

04-26-13 LETTING ITEM 051

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

FAU ROUTE 0085 (CRYSTAL LAKE ROAD)
FAU 3860 (BULL VALLEY ROAD) TO FAP 0333 (ILLINOIS ROUTE 120)
RESURFACING & TRAFFIC SIGNAL IMPROVEMENTS
SECTION 11-00073-00-RS
PROJECT M-9003 (934)
CITY OF MCHENRY
MCHENRY COUNTY
C-91-192-12

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	1
		ILLINOIS	CONTRACT NO. 63794	



FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR HIGHWAY STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA

ADT:
CRYSTAL LAKE ROAD 14,000 VPD (2012)

POSTED SPEED

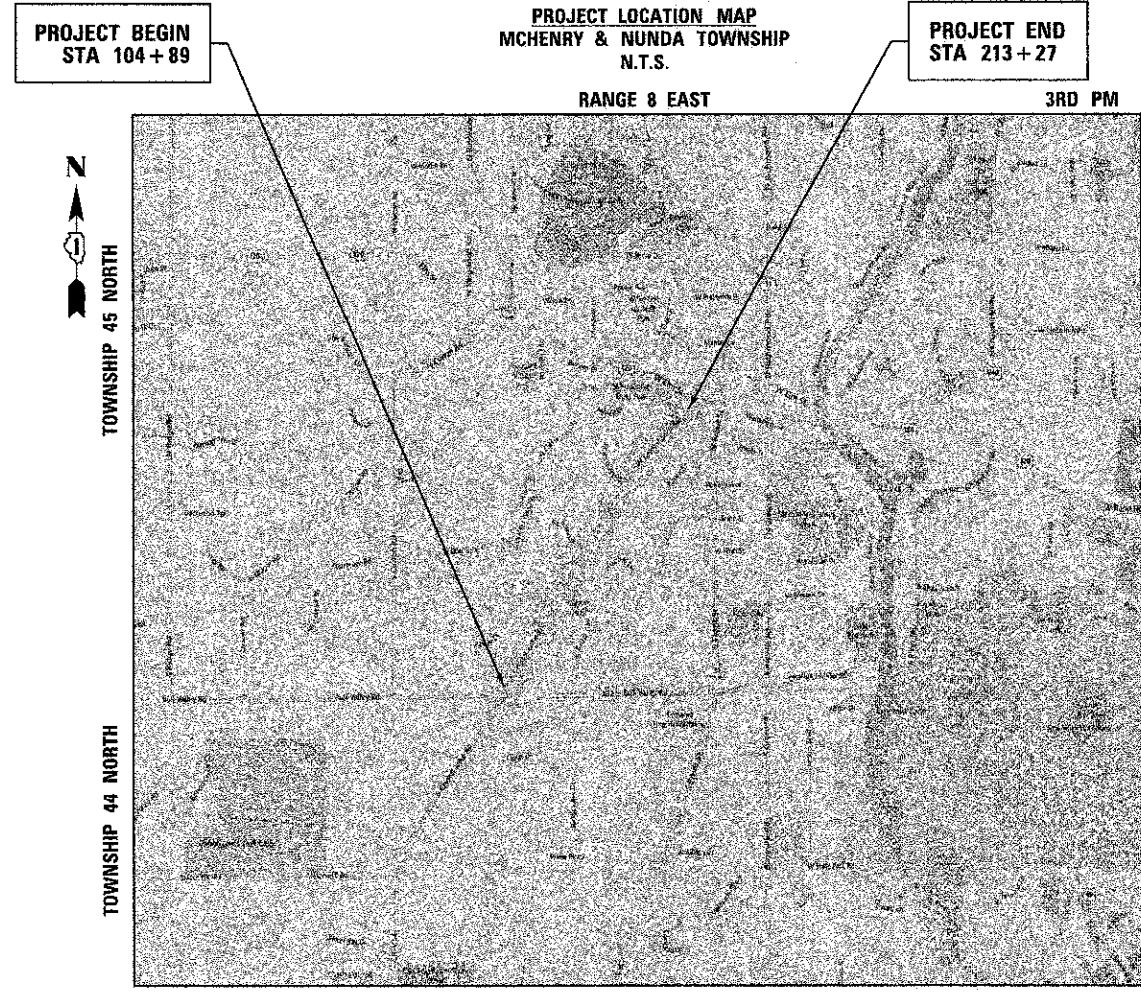
30-35 MPH (EXISTING) 35 MPH (EXISTING)
30-35 MPH (PROPOSED) 35 MPH (PROPOSED)

DESIGN SPEED

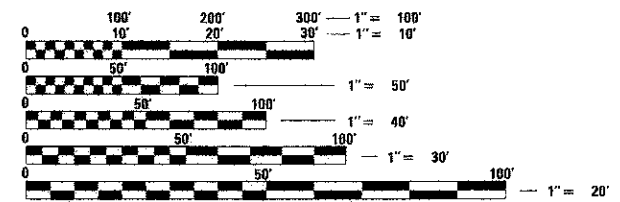
35 MPH (EXISTING)
35 MPH (PROPOSED)

DESIGN DESIGNATION

FAU 0085 (CRYSTAL LAKE ROAD) - MINOR ARTERIAL (URBAN)



J.U.L.I.E.
JOINT
UTILITY
LOCATION
INFORMATION FOR
EXCAVATION
CALL 811



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

420 NORTH FRONT STREET, SUITE 100 | MCHENRY, ILLINOIS 60050
Phone: 815.385.1778 | Toll Free: 800.728.7805 | Fax: 815.385.1781 | HRGreen.com
ILLINOIS PROFESSIONAL DESIGN FIRM #184-001322

PROJECT ENGINEER: J. STRZALKA
PROJECT MANAGER: A. CHAUDHRY

CONTRACT NO. 63794

PROJECT LENGTH
NET LENGTH OF IMPROVEMENT (CRYSTAL LAKE ROAD) = 10,838 FT (2.05 MI)
GROSS LENGTH OF PROJECT = 10,838 FT (2.05 MI)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED FEBRUARY 1, 2013
John M. Selman
CITY OF MCHENRY

PASSED FEBRUARY 25, 2013
C. J. Holt
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW February 27, 2013
John Fortson
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGN & SEAL

AKRAM CHAUDHRY, P.E.
EXPIRES: 11-30-2013

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLER, P.E. 847-705-4406 SCHAUMBURG, IL

COMPANY NAME: HRGreen
PROJECT CONTACT: J. Strzalka
CLIENT: 2/1/2013 8:16:59 AM
DATE PLOTTED: 8/10/2013 8:16:59 AM
FILE NAME: P02.plt
PLOT DRIVER: STANDARD_PLOT.DWG
PLOT TABLE: STANDARD_PLOT.DWG

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- BLR 24-2 MAILBOX TURNOUT FOR LOCAL ROADS

BENCHMARKS

- BM1: SOUTHERN OF TWO WEST BOLTS ON FIRE HYDRANT ALONG WEST SIDE OF CRYSTAL LAKE ROAD 90 FEET NORTH OF INTERSECTION WITH ROYAL DRIVE TO THE WEST. ELEVATION=819.25 NAVD88
- BM2: NORTHEAST FLANGE BOLT OF FIRE HYDRANT LOCATED AT NORTHEAST CORNER OF INTERSECTION OF CRYSTAL LAKE ROAD AND WINDING CREEK DRIVE. ELEVATION=821.07 NAVD88

GENERAL NOTES

1. 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 (IDOT), JANUARY 1, 2012.
2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
3. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. 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.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
5. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
6. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM IDOT OR CITY.
7. SAW CUTTING OF PAVEMENTS, AND OTHER SURFACES 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 COST OF THE ITEM REMOVED.
8. 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.
9. WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
10. THE INDISCRIMINATE USE OF FIRE HYDRANTS, 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 CONTRACTOR PRIOR TO USE OF THE WATER.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SWEEPING AND CLEANING STREETS OF ANY DEBRIS AND MATERIAL THAT HAS ACCUMULATED AS A RESULT OF THE CONSTRUCTION ACTIVITY. A MECHANICAL SWEEPER, MECHANICALLY DRIVEN AIR AND HANDWORK WITH SHOVEL AND BROOM SHALL BE UTILIZED TO PROVIDE A CLEAN STREET FOR THE MOTORING PUBLIC. WITHIN 24 HOURS OF PLACING PRIME COAT AND THE LAYING OF HMA, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE STANDING WATER, EARTH, WEEDS, LEAVES, DIRT, CONSTRUCTION DEBRIS AND ALL LOOSE MATERIAL.
12. THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SUCH SIGNS THAT INTERFERE WITH 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.
13. THE REMOVAL OF SHORT TERM PAVEMENT MARKINGS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE UNIT COST OF THE HOT-MIX ASPHALT PAVEMENT COURSE BEING CONSTRUCTED.
14. TEMPORARY RAMPS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE CONSTRUCTION DETAILS. THE INSTALLATION AND REMOVAL OF THE TEMPORARY RAMPS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT.
15. AGGREGATE SHOULDERS, TYPE B SHALL BE CONSTRUCTED WITH GRADATION CA-6 CRUSHED GRAVEL OR CRUSHED STONE. RECYCLED CONCRETE WILL NOT BE PERMITTED.
16. THE THICKNESS OF THE AGGREGATE SHOULDER SHALL EQUAL THE RESURFACING THICKNESS AT THE EDGE OF PAVEMENT AND WILL BE TAPERED TO ONE INCH (1") AT THE EDGE OF SHOULDER. THE CONTRACTOR WILL CONSTRUCT AND COMPACT THE SHOULDER TO THE SATISFACTION OF THE ENGINEER.
17. EXISTING AGGREGATE DRIVEWAYS WILL RECEIVE A TWENTY-FOUR INCH (24") WIDE ASPHALT APRON MATCHING THE PROPOSED RESURFACING LIFT THICKNESS. THE DRIVEWAY APRON WILL BE CONSTRUCTED IN CONJUNCTION WITH THE MAINLINE PAVING AND WILL NOT BE PAID FOR SEPARATELY.
18. EXISTING ASPHALT DRIVEWAYS WILL RECEIVE A FORTY-EIGHT INCH (48") WIDE ASPHALT APRON MATCHING THE PROPOSED RESURFACING LIFT THICKNESS. THE DRIVEWAY APRON WILL BE CONSTRUCTED IN CONJUNCTION WITH THE MAINLINE PAVING AND WILL NOT BE PAID FOR SEPARATELY.

REMOVAL OF THE EXISTING DRIVEWAY APRON WILL BE SAWCUT AND MILLED TO THREE AND A HALF INCHES (3 1/2") FOR A SATISFACTORY TRANSITION BETWEEN THE ROADWAY PAVEMENT AND THE DRIVEWAY PAVEMENT REMAINING AT EXISTING GRADE. THE REMOVAL WILL BE INCLUDED IN THE CONTRACT UNIT COST FOR HOT-MIX ASPHALT SURFACE REMOVAL, 3.5" WHEN THE DRIVEWAY TRANSITION IS FORTY-EIGHT INCHES (48") OR LESS FROM THE EDGE OF PAVEMENT.

GENERAL NOTES (CONT.)

19. HOT-MIX ASPHALT DRIVEWAY APRONS EXCEEDING FORTY-EIGHT INCHES (48") FROM THE EDGE OF PAVEMENT TO THE SAW CUT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
20. EXISTING CONCRETE AND BRICK DRIVEWAYS WILL RECEIVE A SAW CUT ALONG THE FACE THE DRIVEWAY.
21. 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.
22. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
23. 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.
24. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
25. THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE CITY FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.
26. PIPE CULVERTS CLASS C SHALL BE CORRUGATED METAL PIPE. NO OTHER PIPE MATERIAL WILL BE PERMITTED UNLESS OTHERWISE NOTED ON THE PLANS.
27. TRENCH BACKFILL SHALL BE CONSTRUCTED WITH GRADATION CA-6 CRUSHED GRAVEL OR CRUSHED STONE. TRENCH BACKFILL WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF PIPE CULVERTS, CLASS C OF THE TYPE AND SIZE INDICATED.
28. FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.
29. EXISTING PIPE CULVERTS TO BE REPLACED, AS SHOWN ON THE PLANS, SHALL BE REPLACED IN KIND. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE SIZE AND TYPE OF PIPE TO MATCH EXISTING. THE REPLACEMENT CULVERTS SHALL BE INSTALLED IN KIND AT THE IDENTICAL LOCATION, ELEVATION AND MATERIAL TYPE.
30. AT PIPE CULVERT REMOVAL AND REPLACEMENT LOCATIONS, TRENCH BACKFILL SHALL BE PLACED TO THE TOP OF TRENCH AS A TEMPORARY CONDITION UNTIL THE FULL-DEPTH PATCH OR DRIVEWAY PAVEMENT IS CONSTRUCTED. MAINTENANCE OF THE TRENCH BACKFILL SURFACE IN THE TEMPORARY CONDITION WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. REMOVAL OF THE TRENCH BACKFILL TO CONSTRUCT THE PATCH OR DRIVEWAY PAVEMENT WILL NOT BE PAID FOR SEPARATELY. THIS WORK WILL BE INCLUDED IN THE COST OF PIPE CULVERT REMOVAL (SPECIAL).
31. PAVEMENT MARKING DIMENSIONS ARE FROM CENTER OF STRIPE TO CENTER OF STRIPE. DOUBLE YELLOW DIMENSIONS ARE MEASURED AT THE MIDDLE OF THE DOUBLE LINES.
32. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO CONSTRUCT PAVING JOINTS ON THE LANE LINES. AS AN OPTION, THE CONTRACTOR MAY ALSO CONSTRUCT JOINTS AT THE CENTER OF THE FLUSH MEDIAN AND/OR CENTER OF LEFT TURN LANE. PAVING OPERATIONS MUST BE REVIEWED WITH THE ENGINEER PRIOR TO CONSTRUCTION.
33. EXCLUSIONARY FENCING WILL BE INSPECTED EACH MORNING PRIOR TO THE START OF WORK TO SEE WHETHER STATE-LISTED ENDANGERED BLANDING'S TURTLES ARE ON EITHER SIDE.

IN THE EVENT A BLANDING'S TURTLE IS ENCOUNTERED ON THE CONSTRUCTION SITE, ALL WORK WILL STOP AND STALL AT IDNR (847) 608-3100 WILL BE CONTACTED IMMEDIATELY FOR FURTHER INSTRUCTIONS.

THE FENCING SHALL BE INSPECTED AT THE TIME OF INSTALLATION, ROUTINELY ON A WEEKLY BASIS AND AFTER SIGNIFICANT RAIN EVENTS TO ENSURE FENCE IS DUG SECURELY TO THE GROUND.

BOXED ITEMS INDICATE WORK INCLUDED IN THE COST OF THE CONTRACT OR BY OTHERS.

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: JJS
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 PLOT DRIVER: PLOT.DRV
 PLOT DATE: 2/1/2013
 PLOT TIME: 6:41:11 AM
 STANDARD: TRACOS.TBL



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PLOT SCALE = NTS	DRAWN - JJS	REVISED -
PLOT DATE = 2/1/2013	CHECKED - AC	REVISED -
	DATE - 11/12/12	REVISED -

CITY OF MCHENRY

**CRYSTAL LAKE ROAD
GENERAL NOTES, HIGHWAY STANDARDS AND BENCHMARKS**

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. BEGIN TO STA. END

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	2
CONTRACT NO.			63794	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

SPECIALTY ITEMS (A)	SPECIAL PROVISION (*)	PAY ITEM NUMBER	PAY ITEM DESCRIPTION	UNITS	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% LOCAL 0005
		21400100	GRADING AND SHAPING DITCHES	FOOT	500	500
		28000400	PERIMETER EROSION BARRIER	FOOT	7,180	7,180
		28000510	INLET FILTERS	EACH	25	25
		40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	5,015	5,015
		40600300	AGGREGATE (PRIME COAT)	TON	101	101
		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	21	21
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	480	480
		40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	6,350	6,350
		40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	4,545	4,545
		42400800	DETECTABLE WARNINGS	SQ FT	900	900
		44000163	HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2"	SQ YD	51,607	51,607
		44004000	PAVED DITCH REMOVAL	FOOT	365	365
		44201692	CLASS D PATCHES, TYPE II, 4 INCH	SQ YD	900	900
		44201694	CLASS D PATCHES, TYPE III, 4 INCH	SQ YD	900	900
		44201696	CLASS D PATCHES, TYPE IV, 4 INCH	SQ YD	900	900
		48101200	AGGREGATE SHOULDERS, TYPE B	TON	538	538
		542C0217	PIPE CULVERTS, CLASS C, TYPE 1 12"	FOOT	94	94
		542C0220	PIPE CULVERTS, CLASS C, TYPE 1 15"	FOOT	209	209
		60250200	CATCH BASINS TO BE ADJUSTED	EACH	1	1
		60255500	MANHOLES TO BE ADJUSTED	EACH	1	1
		60266600	VALVE BOXES TO BE ADJUSTED	EACH	2	2
		67100100	MOBILIZATION	L SUM	1	1
		70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
		70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1
		70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
		70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	19,085	19,085
Δ		78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	980	980
Δ		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	41,565	41,565
Δ		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	4,615	4,615
Δ		78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2,245	2,245
Δ		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	375	375
Δ		78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	640	640

SPECIALTY ITEMS (A)	SPECIAL PROVISION (*)	PAY ITEM NUMBER	PAY ITEM DESCRIPTION	UNITS	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% LOCAL 0005
Δ		81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	80	80
Δ	*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3	3
Δ	*	85100100	PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2	2
Δ		85100500	PAINT NEW TRAFFIC SIGNAL POST	EACH	4	4
Δ		87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	861	661
Δ		87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	679	679
Δ		87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	608	608
Δ		87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT.	EACH	4	4
Δ		87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16	16
Δ		87900200	DRILL EXISTING HANDHOLE	EACH	4	4
Δ		88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	16	16
Δ	*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	1,505	1,505
Δ		88800100	PEDESTRIAN PUSH-BUTTON	EACH	16	16
Δ		89502200	MODIFY EXISTING CONTROLLER	EACH	1	1
Δ	*	89502210	MODIFY EXISTING CONTROLLER CABINET	EACH	3	3
Δ		89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	394	394
Δ	*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	3	3
	*	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	831	831
	*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	257	257
	*	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	10	10
	*	X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	5,752	5,752
	*	X4404700	SIDEWALK REMOVAL (SPECIAL)	SQ FT	5,752	5,752
	*	X5015225	PIPE CULVERT REMOVAL (SPECIAL)	FOOT	303	303
	*	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	25	25
	*	X8064200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	365	365
Δ	*	X8140115	HANDHOLE TO BE ADJUSTED	EACH	4	4
Δ	*	X8620200	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL	EACH	3	3
Δ	*	X8803082	SIGNAL HEAD, LED, 1-FACE 3-SECTION, BRACKET MOUNTED, RETROFIT	EACH	7	7
Δ	*	X8803084	SIGNAL HEAD, LED, 1-FACE 3-SECTION, MAST ARM MOUNTED, RETROFIT	EACH	10	10
Δ	*	X8803088	SIGNAL HEAD, LED, 1-FACE 5-SECTION, MAST ARM MOUNTED, RETROFIT	EACH	3	3
Δ	*	X8803210	SIGNAL HEAD, LED, 1-FACE 5-SECTION, BRACKET MOUNTED, RETROFIT	EACH	3	3
	*	XX003435	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	88	88
	*	XX006343	SEEDING (COMPLETE)	SQ YD	1275	1,275
	*	XX006947	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	450	450

COMPANY NAME: HRGreen
 PROJECT CONTACT: HRGreen
 DATE PLOTTED: 2/1/2013 8:32:42 AM
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 PLOT DRIVER: PLOT01
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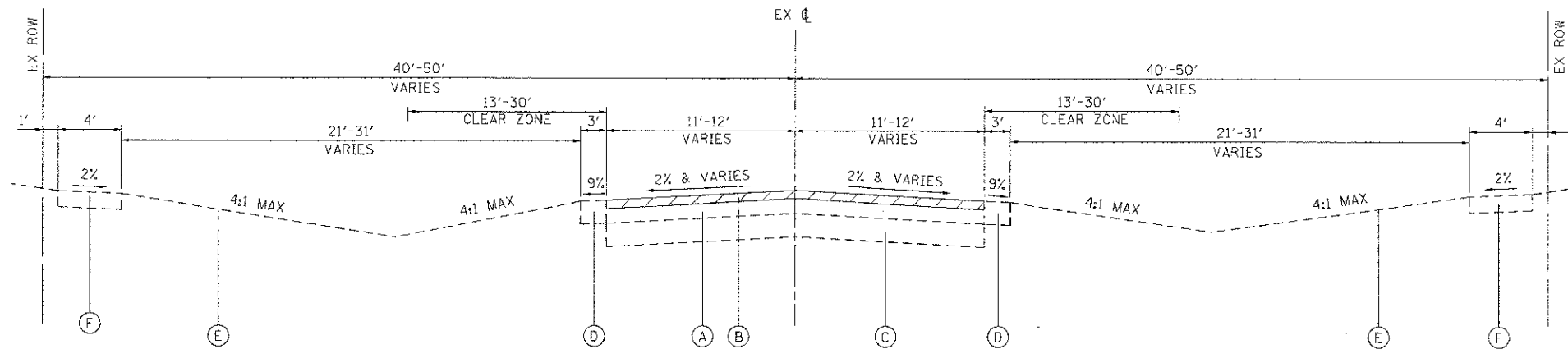


USER NAME = jjs	DESIGNED - JJS	REVISED -
PLT SCALE = NTS	DRAWN - JJS	REVISED -
PLT DATE = 2/1/2013	CHECKED - AC	REVISED -
	DATE - 11/12/12	REVISED -

CITY OF MCHENRY

CRYSTAL LAKE ROAD	
SUMMARY OF QUANTITIES	
SCALE: NTS	SHEET NO. 1 OF 1 SHEETS
STA. BEGIN	TO STA. END

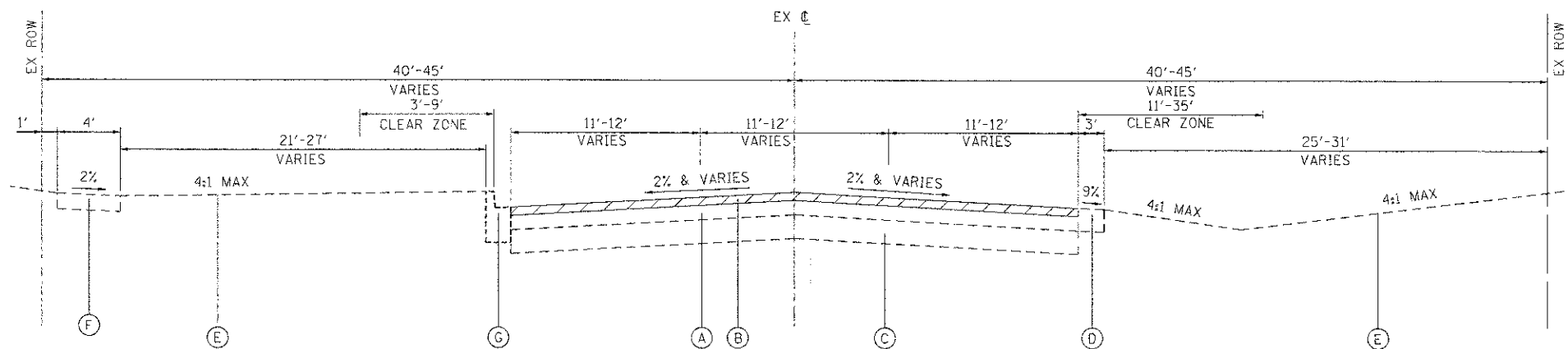
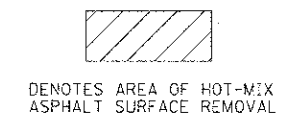
F.A. RTE. 0085	SECTION 11-00073-00-RS	COUNTY MCHENRY	TOTAL SHEETS 44	SHEET NO. 3
CONTRACT NO. 63794				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



**EXISTING TYPICAL SECTION
CRYSTAL LAKE ROAD**
BULL VALLEY ROAD TO DARTMOOR DRIVE
STA 104+89 TO STA 144+50

EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT; 6"±
- (B) HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2 INCH
- (C) AGGREGATE SUBBASE; 12"±
- (D) AGGREGATE SHOULDERS
- (E) EXISTING GROUND
- (F) EXISTING PCC SIDEWALK
- (G) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12



**EXISTING TYPICAL SECTION
CRYSTAL LAKE ROAD**
DARTMOOR DRIVE TO ROYAL DRIVE
STA 144+50 TO STA 176+00

COMPANY NAME: HRGreen
 PROJECT CONTRACT: 04/11 3:27:53 PM
 CLIENT: 8610369-11001001
 DATE PLOTTED: 8/10/2011
 FILE NAME: 8610369-11001001.dgn
 PLOT DRIVER: PLOT
 PEN TABLE: Standard-11.ctb.tbl

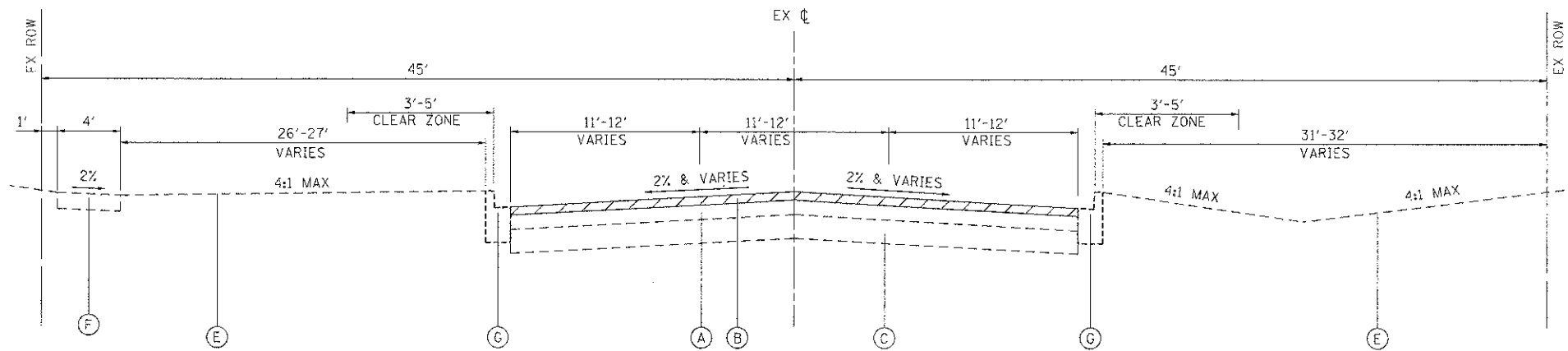


USER NAME = jstzai	DESIGNED - JJS	REVISED -
PLLOT SCALE = NTS	DRAWN - JJS	REVISED -
PLLOT DATE = DATEL	CHECKED - AC	REVISED -
	DATE -	REVISED -

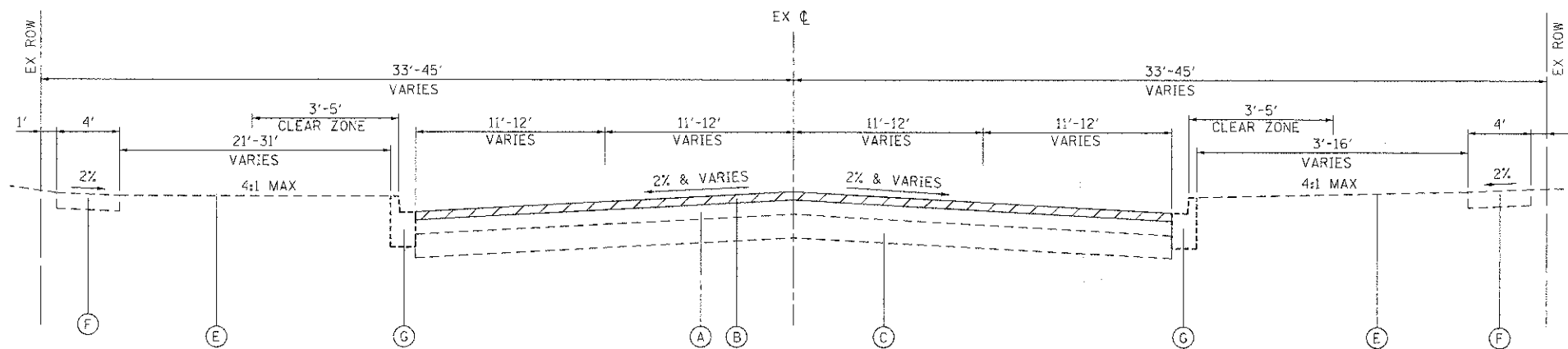
CITY OF MCHENRY

CRYSTAL LAKE ROAD EXISTING TYPICAL SECTIONS	
SCALE: NTS	SHEET NO. 1 OF 2 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	5
CONTRACT NO.				63794
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



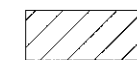
**EXISTING TYPICAL SECTION
CRYSTAL LAKE ROAD**
ROYAL DRIVE TO LILLIAN STREET
STA 176+00 TO STA 190+00



**EXISTING TYPICAL SECTION
CRYSTAL LAKE ROAD**
LILLIAN STREET TO ILLINOIS ROUTE 120
STA 190+00 TO STA 213+27

EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT; 6"±
- (B) HOT-MIX ASPHALT SURFACE REMOVAL; 3 1/2 INCH
- (C) AGGREGATE SUBBASE; 12"±
- (D) AGGREGATE SHOULDERS
- (E) EXISTING GROUND
- (F) EXISTING PCC SIDEWALK
- (G) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12



DENOTES AREA OF HOT-MIX ASPHALT SURFACE REMOVAL

COMPANY NAME: HRGreen
 PROJECT CONTACT: JJS
 DATE PLOTTED: 3/26/2013 3:38:33 PM
 FILE NAME: 86102169_Typ02.dgn
 PLOT DRIVER: pldrvr
 PLOT DATE: 3/26/2013 3:38:33 PM

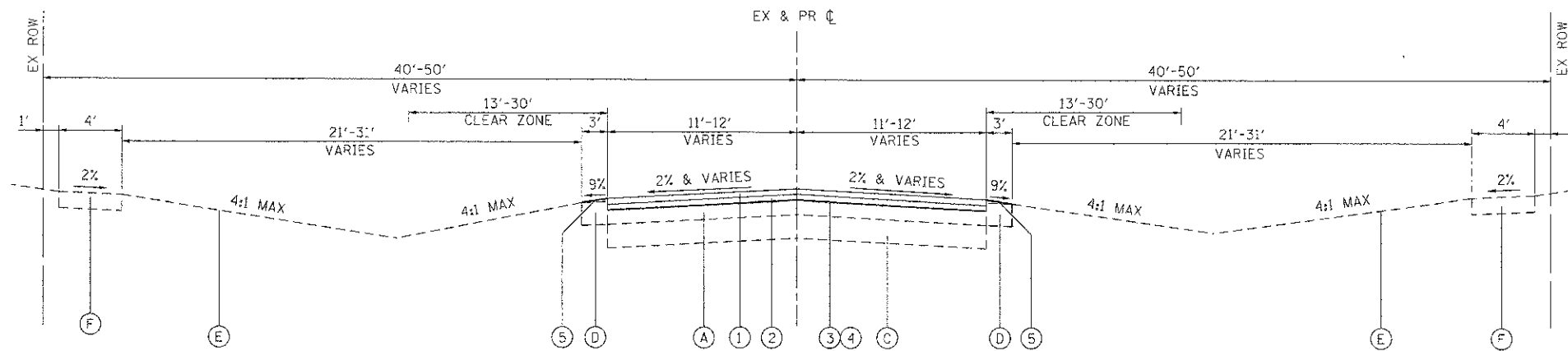


USER NAME = jjs	DESIGNED - JJS	REVISED -
PLOT SCALE = NTS	DRAWN - JJS	REVISED -
PLOT DATE = .DATEL	CHECKED - AC	REVISED -
	DATE -	REVISED -

CITY OF MCHENRY

CRYSTAL LAKE ROAD EXISTING TYPICAL SECTIONS	
SCALE: NTS	SHEET NO. 2 OF 2 SHEETS
STA. _____	TO STA. _____

F.A. RTE. 0085	SECTION 11-00073-00-RS	COUNTY MCHENRY	TOTAL SHEETS 44	SHEET NO. 6
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT	
CONTRACT NO. 63794				



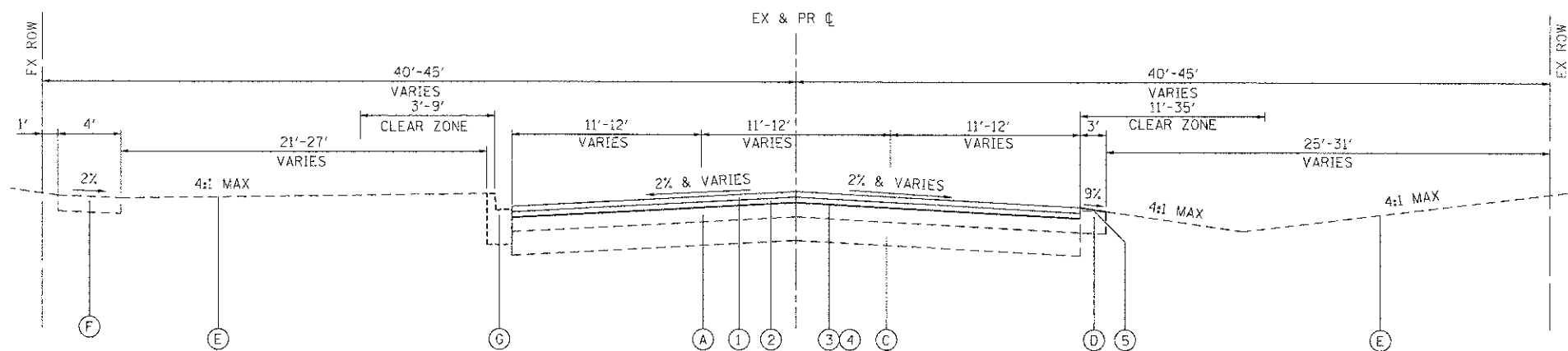
**PROPOSED TYPICAL SECTION
CRYSTAL LAKE ROAD**
BULL VALLEY ROAD TO DARTMOOR DRIVE
STA 104+89 TO STA 144+50

EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT; 6"±
- (B) HOT-MIX ASPHALT SURFACE REMOVAL; 3 1/2 INCH
- (C) AGGREGATE SUBBASE; 12±
- (D) AGGREGATE SHOULDERS
- (E) EXISTING GROUND
- (F) EXISTING PCC SIDEWALK
- (G) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N70; 1 1/2"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 2 1/4"
- (3) BITUMINOUS MATERIALS (PRIME COAT)
- (4) AGGREGATE (PRIME COAT)
- (5) AGGREGATE SHOULDERS, TYPE B (9% MAX SLOPE)



**PROPOSED TYPICAL SECTION
CRYSTAL LAKE ROAD**
DARTMOOR DRIVE TO ROYAL DRIVE
STA 144+50 TO STA 176+00

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
RESURFACING	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 2 1/4"	4% @ 70 GYR.
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70; (IL-9.5mm); 1 1/2"	4% @ 70 GYR.
PAVING	
CLASS D PATCHES (HMA BINDER IL-19mm); 4" (2 LIFT)	4% @ 70 GYR.
DRIVEWAYS	
HMA SURFACE COURSE, MIX D, N50 (IL 9.5mm); 3" (2 LIFT)	4% @ 50 GYR.

THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES 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 64-28" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: JJS
 DATE PLOTTED: 3/18/17 PM
 FILE NAME: 8610365-1yp02.dgn
 PLOT SCALE: NTS
 PLOT DATE: 3/28/17



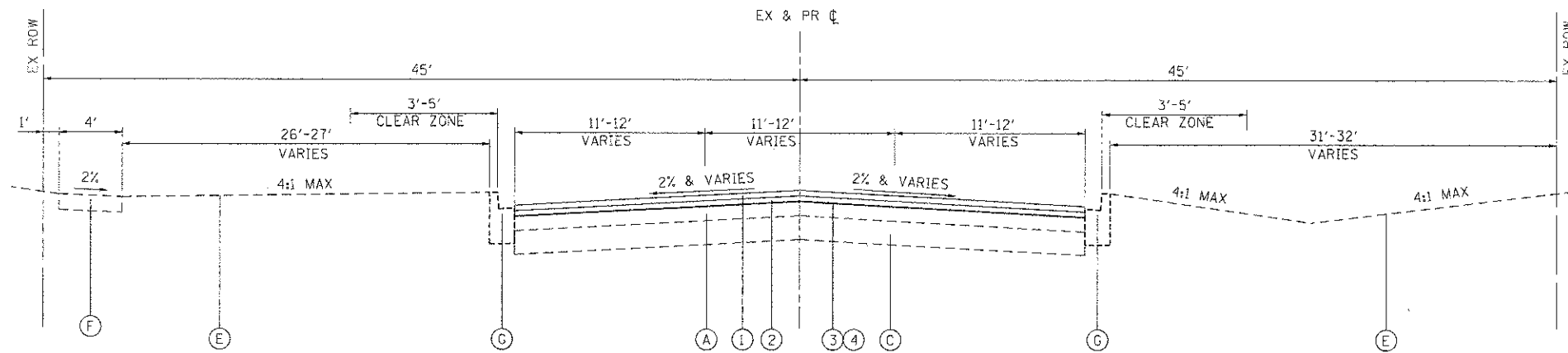
USER NAME = jstrzoi	DESIGNED - JJS	REVISED -
DRAWN - JJS	CHECKED - AC	REVISED -
DATE	DATE	REVISED -

CITY OF MCHENRY

**CRYSTAL LAKE ROAD
PROPOSED TYPICAL SECTIONS**

SCALE: NTS SHEET NO. 1 OF 2 SHEETS STA. TO STA.

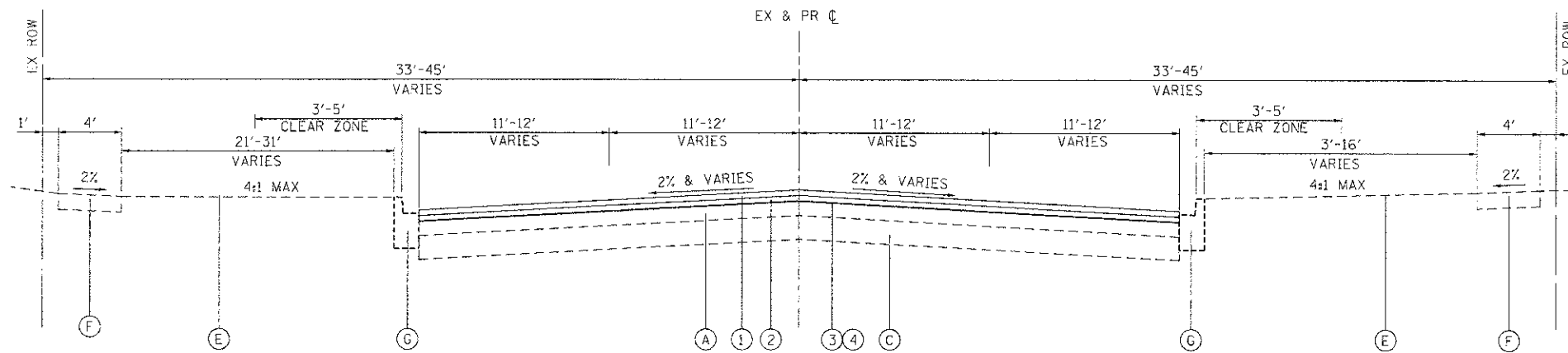
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	7
CONTRACT NO.			63794	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



**PROPOSED TYPICAL SECTION
CRYSTAL LAKE ROAD**
ROYAL DRIVE TO LILLIAN STREET
STA 176+00 TO STA 190+00

EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT; 6"
- (B) HOT-MIX ASPHALT SURFACE REMOVAL; 3 1/2"
- (C) AGGREGATE SUBBASE; 12"
- (D) AGGREGATE SHOULDERS
- (E) EXISTING GROUND
- (F) EXISTING PCC SIDEWALK
- (G) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12



**PROPOSED TYPICAL SECTION
CRYSTAL LAKE ROAD**
LILLIAN STREET TO ILLINOIS ROUTE 120
STA 190+00 TO STA 213+27

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N70; 1 1/2"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 2 1/4"
- (3) BITUMINOUS MATERIALS (PRIME COAT)
- (4) AGGREGATE (PRIME COAT)
- (5) AGGREGATE SHOULDERS, TYPE B (9% MAX SLOPE)

DATE: 10/20/2011
 CLIENT: MCHENRY COUNTY
 PROJECT: CRYSTAL LAKE ROAD IMPROVEMENTS
 DRAWN BY: J. J. S. (JJS)
 CHECKED BY: A. C. (AC)
 DATE: 10/20/2011



USER NAME = jstrzel	DESIGNED - JJS	REVISED -
DRAWN - JJS	REVISIONS -	
PLOT SCALE = NTS	CHECKED - AC	REVISED -
PLOT DATE = 10/20/11	DATE -	REVISED -

CITY OF MCHENRY

**CRYSTAL LAKE ROAD
PROPOSED TYPICAL SECTIONS**

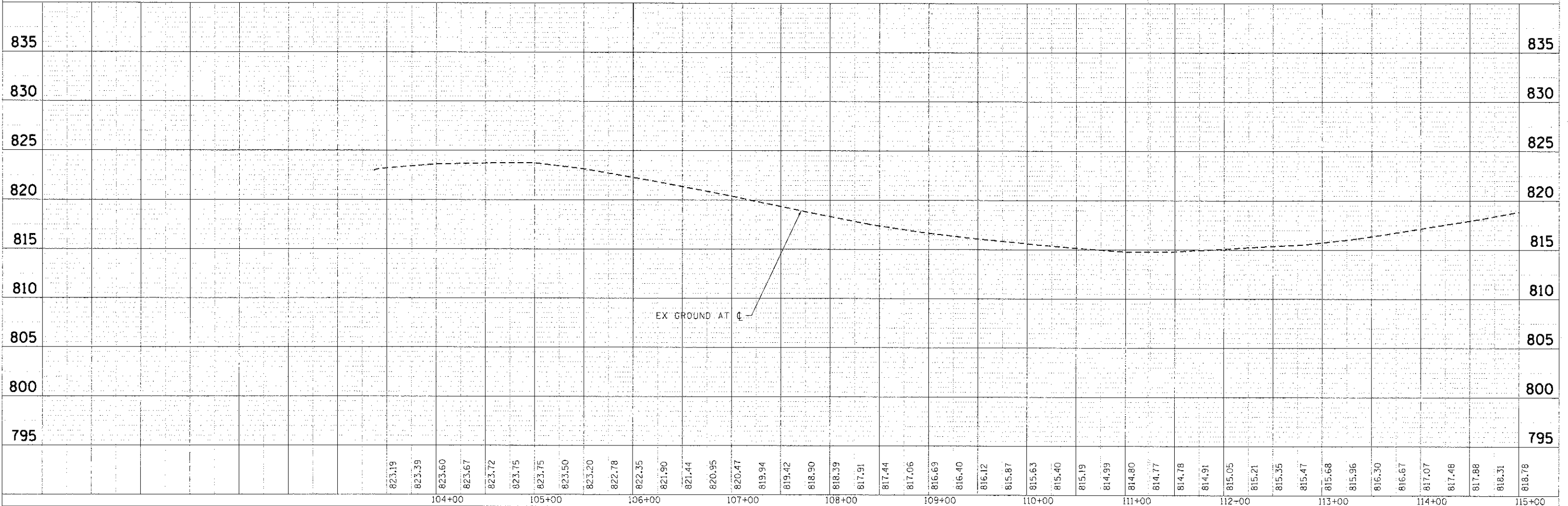
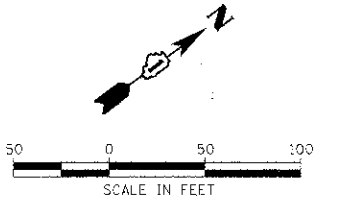
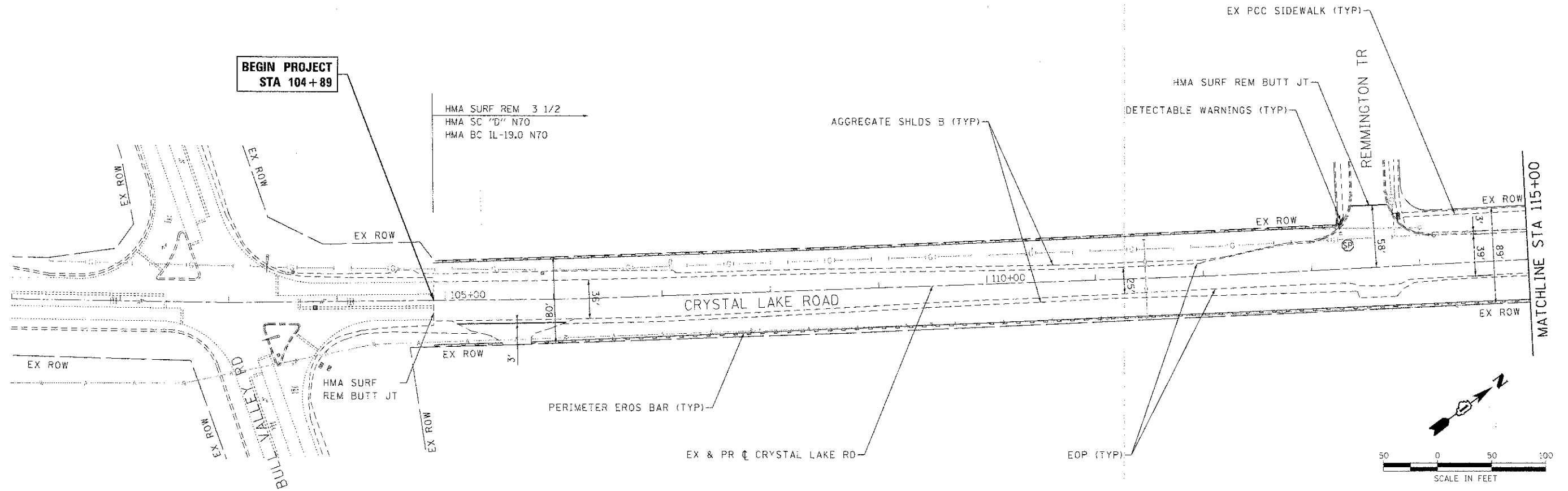
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	8
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63794	

SCALE: NTS SHEET NO. 2 OF 2 SHEETS STA. TO STA.

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PROFILE	DATE
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DATE	
BY	
DATE	

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: JJS
 DATE PLOTTED: 2/20/09 PM
 FILE NAME: 8121969.dwg
 PLOT SCALE: 1"=50'
 PLOT DATE: 2/20/09



USER NAME =	JJS	DESIGNED -	JJS
FILE NAME =		DRAWN -	JJS
PLOT SCALE =	1"=50'	CHECKED -	AC
PLOT DATE =	.DATEL	DATE	

REVISED -	
REVISED -	
REVISED -	
REVISED -	

CITY OF MCHENRY

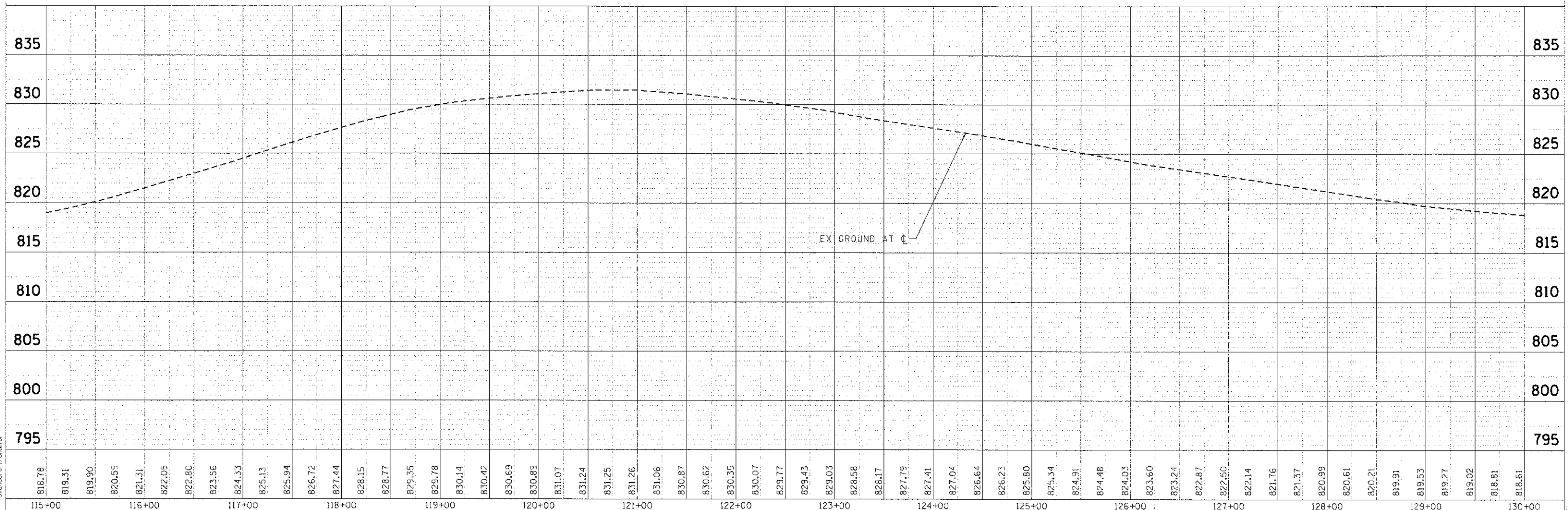
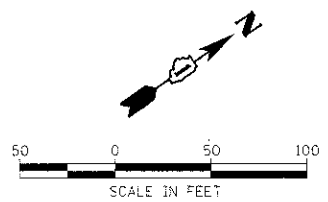
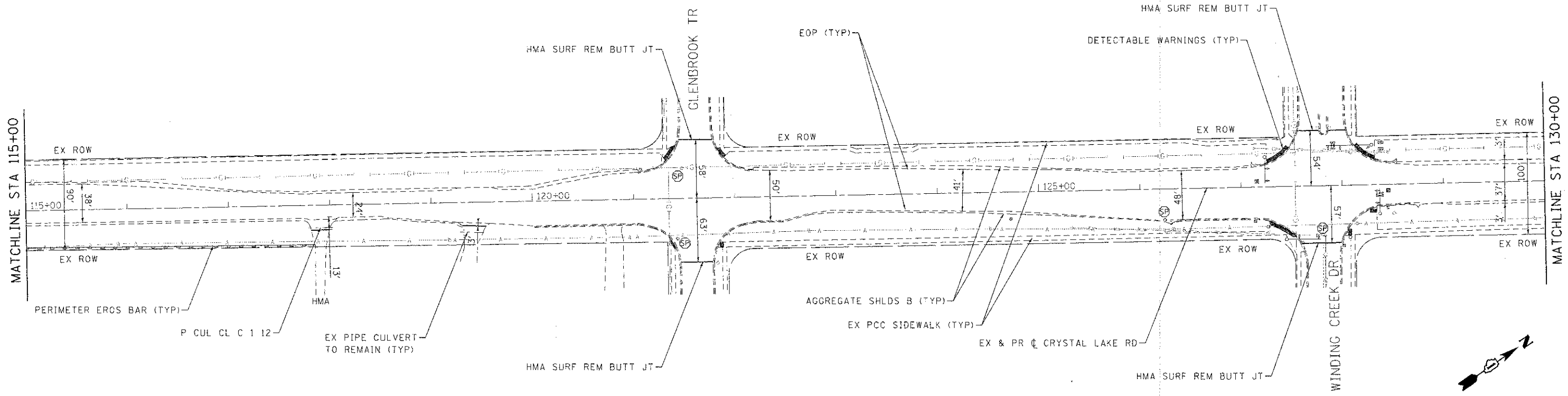
CRYSTAL LAKE ROAD
 ROADWAY PLAN AND PROFILE
 SCALE: 1"=50'
 SHEET NO. 1 OF 8 SHEETS
 STA. BEGIN TO STA. 115+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
0085	11-00073-00-R5	MCHENRY	44
		CONTRACT NO.	63794

DATE	
BY	
PL AN	SURVEYED
	FLIPPED
	NOTED
	NO. OF MAY CHECKED
	NO. OF FILE NAME
	NO.

DATE	
BY	
PROF FILE	SURVEYED
	FLIPPED
	NOTED
	NO. OF MAY CHECKED
	NO. OF FILE NAME
	NO.

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: JUS
 CLIENT: CITY OF MCHENRY
 DATE PLOTTED: 2/25/25 PM
 FILE NAME: 8610369-pp02-000
 PLOT DRIVER: JUS
 PEN TABLE: STANDARD



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	130+00																																													
818.78	819.31	819.90	820.59	821.31	822.05	822.80	823.56	824.33	825.13	825.94	826.72	827.44	828.15	828.77	829.35	829.78	830.14	830.42	830.69	830.89	831.07	831.24	831.25	831.26	831.06	830.87	830.62	830.35	830.07	829.77	829.43	829.03	828.58	828.17	827.79	827.41	827.04	826.64	826.23	825.80	825.34	824.91	824.48	824.03	823.60	823.24	822.87	822.50	822.14	821.76	821.37	820.99	820.61	820.21	819.91	819.53	819.27	819.02	818.81	818.61

HRGreen.com
 Illinois Professional Design Firm
 #184-001322

USER NAME = jusr	DESIGNED - JUS	REVISED -
FILE NAME =	DRAWN - JUS	REVISED -
PLCT SCALE = 1"=50'	CHECKED - AC	REVISED -
PLCT DATE = .DATE.	DATE -	REVISED -

CITY OF MCHENRY

**CRYSTAL LAKE ROAD
ROADWAY PLAN AND PROFILE**

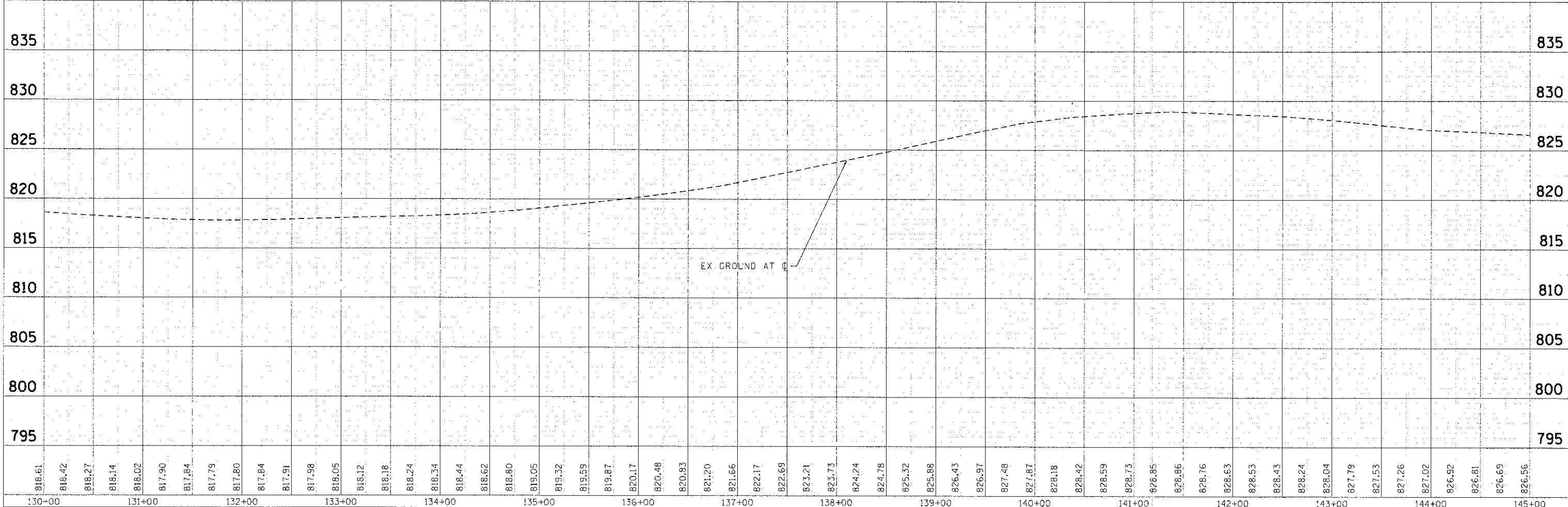
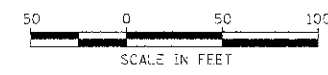
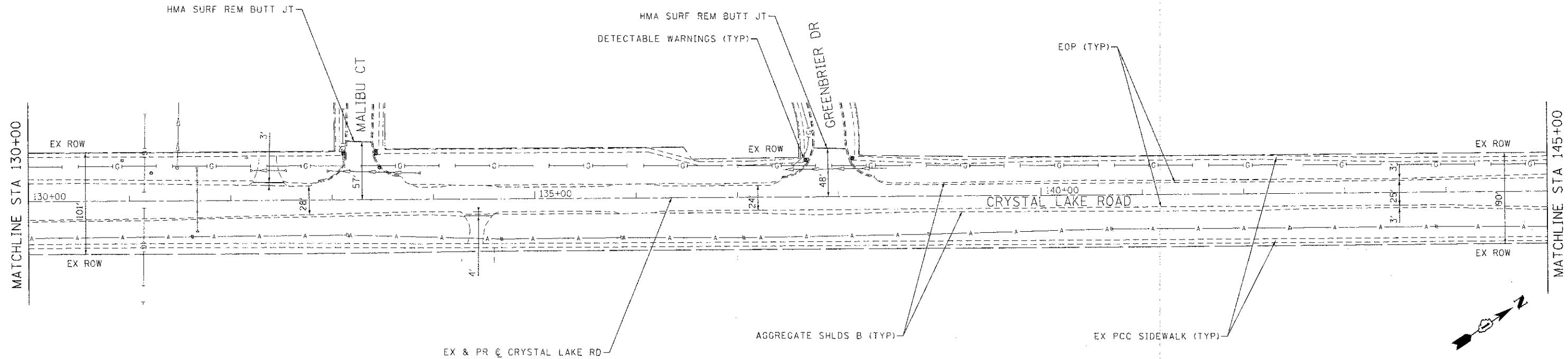
SCALE: 1"=50' SHEET NO. 2 OF 8 SHEETS STA. 115+00 TO STA. 130+00

F.A.P. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	10
CONTRACT NO. 63794			[ILLINOIS] FED. AID PROJECT	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
IN CHARGE	
PROJECT NO.	
FILE NAME	
DATE PLOTTED	
SCALE	
DATE	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
IN CHARGE	
PROJECT NO.	
FILE NAME	
DATE PLOTTED	
SCALE	
DATE	

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: JJS
 CLIENT: CITY OF MCHENRY
 DATE PLOTTED: 11/12/12
 FILE NAME: 11-00073-00-RS
 PLOT DRIVER: PLOTDRIVER
 PLOT TABLE: STANDARD-TRANS.TBL



818.61	818.42	818.27	818.14	818.02	817.90	817.84	817.79	817.80	817.84	817.91	817.98	818.05	818.12	818.18	818.24	818.34	818.44	818.62	818.80	819.05	819.32	819.59	819.87	820.17	820.48	820.83	821.20	821.66	822.17	822.69	823.21	823.73	824.24	824.78	825.32	825.88	826.43	826.97	827.48	827.87	828.18	828.42	828.59	828.73	828.85	828.86	828.76	828.63	828.53	828.43	828.24	828.04	827.79	827.53	827.26	827.02	826.92	826.81	826.69	826.56
130+00	131+00	132+00	133+00	134+00	135+00	136+00	137+00	138+00	139+00	140+00	141+00	142+00	143+00	144+00	145+00																																													

HRGreen.com
 Illinois Professional Design Firm
 #184-001322

USER NAME = jstrzol	DESIGNED - JJS	REVISED -
FILE NAME =	DRAWN - JJS	REVISED -
PLOT SCALE = 1"=50'	CHECKED - AC	REVISED -
PLOT DATE = 2/12/2013	DATE - 11/12/12	REVISED -

CITY OF MCHENRY

**CRYSTAL LAKE ROAD
ROADWAY PLAN AND PROFILE**

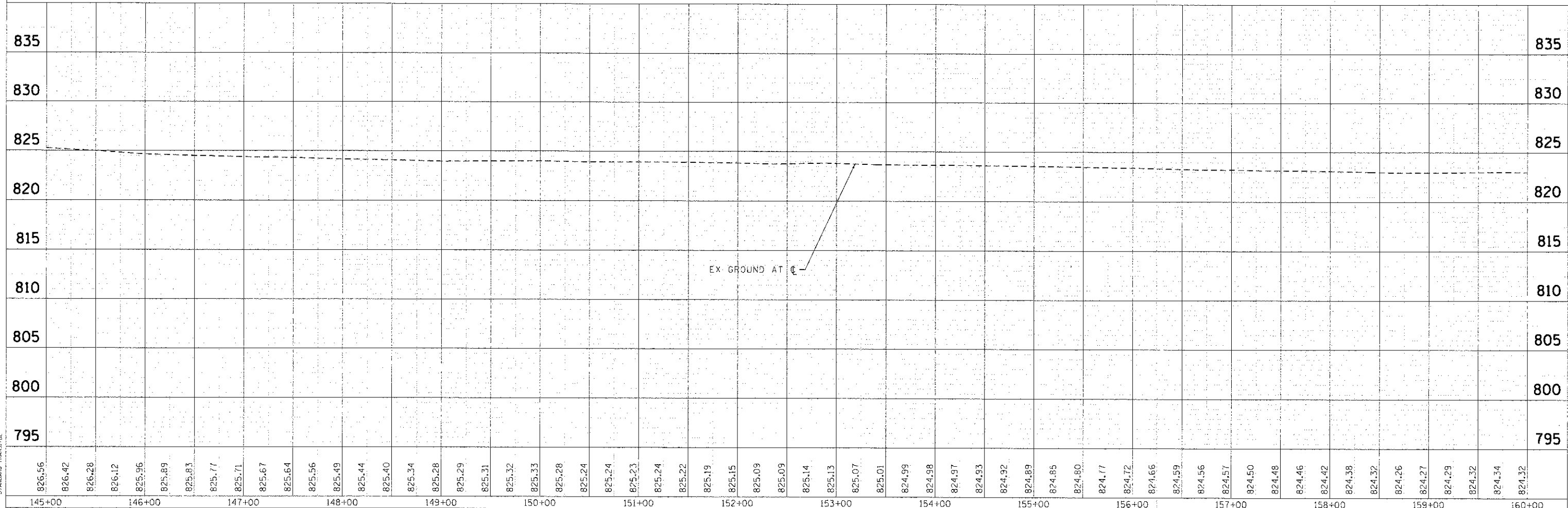
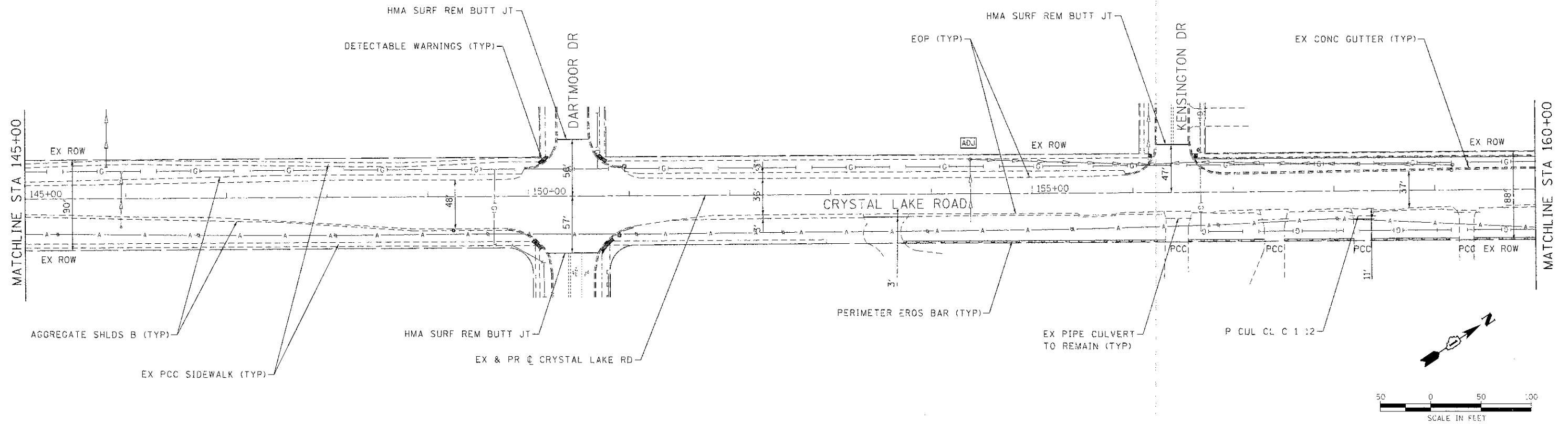
SCALE: 1"=50' SHEET NO. 3 OF 8 SHEETS STA. 130+00 TO STA. 145+00

F.A.P. R.T.E. 0085	SECTION 11-00073-00-RS	COUNTY MCHENRY	TOTAL SHEETS 44	SHEET NO. 11
CONTRACT NO. 63794			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	FILE NAME		
	FILE NAME		
	FILE NAME		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	FILE NAME		
	FILE NAME		
	FILE NAME		
	FILE NAME		

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: JJS
 CLIENT: CITY OF MCHENRY
 DATE PLOTTED: 2/1/2013 6:56:40 AM
 FILE NAME: 11-00073-00-RS
 PLOT DRIVER: PLOT.DRV
 PEN TABLE: STANDARD-HARRIS.TBL



145+00	146+00	147+00	148+00	149+00	150+00	151+00	152+00	153+00	154+00	155+00	156+00	157+00	158+00	159+00	160+00																																													
826.56	826.42	826.28	826.12	825.96	825.89	825.83	825.77	825.71	825.67	825.64	825.56	825.49	825.44	825.40	825.34	825.28	825.29	825.31	825.32	825.33	825.28	825.24	825.24	825.23	825.24	825.22	825.19	825.15	825.09	825.09	825.14	825.13	825.07	825.01	824.99	824.98	824.97	824.93	824.92	824.89	824.85	824.80	824.77	824.72	824.66	824.59	824.56	824.57	824.50	824.48	824.46	824.42	824.38	824.32	824.26	824.27	824.29	824.32	824.34	824.32

HRGreen.com
DESIGNED - JJS
DRAWN - JJS
CHECKED - AC
DATE - 11/12/12

USER NAME = jst-201
FILE NAME =
PLOT SCALE = 1"=50'
PLOT DATE = 2/1/2013

DESIGNED - JJS
DRAWN - JJS
CHECKED - AC
DATE - 11/12/12

CITY OF MCHENRY

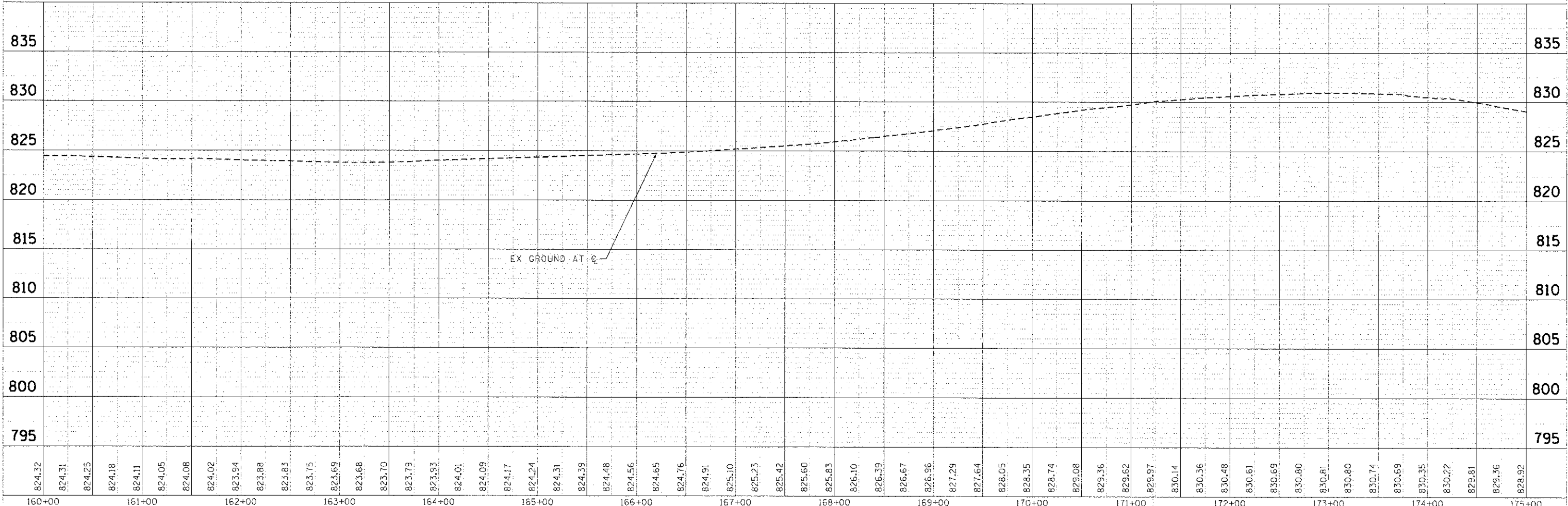
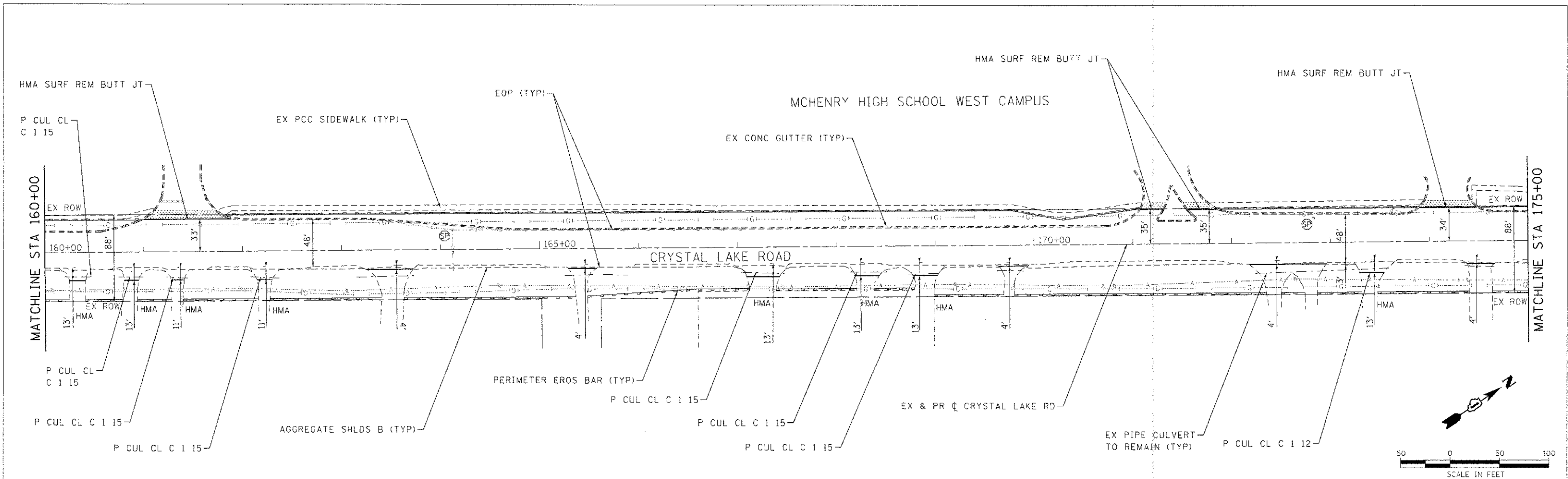
CRYSTAL LAKE ROAD
 ROADWAY PLAN AND PROFILE
 SCALE: 1"=50' SHEET NO. 4 OF 8 SHEETS STA. 145+00 TO STA. 160+00

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11-00073-00-RS	MCHENRY	44	12
CONTRACT NO. 63794			
ILLINOIS FED. AID PROJECT			

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO. 1	
	NO. 2	
	NO. 3	
	NO. 4	
	NO. 5	
	NO. 6	
	NO. 7	
	NO. 8	
	NO. 9	
	NO. 10	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO. 1	
	NO. 2	
	NO. 3	
	NO. 4	
	NO. 5	
	NO. 6	
	NO. 7	
	NO. 8	
	NO. 9	
	NO. 10	

COMPANY NAME: HRGreen
 PROJECT CONTACT: HRGreen.com
 CLIENT: HRGreen.com
 DATE: 2/26/20 PM
 DRAWN: JJS
 CHECKED: AC
 FILE NAME: 11-00073-00-RS
 PLOT DRIVER: PLOT.DRV
 PLOT TABLE: HRGreen

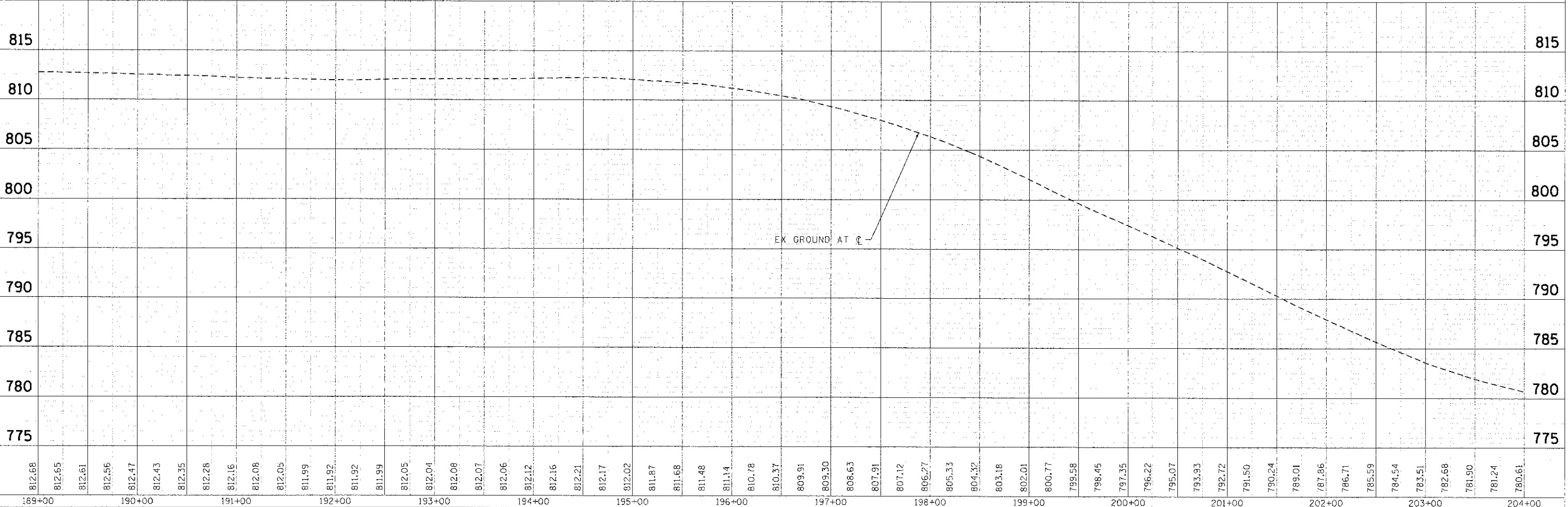
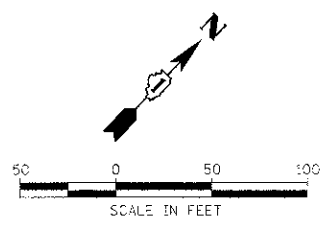
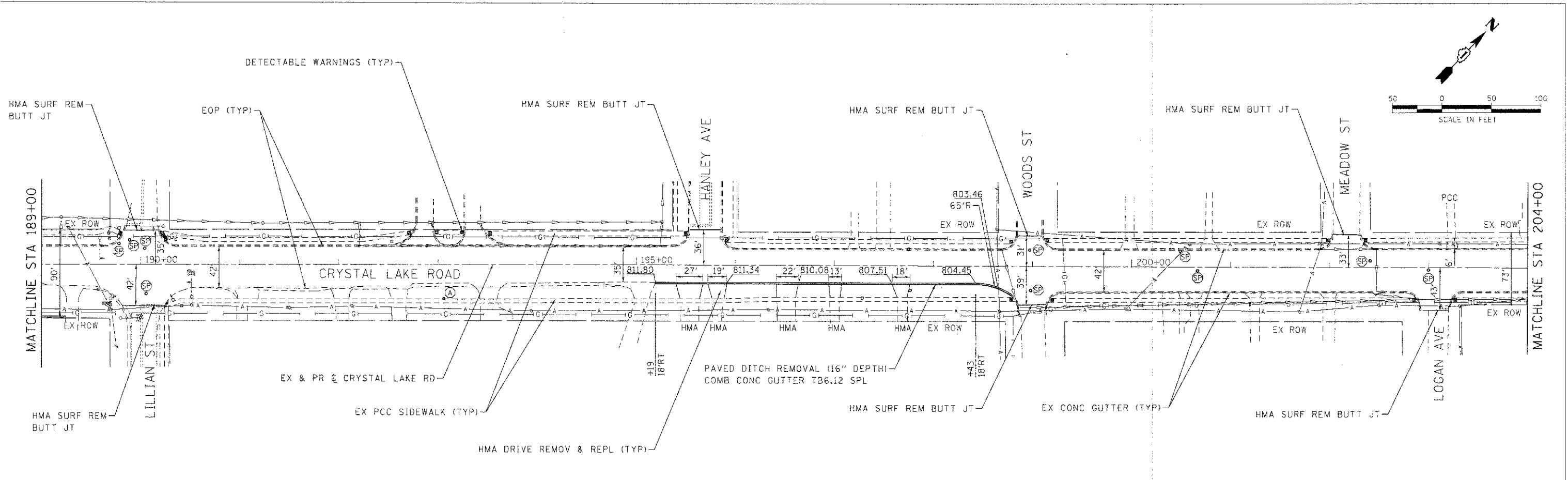


824.32	824.31	824.25	824.18	824.11	824.05	824.08	824.02	823.94	823.88	823.83	823.75	823.69	823.68	823.70	823.79	823.93	824.01	824.09	824.17	824.24	824.31	824.39	824.48	824.56	824.65	824.76	824.91	825.10	825.23	825.42	825.60	825.83	826.10	826.39	826.67	826.96	827.29	827.64	828.05	828.35	828.74	829.08	829.36	829.62	829.97	830.14	830.36	830.48	830.61	830.69	830.80	830.81	830.80	830.74	830.69	830.35	830.22	829.81	829.36	828.92
160+00	161+00	162+00	163+00	164+00	165+00	166+00	167+00	168+00	169+00	170+00	171+00	172+00	173+00	174+00	175+00																																													

PLAN	SURVEYED	BY	DATE
PLotted	IN		
NOTE BOOK	NO. OF WAY CHECKED		
NO.	CARD FILE NAME		

PROFILE	SURVEYED	BY	DATE
PLotted	IN		
NOTE BOOK	NO. OF WAY CHECKED		
NO.	STRUCTURE NOTATIONS SHOWN		

2/24/2013 7:37:41 AM
 8610369-p001c.dwg
 PLOT DATE
 STANDARD (TRANS, IRI)



189+00	190+00	191+00	192+00	193+00	194+00	195+00	196+00	197+00	198+00	199+00	200+00	201+00	202+00	203+00	204+00																																													
812.68	812.65	812.61	812.56	812.47	812.43	812.35	812.28	812.16	812.08	812.05	811.99	811.92	811.92	811.99	812.05	812.04	812.08	812.07	812.06	812.12	812.16	812.21	812.17	812.02	811.87	811.68	811.48	811.14	810.78	810.37	809.91	809.30	808.63	807.91	807.12	806.27	805.33	804.32	803.18	802.01	800.77	799.58	798.45	797.35	796.22	795.07	793.93	792.72	791.50	790.24	789.01	787.86	786.71	785.59	784.54	783.51	782.68	781.90	781.24	780.61

HRGreen.com
 HRGreen
 11400 N. Lincoln Ave. #100
 Chicago, IL 60631
 (773) 399-1222

USER NAME = jstzral	DESIGNED - JJS	REVISED -
FILE NAME =	DRAWN - JJS	REVISED -
PLOT SCALE = 1"=50'	CHECKED - AC	REVISED -
PLOT DATE = 2/1/2013	DATE = 11/12/12	REVISED -

CITY OF MCHENRY

CRYSTAL LAKE ROAD ROADWAY PLAN AND PROFILE

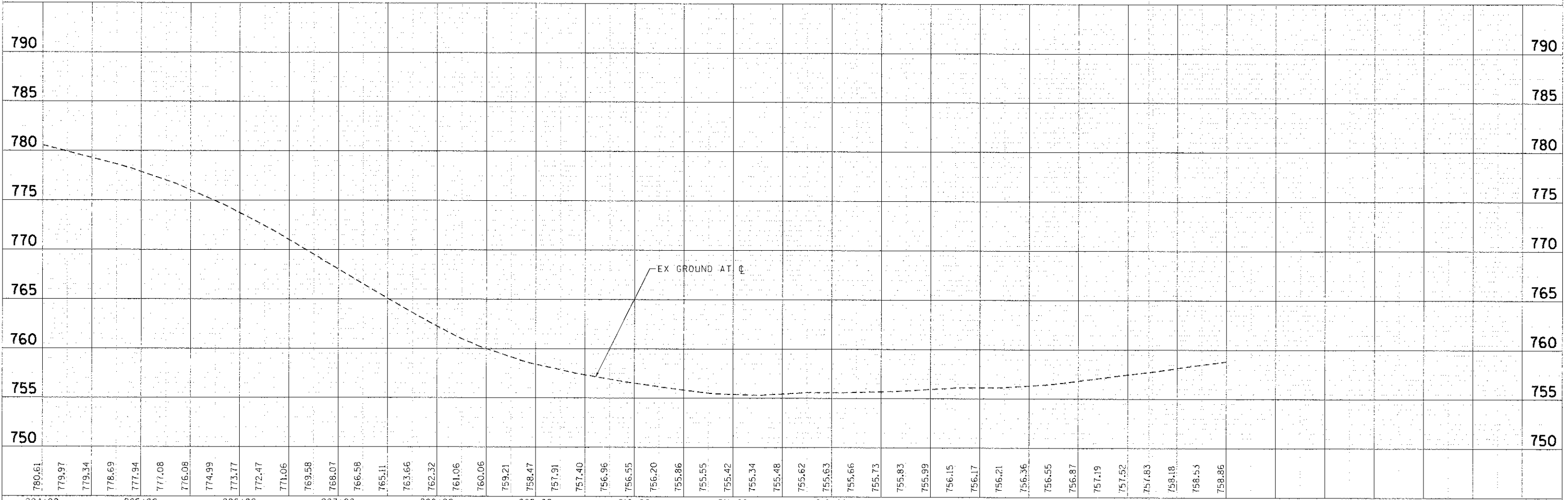
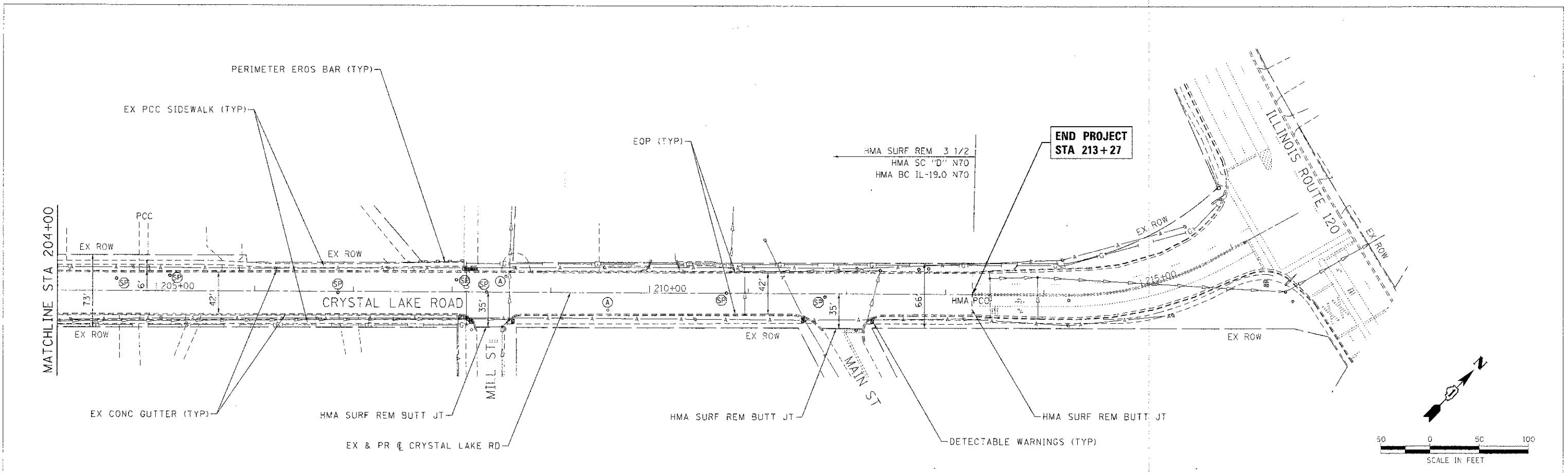
SCALE: 1"=50' SHEET NO. 7 OF 8 SHEETS STA. 189+00 TO STA. 204+00

F.A.S. RTE. 0085	SECTION 11-00073-00-RS	COUNTY MCHENRY	TOTAL SHEETS 44	SHEET NO. 15
CONTRACT NO. 63794			ILLINOIS FED. AID PROJECT	

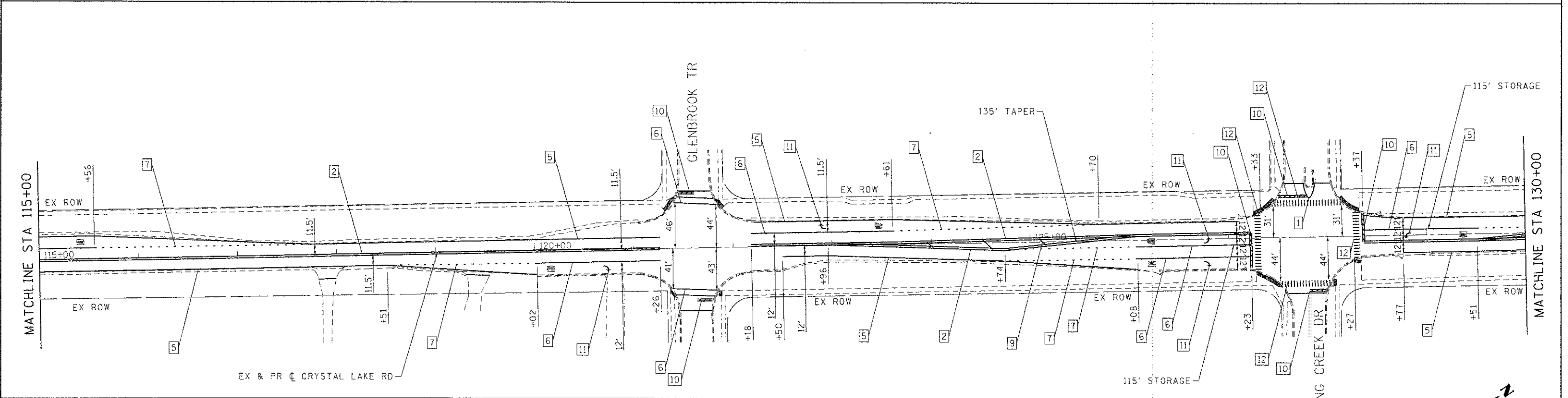
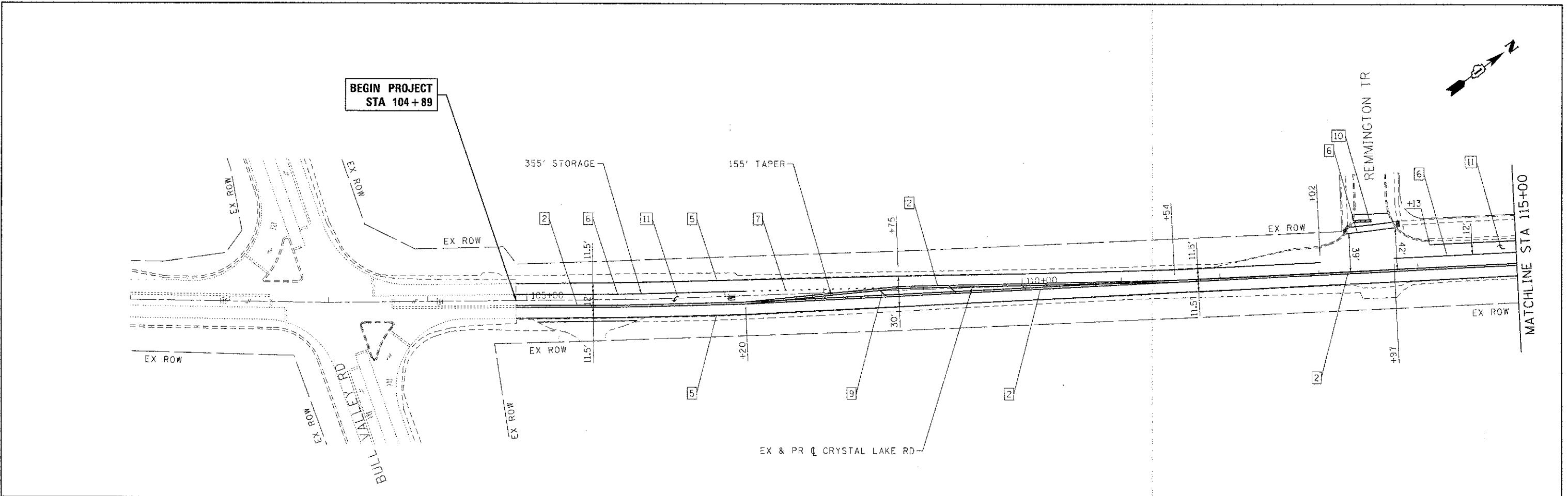
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
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REVISION	
NO.	
DESCRIPTION	

DATE	
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REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	
DATE	
BY	
REVISION	
NO.	
DESCRIPTION	

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: J. J. S. (jstrze)
 CLIENT: CITY OF MCHENRY
 DATE PLOTTED: 2/1/2013 12:30:09 AM
 FILE NAME: 11-00073-00-RS
 PLOT SCALE: 1"=50'
 PLOT DATE: 2/1/2013
 PLOT TIME: 12:30:09 AM
 PLOT USER: J. J. S.
 PLOT DEVICE: HP PLOTTER
 PLOT TABLE: STANDARD FRAMES.TB



204+00	205+00	206+00	207+00	208+00	209+00	210+00	211+00	212+00	213+00	214+00	215+00	216+00
USER NAME = jstrze FILE NAME = PLOT SCALE = 1"=50' PLOT DATE = 2/1/2013				DESIGNED - JJS DRAWN - JJS CHECKED - AC DATE - 11/12/12				REVISED - REVISED - REVISED - REVISED -				
CITY OF MCHENRY												
CRYSTAL LAKE ROAD ROADWAY PLAN AND PROFILE												
SCALE: 1"=50'				SHEET NO. 8 OF 8 SHEETS				STA. 204+00 TO STA. END				
F.A.P. RTE. 0085			SECTION 11-00073-00-RS			COUNTY MCHEMRY			TOTAL SHEETS 44		SHEET NO. 16	
CONTRACT NO. 63794												
ILLINOIS FED. AID PROJECT												

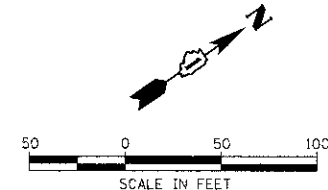


LEGEND

- | | | | | | |
|---|--|---|---|----|-------------------------------|
| 1 | LINE 4" (YELLOW SOLID LINE) | 5 | LINE 4" (WHITE SOLID LINE) | 10 | LINE 24" (WHITE STOP BAR) |
| 2 | LINE 4" (DOUBLE YELLOW SOLID LINES) | 6 | LINE 6" (WHITE SOLID LINE) | 11 | LETTERS AND SYMBOLS (TYP.) |
| 3 | LINE 4" (YELLOW - 10' DASH, 30' SKIP) | 7 | LINE 6" (WHITE LANE LINE - 2' DASH, 6' SKIP) | 12 | LINE 12" (WHITE LONGITUDINAL) |
| 4 | LINE 4" (WHITE LANE LINE - 10' DASH, 30' SKIP) | 8 | LINE 12" (WHITE DIAGONAL LINE) | | |
| | | 9 | LINE 12" (YELLOW DIAGONAL LINE @ 75° OR 5 MIN.) | | |

NOTES:

- PAVEMENT MARKINGS SHALL BE THERMOPLASTIC ALONG CRYSTAL LAKE ROAD.
- RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED ALONG CRYSTAL LAKE ROAD. SEE DISTRICT DETAIL TC-11.
- RAISED REFLECTIVE PAVEMENT MARKERS AS LANE DIVIDERS SHALL BE SPACED 80' O.C. ALONG TANGENTS AND SPACED 40' O.C. ALONG CURVES PER DISTRICT DETAIL TC-11.



COMPANY NAME: HRGreen.com
 PROJECT CONTACT: J. J. S. J. S.
 DATE PLOTTED: 08/11/2011
 PLOT NUMBER: 11-00073-00-RS
 PLOT SCALE: 1"=50'
 PLOT DATE: 08/11/2011



USER NAME	J. J. S. J. S.
DESIGNED	J. J. S.
DRAWN	J. J. S.
CHECKED	AC
DATE	

REVISIONS	
NO.	DESCRIPTION

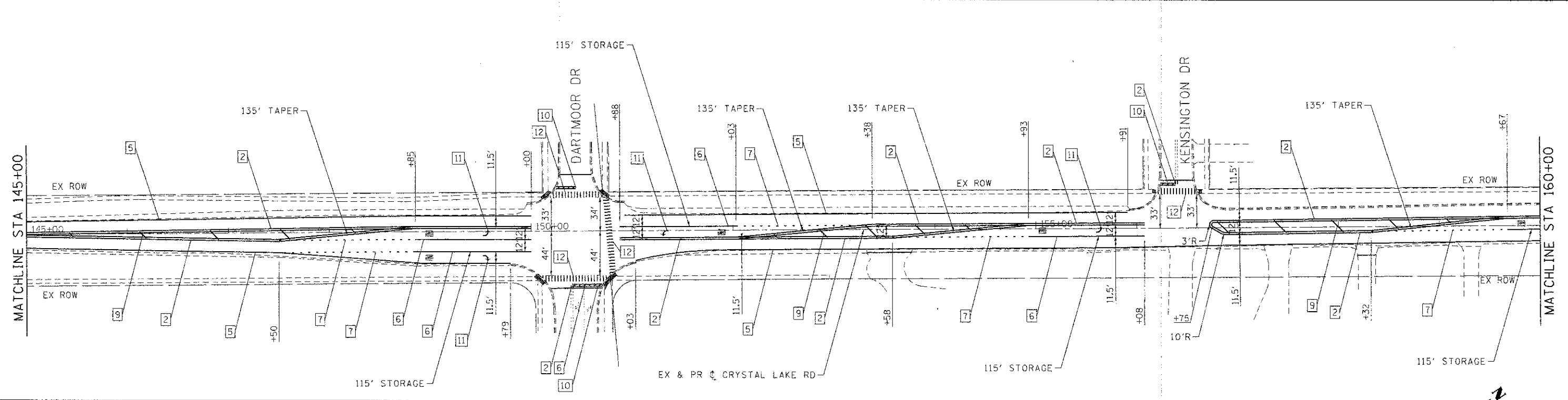
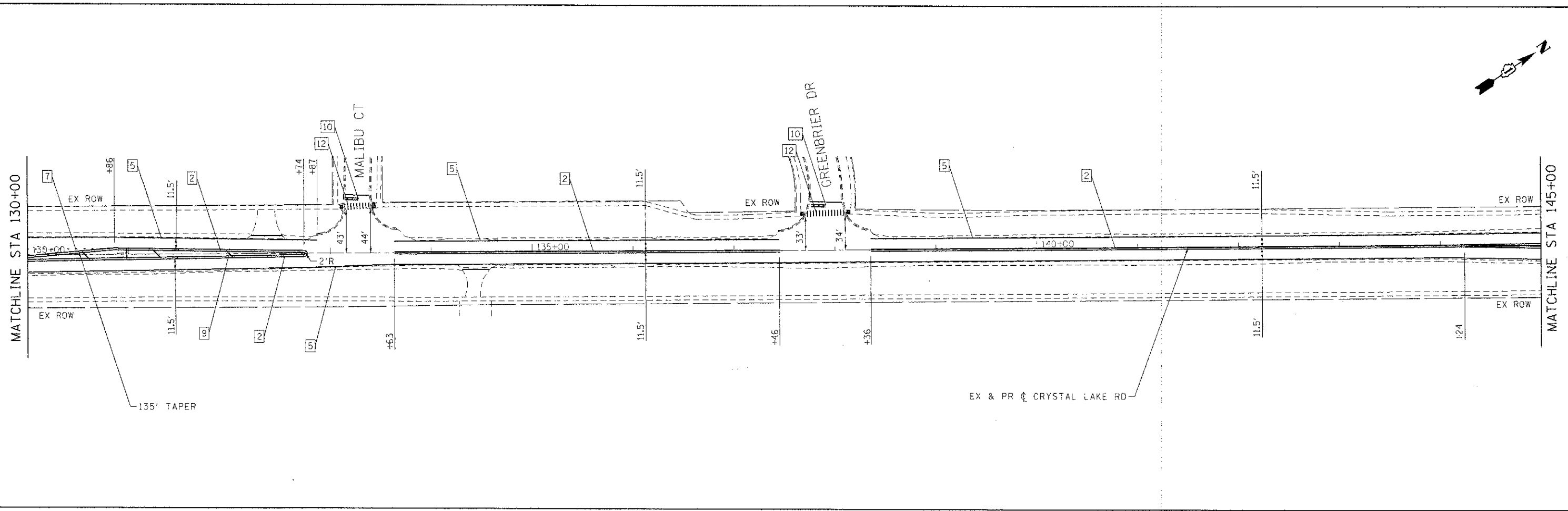
REVISIONS	
NO.	DESCRIPTION

CITY OF MCHENRY

**CRYSTAL LAKE ROAD
PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 4 SHEETS STA. BEGIN TO STA. 130+00

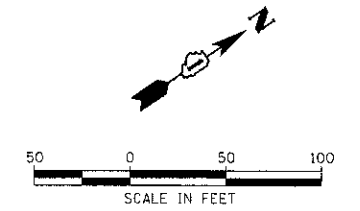
F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	17
CONTRACT NO. 63794				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



LEGEND	
1	LINE 4" (YELLOW SOLID LINE)
2	LINE 4" (DOUBLE YELLOW SOLID LINES)
3	LINE 4" (YELLOW - 10' DASH, 30' SKIP)
4	LINE 4" (WHITE LANE LINE - 10' DASH, 30' SKIP)
5	LINE 4" (WHITE SOLID LINE)
6	LINE 6" (WHITE SOLID LINE)
7	LINE 6" (WHITE LANE LINE - 2' DASH, 6' SKIP)
8	LINE 12" (WHITE DIAGONAL LINE)
9	LINE 12" (YELLOW DIAGONAL LINE @ 75' OR 5 MIN.)
10	LINE 24" (WHITE STOP BAR)
11	LETTERS AND SYMBOLS (TYP.)
12	LINE 12" (WHITE LONGITUDINAL)

NOTES:

- PAVEMENT MARKINGS SHALL BE THERMOPLASTIC ALONG CRYSTAL LAKE ROAD.
- RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED ALONG CRYSTAL LAKE ROAD. SEE DISTRICT DETAIL TC-11.
- RAISED REFLECTIVE PAVEMENT MARKERS AS LANE DIVIDERS SHALL BE SPACED 80' O.C. ALONG TANGENTS AND SPACED 40' O.C. ALONG CURVES PER DISTRICT DETAIL TC-11.



COMPANY NAME: HRGreen.com
 PROJECT CONTACT: JJS
 DATE PLOTTED: 08/11/2014 10:58 AM
 FILE NAME: 8610393.dwg
 PLOT DRIVER: PLOT.DWG
 PLOT DATE: 08/11/2014



USER NAME: jstr201	DESIGNED: JJS	REVISED: -
PLOT SCALE: 1"=50'	DRAWN: JJS	REVISED: -
PLOT DATE: .DATE1	CHECKED: AC	REVISED: -
	DATE: -	REVISED: -

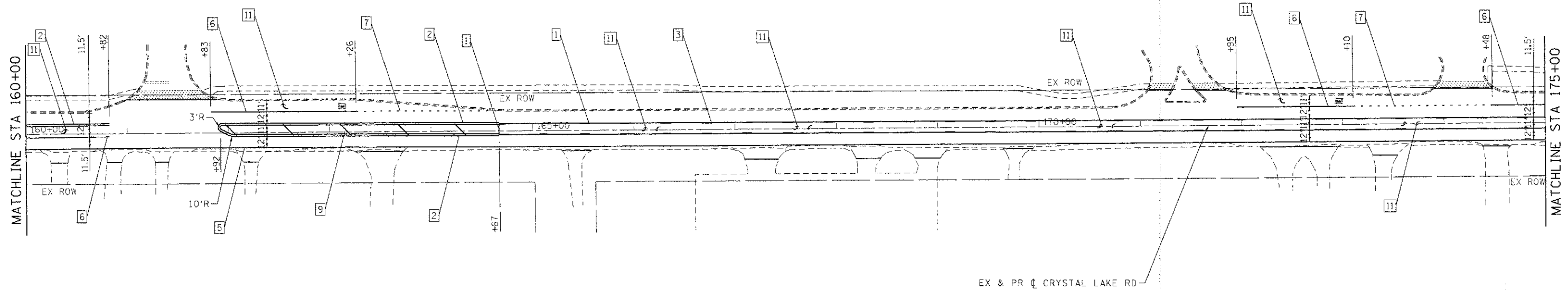
CITY OF MCHENRY

**CRYSTAL LAKE ROAD
PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. 2 OF 4 SHEETS STA. 130+00 TO STA. 160+00

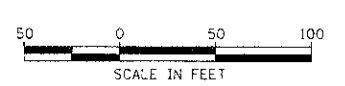
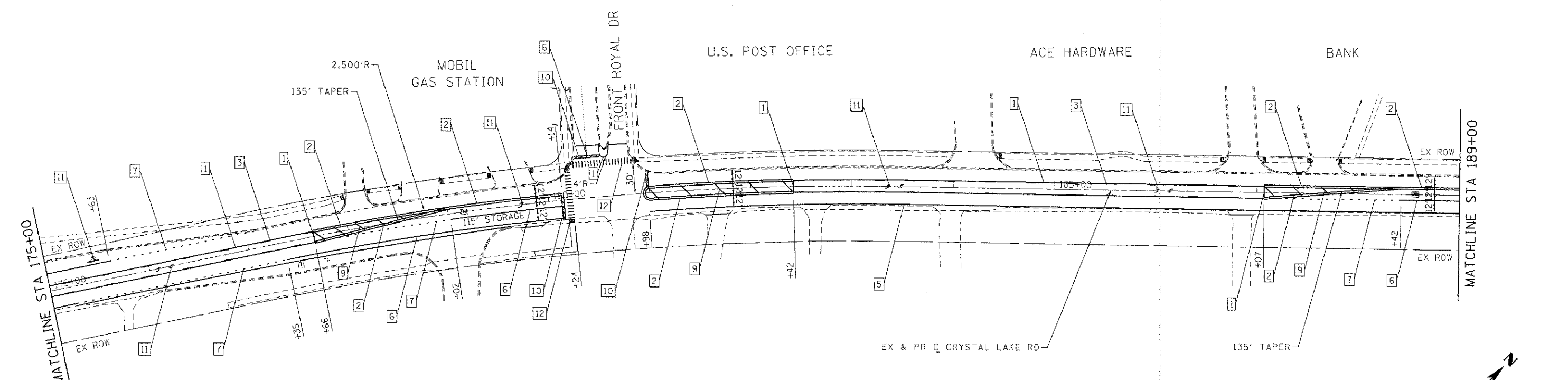
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-R5	MCHENRY	44	18
CONTRACT NO. 63794				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

MCHENRY HIGH SCHOOL WEST CAMPUS



LEGEND			
1	LINE 4" (YELLOW SOLID LINE)	5	LINE 4" (WHITE SOLID LINE)
2	LINE 4" (DOUBLE YELLOW SOLID LINES)	6	LINE 6" (WHITE SOLID LINE)
3	LINE 4" (YELLOW - 10' DASH, 30' SKIP)	7	LINE 6" (WHITE LANE LINE - 2' DASH, 6' SKIP)
4	LINE 4" (WHITE LANE LINE - 10' DASH, 30' SKIP)	8	LINE 12" (WHITE DIAGONAL LINE)
		9	LINE 12" (YELLOW DIAGONAL LINE @ 75' OR 5 MIN.)
		10	LINE 24" (WHITE STOP BAR)
		11	LETTERS AND SYMBOLS (TYP.)
		12	LINE 12" (WHITE LONGITUDINAL)

- NOTES:**
- PAVEMENT MARKINGS SHALL BE THERMOPLASTIC ALONG CRYSTAL LAKE ROAD.
 - RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED ALONG CRYSTAL LAKE ROAD. SEE DISTRICT DETAIL TC-11.
 - RAISED REFLECTIVE PAVEMENT MARKERS AS LANE DIVIDERS SHALL BE SPACED 80' O.C. ALONG TANGENTS AND SPACED 40' O.C. ALONG CURVES PER DISTRICT DETAIL TC-11.



COMPANY NAME: HRGreen.com
 PROJECT CONTACT: J. J. S. J. S.
 DATE: 05/20/18
 FILE NAME: 0810189.prd
 PLOT DATE: 05/20/18
 PLOT SCALE: 1"=50'



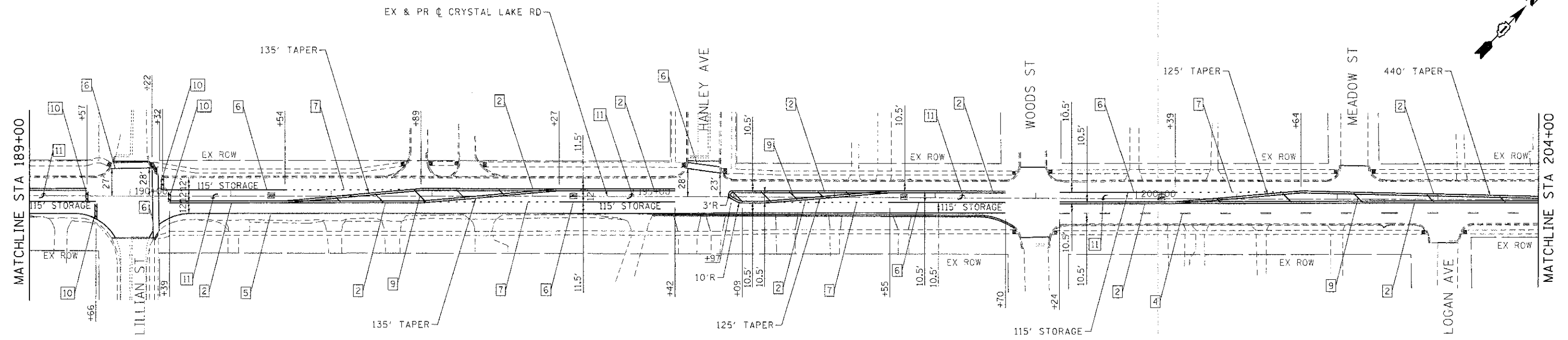
USER NAME = jstzsl	DESIGNED - JJS	REVISED -
PLOT SCALE = 1"=50'	DRAWN - JJS	REVISED -
PLOT DATE = 05/20/18	CHECKED - AC	REVISED -
	DATE -	REVISED -

CITY OF MCHENRY

CRYSTAL LAKE ROAD PAVEMENT MARKING PLAN

SCALE: 1"=50' SHEET NO. 3 OF 4 SHEETS STA. 160+00 TO STA. 189+00

F.A. RTE. 0085	SECTION 11-00073-00-RS	COUNTY MCHENRY	TOTAL SHEETS 44	SHEET NO. 19
CONTRACT NO. 63794			ILLINOIS FED. AID PROJECT	

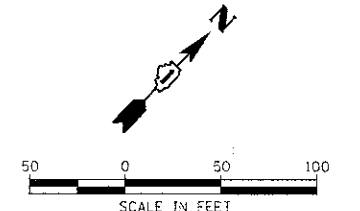
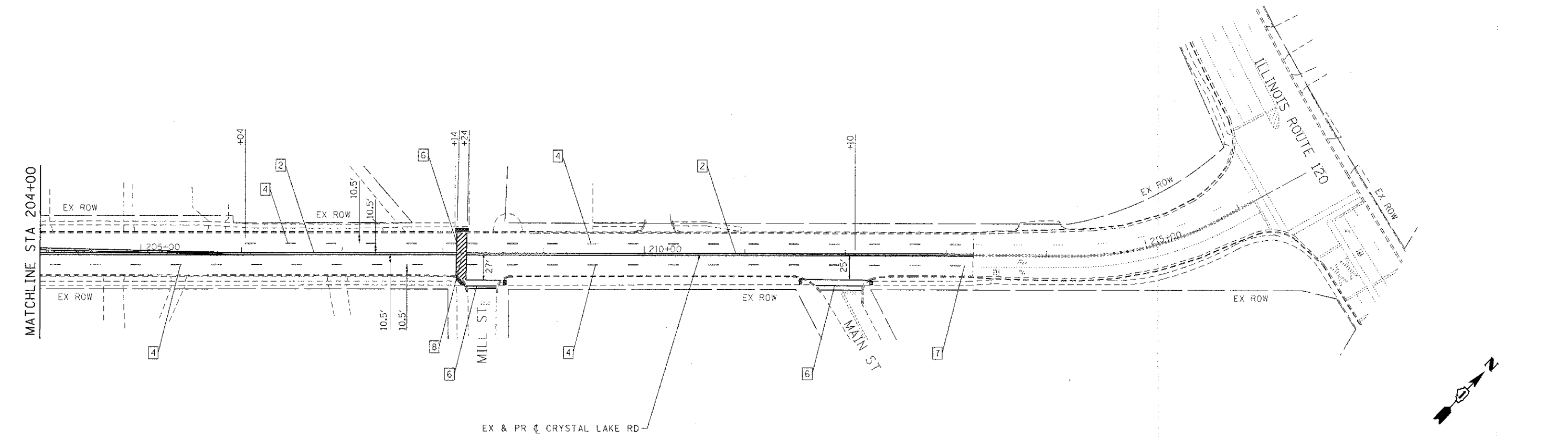


- LEGEND**
- 1 LINE 4" (YELLOW SOLID LINE)
 - 2 LINE 4" (DOUBLE YELLOW SOLID LINES)
 - 3 LINE 4" (YELLOW - 10' DASH, 30' SKIP)
 - 4 LINE 4" (WHITE LANE LINE - 10' DASH, 30' SKIP)

- 5 LINE 4" (WHITE SOLID LINE)
- 6 LINE 6" (WHITE SOLID LINE)
- 7 LINE 6" (WHITE LANE LINE - 2' DASH, 6' SKIP)
- 8 LINE 12" (WHITE DIAGONAL LINE)
- 9 LINE 12" (YELLOW DIAGONAL LINE @ 75' OR 5 MIN.)

- 10 LINE 24" (WHITE STOP BAR)
- 11 LETTERS AND SYMBOLS (TYP.)
- 12 LINE 12" (WHITE LONGITUDINAL)

- NOTES:**
1. PAVEMENT MARKINGS SHALL BE THERMOPLASTIC ALONG CRYSTAL LAKE ROAD.
 2. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE USED ALONG CRYSTAL LAKE ROAD. SEE DISTRICT DETAIL TC-11.
 3. RAISED REFLECTIVE PAVEMENT MARKERS AS LANE DIVIDERS SHALL BE SPACED 80' O.C. ALONG TANGENTS AND SPACED 40' O.C. ALONG CURVES PER DISTRICT DETAIL TC-11.



COMPANY NAME: HRGreen.com
 PROJECT CONTACT: JJS
 CLIENT: CITY OF MCHENRY
 DATE PLOTTED: 2/25/2019 10:49 AM
 FILE NAME: 18101322.dwg
 PLOT DRIVER: acadplot
 PLOT TABLE:

HRGreen.com
 Illinois Professional Design Firm
 #184-021322

USER NAME = jjs201	DESIGNED - JJS	REVISED -
PLLOT SCALE = 1"=50'	DRAWN - JJS	REVISED -
PLLOT DATE = .DATEL.	CHECKED - AC	REVISED -
	DATE -	REVISED -

CITY OF MCHENRY

**CRYSTAL LAKE ROAD
PAVEMENT MARKING PLAN**

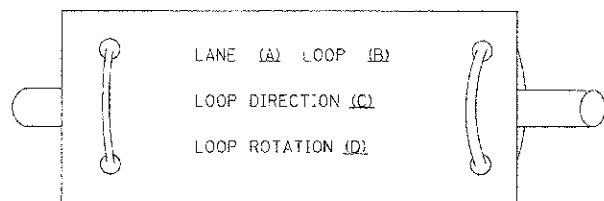
SCALE: 1"=50' SHEET NO. 4 OF 4 SHEETS STA. 189+00 TO STA. END

F.A. RTE. 0085	SECTION 11-00073-00-RS	COUNTY MCHENRY	TOTAL SHEETS 44	SHEET NO. 20
FED. ROAD DIST. NO. ILLINOIS			CONTRACT NO. 63794	
FED. AID PROJECT				

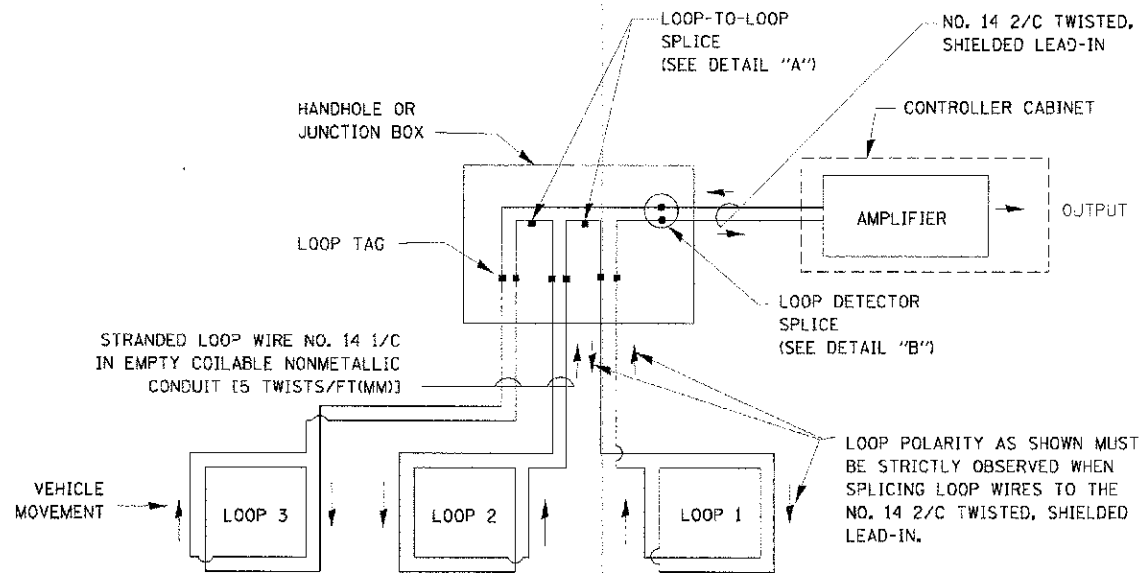
LOOP DETECTOR NOTES

1. 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.
2. 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.
3. 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.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVESHOLES 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.
6. 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.
7. 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

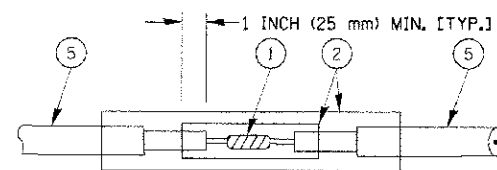


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

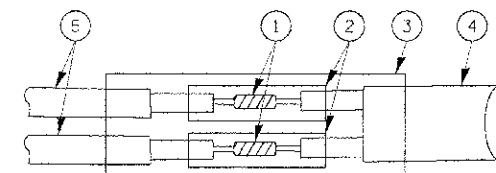


DETECTOR LOOP WIRING SCHEMATIC

- 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.

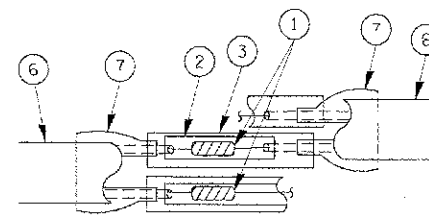


**DETAIL "A"
LOOP-TO-LOOP SPLICE**

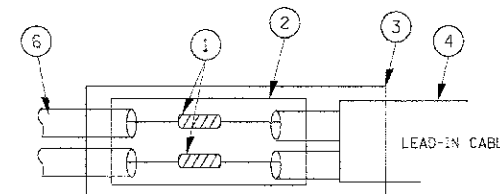


**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

TYPE I LOOP



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

LOOP DETECTOR SPLICE

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

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: HRGreen.com
 DATE PLOTTED: 08/10/09
 FILE NAME: P101.dwg
 PLOT DRIVER: PLOT101.dsp
 PLOT SCALE: 1"=10'-0"



USER NAME = jstrzel	DESIGNED - DAD	REVISED -
PLOT SCALE =	DRAWN - BCK	REVISED -
PLOT DATE = 08/10/09	CHECKED - DAD	REVISED -
	DATE - 10/28/09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

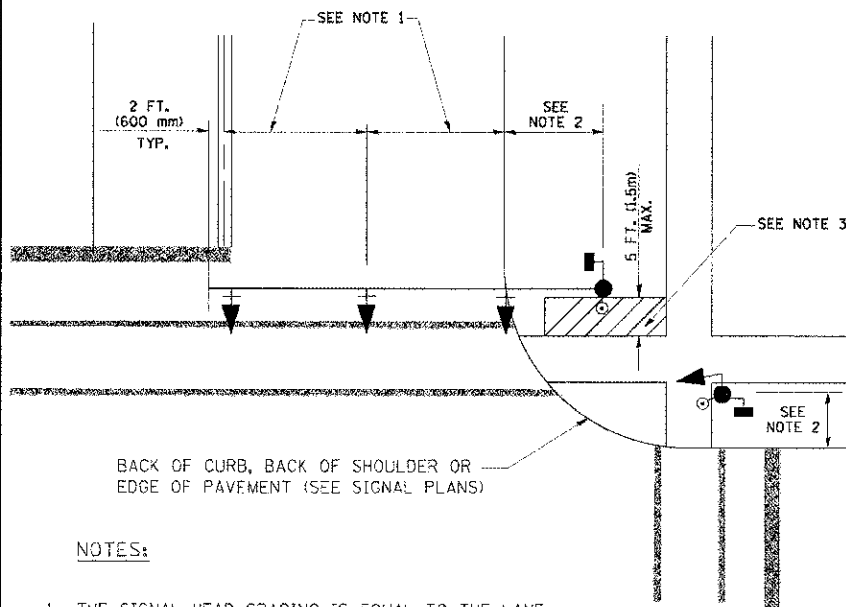
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A. RTE. 0085	SECTION 11-00073-00-RS	COUNTY MCHENRY	TOTAL SHEETS 44	SHEET NO. 21
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63794	

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

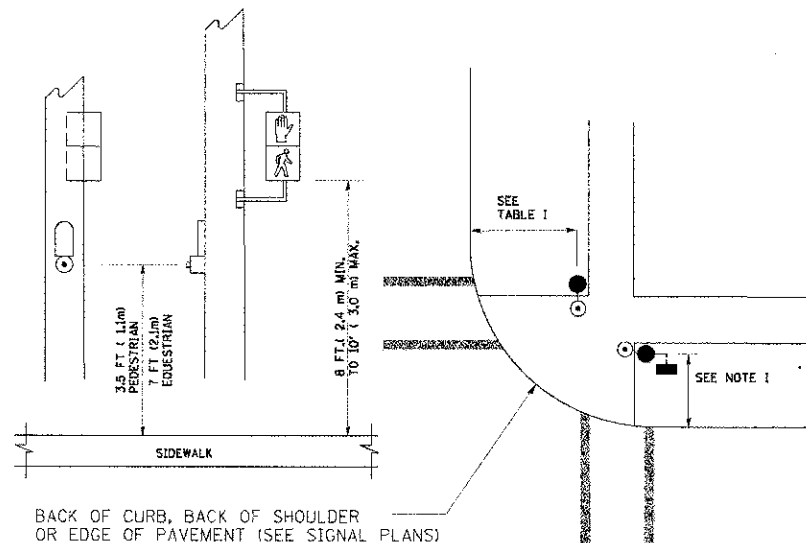
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

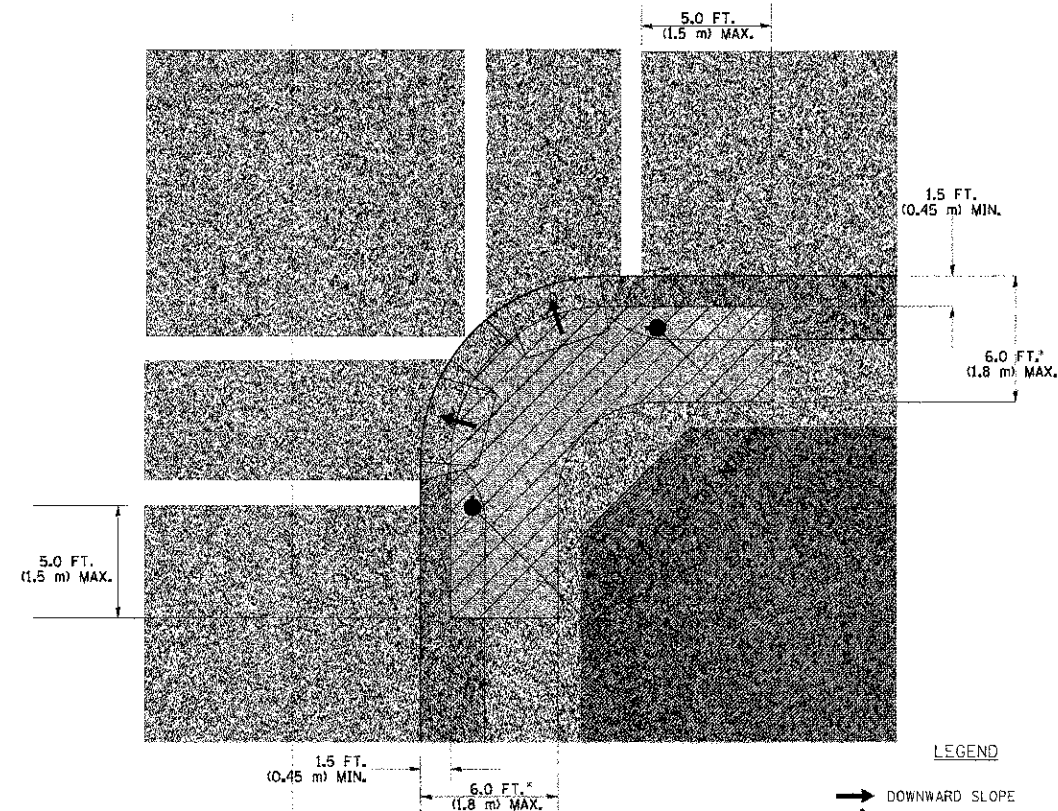
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ 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 AFFECT 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.

COMPANY NAME: HRGreen
 PROJECT CONTACT: jstrzel
 DATE: 10/28/09
 FILE NAME: 11-00073-00-RS
 PLOT DRIVER: PLOT.DWG
 PEN TABLE: STANDARD-TRANS.DWG



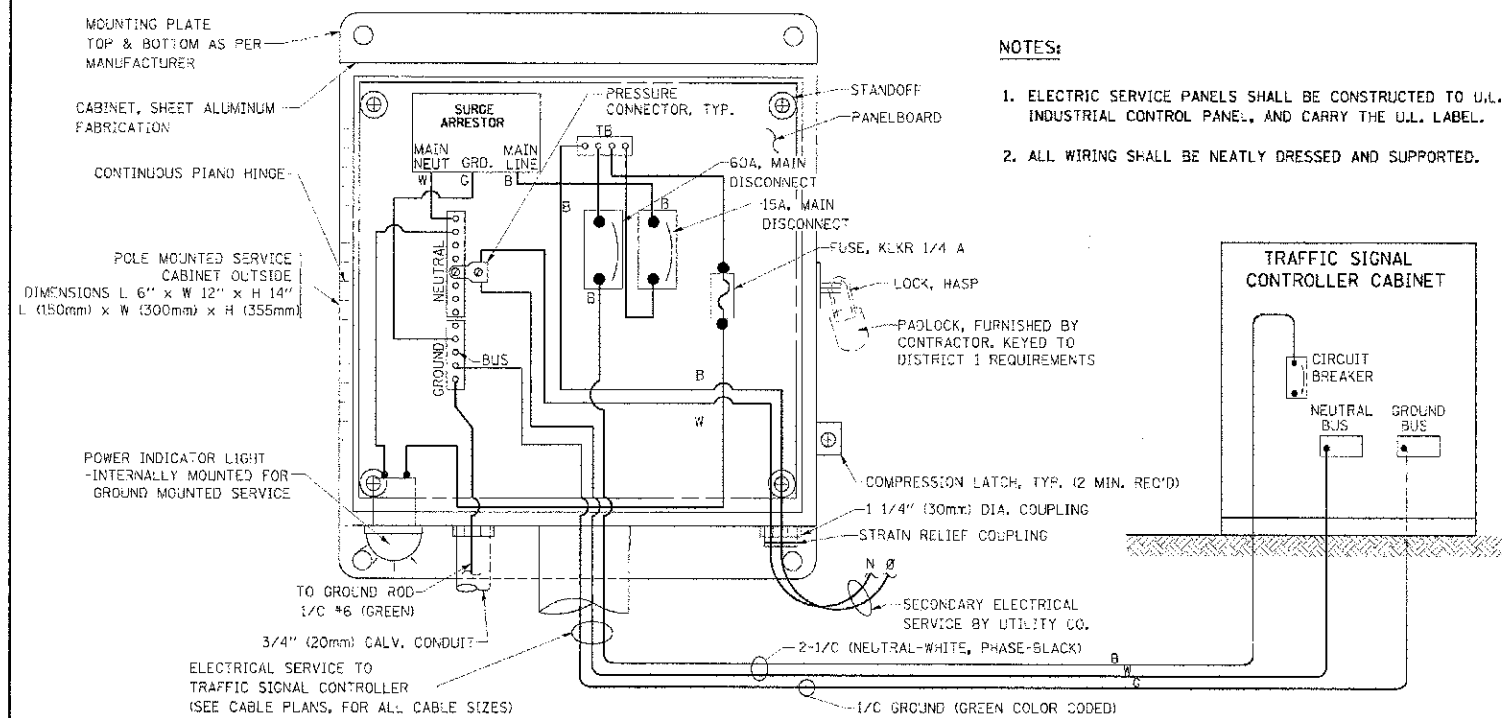
USER NAME = jstrzel	DESIGNED - DAC	REVISED -
PLOT SCALE =	DRAWN - BCK	REVISED -
PLOT DATE = DATE	CHECKED - DAD	REVISED -
	DATE - 10/28/09	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

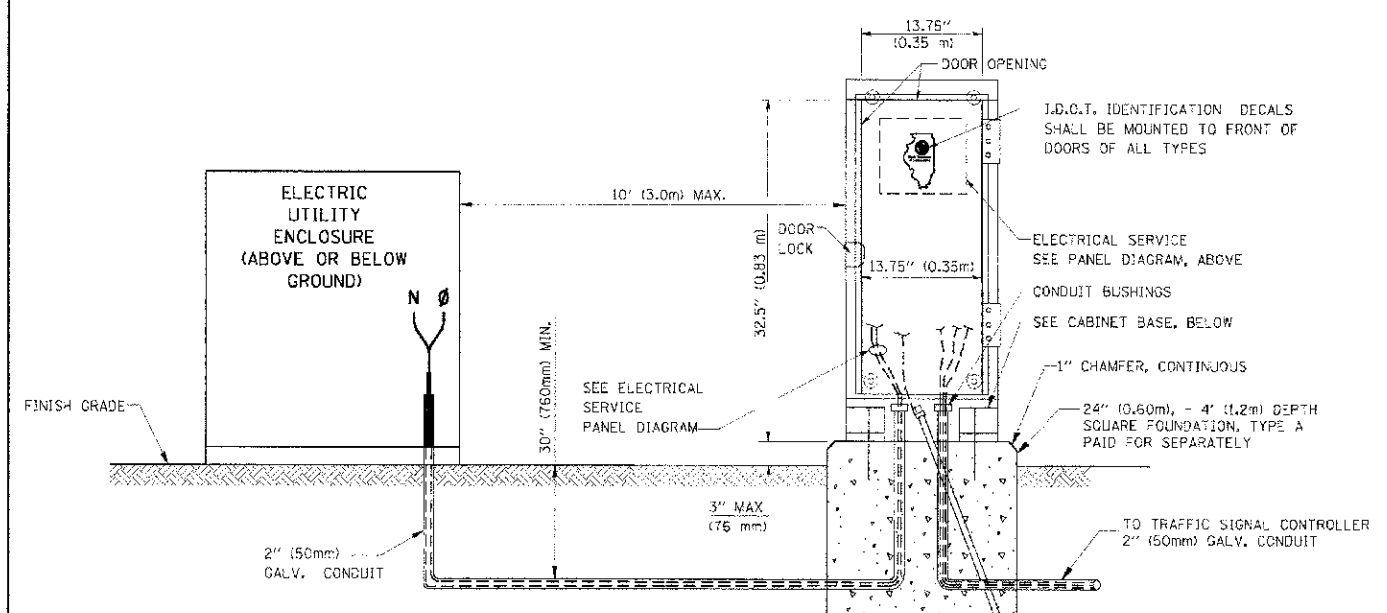
**DISTRICT 1
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

E.A. RTE. 0085	SECTION 11-00073-00-RS	COUNTY MCHENRY	TOTAL SHEETS 44	SHEET NO. 22
CONTRACT NO. 63794				

SCALE: SHEET NO. 2 OF 6 SHEETS STA. TO STA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

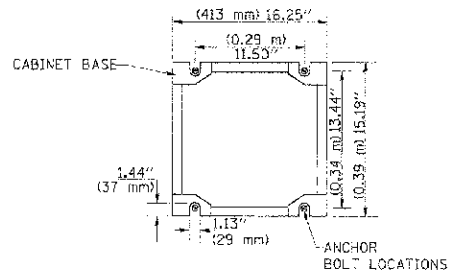


ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)

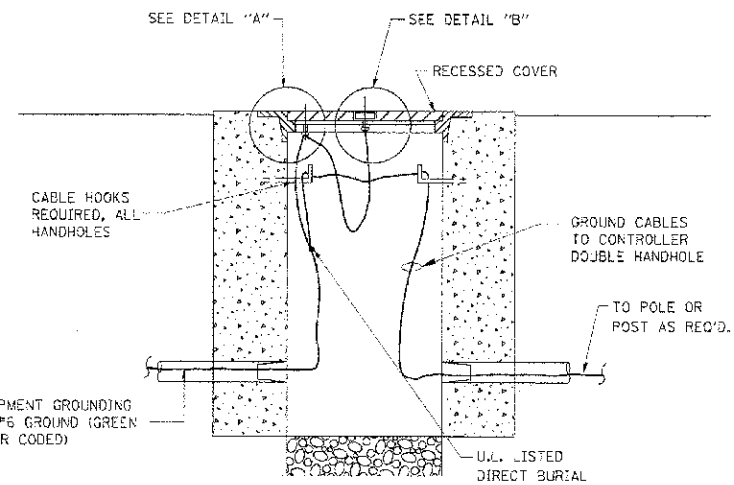
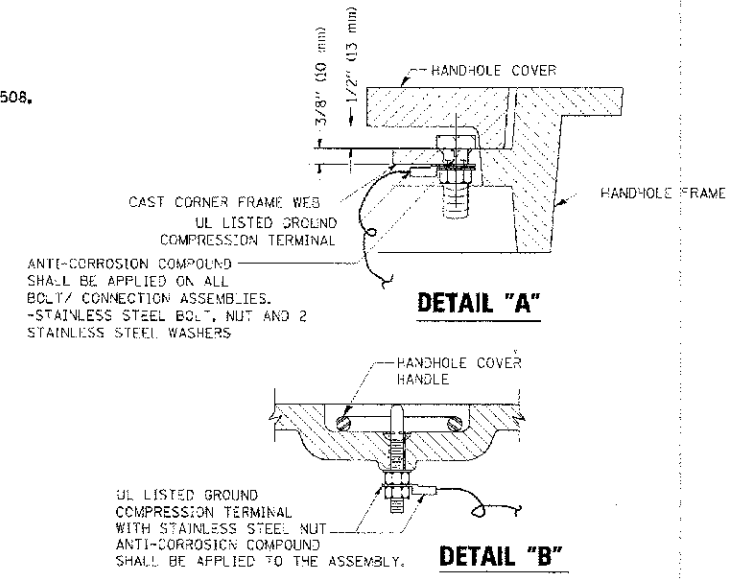


SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)

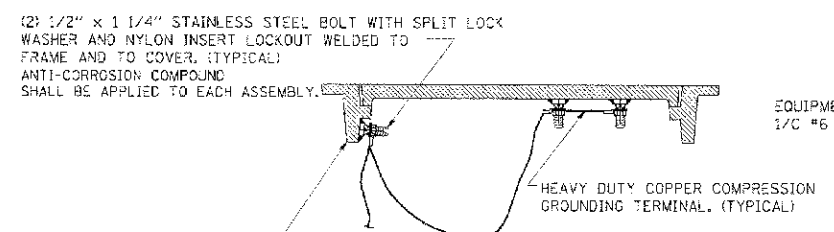
CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)



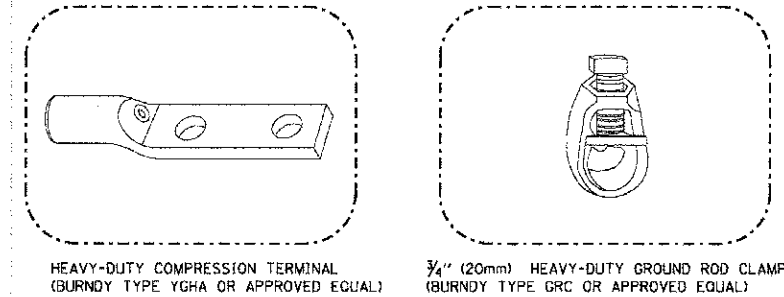
- NOTES:**
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
 2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



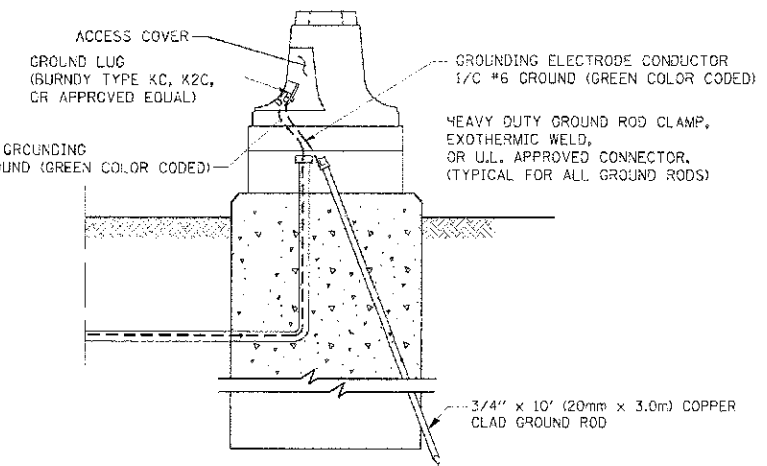
HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)



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



- 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.



MAST ARM POLE / POST-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\"/>
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.

COMPANY NAME: HRGreen
 PRODUCT CONTACT: HRGreen.com
 CLIENT: HRGreen
 DATE: 10/28/09
 FILE NAME: 8610389-5100103.dgn
 PLOT DRIVER: PLOTDRIVER
 PEN TABLE: STANDARD.TBLEN



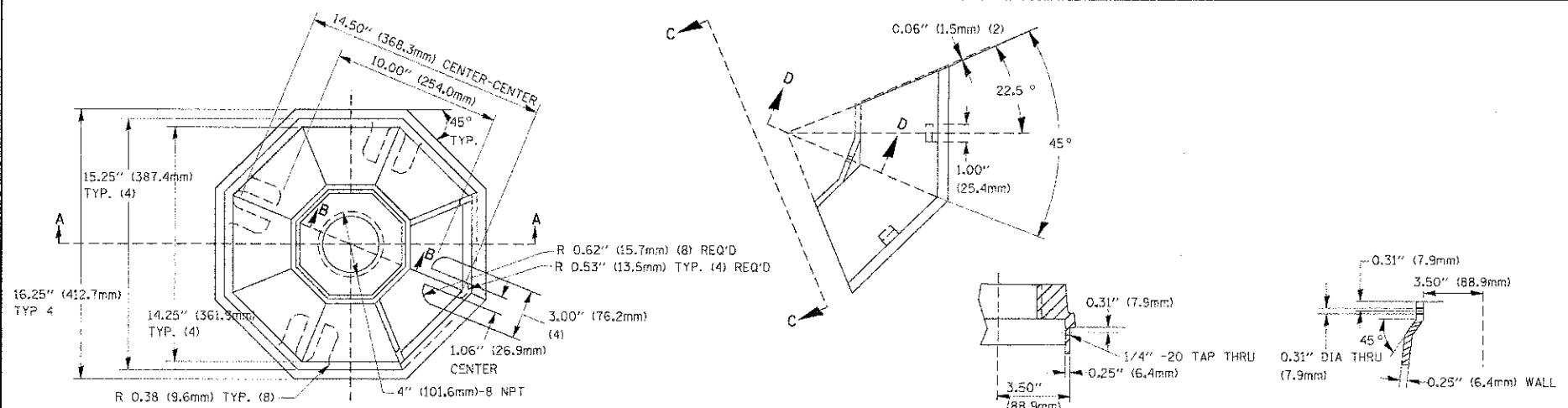
USER NAME = jstrzel	DESIGNED - DAD	REVISED -
PLOT SCALE =	DRAWN - BCK	REVISED -
PLOT DATE = 10/28/09	CHECKED - DAD	REVISED -
	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

F.A. R.F.E. 0085	SECTION 11-00073-00-RS	COUNTY MCHENRY	TOTAL SHEETS 44	SHEET NO. 23
CONTRACT NO. 63794				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

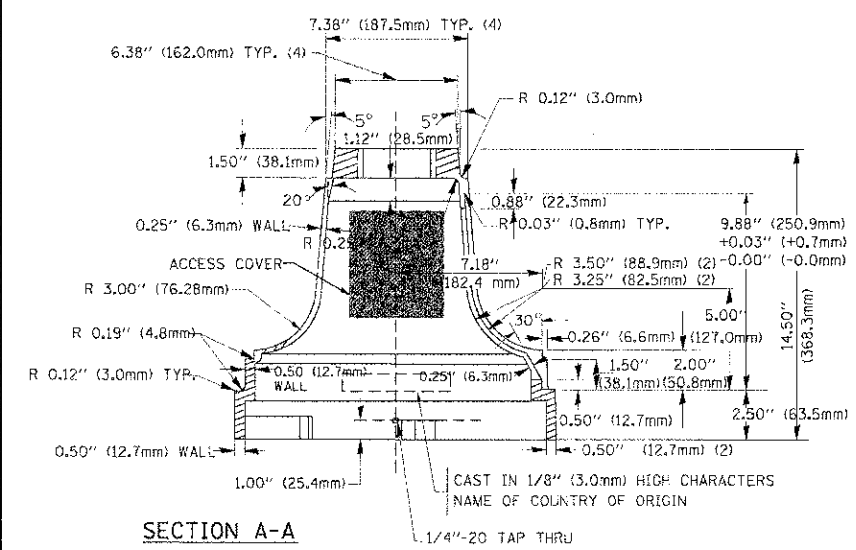
SCALE: SHEET NO. 3 OF 6 SHEETS STA. TO STA.



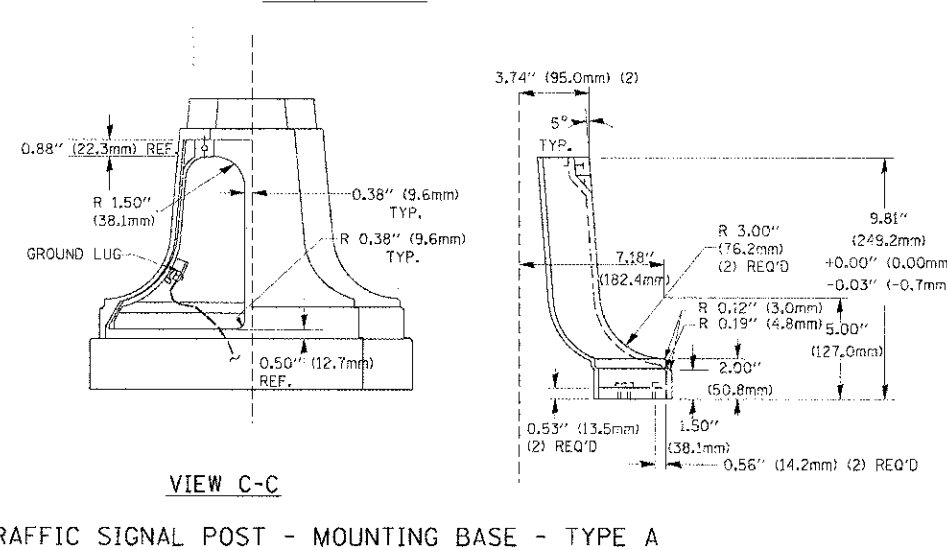
TOP VIEW

SECTION B-B

SECTION D-D

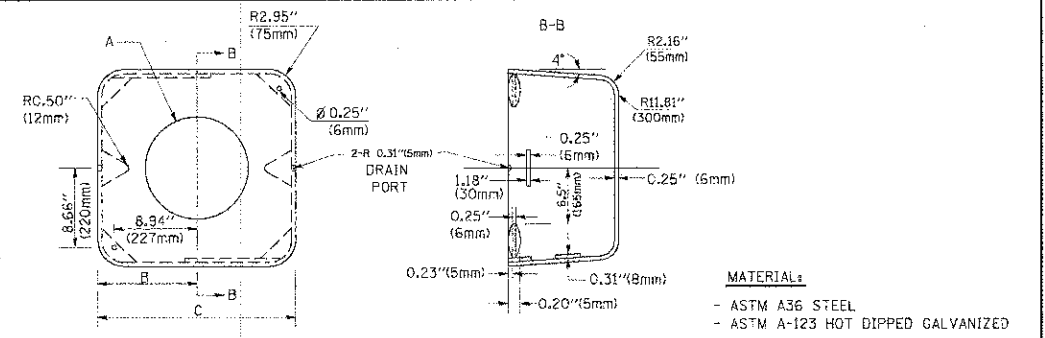


SECTION A-A



VIEW C-C

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



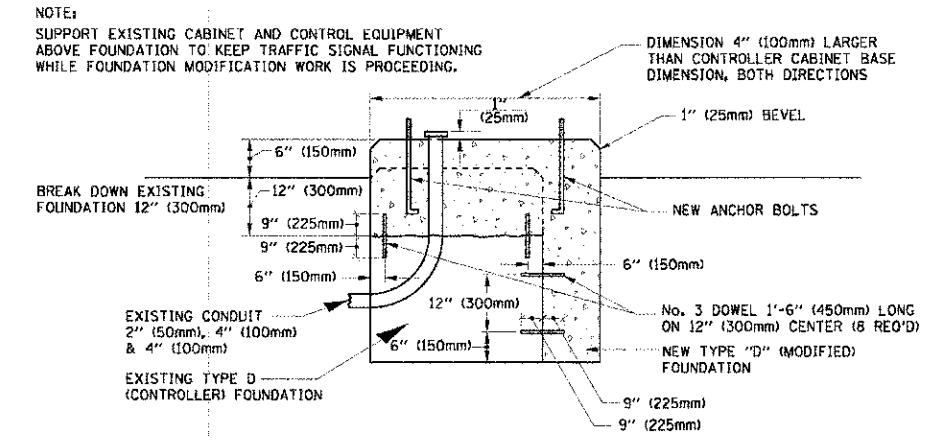
MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

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)

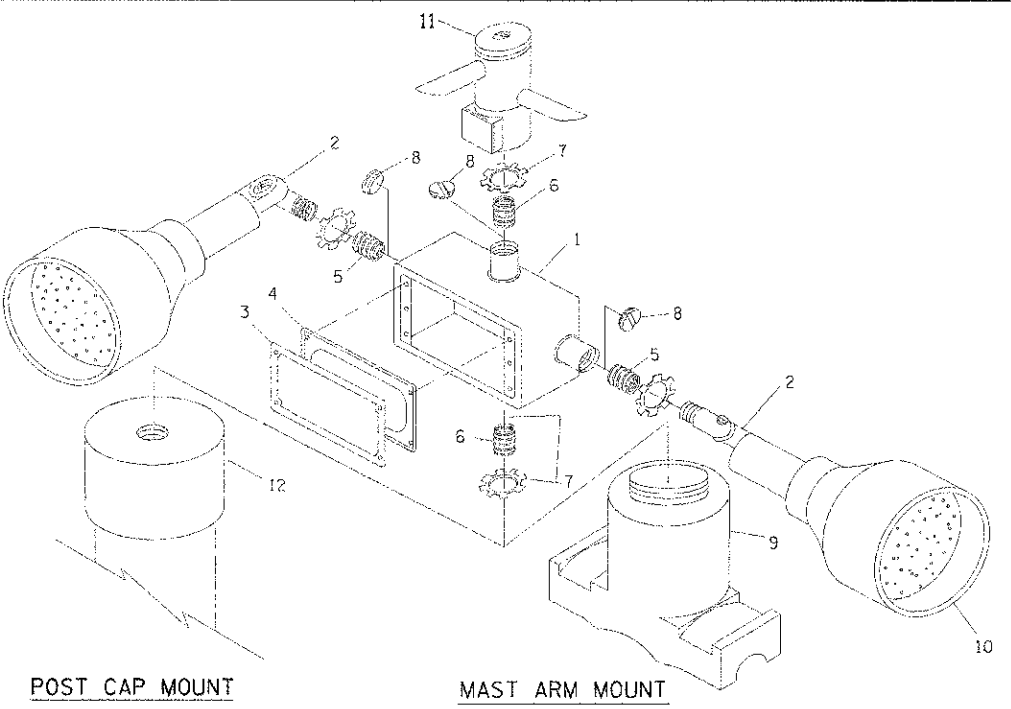
SHROUD

NOTES:

- 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.
- THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
- THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



MODIFY EXISTING TYPE "D" FOUNDATION

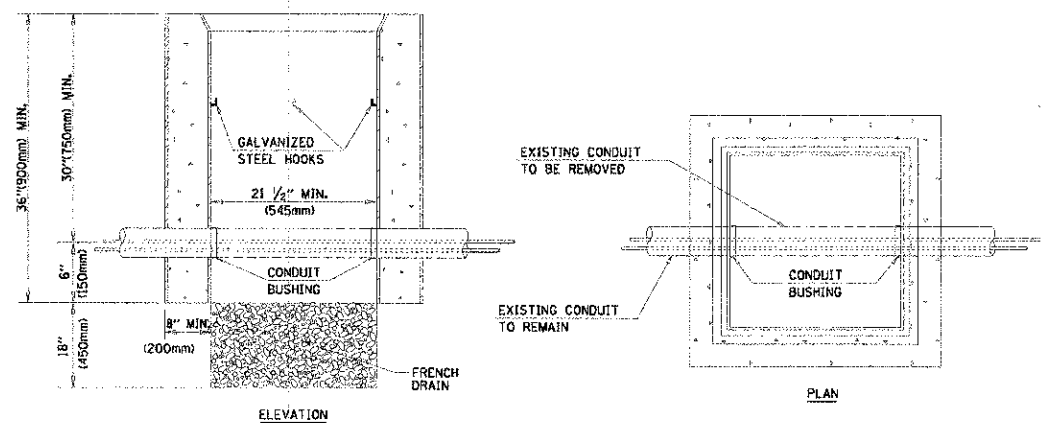


POST CAP MOUNT MAST ARM MOUNT
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV., 21 CU. IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	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:

- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- 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:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

COMPANY NAME: HRGreen
PROJECT CONTACT: HRGreen.com
DATE PLOTTED: 10/28/09
FILE NAME: 661036P-signals.dgn
PLOT DRIVER: PLOT.DWG
PEN TABLE: STANDARD-TYPICAL.tbl

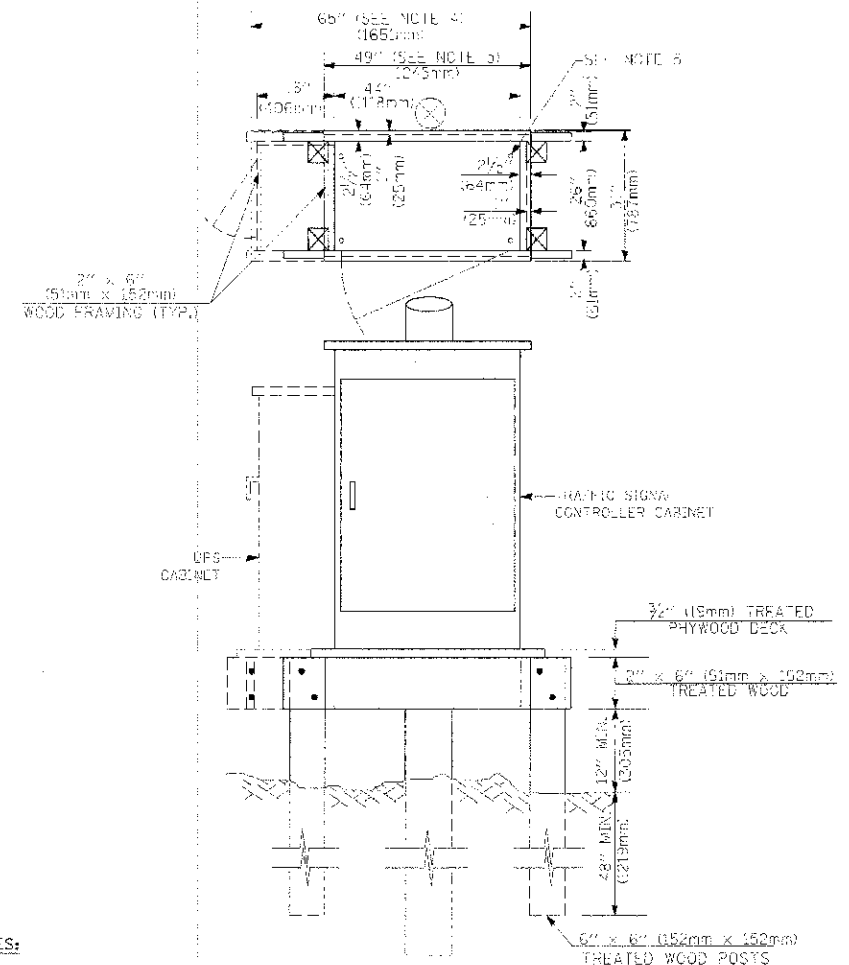
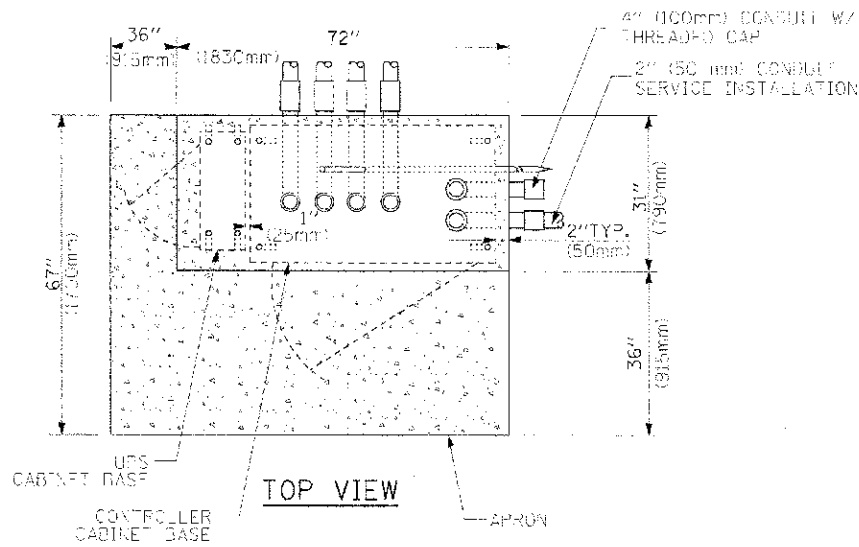
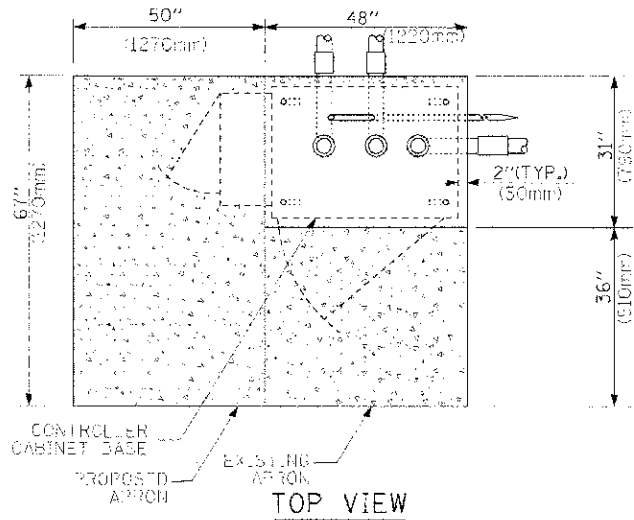


USER NAME = jstzal	DESIGNED - DAG	REVISED -
PLOT SCALE =	DRAWN - BCK	REVISED -
PLOT DATE = 10/28/09	CHECKED - DAD	REVISED -
	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

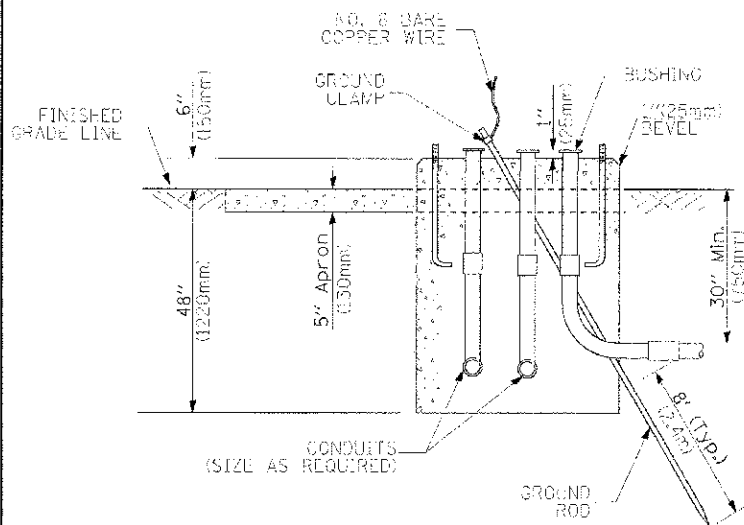
SCALE:	SHEET NO. 4 OF 6 SHEETS	STA. TO STA.	F.A. RTE. Q085	SECTION 11-00073-00-RS	COUNTY MCHENRY	TOTAL SHEETS 44	SHEET NO. 24
			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 63794		



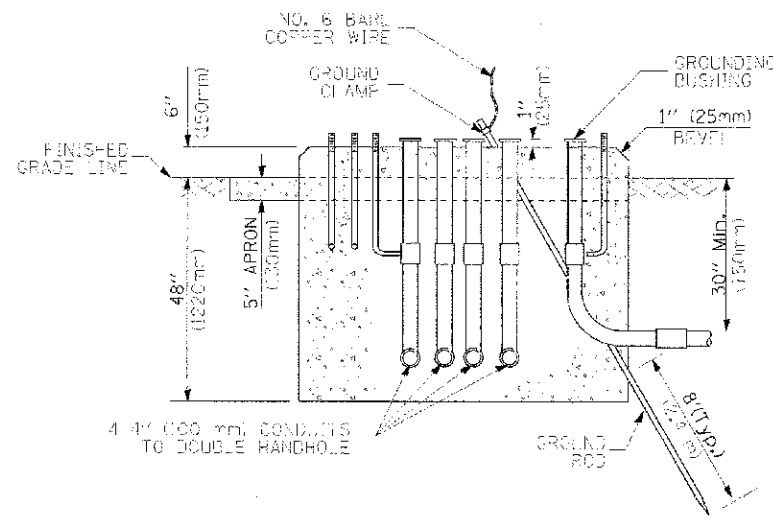
NOTES:

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.

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM



TYPE D FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET



TYPE C FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET

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

CABLE SLACK

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	5.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

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)

DEPTH OF FOUNDATION

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)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 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.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: jstrazal
 DATE PLOTTED: 3/22/09
 FILE NAME: 8610269_sigsig05.dgn
 PLOT DATE: 3/22/09
 PLOT SCALE: 1"=10'-0"
 PLOT TABS: 0

	USER NAME = jstrazal PLOT SCALE = PLOT DATE = 03/22/09	DESIGNED - DAG DRAWN - BCK CHECKED - DAG DATE - 10/28/09	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE. 0085 SECTION 11-00073-00-RS COUNTY MCHENRY CONTRACT NO. 44 SHEETS 25	TOTAL SHEET NO. 25 CONTRACT NO. 63794 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
	SCALE: SHEET NO. 5 OF 6 SHEETS STA. TO STA.				DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS		

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 5M12F															
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 5M12F															
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				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)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED															
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM				STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED															
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM				ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED															
SIGNAL POST				REMOVE ITEM				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				SIGNAL POST AND FOUNDATION TO BE REMOVED															
GUY WIRE				ABANDON ITEM				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 PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR															
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR															
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR															
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED SAMPLING (SYSTEM) DETECTOR															
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				<h2 style="margin: 0;">RAILROAD SYMBOLS</h2> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">EXISTING</th> <th style="width: 50%;">PROPOSED</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>				EXISTING	PROPOSED										
EXISTING	PROPOSED																						
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID																			
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 1				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																							

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: HRGreen.com
 CLIENT: HRGreen.com
 DATE PLOTTED: 04/27/2010 10:52:45 AM
 FILE NAME: 8610269-8198106.dwg
 PLOT DEVICE: PLOT01
 PEN TABLE: Standard.ctb

	USER NAME = jsteele DESIGNED - DAG/BCK DRAWN - BCK CHECKED - DAG DATE - 10/28/09	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE. 0085 SECTION 11-0073-00-RS COUNTY MCHENRY CONTRACT NO. 63794	TOTAL SHEETS 44 SHEET NO. 26
	PLOT SCALE = PLOT DATE = .DATE1.			SCALE: NONE SHEET NO. 6 OF 6 SHEETS STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

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 SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

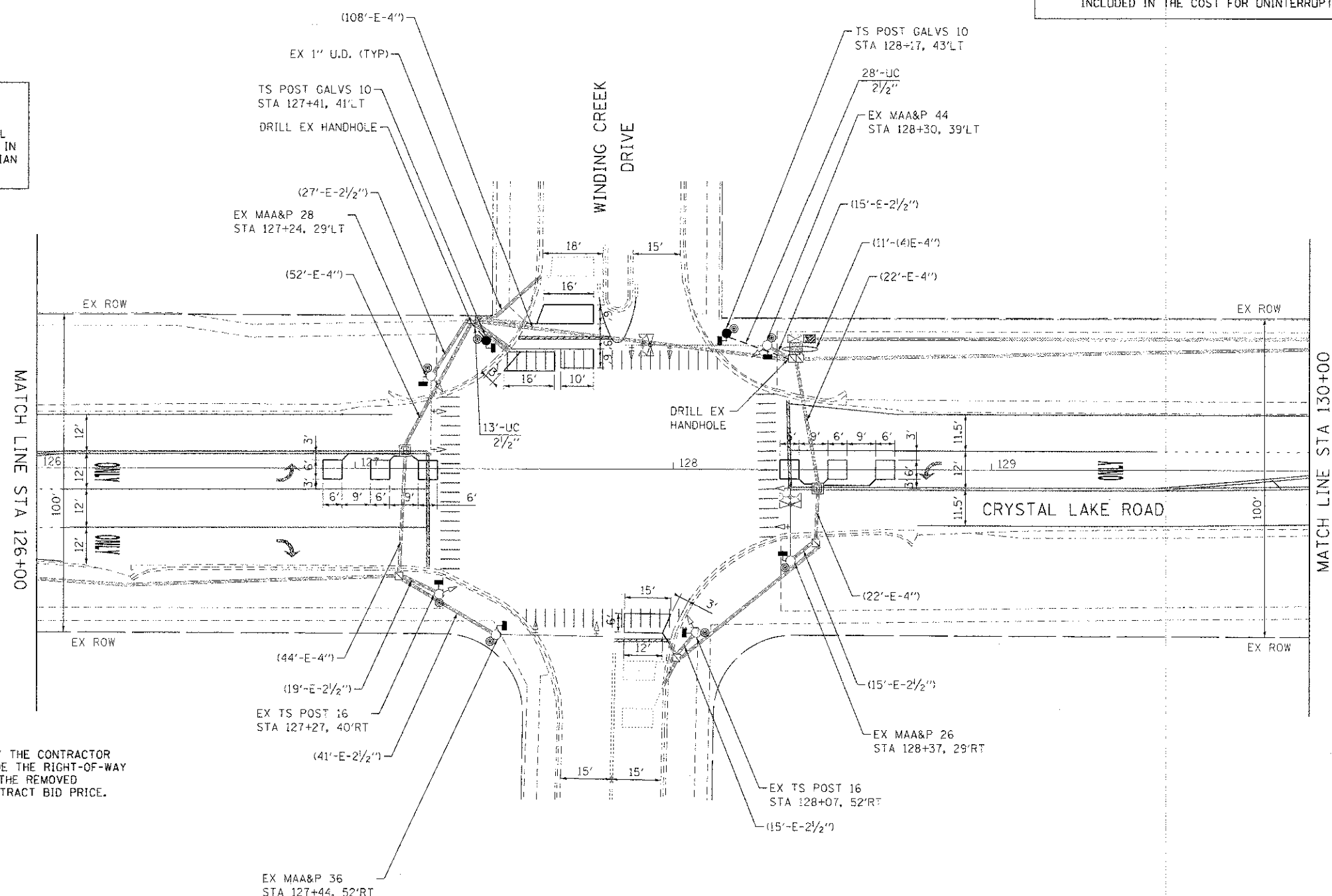
NOTE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

NOTE

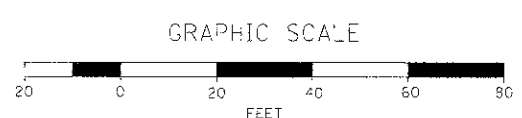
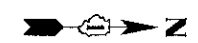
THE NEW PEDESTRIAN SIGNAL HEADS WITH COUNTDOWN TIMERS AND NEW BRACKETS SHALL BE PAINTED BLACK WHICH WILL BE INCLUDED IN THE CONTRACT UNIT COST FOR THE PEDESTRIAN SIGNAL HEADS.

1. ALL NEW TRAFFIC SIGNAL EQUIPMENT INCLUDING POSTS AND MAST ARMS SHALL ARRIVE AT THE PROJECT SITE WITH A BLACK FACTORY FINISH IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
2. 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.
3. THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE TOMAR OR AN APPROVED EQUAL AS REQUIRED BY THE MCHENRY TOWNSHIP FIRE DEPARTMENT.
4. THE CONCRETE APRON AND EARTH EXCAVATION REQUIRED AT THE CONTROLLER WILL BE INCLUDED IN THE COST FOR UNINTERRUPTIBLE POWER SUPPLY SPECIAL.



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.

- 8 EACH PEDESTRIAN SIGNAL HEAD
- 6 EACH PEDESTRIAN PUSH BUTTON



COMPANY NAME: HRGreen.com
 PROJECT CONTRACT: HRGreen.com
 DATE: 11/12/12
 PLOT DATE: 2/1/2013
 PLOT SCALE: 1"=20'
 USER NAME: jstrzaj
 DESIGNED: JJS
 DRAWN: JJS
 CHECKED: CP
 DATE: 11/12/12
 REVISED: -
 REVISED: -
 REVISED: -
 REVISED: -
 REVISED: -



CITY OF MCHENRY

**TRAFFIC SIGNAL INSTALLATION PLAN
CRYSTAL LAKE ROAD AT WINDING CREEK DRIVE**

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. NA TO STA. NA

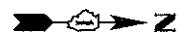
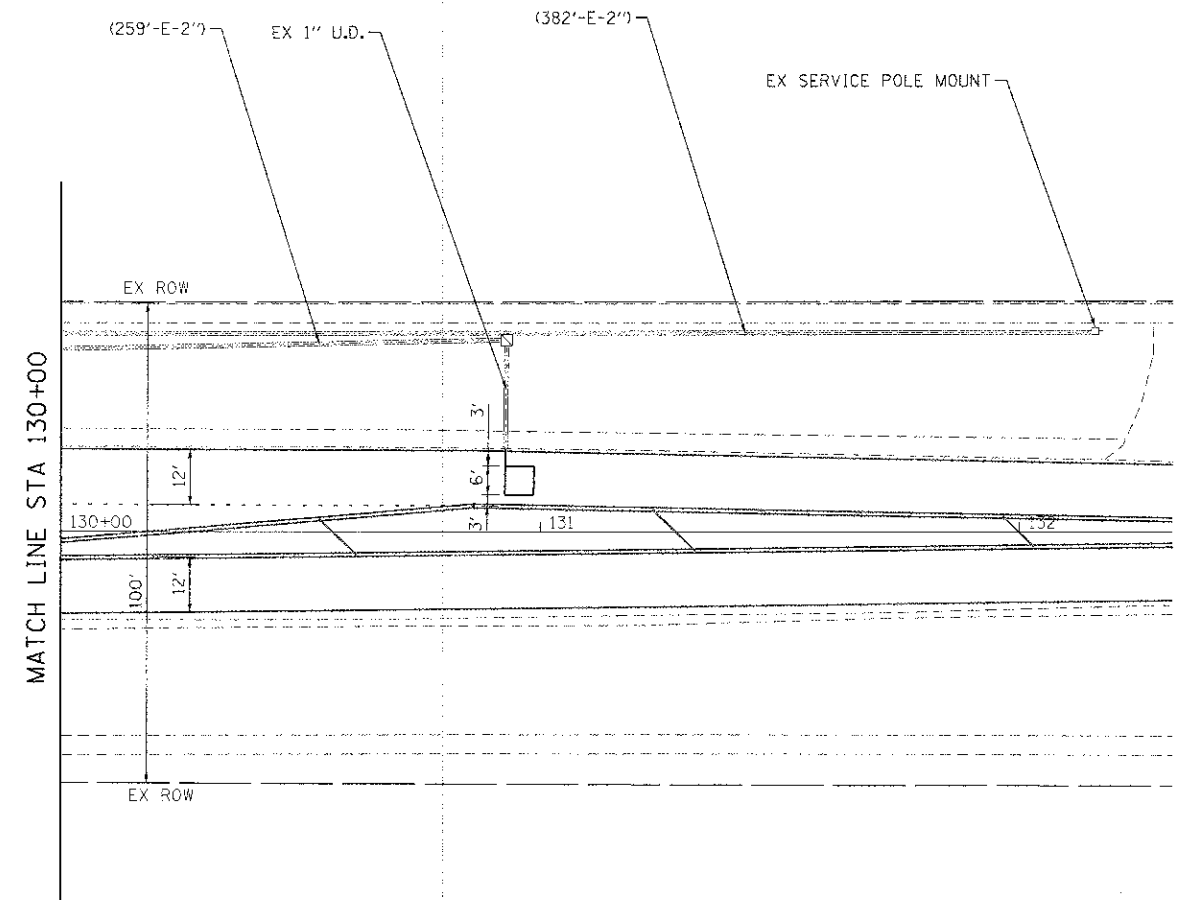
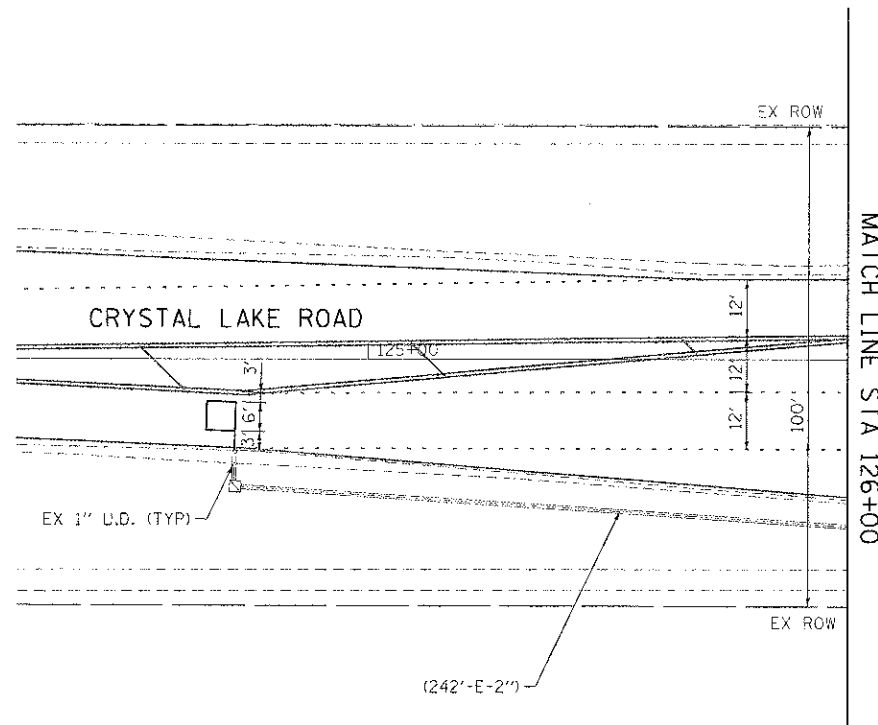
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	27
CONTRACT NO.				63794
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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 SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.



GRAPHIC SCALE



COMPANY NAME: HRGreen.com
 PROJECT CONTACT: J. J. Strickland
 DATE PLOTTED: 3/27/17 PM
 FILE NAME: 8610563.dwg
 PLOT DRIVER: PLOTDRIVER
 PLOT DATE: 3/27/17



USER NAME = jstrick	DESIGNED - JJS	REVISED -
	DRAWN - JJS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = .DATE1	DATE -	REVISED -

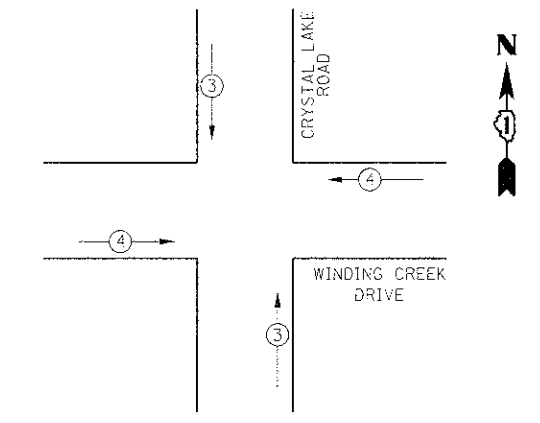
CITY OF MCHENRY

**TRAFFIC SIGNAL INSTALLATION PLAN
 CRYSTAL LAKE ROAD AT WINDING CREEK DRIVE**

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. NA TO STA. NA

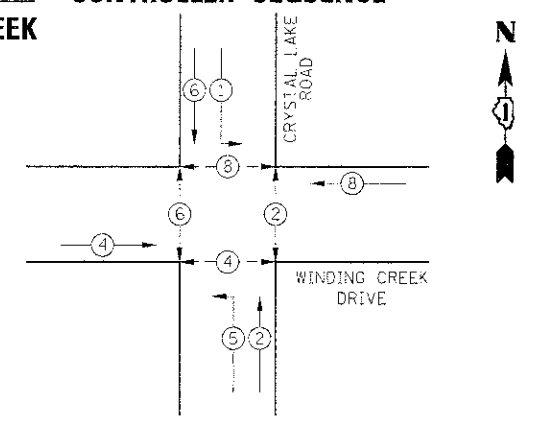
F.A. RTE. 0085	SECTION 11-00073-00-RS	COUNTY MCHENRY	TOTAL SHEETS 44	SHEET NO. 28
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63794	

EXISTING & PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE

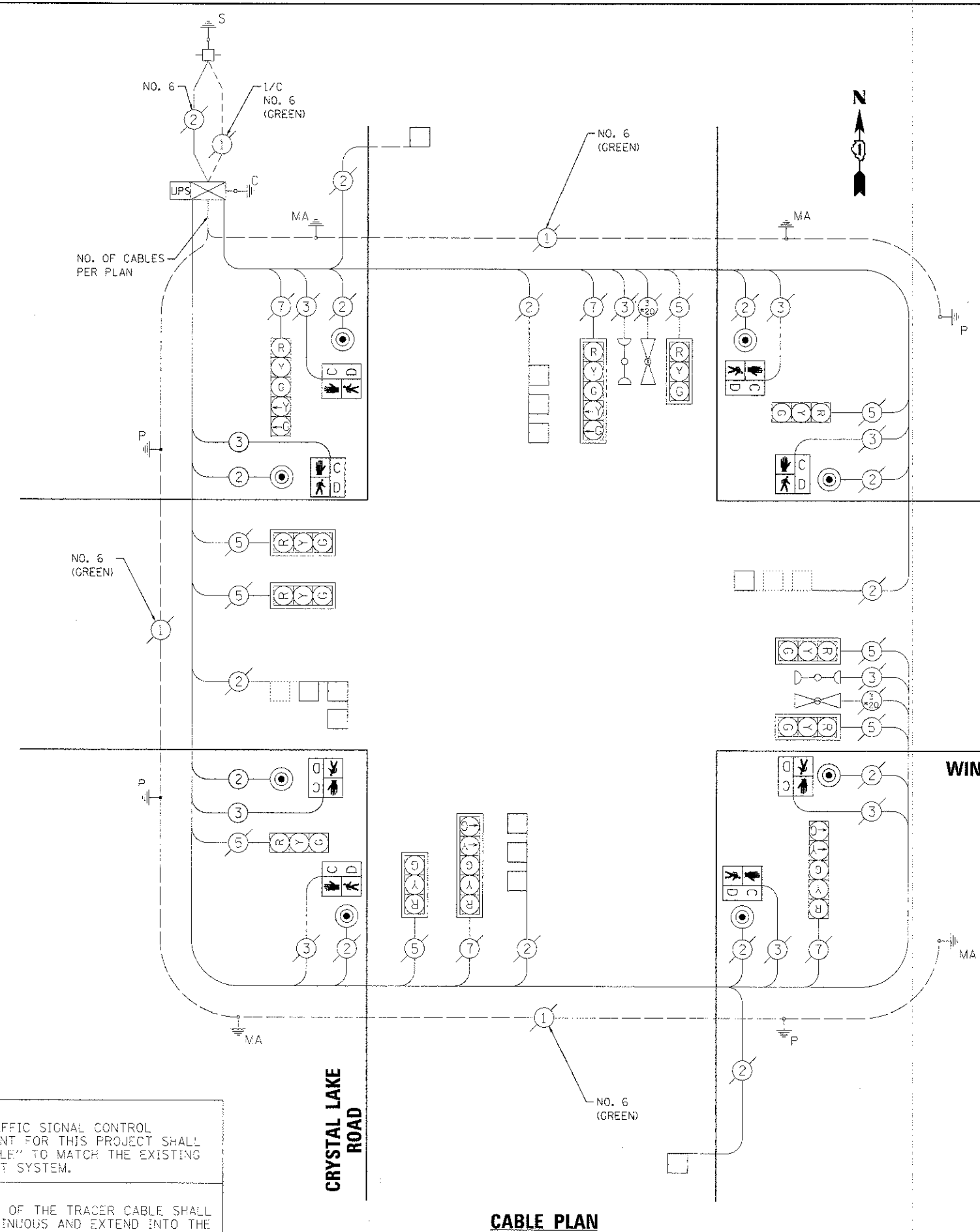
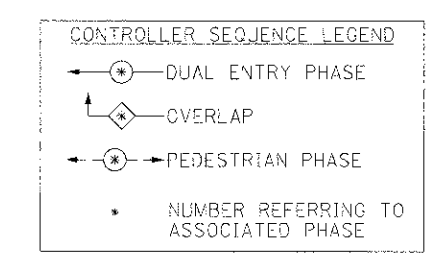


EXISTING & PROPOSED EMERGENCY VEHICLE PREEMPTORS	
EMERGENCY VEHICLE PREEMPTORS	3 4
MOVEMENT	↑ ↓ ← →

EXISTING & PROPOSED CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM



CABLE PLAN

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					
TYPE	NO. LAMPS	WATTAGE		% OPERATION	TOTAL WATTAGE
		INCANJ.	LED		
SIGNAL (RED)	12		17	0.50	102.00
(YELLOW)	12		25	0.25	75.00
(GREEN)	12		15	0.25	45.00
ARROW (YELLOW)	4		12	0.10	4.80
ARROW (GREEN)	4		12	0.10	4.80
PEDESTRIAN SIGNAL	8		25	1.00	200.00
CONTROLLER	1		100	1.00	100.00
UPS	1		25	1.00	25.00
TOTAL =					556.60

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

NOTE: THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

ENERGY COSTS TO: CITY OF MCHENRY
333 SOUTH GREEN STREET
MCHENRY, IL 60050

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



USER NAME = jst-zel	DESIGNED - JJS	REVISED -
PLOT SCALE = NTS	DRAWN - JJS	REVISED -
PLOT DATE = .DATEL.	CHECKED - CP	REVISED -
	DATE -	REVISED -

CITY OF MCHENRY

**CABLE PLAN AND PHASE DESIGNATION DIAGRAM
CRYSTAL LAKE ROAD AT WINDING CREEK DRIVE**

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. NA TO STA. NA

F.A. RTE. 0085	SECTION 11-00073-00-R5	COUNTY MCHENRY	TOTAL SHEETS: 44	SHEET NO. 29
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63794	

COMPANY NAME: HRGreen
 PROJECT CONTACT: JST-ZEL
 DATE PLOTTED: 06/10/2019 3:56:59 PM
 FILE NAME: 06102019-11-00073-00-R5.dgn
 PLOT THRU: PLOT-017
 PEN TABLE: Standard Trans.tbl

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 SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

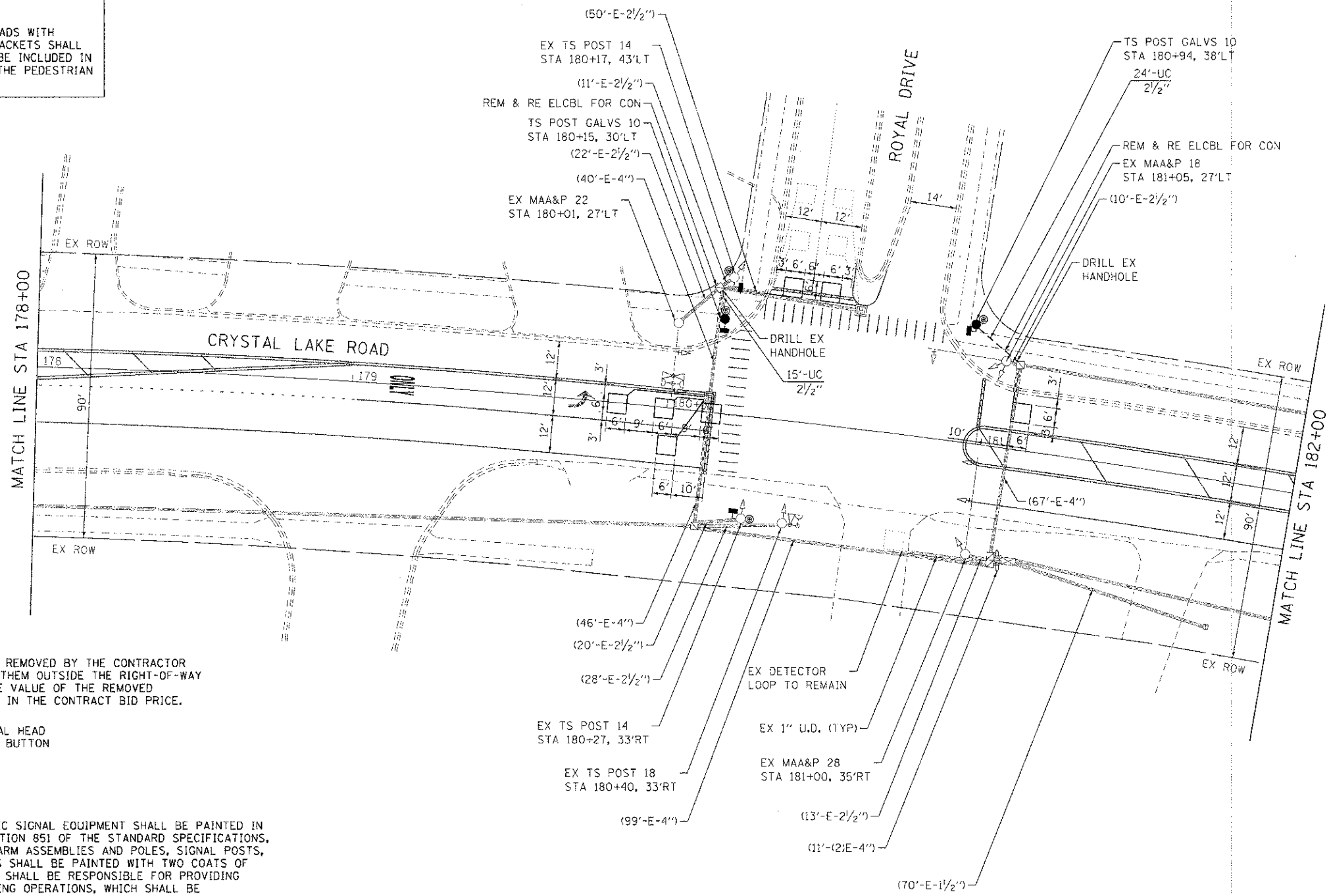
NOTE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

NOTE

THE NEW PEDESTRIAN SIGNAL HEADS WITH COUNTDOWN TIMERS AND NEW BRACKETS SHALL BE PAINTED BLACK WHICH WILL BE INCLUDED IN THE CONTRACT UNIT COST FOR THE PEDESTRIAN SIGNAL HEADS.

1. ALL NEW TRAFFIC SIGNAL EQUIPMENT INCLUDING POSTS AND MAST ARMS SHALL ARRIVE AT THE PROJECT SITE WITH A BLACK FACTORY FINISH IN ACCORDANCE WITH THE SPECIFICATIONS.
2. 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.
3. THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE TOMAR OR AN APPROVED EQUAL AS REQUIRED BY THE MCHENRY TOWNSHIP FIRE DEPARTMENT.
4. THE CONCRETE APRON AND EARTH EXCAVATION REQUIRED AT THE CONTROLLER WILL BE INCLUDED IN THE COST FOR UNINTERRUPTIBLE POWER SUPPLY SPECIAL.

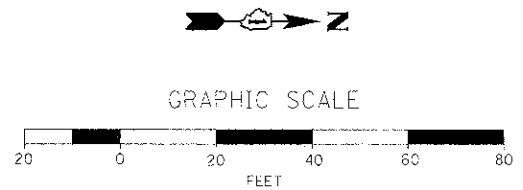


THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 2 EACH PEDESTRIAN SIGNAL HEAD
- 2 EACH PEDESTRIAN PUSH BUTTON

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE PAINTED IN PLACE IN ACCORDANCE WITH SECTION 851 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE STEEL MAST ARM ASSEMBLIES AND POLES, SIGNAL POSTS, SIGNAL HOUSINGS, AND BRACKETS SHALL BE PAINTED WITH TWO COATS OF 'BLACK' PAINT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TRAFFIC CONTROL DURING PAINTING OPERATIONS, WHICH SHALL BE CONSIDERED AS INCLUDED IN THE PAINTING PAY ITEMS.

- 3 EACH STEEL MAST ARM ASSEMBLY AND POLE, UNDER 40 FEET
- 3 EACH TRAFFIC SIGNAL POST
- 11 EACH SIGNAL HEADS (DOORS, VISORS, HOUSINGS & BRACKETS)
- 4 EACH SIGNAL BACKPLATES



COMPANY NAME: HRGreen
 PROJECT CONTACT: jstrzel
 DATE PLOTTED: 2/1/2013 7:47:54 AM
 PLOT DATE: 2/1/2013 7:47:54 AM
 PLOT NUMBER: 0085
 PLOT TABLE: STANDARD.TBANS.TB

HRGreen.com Illinois Professional Design Firm #184-001222	USER NAME = jstrzel	DESIGNED - JJS	REVISED -
	PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
	PLOT DATE = 2/1/2013	DATE - 11/12/12	REVISED -

CITY OF MCHENRY

**TRAFFIC SIGNAL INSTALLATION PLAN
CRYSTAL LAKE ROAD AT ROYAL DRIVE**

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. NA TO STA. NA

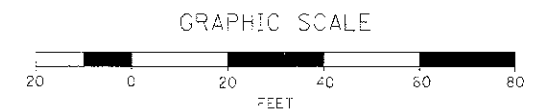
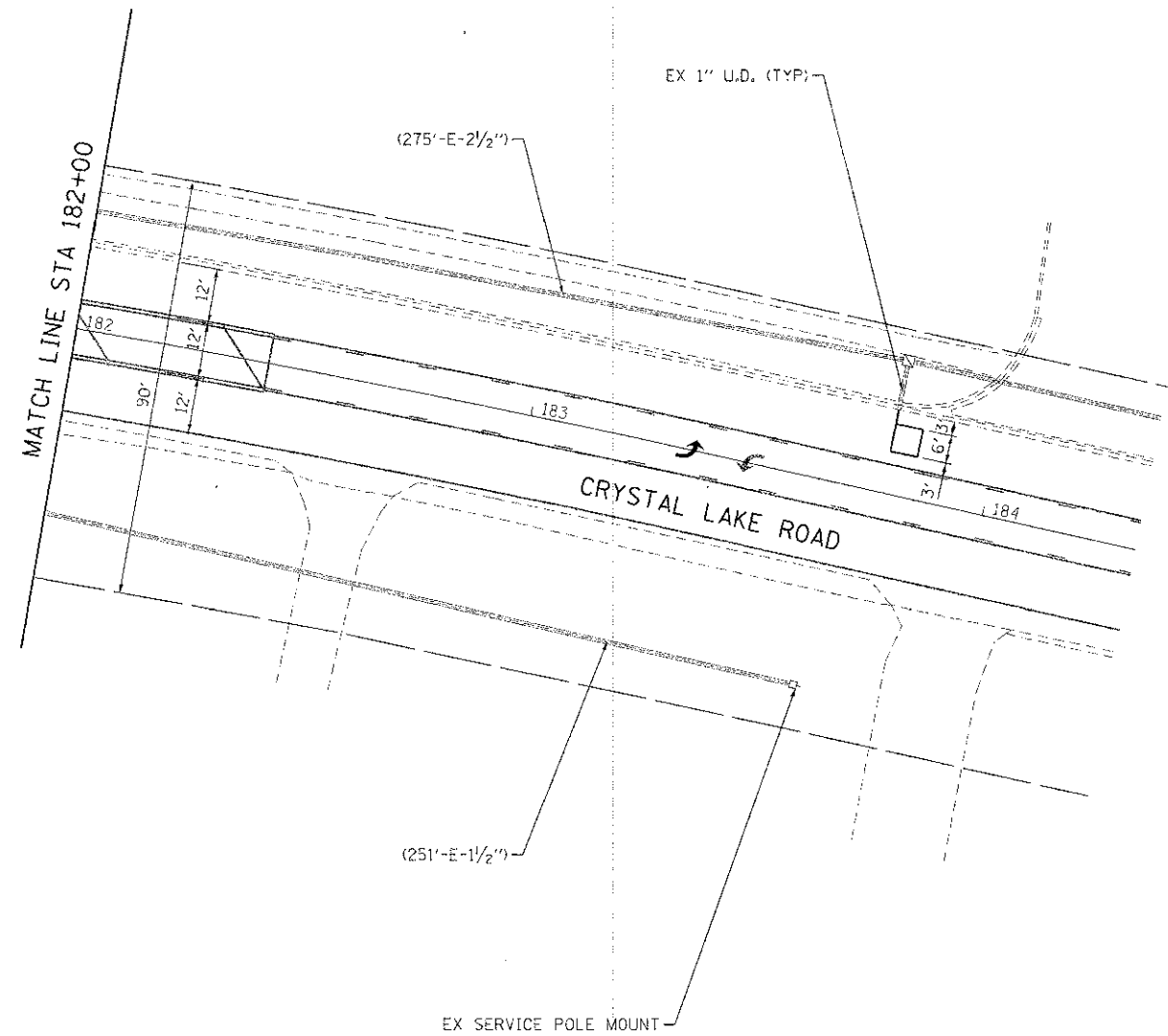
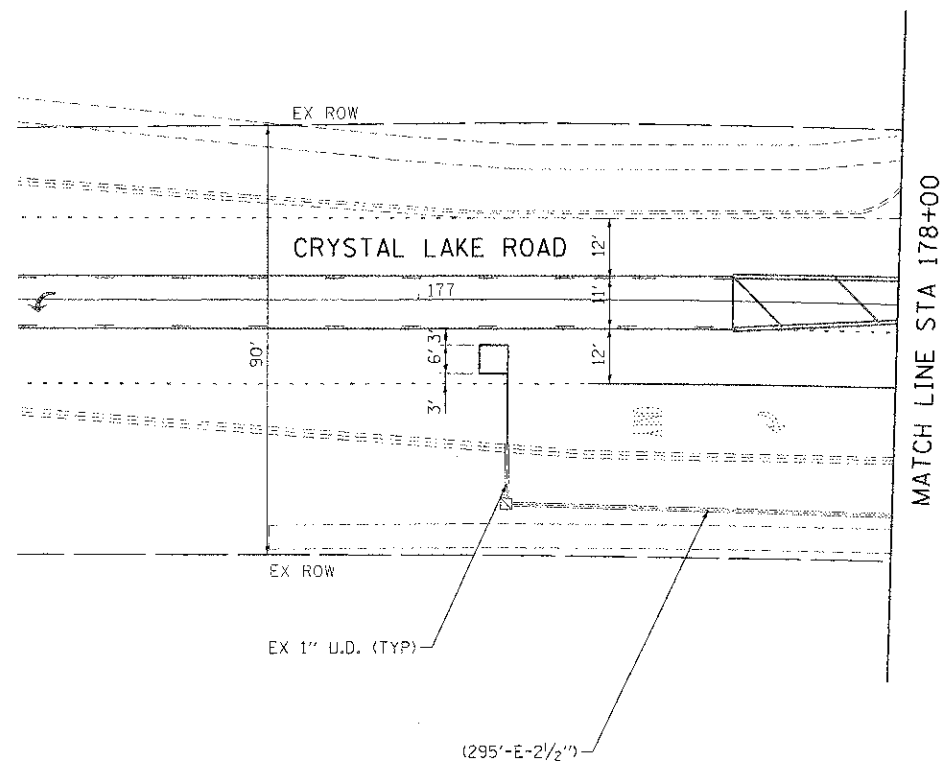
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	30
FSD. ROAD DIST. NO.		ILLINOIS FED. AID PROJEC		

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 SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.



COMPANY NAME: HRGreen.com
 PROJECT CONTACT: JJS
 CLIENT: CITY OF MCHENRY
 DATE PLOTTED: 3/26/14 PM
 FILE NAME: 06/20/09-sig-02.dgn
 PLOTTER: PLOT2000
 PLOT TABLE: standard-trans.tbl



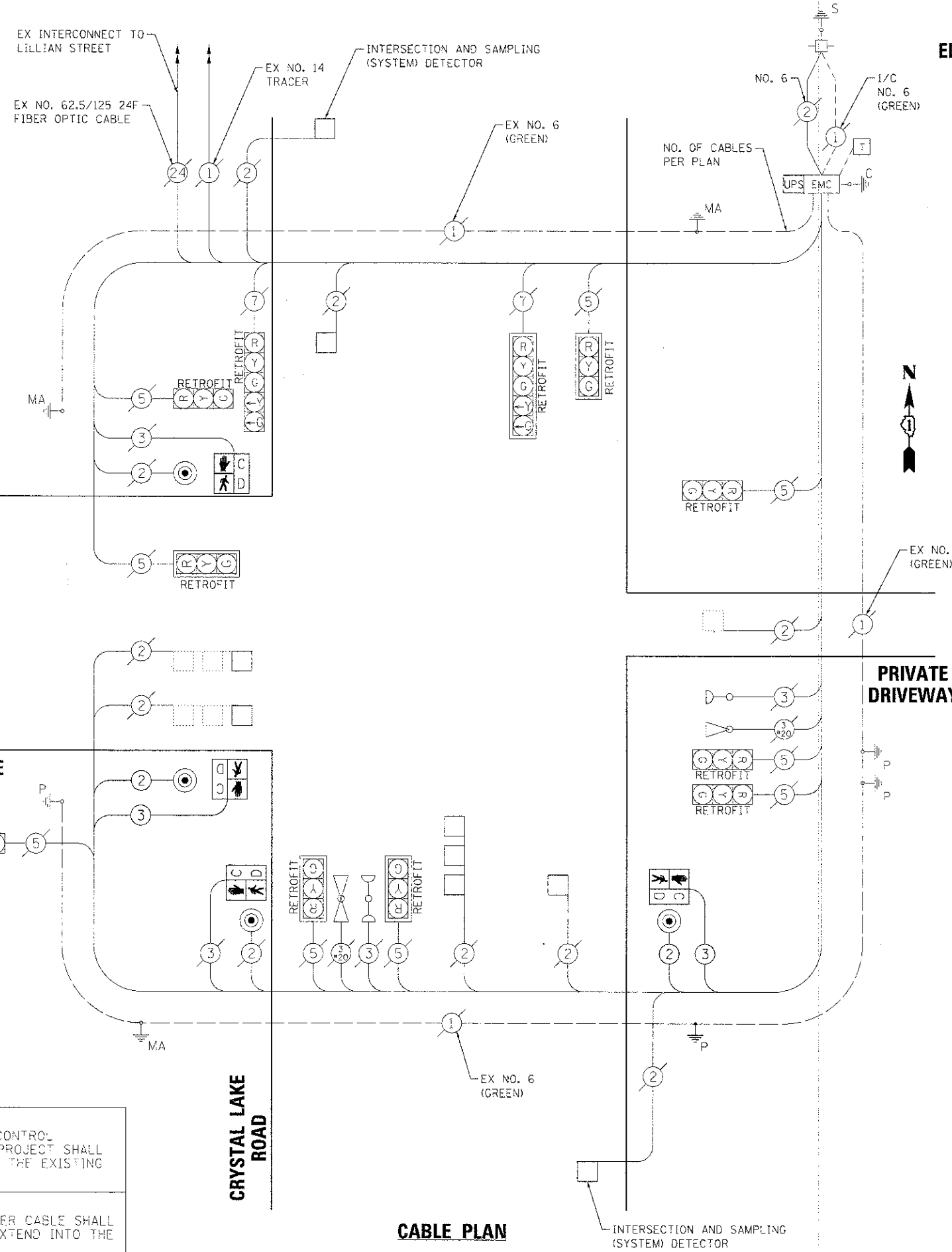
USER NAME = jjs	DESIGNED - JJS	REVISED -
	DRAWN - JJS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = .DATE1.	DATE -	REVISED -

CITY OF MCHENRY

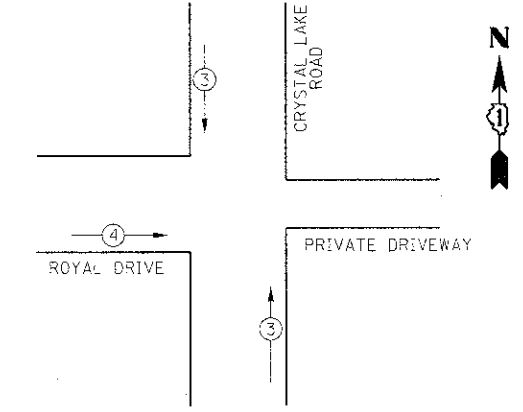
**TRAFFIC SIGNAL INSTALLATION PLAN
CRYSTAL LAKE ROAD AT ROYAL DRIVE**

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. NA TO STA. NA

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	31
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 63794	

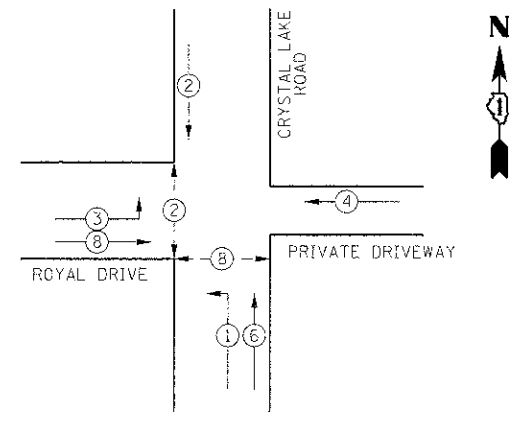


EXISTING & PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE

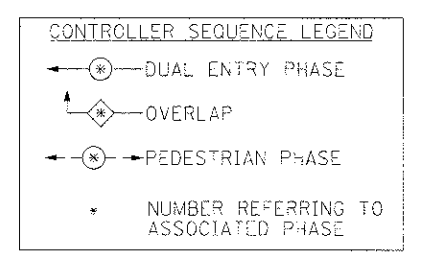


EXISTING & PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTORS	3	4
MOVEMENT	↓	→

EXISTING & PROPOSED CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM



I.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 (YELLOW)	2		12	0.10	2.40
ARROW (GREEN)	2		12	0.10	2.40
PEDESTRIAN SIGNAL	4		25	1.00	100.00
CONTROLLER	1		100	1.00	100.00
UPS	1		25	1.00	25.00
TOTAL =					433.30

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

NOTE:
THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

ENERGY COSTS TO: CITY OF MCHENRY
333 SOUTH GREEN STREET
MCHENRY, IL 60050

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

CABLE PLAN

CITY OF MCHENRY

**CABLE PLAN AND PHASE DESIGNATION DIAGRAM
CRYSTAL LAKE ROAD AT ROYAL DRIVE**

HRGreen.com Illinois Professional Design Firm #104-001522	DESIGNED - JJS	REVISED -	F.A. RTE. 0085	SECTION 11-00073-00-RS	COUNTY MCHENRY	TOTAL SHEETS 44	SHEET NO. 32
	DRAWN - JJS	REVISED -		SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	STA. NA TO STA. NA	CONTRACT NO. 63794
USER NAME = jjs@crxai PLOT SCALE = NTS PLOT DATE = DATE	CHECKED - CP	REVISED -	FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

COMPANY NAME: HRGreen
 PROJECT CONTACT: JJS
 DATE: 3/16/24
 CLIENT: CITY OF MCHENRY
 FILE NAME: 11-00073-00-RS-01.dwg
 PLOT BY: JJS
 PLOT DATE: 3/16/24

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 SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

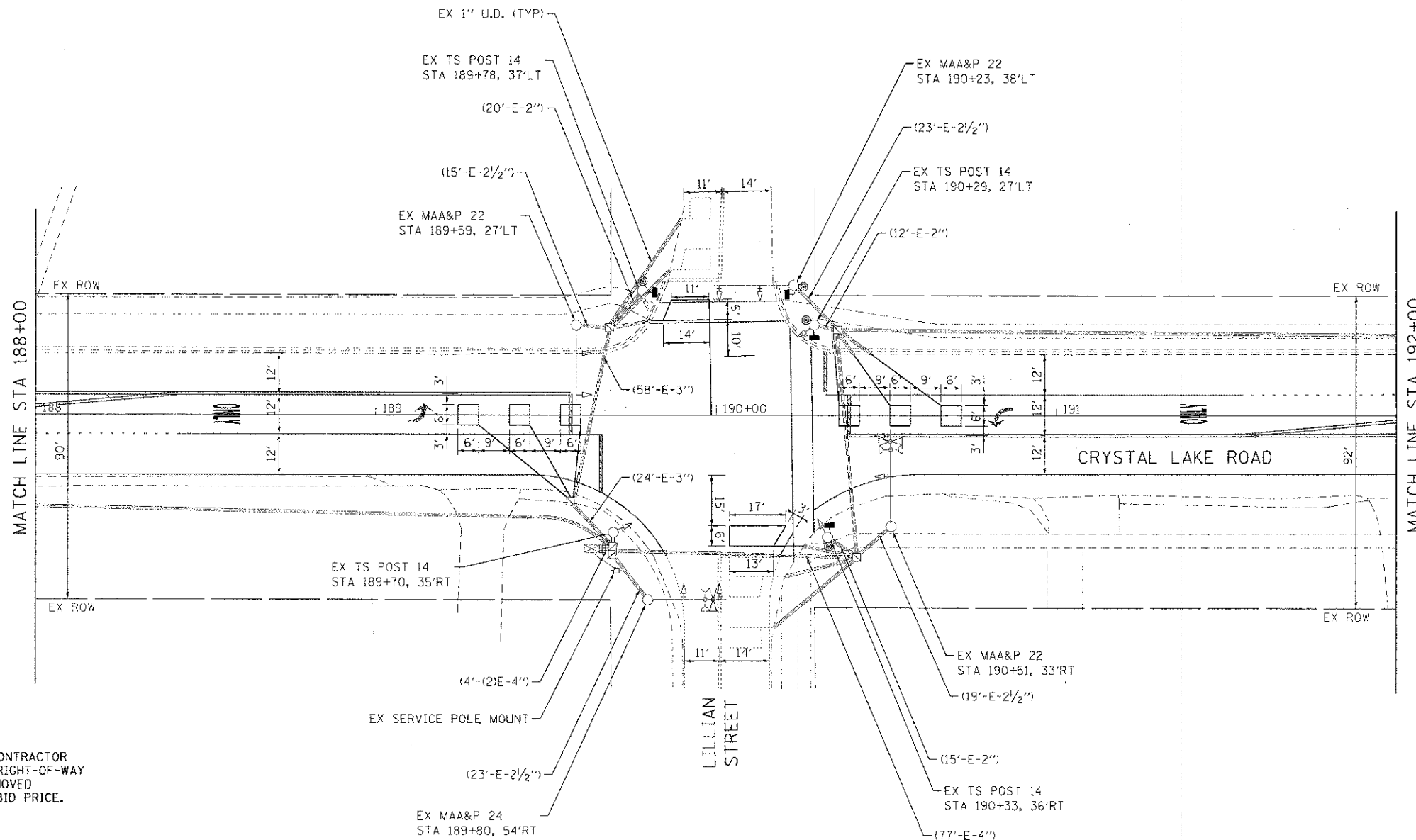
NOTE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

NOTE

THE NEW PEDESTRIAN SIGNAL HEADS WITH COUNTDOWN TIMERS AND NEW BRACKETS SHALL BE PAINTED BLACK WHICH WILL BE INCLUDED IN THE CONTRACT UNIT COST FOR THE PEDESTRIAN SIGNAL HEADS.

1. ALL NEW TRAFFIC SIGNAL EQUIPMENT INCLUDING POSTS AND MAST ARMS SHALL ARRIVE AT THE PROJECT SITE WITH A BLACK FACTORY FINISH IN ACCORDANCE WITH THE SPECIFICATIONS.
2. 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.
3. THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE TOMAR OR AN APPROVED EQUAL AS REQUIRED BY THE MCHENRY TOWNSHIP FIRE DEPARTMENT.
4. THE CONCRETE APRON AND EARTH EXCAVATION REQUIRED AT THE CONTROLLER WILL BE INCLUDED IN THE COST FOR UNINTERRUPTIBLE POWER SUPPLY SPECIAL.

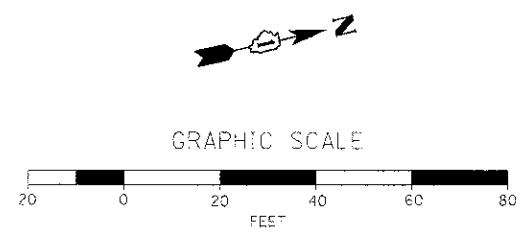


THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 4 EACH PEDESTRIAN SIGNAL HEAD
- 4 EACH PEDESTRIAN PUSH BUTTON

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE PAINTED IN PLACE IN ACCORDANCE WITH SECTION 851 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE STEEL MAST ARM ASSEMBLIES AND POLES, SIGNAL POSTS, SIGNAL HOUSINGS, AND BRACKETS SHALL BE PAINTED WITH TWO COATS OF 'BLACK' PAINT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TRAFFIC CONTROL DURING PAINTING OPERATIONS, WHICH SHALL BE CONSIDERED AS INCLUDED IN THE PAINTING PAY ITEMS.

- 4 EACH STEEL MAST ARM ASSEMBLY AND POLE, UNDER 40 FEET
- 4 EACH TRAFFIC SIGNAL POST
- 12 EACH SIGNAL HEADS (DOORS, VISORS, HOUSINGS & BRACKETS)
- 8 EACH SIGNAL BACKPLATES



COMPANY NAME: HRGreen
 PROJECT CONTACT: HRGreen.com
 DATE: 2/1/2013 7:48:47 AM
 FILE NAME: 86112363.dgn
 PLOT DRIVER: PLOT.DWT
 PEN TABLE: STANDARD-FRANK.TBL

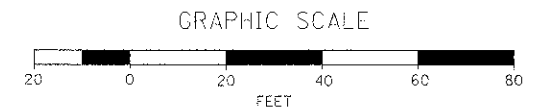
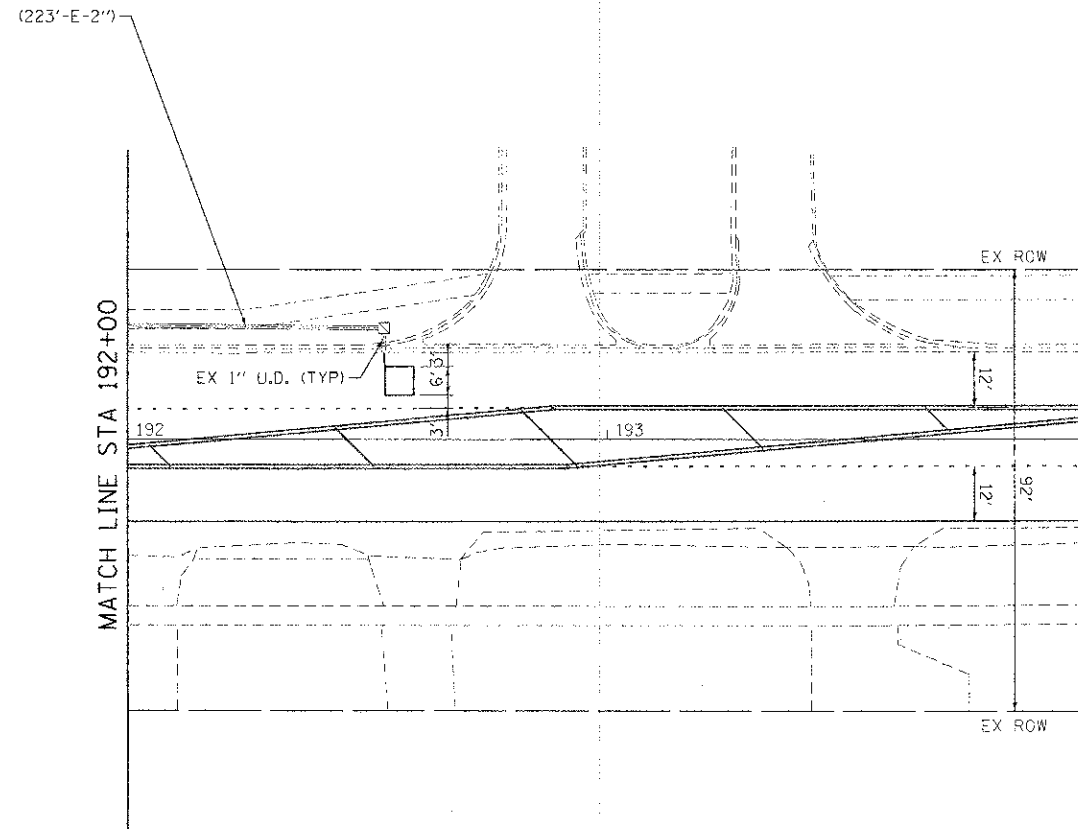
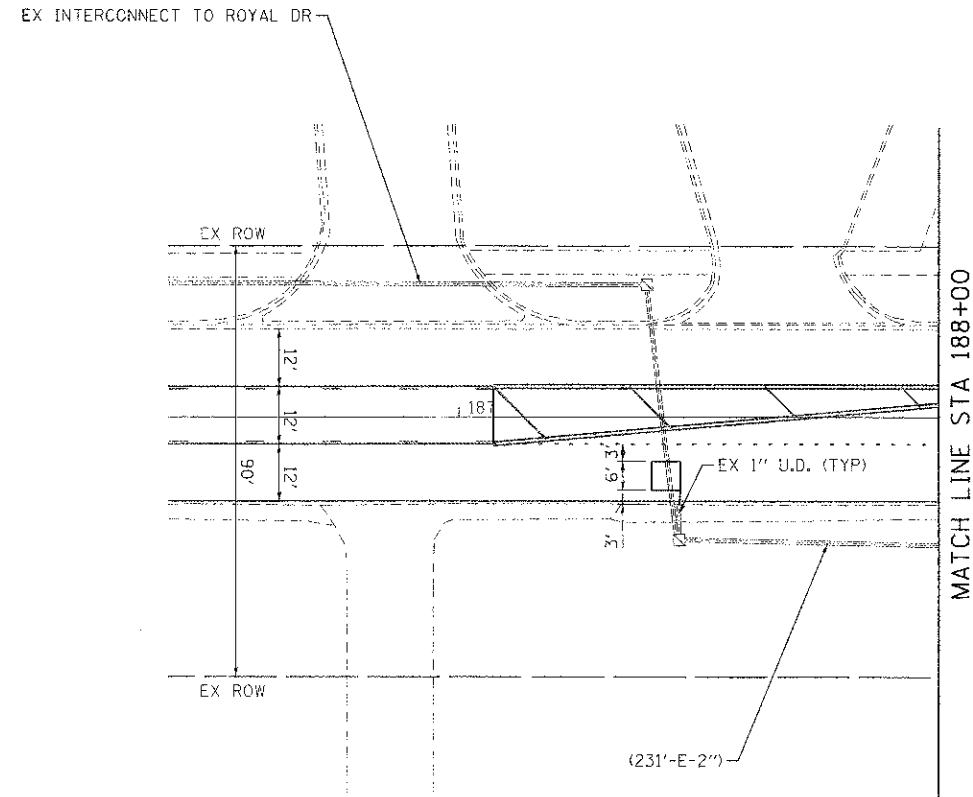
HRGreen.com Illinois Professional Design Firm #184-001322	USER NAME = jstrze2 DESIGNED - JJS DRAWN - JJS CHECKED - CP DATE = 11/12/12	REVISED - REVISED - REVISED - REVISED -	CITY OF MCHENRY	TRAFFIC SIGNAL INSTALLATION PLAN CRYSTAL LAKE ROAD AT LILLIAN STREET	P.A. RTE. = 0085 SECTION = 11-00073-00-RS COUNTY = MCHENRY TOTAL SHEETS = 44 SHEET NO. = 33	CONTRACT NO. = 63794
	PLOT SCALE = 1"=20' PLOT DATE = 2/1/2013	SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. NA TO STA. NA			FED. ROAD DIST. NO. [] ILLINOIS FED. AID PROJECT []	

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 SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.



COMPANY NAME: HRGreen
 PROJECT CONTACT: J. J. S.
 DATE PLOTTED: 11/10/11 10:59 AM
 FILE NAME: 11-00073-00-RS.dwg
 PLOT DRIVER: PLOT.DRV
 PLOT TABLE: 11-00073-00-RS.tbl



USER NAME = jstrze1	DESIGNED - JJS	REVISED -
PLOT SCALE = 1"=20'	DRAWN - JJS	REVISED -
PLOT DATE = .DATE1	CHECKED - CP	REVISED -
	DATE -	REVISED -

CITY OF MCHENRY

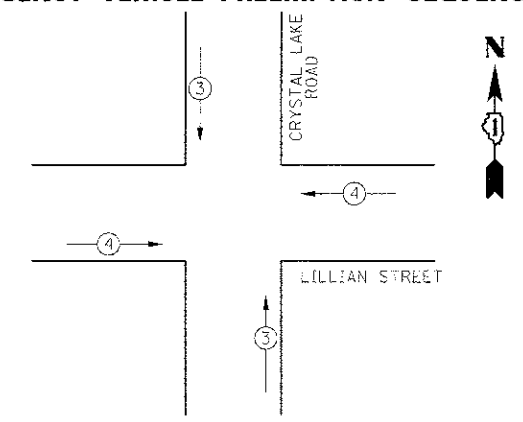
**TRAFFIC SIGNAL INSTALLATION PLAN
CRYSTAL LAKE ROAD AT LILLIAN STREET**

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. NA TO STA. NA

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	34
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 63794	

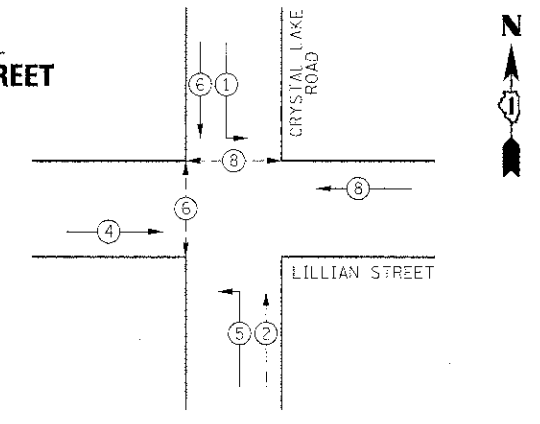
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR

EXISTING & PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE

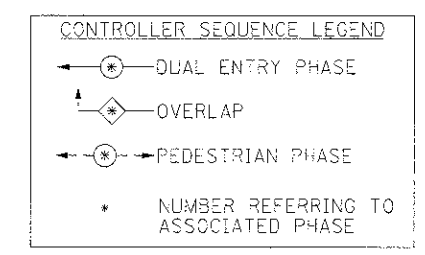


EXISTING & PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTORS	3	4
MOVEMENT	↑	←

EXISTING & PROPOSED CONTROLLER SEQUENCE



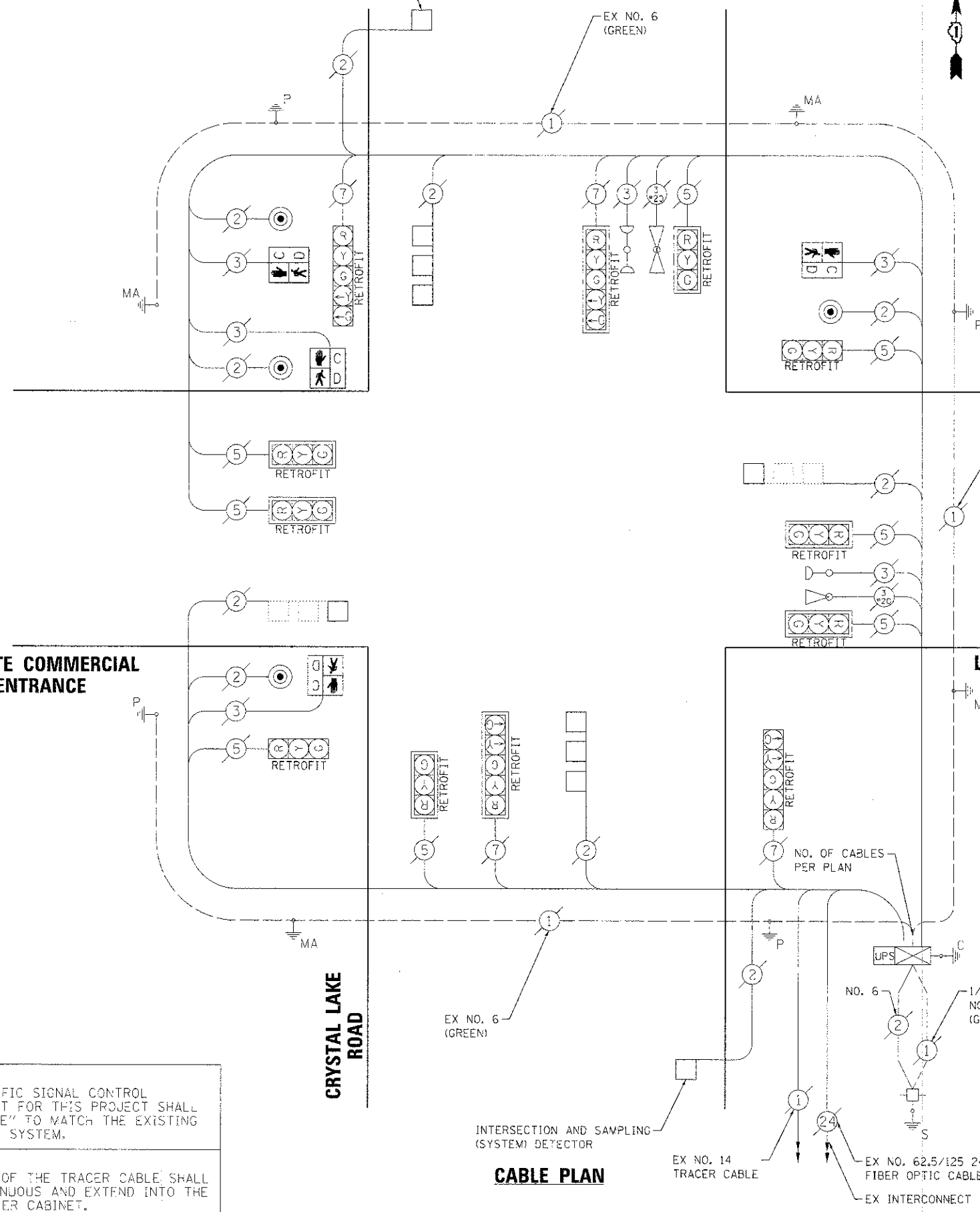
PHASE DESIGNATION DIAGRAM



PRIVATE COMMERCIAL ENTRANCE

LILLIAN STREET

CRYSTAL LAKE ROAD



CABLE PLAN

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					
TYPE	NO. LAMPS	WATTAGE		% OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	12	27	0.50		102.00
(YELLOW)	12	25	0.25		75.00
(GREEN)	12	15	0.25		45.00
ARROW (YELLOW)	4	12	0.10		4.80
ARROW (GREEN)	4	12	0.10		4.80
PEDESTRIAN SIGNAL	4	25	1.00		100.00
CONTROLLER	1	100	1.00		100.00
UPS	1	25	1.00		25.00
TOTAL =					456.60

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

NOTE:
THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

ENERGY COSTS TO: CITY OF MCHENRY
333 SOUTH GREEN STREET
MCHENRY, IL 60050

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



USER NAME = jst-za3	DESIGNED - JJS	REVISED -
PLOT SCALE = NTS	DRAWN - JJS	REVISED -
PLT DATE = _JUL_11_11	CHECKED - CP	REVISED -
	DATE -	REVISED -

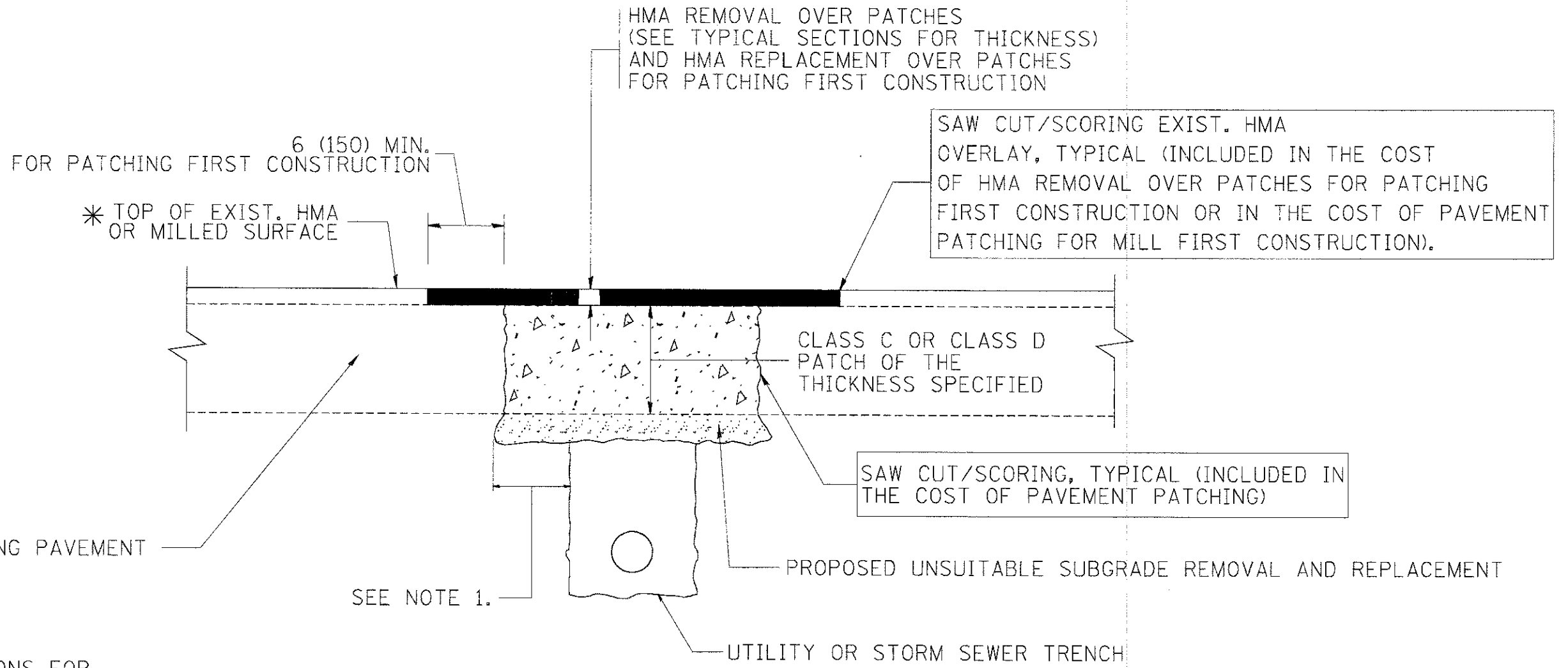
CITY OF MCHENRY

**CABLE PLAN AND PHASE DESIGNATION DIAGRAM
CRYSTAL LAKE ROAD AT LILLIAN STREET**

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. NA TO STA. NA

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-R5	MCHENRY	44	35
CONTRACT NO. 63794				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

COMPANY NAME: HRGreen
 PROJECT CONTACT: JST-za3
 CLIENT: HRGreen
 DATE PLOTTED: 07/11/11
 FILE NAME: PPK.dwg
 PLOT DRIVER: standard.ctb
 PEN TABLE:



* 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.

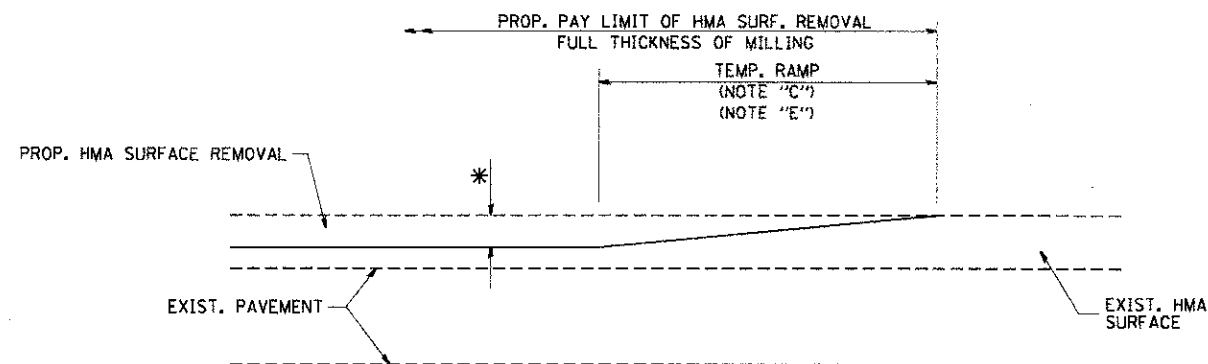
COMPANY NAME: HRGreen
 PROJECT CONTACT: HRGreen.com
 DATE PLOTTED: 06/10/09
 FILE NAME: 8610369-0610.dgn
 PLOT DRIVER: PLOT.DWT
 PLOT TABLE: standard.trans.tbl

USER NAME = jst-zel	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
	DRAWN -	REVISED - R. BORO 01-01-07
PLOT SCALE =	CHECKED -	REVISED - R. BORO 09-04-07
PLOT DATE = _DATE_	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

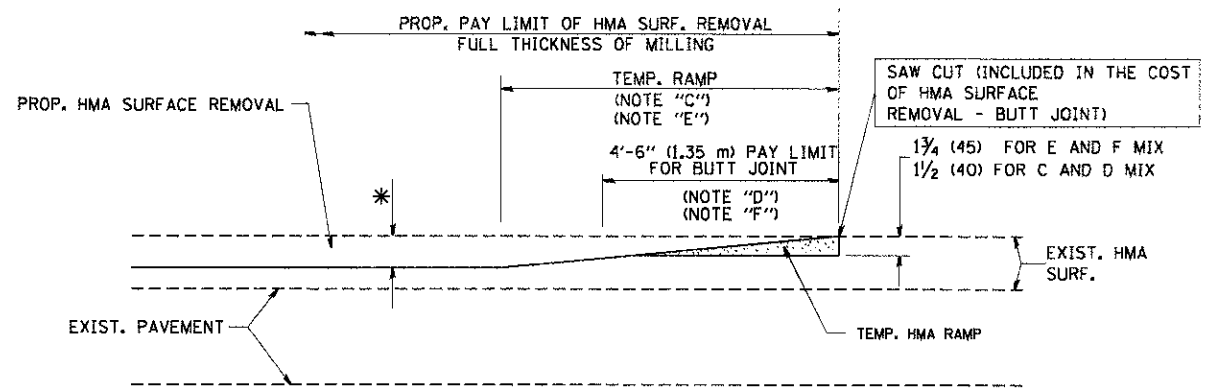
PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-R5	MCHENRY	44	36
BD400-04 (BD-22)			CONTRACT NO. 63794	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

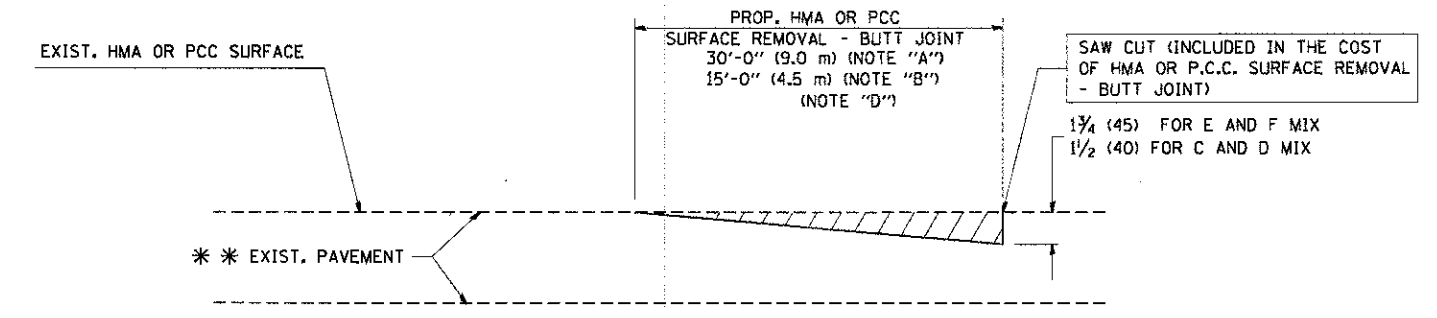
OPTION 1



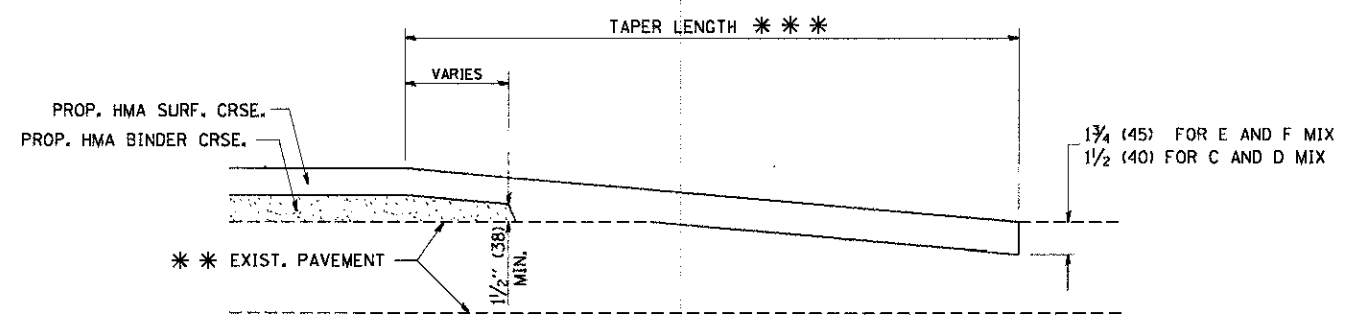
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

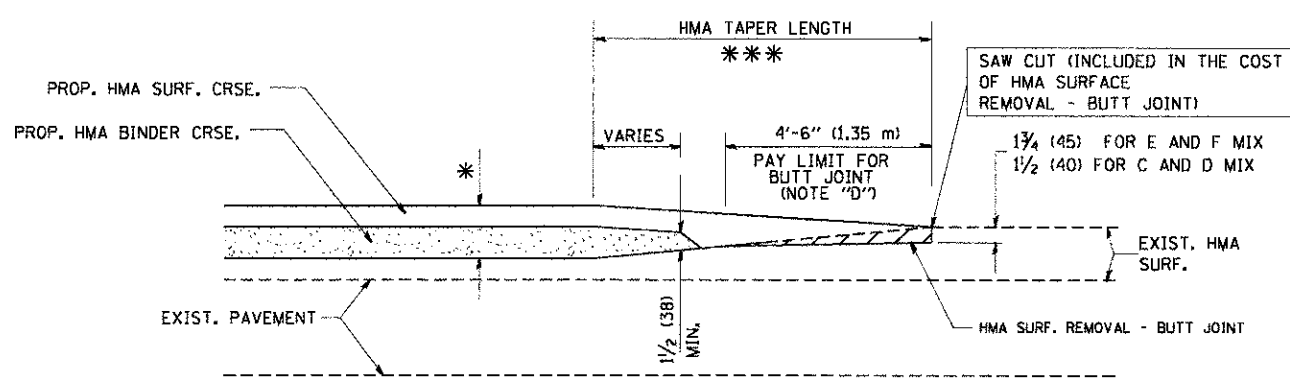
NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

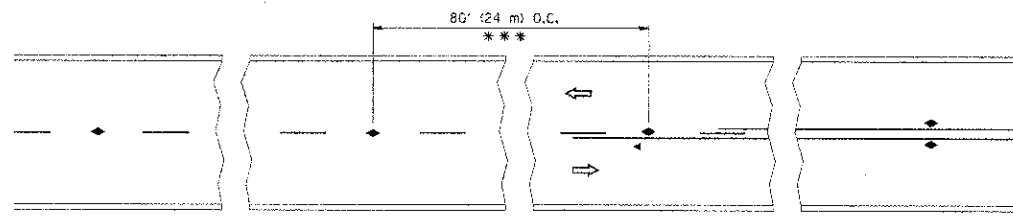
COMPANY NAME: HRGreen
 PROJECT CONTRACT: 0610369-08-02-00
 DATE PLOTTED: 06-13-09
 PLOT DRIVER: PLOT
 PEN TABLE: standard.tbl

USER NAME = jstanzel	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
PLOT SCALE =	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT DATE = _DATEL	CHECKED -	REVISED - M. GOMEZ 04-06-01
	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

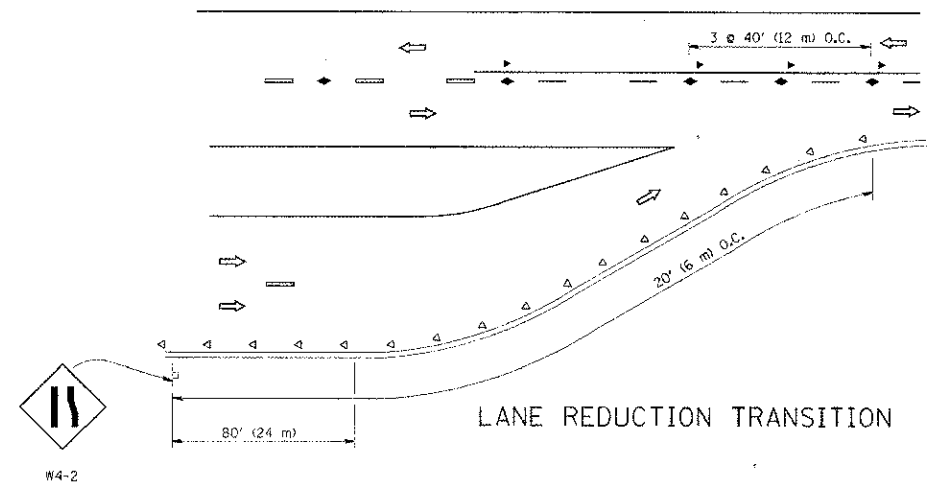
BUTT JOINT AND HMA TAPER DETAILS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-R5	MCHENRY	44	37
BD400-05 BD32			CONTRACT NO. 63794	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

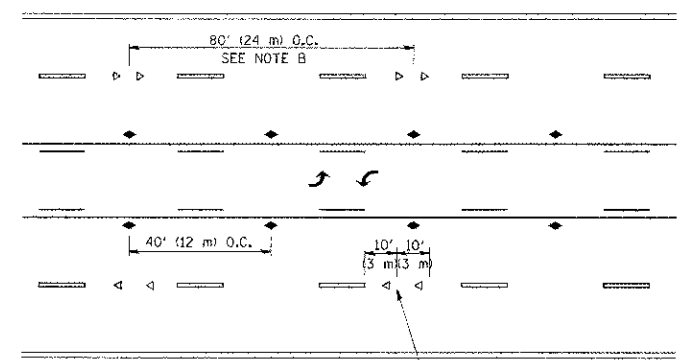


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

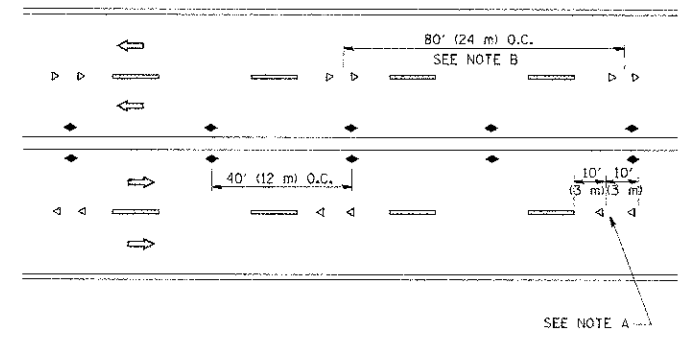
TWO-LANE/TWO-WAY



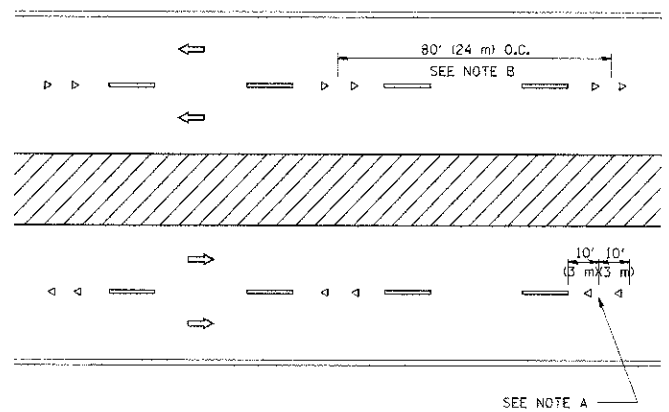
LANE REDUCTION TRANSITION



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

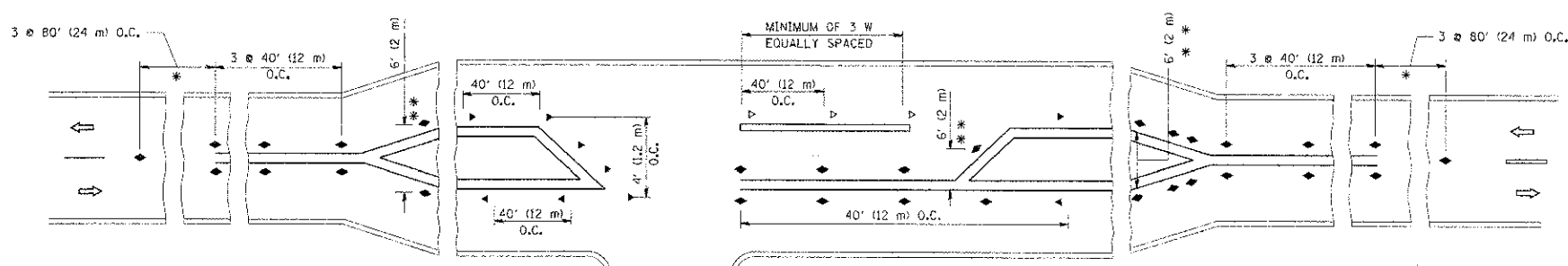
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



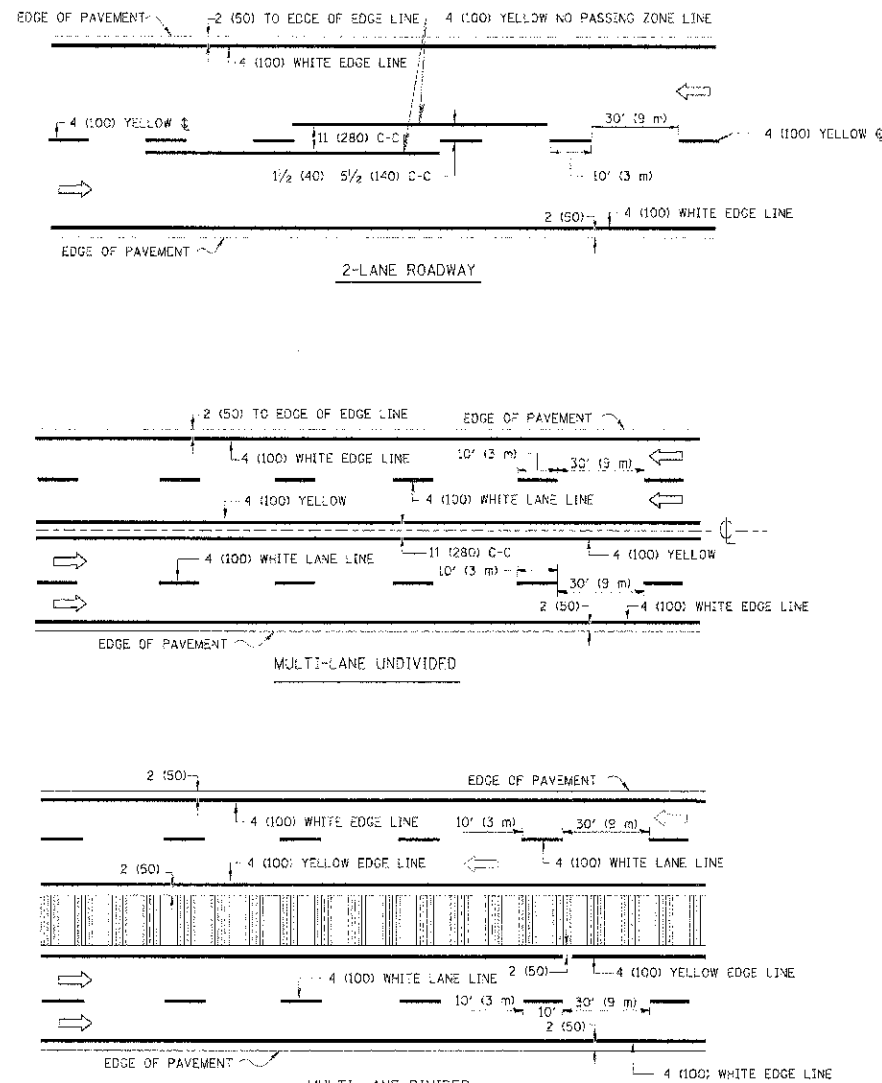
LEFT TURN

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

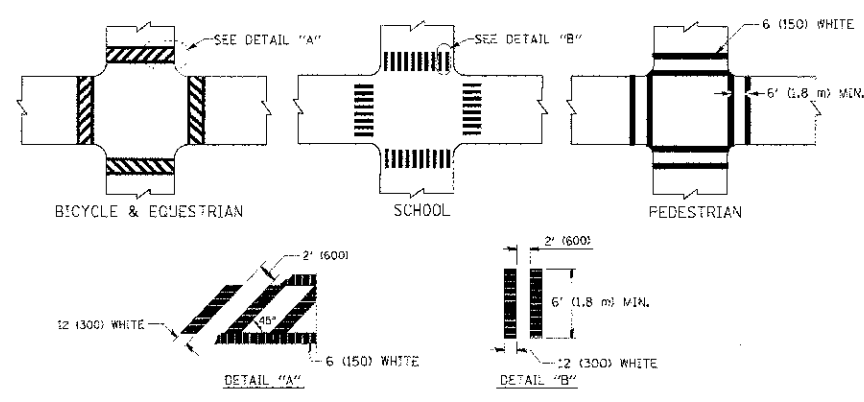
All dimensions are in inches (millimeters) unless otherwise shown.

COMPANY NAME: HRGreen
 PROJECT CONTACT: HRGreen.com
 DATE PLOTTED: 2/15/24 10:13 AM
 FILE NAME: R5103651-00103.dgn
 PLOT DRIVER: PLOT.DWG
 PLOT DATE: 2/15/24 10:13 AM

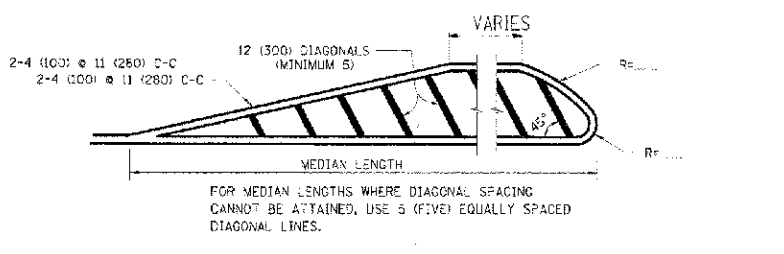
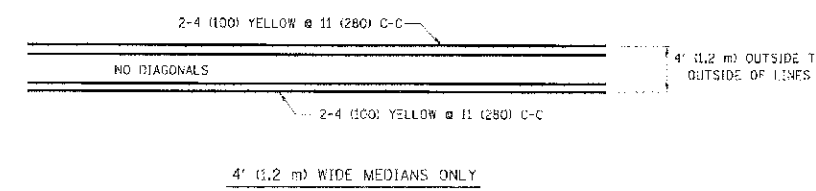
	USER NAME = jstinec DESIGNED - DRAWN - CHECKED - DATE -	REVISED - T. RAMMACHER 09-19-94 REVISED - T. RAMMACHER 03-12-99 REVISED - T. RAMMACHER 01-06-00 REVISED - C. JUCLIS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)		F.A. R.T.E. 0085 SECTION 11-00073-00-RS COUNTY MCHENRY TOTAL SHEETS 44 SHEET NO. 38
	PLOT SCALE = PLOT DATE = .DATE1.	SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.		CONTRACT NO. 63794 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



TYPICAL LANE AND EDGE LINE MARKING

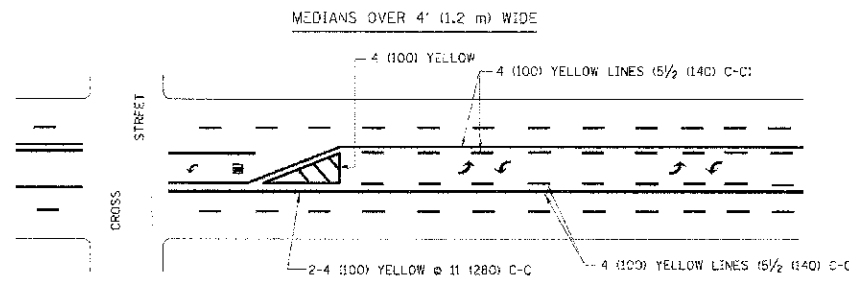


TYPICAL CROSSWALK MARKING

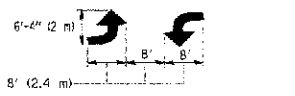


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

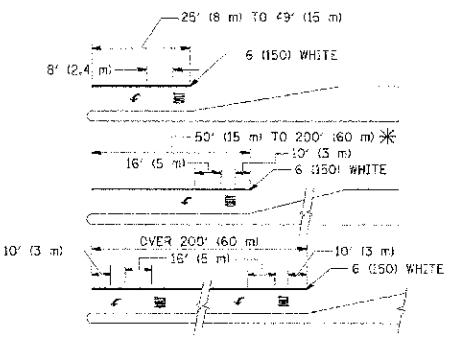
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



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.

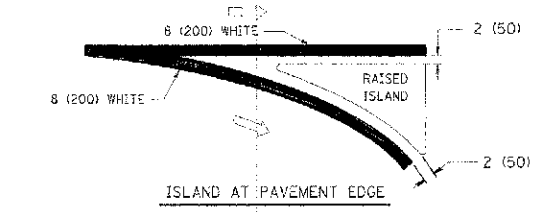
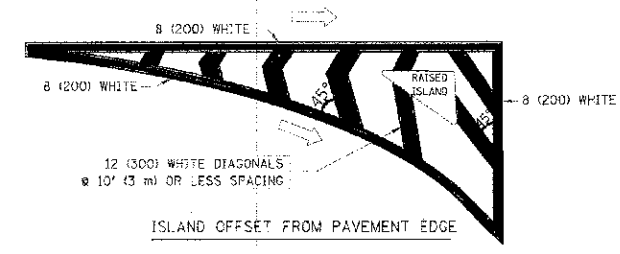


TYPICAL TURN LANE MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * 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 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 (300) 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 (200) 5 (25) 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 (180) 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 WHITE WHITE	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GREY 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 T80001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
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 T80001.

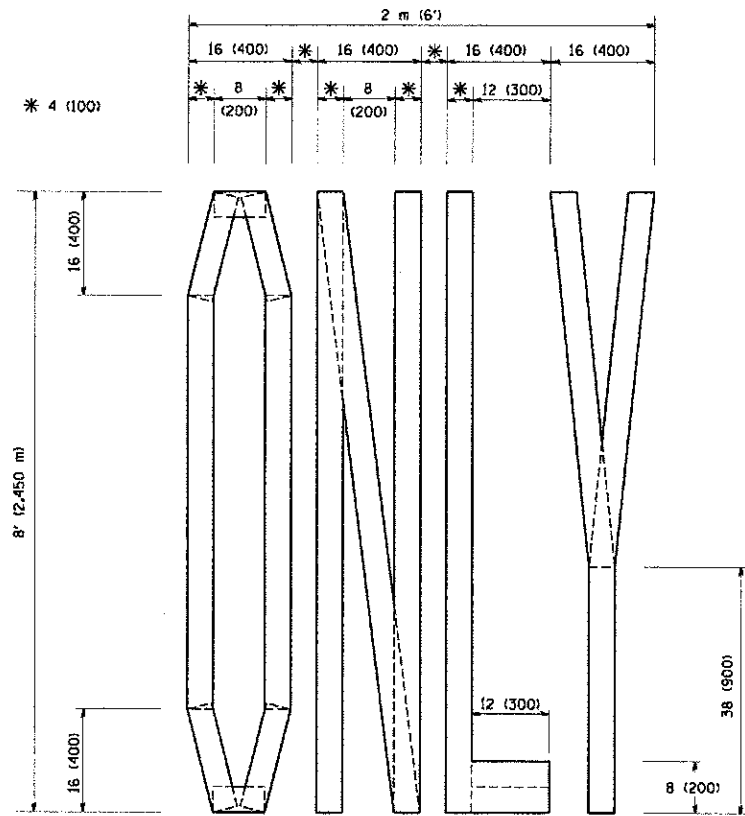
All dimensions are in inches (millimeters) unless otherwise shown.

COMPANY NAME: HRGreen
 PROJECT CONTACT: J. J. J. J.
 DATE PLOTTED: 03-19-90
 FILE NAME: HRGreen
 PLOT DATE: 03-19-90

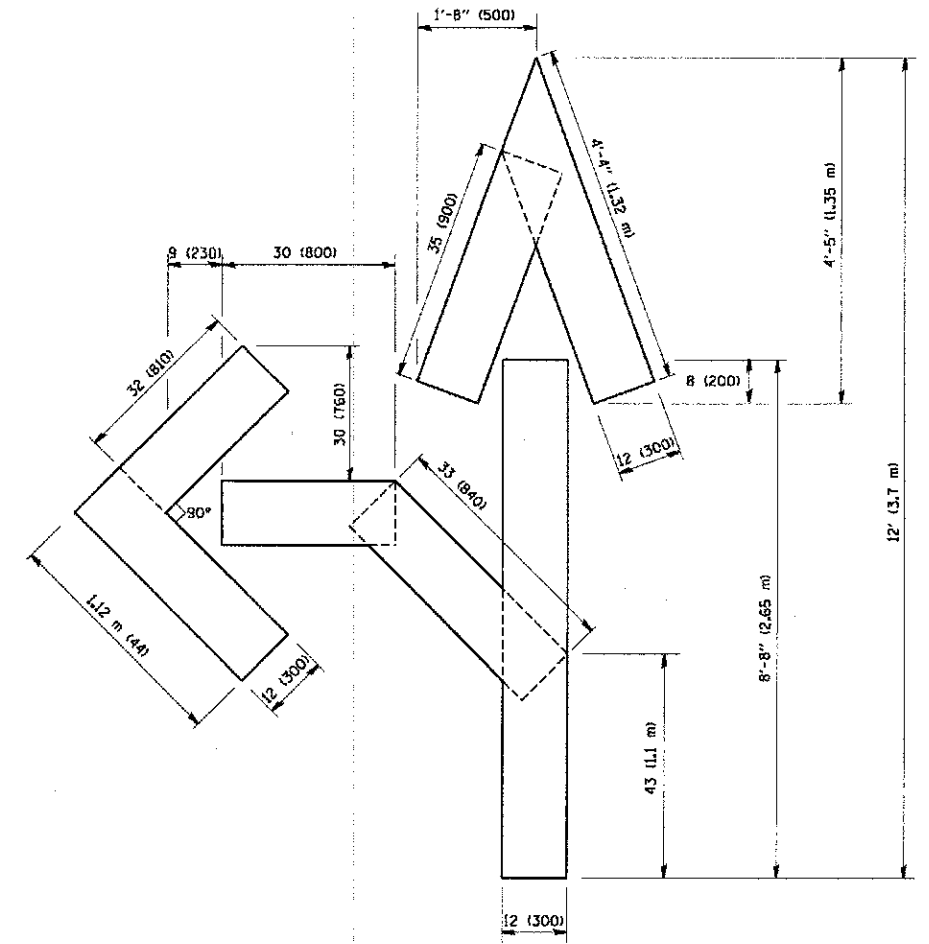
HRGreen.com Illinois Professional Design Firm # 184-011322	USER NAME = jeter201	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE = 03-19-90	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

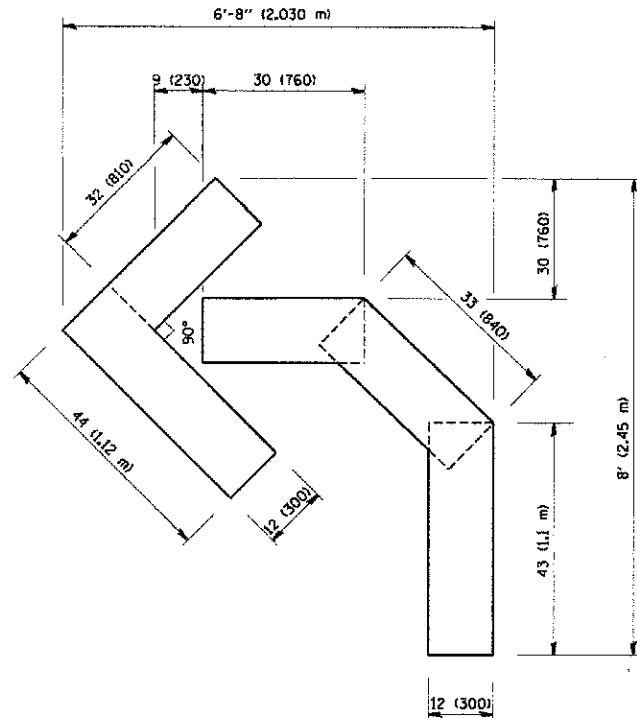
DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
TYPICAL PAVEMENT MARKINGS		0085	11-00073-00-RS	MCHENRY	44 39
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.
		CONTRACT NO. 63794		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

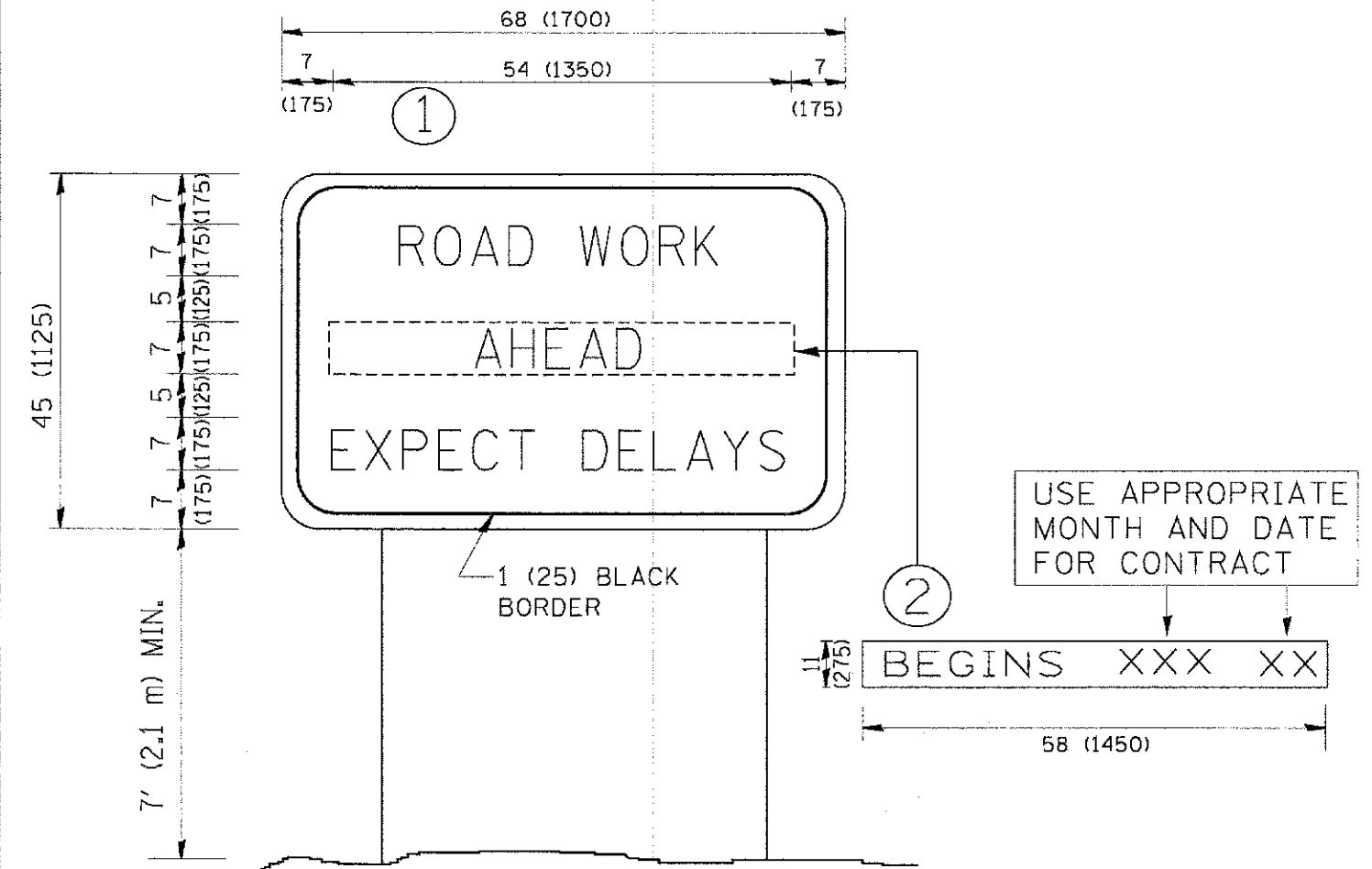
COMPANY NAME: HRGreen
 CLIENT: HRGreen
 DATE PLOTTED: 09/18/94
 FILE NAME: 091894.dgn
 PLOT DATE: 09/18/94
 PLOT SCALE: 1"=1'-0"

USER NAME = jstr201	DESIGNED -	REVISED - T, RAMMACHER 06-05-96
	DRAWN -	REVISED - T, RAMMACHER 11-04-97
PLOT SCALE =	CHECKED -	REVISED - T, RAMMACHER 03-02-98
PLOT DATE = 09-18-94	DATE - 09-18-94	REVISED - E, GOMEZ 08-28-00

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	40
FED. ROAD DIST. NO. 1			CONTRACT NO. 63794	



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.

COMPANY NAME: HRGreen.com
 PROJECT CONTACT: HRGreen.com
 DATE: 3/06/09 PM
 FILE NAME: 6610269-dw706.dgn
 PLOT DATE: 3/06/09 PM
 PLOT SCALE: 1/8"=1'-0"
 PLOT DEVICE: HP DesignJet T1100e
 PLOT FILE: 6610269-dw706.dgn

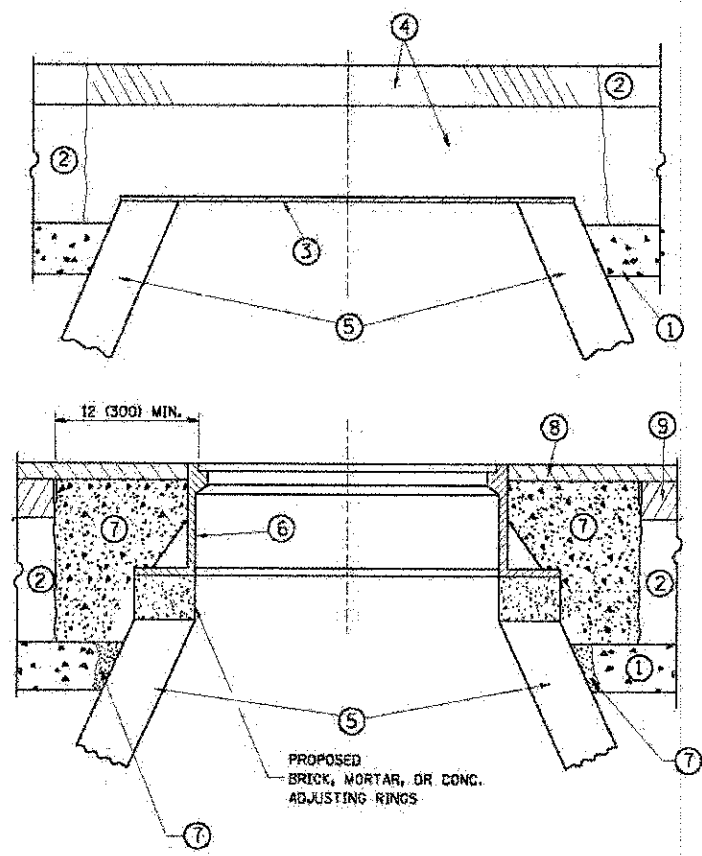


USER NAME = jstrzeal	DESIGNED -	REVISED - R. MIRS 09-15-97
PLOT SCALE =	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT DATE = .DATE1.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ARTERIAL ROAD INFORMATION SIGN	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	41
TC-22			CONTRACT NO.	63794
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES:

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1# CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-1# CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

COMPANY NAME: HRGreen
 PROJECT CONTACT: HRGreen.com
 DATE: 10/25/04
 FILE NAME: 8610269-46107.dgn
 PLOT DRIVER: PLOT.plt
 PEN TABLE: 31 (color) - Trans.tbl

USLR NAME = jst:zal	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
PLOT SCALE =	DRAWN -	REVISED - R. BORO 01-01-07
PLOT DATE = .DATEL	CHECKED -	REVISED - R. BORO 03-09-11
	DATE - 10-25-04	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	1J-00073-00-RS	MCHEMRY	44	42
BD000-03 (BD-0)			CONTRACT NO. 63794	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

18" (450) MAX.

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100). SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

T/2 *

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

COMPANY NAME: HRGreen.com
PROJECT CONTACT: HRGreen
DATE PLOTTED: 03-11-94
FILE NAME: 86170369-06108.dgn
PLOT DRIVER: PLOT.DRV
PEN TABLE: STANDARD-11-01.tbl



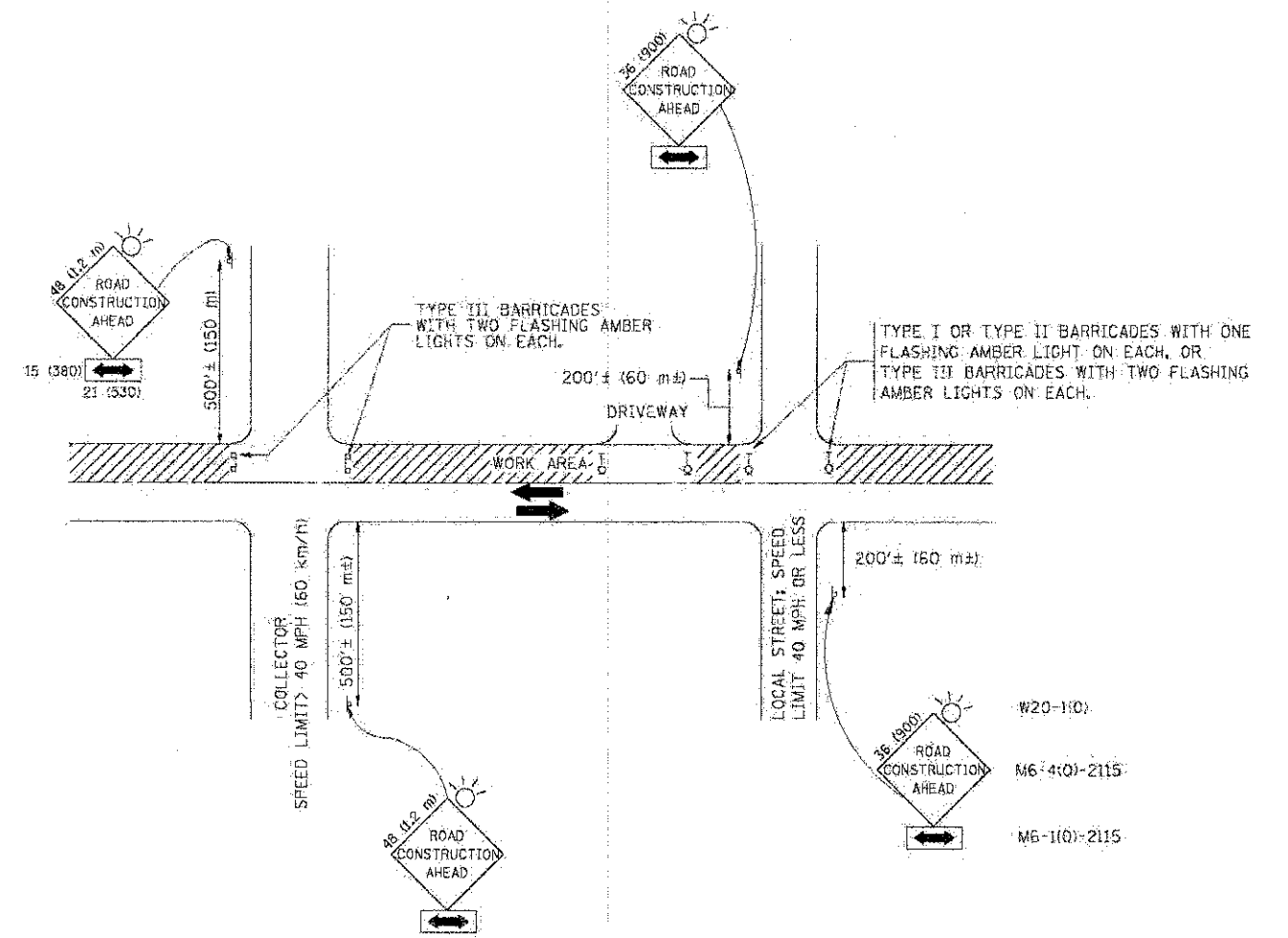
USER NAME = jst-zel	DESIGNED - A. HOUSER	REVISED - R. SHAH 10-03-96
	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE =	CHECKED -	REVISED - M. GOMEZ 01-22-01
PLOT DATE = .DATE1.	DATE - 03-11-94	REVISED - R. BORD 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	43
BD600-06 (BD-24)			CONTRACT NO. 63794	
FED. RD. DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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. 701806 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.

COMPANY NAME: HRGreen
 PROJECT CONTACT: HRGreen.com
 DATE PLOTTED: 06/10/2009 09:08:00
 FILE NAME: 06102009-0908.dwg
 PLOT DRIVER: PLOT.DWG
 PLOT SCALE: 1:1
 PLOT DATE: 06-10-09

USER NAME = jst-zol	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
	DRAWN -	REVISED - A. HOUSEH 03-06-96
PLOT SCALE =	CHECKED -	REVISED - A. HOUSEH 10-15-95
PLOT DATE = .DATE1.	DATE - 06-09	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	11-00073-00-RS	MCHENRY	44	44
TC-10			CONTRACT NO. 63794	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				