

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
82	08-00070-00-RS	MCHENRY	11	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO.	

INDEX OF SHEETS

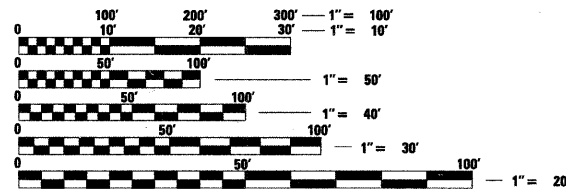
- 1 COVER SHEET
- 2 GENERAL NOTES, HIGHWAY STANDARDS AND SUMMARY OF QUANTITIES
- 3 TYPICAL SECTIONS
- 4 ROADWAY PLAN
- 5 PAVEMENT MARKING AND LANDSCAPE PLAN
- 6-11 DETAILS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL HIGHWAY
FAU ROUTE 82 (LILLIAN STREET)
ILLINOIS ROUTE 31 TO CRYSTAL LAKE ROAD,
RESURFACING
SECTION 08-00070-00-RS
PROJECT M-9003(242)
MCHENRY COUNTY
C-91-329-09

TRAFFIC DATA

ADT:
LILLIAN ST. 7,021 VPD (2004) 13,150 VPD (2020)

POSTED SPEED	DESIGN SPEED
25 MPH (EXISTING)	30 MPH (EXISTING)
25 MPH (PROPOSED)	30 MPH (PROPOSED)



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.

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

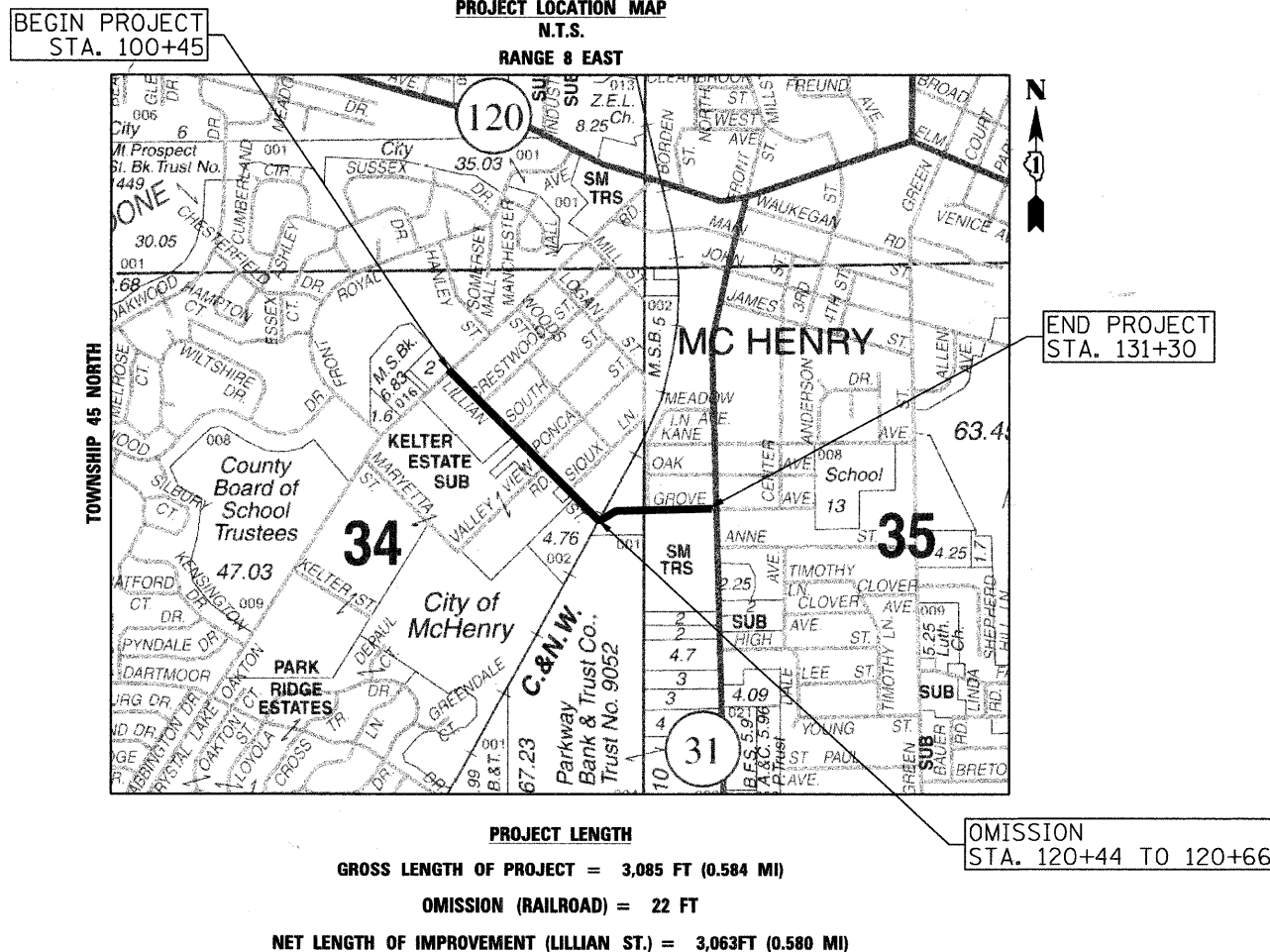
SEC Group, Inc.
 Illinois Professional Design Firm # 184-000108
 Engineering
 Surveying
 Planning
 Landscape Architecture
 McHenry • Yorkville • New Lenox • Chicago
 www.secgroupinc.com

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

CONTRACT NO. 63143

ASSOCIATE FIELD ENGINEER: KEVIN STALLWORTH (847)-705-4169

COMPANY NAME: SEC GROUP, INC.
 PROJECT CONTACT: A. CHAUDHRY
 DATE PLOTTED: 3/10/2009 9:46:38 AM
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED March 18 2009
[Signature]
CITY OF MCHENRY

PASSED APRIL 2 2009
[Signature]
CHRISTOPHER HOLT
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW April 6, 2009
[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGN & SEAL

[Signature] 3/10/2009
 JOSEPH P. ATTANASEO, P.E.
 EXPIRES: 11-30-09

SEAL

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

GENERAL NOTES

- ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2007.
- ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. 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.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 AND THE CITY OF MCHENRY AT (815) 363-2190 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR CITY.
- SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
- 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.
- OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
- HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- QUANTITIES FOR PATCHING SHALL NOT EXCEED THOSE PROVIDED IN THE SUMMARY OF QUANTITIES UNLESS APPROVED BY THE ENGINEER. THE ENGINEER WILL IDENTIFY FINAL PATCH LOCATIONS IN THE FIELD.

STORM SEWERS, WATER MAINS, AND UTILITIES

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

GENERAL NOTES (CONTINUED)

- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
- 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.
- ANY LOOSE MATERIAL DEPOSITED IN THE FLOWLINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

SIGNING AND STRIPING

- SEE IDOT STANDARD DETAIL 780001, DISTRICT ONE DETAIL TC-13 AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.
- 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.

TRAFFIC CONTROL

- SEE TRAFFIC CONTROL HIGHWAY STANDARDS CONCERNING TRAFFIC CONTROL AND PROTECTION.

HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
701301-03	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701501-01	URBAN LANE CLOSURE, 2L 2W, UNDIVIDED
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006 01	TYPICAL LAYOUTS FOR DETECTION LOOPS

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL	ROADWAY 80% FEDERAL 20% STATE 1000-2A
40800100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	928	928
40800635	LEVELING BINDER (MACHINE METHOD), N70	TON	589	589
40800982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	130	130
42400340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	908	908
42400800	DETECTABLE WARNINGS	SQ FT	64	64
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	4765	4765
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	4505	4505
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	325	325
44001700	COMPLETION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	300	300
44201329	CLASS C PATCHES, TYPE II, 8 INCH	SQ YD	400	400
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	440	440
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	12	12
67100100	MOBILIZATION	L SUM	1	1
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	125	125
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8575	8575
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	65	65
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	265	265
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	226	226
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	130	130
XX000648	SEEDING, SPECIAL	SQ YD	850	850
44004600	SIDEWALK REMOVAL AND REPLACEMENT	SQ FT	200	200
XX006606	HOT-MIX ASPHALT DRIVEWAY PAVEMENT	SQ YD	325	325
Z0048685	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1

* DENOTES SPECIALTY ITEM

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 PROJECT CONTACT: A. CHADWYR
 CLIENT: CITY OF MCHENRY
 FILE NAME: 0808585-gen-01.dgn
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SEC Group, Inc.
 Engineering
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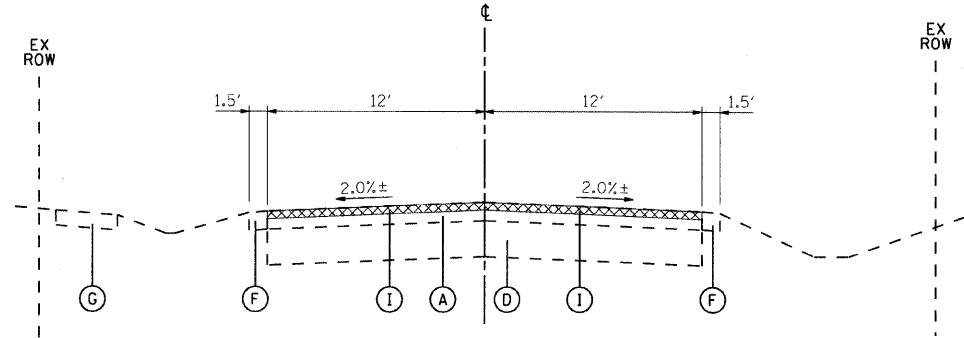
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

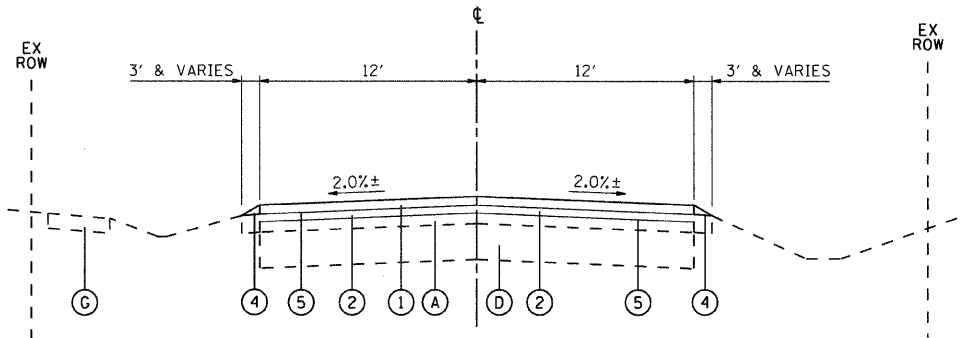
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AND SUMMARY OF QUANTITIES**

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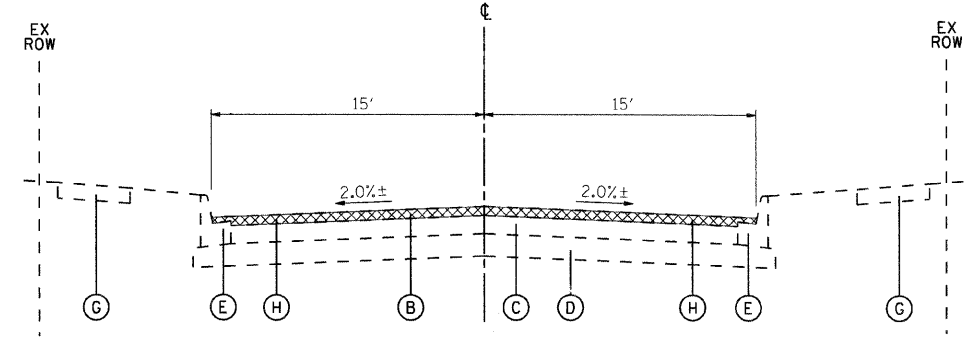
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FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63143	



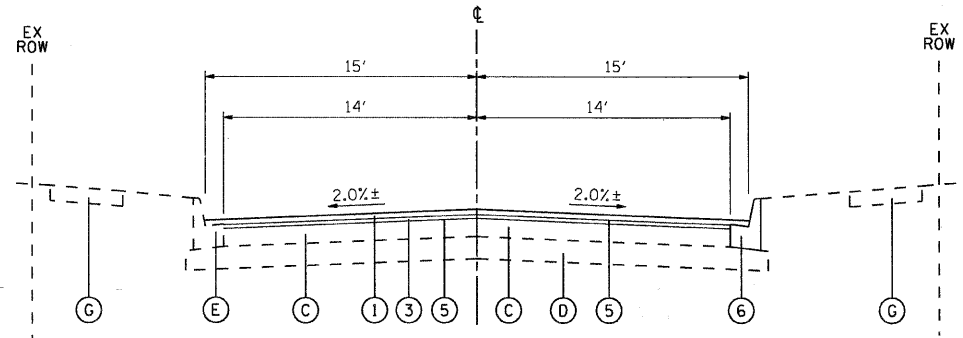
**EXISTING TYPICAL SECTION
LILLIAN STREET**
FROM STA. 100+45 TO STA. 116+66



**PROPOSED TYPICAL SECTION
LILLIAN STREET**
FROM STA. 100+45 TO STA. 116+66



**EXISTING TYPICAL SECTION
LILLIAN STREET**
FROM STA. 116+66 TO STA. 131+30



**PROPOSED TYPICAL SECTION
LILLIAN STREET**
FROM STA. 116+66 TO STA. 131+30

EXISTING LEGEND

- (A) ASPHALT PAVEMENT, 5"-6"±
- (B) ASPHALT RESURFACING, 2 1/2"±
- (C) PORTLAND CEMENT CONCRETE PAVEMENT, 8"±
- (D) AGGREGATE BASE
- (E) CONCRETE CURB OR CURB AND GUTTER
- (F) AGGREGATE SHOULDER
- (G) PCC SIDEWALK
- (H) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/2"
- (I) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 1 3/4"
- (2) LEVELING BINDER (MACHINE METHOD), N70, 1 1/2"
- (3) LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- (4) SEEDING, SPECIAL
- (5) BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- (6) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12 (REMOVE AND REPLACE AS NEEDED)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC TYPE	AIR VOIDS
PAVEMENT RESURFACING		
HMA SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	PG 64-22	4% @ 70 GYR.
LEVELING BINDER (MACHINE METHOD), N70 (IL-9.5mm)	PG 64-22	4% @ 70 GYR.
DRIVEWAYS		
HMA SURFACE COURSE, MIX "C", N50; 2" (IL-9.5mm)	PG 64-22	4% @ 50 GYR.
PATCHING		
CLASS D PATCHES, TYPE II, 6 INCH (Binder II-19mm)	PG 64-22	4% @ 70 GYR.

THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

COMPANY NAME: SEC GROUP, INC.
PROJECT CONTACT: A. CHADWICK
CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED TYPICAL SECTIONS
LILLIAN STREET**

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

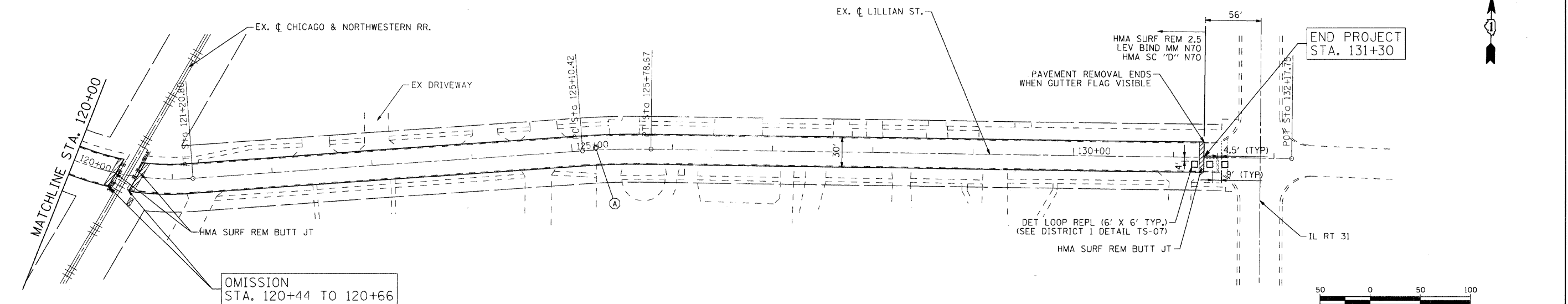
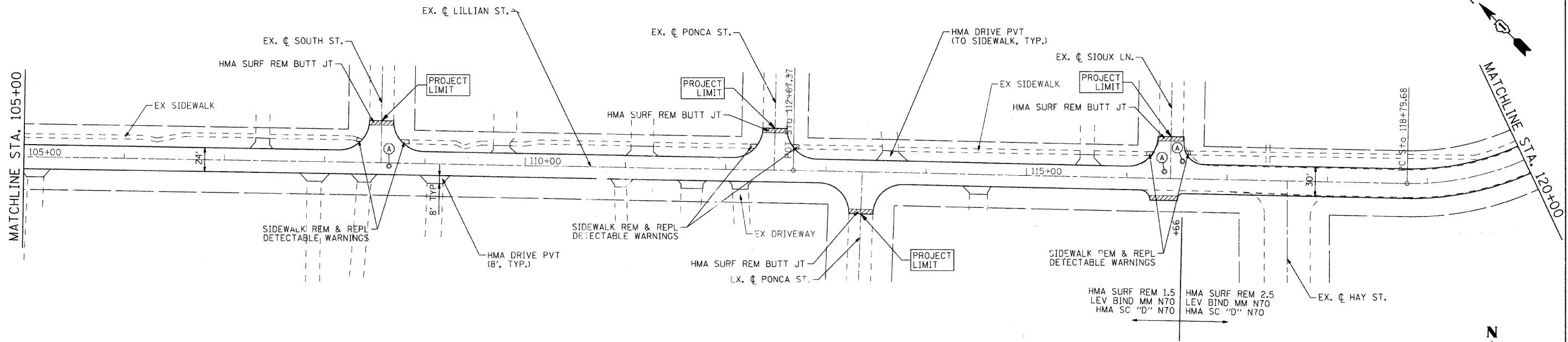
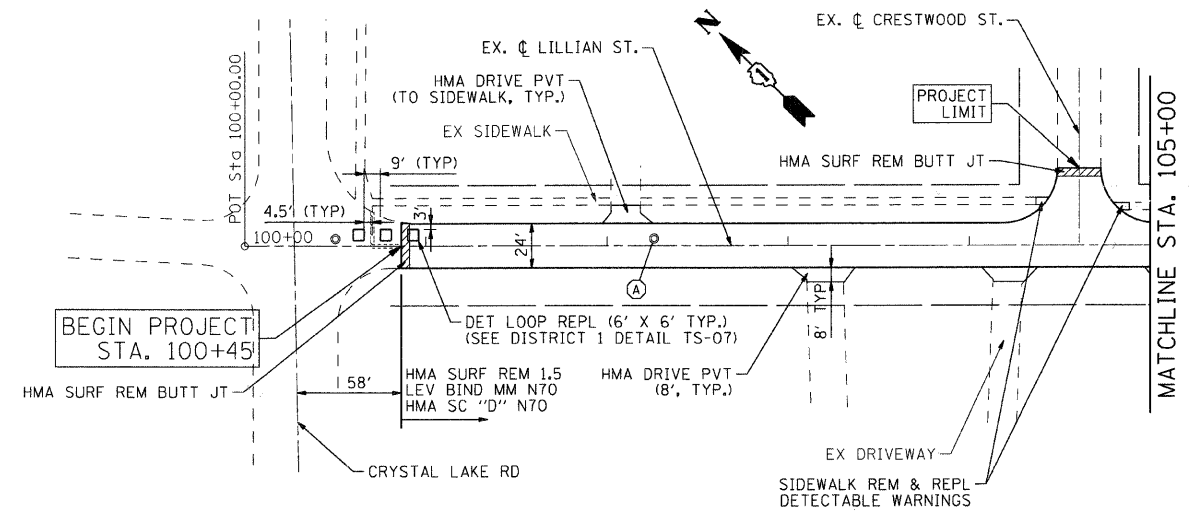
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82	08-00070-00-RS	MCHENRY	11	3
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63143	

LEGEND

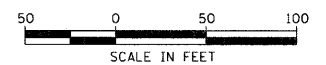
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- [Hatched Box] HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT

NOTES:

1. LOCATIONS OF DRAINAGE AND UTILITY STRUCTURES TO BE ADJUSTED ARE ESTIMATES.
2. EXISTING ϕ IS AN APPROXIMATION BASED ON AVAILABLE AERIAL IMAGERY. STATIONING IS PROVIDED TO SHOW RELATIVE POSITION.
3. SIDEWALK REMOVAL AND REPLACEMENT IS ASSUMED TO BE FROM THE EDGE OF PAVEMENT TO THE FIRST SIDEWALK JOINT.
4. SIDE ROAD PROJECT LIMITS ARE ASSUMED TO BE PERPENDICULAR TO THE SIDE ROAD AT THE RADIUS RETURN.



OMISSION
STA. 120+44 TO 120+66



COMPANY NAME: SEC GROUP, INC.
PROJECT CONTACT: A. CHAUDHRY
CLIENT: CITY OF MCHENRY
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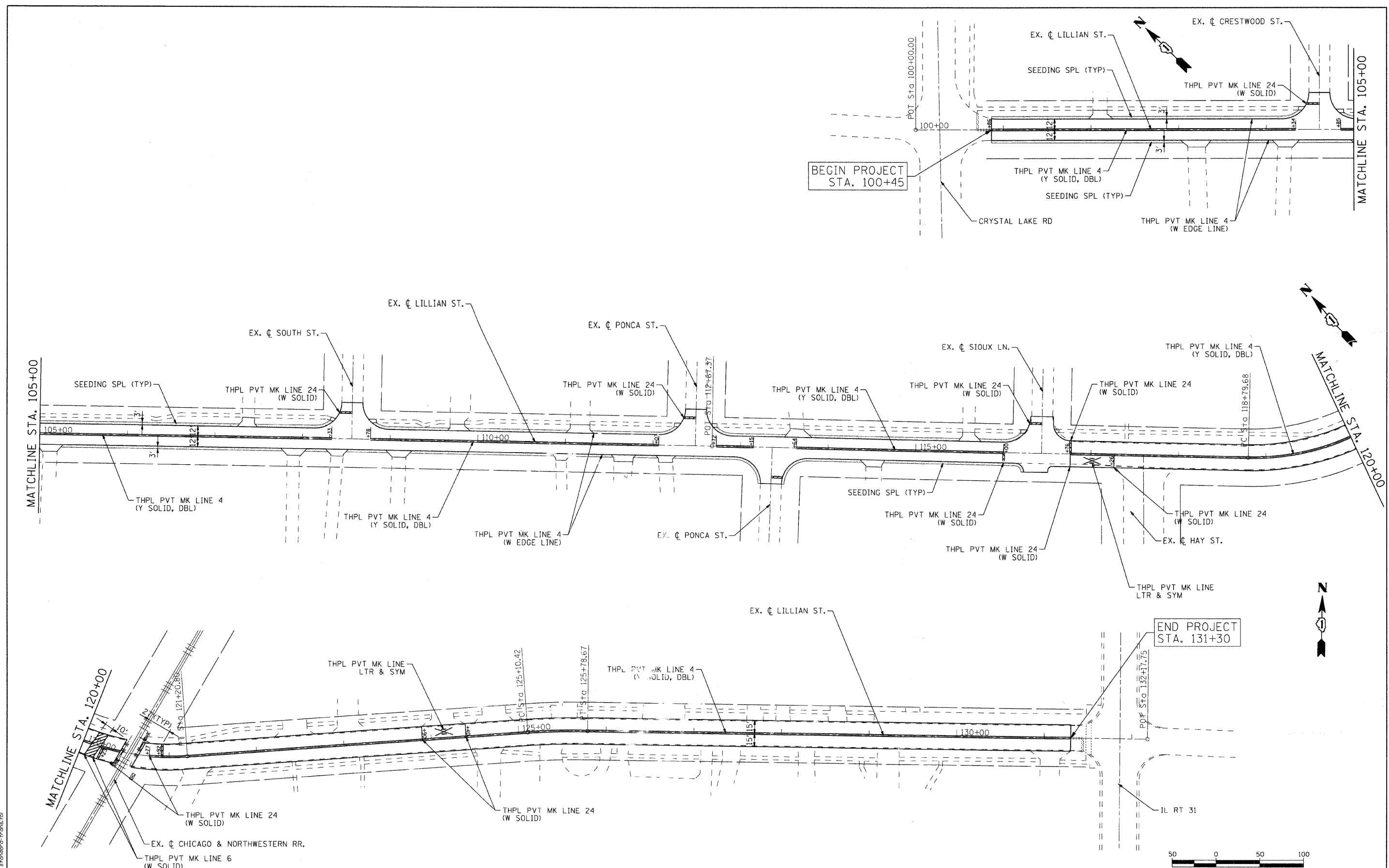


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED PLAN
LILLIAN STREET**
SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
82	08-00070-00-RS	MCHENRY	11	4
CONTRACT NO. 63143				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



COMPANY NAME: SEC GROUP, INC.
 PROJECT CONTACT: A. CHADWY
 CLIENT: CITY OF MCHENRY
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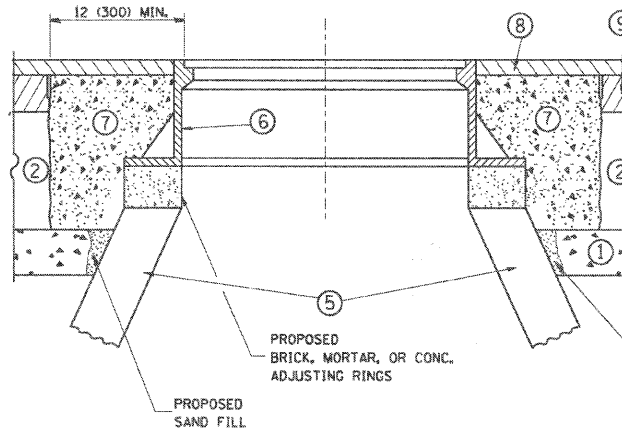
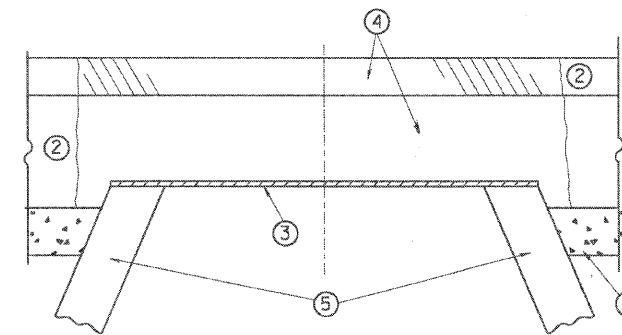


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND LANDSCAPE PLAN	
LILLIAN STREET	
SCALE: 1" = 50'	SHEET NO. 1 OF 1 SHEETS
STA. _____	TO STA. _____

F.A. RTE. 82	SECTION 08-00070-00-RS	COUNTY MCHENRY	TOTAL SHEETS 11	SHEET NO. 5
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63143	



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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

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 SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- 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: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL." 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: SEC GROUP, INC.
 PROJECT CONTACT: A. CHAUDHRY
 CLIENT: MCHENRY COUNTY
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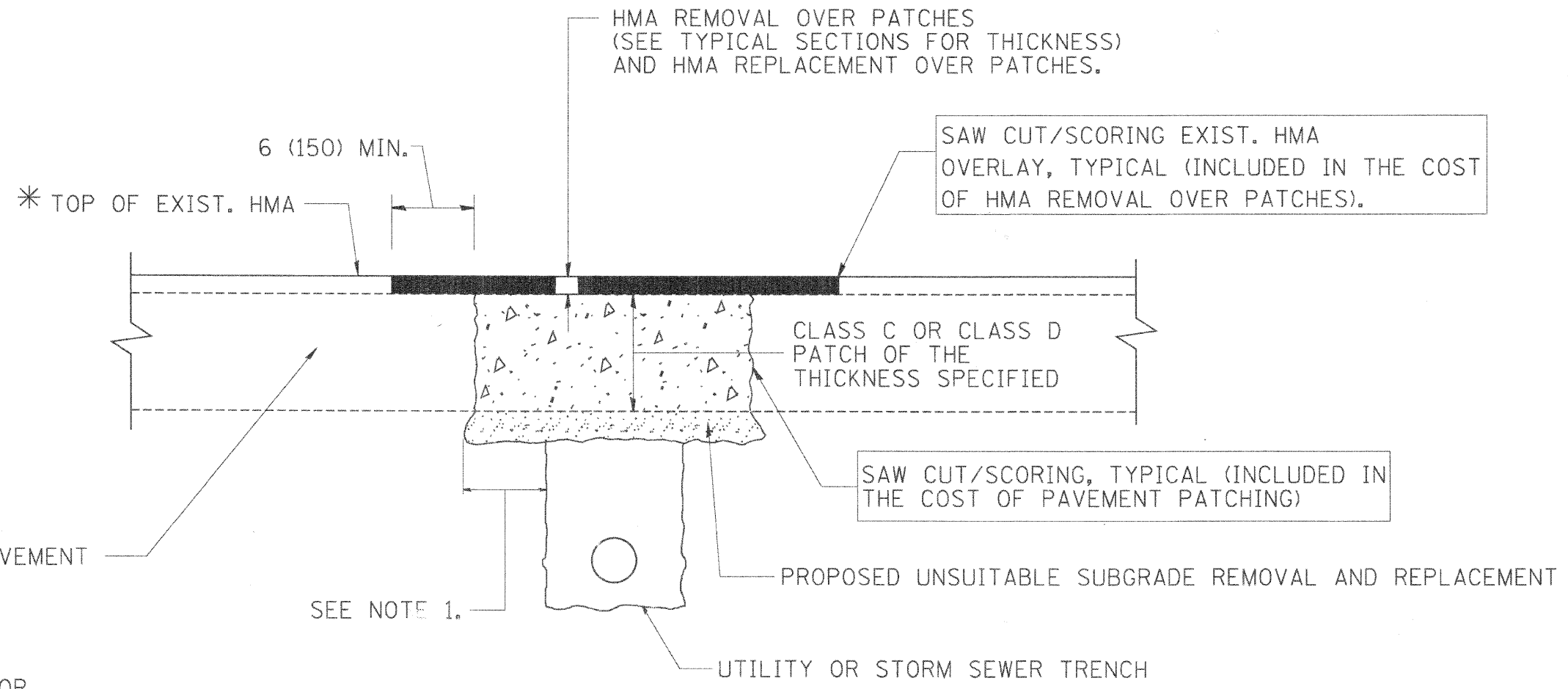


USER NAME = jattanasoo	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
FILE NAME = 08066-det-01.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = N.T.S.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
PLOT DATE = 3/18/2009	DATE - 10-25-94	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCALE: N.T.S.		SHEET NO. 1 OF 6 SHEETS		STA. TO STA.	
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F.A. RTE. 82	SECTION 08-00070-00-RS	COUNTY MCHENRY	TOTAL SHEETS 11	SHEET NO. 6
BD600-03 (BD-8)		CONTRACT NO. 63143		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



* 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".

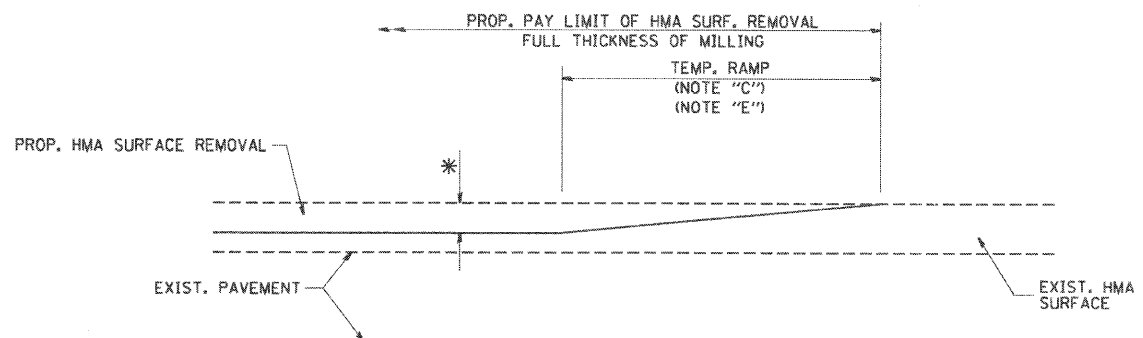
SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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

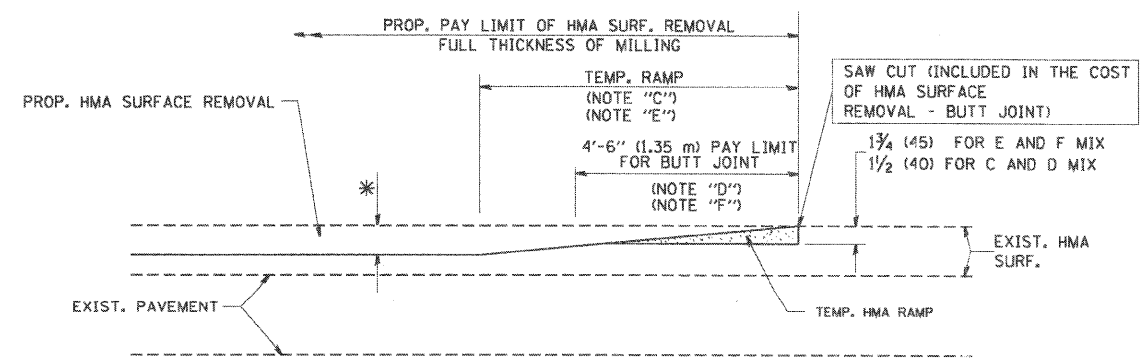
COMPANY NAME: SEC GROUP, INC.
PROJECT CONTACT: A. CHAUDHRY
CLIENT: MCHENRY COUNTY
FILE NAME: 080585-01-02.dgn
PLOT DRIVER: pdf-processor_raster.plt
PEN TABLE: standard-trans.tbl

<p>SEC Group, Inc. Engineering Surveying Planning Landscape Architecture McHenry • Yorkville • New Lenox • Chicago www.secgroupinc.com</p>	USER NAME = jattanaseo	DESIGNED - R. SHAH	REVISED - A. ABBAS 01-20-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A. RTE. = 82	SECTION = 08-00070-00-RS	COUNTY = MCHENRY	TOTAL SHEETS = 11	SHEET NO. = 7
	FILE NAME = 080585-det-02.dgn	DRAWN -	REVISED - A. ABBAS 04-27-98			BD400-04 (BD-22)	CONTRACT NO. 63143			
	PLOT SCALE = N.T.S.	CHECKED -	REVISED - R. BORO 01-01-07			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 3/18/2009	DATE - 10-25-94	REVISED - R. BORO 09-04-07			SCALE: N.T.S.	SHEET NO. 2 OF 6 SHEETS	STA. TO STA.		



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

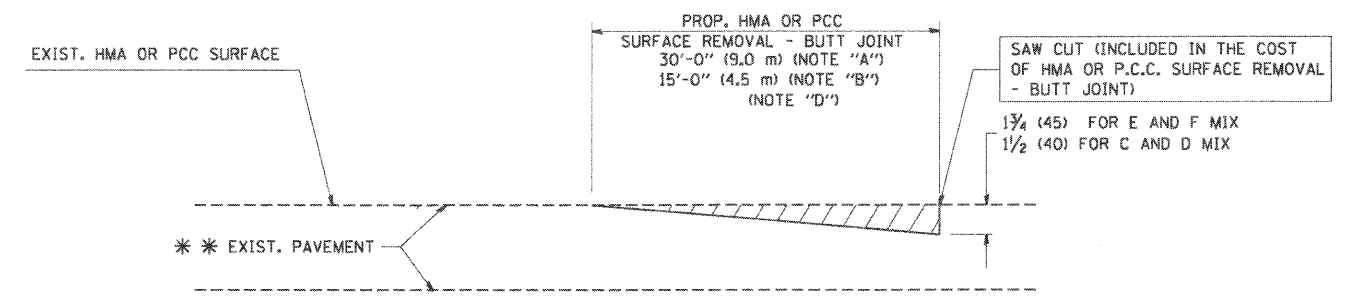
OPTION 1



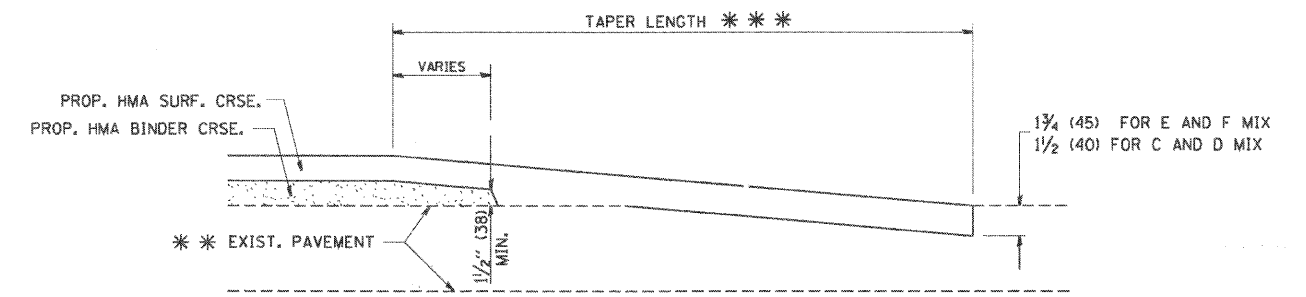
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

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.

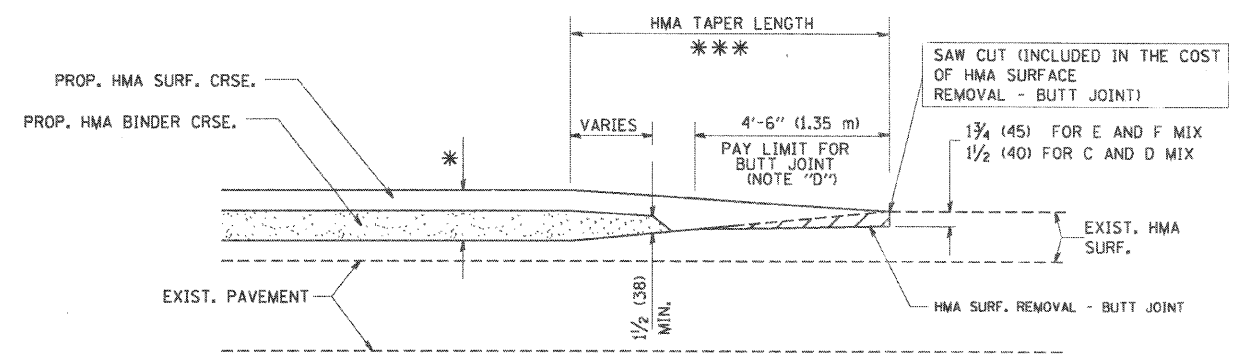
NOTES

- 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: SEC GROUP, INC.
PROJECT CONTACT: A. CHAUDHRY
CLIENT: CITY OF MCHENRY
FILE NAME: 080585-01-03.dgn
PLOT DRIVER: pdt-greyscale_raster.plt
PEN TABLE: standard-trans.tbl

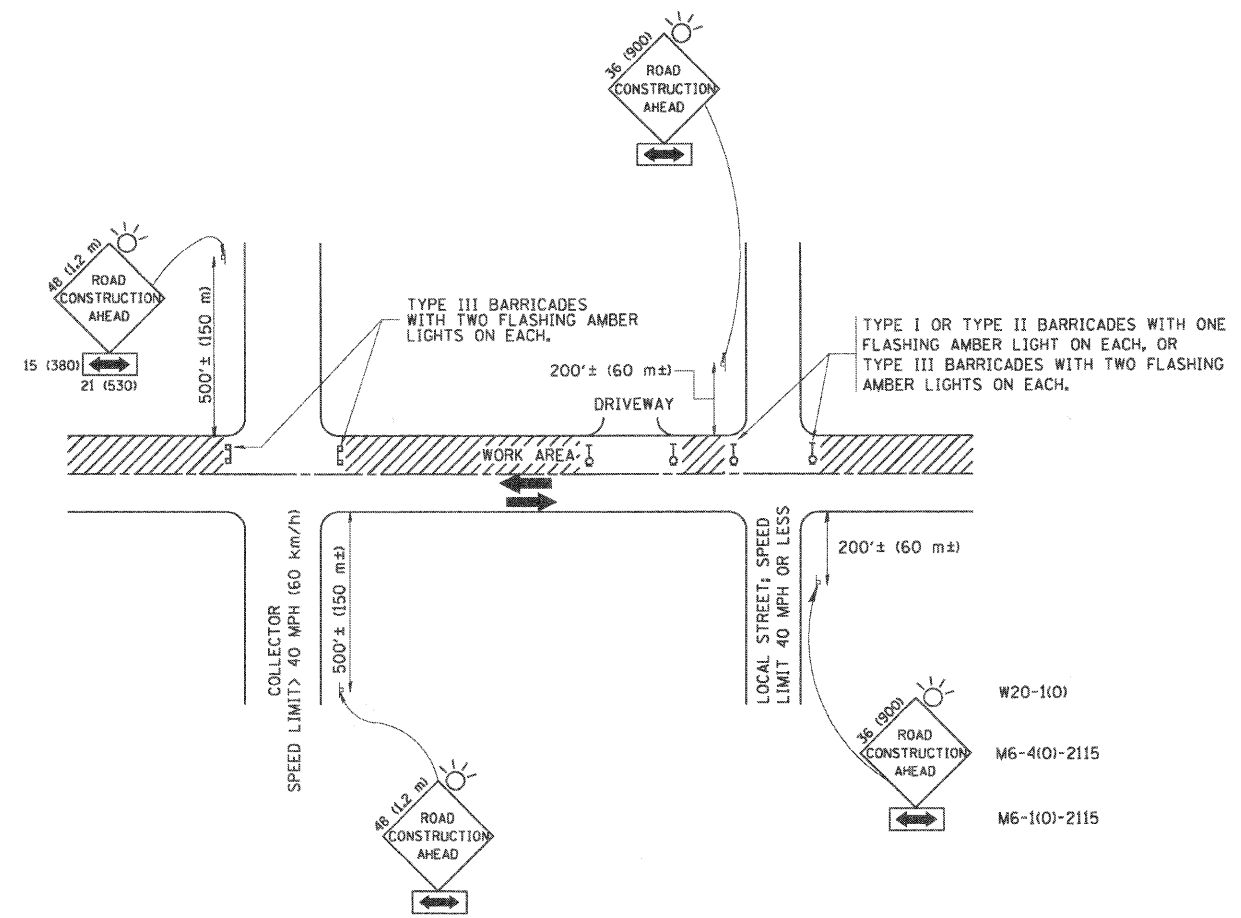


USER NAME = jettanaseo	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
FILE NAME = 080585-det-03.dgn	DRAWN - A. ABBAS 03-21-97	REVISED - A. ABBAS 03-21-97
PLOT SCALE = N.T.S.	CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 3/18/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS			
SCALE: N.T.S.	SHEET NO. 3 OF 6 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
82	08-00070-00-RS	MCHENRY	11	8
BD400-05 BD32		CONTRACT NO. 63143		
FED. ROAD DIST. NO.		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. 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: SEC GROUP, INC.
 PROJECT CONTACT: A. CHAUDRY
 CLIENT: CITY OF MCHENRY
 FILE NAME: 080655-det-04.dgn
 PLOT DRIVER: pdf-greyscale_raster.dlt
 PEN TABLE: standard-trans.tbl



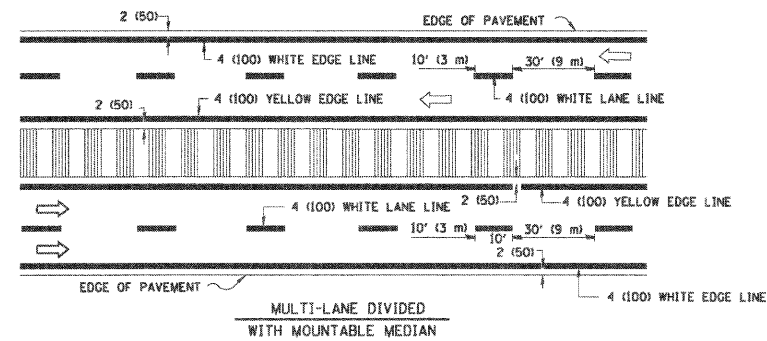
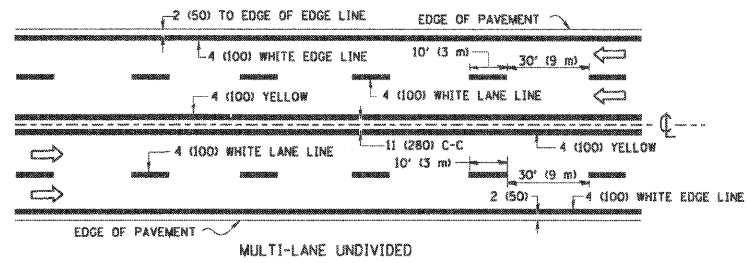
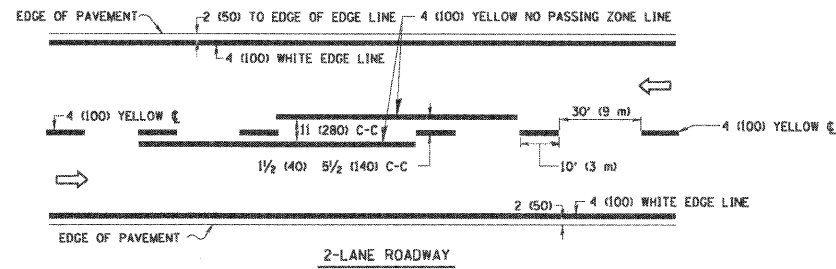
USER NAME = jatlansoo	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
FILE NAME = 080655-det-04.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96
PLOT SCALE = N.T.S.	CHECKED -	REVISED - A. HOUSEH 10-15-96
PLOT DATE = 3/18/2009	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

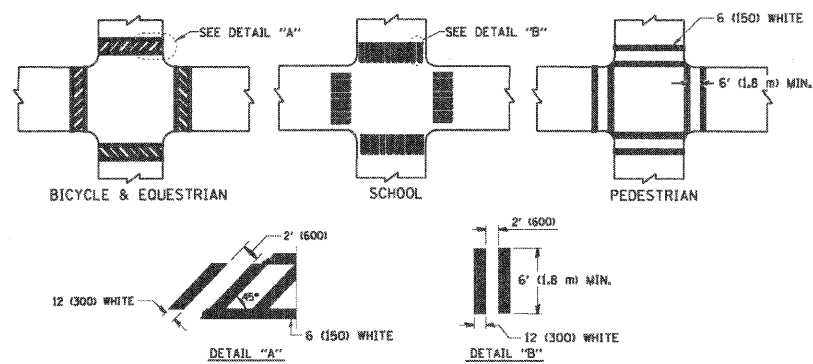
SCALE: N.T.S. SHEET NO. 4 OF 6 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 63143	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

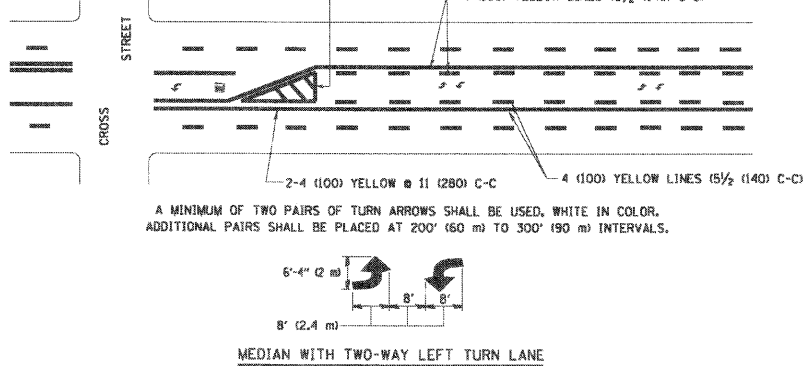
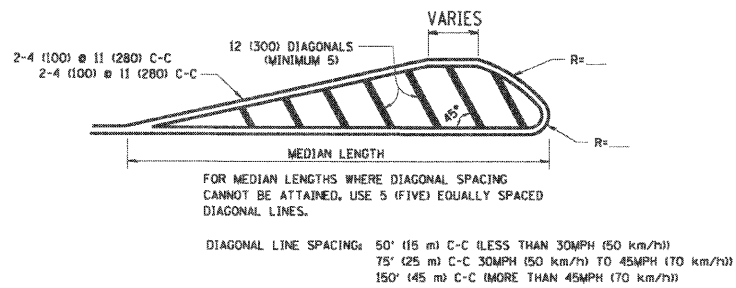
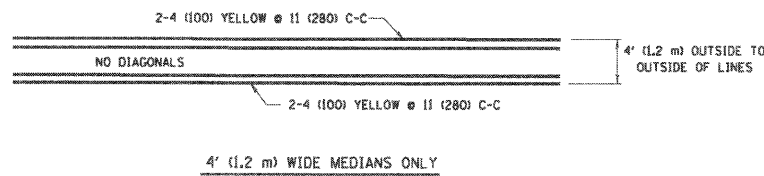


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

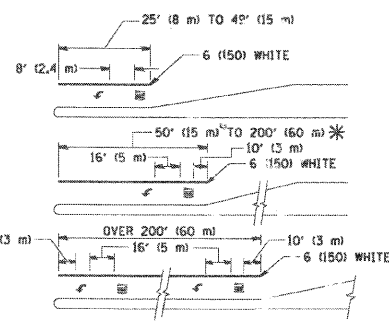
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



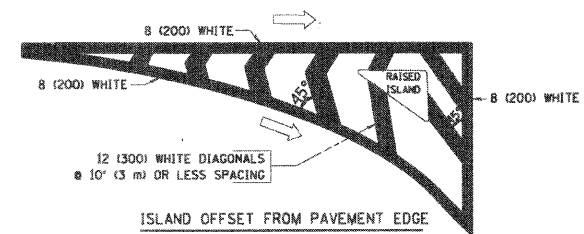
TYPICAL PAINTED MEDIAN MARKING



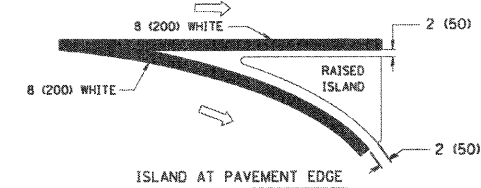
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * AREA = 15.6 SQ. FT. (1.5 m²); ** AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

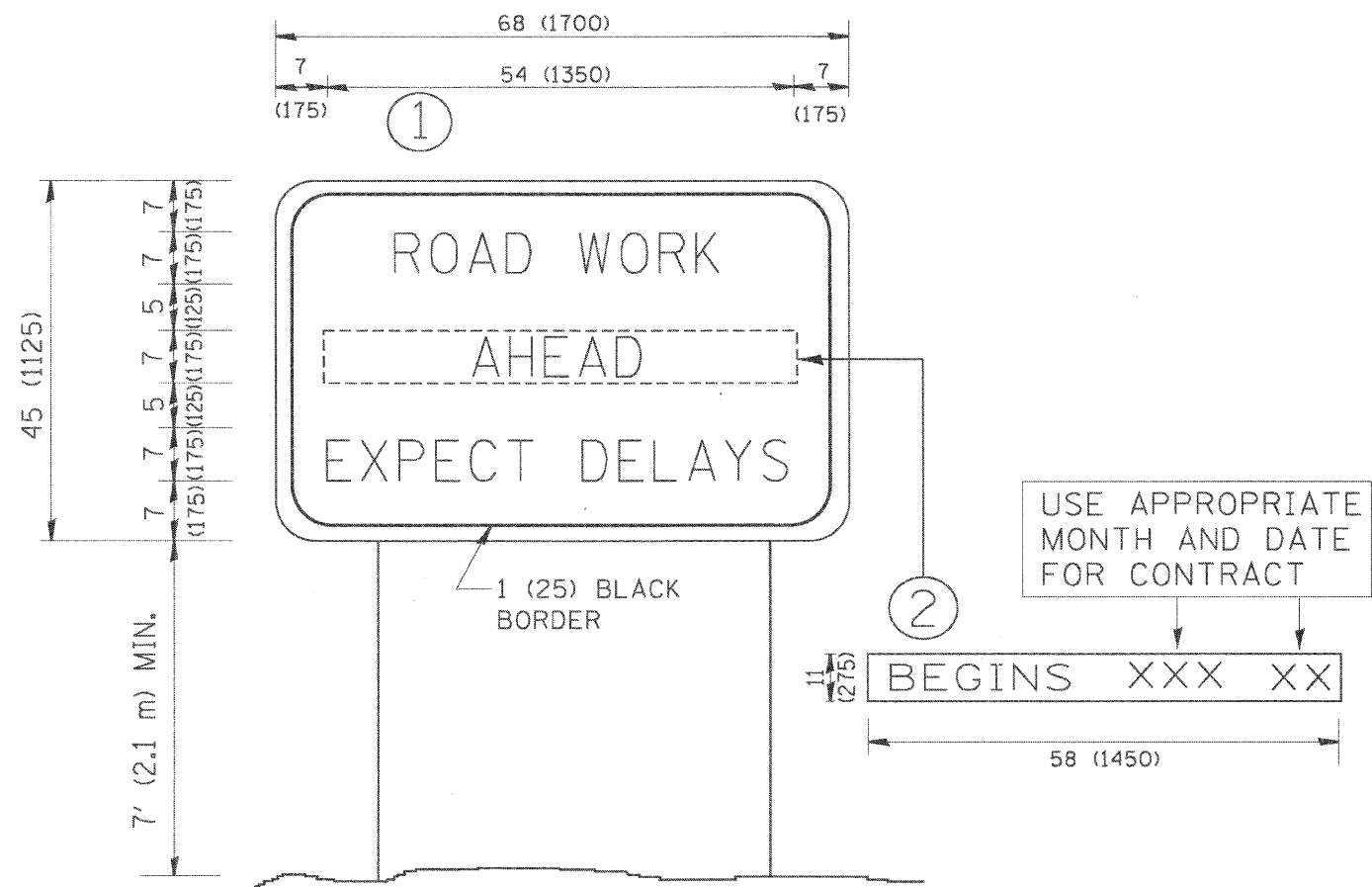
COMPANY NAME: SEC GROUP, INC.
 PROJECT CONTACT: A. CHAUDHRY
 CLIENT: CITY OF WILMINGTON
 FILE NAME: 08055-01-05.dwg
 PLOT DRIVER: pdf2ps.exe
 PEN TABLE: s:\font\c1-fonts.tbl



USER NAME = jettanaseo	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
FILE NAME = 08055-01-det-05.dgn	DRAWN -	REVISED - A. HOUSEH 10-09-96
PLOT SCALE = N.T.S.	CHECKED -	REVISED - A. HOUSEH 10-17-96
PLOT DATE = 3/18/2009	DATE - 03-19-90	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		82	08-0070-00-RS	MCHENRY	11	10
SCALE: N.T.S.		SHEET NO. 5 OF 6 SHEETS		CONTRACT NO. 63143		
STA. TO STA.		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTES:

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

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

COMPANY NAME: SEC GROUP, INC.
 PROJECT CONTACT: A. CHAUDHRY
 CLIENT: U.P. MICHIGAN
 FILE NAME: 080505-det-06.dgn
 PLOT DRIVER: pdf-greyscale_raster.plt
 PEN TABLE: standard-trans.tbl



USER NAME = jattenaseo	DESIGNED -	REVISED - R. MIRS 09-15-97
FILE NAME = 080505-det-06.dgn	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = N.T.S.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 3/18/2009	DATE -	REVISED - C. JUCLIS 01-31-07

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ARTERIAL ROAD INFORMATION SIGN	
SCALE: N.T.S.	SHEET NO. 6 OF 6 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
82	08-00070-00-RS	MCHENRY	11	11
TC-22			CONTRACT NO. 63143	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				