L1 27'-STORM SEW WM REQ, 24" @ 2.48% TBF=9.5 CU YD		H1 30'-STORM SEW CL A 2, 18" @ 9.33% TBF=27.6 CU YD	H110 11'-STORM SEW CL A 1, 12" @ 0.45% TBF=2.0 CU YD	S06 STA. 110+01.40, 58.35' RT MAN SAN 4 DIA T1F CL RIM = 747.17 INV = 739.10 (NW) INV = 738.79 (S)	A13 STA. 106+39, 16.9' RT SAN MAN ADJUST EX RIM = 748.17 PR RIM = 747.74	110X STA. 99+55.00, 10.3' LT MAN ADJUST EX RIM = 752.39 PR RIM = 752.53 INV = 747.86 (W) INV = 747.40 EX (S) INV = 747.40 EX (N) INV = 748.20 EX (E)
L2 24'-STORM SEW WM REQ, 24" @ 9.51% 113'-STORM SEW CL A 2, 24" @ 9.51% TBF=44.3 CU YD	H2 20'-STORM SEW CL A 2, 18" @ 9.30% TBF=6.7 CU YD	H11 20'-STORM SEW CL A 1, 12" @ 1.00% TBF=1.1 CU YD	H110A 36'-STORM SEW CL A 1, 12" @ 0.86% TBF=4.8 CU YD	S07 STA. 108+97.41, 21.5' RT MAN SAN 4 DIA T1F CL RIM = 748.12 INV = 738.20 (NW) INV = 738.19 (SE)	A16 STA. 102+26, 17.3' LT SAN MAN ADJUST EX RIM = 750.33 PR RIM = 750.56	111X STA. 100+89.80, 10.2' LT MAN ADJUST EX RIM = 751.43 PR RIM = 751.93 INV = 747.40 (W) INV = 746.40 EX (N) INV = 746.70 EX (S)
L3 15'-STORM SEW CL A 2, 24" @ 1.33% TBF=5.8 CU YD	H3 32'-STORM SEW CL A 2, 18" @ 3.56% TBF=0.0 CU YD	H11 36'-STORM SEW CL A 1, 12" @ 1.00% TBF=2.1 CU YD	H111X 14'-STORM SEW CL A 1, 12" @ 1.00% TBF=1.1 CU YD	W10 STA. 109+88.55, 52.38' RT VV TA 5 DIA T1F CL RIM = 748.47 TOP PIPE = 742.47 WATER VALVES 8" (PRESSURE CONNECTION TO EX WATER MAIN)	A17 STA. 102+26, 9.0' RT SAN MAN ADJUST EX RIM = 750.76 PR RIM = 750.73	112X STA. 100+89.80, 10.2' LT MAN ADJUST EX RIM = 751.43 PR RIM = 751.93 INV = 747.40 (W) INV = 746.40 EX (N) INV = 746.70 EX (S)
L4 14'-STORM SEW CL A 2, 24" @ 14.29% TBF=0.0 CU YD	H5 10'-STORM SEW CL A 2, 30" @ 4.10% TBF=5.7 CU YD	H11 17'-STORM SEW CL A 2, 36" @ 0.47% TBF=2.9 CU YD	H112 108'-STORM SEW CL A 1, 12" @ 1.08% TBF=14.3 CU YD	W08 STA. 106+42.29, 23.1' LT DOM WATER SERV BOX TO BE MOVED TO 106+45.00, 32.2' LT	A18 STA. 100+08, 41.8' RT VV ADJUST EX RIM = 748.82 PR RIM = 748.63	1129 STA. 106+51.44, 33.2' RT MAN ADJUST NEW T1F CL EX RIM = 747.28 PR RIM = 748.13 INV = 741.50 (N) INV = 740.98 EX (S)
RAILROAD STREET	H6 4'-STORM SEW CL A 2, 30" @ 0.50% TBF=0.0 CU YD	H11 17'-STORM SEW CL A 1, 12" @ 0.47% TBF=3.5 CU YD	H113 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	W09 STA. 107+49.91, 15.0' LT DOM WATER SERV BOX TO BE MOVED TO 33.5' LT	A19 STA. 106+13, 27.5' RT VV ADJUST EX RIM = 747.06 PR RIM = 747.39	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
RR3 24'-STORM SEW CL A 1, 12" @ 0.42% TBF=4.2 CU YD	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 108'-STORM SEW CL A 1, 12" @ 1.08% TBF=14.3 CU YD	H115 36'-STORM SEW CL A 1, 12" @ 0.50% TBF=6.2 CU YD	S27 STA. 99+63.00, 11.5' RT MAN SAN 4 DIA T1F CL RIM = 752.38 INV = 742.80 (S) INV = 742.80 (NW)	A20 STA. 107+39, 37.5' RT FH TO BE ADJUSTED	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
RR4 40'-STORM SEW CL A 2, 12" @ 0.50% TBF=14.9 CU YD	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W25A STA. 99+15.00, 56.2' LT DOM WAT SER BOX	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
RR15 8'-STORM SEW CL A 1, 12" @ 0.50% TBF=1.4 CU YD	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W09 59'-WATER SERV LINE 2 TBF=26.4 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
UT 26'-PIPE UNDERDRAIN, 4"	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W10 56'-WATER SERV LINE 2 TBF=25.0 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
SOUTH MAIN STREET	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W11 451'-WATER MAIN 8 TBF=69.5 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
RR5 43'-STORM SEW CL A 2, 12" @ 6.14% TBF=8.2 CU YD	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W11 451'-WATER MAIN 8 TBF=69.5 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
RR6 83'-STORM SEW WM REQ, 12" @ 0.45% TBF=52.5 CU YD	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W11 451'-WATER MAIN 8 TBF=69.5 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
RR7 4'-STORM SEW CL A 1, 12" @ 1.25% TBF=0.9 CU YD	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W11 451'-WATER MAIN 8 TBF=69.5 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
RR8 92'-STORM SEW CL A 1, 12" @ 0.62% TBF=16.9 CU YD	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W11 451'-WATER MAIN 8 TBF=69.5 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
RR9 28'-STORM SEW WM REQ, 12" @ 0.50% TBF=6.0 CU YD	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W11 451'-WATER MAIN 8 TBF=69.5 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
RR11 28'-STORM SEW WM REQ, 12" @ 0.46% TBF=4.0 CU YD	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W11 451'-WATER MAIN 8 TBF=69.5 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
RR12 29'-STORM SEW CL A 1, 12" @ 0.38% TBF=3.8 CU YD	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W11 451'-WATER MAIN 8 TBF=69.5 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
RR13 5'-STORM SEW CL A 1, 12" @ 1.20% TBF=0.7 CU YD	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W11 451'-WATER MAIN 8 TBF=69.5 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
RR14 6'-STORM SEW CL A 2, 12" @ 0.33% TBF=1.1 CU YD	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W11 451'-WATER MAIN 8 TBF=69.5 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"
U8 38'-PIPE UNDERDRAIN, 4"	H6 113'-STORM SEW CL A 2, 12" @ 4.85% TBF=14.3 CU YD	H11 111'-STORM SEW CL A 1, 12" @ 3.18% TBF=1.8 CU YD	H20 20'-STORM SEW CL A 2, 12" @ 2.50% TBF=4.9 CU YD	W11 451'-WATER MAIN 8 TBF=69.5 CU YD	A21 STA. 104+74, 18.2' LT SAN MAN ADJUST EX RIM = 749.02 PR RIM = 747.60	111 STA. 3+31.47, 8.6' LT VV TA 4 DIA T1F CL RIM = 770.24 TOP PIPE = 764.39 WATER VALVES 8"



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| <b>IL RTE. 31 MAINLINE</b><br>209 STA. 113+87.50, 30.0' RT<br>CB TA 4 DIA T24F&G<br>RIM = 750.66<br>INV = 746.66 (NW)<br>INV = 746.66 (SW)               | <b>IL RTE. 31 MAINLINE</b><br>217 STA. 112+50.00, 42.0' LT<br>CB TA 4 DIA T24F&G<br>RIM = 748.21<br>INV = 743.60 (NW)<br>INV = 743.60 (SW)<br>INV = 743.60 (S) | <b>IL RTE. 31 MAINLINE</b><br>301 STA. 121+49.54, 31.3' LT<br>CB TC T1F OL<br>RIM = 763.00<br>INV = 759.00 (E)                      | <b>IL RTE. 31 MAINLINE</b><br>304 STA. 118+30.00, 61.3' LT<br>CB TC T8G<br>RIM = 755.13<br>INV = 752.11 (NE)  |
| 210 STA. 114+75.00, 30.0' RT<br>CB TC T24F&G<br>RIM = 751.48<br>INV = 747.48 (SE)  | 219 STA. 113+87.50, 53.5' LT<br>CB TA 4 DIA T8G<br>RIM = 749.03<br>INV = 745.25 (NE)   | 302 STA. 116+00.00, 32.6' RT<br>CB TA 4 DIA T24F&G<br>RIM = 753.24<br>INV = 749.50 (NW)<br>INV = 749.50 (SW)<br>INV = 749.74 (4" S) | 305 STA. 118+30.00, 45.2' RT<br>CB TA 5 DIA T24F&G<br>RIM = 756.34<br>INV = 748.65 (N)<br>INV = 748.65 (SE)<br>INV = 749.34 (SW)<br>INV = 752.84 (4" S) |
| 216 STA. 113+87.50, 42.0' LT<br>CB TA 4 DIA T24F&G<br>RIM = 749.79<br>INV = 745.20 (NE)<br>INV = 745.20 (SE)<br>INV = 745.20 (SW)<br>INV = 746.29 (4" E) | 220 STA. 112+50.00, 53.6' LT<br>CB TA 4 DIA T8G<br>RIM = 747.56<br>INV = 743.64 (E)  | 303 STA. 119+06.00, 94.6' RT<br>PRC FLAR END SEC 24<br>W/GRATING<br>INV = 748.50 (S)  |   |

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|---|--|
| <b>RAMP C</b><br>322 STA. 7+32.50, 39.0' LT<br>CB TC T8G<br>RIM = 764.90<br>INV = 759.90 (W)                                | 554 STA. 7+06.00, 27.0' RT<br>MH TA 5 DIA T1F CL<br>RIM = 760.00<br>INV = 748.00 (N)<br>INV = 750.00 (NE)<br>INV = 748.00 (W)<br>INV = 748.00 (SW) |
| 359 STA. 7+06.00, 3.0' RT<br>MH TA 4 DIA T1F CL<br>RIM = 766.19<br>INV = 756.19 (E)<br>INV = 756.19 (N)<br>INV = 754.19 (W) | 47'-STORM SEW CL A 2, 12" @ 7.89%<br>TBF=22.3 CU YD  |
| 552 STA. 7+10.00, 56.0' RT<br>CB TC T8G<br>RIM = 752.00<br>INV = 748.13 (W)   | 20'-STORM SEW CL A 3, 12" @ 20.95%<br>TBF=7.8 CU YD  |
| 553 STA. 8+86.00, 65.0' RT<br>CB TA 4 DIA T8G<br>RIM = 752.90<br>INV = 748.90 (NE)  | 26'-STORM SEW CL A 2, 12" @ 0.50%<br>TBF=0.0 CU YD   |
|   | 184'-STORM SEW CL A 2, 12" @ 0.49%<br>TBF=0.0 CU YD  |



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|--|--|---|--|
| <b>IL RTE. 31 MAINLINE</b><br>306 STA. 118+30.00, 6.0' LT<br>CB TA 4 DIA T24F&G<br>RIM = 757.25<br>INV = 751.25 (NE)<br>INV = 751.85 (SW)<br>INV = 753.75 (4" W) | <b>IL RTE. 31 MAINLINE</b><br>313 STA. 121+50.00, 33.8' RT<br>CB TA 4 DIA T1F OL<br>RIM = 761.05<br>INV = 756.64 (NE)<br>INV = 756.64 (SW) | <b>IL RTE. 31 MAINLINE</b><br>209 72'-STORM SEW CL A 1, 12" @ 2.03%<br>TBF=12.5 CU YD | <b>IL RTE. 31 MAINLINE</b><br>313 19'-STORM SEW CL A 1, 12" @ 4.00%<br>TBF=2.7 CU YD |
| 307 STA. 120+00.00, 5.8' LT<br>CB TC T24F&G<br>RIM = 759.82<br>INV = 755.82 (NE)<br>INV = 756.68 (4" SW)   | 314 STA. 121+50.00, 54.5' RT<br>CB TA 4 DIA T24F&G<br>RIM = 760.06<br>INV = 755.88 (W)<br>INV = 753.88 (E)<br>INV = 756.68 (4" SW)         | 210 85'-STORM SEW CL A 1, 12" @ 0.96%<br>TBF=12.1 CU YD                               | 314 65'-STORM SEW CL A 1, 12" @ 13.15%<br>TBF=0.3 CU YD                              |
| 308 STA. 120+00.00, 33.5' RT<br>CB TA 4 DIA T1F OL<br>RIM = 758.92<br>INV = 754.92 (NE)<br>INV = 754.92 (SW)   | 315 STA. 121+50.00, 129.3' RT<br>PRC FLAR END SEC 12<br>INV = 745.33 (W)   | 217 7'-STORM SEW CL A 1, 12" @ 0.57%<br>TBF=0.4 CU YD                                 | 315 66'-STORM SEW CL A 1, 12" @ 4.02%<br>TBF=9.4 CU YD                               |
| 309 STA. 120+00.00, 113.3' RT<br>PRC FLAR END SEC 12<br>RIM = 747.12   | 316 STA. 123+30.00, 4.1' LT<br>CB TC T24F&G<br>RIM = 764.80<br>INV = 760.80 (E)  | 218 90'-STORM SEW CL A 1, 18" @ 0.50%<br>TBF=17.3 CU YD                               | 316 85'-STORM SEW CL A 1, 12" @ 15.31%<br>TBF=0.3 CU YD                              |
| 310 STA. 116+00.00, 42.0' LT<br>CB TC T24F&G<br>RIM = 752.99<br>INV = 749.68 (NE)<br>INV = 746.68 (4" E)   | 317 STA. 123+30.00, 63.5' RT<br>CB TA 4 DIA T24F&G<br>RIM = 762.86<br>INV = 756.15 (E)<br>INV = 758.15 (W)<br>INV = 758.15 (N)             | 219 6'-STORM SEW CL A 1, 12" @ 0.83%<br>TBF=0.3 CU YD                                 | 325 19'-STORM SEW CL A 2, 12" @ 17.47%<br>TBF=13.2 CU YD                             |
| 311 STA. 120+00.00, 53.1' RT<br>CB TA 4 DIA T24F&G<br>RIM = 758.35<br>INV = 754.55 (SW)<br>INV = 752.55 (NE)   | 318 STA. 123+30.00, 157.4' RT<br>PRC FLAR END SEC 12<br>INV = 743.14 (W)   | 220 130'-STORM SEW CL A 1, 15" @ 1.23%<br>TBF=26.2 CU YD                              | 326 95'-STORM SEW CL A 1, 12" @ 3.25%<br>TBF=13.5 CU YD                              |
| 312 STA. 121+50.00, 5.0' LT<br>CB TA 4 DIA T24F&G<br>RIM = 761.96<br>INV = 758.08 (NE)<br>INV = 758.08 (SW)<br>INV = 758.58 (4" S)                               | 325 STA. 126+00.00, 37.5' RT<br>CB TA 4 DIA T20F&G<br>RIM = 767.73<br>INV = 757.30 (SE)  | 301 226'-STORM SEW CL A 2, 15" @ 0.38%<br>TBF=66.3 CU YD                              | U9 75'-PIPE UNDERDRAIN, 4"   |
|  | 326 STA. 124+31.00, 37.8' RT<br>CB TA 4 DIA T20F&G<br>RIM = 765.18<br>INV = 761.24 (SE)<br>INV = 761.68 (4" W)                             | 303 55'-STORM SEW CL A 1, 12" @ 0.45%<br>TBF=5.9 CU YD                                | U10 39'-PIPE UNDERDRAIN, 4"  |
|  |  | 304 50'-STORM SEW CL A 2, 12" @ 3.82%<br>TBF=18.7 CU YD                               | U11 29'-PIPE UNDERDRAIN, 4"  |
|  |  | 305 81'-STORM SEW CL A 2, 24" @ 0.19%<br>TBF=0.6 CU YD                                | U12 39'-PIPE UNDERDRAIN, 4"  |
|  |  | 307 26'-STORM SEW CL A 1, 12" @ 3.54%<br>TBF=3.4 CU YD                                | U13 42'-PIPE UNDERDRAIN, 4"  |
|  |  | 308 18'-STORM SEW CL A 1, 12" @ 2.06%<br>TBF=2.4 CU YD                                | U14 47'-PIPE UNDERDRAIN, 4"  |
|  |  | 309 36'-STORM SEW CL A 1, 12" @ 2.50%<br>TBF=4.8 CU YD                                | U15 52'-PIPE UNDERDRAIN, 4"  |
|  |  | 310 75'-STORM SEW CL A 1, 12" @ 0.24%<br>TBF=9.9 CU YD                                | U16 66'-PIPE UNDERDRAIN, 4"  |
|  |  | 311 56'-STORM SEW CL A 1, 12" @ 9.70%<br>TBF=0.3 CU YD                                |  |
|  |  | 312 33'-STORM SEW CL A 1, 12" @ 4.36%<br>TBF=4.4 CU YD                                |  |

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|---|--|
| <b>RAMP B</b><br>323 STA. 9+70.71, 34.0' LT<br>CB TC T8G<br>RIM = 757.98<br>INV = 753.98 (E)<br>INV = 753.98 (NW)             | 324 STA. 9+50.00, 106.3' RT<br>PRC FLAR END SEC 12<br>INV = 737.33 (E) |
| 352 STA. 9+63.58, 8.0' LT<br>MH TA 4 DIA T1F CL<br>RIM = 760.40<br>INV = 752.50 (N)<br>INV = 752.50 (NW)<br>INV = 750.50 (SE) | 106'-STORM SEW CL A 2, 12" @ 12.42%<br>TBF=3.9 CU YD                   |
|   | 24'-STORM SEW CL A 2, 12" @ 6.17%<br>TBF=2.8 CU YD                     |

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|---|--|---|
| <b>IL RTE. 31 MAINLINE SEWER &amp; WATER</b>    | W15 STA. 117+68.00, 77.3' LT<br>FIRE HYD W/AUX V & VB<br>RIM = 764.90<br>INV = 759.90 (W)                  | W13 144'-RESTRAINED JOINT WATER MAIN 8<br>122'-STEEL CASINGS 16<br>TBF=59.7 CU YD |
| W12 STA. 117+78.00, 66.0' LT<br>DOM WAT SER BOX | W14 STA. 117+83.00, 68.0' LT<br>DOM WAT SER BOX  | W14 8'-WATER MAIN 6<br>TBF=0.0 CU YD  |
| W13 STA. 117+83.00, 68.0' LT<br>DOM WAT SER BOX | W14 STA. 117+68.00, 69.0' LT<br>VV TA 4 DIA T1F CL<br>RIM = 758.01<br>TOP PIPE = 751.09<br>WATER VALVES 8" | W15 117'-WATER SERV LINE 1<br>TBF=0.0 CU YD                                       |
|   |  | W16 122'-WATER SERV LINE 1<br>TBF=0.0 CU YD                                       |

- NOTES:**
- CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT
  - LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE
  - CONTRACTOR SHALL COORDINATE ALL WATER MAIN WORK WITH THE VILLAGE OF ALGONQUIN

**ILLINOIS ROUTE 31  
RAMP B  
RAMP C**



FILE NAME = ...\\D160F72-sht-dr-pln-04.dgn

USER NAME = ctb  
DESIGNED - DTE  
DRAWN - DTE  
CHECKED - GAB  
DATE - 5/3/2012

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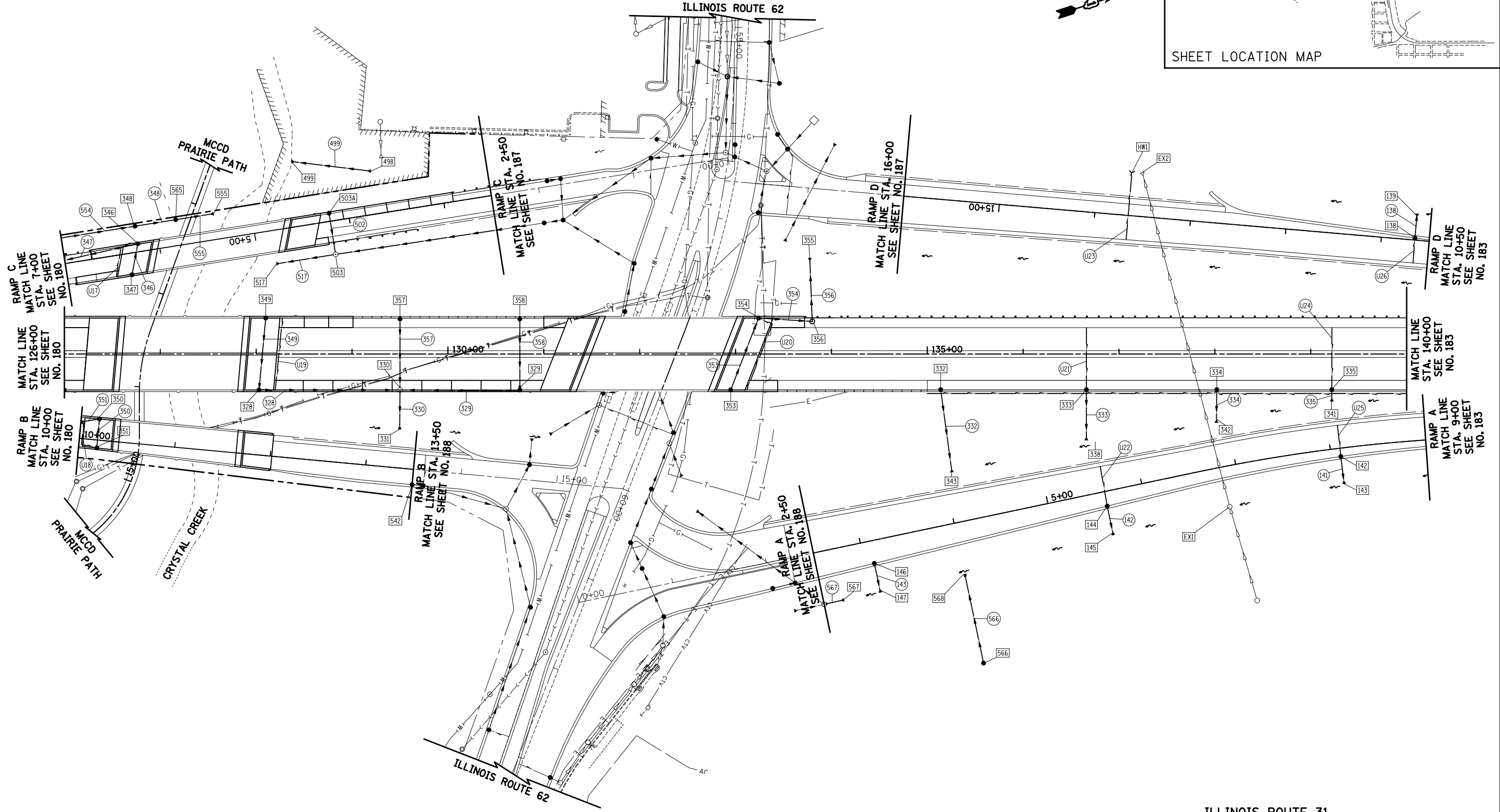
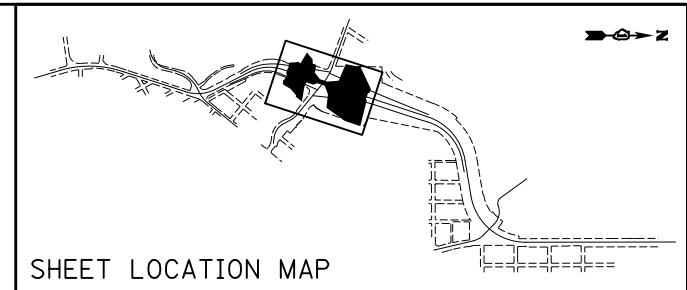
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE AND UTILITIES PLAN**

SCALE: 1" = 50' SHEET NO. 4 OF 15 SHEETS STA. 112+00 TO STA. 126+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	180
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





- NOTES:
- CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT
  - LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE

ILLINOIS ROUTE 31  
 RAMP A  
 RAMP B  
 RAMP C  
 RAMP D



FILE NAME = ... \D160F72-sht-drp1n-05.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -
		DRAWN - DTE	REVISED -
		CHECKED - GAB	REVISED -
		DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES PLAN  
 SCALE: 1" = 50'  
 SHEET NO. 5 OF 15 SHEETS  
 STA. 126+00 TO STA. 140+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	181
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

IL RTE. 31 MAINLINE

328 STA. 128+03.00, 37.5' RT  
MAN TA 4 DIA T20F&G  
RIM = 770.14  
INV = 765.15 (W)  
INV = 764.15 (N)  
INV = 766.64 (4" N)

329 STA. 130+75.00, 37.5' RT  
CB TA 4 DIA T20F&G  
RIM = 773.06  
INV = 767.47 (W)  
INV = 765.47 (S)

330 STA. 129+50.00, 37.5' RT  
MAN TA 4 DIA T20F&G  
RIM = 771.59  
INV = 757.00 (N, S, W)  
INV = 755.00 (E)

331 STA. 129+50, 78.5' RT  
PRC FLAR END SEC 12  
INV = 747.29 (W)

332 STA. 135+14.00, 37.2' RT  
CB TA 4 DIA T20F&G  
RIM = 777.86  
INV = 769.30 (E)

333 STA. 136+66.00, 37.2' RT  
CB TA 4 DIA T20F&G  
RIM = 779.57  
INV = 769.30 (E)  
INV = 776.14 (4" W)

334 STA. 138+02.00, 37.2' RT  
CB TA 4 DIA T20F&G  
RIM = 781.04  
INV = 767.00 (4" NE)  
INV = 765.90 (E)  
INV = 766.00 (4" SE)

335 STA. 139+22.00, 37.2' RT  
CB TA 4 DIA T20F&G  
RIM = 782.36  
INV = 768.03 (E)  
INV = 778.89 (4" W)

IL RTE. 31 MAINLINE

338 STA. 136+66.00, 90.0' RT  
PRC FLAR END SEC 12  
INV = 757.60 (W)

341 STA. 139+22.00, 49.5' RT  
PRC FLAR END SEC 12  
INV = 768.00 (W)

342 STA. 138+01.63, 68.0' RT  
PRC FLAR END SEC 12  
INV = 763.00 (W)

343 STA. 135+25.25, 119.7' RT  
PRC FLAR END SEC 12  
INV = 750.75 (W)

349 STA. 128+10.00, 37.5' LT  
CB TA 4 DIA T20F&G  
RIM = 770.21  
INV = 766.21 (E)

353 STA. 132+95.00, 37.5' RT  
CB TA 4 DIA T20F&G  
RIM = 775.55  
INV = 771.55 (W)

354 STA. 133+24, 37.5' LT  
CB TA 4 DIA T20F&G  
RIM = 775.87  
INV = 771.16 (E)  
INV = 769.16 (N)  
INV = 772.37 (4" NE)

356 STA. 133+80, 34.0' LT  
MAN TA 4 DIA T1F CL  
RIM = 776.34  
INV = 766.34 (S)  
INV = 764.34 (W)

357 STA. 129+50.00, 36.5' LT  
CB TA 4 DIA T20F&G  
RIM = 771.76  
INV = 765.76 (E)

358 STA. 130+75.00, 36.5' LT  
CB TA 4 DIA T20F&G  
RIM = 773.15  
INV = 768.15 (E)

IL RTE. 31 MAINLINE

355 STA. 133+77.42, 100.3' LT  
PRC FLAR END SEC 12  
INV = 752.00 (SE)

328 144'-STORM SEW CL A 2, 12" @ 5.66%  
TBF=160.3 CU YD

329 121'-STORM SEW CL A 2, 12" @ 7.00%  
TBF=153.0 CU YD

330 22'-STORM SEW CL A 1, 15" @ 33.33%  
2-R C PIPE ELBOW 15  
1-CONCRETE ANCHOR  
SEE SHEET 359 FOR SLOPE DRAIN DETAILS.  
TBF=0.0 CU YD

332 69'-STORM SEW CL A 2, 12" @ 25.68%  
2-R C PIPE ELBOW 12  
2-CONCRETE ANCHOR  
SEE SHEET 359 FOR SLOPE DRAIN DETAILS.  
TBF=0.0 CU YD

333 34'-STORM SEW CL A 2, 12" @ 22.02%  
2-R C PIPE ELBOW 12  
1-CONCRETE ANCHOR  
SEE SHEET 359 FOR SLOPE DRAIN DETAILS.  
TBF=0.0 CU YD

334 25'-STORM SEW CL A 3, 12" @ 9.36%  
TBF=0.0 CU YD

335 3'-STORM SEW CL A 3, 12" @ 0.25%  
TBF=0.0 CU YD

349 76'-STORM SEW CL A 1, 12" @ 2.71%  
TBF=16.3 CU YD

353 81'-STORM SEW CL A 1, 12" @ 0.48%  
TBF=11.5 CU YD

354 55'-STORM SEW CL A 2, 12" @ 5.13%  
TBF=48.0 CU YD

356 59'-STORM SEW CL A 2, 12" @ 20.92%  
TBF=1.5 CU YD

357 66'-STORM SEW CL A 2, 12" @ 13.27%  
TBF=78.7 CU YD

358 66'-STORM SEW CL A 2, 12" @ 1.03%  
TBF=16.3 CU YD

U19 92'-PIPE UNDERDRAIN, 4"

U20 98'-PIPE UNDERDRAIN, 4"

U21 65'-PIPE UNDERDRAIN, 4"

U24 65'-PIPE UNDERDRAIN, 4"

RAMP A

142 STA. 8+10.00, 8.7' RT  
CB TC T24F&G  
RIM = 770.93  
INV = 766.55 (E)  
INV = 767.43 (4" W)

143 STA. 8+10.00, 37.5' RT  
PRC FLAR END SEC 12  
INV = 766.40 (W)

144 STA. 5+60.00, 15.4' RT  
CB TC T24F&G  
RIM = 761.56  
INV = 756.56 (E)  
INV = 758.06 (4" W)

145 STA. 5+60.00, 46.3' RT  
PRC FLAR END SEC 12  
INV = 756.43 (W)

146 STA. 3+10.00, 23.7' RT  
CB TC T24F&G  
RIM = 752.49  
INV = 748.01 (E)

147 STA. 3+10.01, 54.6' RT  
PRC FLAR END SEC 12  
INV = 747.90 (W)

566 STA. 4+00.00, 149.0' RT  
CB TC T8G  
RIM = 777.89  
INV = 774.00 (W)

567 STA. 2+71.23, 54.4' RT  
PRC FLAR END SEC 18  
INV = 747.70 (N)

568 STA. 4+00.00, 54.0' RT  
PRC FLAR END SEC 12  
INV = 750.25 (E)

RAMP A

141 21'-STORM SEW CL A 1, 12" @ 0.71%  
TBF=0.3 CU YD

142 23'-STORM SEW CL A 1, 12" @ 0.57%  
TBF=0.3 CU YD

143 23'-STORM SEW CL A 1, 12" @ 0.48%  
TBF=0.3 CU YD

566 77'-STORM SEW CL A 1, 12" @ 25.27%  
2-R C PIPE ELBOW 12  
3-CONCRETE ANCHOR  
SEE SHEET 359 FOR SLOPE DRAIN DETAILS.  
TBF=0.0 CU YD

567 14'-STORM SEW CL A 1, 18" @ 3.06%  
TBF=0.0 CU YD

U22 42'-PIPE UNDERDRAIN, 4"

U25 33'-PIPE UNDERDRAIN, 4"

RAMP B

350 STA. 10+19.00, 22.0' LT  
CB TA 4 DIA T20F&G  
RIM = 758.18  
INV = 753.74 (E)  
INV = 753.00 (S)

351 STA. 10+19.00, 8.2' RT  
CB TA TA 4 DIA T20F&G  
RIM = 757.88  
INV = 753.88 (W)  
INV = 754.38 (4" S)

542 STA. 13+50.00, 16.0' RT  
CB TC T24F&G  
RIM = 750.08  
INV = 747.26 (N)

350 31'-STORM SEW CL A 1, 12" @ 0.45%  
TBF=4.1 CU YD

351 54'-STORM SEW CL A 2, 12" @ 0.93%  
TBF=20.1 CU YD

U18 39'-PIPE UNDERDRAIN, 4"

RAMP D

138 STA. 10+65.00, 2.1' RT  
CB TC T24F&G  
RIM = 774.34  
INV = 771.34 (W)  
INV = 771.34 (4" E)

139 STA. 10+65.00, 27.8' RT  
PRC FLAR END SEC 12  
INV = 771.22 (E)

HW1 STA. 13+65.00, 45.0' RT  
CONC HDWL FOR P DRAIN  
INV = 758.71

138 18'-STORM SEW CL A 1, 12" @ 0.67%  
TBF=0.3 CU YD

U23 38'-PIPE UNDERDRAIN, 4"

U26 27'-PIPE UNDERDRAIN, 4"

EXISTING STRUCTURES

EX1 STA. 138+15.00, 159.3' RT  
EXISTING CATCH BASIN  
RIM = 761.53

EX2 STA. 137+23.00, 193.0' LT  
EXISTING END SECTION  
INV = 753.00

RAMP C

346 STA. 6+22.00, 8.5' RT  
MAN TA 4 DIA T20F&G  
RIM = 764.09  
INV = 759.70 (SE)  
INV = 757.70 (S)  
INV = 760.59 (4" S)

347 STA. 6+33.00, 22.5' LT  
CB TA 4 DIA T20F&G  
RIM = 764.69  
INV = 760.00 (NW)

348 STA. 6+22.00, 27.0' RT  
CB TA 4 DIA T1F CL  
RIM = 748.33  
INV = 742.50 (S)  
INV = 740.50 (N)

498 STA. 3+70.00, 45.0' RT  
PRC FLAR END SEC 12  
INV = 737.50 (S)

499 STA. 4+50.23, 67.9' RT  
PRC FLAR END SEC 12  
INV = 737.10 (N)

503 STA. 4+20.00, 35.0' LT  
MAN TA 8 DIA T1F CL  
RIM = 755.25  
INV = 742.78 (W)  
INV = 740.78 (N)  
INV = 740.78 (S)

503A STA. 4+20.00, 8.0' RT  
CB TA 4 DIA T20F&G  
RIM = 756.49  
INV = 744.53 (E)

346 33'-STORM SEW CL A 1, 12" @ 0.91%  
TBF=5.4 CU YD

347 81'-STORM SEW CL A 2, 12" @ 1.86%  
TBF=69.3 CU YD

348 39'-STORM SEW CL A 2, 12" @ 8.41%  
TBF=0.0 CU YD

499 72'-STORM SEW CL A 2, 12" @ 0.56%  
TBF=0.0 CU YD

502 36'-STORM SEW CL A 3, 12" @ 4.86%  
TBF=44.2 CU YD

517 51'-STORM SEW CL A 2, 36" @ 1.53%  
TBF=0.0 CU YD

554 81'-STORM SEW CL A 2, 12" @ 6.79%  
TBF=0.0 CU YD

555 32'-STORM SEW CL A 1, 12" @ 0.31%  
TBF=2.1 CU YD

U17 50'-PIPE UNDERDRAIN, 4"

RAMP C

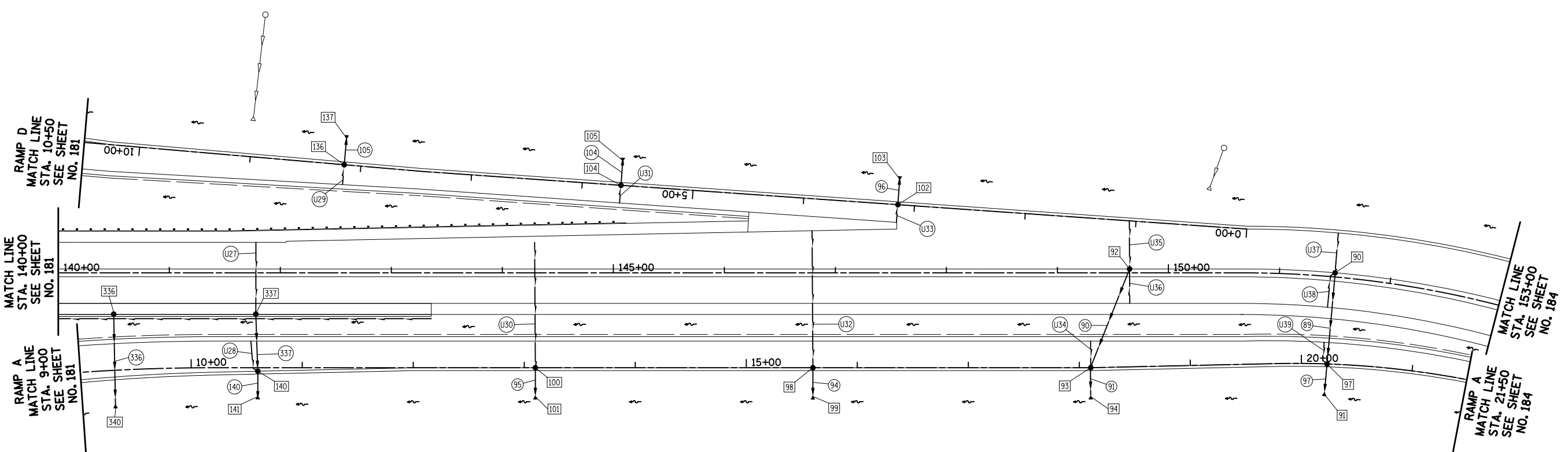
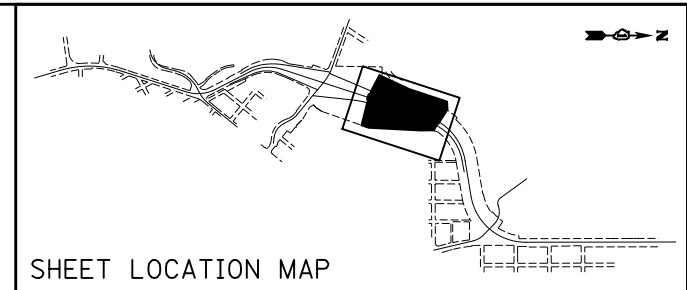
517 STA. 4+82.50, 35.0' LT  
PRC FLAR END SEC 36  
W/GRATING  
INV = 740.00 (N)

555 STA. 5+39.00, 27.0' RT  
PRC FLAR END SEC 12  
INV = 737.12

565 STA. 5+79.00, 27.0' RT  
CB TA 4 DIA T8G  
RIM = 740.00  
INV = 737.22 (N)  
INV = 737.22 (S)

ILLINOIS ROUTE 31  
RAMP A  
RAMP B  
RAMP C  
RAMP D

FILE NAME = ... \D160F72-sht-drp1n-06.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE AND UTILITIES PLAN			O.R. RTE. 0003	SECTION 18A-2	COUNTY	TOTAL SHEETS 825	SHEET NO. 182
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -		SCALE: 1" = 50'	SHEET NO. 6 OF 15 SHEETS	STA. 99+00	TO STA. 112+00	CONTRACT NO. 60F72			
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



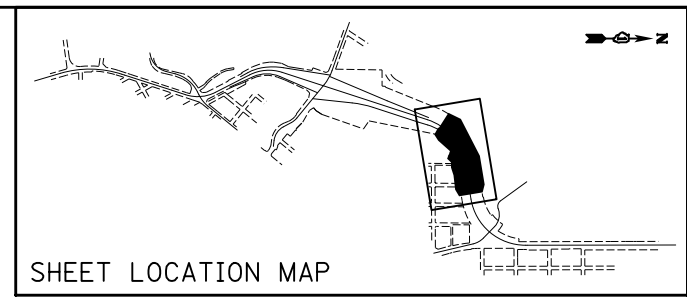
<b>IL RTE. 31 MAINLINE</b> <b>90</b> STA. 151+50.00, 3.7' LT CB TC T24F&G RIM = 821.05 INV = 815.72 (E) INV = 817.67 (4" W) INV = 817.67 (4" SE)		<b>IL RTE. 31 MAINLINE</b> <b>89</b> 81'-STORM SEW CL A 1, 12" @ 0.49% TBF=13.9 CU YD <b>90</b> 94'-STORM SEW CL A 1, 12" @ 3.11% TBF=10.6 CU YD <b>336</b> 79'-STORM SEW CL A 1, 12" @ 0.56% TBF=5.7 CU YD <b>337</b> 52'-STORM SEW CL A 1, 12" @ 0.50% TBF=5.0 CU YD <b>U27</b> 65'-PIPE UNDERDRAIN, 4" <b>U35</b> 44'-PIPE UNDERDRAIN, 4" <b>U36</b> 29'-PIPE UNDERDRAIN, 4" <b>U37</b> 36'-PIPE UNDERDRAIN, 4" <b>U38</b> 33'-PIPE UNDERDRAIN, 4"		<b>RAMP A</b> <b>91</b> STA. 20+21.50, 28.9' RT PRC FLAR END SEC 12 INV = 814.72 (W) <b>93</b> STA. 18+10.00, 0.0' LT CB TA 4 DIA T24F&G RIM = 811.26 INV = 806.85 (E) INV = 806.85 (NW) INV = 807.76 (4" W) <b>94</b> STA. 18+10.00, 28.6' RT PRC FLAR END SEC 12 INV = 806.68 (W) <b>97</b> STA. 20+23.16, 0.0' LT CB TA 4 DIA T24F&G RIM = 819.78 INV = 814.86 (E) INV = 815.32 (W) INV = 816.28 (4" SW) <b>98</b> STA. 15+60.00, 0.0' LT CB TC T24F&G RIM = 801.25 INV = 796.85 (E) INV = 797.75 (4" W)		<b>RAMP A</b> <b>U28</b> 30'-PIPE UNDERDRAIN, 4" <b>U30</b> 55'-PIPE UNDERDRAIN, 4" 34'-PIPE UNDERDRAIN, 4" SP 24'-PIPE UNDERDRAIN, 4" <b>U32</b> 65'-PIPE UNDERDRAIN, 4" 34'-PIPE UNDERDRAIN, 4" SP 24'-PIPE UNDERDRAIN, 4" <b>U34</b> 24'-PIPE UNDERDRAIN, 4" <b>U39</b> 22'-PIPE UNDERDRAIN, 4"		<b>RAMP A</b> <b>99</b> STA. 15+60.00, 28.6' RT PRC FLAR END SEC 12 INV = 796.33 (W) <b>100</b> STA. 13+10.00, 0.0' LT CB TC T24F&G RIM = 791.25 INV = 786.88 (E) INV = 787.75 (4" W) <b>101</b> STA. 13+10.00, 28.5' RT PRC FLAR END SEC 12 INV = 786.73 (W) <b>140</b> STA. 10+60.00, 3.1' RT CB TA 4 DIA T24F&G RIM = 781.19 INV = 776.77 (E) INV = 776.77 (W) INV = 777.69 (4" SW) <b>141</b> STA. 10+60.00, 28.5' RT PRC FLAR END SEC 12 INV = 776.71 (W) <b>340</b> STA. 9+30.00, 34.2' RT PRC FLAR END SEC 12 INV = 771.41 (W)		<b>RAMP A</b> <b>91</b> 19'-STORM SEW CL A 1, 12" @ 0.89% TBF=0.0 CU YD <b>94</b> 21'-STORM SEW CL A 1, 12" @ 2.48% TBF=0.3 CU YD <b>95</b> 21'-STORM SEW CL A 1, 12" @ 0.71% TBF=0.3 CU YD <b>97</b> 19'-STORM SEW CL A 1, 12" @ 0.74% TBF=0.0 CU YD <b>140</b> 16'-STORM SEW CL A 1, 12" @ 0.38% TBF=0.0 CU YD		<b>RAMP D</b> <b>102</b> STA. 3+15.00, 0.0' LT CB TC T24F&G RIM = 803.88 INV = 800.90 (W) INV = 800.90 (4" E) <b>103</b> STA. 3+15.00, 25.7' RT PRC FLAR END SEC 12 INV = 800.76 (E) <b>104</b> STA. 5+65.00, 0.0' LT CB TC T24F&G RIM = 794.37 INV = 791.38 (W) INV = 791.38 (4" E)		<b>RAMP D</b> <b>105</b> STA. 5+65.00, 24.9' RT PRC FLAR END SEC 12 INV = 791.25 (E) <b>136</b> STA. 8+15.00, 0.0' LT CB TC T24F&G RIM = 784.37 INV = 781.38 (W) INV = 781.38 (4" E) <b>137</b> STA. 8+15.00, 26.6' RT PRC FLAR END SEC 12 INV = 781.25 (E) <b>96</b> 18'-STORM SEW CL A 1, 12" @ 0.78% TBF=0.3 CU YD <b>104</b> 17'-STORM SEW CL A 1, 12" @ 0.76% TBF=0.3 CU YD <b>105</b> 19'-STORM SEW CL A 1, 12" @ 0.68% TBF=0.3 CU YD <b>U29</b> 18'-PIPE UNDERDRAIN, 4" <b>U31</b> 16'-PIPE UNDERDRAIN, 4" <b>U33</b> 16'-PIPE UNDERDRAIN, 4"	
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**NOTES:**  
 1. CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT  
 2. LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE

**ILLINOIS ROUTE 31  
 RAMP A  
 RAMP D**

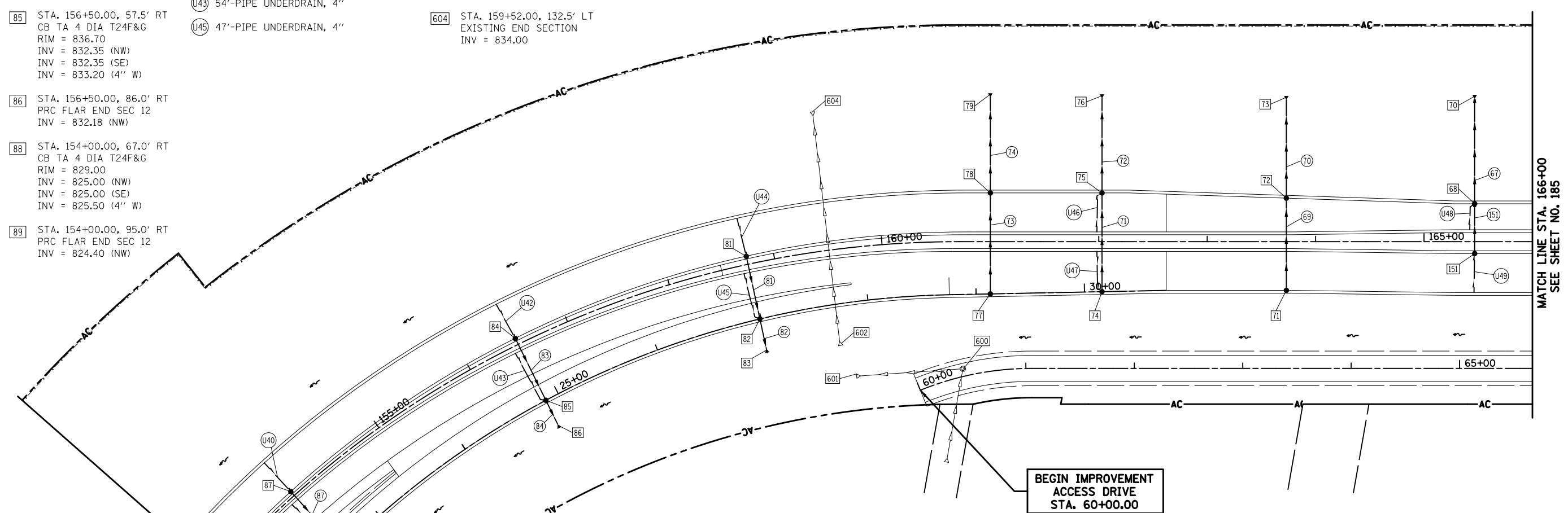
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 SCALE IN FEET

FILE NAME = ...\\D160F72-sht-drp1n-07.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITIES PLAN</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 183		
PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISIED -	SCALE: 1" = 50'			SHEET NO. 7 OF 15 SHEETS	STA. 140+00 TO STA. 153+00	<b>CONTRACT NO. 60F72</b>				
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISIED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									



- RAMP A**
- 82 STA. 158+75.00, 51.6' RT  
CB TA 4 DIA T24F&G  
RIM = 842.21  
INV = 838.21 (N)  
INV = 838.21 (S)  
INV = 838.71 (4" W)
  - 83 STA. 158+75.00, 83.5' RT  
PRC FLAR END SEC 12  
INV = 835.75 (NW)
  - 85 STA. 156+50.00, 57.5' RT  
CB TA 4 DIA T24F&G  
RIM = 836.70  
INV = 832.35 (NW)  
INV = 832.35 (SE)  
INV = 833.20 (4" W)
  - 86 STA. 156+50.00, 86.0' RT  
PRC FLAR END SEC 12  
INV = 832.18 (NW)
  - 88 STA. 154+00.00, 67.0' RT  
CB TA 4 DIA T24F&G  
RIM = 829.00  
INV = 825.00 (NW)  
INV = 825.00 (SE)  
INV = 825.50 (4" W)
  - 89 STA. 154+00.00, 95.0' RT  
PRC FLAR END SEC 12  
INV = 824.40 (NW)
- RAMP A**
- 82 22'-STORM SEW CL A 1, 12" @ 11.18%  
TBF=0.0 CU YD
  - 84 19'-STORM SEW CL A 1, 12" @ 0.89%  
TBF=0.0 CU YD
  - 88 18'-STORM SEW CL A 1, 12" @ 3.33%  
TBF=0.0 CU YD
  - U41 24'-PIPE UNDERDRAIN, 4" SP
  - 18'-PIPE UNDERDRAIN, 4"
  - U43 54'-PIPE UNDERDRAIN, 4"
  - U45 47'-PIPE UNDERDRAIN, 4"

- EXISTING STRUCTURES**
- 600 STA. 160+75.00, 117.4' RT  
EXISTING MANHOLE  
RIM = 840.20
  - 601 STA. 159+58.00, 118.4' RT  
EXISTING END SECTION  
INV = 832.90
  - 602 STA. 159+50.00, 92.4' RT  
EXISTING END SECTION  
INV = 835.00
  - 604 STA. 159+52.00, 132.5' LT  
EXISTING END SECTION  
INV = 834.00



**BEGIN IMPROVEMENT  
ACCESS DRIVE  
STA. 60+00.00**

**MATCH LINE  
STA. 153+00  
SEE SHEET  
NO. 183**

**RAMP A  
STA. 21+50  
SEE SHEET  
NO. 183**

**MATCH LINE STA. 166+00  
SEE SHEET NO. 185**

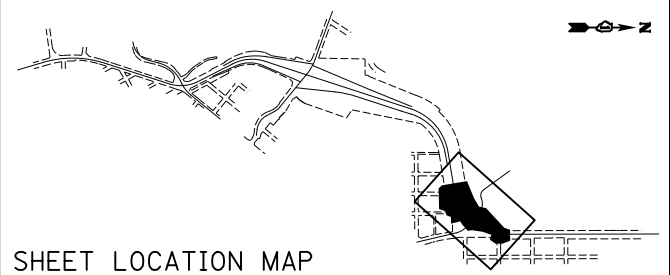
- |  |   |   |   |   |   |
|--|---|---|---|---|---|
| <p><b>IL RTE. 31 MAINLINE</b></p> <ul style="list-style-type: none"> <li>68 STA. 165+46.70, 35.0' LT<br/>CB TA 4 DIA T24F&amp;G<br/>RIM = 856.13<br/>INV = 851.21 (N)<br/>INV = 851.21 (S)<br/>INV = 852.63 (4" SW)</li> <li>70 STA. 165+46.70, 134.5' LT<br/>PRC FLAR END SEC 12<br/>INV = 832.60 (S)</li> <li>71 STA. 163+73.00, 45.0' RT<br/>CB TC T24F&amp;G<br/>RIM = 852.35<br/>INV = 849.18 (N)</li> <li>72 STA. 163+73.00, 40.2' LT<br/>CB TA 4 DIA T24F&amp;G<br/>RIM = 852.47<br/>INV = 848.75 (N)<br/>INV = 848.75 (S)</li> </ul> | <p><b>IL RTE. 31 MAINLINE</b></p> <ul style="list-style-type: none"> <li>73 STA. 163+73.00, 134.5' LT<br/>PRC FLAR END SEC 12<br/>INV = 833.30 (S)</li> <li>74 STA. 162+03.00, 46.2' RT<br/>CB TC T24F&amp;G<br/>RIM = 848.92<br/>INV = 844.92 (N)<br/>INV = 845.42 (4" NW)</li> <li>75 STA. 162+03.00, 45.0' LT<br/>CB TA 4 DIA T24F&amp;G<br/>RIM = 849.70<br/>INV = 843.70 (N)<br/>INV = 843.70 (S)<br/>INV = 846.20 (4" SW)</li> <li>76 STA. 162+03.00, 136.0' LT<br/>PRC FLAR END SEC 12<br/>INV = 834.00 (S)</li> </ul> | <p><b>IL RTE. 31 MAINLINE</b></p> <ul style="list-style-type: none"> <li>77 STA. 161+00.00, 48.2' RT<br/>CB TC T24F&amp;G<br/>RIM = 846.60<br/>INV = 842.72 (N)</li> <li>78 STA. 161+00.00, 45.0' LT<br/>CB TA 4 DIA T24F&amp;G<br/>RIM = 848.44<br/>INV = 842.26 (N)<br/>INV = 842.26 (S)</li> <li>79 STA. 161+00.00, 137.0' LT<br/>PRC FLAR END SEC 12<br/>INV = 834.40 (S)</li> <li>81 STA. 158+75.00, 7.6' LT<br/>CB TC T24F&amp;G<br/>RIM = 843.17<br/>INV = 839.17 (S)<br/>INV = 839.67 (4" N)</li> </ul> | <p><b>IL RTE. 31 MAINLINE</b></p> <ul style="list-style-type: none"> <li>84 STA. 156+50.00, 6.3' LT<br/>CB TC T24F&amp;G<br/>RIM = 838.64<br/>INV = 834.64 (SE)<br/>INV = 835.14 (4" NW)</li> <li>87 STA. 154+00.00, 4.9' LT<br/>CB TC T24F&amp;G<br/>RIM = 831.02<br/>INV = 826.14 (SE)<br/>INV = 827.64 (4" NW)</li> <li>151 STA. 165+46.70, 11.0' RT<br/>CB TC T24F&amp;G<br/>RIM = 856.60<br/>INV = 851.43 (N)<br/>INV = 853.10 (4" S)</li> </ul> | <p><b>IL RTE. 31 MAINLINE</b></p> <ul style="list-style-type: none"> <li>67 91'-STORM SEW CL A 2, 12" @ 20.45%<br/>TBF=0.0 CU YD</li> <li>69 86'-STORM SEW CL A 1, 12" @ 0.50%<br/>TBF=11.4 CU YD</li> <li>70 85'-STORM SEW CL A 2, 12" @ 18.18%<br/>TBF=0.0 CU YD</li> <li>71 92'-STORM SEW CL A 1, 12" @ 1.33%<br/>TBF=19.8 CU YD</li> <li>72 81'-STORM SEW CL A 2, 12" @ 11.98%<br/>TBF=0.0 CU YD</li> <li>73 94'-STORM SEW CL A 1, 12" @ 0.49%<br/>TBF=20.2 CU YD</li> <li>74 82'-STORM SEW CL A 2, 12" @ 9.59%<br/>TBF=0.0 CU YD</li> <li>81 58'-STORM SEW CL A 1, 12" @ 1.66%<br/>TBF=7.7 CU YD</li> <li>83 62'-STORM SEW CL A 1, 12" @ 3.69%<br/>TBF=8.2 CU YD</li> <li>87 70'-STORM SEW CL A 1, 12" @ 1.63%<br/>TBF=10.6 CU YD</li> <li>151 44'-STORM SEW CL A 2, 12" @ 0.50%<br/>TBF=11.3 CU YD</li> </ul> | <p><b>IL RTE. 31 MAINLINE</b></p> <ul style="list-style-type: none"> <li>U40 36'-PIPE UNDERDRAIN, 4"</li> <li>U42 37'-PIPE UNDERDRAIN, 4"</li> <li>U44 37'-PIPE UNDERDRAIN, 4"</li> <li>U46 39'-PIPE UNDERDRAIN, 4"</li> <li>U47 40'-PIPE UNDERDRAIN, 4"</li> <li>U48 27'-PIPE UNDERDRAIN, 4"</li> <li>U49 36'-PIPE UNDERDRAIN, 4"</li> </ul> |
|--|---|---|---|---|---|

- NOTES:**
- CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT
  - LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE

**ILLINOIS ROUTE 31  
RAMP A**

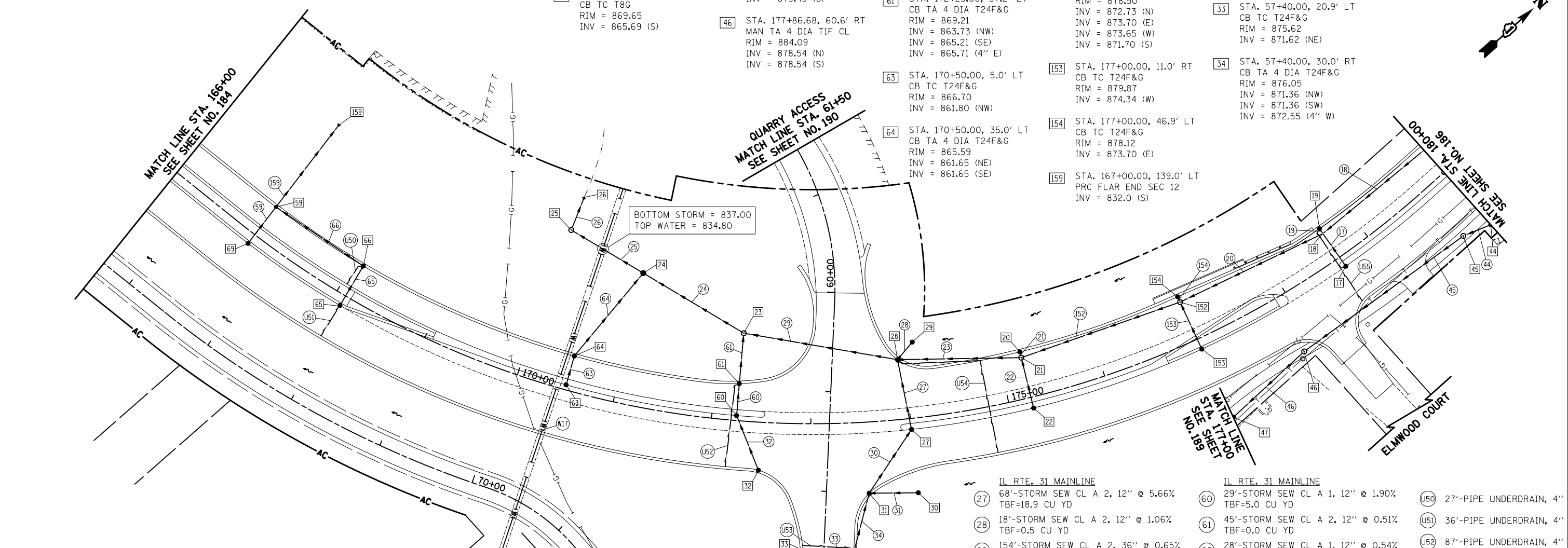


FILE NAME = ...\\D160F72-sht-drp1n-08.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITIES PLAN</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 184		
PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISIED -	REVISIED -			SCALE: 1" = 50'	SHEET NO. 8 OF 15 SHEETS	STA. 153+00	TO STA. 166+00	<b>CONTRACT NO. 60F72</b>		
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISIED -	REVISIED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



<b>IL RTE. 31 MAINLINE</b>	<b>IL RTE. 31 MAINLINE</b>	<b>IL RTE. 31 MAINLINE</b>	<b>IL RTE. 31 MAINLINE</b>	<b>IL RTE. 31 MAINLINE</b>	<b>IL RTE. 31 MAINLINE</b>	<b>IL RTE. 31 MAINLINE</b>
17 STA. 178+23.00, 11.0' RT CB TC T24F&G RIM = 883.30 INV = 877.30 (W)	20 STA. 175+23.00, 47.0' LT CB TC T24F&G RIM = 874.69 INV = 870.69 (E)	23 STA. 172+25.25, 88.0' LT MAN TA 5 DIA TIF CL RIM = 868.50 INV = 864.50 (NE) INV = 863.50 (SE) INV = 862.50 (W)	26 STA. 170+08.00, 189.4' LT PRC FLAR END SEC 36 W/ GRATING INV = 829.00 (S)	30 STA. 174+00.00, 75.0' RT CB TC TIF OL RIM = 872.63 INV = 869.92 (SW)	47 STA. 177+00.00, 86.4' RT CB TA 4 DIA T8G RIM = 879.60 INV = 877.00 (N) INV = 876.00 (S) INV = 876.00 (E)	65 STA. 168+10.00, 11.0' RT CB TC T24F&G RIM = 862.20 INV = 858.22 (N) INV = 858.70 (4" S)
18 STA. 178+65.00, 29.0' LT MAN TA 5 DIA TIF CL RIM = 882.25 INV = 876.00 (N) INV = 876.00 (S) INV = 876.00 (E) INV = 876.00 (W)	21 STA. 175+23.00, 41.0' LT MAN TA 5 DIA TIF CL RIM = 874.93 INV = 869.00 (N) INV = 869.00 (S) INV = 870.65 (E) INV = 870.65 (W)	24 STA. 171+01.62, 132.7' LT MAN TA 5 DIA TIF CL RIM = 856.50 INV = 850.50 (E) INV = 849.66 (W) INV = 850.50 (S)	27 STA. 174+00.00, 11.0' RT CB TA 4 DIA T24F&G RIM = 873.86 INV = 869.35 (NW) INV = 869.35 (S)	32 STA. 172+50.00, 48.2' RT CB TC T24F&G RIM = 872.49 INV = 867.50 (NW)	59 STA. 167+00.00, 35.0' LT CB TA 4 DIA T24F&G RIM = 858.94 INV = 855.13 (N) INV = 855.13 (S) INV = 855.13 (E)	66 STA. 168+10.00, 35.0' LT CB TA 4 DIA T24F&G RIM = 860.91 INV = 856.93 (S) INV = 856.93 (W) INV = 857.41 (4" SE)
19 STA. 178+65.00, 35.0' LT CB TC T24F&G RIM = 882.01 INV = 876.02 (E) INV = 878.51 (4" S)	22 STA. 175+23.00, 11.1' RT CB TC T24F&G RIM = 876.46 INV = 871.30 (W)	25 STA. 170+05.37, 155.1' LT MAN TA 6 DIA TIF CL EX RIM = 834.28 INV = 829.15 (N) INV = 829.15 (E)	28 STA. 173+93.00, 60.1' LT CB TA 5 DIA T24F&G RIM = 871.57 INV = 865.50 (N) INV = 865.50 (NE) INV = 865.50 (SE) INV = 865.50 (SW) INV = 868.07 (4" E)	44 STA. 180+00.00, 70.68' RT CB TA 4 DIA T8G RIM = 886.10 INV = 879.55 (N) INV = 879.55 (S)	60 STA. 172+25.00, 5.0' LT CB TA 4 DIA T24F&G RIM = 870.26 INV = 865.76 (NW) INV = 866.76 (SE)	69 STA. 167+00.00, 11.0' RT CB TC T24F&G RIM = 859.78 INV = 855.97 (N)
			29 STA. 174+11.00, 76.0' LT CB TC T8G RIM = 869.65 INV = 865.69 (S)	45 STA. 179+72.15, 60.6' RT MAN TA 4 DIA TIF CL RIM = 886.97 INV = 879.43 (N) INV = 879.43 (S)	61 STA. 172+25.00, 37.2' LT CB TA 4 DIA T24F&G RIM = 869.21 INV = 863.73 (NW) INV = 865.21 (SE) INV = 865.71 (4" E)	152 STA. 177+00.00, 41.0' LT MAN TA 5 DIA TIF CL RIM = 878.50 INV = 872.73 (N) INV = 873.70 (E) INV = 873.65 (W) INV = 871.70 (S)
				46 STA. 177+86.68, 60.6' RT MAN TA 4 DIA TIF CL RIM = 884.09 INV = 878.54 (N) INV = 878.54 (S)	63 STA. 170+50.00, 5.0' LT CB TC T24F&G RIM = 866.70 INV = 861.80 (NW)	153 STA. 177+00.00, 11.0' RT CB TC T24F&G RIM = 879.87 INV = 874.34 (W)
					64 STA. 170+50.00, 35.0' LT CB TA 4 DIA T24F&G RIM = 865.59 INV = 861.65 (NE) INV = 861.65 (SE)	154 STA. 177+00.00, 46.9' LT CB TC T24F&G RIM = 878.12 INV = 873.70 (E)
					159 STA. 167+00.00, 139.0' LT PRC FLAR END SEC 12 INV = 832.0 (S)	

<b>NORTH MAIN STREET</b>	<b>NORTH MAIN STREET</b>
31 STA. 58+00.00, 42.9' RT CB TA 4 DIA T24F&G RIM = 875.22 INV = 869.70 (N) INV = 869.70 (NE) INV = 869.70 (SE)	33 51'-STORM SEW CL A 1, 12" @ 0.51% TBF=9.4 CU YD
33 STA. 57+40.00, 20.9' LT CB TC T24F&G RIM = 875.62 INV = 871.62 (NE)	34 58'-STORM SEW CL A 2, 12" @ 2.86% TBF=5.1 CU YD
34 STA. 57+40.00, 30.0' RT CB TA 4 DIA T24F&G RIM = 876.05 INV = 871.36 (NW) INV = 871.36 (SW) INV = 872.55 (4" W)	U53 54'-PIPE UNDERDRAIN, 4"



<b>IL RTE. 31 MAINLINE</b>
17 36'-STORM SEW CL A 2, 12" @ 3.16% TBF=13.4 CU YD
18 150'-STORM SEW CL A 2, 18" @ 2.00% TBF=97.1 CU YD
19 4'-STORM SEW CL A 2, 12" @ 0.50% TBF=1.5 CU YD
20 154'-STORM SEW CL A 2, 36" @ 2.12% TBF=43.4 CU YD
21 4'-STORM SEW CL A 1, 12" @ 1.00% TBF=0.7 CU YD
22 48'-STORM SEW CL A 1, 12" @ 1.35% TBF=10.9 CU YD
23 119'-STORM SEW CL A 2, 36" @ 2.94% TBF=13.0 CU YD

<b>IL RTE. 31 MAINLINE</b>
24 113'-STORM SEW CL A 2, 36" @ 11.50% TBF=0.0 CU YD
25 66'-STORM SEW CL A 2, 36" @ 17.35% 2-R C PIPE ELBOW 36 3-CONCRETE ANCHORS SEE SHEET 359 FOR SLOPE DRAIN DETAIL TBF=0.0 CU YD
26 25'-STORM SEW CL A 2, 36" @ 0.60% TBF=0.0 CU YD

**NOTES:**  
 1. CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT  
 2. LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE

<b>IL RTE. 31 MAINLINE</b>
27 68'-STORM SEW CL A 2, 12" @ 5.66% TBF=18.9 CU YD
28 18'-STORM SEW CL A 2, 12" @ 1.06% TBF=0.5 CU YD
29 154'-STORM SEW CL A 2, 36" @ 0.65% TBF=15.6 CU YD
30 75'-STORM SEW CL A 2, 12" @ 0.47% TBF=19.3 CU YD
31 46'-STORM SEW CL A 1, 12" @ 0.48% TBF=0.0 CU YD
32 59'-STORM SEW CL A 1, 12" @ 1.25% TBF=10.2 CU YD
44 26'-STORM SEW CL A 2, 12" @ 0.46% TBF=13.6 CU YD
45 194'-STORM SEW CL A 2, 12" @ 0.46% TBF=159.9 CU YD
46 93'-STORM SEW CL A 2, 12" @ 1.66% TBF=6.7 CU YD
59 44'-STORM SEW CL A 1, 12" @ 1.91% TBF=5.8 CU YD

<b>IL RTE. 31 MAINLINE</b>	<b>IL RTE. 31 MAINLINE</b>	<b>IL RTE. 31 MAINLINE</b>
60 29'-STORM SEW CL A 1, 12" @ 1.90% TBF=5.0 CU YD	61 45'-STORM SEW CL A 2, 12" @ 0.51% TBF=0.0 CU YD	U50 27'-PIPE UNDERDRAIN, 4"
63 28'-STORM SEW CL A 1, 12" @ 0.54% TBF=5.4 CU YD	64 103'-STORM SEW CL A 2, 12" @ 10.83% TBF=0.0 CU YD	U51 36'-PIPE UNDERDRAIN, 4"
65 44'-STORM SEW CL A 1, 12" @ 2.93% TBF=3.3 CU YD	66 103'-STORM SEW CL A 1, 12" @ 1.75% TBF=13.6 CU YD	U52 87'-PIPE UNDERDRAIN, 4"
152 164'-STORM SEW CL A 2, 36" @ 1.65% TBF=85.3 CU YD	153 49'-STORM SEW CL A 2, 12" @ 1.31% TBF=13.1 CU YD	U54 176'-PIPE UNDERDRAIN, 4"
154 5'-STORM SEW CL A 2, 12" @ 1.00% TBF=1.1 CU YD	159 94'-STORM SEW CL A 2, 12" @ 22.68% TBF=0.0 CU YD	U55 87'-PIPE UNDERDRAIN, 4"
		W17 390'-STEEL CASING 16 TBF=221.9 CU YD (WATERMAIN TO BE INSTALLED BY OTHERS)

**ILLINOIS ROUTE 31  
 NORTH MAIN STREET**  
 SCALE IN FEET

IL RTE. 31 MAINLINE

- 1 STA. 212+00.9, 46.2' RT  
MAN TA 4 DIA T1F CL  
RIM = 886.88  
INV = 882.70 EX (N)  
INV = 882.70 (S)
- 2 STA. 212+94, 49.0' LT  
EXISTING MANHOLE  
RIM = 889.40  
INV = 882.21 EX (N)  
INV = 882.31 (S)  
INV = 883.18 (E)
- 3 STA. 210+63.85, 35.0' RT  
CB TC T24F&G  
RIM = 887.67  
INV = 884.22 (N)
- 4 STA. 210+80.00, 35.0' RT  
CB TA 4 DIA T24F&G  
RIM = 887.68  
INV = 884.20 (S)  
INV = 884.20 (W)  
INV = 884.10 (N)  
INV = 884.18 (4" NW)

IL RTE. 31 MAINLINE

- 5 STA. 210+62.77, 35.0' LT  
CB TC T24F&G  
RIM = 887.67  
INV = 884.36 (N)
- 6 STA. 210+80.00, 35.0' LT  
CB TA 4 DIA T24F&G  
RIM = 887.68  
INV = 883.97 (E)  
INV = 883.97 (W)  
INV = 884.30 (S)  
INV = 884.18 (4" NE)
- 7 STA. 210+80.00, 43.0' LT  
MAN TA 4 DIA T1F CL  
RIM = 887.95  
INV = 883.95 (E)  
INV = 883.85 (N)
- 8 STA. 208+14.87, 37.4' RT  
CB TC T24F&G  
RIM = 888.66  
INV = 885.00 (W)

IL RTE. 31 MAINLINE

- 9 STA. 208+15.00, 35.0' LT  
CB TA 4 DIA T24F&G  
RIM = 888.67  
INV = 884.67 (E)  
INV = 884.20 (W)  
INV = 885.17 (4" NE)
- 10 STA. 208+15.00, 47.6' LT  
MAN TA 4 DIA T1F CL  
RIM = 888.80  
INV = 882.93 (N)  
INV = 884.17 (E)  
INV = 882.93 (S)
- 11 STA. 203+31.00, 29.0' LT  
MAN TA 4 DIA T1F CL  
RIM = 885.62  
INV = 879.00 (S)  
INV = 879.91 (W)
- 12 STA. 205+00.00, 35.0' LT  
CB TA 4 DIA T24F&G  
RIM = 888.18  
INV = 883.51 (E)  
INV = 883.44 (W)  
INV = 884.80 (4" SE)

IL RTE. 31 MAINLINE

- 13 STA. 205+00.00, 47.6' LT  
MAN TA 4 DIA T1F CL  
RIM = 887.77  
INV = 881.38 (N)  
INV = 881.38 (S)  
INV = 883.37 (E)
- 14 STA. 205+00.00, 43.0' RT  
CB TA 4 DIA T24F&G  
RIM = 888.28  
INV = 883.88 (S)  
INV = 883.88 (W)  
INV = 884.70 (4" SW)
- 15 STA. 203+31.00, 35.0' LT  
CB TA 4 DIA T24F&G  
RIM = 885.48  
INV = 879.96 (E)  
INV = 879.96 (W)
- 16 STA. 203+31.00, 47.6' LT  
MAN TA 4 DIA T1F CL  
RIM = 885.75  
INV = 880.06 (N)  
INV = 880.06 (E)

IL RTE. 31 MAINLINE

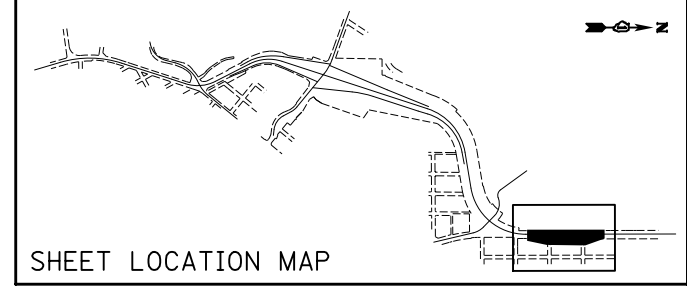
- 35 STA. 204+16.00, 44.6' RT  
CB TC T24F&G  
RIM = 887.92  
INV = 884.24 (N)
- 39 STA. 209+00.00, 61.38' RT  
CB TC T8G  
RIM = 886.63  
INV = 882.16 (S)
- 42 STA. 207+05.00, 62.0' RT  
CB TA 4 DIA T8G  
RIM = 888.08  
INV = 881.28 (N)  
INV = 881.28 (S)
- 43 STA. 205+00.00, 68.8' RT  
MAN TA 4 DIA T1F OL  
RIM = 887.06  
INV = 880.40 (N)  
INV = 880.40 (S)

IL RTE. 31 MAINLINE

- A STA. 210+80.00, 5.5' LT  
CB TC T24F&G  
RIM = 888.14  
INV = 884.21 (W)
- B STA. 210+80.00, 11.0' RT  
CB TC T24F&G  
RIM = 888.03  
INV = 884.44 (E)
- D STA. 209+75.00, 47.6' LT  
MAN TA 4 DIA T1F CL  
RIM = 888.09  
INV = 883.55 (S)  
INV = 883.55 (E)
- E STA. 209+75.00, 35.0' RT  
CB TC T24F&G  
RIM = 887.93  
INV = 883.89 (W)
- F STA. 209+75.00, 35.0' LT  
CB TA 4 DIA T24F&G  
RIM = 887.91  
INV = 883.58 (E)  
INV = 883.58 (W)

IL RTE. 31 MAINLINE

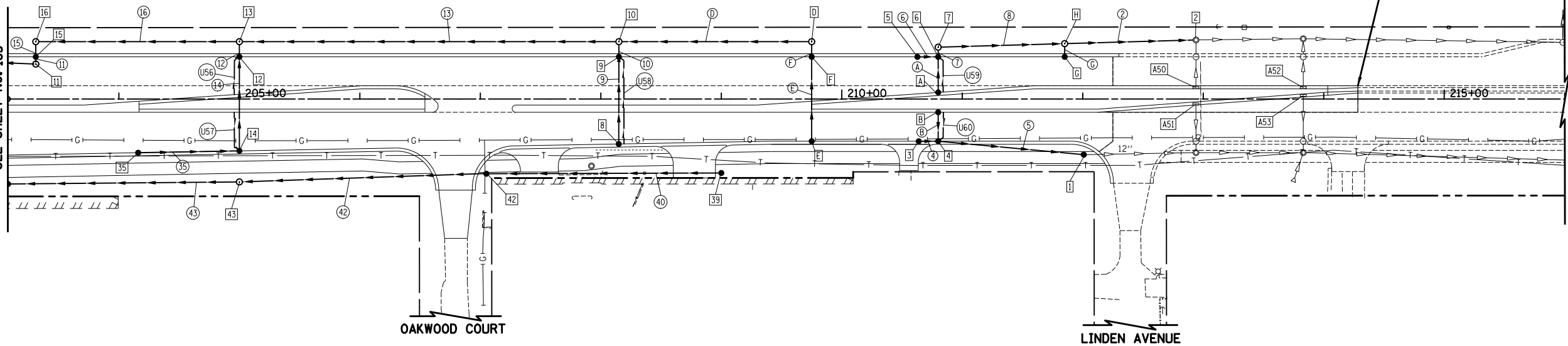
- G STA. 211+85.00, 35.0' LT  
CB TC T24F&G  
RIM = 887.94  
INV = 883.94 (W)
- H STA. 211+85.00, 46.0' LT  
MAN TA 4 DIA T1F CL  
RIM = 888.10  
INV = 883.84 (E)  
INV = 883.10 (S)  
INV = 883.00 (N)
- A50 STA. 212+94.00, 9.5' LT  
INLETS ADJUST  
EX RIM = 889.11  
PR RIM = 889.11
- A51 STA. 212+94.00, 4.1' RT  
INLETS ADJUST  
EX RIM = 889.22  
PR RIM = 889.22
- A52 STA. 213+83.00, 9.5' LT  
INLETS ADJUST  
EX RIM = 889.47  
PR RIM = 889.47



SHEET LOCATION MAP



MATCH LINE STA. 180+00  
SEE SHEET NO. 185



IL RTE. 31 MAINLINE

- 4 14'-STORM SEW CL A 1, 12" @ 0.50%  
TBF=1.9 CU YD
- 5 117'-STORM SEW CL A 2, 12" @ 1.20%  
TBF=31.4 CU YD
- 6 15'-STORM SEW CL A 1, 12" @ 0.40%  
TBF=2.0 CU YD
- 7 2'-STORM SEW CL A 2, 12" @ 1.00%  
TBF=0.0 CU YD
- 8 101'-STORM SEW CL A 2, 15" @ 0.74%  
TBF=0.0 CU YD
- 9 73'-STORM SEW CL A 1, 12" @ 0.45%  
TBF=9.6 CU YD
- 10 7'-STORM SEW CL A 2, 12" @ 0.43%  
TBF=0.0 CU YD
- 11 4'-STORM SEW CL A 2, 18" @ 1.25%  
TBF=1.2 CU YD
- 12 7'-STORM SEW CL A 2, 12" @ 1.00%  
TBF=0.0 CU YD
- 13 311'-STORM SEW CL A 2, 18" @ 0.50%  
TBF=0.0 CU YD
- 14 78'-STORM SEW CL A 1, 12" @ 0.47%  
TBF=15.1 CU YD
- 15 7'-STORM SEW CL A 2, 18" @ 1.43%  
TBF=0.0 CU YD

IL RTE. 31 MAINLINE

- 16 165'-STORM SEW CL A 2, 18" @ 0.80%  
TBF=0.0 CU YD
- 35 81'-STORM SEW CL A 1, 12" @ 0.44%  
TBF=12.3 CU YD
- 40 192'-STORM SEW CL A 2, 12" @ 0.46%  
TBF=47.4 CU YD
- 42 202'-STORM SEW CL A 2, 12" @ 0.44%  
TBF=28.6 CU YD
- 43 188'-STORM SEW CL A 2, 12" @ 0.45%  
TBF=0.0 CU YD
- A 30'-STORM SEW CL A 1, 12" @ 0.80%  
TBF=4.0 CU YD
- B 24'-STORM SEW CL A 1, 12" @ 1.00%  
TBF=3.2 CU YD
- D 156'-STORM SEW CL A 2, 18" @ 0.40%  
TBF=0.0 CU YD
- E 70'-STORM SEW CL A 1, 12" @ 0.44%  
TBF=11.4 CU YD
- F 7'-STORM SEW CL A 2, 12" @ 0.43%  
TBF=0.0 CU YD
- G 7'-STORM SEW CL A 1, 12" @ 1.43%  
TBF=1.1 CU YD
- 2 105'-STORM SEW CL A 2, 15" @ 6.90%  
TBF=0.0 CU YD

IL RTE. 31 MAINLINE

- U56 34'-PIPE UNDERDRAIN, 4"
- U57 35'-PIPE UNDERDRAIN, 4"
- U58 75'-PIPE UNDERDRAIN, 4"
- U59 32'-PIPE UNDERDRAIN, 4"
- U60 27'-PIPE UNDERDRAIN, 4"

END IMPROVEMENT  
ILLINOIS ROUTE 31  
STA. 214+28.36

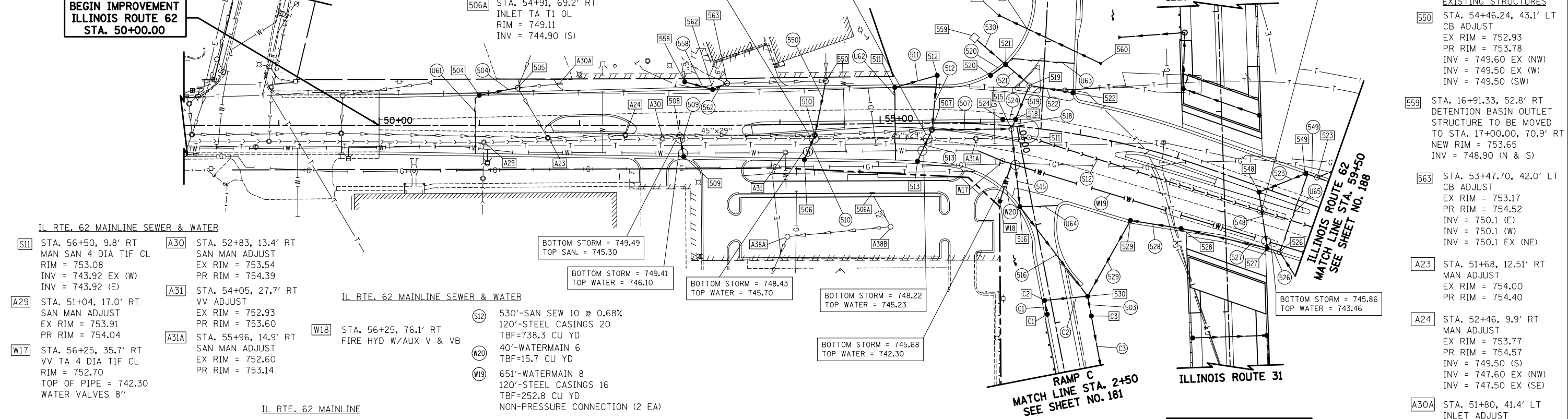
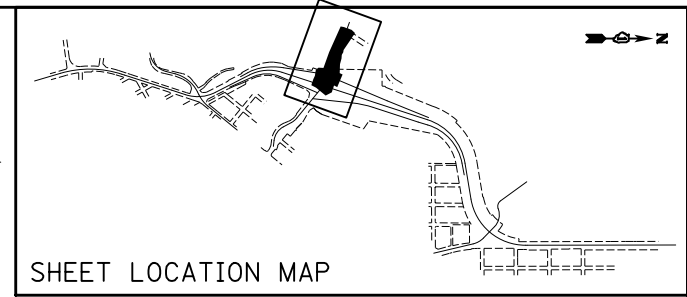
- NOTES:
- CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT
  - LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE



ILLINOIS ROUTE 31

FILE NAME = ...\\D160F72-sht-dp1n-10.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITIES PLAN</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 186		
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -			SCALE: 1" = 50'	SHEET NO. 10 OF 15 SHEETS	STA. 180+00	TO STA. 214+28.36	<b>CONTRACT NO. 60F72</b>		
	PLOT DATE = 5/2/2012	DATE = 5/3/2012	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

<b>ALGONQUIN ROAD</b> [504] STA. 51+00.00, 30.0' LT CB TC T24F&G RIM = 753.75 INV = 750.60 (E) INV = 750.60 (4" S)	<b>ALGONQUIN ROAD</b> [511] STA. 55+15.00, 36.0' LT CB TC T24F&G RIM = 753.88 INV = 747.60 (E) INV = 750.43 (4" S)	<b>ALGONQUIN ROAD</b> [518] STA. 56+34.55, 7.0' LT CB TA 5 DIA T24F&G RIM = 753.30 INV = 748.20 (NE) INV = 746.95 (SW) INV = 749.10 (W)	<b>ALGONQUIN ROAD</b> [527] STA. 59+14.42, 55.5' RT CB TA 5 DIA T24F&G RIM = 751.50 INV = 745.85 (N) INV = 745.85 (NW) INV = 745.85 (SE)	<b>ALGONQUIN ROAD</b> [549] STA. 59+26.08 27.5' LT CB TA 5 DIA TIF OL RIM = 751.64 INV = 746.05 (W) INV = 746.05 (SE)	<b>RAMP C</b> [516] STA. 0+79.31, 12.3' RT CB TA 5 DIA T24F&G RIM = 751.80 INV = 745.30 (N) INV = 743.42 (S) INV = 748.30 (4" E)	<b>RAMP C</b> [C1] STA. 1+90.00, 6.0' RT CB TC T24F&G RIM = 750.69 INV = 745.10 (N)	<b>RAMP D</b> [560] STA. 17+19.52, 57.3' LT PRC FLAR END SEC 30 W/GRATING INV = 749.66 (NW)
[506] STA. 54+24.03, 35.2' RT CB TA 4 DIA T24F&G RIM = 753.39 INV = 749.10 (W) INV = 749.10 (NE)	[512] STA. 55+57.30, 47.6' LT CB TA 4 DIA T8G RIM = 753.00 INV = 747.40 (W) INV = 747.38 (SW)	[558] STA. 53+04.96, 43.5' LT CB TA 4 DIA T8G RIM = 754.22 INV = 750.35 (E) INV = 751.80 EX (N)	[528] STA. 58+26.56, 65.5' RT CB TA 5 DIA T24F&G RIM = 751.66 INV = 745.55 (NW) INV = 745.55 (SE)	[519] STA. 56+44.65, 41.9' LT MAN TA 5 DIA TIF CL RIM = 754.55 INV = 748.50 (NW) INV = 748.50 (SE) INV = 748.50 (SW)	[530] STA. 1+80.00, 37.0' LT MAN TA 9 DIA T8G RIM = 748.50 INV = 742.90 (E) INV = 742.90 (W) INV = 742.90 (NW) INV = 742.87 (S)	[C2] STA. 1+75.86, 6.0' RT CB TA 4 DIA T24F&G RIM = 750.67 INV = 745.00 (S) INV = 745.00 (E)	[561] STA. 16+76.00, 48.4' RT PRC FLAR END SEC 30 W/GRATING INV = 749.50 (SE)
[507] STA. 55+51.51, 6.7' RT MAN TA 7 DIA TIF CL RIM = 753.40 INV = 747.10 (SE) INV = 747.08 (NE) INV = 748.10 (SW) INV = 747.10 EX (NW)	[513] STA. 55+36.92, 37.8' RT CB TC T24F&G RIM = 752.80 INV = 748.28 (NE)	[562] STA. 53+32.81, 35.8' LT CB TA 4 DIA T24F&G RIM = 754.40 INV = 750.15 (W) INV = 750.15 (S) INV = 751.00 EX (NE)	[529] STA. 57+71.00, 72.7' RT CB TA 5 DIA T24F&G RIM = 751.71 INV = 745.31 (W) INV = 745.40 (SE)	[522] STA. 56+86.63, 40.1' LT CB TC T24F&G RIM = 753.66 INV = 749.00 (NW)	[520] STA. 17+36.66, 53.0' RT CB TC T24F&G RIM = 753.75 INV = 749.40 (E)	[C3] STA. 2+00.00, 37.0' LT STC 2400 PRECAST CONCRETE STORMCEPTOR RIM = 748.75 INV = 742.75 (N) INV = 742.70 (S)	
[508] STA. 53+00.00, 9.8' RT MAN TA 5 DIA TIF CL RIM = 754.41 INV = 749.40 (S) INV = 747.43 EX (SW) INV = 747.41 EX (NE)	[515] STA. 56+31.22, 3.0' RT MAN TA 7 DIA TIF CL RIM = 753.25 INV = 745.99 (S) INV = 746.80 (NE) INV = 746.73 (W)	[526] STA. 59+27.41, 55.0' RT MAN TA 4 DIA T24F&G RIM = 751.49 INV = 745.87 (S) INV = 745.87 (NW) INV = 750.99 (4" NE)	[548] STA. 58+88.20, 5.5' RT CB TA 5 DIA T24F&G RIM = 752.13 INV = 745.95 (E) INV = 745.95 (S)	[524] STA. 56+22.00, 5.8' LT CB TC T24F&G RIM = 753.34 INV = 749.34 (E)	[521] STA. 17+25.00, 38.5' RT CB TA 5 DIA T24F&G RIM = 753.88 INV = 748.70 (NE) INV = 748.70 (SE) INV = 748.70 (SW) INV = 750.52 (4" E)		
[509] STA. 53+03.93, 31.2' RT CB TC T24F&G RIM = 753.97 INV = 749.50 (N)							



**IL RTE. 62 MAINLINE SEWER & WATER**

[511] STA. 56+50, 9.8' RT MAN SAN 4 DIA TIF CL RIM = 753.08 INV = 743.92 EX (W) INV = 743.92 (E)	[A30] STA. 52+83, 13.4' RT SAN MAN ADJUST EX RIM = 753.54 PR RIM = 754.39
[A29] STA. 51+04, 17.0' RT SAN MAN ADJUST EX RIM = 753.91 PR RIM = 754.04	[A31] STA. 54+05, 27.7' RT VV ADJUST EX RIM = 752.93 PR RIM = 753.60
[W17] STA. 56+25, 35.7' RT VV TA 4 DIA TIF CL RIM = 752.70 TOP OF PIPE = 742.30 WATER VALVES 8"	[A31A] STA. 55+96, 14.9' RT SAN MAN ADJUST EX RIM = 752.60 PR RIM = 753.14

**IL RTE. 62 MAINLINE**

[515] 73'-SS CL A 2 EQRS 36 @ 0.95% (S45 R29) TBF=61.8 CU YD	[524] 10'-STORM SEW CL A 1, 12" @ 2.40% TBF=1.5 CU YD	[550] 51'-STORM SEW CL A 2, 18" @ 3.33% TBF=13.1 CU YD	[C1] 12'-STORM SEW CL A 2, 12" @ 0.83% TBF=4.0 CU YD
[516] 106'-SS CL A 2 EQRS 36 @ 0.49% (S45 R29) TBF=83.7 CU YD	[526] 9'-STORM SEW CL A 2, 18" @ 0.22% TBF=3.0 CU YD	[558] 23'-STORM SEW CL A 2, 12" @ 0.87% TBF=0.0 CU YD	[C2] 39'-STORM SEW CL A 2, 12" @ 5.38% TBF=10.3 CU YD
[518] 3'-STORM SEW CL A 2, 24" @ 5.00% TBF=2.4 CU YD	[527] 84'-STORM SEW CL A 2, 36" @ 0.36% TBF=23.7 CU YD	[560] 103'-STORM SEW CL A 1, 30" @ 0.16% TBF=7.4 CU YD	[503] 14'-STORM SEW CL A 2, 36" @ 0.86% TBF=0.0 CU YD
[519] 35'-STORM SEW CL A 2, 24" @ 0.86% TBF=10.8 CU YD	[528] 47'-STORM SEW CL A 2, 36" @ 0.32% TBF=25.0 CU YD	[562] 14'-STORM SEW CL A 1, 12" @ 6.43% TBF=2.3 CU YD	[C3] 214'-STORM SEW CL A 3, 36" @ 0.90% TBF=0.0 CU YD
[520] 16'-STORM SEW CL A 1, 12" @ 0.63% TBF=2.4 CU YD	[529] 78'-STORM SEW CL A 2, 36" @ 3.09% TBF=0.0 CU YD	[U61] 60'-PIPE UNDERDRAIN, 4"	
[521] 29'-STORM SEW CL A 2, 24" @ 0.69% TBF=7.7 CU YD	[530] 35'-STORM SEW CL A 2, 12" @ 0.57% TBF=0.0 CU YD	[U62] 73'-PIPE UNDERDRAIN, 4"	
[522] 42'-STORM SEW CL A 2, 12" @ 1.19% TBF=10.4 CU YD	[548] 52'-STORM SEW CL A 2, 30" @ 0.19% TBF=17.1 CU YD	[U63] 71'-PIPE UNDERDRAIN, 4"	
[523] 51'-STORM SEW CL A 2, 30" @ 0.20% TBF=16.7 CU YD	[549] 7'-STORM SEW WM REQ, 24" @ 0.71% TBF=2.2 CU YD	[U64] 38'-PIPE UNDERDRAIN, 4"	

**IL RTE. 62 MAINLINE**

[S12] 530'-SAN SEW 10 @ 0.68% 120'-STEEL CASINGS 20 TBF=738.3 CU YD	[W20] 40'-WATERMAIN 6 TBF=15.7 CU YD	[W19] 651'-WATERMAIN 8 120'-STEEL CASINGS 16 TBF=252.8 CU YD NON-PRESSURE CONNECTION (2 EA)
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**IL RTE. 62 MAINLINE**

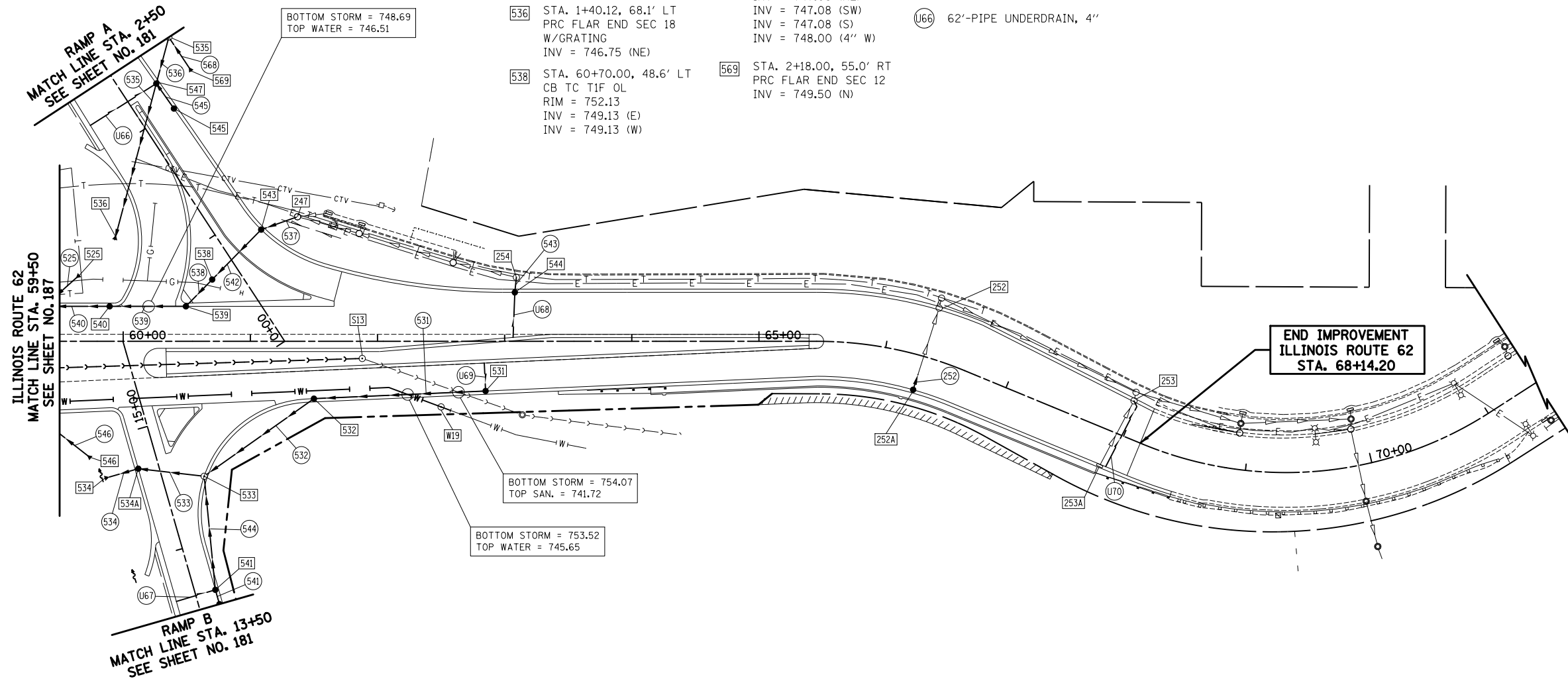
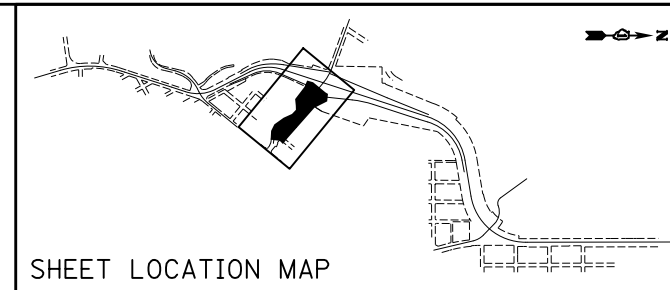
[U61] 60'-PIPE UNDERDRAIN, 4"	[U62] 73'-PIPE UNDERDRAIN, 4"	[U63] 71'-PIPE UNDERDRAIN, 4"	[U64] 38'-PIPE UNDERDRAIN, 4"	[U65] 83'-PIPE UNDERDRAIN, 4"
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**NON NOTATED IMPROVEMENTS  
ARE CALLED OFF ON  
SHEET NO. 183**

- NOTES:**
- CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT
  - LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE
  - CONTRACTOR SHALL COORDINATE ALL WATER MAIN WORK WITH THE VILLAGE. ANY WATER MAIN ON ALGONQUIN ROAD SHALL BE CONNECTIONS COMPLETED DURING ONE WATER MAIN SHUTDOWN.



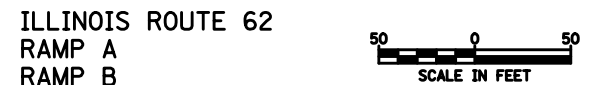
FILE NAME = ... \D160F72-sht-dr-pln-11.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITIES PLAN</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 187		
PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISIED -	REVISIED -			SCALE: 1" = 50'	SHEET NO. 11 OF 15 SHEETS	STA. 50+00	TO STA. 59+50	CONTRACT NO. 60F72		
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISIED -	REVISIED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



- RAMP A**  
 [247] STA. 0+76.46, 62.1' RT  
 CB ADJUST  
 EX RIM = 755.42  
 PR RIM = 754.06  
 INV = 752.90 EX (SE)  
 INV = 750.90 EX (SSE)  
 INV = 750.90 (NW)
- RAMP A**  
 [543] STA. 0+83.64, 32.6' RT  
 CB TA 4 DIA T24F&G  
 RIM = 753.67  
 INV = 749.50 (E)  
 INV = 749.40 (W)
- RAMP A**  
 [535] STA. 2+50.00, 54.8' RT  
 MAN TA 4 DIA T1F CL  
 RIM = 750.50  
 INV = 747.17 (N)  
 INV = 747.17 (S)  
 INV = 747.17 (SW)
- RAMP A**  
 [545] STA. 2+00.91, 27.4' RT  
 CB TC T24F&G  
 RIM = 751.70  
 INV = 747.70 (N)
- RAMP A**  
 [547] STA. 2+25.00, 26.6' RT  
 CB TA 6 DIA T24F&G  
 RIM = 751.50  
 INV = 747.08 (NE)  
 INV = 747.08 (SW)  
 INV = 747.08 (S)  
 INV = 748.00 (4" W)
- RAMP A**  
 [549] STA. 2+18.00, 55.0' RT  
 PRC FLAR END SEC 12  
 INV = 749.50 (N)
- RAMP A**  
 [536] STA. 1+40.12, 68.1' LT  
 PRC FLAR END SEC 18  
 W/GRATING  
 INV = 746.75 (NE)
- RAMP A**  
 [538] STA. 60+70.00, 48.6' LT  
 CB TC T1F OL  
 RIM = 752.13  
 INV = 749.13 (E)  
 INV = 749.13 (W)
- RAMP A**  
 [535] 121'-STORM SEW CL A 1, 18" @ 0.27%  
 TBF=9.7 CU YD
- RAMP A**  
 [536] 31'-STORM SEW CL A 2, 18" @ 0.29%  
 TBF=0.0 CU YD
- RAMP A**  
 [537] 26'-STORM SEW CL A 2, 12" @ 5.38%  
 TBF=0.0 CU YD
- RAMP A**  
 [538] 25'-STORM SEW CL A 1, 12" @ 0.52%  
 TBF=3.3 CU YD
- RAMP A**  
 [545] 21'-STORM SEW CL A 1, 12" @ 2.95%  
 TBF=2.8 CU YD
- RAMP A**  
 [542] 54'-STORM SEW CL A 1, 12" @ 0.50%  
 TBF=7.1 CU YD
- RAMP A**  
 [568] 24'-STORM SEW CL A 1, 12" @ 9.71%  
 TBF=0.0 CU YD
- RAMP A**  
 [U66] 62'-PIPE UNDERDRAIN, 4"

- IL RTE. 62 MAINLINE**  
 [252] STA. 66+31.69, 38.5' LT  
 CB ADJUST  
 EX RIM = 762.93  
 PR RIM = 763.87
- IL RTE. 62 MAINLINE**  
 [253] STA. 67+96.93, 28.2' LT  
 CB ADJUST  
 EX RIM = 761.96  
 PR RIM = 761.81  
 INV = 758.06 EX (NE)  
 INV = 758.16 EX (SW)  
 INV = 758.31 (4" S)
- IL RTE. 62 MAINLINE**  
 [253A] STA. 67+91.57, 27.5' RT  
 INLET ADJUST  
 EX RIM = 762.68  
 PR RIM = 762.65
- IL RTE. 62 MAINLINE**  
 [254] STA. 63+09.22, 50.3' LT  
 CB ADJUST  
 EX RIM = 759.05  
 PR RIM = 759.10
- IL RTE. 62 MAINLINE**  
 [525] STA. 59+65.66, 52.2' LT  
 PRC FLAR END SEC 24  
 W/GRATING  
 INV = 747.30
- IL RTE. 62 MAINLINE**  
 [531] STA. 63+00.00, 38.4' RT  
 CB TC T24F&G  
 RIM = 759.50  
 INV = 754.50 (NW)  
 INV = 756.00 (4" NE)
- IL RTE. 62 MAINLINE**  
 [532] STA. 61+50.00, 45.1' RT  
 CB TA 4 DIA T24F&G  
 RIM = 755.00  
 INV = 750.50 (W)  
 INV = 752.50 (SE)
- IL RTE. 62 MAINLINE**  
 [539] STA. 60+49.31, 27.5' LT  
 CB TA 4 DIA T24F&G  
 RIM = 752.67  
 INV = 749.00 (E)  
 INV = 749.00 (NW)
- IL RTE. 62 MAINLINE**  
 [540] STA. 59+89.33, 27.5' LT  
 CB TA 4 DIA T24F&G  
 RIM = 751.90  
 INV = 748.70 (SE)  
 INV = 746.70 (NW)
- IL RTE. 62 MAINLINE**  
 [544] STA. 63+08.00, 38.5' LT  
 CB TA 4 DIA T24F&G  
 RIM = 759.17  
 INV = 755.50 (NE)  
 INV = 755.67 (4" SW)
- IL RTE. 62 MAINLINE**  
 [252A] STA. 66+28.25, 27.5' RT  
 CB TC T24F&G  
 RIM = 762.92  
 INV = 759.10 (NE)
- IL RTE. 62 MAINLINE**  
 [525] 28'-STORM SEW WM REQ, 24" @ 4.29%  
 TBF=0.2 CU YD
- IL RTE. 62 MAINLINE**  
 [531] 133'-STORM SEW WM REQ, 12" @ 1.50%  
 TBF=17.6 CU YD
- IL RTE. 62 MAINLINE**  
 [539] 56'-STORM SEW WM REQ, 12" @ 0.54%  
 TBF=7.4 CU YD
- IL RTE. 62 MAINLINE**  
 [540] 47'-STORM SEW WM REQ, 15" @ 1.28%  
 TBF=13.8 CU YD
- IL RTE. 62 MAINLINE**  
 [543] 6'-STORM SEW CL A 1, 12" @ 1.67%  
 TBF=0.0 CU YD
- IL RTE. 62 MAINLINE**  
 [252] 13'-STORM SEW CL A 1, 12" @ 0.58%  
 TBF=1.9 CU YD  
 (CONNECT TO EXIST SS, INVERT=759.02)
- IL RTE. 62 MAINLINE**  
 [U66] 36'-PIPE UNDERDRAIN, 4"
- IL RTE. 62 MAINLINE**  
 [U69] 22'-PIPE UNDERDRAIN, 4"
- IL RTE. 62 MAINLINE**  
 [U70] 59'-PIPE UNDERDRAIN, 4"
- RAMP B**  
 [533] STA. 14+50, 32.2' RT  
 MAN TA 4 DIA T1F CL  
 RIM = 750.22  
 INV = 747.00 (NE)  
 INV = 746.84 (NW)  
 INV = 746.84 (SW)
- RAMP B**  
 [534A] STA. 14+70.00, 16.0' LT  
 CB TA 4 DIA T24F&G  
 RIM = 751.31  
 INV = 746.67 (NE)  
 INV = 746.67 (NW)
- RAMP B**  
 [532] 100'-STORM SEW CL A 1, 12" @ 3.50%  
 TBF=0.0 CU YD
- RAMP B**  
 [533] 53'-STORM SEW CL A 1, 15" @ 0.45%  
 TBF=6.4 CU YD
- RAMP B**  
 [534] 18'-STORM SEW CL A 2, 18" @ 0.39%  
 TBF=0.0 CU YD
- RAMP B**  
 [541] 9'-STORM SEW CL A 1, 12" @ 0.44%  
 TBF=1.2 CU YD
- RAMP B**  
 [544] 86'-STORM SEW CL A 1, 12" @ 0.44%  
 TBF=2.9 CU YD
- RAMP B**  
 [546] 51'-STORM SEW CL A 1, 18" @ 0.35%  
 TBF=0.2 CU YD
- RAMP B**  
 [U67] 32'-PIPE UNDERDRAIN, 4"
- IL RTE. 62 MAINLINE SEWER & WATER**  
 [S13] STA. 61+88.00, 13.5' RT  
 MAN SAN 4 DIA T1F CL  
 RIM = 757.20  
 INV = 741.52 (NW)  
 INV = 741.17 EX (S)
- IL RTE. 62 MAINLINE SEWER & WATER**  
 [W19] STA. 62+50.00, 51.6' RT  
 VV TA 4 DIA T1F CL  
 RIM = 757.41  
 TOP OF PIPE = 745.65  
 WATER VALVES 8"

**NOTES:**  
 1. CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT  
 2. LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE  
 3. CONTRACTOR SHALL COORDINATE ALL WATER MAIN WORK WITH THE VILLAGE. ANY WATER MAIN ON ALGONQUIN ROAD SHALL BE CONNECTIONS COMPLETED DURING ONE WATER MAIN SHUTDOWN.



FILE NAME = ... \D160F72-shr-drp1n-12.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -
		DRAWN - DTE	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

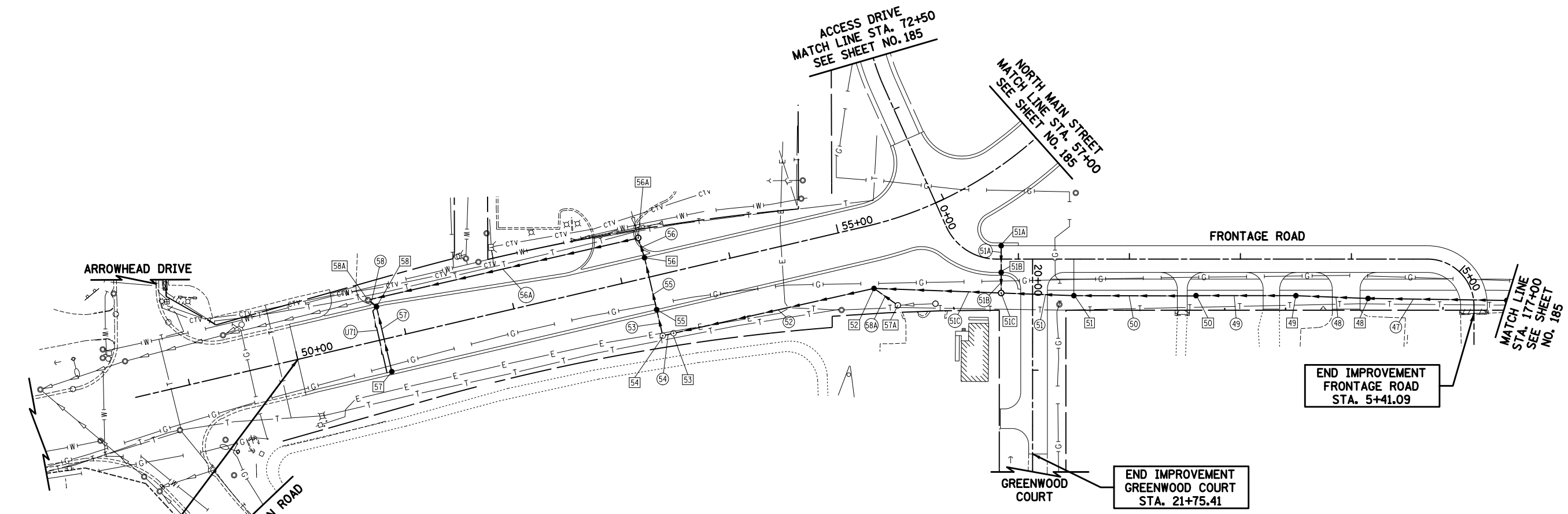
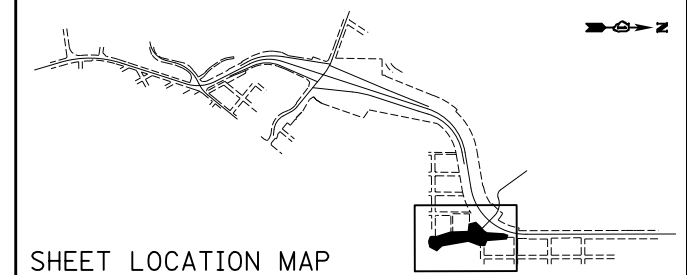
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE AND UTILITIES PLAN**

SCALE: 1" = 50' SHEET NO. 12 OF 15 SHEETS STA. 59+50 TO STA. 68+14.20

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	188
				CONTRACT NO. 60F72
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





**BEGIN IMPROVEMENT  
NORTH MAIN STREET  
STA. 50+00.00**

**NORTH MAIN STREET**

52 STA. 55+20.00, 56.0' RT  
CB TA 5 DIA T8G  
RIM = 875.00  
INV = 870.66 (N)  
INV = 870.66 (SE)  
INV = 872.73 (NE)

53 STA. 53+35.00, 54.0' RT  
MAN TA 5D T1FCL R-PLT  
RIM = 875.25  
INV = 869.85 (NW)  
INV = 869.85 (SE)

54 STA. 53+25.00, 54.0' RT  
MAN TA 4 DIA T1F CL  
RIM = 875.15  
INV = 869.80 (NW)  
INV = 869.70 (W)

55 STA. 53+25.00, 30.0' RT  
CB TA 4 DIA T24F&G  
RIM = 875.77  
INV = 869.50 (E)  
INV = 869.40 (W)

**NORTH MAIN STREET**

56 STA. 53+25.00, 18.0' LT  
CB TA 4 DIA T24F&G  
RIM = 876.01  
INV = 868.90 (E)  
INV = 869.00 (W)

57 STA. 50+80.00, 30.0' RT  
CB TC T24F&G  
RIM = 872.19  
INV = 868.19 (W)

58 STA. 50+79.86, 30.0' LT  
CB TA 4 DIA T24F&G  
RIM = 872.19  
INV = 867.63 (E)  
INV = 865.92 (W)  
INV = 868.69 (4" SE)

**NORTH MAIN STREET**

56A STA. 53+23.77, 36.5' LT  
MAN TA 5 DIA T1F CL  
RIM = 875.70  
INV = 871.20 EX (W)  
INV = 868.80 (E)  
INV = 868.70 (S)

57A STA. 55+35.4, 76.1' RT  
EXISTING CB  
EX RIM = 876.83  
INV = 874.23 EX (N)  
INV = 874.23 (SW)

58A STA. 50+73.78, 37.7' LT  
MAN ADJUST  
EX RIM = 872.70  
PR RIM = 872.75  
INV = 865.90 (N)  
INV = 865.90 EX (S)  
INV = 865.90 (NE)

**NORTH MAIN STREET**

51 61'-STORM SEW CL A 1, 24" @ 0.18%  
TBF=4.5 CU YD

52 180'-STORM SEW CL A 2, 30" @ 0.45%  
TBF=0.0 CU YD

53 19'-STORM SEW CL A 2, 12" @ 1.05%  
TBF=0.0 CU YD

54 6'-STORM SEW CL A 2, 12" @ 0.83%  
TBF=0.0 CU YD

55 48'-STORM SEW CL A 2, 12" @ 1.04%  
TBF=24.4 CU YD

56 13'-STORM SEW CL A 2, 12" @ 1.54%  
TBF=10.9 CU YD

56A 248'-STORM SEW CL A 2, 12" @ 1.13%  
TBF=36.1 CU YD

57 60'-STORM SEW CL A 1, 12" @ 0.93%  
TBF=11.0 CU YD

58 5'-STORM SEW CL A 2, 12" @ 0.40%  
TBF=3.9 CU YD

58A 22'-STORM SEW CL A 1, 15" @ 6.82%  
TBF=0.0 CU YD

U71 62'-PIPE UNDERDRAIN, 4"

**FRONTAGE ROAD**

48 STA. 4+15.00, 35.4' RT  
CB TA 4 DIA T8G  
RIM = 877.87  
INV = 873.56 (N)  
INV = 873.00 (S)

49 STA. 3+50.00, 32.9' RT  
CB TA 4 DIA T8G  
RIM = 878.20  
INV = 872.50 (N)  
INV = 872.50 (S)

50 STA. 2+60.00, 32.9' RT  
CB TA 4 DIA T8G  
RIM = 877.39  
INV = 871.88 (N)  
INV = 871.88 (S)

**FRONTAGE ROAD**

51A STA. 0+84.51, 12.0' LT  
CB TC T24F&G  
RIM = 875.79  
INV = 871.79 (E)

51B STA. 0+84.51, 12.0' RT  
CB TA 4 DIA T24F&G  
RIM = 875.79  
INV = 871.55 (W)  
INV = 871.13 (E)

51C STA. 0+84.51, 31.0' RT  
MAN TA 5 DIA T1F CL  
RIM = 875.30  
INV = 871.00 (W)  
INV = 870.85 (N)  
INV = 870.85 (S)

**FRONTAGE ROAD**

51 STA. 1+50.00, 32.9' RT  
CB TA 5 DIA T8G  
RIM = 875.58  
INV = 871.33 (N)  
INV = 870.96 (S)

47 121'-STORM SEW CL A 1, 15" @ 2.02%  
TBF=3.5 CU YD

48 61'-STORM SEW CL A 2, 18" @ 0.82%  
TBF=11.1 CU YD

49 86'-STORM SEW CL A 2, 18" @ 0.72%  
TBF=12.3 CU YD

50 106'-STORM SEW CL A 2, 18" @ 0.52%  
TBF=4.3 CU YD

51A 24'-STORM SEW CL A 1, 12" @ 1.00%  
TBF=4.2 CU YD

51B 14'-STORM SEW CL A 2, 12" @ 0.93%  
TBF=0.6 CU YD

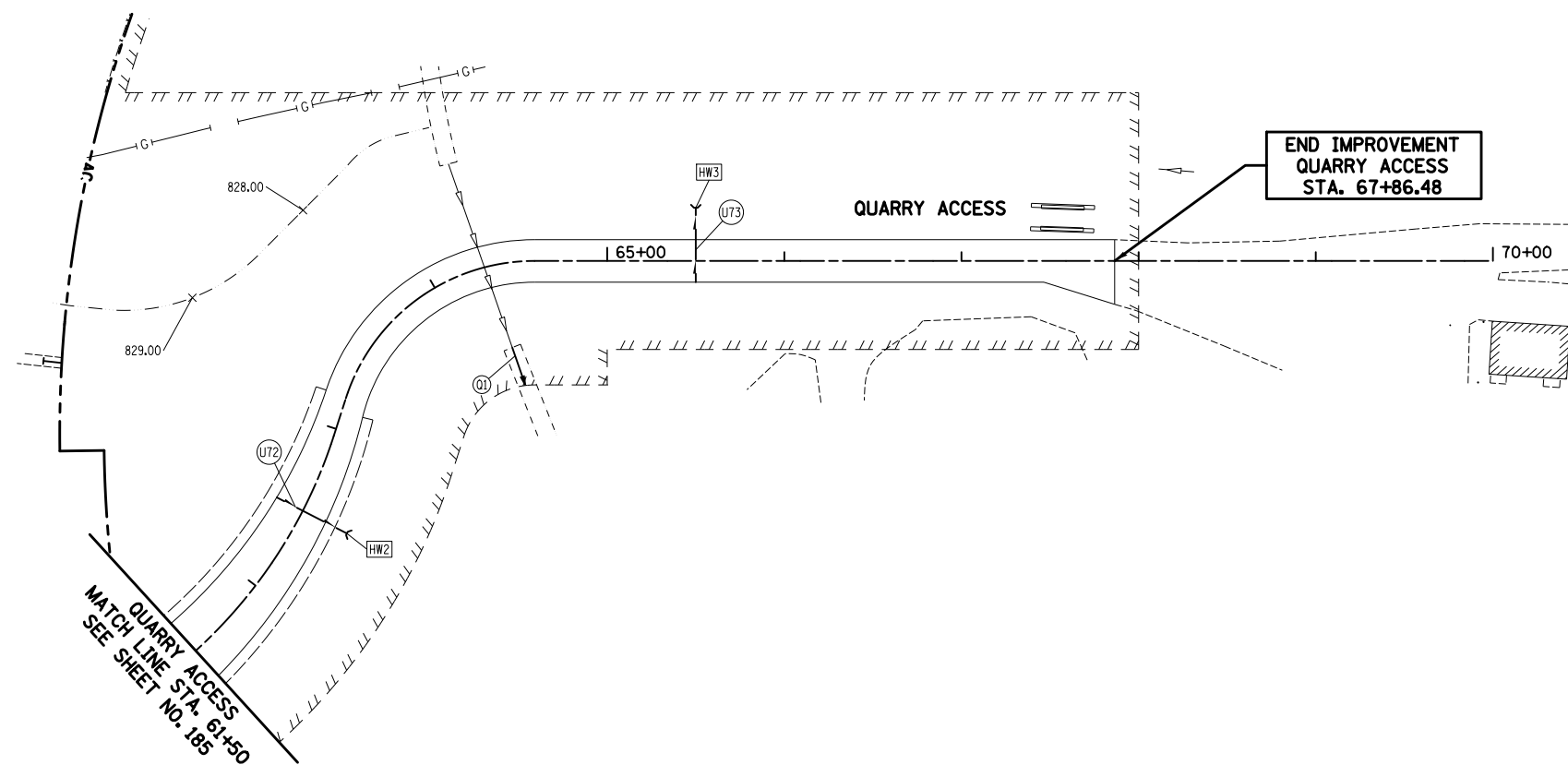
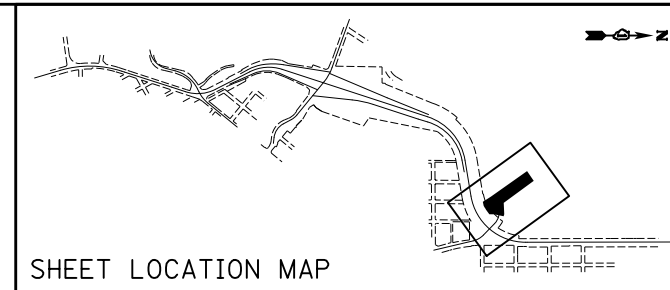
51C 120'-STORM SEW CL A 2, 30" @ 0.16%  
TBF=0.0 CU YD



**NORTH MAIN STREET  
FRONTAGE ROAD  
GREENWOOD COURT**

- NOTES:**
- CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT
  - LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE

FILE NAME = ...\\D160F72-sht-drp1n-13.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITIES PLAN</b>			O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 189
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -		SCALE: 1" = 50'	SHEET NO. 13 OF 15 SHEETS	STA. 50+00	TO STA. 57+00	<b>CONTRACT NO. 60F72</b>			
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



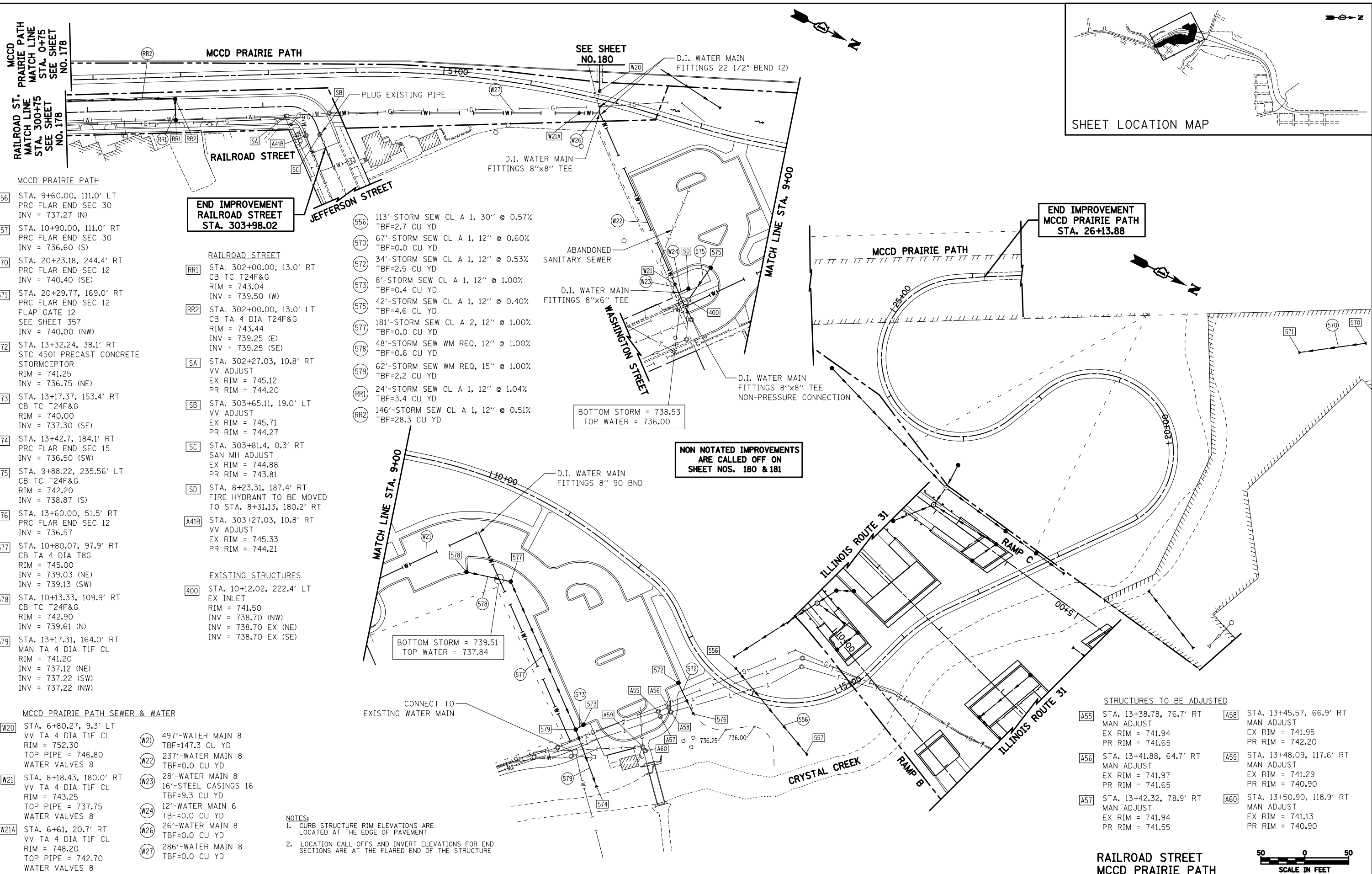
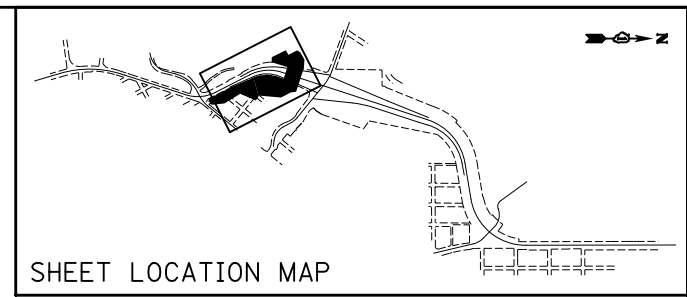
- QUARRY ACCESS ROAD**
- HW2 STA. 62+50, 28.0' RT CONC HDWL FOR P DRAIN INV = 852.05
  - HW3 STA. 65+50, 30.0' LT CONC HDWL FOR P DRAIN INV = 831.30
  - 01 23'-P CUL CL A 1 48 @ 0.37% TBF=0.0 CU YD (CONNECT INTO EXISTING PIPE CULVERT, INVERT = 826.55)
  - U72 31'-PIPE UNDERDRAIN, 4" 14'-PIPE UNDERDRAIN, 4" SP
  - U73 24'-PIPE UNDERDRAIN, 4" 18'-PIPE UNDERDRAIN, 4" SP

- NOTES:**
1. CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT
  2. LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE



**QUARRY ACCESS**

FILE NAME = ... \D160F72-sht-drp1n-14.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITIES PLAN</b>	O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 190
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -		SCALE: 1" = 50'	SHEET NO. 14 OF 15 SHEETS		STA. 61+50	TO STA. 67+86.48	
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		CONTRACT NO. 60F72					
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT										



- MCCD PRAIRIE PATH**
- 556 STA. 9+60.00, 111.0' LT PRC FLAR END SEC 30 INV = 737.27 (N)
  - 557 STA. 10+90.00, 111.0' RT PRC FLAR END SEC 30 INV = 736.60 (S)
  - 570 STA. 20+23.18, 244.4' RT PRC FLAR END SEC 12 INV = 740.40 (SE)
  - 571 STA. 20+29.77, 169.0' RT PRC FLAR END SEC 12 FLAP GATE 12 SEE SHEET 357 INV = 740.00 (NW)
  - 572 STA. 13+32.24, 38.1' RT STC 450I PRECAST CONCRETE STORMCEPTOR RIM = 741.25 INV = 736.75 (NE)
  - 573 STA. 13+17.37, 153.4' RT CB TC T24F&G RIM = 740.00 INV = 737.30 (SE)
  - 574 STA. 13+42.7, 184.1' RT PRC FLAR END SEC 15 INV = 736.50 (SW)
  - 575 STA. 9+88.22, 235.56' LT CB TC T24F&G RIM = 742.20 INV = 738.87 (S)
  - 576 STA. 13+60.00, 51.5' RT PRC FLAR END SEC 12 INV = 736.57
  - 577 STA. 10+80.07, 97.9' RT CB TA 4 DIA T8G RIM = 745.00 INV = 739.03 (NE) INV = 739.13 (SW)
  - 578 STA. 10+13.33, 109.9' RT CB TC T24F&G RIM = 742.90 INV = 739.61 (N)
  - 579 STA. 13+17.31, 164.0' RT MAN TA 4 DIA T1F CL RIM = 741.20 INV = 737.12 (NE) INV = 737.22 (SW) INV = 737.22 (NW)

**END IMPROVEMENT RAILROAD STREET STA. 303+98.02**

- RAILROAD STREET**
- RR1 STA. 302+00.00, 13.0' RT CB TC T24F&G RIM = 743.04 INV = 739.50 (W)
  - RR2 STA. 302+00.00, 13.0' LT CB TA 4 DIA T24F&G RIM = 743.44 INV = 739.25 (E) INV = 739.25 (SE)
  - SA STA. 302+27.03, 10.8' RT VV ADJUST EX RIM = 745.12 PR RIM = 744.20
  - SB STA. 303+65.11, 19.0' LT VV ADJUST EX RIM = 745.71 PR RIM = 744.27
  - SC STA. 303+81.4, 0.3' RT SAN MH ADJUST EX RIM = 744.88 PR RIM = 743.81
  - SD STA. 8+23.31, 187.4' RT FIRE HYDRANT TO BE MOVED TO STA. 8+31.13, 180.2' RT
  - A41B STA. 303+27.03, 10.8' RT VV ADJUST EX RIM = 745.33 PR RIM = 744.21

- EXISTING STRUCTURES**
- 400 STA. 10+12.02, 222.4' LT EX INLET RIM = 741.50 INV = 738.70 (NW) INV = 738.70 EX (NE) INV = 738.70 EX (SE)

- MCCD PRAIRIE PATH SEWER & WATER**
- W20 STA. 6+80.27, 9.3' LT VV TA 4 DIA T1F CL RIM = 752.30 TOP PIPE = 746.80 WATER VALVES 8
  - W21 STA. 8+18.43, 180.0' RT VV TA 4 DIA T1F CL RIM = 743.25 TOP PIPE = 737.75 WATER VALVES 8
  - W21A STA. 6+61, 20.7' RT VV TA 4 DIA T1F CL RIM = 748.20 TOP PIPE = 742.70 WATER VALVES 8
  - W22 497'-WATER MAIN 8 TBF=147.3 CU YD
  - W23 237'-WATER MAIN 8 TBF=0.0 CU YD
  - W24 28'-WATER MAIN 8 TBF=9.3 CU YD
  - W25 12'-WATER MAIN 6 TBF=0.0 CU YD
  - W26 26'-WATER MAIN 8 TBF=0.0 CU YD
  - W27 286'-WATER MAIN 8 TBF=0.0 CU YD

- 556 113'-STORM SEW CL A 1, 30" @ 0.57% TBF=2.7 CU YD
- 570 67'-STORM SEW CL A 1, 12" @ 0.60% TBF=0.0 CU YD
- 572 34'-STORM SEW CL A 1, 12" @ 0.53% TBF=2.5 CU YD
- 573 8'-STORM SEW CL A 1, 12" @ 1.00% TBF=0.4 CU YD
- 575 42'-STORM SEW CL A 1, 12" @ 0.40% TBF=4.6 CU YD
- 577 181'-STORM SEW CL A 2, 12" @ 1.00% TBF=0.0 CU YD
- 578 48'-STORM SEW WM REQ, 12" @ 1.00% TBF=0.6 CU YD
- 579 62'-STORM SEW WM REQ, 15" @ 1.00% TBF=2.2 CU YD
- RR1 24'-STORM SEW CL A 1, 12" @ 1.04% TBF=3.4 CU YD
- RR2 146'-STORM SEW CL A 1, 12" @ 0.51% TBF=28.3 CU YD

BOTTOM STORM = 738.53  
TOP WATER = 736.00

BOTTOM STORM = 739.51  
TOP WATER = 737.84

**NON NOTATED IMPROVEMENTS ARE CALLED OFF ON SHEET NOS. 180 & 181**

- NOTES:**
- CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT
  - LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE

- STRUCTURES TO BE ADJUSTED**
- A55 STA. 13+38.78, 76.7' RT MAN ADJUST EX RIM = 741.94 PR RIM = 741.65
  - A56 STA. 13+41.88, 64.7' RT MAN ADJUST EX RIM = 741.97 PR RIM = 741.65
  - A57 STA. 13+42.32, 78.9' RT MAN ADJUST EX RIM = 741.94 PR RIM = 741.55
  - A58 STA. 13+45.57, 66.9' RT MAN ADJUST EX RIM = 741.95 PR RIM = 742.20
  - A59 STA. 13+48.09, 117.6' RT MAN ADJUST EX RIM = 741.29 PR RIM = 740.90
  - A60 STA. 13+50.90, 118.9' RT MAN ADJUST EX RIM = 741.13 PR RIM = 740.90

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		DRAWN - DTE	REVISED -
		CHECKED - GAB	REVISED -
		DATE - 5/3/2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE AND UTILITIES PLAN**

SCALE: 1" = 50' SHEET NO. 15 OF 15 SHEETS STA. 0+75 TO STA. 26+13.88

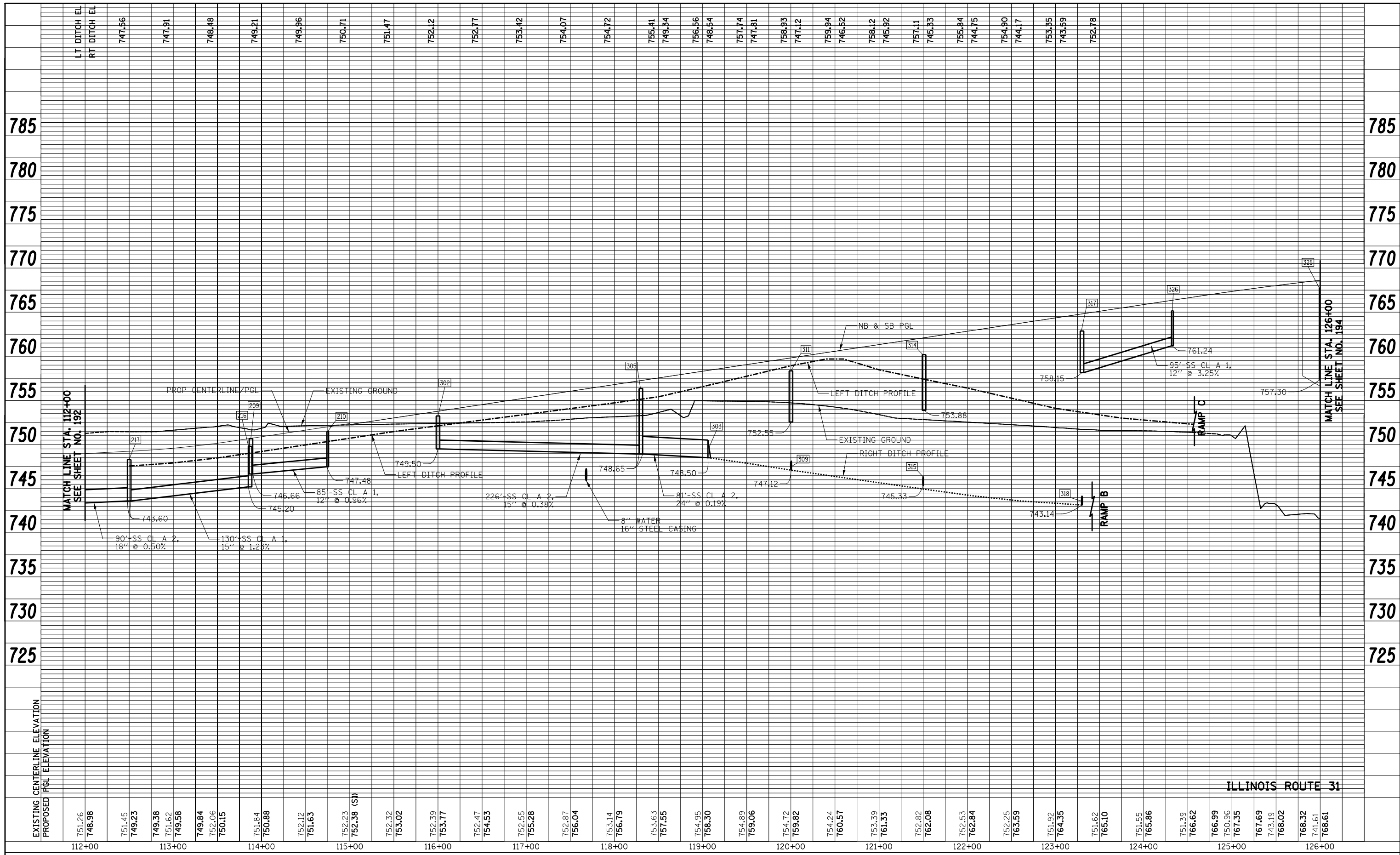
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	191
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





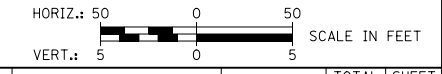
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	PLOTTED		
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	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NO.		
	NO.		
	NO.		



EXISTING CENTERLINE ELEVATION	751.26	749.38	749.84	752.12	752.23	752.32	752.39	752.47	752.55	752.87	753.14	753.63	754.95	754.89	754.72	754.24	753.39	752.82	752.53	752.25	751.92	751.62	751.55	751.39	750.96	750.69	750.02	748.32	748.61
PROPOSED PGL ELEVATION	748.98	749.23	749.58	750.15	750.88	751.63	753.02	753.77	754.53	755.28	756.04	756.79	757.55	758.30	759.06	759.82	760.57	761.33	762.08	762.84	763.59	764.35	765.10	765.86	766.62	767.38	768.14	768.90	769.66
	112+00	113+00	114+00	115+00	116+00	117+00	118+00	119+00	120+00	121+00	122+00	123+00	124+00	125+00	126+00														

ILLINOIS ROUTE 31



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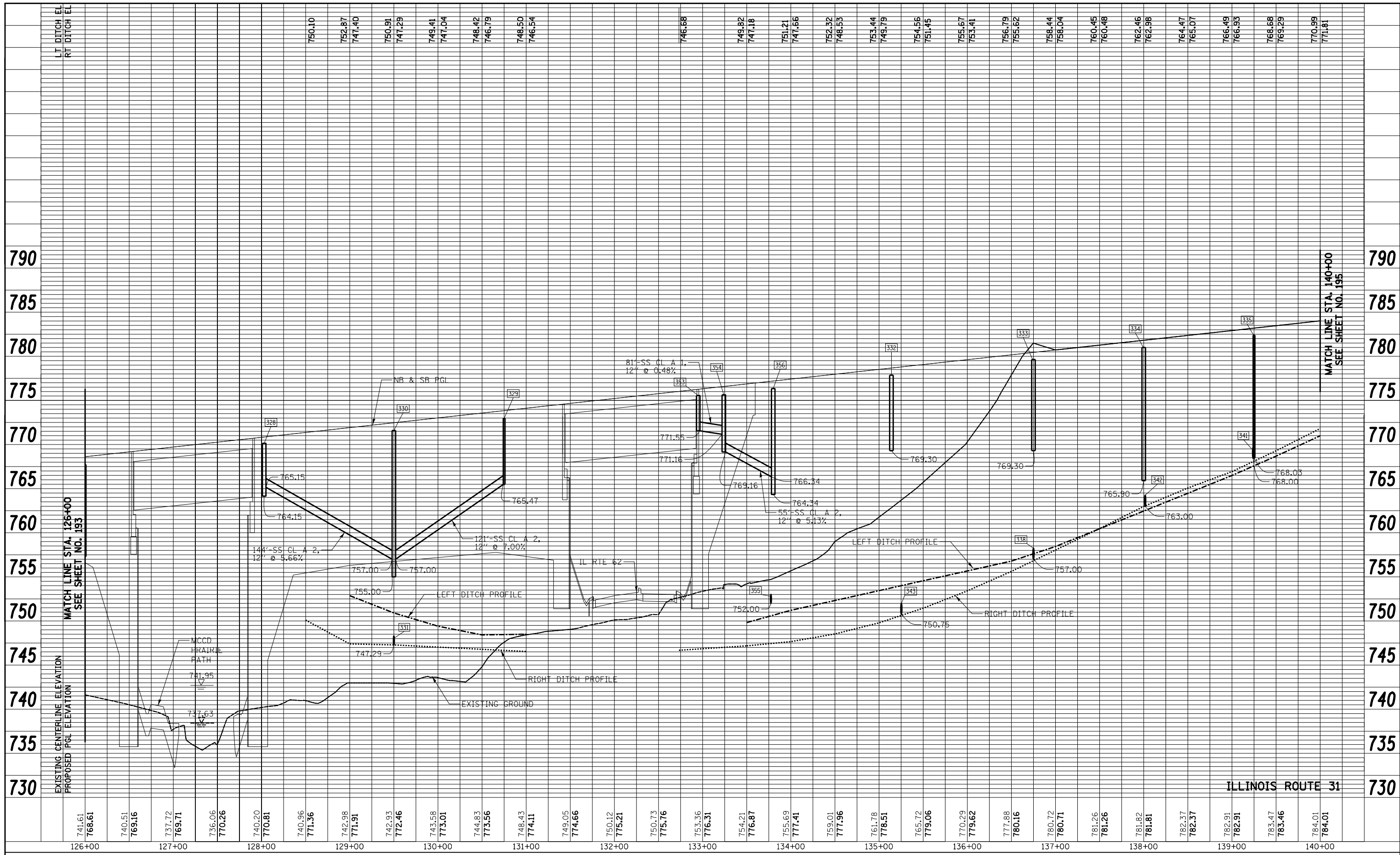
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES PROFILE  
SCALE: SHEET NO. 2 OF 19 SHEETS STA. 112+00 TO STA. 126+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	193
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNMENT CHECKED		
	NO. _____		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
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	STRUCTURE NOTATIONS CHECKED		
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE AND UTILITIES PROFILE**

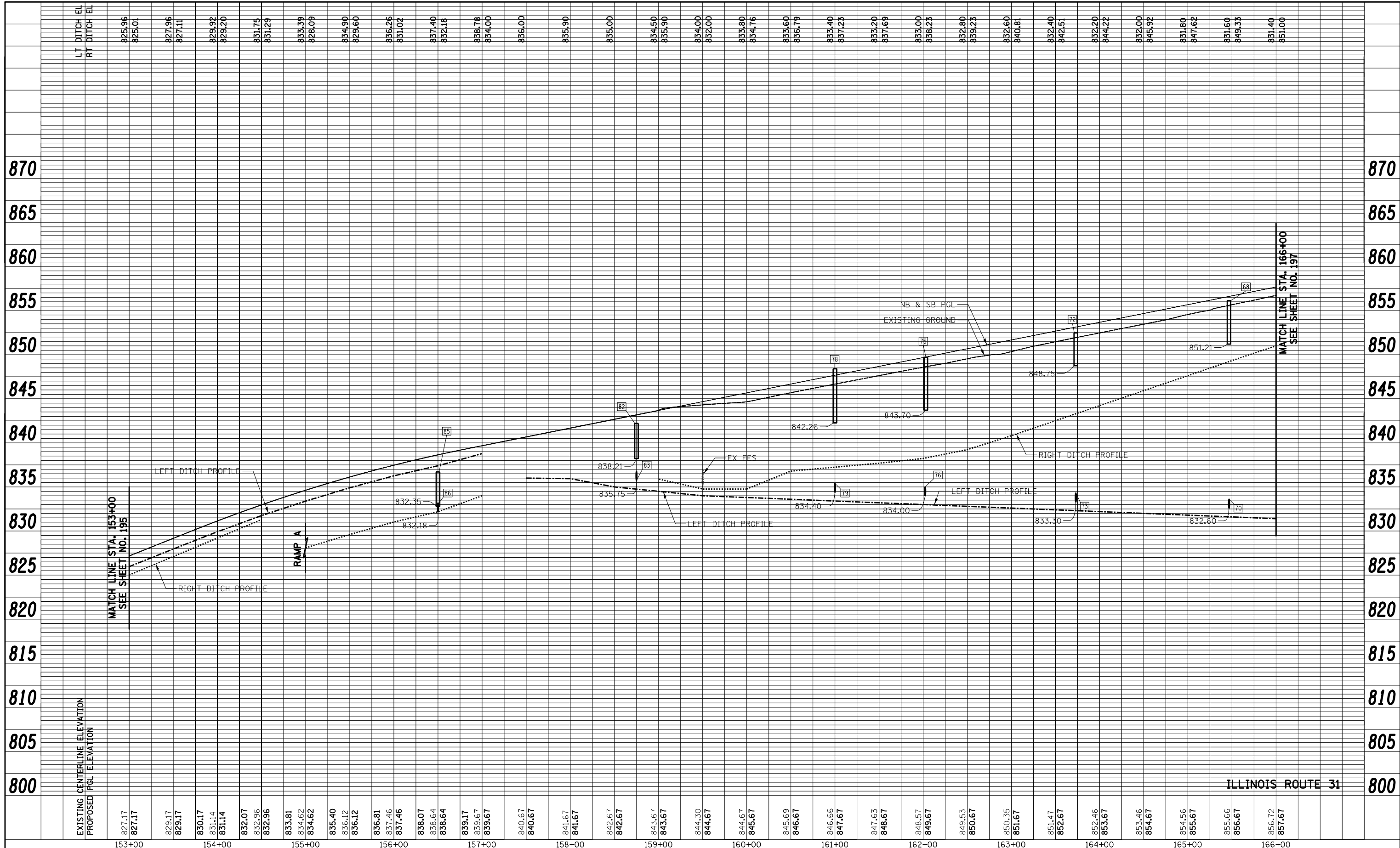
SCALE: SHEET NO. 3 OF 19 SHEETS STA. 126+00 TO STA. 140+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	194
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				CONTRACT NO. 60F72

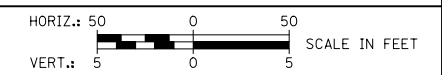


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NOTE BOOK NO.	PLOTTED		
	ALIGNMENT CHECKED		
	FIELD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		



827.17	827.17	829.17	829.17	830.17	831.14	831.14	832.07	832.96	832.96	833.81	834.62	834.62	835.40	836.12	836.12	836.81	837.46	837.46	838.07	838.64	838.64	839.17	839.67	839.67	840.67	840.67	841.67	841.67	842.67	842.67	843.67	843.67	844.30	844.67	844.67	845.67	845.67	846.67	846.67	847.63	848.67	848.67	849.67	849.67	849.53	850.67	850.67	851.67	851.67	852.67	852.67	853.46	854.67	854.67	855.67	855.67	856.67	856.67	857.67	857.67							
153+00	153+00	154+00	154+00	155+00	155+00	155+00	156+00	156+00	156+00	157+00	157+00	157+00	158+00	158+00	158+00	159+00	159+00	159+00	160+00	160+00	160+00	161+00	161+00	161+00	162+00	162+00	162+00	163+00	163+00	163+00	164+00	164+00	164+00	165+00	165+00	165+00	166+00	166+00	166+00	167+00	167+00	168+00	168+00	169+00	169+00	170+00	170+00	171+00	171+00	172+00	172+00	173+00	173+00	174+00	174+00	175+00	175+00	176+00	176+00	177+00	177+00	178+00	178+00	179+00	179+00	180+00	180+00



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

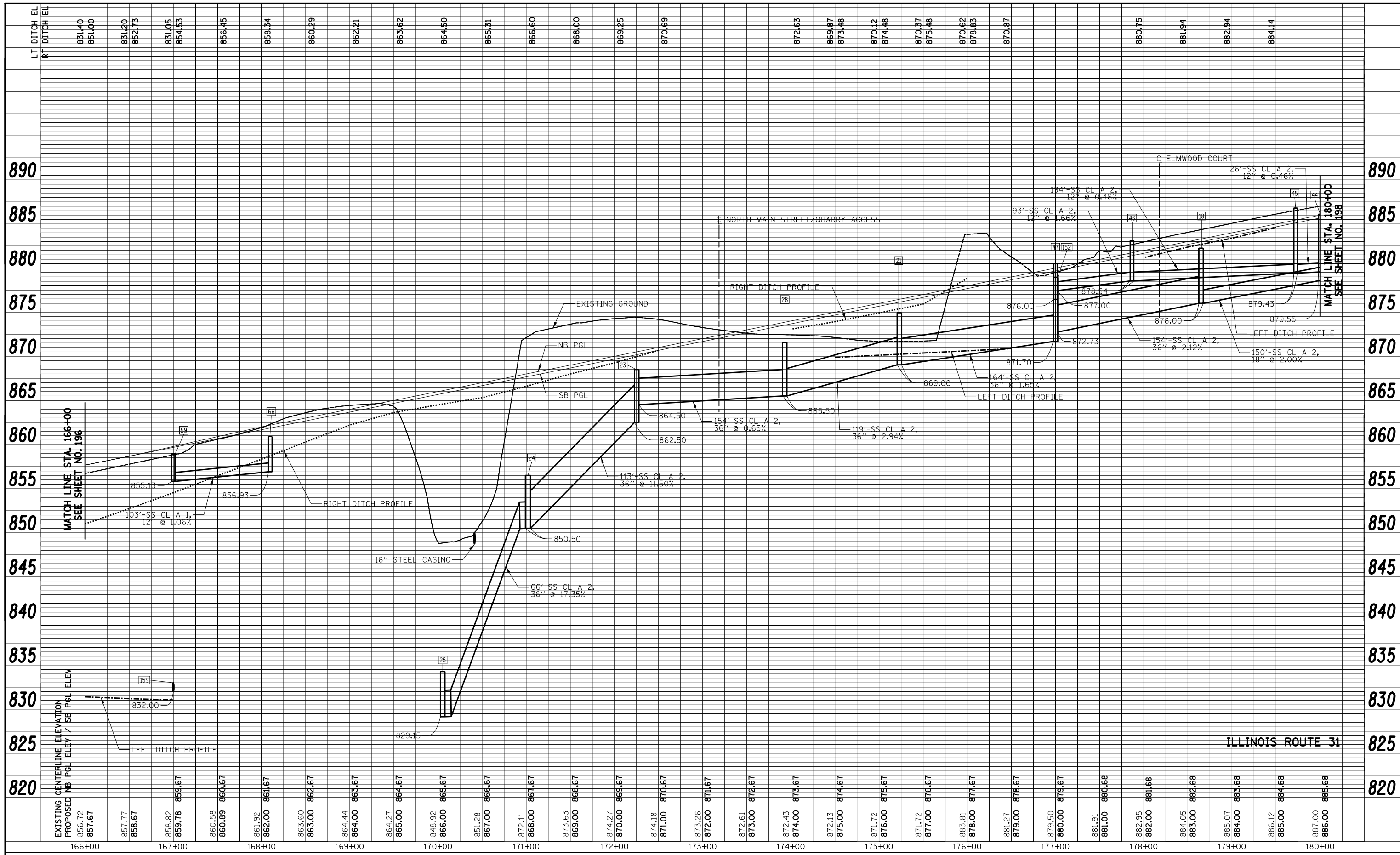
<b>DRAINAGE AND UTILITIES PROFILE</b>	
SCALE:	SHEET NO. 5 OF 19 SHEETS
STA. 153+00	TO STA. 166+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	196
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

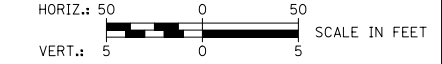


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PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NO.		
	NO.		
	NO.		
	NO.		



EXISTING CENTERLINE ELEVATION	PROPOSED NB PGL ELEV / SB PGL ELEV	857.72	857.77	858.82	859.78	859.87	860.58	860.89	860.87	861.92	862.00	861.67	863.60	863.00	862.67	864.44	864.00	863.67	864.27	865.00	864.67	848.92	866.00	865.67	851.28	867.00	866.67	872.11	868.00	867.67	873.63	869.00	868.67	874.27	870.00	869.67	874.18	871.00	870.67	873.26	872.00	871.67	872.61	873.00	872.67	872.43	874.00	873.67	872.13	875.00	874.67	871.72	876.00	875.67	871.72	877.00	876.67	883.81	878.00	877.67	881.27	879.00	878.67	879.50	880.00	879.67	881.91	881.00	880.68	882.95	882.00	881.68	884.05	883.00	882.68	885.07	884.00	883.68	886.12	885.00	884.68	887.00	886.00	885.68
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 PLOT DATE = 5/2/2012

DESIGNED - DTE  
 DRAWN - DTE  
 CHECKED - GAB  
 DATE - 5/3/2012

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

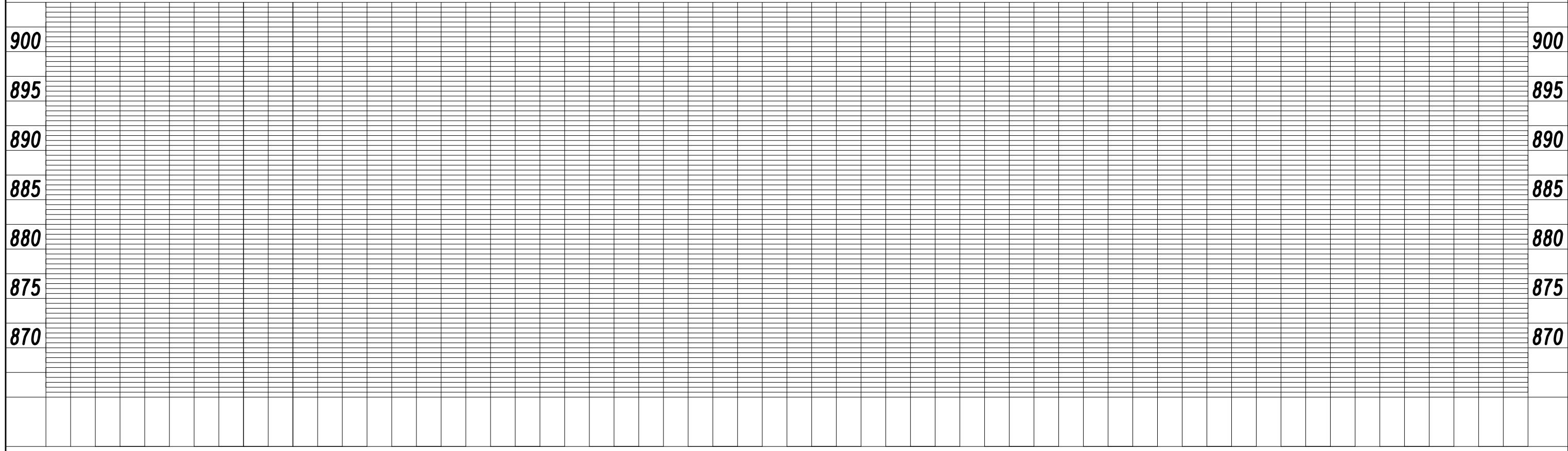
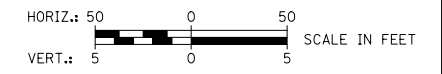
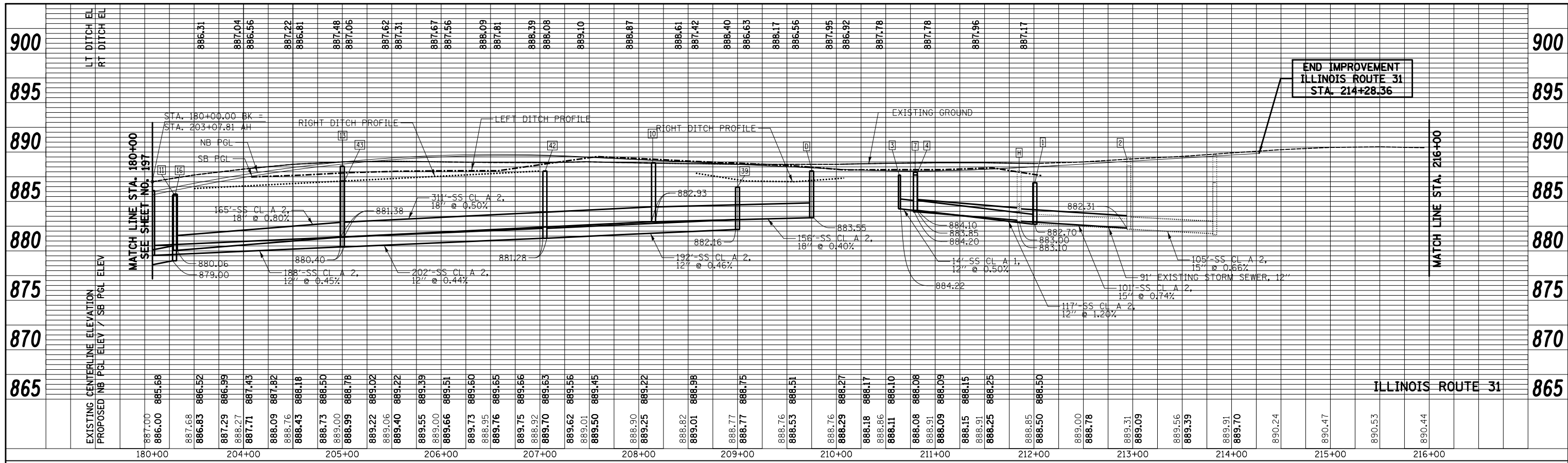
SCALE: SHEET NO. 6 OF 19 SHEETS STA. 166+00 TO STA. 180+00

DRAINAGE AND UTILITIES PROFILE

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	197
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
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	CHECKED		
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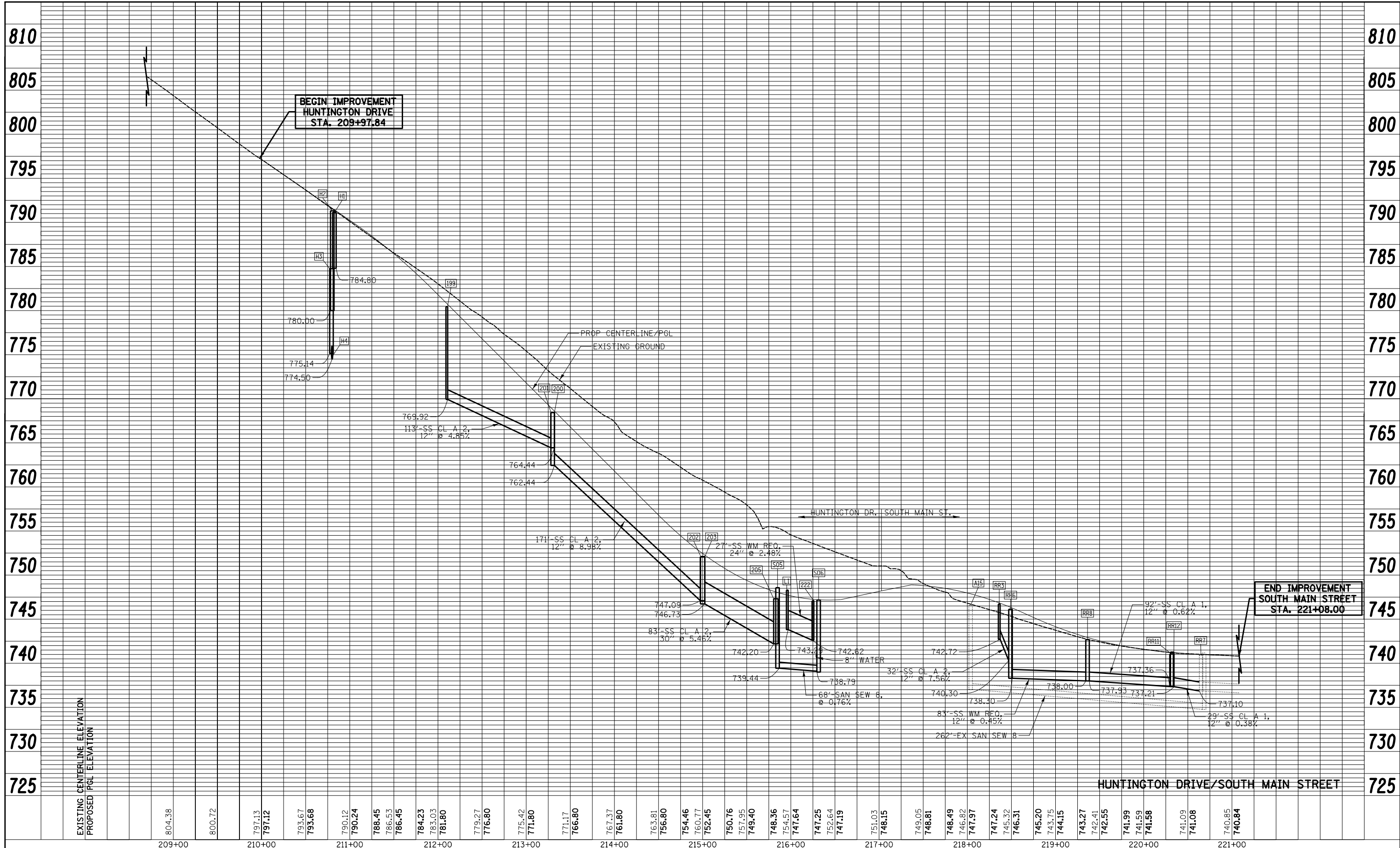
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PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISIED -	SCALE:			SHEET NO. 7 OF 19 SHEETS	STA. 180+00 TO STA. 221+96.36	CONTRACT NO. 60F72				
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISIED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									

PLAN	SURVEYED	BY	DATE
NO.	PLOTTED		
	ALIGNED		
	CHECKED		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
NO.	GRADES CHECKED		
	STRUCTURE		
	NOTATRS CHKD		



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PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISIED -	REVISIED -			SCALE:	SHEET NO. 8 OF 19 SHEETS	STA. 209+97.84 TO STA. 219+97.37	CONTRACT NO. 60F72			
PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISIED -	REVISIED -			HORIZ.: 50 0 50 VERT.: 5 0 5 SCALE IN FEET						
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT												

