

**GENERAL NOTES**

- ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2012. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 MCDOT AT (815) 334-4960 AND THE VILLAGE OF JOHNSBURG AT (815) 385-6023 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND BITUMINOUS TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- ALL ELEVATIONS SHOWN ON THE PLANS ARE ON THE NAVD 88 DATUM.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN ALONG RETURNS AND AT POINTS OF CURVATURE, ETC. ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
- THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.1 GALLONS / SQ YD.
- SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE ITEM REMOVED.
- DRIVEWAYS ARE TO BE CONSTRUCTED TO THE R.O.W. OR UNLESS OTHERWISE NOTED.
- REMOVAL OF EXISTING COMBINATION CURB AND GUTTER, REGARDLESS OF CURB AND GUTTER TYPE, SHALL BE PAID FOR AS "COMBINATION CURB AND GUTTER REMOVAL".
- THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE NOTED.
- THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL EXISTING MAILBOXES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND AFTER COMPLETION OF ROADWAY CONSTRUCTIONS, TO SET THEM IN THEIR PERMANENT LOCATIONS PER UNITED STATES POST OFFICE REQUIREMENTS. THIS WORK SHALL BE DONE IN CONFORMANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS, AND THE COST WILL BE CONSIDERED INCLUDED IN THE CONTRACT. TEMPORARY MAILBOX LOCATIONS SHALL BE APPROVED BY THE VILLAGE AND/OR THE ENGINEER.  
 IF MAILBOXES ARE TO BE INSTALLED WITHIN THE SIDEWALK OR PAVED SURFACE, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND VILLAGE AND INSTALLATION SHALL BE INCLUDED IN THE CONTRACT.
- ALL SIGNS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE MCDOT AND SHALL BE RETURNED TO MCDOT AT 16111 NELSON ROAD, WOODSTOCK, IL 60098 UPON REMOVAL. SIGNS TEMPORARILY RELOCATED OR COVERED SHALL NOT BECOME THE PROPERTY OF MCDOT UNTIL PERMANENTLY REMOVED.
- IN ADDITION TO THE REQUIREMENTS OF SECTION 107.01 OF THE STANDARD SPECIFICATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER REMOVAL AND DISPOSAL OF EXCAVATED MATERIALS FROM THE PROJECT SITE. THE CONTRACTOR WILL MEET ALL REQUIREMENTS SET FORTH BY THE IEPA AND PUBLIC ACT 96-1416 IN REGARDS TO CLEAN CONSTRUCTION AND DEMOLITION DEBRIS WHICH MAY INCLUDE, BUT NOT LIMITED TO, FIELD AND LABORATORY ANALYSES, CERTIFICATION FROM A LICENSED PROFESSIONAL ENGINEER, DUMPING FEES AND DOCUMENTATION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF THE CONTRACT. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

**STORM SEWERS, WATER MAINS, AND UTILITIES**

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.
- ALL UTILITY COMPANIES SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.

**GENERAL NOTES (CONT.)**

- STORM SEWERS, WATER MAINS, AND UTILITIES (CONT.)  
 UNLESS OTHERWISE NOTED OFFSETS FOR DRAINAGE STRUCTURES LOCATED IN CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT AND OFFSETS FOR DRAINAGE STRUCTURES NOT LOCATED IN THE CURB AND GUTTER ARE TO THE CENTER OF THE STRUCTURE.
- STORM SEWER LENGTHS ARE MEASURED FROM INSIDE EDGE OF STRUCTURE TO THE INSIDE EDGE OF STRUCTURE, THEN ADDING 0.5' TO EACH END OF PIPE. SLOPE OF PIPE IS CALCULATED BY DIVIDING THE DIFFERENCE IN ELEVATION BY THE PIPE LENGTH.
- THE PAY ITEM FOR STORM SEWER REMOVAL SHALL INCLUDE ANY TRENCH BACKFILL REQUIRED TO FILL AREA OF SEWER REMOVAL WHERE THERE IS NO REPLACEMENT. IF PROPOSED STORM SEWER IS REPLACED IN THE SAME TRENCH, THEN TRENCH BACKFILL SHALL BE PAID FOR SEPARATELY.
- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY, PRIOR TO ACCEPTANCE OF THE IMPROVEMENT. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
- ALL STORM SEWER PIPES SHALL BE CLEANED PRIOR TO ACCEPTANCE BY MCDOT. THE STORM SEWER WILL BE TELEVIEWED PRIOR TO ACCEPTANCE AND THE COST WILL BE INCIDENTAL.
- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN, IN AN OPERATING CONDITION, TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY THE EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
- ALL FRAMES, GRATES, LIDS, AND BOXES SCHEDULED TO BE REMOVED FROM EXISTING STRUCTURES SHALL REMAIN THE PROPERTY AND BE DELIVERED TO THE MCDOT, AS APPLICABLE.
- ANY ITEMS DAMAGED DURING REMOVAL OPERATIONS SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE. THE COST OF SALVAGING EXISTING FRAMES, GRATES, LIDS, OR BOXES AND/OR STOCKPILING THEM ON THE JOB SITE FOR DELIVERY TO THE MCDOT, AS APPLICABLE SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THE CONTRACT FOR CONSTRUCTION. ADJUSTMENT OR RECONSTRUCTION OF ANY MANHOLE, CATCH BASIN, INLET, VALVE VAULT OR METER VAULT SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: ALL LIDS TO BE USED ON STORM SEWER STRUCTURES SHALL BEAR THE WORD "STORM." ALL LIDS TO BE USED ON SANITARY SYSTEM STRUCTURES SHALL BEAR THE WORD "SANITARY." ANY ADDITIONAL COST FOR THIS REQUIREMENT WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE FRAMES AND CLOSED LIDS PROVIDED.
- FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW, ADJUSTED OR RECONSTRUCTED STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE, ADJUSTMENT OR RECONSTRUCTION COST.
- THE THICKNESSES OF HOT MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT MIX ASPHALT MIXTURES ARE TO BE PLACED.
- ALL STORM SEWER SHALL BE REINFORCED CONCRETE PIPE WITH FLEXIBLE GASKET MEETING THE REQUIREMENTS OF ASTM C361. THIS ITEM WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE PRICE OF STORM SEWER.
- WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION, NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
- THE INDISCRIMINATE USE OF FIRE HYDRANTS OR EXISTING STREAMS, CREEKS, WETLANDS OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE ENGINEER PRIOR TO USE OF THE WATER.
- ONLY PRECAST CONCRETE ADJUSTMENT RINGS, MAXIMUM OF 12" IN HEIGHT, WILL BE ALLOWED IN THE ADJUSTMENT OR RECONSTRUCTION OF CATCH BASIN, MANHOLE, INLET AND VALVE VAULT STRUCTURES. COMMON BRICK WILL NOT BE ALLOWED. THE RINGS SHALL BE INCLUDED IN THE COST OF WORK BEING PERFORMED.

- ALL PIPES SHALL BE CUT TO THE SIDES OF THE STRUCTURES AND SHALL NOT EXTEND INTO DRAINAGE STRUCTURE.
- BACKFILL**
- STORM SEWER SHALL BE BACK FILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY.
  - PROVIDE TRENCH BACKFILL FOR ALL UTILITY LINES WITHIN 2' OF PAVED AREAS. ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE, BASED ON PIPE SIZE AND INVERT DEPTH FROM SUBGRADE.
  - COST OF ANY TRENCH BACKFILL REQUIRED IN EXCESS OF THE QUANTITY ESTABLISHED IN THE DRAINAGE SCHEDULES, INCLUDING BEDDING MATERIAL, SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICE BID.

**SIGNING AND STRIPING**

- SEE IDOT DISTRICT ONE DETAILS AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.
- SIGNS SHALL NOT BE MOVED OR COVERED UNTIL PROGRESS OF WORK NECESSITATES IT.
- THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SUCH SIGNS THAT INTERFERE WITH HIS CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING AND MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
- ALL SIGNS SHALL BE INSTALLED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. THIS WORK SHALL BE PAID FOR USING THE APPROPRIATE PAY ITEMS.
- LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS. THIS WORK SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 728 OF THE STANDARD SPECIFICATIONS.

**GENERAL NOTES (CONT.)**

- EROSION CONTROL PLANS  
 SEE EROSION CONTROL PLANS FOR GENERAL NOTES CONCERNING EROSION CONTROL.
- TRAFFIC CONTROL  
 SEE TRAFFIC CONTROL PLANS FOR GENERAL NOTES CONCERNING TRAFFIC CONTROL AND PROTECTION.
- THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL PLACE UP TO SIX CHANGEABLE MESSAGE SIGNS ON THE PROJECT. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACE TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH FOR "CHANGEABLE MESSAGE SIGN".
- EARTHWORK  
 PRIOR TO ANY EMBANKMENT PLACEMENT ALL VEGETATION AND UNSTABLE MATERIAL SHOULD BE REMOVED TO DEPTH ENCOUNTERED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL.
- SUBGRADE SHALL BE PREPARED IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS BEFORE REMOVAL OF ANY UNSTABLE MATERIAL.
- AGGREGATE SUBGRADE IMPROVEMENT IN CU YD (ASI) HAS BEEN PROVIDED FOR GENERAL USE. THE ACTUAL NEED FOR REMOVAL OF UNSUITABLE AND UNSTABLE SOILS AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED BY THE CONTRACTOR AT THE DIRECTION OF THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED FROM THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE DUE TOWARDS THE CONTRACTOR.
- STRUCTURAL PLANS  
 SEE STRUCTURAL PLANS FOR GENERAL NOTES CONCERNING STRUCTURAL DESIGN.
- LANDSCAPING  
 TREES TO BE PROTECTED DURING CONSTRUCTION SHOULD BE IDENTIFIED BY THE ENGINEER AND BE IN ACCORDANCE TO THE DETAILS PROVIDED IN THE PLANS, AND SHALL BE PAID FOR AS TEMPORARY FENCE.

**DISTRICT ONE DETAILS**

STANDARD NO.	LIST OF DESCRIPTION
BD-01	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15'(4.5m)
BD-02	DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15'(4.5m)
BD-07	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
BD-12	MANHOLE WITH RESTRICTOR PLACE
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
BD-37	MANHOLE TYPE A 7 FOOT DIAMETER
BD-51	BENCHING DETAIL FOR EMBANKMENT WIDENING
TC-10	TRAFFIC CONTROL AND PROTECTION PLAN SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-26	DRIVEWAY ENTRANCE SIGNING
BD-03	OUTLET FOR CONCRETE CURB AND GUTTER
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN

2/22/2013

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: HRGreen.com  
 CLIENT: HRGreen.com  
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 PLOT SCALE: N.T.S.  
 PLOT DRIVER: pdfwri...  
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**MCHENRY COUNTY  
 DIVISION OF TRANSPORTATION**

**GENERAL NOTES**

SCALE: N.T.S. SHEET NO. 2 OF 2 SHEETS STA. TO STA.

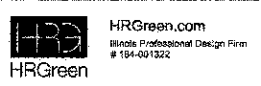
F.A.U. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
168	05-00314-00-WR	MCHENRY	187	3
CONTRACT NO.				63515
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

**SUMMARY OF QUANTITIES (CONTD.)**

PAYCODE	ITEM DESCRIPTION	UNIT	TOTAL	MCDOT			JOHNSBURG	
				ROADWAY 80% FEDERAL 20% LOCAL 0004	RETAINING WALL 80% FEDERAL 20% LOCAL 0040	SIGNALS/LIGHTING 80% FEDERAL 20% LOCAL 0021	ITEP 80% FEDERAL 20% LOCAL 0031	VILLAGE OF JOHNSBURG 100% LOCAL 0043
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	4,434	4,434				
40600300	AGGREGATE (PRIME COAT)	TON	133	133				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	8	8				
40600895	CONSTRUCTING TEST STRIP	EACH	3	3				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	117	117				
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	2,965	2,965				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2,395	2,395				
40701946	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13 1/4"	SQ YD	11,691	11,691				
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	49	49				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	48	48				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	10,277	10,277				
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	80	80				
42400800	DETECTABLE WARNINGS	SQ FT	269	269				
44000100	PAVEMENT REMOVAL	SQ YD	11,329	11,329				
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,758	1,758				
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4,072	4,072				
44000600	SIDEWALK REMOVAL	SQ FT	235	235				
44004000	PAVED DITCH REMOVAL	FOOT	979	979				
44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	110	110				
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	665	665				
44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	110	110				
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	110	110				
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	6,206	6,206				
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	1,831	1,831				
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	4,272	4,272				
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1	1				
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1	1				
50100500	REMOVAL OF EXISTING STRUCTURES NO. 3	EACH	1	1				
50100600	REMOVAL OF EXISTING STRUCTURES NO. 4	EACH	1	1				
50104400	CONCRETE HEADWALL REMOVAL	EACH	4	4				
50105220	PIPE CULVERT REMOVAL	FOOT	765	765				
50200100	STRUCTURE EXCAVATION	CU YD	740		740			
50300225	CONCRETE STRUCTURES	CU YD	220		220			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	38,440		38,440			

\* SPECIALTY ITEM

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen.com  
 CLIENT: HRGreen.com  
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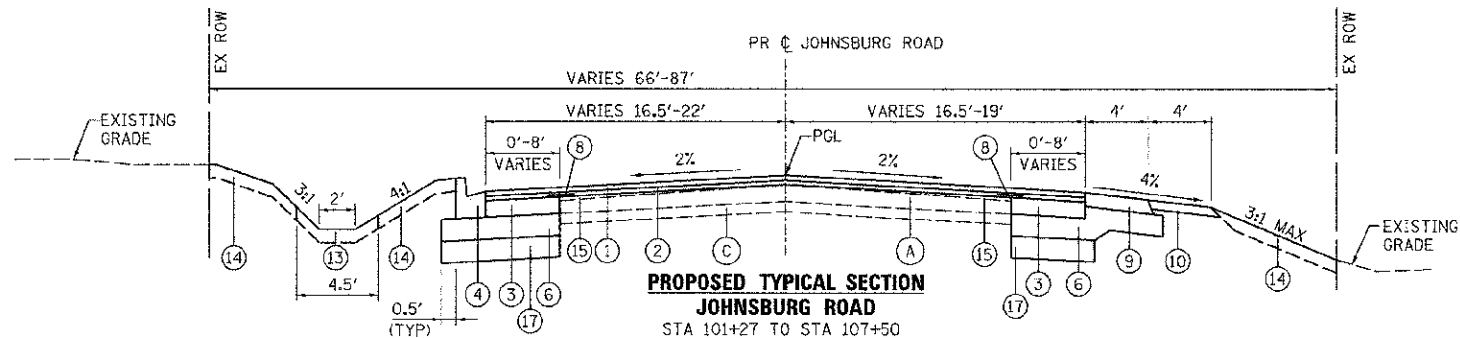


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PLOT DATE = 12/20/2012	DATE - 12/20/12	REVISED -

**MCHENRY COUNTY  
DIVISION OF TRANSPORTATION**

<b>SUMMARY OF QUANTITIES</b>			
SCALE: N.T.S.	SHEET NO. 2 OF 8 SHEETS	STA.	TO STA.

F.A.U. RTE. 168	SECTION 05-00314-00-WR	COUNTY MCHENRY	TOTAL SHEETS 187	SHEET NO. 5
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 63515		

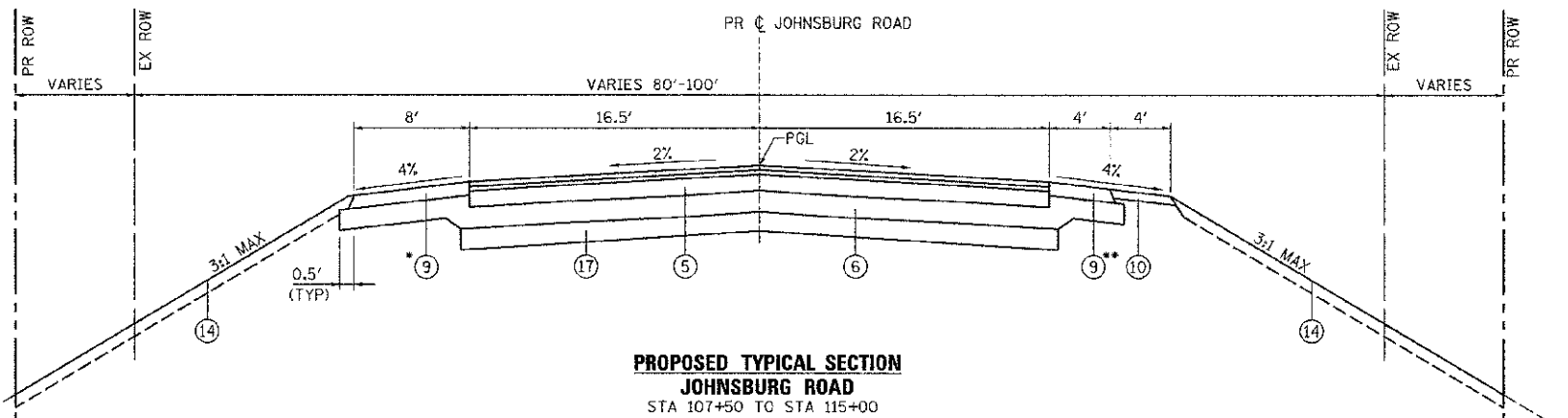


**EXISTING TYPICAL SECTION LEGEND**

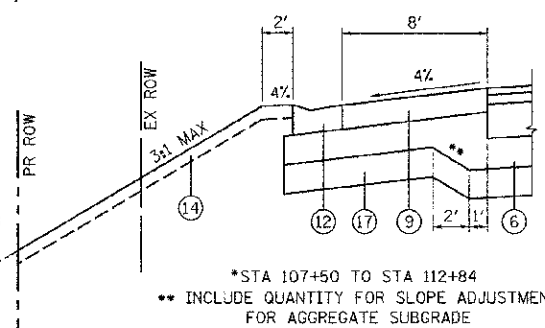
- (A) HOT-MIX ASPHALT PAVEMENT; DEPTH VARIES (6" TO 10")
- (B) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (C) GRANULAR MATERIAL
- (D) AGGREGATE SHOULDER
- (E) EXISTING GRADE
- (F) COMBINATION CONCRETE CURB AND GUTTER
- (G) SAW CUTTING, (FULL DEPTH)

**PROPOSED TYPICAL SECTION LEGEND**

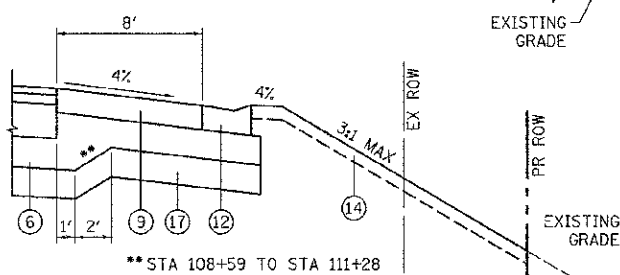
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 2-1/4"
- (3) HOT-MIX ASPHALT BASE COURSE, 9"
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (5) HMA FULL DEPTH PAVEMENT, 13-1/4"
- (6) AGGREGATE SUBGRADE IMPROVEMENT, 12" (SQ YD)
- (7) BRICK PAVER ACCENT STRIPS
- (8) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (9) HOT-MIX ASPHALT SHOULDERS, 8"
- (10) AGGREGATE SHOULDERS, TYPE B, 6"
- (11) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (12) CONCRETE GUTTER, TYPE A
- (13) TOPSOIL, FURNISH AND PLACE, 4"; SODDING, SALT TOLERANT
- (14) TOPSOIL, FURNISH AND PLACE, 4"; SEEDING, CLASS VARIES; HEAVY DUTY EROSION CONTROL BLANKET
- (15) HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, THICKNESS VARIES (TONS)
- (16) SUB-BASE GRANULAR MATERIAL, TYPE B, 6"
- (17) AGGREGATE SUBGRADE IMPROVEMENT (CU YD)



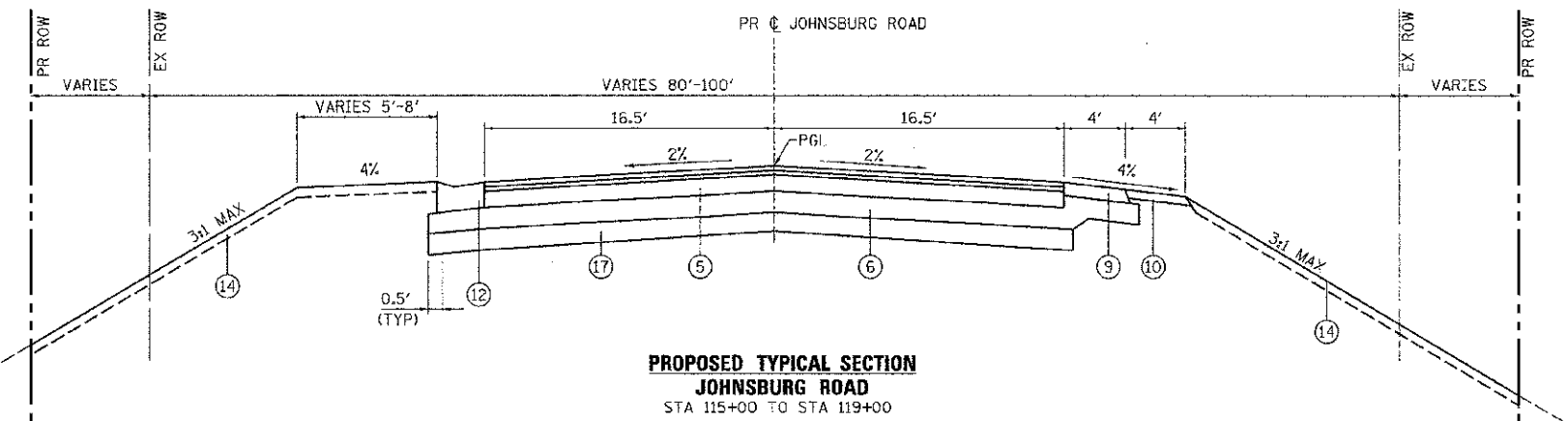
STRUCTURAL DESIGN TRAFFIC:	YEAR: 2030
PV = 12,205	SU = 129 MU = 514
ROAD/STREET CLASSIFICATION:	CLASS II
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 95	S = 1 M = 4
TRAFFIC FACTOR:	ACTUAL TF = 2.14 AC TYPE = 20
	MINIMUM T = 0.50
PG GRADE: BINDER = 64-22	SURFACE = 64-22
SUBGRADE SUPPORT RATING:	
SSR = POOR	(STA. 107+50 TO 103+25)
SSR = POOR	(STA. 160+44 TO 178+43)



\*STA 107+50 TO STA 112+84  
 \*\* INCLUDE QUANTITY FOR SLOPE ADJUSTMENT FOR AGGREGATE SUBGRADE



\*\* STA 108+59 TO STA 111+28



**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS @ Ndes
<b>PAVEMENT RESURFACING</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 2 1/4"	4% @ 70 GYR.
<b>FULL DEPTH PAVEMENT</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 2 1/4"	4% @ 70 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm); 9" (IN 3 LIFTS)	4% @ 50 GYR.
<b>WIDENING</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 2 3/4"	4% @ 70 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm); 9" (IN 3 LIFTS)	4% @ 50 GYR.
<b>SHOULDER RECONSTRUCTION</b>	
HMA SHOULDER (HMA BINDER IL-19mm); 8"	4% @ 50 GYR.
<b>DRIVEWAYS</b>	
HMA SURFACE COURSE, MIX "D", N50; (IL 9.5mm); 2"	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19 mm); PE-6", CE-8" (IN 2 LIFTS)	4% @ 50 GYR.
<b>PATCHING</b>	
CLASS D PATCH (HMA BINDER IL-19 mm)	4% @ 70 GYR.
<b>TEMPORARY PAVEMENT</b>	
HMA SURFACE COURSE, MIX "D", N50; (IL 9.5mm); 2"	
TEMP PAVEMENT (HMA BINDER IL-19mm); 6"	4% @ 50 GYR.

• THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURES IS 112 LBS/SQ YD/IN  
 • THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SPECIAL PROVISIONS.  
 • NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING

2/22/2013

2/20/2013 3:03:09 PM  
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 DATE PLOTTED: 2/22/2013  
 PLOT SCALE: N.T.S.  
 PLOT DRIVER: HPGLASER  
 PEN TABLE: STANDARD



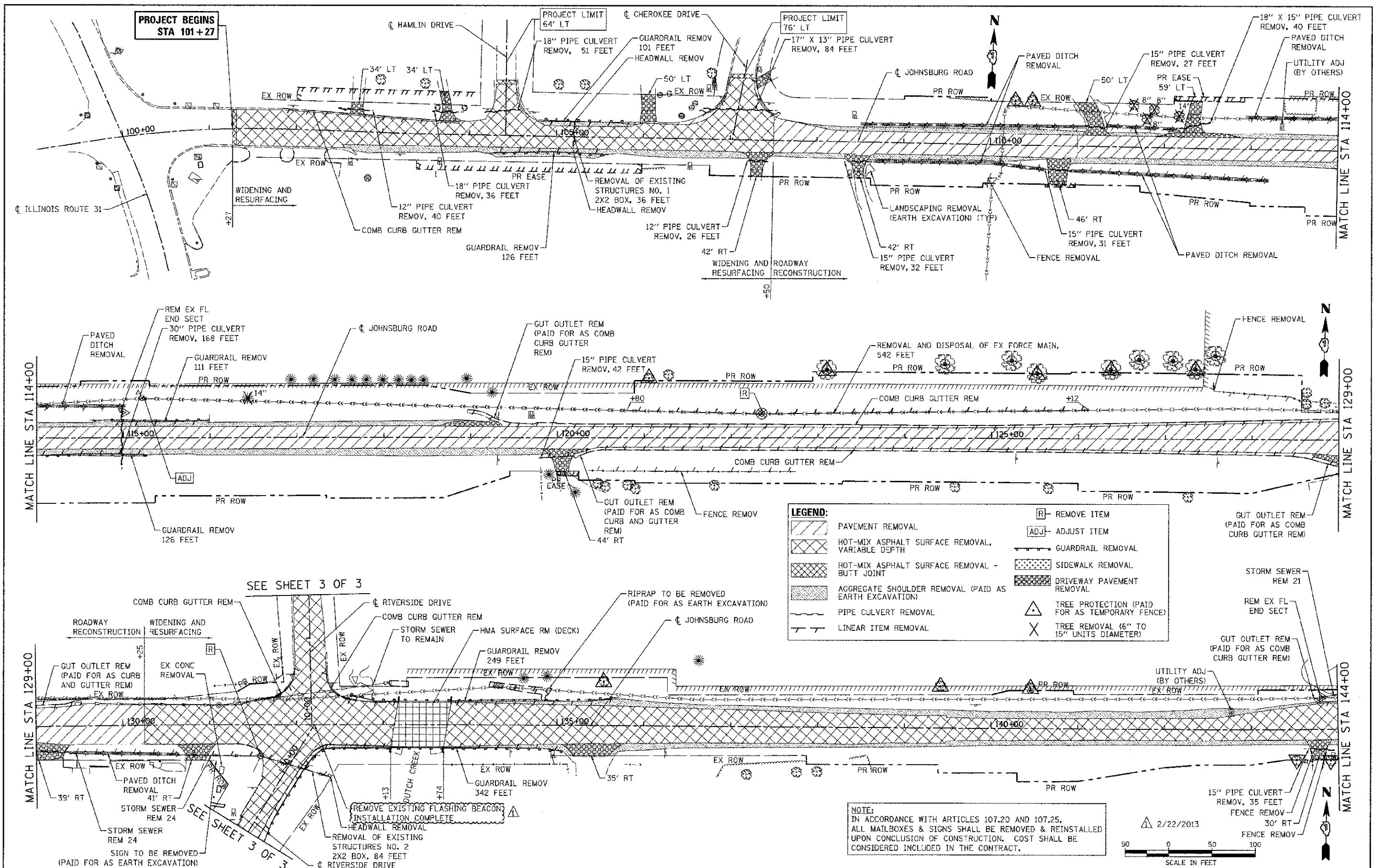
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PLOT DATE = 2/20/2013	DATE - 2/20/13	REVISED -

**MCHENRY COUNTY  
 DIVISION OF TRANSPORTATION**

**PROPOSED TYPICAL SECTIONS  
 JOHNSBURG ROAD**

SCALE: N.T.S. SHEET NO. 3 OF 5 SHEETS STA. TO STA.

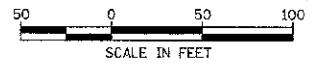
F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS NO.	SHEET NO.
168	05-00314-00-NR	MCHENRY	187	18
CONTRACT NO. 63515				



**LEGEND:**

PAVEMENT REMOVAL	REMOVE ITEM
HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	ADJUST ITEM
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	GUARDRAIL REMOVAL
AGGREGATE SHOULDER REMOVAL (PAID AS EARTH EXCAVATION)	SIDEWALK REMOVAL
PIPE CULVERT REMOVAL	DRIVEWAY PAVEMENT REMOVAL
LINEAR ITEM REMOVAL	TREE PROTECTION (PAID FOR AS TEMPORARY FENCE)
	TREE REMOVAL (6" TO 15" UNITS DIAMETER)

**NOTE:**  
 IN ACCORDANCE WITH ARTICLES 107.20 AND 107.25, ALL MAILBOXES & SIGNS SHALL BE REMOVED & REINSTALLED UPON CONCLUSION OF CONSTRUCTION. COST SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.



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 PROJECT CONTACT: [Name]  
 CLIENT: [Name]  
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**MCHENRY COUNTY  
 DIVISION OF TRANSPORTATION**

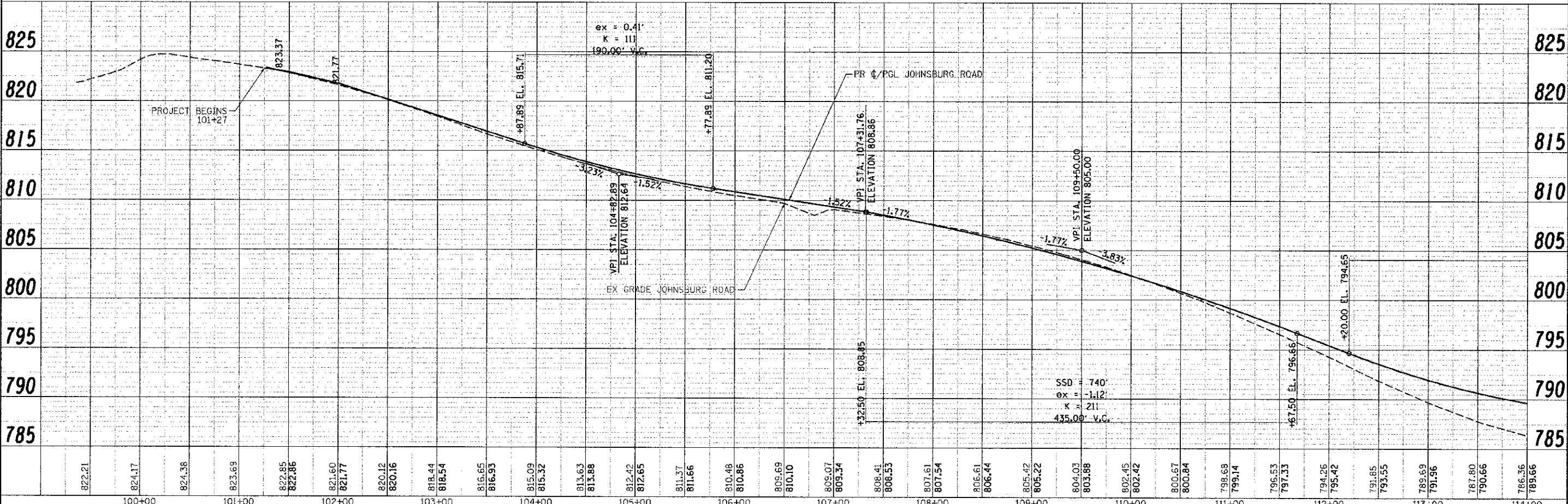
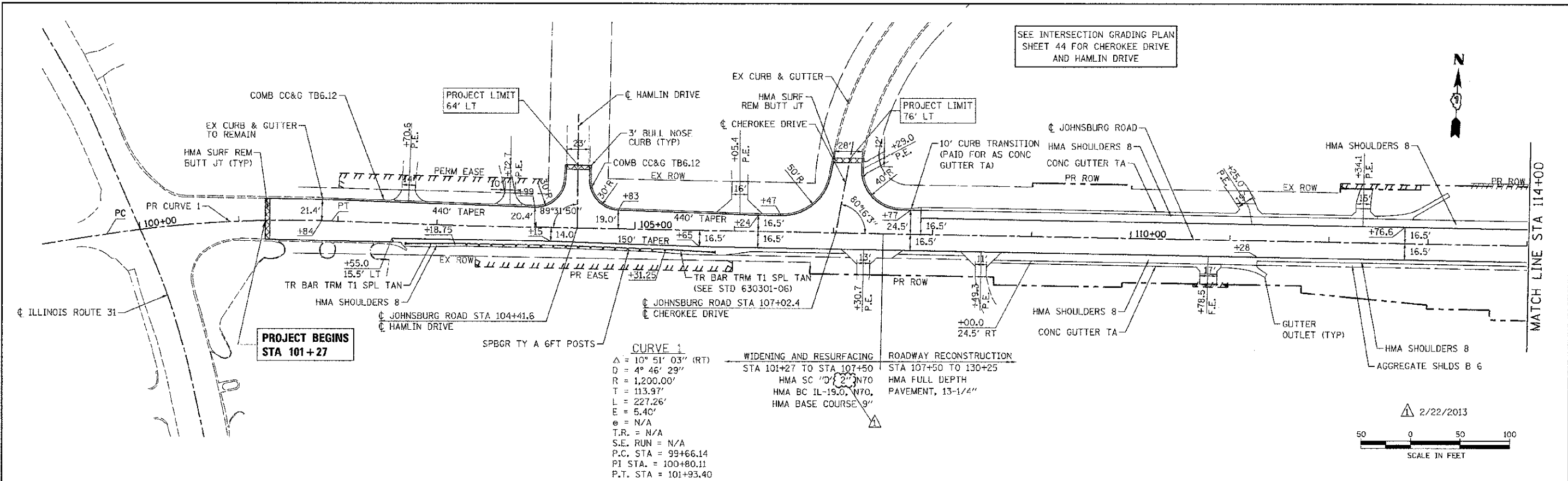
<b>REMOVAL PLAN</b>	
<b>JOHNSBURG ROAD</b>	
SCALE: 1" = 50'	SHEET NO. 1 OF 3 SHEETS
STA. _____	TO STA. _____

F.A.# 168	SECTION 05-00314-00-WR	COUNTY MCHENRY	TOTAL SHEETS 187	SHEET NO. 34
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63515	

PLAN	SUBMITTED	DATE
	PLOTTED	
	CHECKED	
	BY	
	DATE	
	BY	
	DATE	

PROFILE	SUBMITTED	DATE
	PLOTTED	
	CHECKED	
	BY	
	DATE	
	BY	
	DATE	

COMPANY NAME: HRC Green  
 PROJECT CONTACT: HRC Green  
 CLIENT: MCHENRY COUNTY  
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 PLOT TABLE: standard-frames.tbl



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100+00	101+00	102+00	103+00	104+00	105+00	106+00	107+00	108+00	109+00	110+00	111+00	112+00	113+00	114+00																																									

**HRC Green**  
 HRCGreen.com  
 Illinois Professional Design Firm  
 184-501322

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**MCHENRY COUNTY**  
**DIVISION OF TRANSPORTATION**

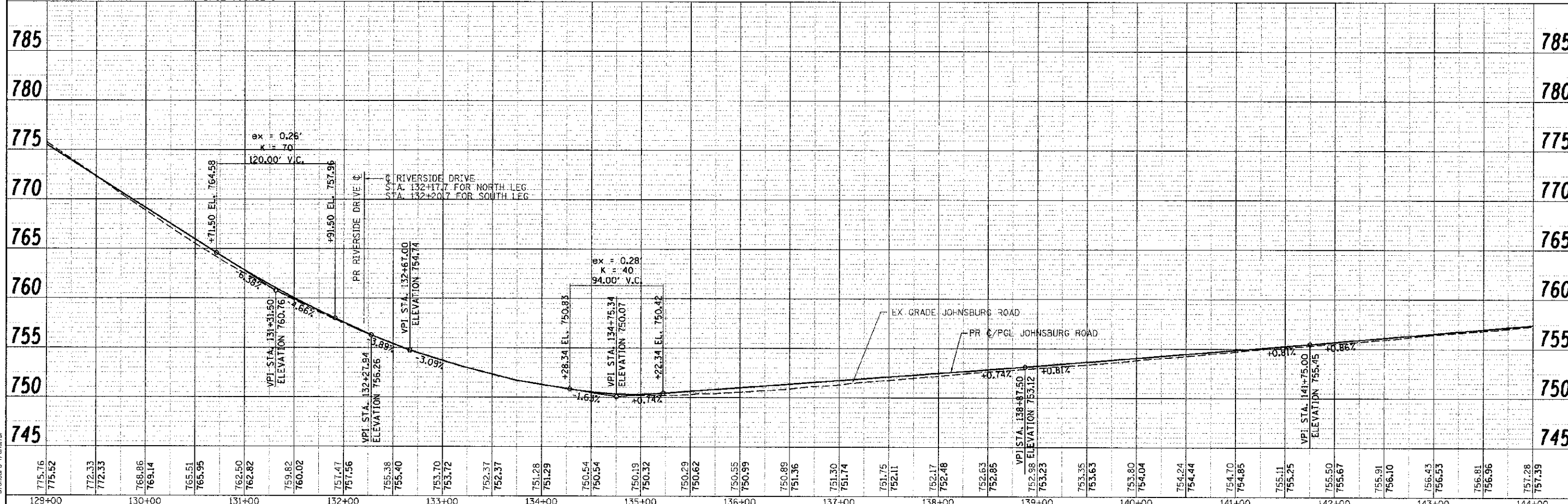
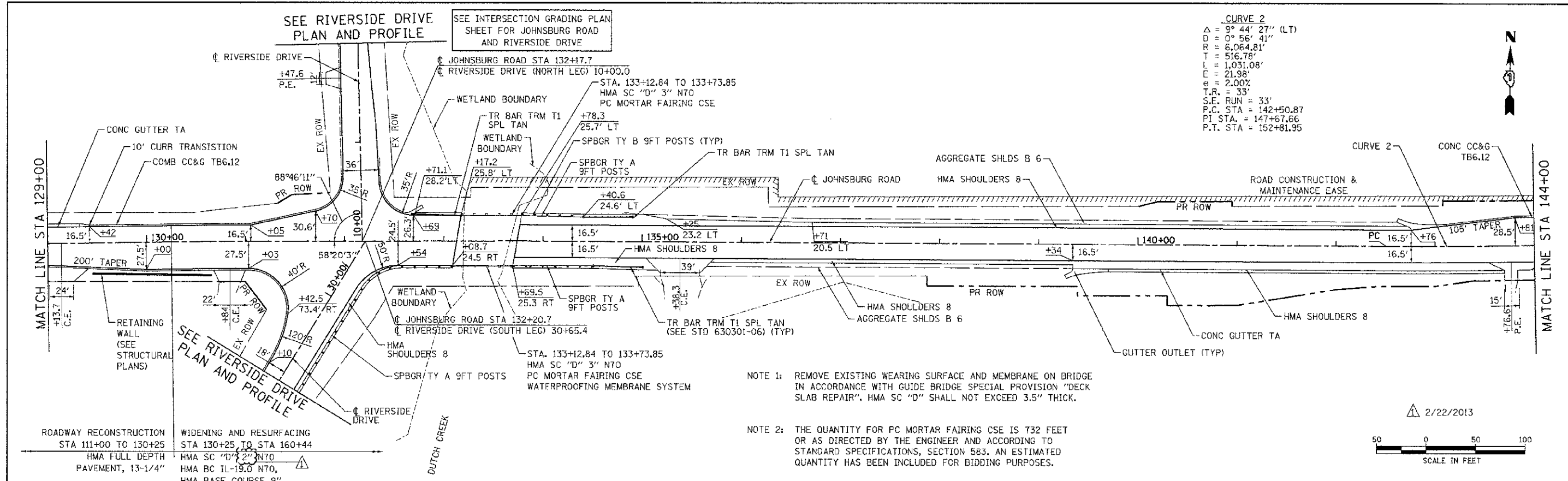
**ROADWAY PLAN AND PROFILE**  
**JOHNSBURG ROAD**  
 SCALE: 1" = 50' SHEET NO. 1 OF 7 SHEETS STA. TO STA.

F.A.U. RTE. 168	SECTION 05-00314-00-WR	COUNTY MCHENRY	TOTAL SHEETS NO. 37
FED. ROAD DIST. NO. ILLINOIS	FED. AID PROJECT	CONTRACT NO. 63515	

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	PLOTTED	
	NOTE BOOK	
	NO. OF WAY CHECKED	
	DATE FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	NOTE BOOK	
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	DATE FILE NAME	

COMPANY NAME: HRCreen.com  
 CLIENT CONTACT: whoad  
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 PLOT DRIVER: pdf.plt  
 PLOT SCALE: 1" = 50'



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775.76	775.52	772.33	772.33	768.86	768.14	765.51	765.95	762.50	762.82	759.82	760.02	757.47	757.56	755.38	755.40	753.70	753.72	752.37	752.37	751.28	751.29	750.54	750.54	750.19	750.32	750.29	750.62	750.55	750.99	750.89	751.36	751.30	751.74	751.75	752.11	752.17	752.48	752.63	752.85	752.98	753.12	753.23	753.35	753.63	753.80	754.04	754.24	754.44	754.70	754.85	755.11	755.25	755.50	755.67	755.91	756.10	756.43	756.53	756.81	756.96	757.28	757.39



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DESIGNED - JRM  
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 DATE - 2/20/13

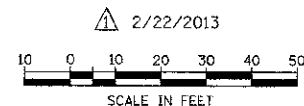
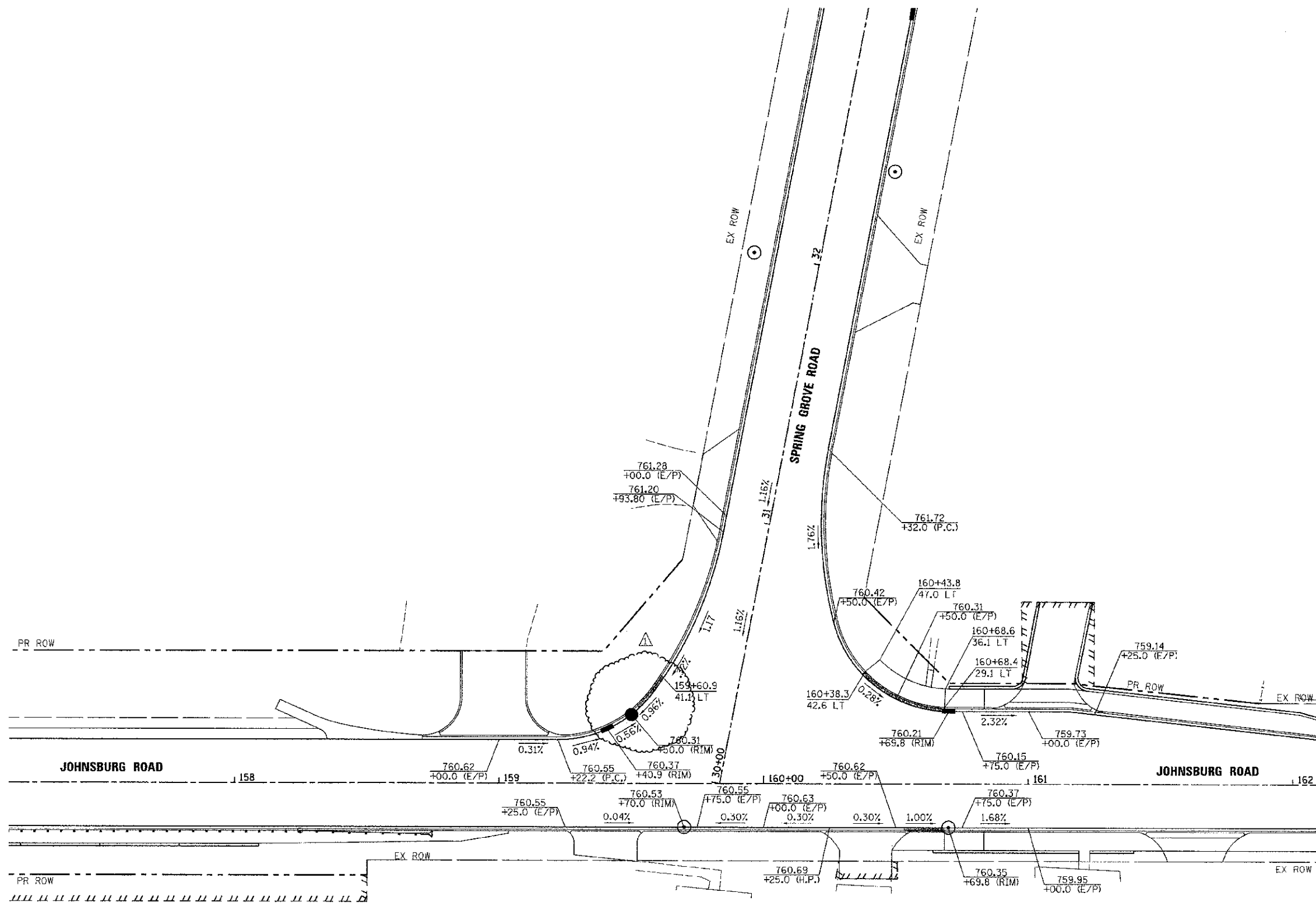
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MCHENRY COUNTY  
 DIVISION OF TRANSPORTATION

ROADWAY PLAN AND PROFILE  
 JOHNSBURG ROAD

SCALE: 1" = 50' SHEET NO. 3 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
168	05-00314-00-WR	MCHENRY	187	39
CONTRACT NO. 63515		ILLINOIS FED. AID PROJECT		



COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen.com  
 CLIENT: Illinois Professional Design Firm # 184-00-322  
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<b>HRGreen</b>	HRGreen.com Illinois Professional Design Firm # 184-00-322
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PLOT DATE = 2/22/2013	DATE - 2/20/13	REVISED -

**MCHENRY COUNTY**  
**DIVISION OF TRANSPORTATION**

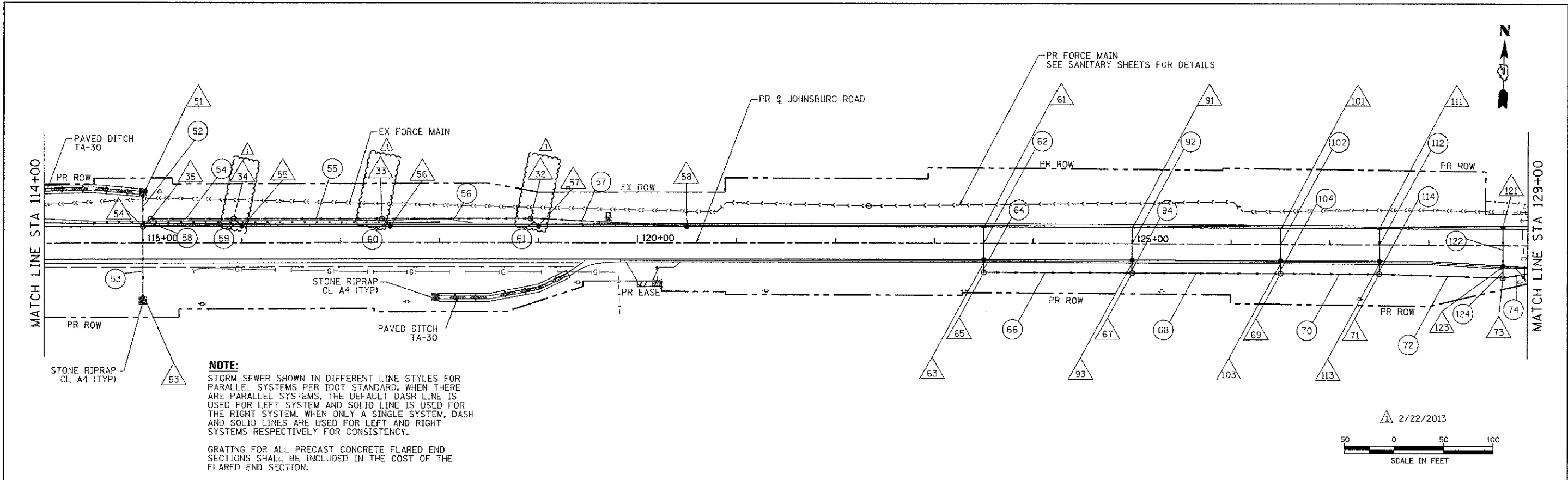
<b>INTERSECTION GRADING PLAN</b> <b>SPRING GROVE ROAD</b>			
SCALE: 1" = 20'	SHEET NO. 4 OF 4 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
168	05-00314-00-WR	MCHENRY	187	47
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 63515	

DATE	BY
REVISION	DATE
PLANNED	DATE
DESIGNED	DATE
CHECKED	DATE
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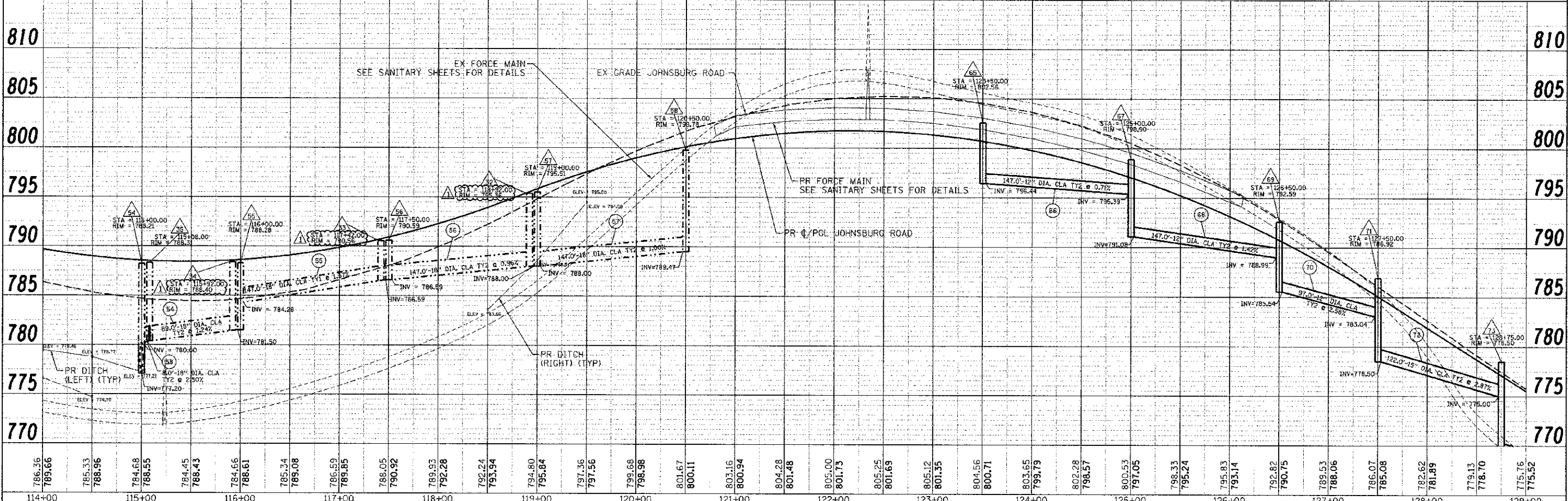
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PLANNED	DATE
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CHECKED	DATE
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NOTED	DATE
NO.	DATE

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 20022-00-00-00-00  
 20022-00-00-00-00



**NOTE:**  
 STORM SEWER SHOWN IN DIFFERENT LINE STYLES FOR PARALLEL SYSTEMS PER IDOT STANDARD. WHEN THERE ARE PARALLEL SYSTEMS, THE DEFAULT DASH LINE IS USED FOR LEFT SYSTEM AND SOLID LINE IS USED FOR THE RIGHT SYSTEM. WHEN ONLY A SINGLE SYSTEM, DASH AND SOLID LINES ARE USED FOR LEFT AND RIGHT SYSTEMS RESPECTIVELY FOR CONSISTENCY.

GRATING FOR ALL PRECAST CONCRETE FLARED END SECTIONS SHALL BE INCLUDED IN THE COST OF THE FLARED END SECTION.



786.36	785.66	785.33	788.96	784.68	788.55	784.45	788.43	784.66	788.61	785.34	789.08	786.59	789.85	788.05	790.92	789.93	792.28	792.24	793.94	794.80	795.84	797.36	797.56	799.68	798.98	801.67	800.11	803.16	800.94	804.28	801.48	805.00	801.73	805.25	801.69	805.12	801.35	804.56	800.71	803.65	799.79	802.28	798.57	800.53	797.05	798.33	795.24	795.83	793.14	792.82	790.75	789.53	788.06	786.07	785.08	782.62	781.89	779.13	778.70	775.76	775.52
114+00	115+00	116+00	117+00	118+00	119+00	120+00	121+00	122+00	123+00	124+00	125+00	126+00	127+00	128+00	129+00																																														

**MCHENRY COUNTY  
 DIVISION OF TRANSPORTATION**

**DRAINAGE AND UTILITY PLAN  
 JOHNDSBURG ROAD**

F.A.U. RTE. 168	SECTION 05-00314-00-WR	COUNTY MCHENRY	TOTAL SHEETS 187	SHEET NO. 51
SCALE: 1" = 50'		SHEET NO. 2 OF 7 SHEETS		STA. TO STA.
FED. ROAD DIST. NO.		ILLINOIS' ED. AID PROJECT		



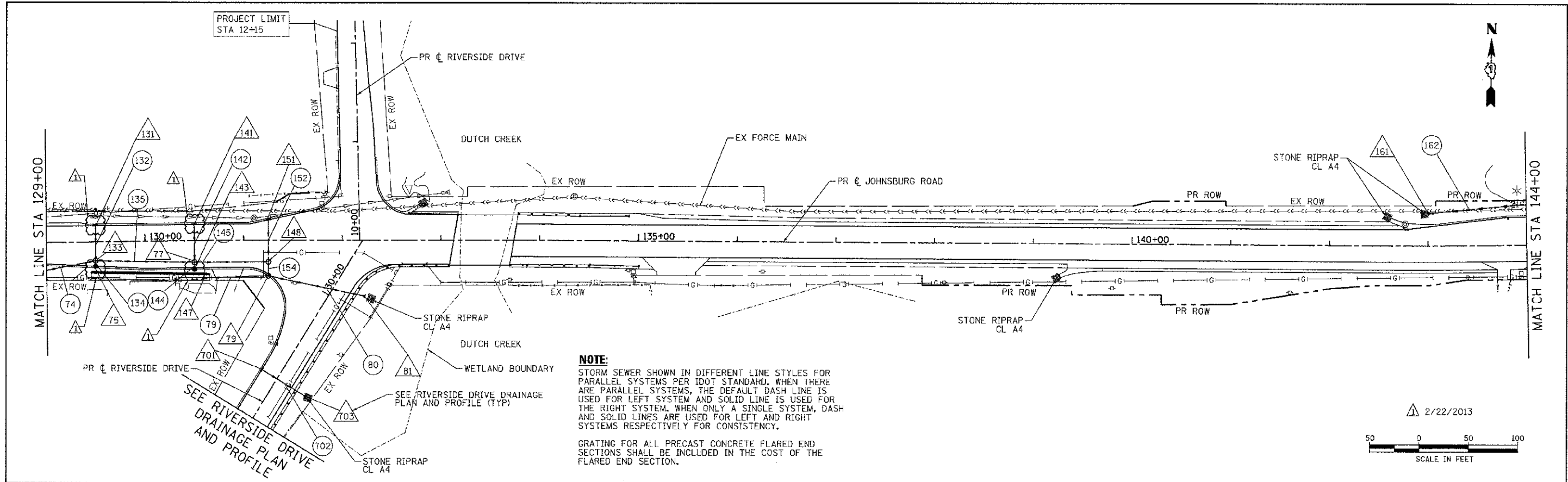
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DESIGNED - JRM  
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 CHECKED - TH  
 DATE - 2/21/13

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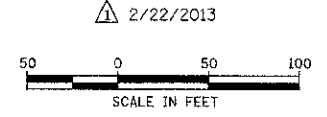


DATE	BY
APPROVED	CHECKED
PLANNED	DESIGNED
NOTED	DRAWN
NO.	NO.

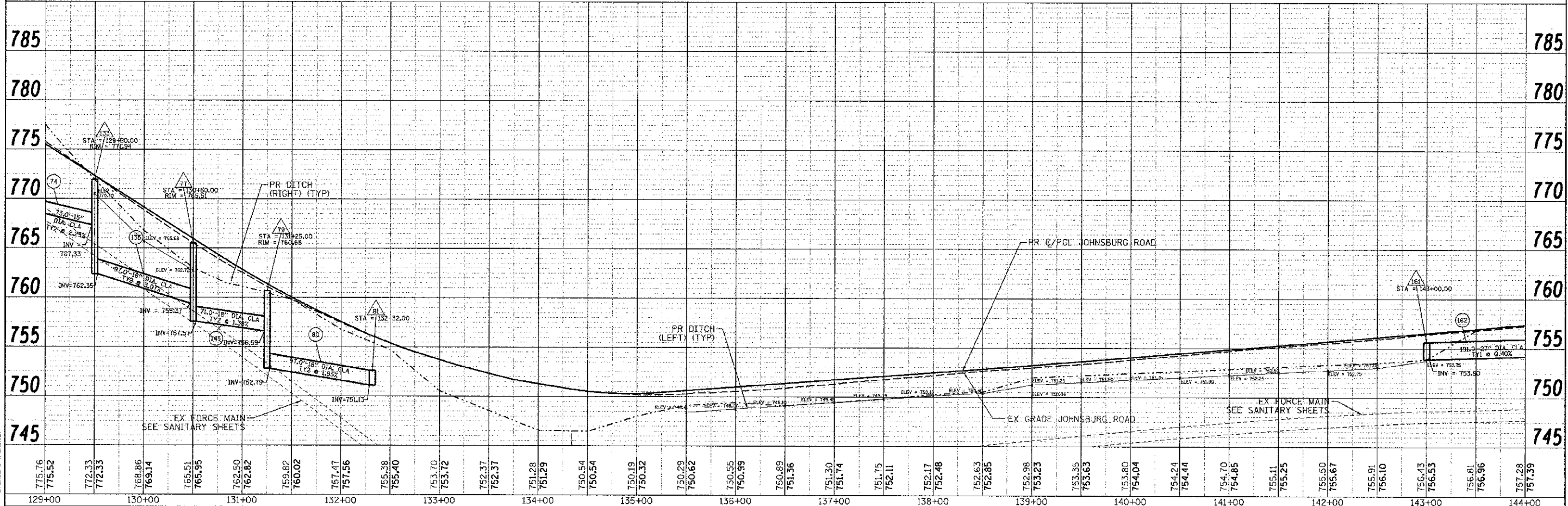


**NOTE:**  
STORM SEWER SHOWN IN DIFFERENT LINE STYLES FOR PARALLEL SYSTEMS PER IDOT STANDARD. WHEN THERE ARE PARALLEL SYSTEMS, THE DEFAULT DASH LINE IS USED FOR LEFT SYSTEM AND SOLID LINE IS USED FOR THE RIGHT SYSTEM. WHEN ONLY A SINGLE SYSTEM, DASH AND SOLID LINES ARE USED FOR LEFT AND RIGHT SYSTEMS RESPECTIVELY FOR CONSISTENCY.

GRATING FOR ALL PRECAST CONCRETE FLARED END SECTIONS SHALL BE INCLUDED IN THE COST OF THE FLARED END SECTION.



DATE	BY
APPROVED	CHECKED
PLANNED	DESIGNED
NOTED	DRAWN
NO.	NO.



COMPANY NAME: HRGreen  
 CLIENT CONTACT: HRGreen.com  
 DATE PLOTTED: 2/22/2013 8:47:09 AM  
 FILE NAME: 080622.dwg  
 PLOT DRIVER: pdf.LwJr.mdw  
 PEN TABLE: standard.ctb

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751.28	751.29	750.54	750.54	750.19	750.32	750.29	750.62	750.55	750.99	750.89	751.36	751.30	751.74	751.75	752.11
752.17	752.48	752.63	752.85	752.98	753.23	753.35	753.63	753.80	754.04	754.24	754.44	754.70	754.85	755.11	755.25
755.50	755.67	755.91	756.10	756.43	756.53	756.81	756.96	757.28	757.39						

**MCHENRY COUNTY  
DIVISION OF TRANSPORTATION**

**DRAINAGE AND UTILITY PLAN  
JOHNSBURG ROAD**

SCALE: 1" = 50'	SHEET NO. 3 OF 7 SHEETS	STA. TO STA.	F.A.U. RTE. 168	SECTION 05-00314-00-WR	COUNTY MCHENRY	TOTAL SHEETS 187	SHEET NO. 52	CONTRACT NO. 63515
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DRAINAGE STRUCTURE SCHEDULE (CONTD.)

STRUCTURE NUMBER	STATION	OFFSET (FT)	STRUCTURE TYPE					DIA. (FT.)	FRAME & GRATE	INVERTS								RESTRICTOR ELEVATION	RESTRICTOR ELEVATION	TOP PLATE ELEVATION	RIM ELEVATION	
			MH TYPE A	CB TYPE A	INL. TYPE A	CB TYPE C	FES			NORTH	NORTHWEST	WEST	SOUTHWEST	SOUTH	SOUTHEAST	EAST	NORTHEAST					
JOHNSBURG ROAD																			2-YR	100-YR		
148	131+25.00	21.8	1					6	T1CL	757.83		756.59		757.00							760.93	
151	131+25.00	-20.8			1			2	T1I					758.00							761.00	
161	143+00.00	-33.0					1	1.75											753.75			
163	144+98.00	-48.2	1					6	T1CL	754.54		754.51		754.51							758.06	
165	145+00.00	-38.5			1			2	T1I	754.60											757.53	
167	145+47.00	-38.0		1				4	T8			754.61									757.50	
181	150+54.00	37.0					1	1											757.50			
183	151+50.00	37.0		1				4	T8			754.36								752.75	757.88	
185	153+50.00	37.0		1				4	T8			751.57								751.32	757.49	
187	155+75.00	37.0	1					4	T1CL			749.83			748.54						759.29	
189	155+89.00	60.4					1	1.5	GRATE		748.26											
191	154+43.00	-40.0					1	1											755.75			
193	154+82.00	-40.0					1	1					755.54									
E209	159+50.40	-41.2	1					6	T1OL			EX 750.50		754.12		EX 752.75					759.59	
211	159+50	-26.1		1				4	T1I	754.37			754.37								760.31	
213	159+40	-20.6			1			2	T1I										754.62		760.37	
221	156+25.00	44.5					1	4.5	GRATE										745.52			
223	156+25.00	32.0	1					7	T1CL					745.70						746.49	755.61	
224	158+50.00	25.2	1					7	T1CL			746.72								746.72	760.30	
225	155+42.00	16.5			1			2	T1I											757.18	759.85	
227	159+20.00	26.0	1					8	T1CL			746.78								746.70	760.60	
229	159+70.00	16.5	1					8	T1I				746.85							746.85	760.53	
231	160+70.00	16.5	1					6	T1I*	757.25		746.90								746.90	760.35	
WELL	162+40.00	-25.8							T1CL													
233	163+00.00	16.5	1					7	T1I	750.72		747.14								747.14	754.44	
235	164+46.00	16.5	1					4	T1	749.32		747.26								747.26	752.62	
237	164+80.00	16.5		1				5	T1I			747.40		747.75						747.40	752.67	
239	167+00.00	16.5		1				4	T1I	754.07		750.53									757.54	
241	167+00.00	-16.5			1			2	T1I					754.27							757.54	
EX 252	155+95.00	16.5	1					6	T1CL	EX 747.63		757.00		EX 747.53					748.01		760.23	
261	160+70.00	-27.5			1			2	T1I*					757.45							760.21	
272	163+10.00	-28.0					1	2	T8												753.43	
273	163+25.00	-16.5		1				4	T1I		750.92		750.92		751.02						753.92	
281	164+46.00	-16.5		1				4	T1I					749.52						749.52	752.62	
285	164+80.00	-16.5		1				4	T1I	749.67		749.67									752.67	
286	164+80.00	-27.5					1	2	T8					749.77							751.67	
291	164+80.00	28.0					1	2	T8	747.85											752.20	

\* T11 (WITHOUT CURB BOX - NEENAH R-3246-1)

2/22/2013

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 PROJECT CONTACT: HRGreen.com  
 CLIENT: MCHENRY COUNTY  
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 PLOT TABLE: draoh.dwg



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PLOT DATE = 2/20/2013	DATE - 2/20/13	REVISED -

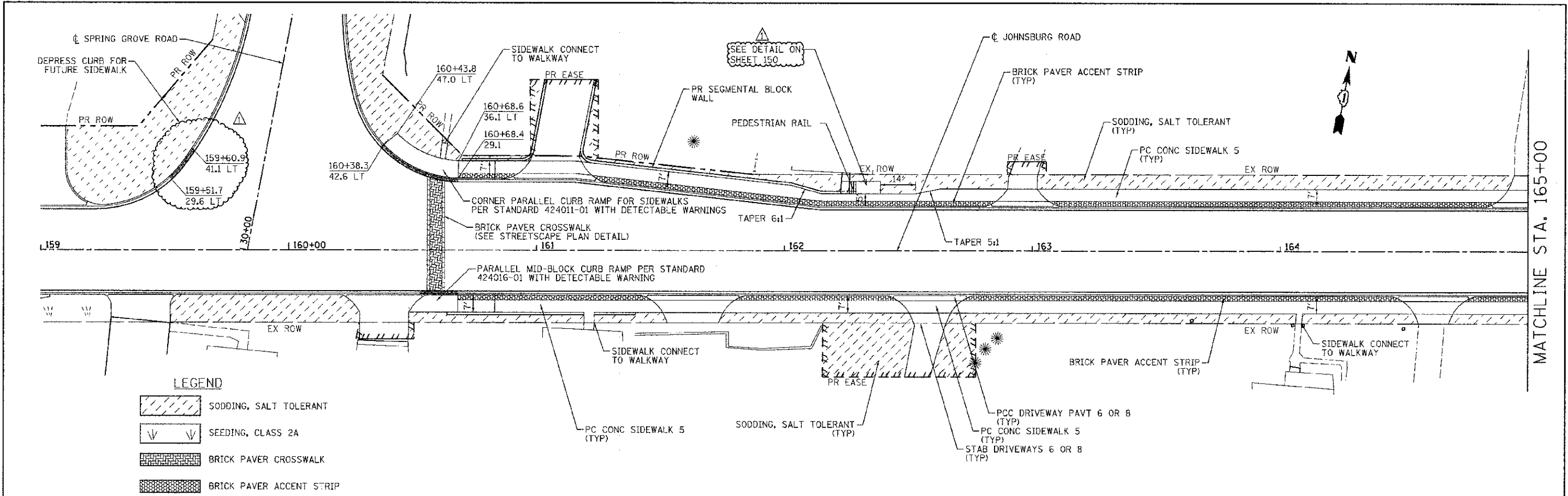
MCHENRY COUNTY  
DIVISION OF TRANSPORTATION





DRAINAGE SCHEDULE OF QUANTITIES  
JOHNSBURG ROAD

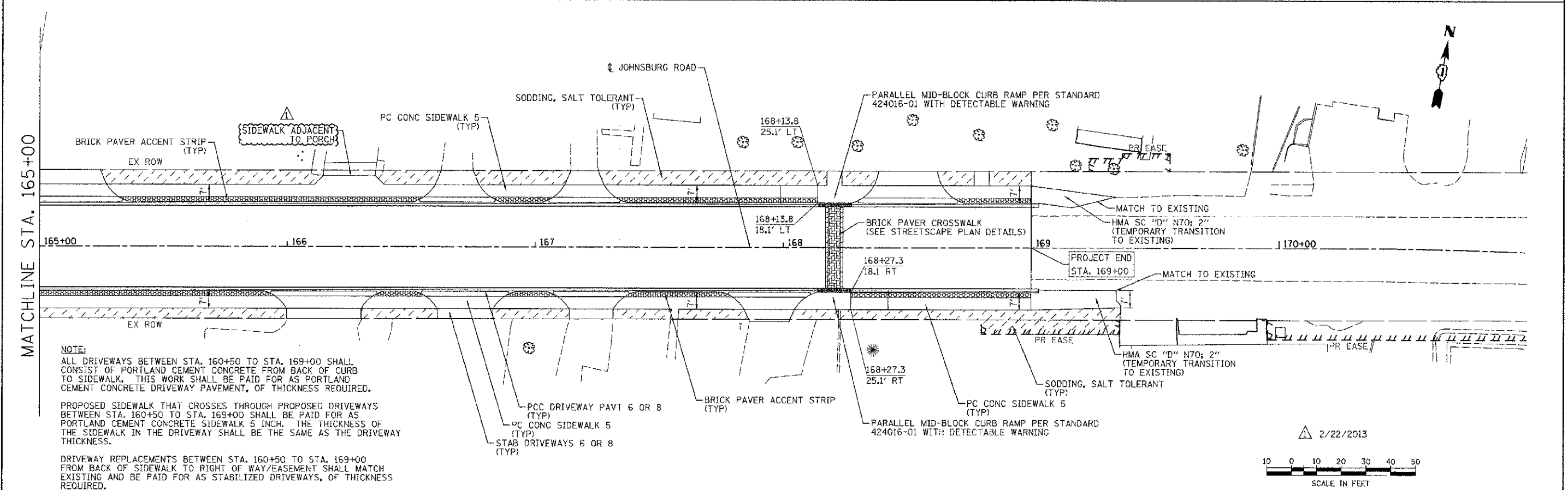
SCALE: N.T.S. SHEET NO. 2 OF 4 SHEETS STA. TO STA.

F.A.U. RTE. 168	SECTION 05-00314-00-WR	COUNTY MCHENRY	TOTAL SHEETS 187	SHEET NO. 58
CONTRACT NO. 63515				
ILLINOIS FED. AID PROJECT				





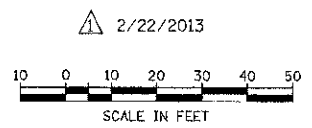
- LEGEND**
-  SODDING, SALT TOLERANT
  -  SEEDING, CLASS 2A
  -  BRICK PAVER CROSSWALK
  -  BRICK PAVER ACCENT STRIP



**NOTE:**  
 ALL DRIVEWAYS BETWEEN STA. 160+50 TO STA. 169+00 SHALL CONSIST OF PORTLAND CEMENT CONCRETE FROM BACK OF CURB TO SIDEWALK. THIS WORK SHALL BE PAID FOR AS PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, OF THICKNESS REQUIRED.

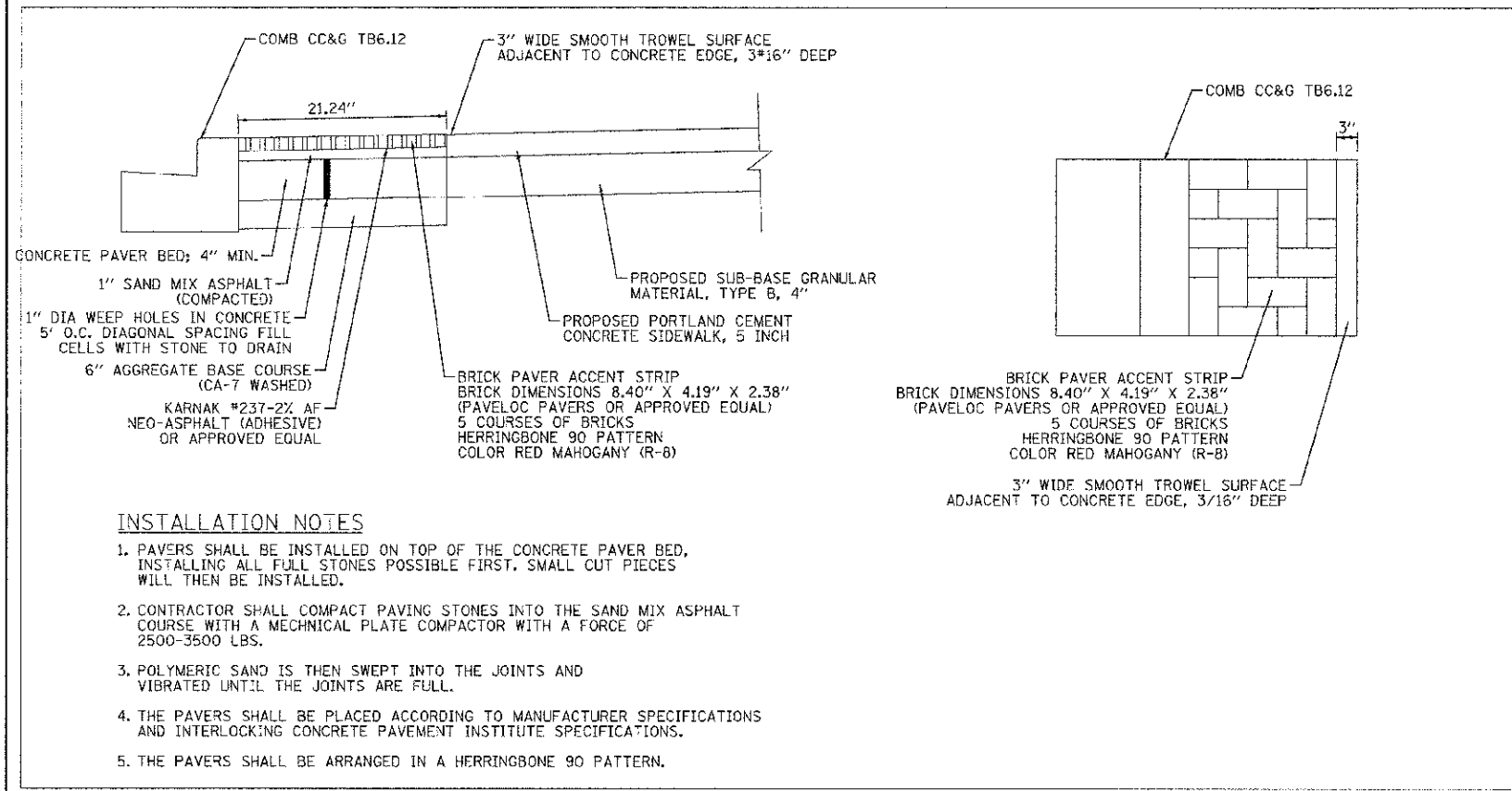
PROPOSED SIDEWALK THAT CROSSES THROUGH PROPOSED DRIVEWAYS BETWEEN STA. 160+50 TO STA. 169+00 SHALL BE PAID FOR AS PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH. THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY SHALL BE THE SAME AS THE DRIVEWAY THICKNESS.

DRIVEWAY REPLACEMENTS BETWEEN STA. 160+50 TO STA. 169+00 FROM BACK OF SIDEWALK TO RIGHT OF WAY/EASEMENT SHALL MATCH EXISTING AND BE PAID FOR AS STABILIZED DRIVEWAYS, OF THICKNESS REQUIRED.



COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 2/20/2013 3:04:23 PM  
 FILE NAME: 080522-00p-01.dgn  
 PLOT DATE: 2/20/2013  
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 PLOT TABLE: 080522-00p-01.tbl

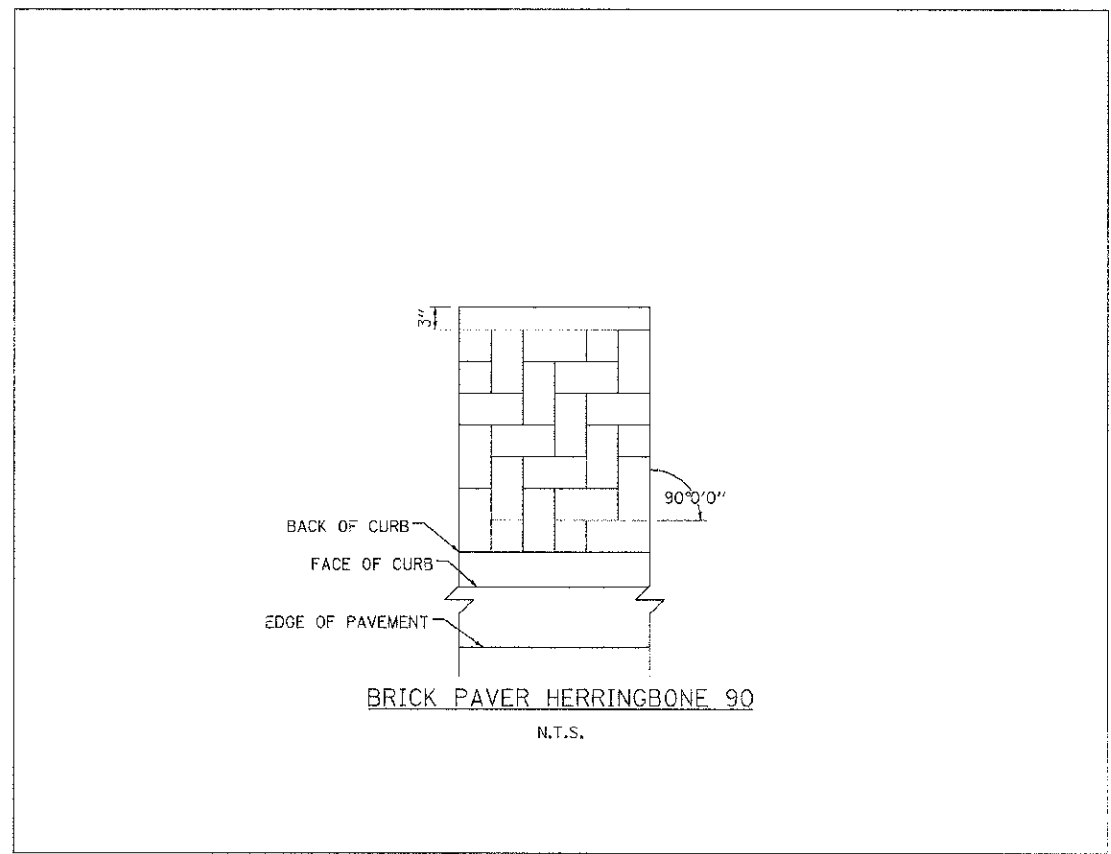
 HRGreen.com Illinois Professional Design Firm #190-001322	USER NAME = kwood	DESIGNED - JRM	REVISED -	<b>MCHENRY COUNTY</b> <b>DIVISION OF TRANSPORTATION</b>	<b>STREETSCAPE PLAN</b>		F.A.U. RITE. 168	SECTION 05-00314-00-WR	COUNTY MCHENRY	TOTAL SHEETS 187	SHEET NO. 90	
	FILE NAME = 080522-00p-01.dgn	DRAWN - JPA	REVISED -		SCALE: 1" = 20'		SHEET NO. 1 OF 2 SHEETS	STA. 159+00 TO STA. 171+00	CONTRACT NO. 63515			
	PLCT SCALE = 1" = 20'	CHECKED - TH	REVISED -									
	PLCT DATE = 2/20/2013	DATE - 2/20/2013	REVISED -									



**INSTALLATION NOTES**

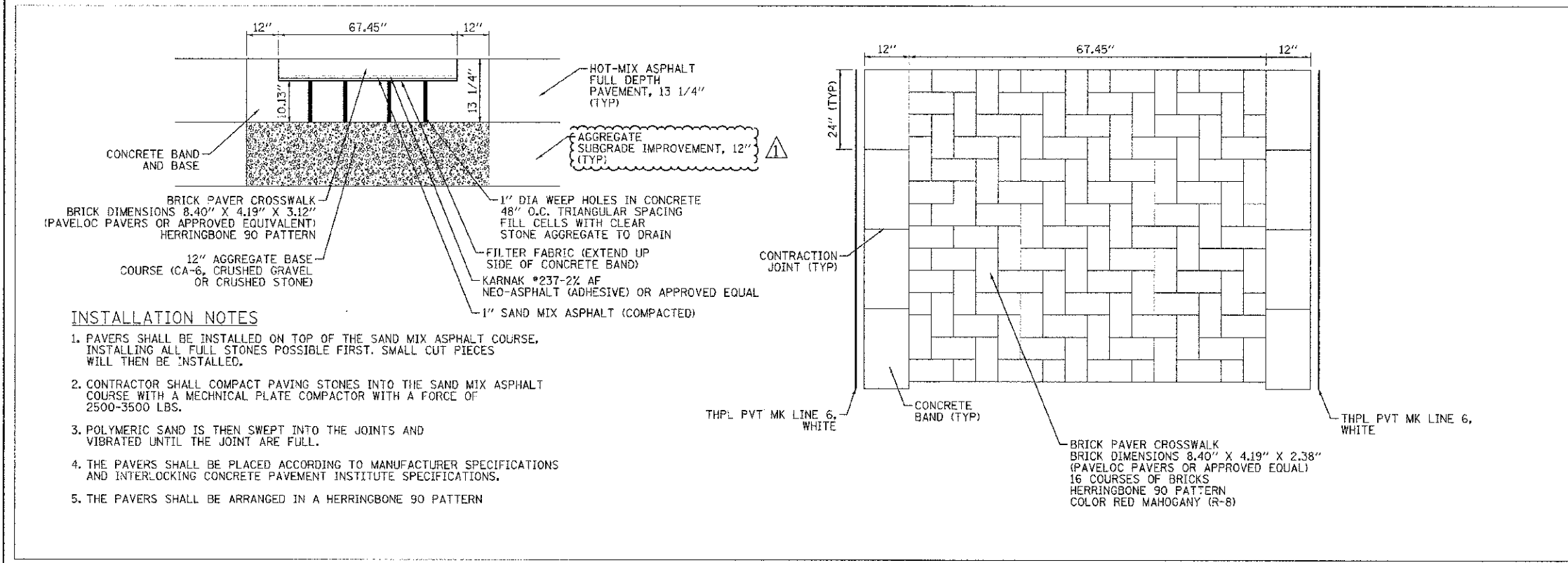
- PAVERS SHALL BE INSTALLED ON TOP OF THE CONCRETE PAVER BED, INSTALLING ALL FULL STONES POSSIBLE FIRST, SMALL CUT PIECES WILL THEN BE INSTALLED.
- CONTRACTOR SHALL COMPACT PAVING STONES INTO THE SAND MIX ASPHALT COURSE WITH A MECHANICAL PLATE COMPACTOR WITH A FORCE OF 2500-3500 LBS.
- POLYMERIC SAND IS THEN SWEEPED INTO THE JOINTS AND VIBRATED UNTIL THE JOINTS ARE FULL.
- THE PAVERS SHALL BE PLACED ACCORDING TO MANUFACTURER SPECIFICATIONS AND INTERLOCKING CONCRETE PAVEMENT INSTITUTE SPECIFICATIONS.
- THE PAVERS SHALL BE ARRANGED IN A HERRINGBONE 90 PATTERN.

**BRICK PAVER ACCENT STRIP**  
N.T.S.



**BRICK PAVER HERRINGBONE 90**  
N.T.S.

**HERRINGBONE PATTERN DETAILS**  
N.T.S.



**INSTALLATION NOTES**

- PAVERS SHALL BE INSTALLED ON TOP OF THE SAND MIX ASPHALT COURSE, INSTALLING ALL FULL STONES POSSIBLE FIRST, SMALL CUT PIECES WILL THEN BE INSTALLED.
- CONTRACTOR SHALL COMPACT PAVING STONES INTO THE SAND MIX ASPHALT COURSE WITH A MECHANICAL PLATE COMPACTOR WITH A FORCE OF 2500-3500 LBS.
- POLYMERIC SAND IS THEN SWEEPED INTO THE JOINTS AND VIBRATED UNTIL THE JOINTS ARE FULL.
- THE PAVERS SHALL BE PLACED ACCORDING TO MANUFACTURER SPECIFICATIONS AND INTERLOCKING CONCRETE PAVEMENT INSTITUTE SPECIFICATIONS.
- THE PAVERS SHALL BE ARRANGED IN A HERRINGBONE 90 PATTERN.

**BRICK PAVER CROSSWALK**  
N.T.S.

2/22/2013

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 2/20/2013 3:04:30 PM  
 FILE NAME: 090522-spp-05.dgn  
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**MCHENRY COUNTY**  
**DIVISION OF TRANSPORTATION**

<b>STREETSCAPE PLAN DETAILS</b>			
SCALE: N.T.S.	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

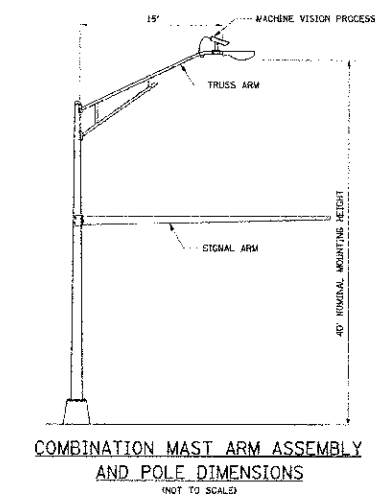
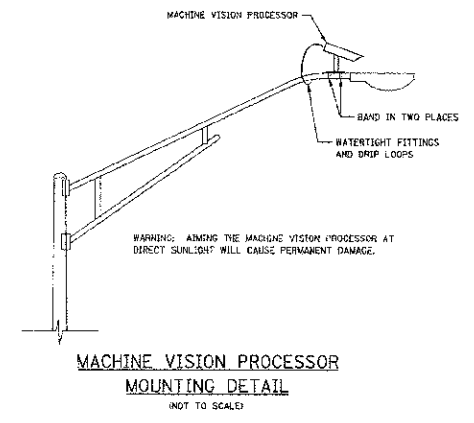
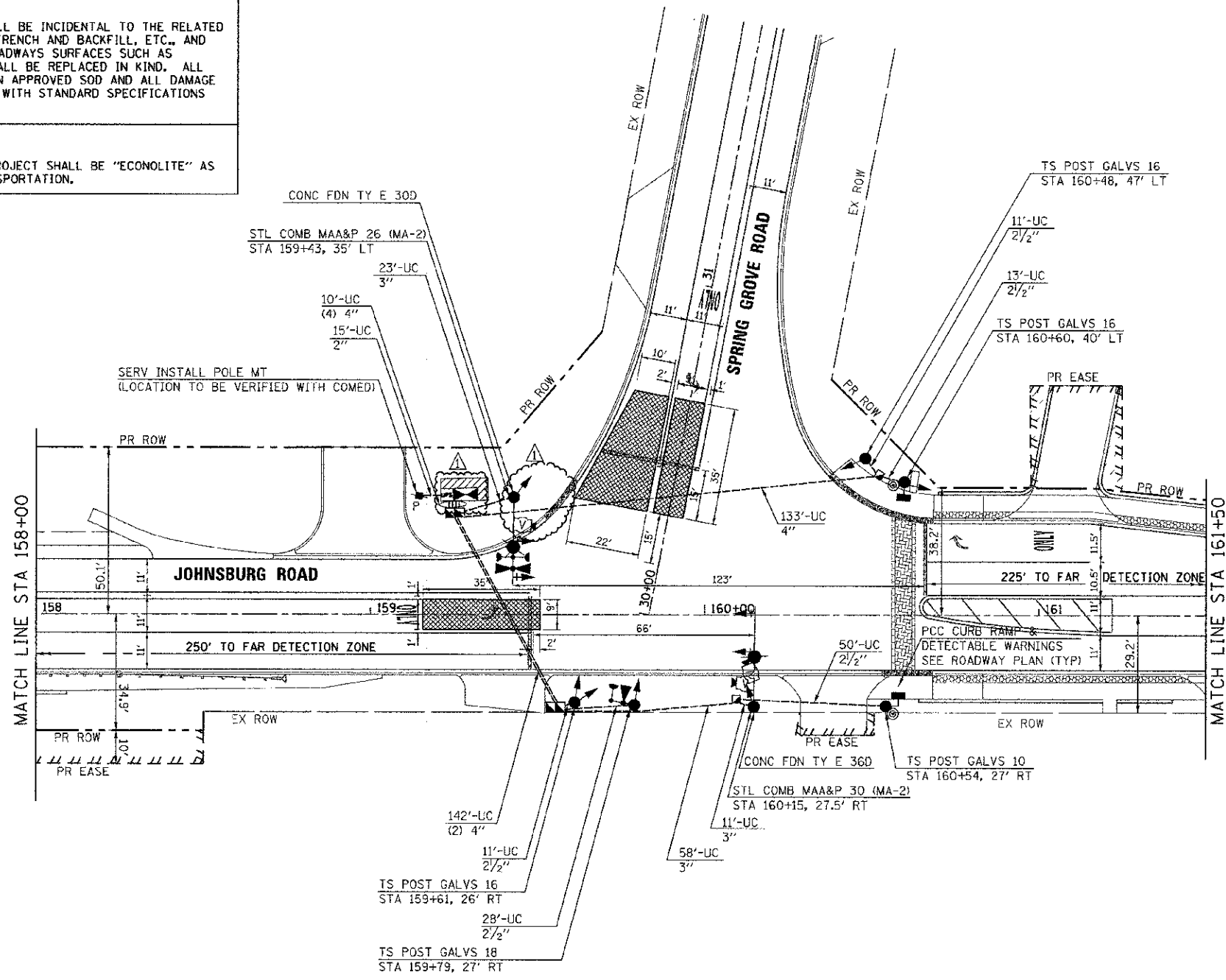
F.A.U. RTE. 168	SECTION 05-00314-00-WR	COUNTY MCHENRY	TOTAL SHEETS 187	SHEET NO. 91
<b>CONTRACT NO. 63515</b>				

**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 ROADWAYS SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD AND ALL DAMAGE TO UNMOWED LAWNS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

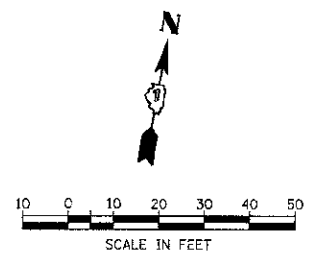
**NOTE**

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" AS REQUIRED BY THE MCHENRY COUNTY DIVISION OF TRANSPORTATION.



1. STOP BARS ARE NOT TO BE PLACED PRIOR TO THE PROPOSED TRAFFIC SIGNALS BEING OPERATIONAL; THEY WILL BE INSTALLED AT THE TIME OF TRAFFIC SIGNAL TURN-ON.
2. THE VIDEO DETECTION EQUIPMENT FOR THIS PROJECT SHALL BE AUTOSCOPE OR AN APPROVED EQUAL AS REQUIRED BY THE MCHENRY COUNTY DIVISION OF TRANSPORTATION.
3. THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE OPTICON OR AN APPROVED EQUAL AS REQUIRED BY THE MCHENRY TOWNSHIP FIRE DEPARTMENT.
4. PROVIDE 2-2" CONDUIT STUBS IN EACH FOUNDATION FOR MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE.
5. THE GROUND ROD FOR TYPE "C" & TYPE "D" NEEDS TO BE PLACED WITH GREAT CARE TO AVOID SURROUNDING ELEMENTS.

2/22/2013



COMPANY NAME: HRGreen.com  
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 CLIENT: [Name]  
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**MCHENRY COUNTY  
DIVISION OF TRANSPORTATION**

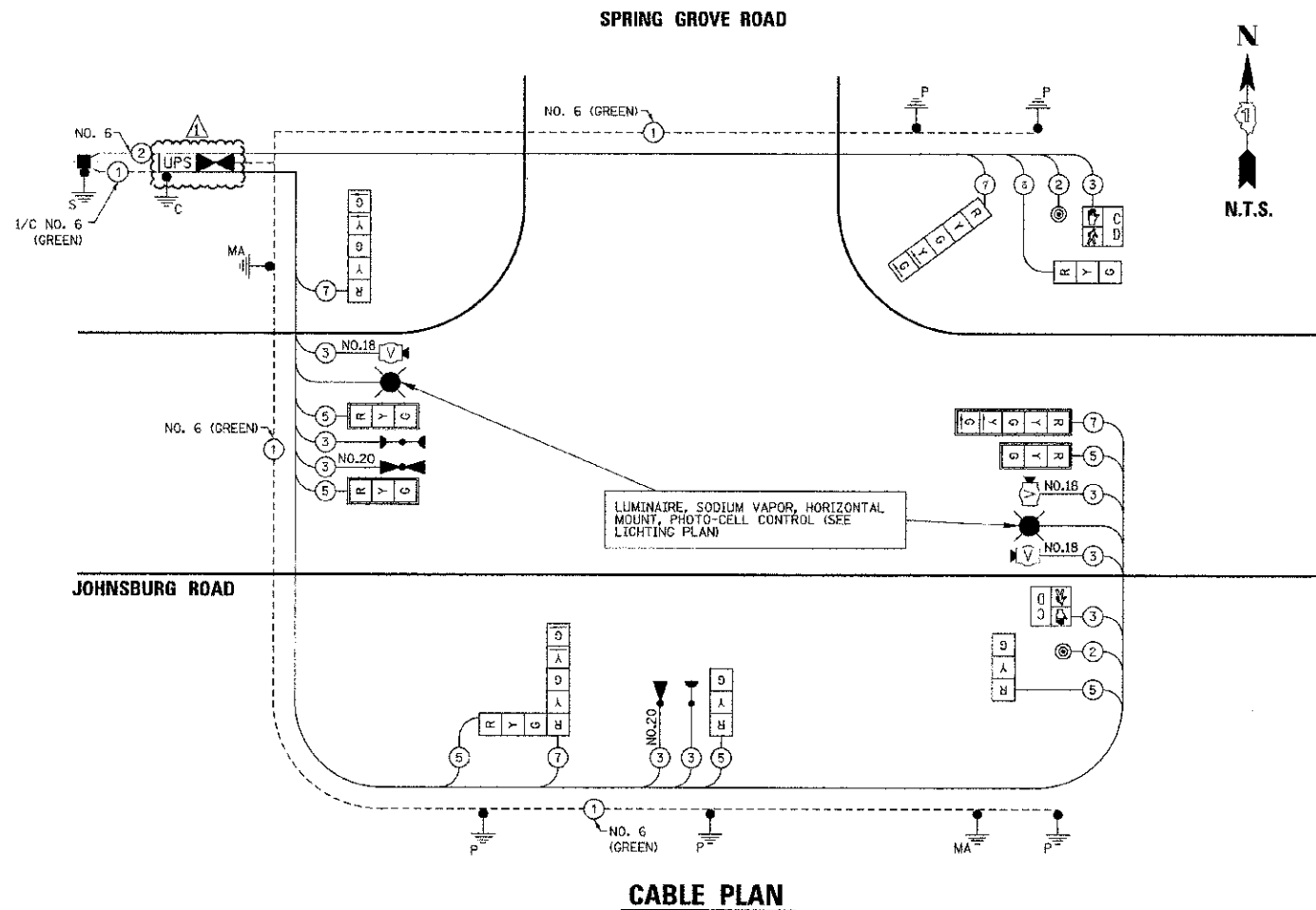
**TRAFFIC SIGNAL INSTALLATION PLAN  
JOHNSBURG ROAD AT SPRING GROVE ROAD**

SCALE: 1"=20' SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
16B	05-00314-00-WR	MCHENRY	187	99
CONTRACT NO. 63515				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

**SCHEDULE OF QUANTITIES**

ITEM	UNT	TOTAL
SIGN PANEL - TYPE 2	SQ FT	32.25
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	15.0
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	113.0
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	92.0
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	315.0
HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	2
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	419.5
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	704.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	937.5
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	853.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 18 3C	FOOT	582.5
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	48.0
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1,085.5
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3
TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 26 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 30 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	20.0
CONCRETE FOUNDATION, TYPE C	FOOT	4.0
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	10.0
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	11.0
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	1
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
TRAFFIC SIGNAL BACKPLATE, LOULVERED	EACH	4
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	2
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	270.5
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
VIDEO DETECTION SYSTEM COMPLETE INTERSECTION	L SUM	0.50



**CABLE PLAN**

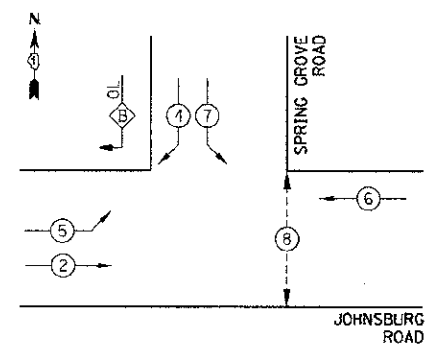
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" AS REQUIRED BY THE MCHENRY COUNTY DIVISION OF TRANSPORTATION.

M.C.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					
TYPE	NO. LAMPS	WATTAGE		% OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	11		17	0.50	93.50
(YELLOW)	11		25	0.25	68.75
(GREEN)	11		15	0.25	41.25
ARROW	8		12	0.10	9.50
PED. SIGNAL	2		25	1.00	50.00
CONTROLLER	1		100	1.00	100.00
UPS	1		25	1.00	25.00
VIDEO SYSTEM	1		15	1.00	15.00
TOTAL =					403.10

ENERGY COSTS TO: VILLAGE OF JOHNSBURG  
1515 CHANNEL BEACH AVENUE  
JOHNSBURG, IL 60051

ENERGY SUPPLY CONTACT: NORA FERNANDEZ  
PHONE: 866-639-3532  
COMPANY: COMMONWEALTH EDISON

**CONTROLLER SEQUENCE**

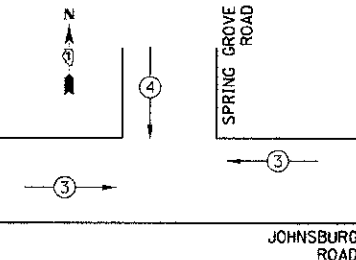


**PHASE DESIGNATION DIAGRAM**

OVERLAP PHASE	PERMISSIVE PHASE	PROTECTED PHASE
B	= 4	+ 5

**CONTROLLER SEQUENCE LEGEND**

- ← ⊙ → DUAL ENTRY PHASE
- ← ⊙ → SINGLE ENTRY PHASE
- ← ⊙ → OVERLAP
- \* NUMBER REFERRING TO ASSOCIATED PHASE
- ← ⊙ → PEDESTRIAN PHASE



**EMERGENCY VEHICLE PREEMPTION SEQUENCE**

PROPOSED EMERGENCY VEHICLE PREEMPTORS	
PROPOSED EMERGENCY VEHICLE PREEMPTORS	3 4
MOVEMENT	→ ↓

2/22/2013

JOHNSBURG ROAD @ SPRING GROVE ROAD

COMPANY NAME: HRGreen  
PROJECT CONTACT: HRGreen  
CLIENT: MCHENRY COUNTY DIVISION OF TRANSPORTATION  
DATE PLOTTED: 2/20/2013 3:04:49 PM  
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PLOT SCALE = NTS  
PLOT DATE = 2/20/2013

DESIGNED -  
DRAWN -  
CHECKED -  
DATE - 2/20/13

REVISED -  
REVISED -  
REVISED -  
REVISED -

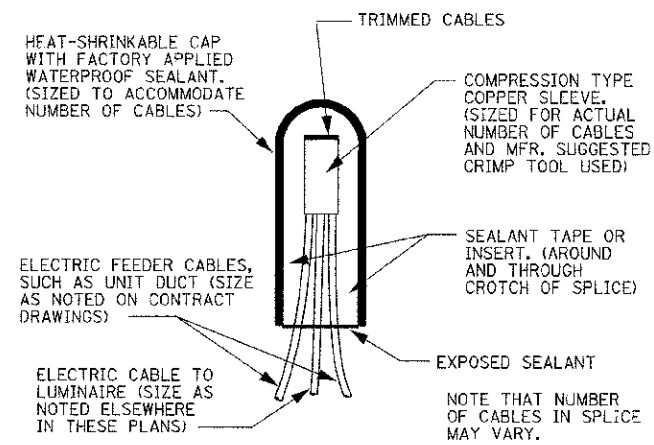
**MCHENRY COUNTY  
DIVISION OF TRANSPORTATION**

**CABLE AND PHASE DESIGNATION DIAGRAM  
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE**

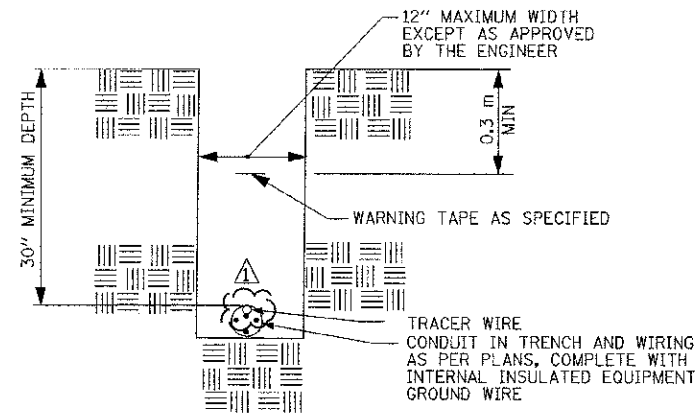
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F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
168	05-00314-00-WR	MCHENRY	187	101
CONTRACT NO. 63515			ILLINOIS FED. AID PROJECT	

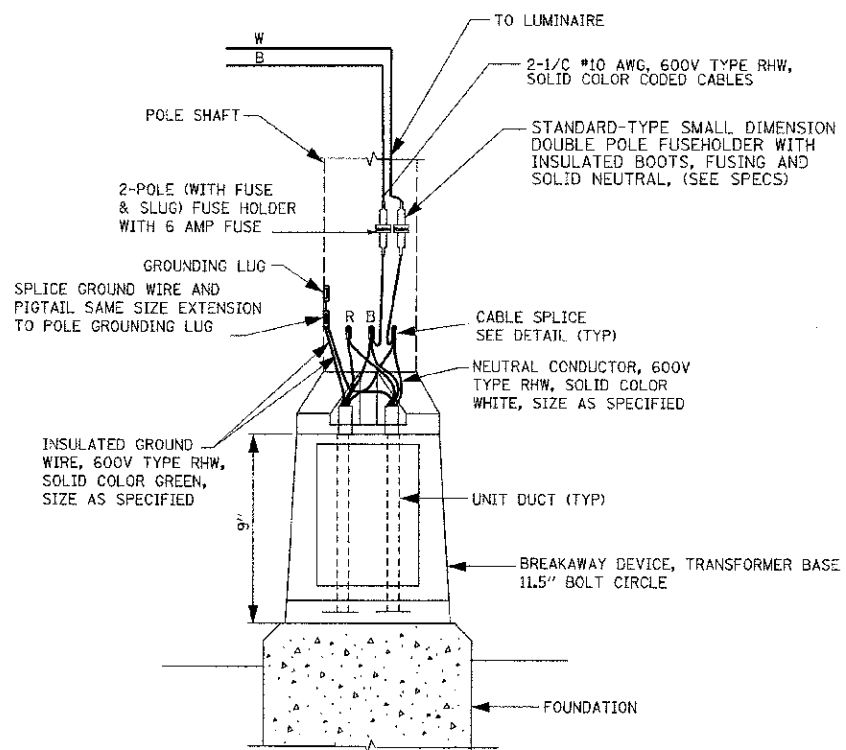




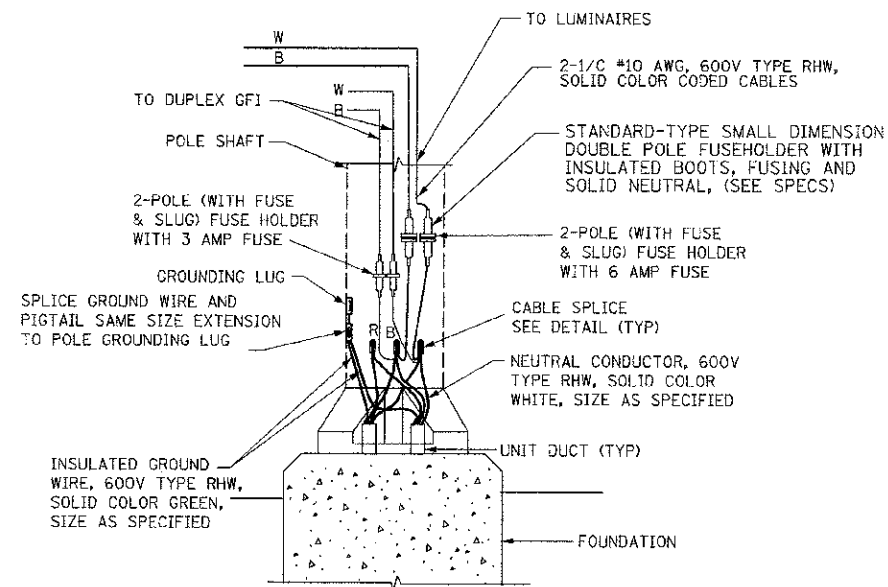
SPlicing DETAIL  
N.T.S.



TYPICAL CONDUIT IN TRENCH DETAIL  
N.T.S.



POLE BASE WIRING DIAGRAM  
SINGLE MAST ARM  
N.T.S.



DECORATIVE POLE BASE WIRING DIAGRAM  
N.T.S.

TRACER CABLE #14 IC SHALL BE INCLUDED IN THE UNIT DUCT AT NO ADDITIONAL COST. TRACER CABLE SHALL BE SPLICED IN POLES (WITH WIRE NUT) AND GROUNDED AT ENDS. TRACER WIRE SHALL BE CONNECTED TO POLE GROUND ONLY IN POLES AT END OF RUNS. IN REMAINING POLES, TRACER WIRE SHALL BE SPLICED AT UPPER HANDHOLE AND ROUTED THROUGH AND INTO LIGHTING CABINET UNGROUNDED.

2/22/2013

COMPANY NAME: HRGreen.com  
PROJECT CONTACT: RLP-07.dgn  
DATE PLOTTED: 2/20/2013 3:00:57 PM  
FILE NUMBER: RLP-07.dgn  
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PLOT DATE: 2/20/2013



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PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 2/20/2013	DATE = 2/20/13	REVISED -

MCHENRY COUNTY  
DIVISION OF TRANSPORTATION

LIGHTING PLAN  
MISCELLANEOUS ELECTRICAL DETAILS

SCALE: SHEET NO. 6 OF 13 SHEETS STA. TO STA.

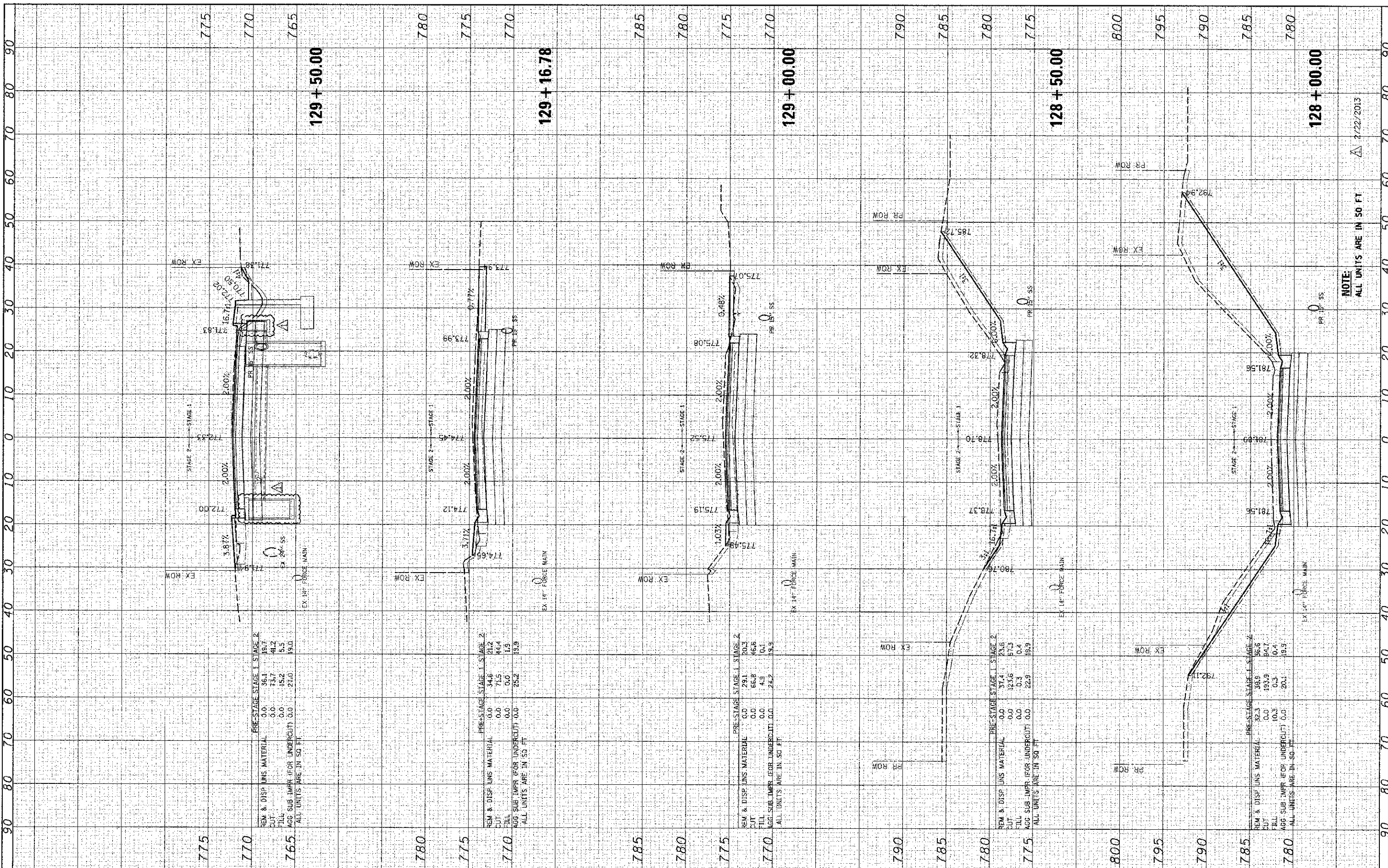
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168	05-00314-00-WR	MCHENRY	187	114
CONTRACT NO. 63515			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

RLP-07

COMPANY NAME:  
PROJECT CONTACT:  
CLIENT:  
DATE PLOTTED:  
FILE NAME:  
PLOT ORIGIN:  
PLOT SCALE:

2/20/2013 3:05:05 PM  
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p07.dwg  
Storage@hrsgreen.com

BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
SURVEYED: \_\_\_\_\_  
PLOTTED: \_\_\_\_\_  
NOTE BOOK: \_\_\_\_\_  
AREAS CHECKED: \_\_\_\_\_  
NO. \_\_\_\_\_



NOTE:  
ALL UNITS ARE IN SO. FT.  
2/22/2013

ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTED	DATE
NOTE BOOK	BY
AREAS CHECKED	DATE
NO.	

USER NAME = whood	DESIGNED - jrm	REVISED -
DESIGNED - jrm	DRAWN - SMP	REVISED -
DRAWN - SMP	CHECKED - TH	REVISED -
CHECKED - TH	DATE - 2/20/13	REVISED -
DATE - 2/20/13		

REM & DISP UNS MATERIAL	0.0	34.6	21.2
CUT	0.0	71.5	44.4
FILL	0.0	0.0	1.9
AGG SUB IMPR (FOR UNDERCUT)	0.0	25.2	19.9
ALL UNITS ARE IN SO. FT.			

REM & DISP UNS MATERIAL	0.0	29.1	20.3
CUT	0.0	66.8	46.6
FILL	0.0	4.9	6.1
AGG SUB IMPR (FOR UNDERCUT)	0.0	24.2	19.9
ALL UNITS ARE IN SO. FT.			

REM & DISP UNS MATERIAL	0.0	37.4	23.6
CUT	0.0	123.6	57.3
FILL	0.0	0.3	0.4
AGG SUB IMPR (FOR UNDERCUT)	0.0	22.9	19.9
ALL UNITS ARE IN SO. FT.			

REM & DISP UNS MATERIAL	92.3	38.9	36.6
CUT	0.0	193.9	94.7
FILL	10.3	0.3	0.4
AGG SUB IMPR (FOR UNDERCUT)	0.0	20.1	19.9
ALL UNITS ARE IN SO. FT.			

MCHENRY COUNTY  
DIVISION OF TRANSPORTATION

CROSS SECTIONS  
JOHNSBURG ROAD

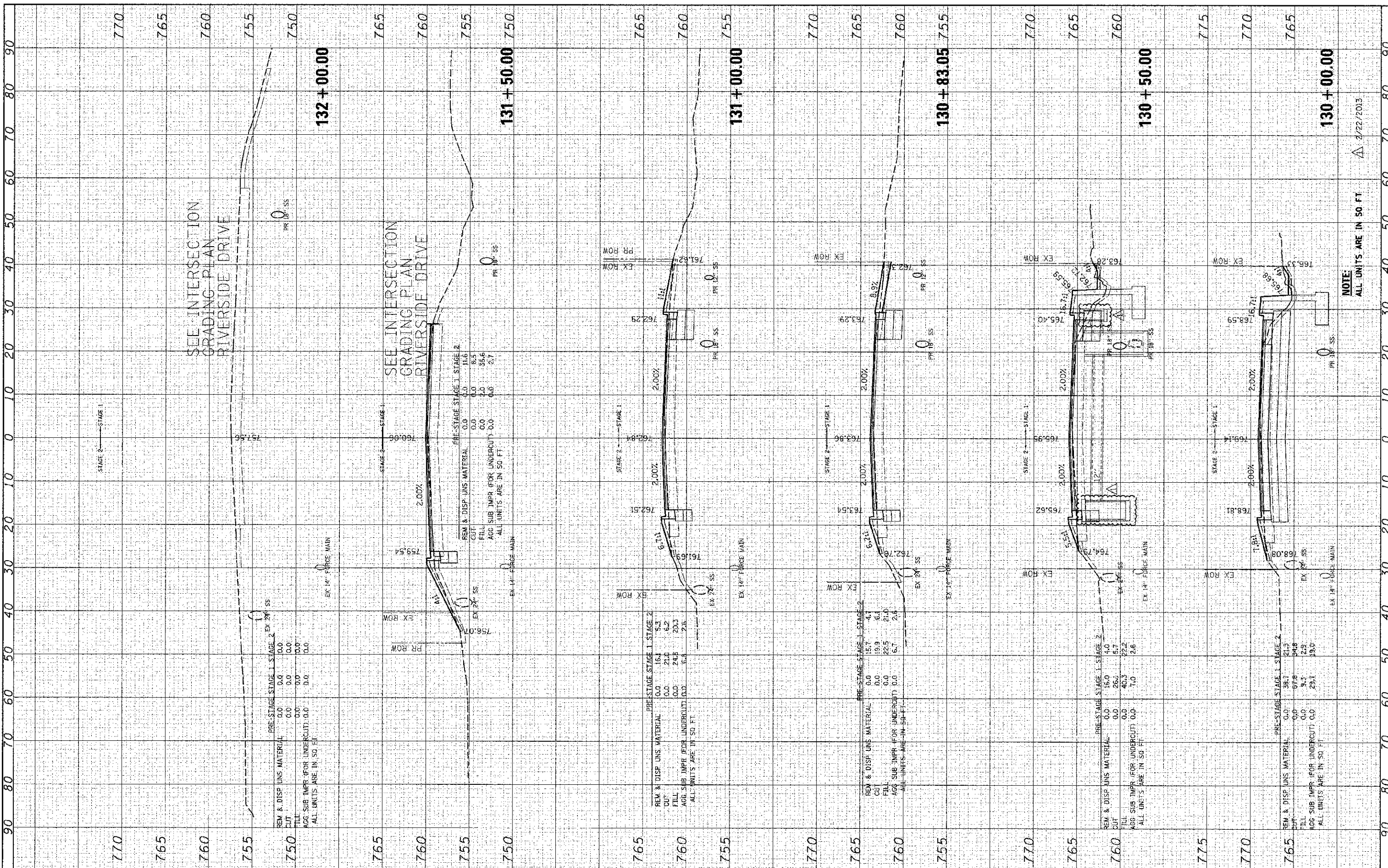
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SHEET NO. 13 OF 32 SHEETS  
STA. 128+00.00 TO STA. 129+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
160	05-00314-00-WR	MCHENRY	187	163
CONTRACT NO.			63515	
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NO. OF BOOK		
AREAS CHECKED		
NO.		

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

COMPANY NAME: HRGreen.com  
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	USER NAME = wood DESIGNED - JRM DRAWN - SMP CHECKED - TH DATE - 2/20/13	REVISED - REVISED - REVISED - REVISED -	<b>MCHENRY COUNTY</b> <b>DIVISION OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b> <b>JOHNSBURG ROAD</b>	F.A. RITE: 158 SECTION: 05-00314-00-WR COUNTY: MCHENRY TOTAL SHEETS: 187 SHEET NO.: 184 CONTRACT NO.: 63515
	PLOT SCALE = 1"=10' PLOT DATE = 2/28/2013	SCALE: 1"=10' SHEET NO. 14 OF 32 SHEETS STA. 130+00.00 TO STA. 132+00.00			[ILLINOIS] FED. AID PROJECT

NOTE: ALL UNITS ARE IN SO. FT. 2/22/2013