

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0157	12-00014-00-BT	MCHENRY	11	1
FED. ROAD DIST. NO 1		ILLINOIS	CONTRACT NO. 61A80	

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

TRAFFIC DATA


ADT:
WINN ROAD - 4,050 VPD (2013)

	SPEED POSTED	DESIGN SPEED
WINN ROAD	45 MPH	45 MPH

DESIGN DESIGNATION

FAU 0157 (WINN ROAD) - MAJOR COLLECTOR

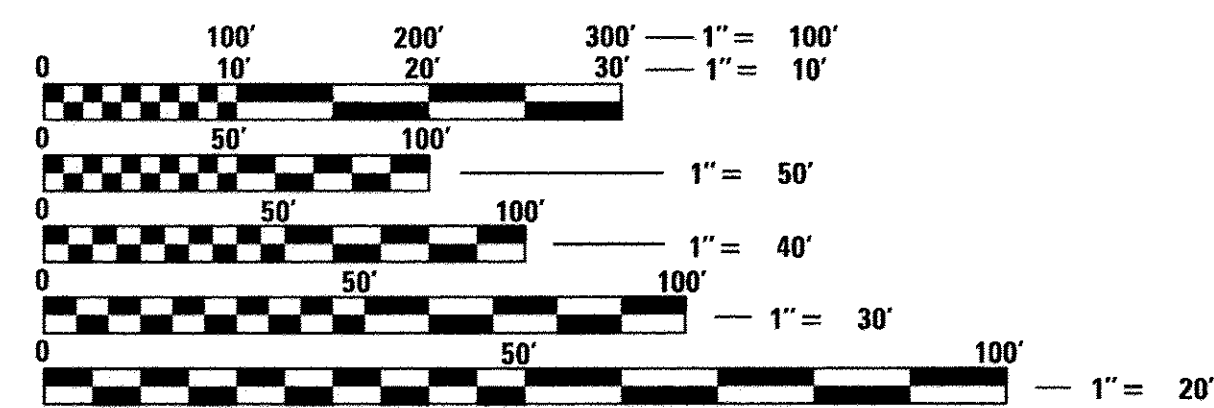
J.U.L.I.E.
JOINT
UTILITY
LOCATION
INFORMATION FOR
EXCAVATION
CALL 811



Know what's below.
Call before you dig.

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

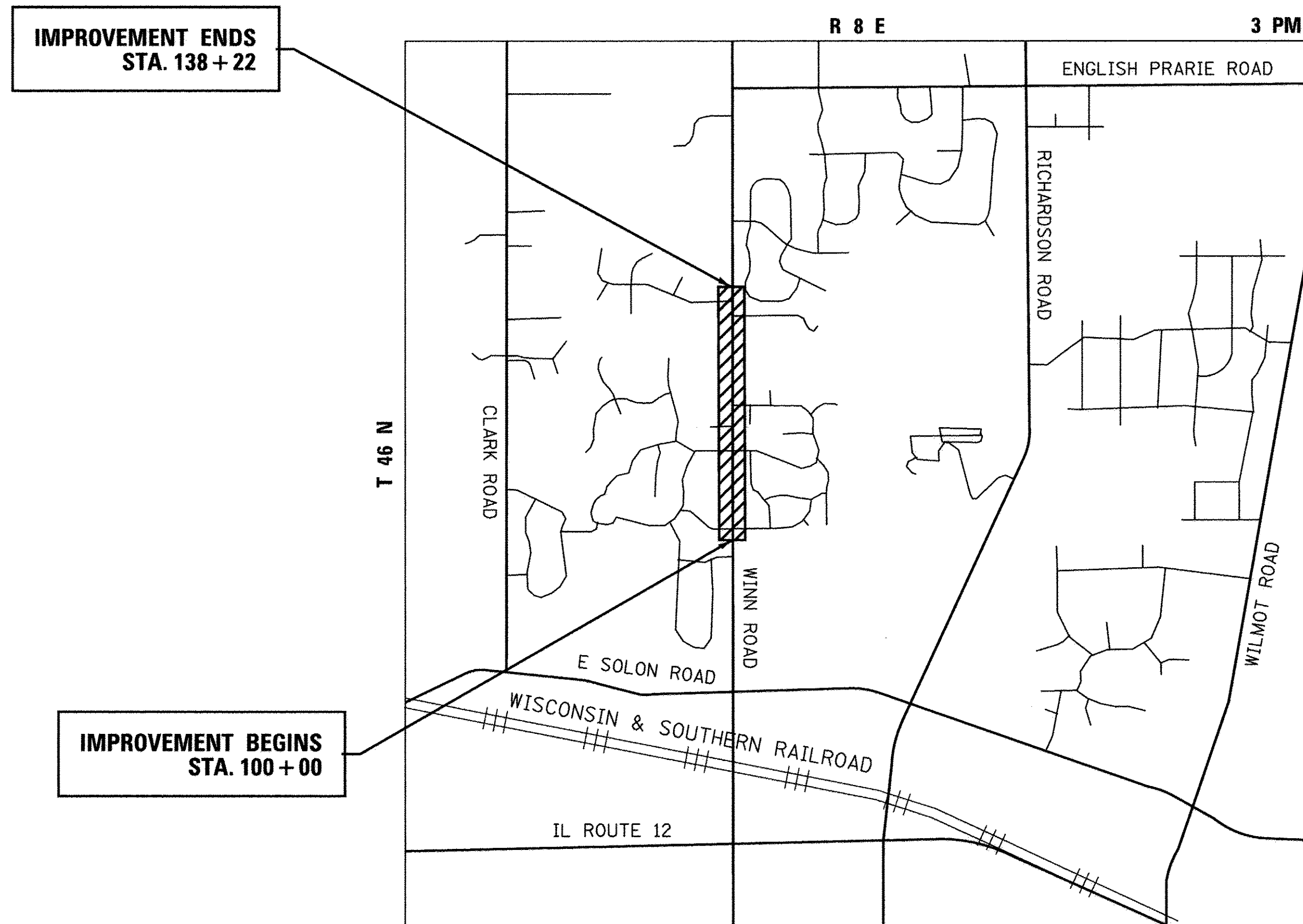
FAU 0157 (WINN ROAD)
FROM ELK DRIVE TO MARTIN DRIVE
BIKE PATH
SECTION: 12-00014-00-BT
PROJECT: TE-00D1 (896)
VILLAGE OF SPRING GROVE
MCHENRY COUNTY
JOB: C-91-363-12



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



IMPROVEMENT ENDS
STA. 138 + 22

IMPROVEMENT BEGINS
STA. 100 + 00

PROJECT LOCATION MAP
VILLAGE OF SPRING GROVE
N.T.S.

NET AND GROSS LENGTH OF IMPROVEMENT = 3,822 FT. = 0.72 MILES

AGENCY RESPONSIBLE FOR LETTING

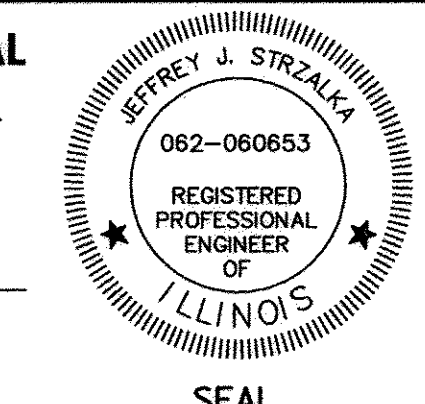
APPROVED JANUARY 27, 2017
[Signature]
VILLAGE PRESIDENT, VILLAGE OF SPRING GROVE

PASSED FEB 14, 2017
[Signature]
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW February 14, 2017
[Signature]
REGIONAL ENGINEER

PROFESSIONAL ENGINEER'S SIGN & SEAL
EXCLUDING SHEET(S):

[Signature]
JEFFREY J. STRZALKA, P.E.
EXPIRES: 11-30-17



PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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

INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX OF SHEETS, HIGHWAY STANDARDS, DISTRICT ONE DETAILS, GENERAL NOTES
- 3 SUMMARY OF QUANTITIES
- 4 TYPICAL SECTIONS
- 5-6 ALIGNMENT, TIES AND BENCHMARKS
- 7-9 PLAN AND PROFILE
- 10 CONSTRUCTION DETAILS
- 11 TRAFFIC CONTROL (TC-10)

DISTRICT ONE DETAILS

STANDARD NO.	LIST OF DESCRIPTION
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

HIGHWAY STANDARDS

STANDARD NO.	LIST OF DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
630001-11	STEEL PLATE BEAM GUARDRAIL
630301-07	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES
725001-01	OBJECT AND TERMINAL MARKERS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

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, APRIL 1, 2016. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
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. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE/SHE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK. 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. 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. ALL ELEVATIONS SHOWN ON THE PLANS ARE ON THE NAVD 88 DATUM.
7. 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.
8. OFFSET LOCATIONS GIVEN IN THE PLANS FOR EDGE OF PAVEMENT, ETC. ARE FROM THE BIKE PATH CENTERLINE.
9. PREPARATION OF BASE SHALL BE COMPLETED AT LOCATIONS IN WHICH THE EXISTING AGGREGATE PATH MEETS THE EXISTING ROADWAY OR AS DIRECTED BY THE ENGINEER. THE WORK SHALL CONSIST OF PREPARING THE EXISTING AGGREGATE BASE TO SUFFICIENT DEPTH AND SUITABILITY TO ACCEPT THE HOT-MIX ASPHALT SURFACE COURSE.

STORM SEWERS, WATER MAINS, AND UTILITIES

1. 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.
2. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
3. 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.
4. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
5. THE INDISCRIMINATE USE OF FIRE HYDRANTS OR EXISTING STREAMS, CREEKS, WETLANDS OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE ENGINEER PRIOR TO USE OF THE WATER.

TRAFFIC CONTROL

1. SEE TRAFFIC CONTROL SPECIFICATIONS FOR GENERAL NOTES CONCERNING TRAFFIC CONTROL AND PROTECTION.

COMPANY NAME: HRGreen
 PROJECT CONTACT: jstrzel
 CLIENT: MCHENRY
 DATE PLOTTED: 2/7/2017 11:23:12 AM
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PLOT SCALE = N.T.S.	CHECKED - TH	REVISED -
PLOT DATE = 2/7/2017	DATE - 2/7/17	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS & GENERAL NOTES
 WINN ROAD BIKE PATH

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0157	12-00014-00-BT	MCHENRY	11	2
CONTRACT NO. 61A80				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PAYCODE	ITEM DESCRIPTION	UNIT	TOTAL	BICYCLE ITEP 80% FEDERAL
35800100	PREPARATION OF BASE	SQ YD	170	170
35800200	AGGREGATE BASE REPAIR	TON	52	52
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	400	400
40800025	BITUMINOUS MATERIALS (PRIME COAT)	POUND	7,302	7,302
42400800	DETECTABLE WARNINGS	SQ FT	392	392
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	58	58
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2
67100100	MOBILIZATION	LSUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	4	4
X0321309	CONCRETE PAD	SQ YD	50	50
* X6330735	STEEL PLATE BEAM GUARDRAIL ADJUSTMENT	FOOT	132	132
* Z0077900	WOOD POST AND RAIL FENCE	FOOT	1,275	1,275

* SPECIALTY ITEMS

COMPANY NAME: HRGreen
PROJECT CONTACT: HRGreen.com
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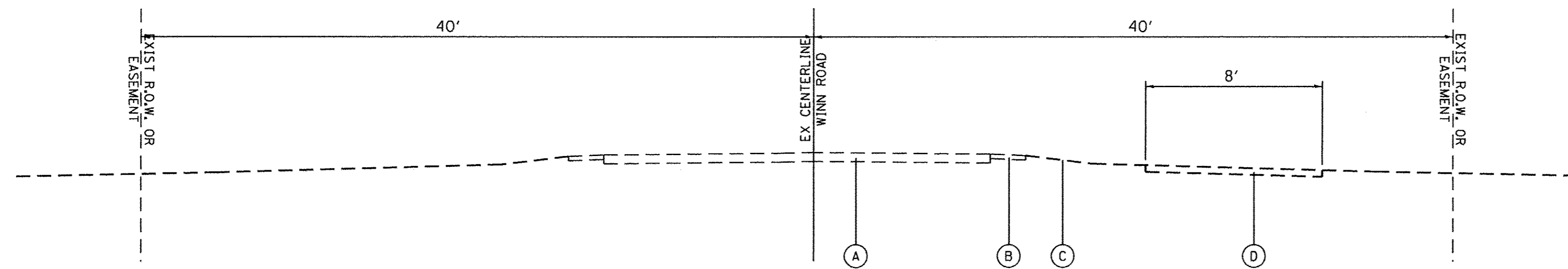
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

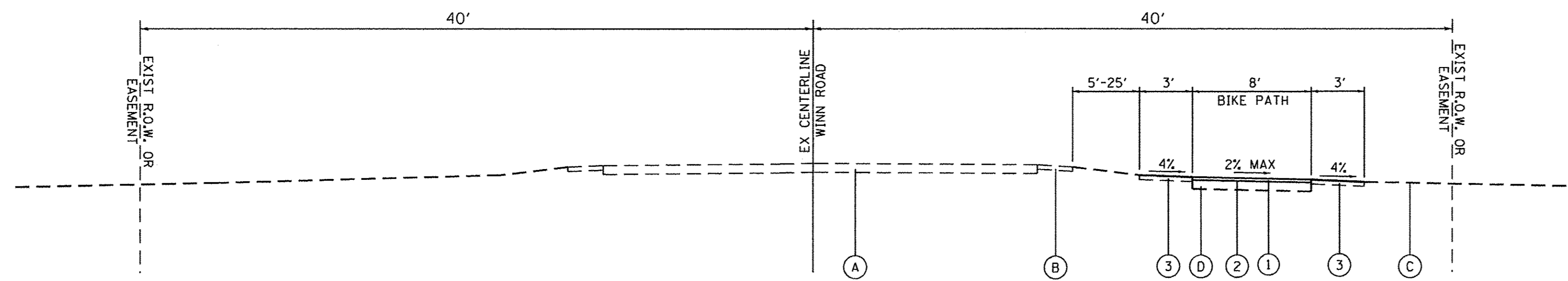
SUMMARY OF QUANTITIES
WINN ROAD BIKE PATH

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0157	12-00014-00-BT	MCHENRY	11	3
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A80	



EXISTING TYPICAL SECTION
 WINN ROAD BIKE PATH
 STA 100+00 TO STA 138+22



PROPOSED TYPICAL SECTION
 WINN ROAD BIKE PATH
 STA 100+00 TO STA 138+22

EXISTING LEGEND

- Ⓐ HOT-MIX ASPHALT PAVEMENT
- Ⓑ AGGREGATE SHOULDERS
- Ⓒ EXISTING GROUND
- Ⓓ EXISTING AGGREGATE PATH

PROPOSED LEGEND

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 2"
- ② BITUMINOUS MATERIALS (PRIME COAT)
- ③ TURF GRADED SHOULDERS (BY VILLAGE FORCES)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
BIKE PATH	
HMA SURFACE COURSE, MIX "D", N50 (IL-9.5mm); 2"	4.0% @ 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 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

COMPANY NAME: HRGreen
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 CLIENT: #CLIENT#
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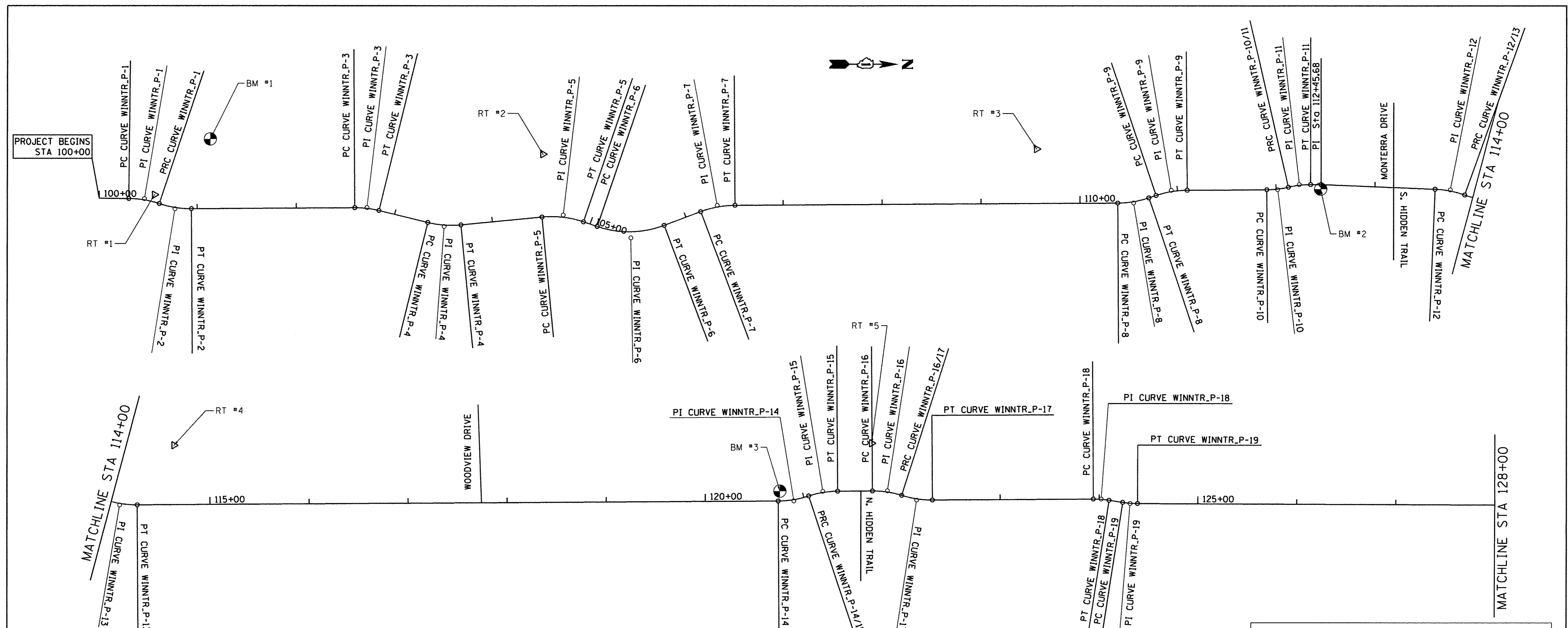
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PLOT DATE = 1/25/2017	DATE - 1/25/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
WINN ROAD BIKE PATH

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. 100+00 TO STA. 138+22

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0157	12-00014-00-BT	MCHENRY	11	4
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61A80	



PROP. CURVE WINNTR_P-1
 PI STA. = 100+45.70
 $\Delta = 17^\circ 57' 16''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 15.80'$
 $L = 31.34'$
 $E = 1.24'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 100+29.90$
 $P.T. STA. = 100+61.23$

PROP. CURVE WINNTR_P-2
 PI STA. = 100+77.88
 $\Delta = 18^\circ 53' 58''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 16.64'$
 $L = 32.99'$
 $E = 1.38'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 100+61.23$
 $P.T. STA. = 100+94.22$

PROP. CURVE WINNTR_P-3
 PI STA. = 102+71.43
 $\Delta = 14^\circ 07' 06''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 12.38'$
 $L = 24.64'$
 $E = 0.76'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 102+59.05$
 $P.T. STA. = 102+83.69$

PROP. CURVE WINNTR_P-5
 PI STA. = 104+71.94
 $\Delta = 24^\circ 20' 32''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 21.57'$
 $L = 42.49'$
 $E = 2.30'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 104+50.37$
 $P.T. STA. = 104+92.86$

PROP. CURVE WINNTR_P-5
 PI STA. = 104+71.94
 $\Delta = 24^\circ 20' 32''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 21.57'$
 $L = 42.49'$
 $E = 2.30'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 104+50.37$
 $P.T. STA. = 104+92.86$

PROP. CURVE WINNTR_P-6
 PI STA. = 105+43.45
 $\Delta = 39^\circ 30' 38''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 35.91'$
 $L = 68.96'$
 $E = 6.25'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 105+07.54$
 $P.T. STA. = 105+76.50$

PROP. CURVE WINNTR_P-7
 PI STA. = 106+33.82
 $\Delta = 20^\circ 19' 43''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 17.93'$
 $L = 35.48'$
 $E = 1.59'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 106+15.89$
 $P.T. STA. = 106+51.37$

PROP. CURVE WINNTR_P-8
 PI STA. = 110+54.30
 $\Delta = 18^\circ 22' 12''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 16.17'$
 $L = 32.06'$
 $E = 1.30'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 110+38.13$
 $P.T. STA. = 110+70.19$

PROP. CURVE WINNTR_P-9
 PI STA. = 110+94.04
 $\Delta = 18^\circ 19' 02''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 16.12'$
 $L = 31.97'$
 $E = 1.29'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 110+77.92$
 $P.T. STA. = 111+09.88$

PROP. CURVE WINNTR_P-10
 PI STA. = 112+01.45
 $\Delta = 12^\circ 39' 08''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 11.09'$
 $L = 22.08'$
 $E = 0.61'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 111+90.36$
 $P.T. STA. = 112+12.44$

PROP. CURVE WINNTR_P-11
 PI STA. = 112+23.83
 $\Delta = 12^\circ 59' 36''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 11.39'$
 $L = 22.68'$
 $E = 0.65'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 112+12.44$
 $P.T. STA. = 112+35.12$

PROP. CURVE WINNTR_P-12
 PI STA. = 113+76.28
 $\Delta = 17^\circ 28' 43''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 15.37'$
 $L = 30.51'$
 $E = 1.17'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 113+60.91$
 $P.T. STA. = 113+91.42$

PROP. CURVE WINNTR_P-13
 PI STA. = 114+09.19
 $\Delta = 20^\circ 09' 27''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 17.77'$
 $L = 35.18'$
 $E = 1.57'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 113+91.42$
 $P.T. STA. = 114+26.60$

PROP. CURVE WINNTR_P-14
 PI STA. = 120+89.54
 $\Delta = 17^\circ 59' 11''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 15.83'$
 $L = 31.39'$
 $E = 1.24'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 120+73.71$
 $P.T. STA. = 121+05.11$

PROP. CURVE WINNTR_P-15
 PI STA. = 121+20.09
 $\Delta = 17^\circ 55' 32''$ (RT)
 $D = 60^\circ 18' 41''$
 $R = 95.00'$
 $T = 15.12'$
 $L = 29.72'$
 $E = 1.20'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 121+05.11$
 $P.T. STA. = 121+34.83$

PROP. CURVE WINNTR_P-16
 PI STA. = 121+85.16
 $\Delta = 18^\circ 04' 58''$ (RT)
 $D = 60^\circ 18' 41''$
 $R = 95.00'$
 $T = 15.12'$
 $L = 29.98'$
 $E = 1.25'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 121+70.04$
 $P.T. STA. = 122+00.02$

PROP. CURVE WINNTR_P-17
 PI STA. = 122+15.88
 $\Delta = 18^\circ 01' 19''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 15.86'$
 $L = 31.45'$
 $E = 1.25'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 122+00.02$
 $P.T. STA. = 122+31.48$

PROP. CURVE WINNTR_P-18
 PI STA. = 124+02.16
 $\Delta = 9^\circ 08' 45''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 8.00'$
 $L = 15.96'$
 $E = 0.32'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 123+94.16$
 $P.T. STA. = 124+10.12$

PROP. CURVE WINNTR_P-19
 PI STA. = 124+31.54
 $\Delta = 8^\circ 35' 26''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 7.51'$
 $L = 14.99'$
 $E = 0.28'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 124+24.03$
 $P.T. STA. = 124+39.02$

BENCHMARKS
 BENCHMARK #1: RAILROAD SPIKE IN EAST FACE OF FIRST POWERPOLE LOCATED ON WEST SIDE OF WINN ROAD AND NORTH OF OAK VALLEY DRIVE. ELEVATION=815.68 NAVD88
 BENCHMARK #2: RAILROAD SPIKE IN WEST FACE OF FIRST POWER POLE LOCATED ON EAST SIDE OF WINN ROAD AND SOUTH OF SOUTH HIDDEN TRAIL. ELEVATION=830.33 NAVD88
 BENCHMARK #3: RAILROAD SPIKE IN WEST FACE OF FIRST POWER POLE LOCATED ON EAST SIDE OF WINN ROAD AND SOUTH OF NORTH HIDDEN TRAIL. ELEVATION=833.30 NAVD88



COMPANY NAME: HRGreen
 PROJECT CONTACT: jstrzel
 CLIENT: HRGreen
 DATE PLOTTED: 1/25/2017 2:00:37 PM
 FILE NAME: 168-tie01.dgn
 PLOT DRIVER: IL_Pdf_bw.ctb
 PEN TABLE: plottbl.tbl

HRGreen.com
 Illinois Professional Design Firm
 #184-001322

USER NAME = jstrzel	DESIGNED - JJS	REVISED -
FILE NAME = 168-tie01.dgn	DRAWN - GS	REVISED -
PLOT SCALE = N.T.S.	CHECKED - TH	REVISED -
PLOT DATE = 1/25/2017	DATE - 1/25/17	REVISED -

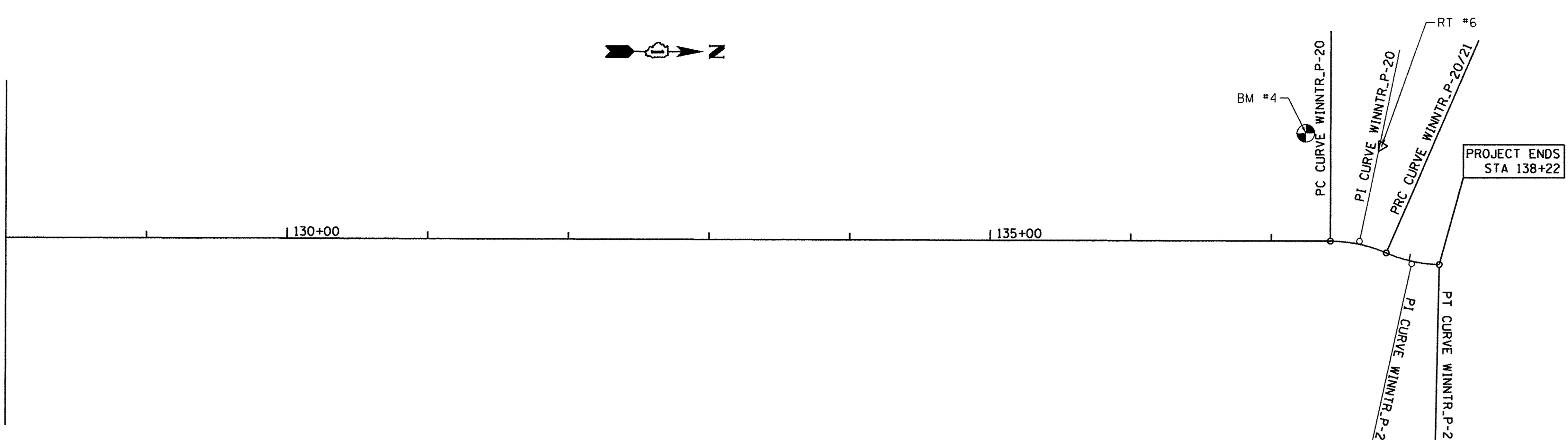
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES AND BENCHMARKS
 WINN ROAD BIKE PATH**

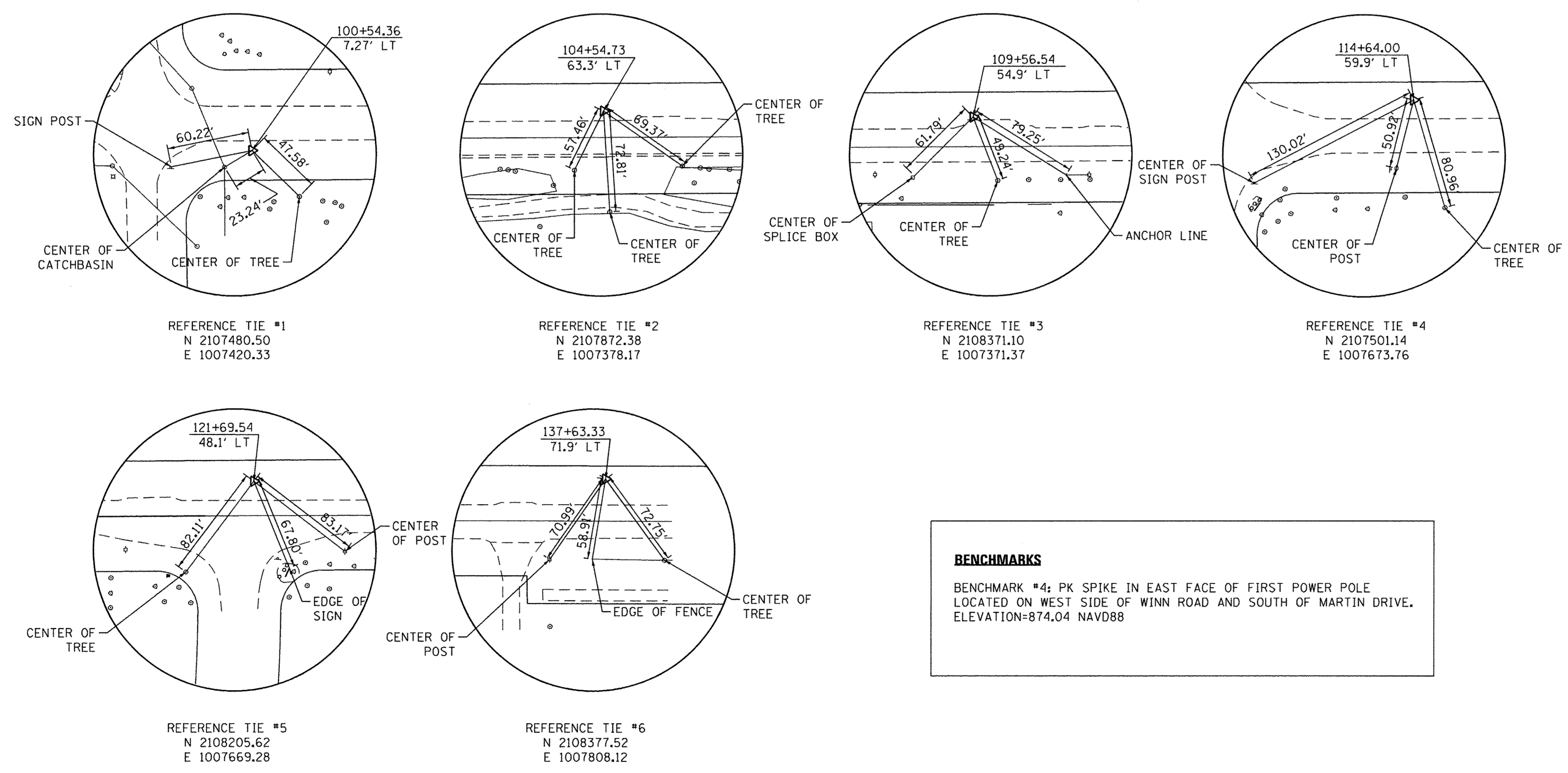
SCALE: N.T.S. SHEET NO. 1 OF 2 SHEETS STA. 100+00 TO STA. 128+00

F.A.U. RTE. 0157	SECTION 12-00014-00-BT	COUNTY MCHENRY	TOTAL SHEETS 11	SHEET NO. 5
CONTRACT NO. 61A80				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

MATCHLINE STA 128+00

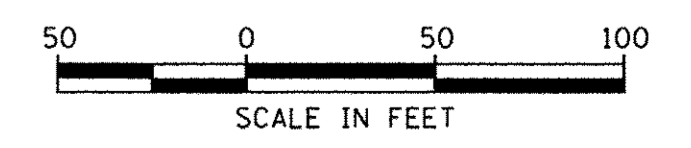


PROP. CURVE WINNTR_P-20	PROP. CURVE WINNTR_P-21
PI STA. = 137+62.77	PI STA. = 138+02.61
$\Delta = 23^\circ 22' 31''$ (RT)	$\Delta = 22^\circ 19' 21''$ (LT)
D = 57' 17" 45"	D = 57' 17" 45"
R = 100.00'	R = 100.00'
T = 20.69'	T = 19.73'
L = 40.80'	L = 38.96'
E = 2.12'	E = 1.93'
e = -----	e = -----
T.R. = -----	T.R. = -----
S.E. RUN = -----	S.E. RUN = -----
P.C. STA. = 137+42.08	P.C. STA. = 137+82.88
P.T. STA. = 137+82.88	P.T. STA. = 138+21.84



WINN ROAD BIKE PATH COORDINATE TABLE			
DESCRIPTION	STATION	NORTHING	EASTING
PC WINNTR_P-1	100+29.90	2107454.49	1007424.22
PT WINNTR_P-1	100+61.23	2107485.28	1007429
PC WINNTR_P-2	100+61.23	2107485.28	1007429
PT WINNTR_P-2	100+94.22	2107517.72	1007434.4
PC WINNTR_P-3	102+59.05	2107682.54	1007432.84
PT WINNTR_P-3	102+83.69	2107706.96	1007435.62
PC WINNTR_P-4	104+50.37	2107756.38	1007447.56
PT WINNTR_P-4	104+92.86	2107789.79	1007449.86
PC WINNTR_P-5	104+50.37	2107871.58	1007441.69
PT WINNTR_P-5	104+92.86	2107913.48	1007446.44
PC WINNTR_P-6	105+07.54	2107927.39	1007451.13
PT WINNTR_P-6	105+76.50	2107994.98	1007449.81
PC WINNTR_P-7	106+15.89	2108031.79	1007435.78
PT WINNTR_P-7	106+51.37	2108066.47	1007429.22
PC WINNTR_P-8	110+38.13	2108453.21	1007425.56
PT WINNTR_P-8	110+70.19	2108484.67	1007420.16
PC WINNTR_P-9	110+77.92	2108491.98	1007417.66
PT WINNTR_P-9	111+09.88	2108523.35	1007412.27
PC WINNTR_P-10	111+90.36	2108603.82	1007411.43
PT WINNTR_P-10	112+12.44	2108625.70	1007408.77
PC WINNTR_P-11	112+12.44	2108625.70	1007408.77
PT WINNTR_P-11	112+35.12	2108648.17	1007406.11
PC WINNTR_P-12	113+60.91	2108773.88	1007410.36
PT WINNTR_P-12	113+91.42	2108803.72	1007416.10
PC WINNTR_P-13	113+91.42	2108803.72	1007416.10
PT WINNTR_P-13	114+26.60	2108823.24	1007421.90
PC WINNTR_P-14	120+73.71	2109485.33	1007415.77
PT WINNTR_P-14	121+05.11	2109516.16	1007410.59
PC WINNTR_P-15	12+10.11	2109516.16	1007410.59
PT WINNTR_P-15	121+34.83	2109545.35	1007405.68
PC WINNTR_P-16	121+70.04	2109580.56	1007405.30
PT WINNTR_P-16	122+00.02	2109610.10	1007409.69
PC WINNTR_P-17	122+00.02	2109610.10	1007409.69
PT WINNTR_P-17	122+31.48	2109641.08	1007414.30
PC WINNTR_P-18	123+94.16	2109803.75	1007412.76
PT WINNTR_P-18	124+10.12	2109819.66	1007413.88
PC WINNTR_P-19	124+24.03	2109833.41	1007415.96
PT WINNTR_P-19	124+39.02	2109848.34	1007417.09
PC WINNTR_P-20	137+42.08	2111151.40	1007417.38
PT WINNTR_P-20	137+82.88	2111191.08	1007425.60
PC WINNTR_P-21	137+82.88	2111191.08	1007425.60
PT WINNTR_P-21	138+21.84	2111228.91	1007433.80

BENCHMARKS
 BENCHMARK #4: PK SPIKE IN EAST FACE OF FIRST POWER POLE LOCATED ON WEST SIDE OF WINN ROAD AND SOUTH OF MARTIN DRIVE. ELEVATION=874.04 NAVD88



COMPANY NAME: HRGreen.com
 PROJECT CONTACT: jstrzol
 CLIENT: 1/25/2017 2:00:40 PM
 DATE PLOTTED: 1/25/2017 2:00:40 PM
 FILE NAME: 168-1e02.dgn
 PLOT DRIVER: il_pdf.dwg
 PEN TABLE: plottbl.tbl

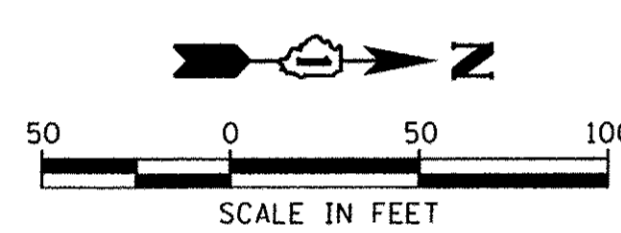
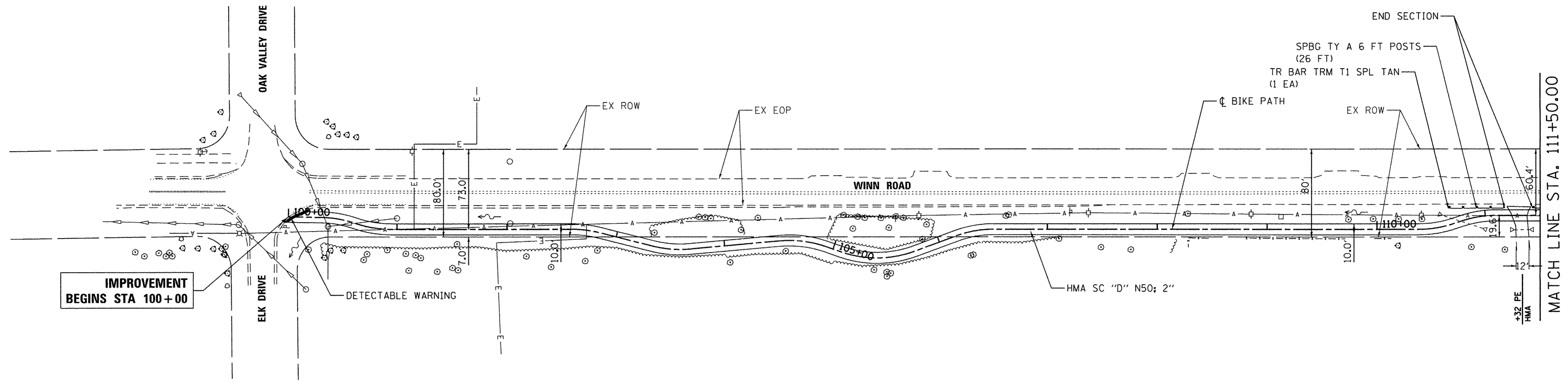
HRGreen.com Illinois Professional Design Firm # 184-001322	USER NAME = jstrzol FILE NAME = 168-1e02.dgn PLOT SCALE = N.T.S. PLOT DATE = 1/25/2017	DESIGNED - JJS DRAWN - GS CHECKED - TH DATE - 1/25/17	REVISED - REVISED - REVISED - REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS		WINN ROAD BIKE PATH	
SCALE: N.T.S.	SHEET NO. 2 OF 2 SHEETS	STA. 128+00	TO STA. 138+22

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0157	12-00014-00-BT	MCHENRY	11	6
CONTRACT NO. 61A80				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

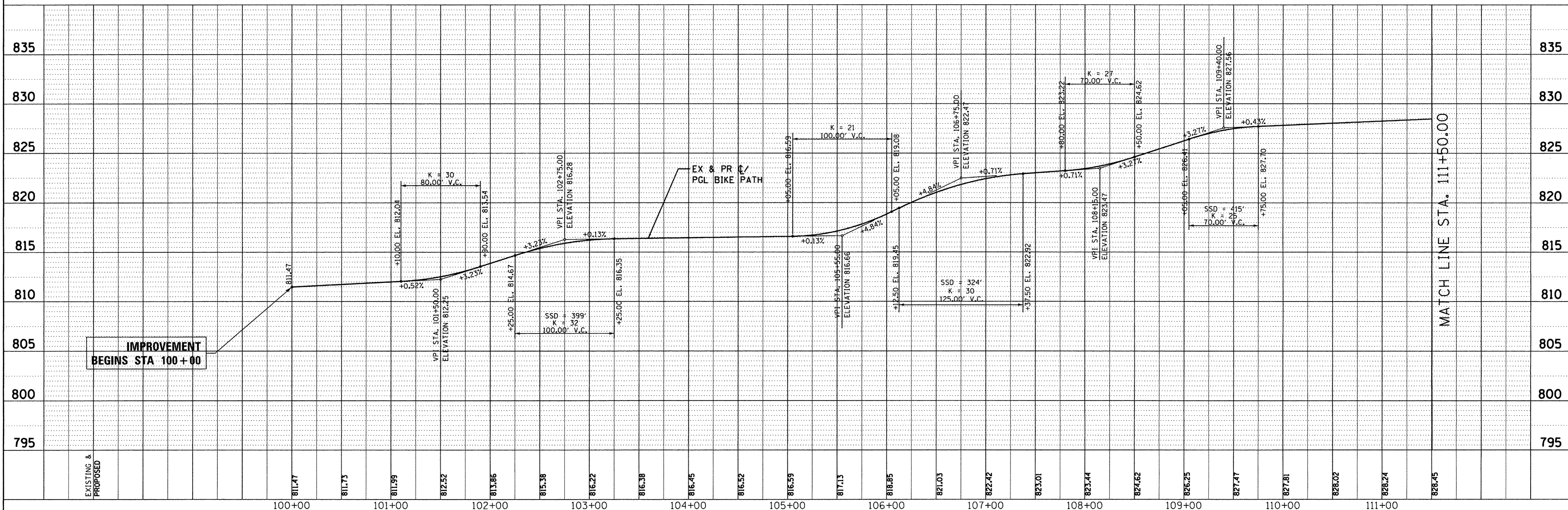
PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	RT. OF WAY CHECKED		
	CADD FILE NAME		



NOTE:
THE BIKE PATH PROFILE SHOWN IS FOR
INFORMATIONAL PURPOSES ONLY. THE BASE
COURSE WAS PREVIOUSLY CONSTRUCTED BY
VILLAGE FORCES IN 2016.

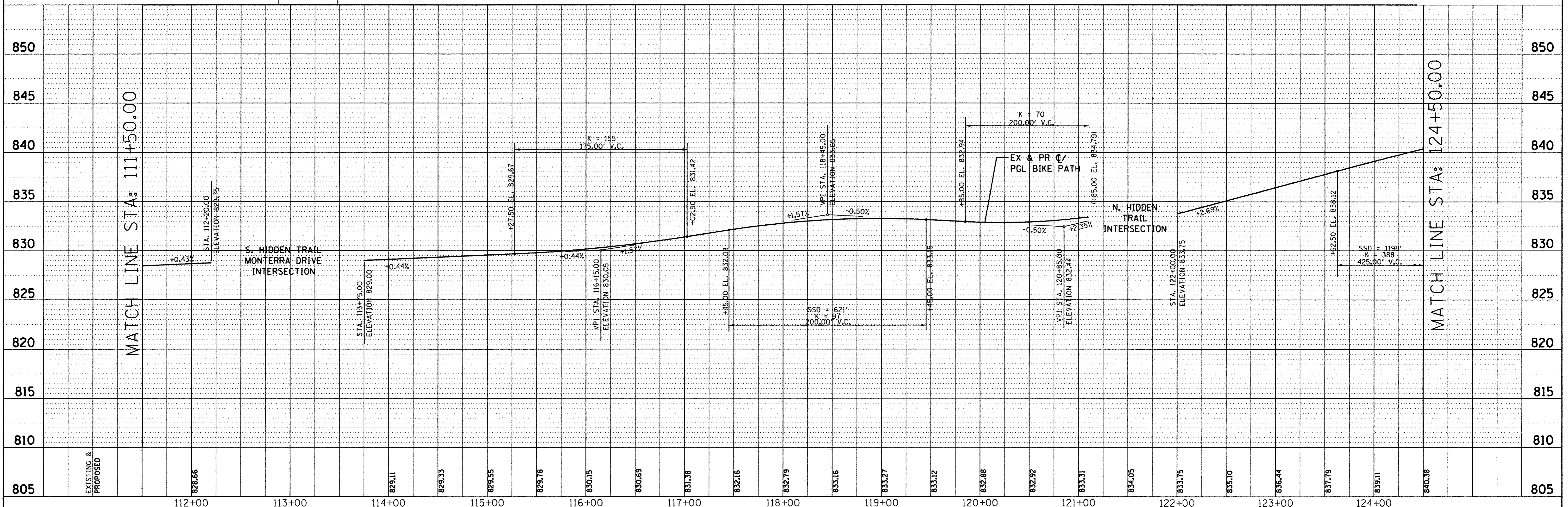
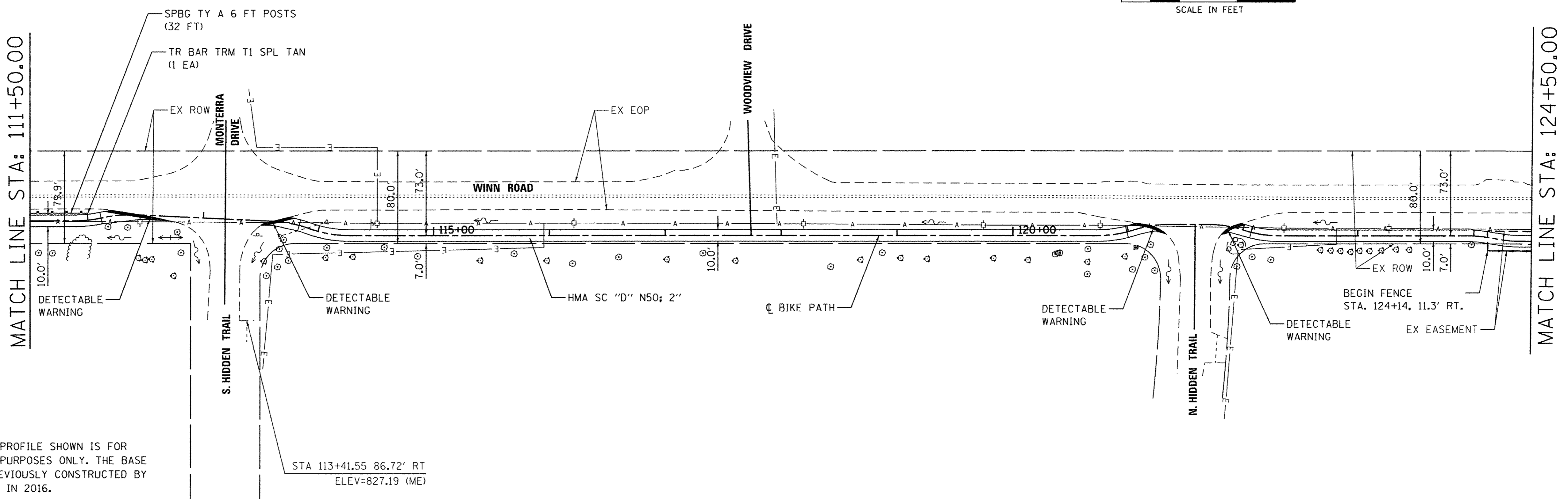
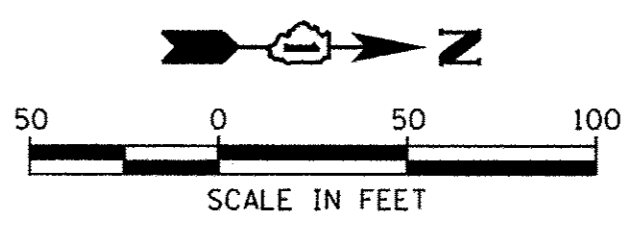
VILLAGE OF SPRING
GROVE PROPERTY

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	STRUCTURE NOTATION CHKD		



COMPANY NAME: HRGreen.com
PROJECT CONTACT: J. J. Strzel
DATE PLOTTED: 2/20/2017 PM
FILE NAME: 168-pnp01-Winn RD Tr01.dgn
PLOT DRIVER: I:\Leaf\dwg\p1crg
PEN TABLE: plottbl.tbl

	USER NAME = jstrzel FILE NAME = 168-pnp01-Winn RD Tr01.dgn PLOT SCALE = 1" = 50' PLOT DATE = 1/25/2017	DESIGNED - JJS DRAWN - GS CHECKED - TH DATE - 1/25/17	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		ROADWAY PLAN AND PROFILE WINN ROAD BIKE PATH		F.A.U. RTE. 0157	SECTION 12-00014-00-BT	COUNTY MCHENRY	TOTAL SHEETS 11	SHEET NO. 7
					SCALE: 1" = 50'	SHEET NO. 1 OF 3 SHEETS	STA. 100+00 TO STA. 111+50	FED. ROAD DIST. NO. ILLINOIS	CONTRACT NO. 61A80			

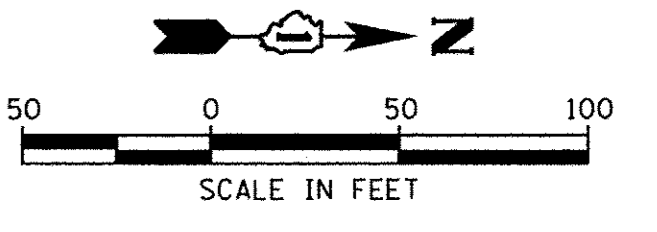


PLAN	SURVEYED	BY	DATE
	PLOTTED		
	RT. OF WAY CHECKED		
	CADD FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	RT. OF WAY CHECKED		
	STRUCTURE NOTATION CHKD		
	NO.		

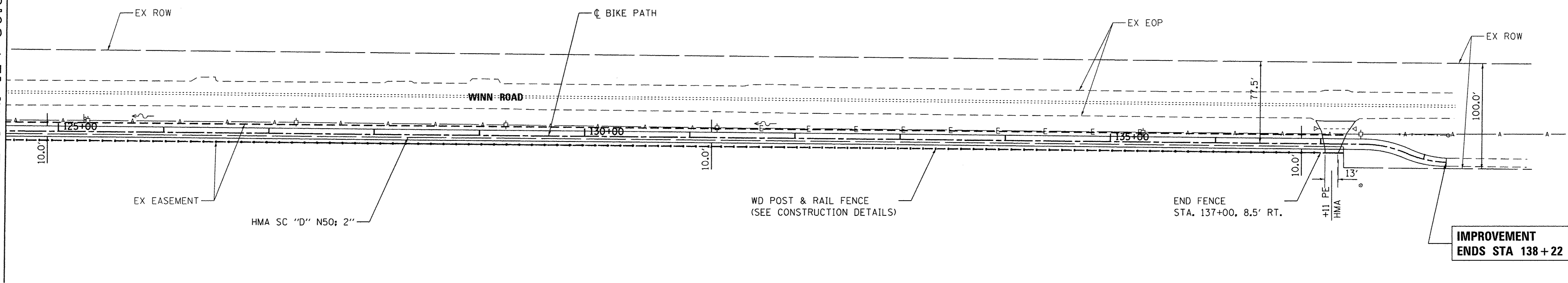
COMPANY NAME: HRGreen.com
 PROJECT CONTACT: J. J. J. J.
 DATE PLOTTED: 2/25/2017
 FILE NAME: 168-pp02_Winn Rd Trail.dgn
 PLOT DRIVER: J. J. J. J.
 PEN TABLE: plot.tbl

	USER NAME = jstrzel FILE NAME = 168-pp02_Winn Rd Trail.dgn PLOT SCALE = 1" = 50' PLOT DATE = 1/25/2017	DESIGNED - JJS DRAWN - GS CHECKED - TH DATE - 1/25/17	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		ROADWAY PLAN AND PROFILE WINN ROAD BIKE PATH		F.A.U. RTE. 0157 SECTION 12-00014-00-BT COUNTY MCHENRY CONTRACT NO. 61A80	TOTAL SHEETS 11 SHEET NO. 8
				SCALE: 1" = 50'	SHEET NO. 2 OF 3 SHEETS	STA. 111+50 TO STA. 124+50	ILLINOIS FED. AID PROJECT		



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	PT. OF WAY CHECKED		
	CADD FILE NAME		

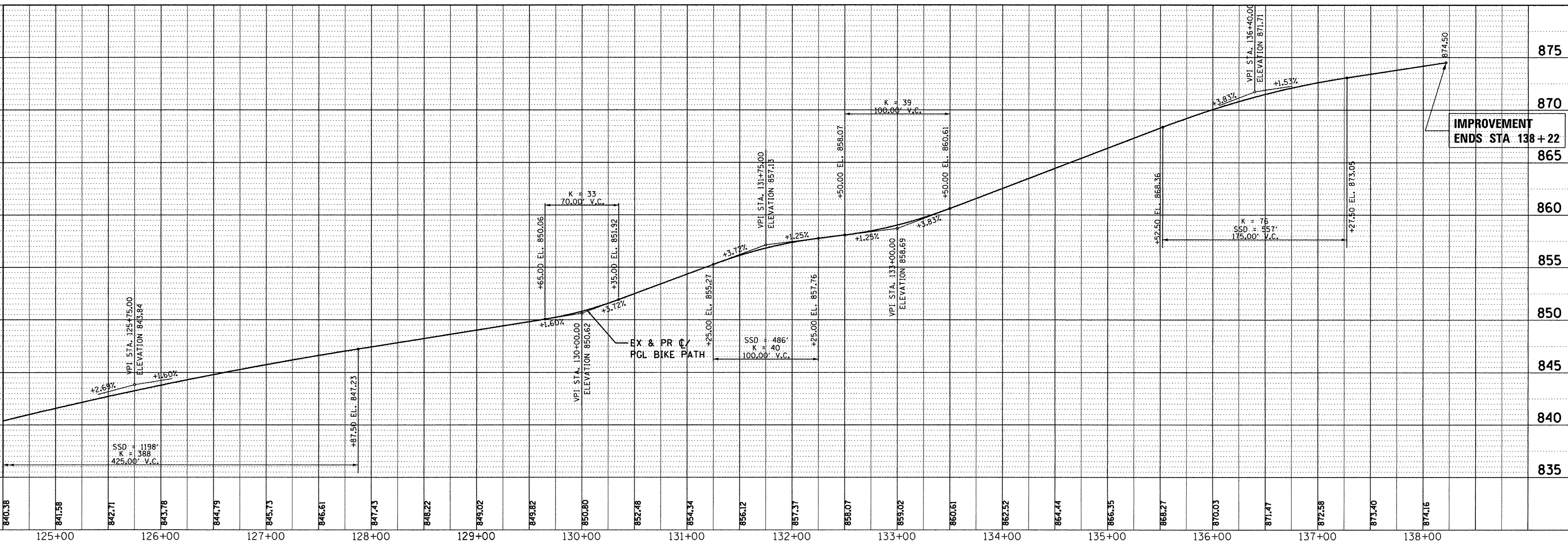
MATCH LINE STA: 124+50.00



NOTE:
THE BIKE PATH PROFILE SHOWN IS FOR INFORMATIONAL PURPOSES ONLY. THE BASE COURSE WAS PREVIOUSLY CONSTRUCTED BY VILLAGE FORCES IN 2016.

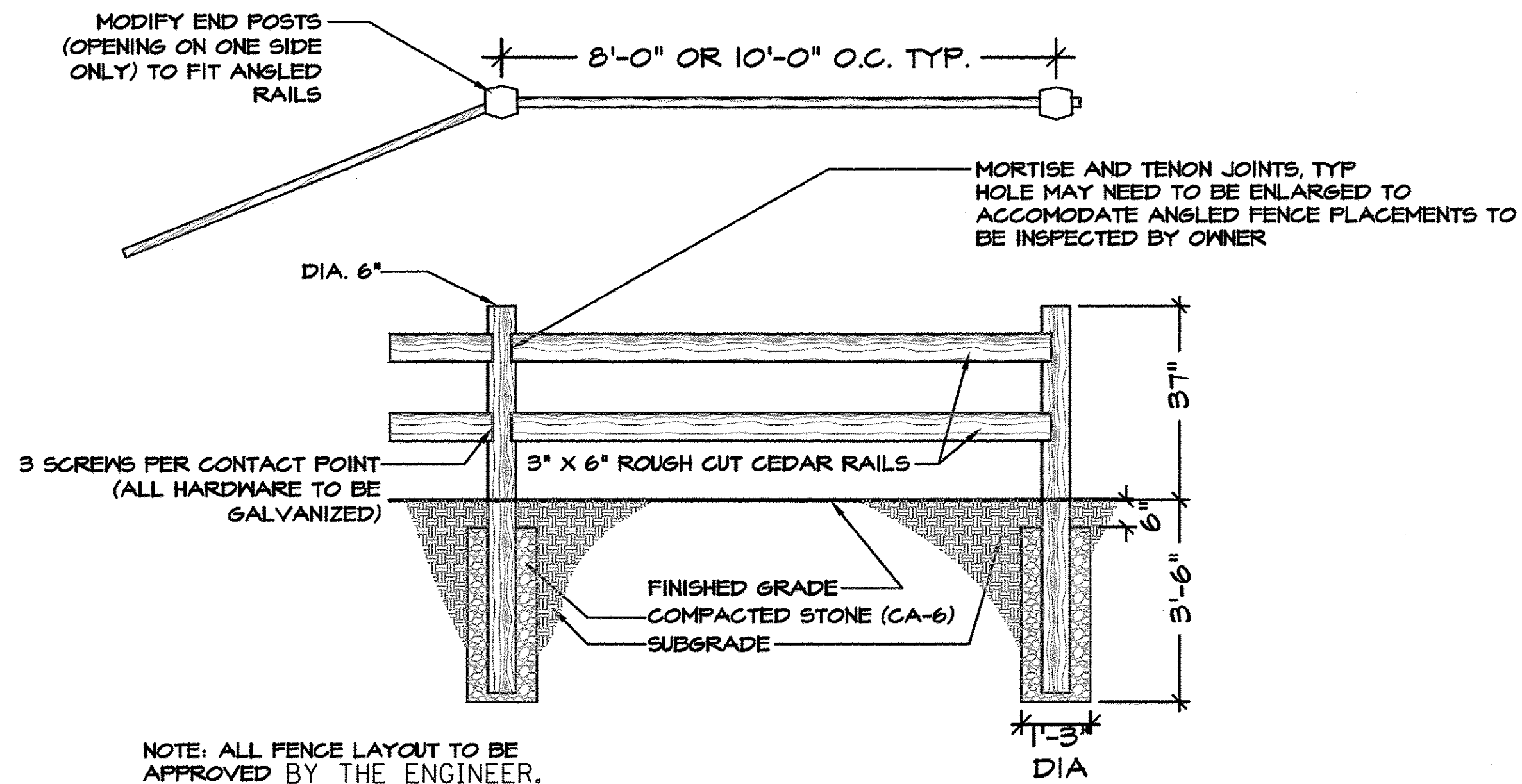
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	PT. OF WAY CHECKED		
	STRUCTURE NOTATIONS CHKD		

MATCH LINE STA: 124+50.00

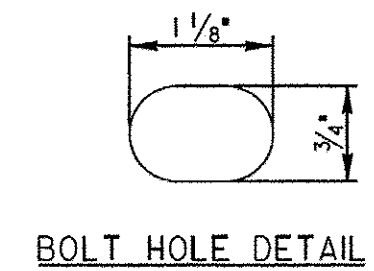
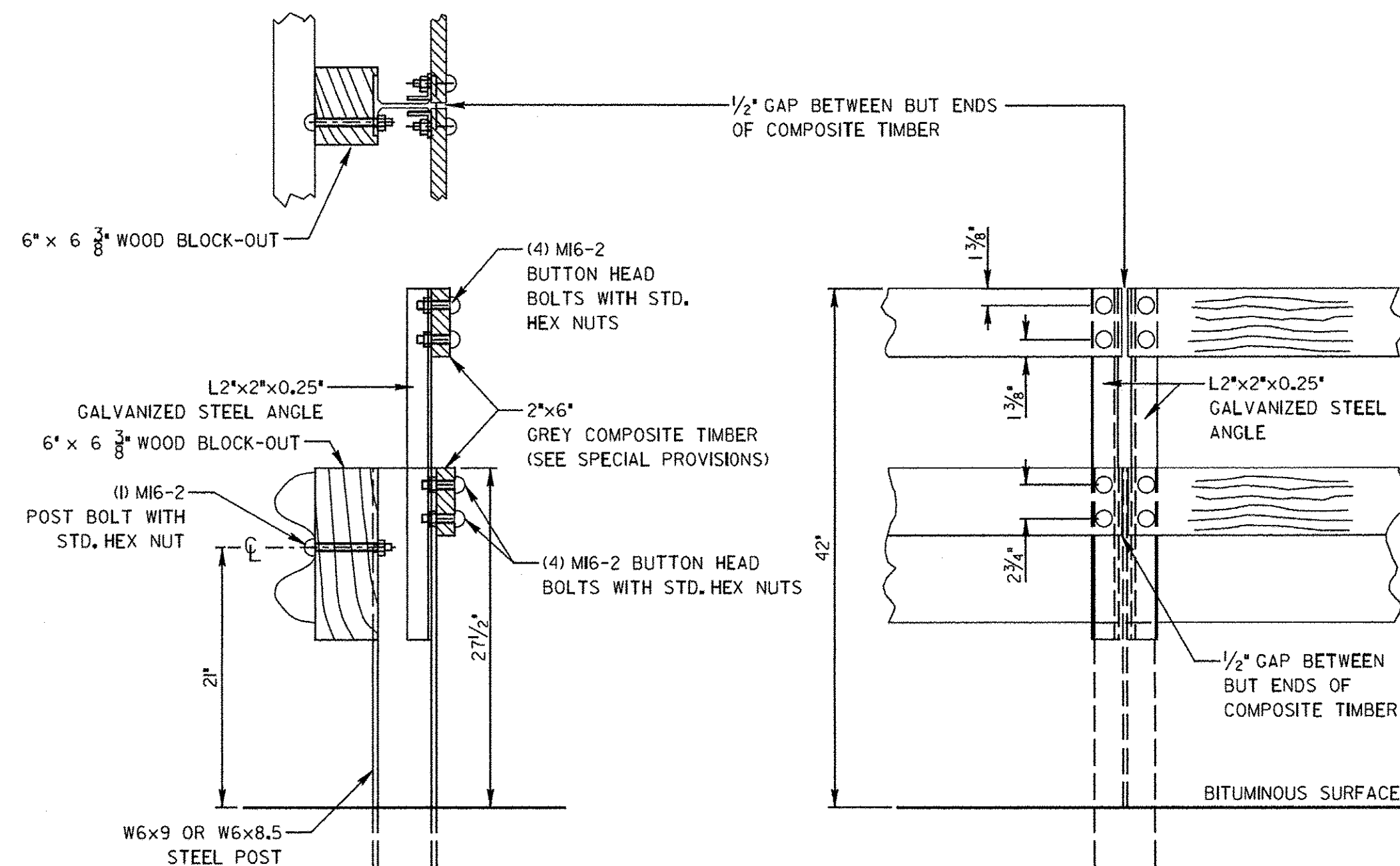


COMPANY NAME: HRGreen
PROJECT CONTACT: #168-pp03_Winn RD Trail.dgn
DATE PLOTTED: 1/25/2017 2:00:48 PM
FILE NAME: #168-pp03_Winn RD Trail.dgn
PLOT DRIVER: ILeaf.dwgplotter
PEN TABLE: plotTable.tbl

	USER NAME = jstrzel FILE NAME = 168-pp03_Winn RD Trail.dgn PLOT SCALE = 1" = 50' PLOT DATE = 1/25/2017	DESIGNED - JJS DRAWN - GS CHECKED - TH DATE - 1/25/17	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN AND PROFILE WINN ROAD BIKE PATH	F.A.U. RTE. 0157 SECTION 12-00014-00-BT COUNTY MCHENRY TOTAL SHEETS 11 SHEET NO. 9 CONTRACT NO. 61A80	SCALE: 1" = 50' SHEET NO. 3 OF 3 SHEETS STA. 124+50 TO STA. 138+21.84	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
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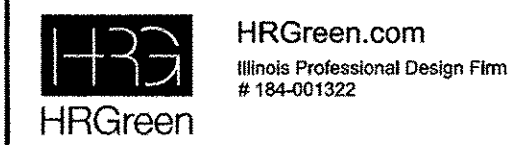
WOOD POST & RAIL FENCE DETAIL



DUE TO EXPANSION AND CONTRACTION OF THE COMPOSITE TIMBER, THE LOCATION OF THE BOLTS WITH RESPECT TO THE SLOTTED BOLT HOLES IN THE COMPOSITE TIMBER WILL BE DEPENDANT ON THE AMBIENT TEMPERATURE AT PLACEMENT. CONSULT THE MANUFACTURER FOR BOLT HOLE LOCATION IN THE COMPOSITE TIMBER AND BOLT LOCATION IN THE SLOTTED BOLT HOLE.

BIKE PATH APPROACH GUARDRAIL ADJUSTMENT DETAIL

COMPANY NAME: HRGreen
 PROJECT CONTACT: JSTRZEL
 CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION
 DATE PLOTTED: 2/7/2017 11:54:26 AM
 FILE NAME: 168-det-02.dgn
 PLOT DRIVER: IL_Pdf_Bw_Plotter
 PEN TABLE: plotlabel.tbl



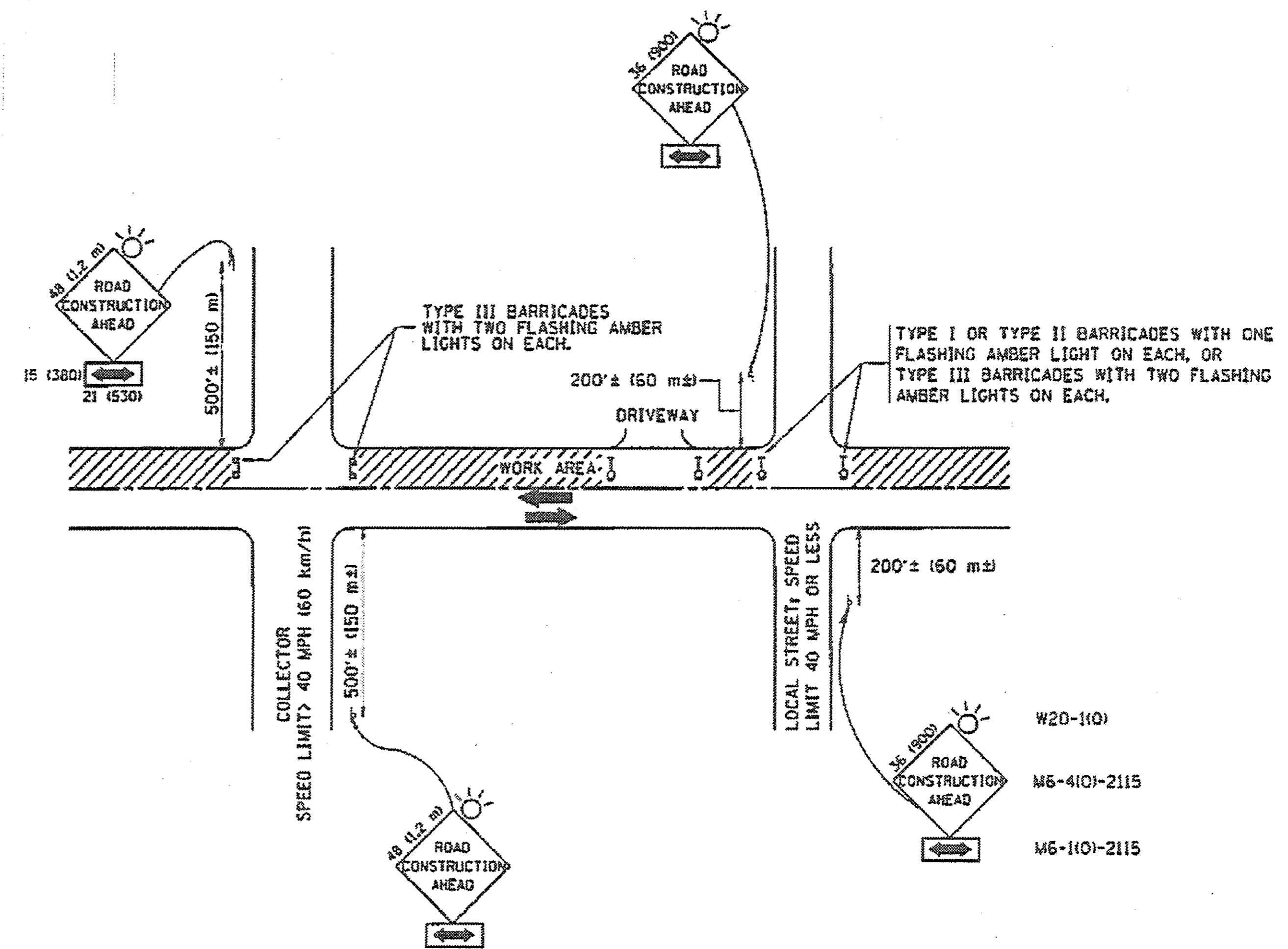
USER NAME = jstrzel	DESIGNED - JJS	REVISED -
FILE NAME = 168-det-02.dgn	DRAWN - DS	REVISED -
PLOT SCALE = N.T.S.	CHECKED - TH	REVISED -
PLOT DATE = 2/7/2017	DATE - 2/7/17	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

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

F.A.U. RTE. 0157	SECTION 12-00014-00-BT	COUNTY MCHENRY	TOTAL SHEETS 11	SHEET NO. 10
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A80	



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
 - USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

COMPANY NAME: #20494421
 PROJECT CONTACT: #20494421
 CLIENT: #20494421
 DATE PLOTTED: 1/25/2007 10:05:59 PM
 FILE NAME: 168-dm1-01.dwg
 PLOT DRIVER: PLplot/Local/10
 PEN TABLE: penTable125

FILE NAME	USER NAME	DESIGNED	REVISIONS
M:\projects\168\168-dm1-01.dwg	gegionob	LHA	J. OBERLE 10-18-95
		DRAWN	A. HOUSEH 03-06-96
		CHECKED	A. HOUSEH 10-15-96
		DATE	T. RAMMACHER 01-06-00

SCALE	58.000 / 1"
PLOT DATE	1/25/2007

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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0157	12-00014-00-BT	MCHENRY	11	11
TC-10			CONTRACT NO.	61A80
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				