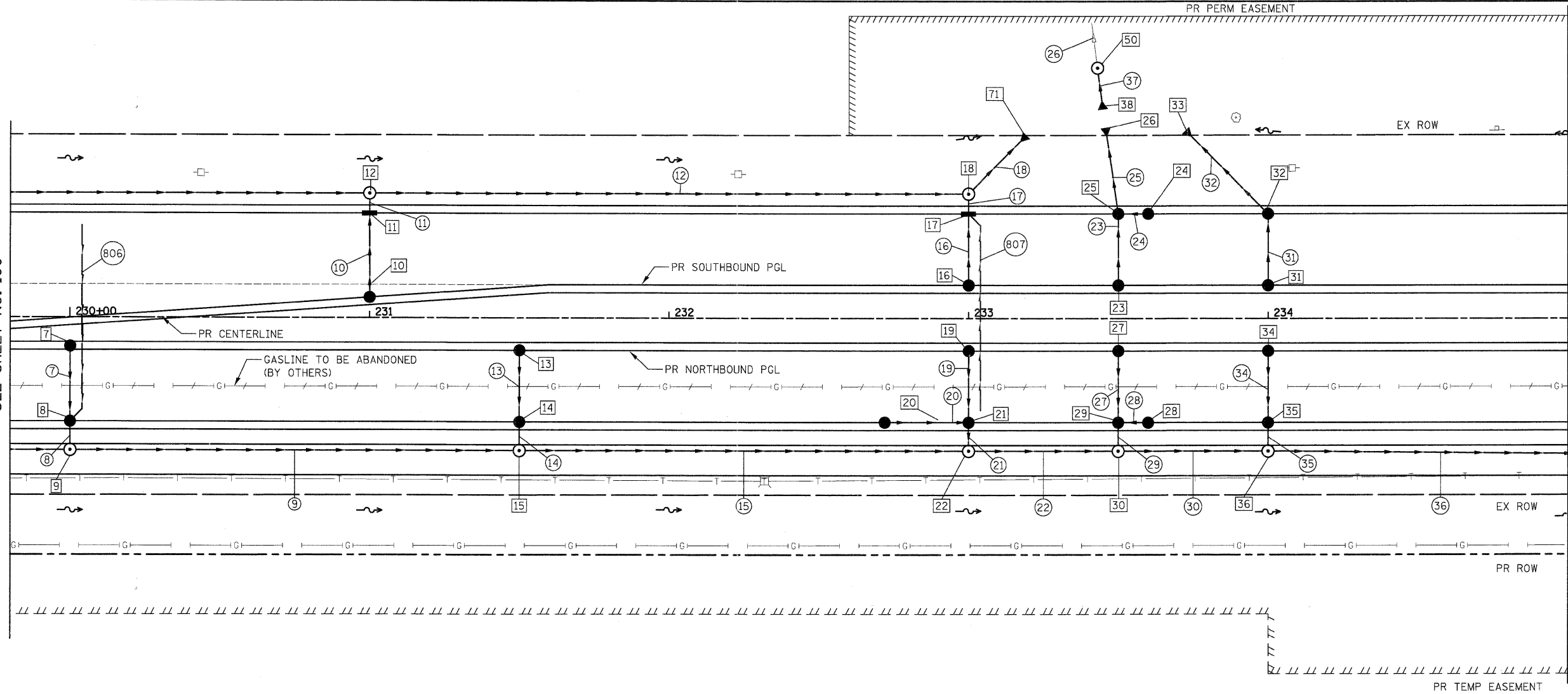


PLAN	SUBMITTED	DATE
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	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

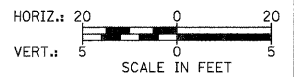
PROFILE	SUBMITTED	DATE
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	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
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MATCH LINE STA. 229+80  
SEE SHEET NO. 100

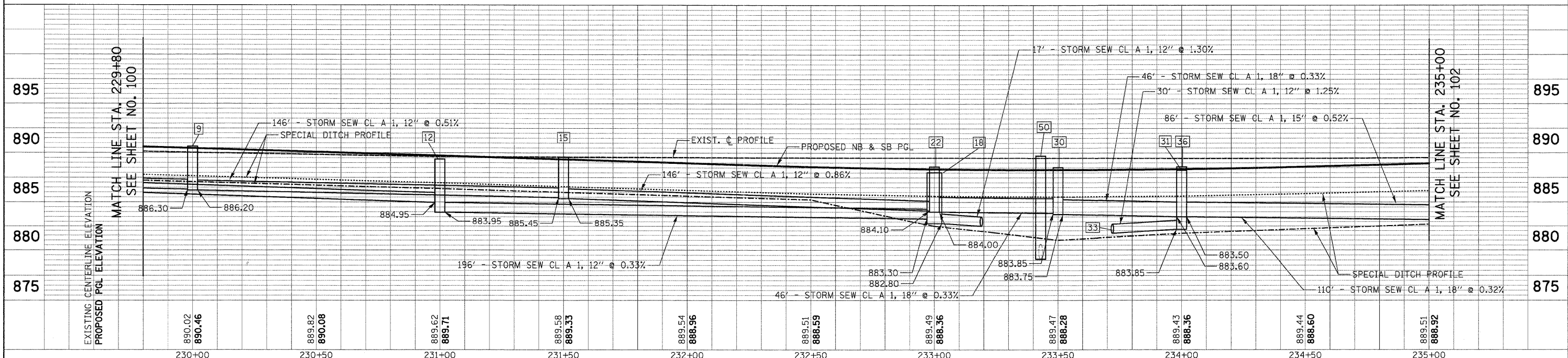


MATCH LINE STA. 235+00  
SEE SHEET NO. 102

- NOTES:  
1. SEE SHEET NO. 116 & 117 FOR DRAINAGE CALLOFFS



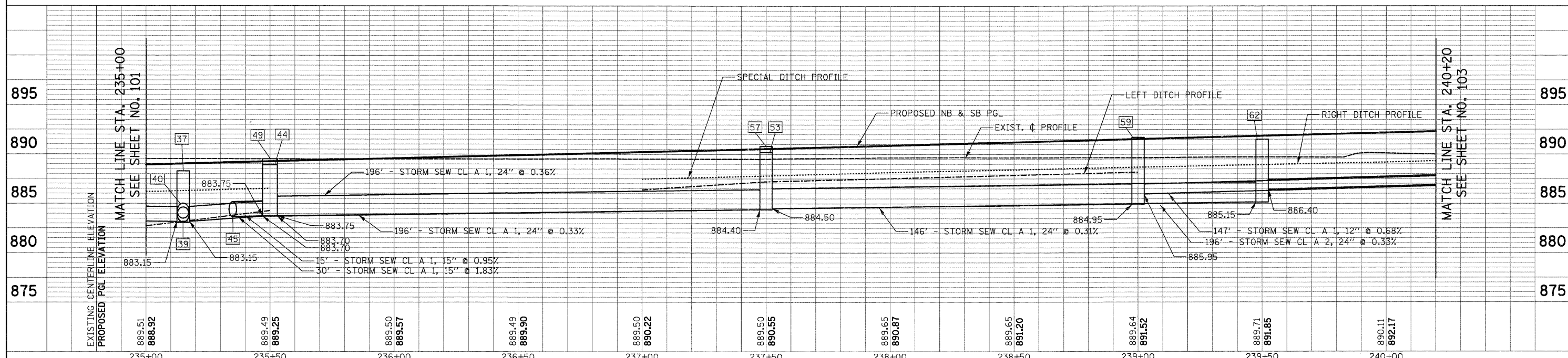
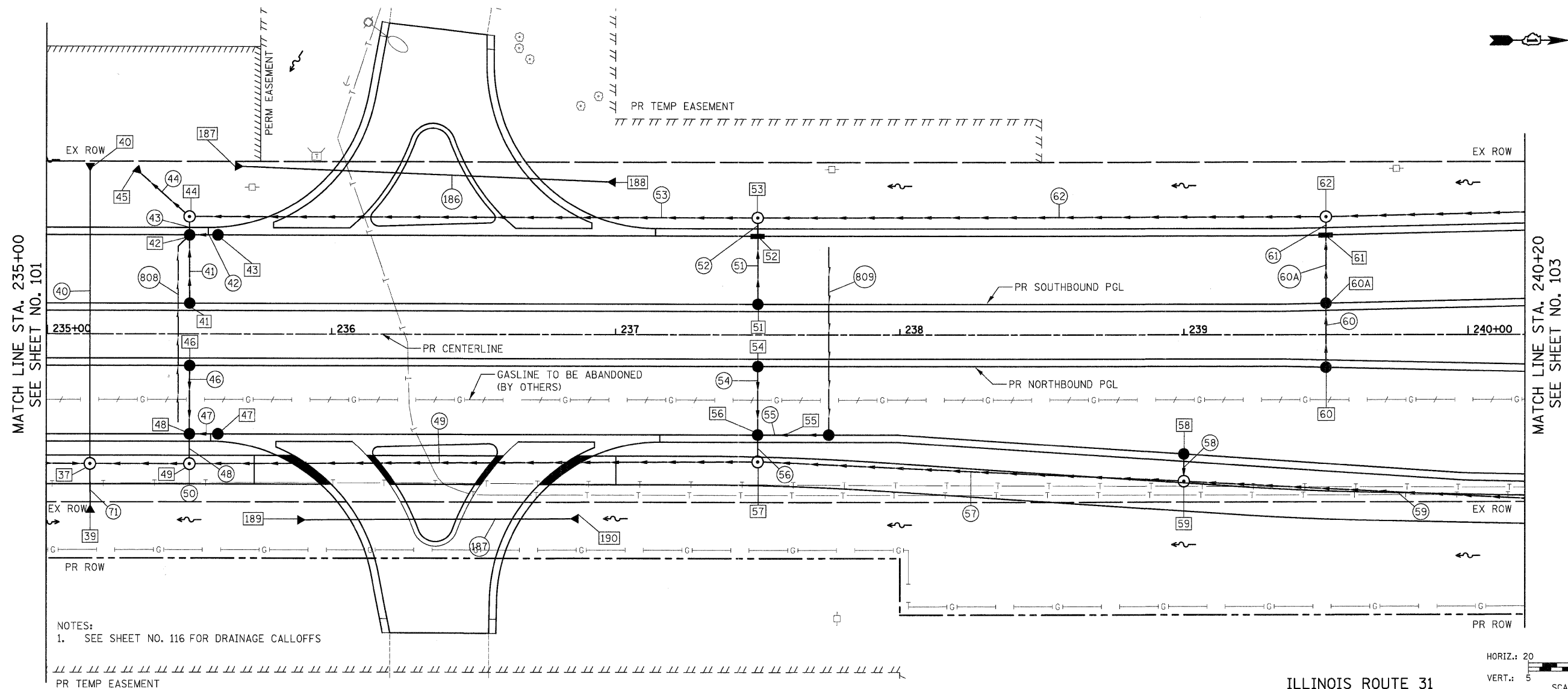
ILLINOIS ROUTE 31



FILE NAME =	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY PLAN</b>	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY McHENRY	TOTAL SHEETS 271	SHEET NO. 101	
Y:\2278 Virginia Klassen\cad\sheet\11-DrainageAndUtilities\2278.D&U.05.dgn	DRAWN - DTE	REVISED -	REVISED -			SCALE: 1" = 20'	SHEET NO. 5 OF 23 SHEETS	STA. 229+80	TO STA. 235+00	CONTRACT NO. 63553	
PLOT SCALE = 20.0000' / in.	CHECKED - GAB	REVISED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064(003)					
PLOT DATE = 10/24/2011	DATE - 10/24/11	REVISED -	REVISED -								

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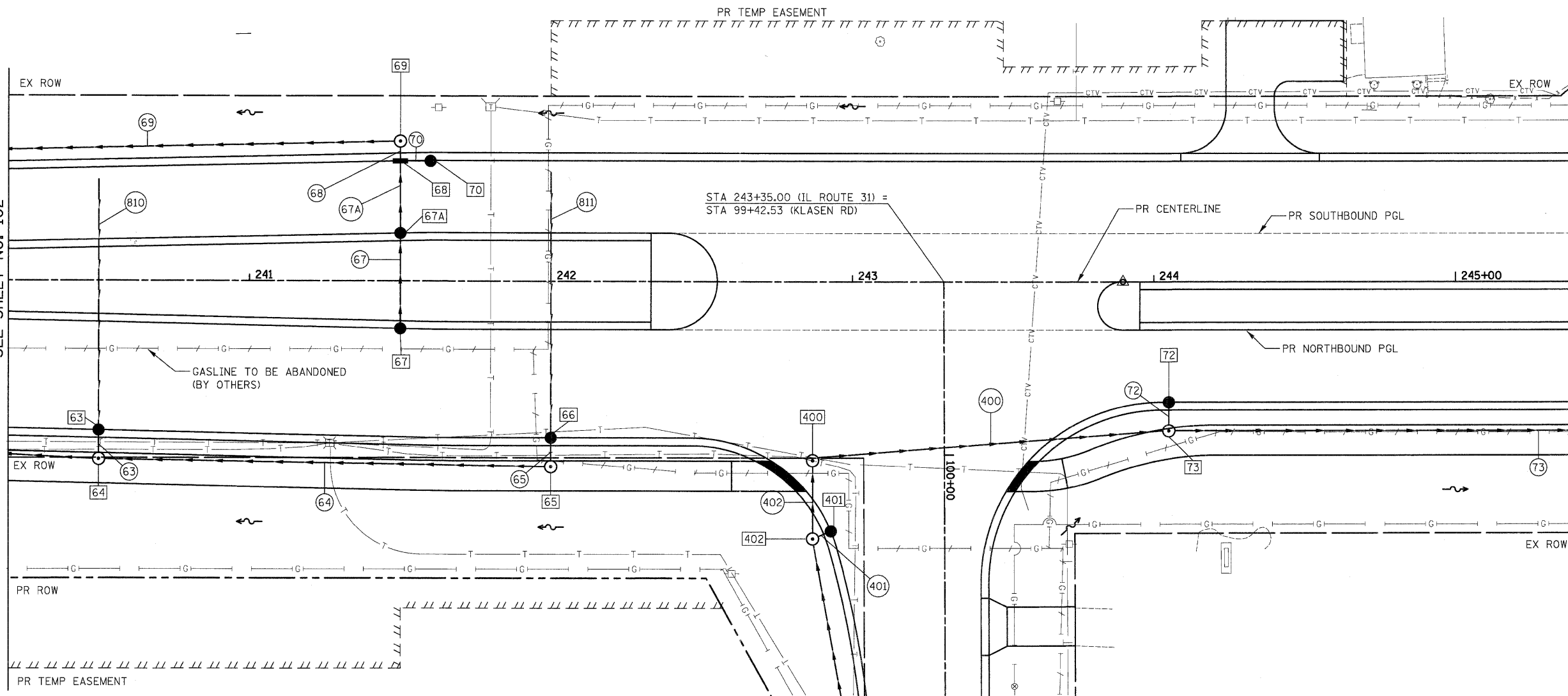


FILE NAME = Y:\2278 Virginia Klassen\cad\sheet\11-DrainageAndUtilities\2278_D&U_06.dgn	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY PLAN</b>	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY McHENRY	TOTAL SHEETS 271	SHEET NO. 102	
PLOT SCALE = 20.0000' / in.	CHECKED - GAB	REVISOR -	SCALE: 1" = 20'			SHEET NO. 6 OF 23 SHEETS	STA. 235+00 TO STA. 240+20	CONTRACT NO. 63553		FED. ROAD DIST. NO. 1 ILLINOIS	FED. AID PROJECT HPP-4064(003)
PLOT DATE = 10/24/2011	DATE = 10/24/11	REVISOR -									

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MATCH LINE STA. 240+20  
SEE SHEET NO. 102



MATCH LINE STA. 245+40  
SEE SHEET NO. 104

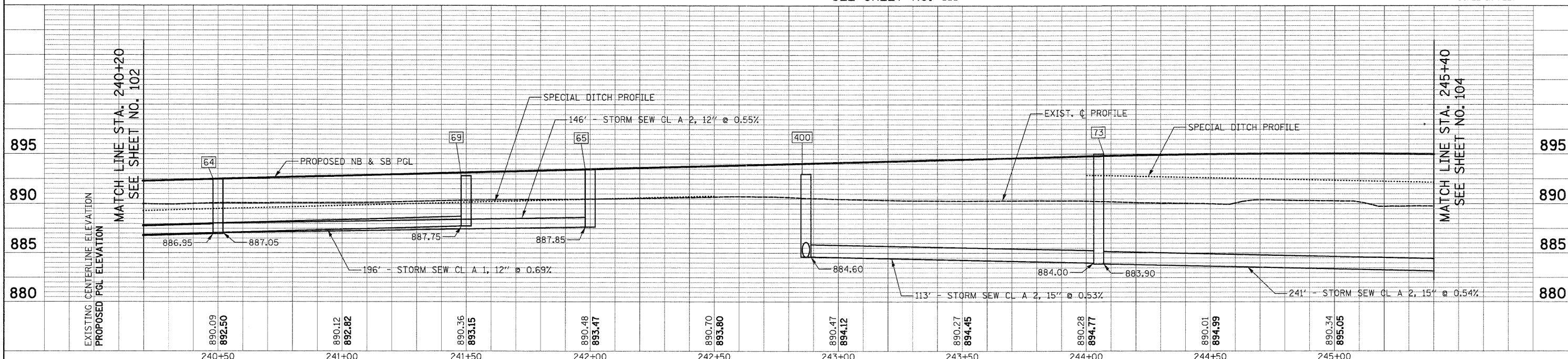
NOTES:  
1. SEE SHEET NO. 118 & 119 FOR DRAINAGE CALLOFFS

KLASEN ROAD  
MATCH LINE STA. 100+80  
SEE SHEET NO. 111

ILLINOIS ROUTE 31



MATCH LINE STA. 240+20  
SEE SHEET NO. 102



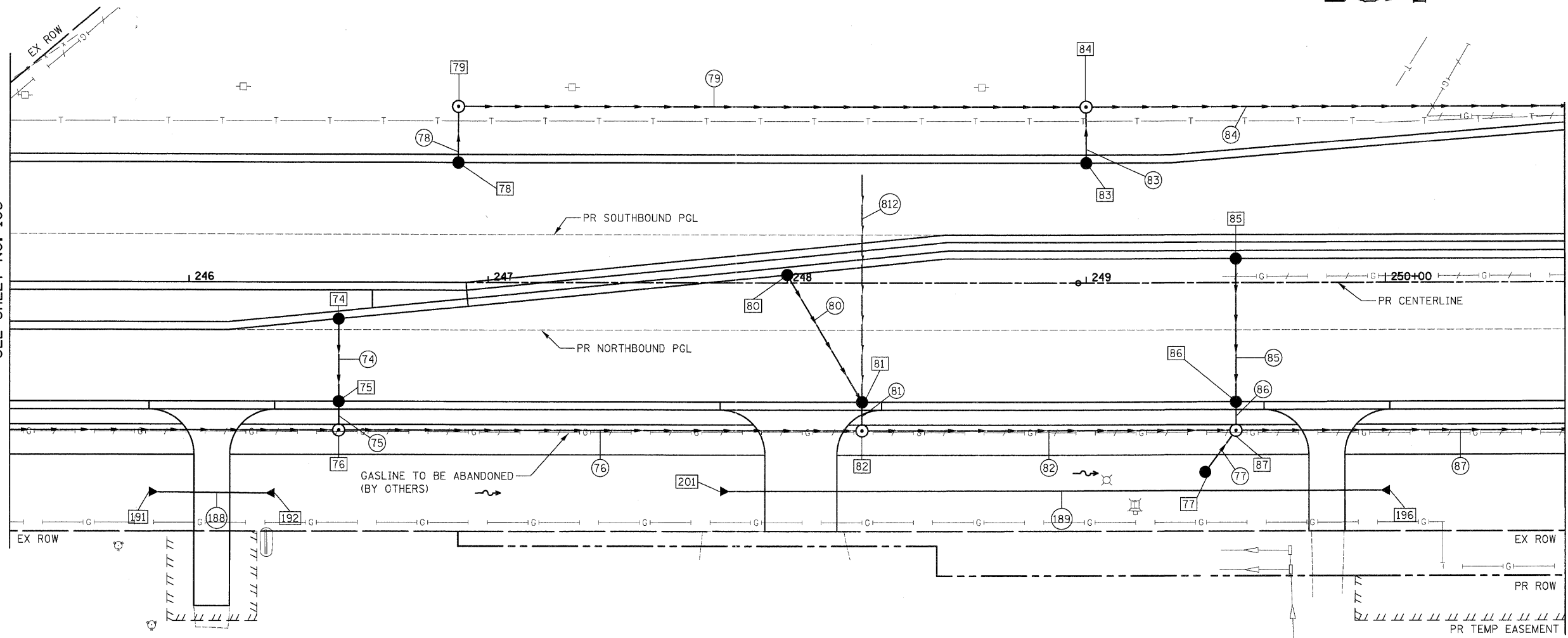
MATCH LINE STA. 245+40  
SEE SHEET NO. 104

FILE NAME =	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY PLAN</b>	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY McHENRY	TOTAL SHEETS 271	SHEET NO. 103	
Y:\2278 Virginia Klasen\load\sheet\11-DrainageAndUtilities\2278.D&U.07.dgn	PLOT SCALE = 20.0000' / in.	DRAWN - DTE	REVISED -			SCALE: 1" = 20'	SHEET NO. 7 OF 23 SHEETS	STA. 240+20	TO STA. 245+40	FED. ROAD DIST. NO. 1 ILLINOIS	FED. AID PROJECT HPP-40640031
	PLOT DATE = 10/24/2011	CHECKED - GAB	REVISED -			CONTRACT NO. 63553					
		DATE - 10/24/11	REVISED -								

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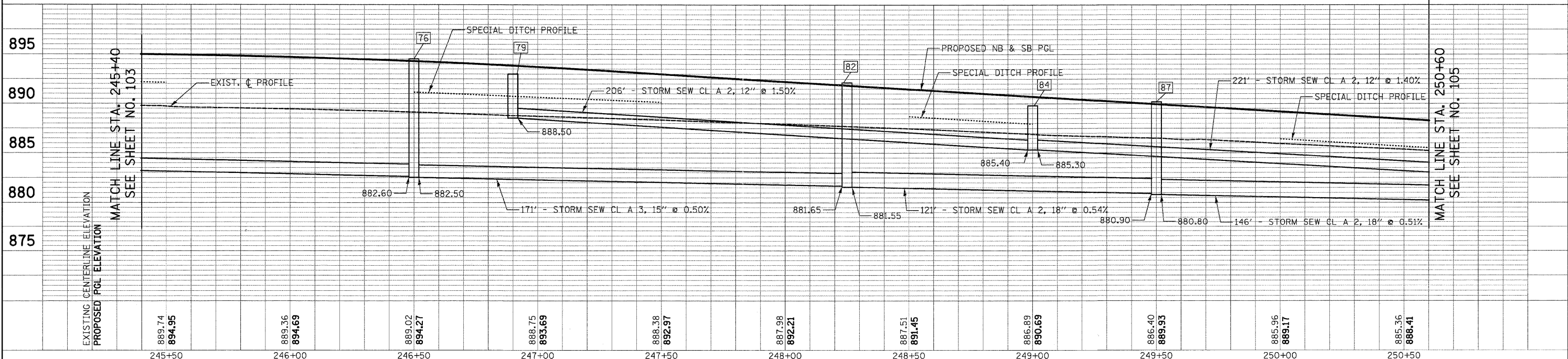
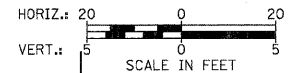
MATCH LINE STA. 245+40  
SEE SHEET NO. 103



MATCH LINE STA. 250+60  
SEE SHEET NO. 105

NOTES:  
1. SEE SHEET NO. 117 & 118 FOR DRAINAGE CALLOFFS

ILLINOIS ROUTE 31



MATCH LINE STA. 250+60  
SEE SHEET NO. 105

FILE NAME =	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Y:\2278 Virginia Klasek\cad\sheet\11-D-ain	geAndUtilities\2278.D&U.08.dgn	DRAWN - DTE	REVISED -			3887	96-00209-01-PV	McHENRY	271	104	
		CHECKED - GAB	REVISED -			SCALE: 1" = 20'		SHEET NO. 8 OF 23 SHEETS		STA. 245+40 TO STA. 250+60	
		DATE - 10/24/11	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT HPP-40640031		CONTRACT NO. 63553	

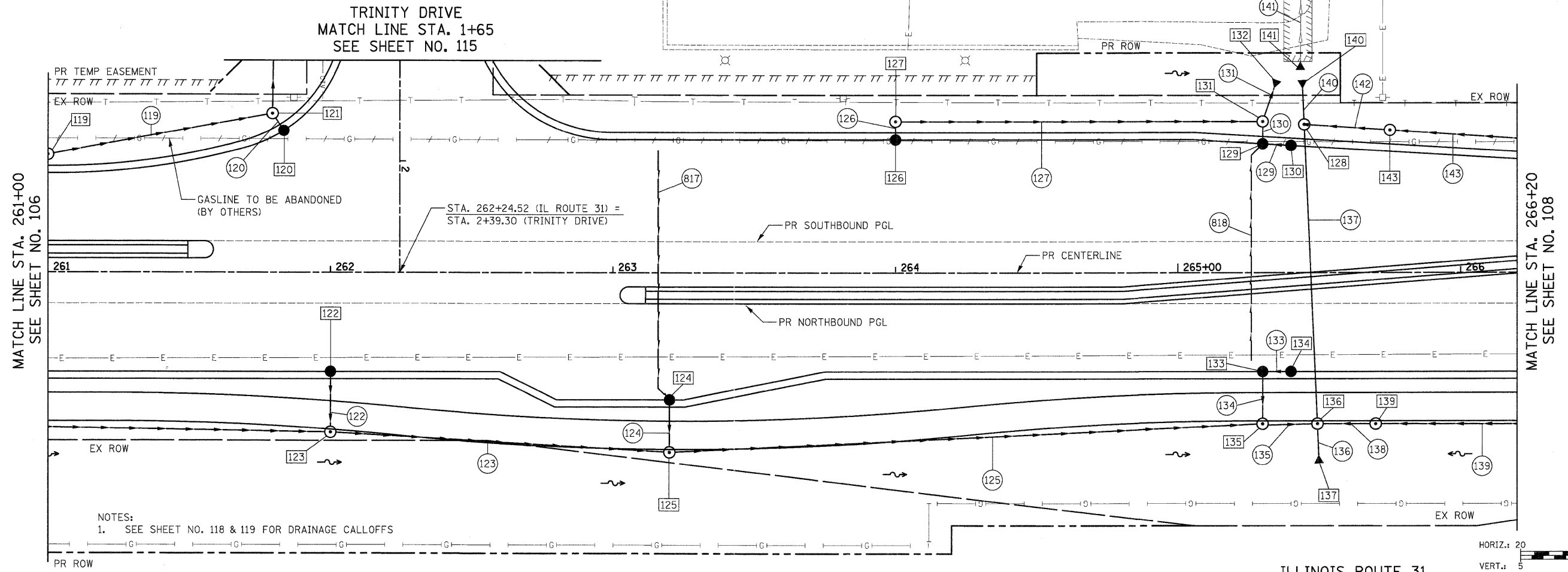




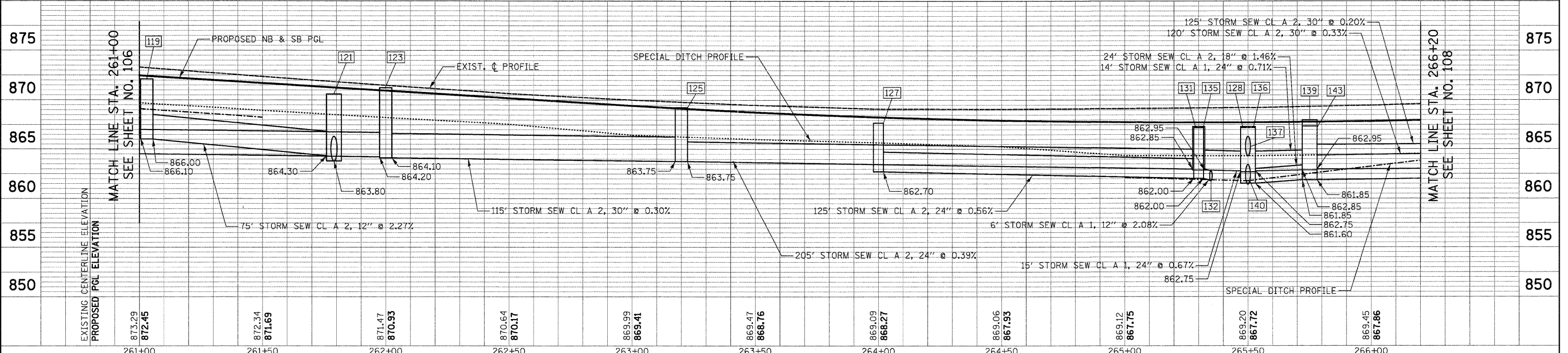
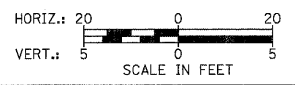


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STRUCTURE NOTATIONS CHECKED	
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NOTES:  
1. SEE SHEET NO. 118 & 119 FOR DRAINAGE CALLOFFS



FILE NAME =	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY PLAN</b>	F.A.J. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 107	
Y:\2278 Virginia Klassen\load\sheet\11-DrainageAndUtilities\2278_D&U.11.dgn		DRAWN - DTE	REVISED -			SCALE: 1" = 20'			SHEET NO. 11 OF 23 SHEETS		
PLOT SCALE = 20.0000' / in.		CHECKED - GAB	REVISED -			STA. 261+00 TO STA. 266+20			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064(003)		
PLOT DATE = 10/24/2011		DATE - 10/24/11	REVISED -			CONTRACT NO. 63553					









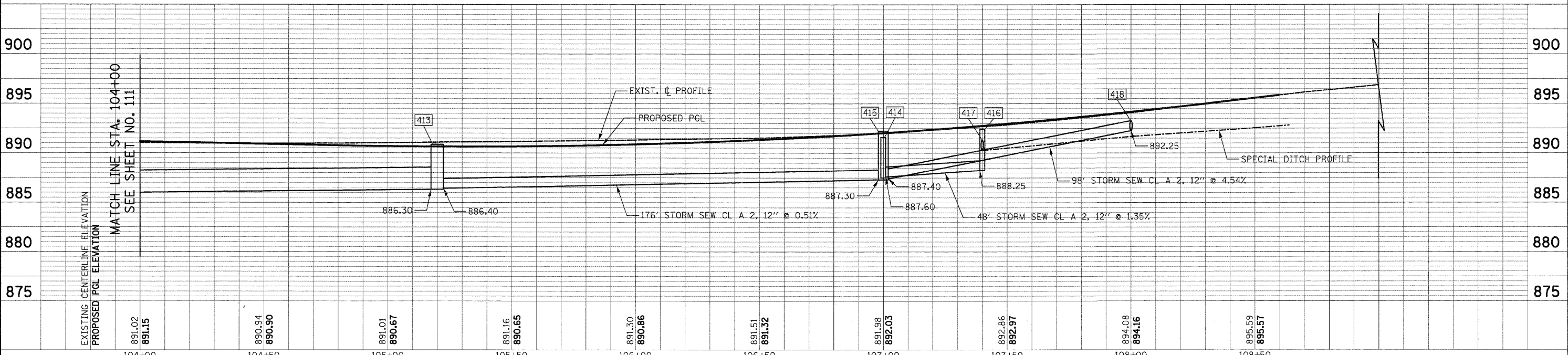
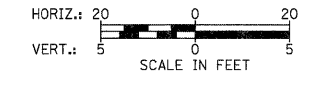
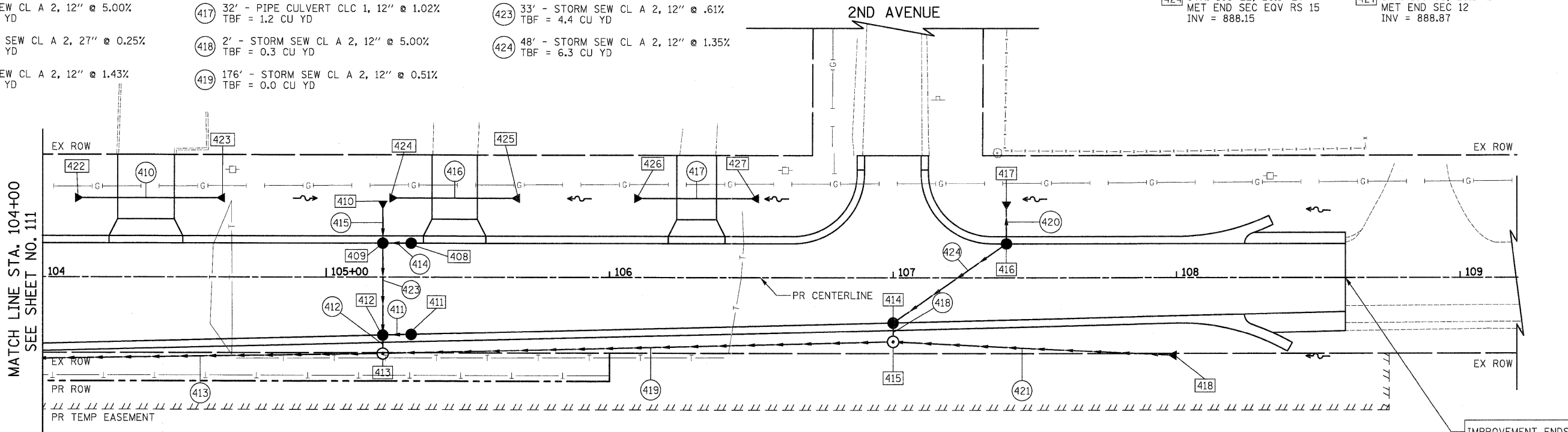


- 408 STA. 105+30, 13.0' LT  
CB TC T24F&G  
RIM = 890.27  
INV = 887.00 (W)
- 409 STA. 105+20, 14.0' LT  
CB TA 4 DIA T24F&G  
RIM = 890.27  
INV = 886.90 (N)  
INV = 886.90 (E)  
INV = 886.80 (S)
- 410 STA. 105+20, 27.0' LT  
PRC FLAR END SEC 12  
INV = 888.10 (S)
- 411 STA. 105+30, 21.5' RT  
CB TC T24F&G  
RIM = 890.10  
INV = 886.70 (W)
- 412 STA. 105+20, 22.5' RT  
CB TA 4 DIA T24F&G  
RIM = 890.11  
INV = 886.60 (E)  
INV = 886.60 (N)  
INV = 886.50 (S)
- 413 STA. 105+20, 28.1' RT  
MAN TA 4 DIA TIF CL  
RIM = 890.85  
INV = 886.40 (E)  
INV = 886.40 (N)  
INV = 886.30 (W)
- 414 STA. 107+00, 17.5' RT  
CB TA 4 DIA T24F&G  
RIM = 891.59  
INV = 887.60 (NW)  
INV = 887.50 (S)
- 415 STA. 107+00, 22.6' RT  
MAN TA 4 DIA TIF CL  
RIM = 892.22  
INV = 887.80 (E)  
INV = 887.40 (N)  
INV = 887.30 (W)
- 416 STA. 107+40, 13.5' LT  
CB TA 4 DIA T24F&G  
RIM = 892.42  
INV = 888.75 (N)  
INV = 888.25 (SW)
- 417 STA. 107+40, 27.1' LT  
PRC FLAR END SEC 12  
INV = 890.30 (S)
- 418 STA. 108+00, 27.5' RT  
PRC FLAR END SEC 12  
INV = 892.25 (W)
- 420 5' - STORM SEW CL A 2, 12" @ 12.92%  
TBF = 0.3 CU YD
- 421 92' - STORM SEW CL A 2, 12" @ 4.54%  
TBF = 0.0 CU YD
- 422 34' - PIPE CULVERTS CLC 1, EQRS 15" @ 0.14%  
TBF = 1.1 CU YD
- 423 32' - PIPE CULVERT CLC 1, 12" @ 1.02%  
TBF = 1.2 CU YD
- 424 33' - STORM SEW CL A 2, 12" @ .61%  
TBF = 4.4 CU YD
- 425 48' - STORM SEW CL A 2, 12" @ 1.35%  
TBF = 6.3 CU YD
- 426 STA. 105+68, 28.1' LT  
MET END SEC EQV RS 15  
INV = 888.21
- 427 STA. 106+09, 28.1' LT  
MET END SEC 12  
INV = 888.44
- 428 STA. 106+53, 28.1' LT  
MET END SEC 12  
INV = 888.87

- 410 41' - PIPE CULVERT CLC 1, EQRS 15" @ 0.53%  
TBF = 1.7 CU YD
- 411 6' - STORM SEW CL A 2, 12" @ 1.43%  
TBF = 0.9 CU YD
- 412 2' - STORM SEW CL A 2, 12" @ 5.00%  
TBF = 0.5 CU YD
- 413 236' - STORM SEW CL A 2, 27" @ 0.25%  
TBF = 0.0 CU YD
- 414 6' - STORM SEW CL A 2, 12" @ 1.43%  
TBF = 0.9 CU YD

- 415 5' - STORM SEW CL A 2, 12" @ 10.91%  
TBF = 0.3 CU YD
- 416 34' - PIPE CULVERTS CLC 1, EQRS 15" @ 0.14%  
TBF = 1.1 CU YD
- 417 32' - PIPE CULVERT CLC 1, 12" @ 1.02%  
TBF = 1.2 CU YD
- 418 2' - STORM SEW CL A 2, 12" @ 5.00%  
TBF = 0.3 CU YD
- 419 176' - STORM SEW CL A 2, 12" @ 0.51%  
TBF = 0.0 CU YD

- 420 5' - STORM SEW CL A 2, 12" @ 12.92%  
TBF = 0.3 CU YD
- 421 92' - STORM SEW CL A 2, 12" @ 4.54%  
TBF = 0.0 CU YD
- 422 34' - PIPE CULVERTS CLC 1, EQRS 15" @ 0.14%  
TBF = 1.1 CU YD
- 423 32' - PIPE CULVERT CLC 1, 12" @ 1.02%  
TBF = 1.2 CU YD
- 424 33' - STORM SEW CL A 2, 12" @ .61%  
TBF = 4.4 CU YD
- 425 48' - STORM SEW CL A 2, 12" @ 1.35%  
TBF = 6.3 CU YD



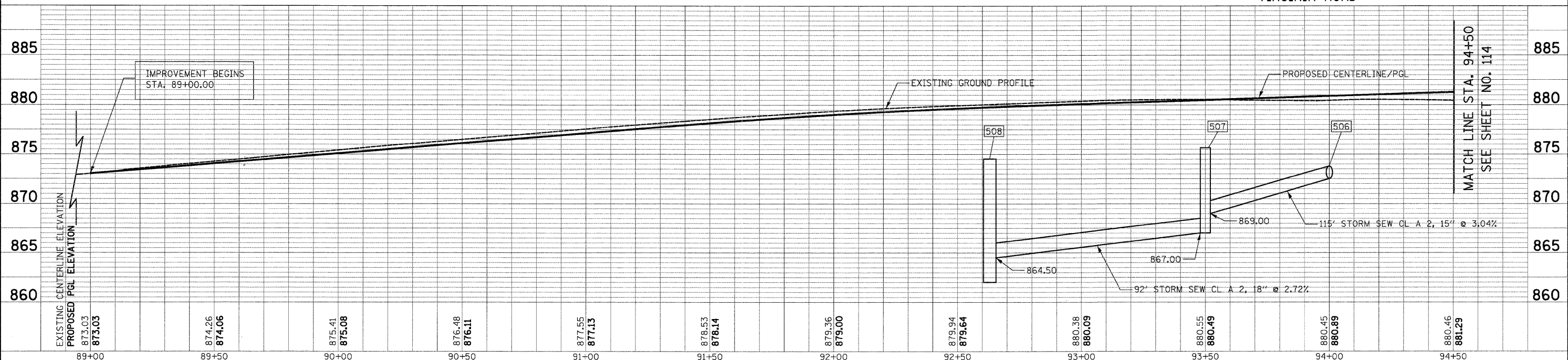
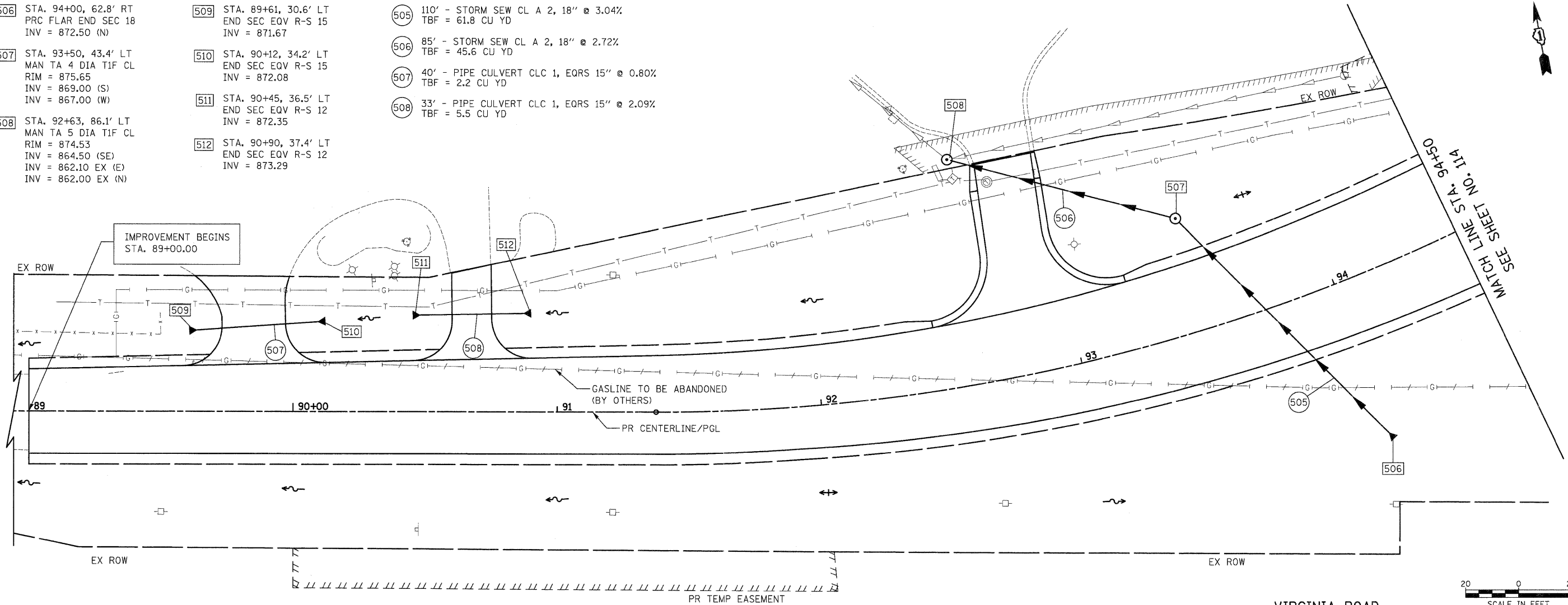
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FILE NAME =	USER NAME = dtc	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY PLAN</b>	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY McHENRY	TOTAL SHEETS 271	SHEET NO. 112		
Y:\2278 Virginia Klaseen\road\sheet\11-D\road\Utilities\2278_D&U_16.dgn	PLOT SCALE = 20,0000' / in.	CHECKED - GAB	REVISED -			SCALE: 1" = 20'	SHEET NO. 16 OF 23 SHEETS	STA. 104+00 TO STA. 108+59.53	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT HPP-4064003	CONTRACT NO. 63553		
PLOT DATE = 10/24/2011	DATE = 10/24/11	REVISED -	REVISED -									



- 506 STA. 94+00, 62.8' RT  
PRC FLAR END SEC 18  
INV = 872.50 (N)
- 507 STA. 93+50, 43.4' LT  
MAN TA 4 DIA TIF CL  
RIM = 875.65  
INV = 869.00 (S)  
INV = 867.00 (W)
- 508 STA. 92+63, 86.1' LT  
MAN TA 5 DIA TIF CL  
RIM = 874.53  
INV = 864.50 (SE)  
INV = 862.10 EX (E)  
INV = 862.00 EX (N)
- 509 STA. 89+61, 30.6' LT  
END SEC EQV R-S 15  
INV = 871.67
- 510 STA. 90+12, 34.2' LT  
END SEC EQV R-S 15  
INV = 872.08
- 511 STA. 90+45, 36.5' LT  
END SEC EQV R-S 12  
INV = 872.35
- 512 STA. 90+90, 37.4' LT  
END SEC EQV R-S 12  
INV = 873.29
- 505 110' - STORM SEW CL A 2, 18" @ 3.04%  
TBF = 61.8 CU YD
- 506 85' - STORM SEW CL A 2, 18" @ 2.72%  
TBF = 45.6 CU YD
- 507 40' - PIPE CULVERT CLC 1, EQRS 15" @ 0.80%  
TBF = 2.2 CU YD
- 508 33' - PIPE CULVERT CLC 1, EQRS 15" @ 2.09%  
TBF = 5.5 CU YD



PLAN	DATE
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FILE NAME =	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY PLAN</b>	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY McHENRY	TOTAL SHEETS 271	SHEET NO. 113	
Y:\2278 Virginia Klassen\cod\sheet\11-DrainageAndUtilities\2278_08U.17.dgn		DRAWN - DTE	REVISED -			SCALE: 1" = 20'			SHEET NO. 17 OF 23 SHEETS		
PLOT SCALE = 20.0000' / in.		CHECKED - GAB	REVISED -			STA. 89+00 TO STA. 94+50			CONTRACT NO. 63553		
PLOT DATE = 10/24/2011		DATE - 10/24/11	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT HPP-4064(003)		

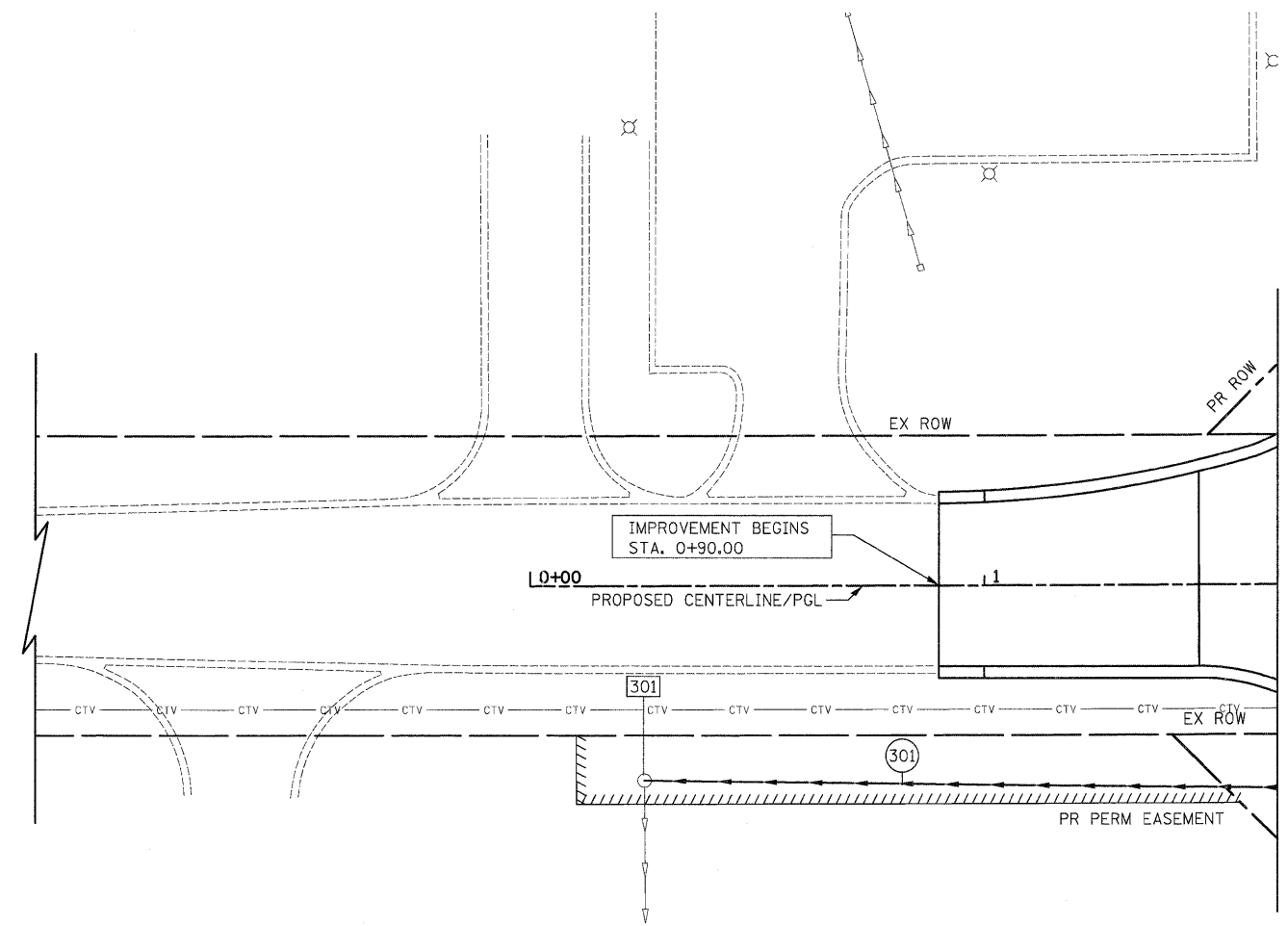


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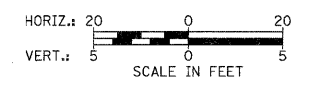
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301 STA. 0+25, 42.7' RT  
 EXISTING CB CL  
 RIM = 865.85  
 INV = 860.00 (E)  
 INV = 859.70 EX (S)

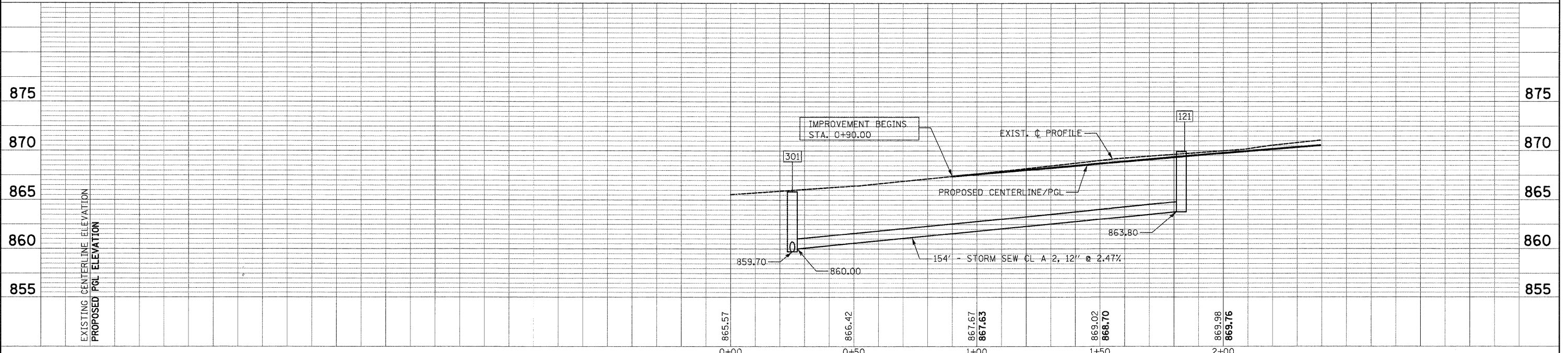
301 154' - STORM SEW CL A 2, 12" @ 2.47%  
 TBF = 0.0 CU YD



ILLINOIS ROUTE 31  
 MATCH LINE STA. 1+65  
 SEE SHEET NO. 107



TRINITY DRIVE



FILE NAME =	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Y:\2278 Virginia Klassen\oad\sheet\11-DrainageAndUtilities\2278.D&U.19.dgn		DRAWN - DTE	REVISED -			3887	96-00209-01-PV	McHENRY	271	115	
PLOT SCALE = 20.0000' / in.		CHECKED - GAB	REVISED -			SCALE: 1" = 20'		SHEET NO. 19 OF 23 SHEETS		STA. 0+90 TO STA. 1+65	
PLOT DATE = 10/24/2011		DATE - 10/24/11	REVISED -			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT HPP-4064003					
<b>CONTRACT NO. 63553</b>											







DATE	BY	SUBMITTED	DATE
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		NOTED	
		APPROVED	
		CHECKED	
		NO. _____	

DATE	BY	PROFILING	DATE
		GRADES CHECKED	
		STRUCTURE NOTATIONS CHKD	
		NO. _____	

- 62 STA. 239+50, 41.9' LT  
MAN TA 4 DIA TIF CL  
RIM = 891.50  
INV = 886.40 (E)  
INV = 886.40 (N)  
INV = 885.15 (S)
- 63 STA. 240+50, 50.6' RT  
CB TC T24F&G  
RIM = 891.61  
INV = 887.15 (E)  
INV = 888.78 (PD W)
- 64 STA. 240+50, 59.1' RT  
MAN TA 4 DIA TIF CL  
RIM = 891.96  
INV = 887.05 (W)  
INV = 887.05 (N)  
INV = 886.95 (S)
- 65 STA. 242+00, 61.5' RT  
MAN TA 4 DIA TIF CL  
RIM = 892.93  
INV = 887.95 (W)  
INV = 887.85 (S)
- 66 STA. 242+00, 53.0' RT  
CB TC T24F&G  
RIM = 892.57  
INV = 888.05 (E)  
INV = 889.74 (PD W)
- 67 STA. 241+50, 15.8' RT  
CB TC T24F&G  
RIM = 893.03  
INV = 888.45 (W)
- 67A STA. 241+50, 15.8' LT  
CB TC T24F&G  
RIM = 893.03  
INV = 888.30 (E)  
INV = 888.20 (W)
- 68 STA. 241+50, 41.3' LT  
INLETS TB T24F&G  
RIM = 892.55  
INV = 888.05 (E)  
INV = 887.95 (W)
- 69 STA. 241+50, 46.4' LT  
MAN TA 4 DIA TIF CL  
RIM = 892.80  
INV = 887.85 (E)  
INV = 887.75 (S)
- 70 STA. 241+60, 39.8' LT  
CB TC T24F&G  
RIM = 892.74  
INV = 888.15 (S)
- 71 STA. 233+19, 60.9' LT  
PRC FLAR END SEC 12  
INV = 882.50 (E)
- 72 STA. 244+05, 41.0' RT  
CB TC T24F&G  
RIM = 894.32  
INV = 890.10 (E)
- 73 STA. 244+05, 49.5' RT  
MAN TA 4 DIA TIF CL  
RIM = 894.81  
INV = 889.90 (W)  
INV = 884.00 (S)  
INV = 883.90 (N)
- 74 STA. 246+50, 11.3' RT  
CB TC T24F&G  
RIM = 894.21  
INV = 889.00 (E)
- 75 STA. 246+50, 42.0' RT  
CB TA 4 DIA T24F&G  
RIM = 893.67  
INV = 887.70 (W)  
INV = 887.70 (E)
- 76 STA. 246+50, 49.5' RT  
MAN TA 4 DIA TIF CL  
RIM = 894.03  
INV = 887.50 (W)  
INV = 882.60 (S)  
INV = 882.50 (N)

- 77 STA. 249+40, 63.4' RT  
PRC FLAR END SEC 12  
INV = 888.90 (NW)
- 78 STA. 246+90, 41.0' LT  
CB TC T24F&G  
RIM = 893.21  
INV = 888.70 (W)
- 79 STA. 246+90, 58.6' LT  
MAN TA 4 DIA TIF CL  
RIM = 892.81  
INV = 888.60 (E)  
INV = 888.50 (N)
- 80 STA. 248+00, 3.7' LT  
CB TC T11F&G  
RIM = 892.17  
INV = 886.25(E)
- 81 STA. 248+25, 42.0' RT  
CB TA 4 DIA T24F&G  
RIM = 891.28  
INV = 885.75 (SW)  
INV = 883.75 (E)  
INV = 888.45 (PD W)
- 82 STA. 248+25, 49.5' RT  
MAN TA 4 DIA TIF CL  
RIM = 891.92  
INV = 881.65 (S)  
INV = 883.55 (W)  
INV = 881.55 (N)
- 83 STA. 249+00, 41.0' LT  
CB TC T24F&G  
RIM = 890.09  
INV = 885.50 (W)
- 84 STA. 249+00, 58.6' LT  
MAN TA 4 DIA TIF CL  
RIM = 889.79  
INV = 885.40 (E)  
INV = 885.40 (S)  
INV = 885.30 (N)
- 85 STA. 249+50, 9.0' LT  
CB TC T11F&G  
RIM = 889.86  
INV = 885.40 (E)
- 86 STA. 249+50, 42.0' RT  
CB TA 4 DIA T24F&G  
RIM = 889.32  
INV = 885.00 (W)  
INV = 883.00 (E)
- 87 STA. 249+50, 49.5' RT  
MAN TA 4 DIA TIF CL  
RIM = 889.68  
INV = 882.80 (W)  
INV = 880.90 (S)  
INV = 880.80 (N)  
INV = 887.60 (SE)
- 88 STA. 251+00, 9.0' LT  
CB TC T11F&G  
RIM = 887.59  
INV = 883.00 (E)
- 89 STA. 251+00, 42.0' RT  
CB TA 4 DIA T24F&G  
RIM = 887.04  
INV = 882.65 (W)  
INV = 882.15 (E)
- 90 STA. 251+00, 49.5' RT  
MAN TA 4 DIA TIF CL  
RIM = 887.41  
INV = 881.95 (W)  
INV = 880.05 (S)  
INV = 879.95 (N)
- 91 STA. 251+25, 53.0' LT  
CB TC T24F&G  
RIM = 886.30  
INV = 882.30 (W)  
INV = 883.47 (PD E)

- 92 STA. 251+25, 58.6' LT  
MAN TA 4 DIA TIF CL  
RIM = 886.76  
INV = 882.20 (S)  
INV = 882.20 (E)  
INV = 882.10 (W)
- 93 STA. 251+25, 75.5' LT  
PRC FLAR END SEC 15  
INV = 882.00 (E)
- 94 STA. 253+00, 41.0' RT  
CB TC T24F&G  
RIM = 884.01  
INV = 879.45 (E)
- 95 STA. 253+00, 58.6' RT  
MAN TA 4 DIA TIF CL  
RIM = 884.20  
INV = 879.35 (W)  
INV = 878.95 (S)  
INV = 878.85 (N)
- 96 STA. 254+25, 51.7' LT  
CB TC T24F&G  
RIM = 881.88  
INV = 877.40 (W)  
INV = 879.05 (PD E)
- 97 STA. 253+00, 57.3' LT  
MAN TA 4 DIA TIF CL  
RIM = 882.13  
INV = 877.30 (E)  
INV = 877.20 (N)
- 98 STA. 254+50, 39.2' RT  
CB TC T24F&G  
RIM = 881.73  
INV = 877.40 (E)
- 99 STA. 254+50, 57.9' RT  
MAN TA 4 DIA TIF CL  
RIM = 881.93  
INV = 877.20 (W)  
INV = 877.60 (S)  
INV = 877.10 (N)
- 100 STA. 256+00, 36.0' RT  
CB TC T24F&G  
RIM = 879.45  
INV = 875.15 (E)  
INV = 875.15 (W)
- 100A STA. 256+00, 11.0' RT  
CB TC T24F&G  
RIM = 879.93  
INV = 875.30 (E)
- 101 STA. 256+00, 53.6' RT  
MAN TA 4 DIA TIF CL  
RIM = 879.64  
INV = 875.05 (S)  
INV = 875.05 (W)  
INV = 874.95 (N)
- 102 STA. 256+00, 11.0' LT  
CB TC T24F&G  
RIM = 879.93  
INV = 875.30 (W)
- 103 STA. 256+00, 42.2' LT  
INLETS TB T24F&G  
RIM = 879.31  
INV = 875.00 (E)  
INV = 874.90 (W)
- 104 STA. 256+00, 47.3' LT  
MAN TA 4 DIA TIF CL  
RIM = 879.58  
INV = 874.80 (S)  
INV = 874.80 (E)  
INV = 873.30 (N)
- 105 STA. 257+50, 9.8' RT  
CB TC T24F&G  
RIM = 877.65  
INV = 873.15 (E)

- 106 STA. 257+50, 37.0' RT  
CB TA 4 DIA T24F&G  
RIM = 877.17  
INV = 873.00 (W)  
INV = 872.90 (E)  
INV = 874.34 (PD SW)
- 107 STA. 257+50, 53.6' RT  
MAN TA 4 DIA TIF CL  
RIM = 877.36  
INV = 872.80 (S)  
INV = 872.80 (W)  
INV = 872.70 (N)
- 108 STA. 258+00, 10.0' LT  
CB TC T24F&G  
RIM = 876.89  
INV = 872.10 (W)
- 109 STA. 258+00, 36.5' LT  
INLETS TB T24F&G  
RIM = 876.41  
INV = 871.80 (E)  
INV = 871.70 (W)
- 110 STA. 258+00, 41.6' LT  
MAN TA 4 DIA TIF CL  
RIM = 876.66  
INV = 869.10 (S)  
INV = 871.60 (E)  
INV = 872.60 (W)  
INV = 867.10 (N)
- 111 STA. 259+00, 1.7' LT  
CB TC T24F&G  
RIM = 875.54  
INV = 871.00 (E)
- 112 STA. 259+00, 37.0' RT  
CB TA 4 DIA T24F&G  
RIM = 874.89  
INV = 870.80 (W)  
INV = 870.70 (E)
- 113 STA. 259+00, 53.6' RT  
MAN TA 4 DIA TIF CL  
RIM = 875.07  
INV = 870.60 (S)  
INV = 870.60 (W)  
INV = 870.50 (N)
- 114 STA. 260+00, 51.6' LT  
PRC FLAR END SEC 12  
INV = 870.62 (E)
- 115 STA. 260+00, 36.0' LT  
CB TC T24F&G  
RIM = 873.37  
INV = 868.50 (W)
- 116 STA. 260+00, 41.6' LT  
MAN TA 4 DIA TIF CL  
RIM = 873.62  
INV = 869.40 (W)  
INV = 868.40 (E)  
INV = 866.50 (S)  
INV = 866.40 (N)
- 117 STA. 260+50, 36.0' RT  
CB TC T24F&G  
RIM = 872.61  
INV = 866.75 (E)  
INV = 869.78 (PD SW)
- 118 STA. 260+50, 53.6' RT  
MAN TA 5 DIA TIF CL  
RIM = 872.81  
INV = 866.65 (W)  
INV = 866.65 (S)  
INV = 864.65 (N)
- 119 STA. 261+00, 41.6' LT  
MAN TA 6 DIA TIF CL R-PLT  
RIM = 872.10  
INV = 866.10 (S)  
INV = 863.00 (N)

- 120 STA. 261+83, 51.0' LT  
CB TC T24F&G  
RIM = 869.78  
INV = 865.40 (SW)
- 121 STA. 261+79, 56.3' LT  
MAN TA 4 DIA TIF CL  
RIM = 869.91  
INV = 864.30 (S)  
INV = 865.30 (NE)  
INV = 860.80 (W)
- 122 STA. 262+00, 36.0' RT  
CB TC T24F&G  
RIM = 870.33  
INV = 866.20 (E)
- 123 STA. 262+00, 56.5' RT  
MAN TA 5 DIA TIF CL  
RIM = 870.47  
INV = 864.20 (S)  
INV = 866.10 (W)  
INV = 864.10 (N)
- 124 STA. 263+20, 45.0' RT  
CB TC T24F&G  
RIM = 868.34  
INV = 864.10 (E)  
INV = 865.51 (PD SW)
- 125 STA. 263+20, 63.6' RT  
MAN TA 6D TIFCL R-PLT  
RIM = 869.22  
INV = 863.75 (S)  
INV = 864.00 (W)  
INV = 863.75 (N)
- 126 STA. 264+00, 48.0' LT  
CB TC T24F&G  
RIM = 867.37  
INV = 862.90 (W)
- 127 STA. 264+00, 53.6' LT  
MAN TA 4 DIA TIF CL  
RIM = 867.68  
INV = 862.80 (E)  
INV = 862.70 (N)
- 128 STA. 265+45, 52.5' LT  
MAN TA 6 DIA TIF CL  
RIM = 867.19  
INV = 861.60 (E)  
INV = 861.60 (N)  
INV = 861.50 (W)
- 129 STA. 265+30, 46.5' LT  
CB TA 4 DIA T24F&G  
RIM = 866.93  
INV = 862.60 (N)  
INV = 862.50  
INV = 864.10 (PD SE)
- 130 STA. 265+40, 45.9' LT  
CB TC T24F&G  
RIM = 866.93  
INV = 862.70 (S)
- 131 STA. 265+40, 63.6' LT  
MAN TA 6 DIA TIF CL R-PLT  
RIM = 867.18  
INV = 862.00 (S)  
INV = 862.40 (E)  
INV = 862.00 (W)
- 132 STA. 265+35, 68.2' LT  
PRC FLAR END SEC 12  
INV = 861.75 (E)
- 133 STA. 265+30, 37.0' RT  
CB TA 4 DIA T24F&G  
RIM = 867.28  
INV = 863.15 (N)  
INV = 863.05 (E)

- 114 3' - STORM SEW CL A 2, 12" @ 15.25%  
TBF = 0.0 CU YD
- 115 2' - STORM SEW CL A 2, 12" @ 5.00%  
TBF = 0.7 CU YD
- 116 96' - STORM SEW CL A 2, 30" @ 0.32%  
TBF = 0.0 CU YD
- 117 13' - STORM SEW CL A 2, 12" @ 0.67%  
TBF = 4.1 CU YD
- 118 146' - STORM SEW CL A 2, 30" @ 0.31%  
TBF = 168.9 CU YD
- 119 77' - STORM SEW CL A 2, 12" @ 2.27%  
TBF = 0.0 CU YD
- 120 4' - STORM SEW CL A 2, 12" @ 2.50%  
TBF = 1.2 CU YD
- 121 NOT USED
- 122 16' - STORM SEW CL A 2, 12" @ 0.53%  
TBF = 2.5 CU YD
- 123 116' - STORM SEW CL A 2, 30" @ 0.30%  
TBF = 91.5 CU YD
- 124 12' - STORM SEW CL A 2, 12" @ 0.63%  
TBF = 2.1 CU YD
- 125 205' - STORM SEW CL A 2, 24" @ 0.39%  
TBF = 72.4 CU YD
- 126 2' - STORM SEW CL A 2, 12" @ 3.33%  
TBF = 1.0 CU YD
- 127 125' - STORM SEW CL A 2, 24" @ 0.56%  
TBF = 0.0 CU YD
- 128 NOT USED
- 129 6' - STORM SEW CL A 2, 12" @ 1.43%  
TBF = 0.9 CU YD
- 130 2' - STORM SEW CL A 2, 12" @ 5.00%  
TBF = 0.6 CU YD
- 131 6' - STORM SEW CL A 1, 12" @ 2.08%  
TBF = 0.0 CU YD
- 132 NOT USED
- 133 6' - STORM SEW CL A 1, 12" @ 1.43%  
TBF = 0.9 CU YD
- 134 13' - STORM SEW CL A 2, 12" @ 0.67%  
TBF = 4.1 CU YD
- 135 14' - STORM SEW CL A 1, 24" @ 0.67%  
TBF = 4.4 CU YD
- 136 5' - PIPE CULVERT EQRS, 24" @ 1.05%  
TBF = 0.0 CU YD
- 137 100' - PIPE CULVERT EQRS, 24" @ 1.05%  
TBF = 11.0 CU YD
- 138 15' - STORM SEW CL A 1, 24" @ 0.71%  
TBF = 1.6 CU YD
- 139 126' - STORM SEW CL A 2, 30" @ 0.20%  
TBF = 36.8 CU YD
- 140 7' - PIPE CULVERT EQRS, 24" @ 0.72%  
TBF = 0.0 CU YD
- 141 EXISTING STORM SEWER, 30"
- 142 24' - STORM SEW CL A 2, 18" @ 1.46%  
TBF = 0.0 CU YD
- 143 120' - STORM SEW CL A 2, 30" @ 0.33%  
TBF = 0.0 CU YD

- 144 13' - STORM SEW CL A 2, 12" @ 1.33%  
TBF = 2.1 CU YD
- 145 145' - STORM SEW CL A 2, 30" @ 0.24%  
TBF = 89.9 CU YD
- 146 2' - STORM SEW CL A 2, 12" @ 5.00%  
TBF = 1.0 CU YD
- 147 146' - STORM SEW CL A 2, 30" @ 0.31%  
TBF = 0.0 CU YD
- 148 13' - STORM SEW CL A 2, 12" @ 1.33%  
TBF = 2.1 CU YD
- 149 231' - STORM SEW CL A 2, 30" @ 0.28%  
TBF = 163.1CU YD
- 150 2' - STORM SEW CL A 2, 12" @ 5.00%  
TBF = 1.0 CU YD
- 151 231' - STORM SEW CL A 2, 30" @ 0.39%  
TBF = 58.6 CU YD
- 152 NOT USED
- 153 6' - STORM SEW CL A 1, 12" @ 1.25%  
TBF = 1.1 CU YD
- 154 24' - STORM SEW CL A 2, 12" @ 2.62%  
TBF = 2.9 CU YD
- 155 6' - STORM SEW CL A 2, 12" @ 1.43%  
TBF = 0.9 CU YD
- 156 2' - STORM SEW CL A 2, 12" @ 5.00%  
TBF = 0.7 CU YD
- 157 161' - STORM SEW CL A 2, 12" @ 1.12%  
TBF = 0.0 CU YD
- 158 6' - STORM SEW CL A 1, 12" @ 1.43%  
TBF = 0.9 CU YD
- 159 24' - STORM SEW CL A 2, 12" @ 0.83%  
TBF = 3.2 CU YD
- 160 13' - STORM SEW CL A 2, 12" @ 0.77%  
TBF = 4.5 CU YD
- 161 6' - STORM SEW CL A 1, 12" @ 1.43%  
TBF = 0.9 CU YD
- 162 111' - STORM SEW CL A 2, 15" @ 0.90%  
TBF = 36.5 CU YD
- 163 24' - STORM SEW CL A 2, 12" @ 0.80%  
TBF = 3.3 CU YD
- 164 13' - STORM SEW CL A 2, 12" @ 0.77%  
TBF = 3.9 CU YD
- 165 146' - STORM SEW CL A 2, 12" @ 1.68%  
TBF = 40.6 CU YD
- 166 24' - STORM SEW CL A 2, 12" @ 1.43%  
TBF = 2.5 CU YD
- 167 2' - STORM SEW CL A 2, 12" @ 5.00%  
TBF = 0.6 CU YD
- 168 196' - STORM SEW CL A 2, 12" @ 1.61%  
TBF = 0.0 CU YD
- 169 24' - STORM SEW CL A 2, 12" @ 0.80%  
TBF = 3.3 CU YD

NOTES:  
 1. STATIONS AND OFFSETS ARE TO THE CENTER OF THE STRUCTURE.  
 2. RIM ELEVATIONS FOR CURB INLETS ARE AT THE FLOW LINE.

FILE NAME =	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY PLAN</b>			F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY McHENRY	TOTAL SHEETS 271	SHEET NO. 118
Y:\2278 Virginia Klassen\load\sheet\11-DrainageAndUtilities\2278_D&U_20-23.dgn		DRAWN - DTE	REVISED -					CONTRACT NO. 63553				
PLOT SCALE = 20,000' / in.		CHECKED - GAB	REVISED -					FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT HPP-4064(003)		
PLOT DATE = 10/20/2011		DATE = 10/24/11	REVISED -		SCALE:	SHEET NO. 22 OF 23 SHEETS	STA	TO STA				

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DESCRIPTION	

ILLINOIS ROUTE 31

ILLINOIS ROUTE 31

ILLINOIS ROUTE 31

- 134 STA. 265+40, 36.0' RT  
CB TC T24F&G  
RIM = 867.12  
INV = 863.25 (S)
- 135 STA. 265+40, 54.5' RT  
MAN TA 5 DIA TIF CL  
RIM = 867.28  
INV = 862.95 (S)  
INV = 862.95 (W)  
INV = 862.85 (NE)
- 136 STA. 265+50, 53.6' RT  
MAN TA 6 DIA TIF CL  
RIM = 867.28  
INV = 863.65 (E)  
INV = 862.75 (N)  
INV = 862.65 (W)
- 137 STA. 265+50, 63.6' RT  
PRC FLAR END S EQ RS 24  
INV = 864.28 (W)
- 138 NOT USED
- 139 STA. 265+75, 53.6' RT  
MAN TA 6D TIFCL R-PLT  
RIM = 867.97  
INV = 862.45 (N)  
INV = 862.35 (SE)
- 140 STA. 265+50, 60.0' LT  
PRC FLAR END S EQRS 24  
INV = 861.40 (E)
- 141 STA. 265+43, 71.9' LT  
PRC FLAR END SEC 30  
W/ GRATING  
INV = 860.95 EX (E)
- 142 NOT USED
- 143 STA. 265+75, 50.4' LT  
MAN TA 6D TIFCL R-PLT  
RIM = 867.34  
INV = 861.85 (N)  
INV = 861.85 (S)
- 144 STA. 267+00, 36.0' RT  
CB TC T24F&G  
RIM = 867.99  
INV = 863.40 (E)
- 145 STA. 267+00, 53.6' RT  
MAN TA 5 DIA TIF CL  
RIM = 868.15  
INV = 863.20 (N)  
INV = 863.20 (W)  
INV = 863.25 (S)
- 146 STA. 267+00, 36.3' LT  
CB TC T24F&G  
RIM = 867.98  
INV = 863.40 (W)
- 147 STA. 267+00, 41.9' LT  
MAN TA 4 DIA TIF CL  
RIM = 868.23  
INV = 862.35 (N)  
INV = 863.25 (E)  
INV = 862.25 (S)
- 148 STA. 268+50, 36.0' RT  
CB TC T24F&G  
RIM = 869.63  
INV = 865.25 (E)  
INV = 866.80 (PD W)
- 149 STA. 268+50, 53.6' RT  
MAN TA 5 DIA TIF CL  
RIM = 869.79  
INV = 865.05 (W)  
INV = 863.65 (N)  
INV = 863.55 (S)

- 150 STA. 268+50, 36.0' LT  
CB TC T24F&G  
RIM = 869.63  
INV = 864.85 (W)
- 151 STA. 268+50, 41.6' LT  
MAN TA 4 DIA TIF CL  
RIM = 869.88  
INV = 864.80 (E)  
INV = 862.90 (N)  
INV = 862.80 (S)
- 152 NOT USED
- 153 STA. 270+95, 10.0' LT  
CB TC T24F&G  
RIM = 870.53  
INV = 866.10 (S)
- 154 STA. 270+85, 9.0' LT  
CB TA 4 DIA T24F&G  
RIM = 870.53  
INV = 866.00 (N)  
INV = 865.90 (W)
- 155 STA. 270+95, 36.0' LT  
CB TC T24F&G  
RIM = 870.11  
INV = 865.45 (S)
- 156 STA. 270+85, 37.0' LT  
CB TA 4 DIA T24F&G  
RIM = 870.11  
INV = 865.25 (W)  
INV = 865.35 (N)  
INV = 865.35 (E)
- 157 STA. 270+85, 41.6' LT  
MAN TA 4 DIA TIF CL  
RIM = 870.05  
INV = 863.65 (S)  
INV = 865.15 (N)  
INV = 865.15 (E)
- 158 STA. 270+95, 10.0' RT  
CB TC T24F&G  
RIM = 870.53  
INV = 865.90 (S)
- 159 STA. 270+85, 9.0' RT  
CB TA 4 DIA T24F&G  
RIM = 870.53  
INV = 865.80 (N)  
INV = 865.70 (E)
- 160 STA. 270+85, 37.0' RT  
CB TA 4 DIA T24F&G  
RIM = 870.05  
INV = 865.50 (N)  
INV = 865.50 (W)  
INV = 865.40 (E)  
INV = 867.22 (PD SW)
- 161 STA. 270+95, 36.0' RT  
CB TC T24F&G  
RIM = 870.05  
INV = 865.60 (S)
- 162 STA. 270+85, 53.6' RT  
MAN TA 5 DIA TIF CL  
RIM = 870.25  
INV = 865.30 (N)  
INV = 865.30 (W)  
INV = 864.30 (S)
- 163 STA. 272+00, 10.0' RT  
CB TC T24F&G  
RIM = 871.15  
INV = 866.80 (E)
- 164 STA. 272+00, 37.0' RT  
CB TA 4 DIA T24F&G  
RIM = 870.67  
INV = 866.60 (W)  
INV = 866.50 (E)

- 165 STA. 272+00, 53.6' RT  
MAN TA 4 DIA TIF CL  
RIM = 870.83  
INV = 866.40 (W)  
INV = 866.40 (N)  
INV = 866.30 (S)
- 166 STA. 272+50, 10.0' LT  
CB TC T24F&G  
RIM = 871.83  
INV = 867.55 (W)
- 167 STA. 272+50, 36.5' LT  
INLETS TB T24F&G  
RIM = 871.41  
INV = 867.15 (W)  
INV = 867.25 (E)
- 168 STA. 272+50, 41.6' LT  
MAN TA 4 DIA TIF CL  
RIM = 871.34  
INV = 866.95 (S)  
INV = 867.05 (N)  
INV = 867.05 (E)
- 169 STA. 273+50, 10.0' RT  
CB TC T24F&G  
RIM = 873.69  
INV = 869.35 (E)
- 170 STA. 273+50, 37.0' RT  
CB TA 4 DIA T24F&G  
RIM = 873.21  
INV = 869.15 (W)  
INV = 869.05 (E)  
INV = 870.38 (PD NW)
- 171 STA. 273+50, 53.6' RT  
MAN TA 4 DIA TIF CL  
RIM = 873.37  
INV = 868.95 (W)  
INV = 868.95 (N)  
INV = 868.85 (S)
- 172 STA. 274+50, 10.0' LT  
CB TC TIF CL  
RIM = 875.72  
INV = 870.80 (W)
- 173 STA. 274+50, 36.5' LT  
INLETS TB T24F&G  
RIM = 875.10  
INV = 870.50 (E)  
INV = 870.40 (W)
- 174 STA. 274+50, 41.6' LT  
MAN TA 4 DIA TIF CL  
RIM = 875.35  
INV = 870.30 (E)  
INV = 870.30 (N)  
INV = 870.20 (S)
- 175 STA. 275+00, 10.0' RT  
CB TC TIF CL  
RIM = 876.66  
INV = 871.80 (E)

- 176 STA. 275+00, 35.0' RT  
CB TA 4 DIA T24F&G  
RIM = 876.03  
INV = 871.60 (W)  
INV = 871.50 (E)
- 177 STA. 275+10, 53.6' RT  
MAN TA 4 DIA TIF CL  
RIM = 876.74  
INV = 871.40 (W)  
INV = 871.40 (N)  
INV = 871.30 (S)
- 178 STA. 276+50, 10.0' RT  
CB TC TIF CL  
RIM = 879.44  
INV = 874.50 (E)
- 179 STA. 276+50, 37.0' RT  
CB TA 4 DIA T24F&G  
RIM = 878.81  
INV = 874.30 (W)  
INV = 874.20 (E)  
INV = 875.98 (PD NW)
- 180 STA. 276+50, 53.6' RT  
MAN TA 4 DIA TIF CL  
RIM = 878.97  
INV = 874.10 (W)  
INV = 874.10 (N)  
INV = 874.00 (S)
- 181 STA. 276+50, 11.0' LT  
CB TC TIF CL  
RIM = 879.43  
INV = 874.40 (W)
- 182 STA. 276+50, 36.5' LT  
INLETS TB T24F&G  
RIM = 878.81  
INV = 874.20 (E)  
INV = 874.10 (W)
- 183 STA. 276+50, 41.6' LT  
MAN TA 4 DIA TIF CL  
RIM = 879.06  
INV = 874.00 (E)  
INV = 873.90 (S)
- 184 STA. 278+00, 10.0' RT  
CB TC TIF CL  
RIM = 882.09  
INV = 884.60 (E)  
INV = 877.10 (E)
- 185 STA. 278+00, 37.0' RT  
CB TA 4 DIA T24F&G  
RIM = 881.49  
INV = 876.90 (W)  
INV = 876.80 (E)
- 186 STA. 278+00, 53.6' RT  
MAN TA 4 DIA TIF CL  
RIM = 881.18  
INV = 876.70 (W)  
INV = 876.60 (S)
- 187 STA. 235+66, 59.4' LT  
MET END SEC 15  
INV = 884.36 (N)
- 188 STA. 237+00, 54.1' LT  
MET END SEC 15  
INV = 886.87 (S)
- 189 STA. 235+88, 65.3' RT  
MET END SEC 15  
INV = 886.72 (N)
- 190 STA. 236+87, 64.7' RT  
MET END SEC 15  
INV = 887.27 (S)
- 191 STA. 245+87, 70.1' RT  
MET END SEC 15  
INV = 892.00 (N)

- 192 STA. 246+29, 70.5' RT  
MET END SEC 15  
INV = 891.33 (S)
  - 193 STA. 258+00, 52.6' LT  
PRC FLAR END SEC 12  
INV = 873.65 (E)
  - 194 STA. 248+32, 69.6' RT  
MET END SEC 15  
INV = 888.95 (S)
  - 195 STA. 249+28, 69.6' RT  
MET END SEC 15  
INV = 887.50 (N)
  - 196 STA. 250+01, 69.6' RT  
MET END SEC 15  
INV = 886.38 (S)
  - 197 STA. 274+72, 63.6' RT  
MET END SEC 15  
INV = 872.67 (N)
  - 198 STA. 275+14, 63.6' RT  
MET END SEC 15  
INV = 873.45 (S)
  - 199 STA. 268+00, 52.4' LT  
MET END SEC 15  
INV = 865.82 (N)
  - 200 STA. 270+23, 52.0' LT  
MET END SEC 15  
INV = 866.06 (S)
  - 201 STA. 247+78, 69.8' RT  
MET END SEC 15  
INV = 889.72
  - 800 STA. 227+04, 58.6' RT  
CONCRETE HEADWALLS FOR PIPE DRAINS  
RIM = 890.20  
INV = 887.37 (PD)
- KLASEN ROAD
- 400 STA. 100+02, 43.7' RT  
MAN TA 6D TIFCL R-PLT  
RIM = 892.99  
INV = 884.60 (E)  
INV = 884.60 (N)
  - 401 STA. 100+25, 38.9' RT  
CB TC T24F&G  
RIM = 892.54  
INV = 886.80 (SE)
  - 402 STA. 100+28, 43.8' RT  
MAN TA 4 DIA TIF CL  
RIM = 893.24  
INV = 884.80 (E)  
INV = 886.70 (NW)  
INV = 884.70 (W)
- VIRGINIA ROAD
- 500 STA. 98+95, 48.7' LT  
CB TC T24F&G  
RIM = 884.04  
INV = 880.55 (S)
  - 501 NOT USED
  - 502 STA. 98+92, 20.0' RT  
CB TA 4 DIA T24F&G  
RIM = 884.35  
INV = 880.25 (N)  
INV = 880.15 (S)
  - 503 STA. 98+92, 41.5' RT  
PRC FLAR END SEC 12  
INV = 880.00 (N)

- 170 13' - STORM SEW CL A 2, 12" @ 0.77%  
TBF = 3.6 CU YD
- 171 156' - STORM SEW CL A 2, 12" @ 1.51%  
TBF = 53.2 CU YD
- 172 24' - STORM SEW CL A 2, 12" @ 1.25%  
TBF = 3.2 CU YD
- 173 2' - STORM SEW CL A 2, 12" @ 5.00%  
TBF = 0.7 CU YD
- 174 196' - STORM SEW CL A 2, 12" @ 1.84%  
TBF = 0.0 CU YD
- 175 24' - STORM SEW CL A 2, 12" @ 0.80%  
TBF = 3.3 CU YD
- 176 16' - STORM SEW CL A 2, 12" @ 0.63%  
TBF = 5.8 CU YD
- 177 136' - STORM SEW CL A 2, 12" @ 1.91%  
TBF = 49.2 CU YD
- 178 24' - STORM SEW CL A 2, 12" @ 0.80%  
TBF = 3.3 CU YD
- 179 13' - STORM SEW CL A 2, 12" @ 0.77%  
TBF = 4.5 CU YD
- 180 146' - STORM SEW CL A 2, 12" @ 1.71%  
TBF = 49.8 CU YD
- 181 24' - STORM SEW CL A 2, 12" @ 0.83%  
TBF = 3.2 CU YD
- 182 2' - STORM SEW CL A 2, 12" @ 5.00%  
TBF = 0.7 CU YD
- 183 NOT USED
- 184 24' - STORM SEW CL A 2, 12" @ 0.80%  
TBF = 3.3 CU YD
- 185 15' - STORM SEW CL A 2, 12" @ 0.77%  
TBF = 4.5 CU YD
- 186 128' - PIPE CULVERTS CLC 1, 15" @ 1.90%  
TBF = 18.9 CU YD
- 187 93' - PIPE CULVERTS CLC 1 EQRS, 15" @ .57%  
TBF = 7.4 CU YD
- 188 30' - PIPE CULVERTS CLC 1, 15" @ 1.67%  
TBF = 3.3 CU YD
- 189 212' - PIPE CULVERTS CLC 1, 15" @ 1.48%  
TBF = 10.4 CU YD
- 192 211' - PIPE CULVERTS CLC 1, EQRS 36 @ 0.48%  
TBF = 13.7 CU YD
- 193 3' - STORM SEW CL A 1, 12" @ 11.70%  
TBF = 0.0 CU YD
- 800 66' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 801 76' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.7 CU YD
- 802 64' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 803 66' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 804 66' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 805 88' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 1.8 CU YD

- 806 65' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 807 66' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 808 65' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 809 64' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 810 81' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.7 CU YD
- 811 86' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 1.8 CU YD
- 812 74' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 813 86' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 1.8 CU YD
- 814 83' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.7 CU YD
- 815 66' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 816 66' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 817 88' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 1.8 CU YD
- 818 76' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.7 CU YD
- 819 64' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 820 68' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 821 66' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD
- 822 66' - PIPE UNDERDRAINS 4" @ 0.50%  
TBF = 0.6 CU YD

KLASEN ROAD

- 400 114' - STORM SEW CL A 2, 15" @ 0.53%  
TBF = 150.1 CU YD
- 401 2' - STORM SEW CL A 2, 12" @ 5.00%  
TBF = 0.4 CU YD
- 402 22' - STORM SEW CL A 2, 27" @ 0.48%  
TBF = 15.1 CU YD

VIRGINIA ROAD

- 500 67' - STORM SEW CL A 1, 12" @ 0.45%  
TBF = 8.7 CU YD
- 501 16' - STORM SEW CL A 1, 12" @ 0.68%  
TBF = 5.7 CU YD
- 502 NOT USED
- 503 NOT USED

NOTES:

1. STATIONS AND OFFSETS ARE TO THE CENTER OF THE STRUCTURE.
2. RIM ELEVATIONS FOR CURB INLETS ARE AT THE FLOW LINE.

FILE NAME =	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS</b>	<b>DRAINAGE AND UTILITY PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Y:\2278 Virginia Klaseen\cadd\sheet\11-DrainageAndUtilities\2278.D&U.20-23.dgn		DRAWN - DTE	REVISED -	<b>DEPARTMENT OF TRANSPORTATION</b>		3887	96-00209-01-PV	McHENRY	271	119
	PLOT SCALE = 20,000' / 1"	CHECKED - GAB	REVISED -			<b>CONTRACT NO. 63553</b>				
	PLOT DATE = 10/20/2011	DATE - 10/24/11	REVISED -		SCALE:	SHEET NO. 23 OF 23 SHEETS		STA	TO STA	
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-406(4003)				

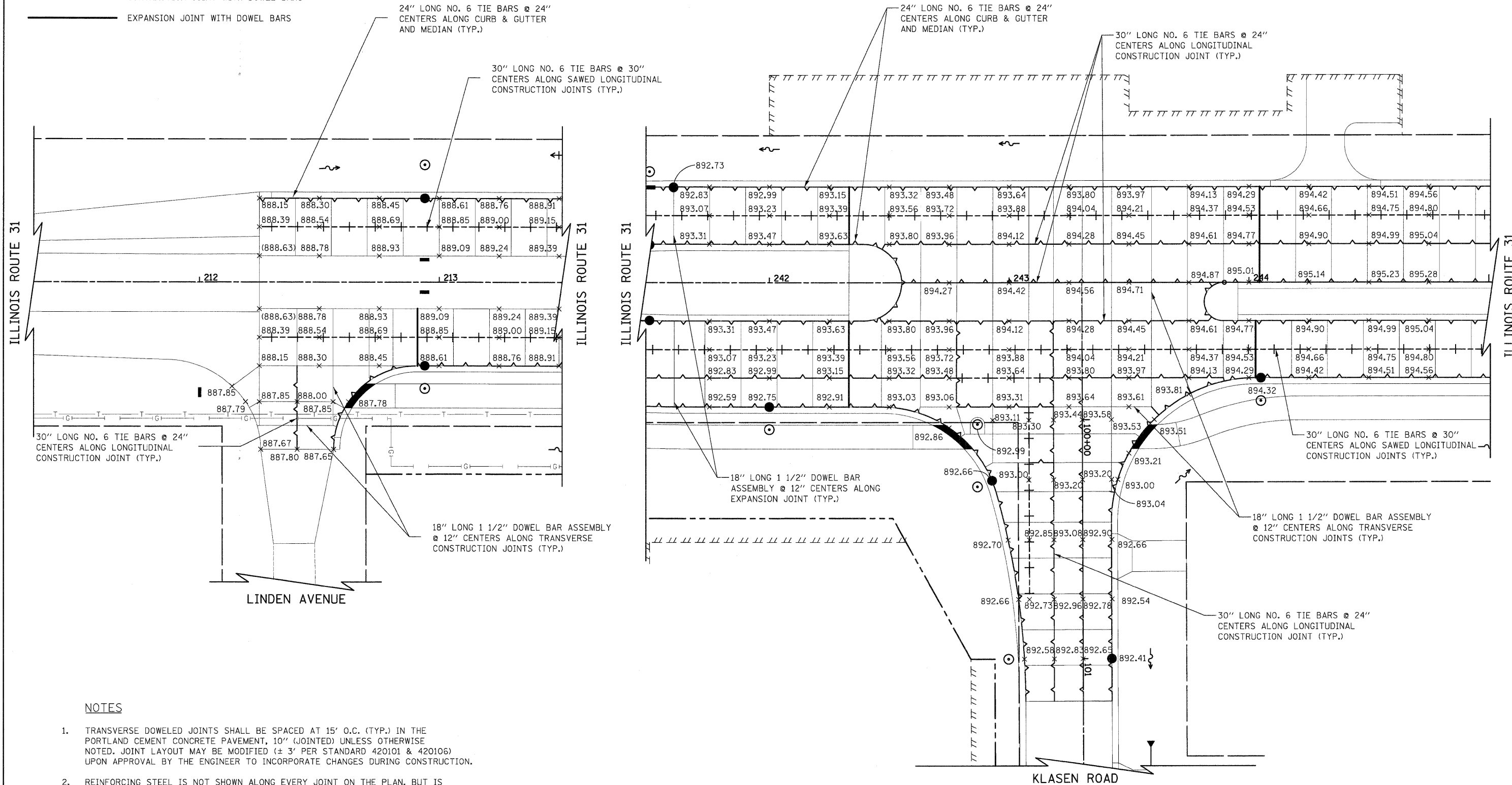
**LEGEND**

- (XXX.XX) EXISTING PAVEMENT ELEVATION
- XXX.XX PROPOSED PAVEMENT ELEVATION
- +—+—+—+— CONSTRUCTION JOINT WITH TIE BARS
- +—+—+—+— SAWED JOINT WITH TIE BARS
- +—+—+—+— CONTRACTION JOINT WITH DOWEL BARS
- +—+—+—+— EXPANSION JOINT WITH DOWEL BARS



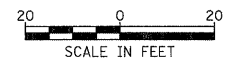
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	PLOTTED	
	CHECKED	
	ALIGNED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	GRADES	
	STRUCTURE	
	NO.	



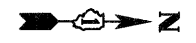
**NOTES**

- TRANSVERSE DOWELED JOINTS SHALL BE SPACED AT 15' O.C. (TYP.) IN THE PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED) UNLESS OTHERWISE NOTED. JOINT LAYOUT MAY BE MODIFIED (± 3' PER STANDARD 420101 & 420106) UPON APPROVAL BY THE ENGINEER TO INCORPORATE CHANGES DURING CONSTRUCTION.
- REINFORCING STEEL IS NOT SHOWN ALONG EVERY JOINT ON THE PLAN, BUT IS INTENDED TO BE PLACED ALONG EACH JOINT AS NOTED.
- REFERENCE IDOT STANDARD DETAILS 420001, 420101, 420106, 420111, AND 606001.



FILE NAME = Y:\2278 Virginia Klaseen\load\sheet\12-Inter	USER NAME = dte	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>JOINTING AND GRADING PLAN</b>	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY McHENRY	TOTAL SHEETS 271	SHEET NO. 120
PLOT SCALE = 20.0000' / in.	CHECKED - GAB	REVISED -	REVISED -			CONTRACT NO. 63553				
PLOT DATE = 10/24/2011	DATE - 10/24/11	REVISED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS	FED. AID PROJECT HPP-4064(003)			
						SCALE: 1" = 20'	SHEET NO. 1 OF 4 SHEETS	STA. ----- TO STA. -----		



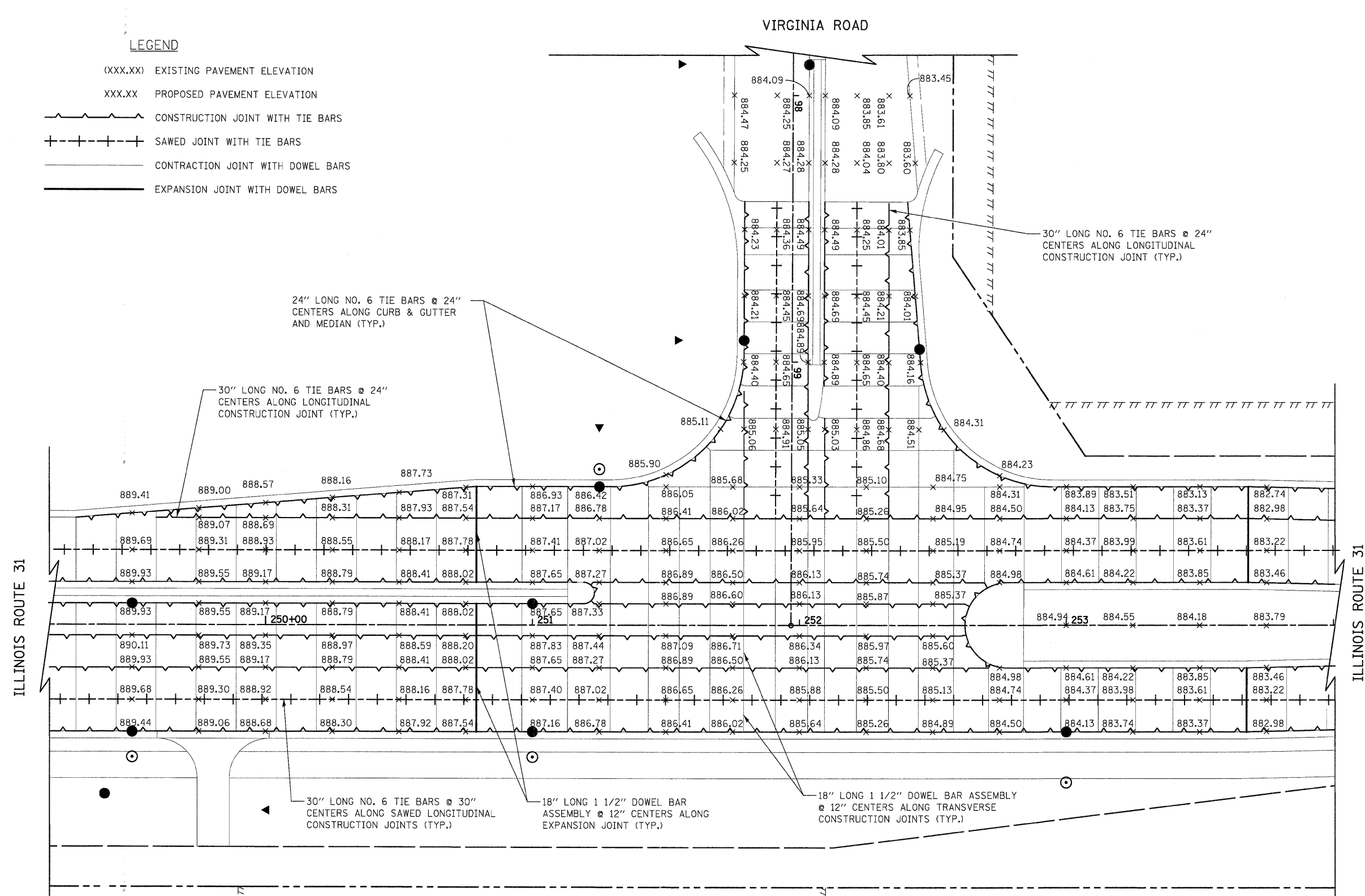


**LEGEND**

- (XXX.XX) EXISTING PAVEMENT ELEVATION
- XXX.XX PROPOSED PAVEMENT ELEVATION
- +—+—+—+— CONSTRUCTION JOINT WITH TIE BARS
- +—+—+—+— SAWED JOINT WITH TIE BARS
- +—+—+—+— CONSTRUCTION JOINT WITH DOWEL BARS
- +—+—+—+— EXPANSION JOINT WITH DOWEL BARS

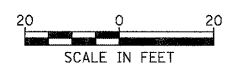
DATE	
BY	
SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
NOTED	
CADD FILE NAME	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
GRADES CHECKED	
NOTED	
STRUCTURE NOTATIONS CHKD	
NO.	



**NOTES**

1. TRANSVERSE DOWELED JOINTS SHALL BE SPACED AT 15' O.C. (TYP.) IN THE PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED) UNLESS OTHERWISE NOTED. JOINT LAYOUT MAY BE MODIFIED (± 3' PER STANDARD 420101 & 420106) UPON APPROVAL BY THE ENGINEER TO INCORPORATE CHANGES DURING CONSTRUCTION.
2. REINFORCING STEEL IS NOT SHOWN ALONG EVERY JOINT ON THE PLAN, BUT IS INTENDED TO BE PLACED ALONG EACH JOINT AS NOTED.
3. REFERENCE IDOT STANDARD DETAILS 420001, 420101, 420106, 420111, AND 606001.



FILE NAME =	USER NAME = dte	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>JOINTING AND GRADING PLAN</b>			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Y:\2278 Virginia Klasen\load\sheet\12-Inter	ectionGrading\2278_ING_02.dgn	DRAWN - DTE	REVISED -					3887	96-00209-01-PV	McHENRY	271	121
PLOT SCALE = 20.0000' / in.	CHECKED - GAB	REVISED -	REVISED -		CONTRACT NO. 63553			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT HPP-4064(003)				
PLOT DATE = 10/24/2011	DATE - 10/24/11	REVISED -	REVISED -		SCALE: 1" = 20'	SHEET NO. 2 OF 4 SHEETS	STA. 249+80 TO STA. 254+00					

**LEGEND**

(XXX.XX) EXISTING PAVEMENT ELEVATION

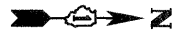
XXX.XX PROPOSED PAVEMENT ELEVATION

—|—|—|—|—| CONSTRUCTION JOINT WITH TIE BARS

—+—+—+—+—+—+ SAWED JOINT WITH TIE BARS

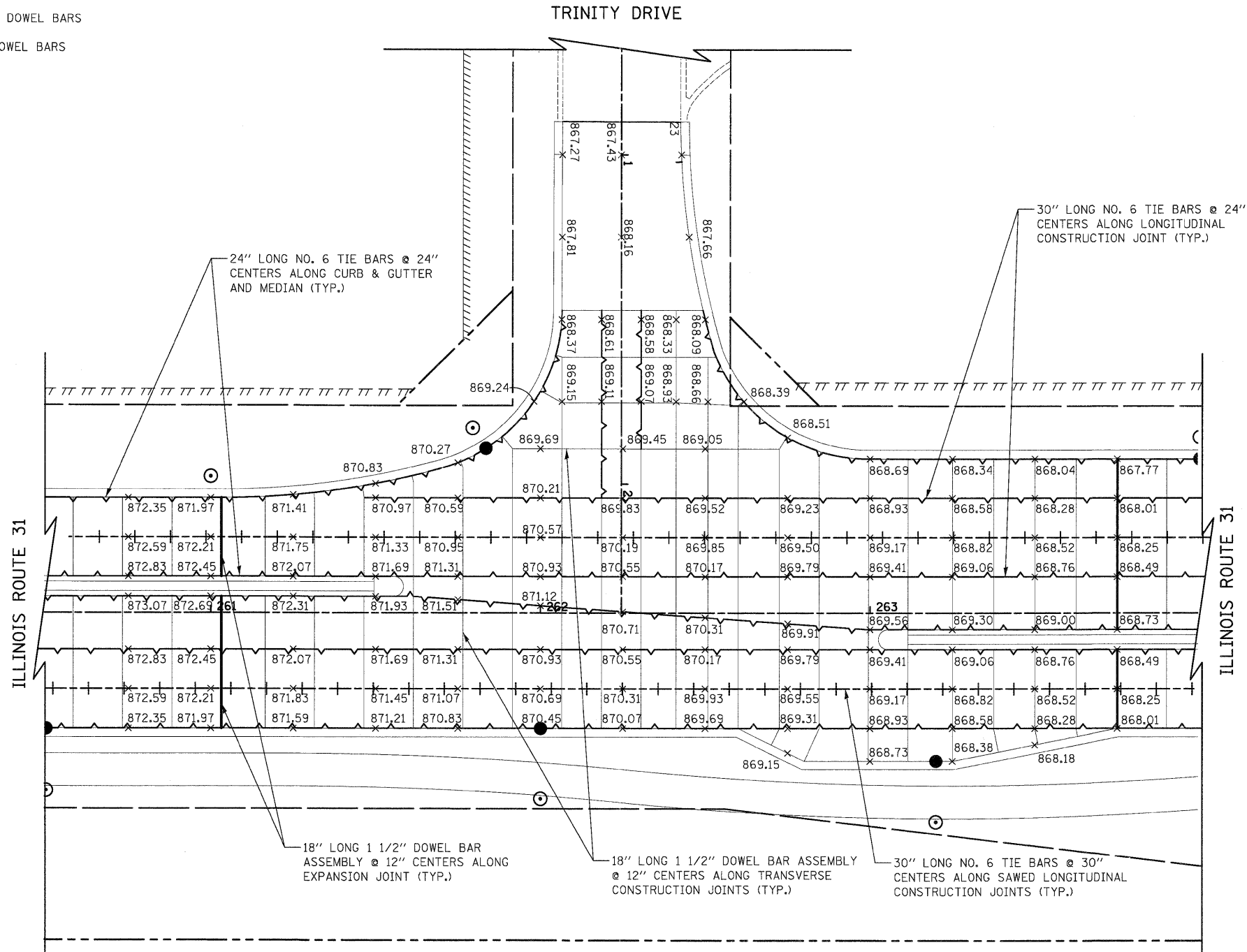
—|—|—|—|—| CONSTRUCTION JOINT WITH DOWEL BARS

—|—|—|—|—| EXPANSION JOINT WITH DOWEL BARS



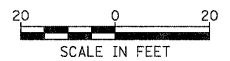
PLAN	DATE
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REVIEWED	
PLOTTED	
ALIGNED	
CHECKED	
CADD FILE NAME	
NO.	

PROFILE	DATE
BY	
REVIEWED	
PLOTTED	
GRADES CHECKED	
STRUCTURE	
NOTATION	
NO.	



**NOTES**

1. TRANSVERSE DOWELED JOINTS SHALL BE SPACED AT 15' O.C. (TYP.) IN THE PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED) UNLESS OTHERWISE NOTED. JOINT LAYOUT MAY BE MODIFIED (± 3' PER STANDARD 420101 & 420106) UPON APPROVAL BY THE ENGINEER TO INCORPORATE CHANGES DURING CONSTRUCTION.
2. REINFORCING STEEL IS NOT SHOWN ALONG EVERY JOINT ON THE PLAN, BUT IS INTENDED TO BE PLACED ALONG EACH JOINT AS NOTED.
3. REFERENCE IDOT STANDARD DETAILS 420001, 420101, 420106, 420111, AND 606001.



FILE NAME =	USER NAME = dte	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>JOINTING AND GRADING PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Y:\2278 Virginia Klassen\cad\sheet\12-Inter	actionGrading\2278_ING_03.dgn	DRAWN - DTE	REVISED -			3887	96-00209-01-PV	McHENRY	271	122	
	PLOT SCALE = 20.0000' / in.	CHECKED - GAB	REVISED -			CONTRACT NO. 63553					
	PLOT DATE = 10/24/2011	DATE - 10/24/11	REVISED -			SCALE: 1" = 20' SHEET NO. 3 OF 4 SHEETS STA. 260+45 TO STA. 264+00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT HPP-4064003			

VIRGINIA ROAD SUPERELEVATION TABLE - CURVE NO. 1

DESCRIPTION	STATION	LEFT EDGE OF PAVEMENT			CENTERLINE/W.B. PGL		E.B. PGL		RIGHT EDGE OF PAVEMENT		
		SLOPE	OFFSET	ELEV	OFFSET	ELEV	OFFSET	ELEV	SLOPE	OFFSET	ELEV
START ROTATION OF EAST BOUND LANES	90+00	-2.00	18.32' LT	874.71	0	875.08			-2.00	16.00' RT	874.76
	90+04.20	-2.00	18.41' LT	874.80	0	875.17			-2.00	16.00' RT	874.85
	90+25	-2.00	18.90' LT	875.21	0	875.59			-0.97	16.00' RT	875.43
	90+50	-2.00	19.48' LT	875.72	0	876.11			0.06	16.00' RT	876.12
	90+75	-2.00	20.06' LT	876.22	0	876.62			1.19	16.00' RT	876.81
START ROTATION OF WEST BOUND LANES	90+93	-2.00	20.47' LT	876.58	0	876.99			2.00	16.00' RT	877.31
FULL SUPERELEVATION	91+00	-2.32	20.63' LT	876.65	0	877.13			2.32	16.00' RT	877.50
	91+25	-3.45	21.21' LT	876.91	0	877.64			3.45	16.00' RT	878.19
	91+50	-4.57	21.79' LT	877.14	0	878.14			4.57	16.00' RT	878.87
	91+75	-5.70	22.37' LT	877.32	0	878.60			5.70	16.00' RT	879.51
	91+81.80	-6.00	22.53' LT	877.36	0	878.71			6.00	16.00' RT	879.67
	92+00	-6.00	22.95' LT	877.62	0	879.00			6.00	16.19' RT	879.97
	92+25	-6.00	23.53' LT	877.93	0	879.34			6.00	16.75' RT	880.35
	92+50	-6.00	24.14' LT	878.19	0	879.64			6.00	17.30' RT	880.68
	92+75	-6.00	24.87' LT	878.39	0	879.88			6.00	17.86' RT	880.95
	93+00	-6.00	25.60' LT	878.57	0	880.09			6.00	18.42' RT	881.19
	93+25	-6.00	26.34' LT	878.71	0	880.29			6.00	18.98' RT	881.43
	93+50	-6.00	27.07' LT	878.90	0	880.49			6.00	19.54' RT	881.66
	93+75	-6.00	27.81' LT	879.02	0	880.69			6.00	20.09' RT	881.90
	94+00	-6.00	28.55' LT	879.23	0	880.89			6.00	20.65' RT	882.12
	94+25	-6.00	29.29' LT	879.33	0	881.09			6.00	21.20' RT	882.36
	94+50	-6.00	30.03' LT	879.56	0	881.29			6.00	21.76' RT	882.59
	94+75	-6.00	30.76' LT	879.64	0	881.49			6.00	22.00' RT	882.81
	95+00	-6.00	31.49' LT	879.82	0	881.69			6.00	22.00' RT	883.01
	95+25	-6.00	32.50' LT	879.94	0	881.89			6.00	22.00' RT	883.21
	95+50	-6.00	34.03' LT	880.05	0	882.09			6.00	22.00' RT	883.41
	95+75	-6.00	35.40' LT	880.17	0	882.29			6.00	22.00' RT	883.61
	96+00	-6.00	36.58' LT	880.29	0	882.49			6.00	22.00' RT	883.81
	96+25	-6.00	37.60' LT	880.43	0	882.69			6.00	22.00' RT	884.01
	96+50	-6.00	38.43' LT	880.53	0	882.89			6.00	22.00' RT	884.21
	96+75	-6.00	39.09' LT	880.74	0	883.09			6.00	22.00' RT	884.41
END FULL SUPERELEVATION	97+00	-6.00	39.58' LT	880.89	0	883.29			6.00	22.00' RT	884.61
START OF EB & WB PGLS	97+02.80	-6.00	39.62' LT	880.93	0	883.31			6.00	22.00' RT	884.63
	97+25	-4.81	39.88' LT	881.57	0	883.49			4.81	22.00' RT	884.55
	97+34.50	-4.57	39.95' LT	881.60	12.00' LT	883.43	6.00' LT	883.69	4.57	22.00' RT	884.97
	97+50	-3.47	40.00' LT	882.60	12.00' LT	883.57	6.00' LT	883.78	3.47	22.00' RT	884.75
	97+73.32	-2.50	41.48' LT	883.06	12.00' LT	883.80	6.00' LT	883.95	2.50	22.00' RT	884.65
END OF ROTATION OF WEST BOUND LANES	97+75	-2.00	41.62' LT	883.21	12.00' LT	883.85	6.00' LT	883.91	2.43	22.00' RT	884.59
	97+91.60	-2.00	43.02' LT	883.41	12.00' LT	884.01	6.00' LT	884.03	1.73	22.00' RT	884.51
CONCRETE PAVEMENT BEGINS	98+00	-2.00	43.73' LT	883.45	12.00' LT	884.09	6.00' LT	884.09	1.38	22.00' RT	884.47
	98+25	-2.00	45.83' LT	883.61	12.00' LT	884.29	6.00' LT	884.29	0.16	22.00' RT	884.33
	98+39.47	-2.00	43.04' LT	883.79	12.00' LT	884.41	6.00' LT	884.41	-0.55	18.00' RT	884.28
	98+50	-2.00	43.93' LT	883.85	12.00' LT	884.49	6.00' LT	884.49	-1.06	18.00' RT	884.23
END ROTATION OF EAST BOUND LANES	98+69.30	-2.00	45.56' LT	883.97	12.00' LT	884.64	6.00' LT	884.64	-2.00	18.00' RT	884.16

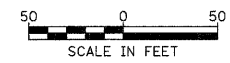
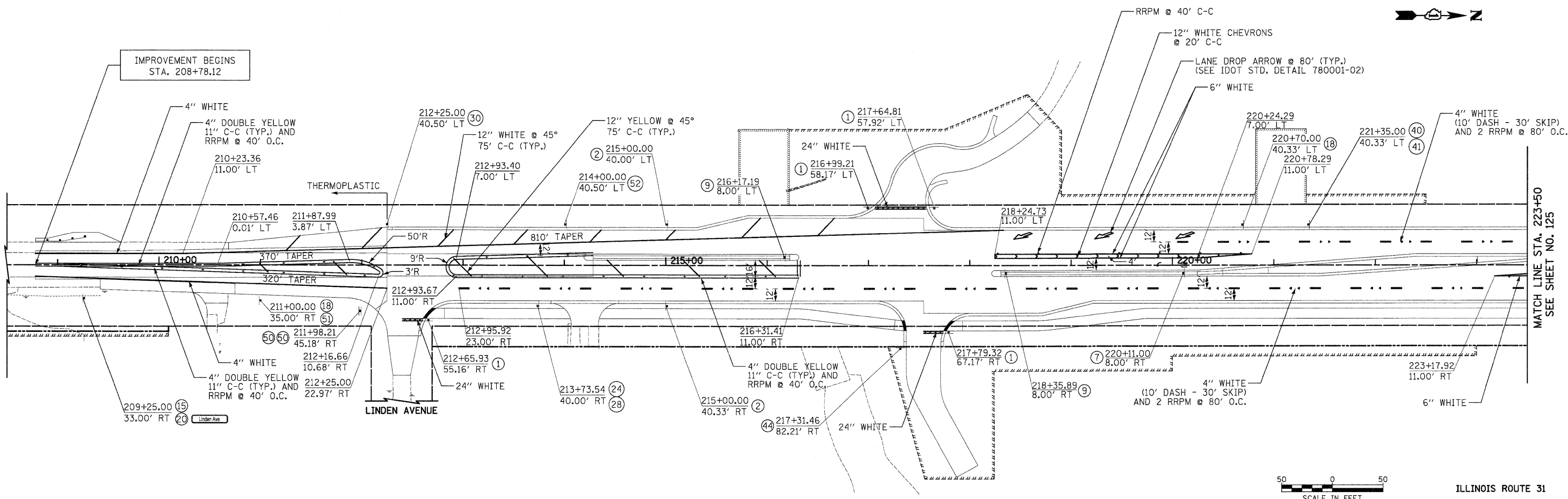
**TRAFFIC SIGN LEGEND**

- |  |  |  |
|--|--|--|
| 1 STOP R1-1, 30"x30"                           | 12 SNOW OBSTACLE NO PARKING AFTER 11:00 PM R7-203, 20"x18" | 22 V33 M1-6, 24"x24"   |
| 2 SPEED LIMIT 45 R2-1, 30"x36"                 | 13 DO NOT BLOCK VIEWERS R10-SPECIAL, 24"x30"               | 23 ILLINOIS 31 M1-1100, 24"x24"                                |
| 3 SPEED LIMIT 25 R2-1, 30"x36"                 | 14 W2-2L, 36"x36"  | 24 BICYCLE W2-11, 24"x18"                                      |
| 4 R3-2, 30"x30"                                | 15 W2-2R, 36"x36"  | 25 M6-4, 21"x15"   |
| 5 R3-4, 30"x30"                                | 16 W3-3, 36"x36"   | 26 SPECIAL, 20"x15"  |
| 6 R3-5R, 30"x36"                               | 17 W4-2R, 36"x36"  | 27 31 MCHENRY SPECIAL, 30"x30"                                 |
| 7 R3-5L, 30"x36"                               | 18 W11-10, 30"x30"   | 28 END M4-6, 24"x12"   |
| 8 R3-8, 36"x36"                                | 19 NO PASSING ZONE W14-3, 36"x48"x48"                      | 29 ADOPT-A-HIGHWAY SIGN PANEL ASSEMBLY, TYPE A TO BE RELOCATED |
| 9 R4-7, 24"x30"                                | 20 KLASSEN RD W16-8, 24"x12" (TEXT AS SHOWN ON PLANS)      | 30 W6-3, 36"x36"   |
| 10 R1-2, 36"x36"x36"                           | 21 SCHOOL BUS STOP AHEAD S3-1, 30"x30"                     | 31 NORTH M3-1, 24"x12"   |
| 11 NO PARKING 2:00 AM TO 6:00 AM R7-2, 12"x18" |  | 32 SOUTH M3-3, 24"x12"   |
|  |  | 33 R3-SPECIAL, 48"x30"   |
|  |  | 34 R3-SPECIAL, 60"x30"   |

**RAISED PAVEMENT MARKINGS LEGEND**

- |  |                 |
|--|-----------------|
| 45 TRINITY DR D3-1, 24"x8"                     | ONE-WAY CRYSTAL |
| 46 IL RTE 31 D3-1, 24"x8"                      | ONE-WAY AMBER   |
| 47 FIRST AVE D3-1, 24"x8"                      | TWO-WAY AMBER   |
| 48 SECOND AVE D3-1, 24"x8"                     |                 |
| 49 KLASSEN RD D3-1, 24"x8"                     |                 |
| 50 LINDEN AVE D3-1, 24"x8"                     |                 |
| 51 NO PARKING ON SHOULDER R7-SPECIAL, 12"x18"  |                 |
| 52 TRUCKS CHECK AIR BRAKES W5-SPECIAL, 48"x48" |                 |
| 53 M6-1, 21"x15"                               |                 |
| 54 M6-1, 21"x15"                               |                 |
| 55 M5-1, 21"x15"                               |                 |
| 56 M5-1, 21"x15"                               |                 |

NOTE: ALL PERMANENT PAVEMENT MARKINGS SHALL BE POLYUREA TYPE I UNLESS OTHERWISE NOTED.

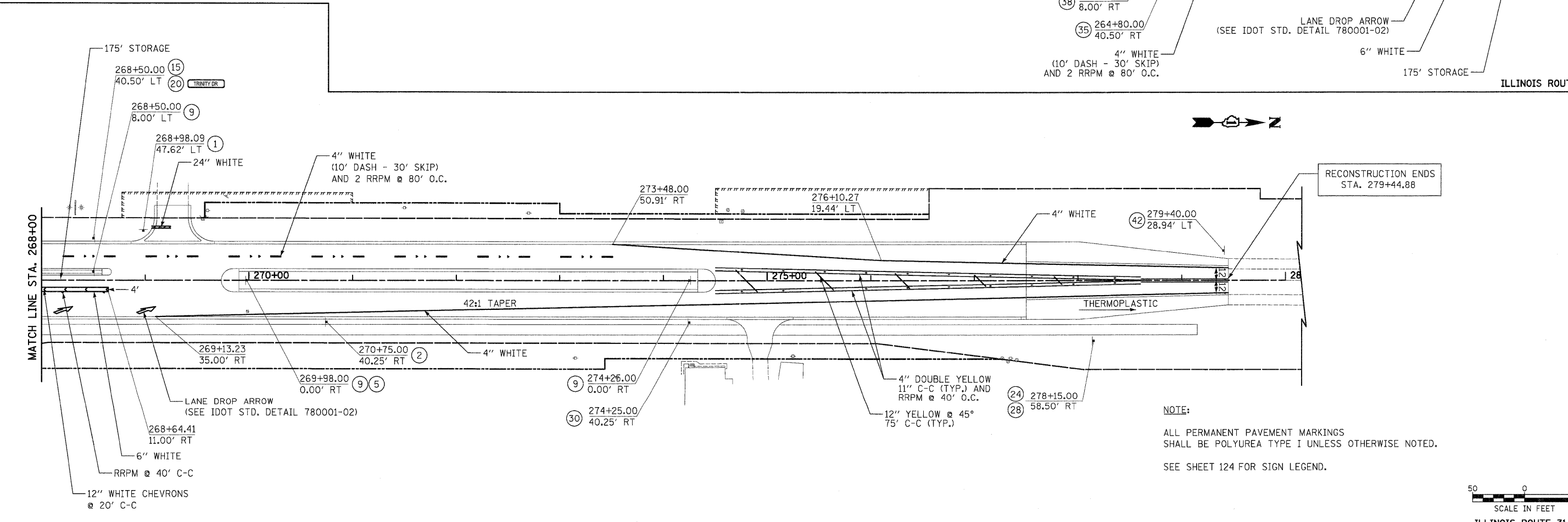
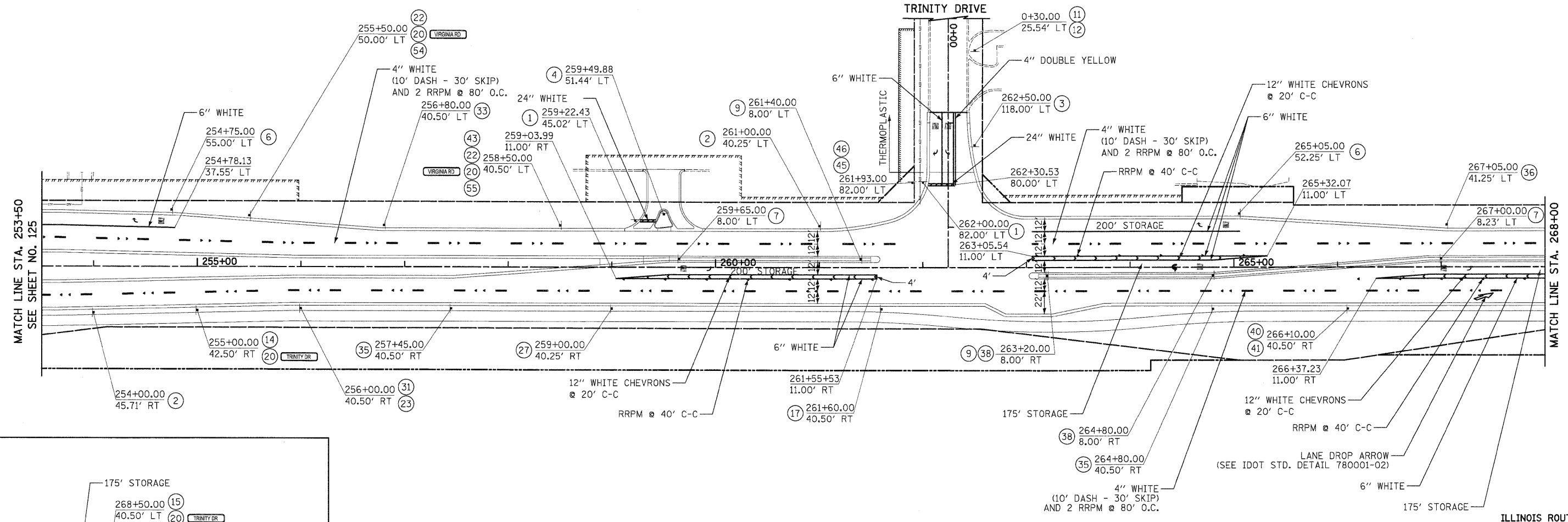


ILLINOIS ROUTE 31

FILE NAME = Y:\2278 Virginia Klassen\cadd\sheet\13-SigningAndStriping\2278_PMK_01.dgn	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN</b>		F.A.J. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 124	
PLOT SCALE = 50.0000' / in.	CHECKED - GAB	DATE - 10/24/11	REVISED -		SCALE: 1" = 50'	SHEET NO. 1 OF 4 SHEETS	STA. 208+78.12	TO STA. 223+50	CONTRACT NO. 63553			
PLOT DATE = 10/24/2011					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064(003)							





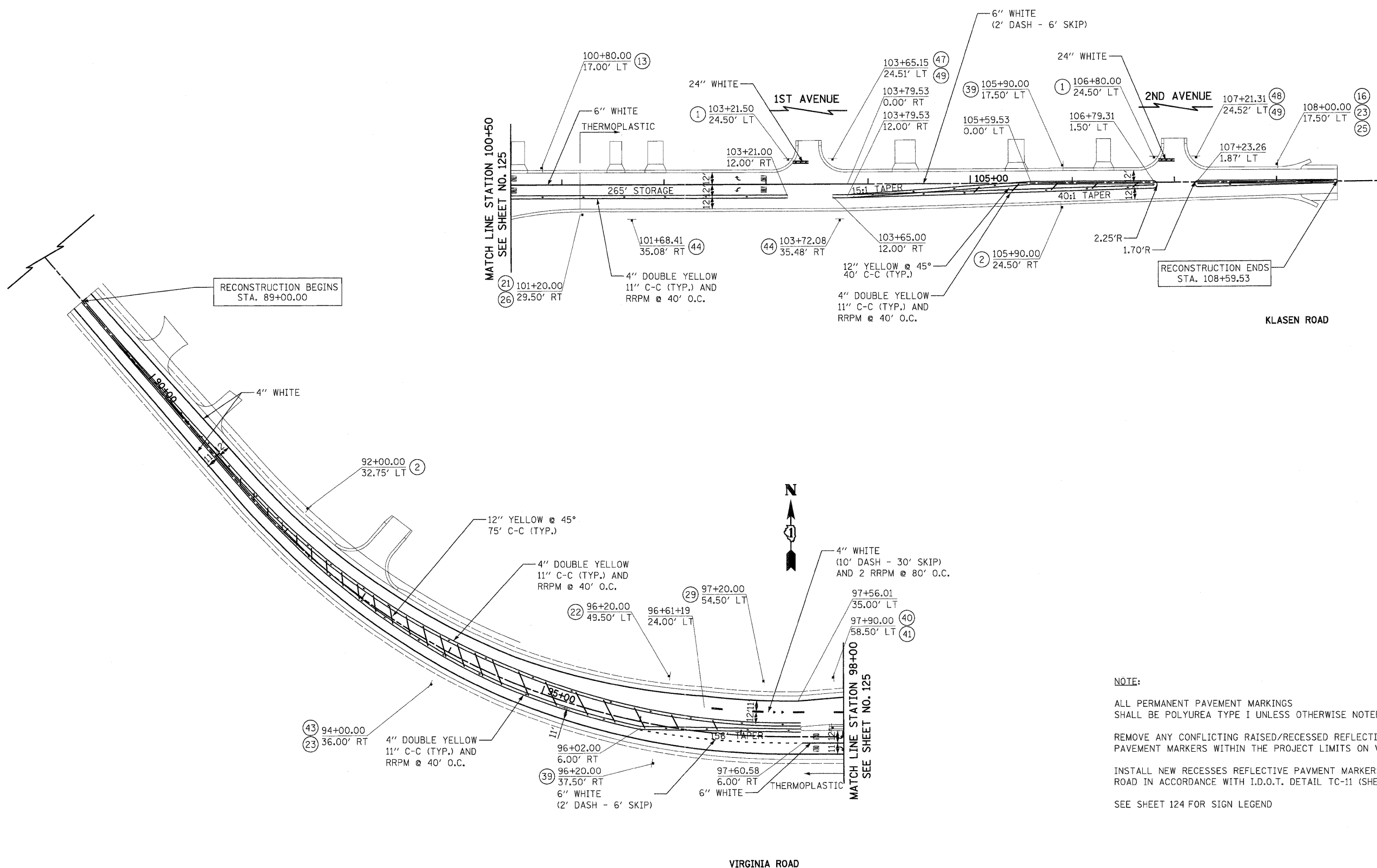


NOTE:  
 ALL PERMANENT PAVEMENT MARKINGS  
 SHALL BE POLYUREA TYPE I UNLESS OTHERWISE NOTED.  
 SEE SHEET 124 FOR SIGN LEGEND.



ILLINOIS ROUTE 31

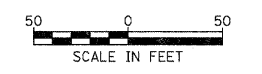
FILE NAME =	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Y:\2278 Virginia Klassen\oad\sheet\13-SigningAndStriping\2278_PMK_03.dgn		DRAWN - DTE	REVISED -			3887	96-00209-01-PV	MCHENRY	271	126	
PLOT SCALE = 50.0000' / in.		CHECKED - GAB	REVISED -			<b>CONTRACT NO. 63553</b>					
PLOT DATE = 10/24/2011		DATE - 10/24/11	REVISED -			SCALE: 1" = 50'	SHEET NO. 3 OF 4 SHEETS	STA. 253+50	TO STA. 279+44.88	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064(003)	



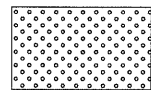
RECONSTRUCTION BEGINS STA. 89+00.00

RECONSTRUCTION ENDS STA. 108+59.53

**NOTE:**  
 ALL PERMANENT PAVEMENT MARKINGS SHALL BE POLYUREA TYPE I UNLESS OTHERWISE NOTED.  
 REMOVE ANY CONFLICTING RAISED/RECESSED REFLECTIVE PAVEMENT MARKERS WITHIN THE PROJECT LIMITS ON VIRGINIA ROAD.  
 INSTALL NEW RECESSES REFLECTIVE PAVEMENT MARKERS ON VIRGINIA ROAD IN ACCORDANCE WITH I.D.O.T. DETAIL TC-11 (SHEET NO. 138)  
 SEE SHEET 124 FOR SIGN LEGEND



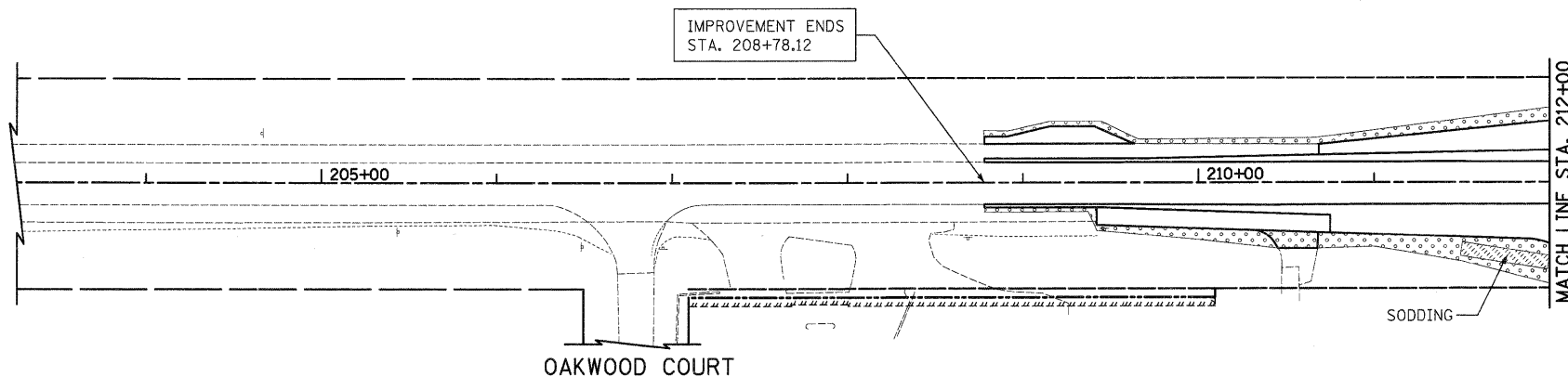
FILE NAME =	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN</b>	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50.0000' / in.		CHECKED - GAB	REVISED -			<b>CONTRACT NO. 63553</b>				
PLOT DATE = 10/24/2011		DATE - 10/24/11	REVISED -			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT HPP-406(003)				
				SCALE: 1" = 50'		SHEET NO. 4 OF 4 SHEETS		STA. TO STA.		



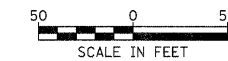
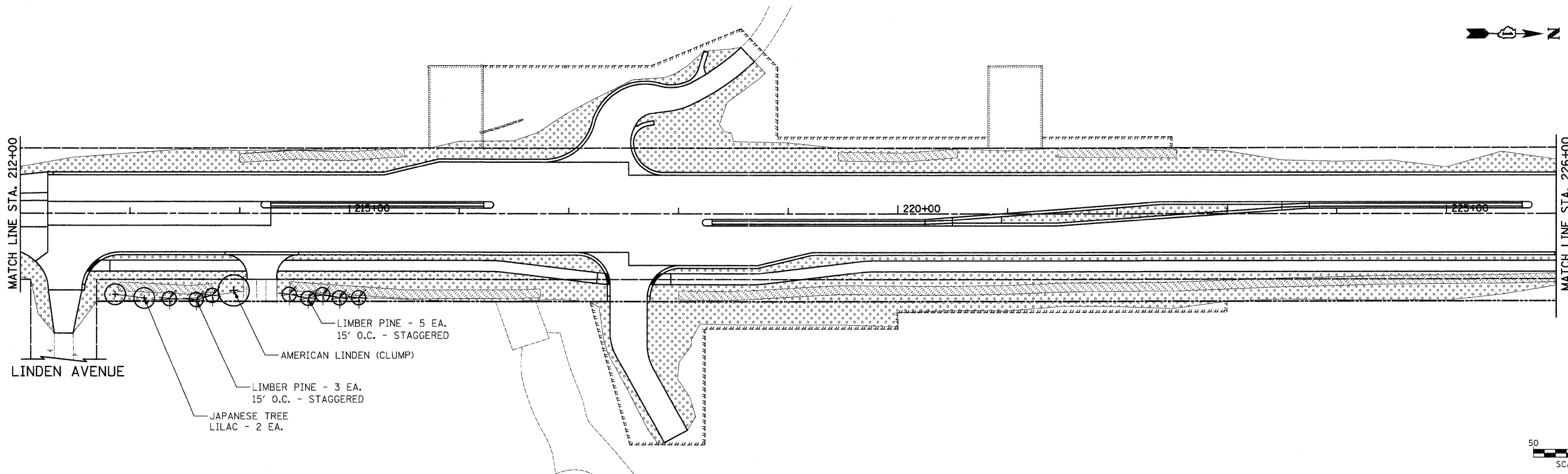
SEEDING, CLASS 2A  
TOPSOIL FURNISH AND PLACE, 4 INCH



SODDING, SALT TOLERANT  
TOPSOIL FURNISH AND PLACE, 4 INCH

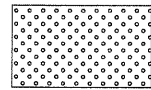


ILLINOIS ROUTE 31

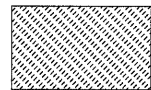


ILLINOIS ROUTE 31

FILE NAME =	USER NAME = dte	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LANDSCAPING PLAN</b>	F.A.J. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 128
Y:\2278 Virginia Klassen\oad\sheet\14-Landscaping\2278_LSC_01.dgn	PLOT SCALE = 50.0000' / in.	CHECKED - GAB	REVISED -			CONTRACT NO. 63553				
PLOT DATE = 10/24/2011	DATE - 10/24/11	REVISED -	SCALE: 1" = 50'			SHEET NO. 1 OF 4 SHEETS	STA. 208+78.12 TO STA. 226+00	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064(003)		



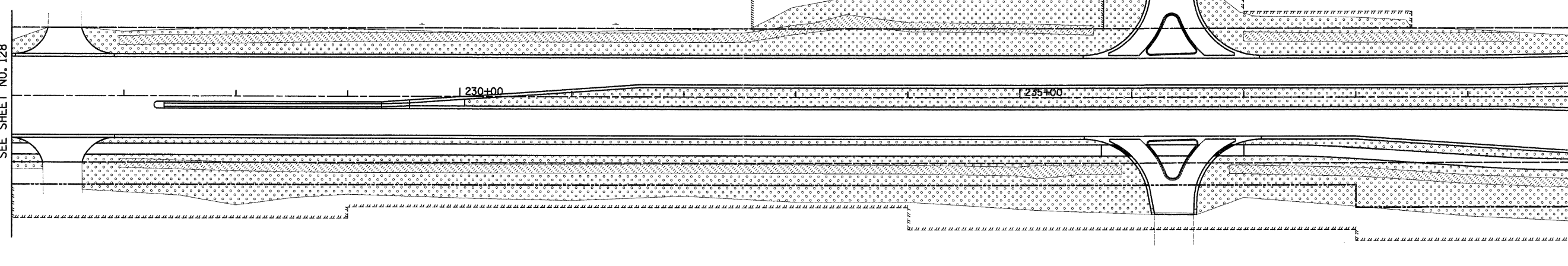
SEEDING, CLASS 2A  
TOPSOIL EXCAVATION AND PLACEMENT



SODDING, SALT TOLERANT  
TOPSOIL FURNISH AND PLACE, 4 INCH



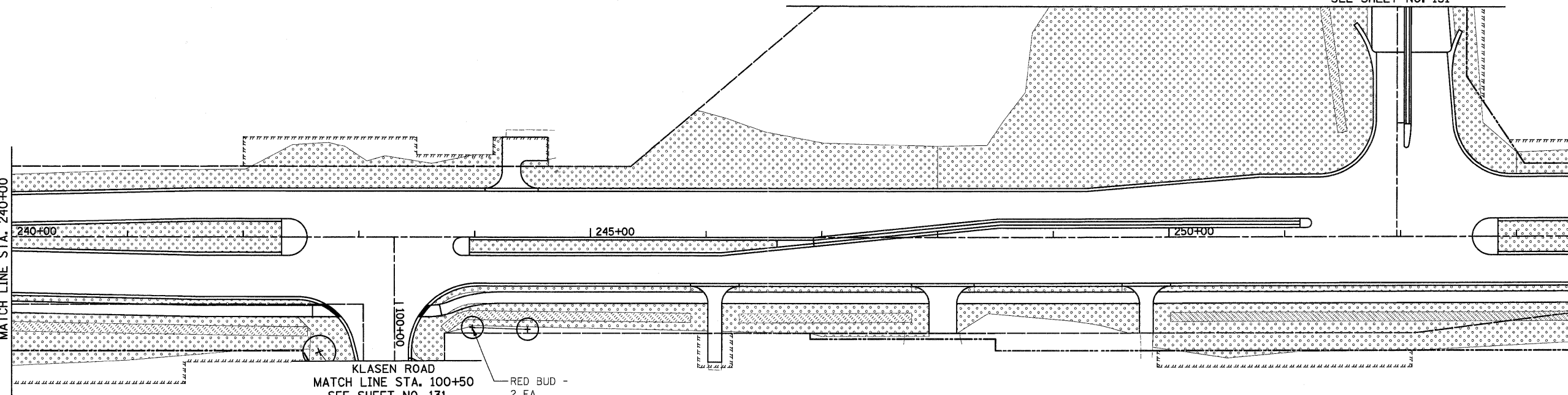
MATCH LINE STA. 226+00  
SEE SHEET NO. 128



MATCH LINE STA. 240+00

VIRGINIA ROAD  
MATCH LINE STA. 98+00  
SEE SHEET NO. 131

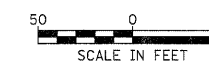
MATCH LINE STA. 240+00



MATCH LINE STA. 253+50  
SEE SHEET NO. 130

KLASEN ROAD  
MATCH LINE STA. 100+50  
SEE SHEET NO. 131

RED BUD -  
2 EA.

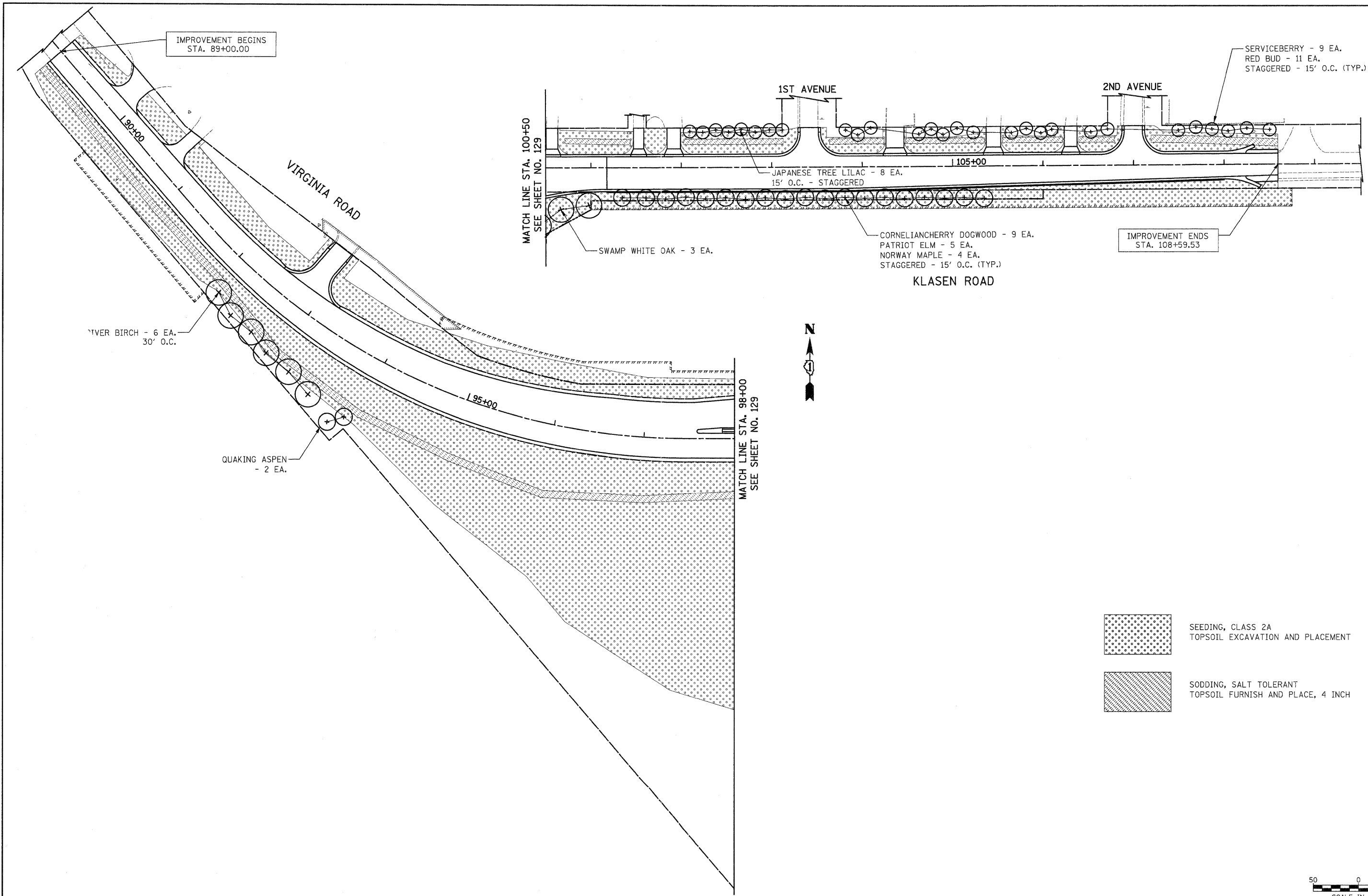


ILLINOIS ROUTE 31

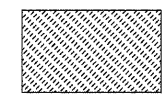
FILE NAME =	USER NAME = dte	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LANDSCAPING PLAN</b>			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Y:\2278 Virginia Klase\oad\sheet\14-Landscaping\2278_LSC_02.dgn		DRAWN - DTE	REVISED -		3887	96-00209-01-PV	MCHENRY	271	129			
PLOT SCALE = 50.0000' / in.		CHECKED - GAB	REVISED -		CONTRACT NO. 63553							
PLOT DATE = 10/24/2011		DATE - 10/24/11	REVISED -		SCALE: 1" = 50'	SHEET NO. 2 OF 4 SHEETS	STA. 226+00 TO STA. 253+50	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HPP-4064(003)		







SEEDING, CLASS 2A  
TOPSOIL EXCAVATION AND PLACEMENT



SODDING, SALT TOLERANT  
TOPSOIL FURNISH AND PLACE, 4 INCH



FILE NAME =	USER NAME = dte	DESIGNED - DTE	REVISED -
Y:\2278 Virginia Klaseen\cad\sheet\14-Landscaping\2278_LSC_04.dgn		DRAWN - DTE	REVISED -
		CHECKED - GAB	REVISED -
		DATE - 10/24/11	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LANDSCAPING PLAN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	96-00209-01-PV	MCHENRY	271	131
CONTRACT NO. 63553			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064(003)	

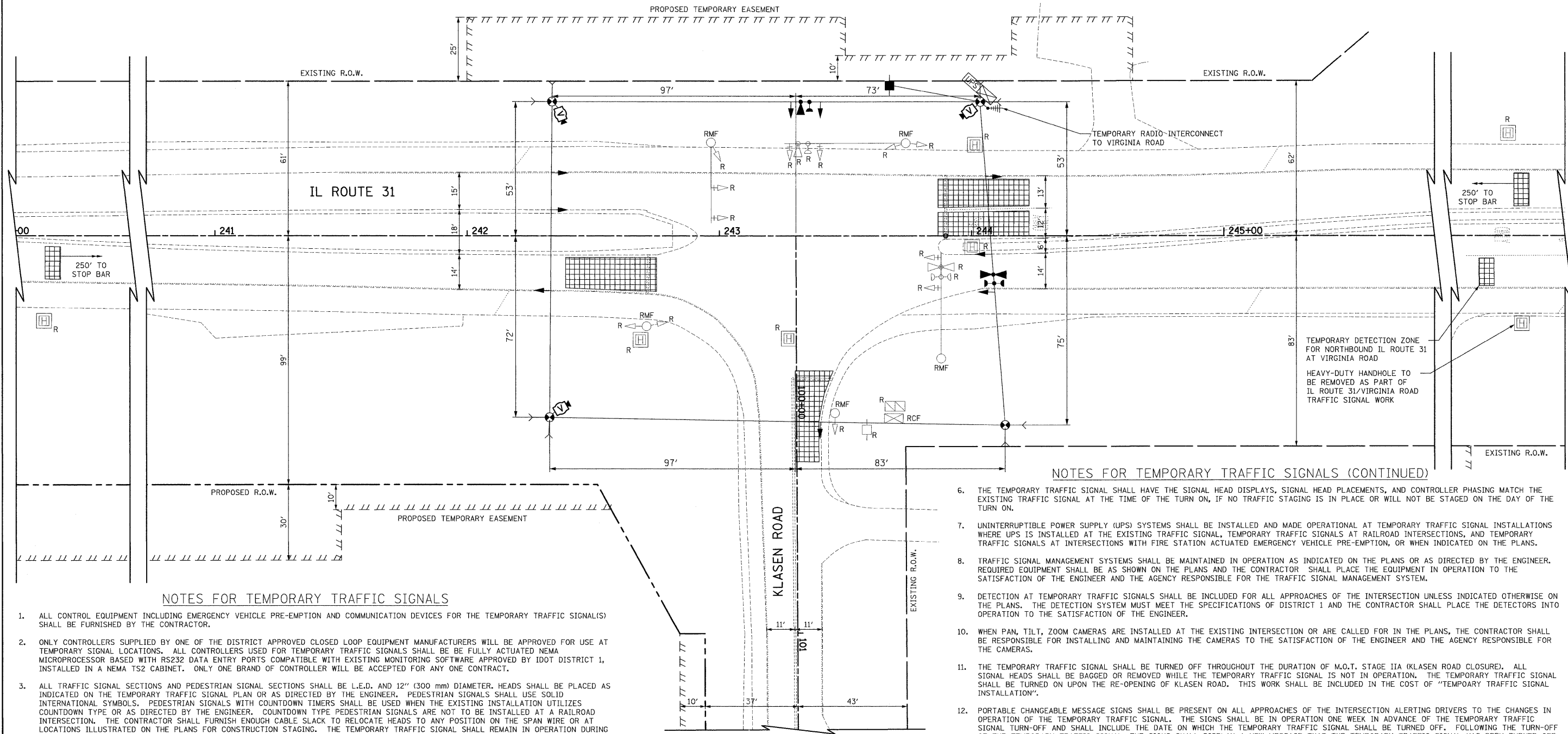
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 3 EACH STEEL MAST ARM ASSEMBLY AND POLE
- 7 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 1 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 1 EACH SIGNAL HEAD, 2-FACE, 3-SECTION
- 1 EACH SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
- 2 EACH SIGNAL POST
- 1 EACH SERVICE INSTALLATION
- 1 EACH CONTROLLER AND CABINET, COMPLETE

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE ALGONQUIN-LAKE IN THE HILLS FIRE PROTECTION DISTRICT. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE FIRE PROTECTION DISTRICT AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

RESTORATION OF WORK AREA.  
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY VEHICLE PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE L.E.D. AND 12" (300 mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL USE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.

**NOTES FOR TEMPORARY TRAFFIC SIGNALS (CONTINUED)**

6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS, AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
11. THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED OFF THROUGHOUT THE DURATION OF M.O.T. STAGE IIA (KLASEEN ROAD CLOSURE). ALL SIGNAL HEADS SHALL BE BAGGED OR REMOVED WHILE THE TEMPORARY TRAFFIC SIGNAL IS NOT IN OPERATION. THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED ON UPON THE RE-OPENING OF KLASEEN ROAD. THIS WORK SHALL BE INCLUDED IN THE COST OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
12. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PRESENT ON ALL APPROACHES OF THE INTERSECTION ALERTING DRIVERS TO THE CHANGES IN OPERATION OF THE TEMPORARY TRAFFIC SIGNAL. THE SIGNS SHALL BE IN OPERATION ONE WEEK IN ADVANCE OF THE TEMPORARY TRAFFIC SIGNAL TURN-OFF AND SHALL INCLUDE THE DATE ON WHICH THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED OFF. FOLLOWING THE TURN-OFF OF THE TEMPORARY TRAFFIC SIGNAL, THE SIGNS SHALL DISPLAY A NEW MESSAGE THAT THE TEMPORARY TRAFFIC SIGNAL HAS BEEN TURNED OFF AND KLASEEN ROAD IS CLOSED TO THROUGH TRAFFIC.
13. ONE WEEK IN ADVANCE OF THE KLASEEN ROAD RE-OPENING, PORTABLE CHANGEABLE MESSAGE SIGNS SHALL DISPLAY A MESSAGE INCLUDING THE DATE ON WHICH THE TEMPORARY TRAFFIC SIGNAL WILL BE TURNED ON. FOLLOWING THE TURN-ON OF THE TEMPORARY TRAFFIC SIGNAL, THE SIGNS SHALL DISPLAY A NEW MESSAGE THAT THE TEMPORARY TRAFFIC SIGNAL IS TURNED ON AND KLASEEN ROAD IS OPEN TO TRAFFIC.

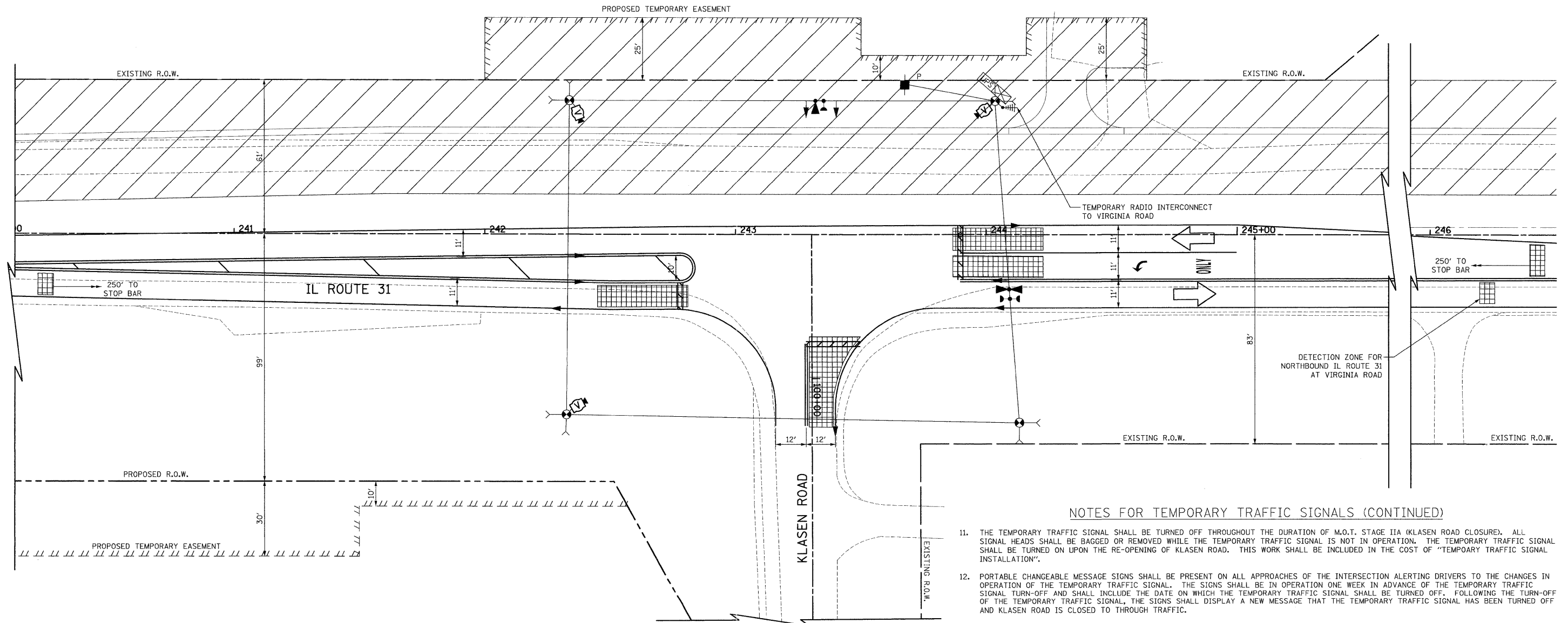
NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = Y:\2278 Virginia Klaseen\cad\sheet\15-TrafficSignals\2278-TS-01-Klaseen-Temp-Sig-Inst.dwg	USER NAME = brd	DESIGNED - BRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVAL PLAN IL ROUTE 31 AT KLASEEN ROAD</b>	F.A.U. R.T.E. = 3887	SECTION = 96-00209-01-PV	COUNTY = MCHENRY	TOTAL SHEETS = 271	SHEET NO. = 132		
PLOT SCALE = 28,0000' / 1" =	CHECKED - JJE	REVISIED -	REVISIED -			SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 63553			
PLOT DATE = 12/7/2011	DATE = 10/24/11	REVISIED -	REVISIED -			FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT HPP-40640031						

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY VEHICLE PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE L.E.D. AND 12" (300 mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL USE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS, AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.



NOTES FOR TEMPORARY TRAFFIC SIGNALS (CONTINUED)

11. THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED OFF THROUGHOUT THE DURATION OF M.O.T. STAGE IIA (KLASEEN ROAD CLOSURE). ALL SIGNAL HEADS SHALL BE BAGGED OR REMOVED WHILE THE TEMPORARY TRAFFIC SIGNAL IS NOT IN OPERATION. THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED ON UPON THE RE-OPENING OF KLASEEN ROAD. THIS WORK SHALL BE INCLUDED IN THE COST OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
12. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PRESENT ON ALL APPROACHES OF THE INTERSECTION ALERTING DRIVERS TO THE CHANGES IN OPERATION OF THE TEMPORARY TRAFFIC SIGNAL. THE SIGNS SHALL BE IN OPERATION ONE WEEK IN ADVANCE OF THE TEMPORARY TRAFFIC SIGNAL TURN-OFF AND SHALL INCLUDE THE DATE ON WHICH THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED OFF. FOLLOWING THE TURN-OFF OF THE TEMPORARY TRAFFIC SIGNAL, THE SIGNS SHALL DISPLAY A NEW MESSAGE THAT THE TEMPORARY TRAFFIC SIGNAL HAS BEEN TURNED OFF AND KLASEEN ROAD IS CLOSED TO THROUGH TRAFFIC.
13. ONE WEEK IN ADVANCE OF THE KLASEEN ROAD RE-OPENING, PORTABLE CHANGEABLE MESSAGE SIGNS SHALL DISPLAY A MESSAGE INCLUDING THE DATE ON WHICH THE TEMPORARY TRAFFIC SIGNAL WILL BE TURNED ON. FOLLOWING THE TURN-ON OF THE TEMPORARY TRAFFIC SIGNAL, THE SIGNS SHALL DISPLAY A NEW MESSAGE THAT THE TEMPORARY TRAFFIC SIGNAL IS TURNED ON AND KLASEEN ROAD IS OPEN TO TRAFFIC.

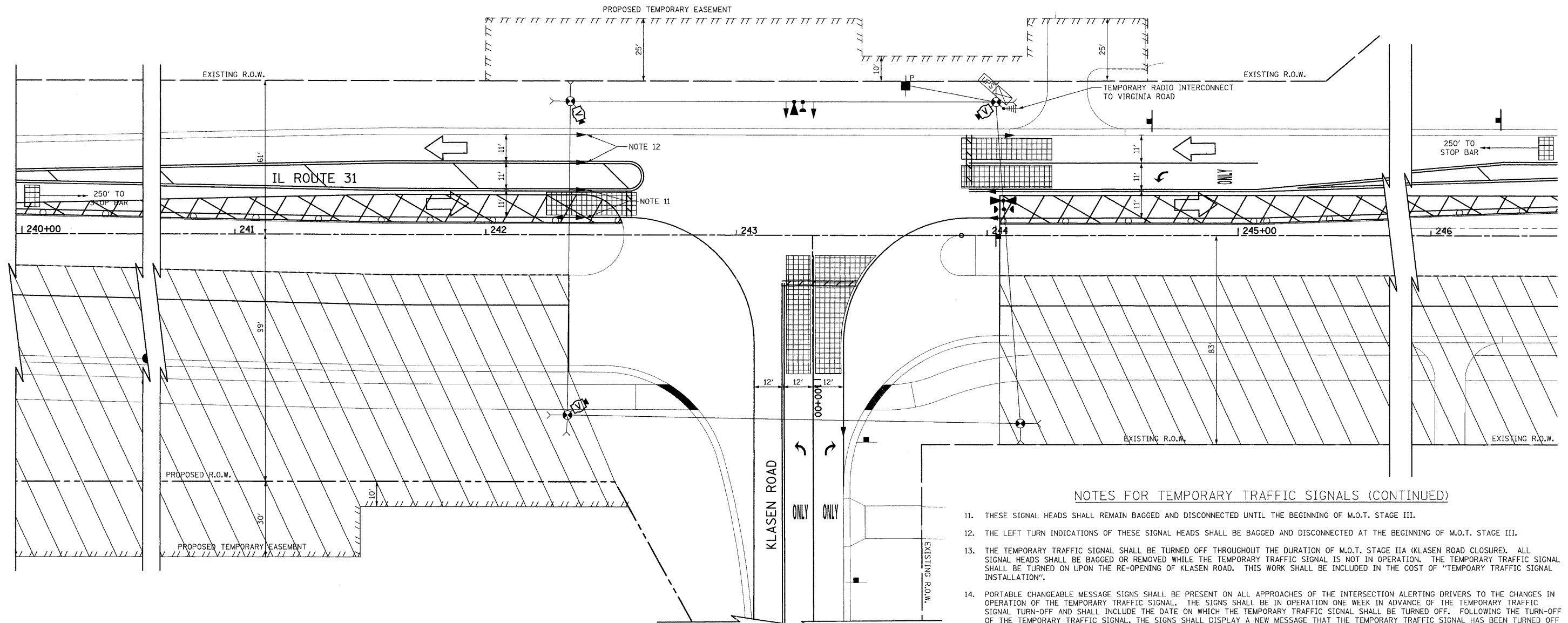
**RESTORATION OF WORK AREA.**  
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE:  
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = Y:\2278 Virginia Klaseen\cad\sheet\15-Tr	USER NAME = brd	DESIGNED - BRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY TRAFFIC SIGNAL PLAN - M.O.T. STAGE IA-IC IL ROUTE 31 AT KLASEEN ROAD</b>	F.A.J. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 133			
	PLOT SCALE = 28,0000' / in.	CHECKED - JJE	REVISED -			SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 63553			
	PLOT DATE = 12/8/2011	DATE - 10/24/11	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064003							

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY VEHICLE PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE L.E.D. AND 12" (300 mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL USE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS, AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
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NOTES FOR TEMPORARY TRAFFIC SIGNALS (CONTINUED)

11. THESE SIGNAL HEADS SHALL REMAIN BAGGED AND DISCONNECTED UNTIL THE BEGINNING OF M.O.T. STAGE III.
12. THE LEFT TURN INDICATIONS OF THESE SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED AT THE BEGINNING OF M.O.T. STAGE III.
13. THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED OFF THROUGHOUT THE DURATION OF M.O.T. STAGE IIA (KLASEN ROAD CLOSURE). ALL SIGNAL HEADS SHALL BE BAGGED OR REMOVED WHILE THE TEMPORARY TRAFFIC SIGNAL IS NOT IN OPERATION. THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED ON UPON THE RE-OPENING OF KLASEN ROAD. THIS WORK SHALL BE INCLUDED IN THE COST OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
14. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PRESENT ON ALL APPROACHES OF THE INTERSECTION ALERTING DRIVERS TO THE CHANGES IN OPERATION OF THE TEMPORARY TRAFFIC SIGNAL. THE SIGNS SHALL BE IN OPERATION ONE WEEK IN ADVANCE OF THE TEMPORARY TRAFFIC SIGNAL TURN-OFF AND SHALL INCLUDE THE DATE ON WHICH THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED OFF. FOLLOWING THE TURN-OFF OF THE TEMPORARY TRAFFIC SIGNAL, THE SIGNS SHALL DISPLAY A NEW MESSAGE THAT THE TEMPORARY TRAFFIC SIGNAL HAS BEEN TURNED OFF AND KLASEN ROAD IS CLOSED TO THROUGH TRAFFIC.
15. ONE WEEK IN ADVANCE OF THE KLASEN ROAD RE-OPENING, PORTABLE CHANGEABLE MESSAGE SIGNS SHALL DISPLAY A MESSAGE INCLUDING THE DATE ON WHICH THE TEMPORARY TRAFFIC SIGNAL WILL BE TURNED ON. FOLLOWING THE TURN-ON OF THE TEMPORARY TRAFFIC SIGNAL, THE SIGNS SHALL DISPLAY A NEW MESSAGE THAT THE TEMPORARY TRAFFIC SIGNAL IS TURNED ON AND KLASEN ROAD IS OPEN TO TRAFFIC.

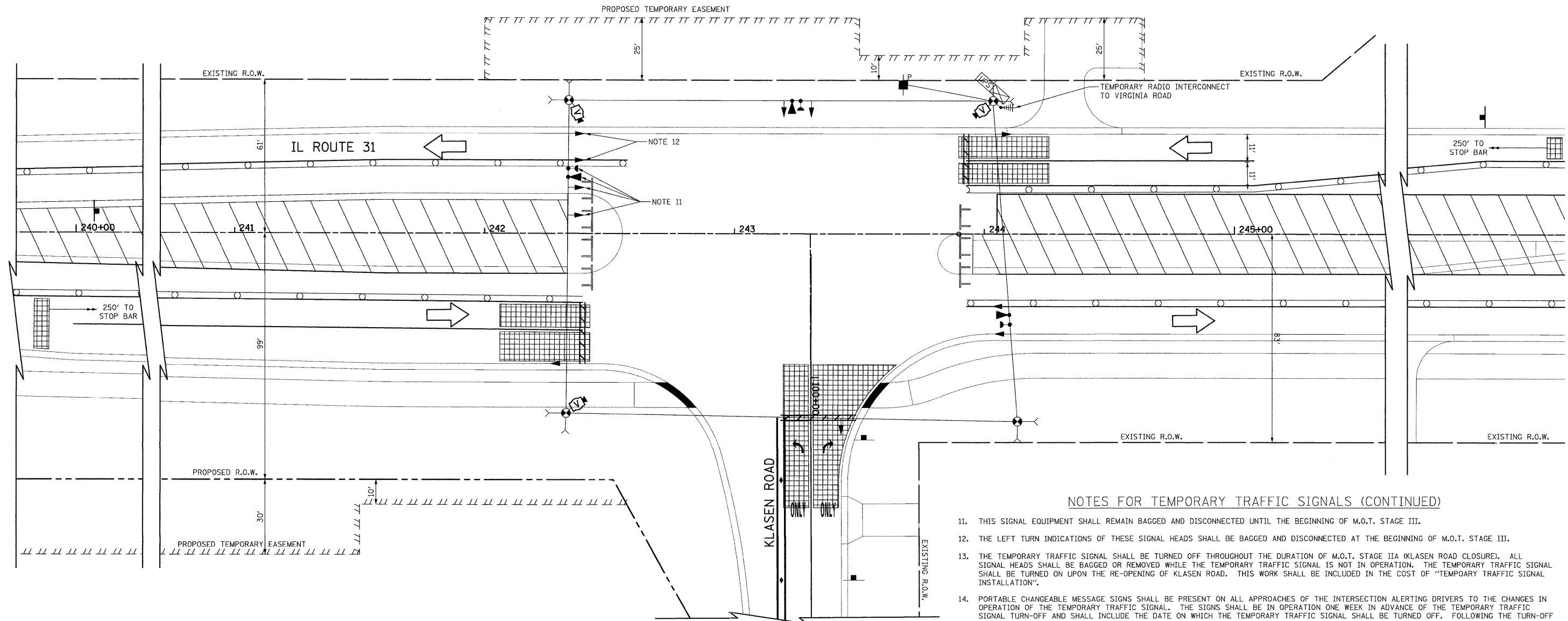
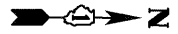
RESTORATION OF WORK AREA.  
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NOTE:  
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = Y:\2278 Virginia Klasen\load\sheet\15-Tr	USER NAME = bnd F:\Signals\2278_TS_03_Klasen_Temp_Sig_MOT	DESIGNED - BRD DRAWN - OJT	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL PLAN - M.O.T. STAGE IIB-IIC IL ROUTE 31 AT KLASEN ROAD	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 134	CONTRACT NO. 63553	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT HPP-4064(003)
PLOT SCALE = 20,0000' / 1" IN.	PLOT DATE = 12/8/2011	CHECKED - JJE DATE - 10/24/11	SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.							

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NOTES FOR TEMPORARY TRAFFIC SIGNALS (CONTINUED)

- THIS SIGNAL EQUIPMENT SHALL REMAIN BAGGED AND DISCONNECTED UNTIL THE BEGINNING OF M.O.T. STAGE III.
- THE LEFT TURN INDICATIONS OF THESE SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED AT THE BEGINNING OF M.O.T. STAGE III.
- THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED OFF THROUGHOUT THE DURATION OF M.O.T. STAGE IIA (KLASEEN ROAD CLOSURE). ALL SIGNAL HEADS SHALL BE BAGGED OR REMOVED WHILE THE TEMPORARY TRAFFIC SIGNAL IS NOT IN OPERATION. THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED ON UPON THE RE-OPENING OF KLASEEN ROAD. THIS WORK SHALL BE INCLUDED IN THE COST OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
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RESTORATION OF WORK AREA.  
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

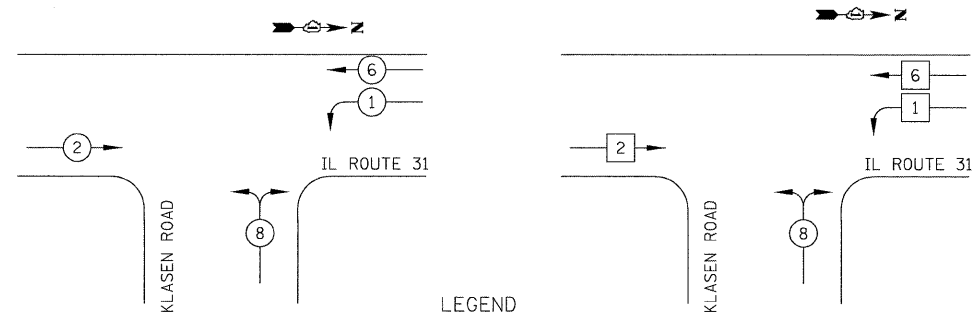
NOTE:  
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = Y:\2278 Virginia Klaseen\cad\sheet\15-Tra	USER NAME = brd	DESIGNED - BRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY TRAFFIC SIGNAL PLAN - M.O.T. STAGE III IL ROUTE 31 AT KLASEEN ROAD</b>	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 134A	
PLOT SCALE = 28.0000' / in.	CHECKED - JJE	REVISOR - OJT	REVISOR -			CONTRACT NO. 63553					
PLOT DATE = 12/7/2011	DATE - 10/24/11	REVISOR -	REVISOR -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064(003)					
						SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.			



TEMPORARY CONTROLLER SEQUENCE EXISTING CONDITIONS THROUGH M.O.T. STAGE IIC

TEMPORARY CONTROLLER SEQUENCE M.O.T. STAGE III

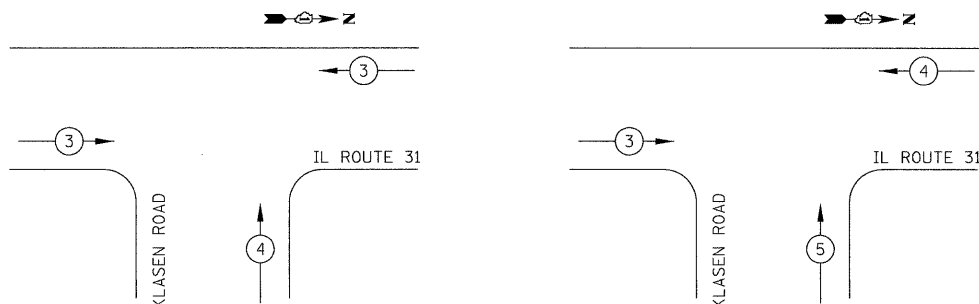


- LEGEND
- DUAL ENTRY PHASE
  - SINGLE ENTRY PHASE
  - ◇ OL OVERLAP
  - PEDESTRIAN PHASE
  - NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE THROUGH M.O.T. STAGE IIC

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE M.O.T. STAGE III



TEMPORARY EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	
MOVEMENT	←	→	↑

TEMPORARY EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	→	←	↑

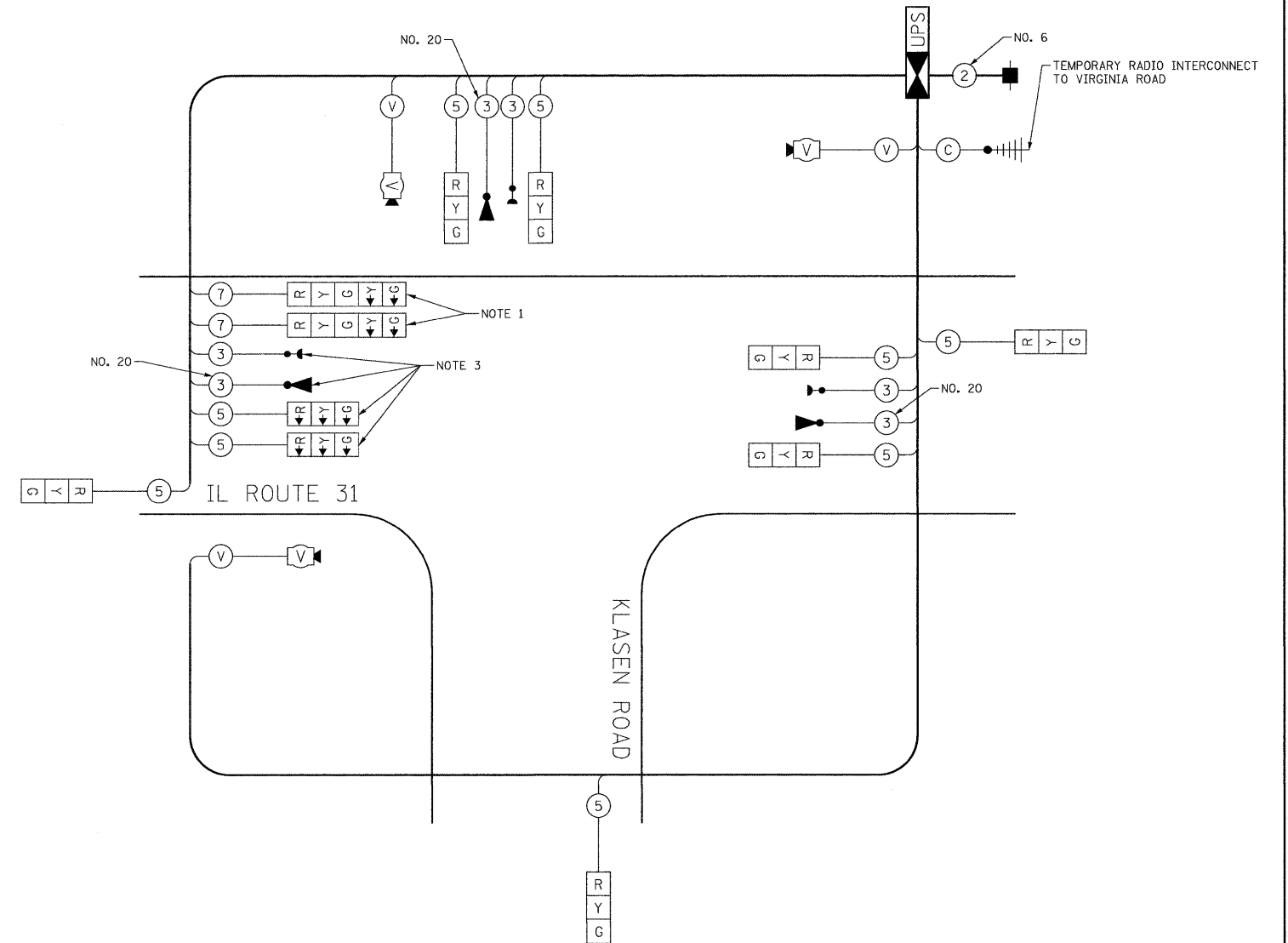
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	9	17		0.50	77
(YELLOW)	9	25		0.25	56
(GREEN)	9	15		0.25	34
ARROW	4	12		0.10	5
PED. SIGNAL	-	25		1.00	-
CONTROLLER	1	100		1.00	100
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
TOTAL =					422

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 WEST CENTER COURT  
SCHAUMBURG, IL 60196-1096  
CONTACT: RIGO ESPINOZA  
PHONE: (847) 608-2371  
COMPANY: COM ED

TEMPORARY CABLE PLAN NOTES

1. THE LEFT TURN SIGNAL INDICATIONS OF THESE SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED AT THE BEGINNING OF M.O.T. STAGE III.
2. THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED OFF THROUGHOUT THE DURATION OF M.O.T. STAGE IIA (KLASEEN ROAD CLOSURE). ALL SIGNAL HEADS SHALL BE BAGGED OR REMOVED WHILE THE TEMPORARY TRAFFIC SIGNAL IS NOT IN OPERATION. THE TEMPORARY TRAFFIC SIGNAL SHALL BE TURNED ON UPON THE RE-OPENING OF KLASEEN ROAD. THIS WORK SHALL BE INCLUDED IN THE COST OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
3. THIS SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE BEGINNING OF M.O.T. STAGE IIB, BUT SHALL REMAIN BAGGED AND DISCONNECTED UNTIL THE BEGINNING OF M.O.T. STAGE III.

NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.



TEMPORARY CABLE PLAN  
NOT TO SCALE

FILE NAME =	USER NAME = brd	DESIGNED - BRD	REVISIONS	<p align="center"><b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b></p> <p>TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE IL ROUTE 31 AT KLASEEN ROAD</p> <p>SCALE: NO SCALE SHEET NO. 1 OF 1 SHEETS STA. TO STA.</p>	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 135
Y:\2278 Virginia Klaseen\cad\sheet\15-TrafficSignals\2278_TS_04_Klaseen_Temp_Cable.dgn		DRAWN - OJT	REVISIONS		CONTRACT NO. 63553				
PLOT SCALE = 50.0000' / 1"		CHECKED - JJE	REVISIONS		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064003				
PLOT DATE = 12/7/2011		DATE - 10/24/11	REVISIONS						





NOTES FOR TEMPORARY TRAFFIC SIGNALS

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY VEHICLE PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
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- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE L.E.D. AND 12" (300 mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL USE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS, AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
- TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
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- WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

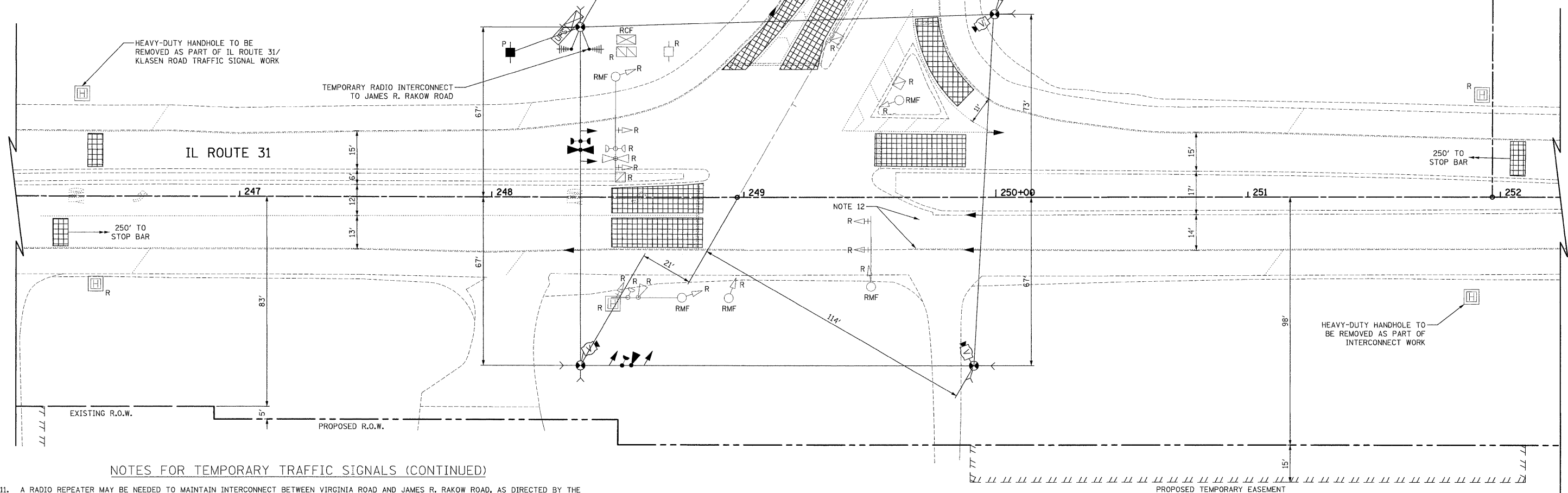


THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE ALGONQUIN-LAKE IN THE HILLS FIRE PROTECTION DISTRICT. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK-UP OF ALL EQUIPMENT TO BE RETURNED TO THE FIRE PROTECTION DISTRICT AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 3 EACH STEEL MAST ARM ASSEMBLY AND POLE
- 8 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 2 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 2 EACH SIGNAL POST
- 1 EACH SERVICE INSTALLATION
- 1 EACH CONTROLLER AND CABINET, COMPLETE



NOTES FOR TEMPORARY TRAFFIC SIGNALS (CONTINUED)

- A RADIO REPEATER MAY BE NEEDED TO MAINTAIN INTERCONNECT BETWEEN VIRGINIA ROAD AND JAMES R. RAKOW ROAD, AS DIRECTED BY THE ENGINEER. IF A RADIO REPEATER IS REQUIRED, IT SHALL BE INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
- THE LEFT TURN SIGNAL INDICATIONS OF THESE SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED AT THE BEGINNING OF M.O.T. STAGE IA. NORTHBOUND LEFT TURNS SHALL BE PROHIBITED DURING CONSTRUCTION AND SHALL BE DETOURED TO JAMES R. RAKOW ROAD. REFER TO THE MAINTENANCE OF TRAFFIC PLANS FOR CORRESPONDING SIGNING AND DETOUR ROUTING.
- THE TEMPORARY TRAFFIC SIGNAL AT THIS LOCATION SHALL BE DEACTIVATED AND REMOVED AT THE CONCLUSION OF M.O.T. STAGE IIB UPON THE SHIFTING OF EASTBOUND VIRGINIA ROAD TRAFFIC TO THE NEW VIRGINIA ROAD ALIGNMENT. THE DEACTIVATION SHALL BE COORDINATED WITH THE ACTIVATION OF THE TEMPORARY SIGNAL AT THE INTERSECTION OF IL ROUTE 31 WITH THE NEW ALIGNMENT. THE TWO TEMPORARY SIGNALS SHALL NOT BE IN OPERATION SIMULTANEOUSLY.

**RESTORATION OF WORK AREA.**  
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

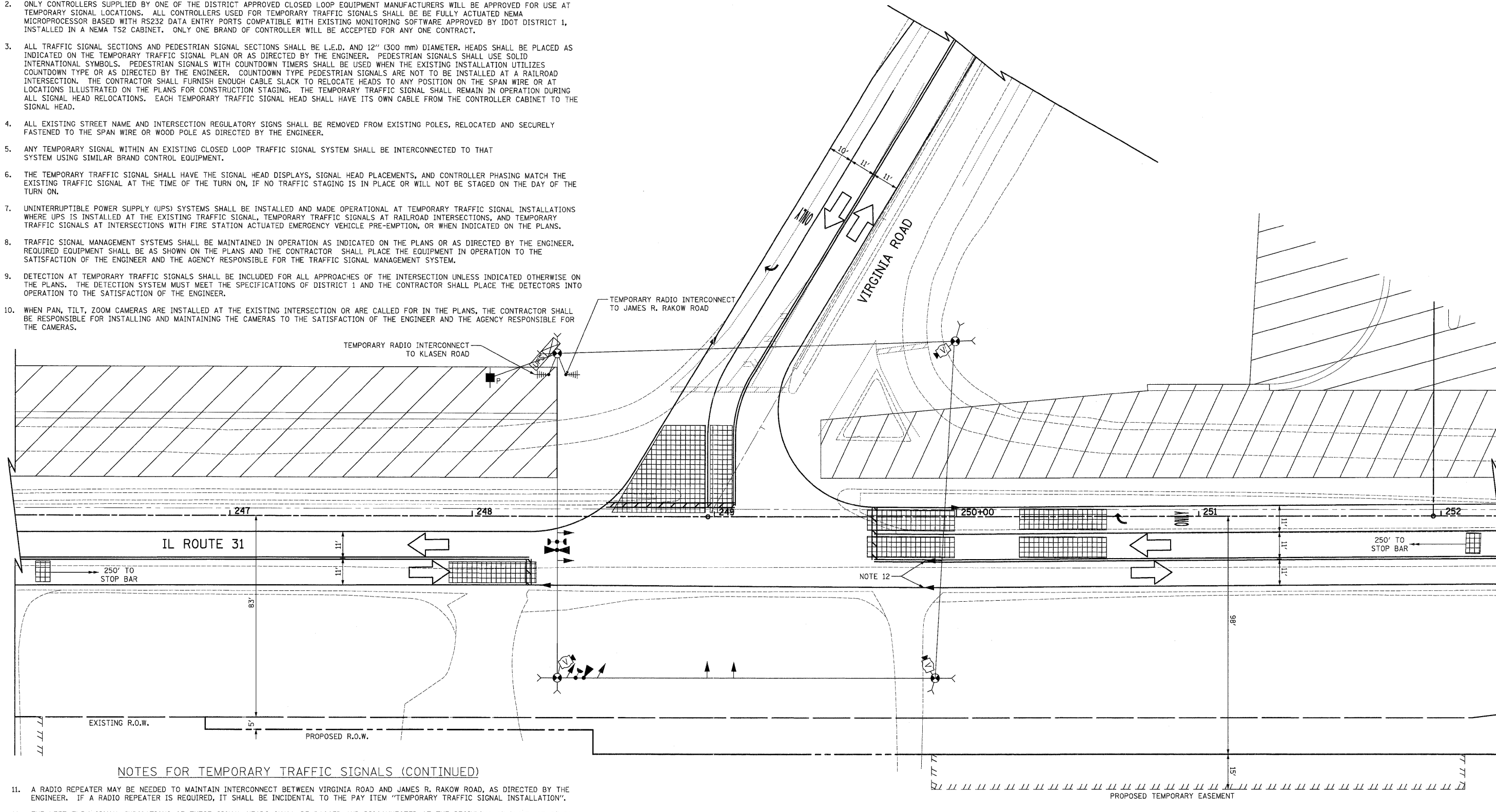
NOTE:  
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = Y:\2278 Virginia Klasen\load\sheet\15-TrafficSignals\2278.TS_07_Vo_Temp_Sig_Inst.dgn	USER NAME = brd	DESIGNED - BRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVAL PLAN IL ROUTE 31 AT VIRGINIA ROAD</b>	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 138		
PLOT SCALE = 20,0000' / in.	CHECKED - JUE	DATE - 10/24/11	REVISED -			SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 63553			
PLOT DATE = 12/7/2011	DATE - 10/24/11	REVISED -	REVISED -			FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT HPP-4064(003)						

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NOTES FOR TEMPORARY TRAFFIC SIGNALS (CONTINUED)

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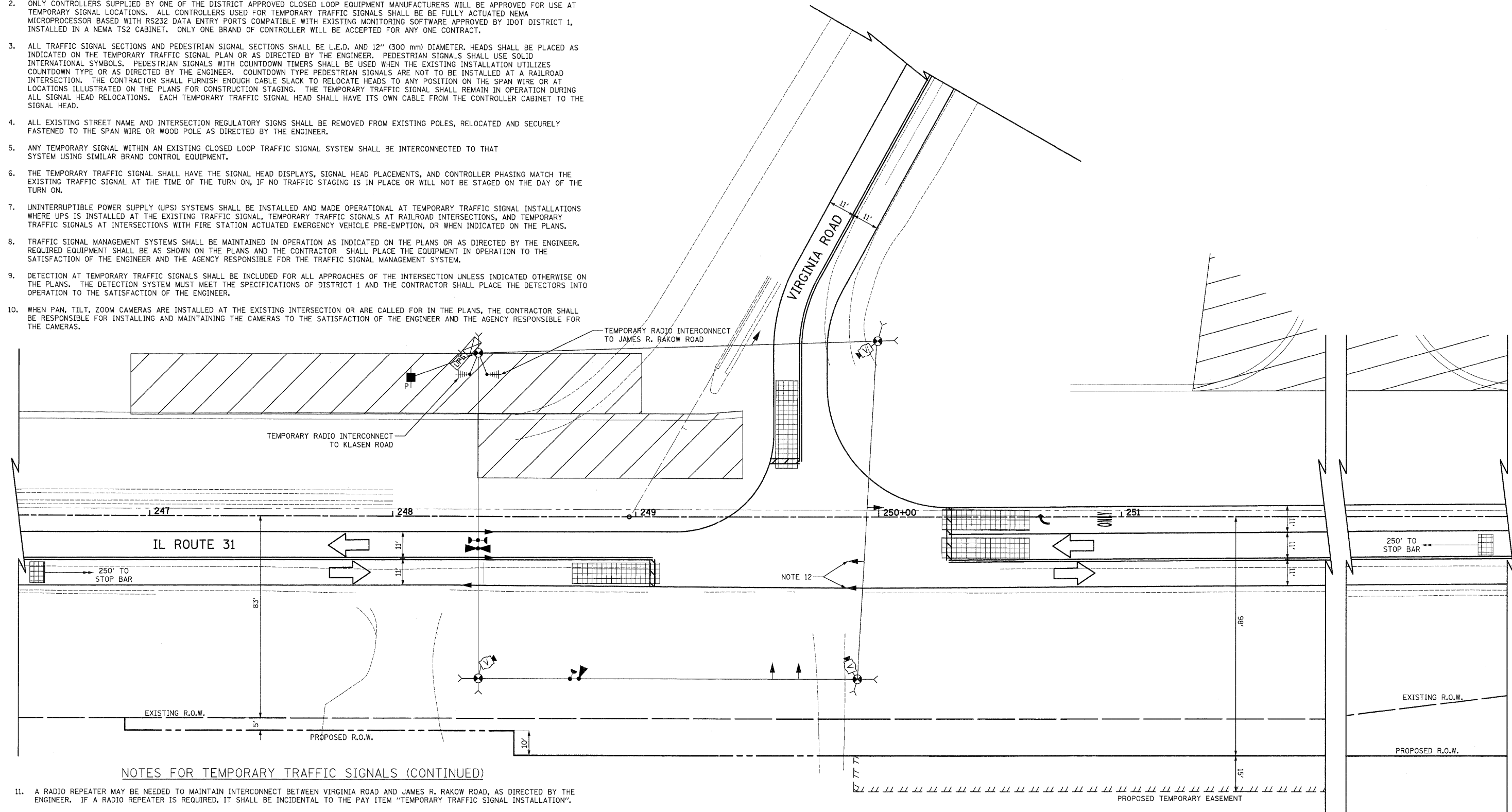
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	CHECKED - JJE	REVISED -									
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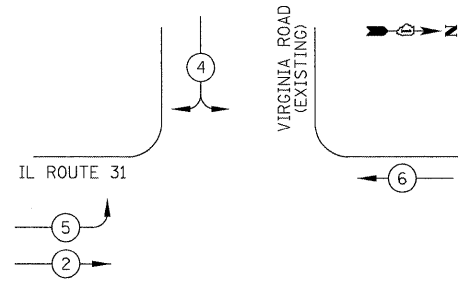
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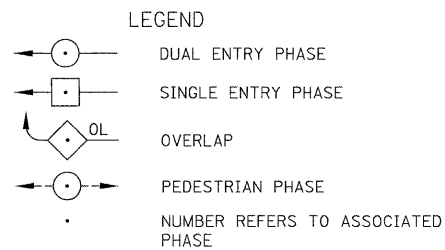
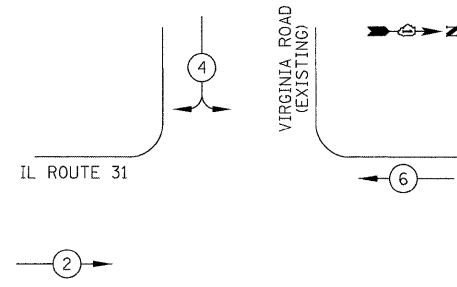
FILE NAME = Y:\2278 Virginia Klassen\cadd\sheet\15-TrafficSignals\2278_TS_09_Va_Temp_Sig_MOT_IC.dwg	USER NAME = dte	DESIGNED - BRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY TRAFFIC SIGNAL PLAN - M.O.T. STAGE IC IL ROUTE 31 AT VIRGINIA ROAD</b>			F.A.J. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 140
	PLOT SCALE = 20.0000' / in.	DRAWN - OJT	REVISED -		SCALE: 1"=20'			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064003		
	PLOT DATE = 10/24/2011	CHECKED - JJE	REVISED -		CONTRACT NO. 63553							
		DATE - 10/24/11	REVISED -									



TEMPORARY CONTROLLER SEQUENCE EXISTING CONDITIONS

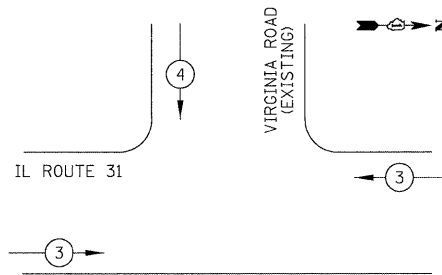


TEMPORARY CONTROLLER SEQUENCE M.O.T. STAGES IA-IC



TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT		

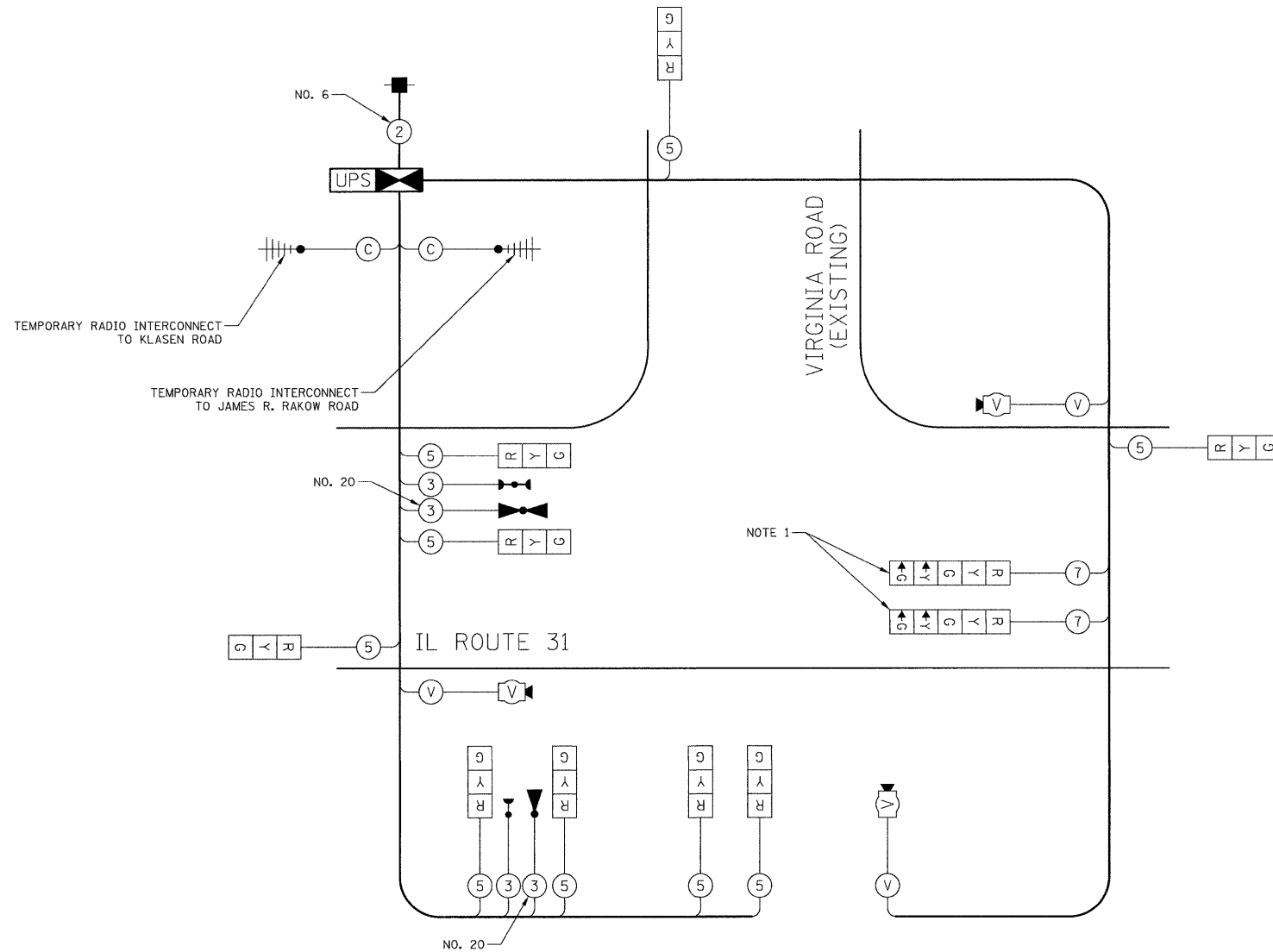
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED OPERATION	
SIGNAL (RED)	11	17	0.50	94
(YELLOW)	11	25	0.25	69
(GREEN)	11	15	0.25	41
ARROW	4	12	0.10	5
PED. SIGNAL	-	25	1.00	-
CONTROLLER	1	100	1.00	100
VIDEO SYSTEM	1	150	1.00	150
FLASHER			0.50	
TOTAL =				459

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 WEST CENTER COURT  
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY: CONTACT: RIGO ESPINOZA  
PHONE: (847) 608-2371  
COMPANY: COM ED

TEMPORARY CABLE PLAN NOTES

1. THE LEFT TURN SIGNAL INDICATIONS OF THESE SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED AT THE BEGINNING OF M.O.T. STAGE IA. NORTHBOUND LEFT TURNS SHALL BE PROHIBITED DURING CONSTRUCTION AND SHALL BE DETOURED TO JAMES R. RAKOW ROAD. REFER TO THE MAINTENANCE OF TRAFFIC PLANS FOR CORRESPONDING SIGNING AND DETOUR ROUTING.
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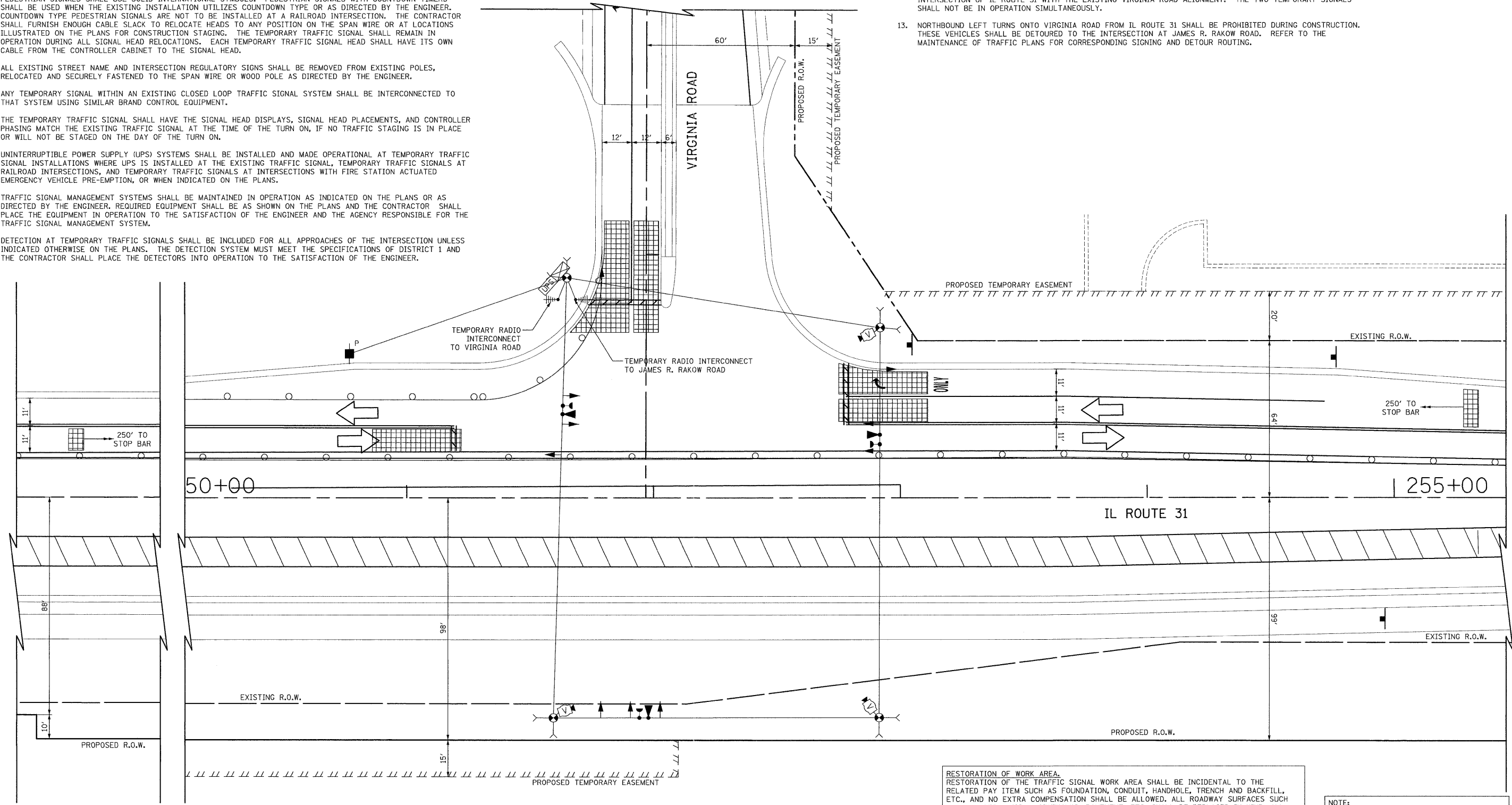
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NOTES FOR TEMPORARY TRAFFIC SIGNALS

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY VEHICLE PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE L.E.D. AND 12" (300 mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL USE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS, AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
- TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
- DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.

NOTES FOR TEMPORARY TRAFFIC SIGNALS (CONTINUED)

- WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
- A RADIO REPEATER MAY BE NEEDED TO MAINTAIN INTERCONNECT BETWEEN VIRGINIA ROAD AND JAMES R. RAKOW ROAD, AS DIRECTED BY THE ENGINEER. IF A RADIO REPEATER IS REQUIRED, IT SHALL BE INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
- THE TEMPORARY TRAFFIC SIGNAL AT THIS LOCATION SHALL BE INSTALLED AND ACTIVATED AT THE CONCLUSION OF M.O.T. STAGE IC UPON THE SHIFTING OF VIRGINIA ROAD TRAFFIC TO THE NEW VIRGINIA ROAD ALIGNMENT. THIS WORK SHALL BE COORDINATED WITH THE DEACTIVATION AND REMOVAL OF THE TEMPORARY SIGNAL AT THE INTERSECTION OF IL ROUTE 31 WITH THE EXISTING VIRGINIA ROAD ALIGNMENT. THE TWO TEMPORARY SIGNALS SHALL NOT BE IN OPERATION SIMULTANEOUSLY.
- NORTHBOUND LEFT TURNS ONTO VIRGINIA ROAD FROM IL ROUTE 31 SHALL BE PROHIBITED DURING CONSTRUCTION. THESE VEHICLES SHALL BE DETOURED TO THE INTERSECTION AT JAMES R. RAKOW ROAD. REFER TO THE MAINTENANCE OF TRAFFIC PLANS FOR CORRESPONDING SIGNING AND DETOUR ROUTING.



RESTORATION OF WORK AREA.  
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE:  
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

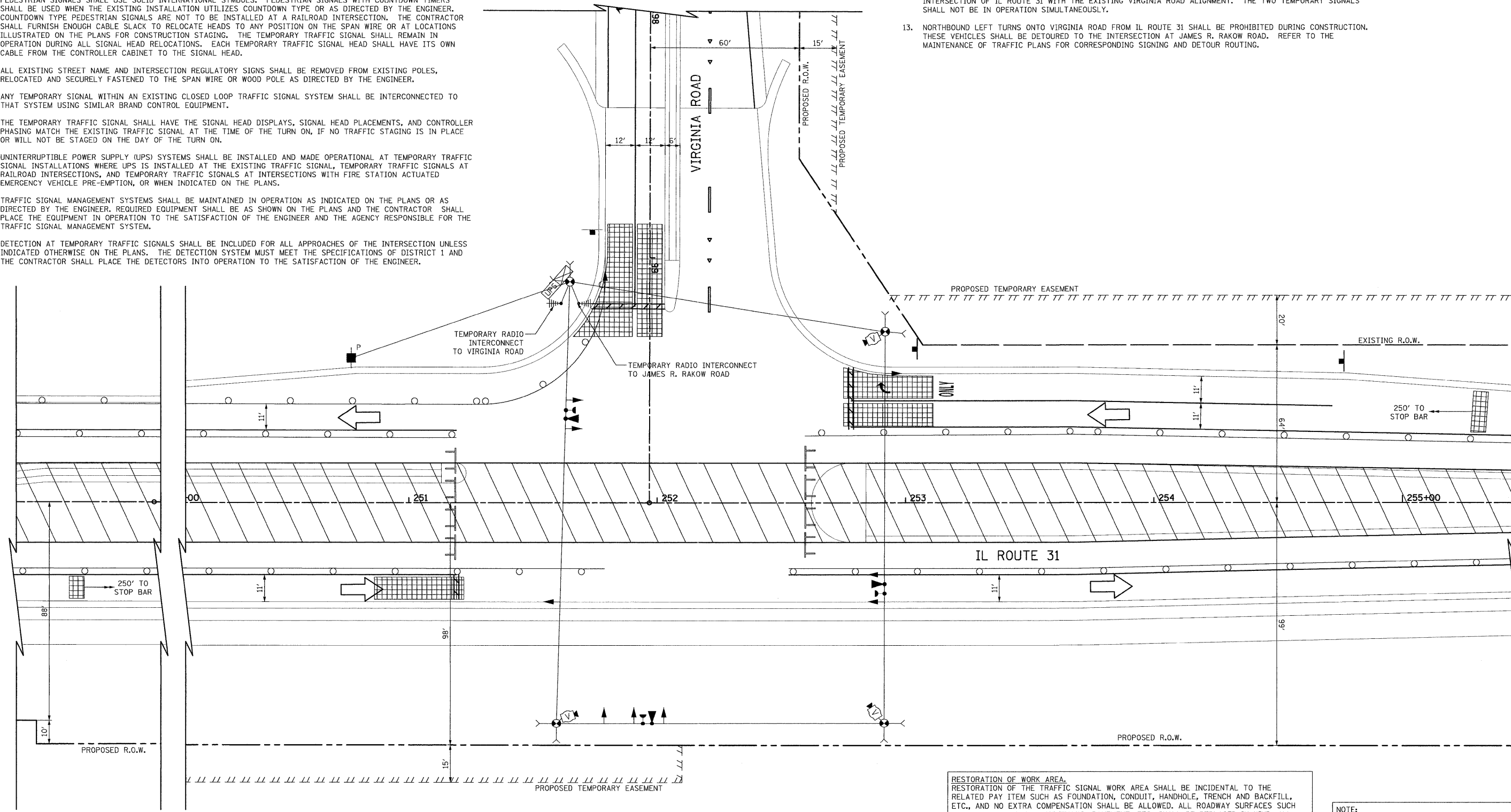
FILE NAME = Y:\2278 Virginia Klassen\load\sheet\15-TrafficSignals\2278-TS-11-Va-Temp-Sig-MOT 2A-3.dwg	USER NAME = brd	DESIGNED - BRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY TRAFFIC SIGNAL PLAN - M.O.T. STAGE IIA-IC IL ROUTE 31 AT VIRGINIA ROAD</b>	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 142		
PLOT SCALE = 28,8000' / in.	CHECKED - JJE	REVISOR -	SCALE: 1"=20'			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 63553				
PLOT DATE = 12/7/2011	DATE - 10/24/11	REVISOR -	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT HPP-4064003									

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY VEHICLE PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
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6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS, AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
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NOTES FOR TEMPORARY TRAFFIC SIGNALS (CONTINUED)

10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
11. A RADIO REPEATER MAY BE NEEDED TO MAINTAIN INTERCONNECT BETWEEN VIRGINIA ROAD AND JAMES R. RAKOW ROAD, AS DIRECTED BY THE ENGINEER. IF A RADIO REPEATER IS REQUIRED, IT SHALL BE INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
12. THE TEMPORARY TRAFFIC SIGNAL AT THIS LOCATION SHALL BE INSTALLED AND ACTIVATED AT THE CONCLUSION OF M.O.T. STAGE IC UPON THE SHIFTING OF VIRGINIA ROAD TRAFFIC TO THE NEW VIRGINIA ROAD ALIGNMENT. THIS WORK SHALL BE COORDINATED WITH THE DEACTIVATION AND REMOVAL OF THE TEMPORARY SIGNAL AT THE INTERSECTION OF IL ROUTE 31 WITH THE EXISTING VIRGINIA ROAD ALIGNMENT. THE TWO TEMPORARY SIGNALS SHALL NOT BE IN OPERATION SIMULTANEOUSLY.
13. NORTHBOUND LEFT TURNS ONTO VIRGINIA ROAD FROM IL ROUTE 31 SHALL BE PROHIBITED DURING CONSTRUCTION. THESE VEHICLES SHALL BE DETOURED TO THE INTERSECTION AT JAMES R. RAKOW ROAD. REFER TO THE MAINTENANCE OF TRAFFIC PLANS FOR CORRESPONDING SIGNING AND DETOUR ROUTING.



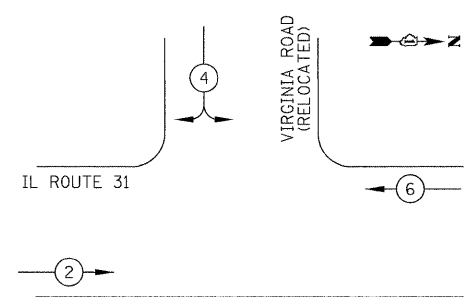
RESTORATION OF WORK AREA.  
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE:  
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

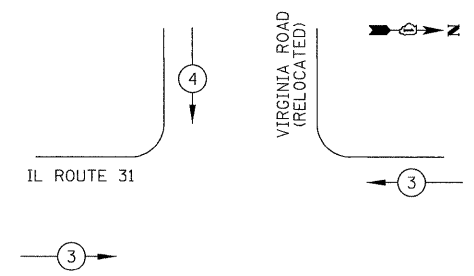
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PLOT SCALE = 20,0000 ' / in.				DATE = 10/24/11	SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.				



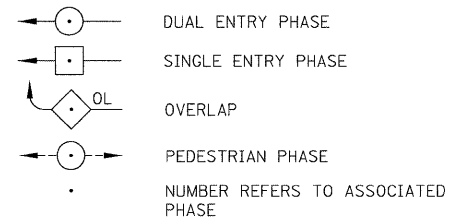
TEMPORARY CONTROLLER SEQUENCE  
M.O.T. STAGE IIA-III



TEMPORARY EMERGENCY VEHICLE  
PREEMPTION SEQUENCE  
M.O.T. STAGE IIA-III

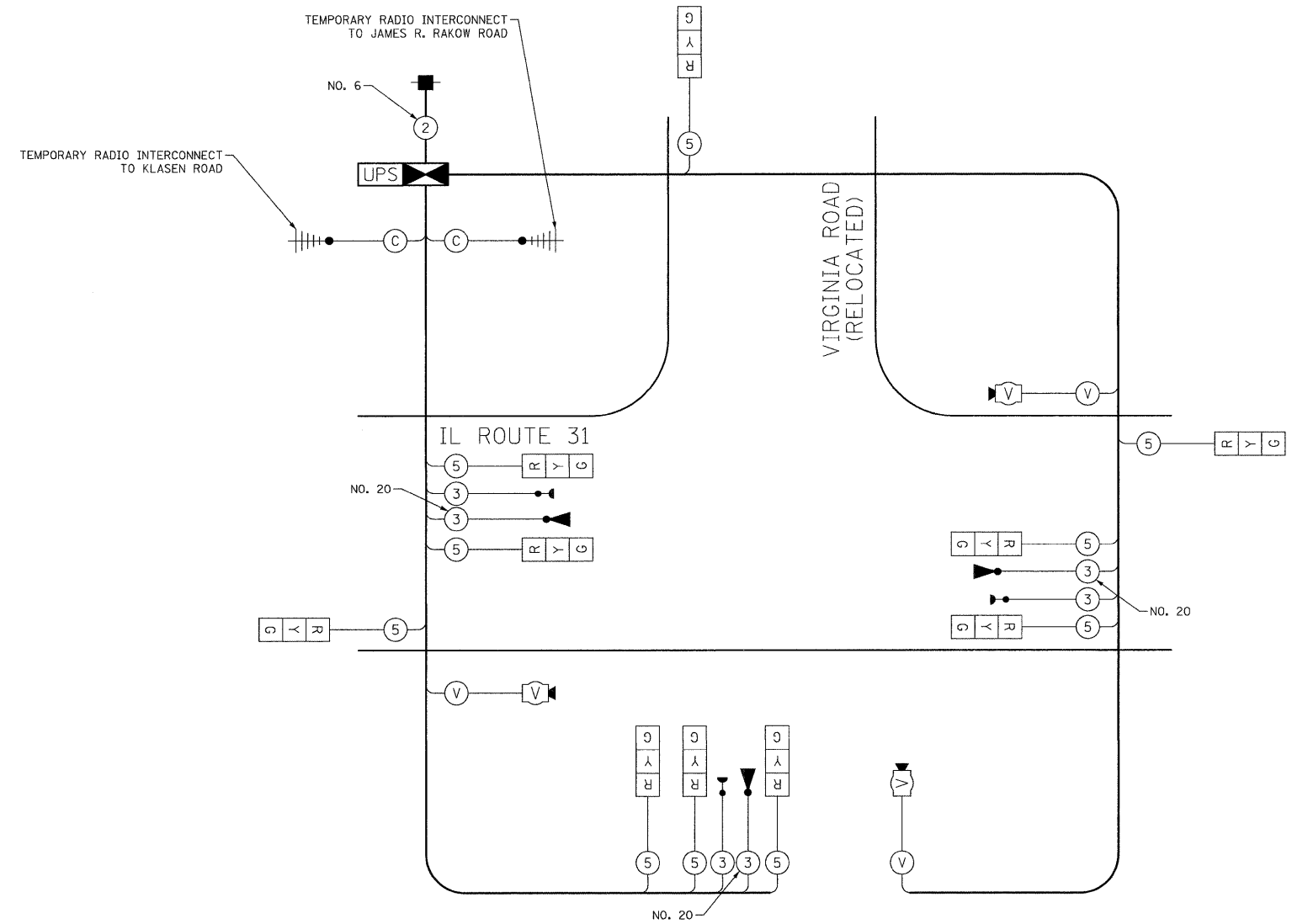


LEGEND



TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	←→	↓

TEMPORARY PHASE DESIGNATION DIAGRAM



TEMPORARY CABLE PLAN  
NOT TO SCALE

TEMPORARY CABLE PLAN NOTES

1. THE TEMPORARY TRAFFIC SIGNAL AT THE INTERSECTION OF IL ROUTE 31 AND THE RELOCATED VIRGINIA ROAD ALIGNMENT SHALL BE ACTIVATED AT THE BEGINNING OF M.O.T. STAGE IIA. THE INSTALLATION AND TURN-ON OF THE TEMPORARY SIGNAL SHALL BE COORDINATED WITH THE DEACTIVATION AND REMOVAL OF THE TEMPORARY SIGNAL AT IL ROUTE 31 AND EXISTING VIRGINIA ROAD. THE TWO TEMPORARY SIGNALS SHALL NOT BE IN OPERATION SIMULTANEOUSLY.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	OPERATION	
SIGNAL (RED)	10	17		0.50	85
(YELLOW)	10	25		0.25	63
(GREEN)	10	15		0.25	38
ARROW	-	12		0.10	-
PED. SIGNAL	-	25		1.00	-
CONTROLLER	1	100		1.00	100
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
TOTAL =					436

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 WEST CENTER COURT  
SCHAUMBURG, IL 60196-1096  
ENERGY SUPPLY: CONTACT: RIGO ESPINOZA  
PHONE: (847) 608-2371  
COMPANY: COM ED

NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT  
FOR THIS PROJECT SHALL BE "ECONOLITE"  
TO MATCH THE EXISTING ADJACENT SYSTEM.

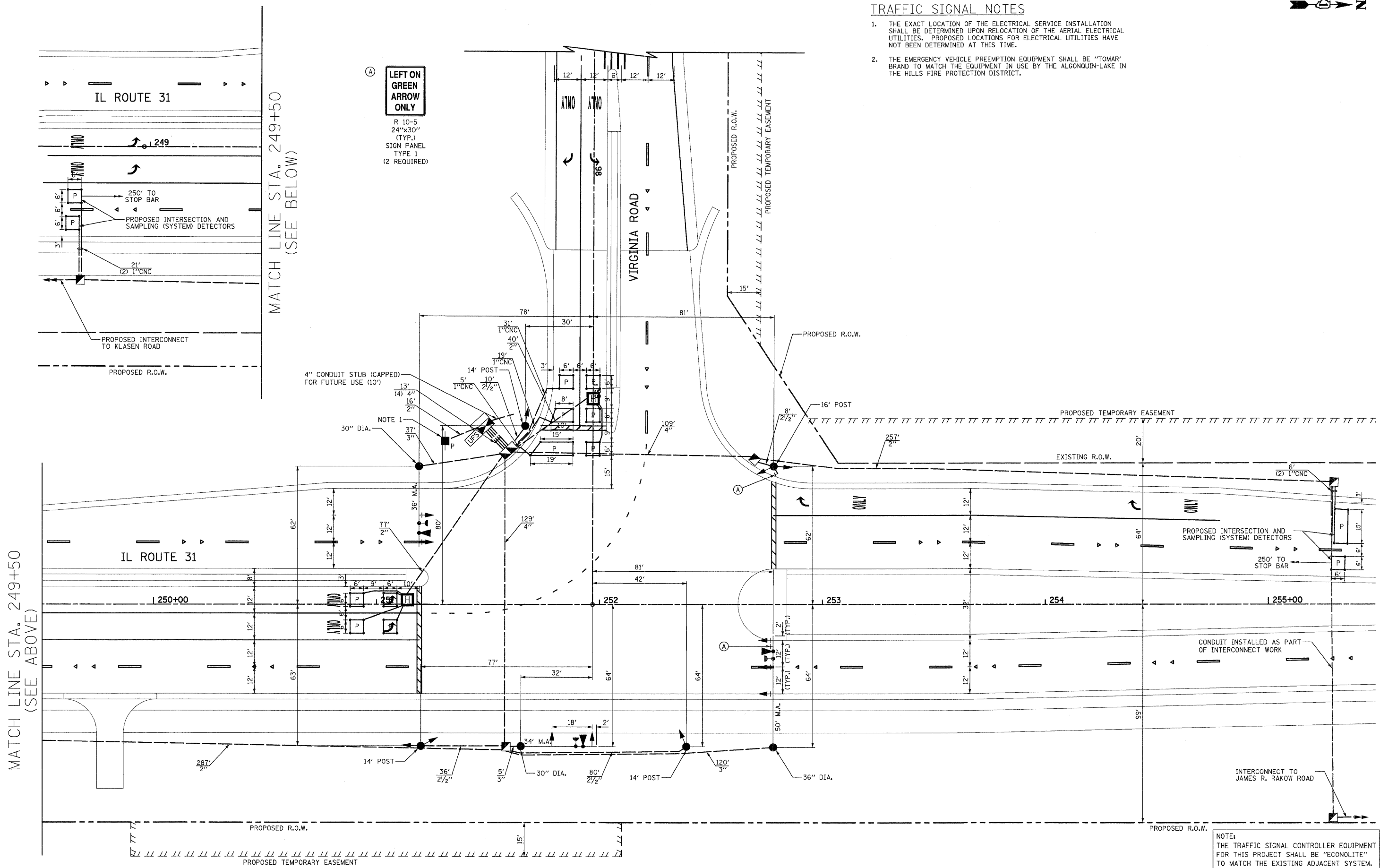




**TRAFFIC SIGNAL NOTES**

1. THE EXACT LOCATION OF THE ELECTRICAL SERVICE INSTALLATION SHALL BE DETERMINED UPON RELOCATION OF THE AERIAL ELECTRICAL UTILITIES. PROPOSED LOCATIONS FOR ELECTRICAL UTILITIES HAVE NOT BEEN DETERMINED AT THIS TIME.
2. THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT SHALL BE "TOMAR" BRAND TO MATCH THE EQUIPMENT IN USE BY THE ALGONQUIN-LAKE IN THE HILLS FIRE PROTECTION DISTRICT.

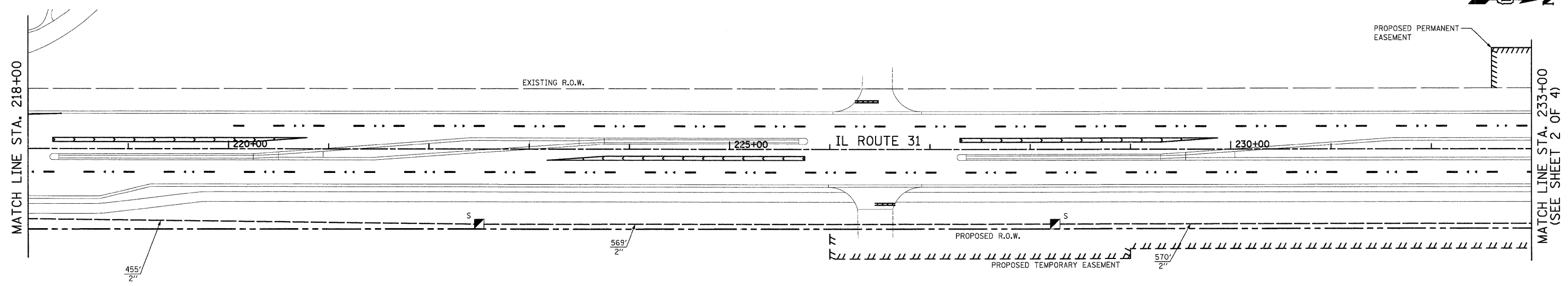
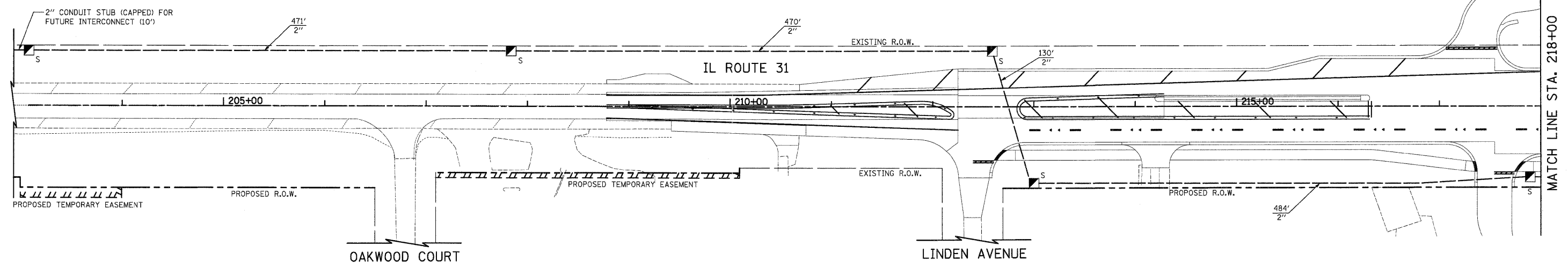
**(A) LEFT ON GREEN ARROW ONLY**  
 R 10-5  
 24"x30"  
 (TYP.)  
 SIGN PANEL  
 TYPE 1  
 (2 REQUIRED)



NOTE:  
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = Y:\2278 Virginia Klassen\ced\sheet\15-TrafficSignal\2278_TS_13_Va_Sig.dgn	USER NAME = dte	DESIGNED - BRD	REVISIONS -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL INSTALLATION PLAN IL ROUTE 31 AT VIRGINIA ROAD</b>			F.A.J. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 144
PLOT SCALE = 20.0000' / 1" =	CHECKED - JJE	DATE - 10/24/11	REVISIONS -		SCALE: 1"=20"	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-406(4003)				
PLOT DATE = 10/24/2011	DATE - 10/24/11	REVISIONS -	REVISIONS -		<b>CONTRACT NO. 63553</b>							





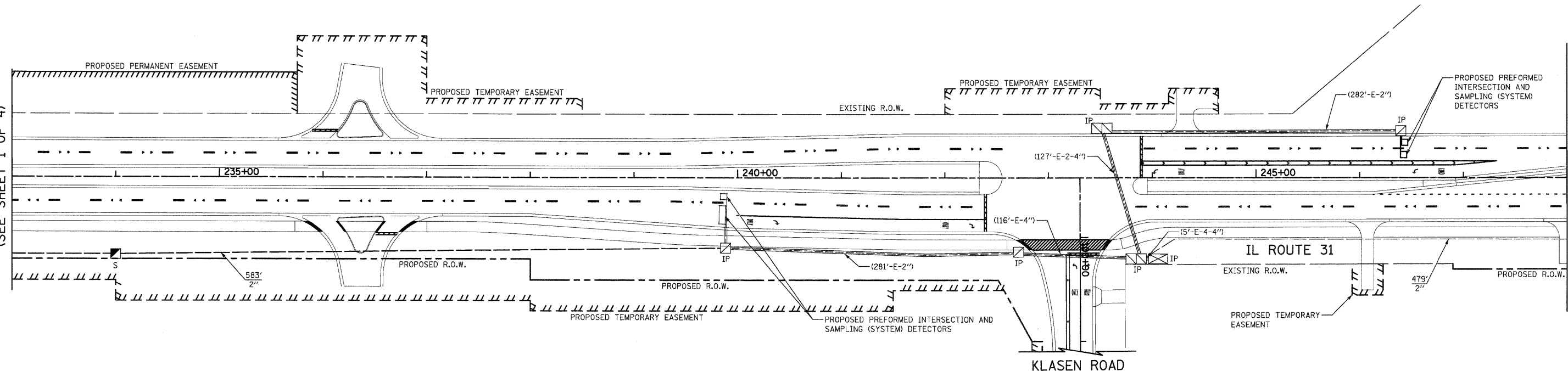
RESTORATION OF WORK AREA.  
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE:  
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = Y:\2278 Virginia Klassen\cod\sheet\15-TrafficSignals\2278_TS_15_Interconnect_1.dgn	USER NAME = dta	DESIGNED - BRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL INTERCONNECT PLAN IL ROUTE 31 FROM KLASEN ROAD TO JAMES R. RAKOW ROAD/CENTRAL PARK DRIVE</b>	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 146		
PLOT SCALE = 50.0000' / in.	CHECKED - JJE	REVISED -	REVISED -			SCALE: 1"=50'	SHEET NO. 1 OF 4 SHEETS	STA. TO STA.	CONTRACT NO. 63553			
PLOT DATE = 10/24/2011	DATE - 10/24/11	REVISED -	REVISED -			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT HPP-4064(003)						



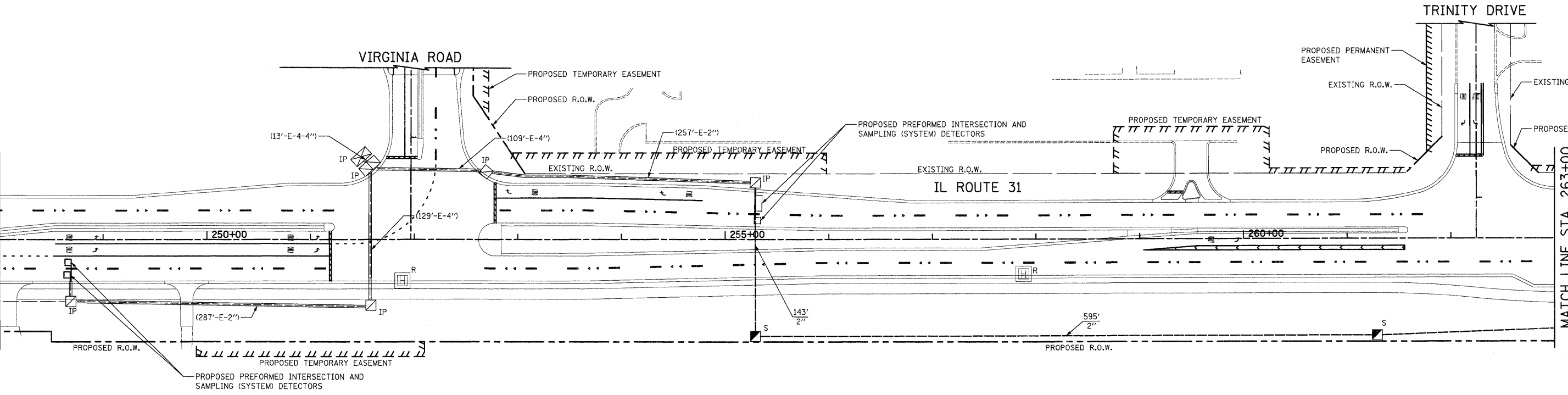
MATCH LINE STA. 233+00  
(SEE SHEET 1 OF 4)



MATCH LINE STA. 248+00



MATCH LINE STA. 248+00



MATCH LINE STA. 263+00  
(SEE SHEET 3 OF 4)

RESTORATION OF WORK AREA.  
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NOTE:  
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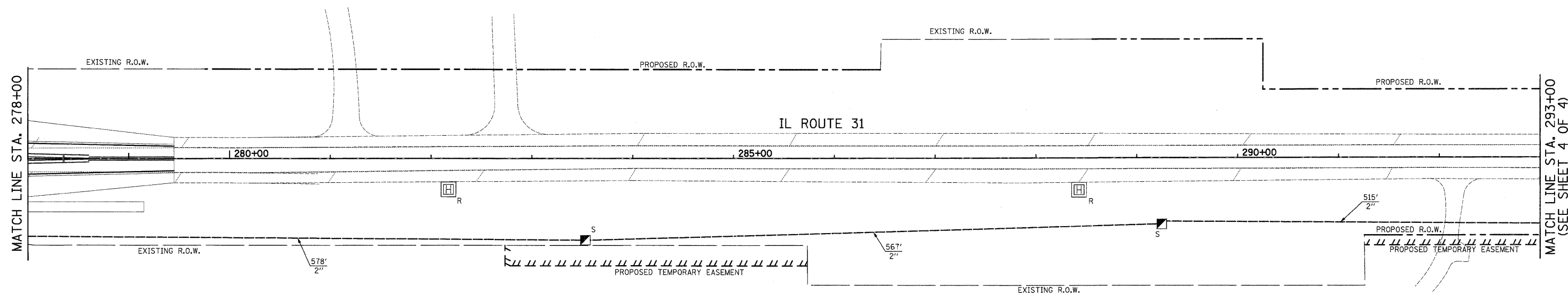
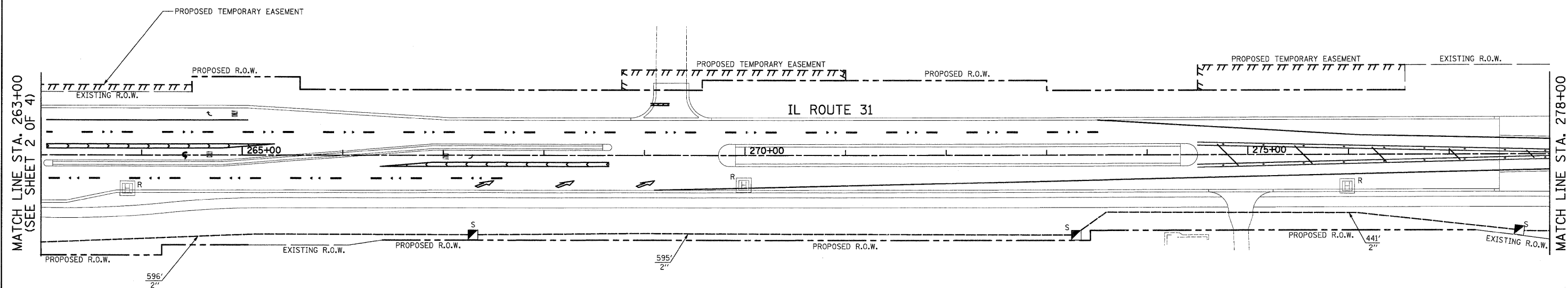
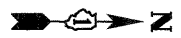
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PLOT DATE = 10/24/2011		DATE - 10/24/11	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INTERCONNECT PLAN  
 IL ROUTE 31 FROM KLASSEN ROAD TO  
 JAMES R. RAKOW ROAD/CENTRAL PARK DRIVE**

SCALE: 1"=50'      SHEET NO. 2 OF 4 SHEETS      STA. TO STA.

F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 147
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064(003)			CONTRACT NO. 63553	



RESTORATION OF WORK AREA.  
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NOTE:  
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FILE NAME =	USER NAME = dte	DESIGNED - BRD	REVISED -
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	PLOT SCALE = 50.0000' / in.	CHECKED - JJE	REVISED -
	PLOT DATE = 10/24/2011	DATE - 10/24/11	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

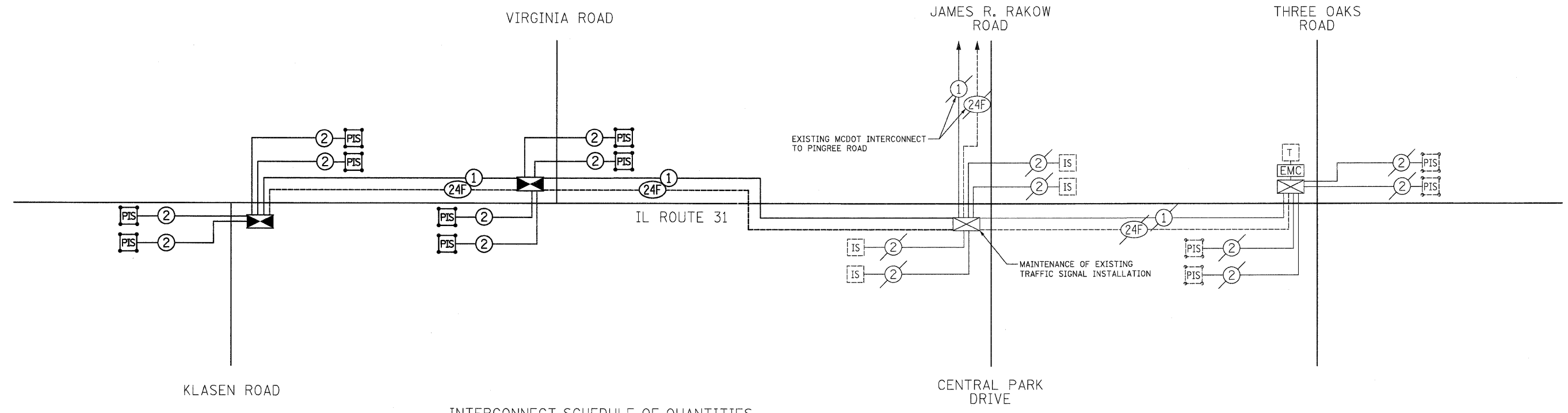
**TRAFFIC SIGNAL INTERCONNECT PLAN  
 IL ROUTE 31 FROM KLASEN ROAD TO  
 JAMES R. RAKOW ROAD/CENTRAL PARK DRIVE**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	96-00209-01-PV	MCHENRY	271	148
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT HPP-4064003)			CONTRACT NO. 63553	

SCALE: 1"=50' SHEET NO. 3 OF 4 SHEETS STA. TO STA.



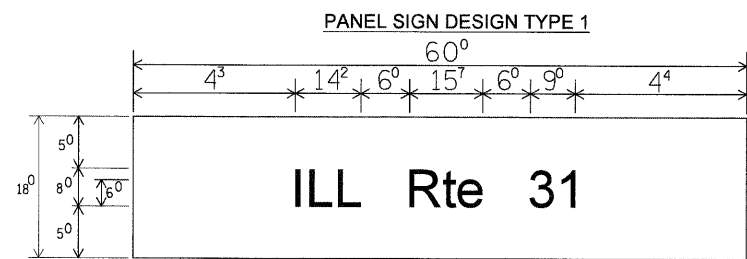




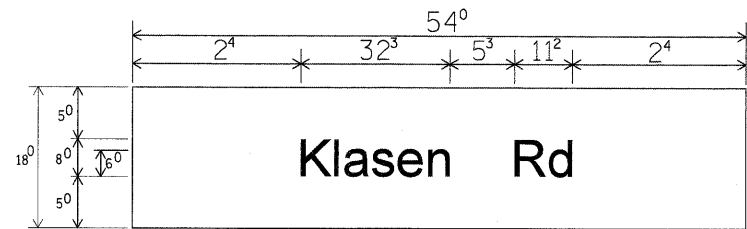
INTERCONNECT SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QNTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	9896
HANDHOLE	EACH	18
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 MM12F SM12F	FOOT	8208
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C	FOOT	8162
DRILL EXISTING HANDHOLE	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1051
REMOVE EXISTING HANDHOLE	EACH	10
REMOVE FIBER OPTIC CABLE FROM CONDUIT	FOOT	1063
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	2

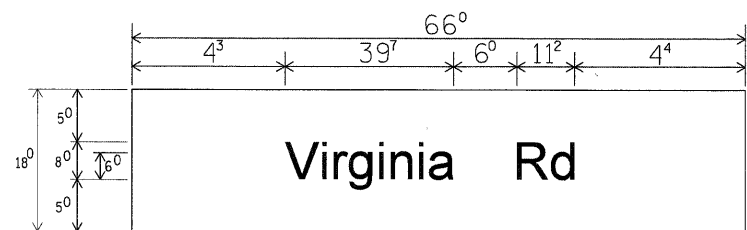
NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.



Sq. M Each 7.50 Sq. Ft. Each 2 Required Design Series D



Sq. M Each 6.75 Sq. Ft. Each 2 Required Design Series D



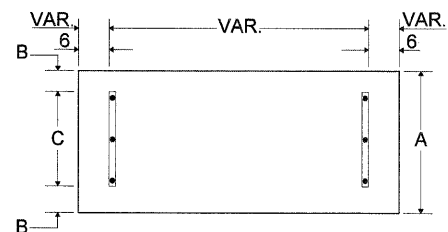
Sq. M Each 8.25 Sq. Ft. Each 2 Required Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS.

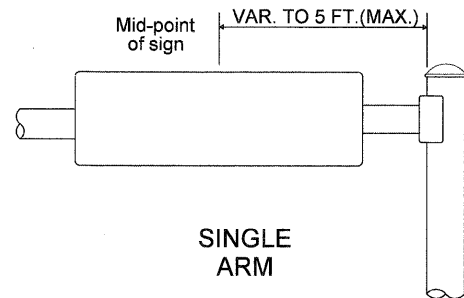
GENERAL NOTES

- WHERE MAST ARM MOUNTED STREET SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 8877001, 877002, 877006, 877011, 877012, AS APPLICABLE. PLUS TWO (2) SIGN PANELS 2'-6" X 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR THE STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITIES.
  - ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
  - THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'0".
  - ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
  - SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:  
 \* J.O. HERBERT CO. MIDLOTHIAN, VA  
 \* WESTERN REMAC INC. WOODRIDGE, IL
- PARTS LISTING:  
 SIGN CHANNEL PART #HPN053 (MED. CHANNEL)  
 SIGN SCREWS 1/4" x 14 x 1" H.W.H #3  
 BRACKETS PART #HPN034 (UNIVERSAL)  
 CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING  
 OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.

SUPPORTING CHANNELS

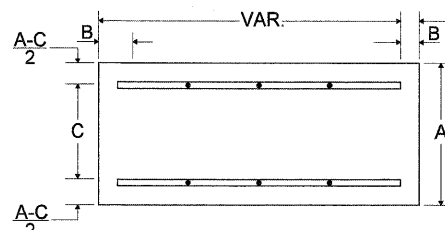


A	B	C
18"	2"	14"

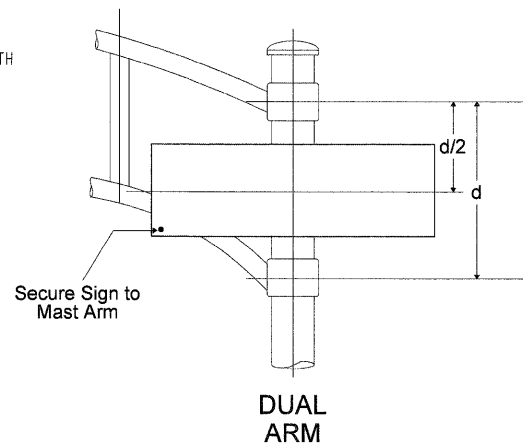


SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM shall be used. See Note #5.

SUPPORTING CHANNELS



A	B	C
18"	2"	12"
30"	2"	22"



DUAL ARM

UPPER TO LOWER CASE SPACING CHART 8-6 INCH SERIES "C & D"

EXAMPLE, 2<sup>3</sup> DENOTES 3/8"

SERIES	SECOND LETTER															
	a c d e		b h i k		f w		j		s t		v y		x		z	
	g o q	l m n p r u														
A W X	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
B	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>
C E G	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
D O Q R	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
F	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>4</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>
H I M N	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>2</sup>	2 <sup>4</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>0</sup>	2 <sup>1</sup>
J U	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>0</sup>	2 <sup>1</sup>
K L	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
P	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
S	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
T	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>6</sup>	1 <sup>7</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
V	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
Y	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>4</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>5</sup>	0 <sup>7</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>
Z	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>2</sup>	2 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>0</sup>	2 <sup>1</sup>

LOWER CASE TO LOWER CASE SPACING CHART 6 INCH SERIES "C" & "D"

SERIES	SECOND LETTER															
	a c d e		b h i k		f w		j		s t		v y		x		z	
	g o q	l m n p r u														
F																
I																
R																
S																
T																
L																
E																
T																
E																
R																

NUMBER TO NUMBER

SPACING CHART 8 INCH SERIES "C" & "D"

SERIES	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
F																				
I																				
R																				
S																				
T																				
L																				
E																				
T																				
E																				
R																				

UPPER AND LOWER CASE LETTER WIDTHS

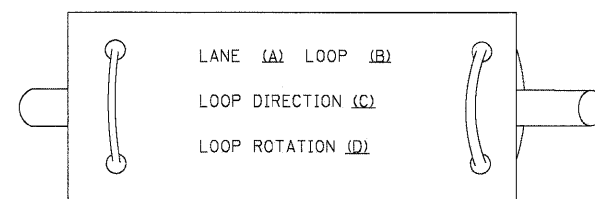
LETTERS	6 INCH UPPER CASE LETTERS		8 INCH UPPER CASE LETTERS		LETTERS	6 INCH LOWER CASE LETTERS	
	SERIES		SERIES			SERIES	
	C	D	C	D		C	D
A	3 <sup>6</sup>	5 <sup>0</sup>	5 <sup>0</sup>	6 <sup>5</sup>	a	3 <sup>5</sup>	4 <sup>2</sup>
B	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	b	3 <sup>5</sup>	4 <sup>2</sup>
C	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	c	3 <sup>5</sup>	4 <sup>1</sup>
D	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	d	3 <sup>5</sup>	4 <sup>2</sup>
E	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	e	3 <sup>5</sup>	4 <sup>2</sup>
F	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	f	2 <sup>3</sup>	2 <sup>6</sup>
G	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	g	3 <sup>5</sup>	4 <sup>2</sup>
H	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	h	3 <sup>5</sup>	4 <sup>2</sup>
I	0 <sup>7</sup>	0 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	i	1 <sup>1</sup>	1 <sup>1</sup>
J	3 <sup>0</sup>	3 <sup>6</sup>	4 <sup>0</sup>	5 <sup>0</sup>	j	2 <sup>0</sup>	2 <sup>2</sup>
K	3 <sup>2</sup>	4 <sup>1</sup>	4 <sup>3</sup>	5 <sup>4</sup>	k	3 <sup>5</sup>	4 <sup>2</sup>
L	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	l	1 <sup>1</sup>	1 <sup>1</sup>
M	3 <sup>7</sup>	4 <sup>5</sup>	5 <sup>1</sup>	6 <sup>1</sup>	m	6 <sup>0</sup>	7 <sup>0</sup>
N	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	n	3 <sup>5</sup>	4 <sup>2</sup>
O	3 <sup>4</sup>	4 <sup>2</sup>	4 <sup>5</sup>	5 <sup>5</sup>	o	3 <sup>6</sup>	4 <sup>3</sup>
P	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	p	3 <sup>5</sup>	4 <sup>2</sup>
Q	3 <sup>4</sup>	4 <sup>2</sup>	4 <sup>5</sup>	5 <sup>5</sup>	q	3 <sup>5</sup>	4 <sup>2</sup>
R	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	r	2 <sup>6</sup>	3 <sup>2</sup>
S	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	s	3 <sup>6</sup>	4 <sup>2</sup>
T	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	t	2 <sup>7</sup>	3 <sup>2</sup>
U	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	u	3 <sup>5</sup>	4 <sup>2</sup>
V	3 <sup>5</sup>	4 <sup>4</sup>	4 <sup>7</sup>	6 <sup>0</sup>	v	4 <sup>2</sup>	4 <sup>7</sup>
W	4 <sup>4</sup>	5 <sup>2</sup>	6 <sup>0</sup>	7 <sup>0</sup>	w	5 <sup>5</sup>	6 <sup>4</sup>
X	3 <sup>4</sup>	4 <sup>0</sup>	4 <sup>5</sup>	5 <sup>3</sup>	x	4 <sup>4</sup>	5 <sup>1</sup>
Y	3 <sup>6</sup>	5 <sup>0</sup>	5 <sup>0</sup>	6 <sup>6</sup>	y	4 <sup>6</sup>	5 <sup>3</sup>
Z	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	z	3 <sup>6</sup>	4 <sup>3</sup>

NUMBER	6 INCH SERIES		8 INCH SERIES	
	C	D	C	D
1	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>
2	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
3	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
4	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	5 <sup>7</sup>
5	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
6	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
7	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
8	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
9	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
0	3 <sup>4</sup>	4 <sup>2</sup>	4 <sup>5</sup>	5 <sup>5</sup>

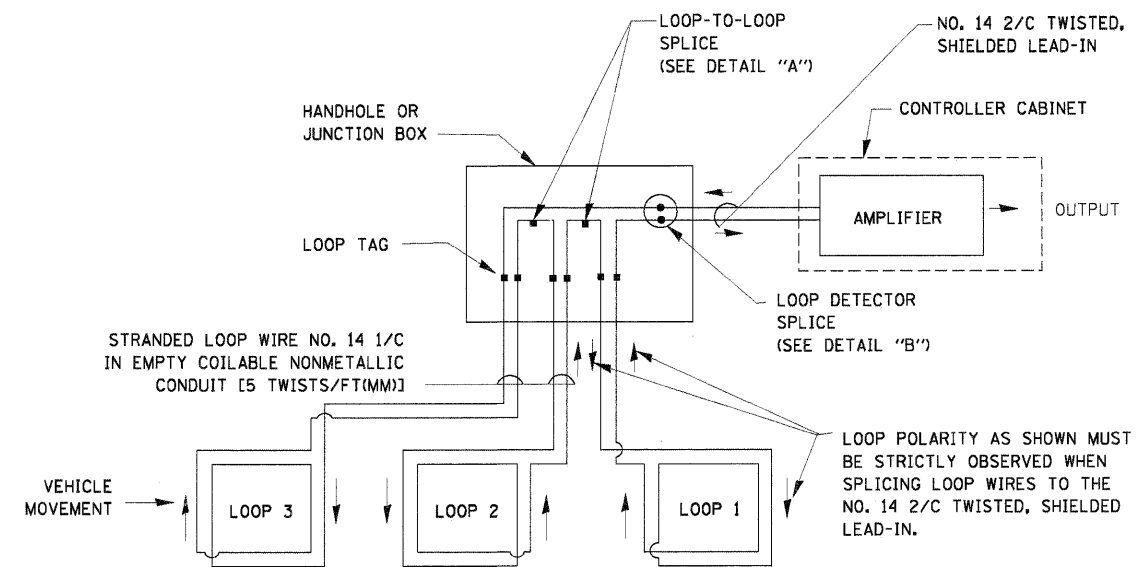
## LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

### LOOP LEAD-IN CABLE TAG

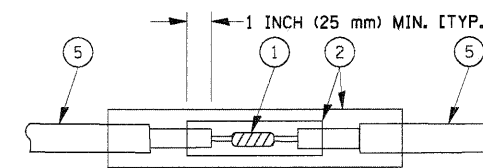


- LANE #1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

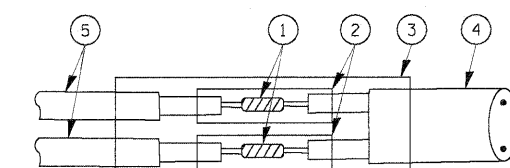


### DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

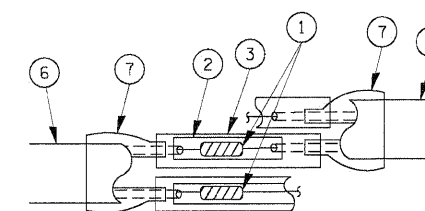


DETAIL "A"  
LOOP-TO-LOOP SPLICE

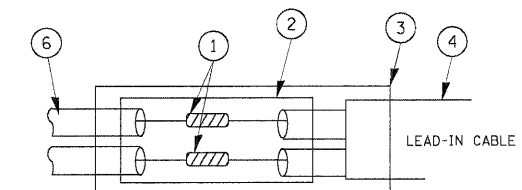


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

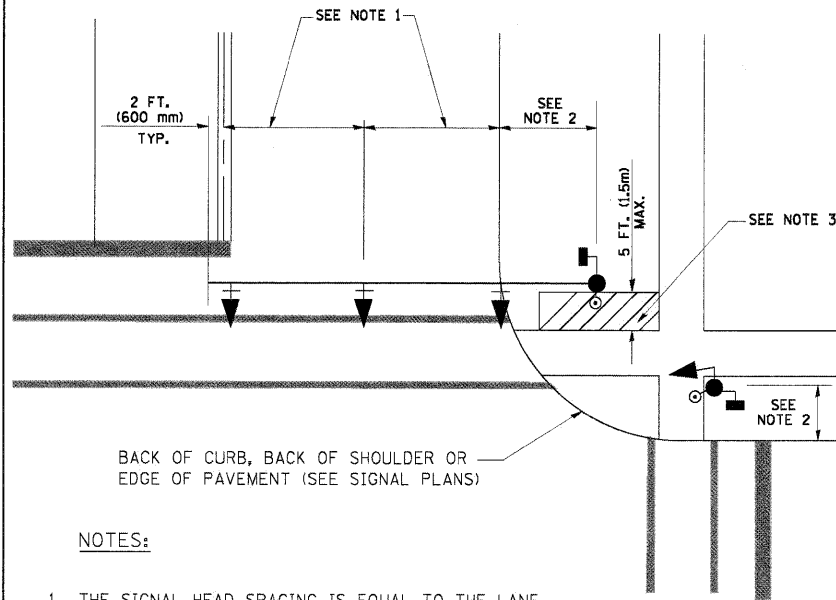
### LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- PRE-FORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = kanthaphixaybo	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>	F.A.U. RTE. 117	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 152	
et\paw_work\PNWIDOT\KANTHAPHIXAYBO\d01126	et\traffic\legend.v7.dgn	DRAWN - BCK	REVISED -			SCALE:	SHEET NO. 1 OF 6 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT	HPP-4064(003)
	PLOT SCALE = 20,0000' / IN.	CHECKED - DAD	REVISED -					CONTRACT NO. 63553			
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -								

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

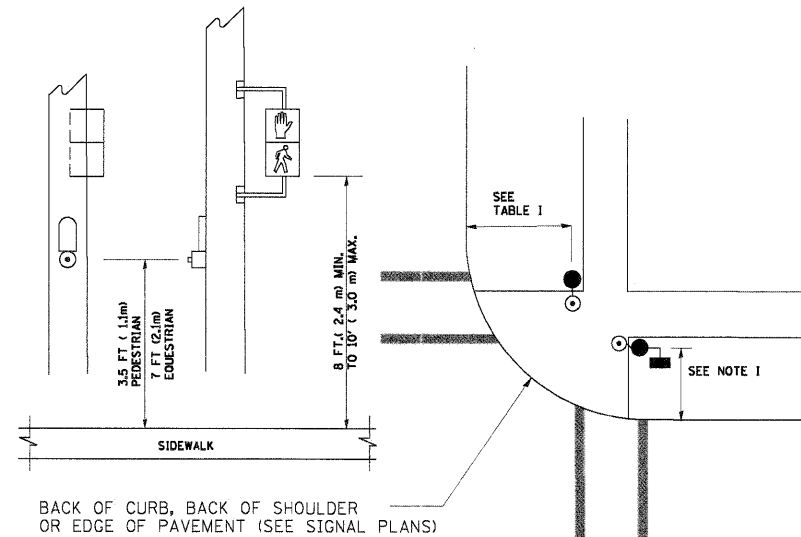
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**NOTES:**

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

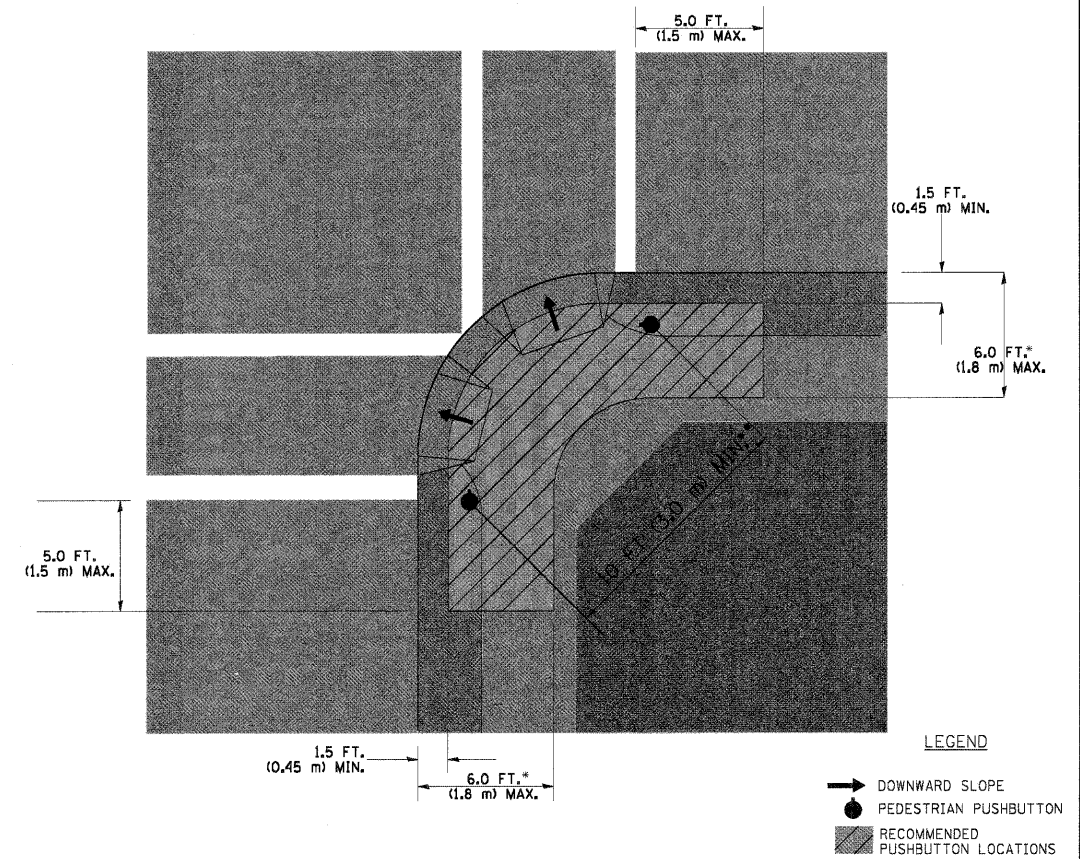
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

**RECOMMENDED PUSHBUTTON LOCATIONS**



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**NOTES:**

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

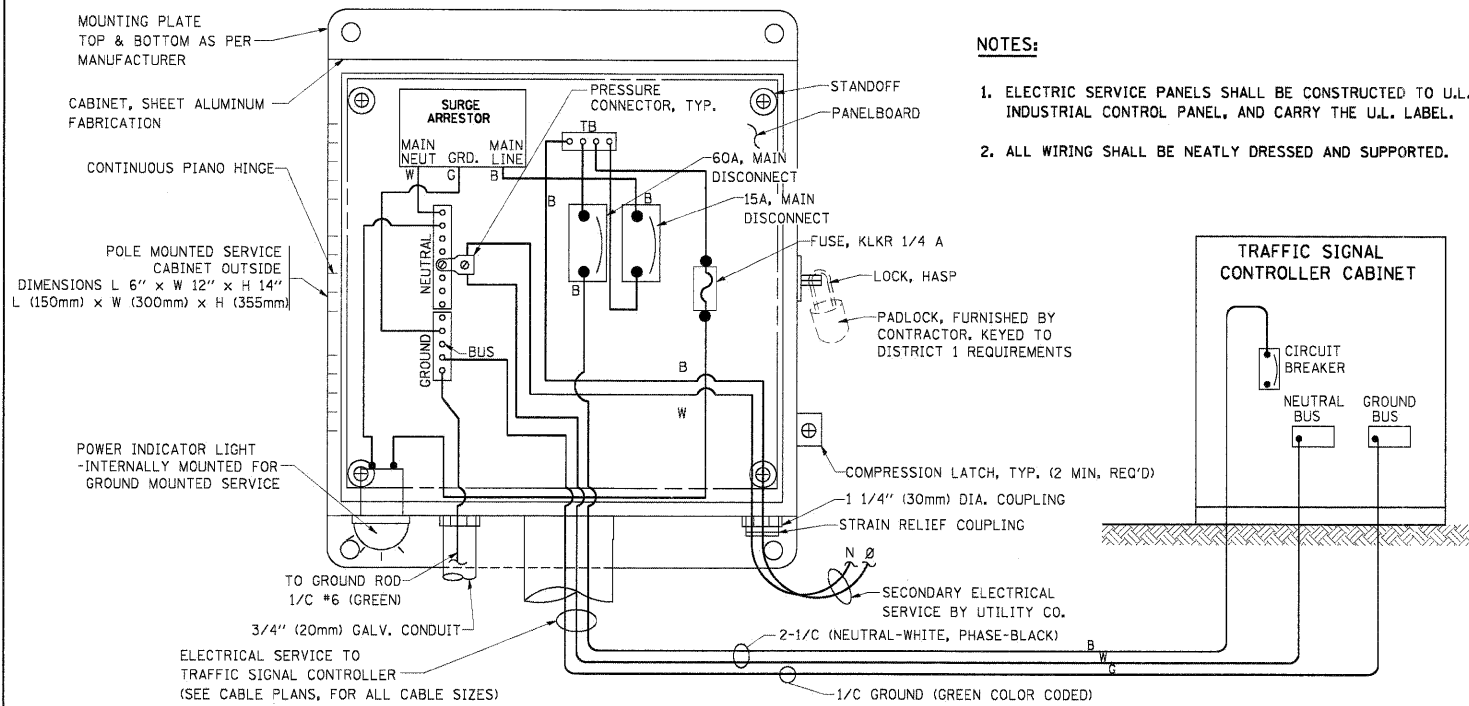
**TRAFFIC SIGNAL EQUIPMENT OFFSET**

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

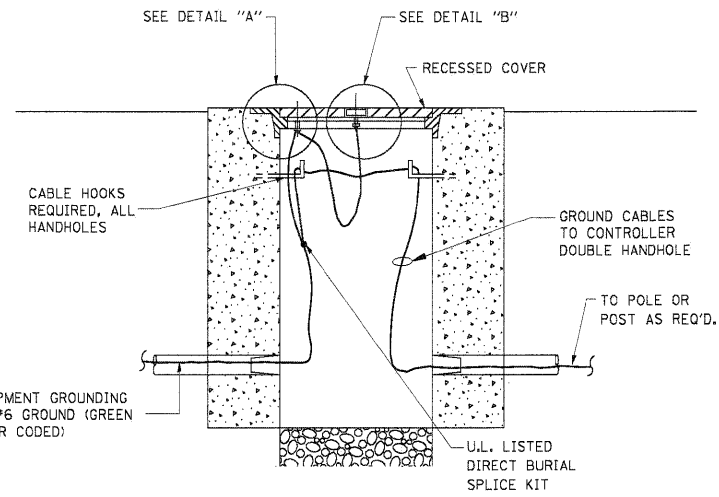
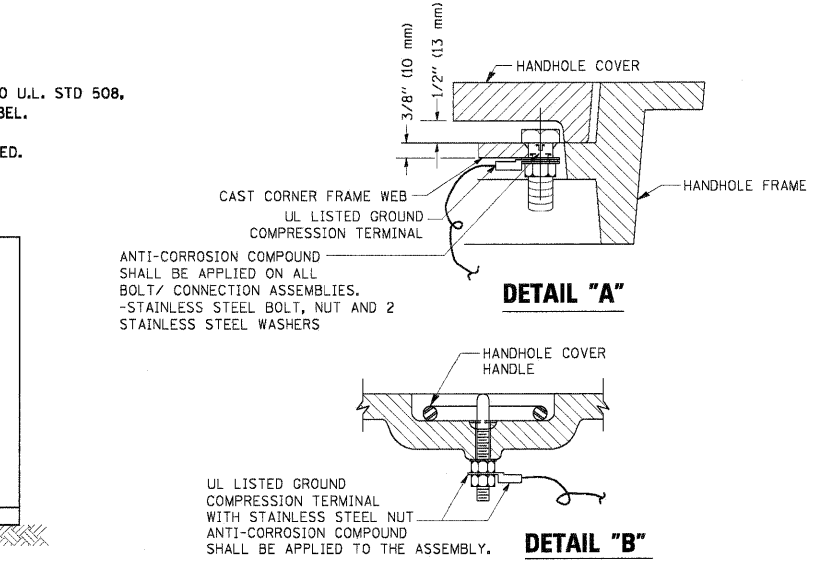
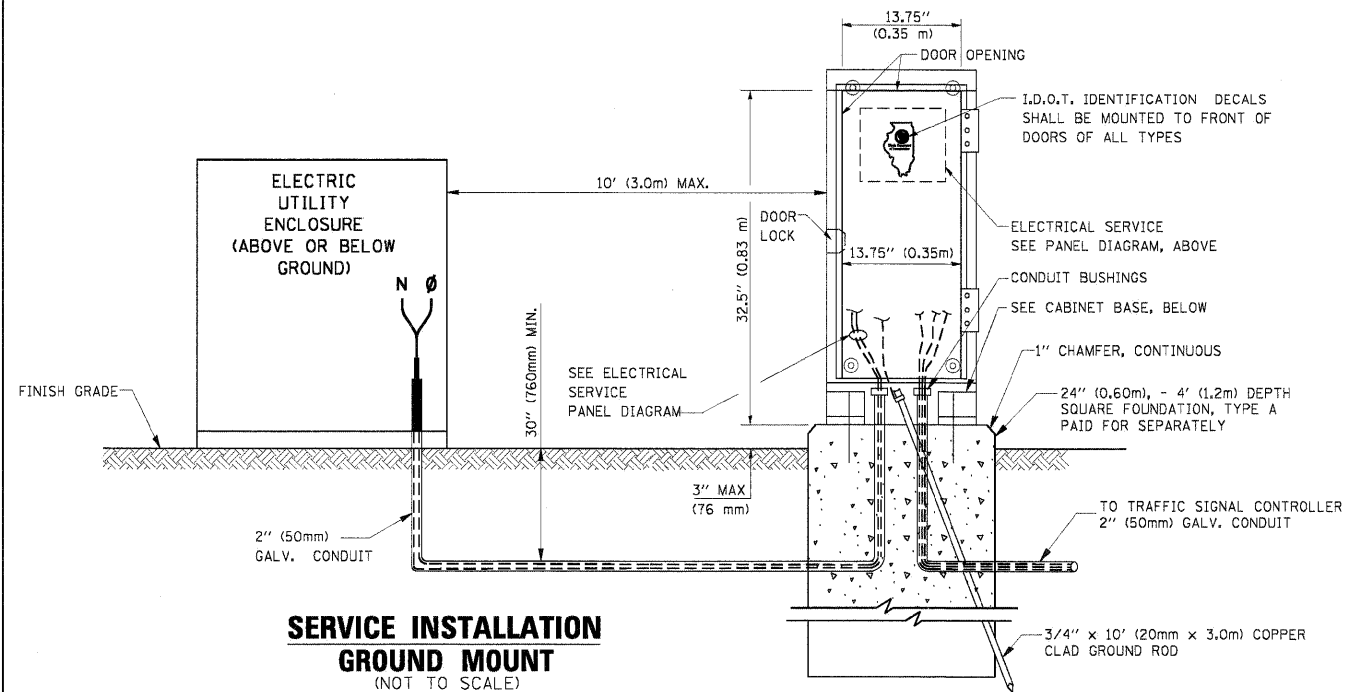
**NOTES:**

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

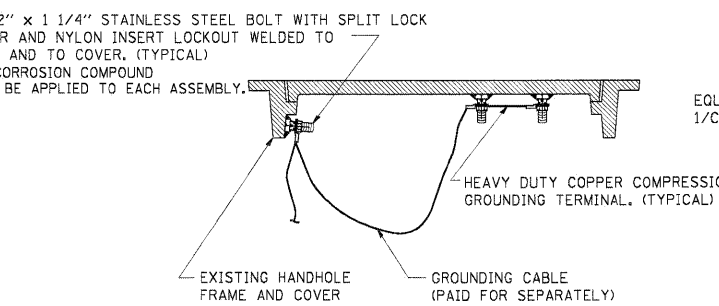




**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)



**HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)

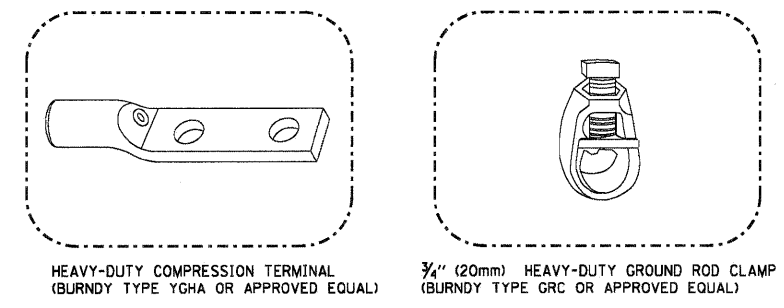


**EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)

**NOTES:**

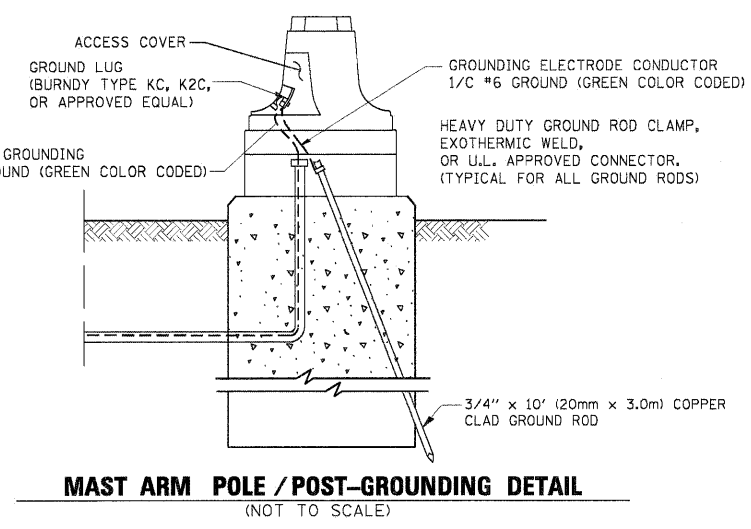
**GROUNDING SYSTEM**

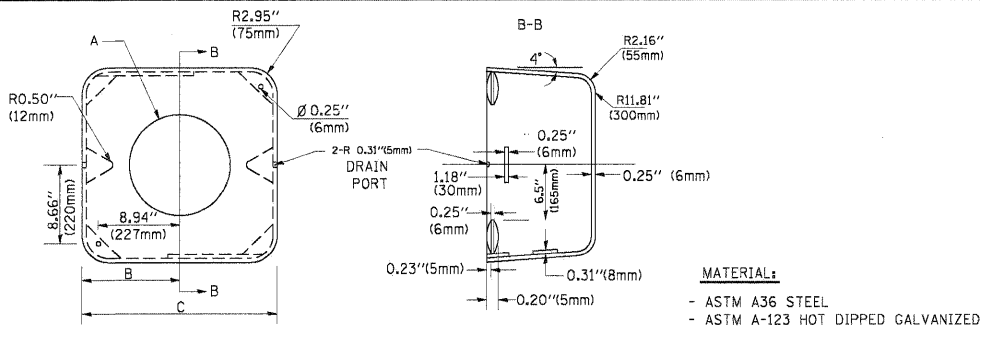
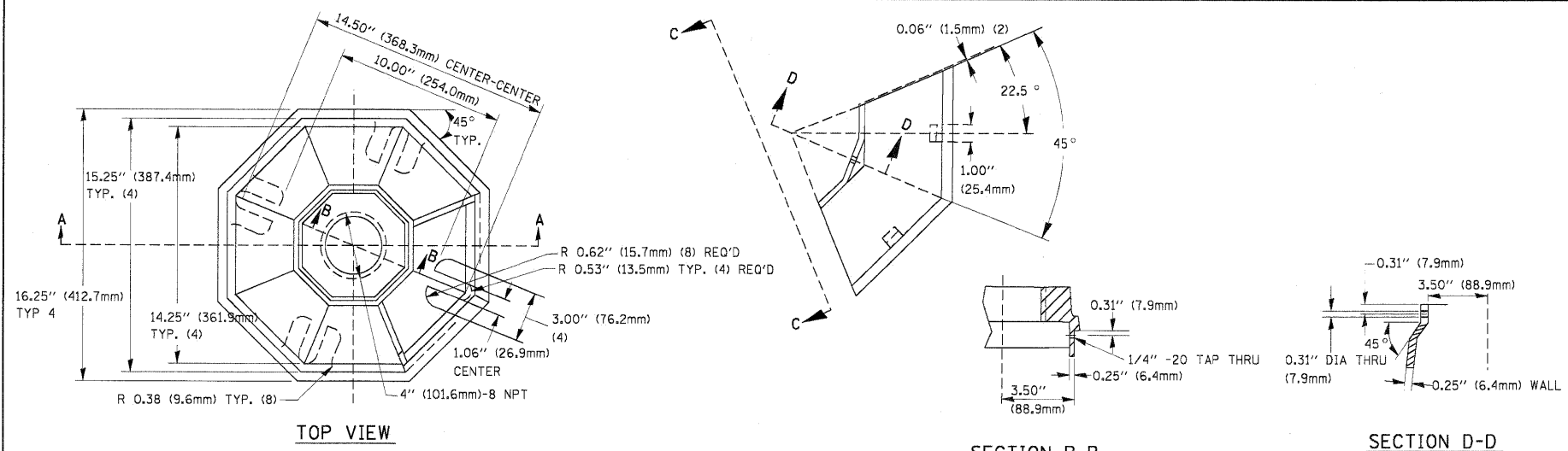
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



**NOTES:**

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.

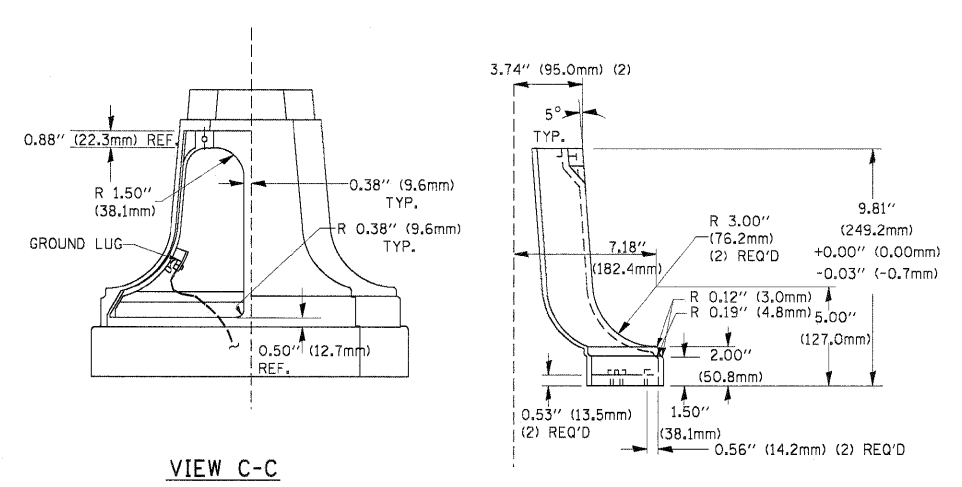
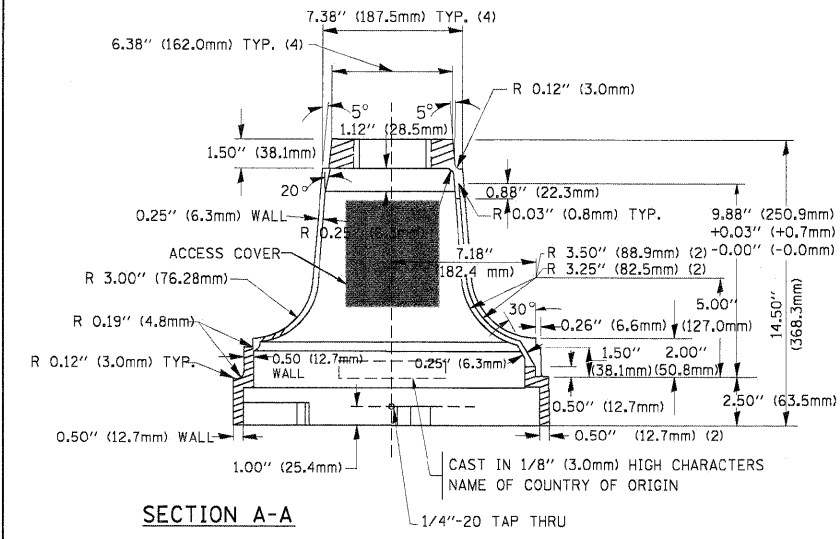




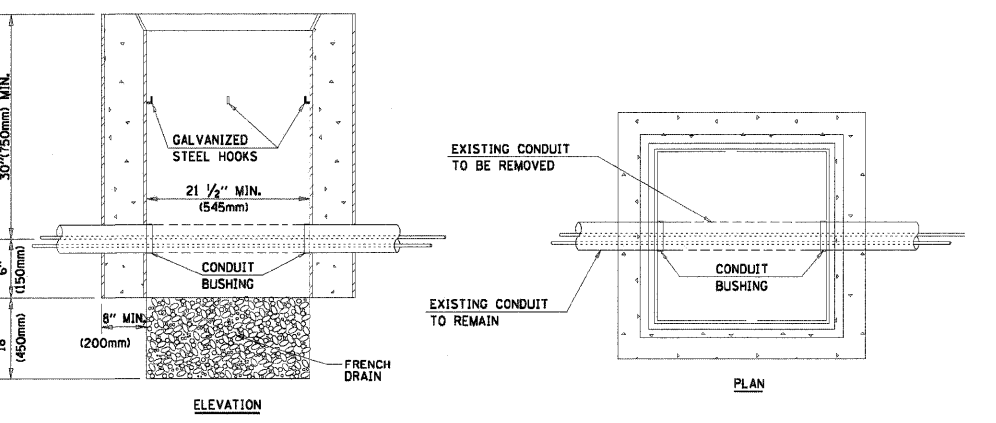
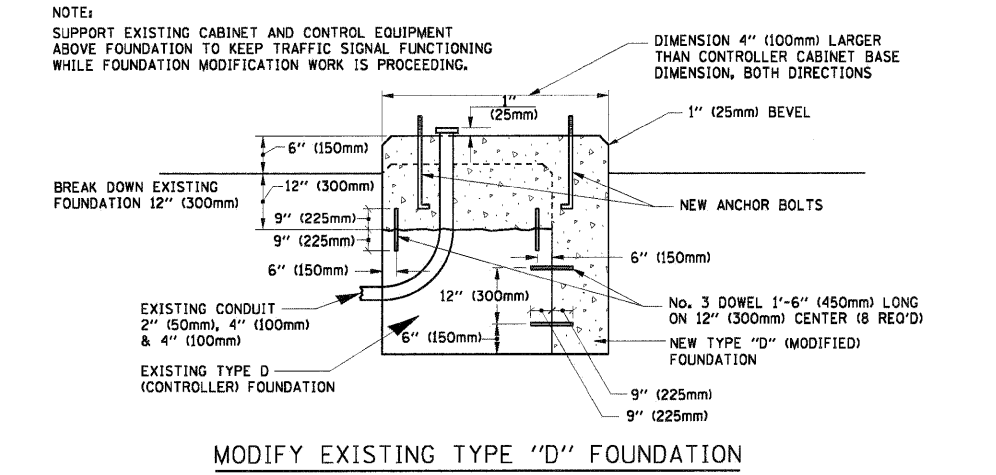
A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5\" (241mm)	19\" (483mm)	7\" (178mm) - 12\" (300mm)	53 lbs (24kg)
VARIABLES	10.75\" (273mm)	21.5\" (546mm)	7\" (178mm) - 12\" (300mm)	68 lbs (31 kg)
VARIABLES	13.0\" (330mm)	26\" (660mm)	7\" (178mm) - 12\" (300mm)	81 lbs (37 kg)
VARIABLES	18.5\" (470mm)	37\" (940mm)	7\"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

**NOTES:**

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

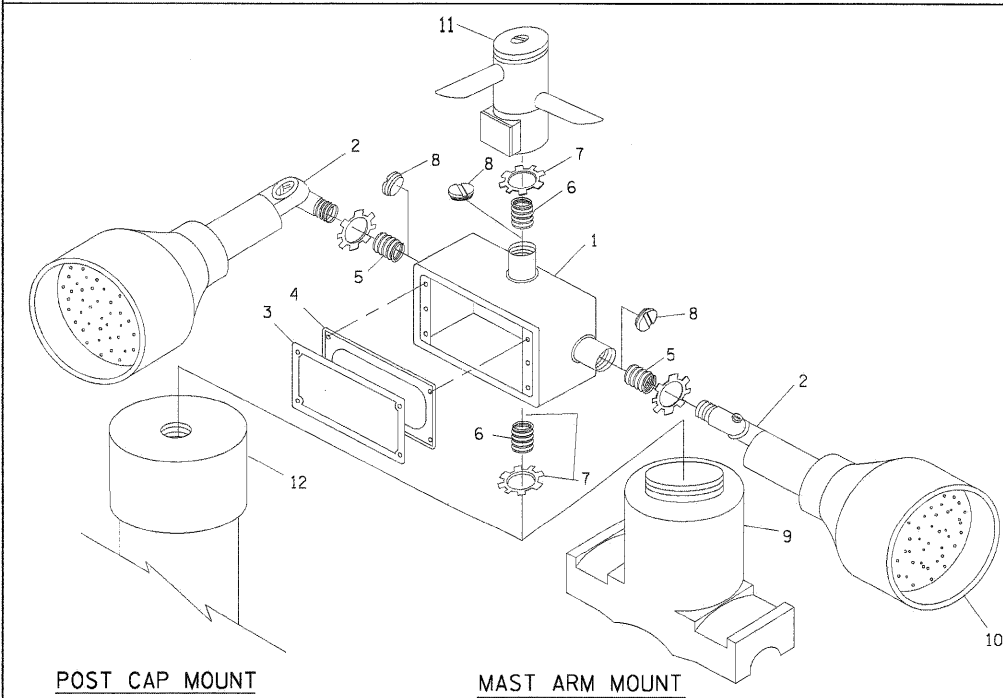


**TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A**



**NOTES:**

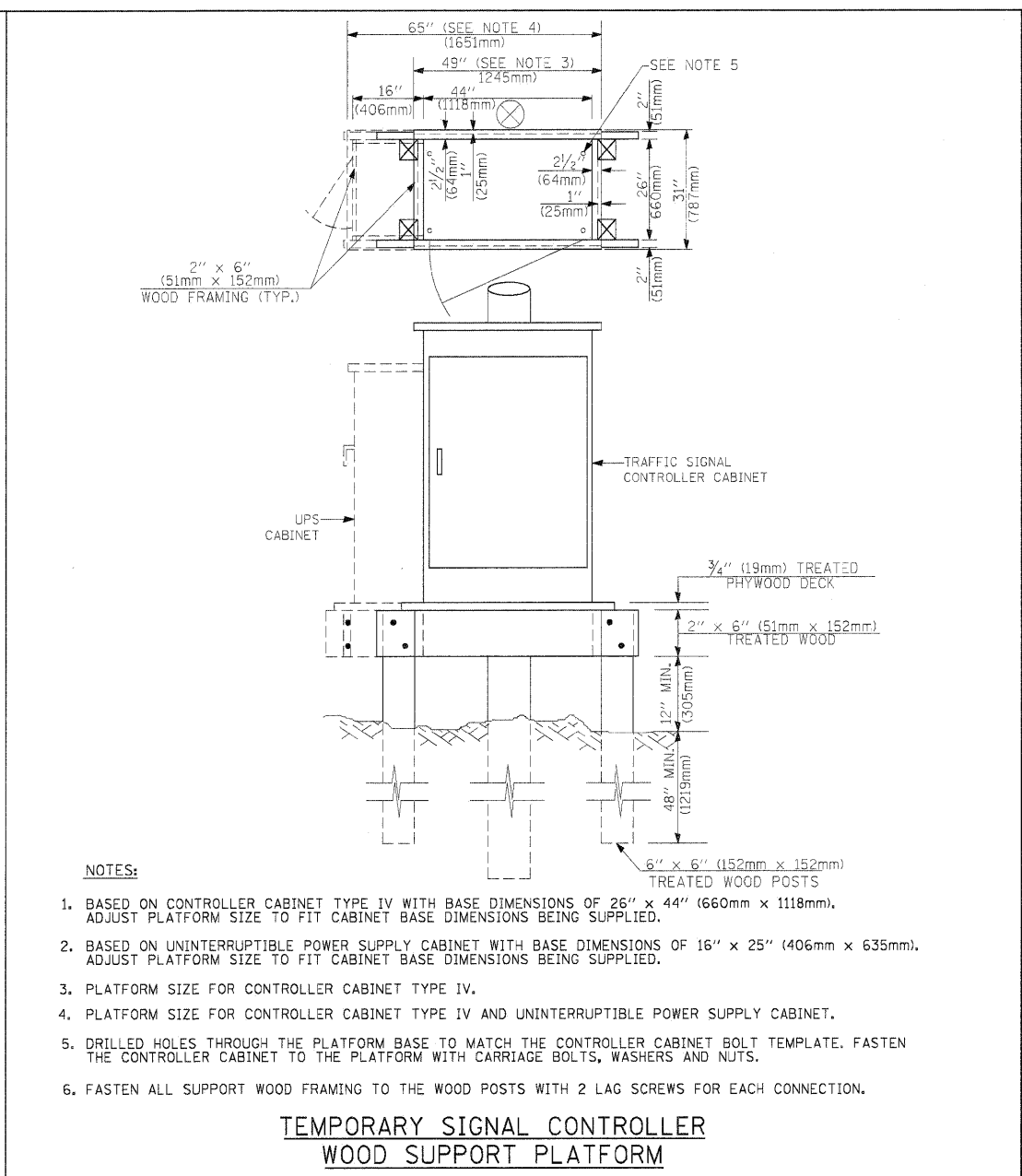
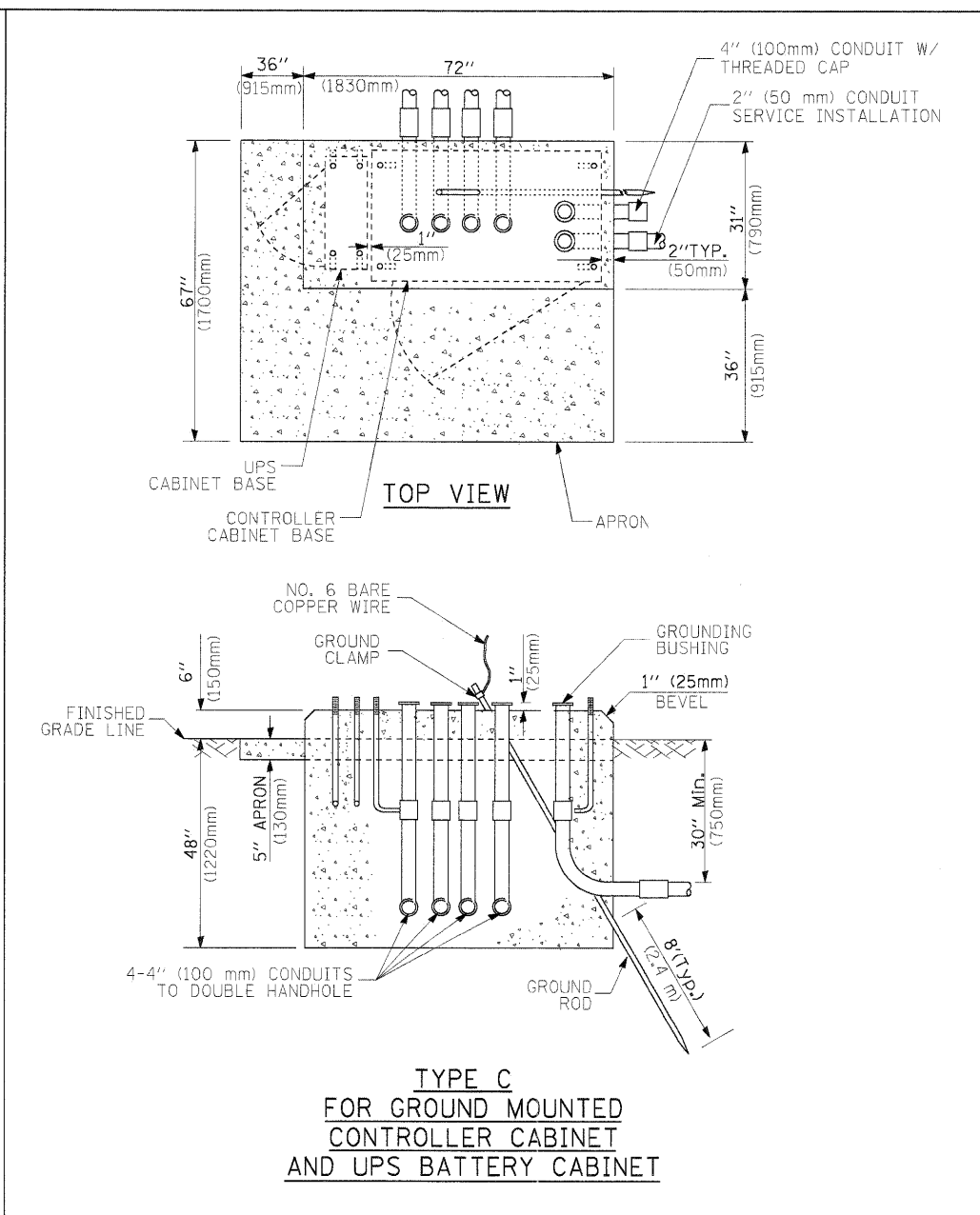
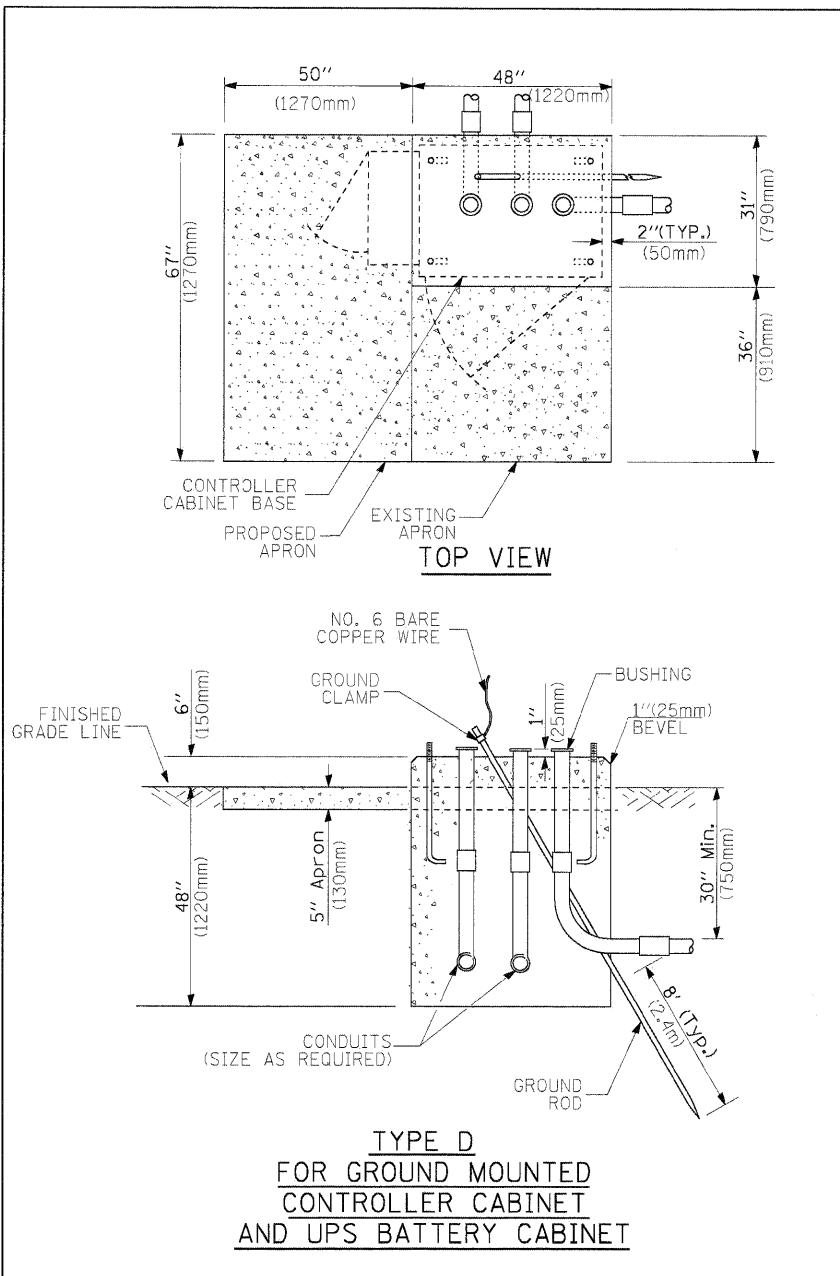
1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.



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

**NOTES:**

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-0-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



- NOTES:**
1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
  2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
  3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
  4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
  5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
  6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and up to 56' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	13'-6" (4.1 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)

- NOTES:**
1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (QU) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
  2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
  3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
  4. For mast arm assemblies with dual arms refer to state standard 878001.

**CABLE SLACK**

**VERTICAL CABLE LENGTH**

**DEPTH OF FOUNDATION**

**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

# TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH			CT	GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED			
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				EXISTING PREFORMED INTERSECTION LOOP DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				PREFORMED SAMPLING (SYSTEM) DETECTOR			
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER							
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT							
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER							
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED							
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)							
MICROWAVE VEHICLE SENSOR											
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

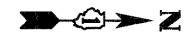
## RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		





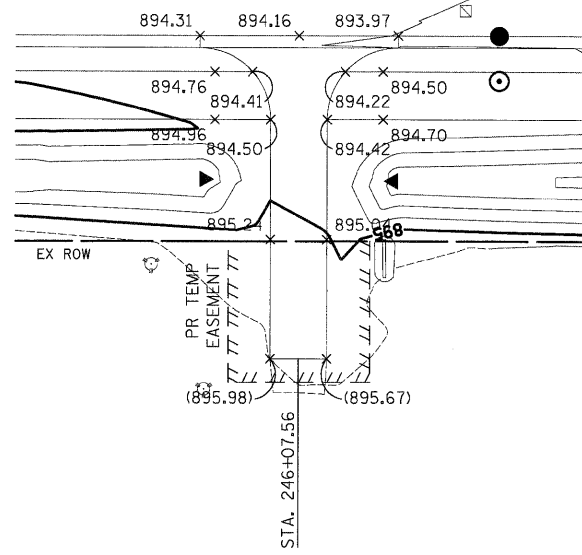




LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION  
XXX.XX PROPOSED PAVEMENT ELEVATION

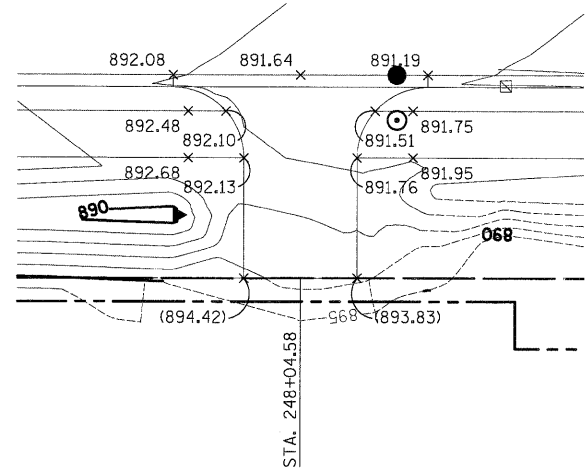
ILLINOIS ROUTE 31



DETAIL "E"

PRIVATE ENTRANCE  
STA. 246+07.56, RT

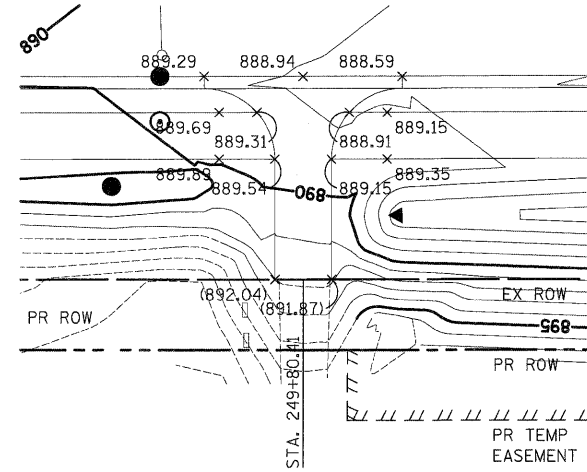
ILLINOIS ROUTE 31



DETAIL "F"

PRIVATE ENTRANCE  
STA. 248+04.58, RT

ILLINOIS ROUTE 31

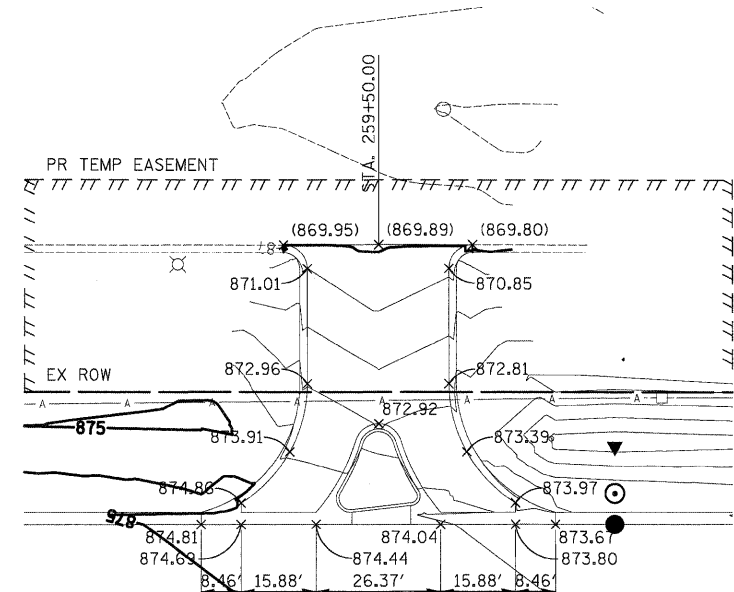


DETAIL "G"

PRIVATE ENTRANCE  
STA. 249+80.41, RT

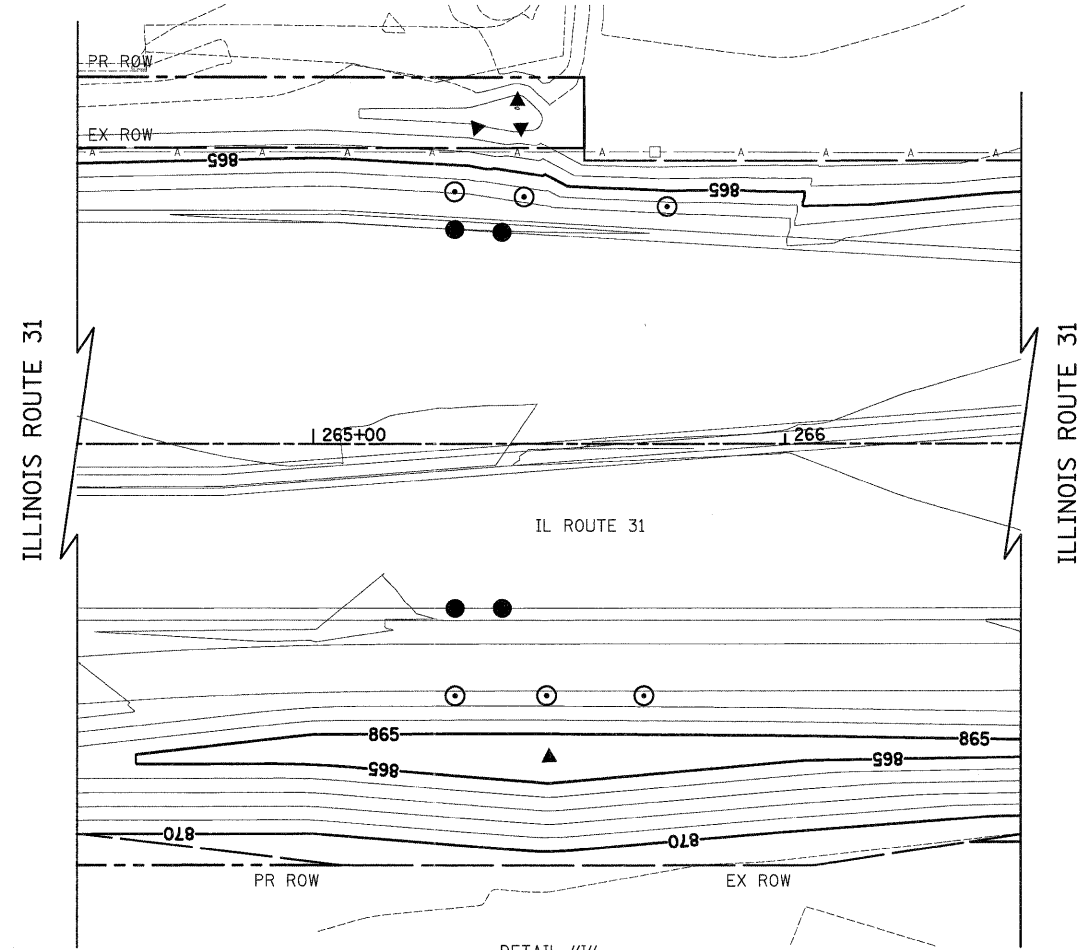
DATE	
BY	
PLAN	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS CHECKED	
NOTE BOOK NO.	
CADD FILE NAME	

DATE	
BY	
PROFILE	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS CHECKED	
NOTE BOOK NO.	
CADD FILE NAME	



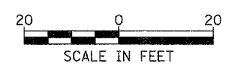
DETAIL "H"

COMMERCIAL ENTRANCE  
STA. 259+50.00, LT



DETAIL "I"

SPECIAL DITCH GRADING  
STA. 265+44 LT  
STA. 265+50 RT



FILE NAME =	USER NAME = dte	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>GRADING DETAILS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Y:\22278 Virginia Klasen\cadd\sheet\16-Detail	s\22278-sht-detail\16.dgn	DRAWN - KWH	REVISED -			3887	96-00209-01-PV	MCHENRY	271	160	
	PLOT SCALE = 20.0000' / in.	CHECKED - GAB	REVISED -			CONTRACT NO. 63553					
	PLOT DATE = 10/24/11	DATE - 10/24/11	REVISED -			FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT HPP-4064(003)					
SCALE: 1" = 20'						SHEET NO. 3 OF 6 SHEETS		STA. TO STA.			



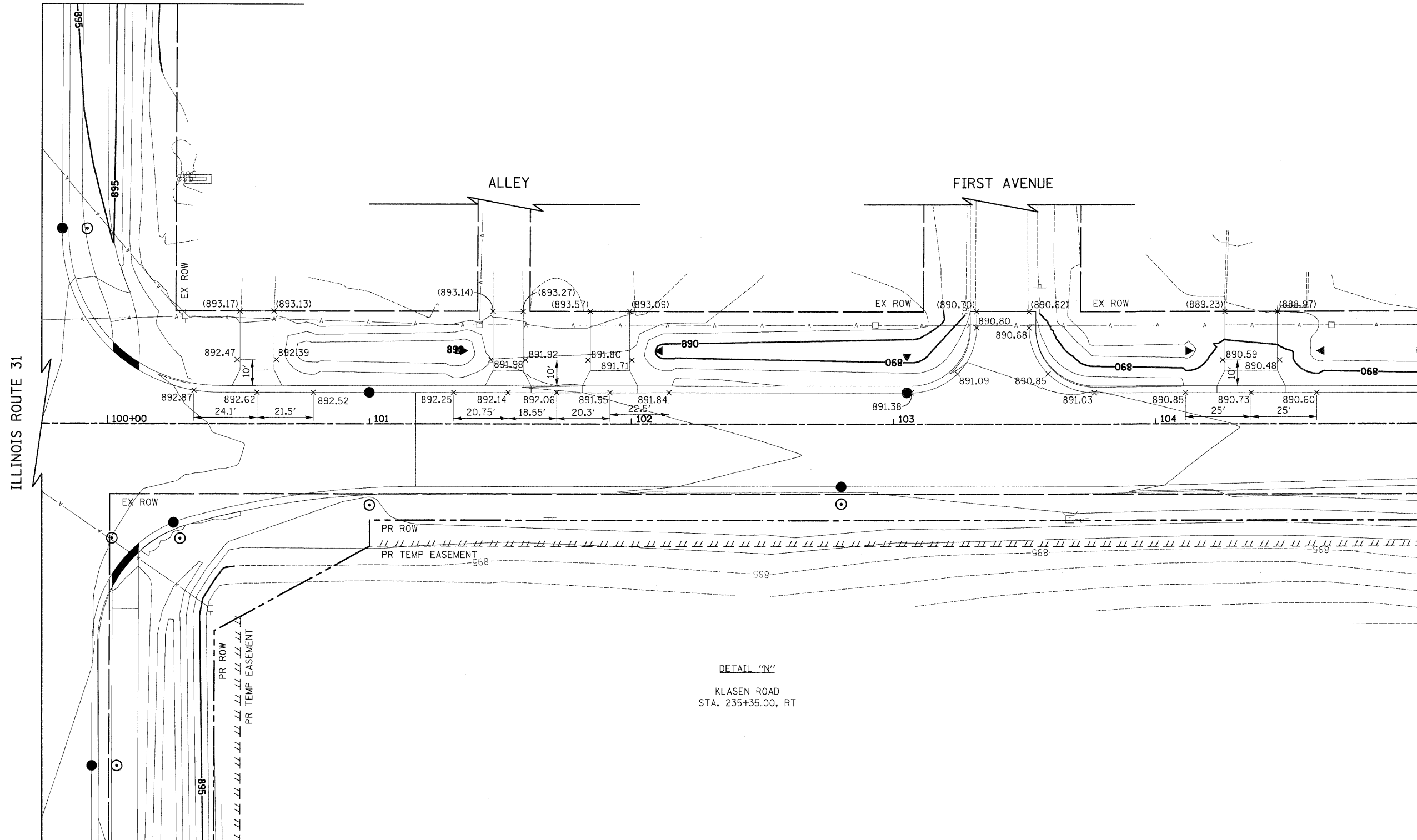
**LEGEND**

(XXX.XX) EXISTING PAVEMENT ELEVATION  
 XXX.XX PROPOSED PAVEMENT ELEVATION

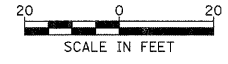


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	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHD	
	NOTE BOOK	
	NO.	

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



MATCH LINE 105+00  
 SEE SHEET NO. 163



FILE NAME = Y:\2278 Virginia Klases\cad\sheet\16-Detail	USER NAME = dso	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GRADING DETAILS</b>			F.A.J. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 162
	PLOT SCALE = 20.0000' / 1"	DRAWN - KWH	REVISED -		SCALE: 1" = 20'	SHEET NO. 5 OF 6 SHEETS	STA. 99+77 TO STA. 105+00	<b>CONTRACT NO. 63553</b>				
	PLOT DATE = 10/24/2011	CHECKED - GAB	REVISED -		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT HPP-4064(003)							
		DATE - 10/24/11	REVISED -									

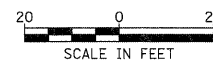
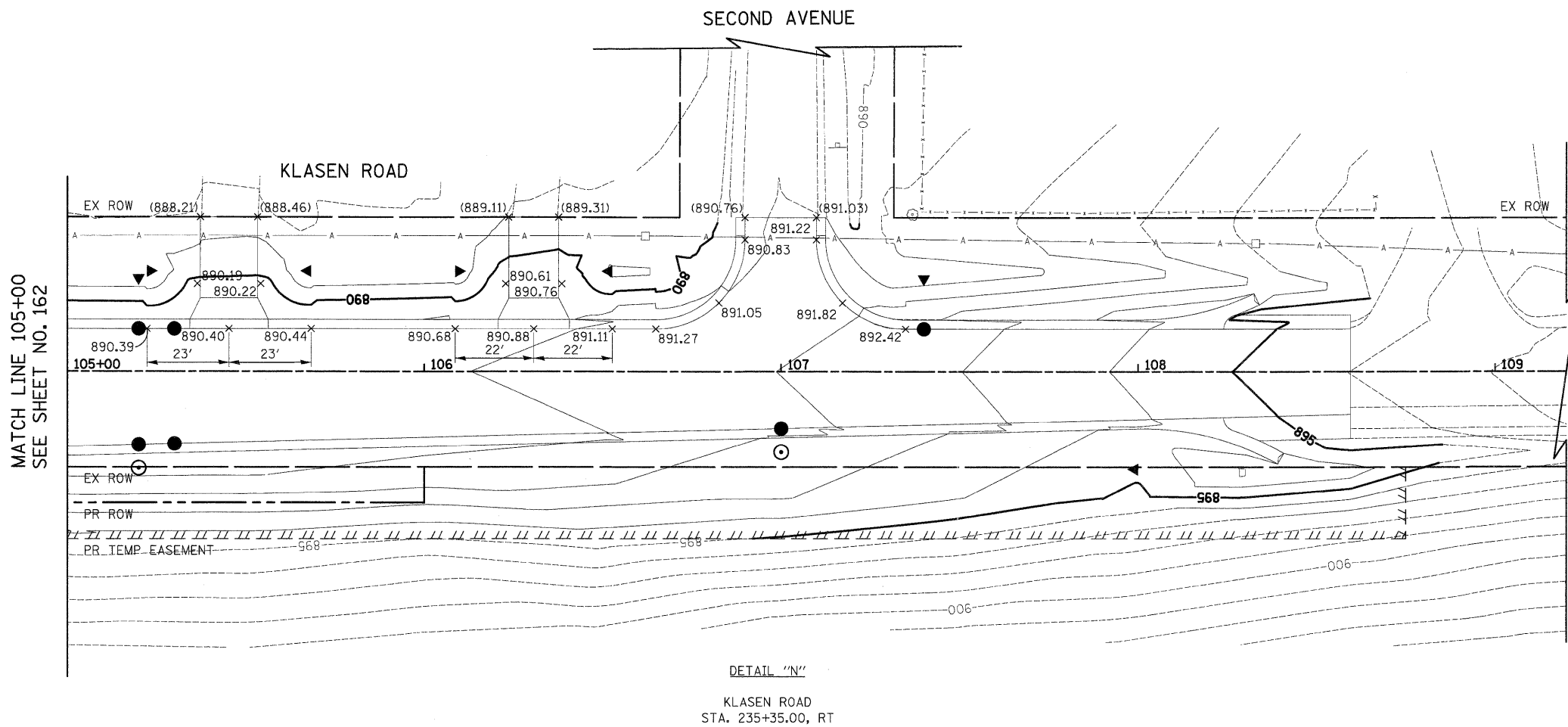
LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION  
 XXX.XX PROPOSED PAVEMENT ELEVATION

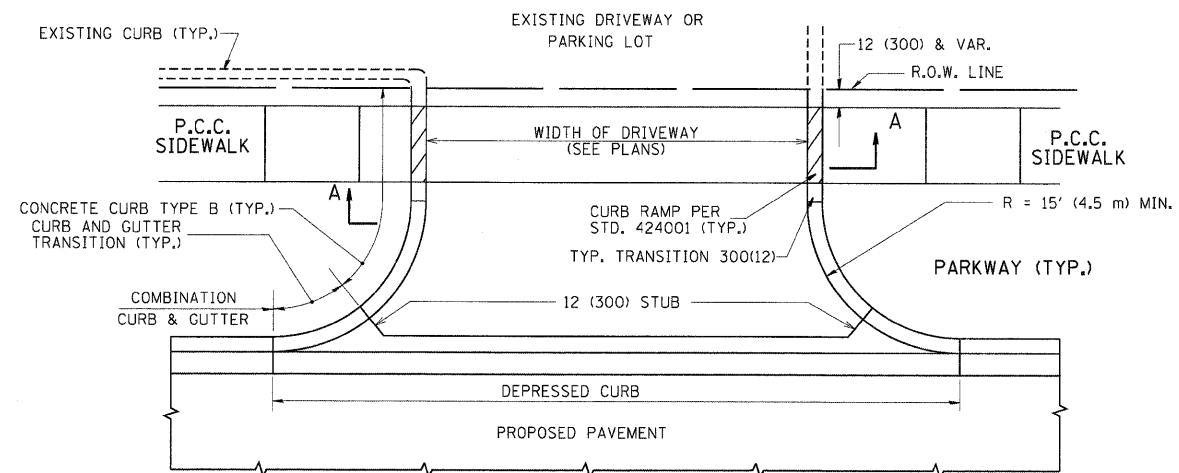


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	PLOTTED	
	CHECKED	
	BY	
	DATE	
	NOTE BOOK	
	NO.	
	FILE NAME	

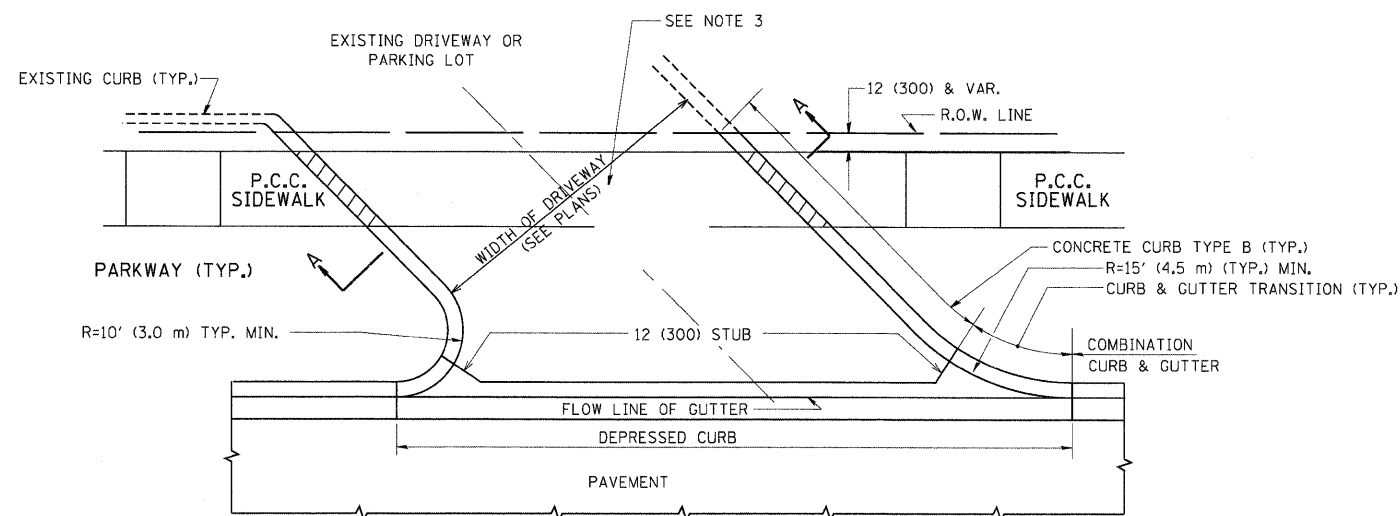
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	CHECKED	
	BY	
	DATE	
	NOTE BOOK	
	NO.	
	FILE NAME	



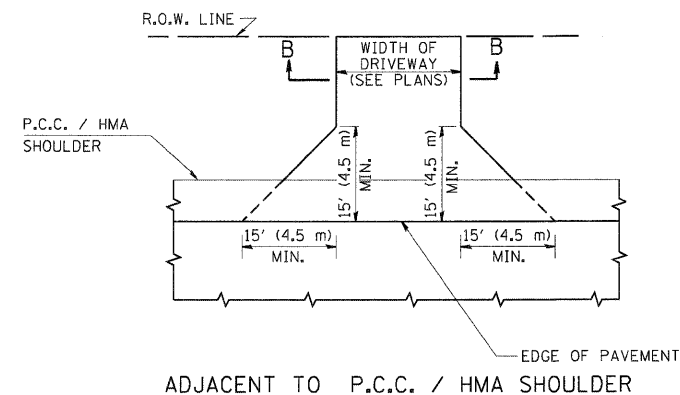
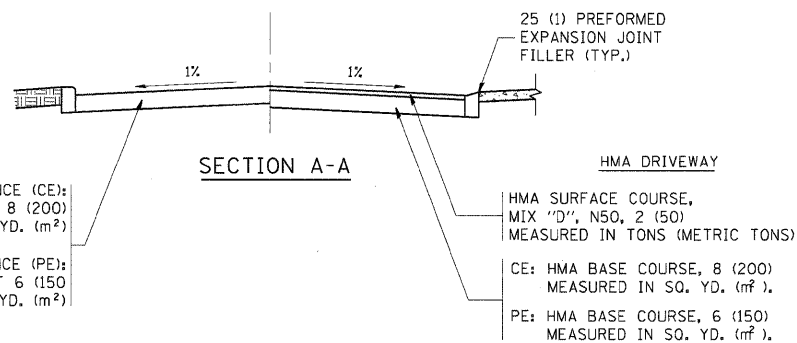
FILE NAME =	USER NAME = dta	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GRADING DETAILS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Y:\2278 Virginia Klasen\oad\sheet\16-Detail	a\2278-aht-details_05.dgn	DRAWN - KWH	REVISED -					3887	96-00209-01-PV	MCHENRY	271	163
	PLOT SCALE = 20.0000' / 1in.	CHECKED - GAB	REVISED -		CONTRACT NO. 63553							
	PLOT DATE = 10/24/2011	DATE - 10/24/11	REVISED -		SCALE: 1" = 20'	SHEET NO. 6 OF 6 SHEETS	STA. 105+00 TO STA. 109+20	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT HPP-40641003				



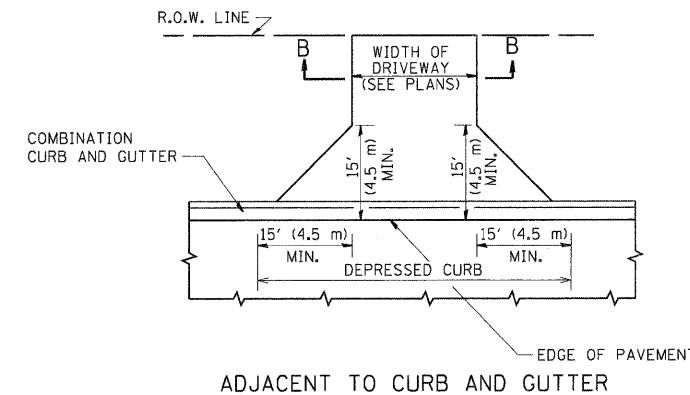
WITH CONCRETE CURB, TYPE B



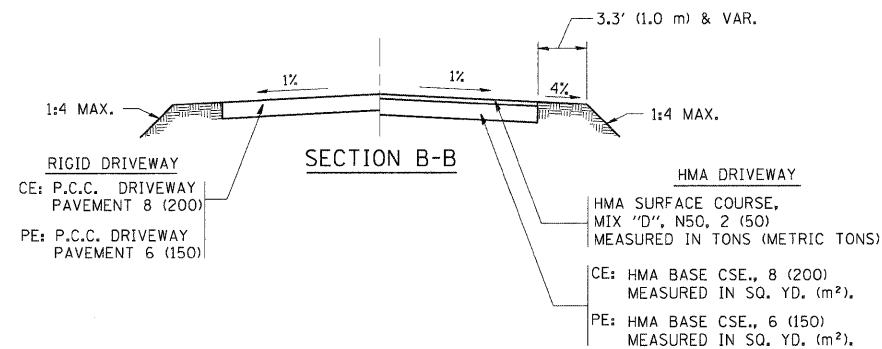
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

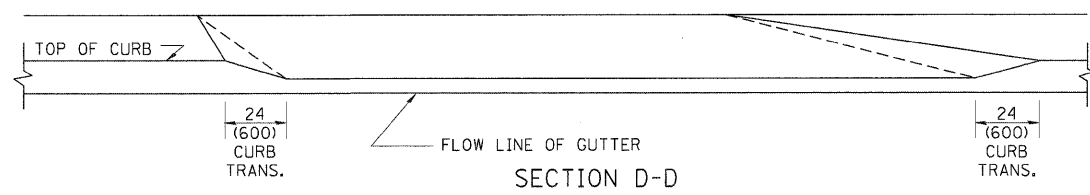
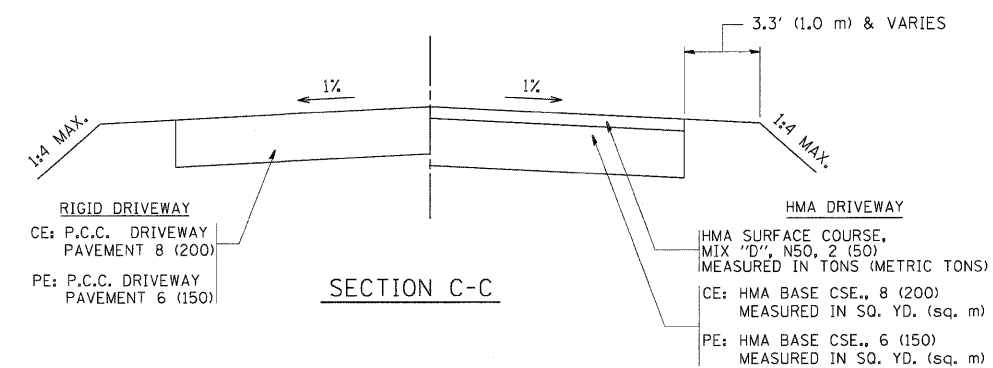
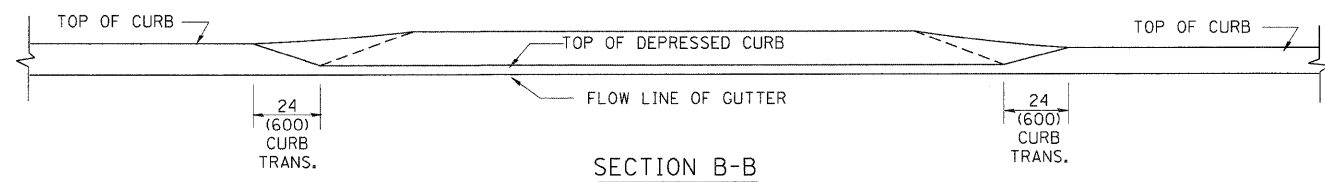
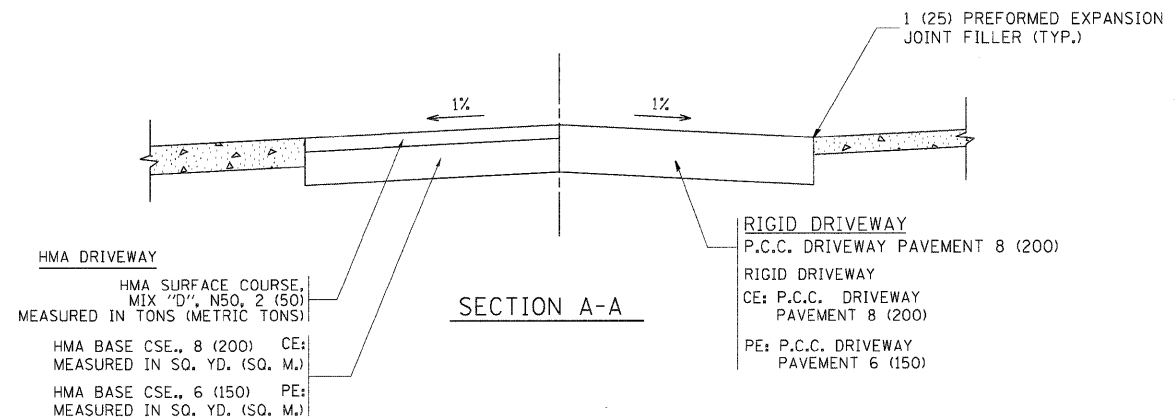
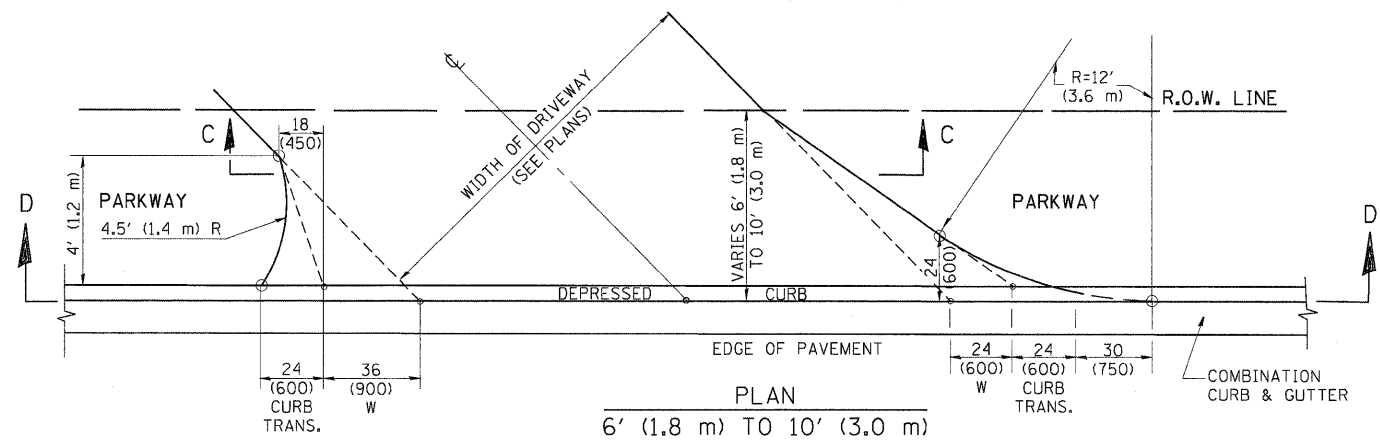
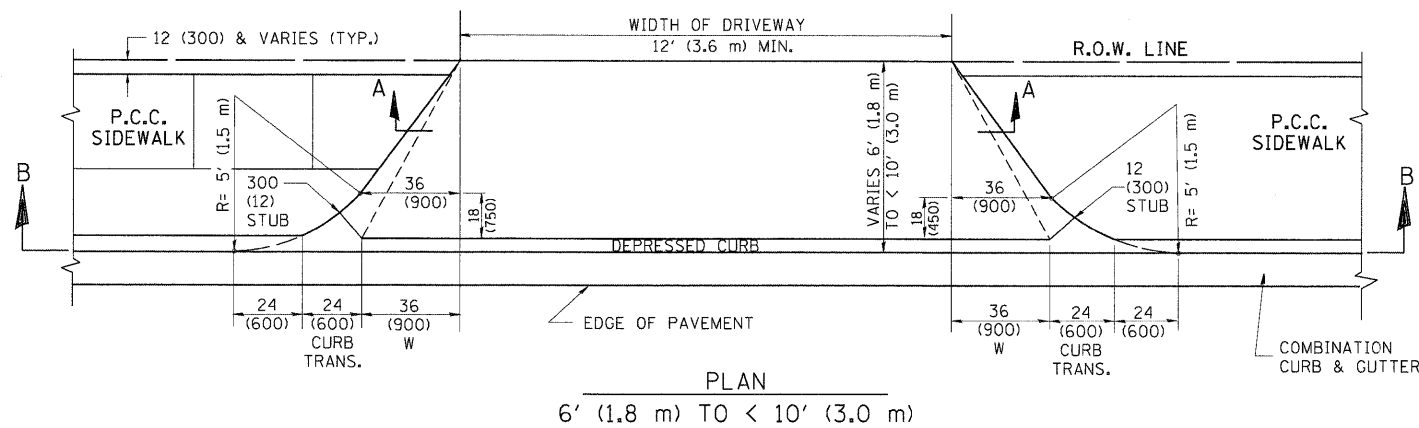
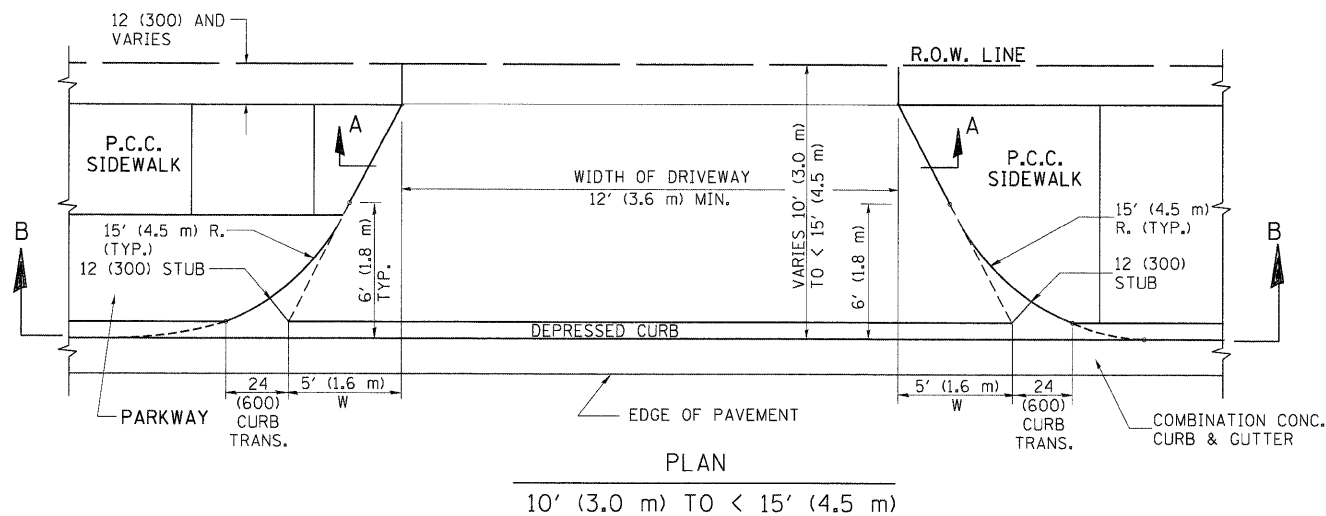
FILE NAME =	USER NAME = lejusa	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03
as:\pw\work\p\dot\lejusa\d0108315\bd01.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50:0000' / in.	CHECKED -	REVISED - R. BORO 06-11-08
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD0156-07 (BD-01)		271	164
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO.	





**GENERAL NOTES**

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

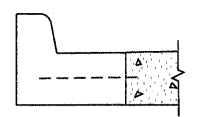
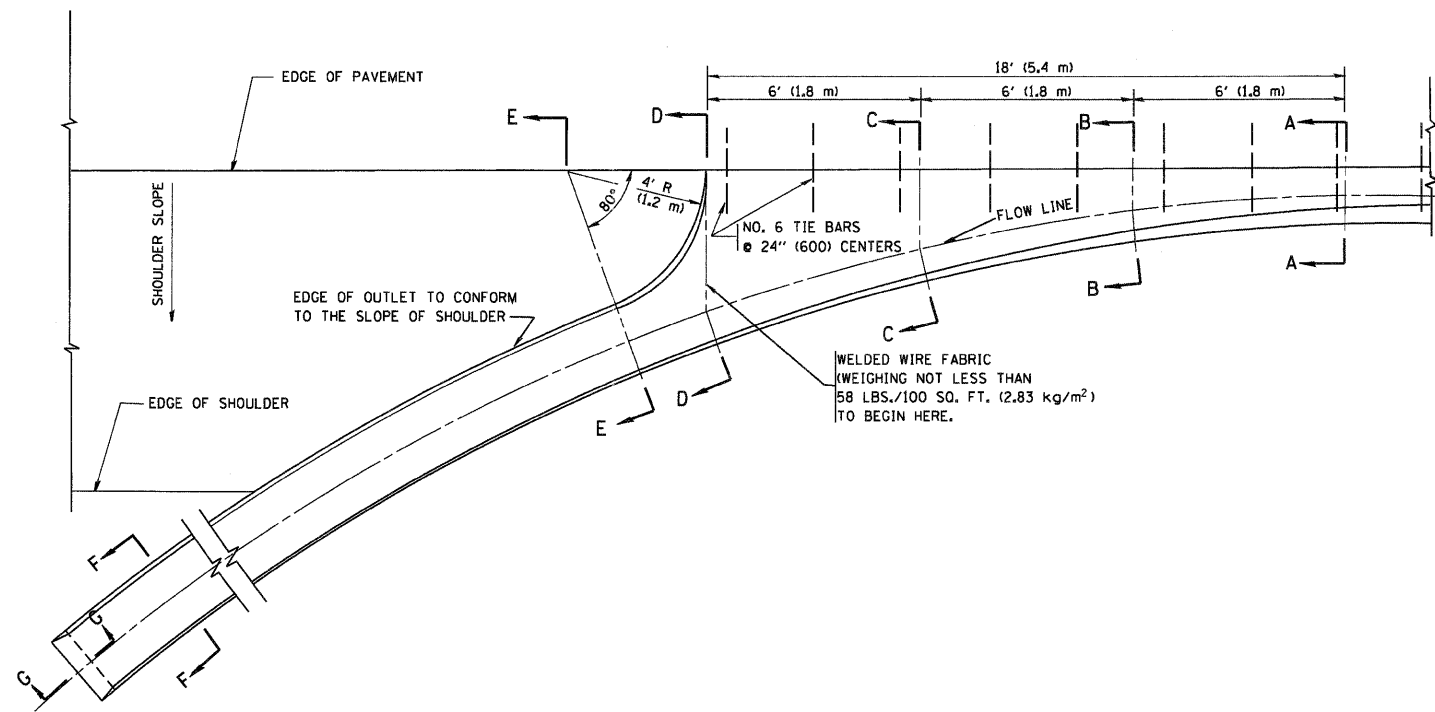
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

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ci:\pwwork\pwwidot\jaysa\d0128315\bd02.dgn		DRAWN -	REVISED - P. LOFLEUR 04-15-03
	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 9/6/2011	DATE - 11-06-95	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

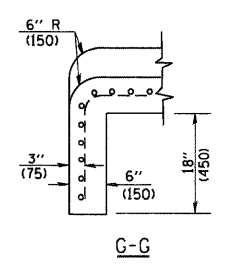
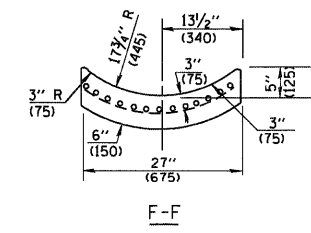
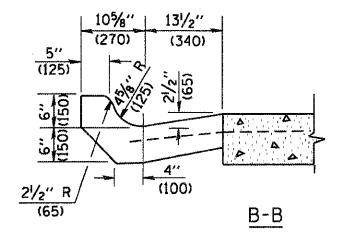
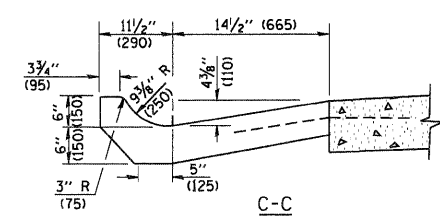
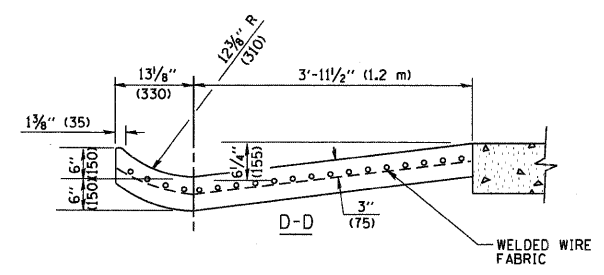
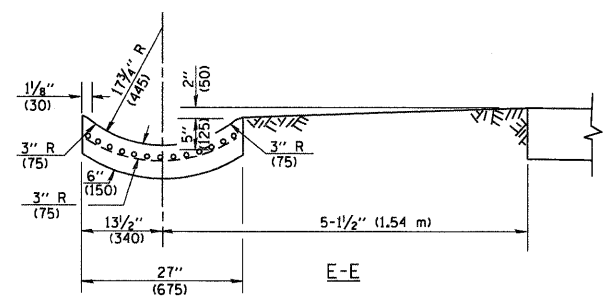
DRIVEWAY DETAILS	
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD400-02 (BD-02)		271	165
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO.	



A-A \*

\* DIMENSIONS OF THE CURB & GUTTER AT SECTION A-A ARE SHOWN ON STATE STANDARD 606001. FOR DETAILS OF OUTLET FOR CONCRETE CURB & GUTTER, TYPE B-6.24 (B-15.60) SEE STATE STANDARD 606006.



**GENERAL NOTES**

GUTTER OUTLET SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.

TIE BARS SHALL BE NO. 20 (NO.6) AT 24\" (600) CENTERS UNLESS OTHERWISE SHOWN.

IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

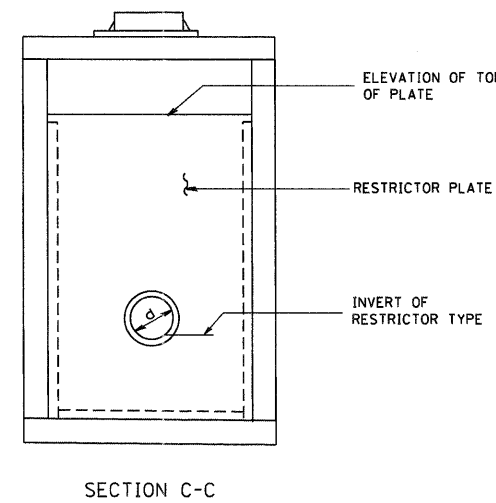
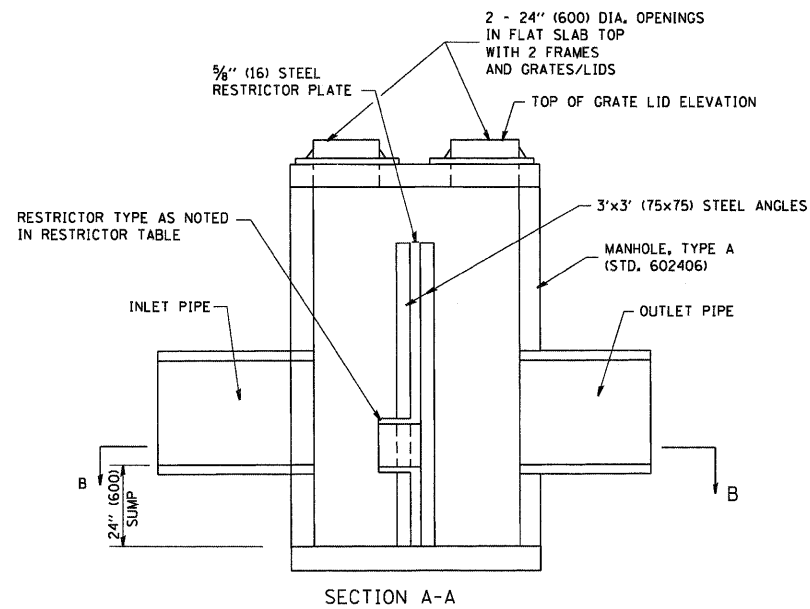
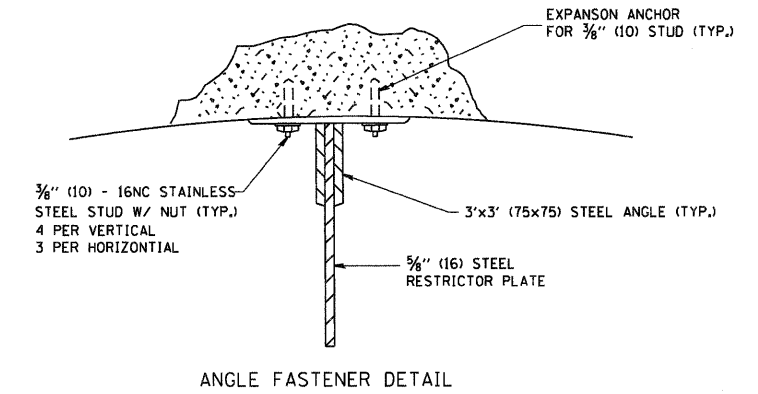
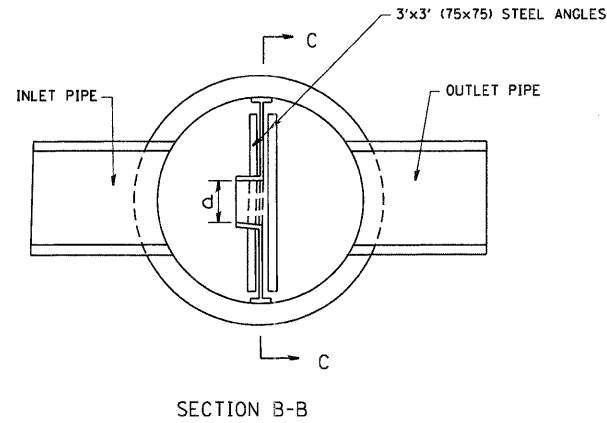
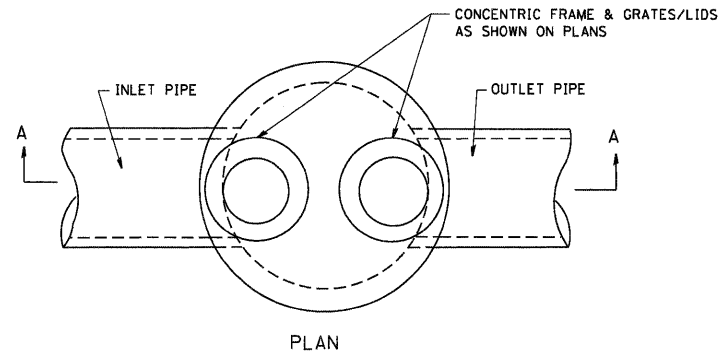
**QUANTITIES**

FOR SECTION A-A TO E-E AND CURTAIN WALL = 1.25 CU. YDS. (0.96 m<sup>3</sup>) CLASS S1 CONCRETE (OUTLET) FOR 9\" (225) PAV'T.  
 1.27 CU. YDS. (0.96 m<sup>3</sup>) CLASS S1 CONCRETE (OUTLET) FOR 10\" (250) PAV'T.  
 FOR SECTION F-F = 0.045 CU. YDS. (0.03 m<sup>3</sup>) CLASS S1 CONCRETE PER FT. (m).

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

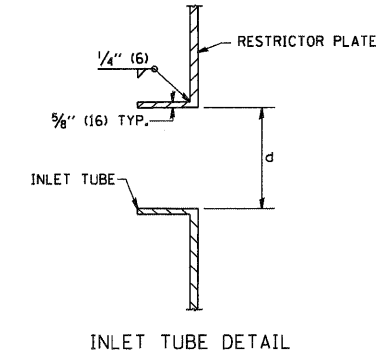
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	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - R. SHAH 10-25-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD600-01 (BD-03)	CONTRACT NO.	271	166
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - E. GOMEZ 12-21-00									
		DATE - 08-04-86	REVISED -						FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			



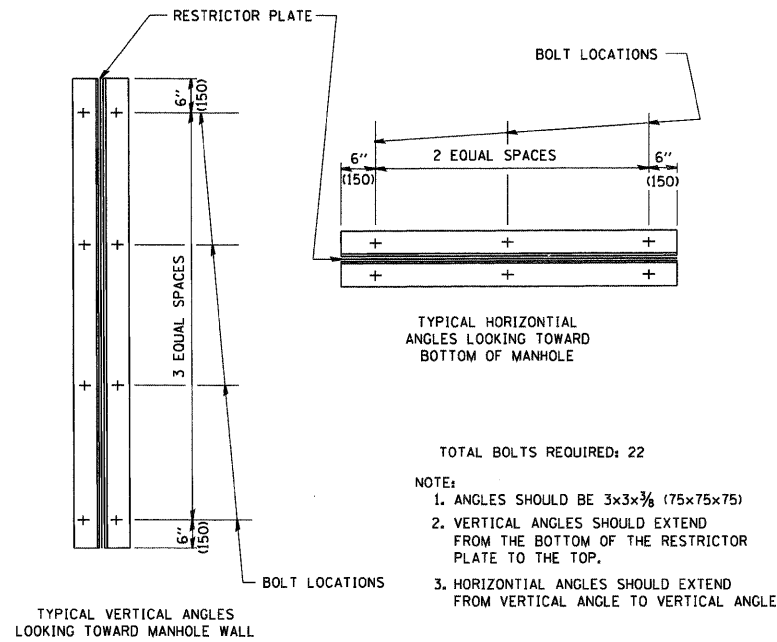


NOTES:

1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 6 FT. (1.8 m)-DIAMETER, TYPE I FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



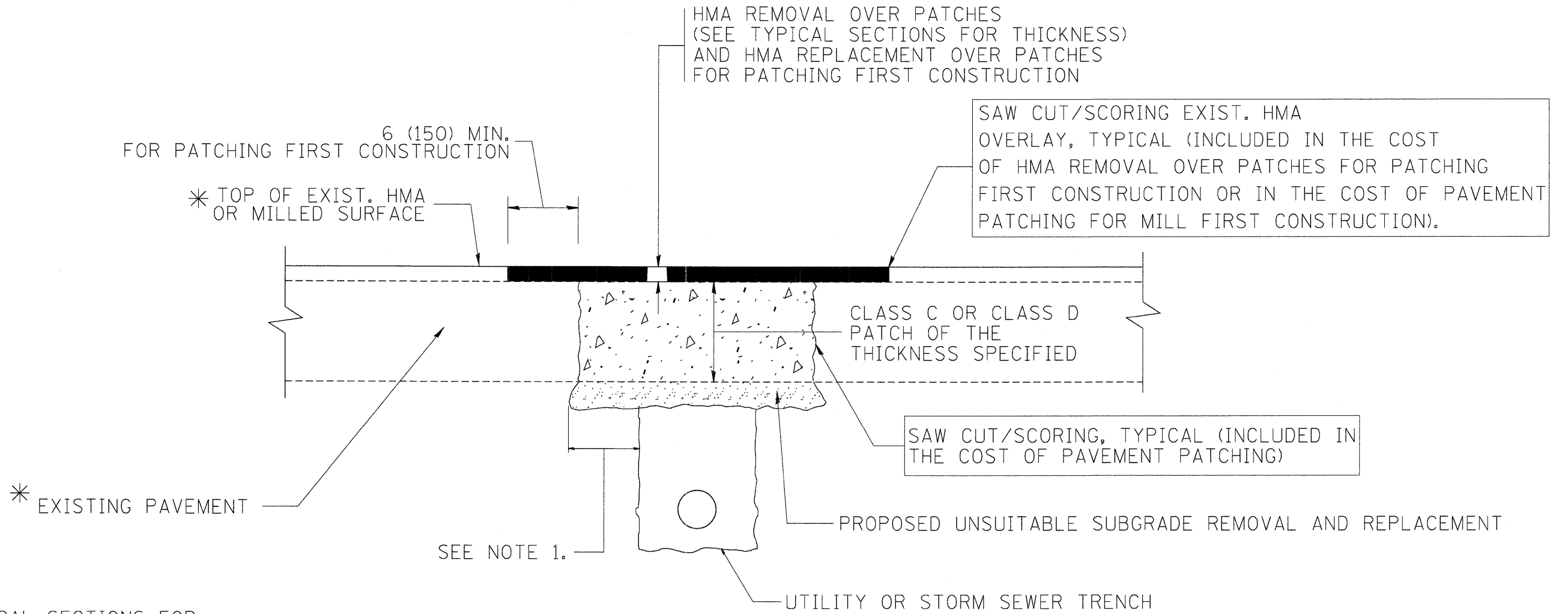
STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
233+00, LT	6	T1F CL	2	7.44	882.80	886.09
235+50, LT	6	T1F CL	2	10.44	883.75	887.14
235+50, RT	6	T1F CL	2	9.56	883.70	887.57
261+00, LT	6	T1F CL	2	5.81	866.10	870.18
263+20, RT	6	T1F CL	2	11.63	863.75	867.30
265+40, LT	6	T1F CL	2	6.81	862.00	865.26
265+75, RT	6	T1F CL	2	11.08	862.35	866.05
265+75, LT	6	T1F CL	2	10.17	861.85	865.42
100+02, RT	6	T1F CL	2	8.31	884.60	891.07
220+95, RT	7	T1F CL	2	6	877.92	884.95
220+95, LT	7	T1F CL	2	6	879.24	881.95
221+15, LT	7	T1F CL	2	8	879.24	883.75



RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

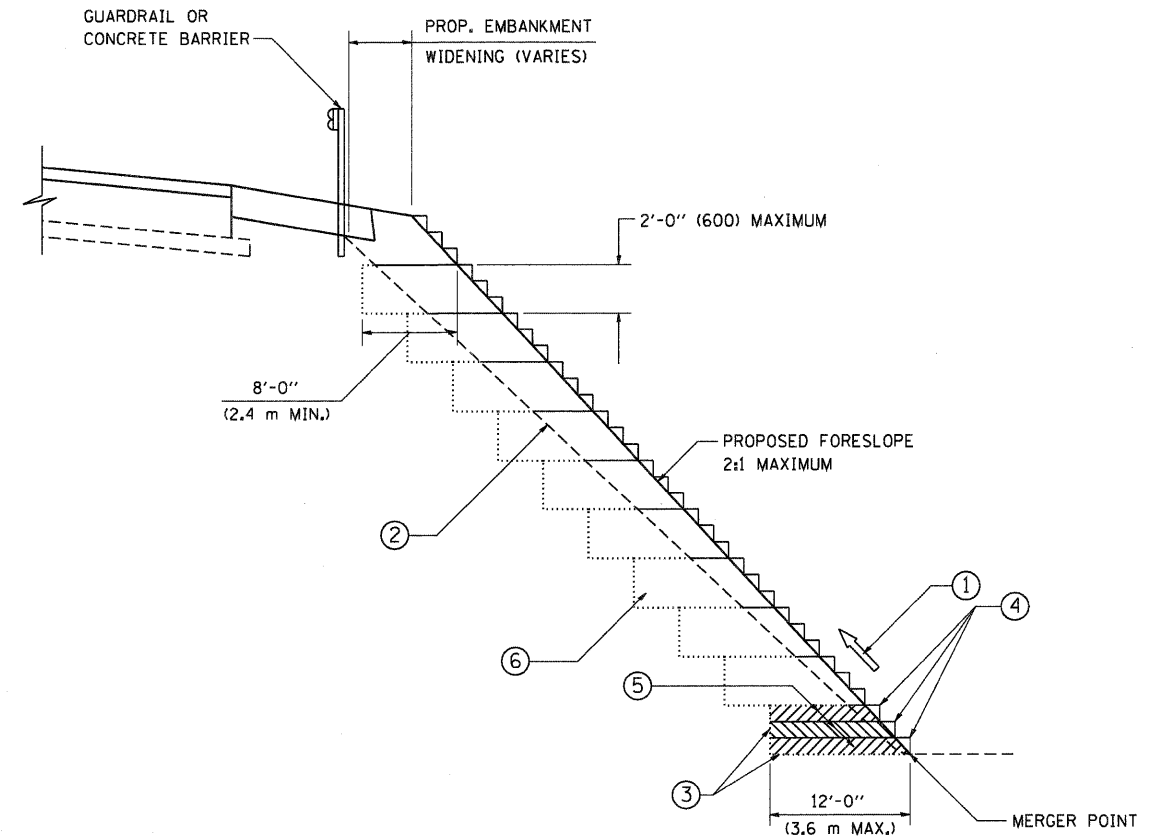
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)	CONTRACT NO.	271	169
		PLOT SCALE = 50,000 ' / IN.	REVISED - R. BORO 09-04-07									
		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08									



**TYPICAL BENCHING DETAIL  
FOR EMBANKMENT**

**NOTES:**

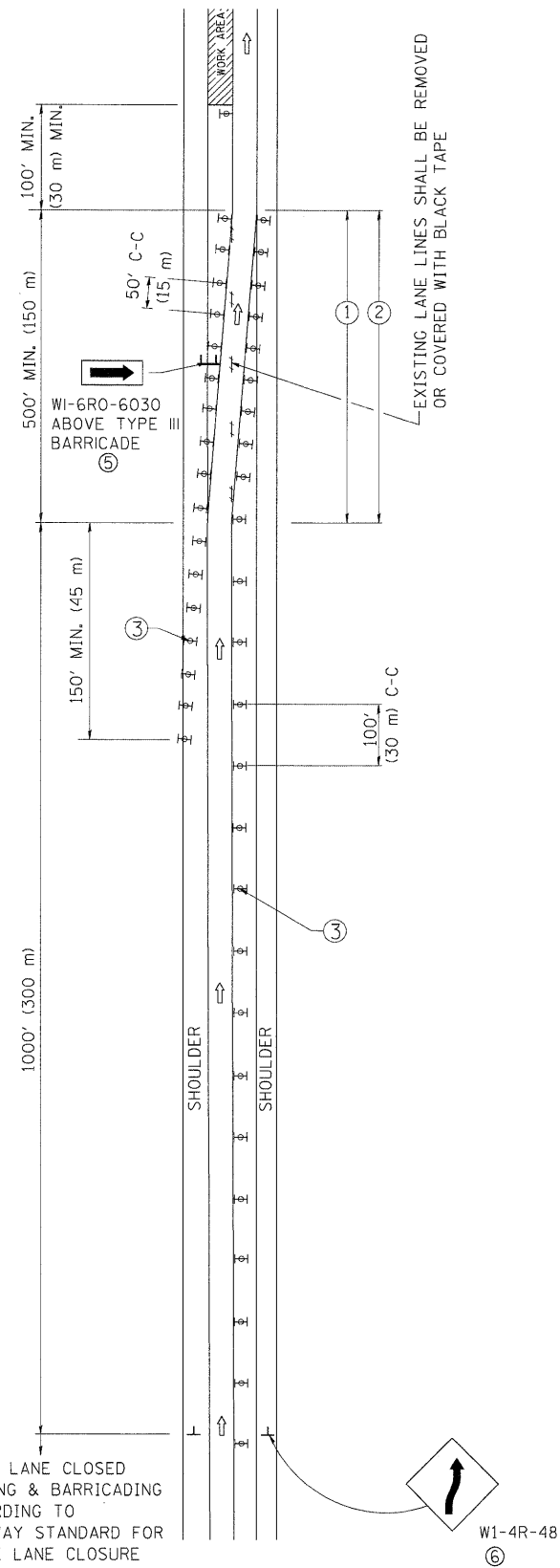
- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL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

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

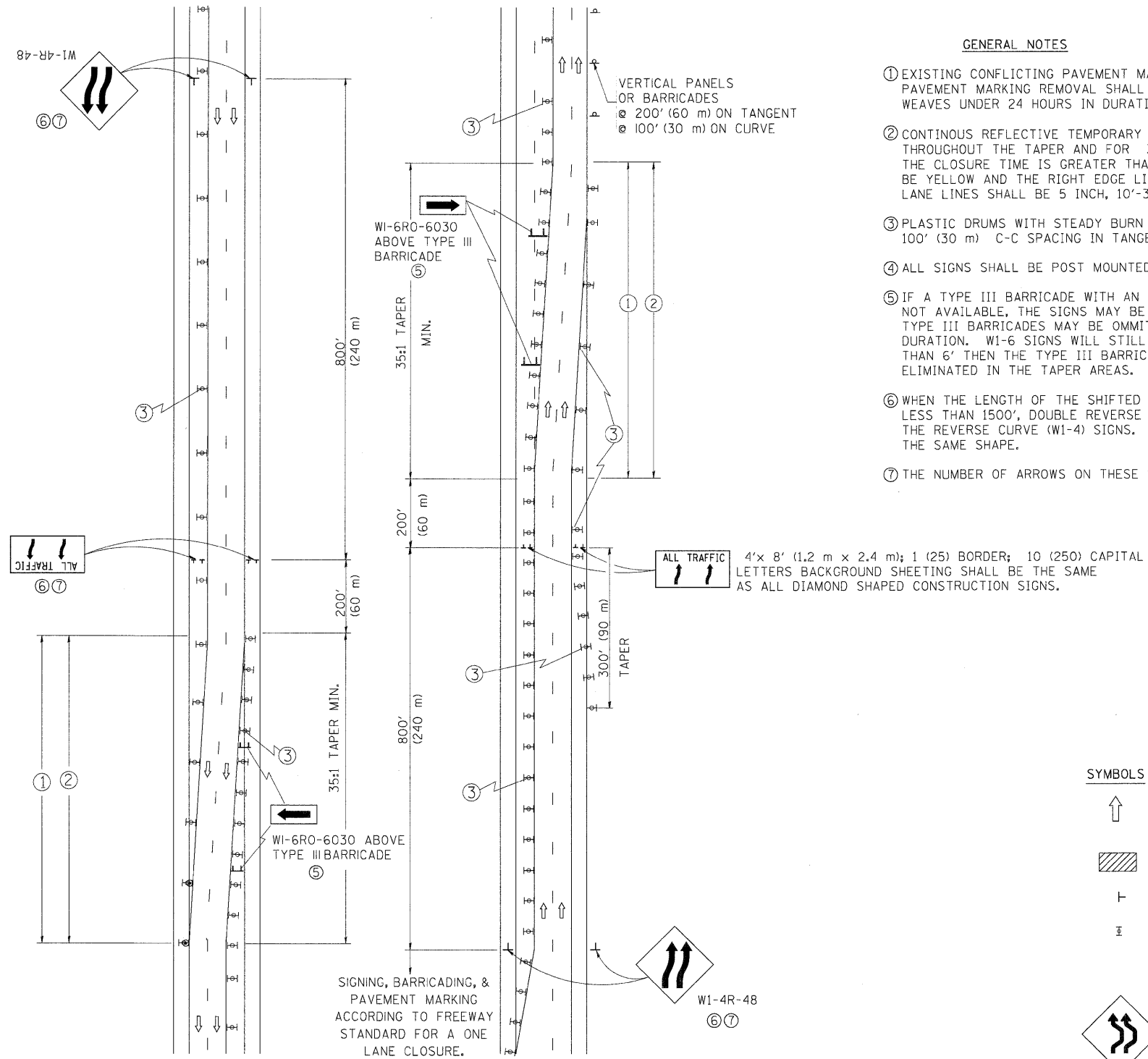
FILE NAME = W:\distata\22x34\ba51.dgn	USER NAME = goglianobt	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BENCHING DETAIL FOR EMBANKMENT WIDENING</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	CHECKED - S.E.B.	REVISED -					271	170			
PLOT DATE = 1/4/2008	DATE - 06-16-04	REVISED -	REVISED -	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD-51</b>		CONTRACT NO.		
								FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				



# SINGLE LANE WEAVE



# MULTI-LANE WEAVE

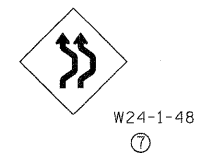


### GENERAL NOTES

- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 24 HOURS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS. TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- ⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- ⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

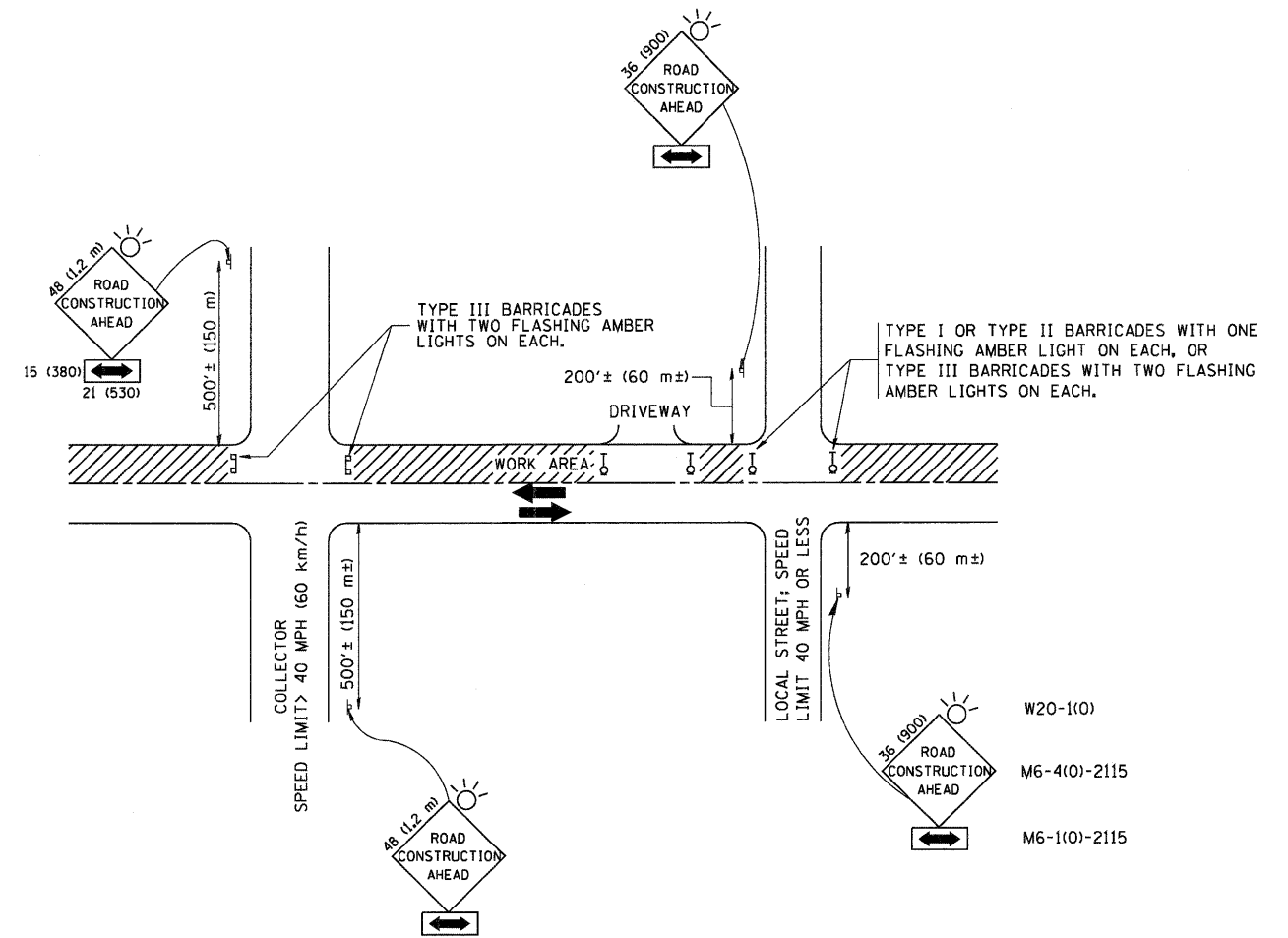
### SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT



ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\aiststd\22x34\ta09.dgn	USER NAME = luyao	DESIGNED - DWS	REVISED - JAF 01-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE &amp; MULTI-LANE WEAVE</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - JAF 02-06		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-09	CONTRACT NO.	271	171
		PLOT SCALE = 50:000 / IN.	REVISED - SPB 01-07									
		PLOT DATE = 1/26/2010	REVISED - SPB 12-09									



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
 

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

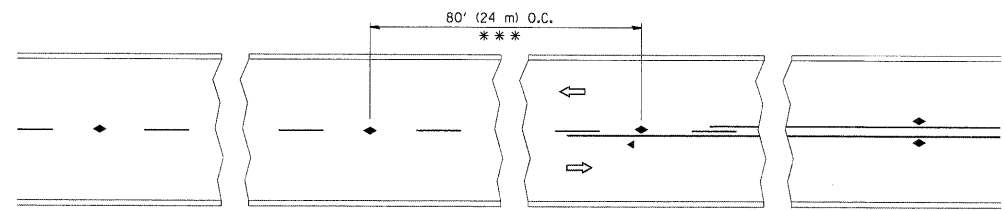
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	PLOT SCALE = 50,000 / IN.	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR  
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

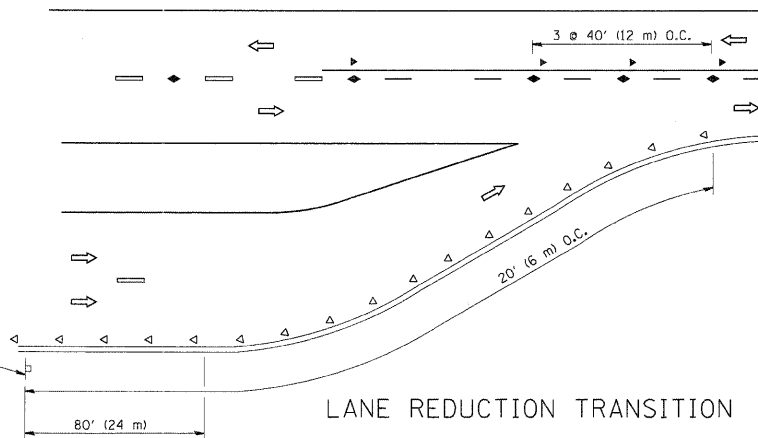
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-10		271	172
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO.	

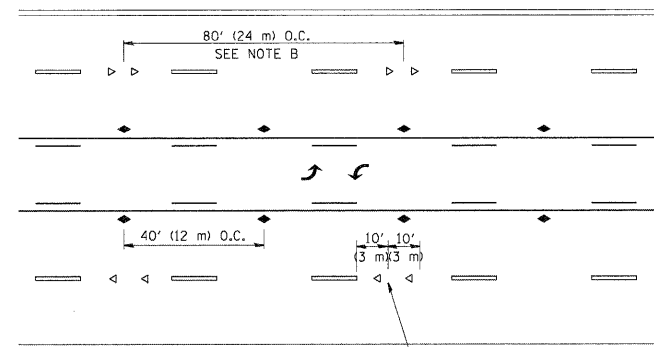


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

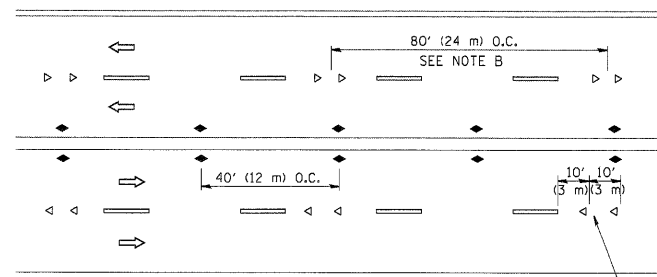
TWO-LANE/TWO-WAY



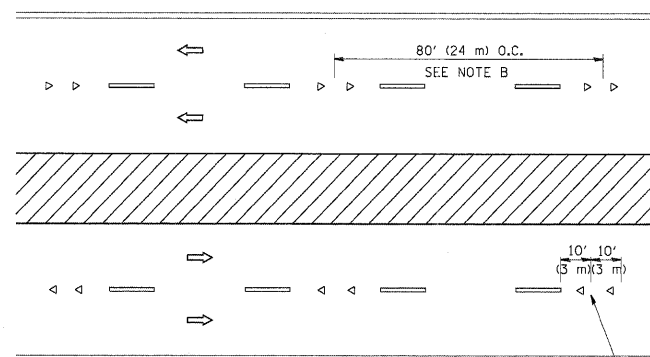
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

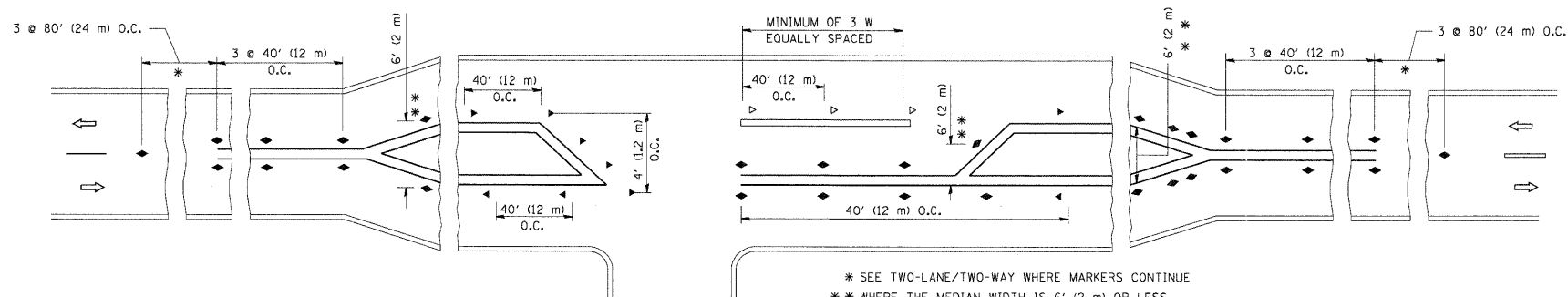
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

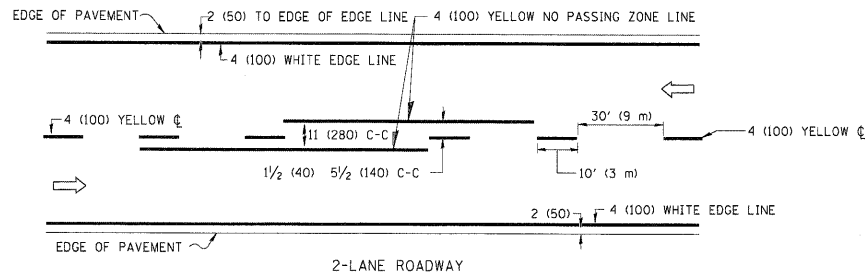


LEFT TURN

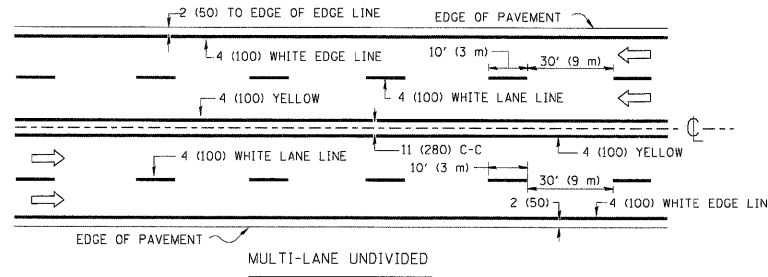
\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

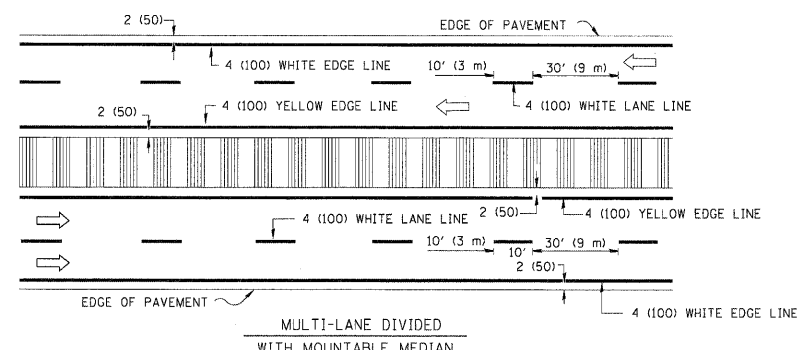
FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
dr:\pw_work\pvidas\drivakosgn\d0188315\to1.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		<b>RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>						271	173
		PLOT SCALE = 50.000' / IN.	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>TC-11</b>		CONTRACT NO.	
		PLOT DATE = 9/9/2009	REVISED - C. JUCIUS 09-09-09									
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY



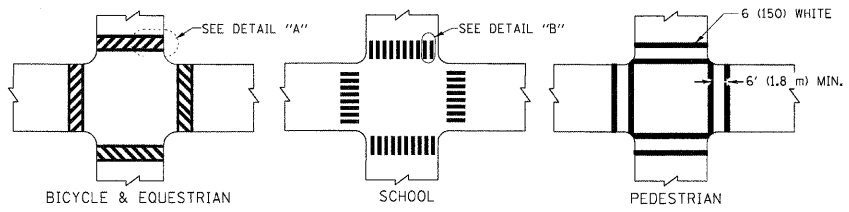
MULTI-LANE UNDIVIDED



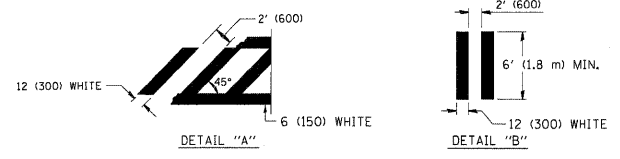
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

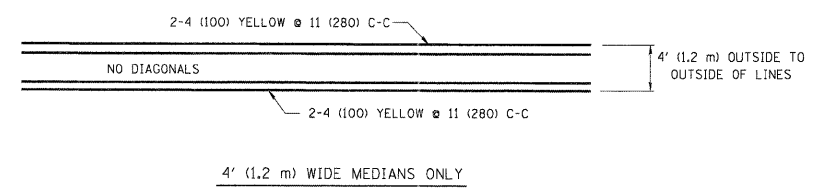
TYPICAL LANE AND EDGE LINE MARKING



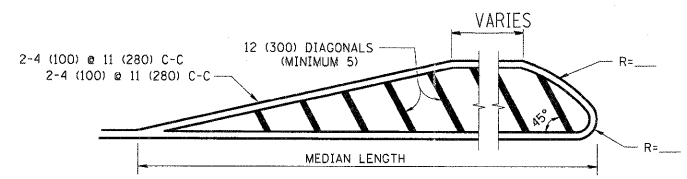
BICYCLE & EQUESTRIAN SCHOOL PEDESTRIAN



TYPICAL CROSSWALK MARKING



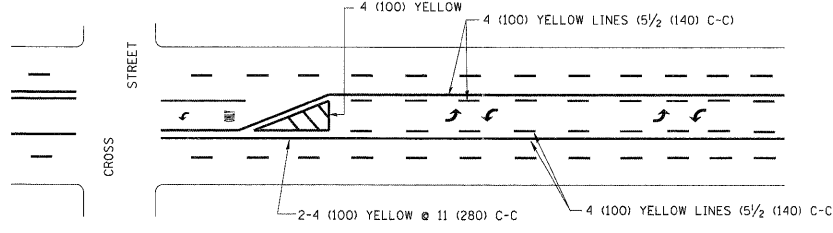
4' (1.2 m) WIDE MEDIANS ONLY



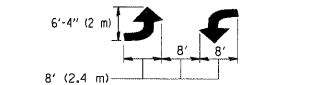
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

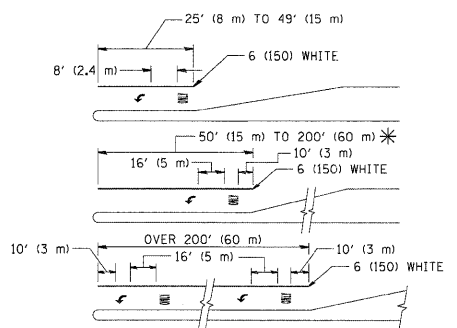


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

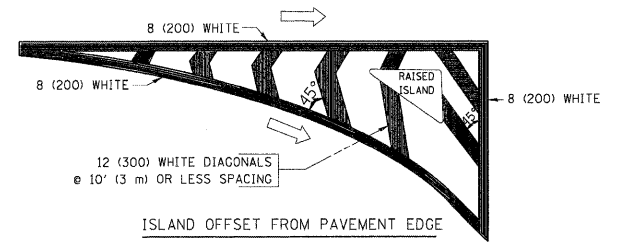
TYPICAL PAINTED MEDIAN MARKING



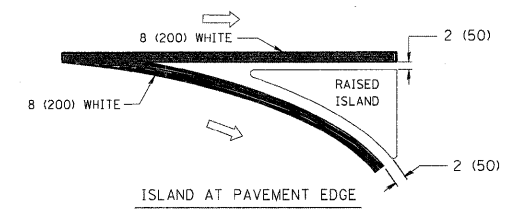
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

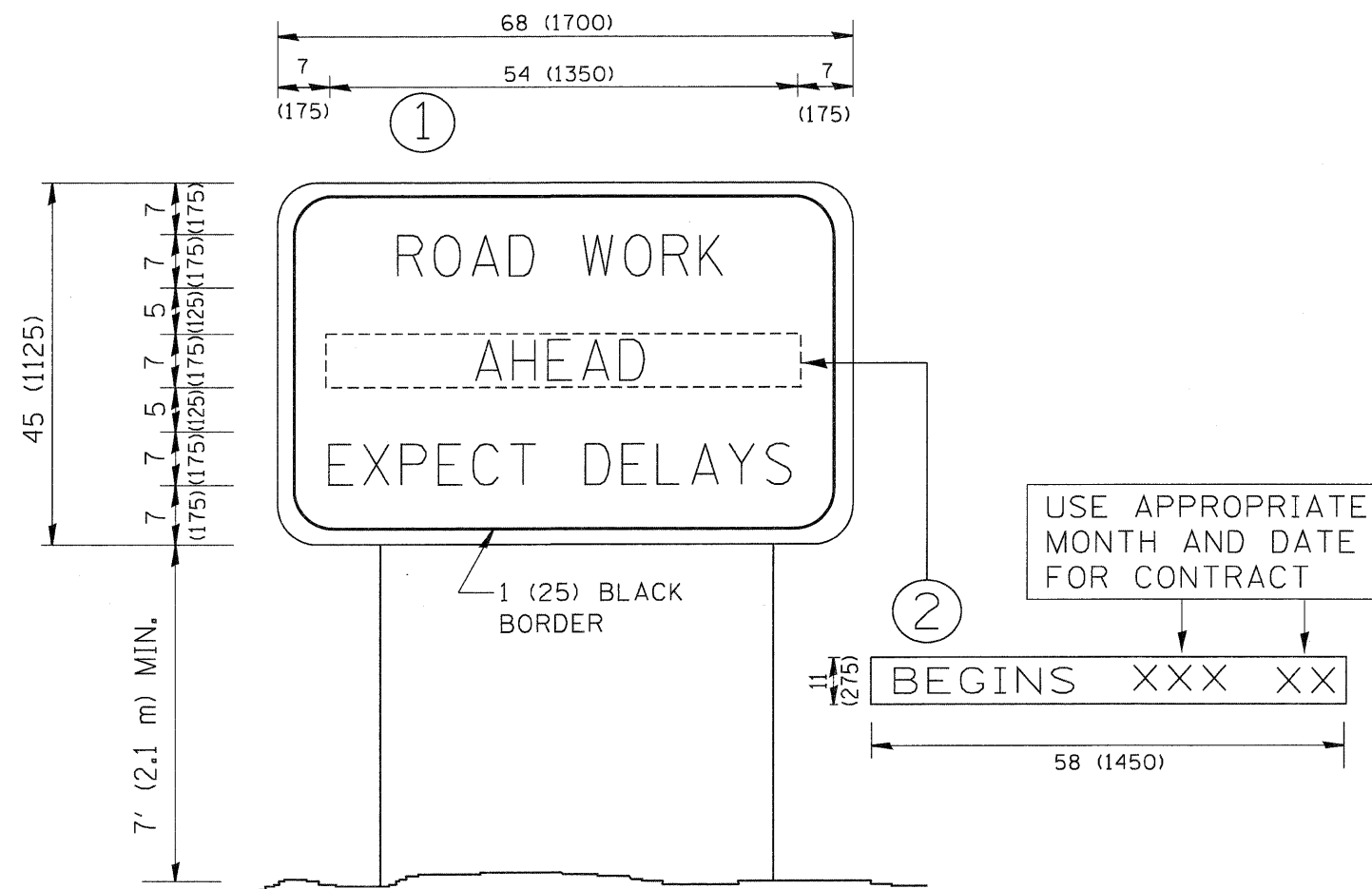
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
as:\pw_work\pwidot\drivakosgn\0108315\td3.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS					271	174
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO.		
		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS					271	174
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO.		
		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

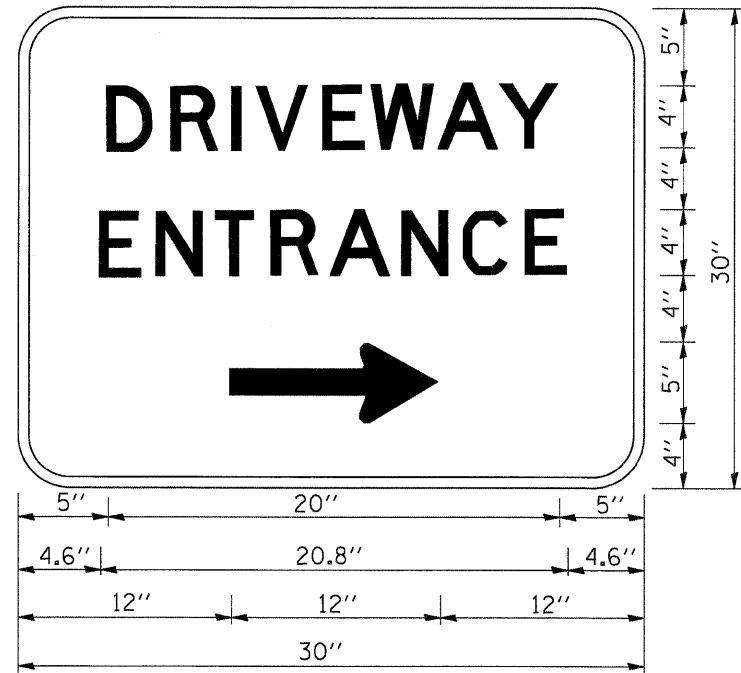


**NOTES:**

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = gag1enobt	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22	CONTRACT NO.	271	175
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99		FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT							
		DATE -	REVISED - C. JUCIUS 01-31-07									



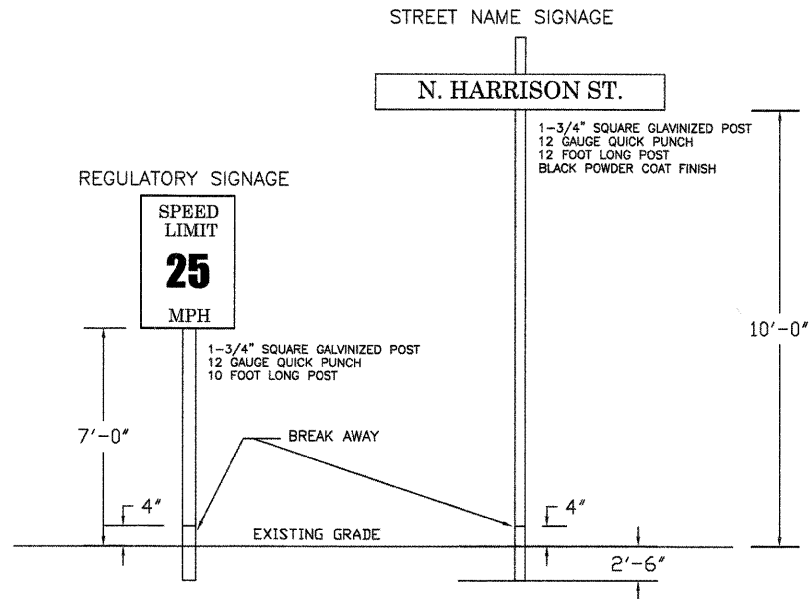
3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED  
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

**NOTES:**

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE  
 PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN)  
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY  
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE  
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME = W:\diststd\22x34\to26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY ENTRANCE SIGNING</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-26	CONTRACT NO.	271	176
		CHECKED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



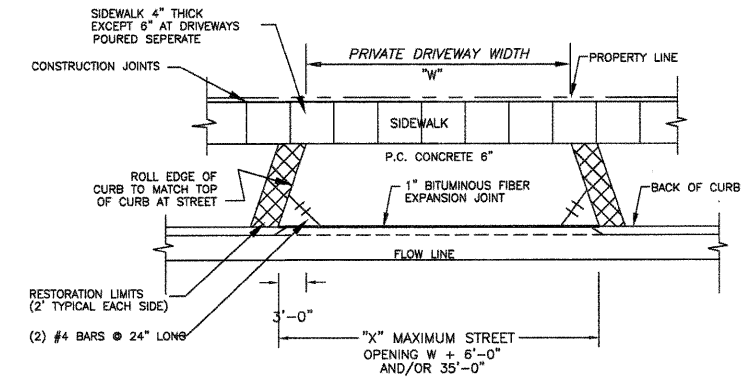


NOTES:

1. ALL SIGNAGE IS TO BE PLACED 3 (THREE) FEET BEHIND BACK OF CURB OR EDGE OF SHOULDER
2. ALL SIGNS ARE TO BE FACED CORRECTLY
3. ALL SIGNS SHALL BE CLEAN AND READABLE
4. ALL EXISTING SIGNAGE SHALL BE INSTALLED IN SOME FASHION AT THE END OF EACH WORKING DAY.
5. ALL SIGNS SHALL MEET THE M.U.T.C.D. CODE
6. ALL SIGNS ARE TO BE MADE OF DIAMOND GRADE REFLECTIVE SHEETING

VILLAGE STREET SIGNAGE

Spec Book Date 02-13-2006	
<b>STREET SIGNAGE</b>	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 01/17/2005



CONSTRUCTION JOINTS SHALL BE PLACED IN A UNIFORM MANNER THAT ALLOWS NO SINGLE SLAB BE MORE THAN 10 FOOT BY 10 FOOT DIMENSIONALLY

WHERE PROPOSED ENTRANCE IS FRONTED BY BARRIER CURB OR THERE IS A DESIRE TO CHANGE ANY PORTION OF THE EXISTING CURB AND GUTTER CROSS SECTION, SAID CURB AND GUTTER SHALL BE REMOVED FOR THE MAXIMUM STREET OPENING (SEE DIMENSION "X") IN ITS ENTIRETY. EXISTING CURB AND GUTTER SHALL BE SAW CUT AT EACH END PRIOR TO REMOVAL. REPLACEMENT SHALL BE DEPRESSED CURB AND GUTTER OF SAME CROSS SECTIONAL WIDTH AS THE EXISTING CURB AND GUTTER. TRANSITION FROM FULL TO DEPRESSED CURB SHALL BE ACCOMPLISHED IN A MINIMUM OF 1 LINEAL FOOT.

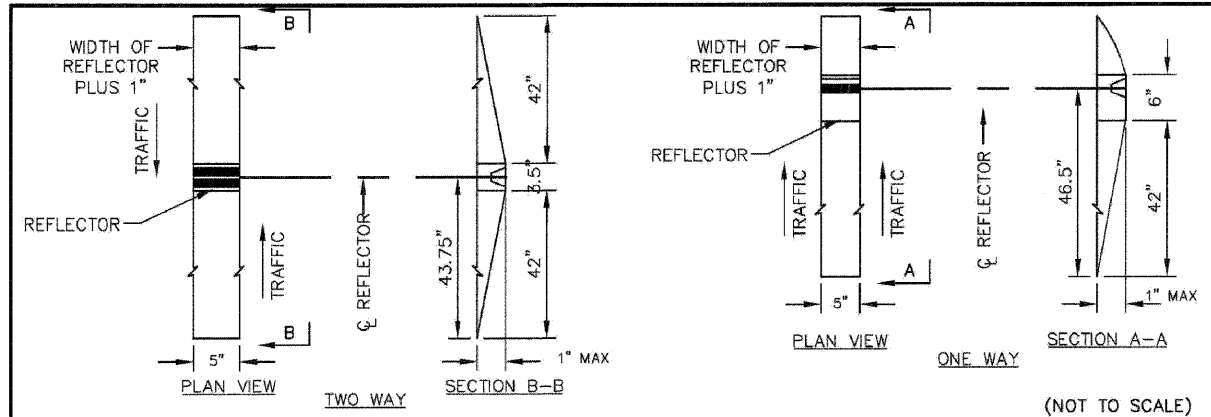
A MINIMUM OF 4" OF DRY GRADE 9 OR EQUAL MUST BE PLACED AND COMPACTED PRIOR TO ANY CONCRETE POURING. THIS BASE MUST ALSO BE APPROVED BY THE FIELD ENGINEER OR INSPECTOR OF THE VILLAGE.

ANY DEVIATION FROM THE ABOVE DETAILED OR SPECIFIED SHALL BE ONLY WITH WRITTEN APPROVAL OF THE PUBLIC WORKS DIRECTOR  
APRON IS TO BE POURED SEPARATELY FROM SIDEWALK & CURB

RESIDENTIAL ENTRANCE

Spec Book Date 02-13-2006

<b>RESIDENTIAL APRON</b>	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 02/13/2006



RECESSED REFLECTIVE PAVEMENT MARKERS

GENERAL CONDITIONS

IT IS THE INTENT OF THESE SPECIFICATIONS TO DESCRIBE THE LABOR AND MATERIALS REQUIRED FOR THE REFLECTORIZED PAVEMENT MARKERS OF SPECIFIC COUNTY ROADS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND ROADS, PART III, MARKINGS ON THE ILLINOIS DEPARTMENT OF TRANSPORTATION. ALL WORK SHALL COMPLY WITH SECTION 781 OF THE STANDARD SPECIFICATIONS.

INSTALLATION

THE RECESSED REFLECTIVE PAVEMENT MARKERS SHALL BE CONSTRUCTED BY REMOVING A 5" X 24" AREA OF THE BITUMINOUS PAVEMENT AT A DEPTH OF 3/4". THIS DEPRESSED AREA SHALL BE TAPERED VERTICALLY FROM THE FULL DEPTH OF 3/4" INCHES TO 0 INCHES IN 30 INCHES AT BOTH ENDS FOR THE TWO-WAY MARKERS AND AT THE APPROACH END ONLY FOR THE ONE-WAY MARKERS. THE DEPRESSED AREA SHALL BE ORIENTATED LENGTHWISE AND LONGITUDINALLY WITH RESPECT TO THE ROADWAY.

A 3M 290 SERIES PAVEMENT MARKER OR APPROVED EQUIVALENT SHALL BE PLACED AND CEMENTED WITH EPOXY IN THE CENTER OF THE 3/4" DEEP DEPRESSED AREA.

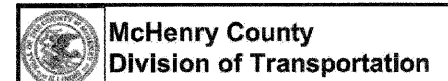
THE RECESSED AREA SHALL BE CLEANED FREE OF ALL LOOSE MATERIAL BY MEANS OF SAND BLASTING AND ALSO FREE OF MOISTURE BEFORE THE PLACEMENT OF THE PAVEMENT MARKER. ALL EXCESS MATERIAL RESULTING FROM THE CONSTRUCTION OF THE RECESSED AREA SHALL BE COMPLETELY REMOVED FROM THE SURFACE OF THE ROADWAY BY MEANS OF VACUUM SWEEPER TRUCK.

INSTALLATION NOTES:

1. SAWCUT (IN DIMENSION SHOWN).
2. SAWCUT AREAS TO BE DRY AND FREE OF MATERIAL THAT ADVERSELY AFFECTS THE ADHESIVE BOND.
3. INSTALL THE REFLECTOR WITH AN APPROVED TWO-COMPONENT EPOXY ADHESIVE; EPOXY SHOULD NOT OBSCURE OR BLOCK THE LENS.
4. INSTALL TOP OF REFLECTOR 1/2" TO 1/4" INCH BELOW THE PAVEMENT SURFACE.
5. REFLECTOR SHALL BE 3M SERIES.

GENERAL NOTES:

1. INSTALLATION SHALL CONFORM IN IDOT HIGHWAY STANDARDS 781001-02 (OR LATEST) FOR MARKER PLACEMENTS.
2. IDOT STANDARD 781001-02 SHALL BE MODIFIED TO REFLECT IN RECESSED PAVEMENT MARKERS INSTEAD OF RAISED PAVEMENT MARKERS.



PERMIT PROCEDURES DETAIL NO. PPD14

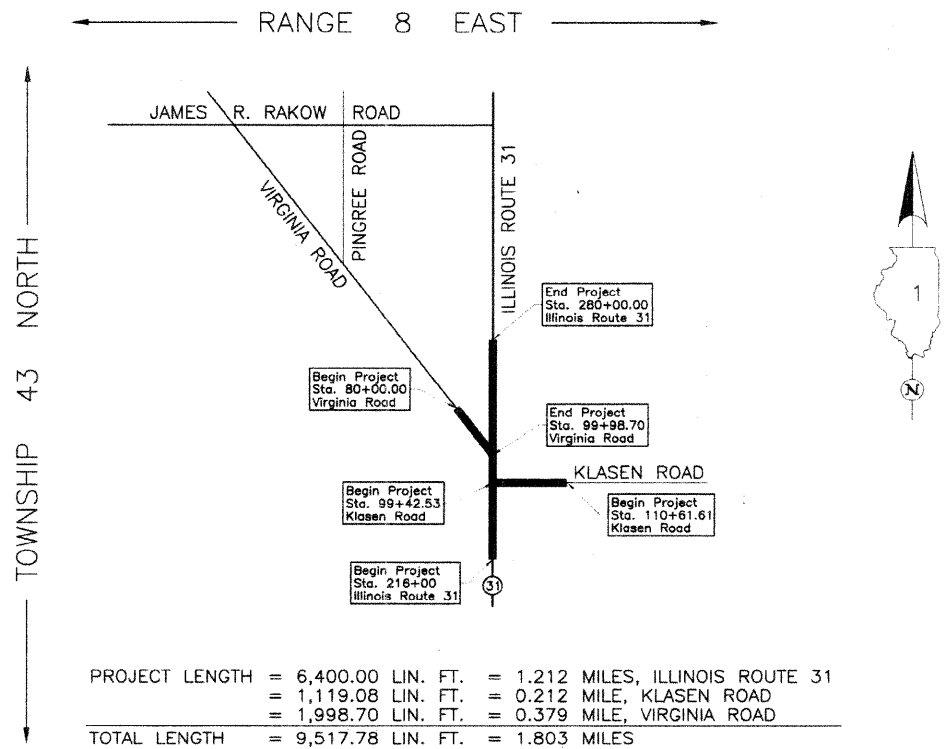
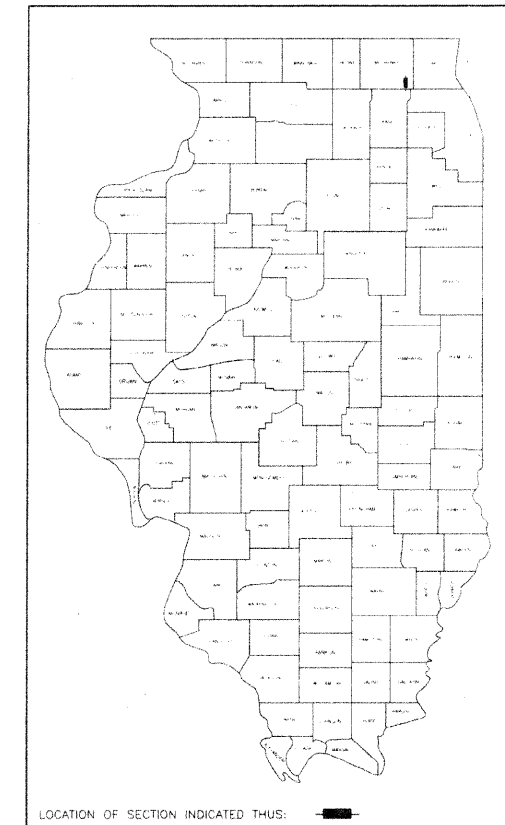
RECESSED REFLECTIVE PAVEMENT MARKING APPLICATION

FILE NAME =	USER NAME = dte	DESIGNED - DTE	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Y:\2278 Virginia Klassen\ced\sheet\16-Detailed\16-2278-sht-details_07.dgn	DRAWN - DTE	REVISED -	3887			09-00209-01-PV	MCHENRY	271	177	
PLOT SCALE = 50.0000' / 1"	CHECKED - GAB	REVISED -	CONTRACT NO. 63553							
PLOT DATE = 10/24/2011	DATE - 10/24/11	REVISED -	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT HPP-4064003							
SCALE: N.T.S.						SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
RIGHT OF WAY PLANS  
FOR PROPOSED  
FEDERAL AID HIGHWAY

ROUTE: F.A.P. 336 (ILLINOIS ROUTE 31)  
SECTION: 96-00209-01-PV  
PROJECT NO.:  
JOB NO.: R-91-022-03  
COUNTY: McHENRY  
LIMITS: @ VIRGINIA ROAD

* F.A.P. 336 (ILLINOIS ROUTE 31)				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**	**	McHENRY	B15	B1
** 96-00209-01-PV R-91-022-03				



APPROVED \_\_\_\_\_ 20 \_\_\_\_\_  
LOCAL AGENCY OFFICIAL

APPROVED \_\_\_\_\_ 20 \_\_\_\_\_  
ENGINEER OF LAND ACQUISITION

APPROVED \_\_\_\_\_ 20 \_\_\_\_\_  
ENGINEER OF LOCAL ROADS & STREETS

APPROVED \_\_\_\_\_ 20 \_\_\_\_\_  
DISTRICT ENGINEER

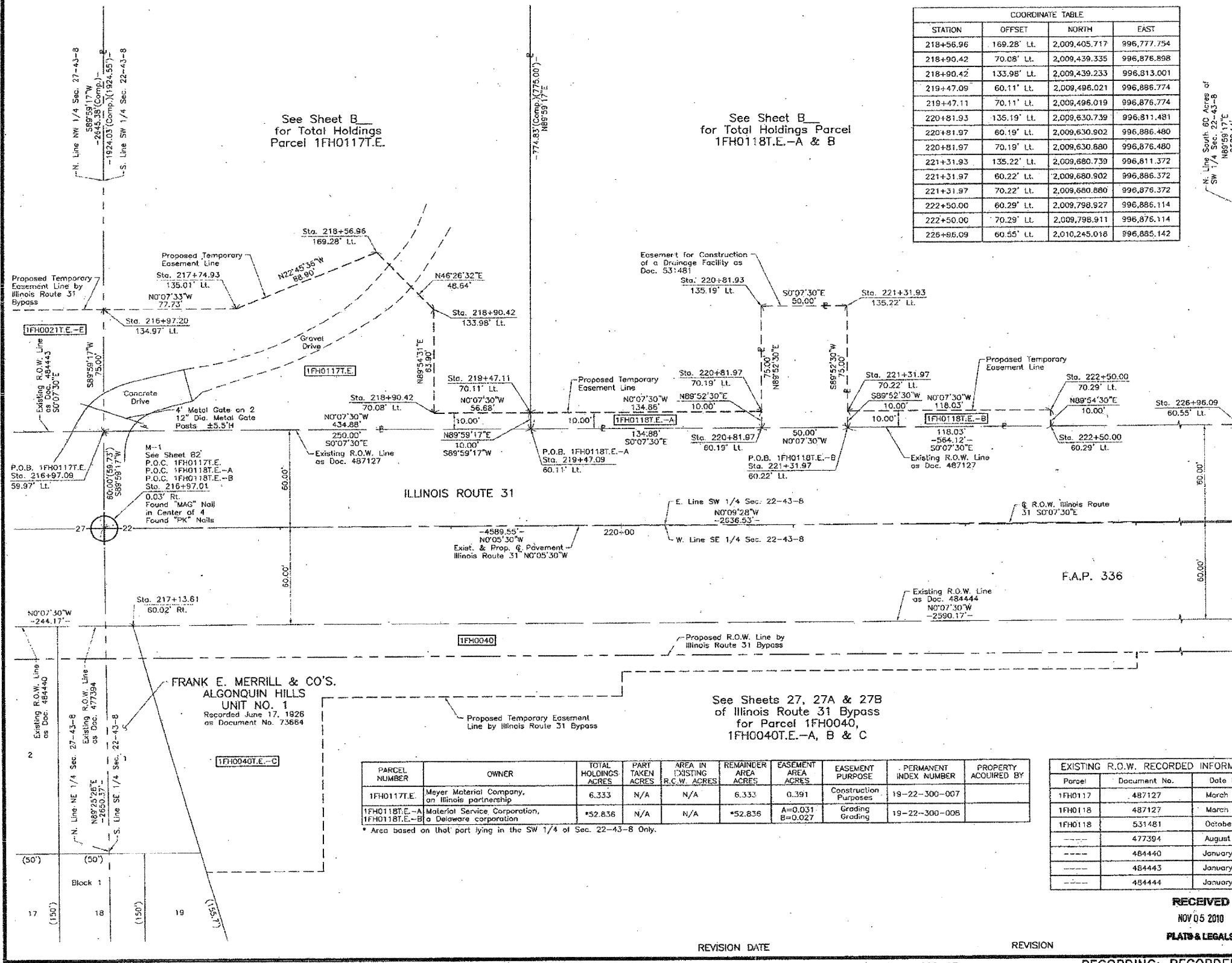
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

COUNTY McHENRY      SECTION 96-00209-01-PV      ROUTE F.A.P. 336 (ILLINOIS ROUTE 31)      R-91-022-03

FILE NAME = Y:\2278 Virginia Klasen\cd\sheet\17-Plat	USER NAME = dsa of Highways\2278-PCH-01.dgn	DESIGNED - DRAWN - JORGENSEN & ASSOC.	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAT OF HIGHWAYS</b>	F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY McHENRY	TOTAL SHEETS 271	SHEET NO. 178
PLOT SCALE = 35,0000'' / in. CHECKED - CJ DATE -				SCALE: GRAPHIC    SHEET NO. 1 OF 16 SHEETS    STA. TO STA.		CONTRACT NO. 63553 FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT HPP-4064(003)				



PART OF THE SOUTH 1/2 OF SEC. 22, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



STATION	OFFSET	NORTH	EAST
218+56.96	169.28' Lt.	2,009,405.717	996,777.754
218+90.42	70.08' Lt.	2,009,439.335	996,876.898
218+90.42	133.98' Lt.	2,009,439.233	996,813.001
219+47.09	60.11' Lt.	2,009,496.021	996,896.774
219+47.11	70.11' Lt.	2,009,496.019	996,876.774
220+81.93	135.19' Lt.	2,009,630.739	996,811.481
220+81.97	60.19' Lt.	2,009,630.902	996,896.480
220+81.97	70.19' Lt.	2,009,630.680	996,876.480
221+31.93	135.22' Lt.	2,009,680.739	996,811.372
221+31.97	60.22' Lt.	2,009,798.927	996,886.372
221+31.97	70.22' Lt.	2,009,680.680	996,876.372
222+50.00	60.29' Lt.	2,009,798.917	996,886.114
222+50.00	70.29' Lt.	2,009,798.917	996,876.114
226+96.09	60.55' Lt.	2,010,245.018	996,885.142

**LEGEND**

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING

Bearings are referenced to the Illinois Coordinate System NAD83 (1997) East Zone at Found National Geodetic Survey Control Monuments "MCH31 1A", P.I.D. AJ2855 and "Algonquin", P.I.D. AJ2945.

IRON PIPE OR ROD FOUND      "MAG" NAIL SET

+ CUT CROSS FOUND OR SET      • 5/8" REBAR SET

• T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8 INCH IRON PIPE OR ROD TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

• BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

■ STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

● PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)

□ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }  
COUNTY OF LAKE }  
SS

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 22, TOWNSHIP 43N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS, DATED AT LAKE VILLA, ILLINOIS THIS 3rd DAY OF November, 2010, A.D.

*Christian H. Jorgensen* PRESIDENT  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

COORDINATES ARE BASED ON THE PUBLISHED METRIC COORDINATE VALUES AT FOUND NATIONAL GEODETIC SURVEY CONTROL MONUMENT "MCH31 1A", P.I.D. AJ2855, OF N.613,205.182 - E.303,895.917.  
NOTE: SURFACE COORDINATES ARE SHOWN.

**COORDINATE TABLE**

STATION	OFFSET	NORTH	EAST
216+97.01	0.03' Rt.	2,009,246.034	996,947.320
216+97.09	59.97' Lt.	2,009,246.022	996,887.320
216+97.20	134.97' Lt.	2,009,246.006	996,812.319
217+13.61	60.02' Rt.	2,009,262.732	997,007.283
217+74.93	135.01' Lt.	2,009,323.736	996,812.148



PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FH0117E	Meyer Material Company, an Illinois partnership	6.333	N/A	N/A	6.333	0.391	Construction Purposes	19-22-300-007	
1FH0118E-A	Material Service Corporation, a Delaware corporation	*52.836	N/A	N/A	*52.836	A=0.031 B=0.027	Grading	19-22-300-006	

\* Area based on that part lying in the SW 1/4 of Sec. 22-43-8 Only.

**EXISTING R.O.W. RECORDED INFORMATION**

Parcel	Document No.	Date Recorded
1FH0117	487127	March 27, 1968
1FH0118	487127	March 27, 1968
1FH0118	531481	October 8, 1970
---	477394	August 30, 1967
---	484440	January 29, 1968
---	484443	January 29, 1968
---	484444	January 29, 1968

**COORDINATE TABLE**

STATION	OFFSET	NORTH	EAST
216+97.01	0.03' Rt.	2,009,246.034	996,947.320
216+97.09	59.97' Lt.	2,009,246.022	996,887.320
216+97.20	134.97' Lt.	2,009,246.006	996,812.319
217+13.61	60.02' Rt.	2,009,262.732	997,007.283
217+74.93	135.01' Lt.	2,009,323.736	996,812.148

JORGENSEN & ASSOCIATES, INC.  
120 PARK AVENUE  
LAKE VILLA, ILLINOIS 60046  
(847) 356-3371

SHEET 1 IS A COVER  
SHEET AND IS NOT RECORDED.

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.P. 336 (ILLINOIS ROUTE 31)  
SECTION 96-00209-01-PV McHENRY COUNTY  
PROJECT JOB NO. R-91-022-03  
STATION 216+00 TO STATION 227+00  
SCALE: 1"=30'  
SHEET B2A OF

**BUREAU OF LAND ACQUISITION**  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196  
AS DOCUMENT NO.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

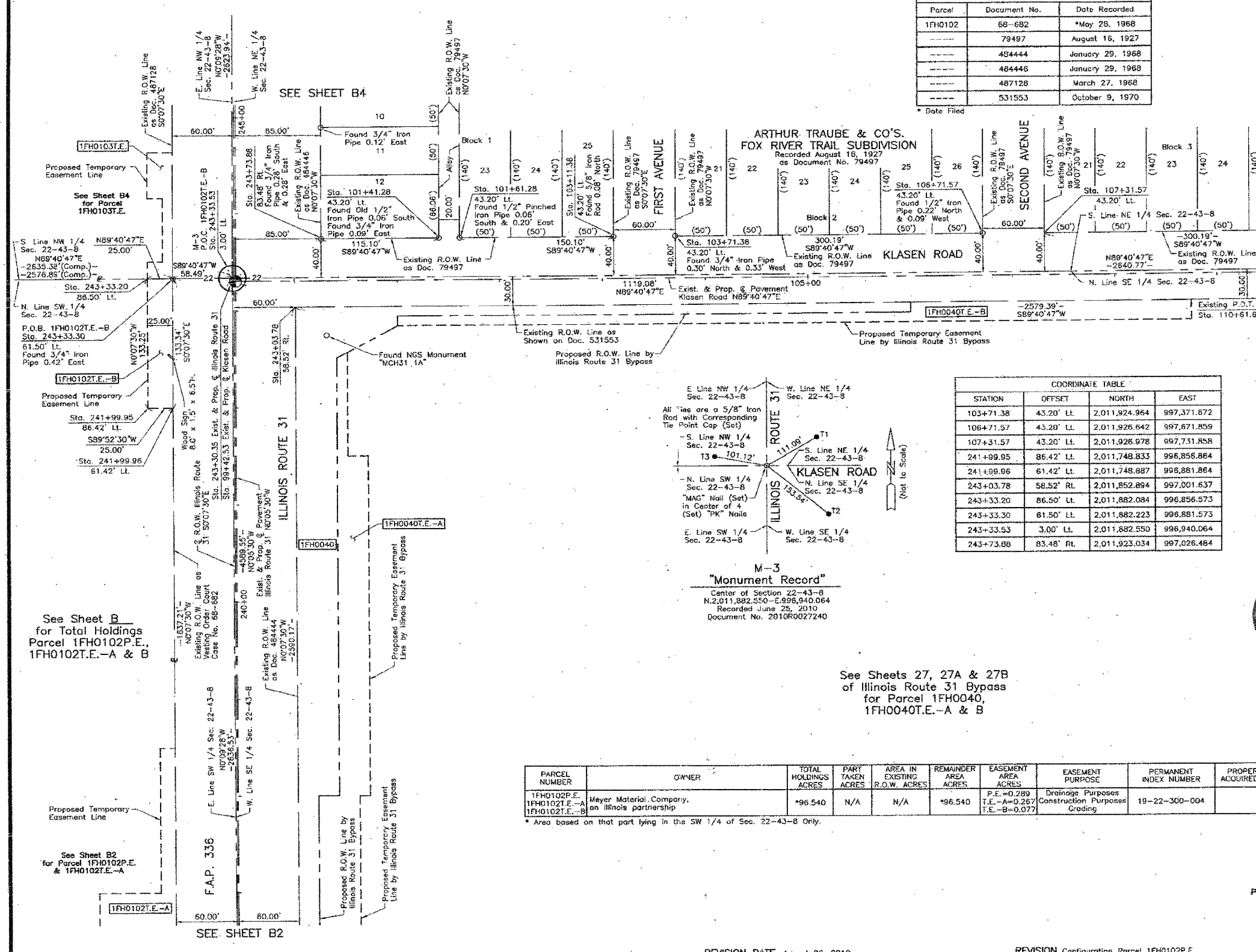
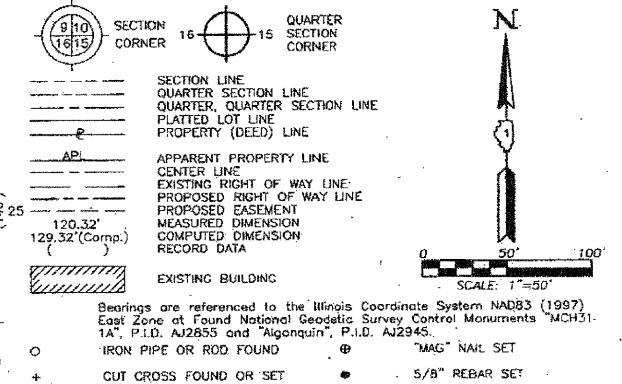
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
387	96-00209-01-PV	McHENRY	271	180

CONTRACT NO. 63553

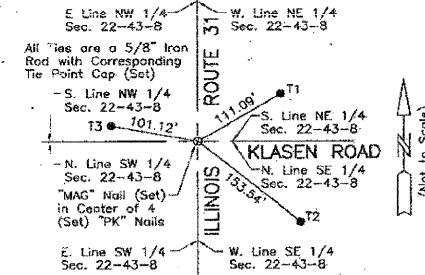
PART OF THE SOUTH 1/2 AND PART OF THE NORTH 1/2 OF SEC. 22, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

Parcel	Document No.	Date Recorded
1FH0102	66-682	*May 28, 1968
---	79497	August 16, 1927
---	484444	January 29, 1968
---	484446	January 29, 1968
---	487128	March 27, 1968
---	531553	October 9, 1970

**LEGEND**



STATION	OFFSET	NORTH	EAST
103+71.38	43.20' LL	2,011,924.964	997,371.672
106+71.57	43.20' LL	2,011,926.642	997,671.859
107+31.57	43.20' LL	2,011,926.978	997,731.858
241+99.95	86.42' LL	2,011,748.833	996,856.864
241+99.96	61.42' LL	2,011,748.887	996,881.864
243+03.78	58.52' RL	2,011,852.894	997,001.637
243+33.20	86.50' LL	2,011,882.084	996,856.573
243+33.30	61.50' LL	2,011,882.223	996,881.573
243+33.53	3.00' LL	2,011,882.550	996,940.064
243+73.88	83.48' RL	2,011,923.034	997,026.484



**M-3 "Monument Record"**  
 Center of Section 22-43-8  
 N. 2,011,882,550 - E. 996,940.064  
 Recorded June 25, 2010  
 Document No. 2010R0027240

See Sheets 27, 27A & 27B of Illinois Route 31 Bypass for Parcel 1FH0040, 1FH0040T.E.-A & B

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FH0102P.E., 1FH0102T.E.-A, 1FH0102T.E.-B	Meyer Material Company, an Illinois partnership	*96.540	N/A	N/A	*96.540	P.E.=0.289 T.E.-A=0.257 T.E.-B=0.077	Drainage Purposes Construction Purposes Grading	19-22-300-004	



**CHRISTIAN H. JORGENSEN**, PRESIDENT  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
 COORDINATES ARE BASED ON THE PUBLISHED METRIC COORDINATE VALUES AT FOUND NATIONAL GEODETIC SURVEY CONTROL MONUMENT "MCH31 1A", P.I.D. A12855, OF N.613,205.182 - E.303,895.917.  
 NOTE: SURFACE COORDINATES ARE SHOWN.

STATION	OFFSET	NORTH	EAST
100+01.05	3.20' LL	2,011,882.894	997,001.572
101+41.28	43.20' LL	2,011,923.678	997,141.578
101+61.28	43.20' LL	2,011,923.790	997,161.578
103+11.38	43.20' LL	2,011,924.629	997,311.672

JORGENSEN & ASSOCIATES, INC.  
 120 PARK AVENUE  
 LAKE VILLA, ILLINOIS 60046  
 (847) 356-3371

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.P. 336 (ILLINOIS ROUTE 31)  
 SECTION 96-00209-01-PV McHENRY COUNTY  
 PROJECT 99+42.53 TO STATION 110+61.61  
 STATION 237+00 TO STATION 245+00  
 SCALE: 1"=50' SHEET B3 OF

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

RECEIVED  
 OCT 12 2010  
 PLATS & LEGALS

ROUTE F.A.P. 336 (ILLINOIS ROUTE 31) SECTION 96-00209-01-PV COUNTY McHENRY JOB NO. R-91-022-03 REVISION DATE August 26, 2010 REVISION Configuration Parcel 1FH0102P.E. RECORDING: RECORDED ON AS DOCUMENT NO.



PART OF THE SOUTH 1/2 AND PART OF THE NORTH 1/2 OF SEC. 22, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FH0103T.E.	Helen G. Hoop	0.450	N/A	N/A	0.450	0.052	Construction Purposes	19-22-100-006	
1FH0104T.E.	Home State Bank of Crystal Lake as Trustee under Trust Agreement dated July 11, 1983, and known as Trust Number 2836	0.264	N/A	N/A	0.264	0.023	Driveway Construction	19-22-252-010 19-22-252-011	

LEGEND

- SECTION CORNER 16
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING
- BEARINGS ARE REFERENCED TO THE ILLINOIS COORDINATE SYSTEM NAD83 (1997) EAST ZONE AT FOUND NATIONAL GEODETIC SURVEY CONTROL MONUMENTS "MCH31 1A", P.I.D. A2855 AND "ALGONQUIN", P.I.D. A2945.
- IRON PIPE OR ROD FOUND
- "MAG" NAIL SET
- CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8" INCH IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T3
- B11 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8" INCH IRON ROD 20 INCHES BELOW GROUND TO BE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- B12
- B13
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8" INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.
- STATE OF ILLINOIS
- COUNTY OF LAKE
- THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 22, TOWNSHIP 43N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS. DATED AT LAKE VILLA, ILLINOIS THIS 21st DAY OF September 2010 A.D.

EXISTING R.O.W. RECORDED INFORMATION

Parcel	Document No.	Date Recorded
1FH0103	487128	March 27, 1968
1FH0103	531553	October 9, 1970
1FH0104	79497	August 16, 1927
1FH0104	484448	January 29, 1968
-----	79497	August 16, 1927
-----	484444	January 29, 1968
-----	484447	January 29, 1968
-----	68-682	*May 28, 1968
-----	68-682	*July 16, 1970
-----	531553	October 9, 1970
-----	68-682	*June 3, 1976

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
243+33.53	3.00' LL	2,011,882.550	996,940.064
243+50.00	71.51' LL	2,011,898.906	996,871.537
243+50.00	86.51' LL	2,011,898.882	996,856.537
243+73.88	83.48' RL	2,011,923.034	997,026.484
244+15.89	86.54' LL	2,011,964.777	996,856.393
244+15.90	71.54' LL	2,011,964.810	996,871.383
244+63.91	61.57' LL	2,012,012.837	996,881.288

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
244+63.91	86.57' LL	2,012,012.797	996,886.288
245+14.73	1.60' LL	2,012,063.748	996,941.177
245+17.08	3.22' LL	2,012,066.092	996,939.558
245+34.94	61.61' LL	2,012,083.858	996,881.134
245+86.01	61.54' LL	2,012,134.931	996,881.022
245+89.91	83.36' RL	2,012,139.067	997,026.014
245+90.03	113.36' RL	2,012,139.234	997,056.013
246+14.92	129.41' LL	2,012,163.737	996,813.209
246+22.66	83.34' RL	2,012,171.812	997,025.942
246+22.68	113.34' RL	2,012,171.878	997,055.942
246+66.35	129.74' LL	2,012,215.163	996,812.797
246+89.90	83.30' RL	2,012,239.054	997,025.796

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
101+41.28	43.20' LL	2,011,923.678	997,141.578
101+61.28	43.20' LL	2,011,923.790	997,161.578
243+03.78	58.52' RL	2,011,852.894	997,001.637
243+33.20	86.50' LL	2,011,882.084	996,856.573
243+33.30	61.50' LL	2,011,882.223	996,881.573

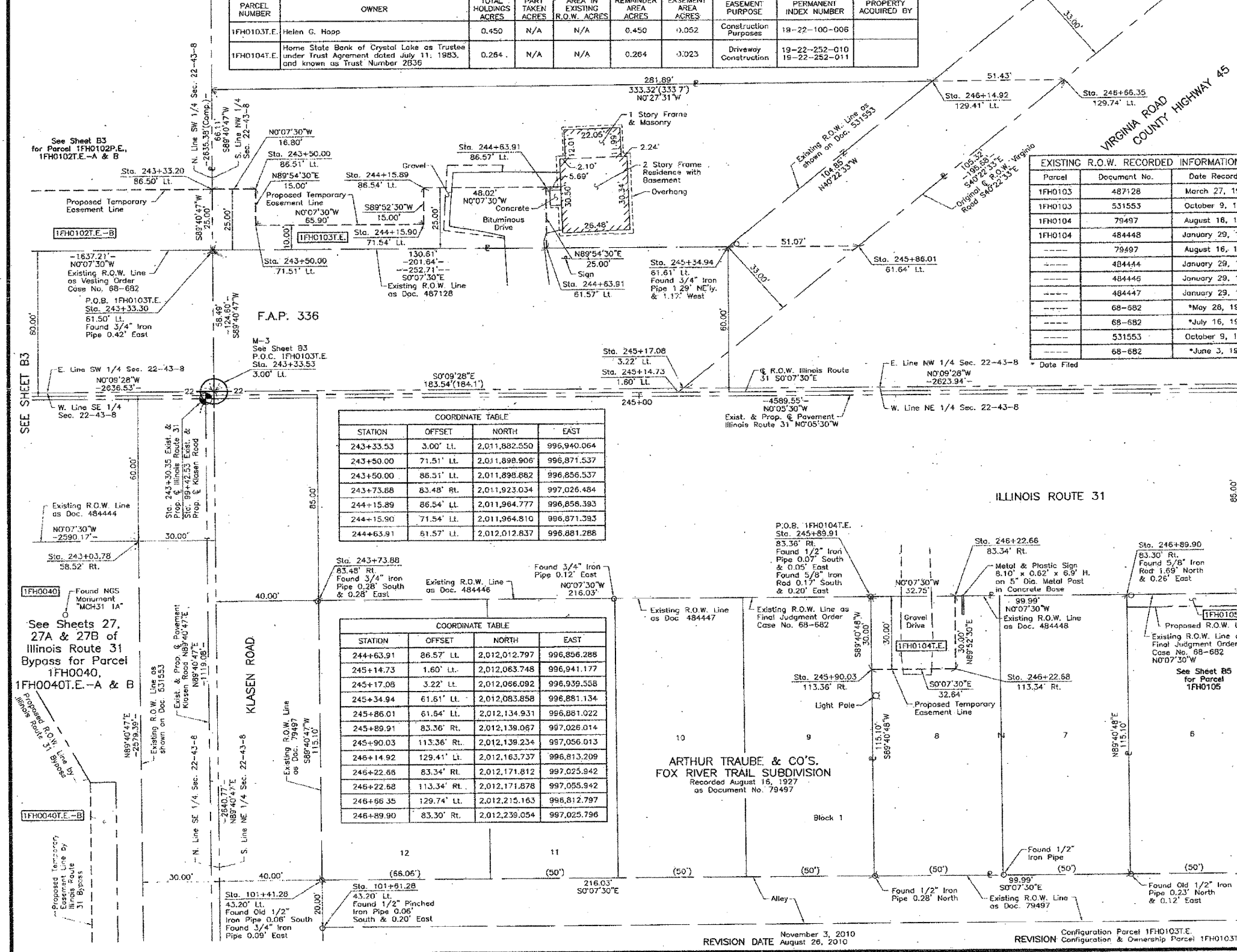


JORGENSEN & ASSOCIATES, INC.  
120 PARK AVENUE  
LAKE VILLA, ILLINOIS 60046  
(847) 356-3371

PLAT OF HIGHWAYS  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.P. 336 (ILLINOIS ROUTE 31)  
SECTION 96-00209-01-PV McHENRY COUNTY  
PROJECT JOB NO. R-91-022-03  
STATION 99+42.53 TO STATION 102+00 (Klasen Road)  
STATION 243+00 TO STATION 247+00 (Illinois Route 31)  
SCALE: 1"=20'  
SHEET 54 OF 54

BUREAU OF LAND ACQUISITION  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196

ARTHUR TRAUBE & CO'S.  
FOX RIVER TRAIL SUBDIVISION  
Recorded August 18, 1927  
as Document No. 79497



ROUTE F.A.P. 336 (ILLINOIS ROUTE 31) SECTION 96-00209-01-PV COUNTY McHENRY JOB NO. R-91-022-03 RECORDING: RECORDED ON AS DOCUMENT NO.



PART OF THE NORTH 1/2 OF SEC. 22, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

Schedule of Ties		
Point Number	Tie to point	Tie Distance (feet)
1	T1	
	T2	
	T3	
2	T1	
	T2	
	T3	
3	T1	
	T2	
	T3	
4	T1	
	T2	
	T3	

COORDINATE TABLE				
STATION	OFFSET	NORTH	EAST	
248+89.94	98.18' Rt.	2,012,439.113	997,040.359	
248+98.73	1.82' Lt.	2,012,447.742	996,940.340	
249+39.74	83.22' Rt.	2,012,489.023	997,052.251	
249+39.78	98.27' Rt.	2,012,489.107	997,040.250	
249+89.73	83.27' Rt.	2,012,539.017	997,025.142	
249+89.77	98.27' Rt.	2,012,539.101	997,040.142	
250+88.68	135.95' Lt.	2,012,617.270	996,805.682	
251+10.33	63.71' Lt.	2,012,659.144	996,877.785	

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FH0105	Maywood-Proviso State Bank as Trustee under Trust Agreement dated August 23, 1985 known as Trust No. 6595	0.528	0.032	N/A	0.496	N/A	N/A	19-22-252-032	
1FH0106	Penny L. Smet	0.132	0.017	N/A	0.115	N/A	N/A	19-22-252-005	
1FH0116	Andrew J. Dornier and Lillian C. Dornier, his wife, in joint tenancy	0.132	0.017	N/A	0.115	N/A	N/A	19-22-252-004	

**D & S COMMERCIAL PARK PHASE 2**  
 Recorded October 5, 1994  
 as Document No. 94R057985  
 Amended by Surveyor's Letters of Correction  
 Recorded November 7, 1994  
 as Document No. 94R063394  
 Recorded November 7, 1994  
 as Document No. 94R063395  
 Recorded November 15, 1994  
 as Document No. 94R064617  
 and Amended by Certificates of Correction  
 Recorded May 3, 1996  
 as Document No. 96R022775  
 and Recorded July 31, 1996  
 as Document No. 96R039508

**LEGEND**

- SECTION CORNER 16
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- API
- APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING

Bearings are referenced to the Illinois Coordinate System NAD83 (1997) East Zone of Found National Geodetic Survey Control Monuments "MCH31 1A", P.I.D. AJ2855 and "Algonquin", P.I.D. AJ2945.

IRON PIPE OR ROD FOUND      "MAG" NAIL SET  
 CUT CROSS FOUND OR SET      5/8" REBAR SET

● T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8" INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 ● T2  
 ● T3

● B11 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8" INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 ● B12  
 ● B13

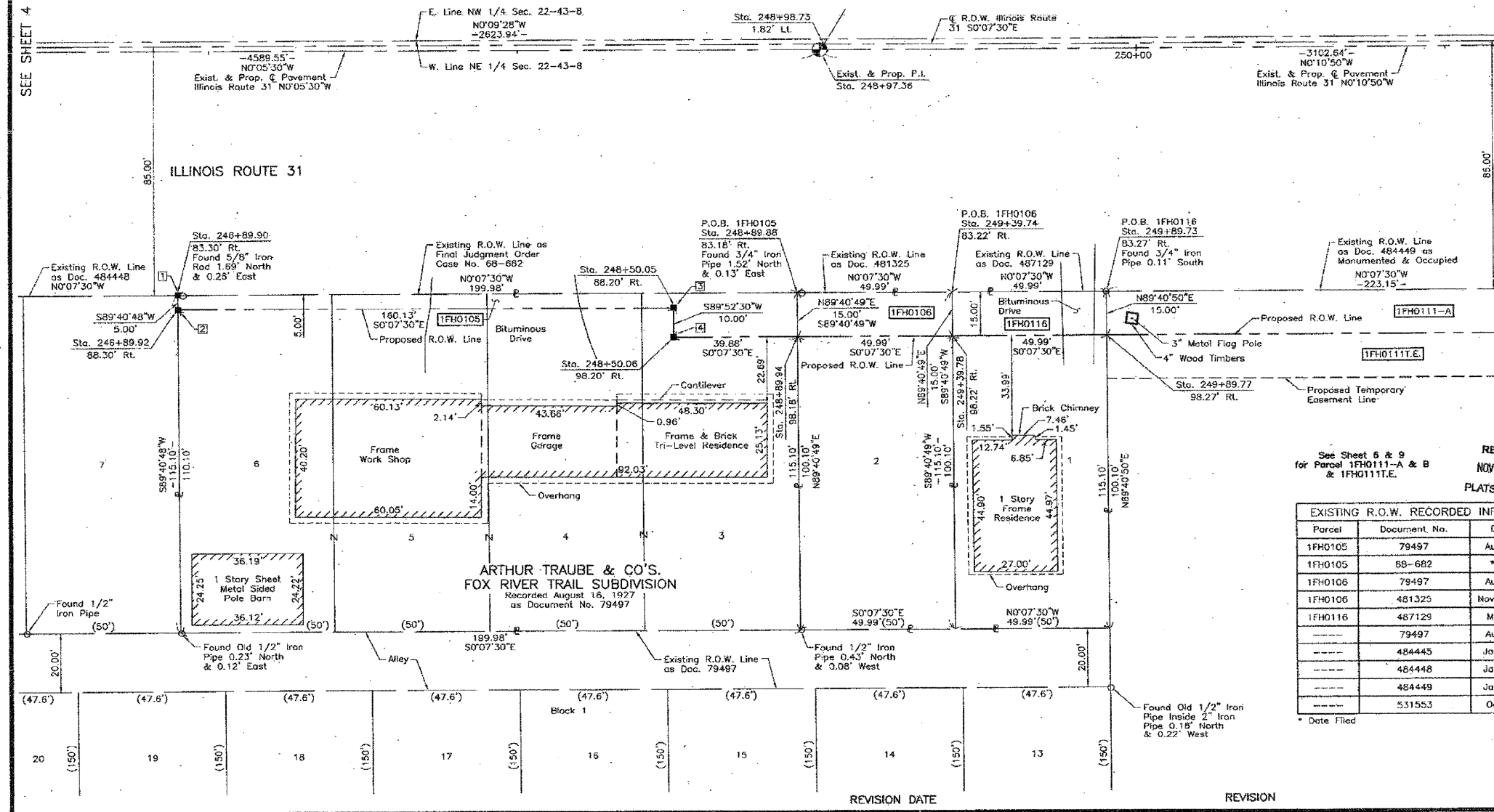
■ STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8" INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

● PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)

□ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }  
 COUNTY OF LAKE }  
 THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 22, TOWNSHIP 43N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.  
 DATED AT LAKE VILLA, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ A.D.



See Sheet 6 & 9 for Parcel 1FH0111-A & B & 1FH0111.E.

RECEIVED NOV 06 2009 PLATS & LEGALS

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1FH0105	79497	August 16, 1927
1FH0105	68-682	June 3, 1976
1FH0106	79497	August 16, 1927
1FH0106	481325	November 17, 1967
1FH0116	487129	March 27, 1968
-----	79497	August 16, 1927
-----	484445	January 29, 1968
-----	484448	January 29, 1968
-----	484449	January 29, 1968
-----	531553	October 9, 1970

\* Date Filed

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
248+89.90	83.30' Rt.	2,012,239.054	997,025.796
248+89.92	88.30' Rt.	2,012,239.082	997,030.796
248+50.05	88.20' Rt.	2,012,399.212	997,030.446
248+50.06	98.20' Rt.	2,012,399.234	997,040.446
248+89.88	83.18' Lt.	2,012,439.030	997,025.360

JORGENSEN & ASSOCIATES, INC.  
 120 PARK AVENUE  
 LAKE VILLA, ILLINOIS 60046  
 (847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

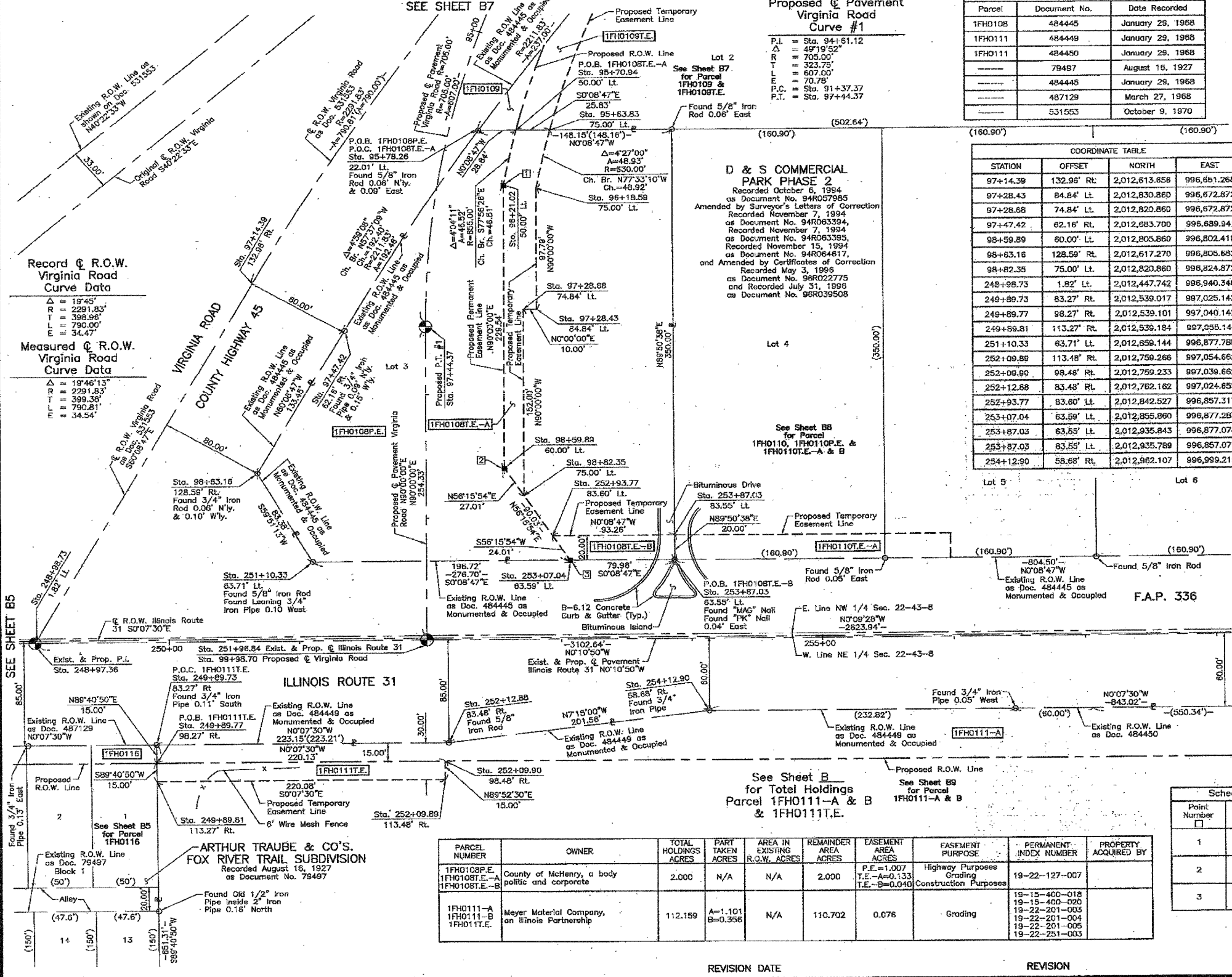
**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.P. 336 (ILLINOIS ROUTE 31)  
 SECTION 96-00209-01-PV McHENRY COUNTY  
 PROJECT JOB NO. R-91-022-03  
 STATION 246+00 TO STATION 251+00  
 SCALE: 1"=20'  
 SHEET 5 OF 5

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

AS DOCUMENT NO.

ROUTE F.A.P. 336 (ILLINOIS ROUTE 31) SECTION 96-00209-01-PV COUNTY McHENRY JOB NO. R-91-022-03 RECORDING: RECORDED ON AS DOCUMENT NO.

PART OF THE NORTH 1/2 OF SEC. 22, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



**Proposed Pavement Virginia Road Curve #1**  
 P.I. = Sta. 94+81.12  
 Δ = 49°19'52"  
 R = 705.00'  
 T = 323.75'  
 L = 607.00'  
 P.C. = Sta. 91+37.37  
 P.T. = Sta. 97+44.37

**EXISTING R.O.W. RECORDED INFORMATION**

Parcel	Document No.	Date Recorded
1FH0108	484445	January 29, 1968
1FH0111	484449	January 29, 1968
1FH0111	484450	January 29, 1968
-----	79487	August 16, 1927
-----	484445	January 29, 1968
-----	487129	March 27, 1968
-----	531553	October 9, 1970

**LEGEND**

SECTION CORNER 15 QUARTER SECTION CORNER

SECTION LINE  
 QUARTER SECTION LINE  
 QUARTER SECTION LINE  
 PLATTED LOT LINE  
 PROPERTY (DEED) LINE

APL APPARENT PROPERTY LINE  
 CENTER LINE  
 EXISTING RIGHT OF WAY LINE  
 PROPOSED RIGHT OF WAY LINE  
 MEASURED DIMENSION  
 COMPUTED DIMENSION  
 RECORD DATA

EXISTING BUILDING

Bearings are referenced to the Illinois Coordinate System NAD83 (1997) East Zone at Found National Geodetic Survey Control Monument "MCH31 1A", P.I.D. AJ2855 and "Algonquin", P.I.D. AJ2845.

○ IRON PIPE OR ROD FOUND ● "MAG" NAIL SET  
 + CUT CROSS FOUND OR SET ● 5/8" REBAR SET

● T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8" INCH IRON ROD WITH 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY  
 T2  
 T3

● BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8" INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 BT2  
 BT3

■ STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKED TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8" INCH IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

● PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)

□ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }  
 COUNTY OF LAKE } SS

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREIN IN SECTION 22, TOWNSHIP 43N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
 COORDINATES ARE BASED ON THE PUBLISHED METRIC COORDINATE VALUES AT FOUND NATIONAL GEODETIC SURVEY CONTROL MONUMENT "MCH31 1A", P.I.D. AJ2855, OF N.613,205.182-E.303,895.917.  
 NOTE: SURFACE COORDINATES ARE SHOWN.

**COORDINATE TABLE**

STATION	OFFSET	NORTH	EAST
95+63.83	75.00' Lt.	2,012,841.404	996,527.318
95+70.94	50.00' Lt.	2,012,815.578	996,527.384
95+78.26	22.01' Lt.	2,012,786.738	996,527.458
96+18.59	75.00' Lt.	2,012,830.860	996,575.086
96+21.02	50.00' Lt.	2,012,805.860	996,572.872

**Record R.O.W. Virginia Road Curve Data**  
 Δ = 19°45'  
 R = 2291.83'  
 T = 398.98'  
 L = 790.00'  
 E = 34.47'

**Measured R.O.W. Virginia Road Curve Data**  
 Δ = 19°46'13"  
 R = 2291.83'  
 T = 399.38'  
 L = 790.81'  
 E = 34.54'

**COORDINATE TABLE**

STATION	OFFSET	NORTH	EAST
97+14.39	132.98' Rt.	2,012,613.656	996,651.268
97+28.43	84.84' Lt.	2,012,830.860	996,672.872
97+28.68	74.84' Lt.	2,012,820.860	996,672.872
97+47.42	62.16' Rt.	2,012,883.700	996,689.941
98+59.89	60.00' Lt.	2,012,805.860	996,802.410
98+63.16	128.59' Rt.	2,012,617.270	996,806.682
98+82.35	75.00' Lt.	2,012,820.860	996,824.872
248+98.73	1.82' Lt.	2,012,447.742	996,940.340
249+89.73	83.27' Rt.	2,012,539.017	997,025.142
249+89.77	98.27' Rt.	2,012,539.101	997,040.142
249+89.81	113.27' Rt.	2,012,539.184	997,055.141
251+10.33	63.71' Lt.	2,012,859.144	996,877.785
252+09.89	113.48' Rt.	2,012,759.266	997,054.662
252+09.90	98.48' Rt.	2,012,759.233	997,039.662
252+12.88	83.48' Lt.	2,012,762.162	997,024.655
252+93.77	83.60' Lt.	2,012,842.527	996,857.317
253+07.04	63.59' Lt.	2,012,855.860	996,877.283
253+87.03	63.55' Lt.	2,012,935.843	996,877.078
253+87.03	83.55' Lt.	2,012,935.769	996,857.079
254+12.90	58.68' Rt.	2,012,962.107	996,999.219

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FH0108P.E. 1FH0108T.E.-A 1FH0108T.E.-B	County of McHenry, a body politic and corporate	2.000	N/A	N/A	2.000	P.E.=1.007 T.E.-A=0.133 T.E.-B=0.040	Highway Purposes Grading Construction Purposes	19-22-127-007	
1FH0111-A 1FH0111-B 1FH0111T.E.	Meyer Material Company, an Illinois Partnership	112.159	A=1.101 B=0.356	N/A	110.702	0.076	Grading	19-15-400-018 19-15-400-020 19-22-201-003 19-22-201-004 19-22-201-005 19-22-251-003	

**Schedule of Ties**

Point Number	Tie to point	Tie Distance (feet)
1	T1 T2 T3	
2	T1 T2 T3	
3	T1 T2 T3	

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.P. 336 (ILLINOIS ROUTE 31)  
 SECTION 96-00209-01-PV McHENRY COUNTY  
 PROJECT JOB NO. R-91-022-03  
 STATION 95+00 TO STATION 99+88.70 (Virginia Road)  
 STATION 248+97.36 TO STATION 258+00 (Illinois Route 31)  
 SCALE: 1"=40'  
 SHEET 88 OF \_\_\_\_

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

ROUTE F.A.P. 336 (ILLINOIS ROUTE 31) SECTION 96-00209-01-PV COUNTY McHENRY JOB NO. R-91-022-03 REVISION DATE REVISION RECORDING: RECORDED ON AS DOCUMENT NO.

PART OF THE NW 1/4 OF SEC. 22, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FH0107T.E.	Material Service Corporation, a Delaware corporation	*99.769	N/A	N/A	*99.769	0.071	Grading	19-22-100-01	
1FH0109 1FH0109T.E.	Wolf's Virginia Road Condominium Association	2.263	0.022	N/A	2.241	0.060	Grading	19-22-130-001 through 19-22-130-007	

\* Area based on that part lying in the NW 1/4 of Sec. 22-43-8 Only.

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1FH0107	491775	June 25, 1968
1FH0107	531553	October 9, 1970
1FH0108	484445	January 29, 1968
---	531553	October 9, 1970
---	93R065556	October 27, 1993

Schedule of Ties		
Point Number	Tie to	Tie Distance (feet)
1	T1	
	T2	
	T3	

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
90+00.00	66.87' Rt.	2,013,052.033	996,011.909
90+51.46	50.86' Lt.	2,013,089.729	996,134.748
92+00.00	55.92' Rt.	2,012,905.728	996,156.009
92+00.00	70.99' Rt.	2,012,894.934	996,145.497
92+52.81	82.19' Lt.	2,012,973.402	996,286.981
93+29.26	81.55' Lt.	2,012,932.395	996,340.645
93+87.72	104.52' Rt.	2,012,742.734	996,294.610
93+94.00	85.84' Rt.	2,012,755.690	996,309.846
94+05.04	55.15' Rt.	2,012,777.067	996,334.985
94+35.95	64.04' Lt.	2,012,870.257	996,415.345
94+35.95	75.00' Lt.	2,012,880.189	996,419.991
94+92.76	50.00' Lt.	2,012,837.134	996,458.055
95+63.83	75.00' Lt.	2,012,841.404	996,527.318
95+70.94	50.00' Lt.	2,012,815.578	996,527.384
95+78.26	22.01' Lt.	2,012,786.738	996,527.458

Record @ R.O.W. Virginia Road Curve Data	
Δ = 19°45'	
R = 2291.83'	
T = 398.96'	
L = 790.00'	
E = 34.47'	

Measured @ R.O.W. Virginia Road Curve Data	
Δ = 19°46'13"	
R = 2291.83'	
T = 399.38'	
L = 790.61'	
E = 34.54'	

Proposed @ Pavement Virginia Road Curve #1

P.I. = Sta. 94+61.12  
 Δ = 49°19'52"  
 R = 705.00'  
 T = 323.75'  
 L = 607.00'  
 E = 70.78'  
 P.C. = Sta. 91+37.37  
 P.T. = Sta. 97+44.37

See Sheet for Total Holdings Parcel 1FH0107T.E.

LEGEND

- SECTION CORNER
  - QUARTER SECTION CORNER
  - SECTION LINE
  - QUARTER SECTION LINE
  - QUARTER SECTION LINE
  - PLATTED LOT LINE
  - PROPERTY (DEED) LINE
  - API
  - APPARENT PROPERTY LINE
  - CENTER LINE
  - EXISTING RIGHT OF WAY LINE
  - PROPOSED EASEMENT
  - MEASURED DIMENSION
  - COMPUTED DIMENSION
  - RECORD DATA
  - EXISTING BUILDING
- Beatings are referenced to the Illinois Coordinate System NAD83 (1997) East Zone at Found National Geodetic Survey Control Monuments "MCH31 1A", P.I.D. A22855 and "Algonquin", P.I.D. A22945.
- IRON PIPE OR ROD FOUND
  - "MAG" NAIL SET
  - + CUT CROSS FOUND OR SET
  - 5/8" REBAR SET
  - T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
  - T2
  - T3
  - BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
  - BT2
  - BT3
  - STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION, DATA AND SURVEYOR'S REGISTRATION NUMBER.
  - M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
  - PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)
  - RIGHT OF WAY STAKING PROPOSED TO BE SET.



THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 22, TOWNSHIP 43N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE REPEATED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_ A.D.

CHRISTIAN H. JORGENSEN  
 PRESIDENT  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

COORDINATES ARE BASED ON THE PUBLISHED METRIC COORDINATE VALUES AT FOUND NATIONAL GEODETIC SURVEY CONTROL MONUMENT "MCH31 1A", P.I.D. A22855, OF N. 813,205.182'-E. 303,895.917'.  
 NOTE: SURFACE COORDINATES ARE SHOWN.

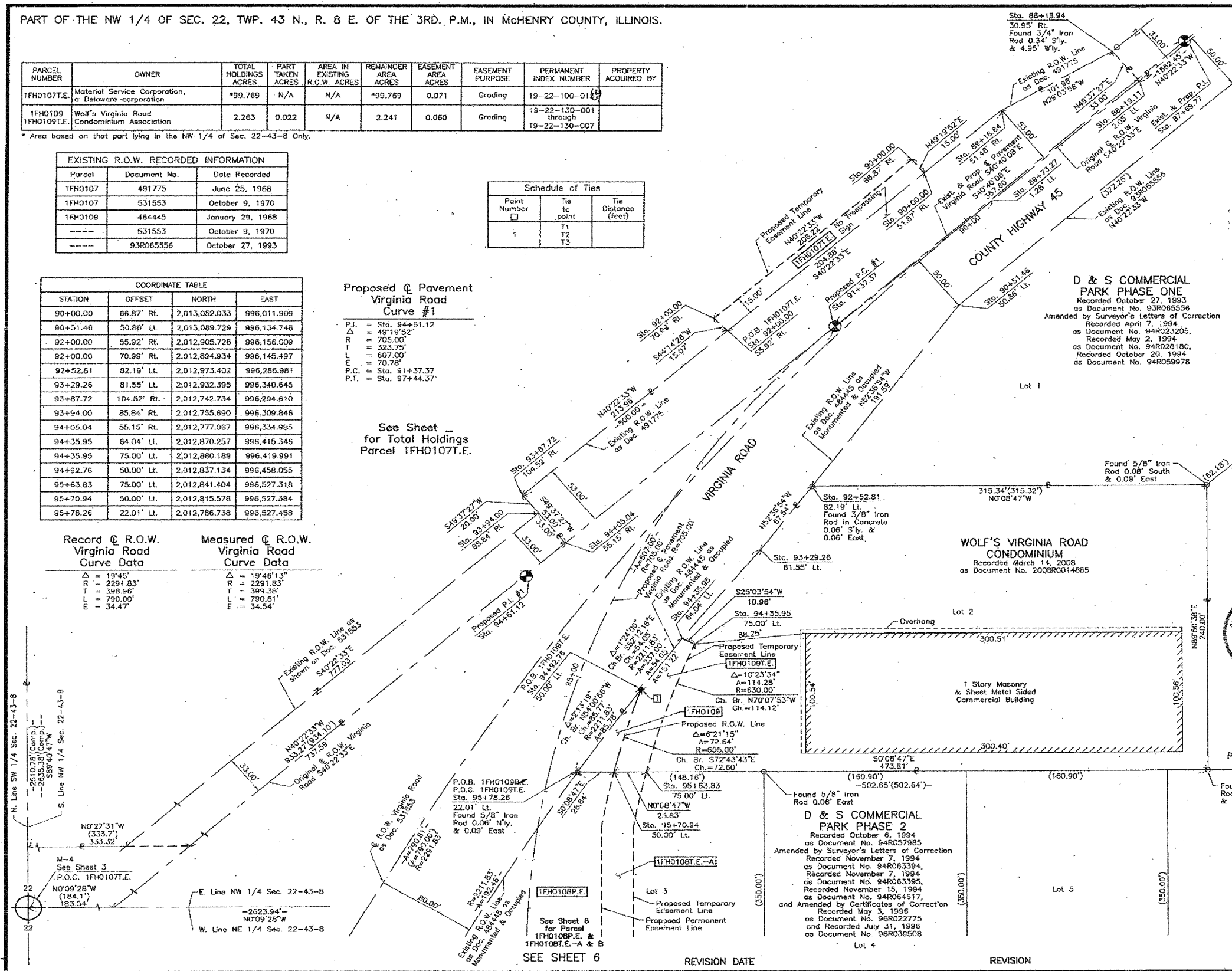
COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
88+18.94	30.95' Rt.	2,013,212.776	995,921.166
88+19.11	2.05' Lt.	2,013,234.153	995,946.305
89+18.84	51.46' Rt.	2,013,123.639	995,970.709
89+73.27	1.26' Lt.	2,013,116.710	996,046.172
90+00.00	51.87' Rt.	2,013,061.809	996,023.286

JORGENSEN & ASSOCIATES, INC.  
 120 PARK AVENUE  
 LAKE VILLA, ILLINOIS 60046  
 (847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
 F.A.P. 336 (ILLINOIS ROUTE 31)  
 SECTION 96-00209-01-PV McHENRY COUNTY  
 PROJECT JOB NO. R-91-022-03  
 STATION 87+69.77 TO STATION 97+00  
 SCALE: 1"=40'  
 SHEET 7 OF \_\_\_\_\_

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196



ROUTE F.A.P. 336 (ILLINOIS ROUTE 31) SECTION 96-00209-01-PV COUNTY McHENRY JOB NO. R-91-022-03 RECORDING: RECORDED ON AS DOCUMENT NO.



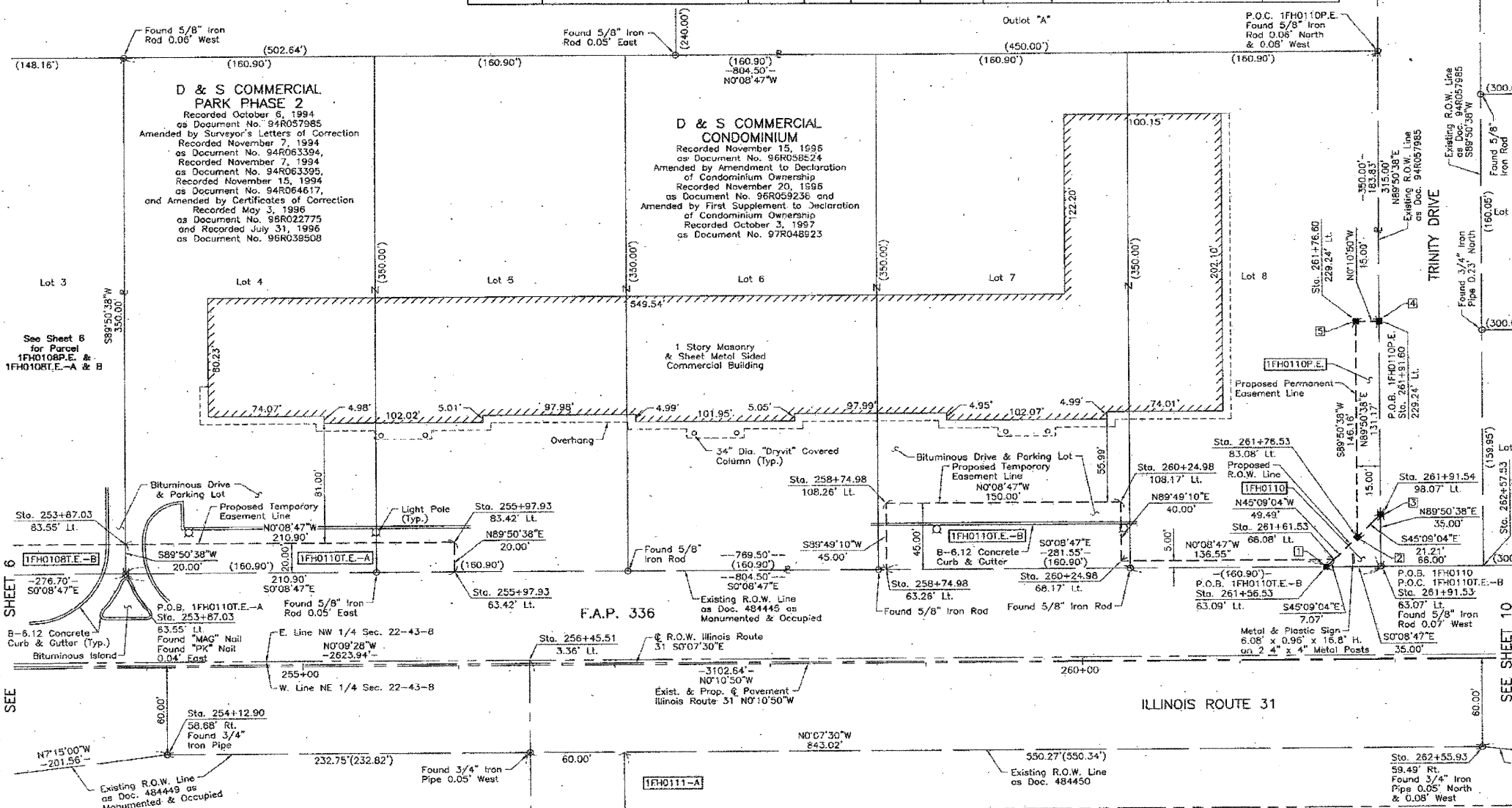
PART OF THE NORTH 1/2 OF SEC. 22, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

**WOLF'S VIRGINIA ROAD CONDOMINIUM**  
Recorded March 14, 2008  
as Document No. 2008R0014885

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FH0110P.E. 1FH0110T.E.-A 1FH0110T.E.-B	D & S Commercial Condominium Association, a Not-for-Profit corporation	6.484	0.014	N/A	6.450	P.E.=0.048 T.E.-A=0.097 T.E.-B=0.170	Drainage Purposes Construction Purposes	19-22-127-009 through 19-22-127-034 19-22-127-038 through 19-22-127-043	

**LEGEND**

- SECTION CORNER
  - QUARTER SECTION CORNER
  - SECTION LINE
  - QUARTER SECTION LINE
  - PLATTED LOT LINE
  - PROPERTY (DEED) LINE
  - APL
  - APPARENT PROPERTY LINE
  - CENTER LINE
  - EXISTING RIGHT OF WAY LINE
  - PROPOSED EASEMENT
  - MEASURED DIMENSION
  - COMPUTED DIMENSION
  - RECORD DATA
  - EXISTING BUILDING
- Bearings are referenced to the Illinois Coordinate System NAD83 (1997) East Zone of Found National Geodetic Survey Control Monuments MCH31 1A, P.I.D. A22855 and "Algonquin", P.I.D. AJ2945.
- IRON PIPE OR ROD FOUND
  - "MAG" NAIL SET
  - + CUT CROSS FOUND OR SET
  - 5/8" REBAR SET
  - T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - T2
  - T3
  - BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - BT2
  - BT3
  - STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
  - M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)
  - RIGHT OF WAY STAKING PROPOSED TO BE SET.



**Schedule of Ties**

Point Number	Tie to point	Tie Distance (feet)
1	T1	
	T2	
	T3	
2	T1	
	T2	
	T3	
3	T1	
	T2	
	T3	
4	T1	
	T2	
	T3	
5	T1	
	T2	
	T3	

**EXISTING R.O.W. RECORDED INFORMATION**

Parcel	Document No.	Date Recorded
1FH0110	484445	January 29, 1968
1FH0110	94R057985	October 6, 1994
---	484449	January 29, 1968
---	484450	January 29, 1968

**COORDINATE TABLE**

STATION	OFFSET	NORTH	EAST
260+24.98	68.17' Lt.	2,013,573.775	996,870.450
260+24.98	108.17' Lt.	2,013,573.649	996,830.450
261+56.53	63.09' Lt.	2,013,705.341	996,875.114
261+56.53	68.08' Lt.	2,013,710.327	996,870.101
261+76.53	83.08' Lt.	2,013,725.286	996,855.063
261+76.60	229.24' Lt.	2,013,724.888	996,708.900
261+91.53	63.07' Lt.	2,013,740.341	996,875.025
261+91.54	98.07' Lt.	2,013,740.246	996,840.025
261+91.60	229.40' Lt.	2,013,739.888	996,708.852
262+55.93	59.49' Rt.	2,013,805.128	996,897.382
262+57.53	63.03' Lt.	2,013,806.340	996,874.856

**JORGENSEN & ASSOCIATES, INC.**  
120 PARK AVENUE  
LAKE VILLA, ILLINOIS 60046  
(847) 356-3371

2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS  
LAKE VILLA, ILLINOIS

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

COORDINATES ARE BASED ON THE PUBLISHED METRIC COORDINATE VALUES AT FOUND NATIONAL GEODETTIC SURVEY CONTROL MONUMENT MCH31 1A, P.I.D. A22855, OF N.613.205.182-E.303.895.917.  
NOTE: SURFACE COORDINATES ARE SHOWN.

**COORDINATE TABLE**

STATION	OFFSET	NORTH	EAST
253+87.03	63.55' Lt.	2,012,935.843	996,877.078
253+87.03	83.55' Lt.	2,012,935.789	996,857.079
254+12.90	58.68' Rt.	2,012,962.107	996,999.219
255+97.93	63.42' Lt.	2,013,146.743	996,876.540
255+97.93	83.42' Lt.	2,013,146.688	996,856.540

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.P. 336 (ILLINOIS ROUTE 31)

SECTION 96-00209-01-PV McHENRY COUNTY  
PROJECT JOB NO. R-91-022-03  
STATION 253+00 TO STATION 263+00  
SCALE: 1"=40' SHEET 8 OF

**BUREAU OF LAND ACQUISITION**  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196

ROUTE F.A.P. 336 (ILLINOIS ROUTE 31) SECTION 96-00209-01-PV COUNTY McHENRY JOB NO. R-91-022-03 RECORDING: RECORDED ON AS DOCUMENT NO.

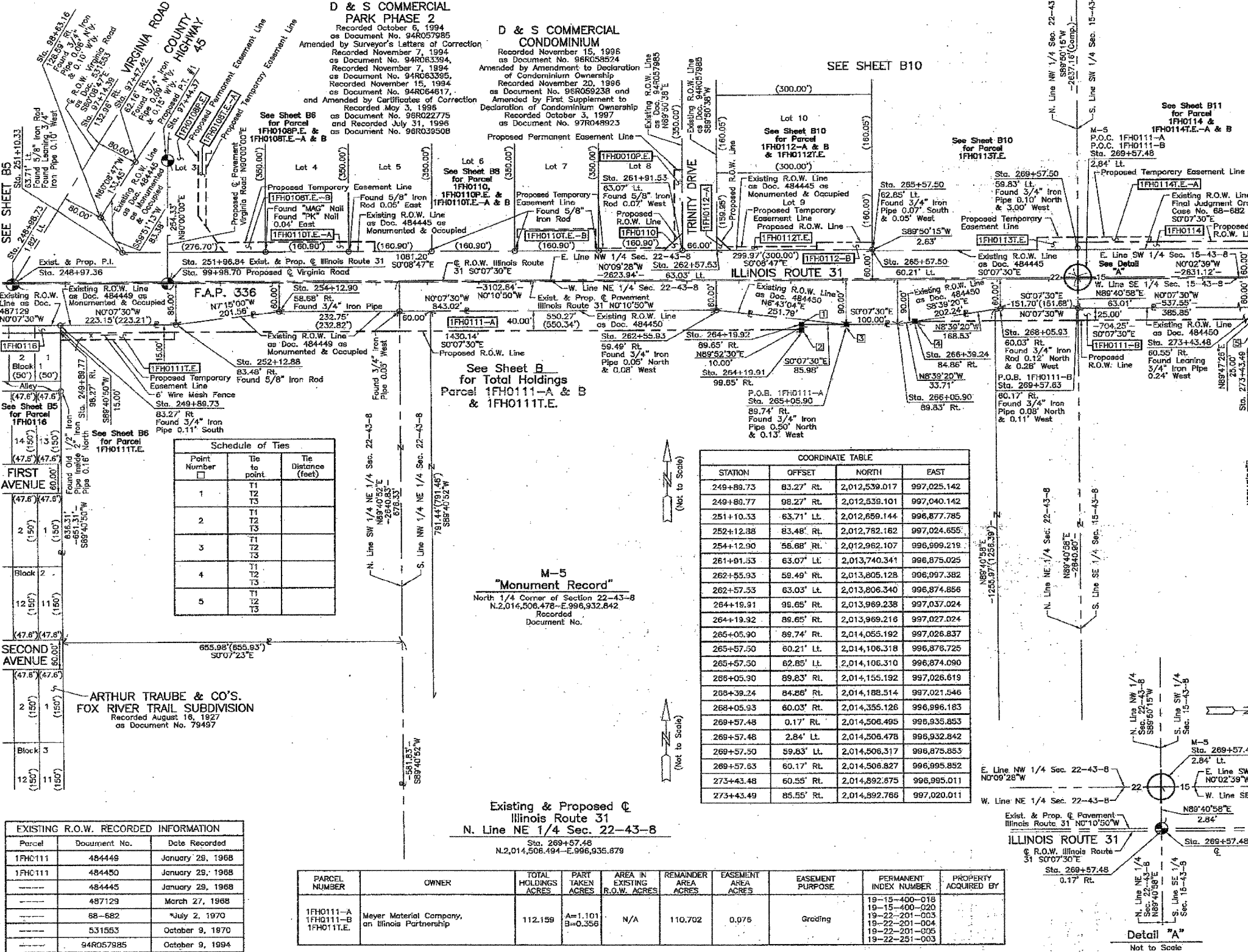
FILE NAME =	USER NAME = dte	DESIGNED =	REVISED =	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Y:\2278 Virginia Klassen\cod\sheet\17-Plat of Highways\2278-PCH-09.dgn		DRAWN = JORGENSEN & ASSOC.	REVISED =	3887	96-00209-01-PV	MCHENRY	271	186
PLOT SCALE = 35.0000' / in.		CHECKED = CJ	REVISED =	CONTRACT NO. 63553				
PLOT DATE = 11/2/2011		DATE =	REVISED =	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064003				

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**PLAT OF HIGHWAYS**

SCALE: GRAPHIC SHEET NO. 9 OF 16 SHEETS STA. TO STA.

PART OF THE SOUTH 1/2 OF SEC. 15 AND PART OF THE NORTH 1/2 OF SEC. 22, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



### LEGEND

SECTION CORNER 16  
QUARTER SECTION CORNER

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA

EXISTING BUILDING

SCALE: 1"=100'

Bearings are referenced to the Illinois Coordinate System NAD83 (1997) East Zone of Found National Geodetic Survey Control Monuments "MCH31 1A", P.I.D. A22855 and "Algonquin", P.I.D. A22845.

IRON PIPE OR ROD FOUND

MAG'S NAIL SET

CUT CROSS FOUND OR SET

5/8" REBAR SET

THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)

RIGHT OF WAY STAKING PROPOSED TO BE SET.

### COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
249+89.73	83.27' Rt.	2,012,539.017	997,025.142
249+89.77	89.27' Rt.	2,012,539.101	997,040.142
251+10.33	63.71' Lt.	2,012,659.144	996,877.785
252+12.88	83.48' Rt.	2,012,782.162	997,024.655
254+12.90	56.68' Rt.	2,012,962.107	996,999.219
261+01.53	63.07' Lt.	2,013,740.341	996,875.025
262+55.93	59.49' Rt.	2,013,805.128	996,997.382
262+57.53	63.03' Lt.	2,013,806.340	996,874.856
264+19.91	95.65' Rt.	2,013,989.238	997,037.024
264+19.92	89.65' Rt.	2,013,989.218	997,027.024
265+05.90	69.74' Rt.	2,014,055.192	997,026.837
265+57.50	60.21' Lt.	2,014,106.318	996,878.725
265+57.50	62.85' Lt.	2,014,106.310	996,874.090
266+05.90	89.83' Rt.	2,014,155.192	997,026.619
268+39.24	84.86' Rt.	2,014,188.514	997,021.546
268+05.93	60.03' Rt.	2,014,355.128	996,996.183
269+57.48	0.17' Rt.	2,014,506.495	996,935.853
269+57.48	2.84' Lt.	2,014,506.478	996,932.842
269+57.50	59.83' Lt.	2,014,506.317	996,875.853
269+57.53	60.17' Rt.	2,014,506.827	996,995.852
273+43.48	60.55' Rt.	2,014,892.875	996,995.011
273+43.49	85.55' Rt.	2,014,892.765	997,020.011

### Schedule of Ties

Point Number	Tie to point	Tie Distance (feet)
1	T1	13
	T2	13
	T3	13
2	T1	13
	T2	13
	T3	13
3	T1	13
	T2	13
	T3	13
4	T1	13
	T2	13
	T3	13
5	T1	13
	T2	13
	T3	13

ARTHUR TRAUBE & CO'S.  
FOX RIVER TRAIL SUBDIVISION  
Recorded August 16, 1927  
as Document No. 79497

### EXISTING R.O.W. RECORDED INFORMATION

Parcel	Document No.	Date Recorded
1FH0111	484449	January 28, 1968
1FH0111	484450	January 28, 1968
---	484445	January 29, 1968
---	487129	March 27, 1968
---	68-682	July 2, 1970
---	531553	October 9, 1970
---	94R057985	October 9, 1994

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FH0111-A 1FH0111-B 1FH0111-E	Meyer Material Company, an Illinois Partnership	112.159	A=1.101 B=0.358	N/A	110.702	0.076	Grading	19-15-400-018 19-15-400-020 19-22-201-003 19-22-201-004 19-22-201-005 19-22-251-003	

STATE OF ILLINOIS )  
COUNTY OF LAKE )

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM AND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 15, TOWNSHIP 43N., RANGE 8E. AND SECTION 22, TOWNSHIP 43N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_ A.D.

RECEIVED  
OCT 07 2010  
PLATS & LEGALS

JORGENSEN & ASSOCIATES, INC.  
120 PARK AVENUE  
LAKE VILLA, ILLINOIS 60046  
(847) 336-3371

SHEET 1 IS A COVER  
SHEET AND IS NOT RECORDED.

### PLAT OF HIGHWAYS

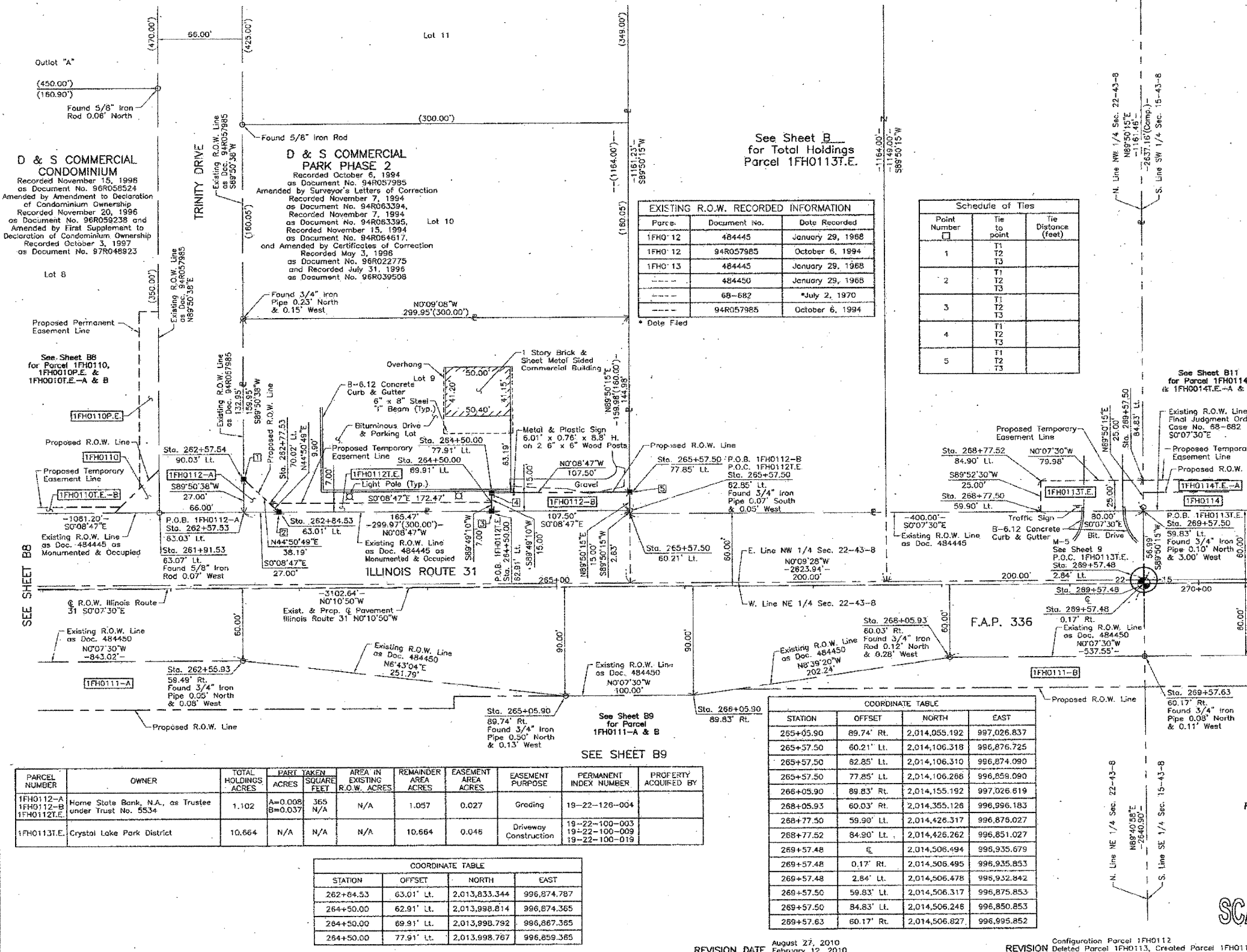
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.P. 336 (ILLINOIS ROUTE 31)

SECTION 96-00209-01-PV McHENRY COUNTY  
PROJECT JOB NO. R-91-022-03  
STATION 97+00 TO STATION 99+98.70 (Virginia Road)  
STATION 248+97.36 TO STATION 274+00 (Illinois Route 31)  
SCALE: 1"=100'  
SHEET 89 OF 90

BUREAU OF LAND ACQUISITION  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196

ROUTE F.A.P. 336 (ILLINOIS ROUTE 31) SECTION 96-00209-01-PV COUNTY McHENRY JOB NO. R-91-022-03 RECORDING: RECORDED ON AS DOCUMENT NO.

PART OF THE NORTH 1/2 OF SEC. 22, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



### LEGEND

SECTION CORNER 15  
QUARTER SECTION CORNER

SECTION LINE  
QUARTER SECTION LINE  
QUARTER, QUARTER SECTION LINE  
PLATTED LOT LINE  
PROPERTY (DEED) LINE

APPARENT PROPERTY LINE  
CENTER LINE  
EXISTING RIGHT OF WAY LINE  
PROPOSED RIGHT OF WAY LINE  
PROPOSED EASEMENT  
MEASURED DIMENSION  
COMPUTED DIMENSION  
RECORD DATA

EXISTING BUILDING

Bearings are referenced to the Illinois Coordinate System NAD83 (1997) East Zone at Found National Geodetic Survey Control Monuments "MCH31 1A", P.I.D. A12855 and "Aigouquin", P.I.D. A12945.

○ IRON PIPE OR ROD FOUND      ● "MAG" NAIL SET  
+ CUT CROSS FOUND OR SET      ● 5/8" REBAR SET

● T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
● T2  
● T3

● BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
● BT2  
● BT3

■ STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

● PERMANENT SURVEY MARKER. I.D.O.T STD 2135 (TO BE SET BY OTHERS)

□ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }  
COUNTY OF LAKE } SS

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 22, TOWNSHIP 43N, RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_ A.D.

JORGENSEN & ASSOCIATES, INC.      PRESIDENT  
2787 PROFESSIONAL LAND SURVEYOR NO. 35-2797  
LAKE VILLA, ILLINOIS      LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

COORDINATES ARE BASED ON THE PUBLISHED METRIC COORDINATE VALUES AT FOUND NATIONAL GEODETIC SURVEY CONTROL MONUMENT "MCH31 1A", P.I.D. A12855, OF N.613,205.182-E.303,895.917.  
NOTE: SURFACE COORDINATES ARE SHOWN.

#### EXISTING R.O.W. RECORDED INFORMATION

Parcel	Document No.	Date Recorded
1FH012	484445	January 29, 1968
1FH012	94R057985	October 6, 1994
1FH013	484445	January 29, 1968
-----	484450	January 29, 1968
-----	68-682	*July 2, 1970
-----	94R057985	October 6, 1994

\* Date Filed

#### Schedule of Ties

Point Number	Tie to point	Tie Distance (feet)
1	T1	
	T2	
	T3	
2	T1	
	T2	
	T3	
3	T1	
	T2	
	T3	
4	T1	
	T2	
	T3	
5	T1	
	T2	
	T3	

#### COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
265+05.90	89.74' Rt.	2,014,055.192	997,026.837
265+57.50	60.21' Lt.	2,014,106.318	996,876.725
265+57.50	82.85' Lt.	2,014,106.310	996,874.090
265+57.50	77.85' Lt.	2,014,106.268	996,859.090
266+05.90	89.83' Rt.	2,014,155.192	997,026.619
268+57.48	60.03' Rt.	2,014,355.126	996,996.183
268+77.52	59.90' Lt.	2,014,426.317	996,875.027
268+77.52	84.90' Lt.	2,014,426.262	996,851.027
269+57.48	0.17' Rt.	2,014,506.494	996,935.679
269+57.48	0.17' Rt.	2,014,506.495	996,935.853
269+57.48	2.84' Lt.	2,014,506.478	996,932.842
269+57.50	59.83' Lt.	2,014,506.317	996,875.853
269+57.50	84.83' Lt.	2,014,506.246	996,850.853
269+57.63	60.17' Rt.	2,014,506.827	996,995.852

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING SQUARE FEET	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FH0112-A 1FH0112-B 1FH0112-E	Horne State Bank, N.A., as Trustee under Trust No. 5534	1.102	A=0.008 B=0.037	365 N/A	N/A	1.057	0.027	Grading	19-22-126-004
1FH0113T.E.	Crystal Lake Park District	10.664	N/A	N/A	N/A	10.664	0.046	Driveway Construction	19-22-100-003 19-22-100-009 19-22-100-019

#### COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
262+64.53	63.01' Lt.	2,013,833.344	996,874.787
264+50.00	62.91' Lt.	2,013,998.814	996,874.365
264+50.00	69.91' Lt.	2,013,998.792	996,867.365
264+50.00	77.91' Lt.	2,013,998.767	996,859.365

#### COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
261+91.53	63.07' Lt.	2,013,740.341	996,875.025
262+55.93	59.49' Rt.	2,013,805.128	996,897.382
262+57.53	63.03' Lt.	2,013,806.340	996,874.856
262+57.54	90.03' Lt.	2,013,806.267	996,847.854
262+77.53	70.02' Lt.	2,013,826.325	996,867.805

RECEIVED  
SEP 20 2010  
PLATS & LEGALS

JORGENSEN & ASSOCIATES, INC.  
120 PARK AVENUE  
LAKE VILLA, ILLINOIS 60046  
(847) 356-3371

**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
F.A.P. 336 (ILLINOIS ROUTE 31)

SECTION 96-00209-01-PV McHENRY COUNTY  
PROJECT JOB NO. R-91-022-03  
STATION 261+00 TO STATION 270+00  
SCALE: 1"=40' SHEET 810 OF \_\_\_\_\_

**BUREAU OF LAND ACQUISITION**  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196

ROUTE F.A.P. 336 (ILLINOIS ROUTE 31) SECTION 96-00209-01-PV COUNTY McHENRY JOB NO. R-91-022-03 RECORDING: RECORDED ON AS DOCUMENT NO.

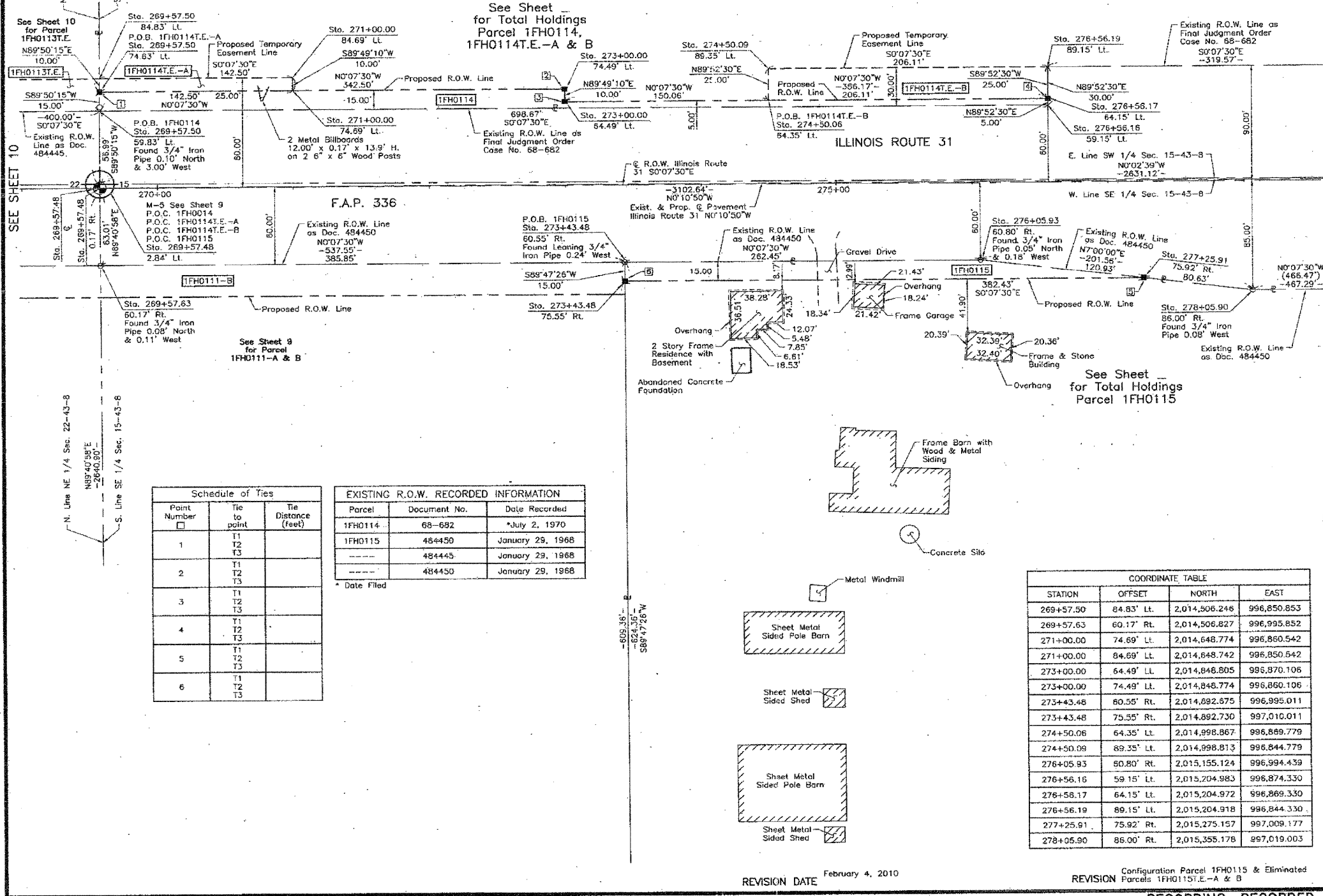


PART OF THE SOUTH 1/2 OF SEC. 15, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FH0114 1FH0114T.E.-A 1FH0114T.E.-B	Mineral and Land Resources Corporation	176.110	0.159	N/A	175.951	T.E.-A=0.033 T.E.-B=0.118	Grading	19-15-100-028 19-15-100-030 19-15-300-001 19-15-300-002 19-15-300-010	
1FH0115	Allen D. Cholly and Bruce W. Cholly as Successor Co-Trustees of the Janet B. Cholly Family Trust created under the Janet B. Cholly Declaration of Trust dated December 3, 1985	13.005	0.111	N/A	12.894	N/A	N/A	19-15-400-019	

LEGEND

- SECTION CORNER
  - QUARTER SECTION CORNER
  - SECTION LINE
  - QUARTER SECTION LINE
  - PLATTED LOT LINE
  - PROPERTY (DEED) LINE
  - APPARENT PROPERTY LINE
  - CENTER LINE
  - EXISTING RIGHT OF WAY LINE
  - PROPOSED RIGHT OF WAY LINE
  - PROPOSED EASEMENT
  - MEASURED DIMENSION
  - COMPUTED DIMENSION
  - RECORD DATA
  - EXISTING BUILDING
- Bearings are referenced to the Illinois Coordinate System NAD83 (1997) East Zone of Found National Geodetic Survey Control Monuments "MCH31 1A", P.I.D. AJ2855 and "Algonquin", P.I.D. AJ2945.
- IRON PIPE OR ROD FOUND
  - "MAG" NAIL SET
  - CUT CROSS FOUND OR SET
  - 5/8" REBAR SET
  - THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
  - M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)
  - RIGHT OF WAY STAKING PROPOSED TO BE SET.



Schedule of Ties

Point Number	Tie to point	Tie Distance (feet)
1	T1 T2 T3	
2	T1 T2 T3	
3	T1 T2 T3	
4	T1 T2 T3	
5	T1 T2 T3	
6	T1 T2 T3	

EXISTING R.O.W. RECORDED INFORMATION

Parcel	Document No.	Date Recorded
1FH0114	68-682	*July 2, 1970
1FH0115	484450	January 29, 1968
-----	484445	January 29, 1968
-----	484450	January 29, 1968

\* Date Filed

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
269+57.50	84.83' Lt.	2,014,506.246	996,850.853
269+57.63	60.17' Rt.	2,014,506.827	996,995.852
271+00.00	74.69' Lt.	2,014,648.774	996,860.542
271+00.00	84.69' Lt.	2,014,648.742	996,850.542
273+00.00	64.49' Lt.	2,014,846.805	996,870.106
273+00.00	74.49' Lt.	2,014,846.774	996,860.106
273+43.48	60.55' Rt.	2,014,892.675	996,995.011
273+43.48	75.55' Rt.	2,014,892.730	997,010.011
274+50.06	64.35' Lt.	2,014,998.867	996,889.779
274+50.09	89.35' Lt.	2,014,998.813	996,844.779
276+05.93	60.80' Rt.	2,015,155.124	996,994.439
276+56.16	59.15' Lt.	2,015,204.983	996,874.330
276+56.17	64.15' Lt.	2,015,204.972	996,869.330
276+56.19	89.15' Lt.	2,015,204.918	996,844.330
277+25.91	75.92' Rt.	2,015,275.157	997,009.177
278+05.90	86.00' Rt.	2,015,355.178	997,019.003

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 15, TOWNSHIP 43N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RE-TRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ A.D.

CHRISTIAN H. JORGENSEN  
2771 PROFESSIONAL LAND SURVEYOR NO. 35-2797  
LAKE VILLA, ILLINOIS  
PRESIDENT

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

COORDINATES ARE BASED ON THE PUBLISHED METRIC COORDINATE VALUES AT FOUND NATIONAL GEODETIC SURVEY CONTROL MONUMENT "MCH31 1A", P.I.D. AJ2855, OF N.613,205.182 - E.303,895.917. NOTE: SURFACE COORDINATES ARE SHOWN.

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
269+57.48	€	2,014,506.494	996,935.679
269+57.48	0.17' Rt.	2,014,506.495	996,935.853
269+57.48	2.84' Lt.	2,014,506.478	996,932.842
269+57.50	59.83' Lt.	2,014,506.317	996,875.853
269+57.50	74.83' Lt.	2,014,506.274	996,860.853

JORGENSEN & ASSOCIATES, INC.  
120 PARK AVENUE  
LAKE VILLA, ILLINOIS 60046  
(847) 356-3371

60046 SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

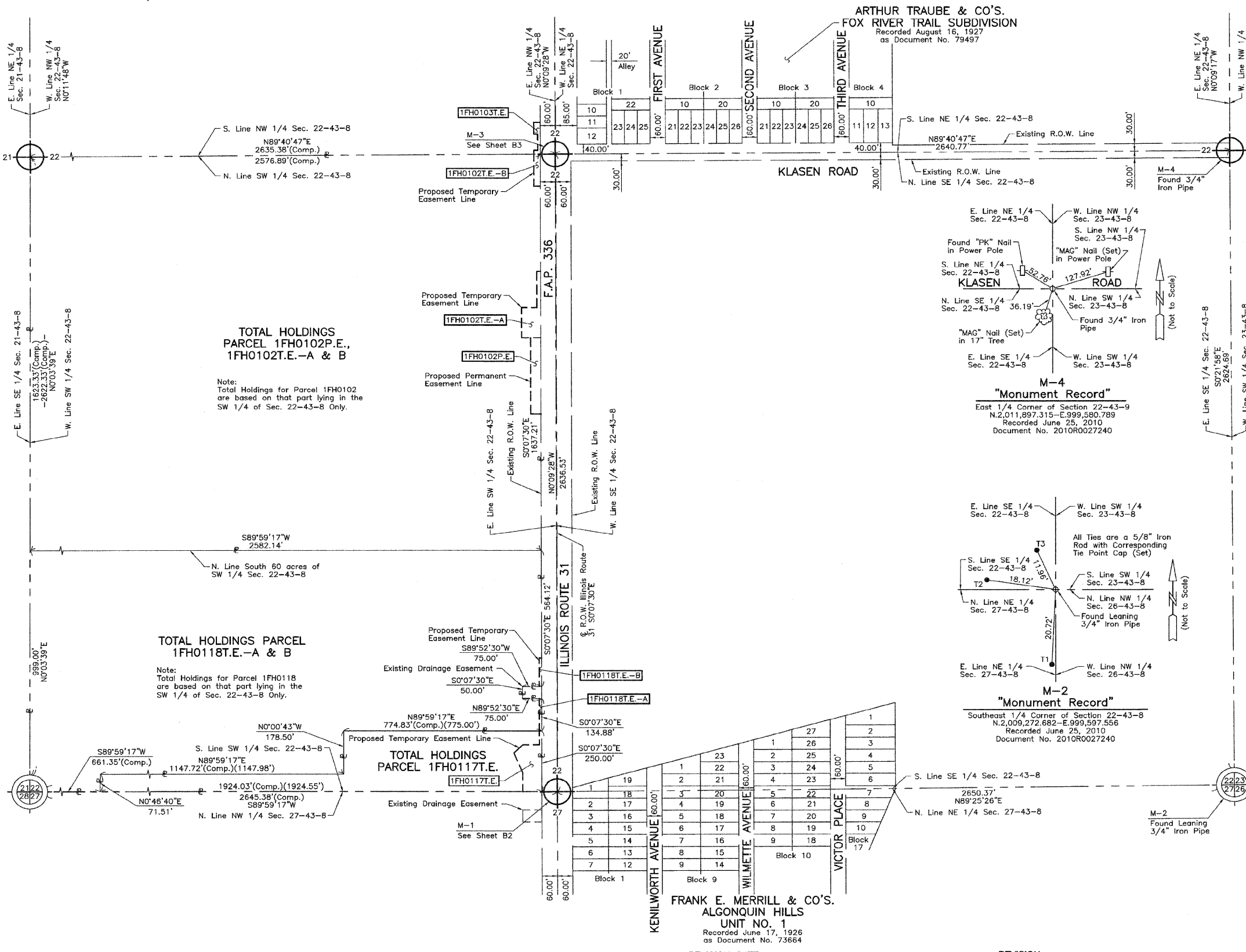
RECEIVED  
FEB 23 2010  
PLATS & LEGALS

PLAT OF HIGHWAYS  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.P. 336 (ILLINOIS ROUTE 31)  
SECTION 96-00209-01-PV McHENRY COUNTY  
PROJECT JOB NO. R-91-022-03  
STATION 269+00 TO STATION 279+00  
SCALE: 1"=40' SHEET 11 OF

BUREAU OF LAND ACQUISITION  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196

ROUTE F.A.P. 336 (ILLINOIS ROUTE 31) SECTION 96-00209-01-PV COUNTY McHENRY JOB NO. R-91-022-03 RECORDING: RECORDED ON AS DOCUMENT NO.

PART OF THE SOUTH 1/2 OF SEC. 22, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



### LEGEND

SECTION CORNER 16      QUARTER SECTION CORNER 15

SECTION LINE  
 QUARTER SECTION LINE  
 QUARTER QUARTER SECTION LINE  
 PLATTED LOT LINE  
 PROPERTY (DEED) LINE

APL  
 APPARENT PROPERTY LINE  
 CENTER LINE  
 EXISTING RIGHT OF WAY LINE  
 PROPOSED RIGHT OF WAY LINE  
 PROPOSED EASEMENT  
 MEASURED DIMENSION  
 COMPUTED DIMENSION  
 RECORD DATA

EXISTING BUILDING

Bearings are referenced to the Illinois Coordinate System NAD83 (1997) East Zone at Found National Geodetic Survey Control Monuments "MCH31 1A", P.I.D. AJ2855 and "Algonquin", P.I.D. AJ2945.

○ IRON PIPE OR ROD FOUND      ● "MAG" NAIL SET  
 + CUT CROSS FOUND OR SET      ● 5/8" REBAR SET

● T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 ● T2  
 ● T3

● BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 ● BT2  
 ● BT3

■ STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

● PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)

□ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }  
 COUNTY OF LAKE }SS

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 22, TOWNSHIP 43N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_ A.D.

\_\_\_\_\_  
 PRESIDENT  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
 COORDINATES ARE BASED ON THE PUBLISHED METRIC COORDINATE VALUES AT FOUND NATIONAL GEODETIC SURVEY CONTROL MONUMENT "MCH31 1A", P.I.D. AJ2855, OF N.613.205.182-E.303.895.917.  
 NOTE: SURFACE COORDINATES ARE SHOWN.

M-4  
 "Monument Record"  
 East 1/4 Corner of Section 22-43-8  
 N.2,011,897.315-E.999,580.789  
 Recorded June 25, 2010  
 Document No. 2010R0027240

M-2  
 "Monument Record"  
 Southeast 1/4 Corner of Section 22-43-8  
 N.2,009,272.682-E.999,597.556  
 Recorded June 25, 2010  
 Document No. 2010R0027240

M-1  
 See Sheet B2

M-2  
 Found Leaning 3/4" Iron Pipe

JORGENSEN & ASSOCIATES, INC.  
 120 PARK AVENUE  
 LAKE VILLA, ILLINOIS 60046 (847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

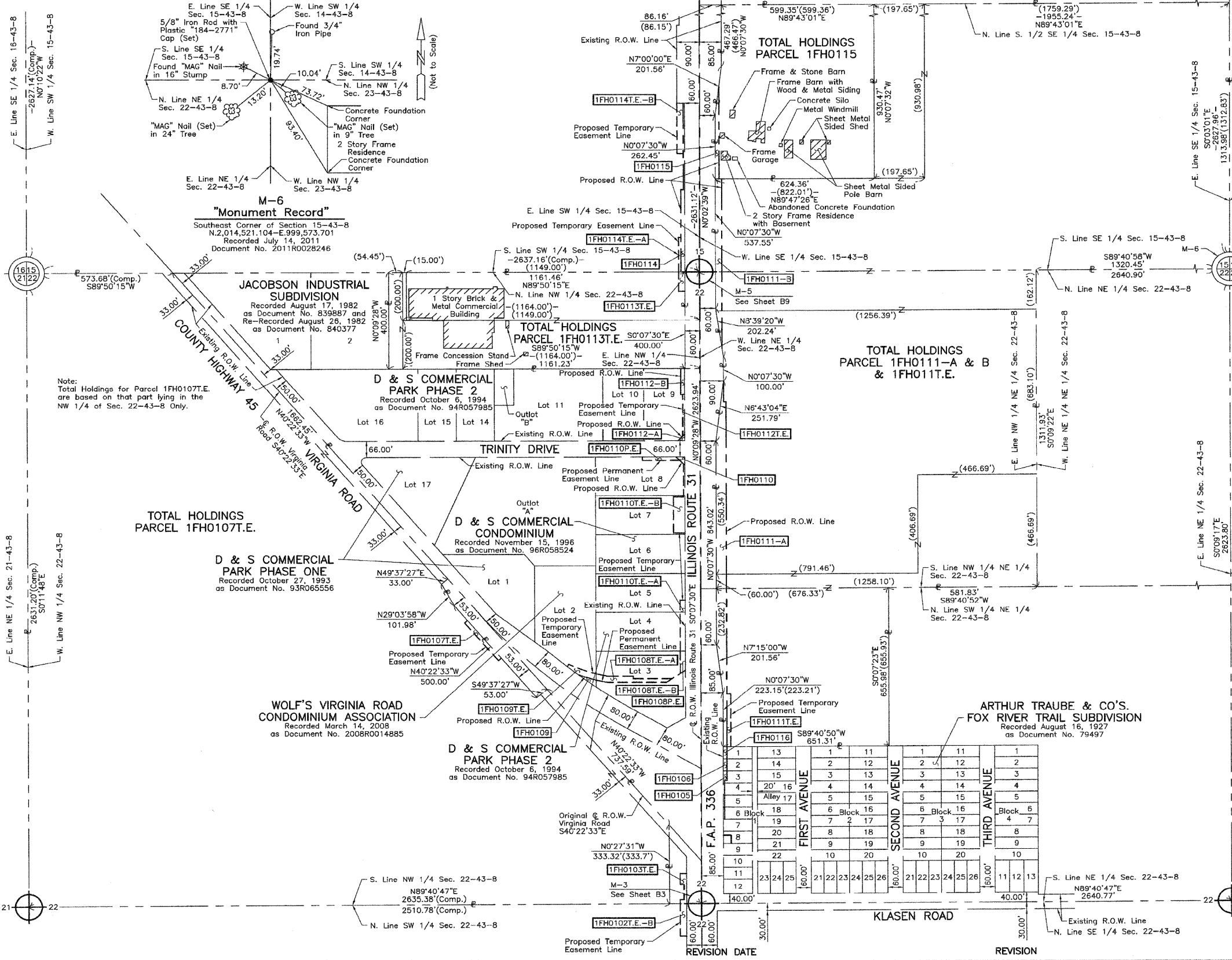
**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.P. 336 (ILLINOIS ROUTE 31)  
 SECTION 96-00209-01-PV McHENRY COUNTY  
 PROJECT JOB NO. R-91-022-03  
 STATION NONE TO STATION  
 SCALE: 1"=200' SHEET B12 OF B15

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

ROUTE F.A.P. 336 (ILLINOIS ROUTE 31)      SECTION 96-00209-01-PV      COUNTY McHENRY      JOB NO. R-91-022-03      REVISION      RECORDING: RECORDED ON      MADE BY      AS DOCUMENT NO.

FILE NAME =	USER NAME = dta	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAT OF HIGHWAYS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Y:\2278 Virginia Klaseen\load\sheet\17-Plat of Highways\2278-PDH-13.dgn		DRAWN - JORGENSEN & ASSOC.	REVISED -			3887	96-00209-01-PV	MCHENRY	271	190	
PLOT SCALE = 35.0000' / in.		CHECKED - CJ	REVISED -			CONTRACT NO. 63553					
PLOT DATE = 11/2/2011		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064(003)					

PART OF THE SOUTH 1/2 OF SEC. 15 AND PART OF THE NORTH 1/2 OF SEC. 22, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



**LEGEND**

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING

BEARINGS ARE REFERENCED TO THE ILLINOIS COORDINATE SYSTEM NAD83 (1997) EAST ZONE OF FOUND NATIONAL GEODETIC SURVEY CONTROL MONUMENTS "MCH31 1A", P.I.D. AJ2855 AND "ALGONQUIN", P.I.D. AJ2945.

IRON PIPE OR ROD FOUND

"MAG" NAIL SET

CUT CROSS FOUND OR SET

5/8" REBAR SET

THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)

RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS } SS  
COUNTY OF LAKE

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 15, TOWNSHIP 43N., RANGE 8E. AND SECTION 22, TOWNSHIP 43N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2012  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
COORDINATES ARE BASED ON THE PUBLISHED METRIC COORDINATE VALUES AT FOUND NATIONAL GEODETIC SURVEY CONTROL MONUMENT "MCH31 1A", P.I.D. AJ2855, OF N.813,205.182 -E.303,895.917.  
NOTE: SURFACE COORDINATES ARE SHOWN.

JORGENSEN & ASSOCIATES, INC.  
120 PARK AVENUE  
LAKE VILLA, ILLINOIS 60046 (847) 356-3371 SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

REVISION

1	13	1	11	1	11
2	14	2	12	2	12
3	15	3	13	3	13
4	16	4	14	4	14
5	17	5	15	5	15
6	18	6	16	6	16
7	19	7	17	7	17
8	20	8	18	8	18
9	21	9	19	9	19
10	22	10	20	10	20
11	23	11	21	11	21
12	24	12	22	12	22
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14	26	14	24	14	24
15	27	15	25	15	25
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26	38	26	36	26	36
27	39	27	37	27	37
28	40	28	38	28	38
29	41	29	39	29	39
30	42	30	40	30	40

ROUTE F.A.P. 336 (ILLINOIS ROUTE 31) SECTION 96-00209-01-PV COUNTY McHENRY JOB NO. R-91-022-03 RECORDING: RECORDED ON AS DOCUMENT NO.

PLAT OF HIGHWAYS  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.P. 336 (ILLINOIS ROUTE 31)  
SECTION 96-00209-01-PV McHENRY COUNTY  
PROJECT JOB NO. R-91-022-03  
STATION NONE TO STATION  
SCALE: 1"=200' SHEET B13 OF B15

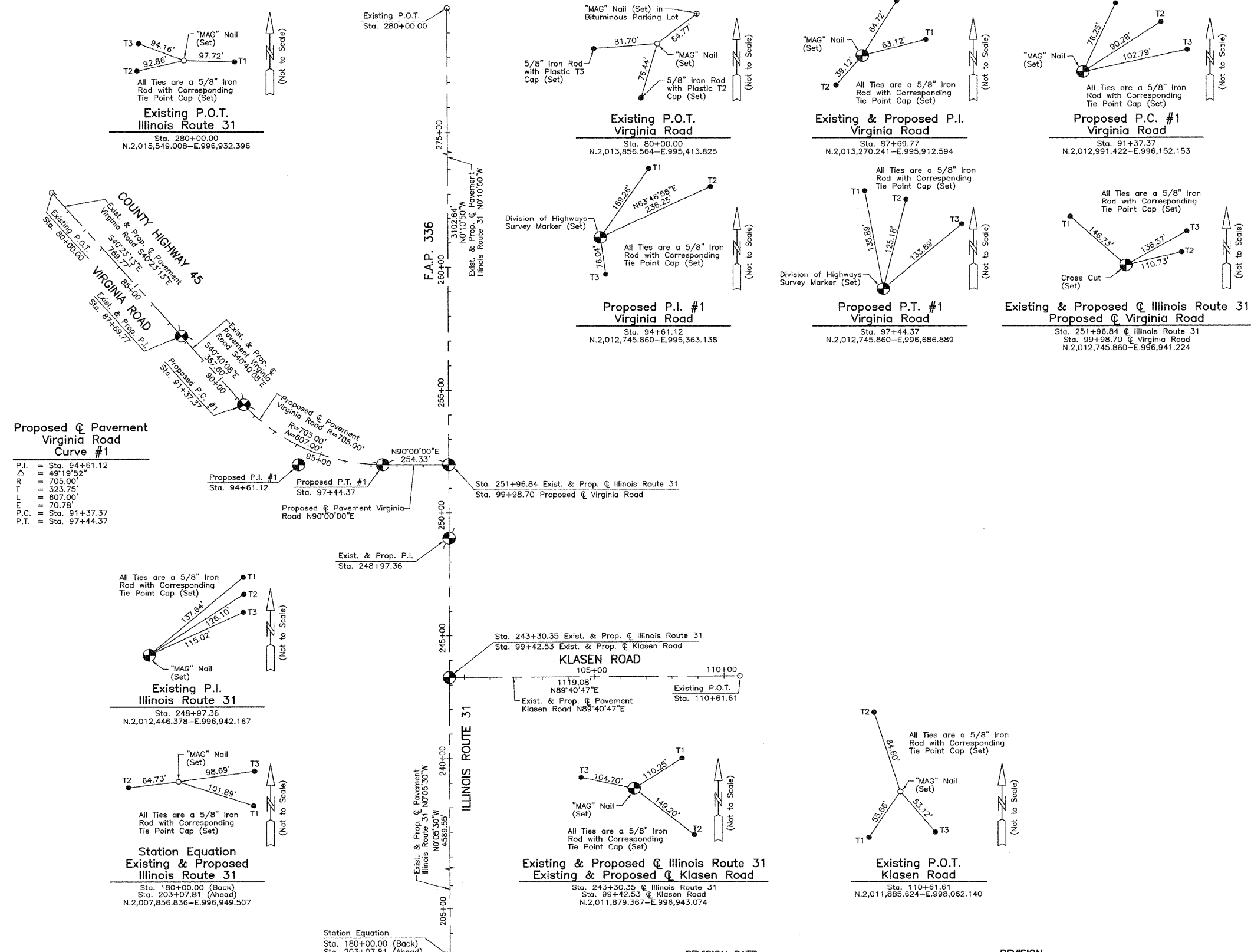
BUREAU OF LAND ACQUISITION  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196

FILE NAME =	USER NAME = dta	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAT OF HIGHWAYS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Y:\2278 Virginia Klase\load\sheet\17-P16	of Highways\2278-P0H-14.dgn	DRAWN - JORGENSEN & ASSOC.	REVISED -			3887	96-00209-01-PV	McHENRY	271	191	
PLOT SCALE = 35.0000 1/ in.	CHECKED - CJ	REVISED -	SCALE: GRAPHIC			SHEET NO. 14 OF 16 SHEETS	STA.	TO STA.	CONTRACT NO. 63553		
PLOT DATE = 11/2/2011	DATE -	REVISED -	FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT HPP-4064003					





PART OF THE SOUTH 1/2 OF SEC. 15, PART OF THE SOUTH 1/2 AND PART OF THE NORTH 1/2 OF SEC. 22 AND PART OF THE NORTH 1/2 OF SEC. 27, TWP. 43 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



### LEGEND

SECTION CORNER 16 15 QUARTER SECTION CORNER

SECTION LINE  
 QUARTER SECTION LINE  
 QUARTER QUARTER SECTION LINE  
 PLATTED LOT LINE  
 PROPERTY (DEED) LINE

APL APPARENT PROPERTY LINE  
 CENTER LINE  
 EXISTING RIGHT OF WAY LINE  
 PROPOSED RIGHT OF WAY LINE  
 PROPOSED EASEMENT  
 MEASURED DIMENSION  
 COMPUTED DIMENSION  
 RECORD DATA

EXISTING BUILDING

BEARINGS ARE REFERENCED TO THE ILLINOIS COORDINATE SYSTEM NAD83 (1997) EAST ZONE AT FOUND NATIONAL GEODETIC SURVEY CONTROL MONUMENTS "MCH31 1A", P.I.D. AJ2855 AND "ALGONQUIN", P.I.D. AJ2945.

○ IRON PIPE OR ROD FOUND  
 + CUT CROSS FOUND OR SET  
 ● "MAG" NAIL SET  
 ● 5/8" REBAR SET

● T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 ● T2 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 ● BT3 STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.  
 ■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 ● PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)  
 □ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS } SS  
 COUNTY OF LAKE } SS

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 15, TOWNSHIP 43N., RANGE 8E. AND SECTION 27, TOWNSHIP 43N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_ A.D.

\_\_\_\_\_  
 PRESIDENT  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2012  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

COORDINATES ARE BASED ON THE PUBLISHED METRIC COORDINATE VALUES AT FOUND NATIONAL GEODETIC SURVEY CONTROL MONUMENT "MCH31 1A", P.I.D. AJ2855, OF N.613.205.182-E.303.895.917.  
 NOTE: SURFACE COORDINATES ARE SHOWN.

**Proposed Pavement Virginia Road Curve #1**

P.I. = Sta. 94+61.12  
 Δ = 49°19'52"  
 R = 705.00'  
 T = 323.75'  
 L = 607.00'  
 E = 70.78'  
 P.C. = Sta. 91+37.37  
 P.T. = Sta. 97+44.37

All Ties are a 5/8" Iron Rod with Corresponding Tie Point Cap (Set)

T1  
 T2  
 T3

"MAG" Nail (Set)

Existing P.I. Illinois Route 31  
 Sta. 248+97.36  
 N.2,012,446.378-E.996,942.167

All Ties are a 5/8" Iron Rod with Corresponding Tie Point Cap (Set)

T2  
 T3  
 T1

"MAG" Nail (Set)

Station Equation Existing & Proposed Illinois Route 31  
 Sta. 180+00.00 (Back)  
 Sta. 203+07.81 (Ahead)  
 N.2,007,856.836-E.996,949.507

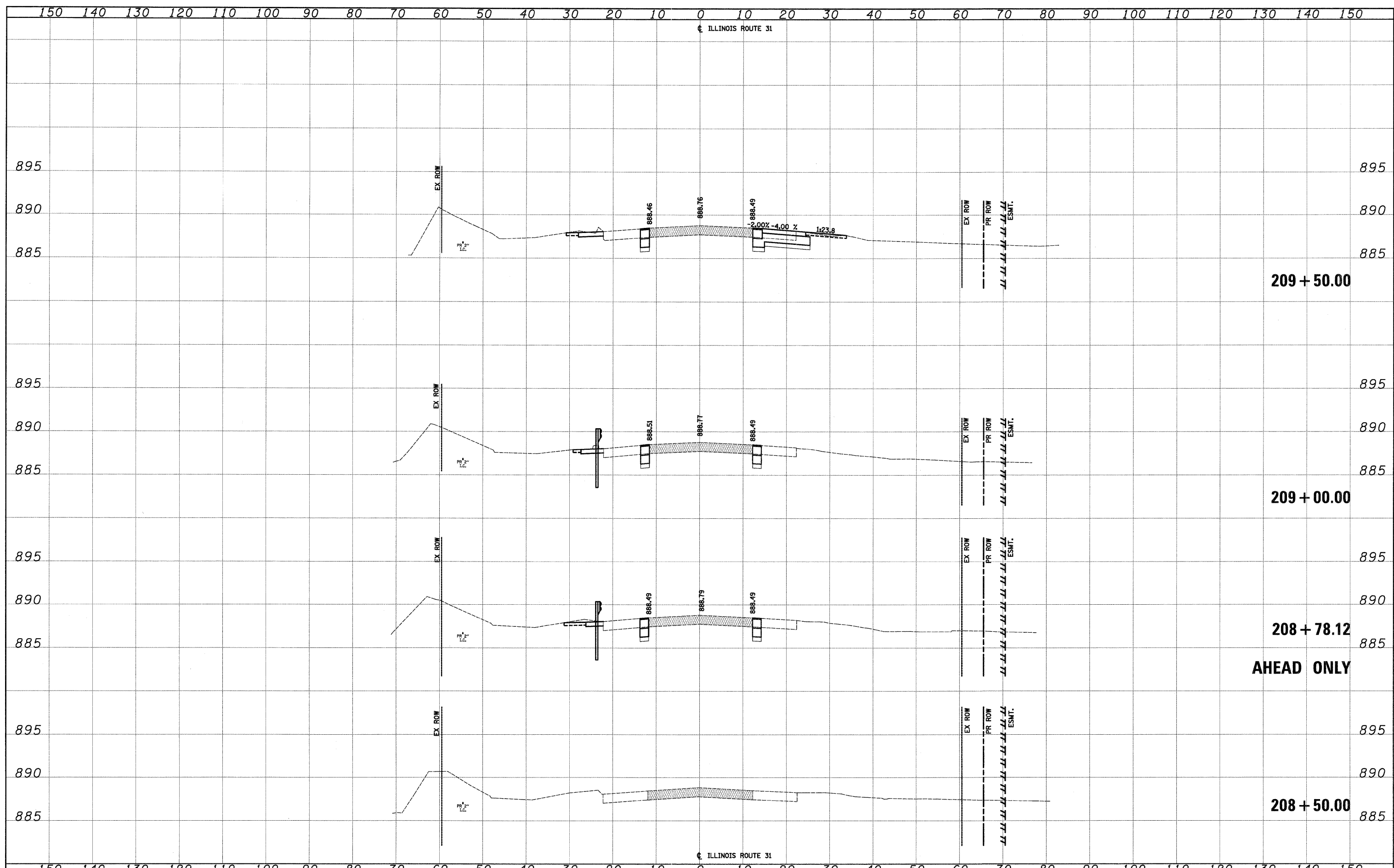
Station Equation  
 Sta. 180+00.00 (Back)  
 Sta. 203+07.81 (Ahead)

ROUTE F.A.P. 336 (ILLINOIS ROUTE 31) SECTION 96-00209-01-PV COUNTY McHENRY JOB NO. R-91-022-03 RECORDING: RECORDED ON AS DOCUMENT NO.

FILE NAME = Y:\2278 Virginia Klases\load\sheet\17-Plat of Highways\2278-PH-16.dgn	USER NAME = cta	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAT OF HIGHWAYS</b>	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 36.0000' / in.	DRAWN - JORGENSEN & ASSOC.	CHECKED - CJ	REVISED -			3887	96-00209-01-PV	McHENRY	271	193	
PLOT DATE = 11/27/2011	DATE -	REVISION -	REVISION -			CONTRACT NO. 63553					
						SCALE: GRAPHIC	SHEET NO. 16 OF 16 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064(003)		

DATE	
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PLOTTED	
TEMPLATE	
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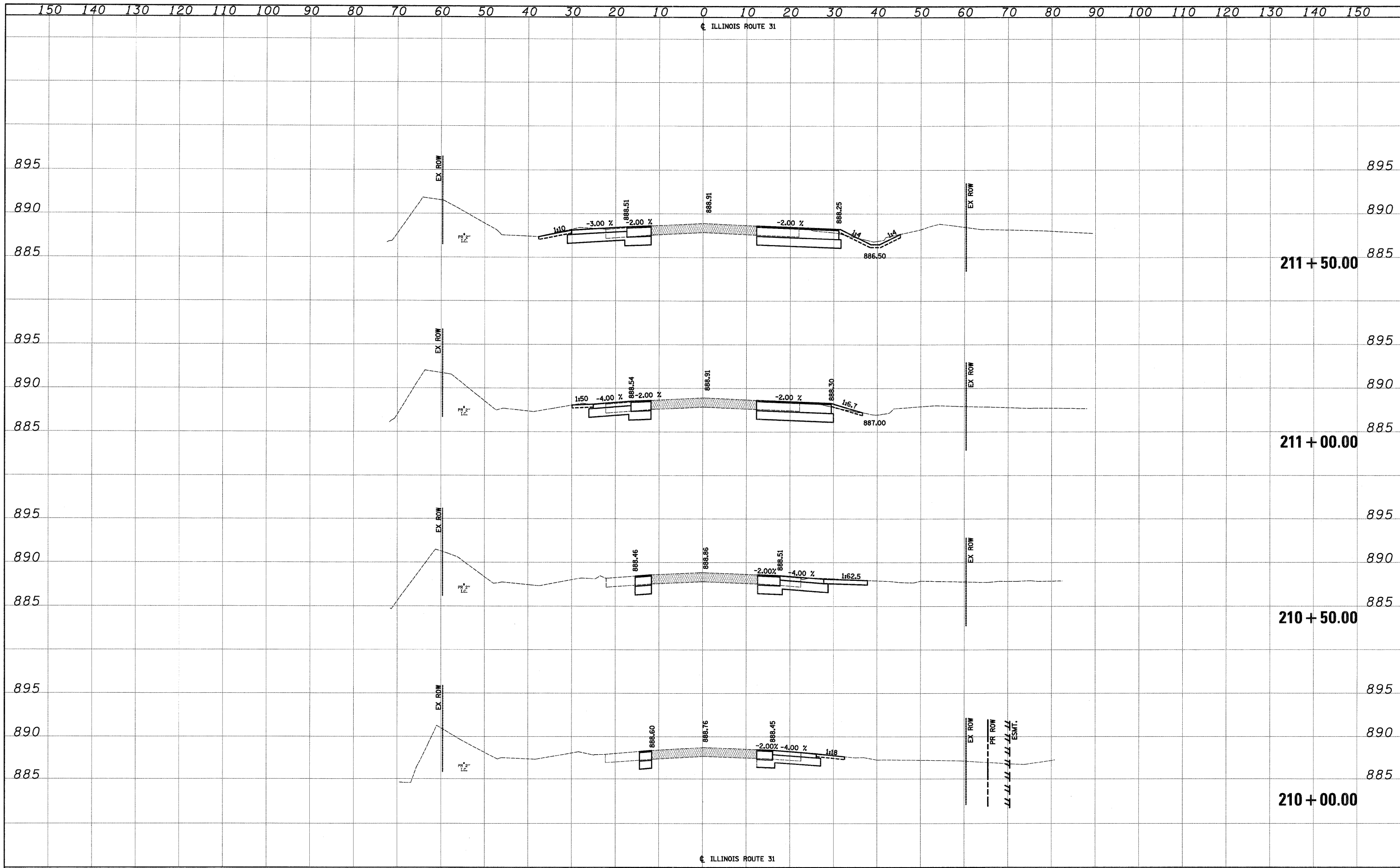
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PLOT SCALE = 10.0000' / 1" =	CHECKED - GAB	REVISED -	REVISED -		SCALE: 10'H = 5'V	SHEET NO. 1 OF 78 SHEETS	STA. 208+50.00 TO STA. 209+50.00	CONTRACT NO. 63553				
PLOT DATE = 10/24/11	DATE - 10/24/11	REVISED -	REVISED -		FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT HPP-40640031							

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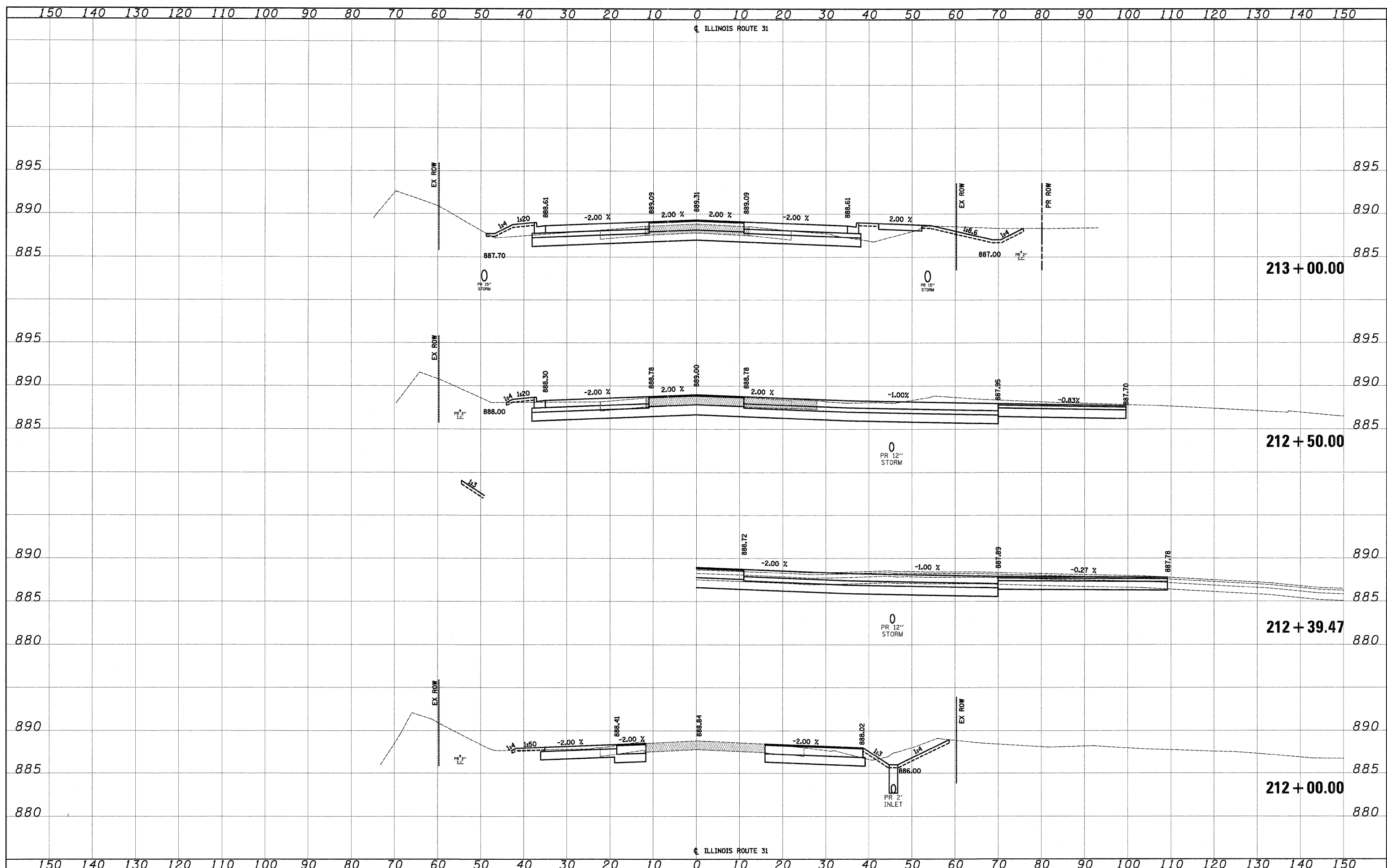


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	PLOT DATE = 10/24/2011	CHECKED - GAB	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064(003)						
		DATE - 10/24/11	REVISED -									



DATE	
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

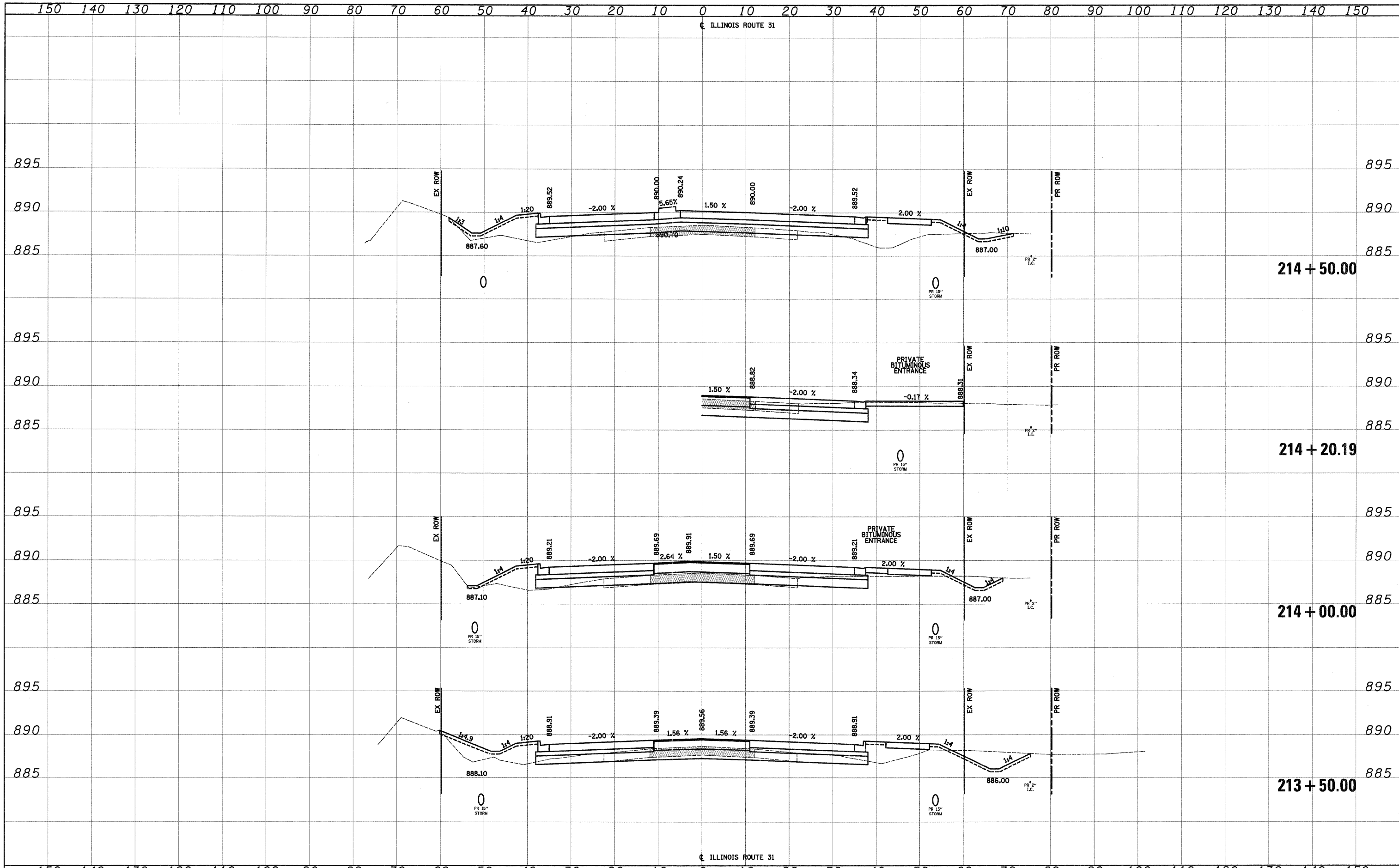
**CROSS SECTIONS**

SCALE: 10'H = 5'V SHEET NO. 3 OF 78 SHEETS STA. 212+00.00 TO STA. 213+00.00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	96-00209-01-PV	McHENRY	271	196
CONTRACT NO. 63553			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-4064(003)	

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 PLOT SCALE = 10.0000' / 1"  
 PLOT DATE = 10/24/2011

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

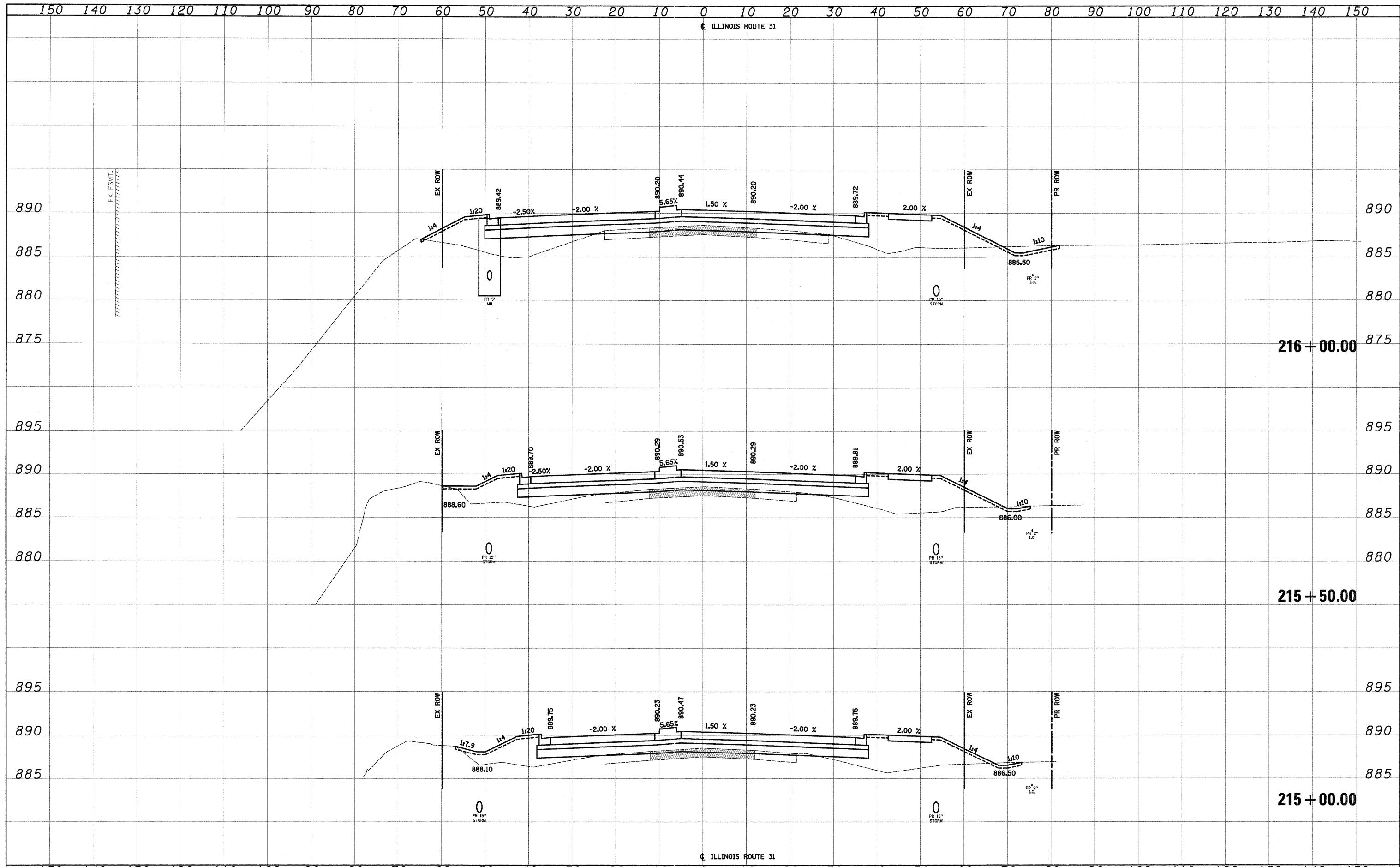
CROSS SECTIONS  
 SCALE: 10'H= 5'V  
 SHEET NO. 4 OF 78 SHEETS  
 STA. 213+50.00 TO STA. 214+50.00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	96-00209-01-PV	McHENRY	271	197
CONTRACT NO. 63553				

FED. ROAD DIST. NO. 1 ILLINOIS  
 FED. AID PROJECT HPP-4064(003)

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 PLOT SCALE = 10.0000' / 1" =  
 PLOT DATE = 10/24/2011

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

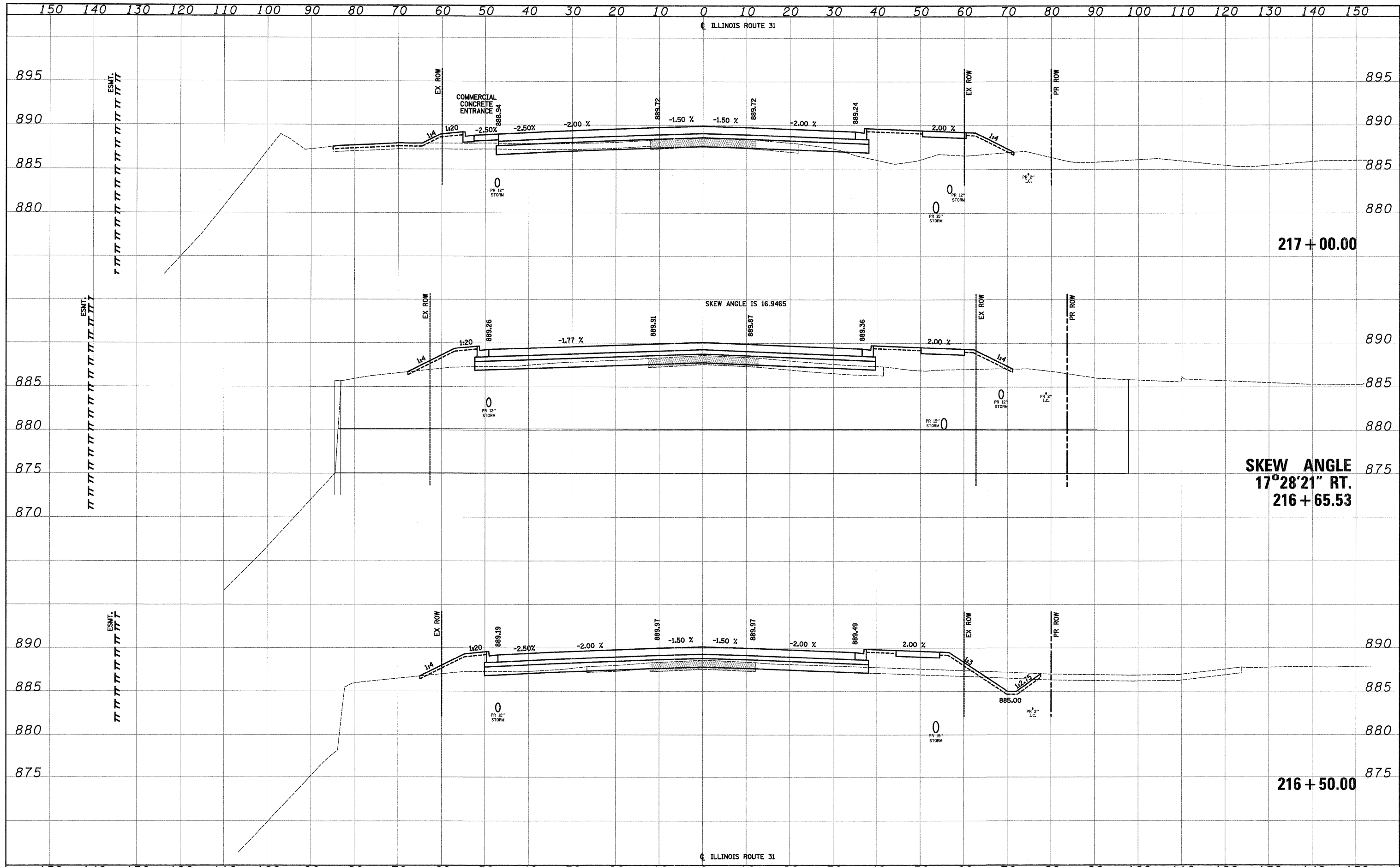
**CROSS SECTIONS**

SCALE: 10'H: 5'V    SHEET NO. 5 OF 78 SHEETS    STA. 215+00.00 TO STA. 216+00.00

F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY McHENRY	TOTAL SHEETS 271	SHEET NO. 198
CONTRACT NO. 63553			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT HPP-406(003)	

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NOTE BOOK	
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 USER NAME = dse  
 PLOT SCALE = 10.0000' / 1"  
 PLOT DATE = 10/24/11

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

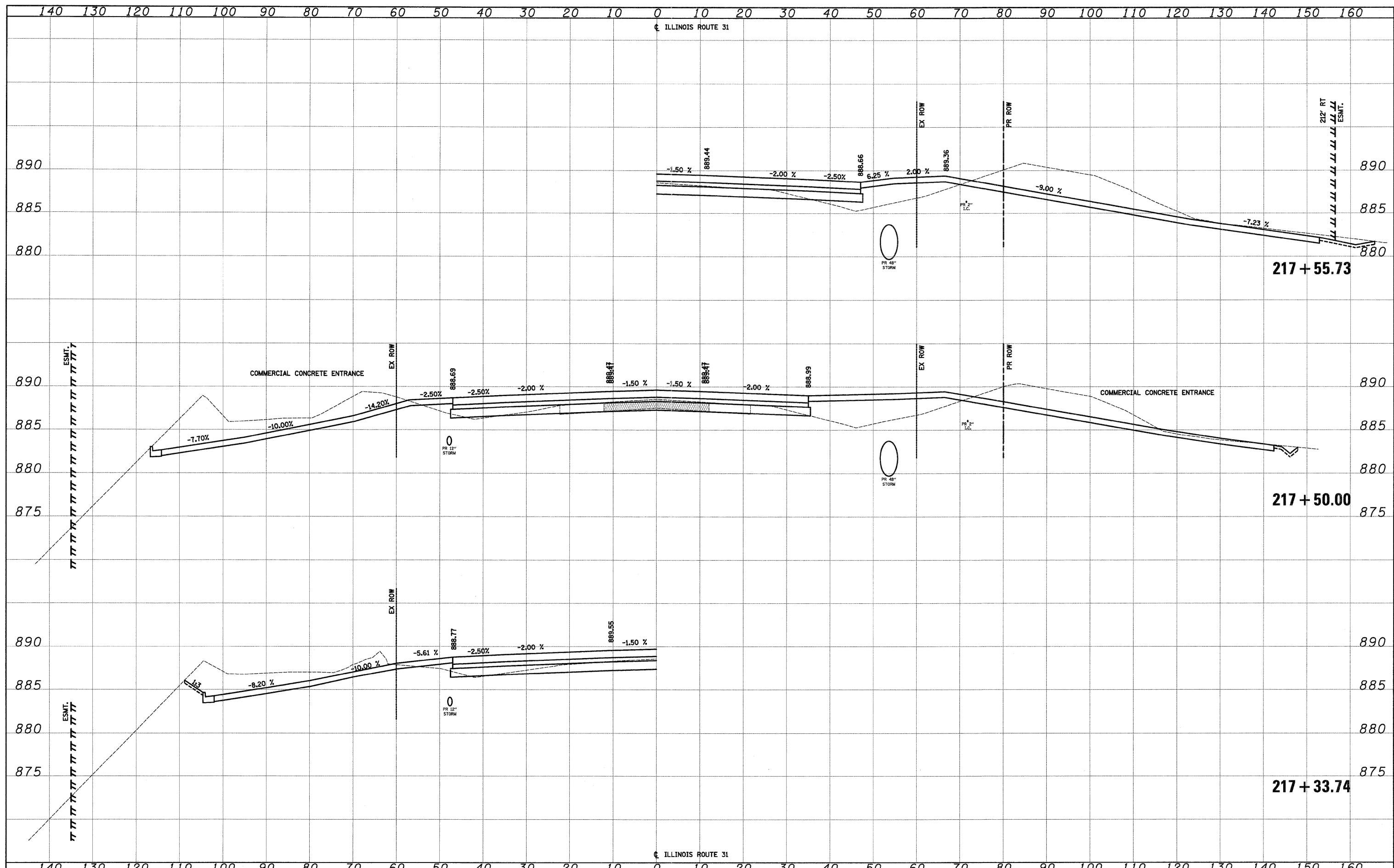
**CROSS SECTIONS**

SCALE: 10'H: 5'V SHEET NO. 6 OF 78 SHEETS STA. 216+50.00 TO STA. 217+00.00

F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY McHENRY	TOTAL SHEETS 271	SHEET NO. 199
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT HPP-4064003	
			CONTRACT NO. 63553	

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FILE NAME =	USER NAME = dsa	DESIGNED - KWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b>		F.A.U. RTE. 3887	SECTION 96-00209-01-PV	COUNTY MCHENRY	TOTAL SHEETS 271	SHEET NO. 200	
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	PLOT DATE = 10/24/2011	CHECKED - GAB	REVISED -		<b>CONTRACT NO. 63553</b>							
		DATE - 10/24/11	REVISED -									