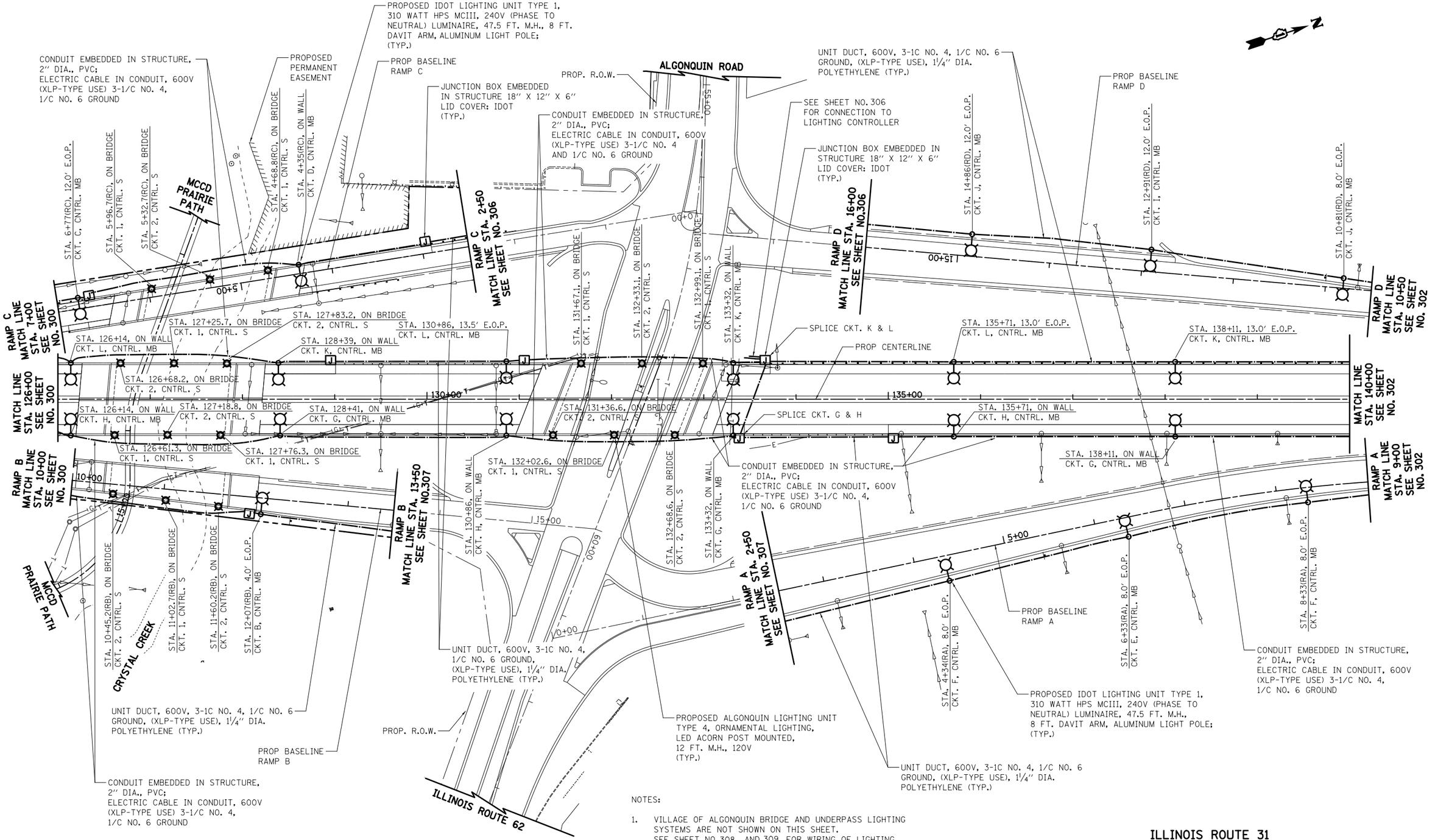

NOTES:

1. VILLAGE OF ALGONQUIN BRIDGE AND UNDERPASS LIGHTING SYSTEMS ARE NOT SHOWN ON THIS SHEET. SEE SHEET NO. 308 AND 309 FOR WIRING OF LIGHTING UNIT TYPE 4 AND JUNCTION BOX EMBEDDED IN STRUCTURE FOR VILLAGE OF ALGONQUIN LIGHTING SYSTEM.
2. SEE STRUCTURE PLANS AND DETAILS FOR CONDUIT EMBEDDED IN STRUCTURE.

ILLINOIS ROUTE 31
RAMP A
RAMP B
RAMP C
RAMP D

50 0 50
SCALE IN FEET

FILE NAME = ...\D160F72-sht-light-03.dgn	USER NAME = ekw	DESIGNED - SJC	REVISED -
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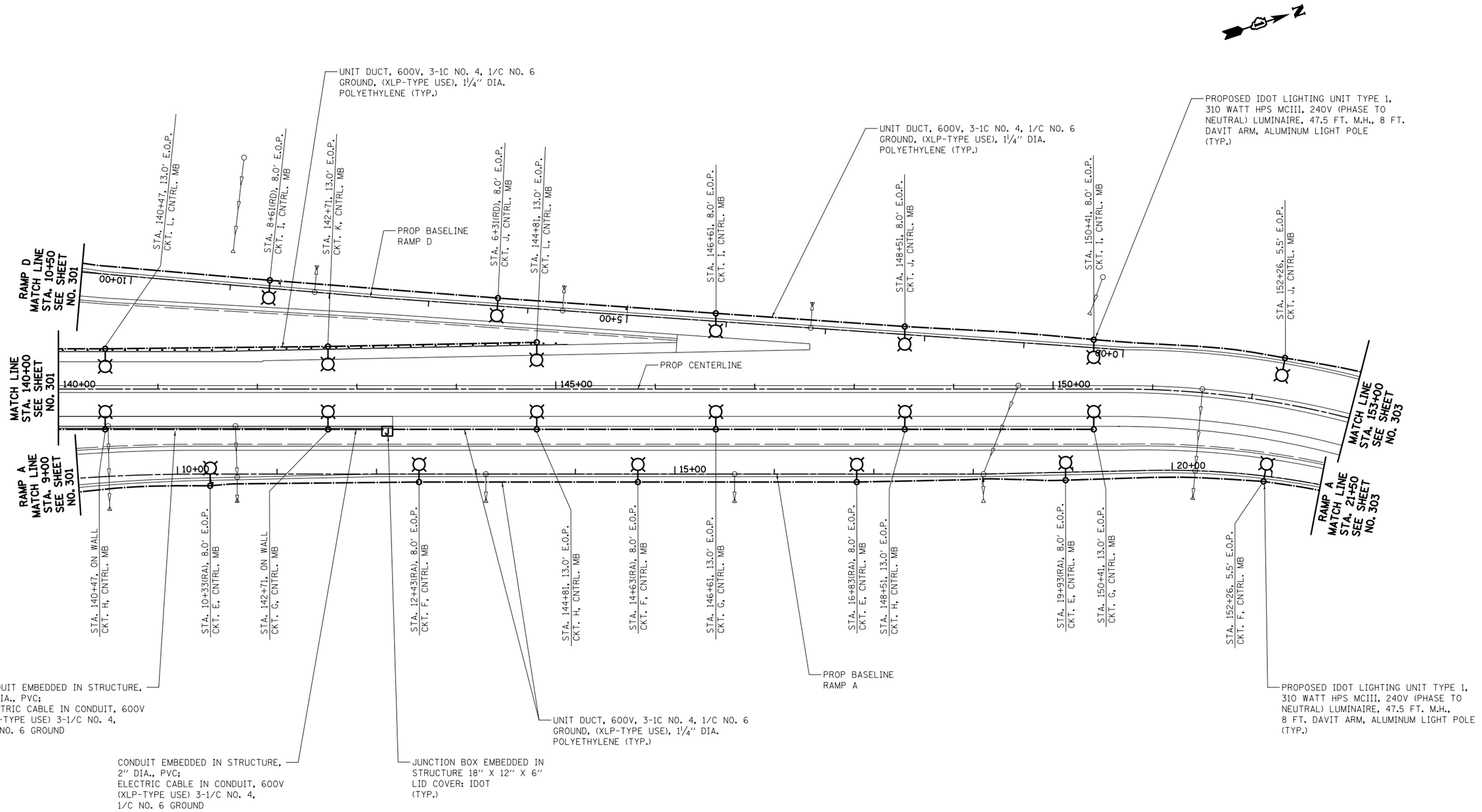
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN

SCALE: 1" = 50' | SHEET NO. 4 OF 31 SHEETS | STA. 126+00 TO STA. 140+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	301
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



ILLINOIS ROUTE 31
RAMP A
RAMP D

50 0 50
SCALE IN FEET

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CIVILTECH		DRAWN - SJC	REVISED -
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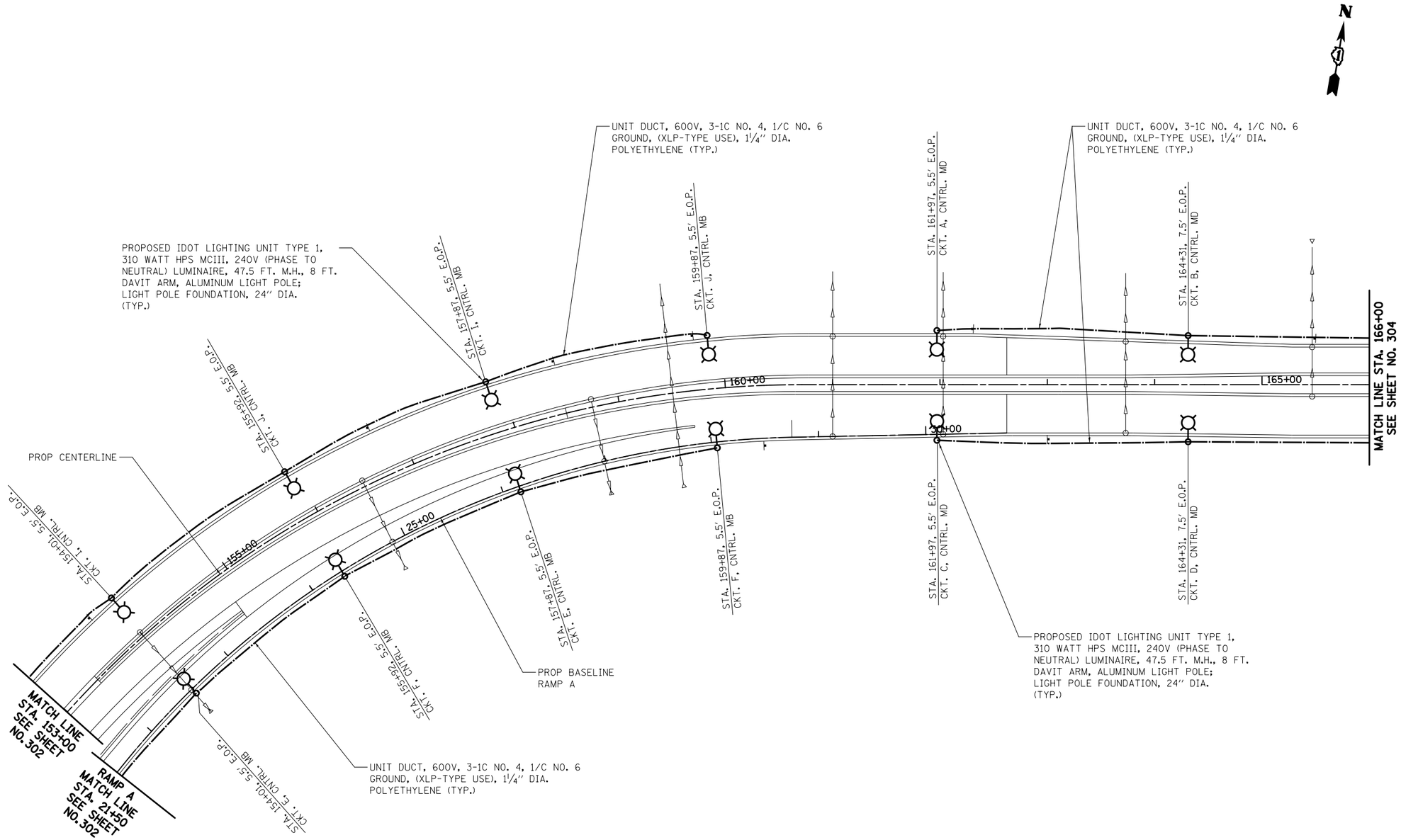
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN

SCALE: 1" = 50' | SHEET NO. 5 OF 31 SHEETS | STA. 140+00 | TO STA. 153+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	302
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



ILLINOIS ROUTE 31

50 0 50
SCALE IN FEET

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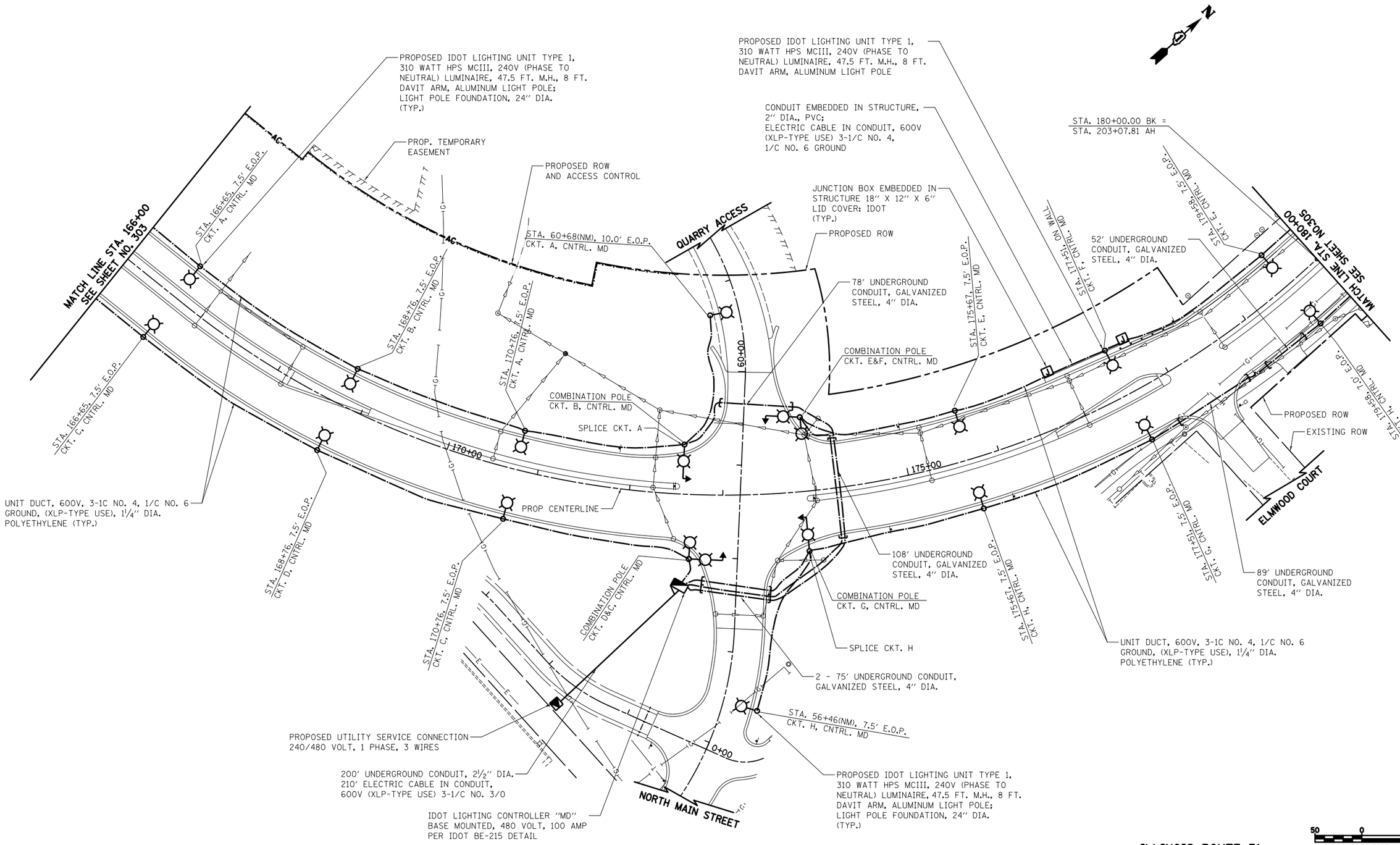
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN

SCALE: 1" = 50' | SHEET NO. 6 OF 31 SHEETS | STA. 153+00 TO STA. 166+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	303
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



ILLINOIS ROUTE 31

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CIVILTECH		DRAWN - SJC	REVISED -
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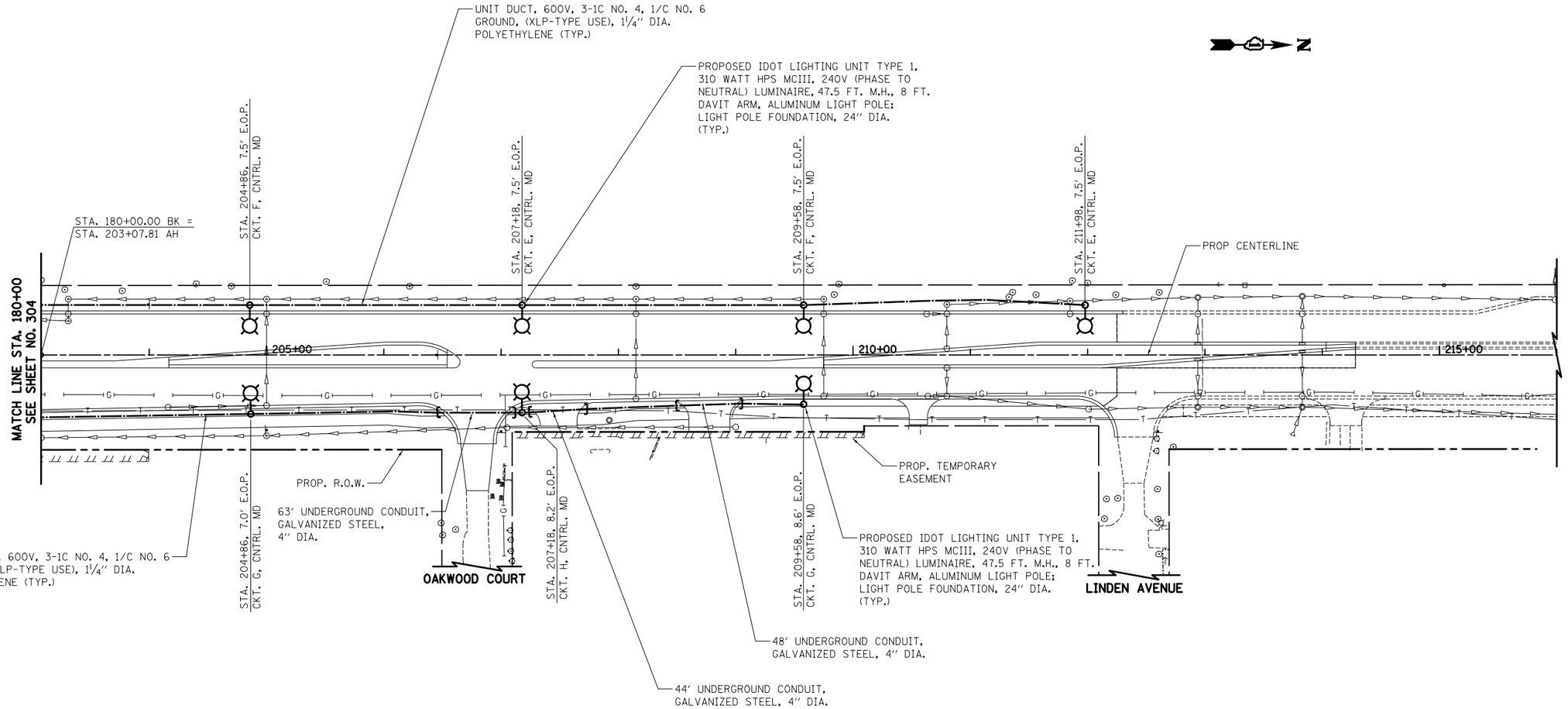
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN

SCALE: 1" = 50' | SHEET NO. 7 OF 31 SHEETS | STA. 166+00 TO STA. 180+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	304
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



ILLINOIS ROUTE 31

50 0 50
SCALE IN FEET

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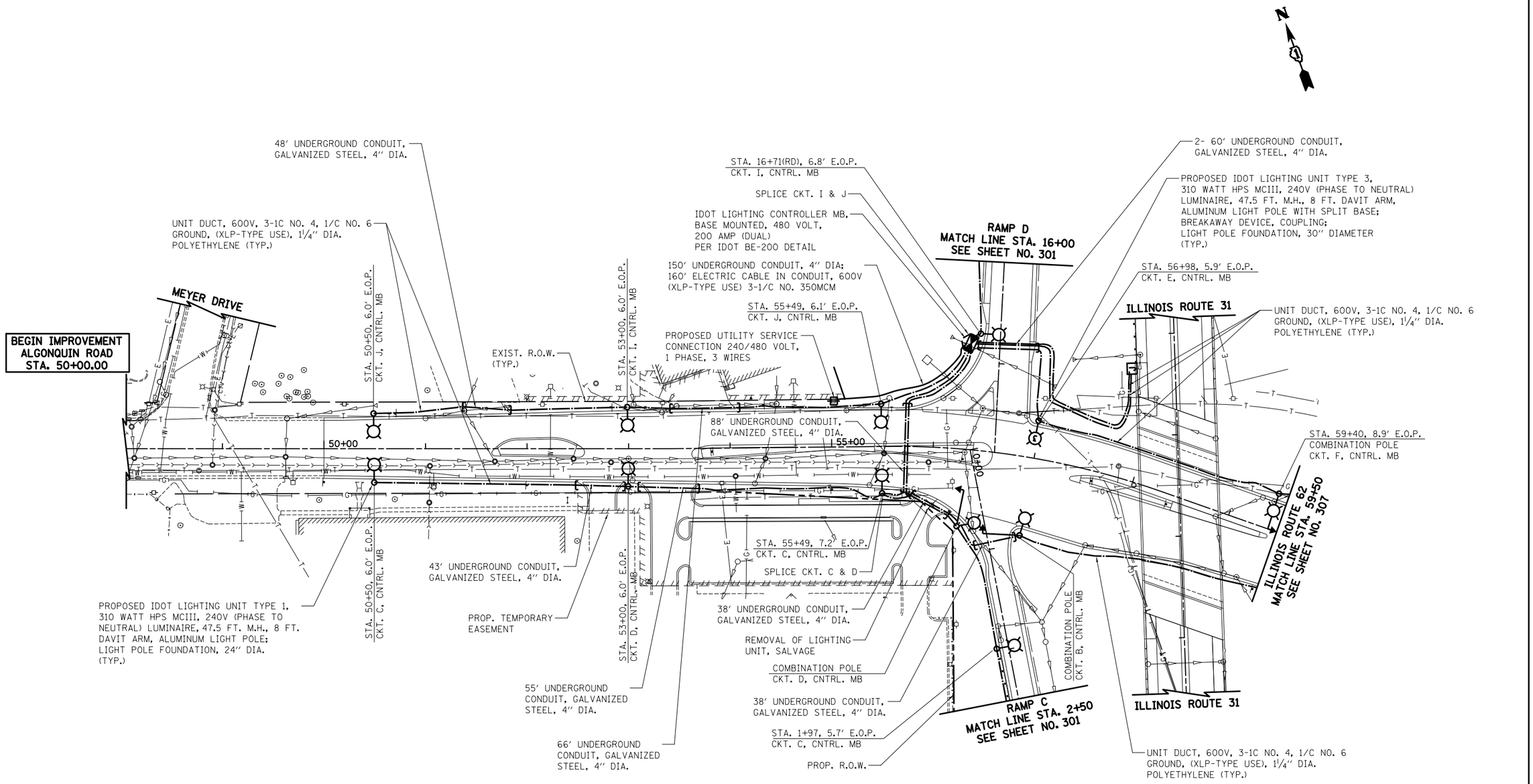
CIVILTECH		DRAWN - SJC	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - DNM	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN

SCALE: 1" = 50' | SHEET NO. 8 OF 31 SHEETS | STA. 180+00 | TO STA. 216+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	305
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



ALGONQUIN ROAD
ILLINOIS ROUTE 62
RAMP C
RAMP D

50 0 50
SCALE IN FEET

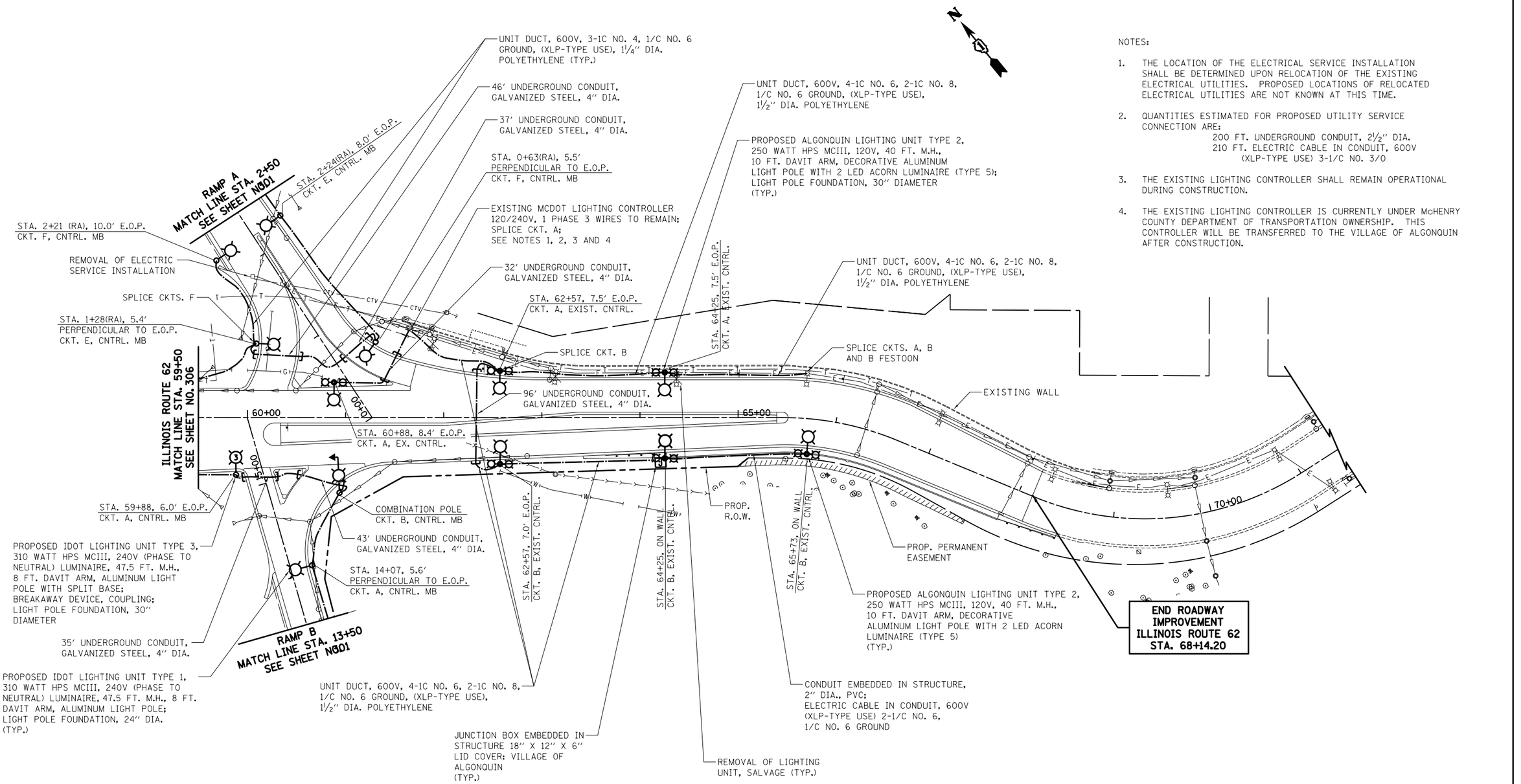
FILE NAME = ...\D160F72-sht-light-08.dgn	USER NAME = akw	DESIGNED - SJC	REVISED -
CIVILTECH		DRAWN - SJC	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - DNM	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN

SCALE: 1" = 50' | SHEET NO. 9 OF 31 SHEETS | STA. 50+00 TO STA. 59+50

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	306
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



ILLINOIS ROUTE 62
RAMP A
RAMP B

50 0 50
SCALE IN FEET

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CIVILTECH		DRAWN - SJC	REVISED -
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	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

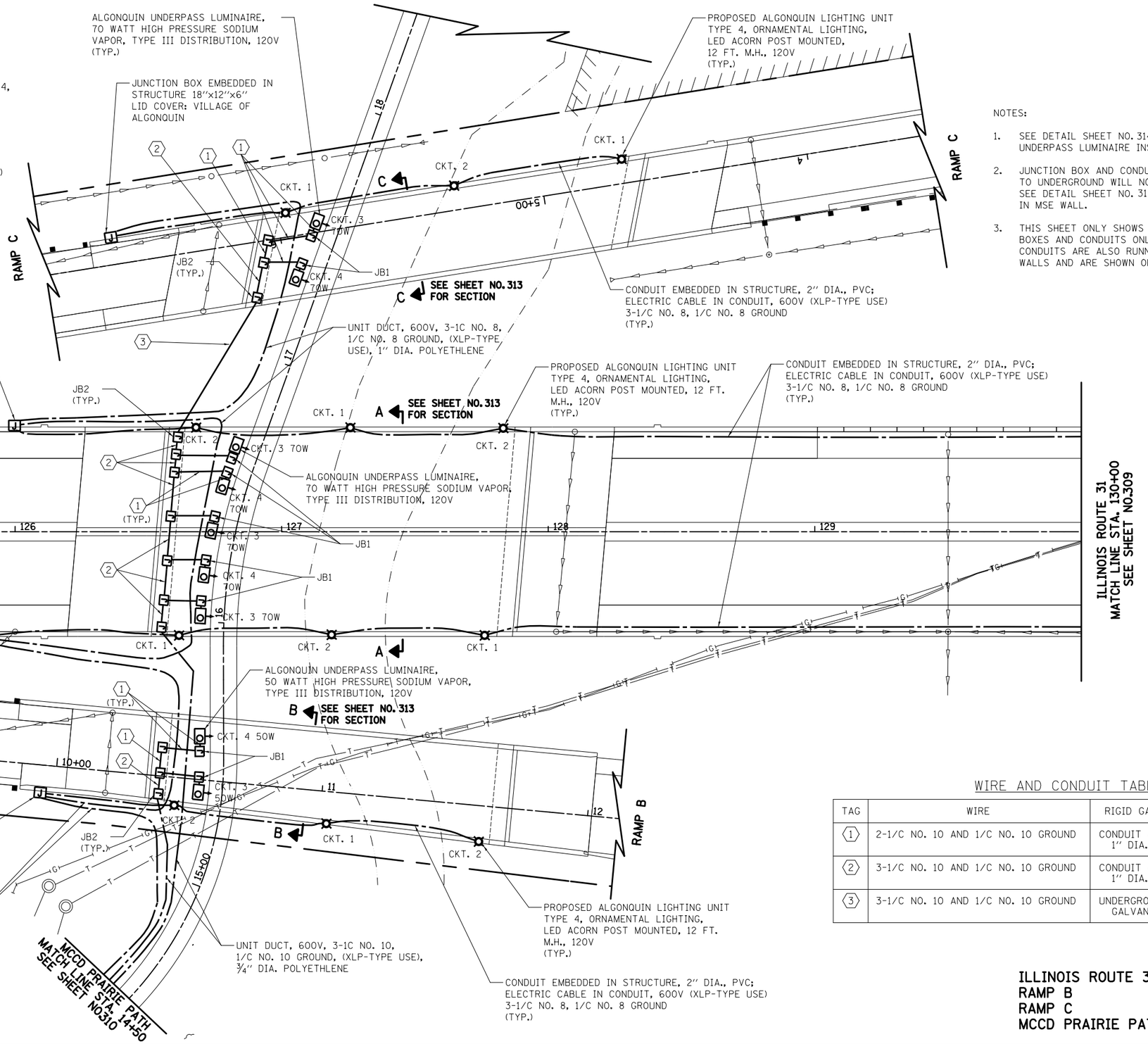
LIGHTING PLAN

SCALE: 1" = 50' | SHEET NO. 10 OF 31 SHEETS | STA. 59+50 | TO STA. 68+14.20

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	307
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LEGEND

- ALGONQUIN UNDERPASS LUMINAIRE HIGH PRESSURE SODIUM VAPOR, TYPE III DISTRIBUTION, 120V (WATTAGE AS NOTED)
- PROPOSED ALGONQUIN LIGHTING UNIT TYPE 4, ORNAMENTAL LIGHTING, LED ACORN POST MOUNTED, 12 FT. M.H., 120V
- RIGID GALVANIZED STEEL CONDUIT, (TYPE AND SIZE AS NOTED)
- CONDUIT EMBEDDED IN STRUCTURE WITH ELECTRIC CABLE (TYPE AND SIZE AS NOTED) OR UNIT DUCT, 600V, (XLP-TYPE USE) (TYPE AND SIZE AS NOTED)
- JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE
  JB1 - 6″x6″x4″
  JB2 - 12″x10″x6″
  OR
  JUNCTION BOX, EMBEDDED IN STRUCTURE, 18″x12″x6″
- HANDHOLE



NOTES:

1. SEE DETAIL SHEET NO. 314 FOR SUSPENDED MOUNT UNDERPASS LUMINAIRE INSTALLATION DETAILS
2. JUNCTION BOX AND CONDUIT RUNNING DOWN FROM THE BRIDGE TO UNDERGROUND WILL NOT BE ATTACHED TO MSE WALL. SEE DETAIL SHEET NO. 314 FOR CONDUIT EMBEDDED IN MSE WALL.
3. THIS SHEET ONLY SHOWS VILLAGE OF ALGONQUIN JUNCTION BOXES AND CONDUITS ONLY. IDOT JUNCTION BOXES AND CONDUITS ARE ALSO RUNNING IN THE PARAPET OR BARRIER WALLS AND ARE SHOWN ON SHEET NO.301

WIRE AND CONDUIT TABLE

TAG	WIRE	RIGID GALVANIZED STEEL CONDUIT
(1)	2-1/C NO. 10 AND 1/C NO. 10 GROUND	CONDUIT ATTACHED TO STRUCTURE, 1″ DIA., PVC COATED GALVANIZED STEEL
(2)	3-1/C NO. 10 AND 1/C NO. 10 GROUND	CONDUIT ATTACHED TO STRUCTURE, 1″ DIA., PVC COATED GALVANIZED STEEL
(3)	3-1/C NO. 10 AND 1/C NO. 10 GROUND	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2″ DIA.,

ILLINOIS ROUTE 31
RAMP B
RAMP C
MCCD PRAIRIE PATH

SCALE IN FEET 20 0 20

FILE NAME = ...\D160F72-sht-light-10.dgn	USER NAME = skw	DESIGNED - SJC	REVISED -
CIVILTECH		DRAWN - SJC	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - DNM	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
VILLAGE OF ALGONQUIN

SCALE: 1″ = 20′ | SHEET NO. 11 OF 31 SHEETS | STA. 126+00 | TO STA. 140+00

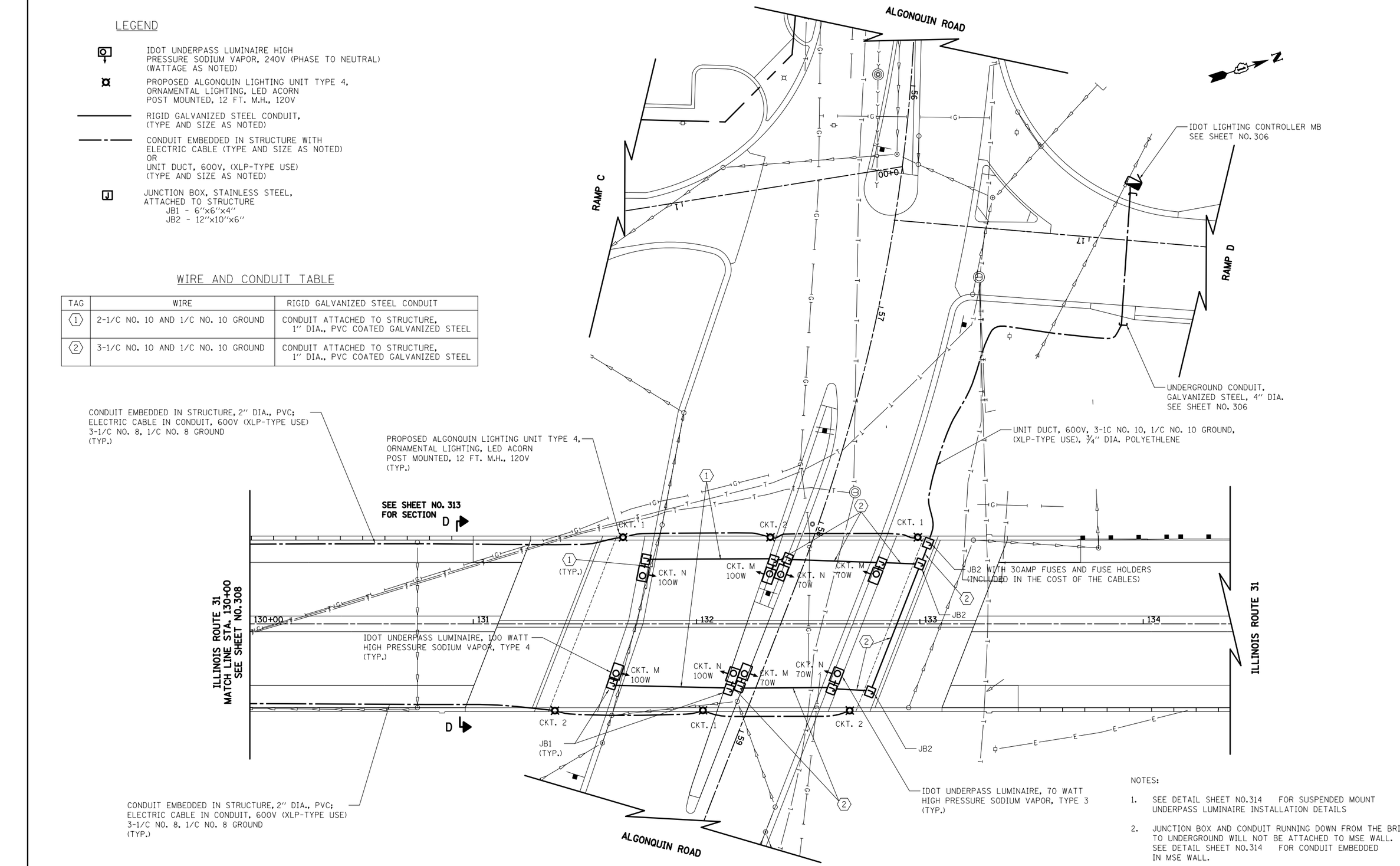
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	308
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LEGEND

- IDOT UNDERPASS LUMINAIRE HIGH PRESSURE SODIUM VAPOR, 240V (PHASE TO NEUTRAL) (WATTAGE AS NOTED)
- PROPOSED ALGONQUIN LIGHTING UNIT TYPE 4, ORNAMENTAL LIGHTING, LED ACORN POST MOUNTED, 12 FT. M.H., 120V
- RIGID GALVANIZED STEEL CONDUIT, (TYPE AND SIZE AS NOTED)
- CONDUIT EMBEDDED IN STRUCTURE WITH ELECTRIC CABLE (TYPE AND SIZE AS NOTED) OR UNIT DUCT, 600V, (XLP-TYPE USE) (TYPE AND SIZE AS NOTED)
- JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE
  JB1 - 6"x6"x4"
  JB2 - 12"x10"x6"

WIRE AND CONDUIT TABLE

TAG	WIRE	RIGID GALVANIZED STEEL CONDUIT
1	2-1/C NO. 10 AND 1/C NO. 10 GROUND	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL
2	3-1/C NO. 10 AND 1/C NO. 10 GROUND	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL



NOTES:

1. SEE DETAIL SHEET NO.314 FOR SUSPENDED MOUNT UNDERPASS LUMINAIRE INSTALLATION DETAILS
2. JUNCTION BOX AND CONDUIT RUNNING DOWN FROM THE BRIDGE TO UNDERGROUND WILL NOT BE ATTACHED TO MSE WALL. SEE DETAIL SHEET NO.314 FOR CONDUIT EMBEDDED IN MSE WALL.

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CIVILTECH		DRAWN - SJC	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - DNM	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

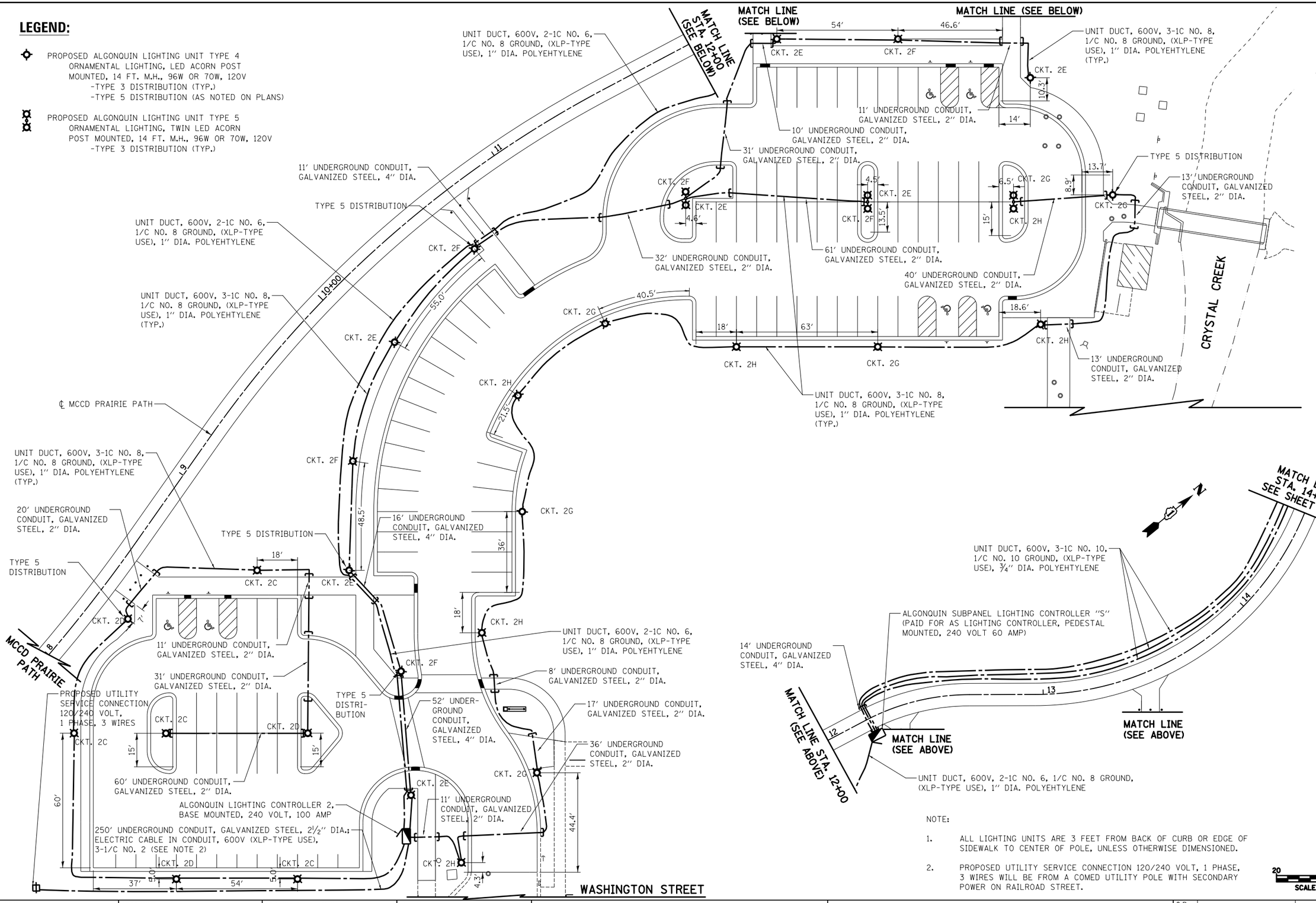
LIGHTING PLAN

SCALE: 1" = 20' | SHEET NO. 12 OF 31 SHEETS | STA. 126+00 | TO STA. 140+00

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	309
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LEGEND:

- PROPOSED ALGONQUIN LIGHTING UNIT TYPE 4 ORNAMENTAL LIGHTING, LED ACORN POST MOUNTED, 14 FT. M.H., 96W OR 70W, 120V
  - -TYPE 3 DISTRIBUTION (TYP.)
  - -TYPE 5 DISTRIBUTION (AS NOTED ON PLANS)
- PROPOSED ALGONQUIN LIGHTING UNIT TYPE 5 ORNAMENTAL LIGHTING, TWIN LED ACORN POST MOUNTED, 14 FT. M.H., 96W OR 70W, 120V
  - -TYPE 3 DISTRIBUTION (TYP.)



NOTE:

1. ALL LIGHTING UNITS ARE 3 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK TO CENTER OF POLE, UNLESS OTHERWISE DIMENSIONED.
2. PROPOSED UTILITY SERVICE CONNECTION 120/240 VOLT, 1 PHASE, 3 WIRES WILL BE FROM A COMED UTILITY POLE WITH SECONDARY POWER ON RAILROAD STREET.

20 0 20
SCALE IN FEET

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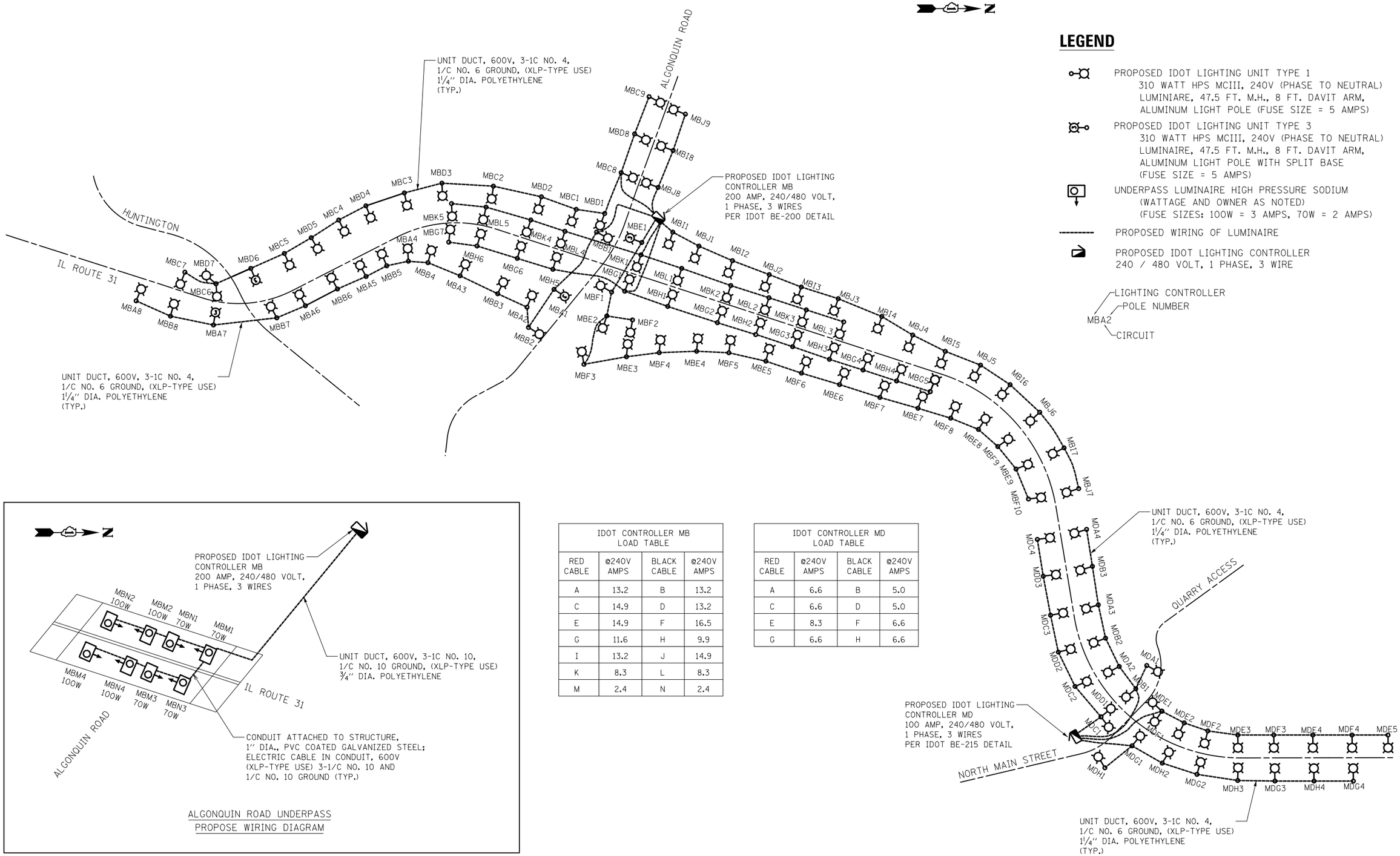
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOWNE PARK LIGHTING PLANS

SCALE: 1" = 20' | SHEET NO. 13 OF 31 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	310
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



ALGONQUIN ROAD UNDERPASS
PROPOSE WIRING DIAGRAM

IDOT CONTROLLER MB LOAD TABLE			
RED CABLE	@240V AMPS	BLACK CABLE	@240V AMPS
A	13.2	B	13.2
C	14.9	D	13.2
E	14.9	F	16.5
G	11.6	H	9.9
I	13.2	J	14.9
K	8.3	L	8.3
M	2.4	N	2.4

IDOT CONTROLLER MD LOAD TABLE			
RED CABLE	@240V AMPS	BLACK CABLE	@240V AMPS
A	6.6	B	5.0
C	6.6	D	5.0
E	8.3	F	6.6
G	6.6	H	6.6

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	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED WIRING DIAGRAM
IDOT LIGHTING CONTROLLER MB AND MD

SCALE: N.T.S. | SHEET NO. 14 OF 31 SHEETS | STA. | TO STA.

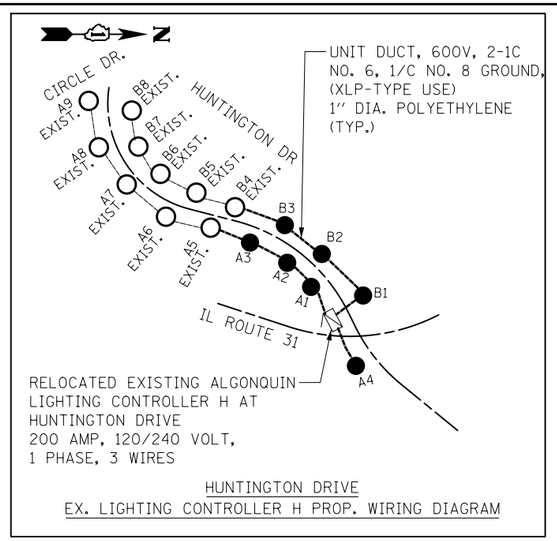
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	311
		CONTRACT NO. 60F72		
		ILLINOIS	FED. AID PROJECT	

LEGEND

- PROPOSED ALGONQUIN LUMINAIRE (FUSE SIZES: 150W = 5 AMPS, 96W = 5 AMPS, 70W = 3 AMPS 35W = 3 AMPS)
- EXISTING ALGONQUIN LUMINAIRE
- EXISTING ALGONQUIN LUMINAIRE WITH FESTOON OUTLET
- PROPOSED ALGONQUIN UNDERPASS LUMINAIRE (FUSE SIZES: 70W = 3 AMPS, 50W = 3 AMPS)
- PROPOSED WIRING OF LUMINAIRE
- PROPOSED ALGONQUIN LIGHTING CONTROLLER 120/240 v, 1 PHASE, 3 WIRE
- EXISTING LIGHTING CONTROLLER (OWNER AS NOTED) 120/240 v, 1 PHASE, 3 WIRE

2A2 — LIGHTING CONTROLLER POLE NUMBER / CIRCUIT

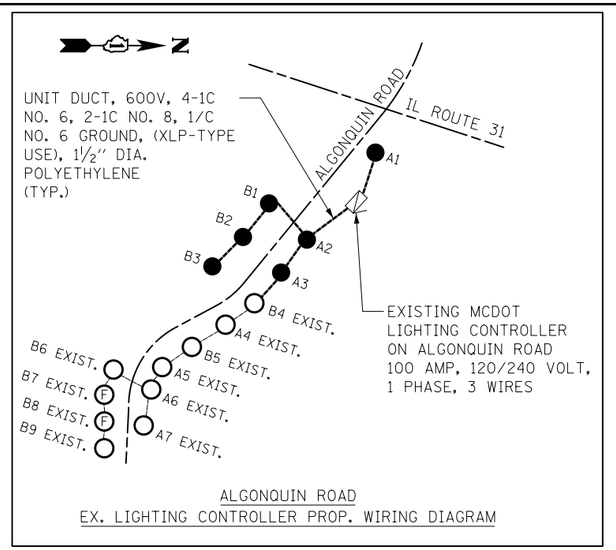
S12 — SUBPANEL LIGHTING CONTROLLER POLE NUMBER / CIRCUIT



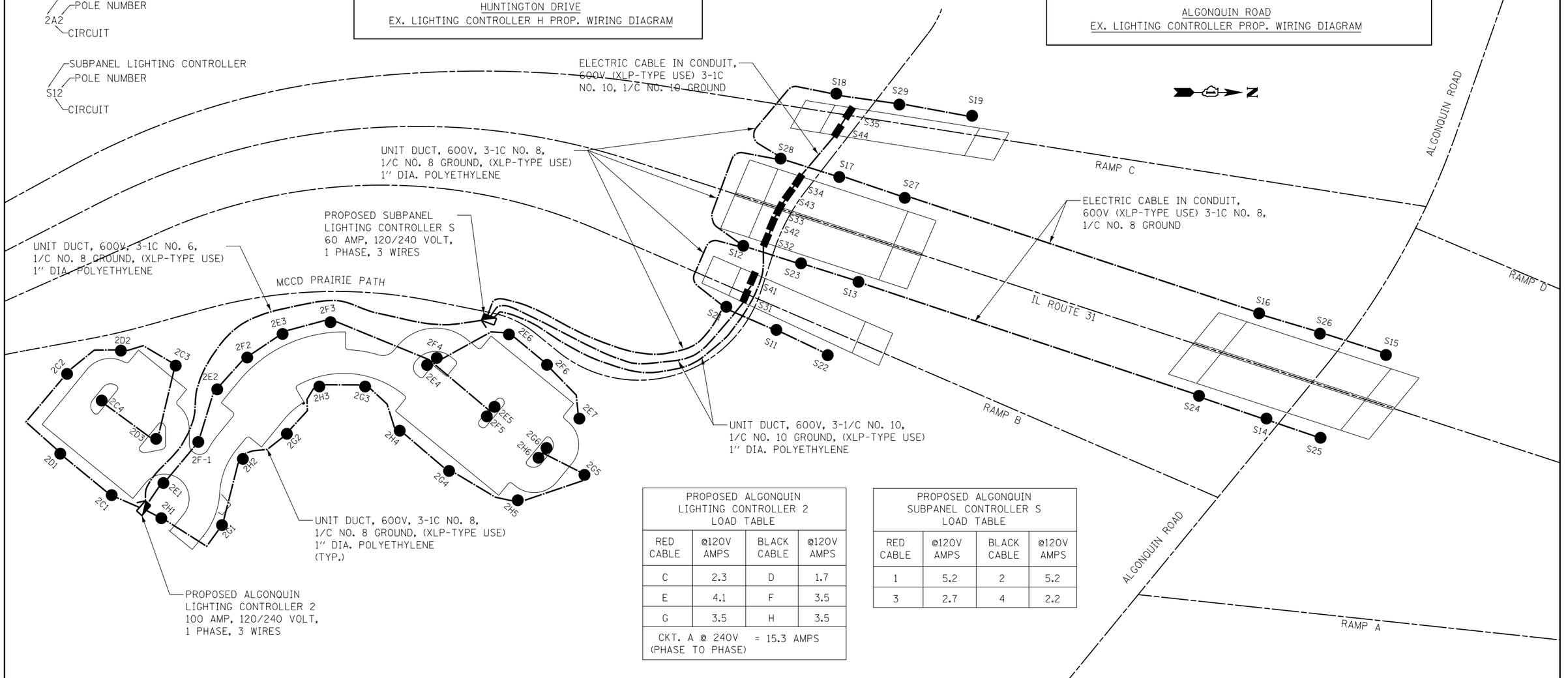
HUNTINGTON DRIVE
EX. LIGHTING CONTROLLER H PROP. WIRING DIAGRAM

EXISTING ALGONQUIN LIGHTING CONTROLLER HUNTINGTON DRIVE LOAD TABLE			
CIRCUIT	@240V AMPS	CIRCUIT	@240V AMPS
A	12.7	B	11.4

EXISTING ALGONQUIN LIGHTING CONTROLLER ALGONQUIN ROAD LOAD TABLE			
RED/BLACK CABLES	@240V AMPS	BLUE/YELLOW CABLES	@240V AMPS
A	13.2	B	13.8
B FESTOON AT 120V (BLACK/WHITE CABLES)			10.0



ALGONQUIN ROAD
EX. LIGHTING CONTROLLER PROP. WIRING DIAGRAM



PROPOSED ALGONQUIN LIGHTING CONTROLLER 2 LOAD TABLE			
RED CABLE	@120V AMPS	BLACK CABLE	@120V AMPS
C	2.3	D	1.7
E	4.1	F	3.5
G	3.5	H	3.5
CKT. A @ 240V (PHASE TO PHASE) = 15.3 AMPS			

PROPOSED ALGONQUIN SUBPANEL CONTROLLER S LOAD TABLE			
RED CABLE	@120V AMPS	BLACK CABLE	@120V AMPS
1	5.2	2	5.2
3	2.7	4	2.2

FILE NAME = ...\D160F72-sht-light-14_diagram 2.dgn	USER NAME = akw	DESIGNED - SJC	REVISED -
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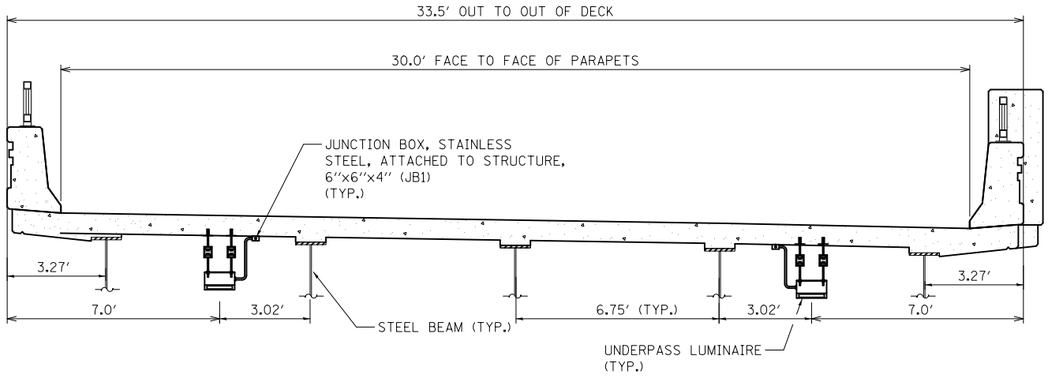
	PLOT SCALE = 100.0000 ' / in.	CHECKED - DNM	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

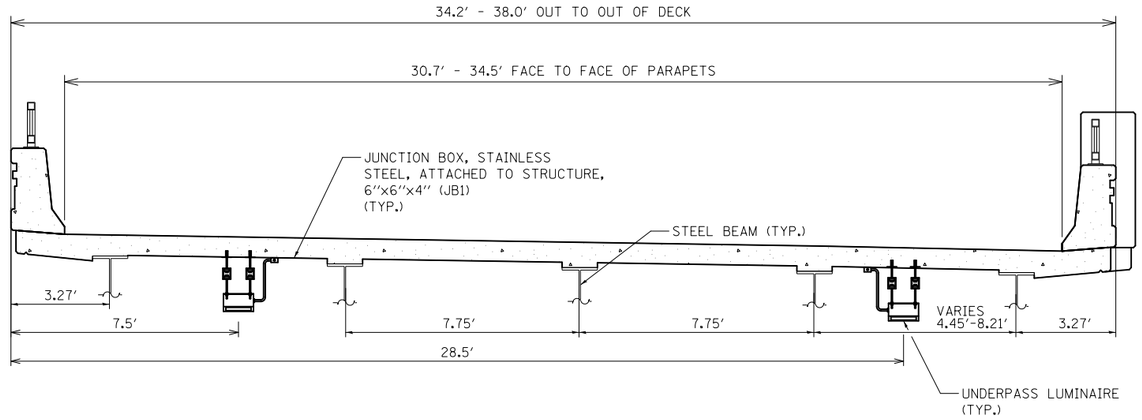
PROPOSED WIRING DIAGRAM
VILLAGE OF ALGONQUIN LIGHTING CONTROLLER 2 AND SUBPANEL

SCALE: N.T.S. | SHEET NO. 15 OF 31 SHEETS | STA. | TO STA.

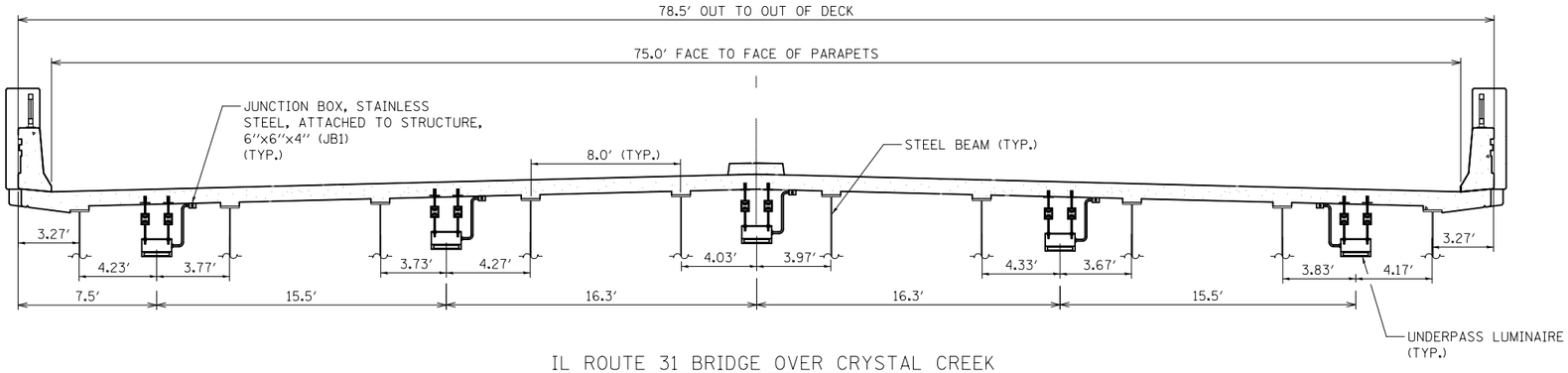
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
860	18A-2	MCHENRY	825	312
		CONTRACT NO. 60F72		
	ILLINOIS FED. AID PROJECT			



RAMP C OVER CRYSTAL CREEK
SECTION C-C



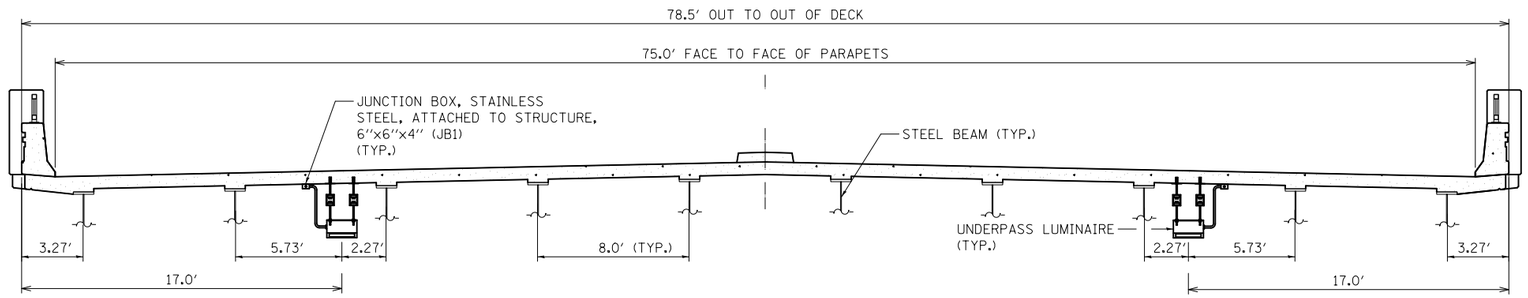
RAMP B OVER CRYSTAL CREEK
SECTION B-B



IL ROUTE 31 BRIDGE OVER CRYSTAL CREEK
SECTION A-A

NOTES:

1. THE UNDERPASS LUMINAIRE WILL BE PLACED 2 FEET BEHIND EDGE OF BIKE PATH SEE DETAIL SHEET NO.314 AND DISTANCE AS SHOWN FROM OUT OF DECK.
2. THE UNDERPASS LUMINAIRE WILL BE PERPENDICULAR TO THE BIKE PATH AND NOT NECESSARILY PARALLEL WITH THE STEEL BEAM.



IL ROUTE 31 BRIDGE OVER ALGONQUIN ROAD
SECTION D-D

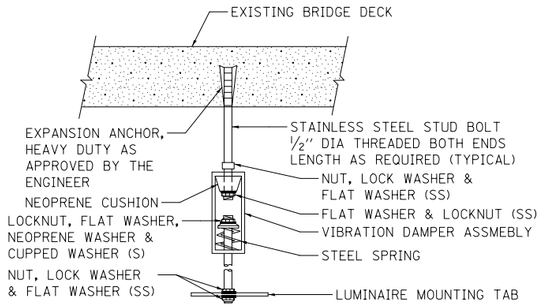
FILE NAME = ...\D160F72-sht-light-15_Details-Underpass.dgn	USER NAME = akw	DESIGNED - SJC	REVISED -
		DRAWN - SJC	REVISED -
CIVILTECH	PLOT SCALE = 2.0000 ′ / in.	CHECKED - DNM	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

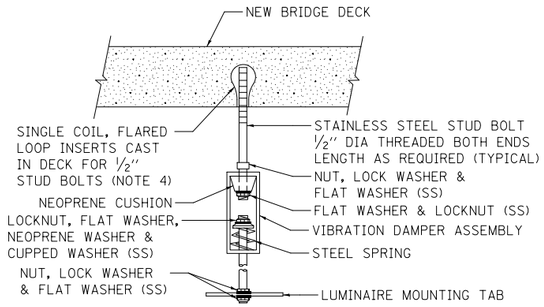
LIGHTING DETAILS
UNDERPASS LIGHTING

SCALE: N.T.S. | SHEET NO. 16 OF 31 SHEETS | STA. | TO STA.

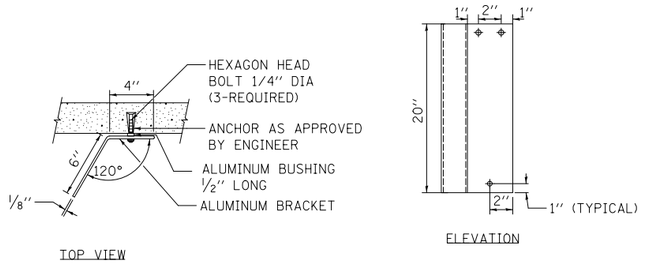
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	313
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING BRIDGE DECK INSTALLATION

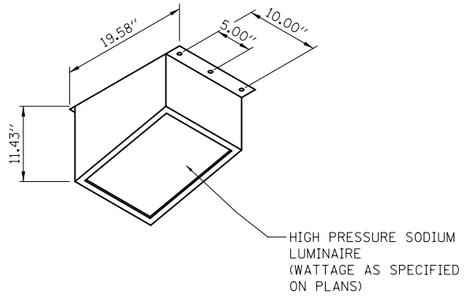


NEW BRIDGE DECK INSTALLTION

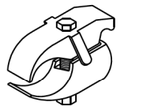


LUMINAIRE NUMBERING DECAL BRACKET

NOT TO SCALE



UNDERPASS LUMINAIRE DETAIL

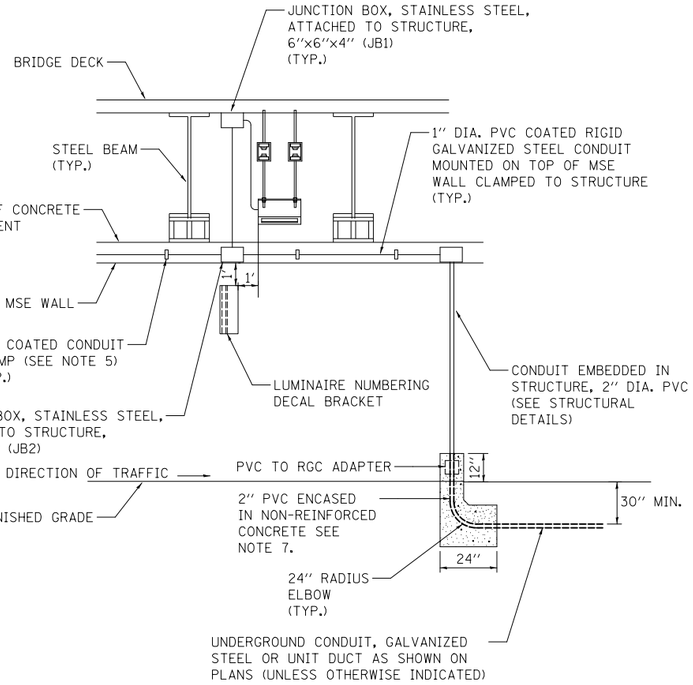


PVC COATED CONDUIT BEAM CLAMP
NOT TO SCALE

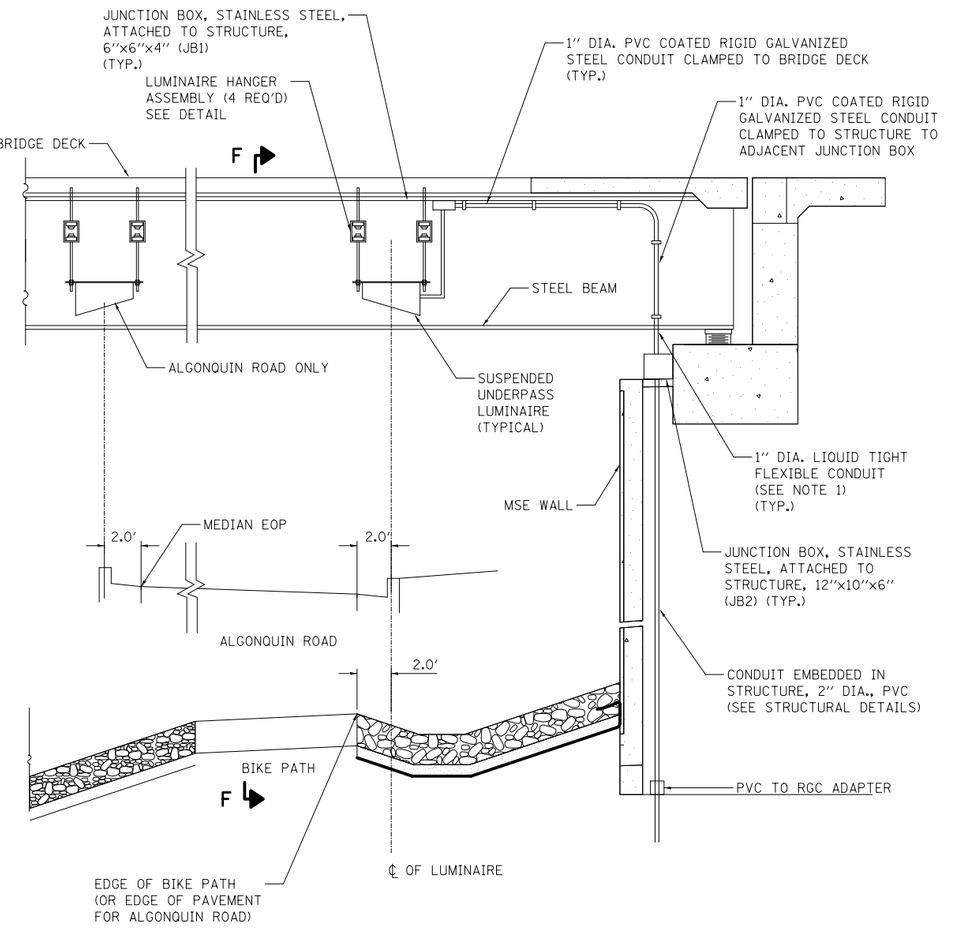
PVC COATED CONDUIT CLAMP
NOT TO SCALE

NOTE:

1. LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0". TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., PVC COATED, GALVANIZED STEEL PAY ITEM EXCEPT THAT 1" DIA. CONDUIT AND 1" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE COST OF UNDERPASS LUMINAIRE INSTALLATION.
2. SEE UNDERPASS LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRES.
3. THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN SUSPENDED MOUNTING AN UNDERPASS LUMINAIRE TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR. SEE DETAIL.
4. THE UNDERPASS LUMIANIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
5. SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., PVC COATED GALVANIZED STEEL" PAY ITEM.
6. ALL UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. LUMINAIRE SETBACK SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS.
7. THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
8. ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.



SECTION F-F



CONDUIT EMBEDDED IN MSE WALL

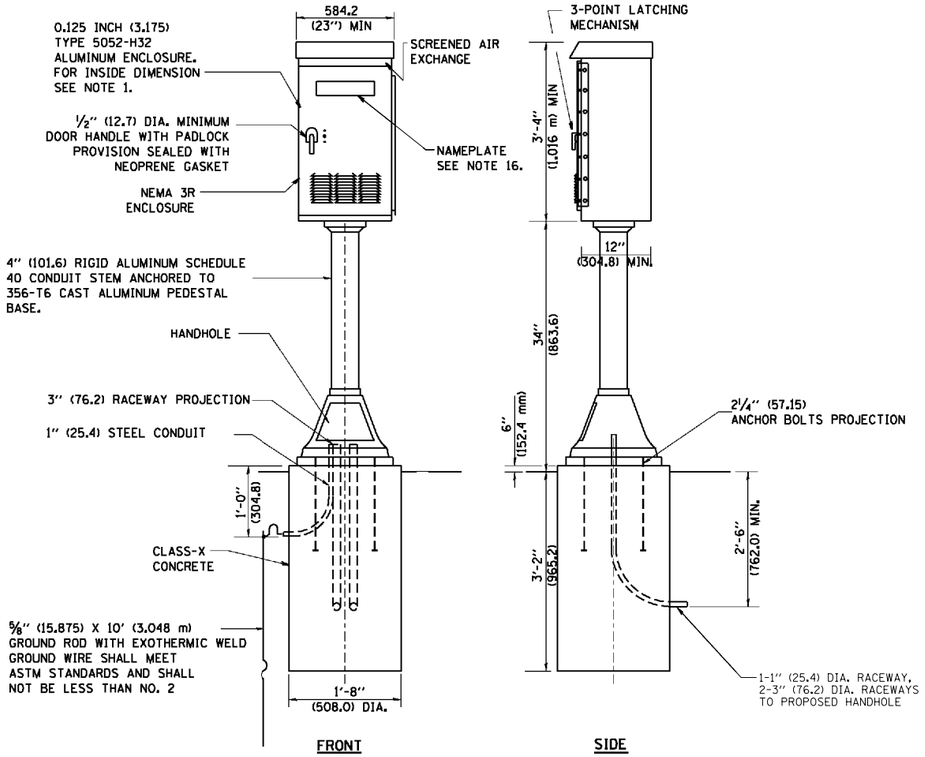
FILE NAME = …\D160F72-sht-light-16_Details-Underpass.dgn	USER NAME = ekw	DESIGNED - SJC	REVISED -
CIVILTECH	PLOT SCALE = 2.0000 ' / in.	DRAWN - SJC	REVISED -
	PLOT DATE = 5/2/2012	CHECKED - DNM	REVISED -
		DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS
UNDERPASS LIGHTING

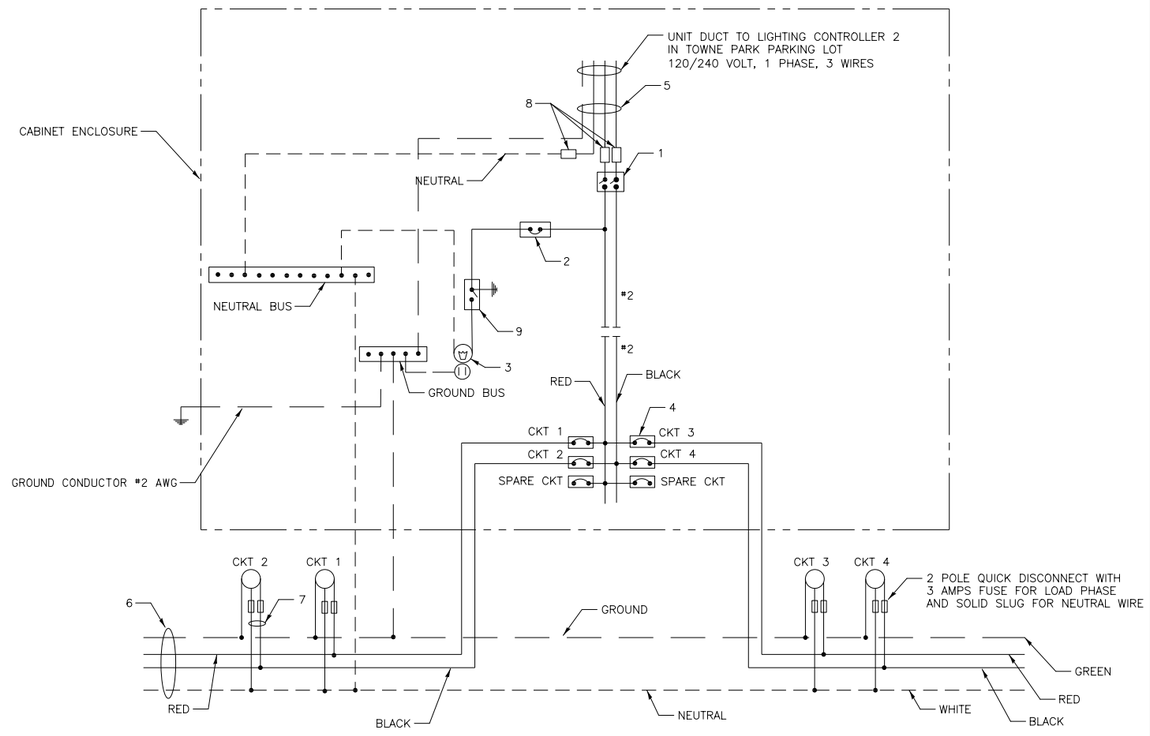
SCALE: N.T.S. | SHEET NO. 17 OF 31 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	314
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



FOUNDATION PLAN

SUB-PANEL LIGHTING CONTROLLER



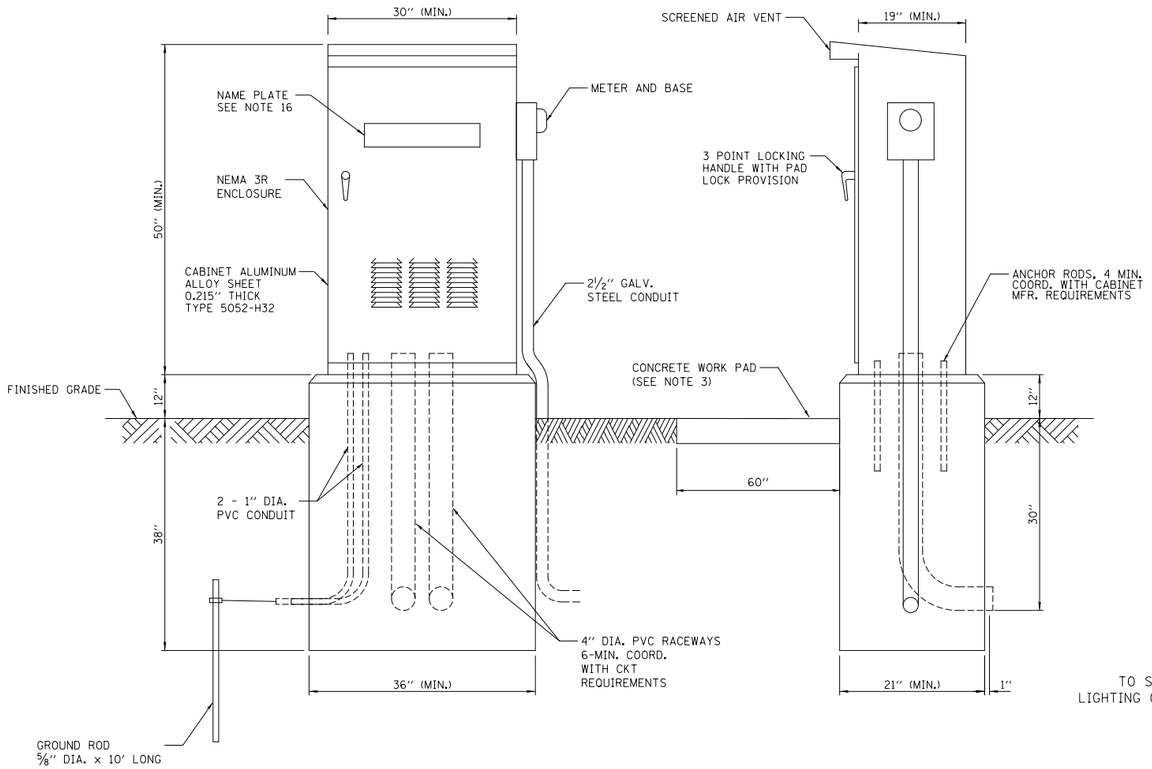
SUB-PANEL LIGHTING CONTROLLER COMPONENT SCHEDULE	
ITEM	SPECIFICATION OR EQUAL
(1) MAIN CIRCUIT BREAKER	60 AMPERE, 2 POLE, 240 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 25,000 RMS SYMMETRICAL AMPS AT 600V
(2) LAMPHOLDER CIRCUIT BREAKER	15 AMPERE, 1 POLE, 120 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 14,000 RMS SYMMETRICAL AMPS AT 277V
(3) LAMPHOLDER AND OUTLET	120 VOLT SWITCHED LAMPHOLDER AND 15 AMP GFI DUPLEX RECEPTACLE
(4) BRANCH LINE CIRCUIT BREAKERS	6 - 30 AMP 1 POLE, 120 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 10,000 RMS SYMMETRICAL AMPS AT 277V
(5) UNIT DUCT	600V, 3-1C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1" DIA. POLYEHTYLENE
(6) BRANCH LINE CABLES	SEE PLANS FOR SIZE
(7) LIGHTING POLE WIRE	2-600V XLP NO. 10 CABLES WITH POLE GROUND AND FUSING
(8) LIGHTING ARRESTOR	BRACKET MOUNTED SURGE ARRESTOR FOR 120/240V 3W SERVICE
(9) MICRO SWITCH	MOUNT WITH ACTUATOR TO SWITCH WHEN DOOR IS OPEN

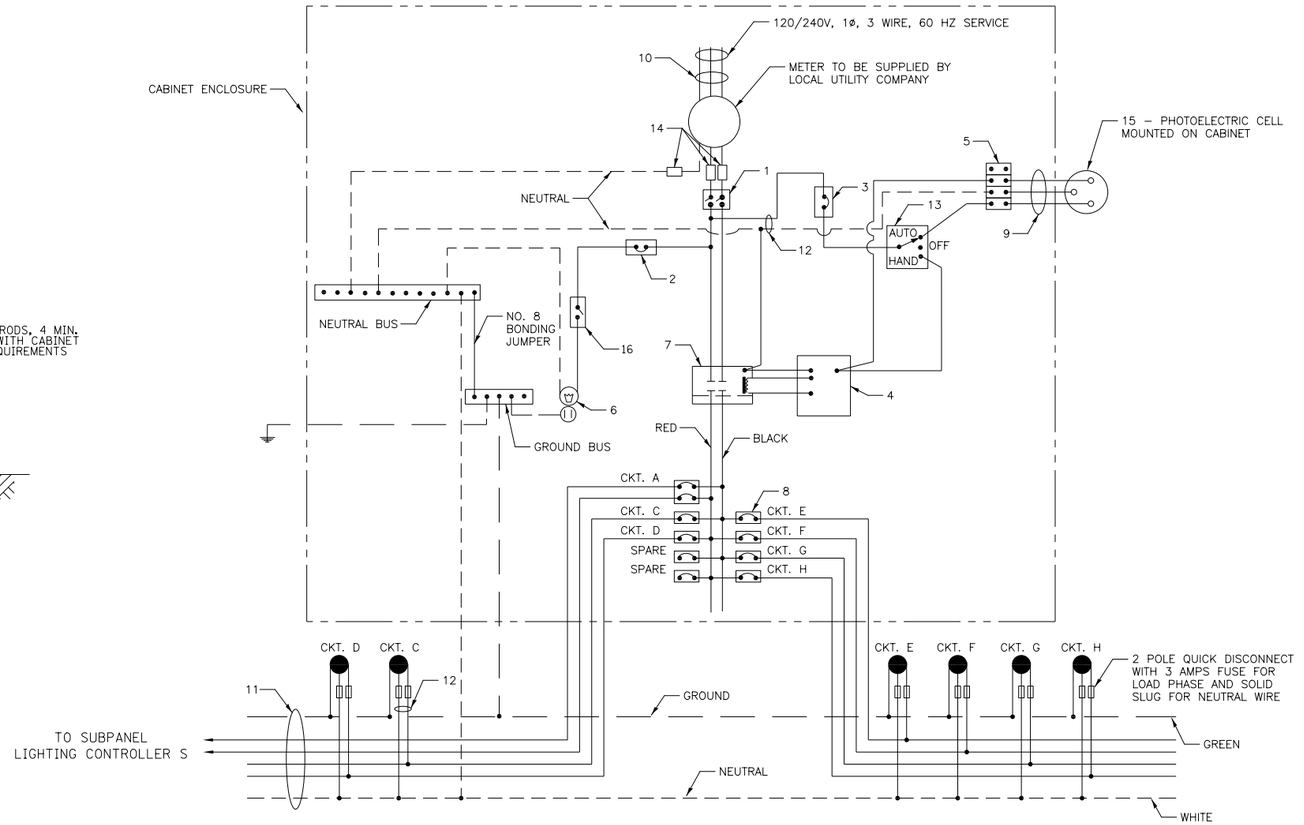
SUB-PANEL LIGHTING CONTROLLER
WIRING DIAGRAM

NOTES:

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. UNLESS OTHERWISE INDICATED, THE CABINET SHALL BE MOUNTED ATOP A 4-INCH (101.6 mm) RIGID ALUMINUM SCHEDULE 40 CONDUIT STEM ANCHORED TO A CAST ALUMINUM PEDESTAL BASE.
3. IN FRONT OF CONTROL CABINET DOOR, REMOVE VEGETATION AND 2" (50.8 mm) TOP SOIL, LEVEL THE AREA AND ON TOP, PLACE LENGTH WISE PARALLEL TO CONTROL CABINET, A CONCRETE PAD 36" (914.4 mm) x 60" (18.288 m) x 4" (101 mm) MIN. SIZE. THE COST OF LABOR AND MATERIALS ARE INCLUDED IN THE COST OF THE CONTROLLER.
4. DOOR SHALL BE CONSTRUCTED FROM SAME TYPE OF MATERIAL AND THICKNESS AS CABINET.
5. DOOR SHALL BE EQUIPPED WITH THREE POINT LATCHING MECHANISM WITH NYLON ROLLERS AT TOP THE BOTTOM.
6. DOOR HINGE SHALL BE A HEAVY GAUGE CONTINUOUS HINGE WITH A ¼" (6.35 mm) DIA. STAINLESS STEEL HINGE PIN.
7. ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL.
8. CONTROL WIRING TO BE #12 AWG, 600V, TYPE "SIS" GRAY SWITCH BOARD WIRE, STRANDED COPPER.
9. NOT USED
10. CABINET SHALL BE PRIMED AND PAINTED BLACK. COLOR SHALL BE APPROVED BY THE VILLAGE BEFORE ORDERING.
11. THE HEADS OF CONNECTORS SCREWS SHALL BE PAINTED WHITE FOR NEUTRAL BAR CONNECTION AND GREEN FOR GROUND BAR CONNECTORS.
12. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED.
    R = RED BL = BLUE W = WHITE
    B = BLACK Y = YELLOW G = GREEN
13. PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE CONTROL CABINET.
14. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
15. THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL".
16. 12" (304.8) x 16" (406.4mm) STAINLESS STEEL EXTERIOR NAMEPLATE SHALL BE ENGRAVED TO "VILLAGE OF ALGONQUIN LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED.

FILE NAME = ...\D160F72-sht-light-17_Details-Bridge Light Sub-Panel Cntr.dgn	USER NAME = ekw	DESIGNED - SJC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHTING DETAILS SUB-PANEL LIGHTING CONTROLLER			O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 2.0000 ' / in.	DRAWN - SJC	REVISED -					0003	18A-2	MCHENRY	825	315
CIVILTECH	PLOT DATE = 5/2/2012	CHECKED - DNM	REVISED -		SCALE: N.T.S.	SHEET NO. 18 OF 31 SHEETS	STA. TO STA.			CONTRACT NO. 60F72		
		DATE - 5/3/2012	REVISED -					FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





LIGHTING CONTROLLER 2
BASE MOUNTED, 240 VOLT, 100 AMP

NOTES:

1. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
2. FOUNDATION SIZE SHALL BE COORDINATED WITH CABINET SIZE AND MFR.
3. IN FRONT OF CONTROL CABINET DOOR, REMOVE VEGETATION AND 2" TOP SOIL, LEVEL THE AREA AND ON TOP, PLACE LENGTH WISE PARALLEL TO CONTROL CABINET, A CONCRETE PAD.
4. DOOR SHALL BE CONSTRUCTED FROM SAME TYPE OF MATERIAL AND THICKNESS AS CABINET.
5. DOOR SHALL BE EQUIPPED WITH THREE POINT LATCHING MECHANISM WITH NYLON ROLLERS AT TOP THE BOTTOM.
6. DOOR HINGE SHALL BE A HEAVY GAUGE CONTINUOUS HINGE WITH A ¼" DIA. STAINLESS STEEL HINGE PIN.
7. ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL.
8. CONTROL WIRING TO BE #12 AWG, 600V, TYPE "SIS" GRAY SWITCH BOARD WIRE, STRANDED COPPER.
9. METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET, NEAR TO THE SERVICE POLE.
10. CABINET SHALL BE PRIMED AND PAINTED BLACK. COLOR SHALL BE APPROVED BY THE VILLAGE BEFORE ORDERING.
11. THE HEADS OF CONNECTORS SCREWS SHALL BE PAINTED WHITE FOR NEUTRAL BAR CONNECTION AND GREEN FOR GROUND BAR CONNECTORS.
12. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED.
    R = RED BL = BLUE W = WHITE
    B = BLACK Y = YELLOW G = GREEN
13. PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICE IN BOXES OR CABINETS WITHIN THE CONTROL CABINET.
14. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
15. THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL".
16. 12" X 16" STAINLESS STEEL EXTERIOR NAMEPLATE SHALL BE ENGRAVED TO "VILLAGE OF ALGONQUIN LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED.

LIGHTING CONTROLLER 2 COMPONENT SCHEDULE

ITEM	SPECIFICATION OR EQUAL
(1) MAIN CIRCUIT BREAKER	100 AMPERE, 2 POLE, 240 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 25,000 RMS SYMMETRICAL AMPS AT 600V
(2) LAMPHOLDER CIRCUIT BREAKER	15 AMPERE, 1 POLE, 120 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 14,000 RMS SYMMETRICAL AMPS AT 277V
(3) PHOTOELECTRIC CELL CONTROL CIRCUIT BREAKER	15 AMPERE, 1 POLE, 120 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 14,000 RMS SYMMETRICAL AMPS AT 277V
(4) AUXILIARY RELAY	120 VOLT SPST 60 HZ COIL
(5) FOUR POINT TERMINAL BLOCK	600 VOLT
(6) LAMPHOLDER AND OUTLET	120 VOLT SWITCHED LAMPHOLDER AND 15 AMP GFI DUPLEX RECEPTACLE
(7) REMOTE CONTROL SWITCH – CONTACTOR	100 AMPERE, 2 POLE, 240 VOLT RATING, 120V COIL. ELECTRICALLY OPERATED, MECHANICALLY HELD
(8) BRANCH LINE CIRCUIT BREAKERS	CKT. A = 60 AMP, 2 POLE, 240 VOLT RATING CKTS. C-H AND 2 SPARES = 20 AMP, 1 POLE, 120 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 10,000 RMS SYMMETRICAL AMPS AT 277V
(9) PHOTOELECTRIC CELL CONTROL WIRE	3-600V XLP NO. 10
(10) SERVICE CABLES	3-600V (XLP-TYPE USE) NO. 2
(11) BRANCH LINE CABLES	SEE PLANS FOR SIZE
(12) LIGHTING POLE WIRE	2-600V XLP NO. 10 CABLES WITH POLE GROUND AND FUSING
(13) HAND-AUTO-OFF CONTROL SWITCH	10 AMPERE, 3 POLE, 120 VOLT
(14) LIGHTING ARRESTOR	BRACKET MOUNTED SURGE ARRESTOR FOR 120/240V 3W SERVICE
(15) PHOTOELECTRIC CELL	120 SECONDS OFF TIME DELAY, 120V
(16) MICRO SWITCH	MOUNT WITH ACTUATOR TO SWITCH WHEN DOOR IS OPEN

LIGHTING CONTROLLER 2 WIRING DIAGRAM

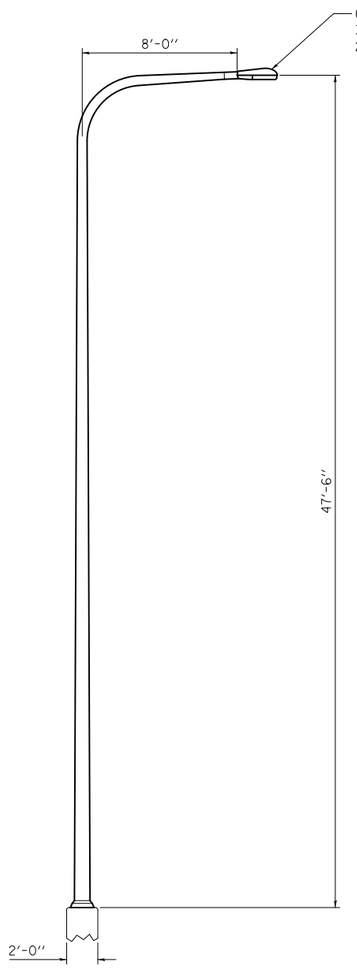
FILE NAME = ...\D160F72-sht-light-18_Details-Parking Lot Cntr.dgn	USER NAME = akw	DESIGNED - SJC	REVISED -
CIVILTECH	PLOT SCALE = 2.0000 ' / in.	DRAWN - SJC	REVISED -
	PLOT DATE = 5/2/2012	CHECKED - DNM	REVISED -
		DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS
TOWNE PARK LIGHTING CONTROLLER 2

SCALE: N.T.S. | SHEET NO. 19 OF 31 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	1849-2-2	MCHENRY	825	316
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

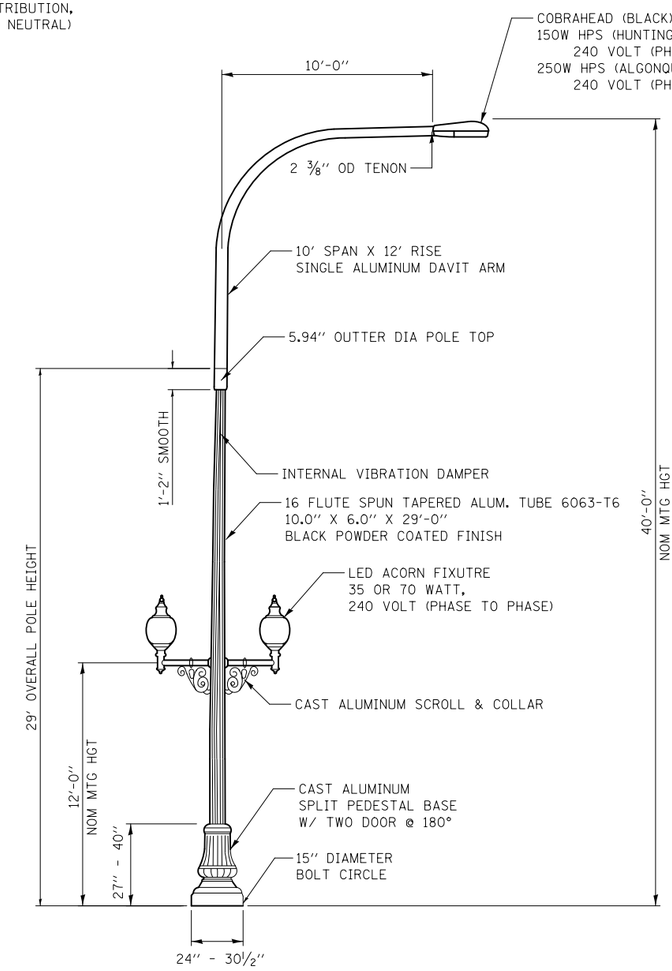


LIGHTING UNIT TYPE 1
(IDOT)

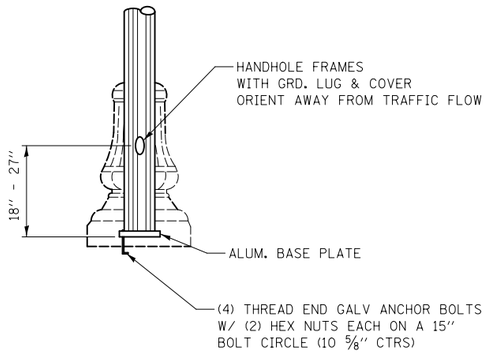
DETAILS FOR IDOT LIGHTING UNIT TYPE 1, DAVIT LIGHT POLE 47.5 FT. MOUNTING HEIGHT, SHALL FOLLOW IDOT DISTRICT 1 BUREAU OF ELECTRICAL BE-410 STANDARD DETAIL.

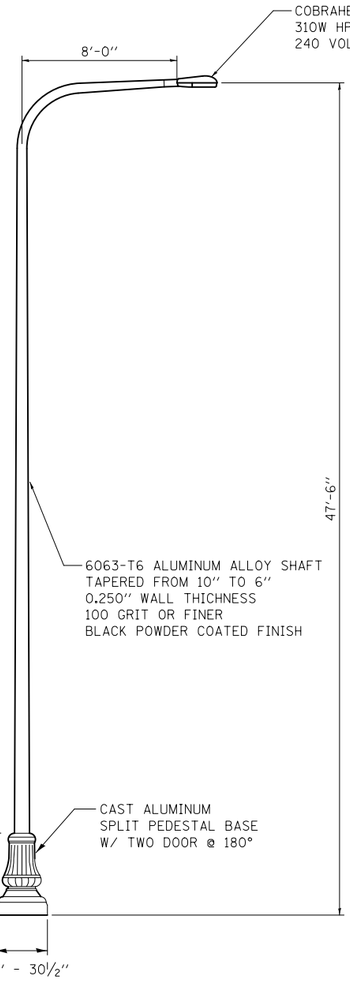
NOTES:

1. ALL LIGHT POLES SHALL BE CLASSIFIED BY UL OR ETL OR APPROVED O.S.H.A. EQUIVALENT TESTING LABORATORY.
2. IDOT'S LIGHT POLE/UNIT IDENTIFICATION SHALL BE INSTALLED FOLLOWING IDOT'S STANDARDS. THE VILLAGE OF ALGONQUIN'S LIGHT POLE/UNIT IDENTIFICATION WILL BE INSTALLED BY THE VILLAGE UPON COMPLETION OF THE PROJECT.
3. LUMINAIRE SAFETY CABLE ASSEMBLY ARE INSTALLED ON IDOT'S LUMINIARES PER IDOT BE-701 DETAIL. THE SAFETY CABLES ON LIGHTING UNIT TYPE 3 SHALL BE BLACK.



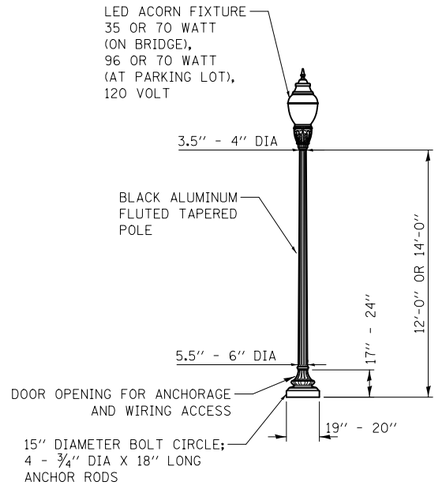
LIGHTING UNIT TYPE 2
(VILLAGE OF ALGONQUIN)



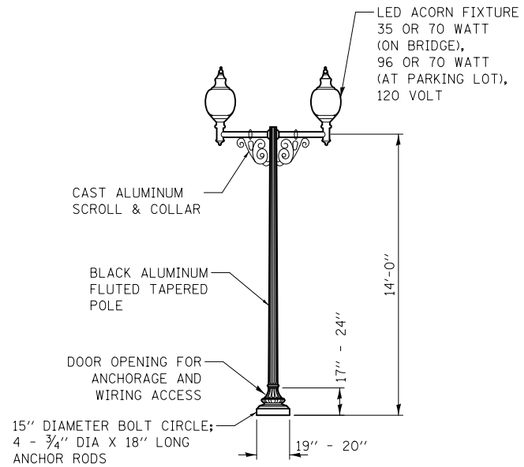


LIGHTING UNIT TYPE 3
(IDOT)

DETAILS FOR LIGHTING UNIT TYPE 3, DAVIT LIGHT POLE 47.5 FT. MOUNTING HEIGHT, SHALL FOLLOW IDOT DISTRICT 1 BUREAU OF ELECTRICAL BE-410 STANDARD DETAIL EXCEPT THE POLE SHALL BE PAINTED BLACK POWDER COATED FINISH WITH A SPLIT BASE.



LIGHTING UNIT TYPE 4
(VILLAGE OF ALGONQUIN)



LIGHTING UNIT TYPE 5
(VILLAGE OF ALGONQUIN)

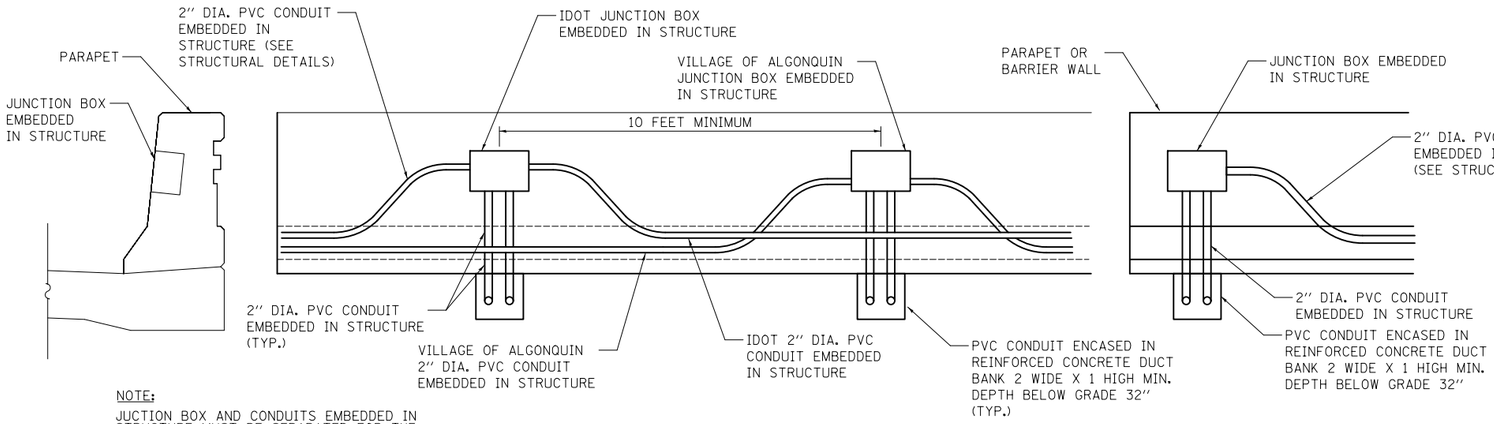
FILE NAME = ...\D160F72-sht-light-19_Details.dgn	USER NAME = akw	DESIGNED - SJC	REVISED -
CIVILTECH		DRAWN - SJC	REVISED -
	PLOT SCALE = 2.0000 ' / in.	CHECKED - DNM	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS

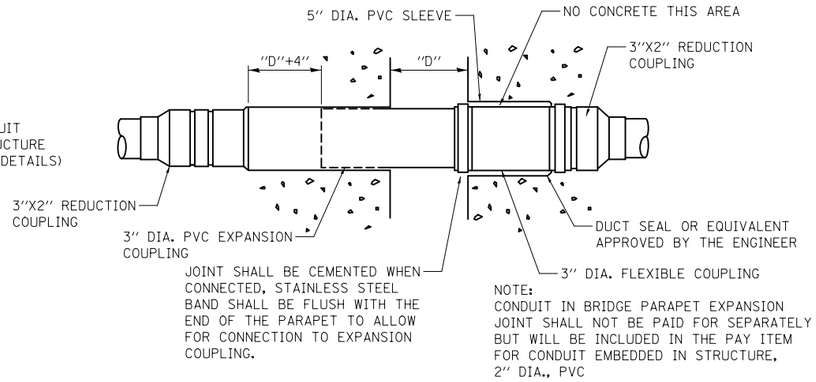
SCALE: N.T.S. | SHEET NO. 20 OF 31 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	317
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



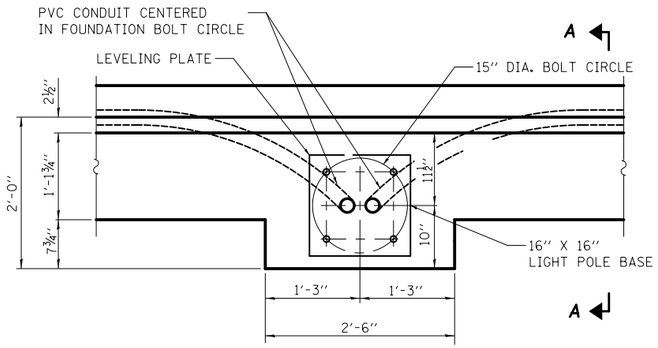
NOTE:
JUCTION BOX AND CONDUITS EMBEDDED IN STRUCTURE MUST BE SEPARATED FOR THE VILLAGE OF ALGONQUIN AND IDOT LIGHTING SYSTEM.

JUNCTION BOX EMBEDDED IN PARAPET OR BARRIER WALL

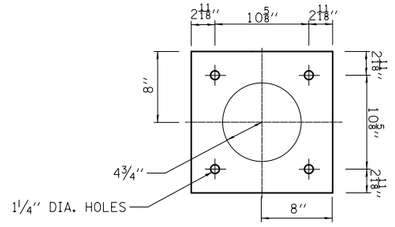


NOTE:
CONDUIT IN BRIDGE PARAPET EXPANSION JOINT SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE PAY ITEM FOR CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC

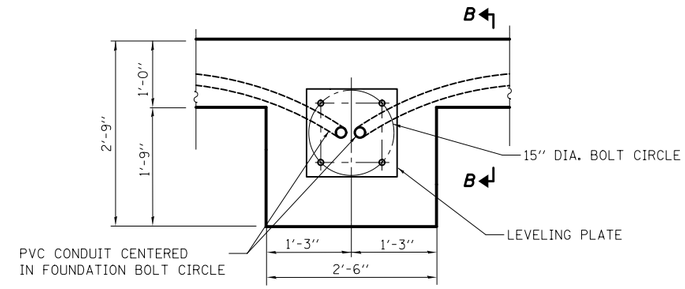
INSTALLATION OF CONDUIT IN BRIDGE PARAPET EXPANSION JOINT



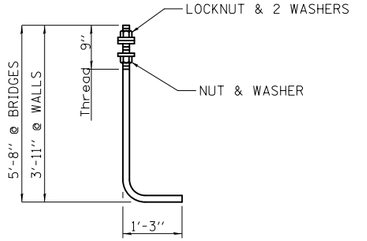
LIGHT POLE FOUNDATION MOUNTED ON BRIDGE OR CONCRETE PARAPET WALL



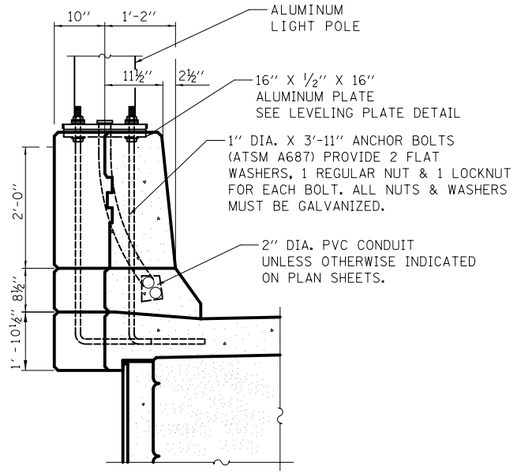
LEVELING PLATE DETAIL



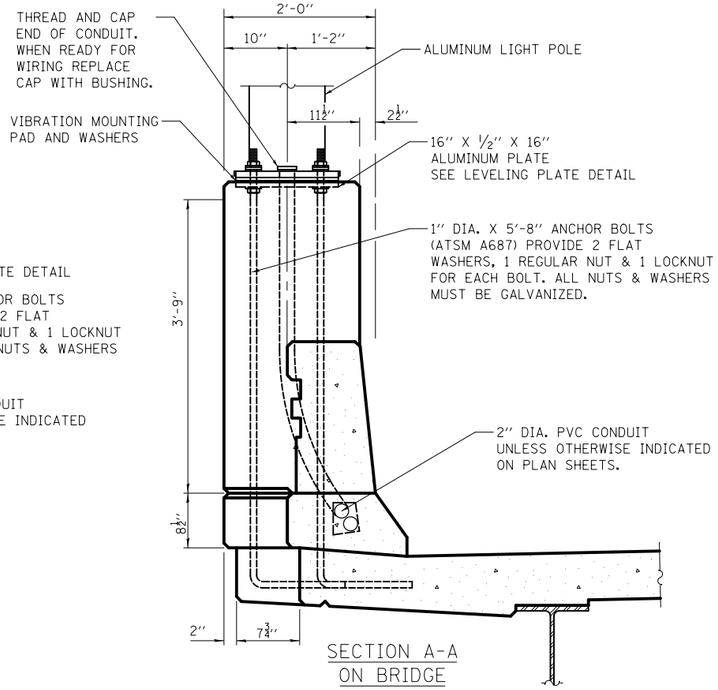
LIGHT POLE FOUNDATION MOUNTED ON WALL K (ALGONQUIN ROAD)



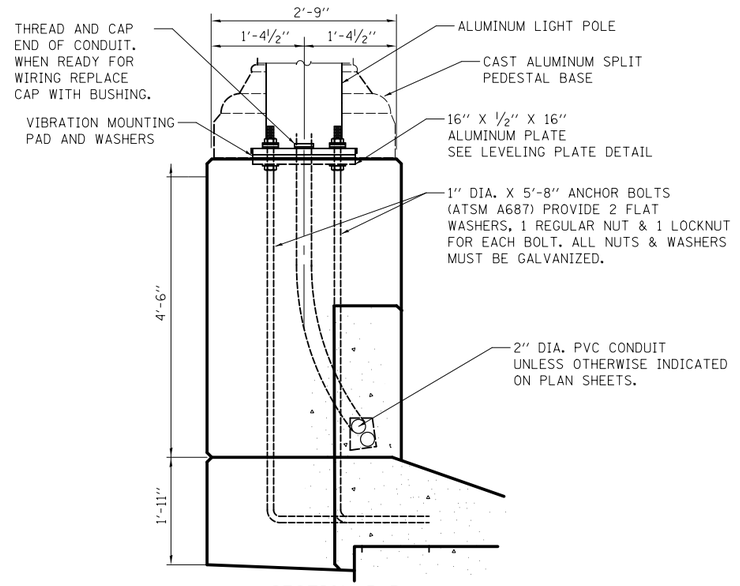
ANCHOR BOLT (1" DIA.)



SECTION A-A ON CONCRETE PARAPET WALL



SECTION A-A ON BRIDGE



SECTION B-B ON WALL K (ALGONQUIN ROAD)

NOTES:

1. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
2. LEVEL LIGHT POLE PLATES, USING THE FLANGE NUTS, PRIOR TO POURING THE PARAPET WALL. THE TOP OF THE PLATE SHALL BE AT THE SAME ELEVATION AS THE FINISHED CONCRETE.
3. THE COST OF ANCHOR BOLTS IS INCLUDED IN THE COST OF CONCRETE SUPERSTRUCTURES.

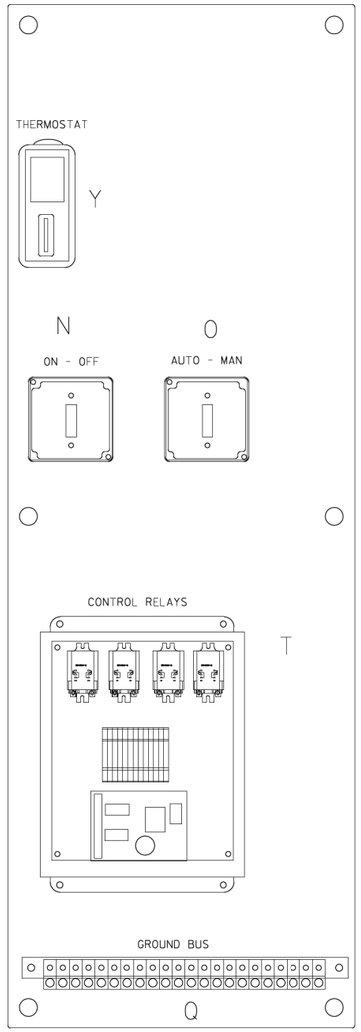
FILE NAME = ...\D160F72-sht-light-20.Details.dgn	USER NAME = skw	DESIGNED - SJC	REVISED -
CIVILTECH		DRAWN - SJC	REVISED -
	PLOT SCALE = 2.0000 ' / in.	CHECKED - DNM	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

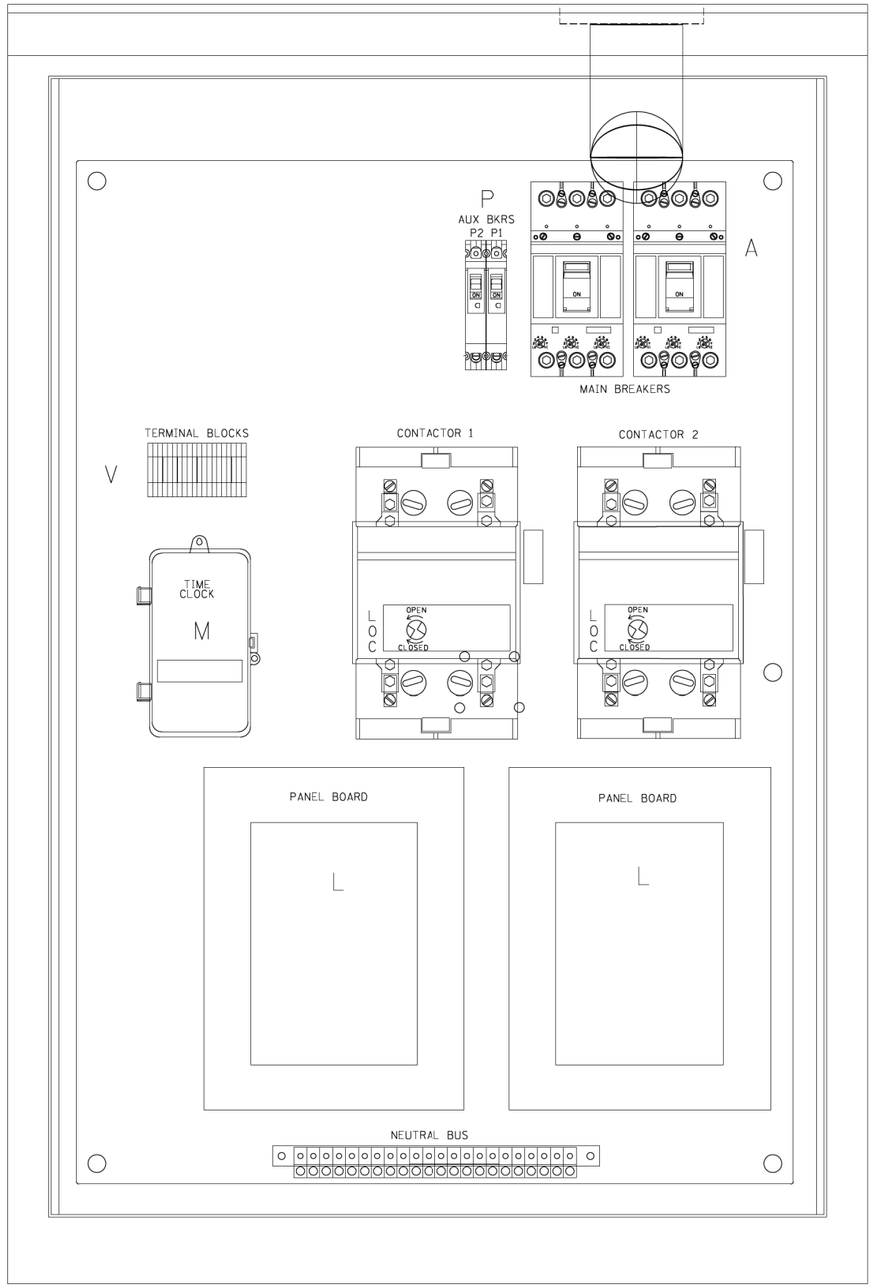
LIGHTING DETAILS

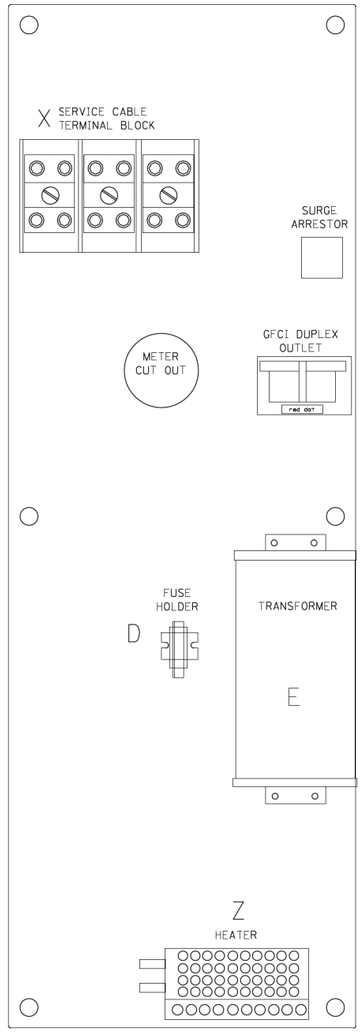
SCALE: N.T.S. | SHEET NO. 21 OF 31 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	318
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



LEFT SIDE PANEL





RIGHT SIDE PANEL

BILL OF MATERIALS

ITEM *	QTY	DESCRIPTION
A	2	FXD62B175 BREAKERS 2 POLE 175 AMP WITH AUX CONTACT
C1,C2	2	MECHANICAL CONTRACTOR 8903PBV10X11V39 2 POLE 200 AMP 240V COIL WITH AUX CONTACTS
D	1	SECTIONAL FUSE HOLDER
E	1	1.5 KVA 277V-240/120 TRASFORMER
G	1	15 AMP GFCI
H	2	DOOR SWITCH
I	1	LIGHT FIXTURE
J	1	METER FITTING 1 PHASE 3 WIRE 200 AMP
K	1	SURGE ARRESTER
L	2	PANEL BOARD 480/240V 1 PHASE, 250 AMP COPPER BUS
M	1	2 CHANNEL DIGITAL TIME CLOCK
N	1	MOMENTARY SWITCH ON - OF
O	1	DPDT 20 AMP AUTO-MANUAL
P1	1	BREAKER 1P 15A
P2	1	BREAKER 1P 15A
Q	2	COPPER GROUND AND NEUTRAL BUS 1 X 16 X 1/4
T	1	CONTROL RELAY ASSEMBLY 240V COILS WITH DPDT 25 AMP RELAYS (R1,R2,R3,R4). MOMENTARY CONTACT ADAPTER. QTY 12 TERMINAL BLOCKS
V	20	TERMINAL BLOCKS
X	1	620 AMP SPLICE BLOCK
Y	1	CHROMALOX WR 80, 40-80 DEG THERMOSTAT
Z	1	HEATREX 276-10 375 WATT HEATER

*

E-200

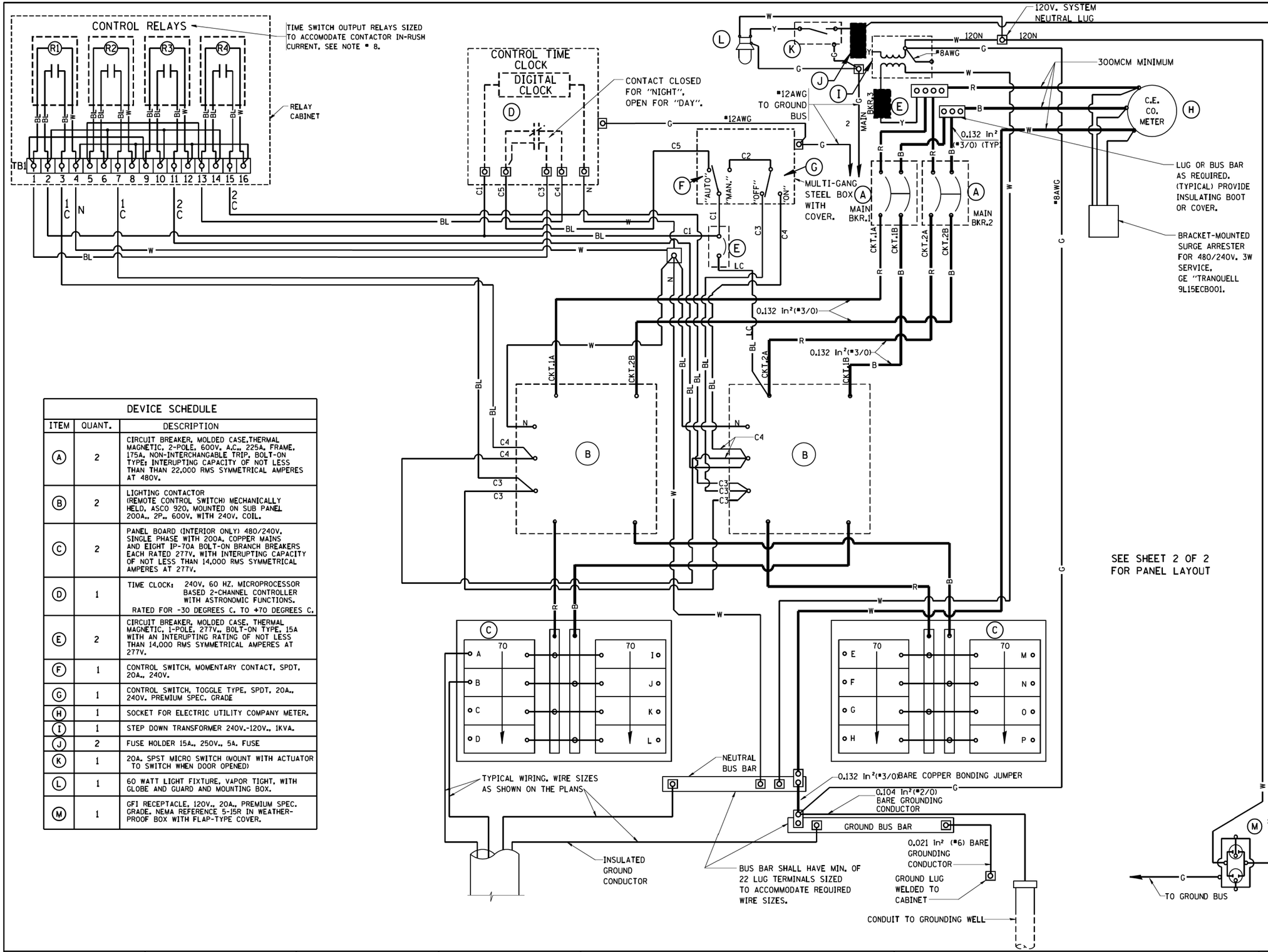
FILE NAME = W:\diststd\22x34\be200.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -
		DRAWN - CADD	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE - 12-18-02	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING CONTROLLER, DUPLEX TYPE

SCALE: NONE | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	319
	E-200 (BE-200)	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



DEVICE SCHEDULE		
ITEM	QUANT.	DESCRIPTION
(A)	2	CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 2-POLE, 600V. A.C., 225A. FRAME, 175A. NON-INTERCHANGABLE TRIP, BOLT-ON TYPE; INTERUPTING CAPACITY OF NOT LESS THAN THAN 22,000 RMS SYMMETRICAL AMPERES AT 480V.
(B)	2	LIGHTING CONTACTOR (REMOTE CONTROL SWITCH) MECHANICALLY HELD, ASCO 920, MOUNTED ON SUB PANEL 200A., 2P., 600V. WITH 240V. COIL.
(C)	2	PANEL BOARD (INTERIOR ONLY) 480/240V, SINGLE PHASE WITH 200A. COPPER MAINS AND EIGHT IP-70A BOLT-ON BRANCH BREAKERS EACH RATED 277V. WITH INTERUPTING CAPACITY OF NOT LESS THAN 14,000 RMS SYMMETRICAL AMPERES AT 277V.
(D)	1	TIME CLOCK: 240V. 60 HZ. MICROPROCESSOR BASED 2-CHANNEL CONTROLLER WITH ASTRONOMIC FUNCTIONS. RATED FOR -30 DEGREES C. TO +70 DEGREES C.
(E)	2	CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 1-POLE, 277V., BOLT-ON TYPE, 15A WITH AN INTERUPTING RATING OF NOT LESS THAN 14,000 RMS SYMMETRICAL AMPERES AT 277V.
(F)	1	CONTROL SWITCH, MOMENTARY CONTACT, SPDT, 20A., 240V.
(G)	1	CONTROL SWITCH, TOGGLE TYPE, SPDT, 20A., 240V. PREMIUM SPEC. GRADE
(H)	1	SOCKET FOR ELECTRIC UTILITY COMPANY METER.
(I)	1	STEP DOWN TRANSFORMER 240V.-120V., 1KVA.
(J)	2	FUSE HOLDER 15A., 250V., 5A. FUSE
(K)	1	20A. SPST MICRO SWITCH (MOUNT WITH ACTUATOR TO SWITCH WHEN DOOR OPENED)
(L)	1	60 WATT LIGHT FIXTURE, VAPOR TIGHT, WITH GLOBE AND GUARD AND MOUNTING BOX.
(M)	1	GFI RECEPTACLE, 120V., 20A., PREMIUM SPEC. GRADE, NEMA REFERENCE 5-15R IN WEATHER-PROOF BOX WITH FLAP-TYPE COVER.

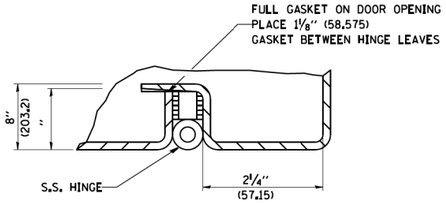
NOTES:

1. ALL CONTROL CABINET ITEMS SHALL HAVE SUITABLE IDENTIFICATION. OPEN CIRCUIT BREAKERS, CONTACTORS AND OTHER OPEN DEVICES SHALL HAVE PERMANENT SELF STICKING TAGS. DEVICES IN ENCLOSURES SHALL HAVE ENGRAVED 2-COLOR LAMINATED PLASTIC NAMEPLATES ATTACHED TO ENCLOSURES WITH SCREWS. NAMEPLATES SHALL BE ENGRAVED TO CORRESPOND TO DESIGNATIONS ON THE DRAWINGS. INTERNAL CABINET WIRING SHALL BE IDENTIFIED AS INDICATED OR AS DIRECTED BY THE ENGINEER BY MEANS OF SELF-STICKING TAGS APPLIED AT EACH CONNECTED END. IDENTIFICATION SHALL BE MADE BY THE CABINET MANUFACTURER.
2. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED.
   R = RED BL = BLUE W = WHITE
   B = BLACK Y = YELLOW G = GREEN
3. PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE CONTROL CABINET.
4. ALL 120 VOLT SYSTEM AND ALL CONTROL WIRING SHALL BE *12AWG STRANDED UNLESS OTHERWISE INDICATED.
5. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
6. THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL"
7. SEE CABINET AND FOUNDATION DETAIL SHEET FOR SCHEMATIC DIAGRAM AND DEVICE LAYOUT.
8. CONTROL RELAYS CAN BE ELIMINATED IF THE CONTROL TIME CLOCK OUTPUT CONTACTS ARE RATED FOR CONTACTOR INRUSH CURRENT.

E-200

FILE NAME = W:\diststd\22x34\be200.dgn	USER NAME = gaglianobt	DESIGNED - G. BRATKIV	REVISED - M. BURNS 07-25-91	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONTROL CABINET, DUPLEX TYPE WIRING DETAIL
		DRAWN -	REVISED - S. MANLEY 10-11-93		
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -		SCALE: NONE SHEET NO. 2 OF 4 SHEETS STA. TO STA.
	PLOT DATE = 1/4/2008	DATE - 06-30-86	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	320
	E-200 (BE-200)	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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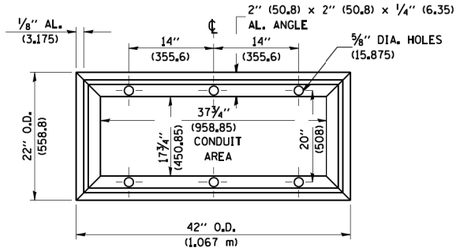
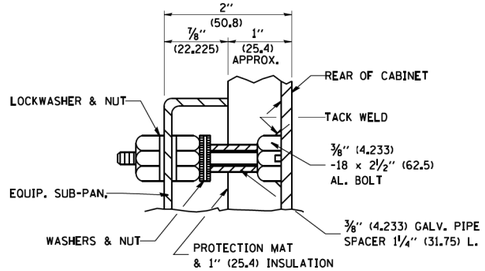


BASE MTG. DETAIL



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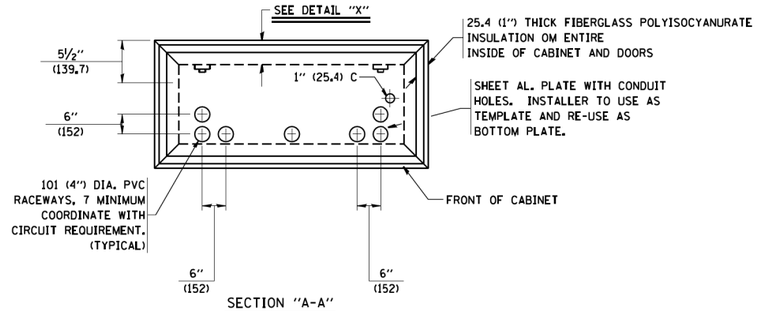

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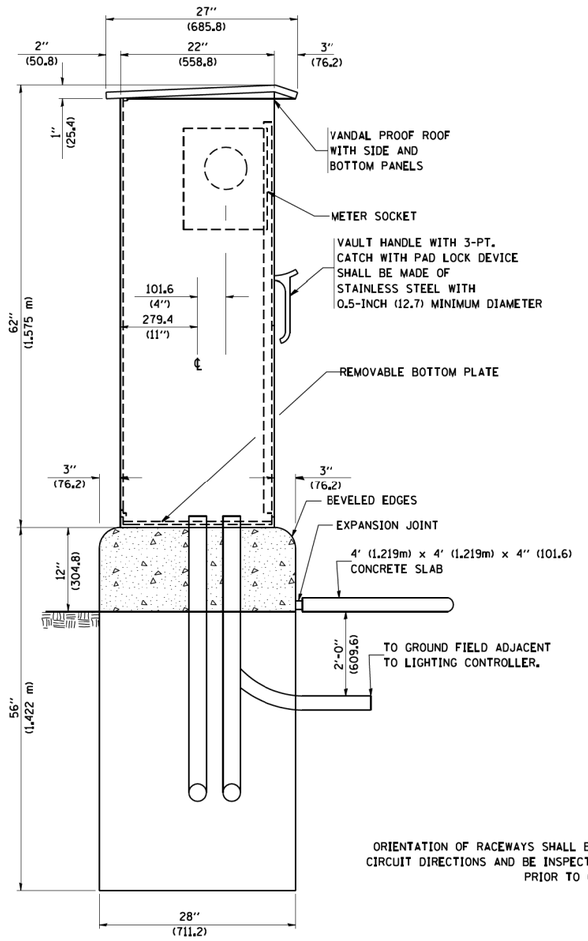
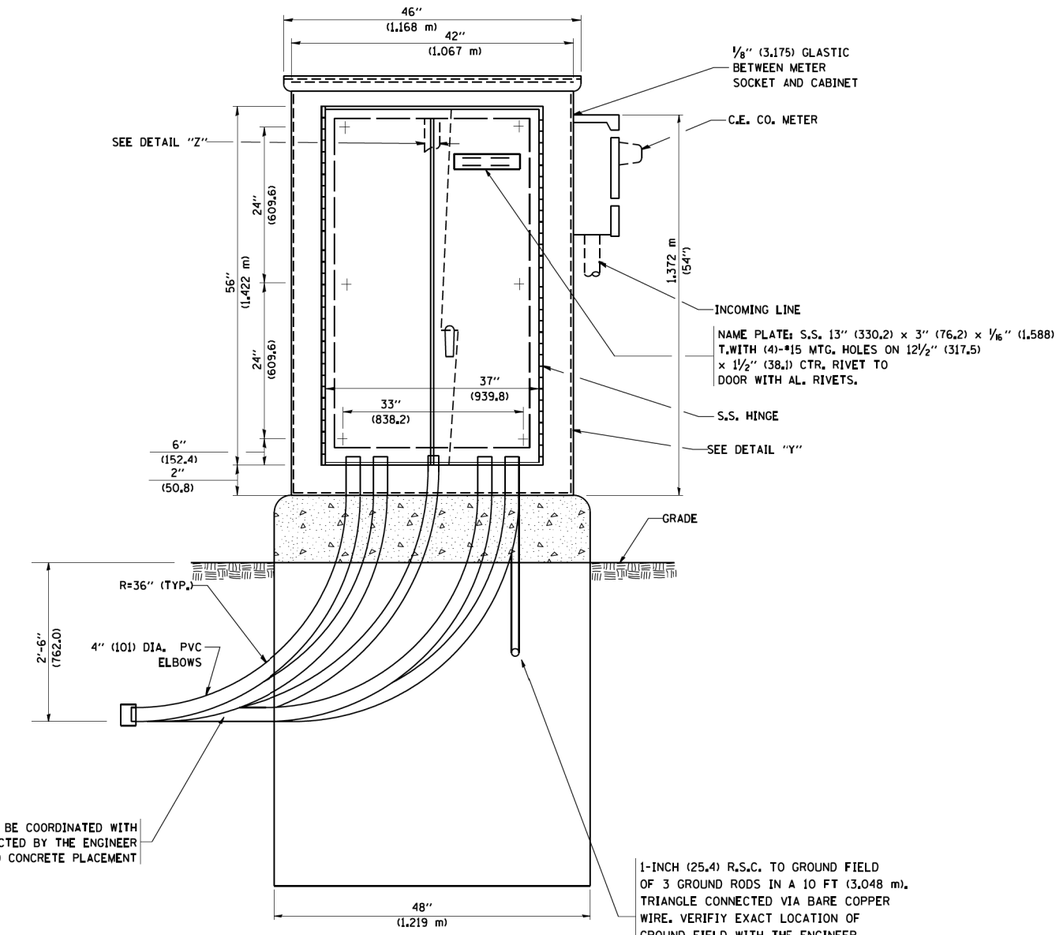
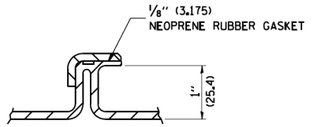


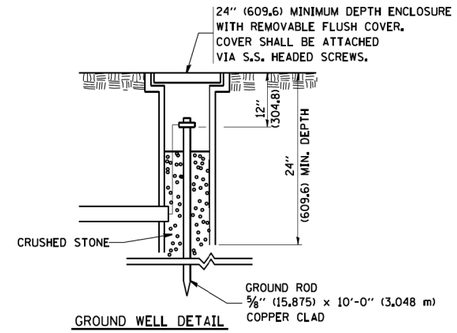
LEFT SIDE ELEVATION



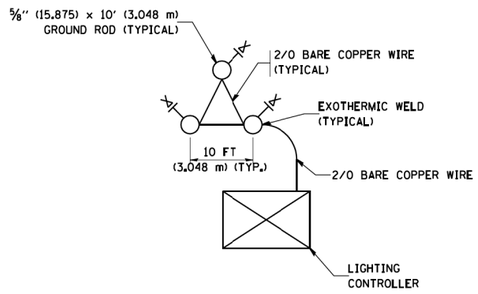
FRONT ELEVATION



DETAIL "Z"



GROUND WELL DETAIL



GROUND FIELD DETAIL
(N.T.S.)

THE CONTRACTOR SHALL
VERIFY EXACT LOCATION
WITH THE ENGINEER

E-200

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	PLOT DATE = 1/4/2008	DATE - 12-18-02	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING CONTROLLER, DUPLEX TYPE

SCALE: NONE | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	321
	E-200 (BE-200)	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

NOTES

1. CABINET SHALL BE FABRICATED FROM 0.125-INCH (3.175) SHEET ALUMINUM *3003H14, FORMED AND ARC WELDED ASSEMBLY.
2. ALL SCREWS AND HARDWARE SHALL BE PLATED, GALVANIZED, OR MADE OF BRASS, ALUMINUM OR STAINLESS STEEL.
3. NAME PLATE SHALL HAVE ENGRAVED 0.75-INCH (19.05) HIGH LETTERS FILLED IN BLACK: "STATE OF ILLINOIS LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED.
4. ONE INCH THICK POLYISOCYANURATE INSULATION SHALL BE INSTALL AND PERMANENTLY CEMENTED ON ALL SIDES OF THE CABINET AND DOORS.
5. CABINET SHALL BE PRIMED AND PAINTED AS SPECIFIED.
6. ELECTRIC UTILITY METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET AS SHOWN ON THE PANEL LAYOUT DIAGRAM.
7. THE COMPLETED CONTROLLER SHALL BE U.L. LISTED AS AN INDUSTRIAL CONTROL PANEL UNDER UL508.
8. METAL MOUNTING PANEL SHALL BE *10 GAUGE GALVANIZED SHEET STEEL FLANGED BACK 0.75-INCHES I.D. ON 4 SIDES.
9. CIRCUIT BREAKERS AND CONTACTORS AND OTHER COMPONENTS SHALL BE MOUNTED ON 0.125-INCH (3.175) THICK GLASTIC INSULATION BACK PANEL.
10. ALL DEVICES SHALL BE FRONT REMOVABLE.
11. TIME CLOCK CHANNEL 1 N.O. CONTACT IS CLOSED NIGHT AND OPEN DAY.
12. SET "ON TIME" TO 30 MINUTES AFTER ASTRONOMICAL SUNSET.
13. BUS BAR SHALL HAVE 22 LUG TERMINALS SIZED TO ACCOMMODATE REQUIRED WIRE SIZES.
    NEUTRAL BUS SHALL BE PAINTED WHITE.
    GROUND BUS SHALL BE PAINTED GREEN.
14. ALL LUGS SHALL BE OF COPPER SCREWS AND CONNECTORS, SPRING HELD.
15. ALL WIRING TERMINATIONS SHALL BE RATED NOT LESS THAN 75 DEGREE CENTIGRADE.
16. ALL CONTROL WIRING SHALL BE 600V MACHINE TOOL WIRE TYPE MTW.
17. ALL POWER WIRING SHALL BE 600V TYPE RHH/RHW.
18. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:

    R - RED Y - YELLOW
    B - BLACK W - WHITE
    BL- BLUE G - GREEN

19. ALL DIMENSIONS ARE IN MILIMETERS (INCHES) UNLESS OTHERWISE INDICATED.
20. SCHEMATIC SHOWN WITH BREAKER OPEN, CONTACTOR OPEN, CABINET DOOR CLOSED, CLOCK NOT ACTIVE.
21. A LAMINATED COPY OF THE CIRCUIT SCHEMATIC AND SCADA I/O DIAGRAM SHALL BE ATTACHED TO THE INSIDE OF THE CONTROLLER.

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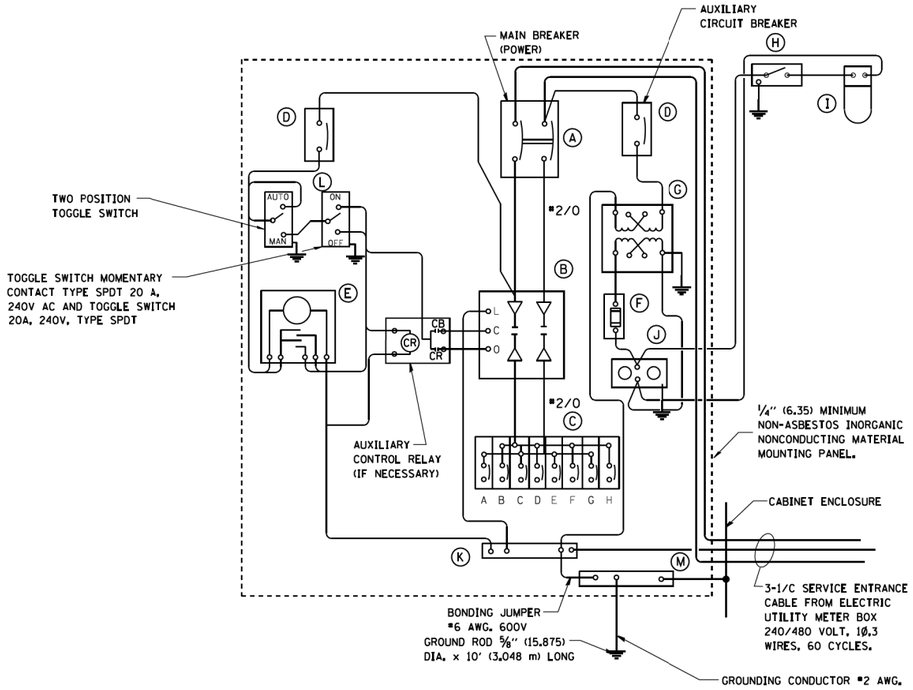
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE - 12-18-02	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING CONTROLLER, DUPLEX TYPE

SCALE: NONE | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	322
	E-200 (BE-200)	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

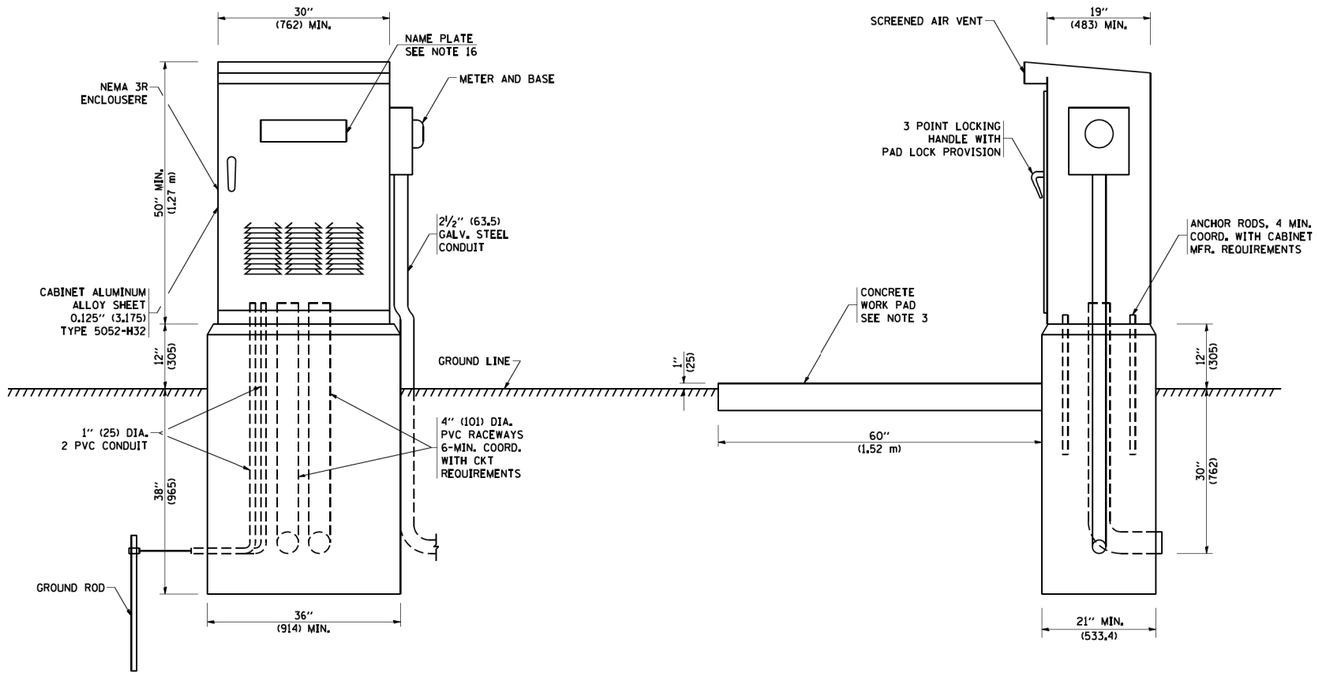


PANEL WIRING DIAGRAM

PANEL EQUIPMENT

BILL OF MATERIAL

ITEM	QUANTITY	DESCRIPTION
A	1	MAIN CIRCUIT BREAKER, 2 POLE, 600 VOLT 100 AMP. FRAME, 100 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-22000 AMP. AT 480 VOLT.
B	1	REMOTE CONTROL SWITCH, ELECTRICALLY OPERATED, MECHANICALLY HELD, 2 POLE, SINGLE THROW, 100 AMP., 600 VOLTS CONTROL CIRCUIT 240 VOLT.
C	8	CIRCUIT BREAKERS, 1 POLE, 100AMP. FRAME , 50 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-10,000 AMP. AT 240 V.
D	2	CONTROL CIRCUIT-CIRCUIT BREAKER, 1 POLE, 240 V., 100 AMP. FRAME, 15 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-5000 AMP. AT 240 V.
E	1	ASTRONOMIC MICROPROCESSOR-BASED 2-CHANNEL CONTROLLER [TIME SWITCH].
F	1	20 A., 120 V. FUSE.
G	1	1.5 KVA, SINGLE PHASE, ENCAPSULATED TRANSFORMER 240 X 480 / 120 X 240 VOLT, 60 Hz.
H	1	SPST 20A SWITCH ON DOOR, TO TURN LIGHT ON WHEN DOOR IS OPEN,
I	1	INCANDESCENT LIGHTING FIXTURE ENCLOSED AND GASKETED WITH 60 WATT, 120 V. LAMP.
J	1	20 A., 120 V., DUPLEX RECEPTACLE, GFCI.
K	1	COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND 4 SPARE LUGS
L	1	TOGGLE SWITCHES MOUNTED IN 4" (101.6) X 4" (101.6 mm) BOX.
M	1	COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND SPARE LUGS



NOTES:

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. FOUNDATION SIZE SHALL BE COORDINATED WITH CABINET SIZE AND MFR.
3. IN FRONT OF CONTROL CABINET DOOR, REMOVE VEGETATION AND 2" (50.8 mm) TOP SOIL, LEVEL THE AREA AND ON TOP, PLACE LENGTH WISE PARALLEL TO CONTROL CABINET, A CONCRETE PAD 36" (914.4 mm) x 60" (18.288 m) x 4" (101 mm) MIN. SIZE. THE COST OF LABOR AND MATERIALS ARE INCLUDED IN THE COST OF THE CONTROLLER.
4. DOOR SHALL BE CONSTRUCTED FROM SAME TYPE OF MATERIAL AND THICKNESS AS CABINET.
5. DOOR SHALL BE EQUIPPED WITH THREE POINT LATCHING MECHANISM WITH NYLON ROLLERS AT TOP THE BOTTOM.
6. DOOR HINGE SHALL BE A HEAVY GAUGE CONTINUOUS HINGE WITH A 1/4" (6.35 mm) DIA. STAINLESS STEEL HINGE PIN.
7. ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL.
8. CONTROL WIRING TO BE #12 AWG, 600V, TYPE "SIS" GRAY SWITCH BOARD WIRE, STRANDED COPPER.
9. METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET, NEAR TO THE SERVICE POLE.
10. CABINETS SHALL BE PRIMED AND PAINTED AS SPECIFIED.
11. THE HEADS OF CONNECTORS SCREWS SHALL BE PAINTED WHITE FOR NEUTRAL BAR CONNECTION AND GREEN FOR GROUND BAR CONNECTORS.
12. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED.
    R = RED BL = BLUE W = WHITE
    B = BLACK Y = YELLOW G = GREEN
13. PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE CONTROL CABINET.
14. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
15. THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL".
16. 12" (304.8) X 16" (406.4 mm) STAINLESS STEEL EXTERIOR NAMEPLATE SHALL BE ENGRAVED TO "STATE OF ILLINOIS LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED.

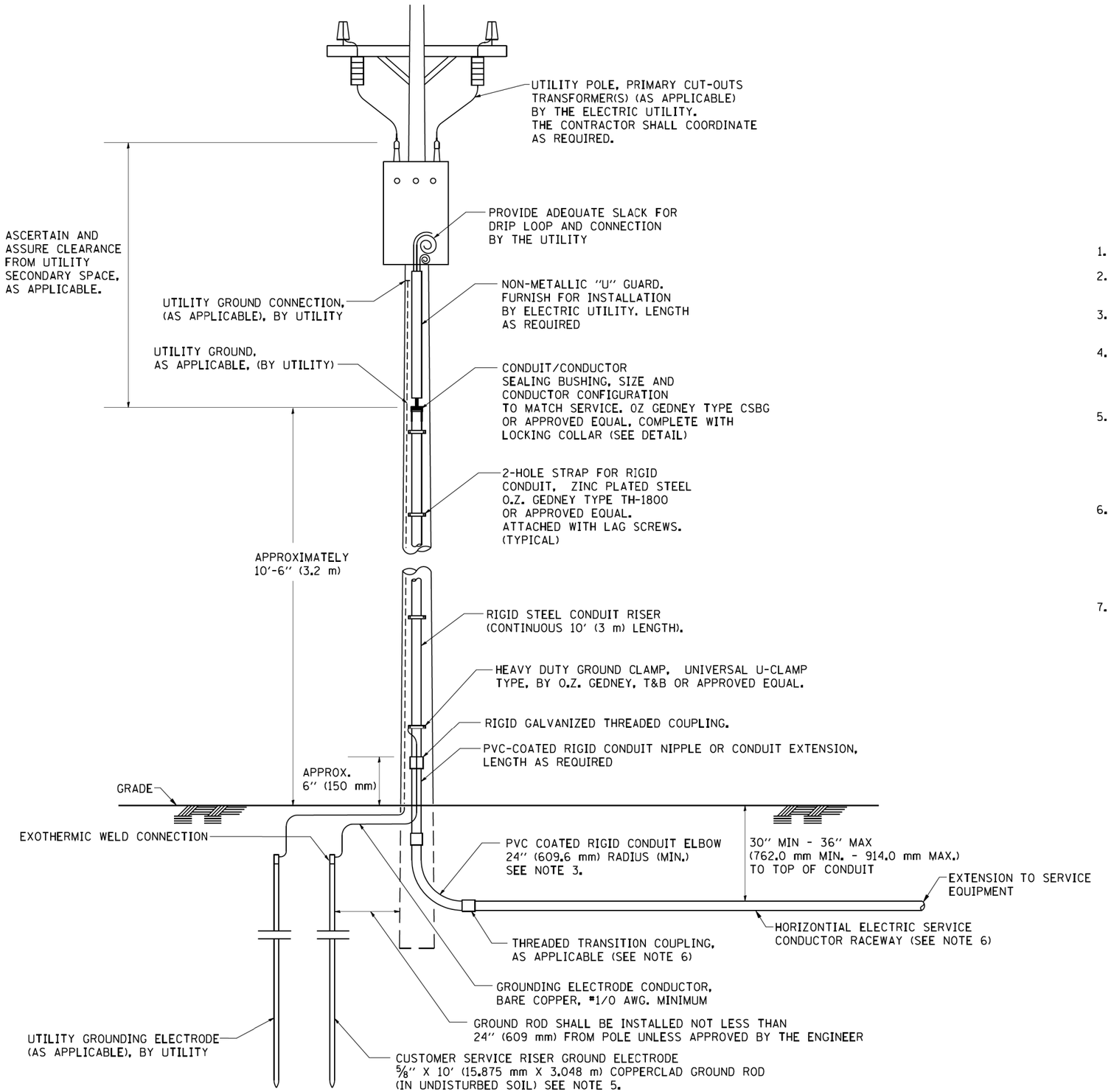
FILE NAME = W:\diststd\22x34\be215.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 08-20-04
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING CONTROLLER
SINGLE DOOR

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	322A
	BE-215	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

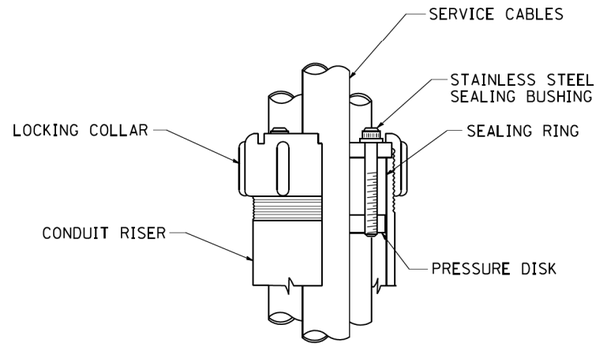


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

1. SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
2. UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
3. CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
4. PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
5. THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
6. THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
7. PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.



SEALING BUSHING DETAIL

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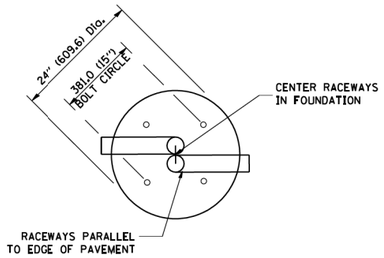
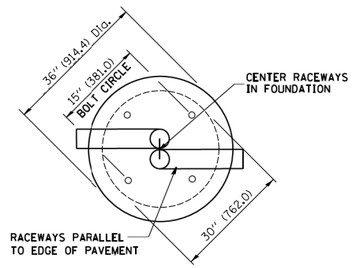
		DRAWN -	REVISED -				0003	18A-2	MCHENRY	825	323
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - MEA	REVISED -					**BE-220**		CONTRACT NO. 60F72	
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

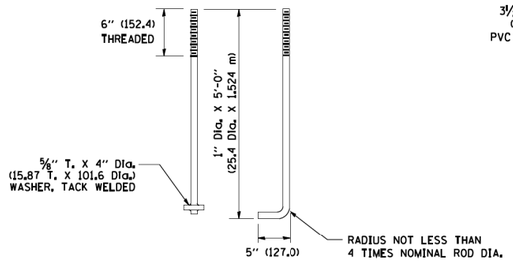
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-6" (2.09 m)	10'-9" (3.23 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND Ø = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND Ø = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND Ø = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)



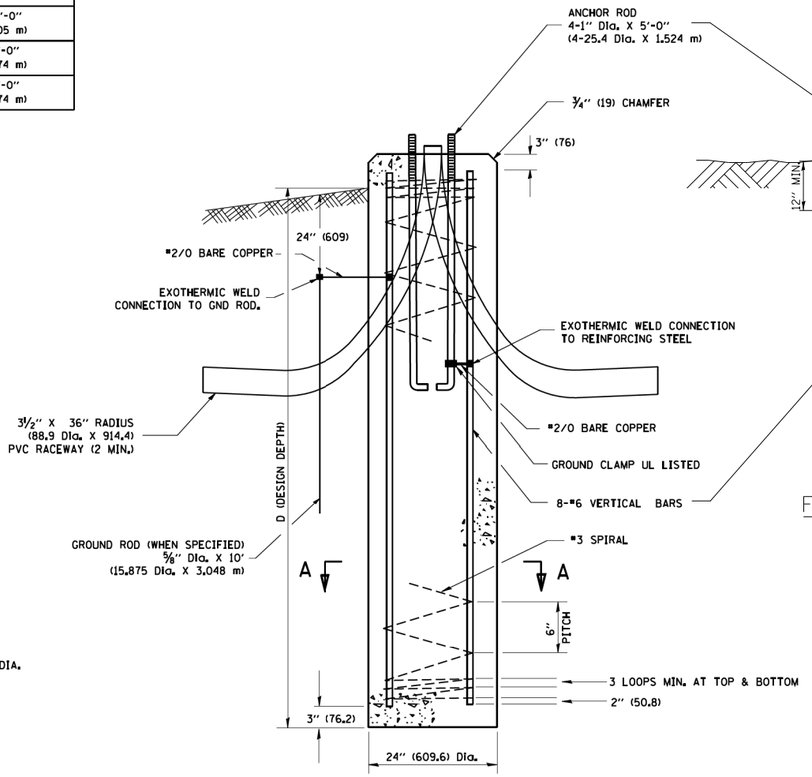
TOP VIEW



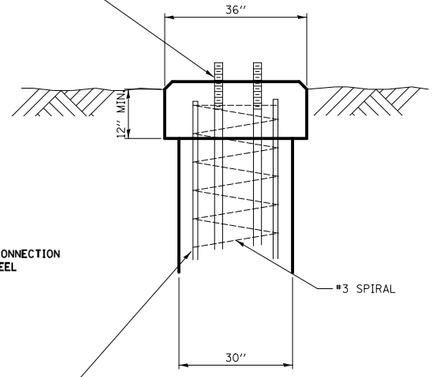
TOP VIEW



ANCHOR ROD DETAIL



FOUNDATION DETAIL



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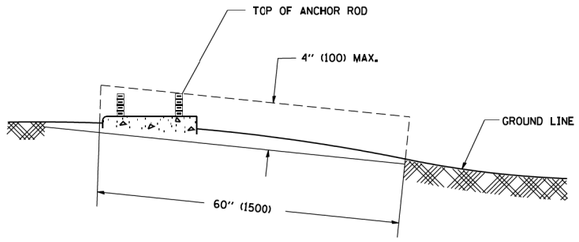
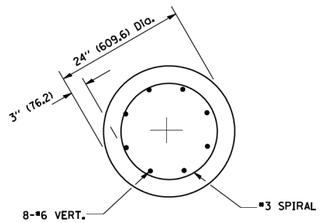
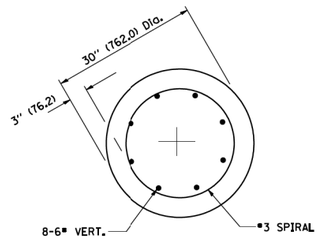


FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IN PLACED.
3. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
4. THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
5. THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
6. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
7. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
8. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
9. ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
10. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
11. ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
12. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
13. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
14. THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

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	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION
40' (12.192 m) TO 47 1/2' (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE

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

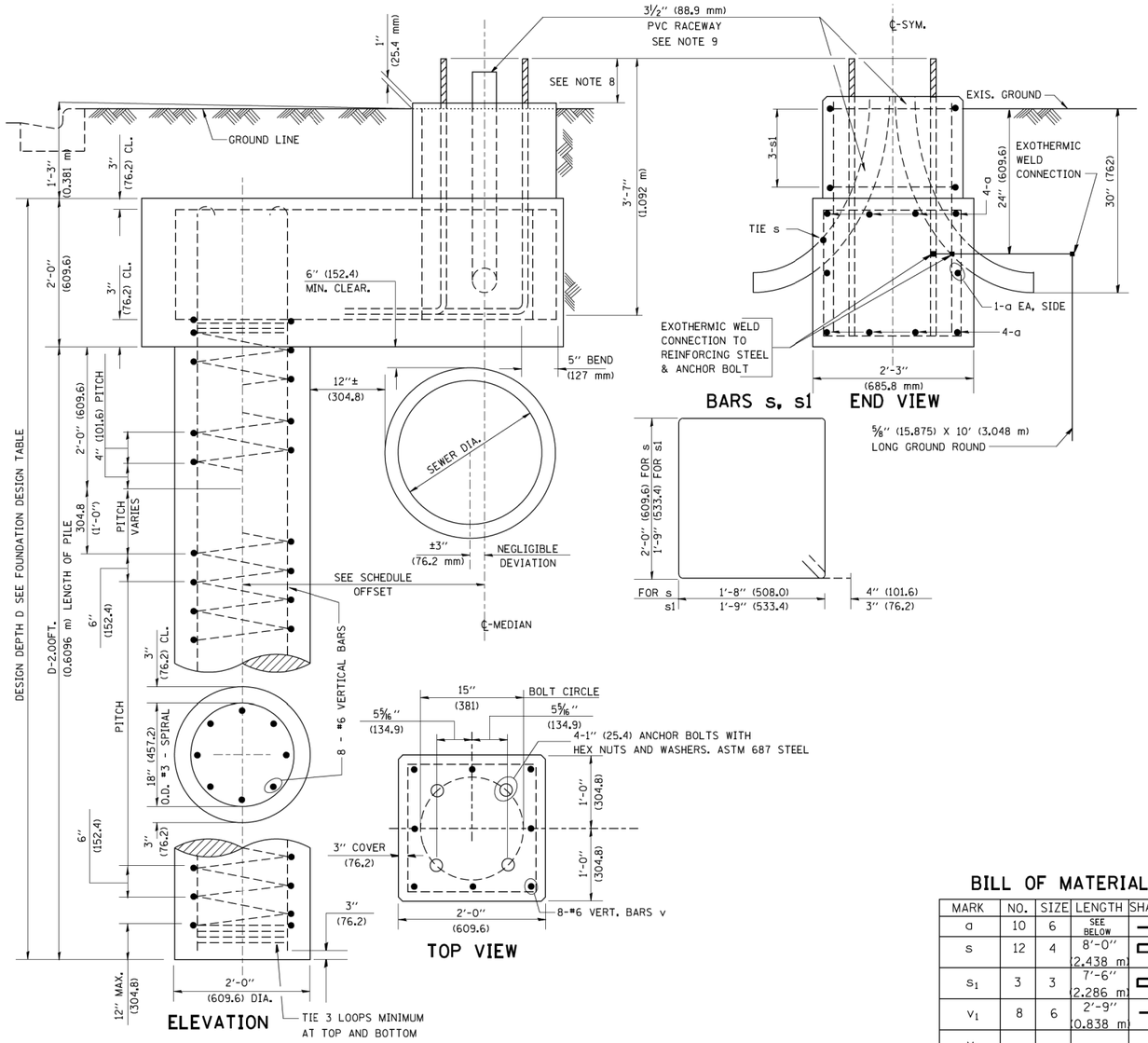
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	324
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

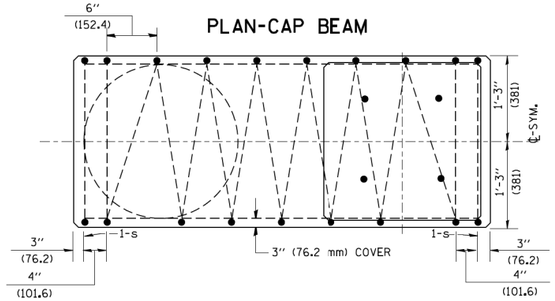
FOUNDATION DESIGN TABLE

TYPE OF SOIL	DESIGN DEPTH OF FOUNDATION		REINFORCEMENT IN FOUNDATION			
	SINGLE ARM D	TWIN ARM D	SINGLE ARM		TWIN ARM	
			VERT BARS	SPIRAL	VERT BARS	SPIRAL
SOFT CLAY	13′-0″ (3.962 m)	15′-0″ (4.572 m)	8-#6X12′-6″ (3.810 m)	#3X122′ (37.186 m)	8-#6X14′-3″ (4.343 m)	#3X141′ (42.977 m)
MEDIUM CLAY	9′-6″ (2.896 m)	10′-9″ (3.277 m)	8-#6X9′-0″ (2.743 m)	#3X90′ (27.432 m)	8-#6X10′-0″ (3.048 m)	#3X100′ (30.480 m)
STIFF CLAY	7′-0″ (2.134 m)	8′-0″ (2.438 m)	8-#6X6′-6″ (1.981 m)	#3X66′ (20.112 m)	8-#6X7′-6″ (2.286 m)	#3X76′ (23.165 m)
LOOSE SAND	9′-0″ (2.743 m)	10′-0″ (3.048 m)	8-#6X8′-6″ (2.591 m)	#3X85′ (25.908 m)	8-#6X9′-6″ (2.896 m)	#3X94′ (28.651 m)
MEDIUM SAND	8′-3″ (2.515 m)	9′-0″ (2.743 m)	8-#6X8′-0″ (2.438 m)	#3X78′ (23.774 m)	8-#6X8′-6″ (2.591 m)	#3X85′ (25.908 m)
DENSE SAND	7′-9″ (2.362 m)	9′-0″ (2.743 m)	8-#6X7′-6″ (2.286 m)	#3X73′ (22.250 m)	8-#6X8′-6″ (2.591 m)	#3X85′ (25.908 m)
ROCK OR SOLIDIFIED SLAG	5′-0″ (1.524 m)	5′-0″ (1.524 m)	NONE	NONE	NONE	NONE

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ENGINEER SHALL DETERMINE THE CLASS OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE.
3. EXCAVATION OF THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER, 24″ (609.6 mm) OR 30″ (762.0 mm) IN DIAMETER.
4. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
5. THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.
6. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
7. THE CONTRACTOR SHALL COORDINATE EXTENSION OF ANCHOR BOLTS ABOVE TOP OF FOUNDATION WITH THE BREAKAWAY DEVICE MANUFACTURER'S REQUIREMENTS. IF LIGHT POLE IS MOUNTED WITHOUT BREAKAWAY DEVICE, ANCHOR BOLTS SHALL PROJECT 2¾″ (69.9 mm) ABOVE TOP OF THE FOUNDATION. THE CONTRACTOR SHALL CONFIRM ANCHOR BOLT EXTENTION WITH ENGINEER.
8. RACEWAYS SHALL PROJECT 1″ (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.
9. THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE THE LIGHT IS ERECTED.





BILL OF MATERIAL

MARK	NO.	SIZE	LENGTH	SHAPE
a	10	6	SEE BELOW	—
s	12	4	8′-0″ (2.438 m)	□
s_1	3	3	7′-6″ (2.286 m)	□
v_1	8	6	2′-9″ (0.838 m)	—
v_2				

OFFSET SCHEDULE

SEWER DIAM. d IN.	PILE OFFSET from℄-MED'N FT.	LENGTH of BAR a FT.
UP TO 24″ (609.6 mm)	3′-3″ (0.991 m)	#6 x 5′-3″ (1.600 m)
27″ (685.8 m)TO 36″ (914.4 mm)	3′-9″ (1.143 m)	5′-9″ (1.753 m)
42″ (1066.8 mm) TO 48″ (1219.2 mm)	4′-6″ (1.372 m)	6′-6″ (1.981 m)
54″ (1371.6 mm) TO 60″ (1524.0 mm)	5′-0″ (1.524 m)	7′-0″ (2.134 m)
66″ (1676.4 mm) TO 72″ (1828.8 mm)	5′-6″ (1.676 m)	7′-6″ (2.286 m)

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		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ′ / IN.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION OFFSET
40′ (12.192 m) TO 47 1/2 ′ (14.478 m) M.H.
15″ (381 mm) BOLT CIRCLE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	325
	BE-310	CONTRACT NO. 60F72		
	ILLINOIS FED. AID PROJECT			

6/16/2008
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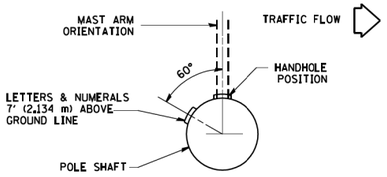
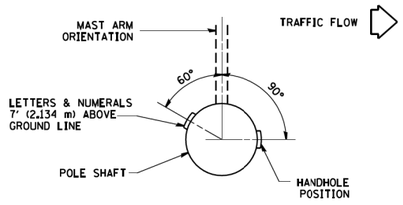
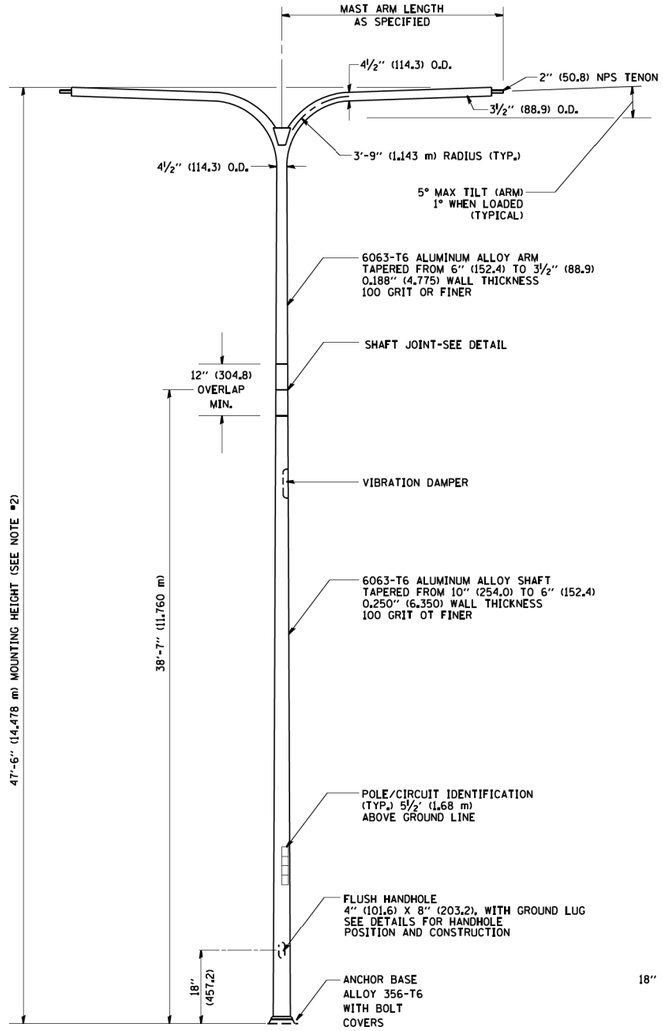


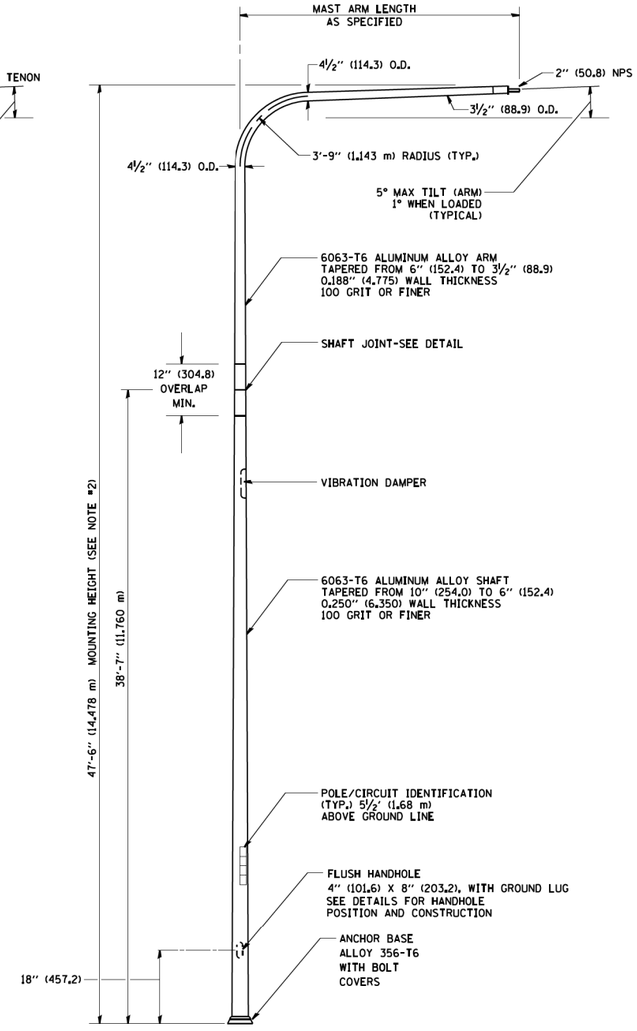
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



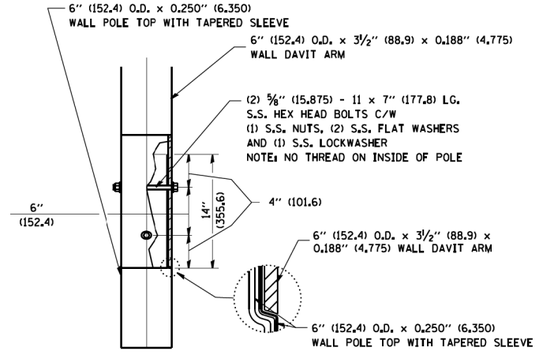
TWIN ARM POLE



SINGLE ARM POLE

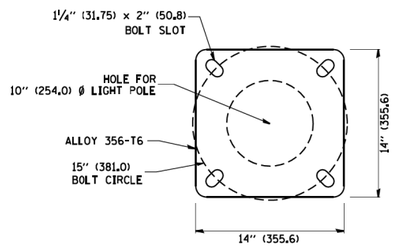
NOTES:

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR. BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



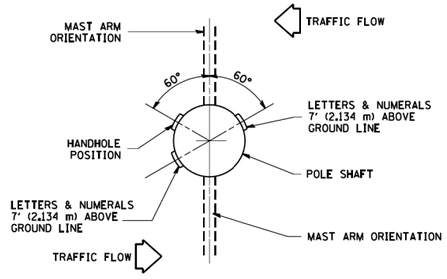
DAVIT ARM CONNECTION

[14" (355.6) OVERLAP SHOWN]

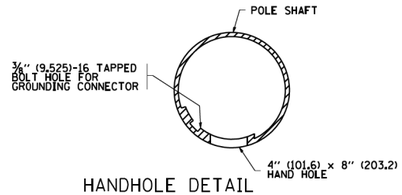


LIGHT POLE BASE PLATE DETAIL

(FOR POLE MOUNTED ON 15 INCH (381.0) BOLT CIRCLE FOUNDATION)



POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



HANDHOLE DETAIL

(N.T.S.)

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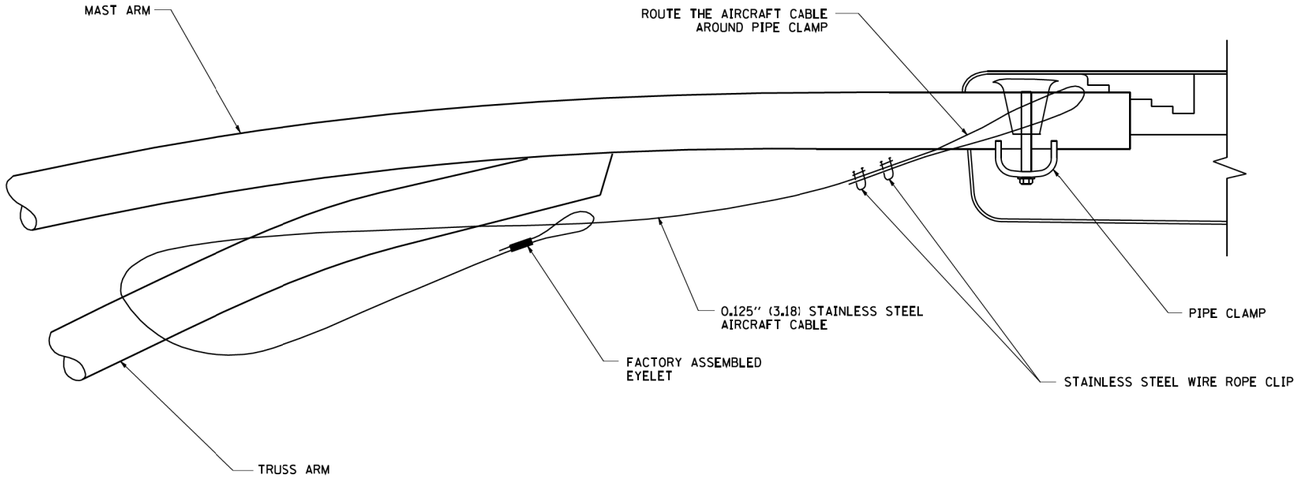
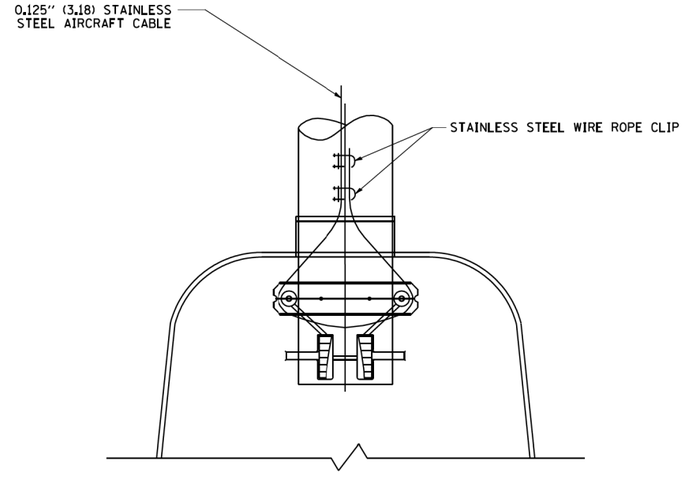
		DRAWN - LEY	REVISED - D. DREW 05-07-92				0003	18A-2	MCHENRY	825	326
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. TOMSONS 09-06-00					BE-410	CONTRACT NO. 60F72		
	PLOT DATE = 1/4/2008	DATE -	REVISED - R. TOMSONS 09-02-03		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



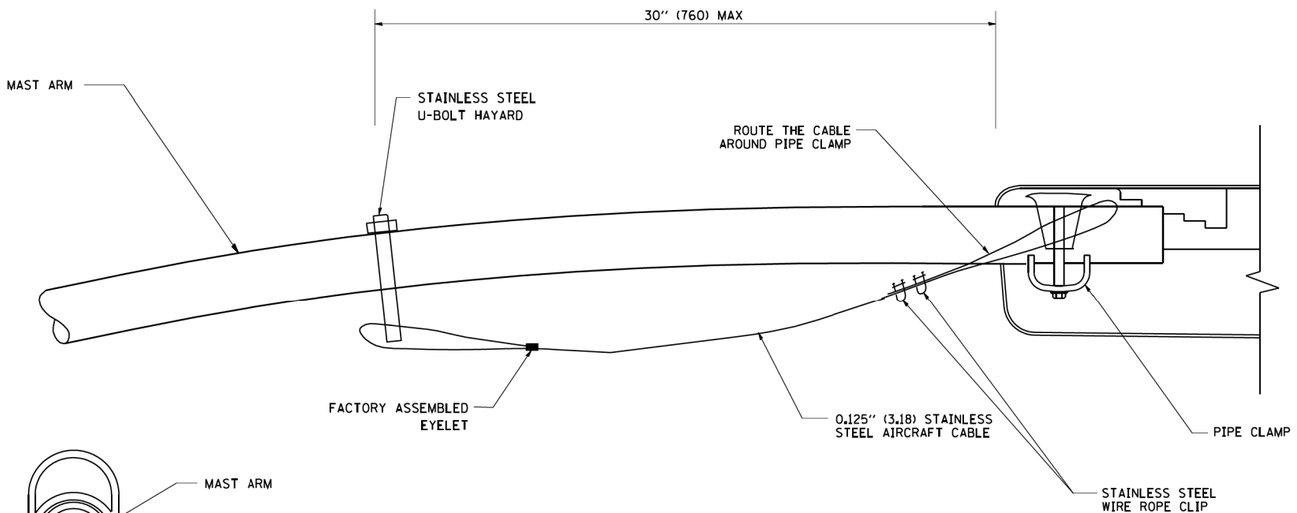
SIDE VIEW (TRUSS ARM)

N.T.S.



BOTTOM VIEW

N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)

N.T.S.

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.
5. THE LUMINAIRE SAFETY CABLE ASSEMBLY FOR LIGHTING UNIT TYPE 3 SHALL BE BLACK.

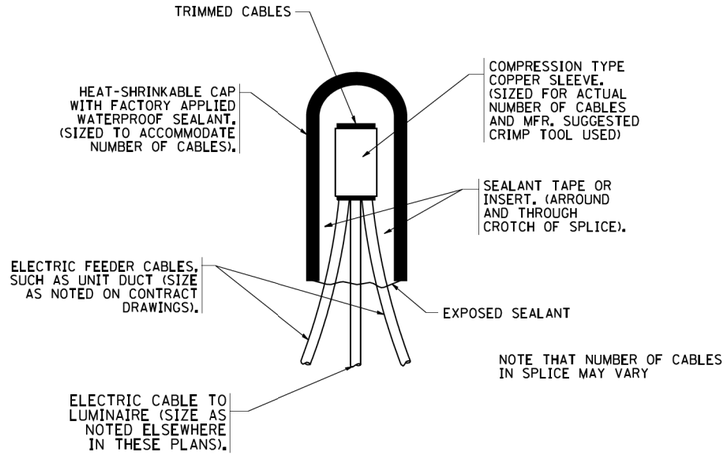
FILE NAME = W:\diststd\22x34\be701.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 08-08-03
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY CABLE ASSEMBLY

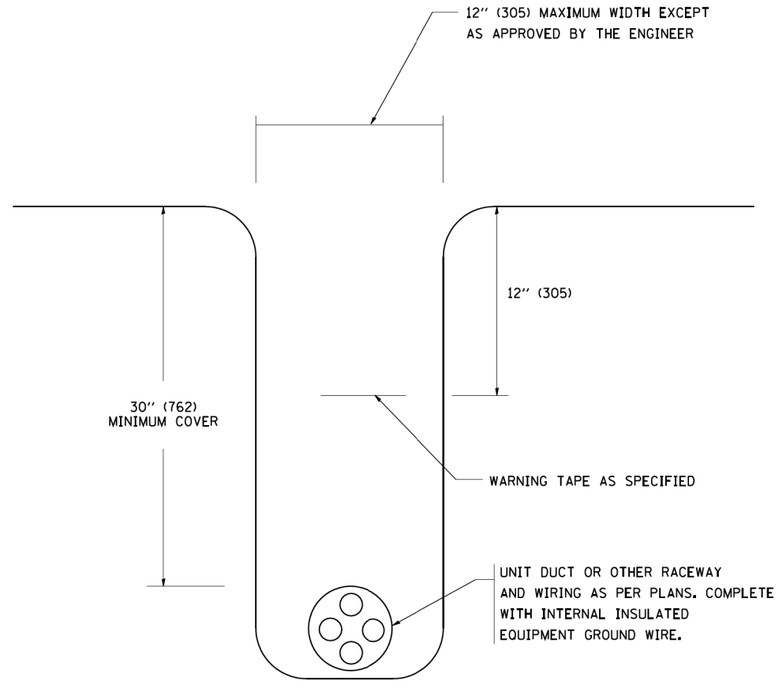
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	327
	BE-701	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



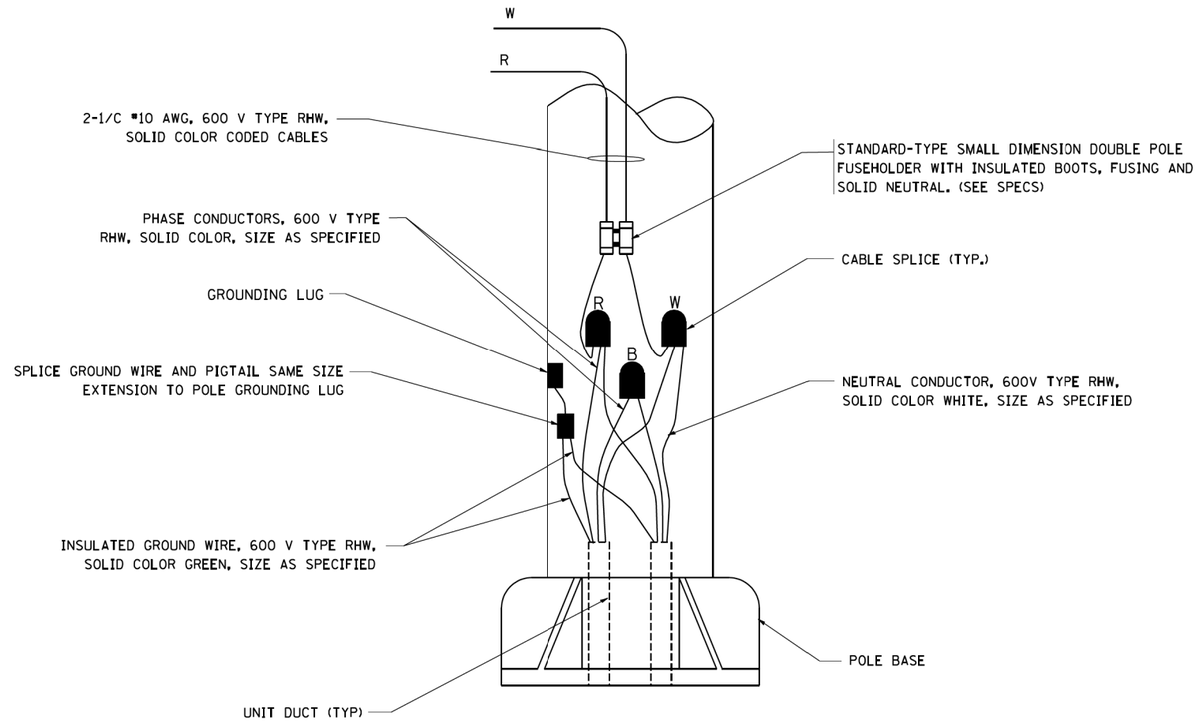
TYPICAL SPLICE DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

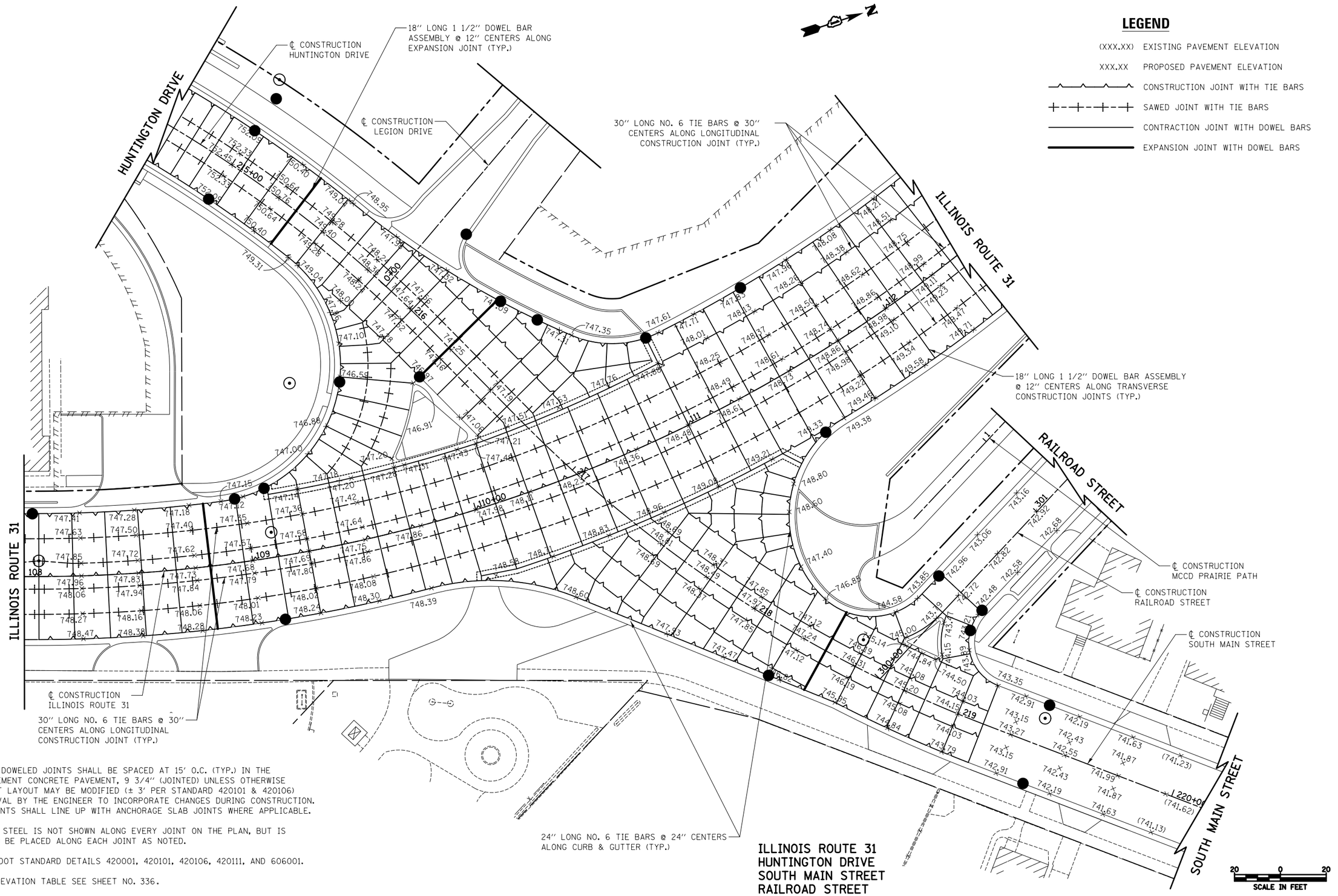
N.T.S.



POLE WIRING DETAIL

N.T.S.

FILE NAME = W:\diststd\22x34\be702.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISC. ELECTRICAL DETAILS SHEET A			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					0003	18A-2	MCHENRY	825	328
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -						BE-702	CONTRACT NO. 60F72		
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION

XXX.XX PROPOSED PAVEMENT ELEVATION

CONSTRUCTION JOINT WITH TIE BARS

SAWED JOINT WITH TIE BARS

CONTRACTION JOINT WITH DOWEL BARS

EXPANSION JOINT WITH DOWEL BARS

NOTES

1. TRANSVERSE DOWELED JOINTS SHALL BE SPACED AT 15' O.C. (TYP.) IN THE PORTLAND CEMENT CONCRETE PAVEMENT, 9 3/4'' (JOINTED) UNLESS OTHERWISE NOTED. JOINT LAYOUT MAY BE MODIFIED (± 3' PER STANDARD 420101 & 420106) UPON APPROVAL BY THE ENGINEER TO INCORPORATE CHANGES DURING CONSTRUCTION. ROADWAY JOINTS SHALL LINE UP WITH ANCHORAGE SLAB JOINTS WHERE APPLICABLE.
2. REINFORCING STEEL IS NOT SHOWN ALONG EVERY JOINT ON THE PLAN, BUT IS INTENDED TO BE PLACED ALONG EACH JOINT AS NOTED.
3. REFERENCE IDOT STANDARD DETAILS 420001, 420101, 420106, 420111, AND 606001.
4. FOR SUPERELEVATION TABLE SEE SHEET NO. 336.

ILLINOIS ROUTE 31
HUNTINGTON DRIVE
SOUTH MAIN STREET
RAILROAD STREET

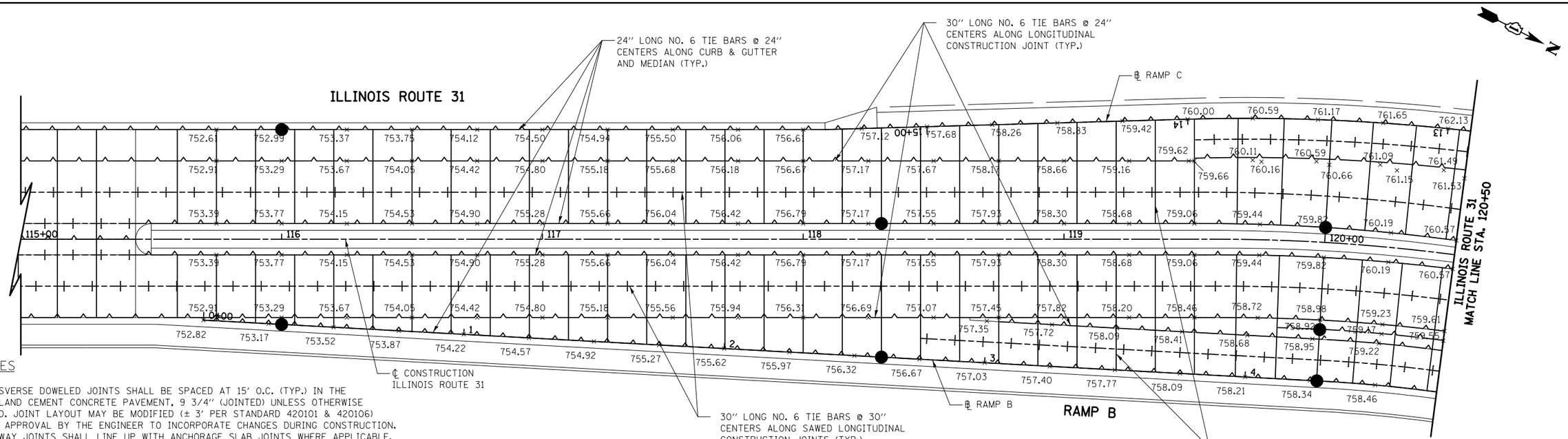
FILE NAME = ...\D160F72-sht-grading-01.dgn	USER NAME = akw	DESIGNED - GAB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN

SCALE: 1'' = 20' | SHEET NO. 1 OF 16 SHEETS | STA. | TO STA.

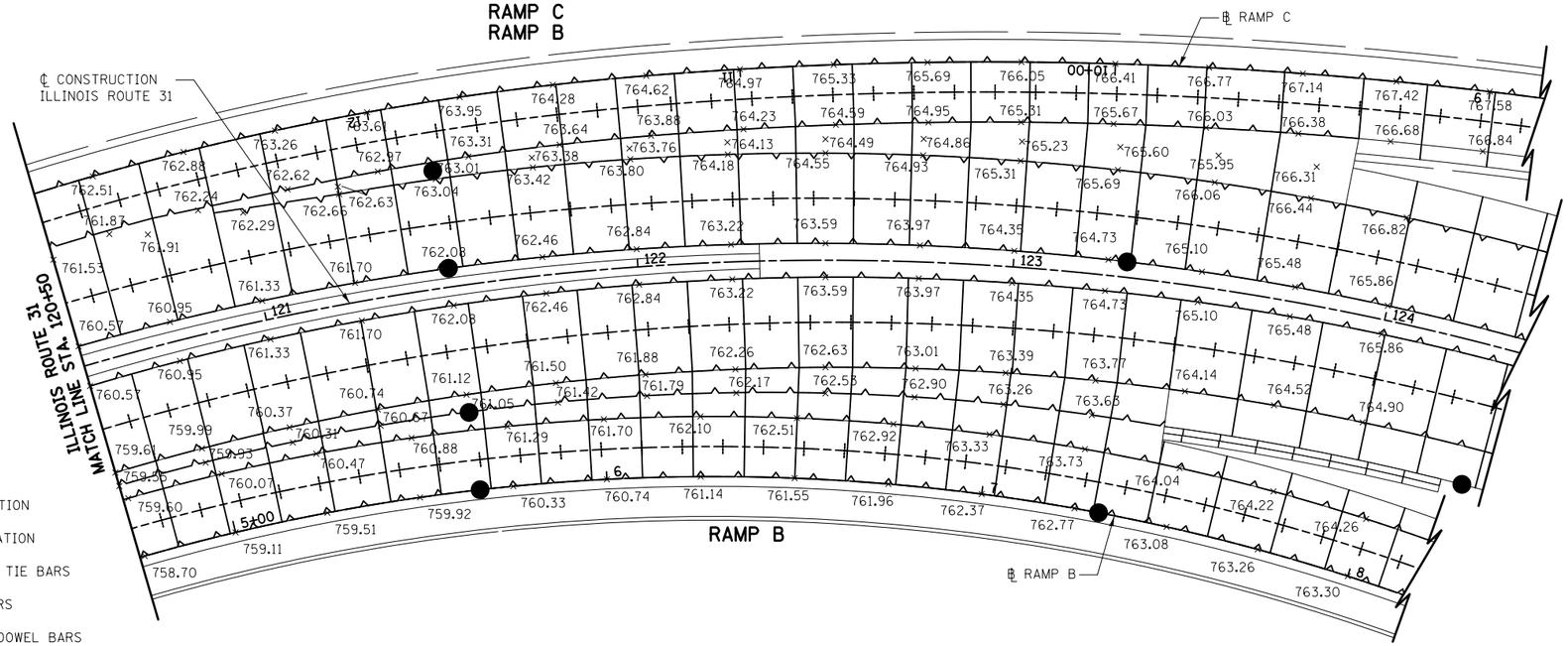
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	329
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES

1. TRANSVERSE DOWELED JOINTS SHALL BE SPACED AT 15' O.C. (TYP.) IN THE PORTLAND CEMENT CONCRETE PAVEMENT, 9 3/4'' (JOINTED) UNLESS OTHERWISE NOTED. JOINT LAYOUT MAY BE MODIFIED (± 3' PER STANDARD 420101 & 420106) UPON APPROVAL BY THE ENGINEER TO INCORPORATE CHANGES DURING CONSTRUCTION. ROADWAY JOINTS SHALL LINE UP WITH ANCHORAGE SLAB JOINTS WHERE APPLICABLE.
2. REINFORCING STEEL IS NOT SHOWN ALONG EVERY JOINT ON THE PLAN, BUT IS INTENDED TO BE PLACED ALONG EACH JOINT AS NOTED.
3. REFERENCE IDOT STANDARD DETAILS 420001, 420101, 420106, 420111, AND 606001.
4. FOR SUPERELEVATION TABLE SEE SHEET NO. 337.

ILLINOIS ROUTE 31
RAMP C
RAMP B



LEGEND

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

ILLINOIS ROUTE 31
RAMP C
RAMP B

20 0 20
SCALE IN FEET

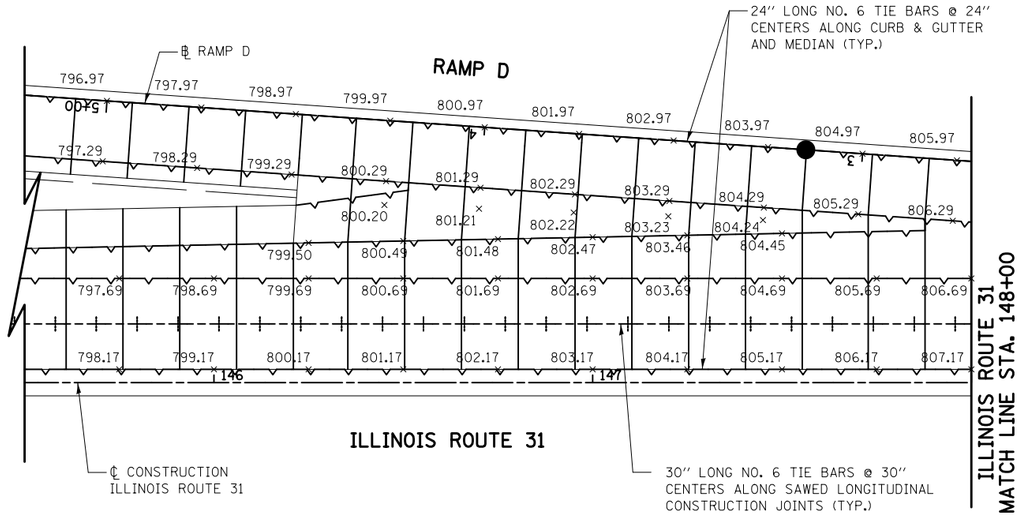
FILE NAME = ...\D160F72-sht-grading-02.dgn	USER NAME = akw	DESIGNED - GAB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN

SCALE: 1'' = 20' | SHEET NO. 2 OF 16 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	330
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES

1. TRANSVERSE DOWELED JOINTS SHALL BE SPACED AT 15' O.C. (TYP.) IN THE PORTLAND CEMENT CONCRETE PAVEMENT, 9 3/4'' (JOINTED) UNLESS OTHERWISE NOTED. JOINT LAYOUT MAY BE MODIFIED (± 3' PER STANDARD 420101 & 420106) UPON APPROVAL BY THE ENGINEER TO INCORPORATE CHANGES DURING CONSTRUCTION. ROADWAY JOINTS SHALL LINE UP WITH ANCHORAGE SLAB JOINTS WHERE APPLICABLE.
2. REINFORCING STEEL IS NOT SHOWN ALONG EVERY JOINT ON THE PLAN, BUT IS INTENDED TO BE PLACED ALONG EACH JOINT AS NOTED.
3. REFERENCE IDOT STANDARD DETAILS 420001, 420101, 420106, 420111, AND 606001.
4. FOR SUPERELEVATION TABLE SEE SHEET NO. 338 .

LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION

XXX.XX PROPOSED PAVEMENT ELEVATION

CONSTRUCTION JOINT WITH TIE BARS

SAWED JOINT WITH TIE BARS

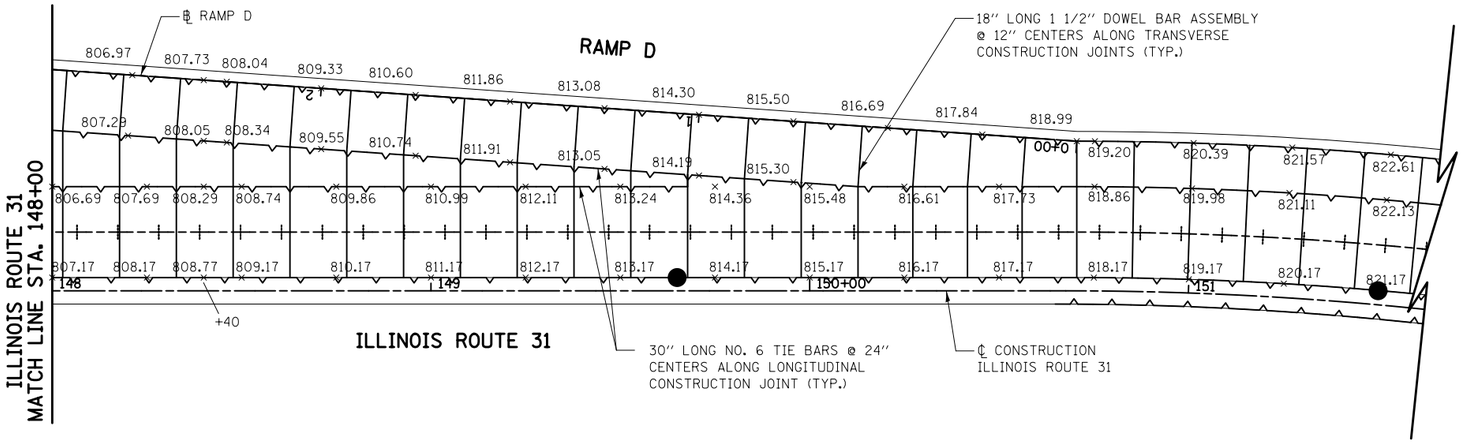
CONTRACTION JOINT WITH DOWEL BARS

EXPANSION JOINT WITH DOWEL BARS

ILLINOIS ROUTE 31

4. FOR SUPERELEVATION TABLE SEE SHEET NO. 338 .

ILLINOIS ROUTE 31



20 0 20
SCALE IN FEET

ILLINOIS ROUTE 31

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		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN

SCALE: 1'' = 20' | SHEET NO. 3 OF 16 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	331
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION

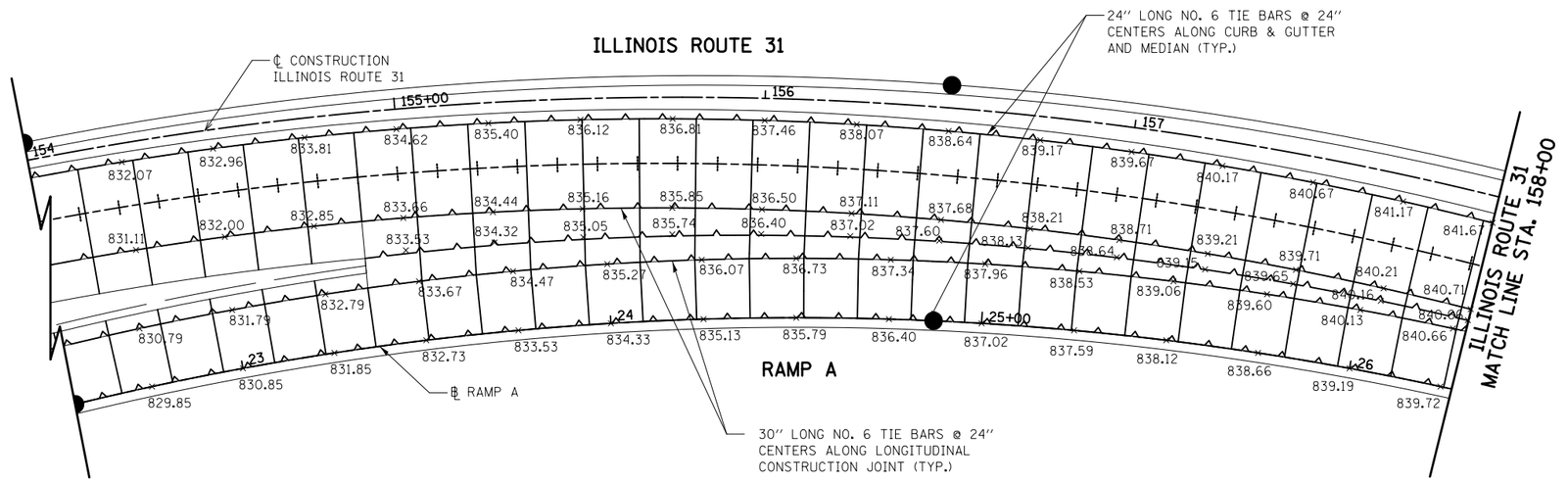
XXX.XX PROPOSED PAVEMENT ELEVATION

CONSTRUCTION JOINT WITH TIE BARS

SAWED JOINT WITH TIE BARS

CONTRACTION JOINT WITH DOWEL BARS

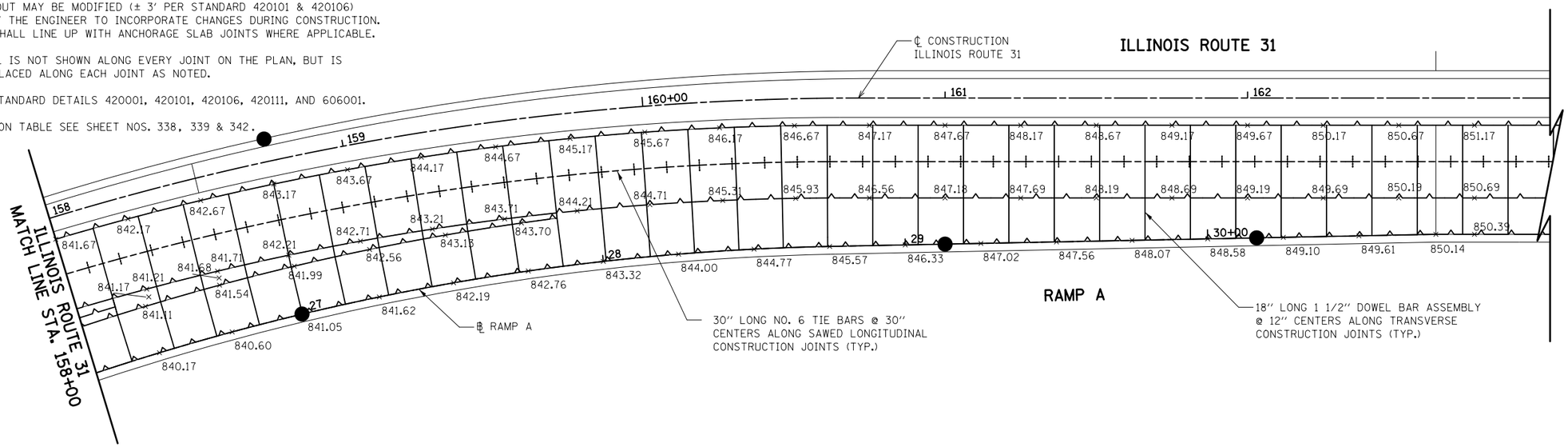
EXPANSION JOINT WITH DOWEL BARS



ILLINOIS ROUTE 31
RAMP A

NOTES

1. TRANSVERSE DOWELED JOINTS SHALL BE SPACED AT 15' O.C. (TYP.) IN THE PORTLAND CEMENT CONCRETE PAVEMENT, 9 3/4" (JOINTED) UNLESS OTHERWISE NOTED. JOINT LAYOUT MAY BE MODIFIED (± 3' PER STANDARD 420101 & 420106) UPON APPROVAL BY THE ENGINEER TO INCORPORATE CHANGES DURING CONSTRUCTION. ROADWAY JOINTS SHALL LINE UP WITH ANCHORAGE SLAB JOINTS WHERE APPLICABLE.
2. REINFORCING STEEL IS NOT SHOWN ALONG EVERY JOINT ON THE PLAN, BUT IS INTENDED TO BE PLACED ALONG EACH JOINT AS NOTED.
3. REFERENCE IDOT STANDARD DETAILS 420001, 420101, 420106, 420111, AND 606001.
4. FOR SUPERELEVATION TABLE SEE SHEET NOS. 338, 339 & 342.



ILLINOIS ROUTE 31
RAMP A

SCALE IN FEET 20 0 20

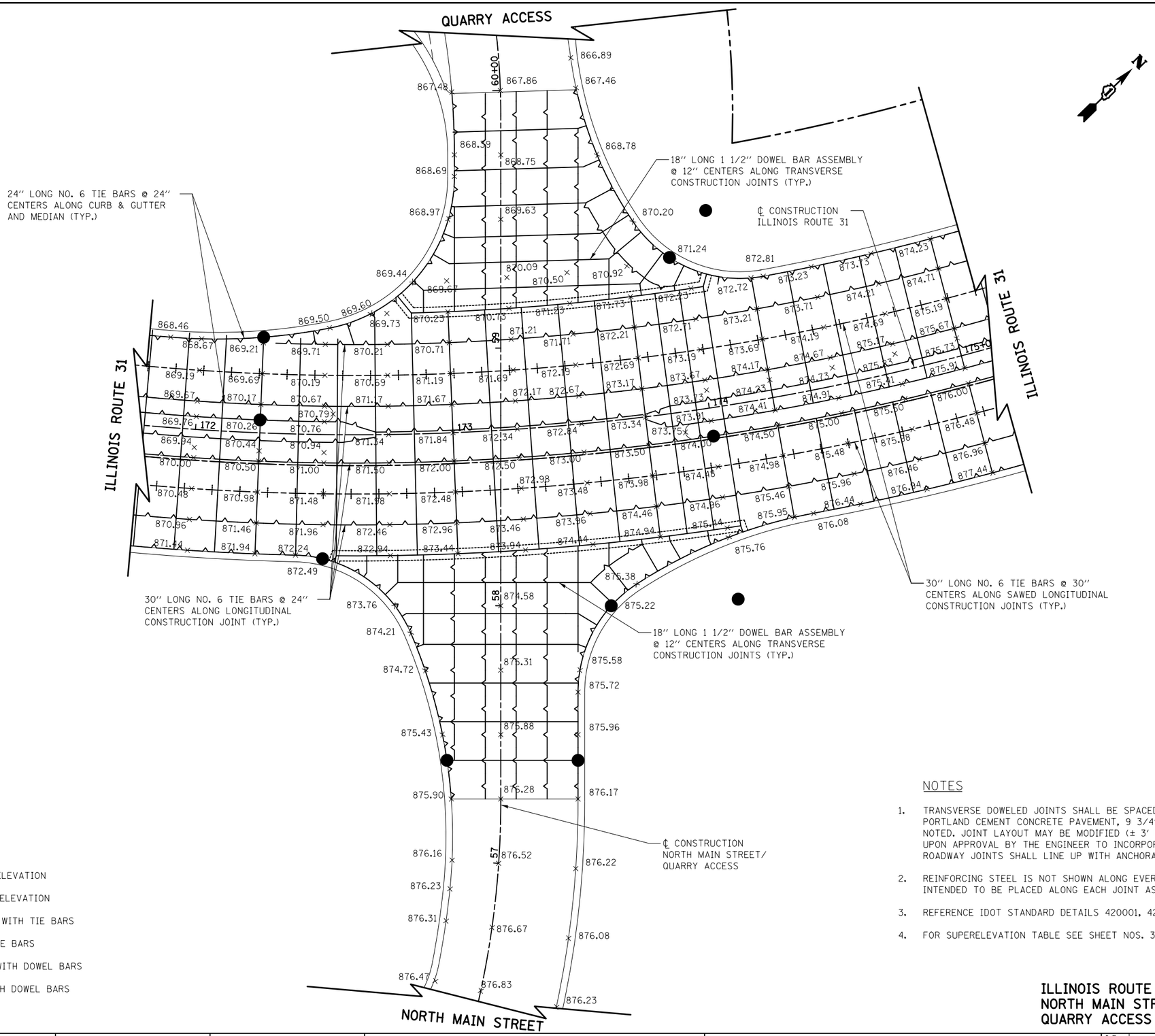
FILE NAME = ...\D160F72-sht-grading-04.dgn	USER NAME = akw	DESIGNED - GAB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN

SCALE: 1" = 20' | SHEET NO. 4 OF 16 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	332
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



LEGEND

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

NOTES

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3. REFERENCE IDOT STANDARD DETAILS 420001, 420101, 420106, 420111, AND 606001.
4. FOR SUPERELEVATION TABLE SEE SHEET NOS. 340 & 341 .

ILLINOIS ROUTE 31
NORTH MAIN STREET
QUARRY ACCESS

20 0 20
SCALE IN FEET

FILE NAME = ...\D160F72-sht-grading-05.dgn	USER NAME = akw	DESIGNED - GAB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN

SCALE: 1" = 20' | SHEET NO. 5 OF 16 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	333
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION

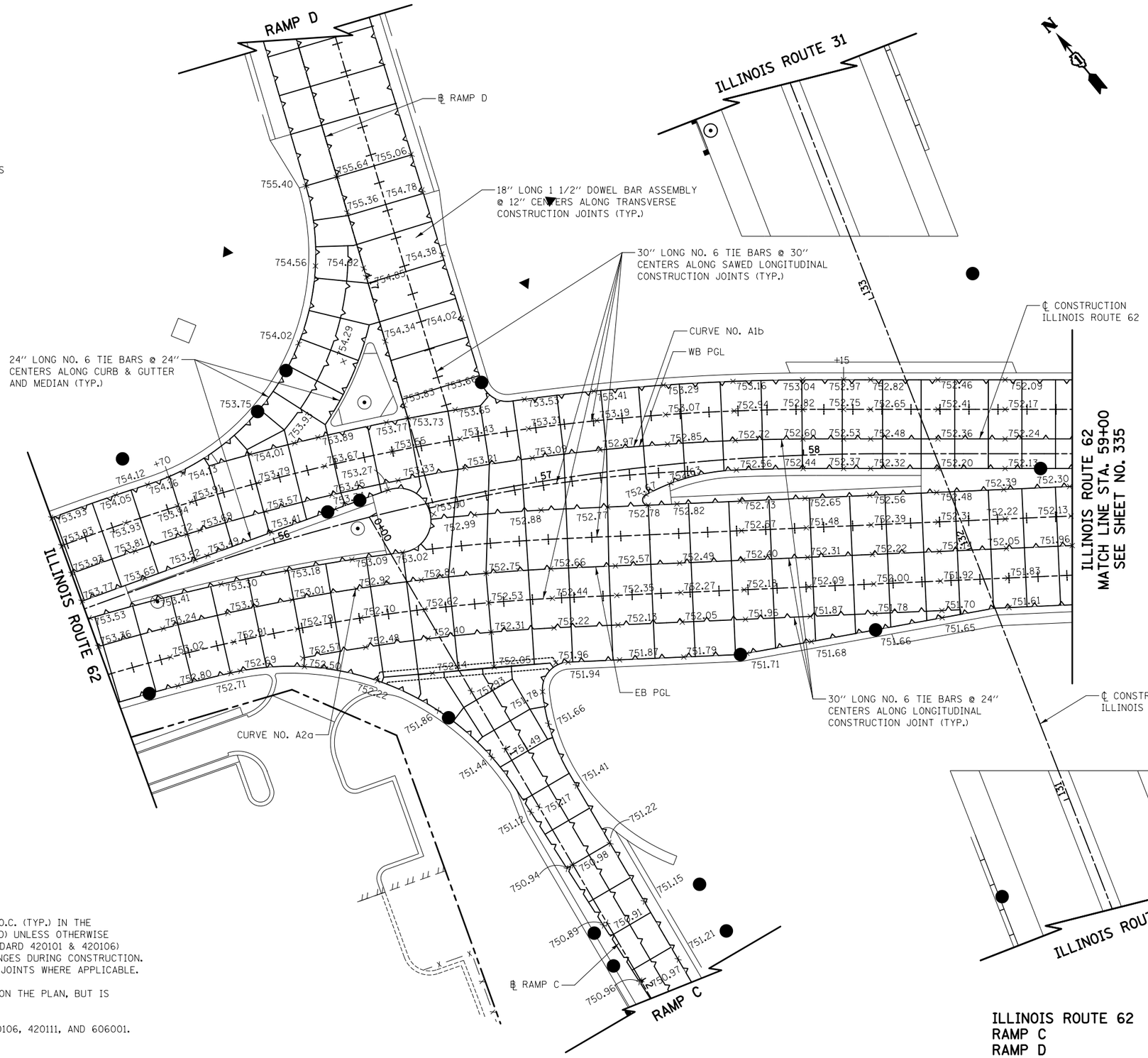
XXX.XX PROPOSED PAVEMENT ELEVATION

CONSTRUCTION JOINT WITH TIE BARS

SAWED JOINT WITH TIE BARS

CONTRACTION JOINT WITH DOWEL BARS

EXPANSION JOINT WITH DOWEL BARS



NOTES

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3. REFERENCE IDOT STANDARD DETAILS 420001, 420101, 420106, 420111, AND 606001.
4. FOR SUPERELEVATION TABLE SEE SHEET NO. 344.

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		DRAWN - CTB	REVISED -
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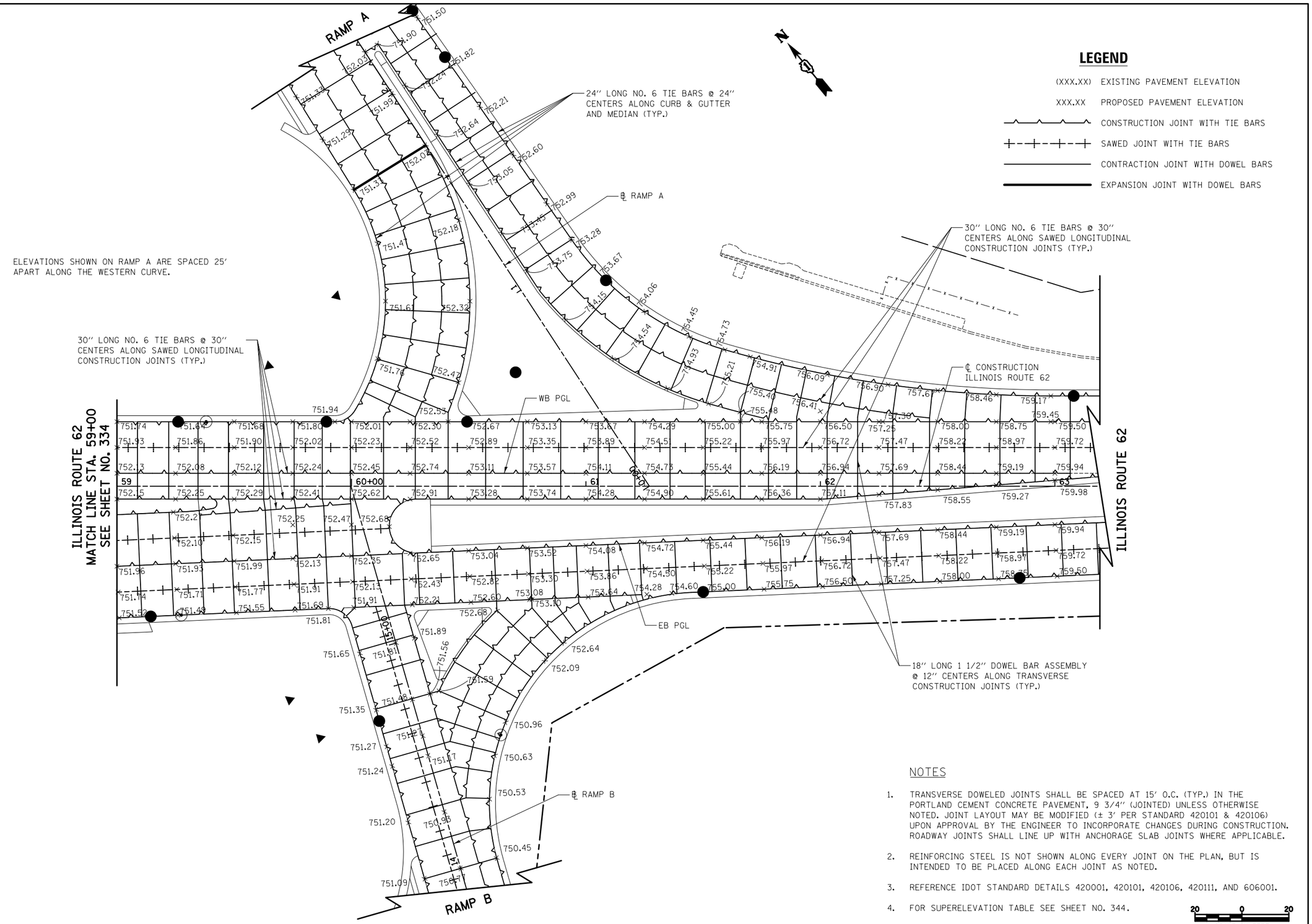
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN

SCALE: 1'' = 20' | SHEET NO. 6 OF 16 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	334
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES

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3. REFERENCE IDOT STANDARD DETAILS 420001, 420101, 420106, 420111, AND 606001.
4. FOR SUPERELEVATION TABLE SEE SHEET NO. 344.

20 0 20
SCALE IN FEET

FILE NAME = ...\D160F72-sht-grading-07.dgn	USER NAME = akw	DESIGNED - GAB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN

SCALE: 1" = 20' | SHEET NO. 7 OF 16 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	335
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ILLINOIS ROUTE 31 SUPERELEVATION TABLE – CURVE NO. 2

DESCRIPTION	STATION	LEFT EDGE OF S.B. TURN LANE			LEFT EDGE OF S.B. THROUGH LANE			℄ PGL		RIGHT EDGE OF N.B. THROUGH LANE		
		SLOPE	OFFSET	ELEV	SLOPE	OFFSET	ELEV	OFFSET	ELEV	SLOPE	OFFSET	ELEV
START OF ROTATION OF NORTH BOUND LANES	106+95				-2.00	27.50′ LT	747.75	--	748.30	-2.00	27.50′ RT	747.75
	107+00				-2.00	27.50′ LT	747.76	--	748.31	-1.85	27.50′ RT	747.80
	107+25				-2.00	27.50′ LT	747.78	--	748.33	-1.11	27.50′ RT	748.02
	107+50				-2.00	27.50′ LT	747.74	--	748.29	-0.37	27.50′ RT	748.19
	107+75				-2.00	27.50′ LT	747.65	--	748.20	0.37	27.50′ RT	748.30
	108+00				-2.00	27.50′ LT	747.53	--	748.08	1.11	27.50′ RT	748.39
	108+25				-2.00	27.50′ LT	747.41	--	747.96	1.85	27.50′ RT	748.47
FULL SUPERELEVATION	108+30				-2.00	27.50′ LT	747.38	--	747.93	2.00	27.50′ RT	748.48
	109+00				-2.00	27.50′ LT	747.13	--	747.68	2.00	27.50′ RT	748.23
	110+00				-2.00	27.50′ LT	747.43	--	747.98	2.00	27.50′ RT	748.53
	111+00	-2.50	42.00′ LT	747.58	-2.00	30.00′ LT	747.88	--	748.48	2.00	30.00′ RT	749.08
	112+00	-2.50	42.00′ LT	748.08	-2.00	30.00′ LT	748.38	--	748.98	2.00	30.00′ RT	749.58
END FULL SUPERELEVATION	112+90	-2.50	42.00′ LT	748.60	-2.00	30.00′ LT	748.90	--	749.50	2.00	30.00′ RT	750.10
	113+00	-2.50	42.00′ LT	748.68	-2.00	30.00′ LT	748.98	--	749.58	1.78	30.00′ RT	750.11
	113+25	-2.50	42.00′ LT	748.94	-2.00	30.00′ LT	749.24	--	749.84	1.24	30.00′ RT	750.21
	113+50	-2.50	42.00′ LT	749.25	-2.00	30.00′ LT	749.55	--	750.15	0.70	30.00′ RT	750.36
	113+75	-2.50	42.00′ LT	749.61	-2.00	30.00′ LT	749.91	--	750.51	0.16	30.00′ RT	750.56
	114+00	-2.50	42.00′ LT	749.98	-2.00	30.00′ LT	750.28	--	750.88	-0.38	30.00′ RT	750.77
	114+25	-2.50	42.00′ LT	750.36	-2.00	30.00′ LT	750.66	--	751.26	-0.92	30.00′ RT	750.98
	114+50	-2.50	42.00′ LT	750.73	-2.00	30.00′ LT	751.03	--	751.63	-1.46	30.00′ RT	751.19
END OF ROTATION OF NORTH BOUND LANES	114+75	-2.50	42.00′ LT	751.11	-2.00	30.00′ LT	751.41	--	752.01	-2.00	30.00′ RT	751.41

ILLINOIS ROUTE 31 SUPERELEVATION TABLE – CURVE NO. 3

DESCRIPTION	STATION	LEFT EDGE OF S.B. TURN LANE			LEFT EDGE OF S.B. THROUGH LANE			LEFT PGL		RIGHT PGL		RIGHT EDGE OF N.B. THROUGH LANE		
		SLOPE	OFFSET	ELEV	SLOPE	OFFSET	ELEV	OFFSET	ELEV	OFFSET	ELEV	SLOPE	OFFSET	ELEV
START OF ROTATION OF SOUTH BOUND LANES	117+25	-2.00	42.00′ LT	754.94	-2.00	30.00′ LT	755.18	6.00′ LT	755.66	6.00′ RT	755.66	-2.00	30.00′ RT	755.18
	117+50	-1.50	42.00′ LT	755.50	-1.50	30.00′ LT	755.68	6.00′ LT	756.04	6.00′ RT	756.04	-2.00	30.00′ RT	755.56
	117+75	-1.00	42.00′ LT	756.06	-1.00	30.00′ LT	756.18	6.00′ LT	756.42	6.00′ RT	756.42	-2.00	30.00′ RT	755.94
	118+00	-0.50	42.00′ LT	756.61	-0.50	30.00′ LT	756.67	6.00′ LT	756.79	6.00′ RT	756.79	-2.00	30.00′ RT	756.31
	118+25				0.00	30.00′ LT	757.17	6.00′ LT	757.17	6.00′ RT	757.17	-2.00	30.00′ RT	756.69
	118+50				0.50	30.00′ LT	757.67	6.00′ LT	757.55	6.00′ RT	757.55	-2.00	30.00′ RT	757.07
	118+75				1.00	30.00′ LT	758.17	6.00′ LT	757.93	6.00′ RT	757.93	-2.00	30.00′ RT	757.45
	119+00				1.50	30.00′ LT	758.66	6.00′ LT	758.30	6.00′ RT	758.30	-2.00	30.00′ RT	757.82
START OF ROTATION OF NORTH BOUND LANES	119+25				2.00	30.00′ LT	759.16	6.00′ LT	758.68	6.00′ RT	758.68	-2.00	30.00′ RT	758.20
	119+50				2.50	30.00′ LT	759.66	6.00′ LT	759.06	6.00′ RT	759.06	-2.50	30.00′ RT	758.46
	119+75				3.00	29.90′ LT	760.16	5.90′ LT	759.44	5.92′ RT	759.44	-3.00	29.92′ RT	758.72
	120+00				3.50	29.76′ LT	760.66	5.76′ LT	759.82	5.78′ RT	759.82	-3.50	29.78′ RT	758.98
FULL SUPERELEVATION	120+25				4.00	29.62′ LT	761.15	5.62′ LT	760.19	5.64′ RT	760.19	-4.00	29.64′ RT	759.23
	120+50				4.00	29.49′ LT	761.53	5.49′ LT	760.57	5.51′ RT	760.57	-4.00	29.51′ RT	759.61
	120+75				4.00	29.36′ LT	761.91	5.36′ LT	760.95	5.37′ RT	760.95	-4.00	29.37′ RT	759.99
	121+00				4.00	29.23′ LT	762.29	5.23′ LT	761.33	5.24′ RT	761.33	-4.00	29.24′ RT	760.37
	121+25				4.00	29.10′ LT	762.66	5.10′ LT	761.70	5.11′ RT	761.70	-4.00	29.11′ RT	760.74
	121+50				4.00	28.97′ LT	763.04	4.97′ LT	762.08	4.98′ RT	762.08	-4.00	28.98′ RT	761.12
	121+75				4.00	28.85′ LT	763.42	4.85′ LT	762.46	4.86′ RT	762.46	-4.00	28.86′ RT	761.50
	122+00				4.00	28.73′ LT	763.80	4.73′ LT	762.84	4.74′ RT	762.84	-4.00	28.74′ RT	761.88
	122+25				4.00	28.61′ LT	764.18	4.61′ LT	763.22	4.62′ RT	763.22	-4.00	28.62′ RT	762.26
	122+50				4.00	28.50′ LT	764.55	4.50′ LT	763.59	4.50′ RT	763.59	-4.00	28.50′ RT	762.63
	122+75				4.00	28.38′ LT	764.93	4.38′ LT	763.97	4.39′ RT	763.97	-4.00	28.39′ RT	763.01
	123+00				4.00	28.27′ LT	765.31	4.27′ LT	764.35	4.28′ RT	764.35	-4.00	28.28′ RT	763.39
	123+25				4.00	28.17′ LT	765.69	4.17′ LT	764.73	4.18′ RT	764.73	-4.00	28.18′ RT	763.77
	123+50				4.00	28.07′ LT	766.06	4.07′ LT	765.10	4.07′ RT	765.10	-4.00	28.07′ RT	764.14
	123+75				4.00	27.97′ LT	766.44	3.97′ LT	765.48	3.98′ RT	765.48	-4.00	27.98′ RT	764.52
	124+00				4.00	27.88′ LT	766.82	3.88′ LT	765.86	3.88′ RT	765.86	-4.00	27.88′ RT	764.90
	124+25				4.00	27.78′ LT	767.20	3.78′ LT	766.24	3.79′ RT	766.24	-4.00	27.79′ RT	765.28
	124+50				4.00	27.70′ LT	767.58	3.70′ LT	766.62	3.70′ RT	766.62	-4.00	27.70′ RT	765.66
END FULL SUPERELEVATION	124+70				4.00	27.63′ LT	767.88	3.63′ LT	766.92	3.64′ RT	766.92	-4.00	27.64′ RT	765.96
	124+75				3.85	27.62′ LT	767.91	3.62′ LT	766.99	3.62′ RT	766.99	-3.85	27.62′ RT	766.07
	125+00				3.10	27.54′ LT	768.09	3.54′ LT	767.35	3.54′ RT	767.35	-3.10	27.54′ RT	766.61
	125+25				2.35	27.50′ LT	768.25	3.50′ LT	767.69	3.50′ RT	767.69	-2.35	27.50′ RT	767.13
END OF ROTATION OF NORTH BOUND LANES	125+33.90				2.08	27.50′ LT	768.30	3.50′ LT	767.81	3.50′ RT	767.81	-2.08	27.50′ RT	767.32
	125+50				1.60	27.50′ LT	768.40	3.50′ LT	768.02	3.50′ RT	768.02	-2.08	27.50′ RT	767.52
	125+75				0.85	27.50′ LT	768.52	3.50′ LT	768.32	3.50′ RT	768.32	-2.08	27.50′ RT	767.82
	126+00				0.10	27.50′ LT	768.63	3.50′ LT	768.61	3.50′ RT	768.61	-2.08	27.50′ RT	768.11
	126+25				-0.65	27.50′ LT	768.73	3.50′ LT	768.89	3.50′ RT	768.89	-2.08	27.50′ RT	768.39
	126+50				-1.40	27.50′ LT	768.83	3.50′ LT	769.17	3.50′ RT	769.17	-2.08	27.50′ RT	768.67
END OF ROTATION OF SOUTH BOUND LANES	126+72.70				-2.08	27.50′ LT	768.92	3.50′ LT	769.42	3.50′ RT	769.42	-2.08	27.50′ RT	768.80

FILE NAME = ...\D160F72-sht-superelev-02.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - DTE	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN – SUPERELEVATION TABLES

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

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	337
			CONTRACT NO. 60F72	

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

ILLINOIS ROUTE 31 SUPERELEVATION TABLE – CURVE NO. 4

DESCRIPTION	STATION	LEFT EDGE OF S.B. TURN LANE			LEFT EDGE OF S.B. THROUGH LANE			LEFT PGL		RIGHT PGL		RIGHT EDGE OF N.B. THROUGH LANE		
		SLOPE	OFFSET	ELEV	SLOPE	OFFSET	ELEV	OFFSET	ELEV	OFFSET	ELEV	SLOPE	OFFSET	ELEV
START OF ROTATION OF SOUTH BOUND LANES	148+40				-2.00	27.50′ LT	808.29	3.50′ LT	808.77	3.50′ RT	808.77	-2.00	27.50′ RT	808.29
	148+50				-1.79	27.50′ LT	808.74	3.50′ LT	809.17	3.50′ RT	809.17	-2.00	27.50′ RT	808.69
	148+75				-1.28	27.50′ LT	809.86	3.50′ LT	810.17	3.50′ RT	810.17	-2.00	27.50′ RT	809.69
	149+00				-0.76	27.50′ LT	810.99	3.50′ LT	811.17	3.50′ RT	811.17	-2.00	27.50′ RT	810.69
	149+25				-0.24	27.50′ LT	812.11	3.50′ LT	812.17	3.50′ RT	812.17	-2.00	27.50′ RT	811.69
	149+50				0.28	27.50′ LT	813.24	3.50′ LT	813.17	3.50′ RT	813.17	-2.00	27.50′ RT	812.69
	149+75				0.79	27.50′ LT	814.36	3.50′ LT	814.17	3.50′ RT	814.17	-2.00	27.50′ RT	813.69
	150+00				1.31	27.50′ LT	815.48	3.50′ LT	815.17	3.50′ RT	815.17	-2.00	27.50′ RT	814.69
	150+25				1.83	27.50′ LT	816.61	3.50′ LT	816.17	3.50′ RT	816.17	-2.00	27.50′ RT	815.69
START OF ROTATION OF NORTH BOUND LANES	150+33.30				2.00	27.50′ LT	816.99	3.50′ LT	816.51	3.50′ RT	816.51	-2.00	27.50′ RT	816.03
	150+50				2.34	27.50′ LT	817.73	3.50′ LT	817.17	3.50′ RT	817.17	-2.34	27.50′ RT	816.61
	150+75	2.86	39.52′ LT	819.20	2.86	27.52′ LT	818.86	3.52′ LT	818.17	3.53′ RT	818.17	-2.86	27.53′ RT	817.48
	151+00	3.38	39.60′ LT	820.39	3.38	27.60′ LT	819.98	3.60′ LT	819.17	3.61′ RT	819.17	-3.38	27.61′ RT	818.36
	151+25	3.90	39.69′ LT	821.58	3.90	27.69′ LT	821.11	3.69′ LT	820.17	3.69′ RT	820.17	-3.90	27.69′ RT	819.23
FULL SUPERELEVATION	151+30	4.00	39.70′ LT	821.81	4.00	27.70′ LT	821.33	3.70′ LT	820.37	3.71′ RT	820.37	-4.00	27.71′ RT	819.41
	151+50	4.00	39.77′ LT	822.61	4.00	27.77′ LT	822.13	3.77′ LT	821.17	3.78′ RT	821.17	-4.00	27.78′ RT	820.21
	151+75	4.00	39.87′ LT	823.61	4.00	27.87′ LT	823.13	3.87′ LT	822.17	3.87′ RT	822.17	-4.00	27.87′ RT	821.21
	152+00	4.00	39.96′ LT	824.61	4.00	27.96′ LT	824.13	3.96′ LT	823.17	3.97′ RT	823.17	-4.00	27.97′ RT	822.21
	152+25	4.00	40.06′ LT	825.61	4.00	28.06′ LT	825.13	4.06′ LT	824.17	4.07′ RT	824.17	-4.00	28.07′ RT	823.21
	152+50	4.00	40.17′ LT	826.61	4.00	28.17′ LT	826.13	4.17′ LT	825.17	4.17′ RT	825.17	-4.00	28.17′ RT	824.21
	152+75	4.00	40.28′ LT	827.61	4.00	28.28′ LT	827.13	4.28′ LT	826.17	4.28′ RT	826.17	-4.00	28.28′ RT	825.21
	153+00	4.00	40.39′ LT	828.61	4.00	28.39′ LT	828.13	4.39′ LT	827.17	4.39′ RT	827.17	-4.00	28.39′ RT	826.21
	153+25	4.00	40.50′ LT	829.61	4.00	28.50′ LT	829.13	4.50′ LT	828.17	4.51′ RT	828.17	-4.00	28.51′ RT	827.21
	153+50	4.00	40.62′ LT	830.61	4.00	28.62′ LT	830.13	4.62′ LT	829.17	4.62′ RT	829.17	-4.00	28.62′ RT	828.21
	153+75	4.00	40.74′ LT	831.61	4.00	28.74′ LT	831.13	4.74′ LT	830.17	4.75′ RT	830.17	-4.00	28.75′ RT	829.21
	154+00	4.00	40.86′ LT	832.58	4.00	28.86′ LT	832.10	4.86′ LT	831.14	4.87′ RT	831.14	-4.00	28.87′ RT	830.18
	154+25	4.00	40.99′ LT	833.51	4.00	28.99′ LT	833.03	4.99′ LT	832.07	5.00′ RT	832.07	-4.00	29.00′ RT	831.11
	154+50	4.00	41.12′ LT	834.40	4.00	29.12′ LT	833.92	5.12′ LT	832.96	5.13′ RT	832.96	-4.00	29.13′ RT	832.00
	154+75	4.00	41.25′ LT	835.25	4.00	29.25′ LT	834.77	5.25′ LT	833.81	5.26′ RT	833.81	-4.00	29.26′ RT	832.85
	155+00	4.00	41.39′ LT	836.06	4.00	29.39′ LT	835.58	5.39′ LT	834.62	5.40′ RT	834.62	-4.00	29.40′ RT	833.66
	155+25	4.00	41.53′ LT	836.84	4.00	29.53′ LT	836.36	5.53′ LT	835.40	5.54′ RT	835.40	-4.00	29.54′ RT	834.44
	155+50	4.00	41.67′ LT	837.57	4.00	29.67′ LT	837.09	5.67′ LT	836.12	5.68′ RT	836.12	-4.00	29.68′ RT	835.16
	155+75	4.00	41.81′ LT	838.25	4.00	29.81′ LT	837.77	5.81′ LT	836.81	5.82′ RT	836.81	-4.00	29.82′ RT	835.85
	156+00	4.00	41.95′ LT	838.90	4.00	29.95′ LT	838.42	5.95′ LT	837.46	5.97′ RT	837.46	-4.00	29.97′ RT	836.50
	156+25	4.00	42.10′ LT	839.51	4.00	30.10′ LT	839.03	6.10′ LT	838.07	6.12′ RT	838.07	-4.00	30.12′ RT	837.11
	156+50	4.00	42.25′ LT	840.08	4.00	30.25′ LT	839.60	6.25′ LT	838.64	6.27′ RT	838.64	-4.00	30.27′ RT	837.68
	156+75	4.00	42.40′ LT	840.61	4.00	30.40′ LT	840.13	6.40′ LT	839.17	6.42′ RT	839.17	-4.00	30.42′ RT	838.21
	157+00	4.00	42.56′ LT	841.11	4.00	30.56′ LT	840.63	6.56′ LT	839.67	6.57′ RT	839.67	-4.00	30.57′ RT	838.71
	157+25	4.00	42.71′ LT	841.61	4.00	30.71′ LT	841.13	6.71′ LT	840.17	6.73′ RT	840.17	-4.00	30.73′ RT	839.21
	157+50	4.00	42.87′ LT	842.11	4.00	30.87′ LT	841.63	6.87′ LT	840.67	6.89′ RT	840.67	-4.00	30.89′ RT	839.71
	157+75	4.00	43.03′ LT	842.61	4.00	31.03′ LT	842.13	7.03′ LT	841.17	7.05′ RT	841.17	-4.00	31.05′ RT	840.21

FILE NAME = …\D160F72-sht-superelev-03.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - DTE	REVISED -
	PLOT SCALE = 20.0000 ′ / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN – SUPERELEVATION TABLES

SCALE: | SHEET NO. 10 OF 16 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	McHENRY	825	338
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ILLINOIS ROUTE 31 SUPERELEVATION TABLE – CURVE NO. 4 (CONTINUED)

DESCRIPTION	STATION	LEFT EDGE OF S.B. TURN LANE				LEFT EDGE OF S.B. THROUGH LANE				LEFT PGL			RIGHT PGL			RIGHT EDGE OF N.B. THROUGH LANE		
		SLOPE	OFFSET	ELEV		SLOPE	OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV		SLOPE	OFFSET	ELEV
	158+00	4.00	43.19′ LT	843.11		4.00	31.19′ LT	842.63		7.19′ LT	841.67		7.21′ RT	841.67		-4.00	31.21′ RT	840.71
	158+25	4.00	43.35′ LT	843.61		4.00	31.35′ LT	843.13		7.35′ LT	842.17		7.37′ RT	842.17		-4.00	31.37′ RT	841.21
	158+50	4.00	43.51′ LT	844.11		4.00	31.51′ LT	843.63		7.51′ LT	842.67		7.54′ RT	842.67		-4.00	31.54′ RT	841.71
	158+75	4.00	43.67′ LT	844.61		4.00	31.67′ LT	844.13		7.67′ LT	843.17		7.70′ RT	843.17		-4.00	31.70′ RT	842.21
	159+00	4.00	43.84′ LT	845.11		4.00	31.84′ LT	844.63		7.84′ LT	843.67		7.87′ RT	843.67		-4.00	31.87′ RT	842.71
	159+25	4.00	44.00′ LT	845.61		4.00	32.00′ LT	845.13		8.00′ LT	844.17		8.03′ RT	844.17		-4.00	32.03′ RT	843.21
	159+50	4.00	44.17′ LT	846.11		4.00	32.17′ LT	845.63		8.17′ LT	844.67		8.20′ RT	844.67		-4.00	32.20′ RT	843.71
	159+75	4.00	44.33′ LT	846.61		4.00	32.33′ LT	846.13		8.33′ LT	845.17		8.37′ RT	845.17		-4.00	32.37′ RT	844.21
	160+00	4.00	44.50′ LT	847.11		4.00	32.50′ LT	846.63		8.50′ LT	845.67		8.54′ RT	845.67		-4.00	32.54′ RT	844.71
END FULL SUPERELEVATION	160+05	4.00	44.54′ LT	847.21		4.00	32.54′ LT	846.73		8.54′ LT	845.77		8.57′ RT	845.77		-4.00	32.57′ RT	844.81
	160+25	3.59	44.67′ LT	847.46		3.59	32.67′ LT	847.03		8.67′ LT	846.17		8.71′ RT	846.17		-3.59	32.71′ RT	845.31
	160+50	3.07	44.84′ LT	847.78		3.07	32.84′ LT	847.41		8.84′ LT	846.67		8.88′ RT	846.67		-3.07	32.88′ RT	845.93
	160+75	2.55	45.00′ LT	848.09		2.55	33.00′ LT	847.78		9.00′ LT	847.17		9.00′ RT	847.17		-2.55	33.00′ RT	846.56
	161+00	2.03	45.00′ LT	848.40		2.03	33.00′ LT	848.16		9.00′ LT	847.67		9.00′ RT	847.67		-2.03	33.00′ RT	847.18
END OF ROTATION OF NORTH BOUND LANES	161+01.70	2.00	45.00′ LT	848.43		2.00	33.00′ LT	848.19		9.00′ LT	847.71		9.00′ RT	847.71		-2.00	33.00′ RT	847.23
	161+25	1.52	45.00′ LT	848.71		1.52	33.00′ LT	848.53		9.00′ LT	848.17		9.00′ RT	848.17		-2.00	33.00′ RT	847.69
	161+50	1.00	45.00′ LT	849.03		1.00	33.00′ LT	848.91		9.00′ LT	848.67		9.00′ RT	848.67		-2.00	33.00′ RT	848.19
	161+75	0.48	45.00′ LT	849.35		0.48	33.00′ LT	849.29		9.00′ LT	849.17		9.00′ RT	849.17		-2.00	33.00′ RT	848.69
	162+00	0.00	45.00′ LT	849.67		0.00	33.00′ LT	849.67		9.00′ LT	849.67		9.00′ RT	849.67		-2.00	33.00′ RT	849.19
	162+25	-0.55	45.00′ LT	849.97		-0.55	33.00′ LT	850.04		9.00′ LT	850.17		9.00′ RT	850.17		-2.00	33.00′ RT	849.69
	162+50	-1.07	44.27′ LT	850.28		-1.07	33.00′ LT	850.41		9.00′ LT	850.67		9.00′ RT	850.67		-2.00	33.00′ RT	850.19
	162+75	-1.59	43.43′ LT	850.60		-1.59	33.00′ LT	850.79		9.00′ LT	851.17		9.00′ RT	851.17		-2.00	33.00′ RT	850.69
END OF ROTATION OF SOUTH BOUND LANES	162+95	-2.00	42.77′ LT	850.85		-2.00	33.00′ LT	851.09		9.00′ LT	851.57		9.00′ RT	851.57		-2.00	33.00′ RT	851.09

FILE NAME = …\D160F72-sht-superelev-04.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - DTE	REVISED -
	PLOT SCALE = 20.0000 ′ / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN – SUPERELEVATION TABLES

SCALE: | SHEET NO. 11 OF 16 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	339
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ILLINOIS ROUTE 31 SUPERELEVATION TABLE – CURVE NO. 5

DESCRIPTION	STATION	LEFT EDGE OF S.B. TURN LANE			LEFT EDGE OF S.B. THROUGH LANE			LEFT PGL		LEFT EDGE OF N.B. TURN LANE			RIGHT PGL		RIGHT EDGE OF N.B. THROUGH LANE		
		SLOPE	OFFSET	ELEV	SLOPE	OFFSET	ELEV	OFFSET	ELEV	SLOPE	OFFSET	ELEV	OFFSET	ELEV	SLOPE	OFFSET	ELEV
START OF ROTATION OF NORTH BOUND LANES	164+55	-2.50	37.43′ LT	854.21	-2.00	34.03′ LT	854.29	10.03′ LT	854.77				10.03′ RT	854.77	-2.00	46.03′ RT	854.05
	164+75	-2.50	36.77′ LT	854.63	-2.00	34.29′ LT	854.69	10.29′ LT	855.17				10.29′ RT	855.17	-1.59	46.29′ RT	854.60
	165+00	-2.50	35.93′ LT	855.16	-2.00	34.63′ LT	855.19	10.63′ LT	855.67				10.63′ RT	855.67	-1.07	46.63′ RT	855.28
	165+25	-2.50	35.10′ LT	855.68	-2.00	34.96′ LT	855.69	10.96′ LT	856.17				10.96′ RT	856.17	-0.55	46.96′ RT	855.97
	165+50				-2.00	35.00′ LT	856.19	11.00′ LT	856.67				11.00′ RT	856.67	0.00	47.00′ RT	856.67
	165+75				-2.00	35.00′ LT	856.69	11.00′ LT	857.17				11.00′ RT	857.17	0.48	47.00′ RT	857.34
	166+00				-2.00	35.00′ LT	857.19	11.00′ LT	857.67				11.00′ RT	857.67	1.00	47.00′ RT	858.03
	166+25				-2.00	35.00′ LT	857.69	11.00′ LT	858.17				11.00′ RT	858.17	1.52	47.00′ RT	858.72
START OF ROTATION OF SOUTH BOUND LANES	166+48.30				-2.00	35.00′ LT	858.16	11.00′ LT	858.64				11.00′ RT	858.64	2.00	47.00′ RT	859.36
	166+50				-2.04	35.00′ LT	858.18	11.00′ LT	858.67				11.00′ RT	858.67	2.03	47.00′ RT	859.40
	166+75				-2.55	35.00′ LT	858.56	11.00′ LT	859.17				11.00′ RT	859.23	2.55	47.00′ RT	860.15
	167+00				-3.07	35.00′ LT	858.95	11.00′ LT	859.69				11.00′ RT	859.78	3.07	47.00′ RT	860.89
	167+25				-3.59	35.00′ LT	859.31	11.00′ LT	860.17				11.00′ RT	860.34	3.59	47.00′ RT	861.63
FULL SUPERELEVATION	167+45				-4.00	35.00′ LT	859.61	11.00′ LT	860.57				11.00′ RT	860.78	4.00	47.00′ RT	862.22
	167+50				-4.00	35.00′ LT	859.71	11.00′ LT	860.67				11.00′ RT	860.89	4.00	47.00′ RT	862.33
	167+75				-4.00	35.00′ LT	860.21	11.00′ LT	861.17				11.00′ RT	861.45	4.00	47.00′ RT	862.89
	168+00				-4.00	35.00′ LT	860.71	11.00′ LT	861.67				11.00′ RT	862.00	4.00	47.00′ RT	863.44
	168+25				-4.00	35.00′ LT	861.21	11.00′ LT	862.17	-1.50	9.37′ RT	862.48	11.00′ RT	862.50	4.00	47.00′ RT	863.94
	168+50				-4.00	35.00′ LT	861.71	11.00′ LT	862.67	-1.50	5.17′ RT	862.91	11.00′ RT	863.00	4.00	47.00′ RT	864.44
	168+75				-4.00	35.00′ LT	862.21	11.00′ LT	863.17	-1.50	1.68′ RT	863.36	11.00′ RT	863.50	4.00	47.00′ RT	864.94
	169+00				-4.00	35.00′ LT	862.71	11.00′ LT	863.67	-1.50	1.11′ LT	863.82	11.00′ RT	864.00	4.00	47.00′ RT	865.44
	169+25				-4.00	35.00′ LT	863.21	11.00′ LT	864.17	-1.50	3.20′ LT	864.29	11.00′ RT	864.50	4.00	47.00′ RT	865.94
	169+50				-4.00	35.00′ LT	863.71	11.00′ LT	864.67	-1.50	4.61′ LT	864.77	11.00′ RT	865.00	4.00	47.00′ RT	866.44
	169+75				-4.00	35.00′ LT	864.21	11.00′ LT	865.17	-1.50	5.00′ LT	865.26	11.00′ RT	865.50	4.00	47.00′ RT	866.94
	170+00				-4.00	35.00′ LT	864.71	11.00′ LT	865.67	-1.50	5.00′ LT	865.76	11.00′ RT	866.00	4.00	47.00′ RT	867.44
	170+25				-4.00	35.00′ LT	865.21	11.00′ LT	866.17	-1.50	5.00′ LT	866.26	11.00′ RT	866.50	4.00	47.00′ RT	867.94
	170+50				-4.00	35.00′ LT	865.71	11.00′ LT	866.67	-1.50	5.00′ LT	866.76	11.00′ RT	867.00	4.00	47.00′ RT	868.44
	170+75				-4.00	35.00′ LT	866.21	11.00′ LT	867.17	-1.50	5.00′ LT	867.26	11.00′ RT	867.50	4.00	47.00′ RT	868.94
	171+00				-4.00	35.00′ LT	866.71	11.00′ LT	867.67	-1.50	5.00′ LT	867.76	11.00′ RT	868.00	4.00	47.00′ RT	869.44
	171+25				-4.00	35.00′ LT	867.21	11.00′ LT	868.17	-1.50	5.00′ LT	868.26	11.00′ RT	868.50	4.00	47.00′ RT	869.94
	171+50				-4.00	35.00′ LT	867.71	11.00′ LT	868.67	-1.50	5.00′ LT	868.76	11.00′ RT	869.00	4.00	47.00′ RT	870.44
	171+75				-4.00	35.00′ LT	868.21	11.00′ LT	869.17	-1.50	5.00′ LT	869.26	11.00′ RT	869.50	4.00	47.00′ RT	870.94
	172+00				-4.00	35.00′ LT	868.71	11.00′ LT	869.67	-1.50	5.00′ LT	869.76	11.00′ RT	870.00	4.00	47.00′ RT	871.44
	172+25				-4.00	35.00′ LT	869.21	11.00′ LT	870.17	-1.50	5.00′ LT	870.26	11.00′ RT	870.50	4.00	47.00′ RT	871.94
	172+50				-4.00	35.00′ LT	869.71	11.00′ LT	870.67	-1.50	5.00′ LT	870.76	11.00′ RT	871.00	4.00	47.00′ RT	872.44
	172+75				-4.00	35.00′ LT	870.21	11.00′ LT	871.17				11.00′ RT	871.50	4.00	47.00′ RT	872.94
	173+00				-4.00	35.00′ LT	870.71	11.00′ LT	871.67				11.00′ RT	872.00	4.00	47.00′ RT	873.44
	173+25				-4.00	35.00′ LT	871.21	11.00′ LT	872.17				11.00′ RT	872.50	4.00	47.00′ RT	873.94
	173+50				-4.00	35.00′ LT	871.71	11.00′ LT	872.67				11.00′ RT	873.00	4.00	47.00′ RT	874.44
	173+75				-4.00	35.00′ LT	872.21	11.00′ LT	873.17				11.00′ RT	873.50	4.00	47.00′ RT	874.94

ILLINOIS ROUTE 31 SUPERELEVATION TABLE – CURVE NO. 5 (CONTINUED)

DESCRIPTION	STATION	LEFT EDGE OF S.B. TURN LANE			LEFT EDGE OF S.B. THROUGH LANE			LEFT PGL		RIGHT EDGE OF S.B. TURN LANE			RIGHT PGL		RIGHT EDGE OF N.B. THROUGH LANE		
		SLOPE	OFFSET	ELEV	SLOPE	OFFSET	ELEV	OFFSET	ELEV	SLOPE	OFFSET	ELEV	OFFSET	ELEV	SLOPE	OFFSET	ELEV
	174+00				-4.00	35.00′ LT	872.71	11.00′ LT	873.67	1.50	5.00′ RT	873.91	11.00′ RT	874.00	4.00	47.00′ RT	875.44
	174+25				-4.00	35.00′ LT	873.21	11.00′ LT	874.17	1.50	5.00′ RT	847.41	11.00′ RT	874.50	4.00	47.00′ RT	875.94
	174+50	-4.00	47.00′ LT	873.23	-4.00	35.00′ LT	873.71	11.00′ LT	874.67	1.50	5.00′ RT	874.91	11.00′ RT	875.00	4.00	47.00′ RT	876.44
	174+75	-4.00	47.00′ LT	873.73	-4.00	35.00′ LT	874.21	11.00′ LT	875.17	1.50	5.00′ RT	875.41	11.00′ RT	875.50	4.00	47.00′ RT	876.94
	175+00	-4.00	47.00′ LT	874.23	-4.00	35.00′ LT	874.71	11.00′ LT	875.67	1.50	5.00′ RT	875.91	11.00′ RT	876.00	4.00	47.00′ RT	877.44
	175+25	-4.00	47.00′ LT	874.73	-4.00	35.00′ LT	875.21	11.00′ LT	876.17	1.50	5.00′ RT	876.41	11.00′ RT	876.50	4.00	47.00′ RT	877.94
	175+50	-4.00	47.00′ LT	875.23	-4.00	35.00′ LT	875.71	11.00′ LT	876.67	1.50	5.00′ RT	876.91	11.00′ RT	877.00	4.00	47.00′ RT	878.44
	175+75	-4.00	47.00′ LT	875.73	-4.00	35.00′ LT	876.21	11.00′ LT	877.17	1.50	5.00′ RT	877.41	11.00′ RT	877.50	4.00	47.00′ RT	878.94
	176+00	-4.00	47.00′ LT	876.23	-4.00	35.00′ LT	876.71	11.00′ LT	877.67	1.50	5.00′ RT	877.91	11.00′ RT	878.00	4.00	47.00′ RT	879.44
	176+25	-4.00	47.00′ LT	876.73	-4.00	35.00′ LT	877.21	11.00′ LT	878.17	1.50	5.00′ RT	878.41	11.00′ RT	878.50	4.00	47.00′ RT	879.94
	176+50	-4.00	47.00′ LT	877.23	-4.00	35.00′ LT	877.71	11.00′ LT	878.67	1.50	4.50′ RT	878.90	11.00′ RT	879.00	4.00	47.00′ RT	880.44
	176+75	-4.00	47.00′ LT	877.73	-4.00	35.00′ LT	878.21	11.00′ LT	879.17	1.50	0.11′ LT	879.33	11.00′ RT	879.50	4.00	47.00′ RT	880.94
	177+00	-4.00	46.86′ LT	878.25	-4.00	35.00′ LT	878.72	11.00′ LT	879.67	1.50	3.99′ LT	879.78	11.00′ RT	880.00	4.00	47.00′ RT	881.44
	177+25	-4.00	46.06′ LT	878.78	-4.00	35.00′ LT	879.22	11.00′ LT	880.18	1.50	7.17′ LT	880.12	11.00′ RT	880.50	4.00	47.00′ RT	881.94
	177+50	-4.00	44.62′ LT	879.34	-4.00	35.00′ LT	879.72	11.00′ LT	880.68	1.50	9.66′ LT	880.66	11.00′ RT	881.00	4.00	47.00′ RT	882.44
	177+75	-4.00	42.52′ LT	879.92	-4.00	35.00′ LT	880.22	11.00′ LT	881.18				11.00′ RT	881.50	4.00	47.00′ RT	882.94
	178+00	-4.00	39.76′ LT	880.53	-4.00	35.00′ LT	880.72	11.00′ LT	881.68				11.00′ RT	882.00	4.00	47.00′ RT	883.44
	178+25	-4.00	36.32′ LT	881.17	-4.00	35.00′ LT	881.22	11.00′ LT	882.18				11.00′ RT	882.50	4.00	47.00′ RT	883.94
	178+50				-4.00	35.00′ LT	881.72	11.00′ LT	882.68				11.00′ RT	883.00	4.00	47.00′ RT	884.44
	178+75				-4.00	35.00′ LT	882.22	11.00′ LT	883.18	1.50	5.00′ RT	882.94	11.00′ RT	883.50	4.00	47.00′ RT	884.94
	179+00				-4.00	35.00′ LT	882.72	11.00′ LT	883.68	1.50	5.00′ RT	883.44	11.00′ RT	884.00	4.00	47.00′ RT	885.44
END FULL SUPERELEVATION	179+10				-4.00	35.00′ LT	882.92	11.00′ LT	883.88	1.50	5.00′ RT	883.64	11.00′ RT	884.20	4.00	47.00′ RT	885.64
	179+25				-3.69	35.00′ LT	883.29	11.00′ LT	884.18	1.50	5.00′ RT	883.94	11.00′ RT	884.50	3.69	47.00′ RT	885.83
	179+50				-3.17	35.00′ LT	883.92	11.00′ LT	884.68	1.50	5.00′ RT	884.44	11.00′ RT	885.00	3.17	47.00′ RT	886.14
	179+75				-2.66	35.00′ LT	884.54	11.00′ LT	885.18	1.50	5.00′ RT	884.94	11.00′ RT	885.50	2.66	46.97′ RT	886.46
STA. EQUATION 180+00 = 203+07.81	180+00				-2.14	35.00′ LT	885.17	11.00′ LT	885.68	1.50	5.00′ RT	885.44	11.00′ RT	886.00	2.14	46.52′ RT	886.77
END OF ROTATION OF SOUTH BOUND LANES	203+14.51				-2.00	35.00′ LT	885.33	11.00′ LT	885.81	1.50	5.00′ RT	885.57	11.00′ RT	886.13	2.00	46.40′ RT	886.85
	203+25				-2.00	35.00′ LT	885.54	11.00′ LT	886.02	1.50	5.00′ RT	885.78	11.00′ RT	886.34	1.78	46.21′ RT	886.98
	203+50				-2.00	35.00′ LT	886.04	11.00′ LT	886.52	1.50	5.00′ RT	886.28	11.00′ RT	886.83	1.27	45.75′ RT	887.29
	203+75				-2.00	35.00′ LT	886.51	11.00′ LT	886.99	1.50	4.74′ RT	886.75	11.00′ RT	887.29	0.75	45.30′ RT	887.56
	204+00				-2.00	35.00′ LT	886.95	11.00′ LT	887.43	1.50	3.00′ RT	887.22	11.00′ RT	887.71	0.23	44.84′ RT	887.79
	204+25				-2.00	35.00′ LT	887.34	11.00′ LT	887.82	1.50	1.26′ RT	887.64	11.00′ RT	888.09	-0.29	44.39′ RT	887.99
	204+50				-2.00	35.00′ LT	887.70	11.00′ LT	888.18	1.50	0.48′ LT	888.02	11.00′ RT	888.43	-0.80	43.93′ RT	888.14
	204+75				-2.00	35.00′ LT	888.02	11.00′ LT	888.50	1.50	2.22′ LT	888.37	11.00′ RT	888.73	-1.32	43.48′ RT	888.25
	205+00				-2.00	35.00′ LT	888.30	11.00′ LT	888.78	1.50	3.96′ LT	888.67	11.00′ RT	888.99	-1.84	43.02′ RT	888.33
END OF ROTATION OF NORTH BOUND LANES	205+07.81				-2.00	35.00′ LT	888.54	11.00′ LT	889.02	1.50	4.50′ LT	888.92	11.00′ RT	889.07	-2.00	42.88′ RT	888.35

ILLINOIS ROUTE 31 SUPERELEVATION TABLE – RAMP B

DESCRIPTION	STATION	LEFT EDGE OF N.B. RAMP LANE SLOPE	OFFSET	ELEV		℄ PGL OFFSET	ELEV
START OF ROTATION OF RAMP LANE	3+75	2.00	16.00′ LT	758.41		--	758.09
	4+00	2.91	16.00′ LT	758.68		--	758.21
	4+25	3.82	16.00′ LT	758.95		--	758.34
	4+50	4.73	16.00′ LT	759.22		--	758.46
	4+75	5.64	16.00′ LT	759.60		--	758.70
FULL SUPERELEVATION	4+85	6.00	16.00′ LT	759.82		--	758.86
	5+00	6.00	16.00′ LT	760.07		--	759.11
	5+25	6.00	16.00′ LT	760.47		--	759.51
	5+50	6.00	16.00′ LT	760.88		--	759.92
	5+75	6.00	16.00′ LT	761.29		--	760.33
	6+00	6.00	16.00′ LT	761.70		--	760.74
	6+25	6.00	16.00′ LT	762.10		--	761.14
	6+50	6.00	16.00′ LT	762.51		--	761.55
	6+75	6.00	16.00′ LT	762.92		--	761.96
	7+00	6.00	16.00′ LT	763.33		--	762.37
	7+25	6.00	16.00′ LT	763.73		--	762.77
	7+50	6.00	16.00′ LT	764.04		--	763.08
	7+75	6.00	16.00′ LT	764.22		--	763.26
	8+00	6.00	16.00′ LT	764.26		--	763.30
	8+25	6.00	16.00′ LT	764.17		--	763.21
END FULL SUPERELEVATION	8+30	6.00	16.00′ LT	764.13		--	763.17
	8+50	5.27	16.00′ LT	763.82		--	762.98
	8+75	4.36	16.00′ LT	763.32		--	762.62
	9+00	3.45	16.00′ LT	762.67		--	762.12
	9+25	2.55	16.00′ LT	761.89		--	761.48
	9+50	1.78	16.00′ LT	761.00		--	760.71
END OF ROTATION OF RAMP LANE	9+52	1.56	16.00′ LT	761.01		--	760.73

ILLINOIS ROUTE 31 SUPERELEVATION TABLE – RAMP C

DESCRIPTION	STATION	℄ PGL OFFSET	ELEV		RIGHT EDGE OF S.B. RAMP LANE SLOPE	OFFSET	ELEV
START OF ROTATION OF RAMP LANE	6+60	--	765.26		1.50	16.00′ RT	765.50
	6+75	--	765.61		0.96	16.00′ RT	765.76
	7+00	--	766.14		0.00	16.00′ RT	766.14
	7+25	--	766.58		-0.83	16.00′ RT	766.45
	7+50	--	766.95		-1.73	16.00′ RT	766.67
	7+75	--	767.25		-2.63	16.00′ RT	766.83
	8+00	--	767.47		-3.52	16.00′ RT	766.91
	8+25	--	767.61		-4.42	16.00′ RT	766.90
FULL SUPERELEVATION	8+30	--	767.63		-4.60	16.00′ RT	766.89
	8+50	--	767.68		-4.60	16.00′ RT	766.94
	8+75	--	767.67		-4.60	16.00′ RT	766.93
	9+00	--	767.58		-4.60	16.00′ RT	766.84
	9+25	--	767.42		-4.60	16.00′ RT	766.68
	9+50	--	767.12		-4.60	16.00′ RT	766.38
	9+75	--	766.77		-4.60	16.00′ RT	766.03
	10+00	--	766.41		-4.60	16.00′ RT	765.67
	10+25	--	766.05		-4.60	16.00′ RT	765.31
	10+50	--	765.69		-4.60	16.00′ RT	764.95
	10+75	--	765.33		-4.60	16.00′ RT	764.59
	11+00	--	764.97		-4.60	16.00′ RT	764.23
	11+25	--	764.62		-4.60	16.00′ RT	763.88
END FULL SUPERELEVATION	11+25.55	--	764.61		-4.60	16.00′ RT	763.87
END OF ROTATION OF RAMP LANE	11+50	--	764.28		-4.00	16.00′ RT	763.54

FILE NAME = …\D160F72-sht-superelev-07.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - DTE	REVISED -
	PLOT SCALE = 20.0000 ′ / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN – SUPERELEVATION TABLES

SCALE: | SHEET NO. 14 OF 16 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	342
		CONTRACT NO. 60F72		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

ILLINOIS ROUTE 31 SUPERELEVATION TABLE – RAMP A CURVE NO. 1

DESCRIPTION	STATION	LEFT EDGE OF N.B. RAMP LANE SLOPE	LEFT EDGE OF N.B. RAMP LANE OFFSET	LEFT EDGE OF N.B. RAMP LANE ELEV	℄ PGL OFFSET	℄ PGL ELEV	RIGHT EDGE OF N.B. RAMP LANE SLOPE	RIGHT EDGE OF N.B. RAMP LANE OFFSET	RIGHT EDGE OF N.B. RAMP LANE ELEV
	5+00	-2.00	28.00′ LT	758.29	--	758.85	2.00	17.40′ RT	758.50
START OF ROTATION OF RAMP LANE	5+25	-1.60	27.40′ LT	759.42	--	759.85	2.00	16.50′ RT	759.52
	5+50	-1.19	26.80′ LT	760.53	--	760.85	2.00	15.70′ RT	760.54
	5+75	-0.38	26.20′ LT	761.75	--	761.85	2.00	14.90′ RT	761.55
	6+00	0.44	25.50′ LT	762.96	--	762.85	2.00	14.10′ RT	762.57
	6+25	1.26	24.90′ LT	764.16	--	763.85	2.04	13.20′ RT	763.58
	6+50	2.07	24.30′ LT	765.35	--	764.85	2.07	12.40′ RT	764.59
	6+75	2.89	24.00′ LT	766.54	--	765.85	2.89	11.70′ RT	765.51
FULL SUPERELEVATION	7+00	3.70	24.00′ LT	767.74	--	766.85	3.70	11.10′ RT	766.44
	7+25	3.70	24.00′ LT	768.74	--	767.85	3.70	10.55′ RT	761.29
	7+50	3.70	24.00′ LT	769.74	--	768.85	3.70	10.00′ RT	768.48
	7+75	3.70	24.00′ LT	770.74	--	769.85	3.70	9.45′ RT	769.50
	8+00	3.70	24.00′ LT	771.74	--	770.85	3.70	8.90′ RT	770.52
	8+25	3.70	24.00′ LT	772.74	--	771.85	3.70	8.35′ RT	771.54
	8+50	3.70	24.00′ LT	773.74	--	772.85	3.70	7.80′ RT	772.56
	8+75	3.70	24.00′ LT	774.74	--	773.85	3.70	7.25′ RT	773.58
	9+00	3.70	24.00′ LT	775.74	--	774.85	3.70	6.70′ RT	774.60
	9+25	3.70	24.00′ LT	776.74	--	775.85	3.70	6.15′ RT	775.62
	9+50	3.70	24.00′ LT	777.74	--	776.85	3.70	5.60′ RT	776.64
	9+75	3.42	24.00′ LT	778.74	--	777.85	3.42	5.05′ RT	777.68
END FULL SUPERELEVATION	9+80	3.36	24.00′ LT	778.86	--	778.05	3.36	5.16′ RT	777.88
	10+00	3.02	24.00′ LT	779.57	--	778.85	3.02	4.50′ RT	778.71
	10+25	2.51	24.00′ LT	780.45	--	779.85	2.51	3.95′ RT	779.75
END OF ROTATION OF RAMP LANE	10+30	2.00	24.00′ LT	780.53	--	780.05	2.00	3.84′ RT	779.98

ILLINOIS ROUTE 31 SUPERELEVATION TABLE – RAMP A CURVE NO. 2

DESCRIPTION	STATION	LEFT EDGE OF N.B. RAMP LANE SLOPE	LEFT EDGE OF N.B. RAMP LANE OFFSET	LEFT EDGE OF N.B. RAMP LANE ELEV	℄ PGL OFFSET	℄ PGL ELEV
START OF ROTATION OF RAMP LANE	19+05	2.00	21.89′ LT	815.49	--	815.05
	19+25	2.54	21.44′ LT	816.39	--	815.85
	19+50	3.21	20.89′ LT	817.52	--	816.85
	19+75	3.88	20.33′ LT	818.64	--	817.85
	20+00	4.56	19.78′ LT	819.75	--	818.85
	20+25	5.23	19.22′ LT	820.86	--	819.85
FULL SUPERELEVATION	20+50	5.90	18.67′ LT	821.95	--	820.85
	20+75	5.90	18.11′ LT	822.92	--	821.85
	21+00	5.90	17.56′ LT	823.89	--	822.85
	21+25	5.90	17.00′ LT	824.85	--	823.85
	21+50	5.90	16.44′ LT	825.82	--	824.85
	21+75	5.90	16.00′ LT	826.79	--	825.85
	22+00	5.90	16.00′ LT	827.79	--	826.85
	22+25	5.90	16.00′ LT	828.79	--	827.85
	22+50	5.90	16.00′ LT	829.79	--	828.85
	22+75	5.90	16.00′ LT	830.79	--	829.85
	23+00	5.90	16.00′ LT	831.79	--	830.85
	23+25	5.90	16.00′ LT	832.79	--	831.85
	23+50	5.90	16.00′ LT	833.67	--	832.73
	23+75	5.90	16.00′ LT	834.47	--	833.53
	24+00	5.90	16.00′ LT	835.27	--	834.33
	24+25	5.90	16.00′ LT	836.07	--	835.13
	24+50	5.90	16.00′ LT	836.73	--	835.79
	24+75	5.90	16.00′ LT	837.34	--	836.40
	25+00	5.90	16.00′ LT	837.96	--	837.02
	25+25	5.90	16.00′ LT	838.53	--	837.59
	25+50	5.90	16.00′ LT	839.06	--	838.12
	25+75	5.90	16.00′ LT	839.60	--	838.66
	26+00	5.90	16.00′ LT	840.13	--	839.19
	26+25	5.90	16.00′ LT	840.66	--	839.72
	26+50	5.90	16.00′ LT	841.11	--	840.17
	26+75	5.90	16.00′ LT	841.54	--	840.60
	27+00	5.90	16.00′ LT	841.99	--	841.05
	27+25	5.90	16.00′ LT	842.56	--	841.62
	27+50	5.90	16.00′ LT	843.13	--	842.19
	27+75	5.90	16.00′ LT	843.70	--	842.76
END FULL SUPERELEVATION	28+00	5.90	16.00′ LT	844.26	--	843.32
	28+25	5.27	16.00′ LT	844.84	--	844.00
	28+50	4.64	16.00′ LT	845.51	--	844.77
	28+75	4.01	16.00′ LT	846.21	--	845.57
	29+00	3.38	15.51′ LT	846.85	--	846.33
	29+25	2.75	15.01′ LT	847.43	--	847.02
END OF ROTATION OF RAMP LANE	29+35	2.50	14.51′ LT	847.60	--	847.24

ILLINOIS ROUTE 62 SUPERELEVATION TABLE – CURVE NO. A1

DESCRIPTION	STATION	LEFT EDGE OF W.B. THROUGH LANE			LEFT PGL		RIGHT EDGE OF W.B. TURN LANE			LEFT EDGE OF E.B. TURN LANE			RIGHT PGL		RIGHT EDGE OF E.B. THROUGH LANE		
		SLOPE	OFFSET	ELEV	OFFSET	ELEV	SLOPE	OFFSET	ELEV	SLOPE	OFFSET	ELEV	OFFSET	ELEV	SLOPE	OFFSET	ELEV
START OF ROTATION OF WEST BOUND LANES	54+80	-2.00	36.00′ LT	753.71	14.00′ LT	754.15	-1.50	3.00′ LT	754.15	1.50	4.16′ RT	753.71	13.36′ RT	753.57	-2.00	35.37′ RT	753.71
	55+00	-1.11	36.00′ LT	753.81	14.00′ LT	754.05	-1.50	3.00′ LT	753.89	1.50	2.88′ RT	753.65	13.88′ RT	753.48	-2.00	35.89′ RT	753.04
	55+25	0.00	36.00′ LT	753.93	14.00′ LT	753.93	-1.50	3.00′ LT	753.77	1.50	3.94′ RT	753.53	14.96′ RT	753.36	-2.00	37.00′ RT	752.92
	55+50	1.11	35.80′ LT	754.05	13.80′ LT	753.81	-1.50	3.00′ LT	753.65	1.50	5.85′ RT	753.41	16.90′ RT	753.24	-2.00	39.00′ RT	752.80
FULL SUPERELEVATION	55+70	2.00	35.21′ LT	754.16	13.21′ LT	753.72	-2.00	3.13′ LT	753.52	1.50	7.85′ RT	753.32	18.91′ RT	753.15	-2.00	41.04′ RT	752.71
	55+75	2.00	35.05′ LT	754.13	13.05′ LT	753.69	-2.00	3.23′ LT	753.49	1.50	8.36′ RT	753.30	19.42′ RT	753.13	-2.00	41.71′ RT	752.69
	56+00	2.00	34.28′ LT	754.01	12.28′ LT	753.57	-2.00	4.24′ LT	753.41	1.50	10.94′ RT	753.18	22.00′ RT	753.01	-2.00	48.15′ RT	752.50
	56+25	2.00	33.51′ LT	753.89	11.51′ LT	753.45	-2.00	6.06′ LT	753.34	1.50	13.54′ RT	753.09	24.61′ RT	752.92	-2.00	59.68′ RT	752.22
	56+50	2.00	32.73′ LT	753.77	10.73′ LT	753.33	-2.00	7.79′ LT	753.27	1.50	15.36′ RT	753.03	27.25′ RT	752.84	-2.00	62.47′ RT	752.14
	56+75	2.00	31.95′ LT	753.65	9.95′ LT	753.21							29.92′ RT	752.75	-2.00	65.15′ RT	752.05
	57+00	2.00	31.16′ LT	753.53	9.16′ LT	753.09							32.62′ RT	752.66	-2.00	67.85′ RT	751.96
	57+25	2.00	30.38′ LT	753.41	8.38′ LT	752.97							35.10′ RT	752.57	-2.00	70.24′ RT	751.87
	57+50	2.00	29.60′ LT	753.29	7.60′ LT	752.85	-1.51	6.93′ RT	752.63	1.50	14.81′ RT	752.82	36.84′ RT	752.49	-2.00	71.90′ RT	751.79
	57+75	2.00	28.82′ LT	753.16	6.82′ LT	752.72	-1.46	4.17′ RT	752.56	1.50	15.81′ RT	752.73	37.82′ RT	752.40	-2.00	72.34′ RT	751.71
	58+00	2.00	28.04′ LT	753.04	6.04′ LT	752.60	-1.45	4.97′ RT	752.44	1.50	16.04′ RT	752.65	38.04′ LT	752.31	-2.00	69.45′ RT	751.68
END FULL SUPERELEVATION	58+15	2.00	27.64′ LT	752.97	5.64′ LT	752.53	-1.45	5.37′ RT	752.37	1.50	15.80′ RT	752.60	37.80′ RT	752.26	-2.00	67.35′ RT	751.67
	58+25	1.56	27.50′ LT	752.82	5.50′ LT	752.48	-1.45	5.50′ RT	752.32	1.50	15.48′ RT	752.56	37.51′ RT	752.22	-2.00	65.81′ RT	751.66
	58+50	0.44	27.50′ LT	752.46	5.50′ LT	752.36	-1.45	5.50′ RT	752.20	1.50	14.39′ RT	752.48	36.41′ RT	752.14	-2.00	61.32′ RT	751.65
	58+75	-0.67	27.50′ LT	752.09	5.50′ LT	752.24	-1.00	5.50′ RT	752.13	1.50	13.27′ RT	752.39	35.30′ RT	752.05	-2.00	57.32′ RT	751.61
	59+00	-1.78	27.50′ LT	751.74	5.50′ LT	752.13	0.18	5.50′ RT	752.15	1.50	12.16′ RT	752.30	34.18′ RT	751.96	-2.00	56.21′ RT	751.52
END OF ROTATION OF WEST BOUND LANES	59+05	-2.00	27.50′ LT	751.67	5.50′ LT	752.11	0.45	5.50′ RT	752.16	1.50	11.94′ RT	752.29	33.96′ RT	751.95	-2.00	55.98′ RT	751.51

ILLINOIS ROUTE 62 SUPERELEVATION TABLE – CURVE NO. A2

DESCRIPTION	STATION	LEFT EDGE OF W.B. TURN LANE			LEFT PGL		℄ PGL		RIGHT PGL		RIGHT EDGE OF E.B. THROUGH LANE		
		SLOPE	OFFSET	ELEV	OFFSET	ELEV	OFFSET	ELEV	OFFSET	ELEV	SLOPE	OFFSET	ELEV
START OF ROTATION OF WEST BOUND LANES	64+41.25	-2.50	38.50′ LT	762.90	5.50′ LT	763.72			10.13′ RT	763.70	-2.00	32.15′ RT	763.26
	64+50	-2.18	38.50′ LT	763.11	5.50′ LT	763.83			9.74′ RT	763.80	-2.00	31.76′ RT	763.36
	64+55	-2.00	38.50′ LT	763.23	5.50′ LT	763.89			9.52′ RT	763.85	-2.00	31.54′ RT	763.41
	64+75	-1.27	38.50′ LT	763.61	5.50′ LT	764.03			8.63′ RT	763.97	-2.00	30.65′ RT	763.53
	65+00	-0.37	38.50′ LT	763.92	5.50′ LT	764.04			7.52′ RT	763.94	-2.00	29.54′ RT	763.50
	65+25	0.54	38.50′ LT	764.12	5.50′ LT	763.94			6.41′ RT	763.79	-2.00	28.43′ RT	763.35
	65+50	1.45	38.50′ LT	764.31	5.50′ LT	763.83			5.50′ RT	763.64	-2.00	27.50′ RT	763.20
	65+51	1.49	38.50′ LT	764.31	5.50′ LT	763.82			5.50′ RT	763.63	-2.00	27.50′ RT	763.19
FULL SUPERELEVATION	65+65	2.00	38.50′ LT	764.42			--	763.65			-2.00	27.50′ RT	763.10
	65+75	2.00	38.50′ LT	764.37			--	763.60			-2.00	27.50′ RT	763.05
END FULL SUPERELEVATION	65+90	2.00	38.50′ LT	764.29			--	763.52			-2.00	27.50′ RT	762.97
	66+00	1.87	38.50′ LT	764.19			--	763.47			-1.87	27.50′ RT	762.96
	66+25	1.53	38.50′ LT	763.94			--	763.35			-1.53	27.50′ RT	762.93
	66+50	1.20	38.50′ LT	763.68			--	763.22			-1.20	27.50′ RT	762.89
	66+75	0.86	37.66′ LT	763.42			--	763.10			-0.86	27.50′ RT	762.86
	67+00	0.53	35.72′ LT	763.16			--	762.97			-0.53	27.50′ RT	762.82
	67+25	0.19	33.77′ LT	762.89			--	762.83			-0.19	27.50′ RT	762.78
	67+50	-0.14	31.83′ LT	762.61			--	762.65			0.14	27.50′ RT	762.69
	67+75	-0.48	29.89′ LT	762.29			--	762.43			0.48	27.50′ RT	762.56
	68+00	-0.81	27.95′ LT	761.95			--	762.18			0.81	27.50′ RT	762.40
END OF ROTATION OF WEST BOUND LANES	68+14.20	-1.00	26.79′ LT	761.76			--	762.03			1.00	27.56′ RT	762.31

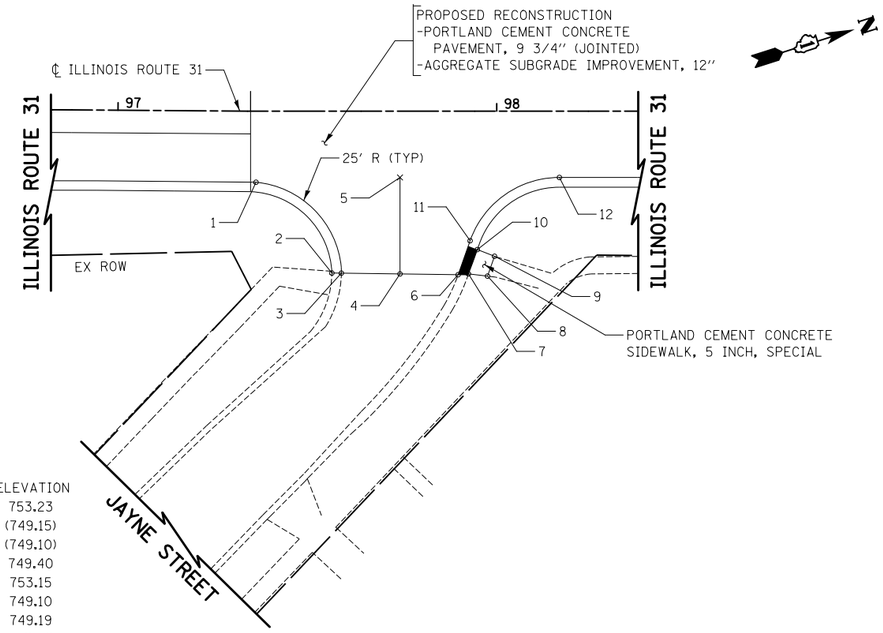
FILE NAME = …\D160F72-sht-superelev-09.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - DTE	REVISED -
	PLOT SCALE = 20.0000 ′ / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN – SUPERELEVATION TABLES

SCALE: | SHEET NO. 16 OF 16 SHEETS | STA. | TO STA.

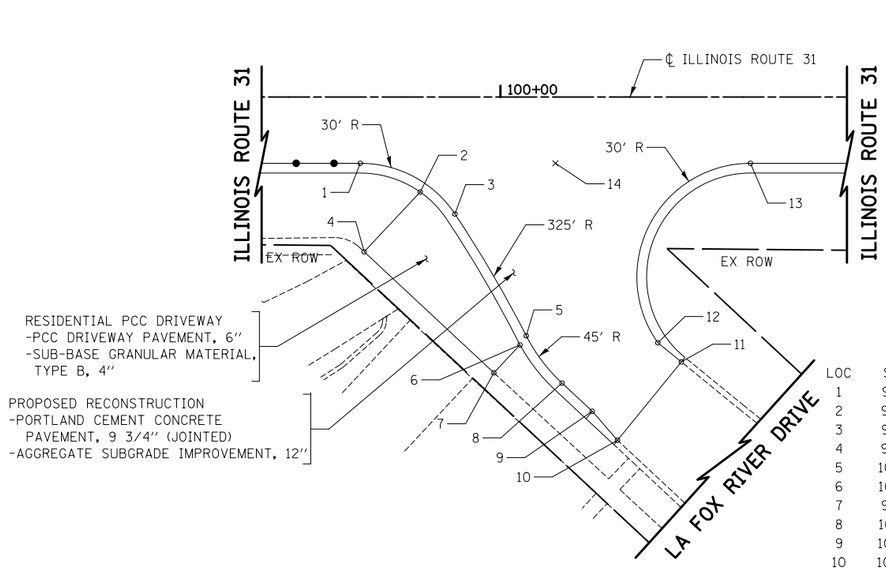
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	344
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



LOC	STATION	OFFSET	ELEVATION
1	97+36.44	18.76' RT	753.23
2	97+56.48	42.73' RT	(749.15)
3	97+58.98	42.77' RT	(749.10)
4	97+74.46	42.97' RT	749.40
5	97+74.46	18.16' RT	753.15
6	97+89.82	43.18' RT	749.10
7	97+92.53	42.96' RT	749.19
8	97+97.57	43.55' RT	748.70
9	97+99.42	38.30' RT	749.64
10	97+94.88	36.54' RT	750.90
11	97+92.97	34.20' RT	750.83
12	98+16.55	17.50' RT	752.99

ILLINOIS ROUTE 31
JAYNE STREET

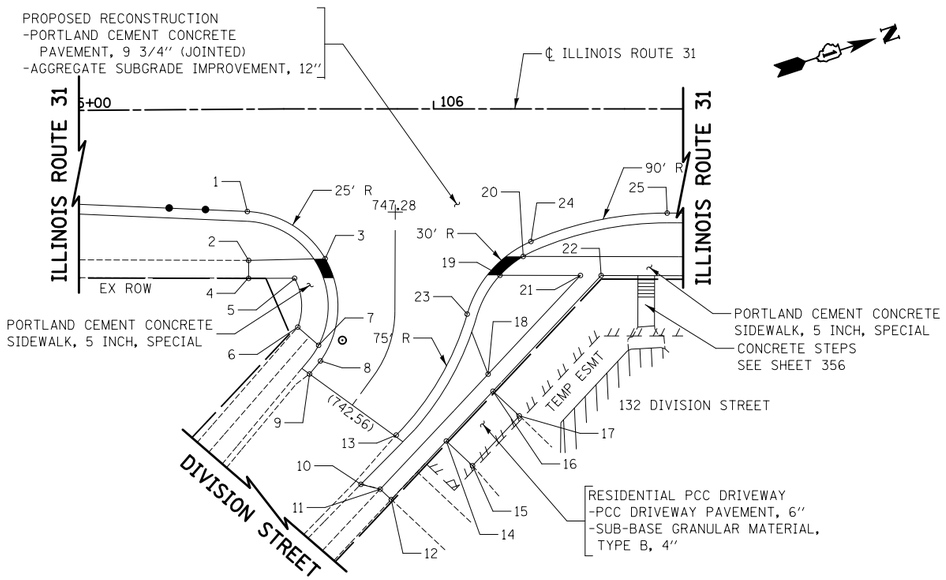
20 0 20
SCALE IN FEET



LOC	STATION	OFFSET	ELEVATION
1	99+63.01	17.50' RT	752.34
2	99+78.80	25.09' RT	751.39
3	99+87.99	30.89' RT	750.00
4	99+64.02	40.87' RT	747.69
5	100+06.51	63.04' RT	745.86
6	100+05.17	65.45' RT	745.93
7	99+98.26	72.82' RT	746.09
8	100+16.25	75.52' RT	744.23
9	100+24.25	82.97' RT	743.62
10	100+30.90	90.63' RT	(743.01)
11	100+47.77	69.94' RT	(744.00)
12	100+41.56	64.88' RT	744.89
13	100+66.02	17.50' RT	751.89
14	100+14.51	17.50' RT	752.12

ILLINOIS ROUTE 31
LA FOX RIVER DRIVE

20 0 20
SCALE IN FEET



LOC	STATION	OFFSET	ELEVATION
1	105+60.54	27.01' RT	747.31
2	105+50.89	39.93' RT	(744.39)
3	105+71.53	39.46' RT	745.10
4	105+50.84	44.67' RT	(744.20)
5	105+63.31	44.70' RT	744.71
6	105+64.15	57.61' RT	(743.20)
7	105+69.66	62.40' RT	743.55
8	105+70.16	66.53' RT	743.05
9	105+67.27	70.00' RT	(742.45)
10	105+80.82	99.12' RT	(741.80)
11	105+85.92	100.42' RT	(741.71)
12	105+88.84	103.16' RT	(741.35)
13	105+90.16	86.11' RT	(741.92)
14	106+03.37	87.69' RT	742.38
15	106+10.30	94.20' RT	(741.78)
16	106+15.69	74.53' RT	742.85
17	106+22.67	81.06' RT	(742.08)
18	106+14.41	70.03' RT	742.99
19	106+17.54	43.93' RT	745.84
20	106+23.68	38.94' RT	746.67
21	106+38.80	43.98' RT	743.88
22	106+44.26	43.98' RT	744.50
23	106+08.89	54.18' RT	744.83
24	106+25.72	35.00' RT	746.78
25	106+61.70	27.50' RT	747.64

LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION

XXX.XX PROPOSED PAVEMENT ELEVATION

IN THE RESURFACING AREA, ALL EXISTING ELEVATIONS WILL ALSO BE THE FINAL PROPOSED SURFACE ELEVATION.

ILLINOIS ROUTE 31
DIVISION STREET

20 0 20
SCALE IN FEET

FILE NAME = ...\D160F72-sht-details-02-intersection.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

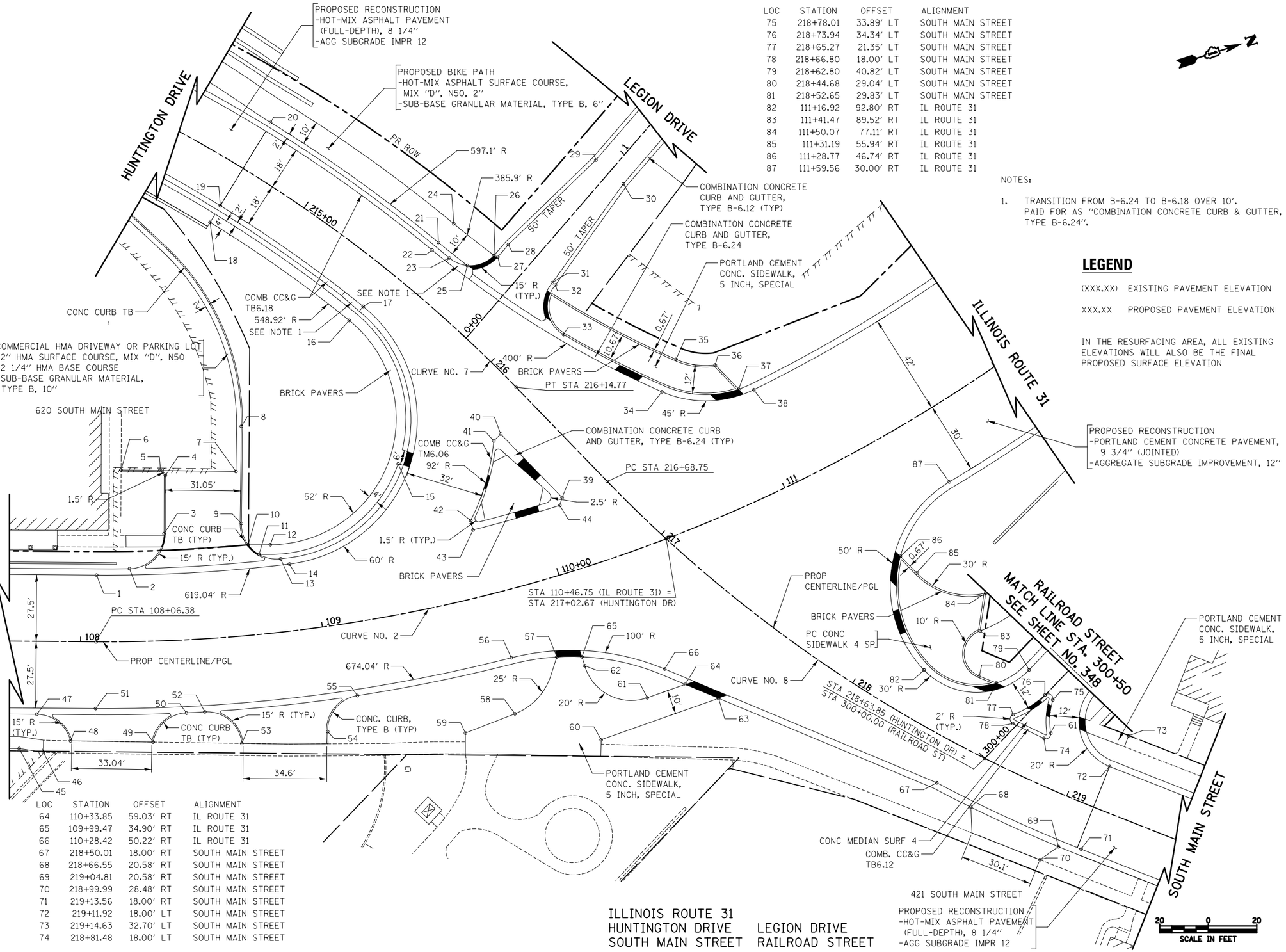
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

SCALE: 1" = 20' | SHEET NO. 2 OF 9 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	346
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOC	STATION	OFFSET	ALIGNMENT
1	108+06.38	27.50′ LT	IL ROUTE 31
2	108+20.58	30.08′ LT	IL ROUTE 31
3	108+36.14	44.17′ LT	IL ROUTE 31
4	108+37.79	68.15′ LT	IL ROUTE 31
5	108+35.67	70.23′ LT	IL ROUTE 31
6	108+17.39	70.84′ LT	IL ROUTE 31
7	108+70.37	67.81′ LT	IL ROUTE 31
8	108+74.90	86.12′ LT	IL ROUTE 31
9	108+70.66	46.26′ LT	IL ROUTE 31
10	108+72.79	37.25′ LT	IL ROUTE 31
11	108+77.08	32.85′ LT	IL ROUTE 31
12	108+82.44	36.34′ LT	IL ROUTE 31
13	108+86.15	30.08′ LT	IL ROUTE 31
14	108+89.66	27.50′ LT	IL ROUTE 31
15	109+44.42	60.98′ LT	IL ROUTE 31
16	215+43.59	26.08′ RT	HUNTINGTON
17	215+44.49	18.00′ RT	HUNTINGTON
18	214+70.00	26.08′ RT	HUNTINGTON
19	214+70.00	18.00′ RT	HUNTINGTON
20	214+69.77	22.08′ LT	HUNTINGTON
21	215+51.79	22.08′ LT	HUNTINGTON
22	215+51.79	18.00′ LT	HUNTINGTON
23	215+59.04	20.08′ LT	HUNTINGTON
24	215+51.79	32.08′ LT	HUNTINGTON
25	215+66.46	22.57′ LT	HUNTINGTON
26	215+71.72	33.02′ LT	HUNTINGTON
27	0+33.92	12.00′ LT	LEGION
28	0+40.56	12.00′ LT	LEGION
29	0+90.56	7.50′ LT	LEGION
30	0+90.56	7.50′ RT	LEGION
31	0+40.56	12.00′ RT	LEGION
32	215+96.98	41.25′ LT	HUNTINGTON
33	216+12.77	29.15′ LT	HUNTINGTON
34	110+68.64	56.96′ LT	IL ROUTE 31
35	110+80.43	66.90′ LT	IL ROUTE 31
36	110+95.65	58.10′ LT	IL ROUTE 31
37	111+00.49	44.91′ LT	IL ROUTE 31
38	111+06.36	42.00′ LT	IL ROUTE 31
39	110+11.01	30.29′ LT	IL ROUTE 31
40	109+93.12	62.67′ LT	IL ROUTE 31
41	109+89.22	60.78′ LT	IL ROUTE 31
42	109+70.19	31.50′ LT	IL ROUTE 31
43	109+70.19	27.50′ LT	IL ROUTE 31
44	110+09.03	27.50′ LT	IL ROUTE 31
45	107+75.00	44.25′ RT	IL ROUTE 31
46	107+85.00	45.74′ RT	IL ROUTE 31
47	107+82.17	30.08′ RT	IL ROUTE 31
48	107+96.15	40.93′ RT	IL ROUTE 31
49	108+28.78	41.61′ RT	IL ROUTE 31
50	108+42.09	30.08′ RT	IL ROUTE 31
51	108+06.38	27.50′ RT	IL ROUTE 31
52	108+49.48	30.08′ RT	IL ROUTE 31
53	108+63.04	44.12′ RT	IL ROUTE 31
54	108+96.49	43.04′ RT	IL ROUTE 31
55	109+09.99	30.08′ RT	IL ROUTE 31
56	109+72.54	27.50′ RT	IL ROUTE 31
57	109+89.96	32.06′ RT	IL ROUTE 31
58	109+68.61	50.26′ RT	IL ROUTE 31
59	109+48.52	53.37′ RT	IL ROUTE 31
60	109+97.44	69.92′ RT	IL ROUTE 31
61	110+18.64	59.12′ RT	IL ROUTE 31
62	109+99.45	38.73′ RT	IL ROUTE 31
63	110+43.80	69.18′ RT	IL ROUTE 31
64	110+33.85	59.03′ RT	IL ROUTE 31
65	109+99.47	34.90′ RT	IL ROUTE 31
66	110+28.42	50.22′ RT	IL ROUTE 31
67	218+50.01	18.00′ RT	SOUTH MAIN STREET
68	218+66.55	20.58′ RT	SOUTH MAIN STREET
69	219+04.81	20.58′ RT	SOUTH MAIN STREET
70	218+99.99	28.48′ RT	SOUTH MAIN STREET
71	219+13.56	18.00′ RT	SOUTH MAIN STREET
72	219+11.92	18.00′ LT	SOUTH MAIN STREET
73	219+14.63	32.70′ LT	SOUTH MAIN STREET
74	218+81.48	18.00′ LT	SOUTH MAIN STREET
75	218+78.01	33.89′ LT	SOUTH MAIN STREET
76	218+73.94	34.34′ LT	SOUTH MAIN STREET
77	218+65.27	21.35′ LT	SOUTH MAIN STREET
78	218+66.80	18.00′ LT	SOUTH MAIN STREET
79	218+62.80	40.82′ LT	SOUTH MAIN STREET
80	218+44.68	29.04′ LT	SOUTH MAIN STREET
81	218+52.65	29.83′ LT	SOUTH MAIN STREET
82	111+16.92	92.80′ RT	IL ROUTE 31
83	111+41.47	89.52′ RT	IL ROUTE 31
84	111+50.07	77.11′ RT	IL ROUTE 31
85	111+31.19	55.94′ RT	IL ROUTE 31
86	111+28.77	46.74′ RT	IL ROUTE 31
87	111+59.56	30.00′ RT	IL ROUTE 31



NOTES:

1. TRANSITION FROM B-6.24 TO B-6.18 OVER 10′. PAID FOR AS "COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24".

LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION

XXX.XX PROPOSED PAVEMENT ELEVATION

IN THE RESURFACING AREA, ALL EXISTING ELEVATIONS WILL ALSO BE THE FINAL PROPOSED SURFACE ELEVATION

ILLINOIS ROUTE 31
HUNTINGTON DRIVE LEGION DRIVE
SOUTH MAIN STREET RAILROAD STREET

FILE NAME = ...\D160F72-sht-details-03-intersection.dgn	USER NAME = okw	DESIGNED - CTB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ′ / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

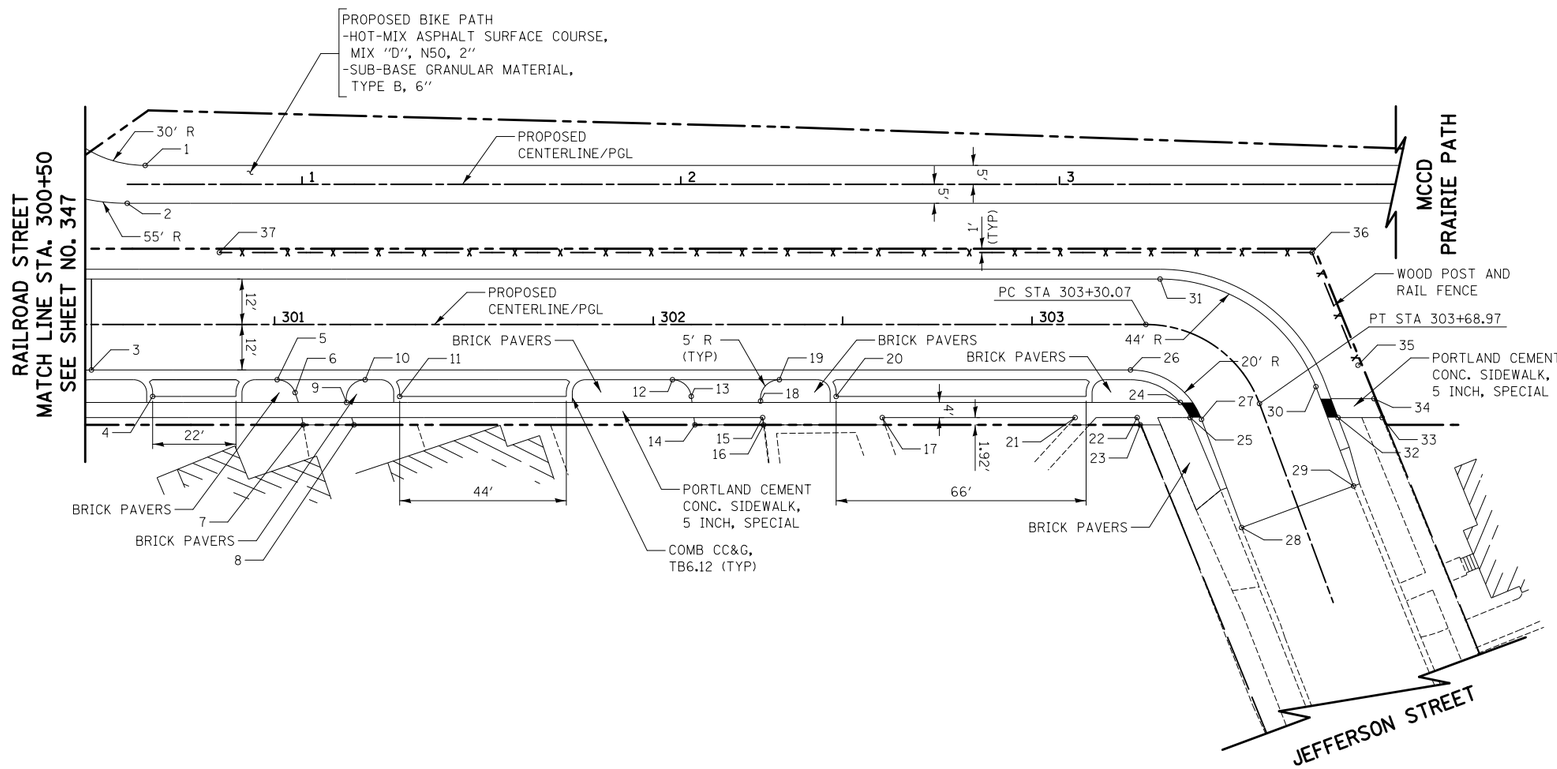
SCALE: 1″ = 20′ | SHEET NO. 3 OF 9 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	347
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

NOTES:

1. TRANSITION FROM B-6.24 TO B-6.18 OVER 10'.
   PAID FOR AS "COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24".

LOC	STATION	OFFSET
1	0+58.59	5.00' LT
2	0+53.85	5.00' RT
3	300+51.64	12.00' RT
4	300+67.81	19.00' RT
5	301+00.68	14.58' RT
6	301+05.42	17.97' RT
7	301+07.55	26.50' RT
8	301+20.98	26.50' RT
9	301+19.01	20.58' RT
10	301+23.91	14.58' RT
11	301+33.04	19.00' RT
12	302+05.06	14.58' RT
13	302+10.03	18.95' RT
14	302+10.98	26.50' RT
15	302+28.88	24.58' RT
16	302+29.12	26.50' RT
17	302+60.47	24.58' RT
18	302+28.33	20.21' RT
19	302+33.29	14.58' RT
20	302+48.29	19.00' RT
21	303+11.39	24.58' RT
22	303+27.77	24.58' RT
23	303+28.58	26.50' RT
24	303+51.60	17.40' RT
25	303+62.25	18.14' RT
26	303+26.01	12.00' RT
27	303+66.19	15.74' RT
28	303+98.02	15.80' RT
29	303+98.02	15.72' LT
30	303+69.96	15.52' LT
31	303+32.79	12.16' LT
32	303+79.66	18.17' LT
33	303+83.70	29.08' LT
34	303+78.27	28.80' LT
35	303+68.73	27.91' LT
36	303+52.81	35.28' LT
37	300+85.44	19.00' LT



RAILROAD STREET

20 0 20
SCALE IN FEET

FILE NAME = ...\D160F72-sht-details-04-intersection.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

SCALE: 1" = 20' | SHEET NO. 4 OF 9 SHEETS | STA. | TO STA.

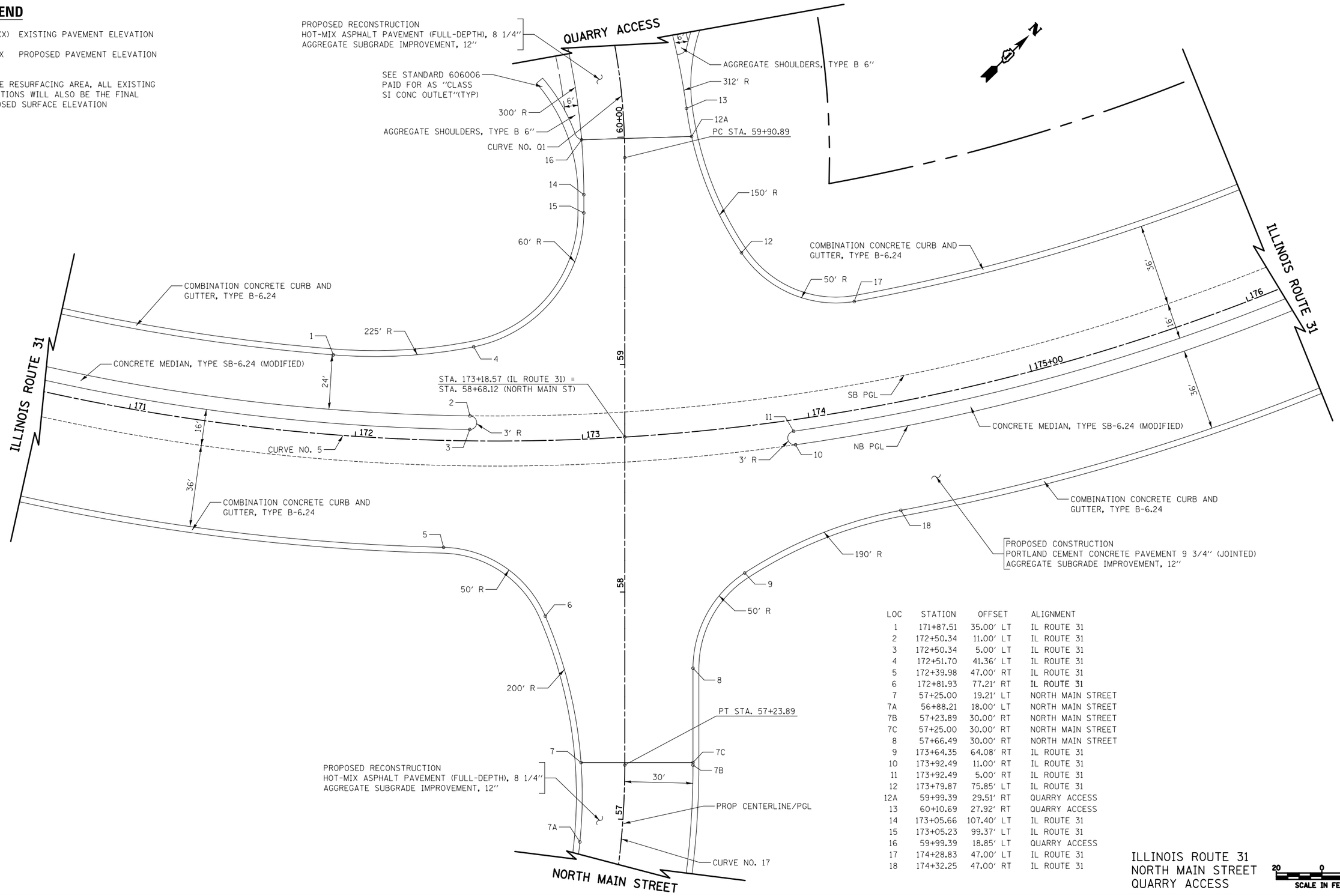
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	348
			CONTRACT NO. 60F72	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION

XXX.XX PROPOSED PAVEMENT ELEVATION

IN THE RESURFACING AREA, ALL EXISTING ELEVATIONS WILL ALSO BE THE FINAL PROPOSED SURFACE ELEVATION



LOC	STATION	OFFSET	ALIGNMENT
1	171+87.51	35.00' LT	IL ROUTE 31
2	172+50.34	11.00' LT	IL ROUTE 31
3	172+50.34	5.00' LT	IL ROUTE 31
4	172+51.70	41.36' LT	IL ROUTE 31
5	172+39.98	47.00' RT	IL ROUTE 31
6	172+81.93	77.21' RT	IL ROUTE 31
7	57+25.00	19.21' LT	NORTH MAIN STREET
7A	56+88.21	18.00' LT	NORTH MAIN STREET
7B	57+23.89	30.00' RT	NORTH MAIN STREET
7C	57+25.00	30.00' RT	NORTH MAIN STREET
8	57+66.49	30.00' RT	NORTH MAIN STREET
9	173+64.35	64.08' RT	IL ROUTE 31
10	173+92.49	11.00' RT	IL ROUTE 31
11	173+92.49	5.00' RT	IL ROUTE 31
12	173+79.87	75.85' LT	IL ROUTE 31
12A	59+99.39	29.51' RT	QUARRY ACCESS
13	60+10.69	27.92' RT	QUARRY ACCESS
14	173+05.66	107.40' LT	IL ROUTE 31
15	173+05.23	99.37' LT	IL ROUTE 31
16	59+99.39	18.85' LT	QUARRY ACCESS
17	174+28.83	47.00' LT	IL ROUTE 31
18	174+32.25	47.00' RT	IL ROUTE 31

ILLINOIS ROUTE 31
NORTH MAIN STREET
QUARRY ACCESS

20 0 20
SCALE IN FEET

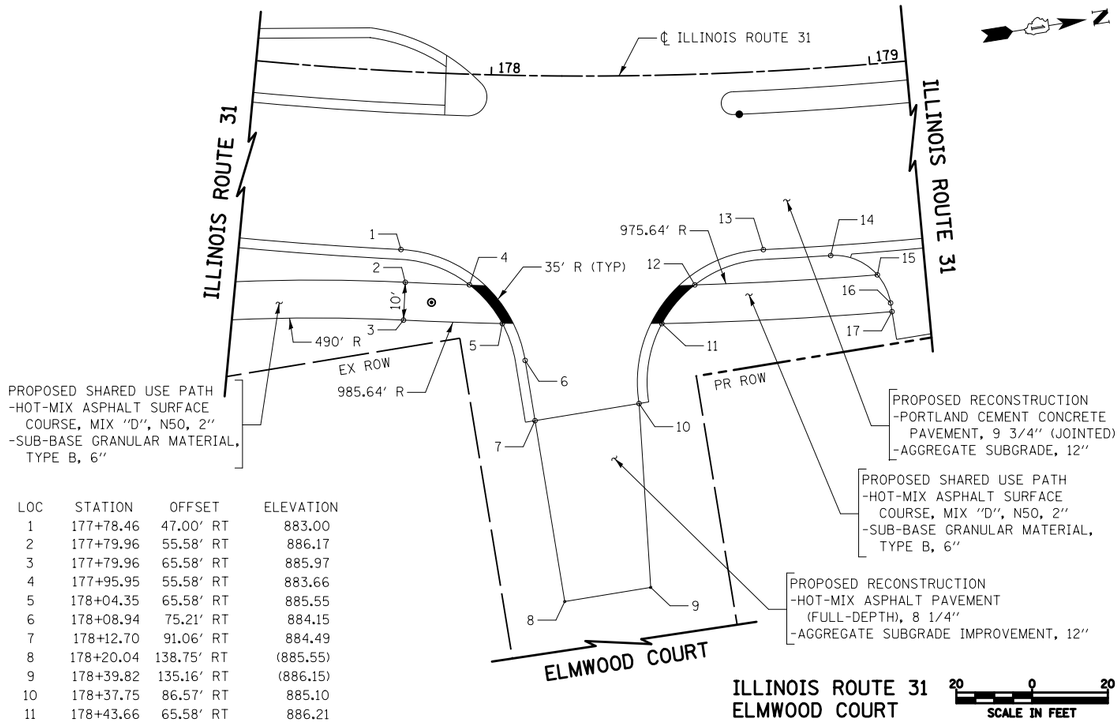
FILE NAME = ...\D160F72-sht-details-05-intersection.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

SCALE: | SHEET NO. 5 OF 9 SHEETS | STA. | TO STA.

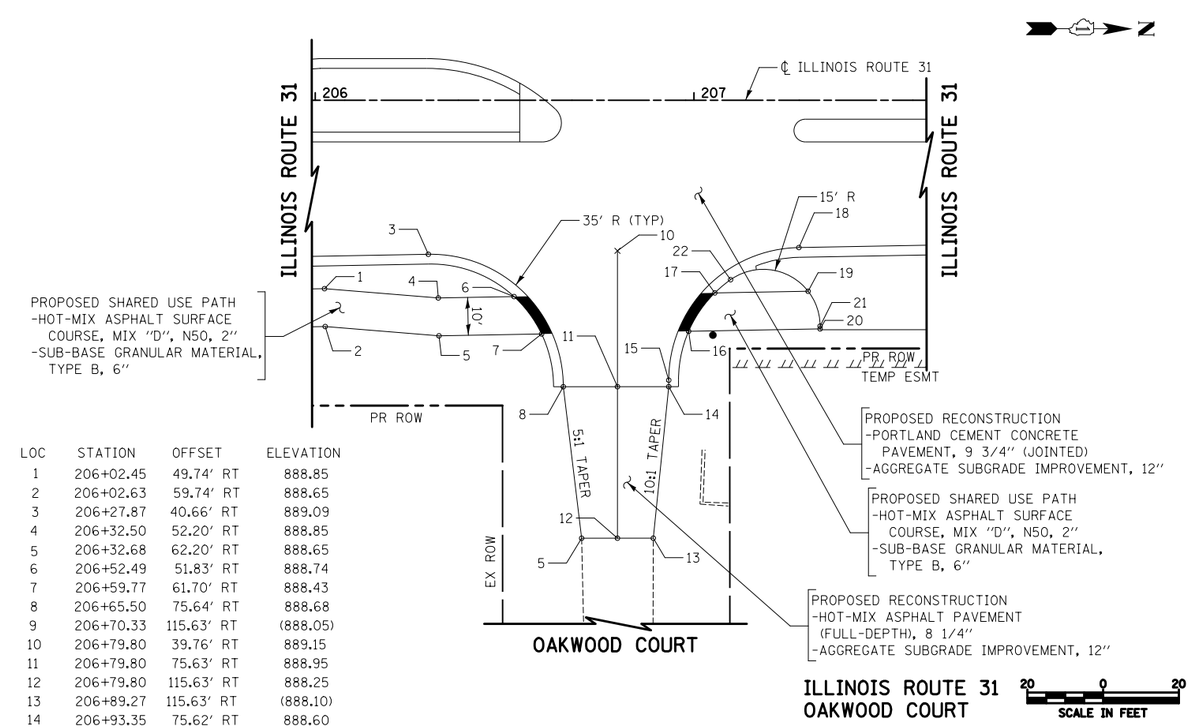
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	349
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



LOC	STATION	OFFSET	ELEVATION
1	177+78.46	47.00′ RT	883.00
2	177+79.96	55.58′ RT	886.17
3	177+79.96	65.58′ RT	885.97
4	177+95.95	55.58′ RT	883.66
5	178+04.35	65.58′ RT	885.55
6	178+08.94	75.21′ RT	884.15
7	178+12.70	91.06′ RT	884.49
8	178+20.04	138.75′ RT	(885.55)
9	178+39.82	135.16′ RT	(886.15)
10	178+37.75	86.57′ RT	885.10
11	178+43.66	65.58′ RT	886.21
12	178+52.06	55.58′ RT	885.98
13	178+69.54	47.00′ RT	884.83
14	178+86.33	49.58′ RT	-
15	178+97.60	55.58′ RT	885.62
16	179+00.30	63.27′ RT	-
17	179+00.48	65.58′ RT	886.07

ILLINOIS ROUTE 31
ELMWOOD COURT

20 0 20
SCALE IN FEET



LOC	STATION	OFFSET	ELEVATION
1	206+02.45	49.74′ RT	888.85
2	206+02.63	59.74′ RT	888.65
3	206+27.87	40.66′ RT	889.09
4	206+32.50	52.20′ RT	888.85
5	206+32.68	62.20′ RT	888.65
6	206+52.49	51.83′ RT	888.74
7	206+59.77	61.70′ RT	888.43
8	206+65.50	75.64′ RT	888.68
9	206+70.33	115.63′ RT	(888.05)
10	206+79.80	39.76′ RT	889.15
11	206+79.80	75.63′ RT	888.95
12	206+79.80	115.63′ RT	888.25
13	206+89.27	115.63′ RT	(888.10)
14	206+93.35	75.62′ RT	888.60
15	206+93.34	73.90′ RT	888.65
16	206+98.59	61.00′ RT	888.40
17	207+05.50	50.87′ RT	888.63
18	207+27.70	38.88′ RT	888.83
19	207+30.15	50.42′ RT	887.57
20	207+33.31	60.59′ RT	886.93
21	207+33.31	59.64′ RT	-
22	207+09.67	47.37′ RT	-

ILLINOIS ROUTE 31
OAKWOOD COURT

20 0 20
SCALE IN FEET

LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION

XXX.XX PROPOSED PAVEMENT ELEVATION

IN THE RESURFACING AREA, ALL EXISTING ELEVATIONS WILL ALSO BE THE FINAL PROPOSED SURFACE ELEVATION

DETAILS

FILE NAME = ...\D160F72-sht-details-06-intersection.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ′ / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

SCALE: 1" = 20′ | SHEET NO. 6 OF 9 SHEETS | STA. | TO STA.

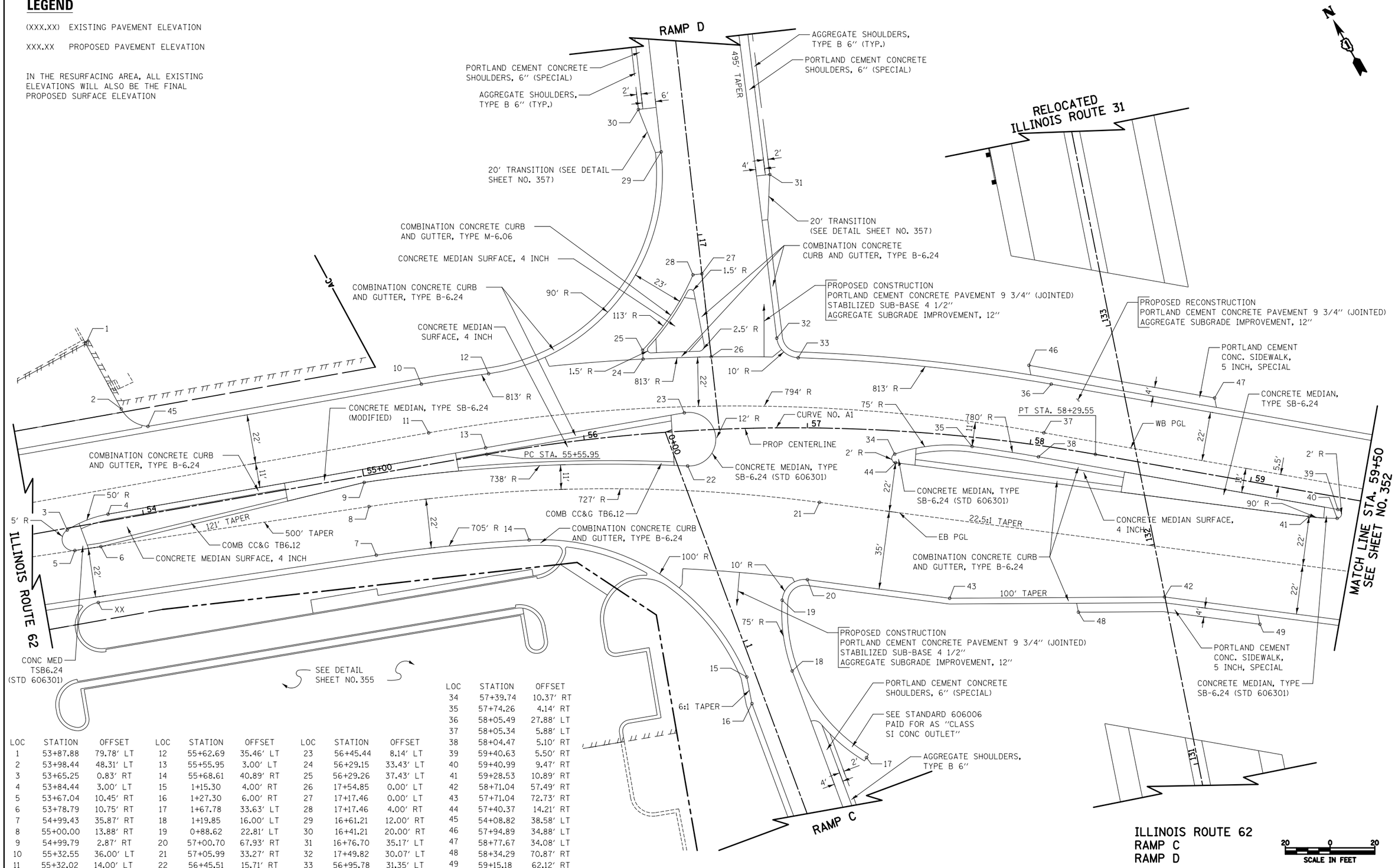
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	350
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION

XXX.XX PROPOSED PAVEMENT ELEVATION

IN THE RESURFACING AREA, ALL EXISTING ELEVATIONS WILL ALSO BE THE FINAL PROPOSED SURFACE ELEVATION



LOC	STATION	OFFSET
1	53+87.88	79.78' LT
2	53+98.44	48.31' LT
3	53+65.25	0.83' RT
4	53+84.44	3.00' LT
5	53+67.04	10.45' RT
6	53+78.79	10.75' RT
7	54+99.43	35.87' RT
8	55+00.00	13.88' RT
9	54+99.79	2.87' RT
10	55+32.55	36.00' LT
11	55+32.02	14.00' LT

LOC	STATION	OFFSET
12	55+62.69	35.46' LT
13	55+55.95	3.00' LT
14	55+68.61	40.89' RT
15	1+15.30	4.00' RT
16	1+27.30	6.00' RT
17	1+67.78	33.63' LT
18	1+19.85	16.00' LT
19	0+88.62	22.81' LT
20	57+00.70	67.93' RT
21	57+05.99	33.27' RT
22	56+45.51	15.71' RT

LOC	STATION	OFFSET
23	56+45.44	8.14' LT
24	56+29.15	33.43' LT
25	56+29.26	37.43' LT
26	17+54.85	0.00' LT
27	17+17.46	0.00' LT
28	17+17.46	4.00' RT
29	16+61.21	12.00' RT
30	16+41.21	20.00' RT
31	16+76.70	35.17' LT
32	17+49.82	30.07' LT
33	56+95.78	31.35' LT

LOC	STATION	OFFSET
34	57+39.74	10.37' RT
35	57+74.26	4.14' RT
36	58+05.49	27.88' LT
37	58+05.34	5.88' LT
38	58+04.47	5.10' RT
39	59+40.63	5.50' RT
40	59+40.99	9.47' RT
41	59+28.53	10.89' RT
42	58+71.04	57.49' RT
43	57+71.04	72.73' RT
44	57+40.37	14.21' RT
45	54+08.82	38.58' LT
46	57+94.89	34.88' LT
47	58+77.67	34.08' LT
48	58+34.29	70.87' RT
49	59+15.18	62.12' RT

ILLINOIS ROUTE 62
RAMP C
RAMP D

SCALE IN FEET 20 0 20

FILE NAME = ...\D160F72-sht-details-07-intersection.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

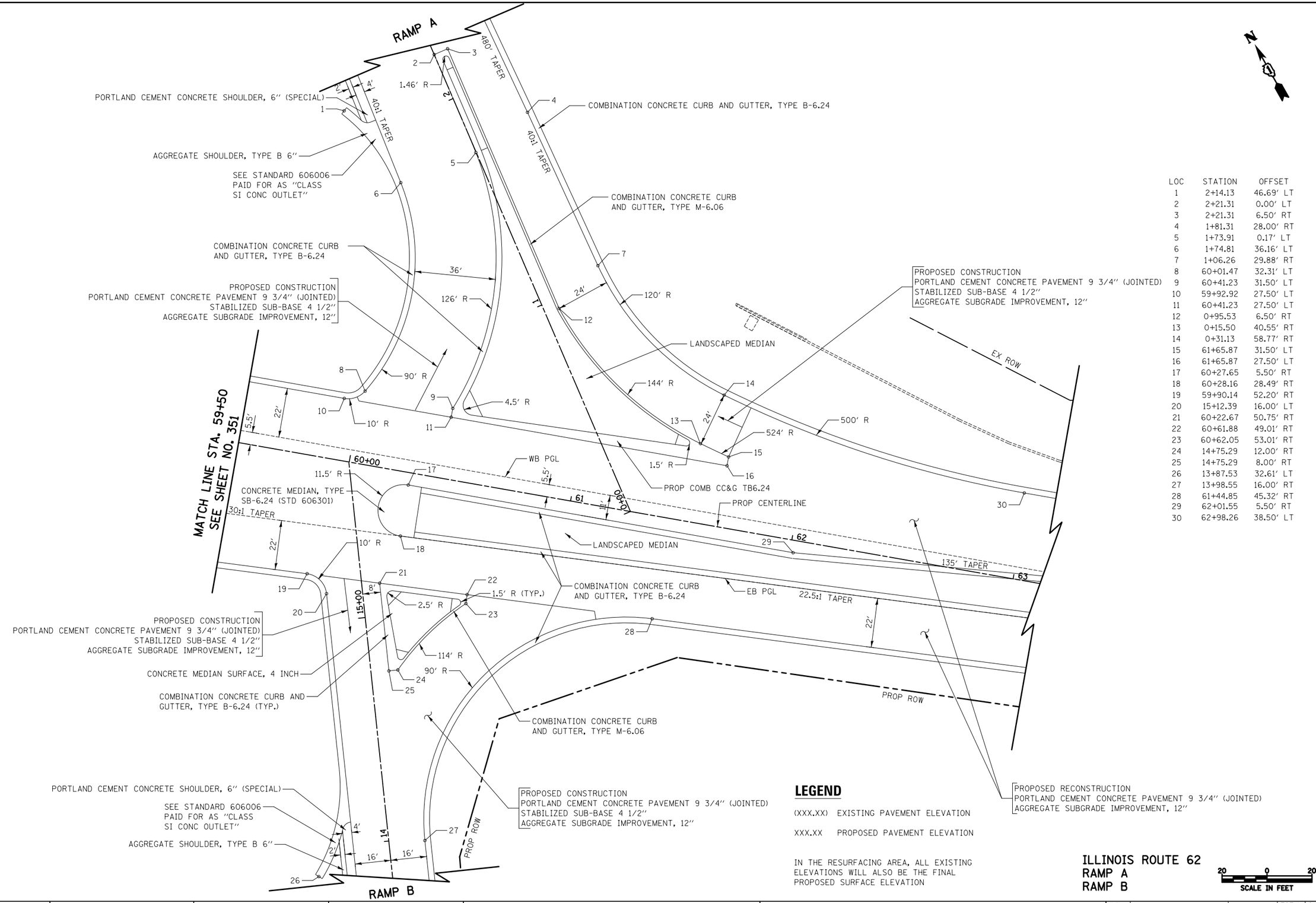
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

SCALE: 1" = 20' | SHEET NO. 7 OF 9 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	351
		CONTRACT NO. 60F72		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



LOC	STATION	OFFSET
1	2+14.13	46.69' LT
2	2+21.31	0.00' LT
3	2+21.31	6.50' RT
4	1+81.31	28.00' RT
5	1+73.91	0.17' LT
6	1+74.81	36.16' LT
7	1+06.26	29.88' RT
8	60+01.47	32.31' LT
9	60+41.23	31.50' LT
10	59+92.92	27.50' LT
11	60+41.23	27.50' LT
12	0+95.53	6.50' RT
13	0+15.50	40.55' RT
14	0+31.13	58.77' RT
15	61+65.87	31.50' LT
16	61+65.87	27.50' LT
17	60+27.65	5.50' RT
18	60+28.16	28.49' RT
19	59+90.14	52.20' RT
20	15+12.39	16.00' LT
21	60+22.67	50.75' RT
22	60+61.88	49.01' RT
23	60+62.05	53.01' RT
24	14+75.29	12.00' RT
25	14+75.29	8.00' RT
26	13+87.53	32.61' LT
27	13+98.55	16.00' RT
28	61+44.85	45.32' RT
29	62+01.55	5.50' RT
30	62+98.26	38.50' LT

LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION

XXX.XX PROPOSED PAVEMENT ELEVATION

IN THE RESURFACING AREA, ALL EXISTING ELEVATIONS WILL ALSO BE THE FINAL PROPOSED SURFACE ELEVATION

ILLINOIS ROUTE 62
RAMP A
RAMP B

SCALE IN FEET 20 0 20

FILE NAME = ...\D160F72-sht-details-08-intersection.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

SCALE: 1" = 20' | SHEET NO. 8 OF 9 SHEETS | STA. | TO STA.

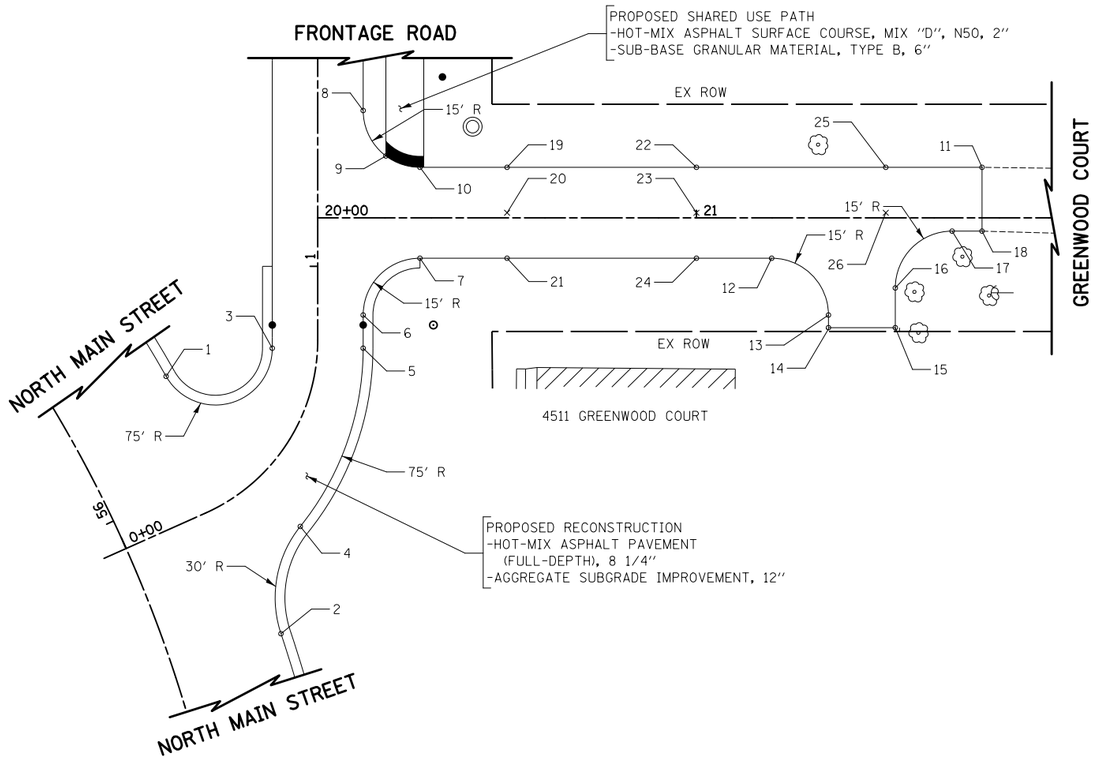
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	352
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LEGEND

(XXX.XX) EXISTING PAVEMENT ELEVATION

XXX.XX PROPOSED PAVEMENT ELEVATION

IN THE RESURFACING AREA, ALL EXISTING ELEVATIONS WILL ALSO BE THE FINAL PROPOSED SURFACE ELEVATION



N

LOC	STATION	OFFSET	ELEVATION
1	56+26.32	30.00' RT	878.98
2	55+57.68	30.00' RT	877.30
3	0+77.71	11.94' LT	875.81
4	0+39.24	16.94' RT	876.08
5	0+78.79	12.04' RT	875.82
6	0+87.14	12.00' RT	875.82
7	20+27.00	10.66' RT	875.63
8	1+41.15	12.00' RT	876.33
9	1+29.14	18.00' RT	876.00
10	20+27.00	13.34' LT	875.63
11	21+75.41	13.34' LT	(879.01)
12	21+19.87	10.66' RT	876.93
13	21+34.87	25.66' RT	877.87
14	21+34.87	29.00' RT	(877.90)
15	21+52.51	29.00' RT	(878.00)
16	21+52.51	18.51' RT	878.25
17	21+67.51	3.51' RT	878.68
18	21+75.41	3.51' RT	(878.83)
19	20+50.00	13.34' LT	875.36
20	20+50.00	1.34' LT	875.60
21	20+50.00	10.66' RT	875.36
22	21+00.00	13.34' LT	876.20
23	21+00.00	1.34' LT	876.44
24	21+00.00	10.66' RT	876.20
25	21+50.00	13.34' LT	878.04
26	21+50.00	1.34' LT	878.28

NORTH MAIN STREET
FRONTAGE ROAD
GREENWOOD COURT

20 0 20
SCALE IN FEET

FILE NAME = ...\D160F72-sht-details-09-intersection.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

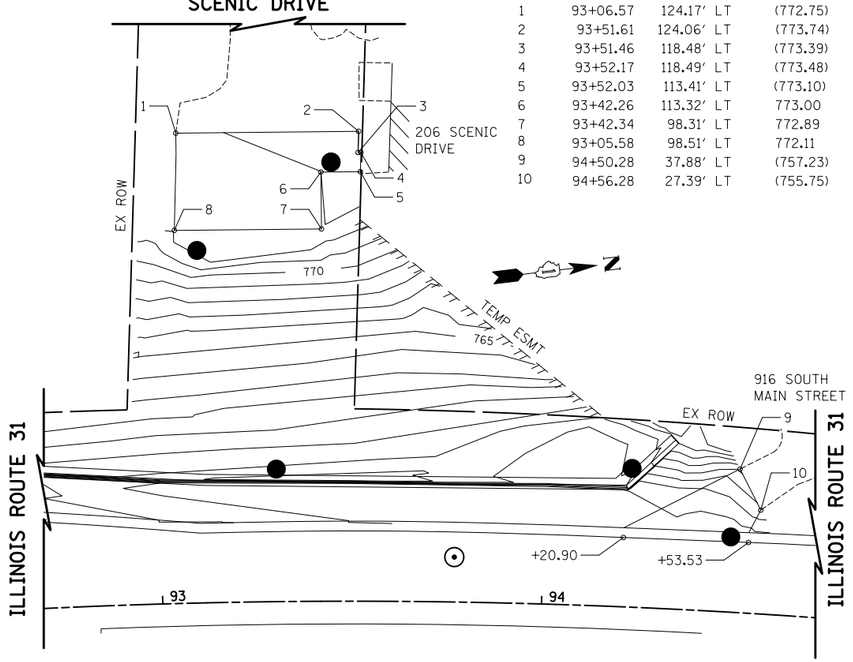
INTERSECTION DETAILS

SCALE: 1" = 20' | SHEET NO. 9 OF 9 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	353
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SCENIC DRIVE

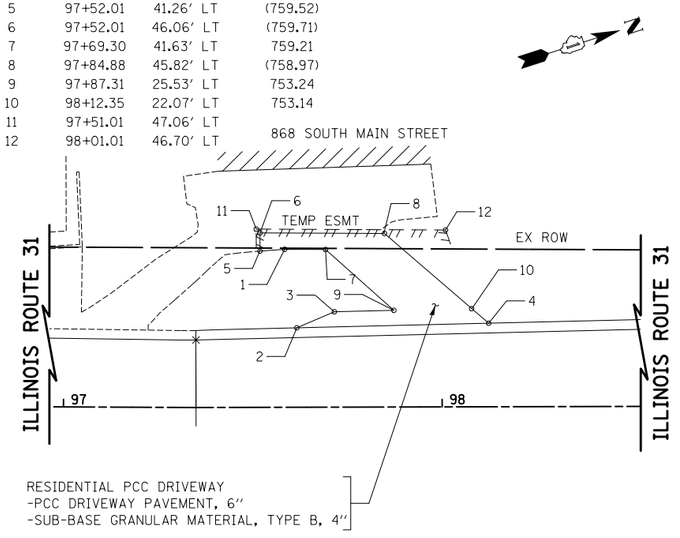
LOC	STATION	OFFSET	ELEVATION
1	93+06.57	124.17′ LT	(772.75)
2	93+51.61	124.06′ LT	(773.74)
3	93+51.46	118.48′ LT	(773.39)
4	93+52.17	118.49′ LT	(773.48)
5	93+52.03	113.41′ LT	(773.10)
6	93+42.26	113.32′ LT	773.00
7	93+42.34	98.31′ LT	772.89
8	93+05.58	98.51′ LT	772.11
9	94+50.28	37.88′ LT	(757.23)
10	94+56.28	27.39′ LT	(755.75)



ILLINOIS ROUTE 31
SCENIC DRIVE

SCALE IN FEET 20 0 20

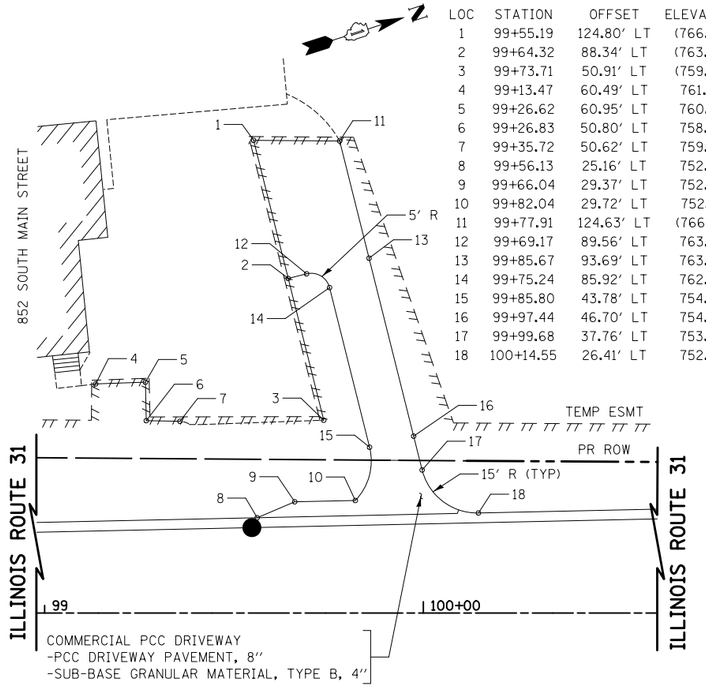
LOC	STATION	OFFSET	ELEVATION
1	97+58.52	41.71′ LT	751.35
2	97+61.68	20.98′ LT	753.21
3	97+71.59	25.19′ LT	753.32
4	98+12.35	22.07′ LT	752.96
5	97+52.01	41.26′ LT	(759.52)
6	97+52.01	46.06′ LT	(759.71)
7	97+69.30	41.63′ LT	759.21
8	97+84.88	45.82′ LT	(758.97)
9	97+87.31	25.53′ LT	753.24
10	98+12.35	22.07′ LT	753.14
11	97+51.01	47.06′ LT	
12	98+01.01	46.70′ LT	



ILLINOIS ROUTE 31

SCALE IN FEET 20 0 20

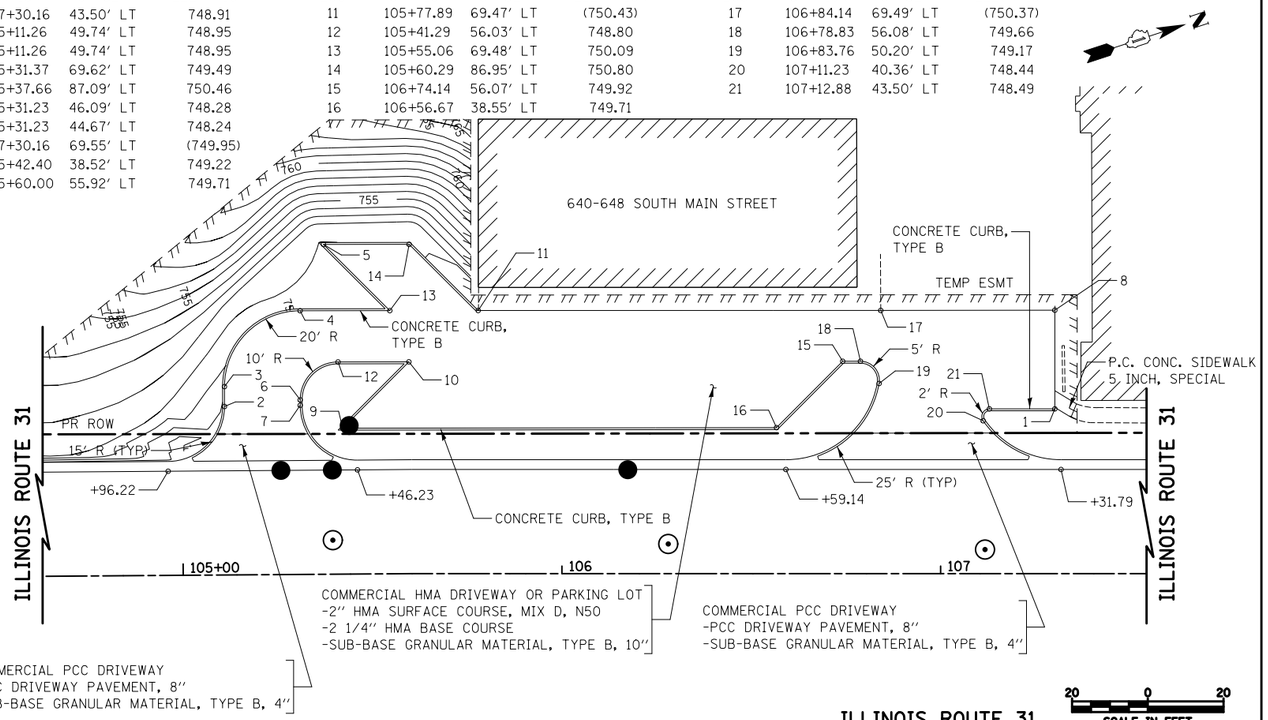
LOC	STATION	OFFSET	ELEVATION
1	99+55.19	124.80′ LT	(766.22)
2	99+64.32	88.34′ LT	(763.50)
3	99+73.71	50.91′ LT	(759.88)
4	99+13.47	60.49′ LT	761.60
5	99+26.62	60.95′ LT	760.85
6	99+26.83	50.80′ LT	758.76
7	99+35.72	50.62′ LT	759.54
8	99+56.13	25.16′ LT	752.27
9	99+66.04	29.37′ LT	752.37
10	99+82.04	29.72′ LT	752.31
11	99+77.91	124.63′ LT	(766.15)
12	99+69.17	89.56′ LT	763.48
13	99+85.67	93.69′ LT	763.69
14	99+75.24	85.92′ LT	762.68
15	99+85.80	43.78′ LT	754.86
16	99+97.44	46.70′ LT	754.67
17	99+99.68	37.76′ LT	753.96
18	100+14.55	26.41′ LT	752.38



ILLINOIS ROUTE 31

SCALE IN FEET 20 0 20

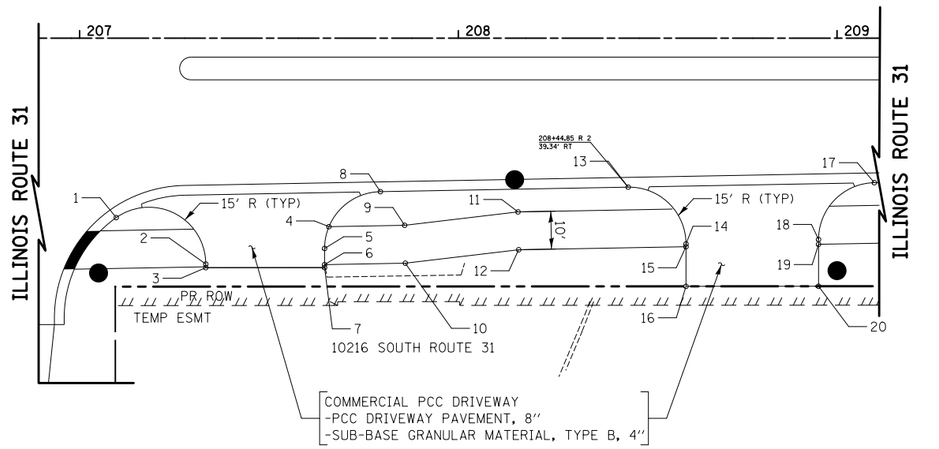
LOC	STATION	OFFSET	ELEVATION
1	107+30.16	43.50′ LT	748.91
2	105+11.26	49.74′ LT	748.95
3	105+11.26	49.74′ LT	748.95
4	105+31.37	69.62′ LT	749.49
5	105+37.66	87.09′ LT	750.46
6	105+31.23	46.09′ LT	748.28
7	105+31.23	44.67′ LT	748.24
8	107+30.16	69.55′ LT	(749.95)
9	105+42.40	38.52′ LT	749.22
10	105+60.00	55.92′ LT	749.71
11	105+77.89	69.47′ LT	(750.43)
12	105+41.29	56.03′ LT	748.80
13	105+55.06	69.48′ LT	750.09
14	105+60.29	86.95′ LT	750.80
15	106+74.14	56.07′ LT	749.92
16	106+56.67	38.55′ LT	749.71
17	106+84.14	69.49′ LT	(750.37)
18	106+78.83	56.08′ LT	749.66
19	106+83.76	50.20′ LT	749.17
20	107+11.23	40.36′ LT	748.44
21	107+12.88	43.50′ LT	748.49



ILLINOIS ROUTE 31

SCALE IN FEET 20 0 20

LOC	STATION	OFFSET	ELEVATION	LOC	STATION	OFFSET	ELEVATION
1	207+09.67	47.37′ RT	-	11	208+15.77	45.86′ RT	-
2	207+33.31	59.64′ RT	-	12	208+15.95	55.86′ RT	888.58
3	207+33.31	60.59′ RT	(888.34)	13	208+44.85	39.34′ RT	-
4	207+65.83	49.77′ RT	888.67	14	208+60.12	54.33′ RT	-
5	207+64.69	55.52′ RT	-	15	208+60.13	55.06′ RT	888.49
6	207+64.69	59.80′ RT	-	16	208+60.12	65.52′ RT	(887.15)
7	207+64.69	60.57′ RT	(888.60)	17	209+09.85	38.15′ RT	-
8	207+79.41	40.52′ RT	-	18	208+95.12	53.15′ RT	-
9	207+85.83	49.41′ RT	-	19	208+95.12	54.42′ RT	887.32
10	207+86.01	59.41′ RT	888.78	20	208+95.12	65.50′ RT	(886.60)



ILLINOIS ROUTE 31

SCALE IN FEET 20 0 20

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		DRAWN - CTB	REVISED -
	PLOT SCALE = 40.0000 ′ / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

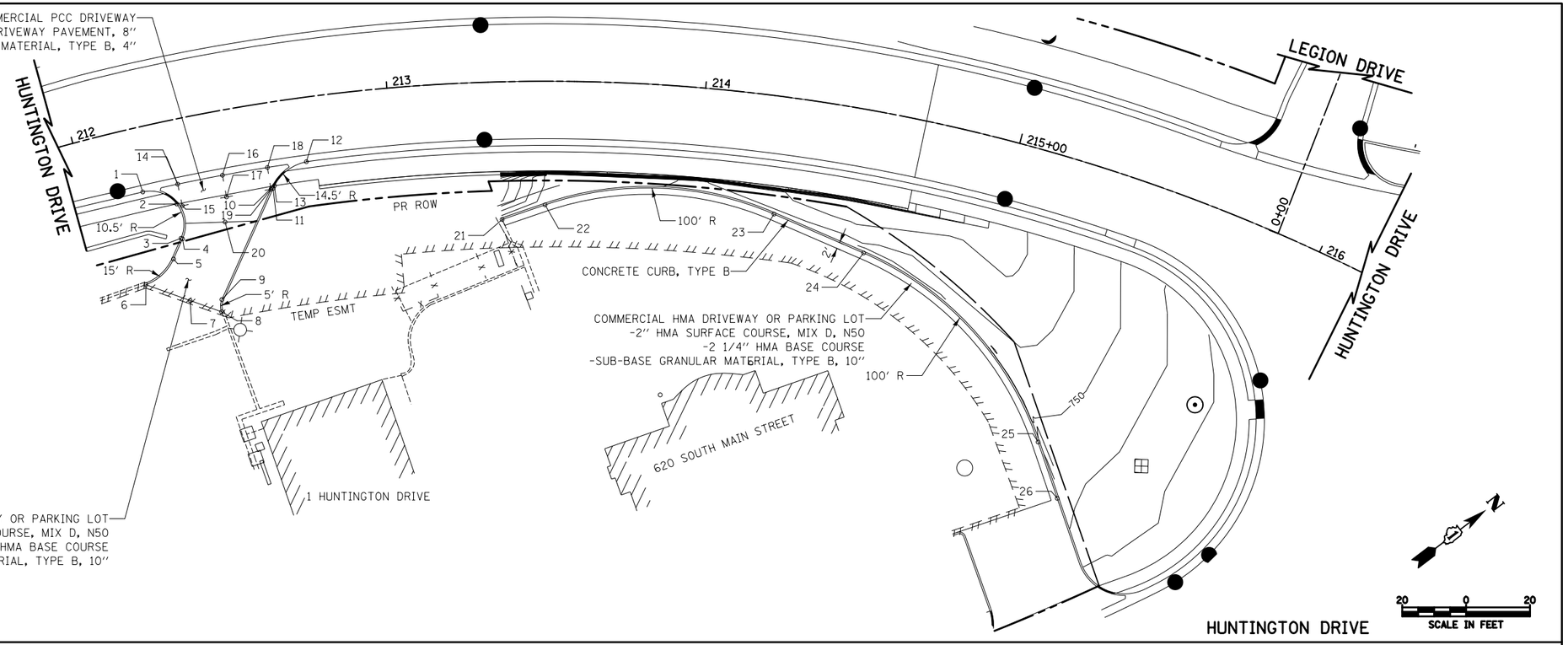
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS

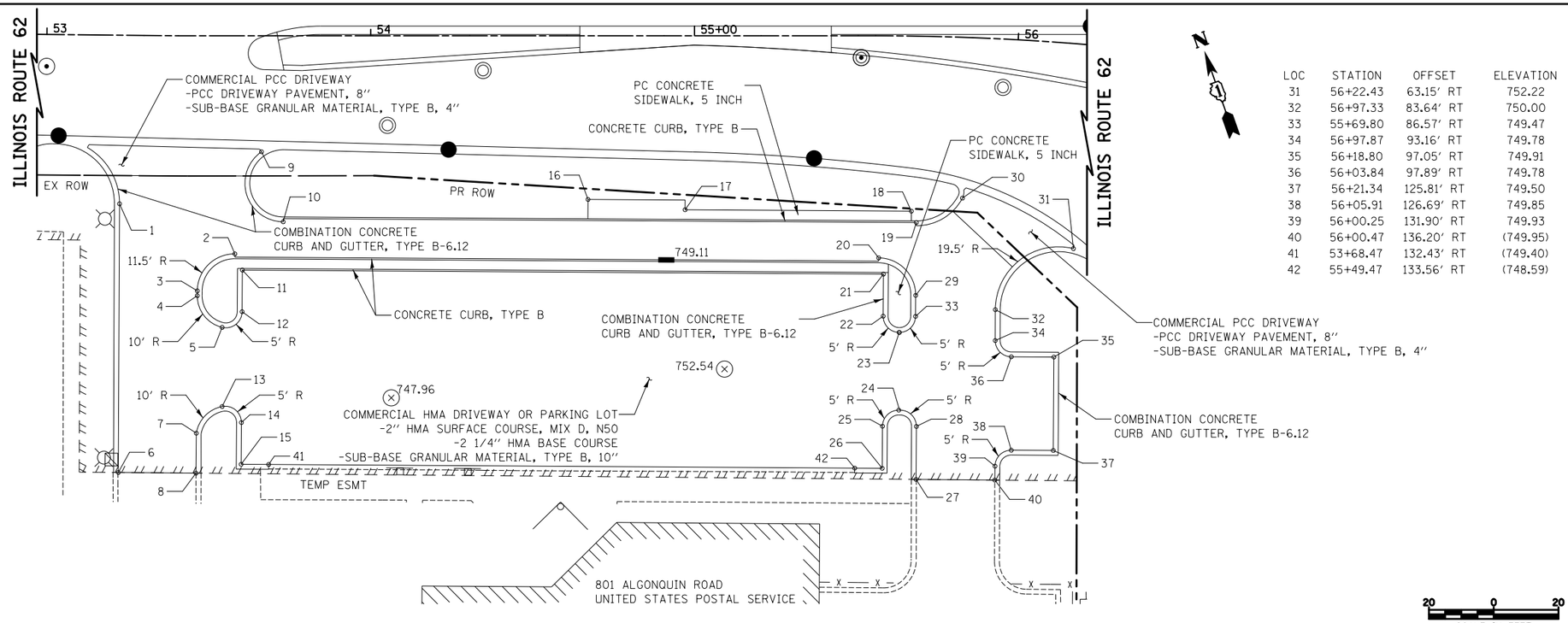
SCALE: 1″ = 20′ | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	354
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOC	STATION	OFFSET	ELEVATION	DESC.
1	212+17.87	20.08′ RT	-	BC
2	212+27.85	26.08′ RT	-	BC/WALK
3	212+26.81	36.86′ RT	-	BC
4	212+27.24	37.15′ RT	775.68	EP
5	212+22.83	42.71′ RT	774.62	EP
6	212+11.66	48.54′ RT	(772.88)	EP
7	212+25.31	56.54′ RT	(772.65)	EP
8	212+35.23	62.01′ RT	(772.50)	EP
9	212+36.18	58.28′ RT	772.83	EP
10	212+59.43	26.55′ RT	775.37	EP
11	212+59.86	26.83′ RT	-	BC
12	212+71.89	20.08′ RT	-	BC
13	212+60.41	26.08′ RT	-	BC/WALK
14	212+29.49	20.08′ RT	778.53	SPOT EL
15	212+29.49	27.00′ RT	778.39	SPOT EL
16	212+44.30	20.08′ RT	777.04	SPOT EL
17	212+44.30	27.00′ RT	776.90	SPOT EL
18	212+59.12	20.08′ RT	775.55	SPOT EL
19	212+59.12	27.00′ RT	775.41	SPOT EL
20	212+42.31	34.64′ RT	775.93	SPOT EL
21	213+35.04	43.12′ RT	750.72	EP
22	213+49.59	38.72′ RT	750.70	EP
23	214+26.42	36.86′ RT	750.10	EP
24	214+58.35	44.40′ RT	750.11	EP
25	215+35.03	87.98′ RT	749.33	EP
26	215+48.77	102.67′ RT	749.33	EP

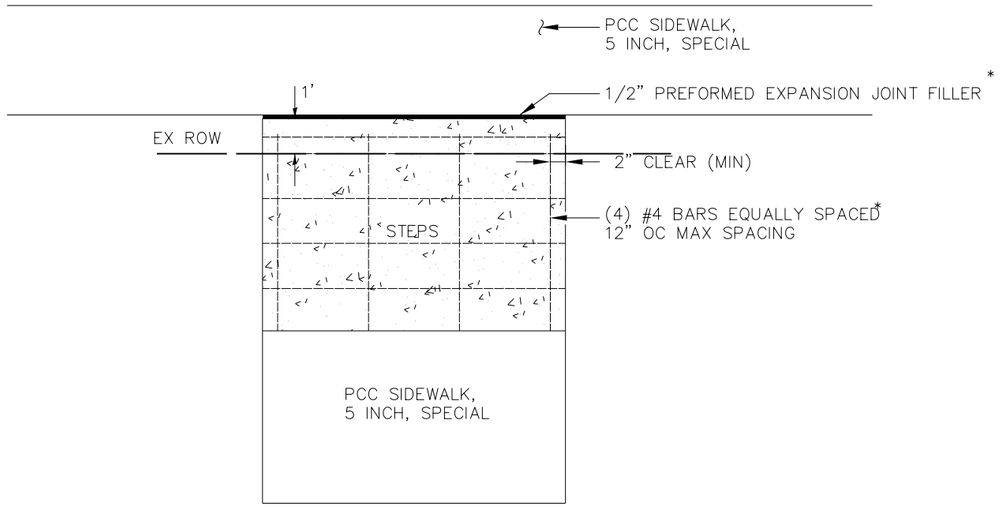


LOC	STATION	OFFSET	ELEVATION
1	53+22.95	52.09′ RT	752.45
2	53+58.03	67.37′ RT	751.44
3	53+46.43	78.80′ RT	750.75
4	53+46.43	80.29′ RT	750.70
5	53+54.10	90.07′ RT	750.36
6	53+23.43	135.10′ RT	(750.05)
7	53+46.13	122.77′ RT	750.18
8	53+47.43	135.10′ RT	(750.54)
9	53+66.25	35.82′ RT	753.65
10	53+72.95	57.46′ RT	751.60
11	53+60.35	72.38′ RT	750.40
12	53+60.27	85.24′ RT	750.14
13	53+54.10	114.53′ RT	749.80
14	53+60.05	119.47′ RT	749.65
15	53+59.98	132.37′ RT	(749.65)
16	54+67.09	50.55′ RT	750.52
17	54+97.00	53.73′ RT	750.15
18	55+67.79	54.09′ RT	751.54
19	55+69.49	57.57′ RT	751.00
20	55+56.96	68.60′ RT	750.46
21	55+58.60	73.61′ RT	749.46
22	55+58.55	86.60′ RT	749.33
23	55+64.20	91.60′ RT	749.40
24	55+64.30	115.61′ RT	749.55
25	55+58.43	120.61′ RT	748.47
26	55+57.94	133.61′ RT	(748.60)
27	55+71.06	136.93′ RT	(749.32)
28	55+70.81	120.56′ RT	748.62
29	55+69.70	80.07′ RT	749.54
30	55+84.56	49.66′ RT	752.05



LOC	STATION	OFFSET	ELEVATION
31	56+22.43	63.15′ RT	752.22
32	56+97.33	83.64′ RT	750.00
33	55+69.80	86.57′ RT	749.47
34	56+97.87	93.16′ RT	749.78
35	56+18.80	97.05′ RT	749.91
36	56+03.84	97.89′ RT	749.78
37	56+21.34	125.81′ RT	749.50
38	56+05.91	126.69′ RT	749.85
39	56+00.25	131.90′ RT	749.93
40	56+00.47	136.20′ RT	(749.95)
41	53+68.47	132.43′ RT	(749.40)
42	55+49.47	133.56′ RT	(748.59)

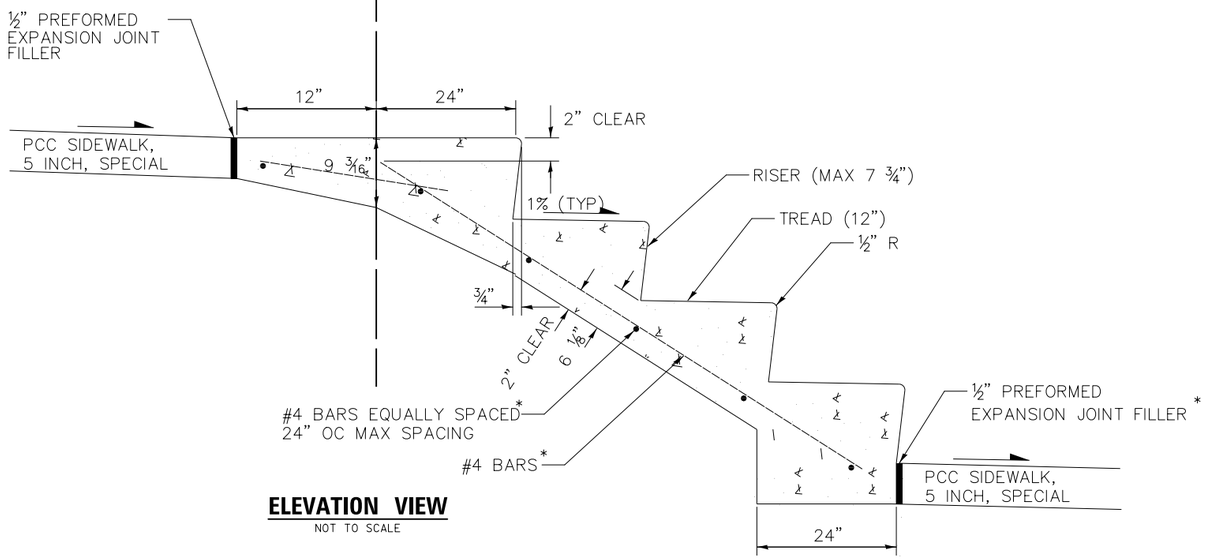
FILE NAME = ...\D160F72-sht-details-11-drives.dgn	USER NAME = ctb	DESIGNED - CTB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS			O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - CTB	REVISED -					0003	18A-2	MCHENRY	825	355
	PLOT SCALE = 40.0000 ′ / in.	CHECKED - GAB	REVISED -							CONTRACT NO. 60F72		
	PLOT DATE = 5/3/2012	DATE - 5/3/2012	REVISED -		SCALE: 1″ = 20′	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



PLAN VIEW
NOT TO SCALE

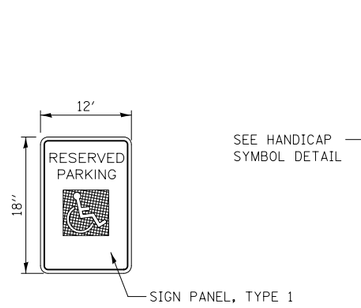
NOTES:
1. CONCRETE SHALL BE CLASS SI WITH A TROWEL FINISH.

* INCLUDED IN THE COST OF "CONCRETE STEPS"

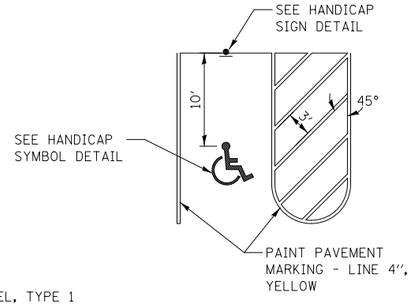


ELEVATION VIEW
NOT TO SCALE

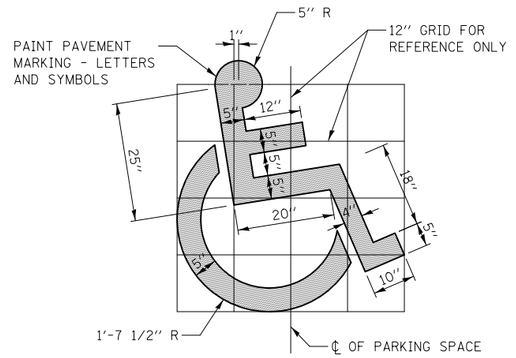
CONCRETE STEPS
STA. 124+40



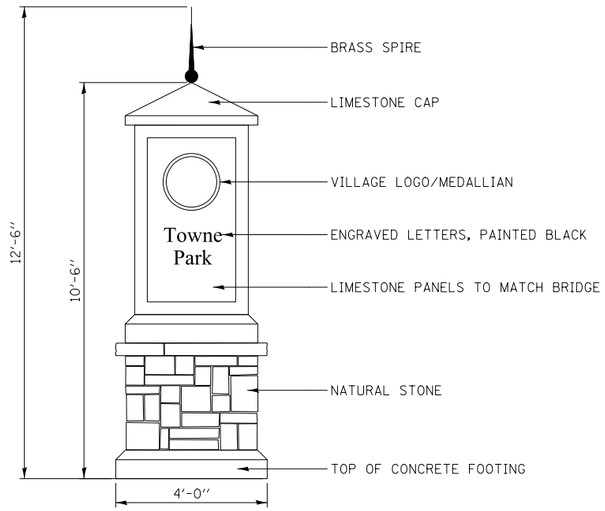
HANDICAP SIGN DETAIL
NOT TO SCALE



HANDICAP STALL DETAIL
NOT TO SCALE



HANDICAP SYMBOL DETAIL
NOT TO SCALE



TOWNE PARK ENTRANCE SIGN
NOT TO SCALE

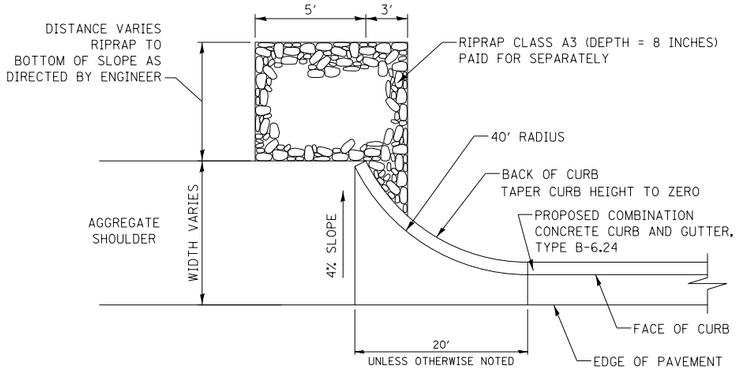
FILE NAME = ...\D160F72-sht-details-12-concrete steps.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

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

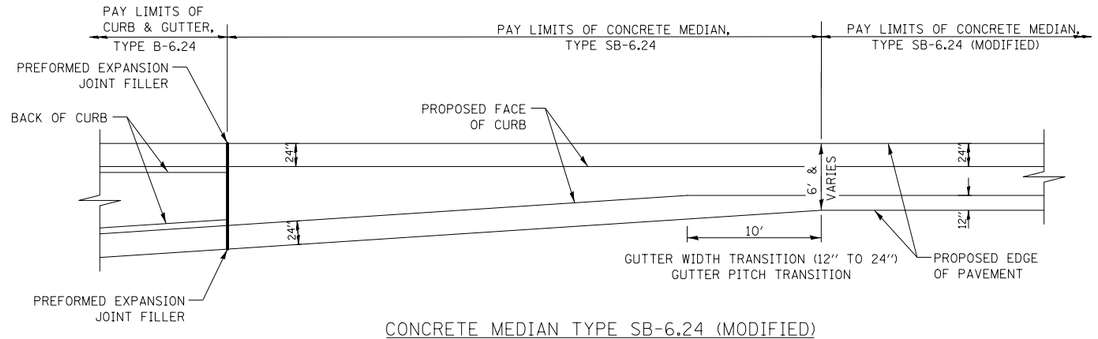
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	356
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTE: THE CURB AND GUTTER TRANSITION SHALL BE PAID FOR AS COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 PER FOOT AS MEASURED ALONG THE FACE OF CURB

CURB AND GUTTER TRANSITION

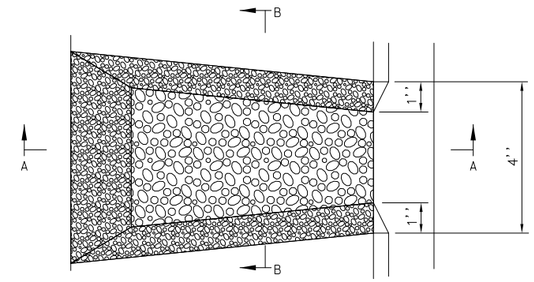
NOT TO SCALE



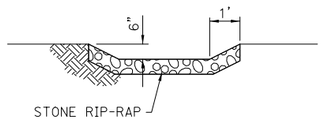
CONCRETE MEDIAN TYPE SB-6.24 (MODIFIED)

AT SINGLE LEFT TURN BAYS

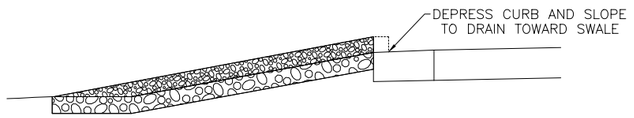
NOTE: CONCRETE MEDIAN SHALL BE CONSTRUCTED IN ACCORDANCE WITH APPLICABLE PORTIONS OF STANDARD 606301



PLAN VIEW



SECTION B-B



SECTION A-A

CURB DRAINAGE OUTLET

NOT TO SCALE

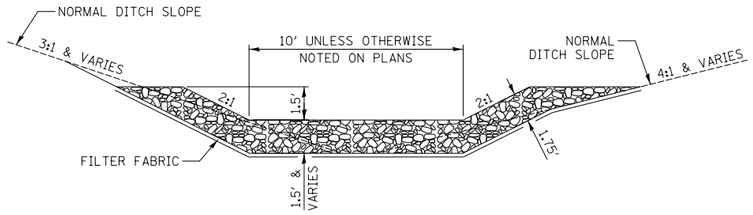
FILE NAME = ...\D160F72-sht-details-13-curb and median.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - CTB	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

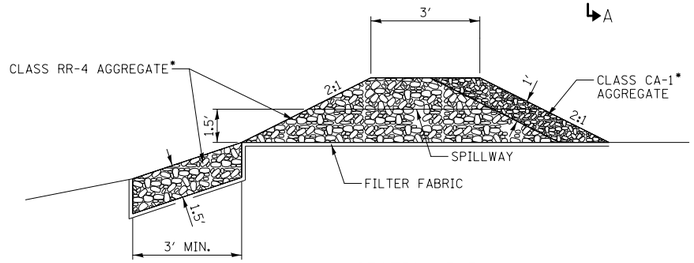
DETAILS

SCALE: N.T.S. | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

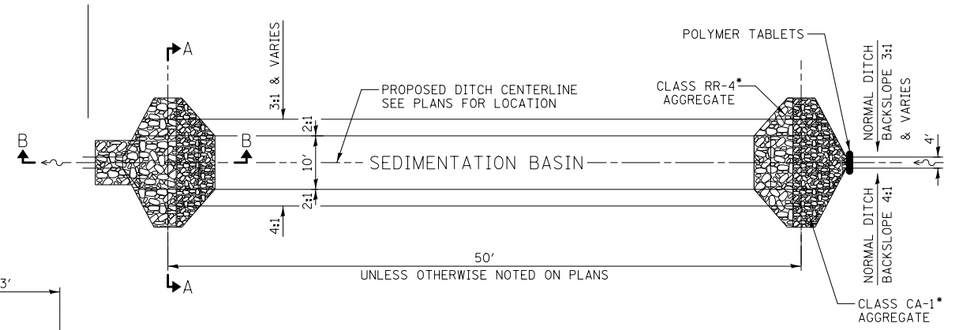
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	357
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



SECTION A-A



SECTION B-B



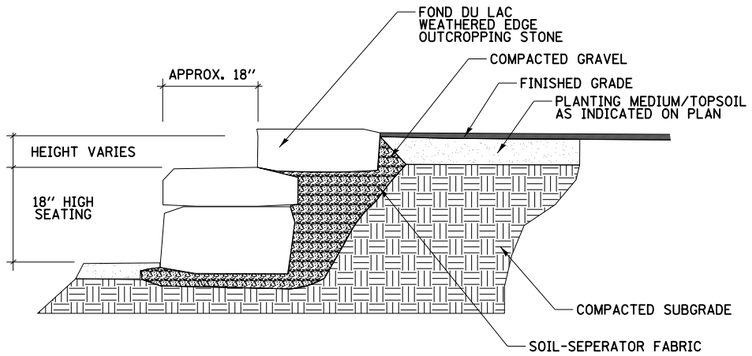
THE UNIT WEIGHT USED TO CALCULATE RR-4 STONE IS 150 POUNDS/CU FT.

THE UNIT WEIGHT USED TO CALCULATE CA-1 AGGREGATE IS 150 POUNDS/CU FT.

SEDIMENTATION BASIN DETAIL

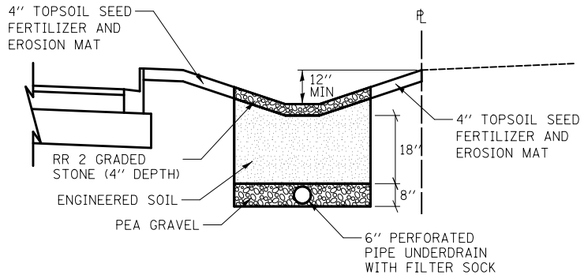
*PAID FOR AS "AGGREGATE (EROSION CONTROL)".

GENERAL NOTES
CONTRACTOR SHALL EXCAVATE BASE FOR OUTCROPPING STONE TO A DEPTH OF APPROXIMATELY 9" BELOW EXISTING GRADE. SUBGRADE SHALL BE COMPACTED, AND A SOIL SEPARATOR FABRIC INSTALLED OVER AREAS WHERE GRAVEL SHALL BE FILLED. #9 GRANULAR BACKFILL SHALL BE INSTALLED TO A DEPTH OF 6" AND FULLY COMPACTED. THE FIRST COURSE OF FOND DU LAC OUTCROPPING STONE SHALL BE SET LEVEL ON COMPACTED GRAVEL WITH THE BOTTOM OF STONE SET AT 3" BELOW EXISTING GRADE. A SECOND COURSE SHALL BE SET ON TOP OF THE BASE COURSE WITH THE TOP HEIGHT OF THE TWO STONES TO BE APPROXIMATELY 18" ABOVE EXISTING GRADE OR AT A HEIGHT SUITABLE FOR SEATING. AN ADDITIONAL COURSE OF STONE MAY BE SET ON THE SECOND COURSE AS GRADE ALLOWS, PROVIDING AN 18" WIDE SEATING AREA. AREA BEHING THE UPPER STONE SHALL RECEIVE PLANTING SOIL MIX OR PULVERIZED TOPSOIL.



STONE OUTCROPPING DETAIL

NOTES
FOR LOCATIONS SEE SHEETS: 247 & 256



BIORETENTION SWALE DETAIL

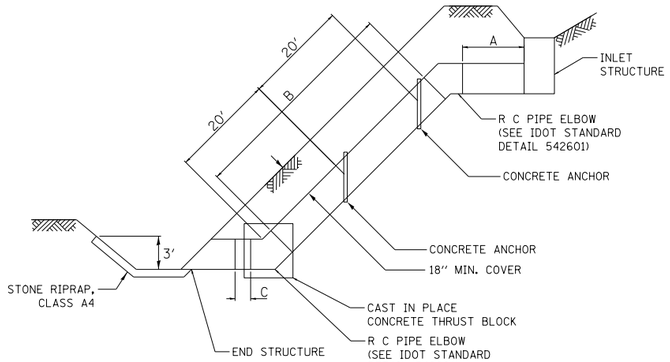
FILE NAME = ...\D160F72-sht-details-14-drainage and erosion.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
	PLOT SCALE = 20.0000 ' / in.	DRAWN - CTB	REVISED -
	PLOT DATE = 5/2/2012	CHECKED - GAB	REVISED -
		DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: N.T.S. | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	358
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

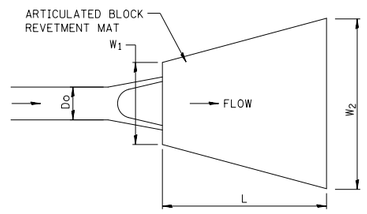


STRUCTURES	A	ELBOW	B	ELBOW	C	END STRUCTURE	THRUST BLOCK DIM.	CONC. ANCHORS
24 TO 25	1.75'	17°	62.0'	17°	2.0'	MH	48" X 48" X 48"	3
330 TO 331	0.25'	22°	20.6'	22°	0.25'	FES	27" X 27" X 27"	1
332 TO 343	0.36'	18°	60.0'	18°	8.0'	FES	24" X 24" X 24"	2
333 TO 338	0.48'	21°	32.7'	21°	0.48'	FES	24" X 24" X 24"	1
566 TO 568	1.7'	19°	73.0'	19°	1.7'	FES	24" X 24" X 24"	3

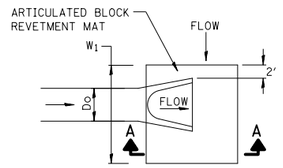
NOTES:
1. PIPE SECTIONS A & C ARE TO BE CONSTRUCTED AT A 0.30% SLOPE
2. EACH R C PIPE ELBOW IS TO BE CONSTRUCTED FROM 8 LINEAR FEET OF PIPE SPECIFIED ON DRAINAGE AND UTILITIES PLAN

SLOPE DRAIN DETAIL

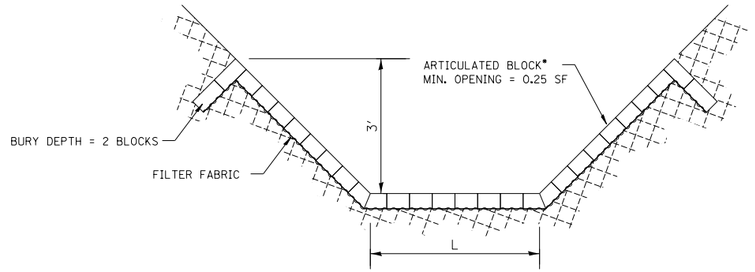
NOT TO SCALE



NO DEFINED CHANNEL



DEFINED CHANNEL

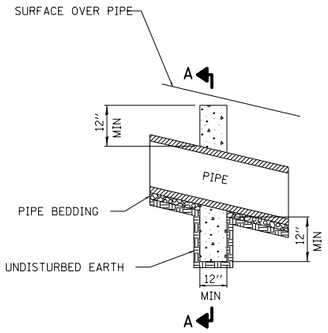


SECTION A-A

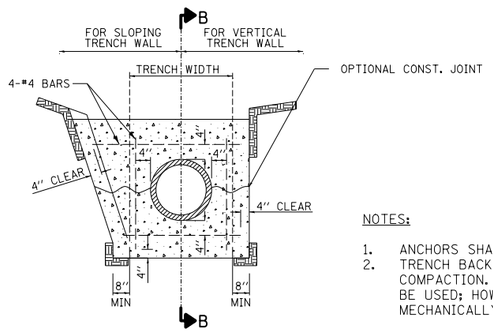
ARTICULATED BLOCK REVETMENT MAT DETAIL

NOT TO SCALE

STRUCTURE NUMBER	PIPE SIZE (IN)	DEFINED CHANNEL	W1 (FEET)	W2 (FEET)	L (FEET)	QUANTITY (SQ. YD.)
331	12	YES	8	---	4	4
571	12	NO	4	9	6	5
557	12	NO	4	9	6	5
342	12	YES	8	---	4	4
338	12	YES	8	---	4	4
343	12	YES	8	---	4	4
355	12	YES	8	---	4	4
561	30	NO	9	17	15	22
145	12	YES	8	---	4	4
568	12	YES	8	---	4	4
536	18	NO	6	11	9	9
324	12	YES	8	---	4	4
318	12	YES	8	---	4	4
315	12	YES	8	---	4	4
309	12	YES	8	---	4	4
303	24	NO	8	13	12	14
576	12	YES	4	9	6	5
139	12	YES	8	---	4	4
137	12	YES	8	---	4	4
105	12	YES	8	---	4	4
103	12	YES	8	---	4	4
91	12	YES	8	---	4	4
94	12	YES	8	---	4	4
99	12	YES	8	---	4	4
101	12	YES	8	---	4	4
141	12	YES	8	---	4	4
340	12	YES	8	---	4	4
143	12	YES	8	---	4	4
341	12	YES	8	---	4	4
79	12	NO	4	9	6	4
76	12	NO	4	9	6	4
73	12	NO	4	9	6	4
70	12	NO	4	9	6	4
83	12	YES	8	---	4	4
86	12	YES	8	---	4	4
89	12	YES	8	---	4	4



SECTION B-B



SECTION A-A

NOTES:
1. ANCHORS SHALL BE CLASS SI CONCRETE.
2. TRENCH BACKFILL SHALL BE CONSOLIDATED BY MECHANICAL COMPACTION. IN LIEU OF MECHANICAL COMPACTION, SOIL CEMENT MAY BE USED; HOWEVER, THE TOP 12" OF BACK FILL SHALL BE NATIVE SOIL, MECHANICALLY COMPACTED.

LEGEND

CLASS SI CONCRETE

CONCRETE ANCHORS DETAIL

NOT TO SCALE

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		DRAWN - DTE	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

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

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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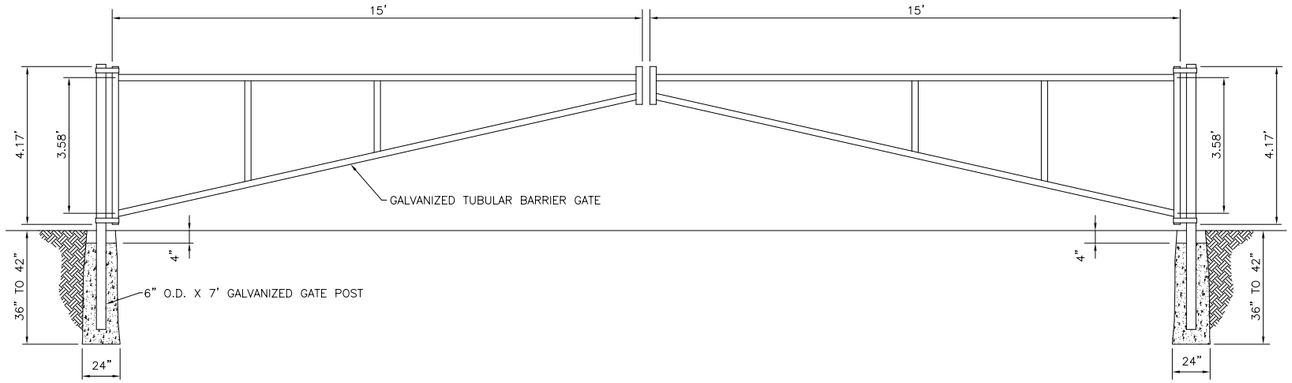
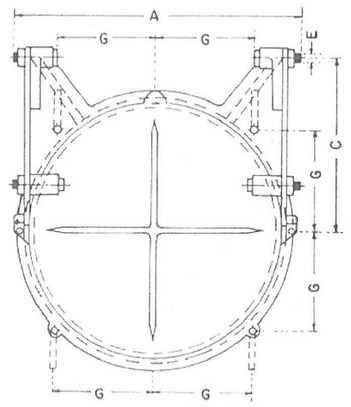
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



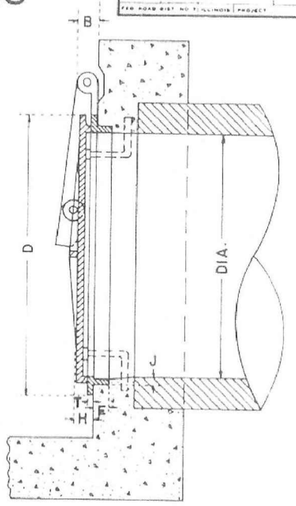
ACCESS GATE, DOUBLE, 30 FOOT

NOT TO SCALE

AUTOMATIC FLAP GATES



FRONT ELEVATION



SECTION

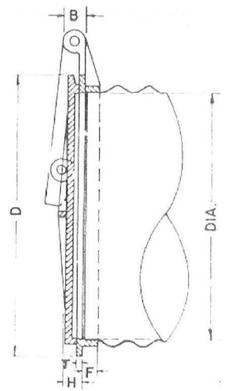
It is intented that the Automatic Flap Gates shall be a commercial product produced by a reliable manufacturer. The gate may be made of cast iron, cast steel or other suitable materials. The design may differ from the drawing if it will work in a satisfactory, trouble free manner and will withstand the water pressure at the installation location. The gate shall be approved by the Engineer.

The size of Automatic Flap Gates shall refer to the diameter of the outlet pipe or opening.

This work shall be paid for at the contract unit price each for Automatic Flap Gates of the size specified and shall include all materials and complete installation.

TABLE OF DIMENSIONS

DIAM	A	B	C	D	E	F	G	H	J	T
8	10 3/4	1 3/8	5 11/16	10	1/2	1 1/8	3 9/16	1 1/4	3/8	3/8
10	12 3/4	1 3/8	7 1/8	12 1/4	1/2	1 1/8	4 3/8	1 1/2	1/2	7/16
12	14 3/4	1 3/8	8 1/2	14 1/2	1/2	1 1/8	5 1/8	1 1/2	1/2	1/2
14	17 1/4	1 3/8	9 7/8	16 3/4	1/2	1 1/4	5 15/16	1 1/2	1/2	9/16
15	17 3/4	1 3/8	10 5/8	17 3/4	1/2	1 1/4	6 1/4	1 1/2	1/2	9/16
16	19 1/4	1 3/8	11 1/4	18 3/4	1/2	1 1/4	6 5/8	1 1/2	1/2	9/16
18	22 1/4	2	12 5/8	21	3/4	1 9/16	7 7/16	1 3/4	9/16	9/16
20	24 3/4	2	14 1/8	23 3/4	3/4	1 3/8	8 1/4	1 3/4	5/8	5/8
21	25 1/4	2	14 7/8	24 1/4	3/4	1 3/8	8 9/16	1 3/4	5/8	5/8
24	28 1/4	2	17	27 1/2	3/4	1 1/2	9 3/4	1 3/4	5/8	5/8
30	35 1/4	2 1/2	20 1/2	34	1	1 9/16	12	2	1 1/16	5/8
36	41 1/2	2 1/2	25	40 7/8	1	2 1/16	14 7/16	2 1/4	1 1/8	11/16
42	47 1/2	2 1/2	29 3/4	47	1	2 5/16	16 5/8	2 1/4	1 1/8	3/4
48	53 1/2	2 1/2	34	54	1	2 3/4	19 1/16	2 1/4	1 3/8	3/4
54	60 3/4	2 1/2	38	62 1/4	1 1/4	2 3/4	22	3	1 1/2	7/8
60	67	2 1/2	42	68 1/2	1 1/4	2 3/4	24 1/4	3	1 1/2	15/16
66	73 3/8	2 1/2	47	75	1 1/4	2 7/8	26 1/2	3	1 1/2	1
72	79	2 1/2	51	82	1 1/4	3	29	3	1 1/2	1
78	86	2 1/2	55 1/4	88 3/4	1 1/4	3 1/2	31 3/8	3	1 5/8	1 1/8
84	92 1/2	3 1/2	59 1/2	95 1/2	1 1/2	3 1/2	33 3/4	3	1 3/4	1 1/4



SECTION SHOWING METHOD OF APPLICATION TO CORRUGATED METAL PIPE

DISTRICT NO. 2 DIXON
DRAWN R P SMITH DATE 6-68
CHECKED SCALE

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		DRAWN - DTE	REVISED -
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	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

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

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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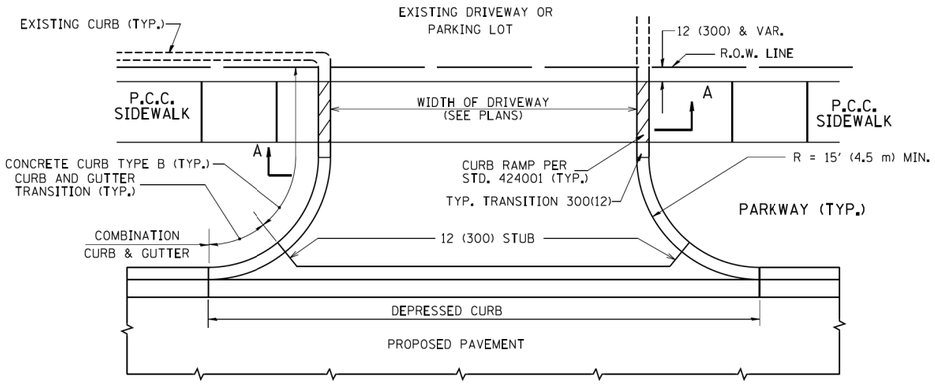
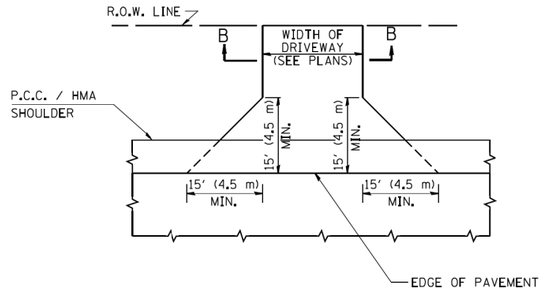
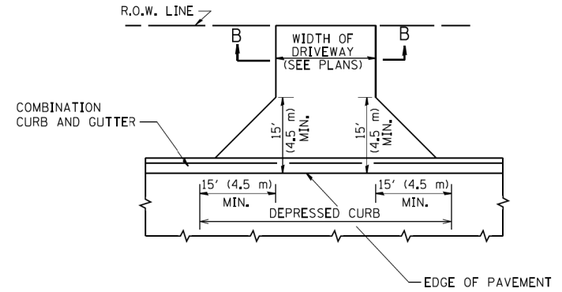
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



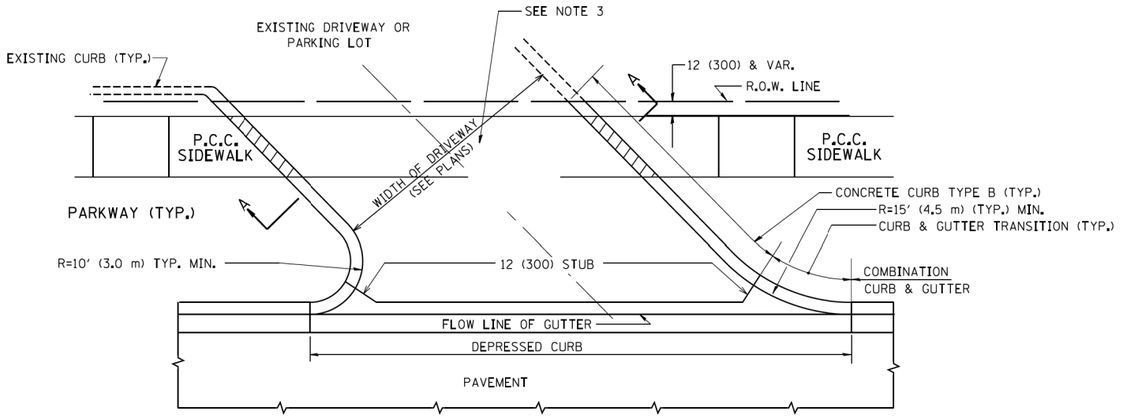
WITH CONCRETE CURB, TYPE B



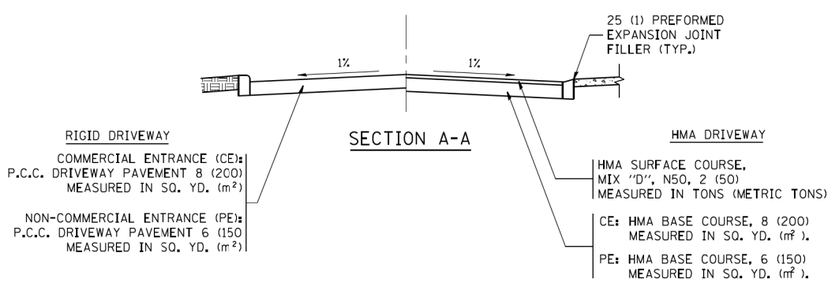
ADJACENT TO P.C.C. / HMA SHOULDER

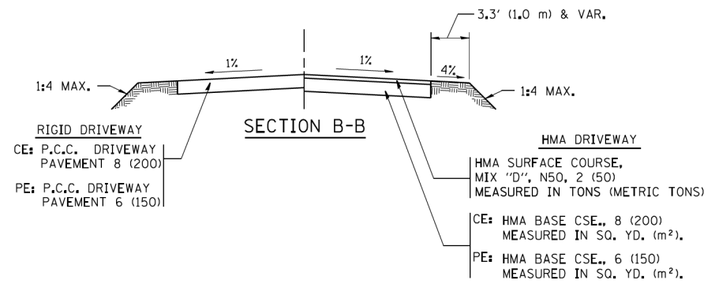


ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B





RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "D", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m^2).

GENERAL NOTES:

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

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

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

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

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

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

FILE NAME = c:\pw_work\pwidot\leysa\d0108315\bd01.dgr	USER NAME = leysa	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 06-11-08
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

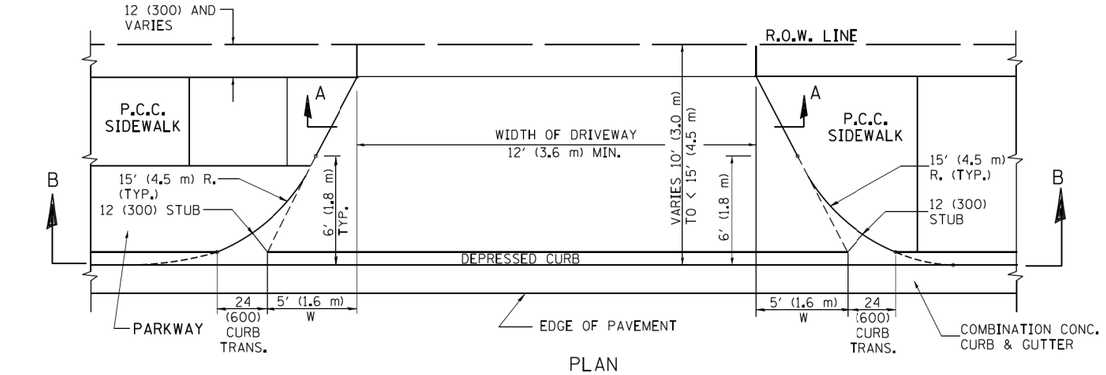
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

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

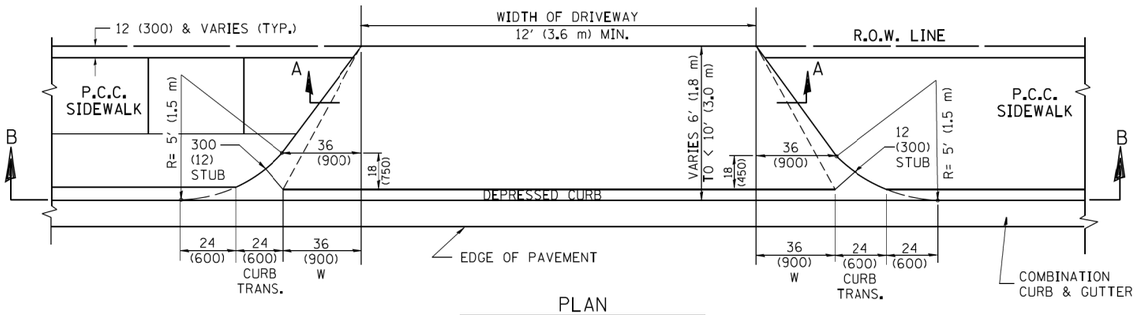
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	361
	BD0156-07 (BD-01)	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

bd01.dgn 9/6/2011 11:50:24 AM leysa



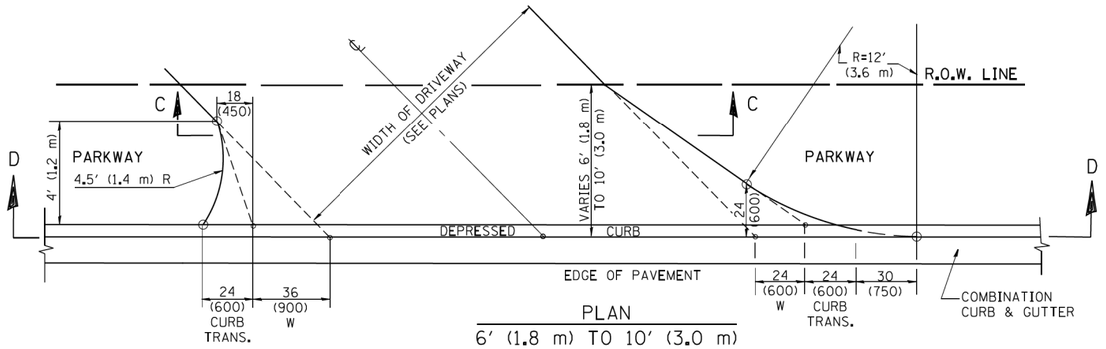
PLAN

10' (3.0 m) TO < 15' (4.5 m)



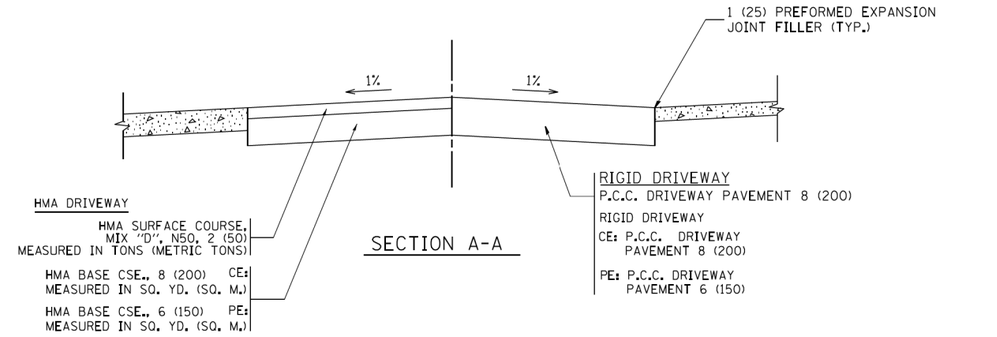
PLAN

6' (1.8 m) TO < 10' (3.0 m)

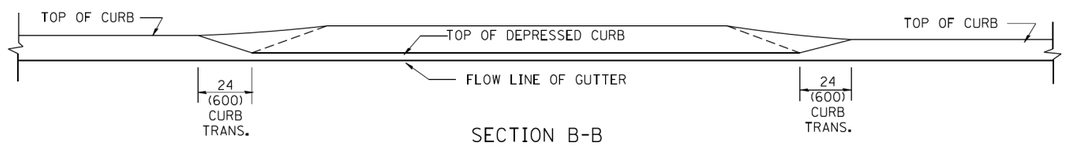


PLAN

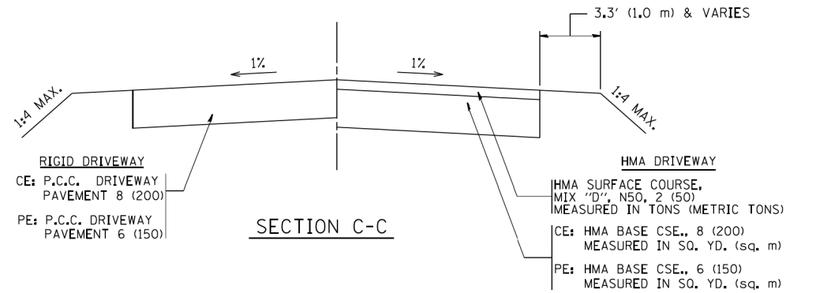
6' (1.8 m) TO 10' (3.0 m)



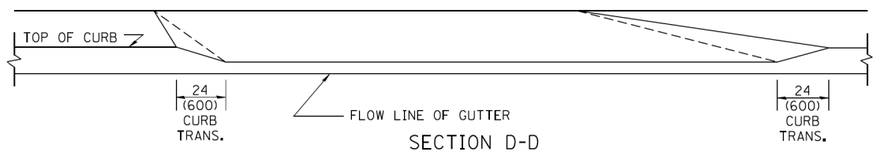
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

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

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

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

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

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

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

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

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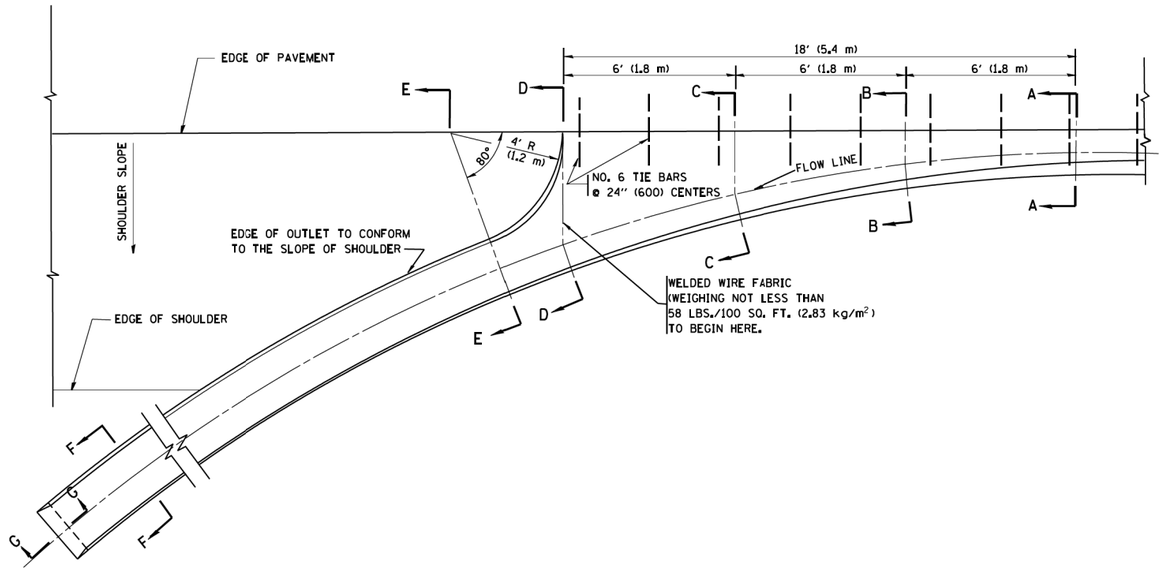
		DRAWN -	REVISED - P. LaFLEUR 04-15-03
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 10/28/2011	DATE - 11-06-95	REVISED - R. BORO 09-06-11

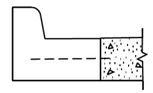
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)

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

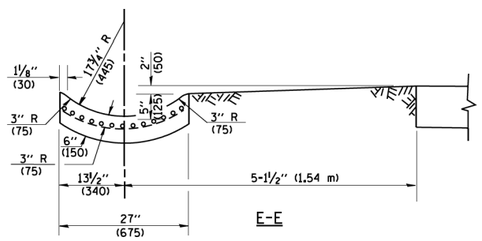
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	362
	BD400-02 (BD-02)	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



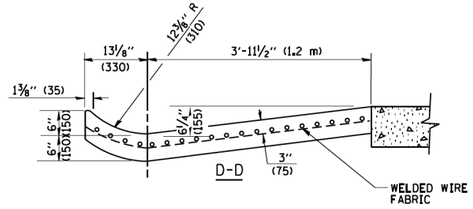


A-A *

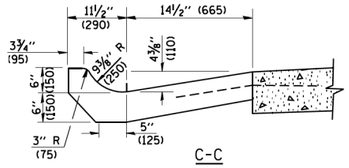
* DIMENSIONS OF THE CURB & GUTTER AT SECTION A-A ARE SHOWN ON STATE STANDARD 606001.
FOR DETAILS OF OUTLET FOR CONCRETE CURB & GUTTER, TYPE B-6.24 (B-15.60) SEE STATE STANDARD 606006.



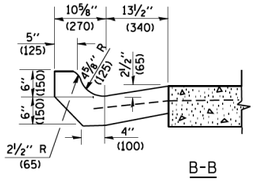
E-E



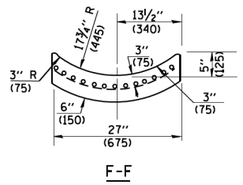
D-D



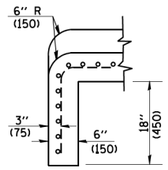
C-C



B-B



F-F



G-G

GENERAL NOTES

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

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

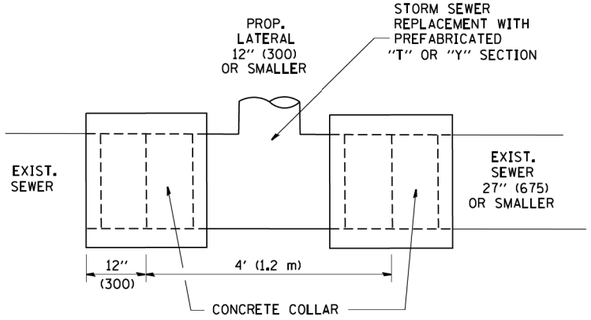
IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

QUANTITIES

FOR SECTION A-A TO E-E AND CURTAIN WALL=
1.25 CU. YDS. (0.96 m^3) CLASS SI CONCRETE (OUTLET) FOR 9" (225) PAV'T.
1.27 CU. YDS. (0.96 m^3) CLASS SI CONCRETE (OUTLET) FOR 10" (250) PAV'T.
FOR SECTION F-F=
0.045 CU. YDS. (0.03 m^3) CLASS SI CONCRETE PER ft. (m).

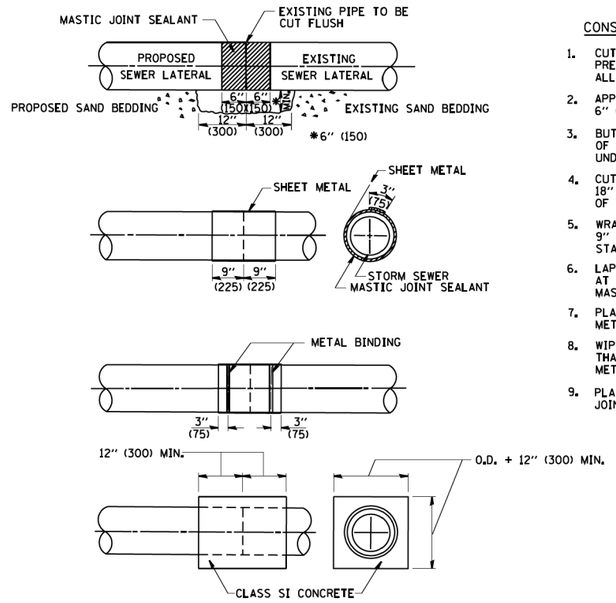
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\diststd\22x34\bd03.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OUTLET FOR CONCRETE CURB AND GUTER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 10-25-94					0003	18A-2	MCHENRY	825	363
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - E. GOMEZ 12-21-00					BD600-01 (BD-03)		CONTRACT NO. 60F72		
	PLOT DATE = 1/4/2008	DATE - 08-04-86	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER

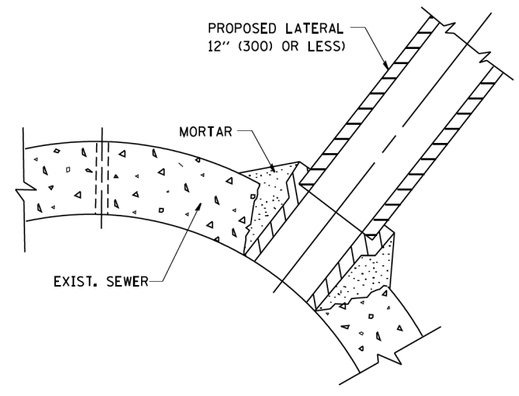


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".

B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

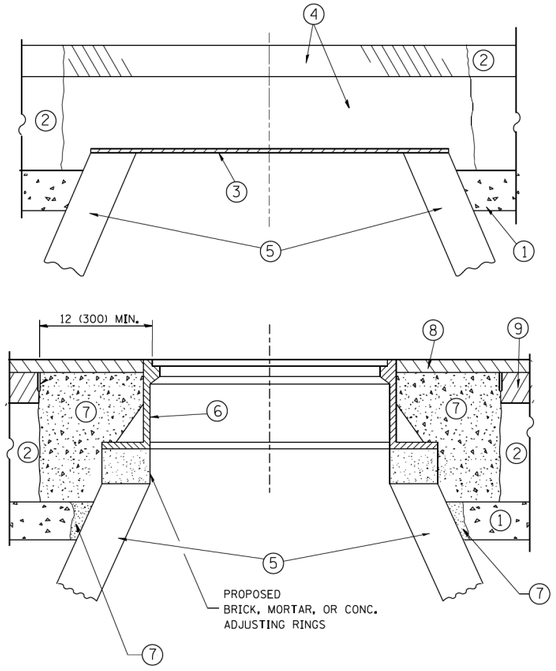
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 09-09-94					0003	18A-2	MCHENRY	825	364
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94						BD500-01 (BD-7)		CONTRACT NO. 60F72	
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	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 1½ (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

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 REMCVED 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.

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	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.
0003	18A-2	MCHENRY	825	365
	BD600-03 (BD-8)	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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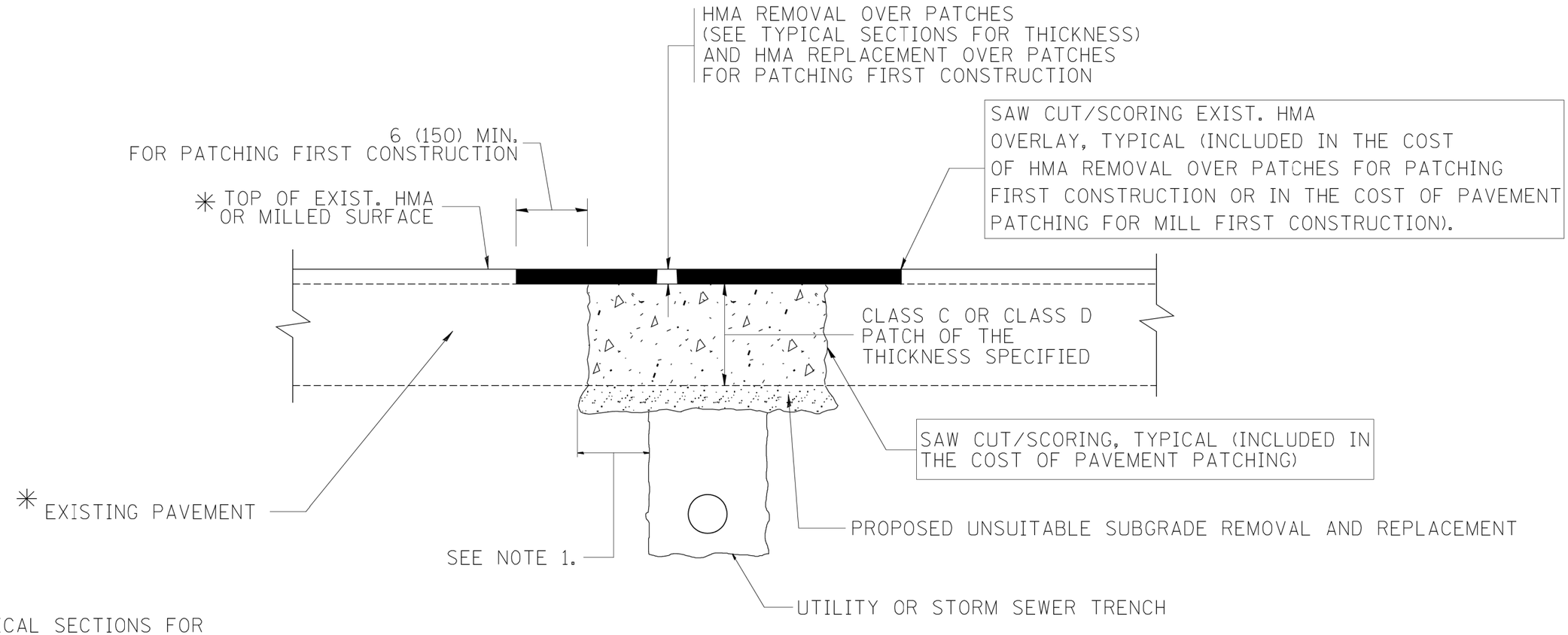


✳ SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

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)

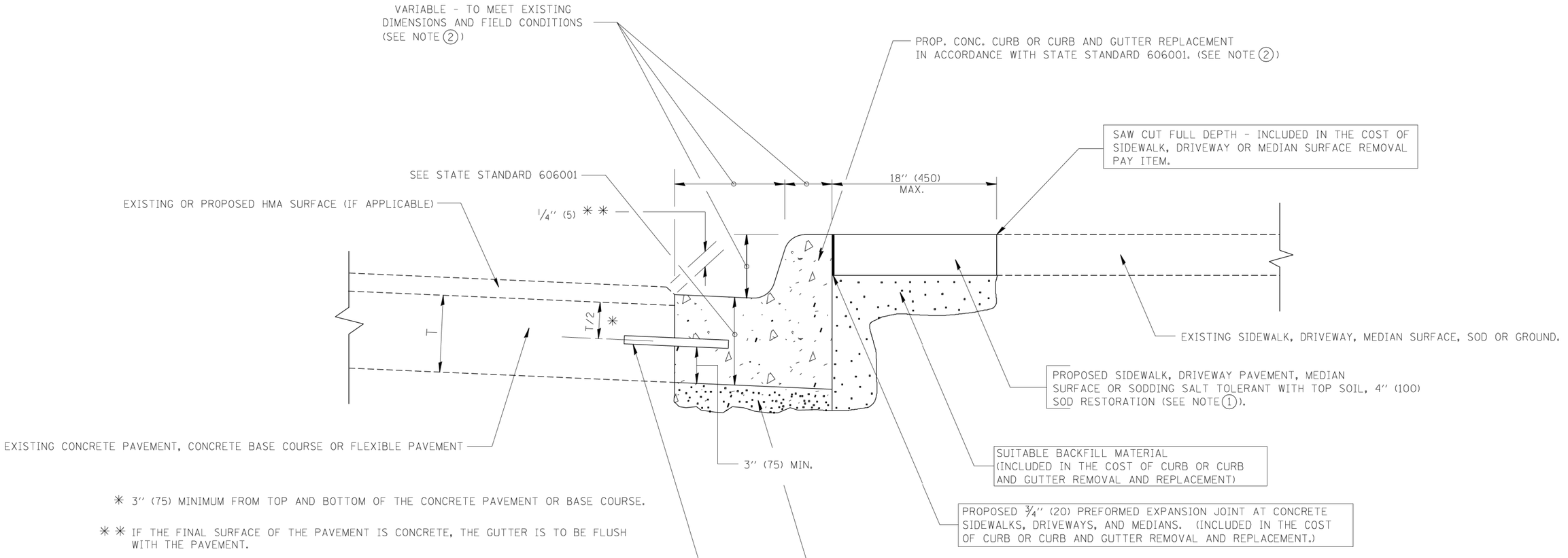
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT**	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07			0003	18A-2	MCHENRY	825	366
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07				BD400-04 (BD-22)		CONTRACT NO. 60F72	
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* 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.

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.

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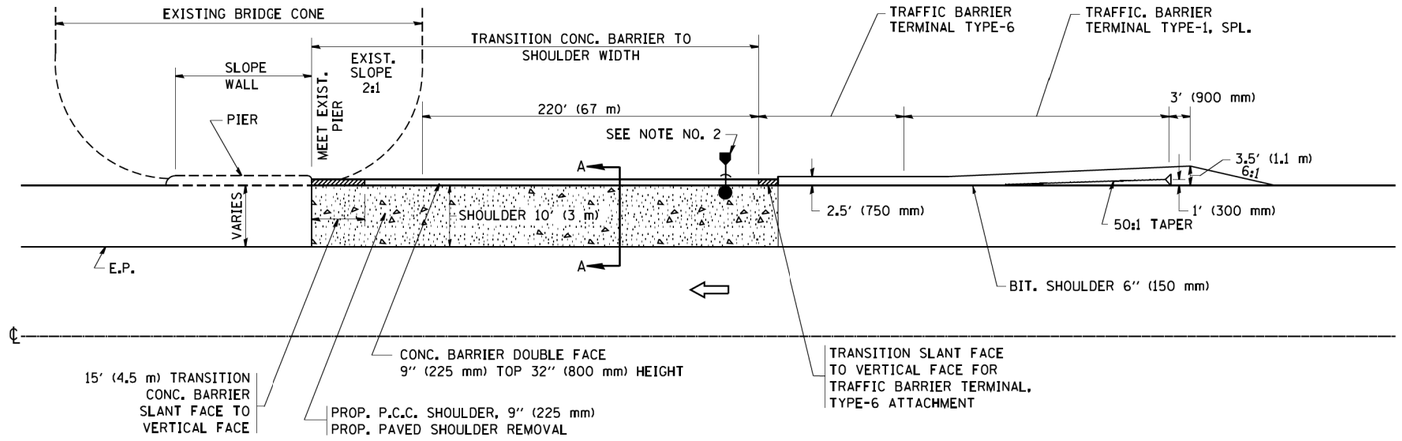
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

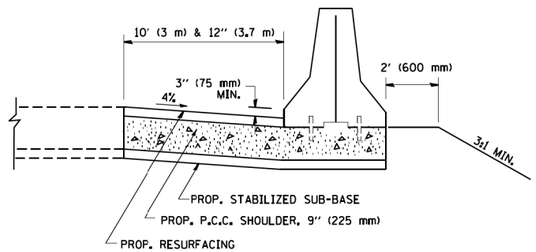
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

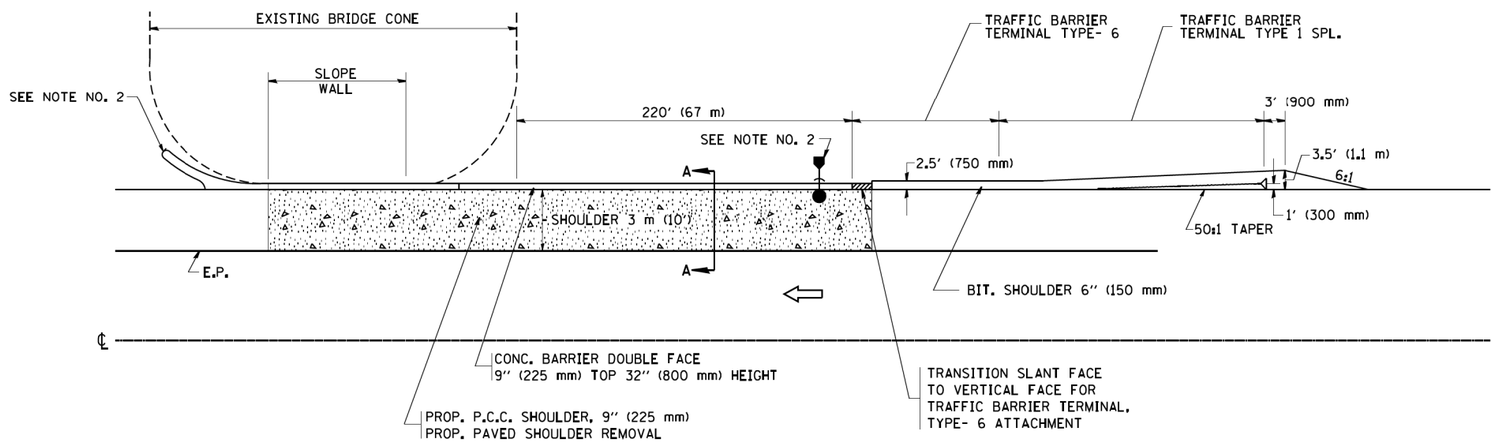
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	367
	BD600-06 (BD-24)	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



CONC. BARRIER ADJACENT TO SLOPE WALL WITH PIER (DITCH SECTION)



SECTION A-A



CONC. BARRIER ADJACENT TO SLOPE WALL WITHOUT PIER (DITCH SECTION)

NOTE:

1. SEE STATE STANDARD 630201 FOR STABILIZATION FOR GUARDRAIL.
*2. THE GUTTER OUTLET AND CATCH BASIN LOCATION IS DEPENDENT ON DIRECTION OF FLOW.
3. USE CONC. BARRIER SINGLE FACE IF CLEARANCE BETWEEN PIER AND SHOULDER IS LESS THAN 27" (685 mm).
4. SEE STATE STANDARD 637001 FOR CONCRETE BARRIER.

* CATCH BASIN TYPE C, TYPE 24 FRAME AND GRATE
* STORM SEWERS, 12" (300 mm)
* END SECTIONS, 12" (300 mm)

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		DRAWN -	REVISED -
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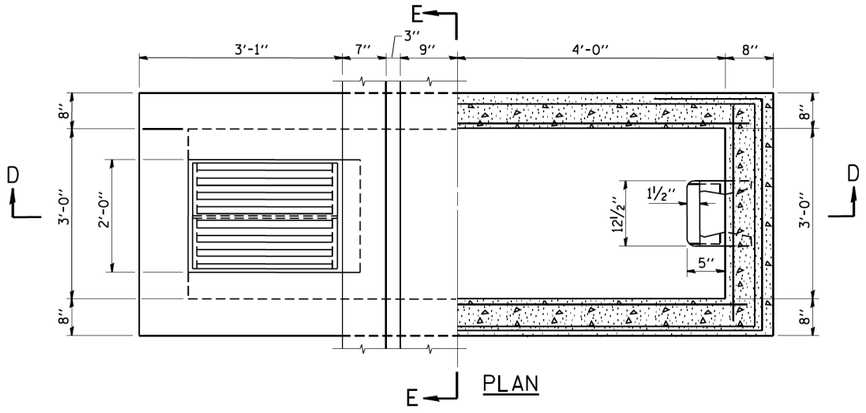
	PLOT DATE = 1/4/2008	DATE - 10-18-02	REVISED -

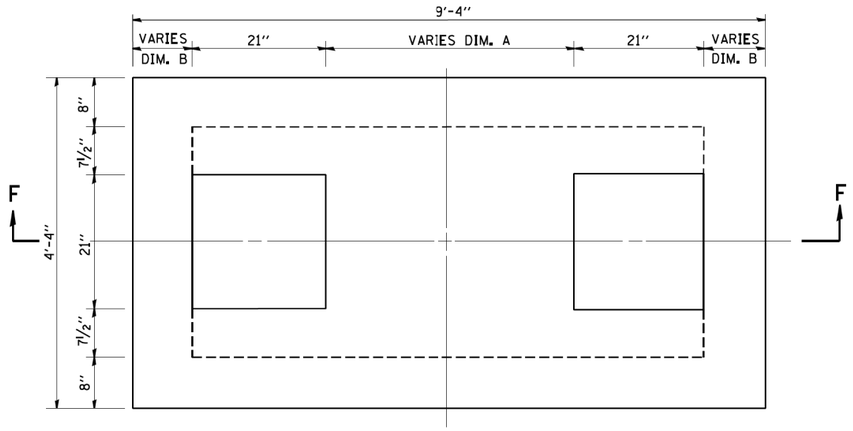
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER PIER AND SLOPE WALL PROTECTION DETAIL

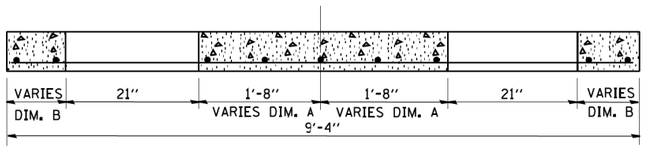
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	368
	BD600-08 (BD29)	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

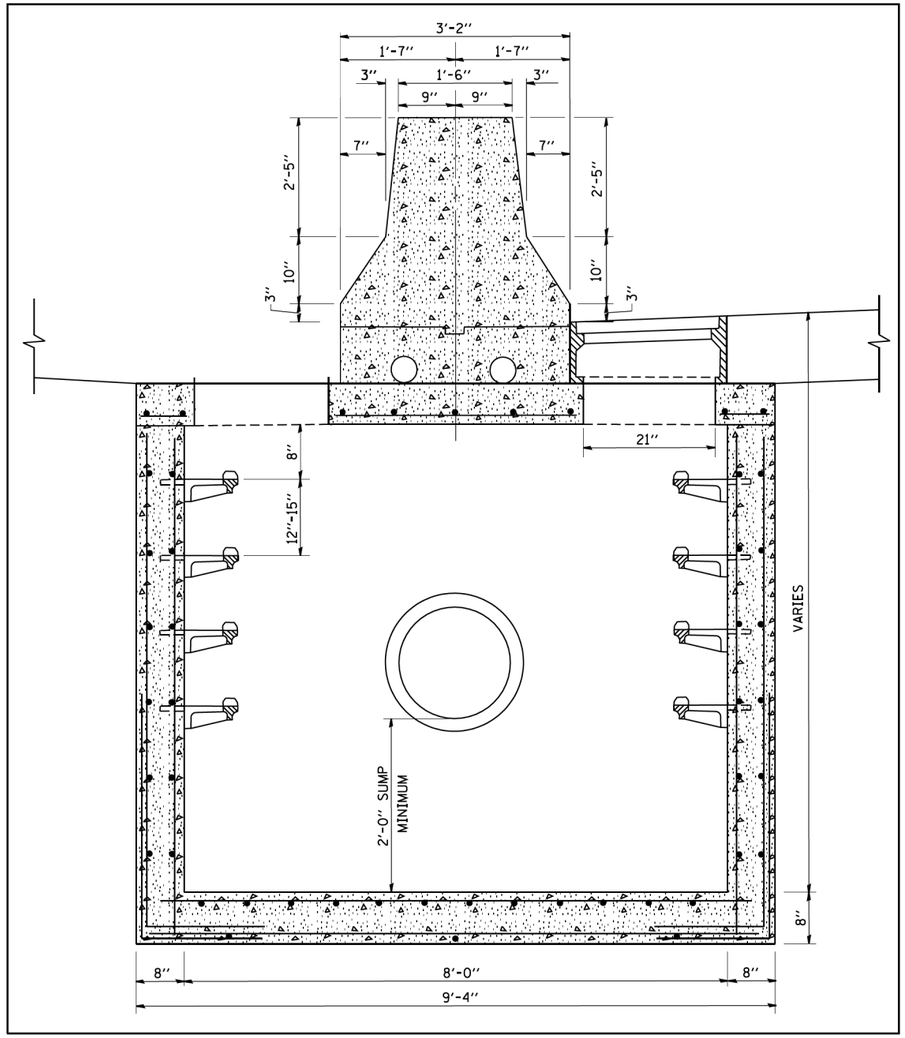




PRE-CAST SLAB PLAN



SECTION F-F



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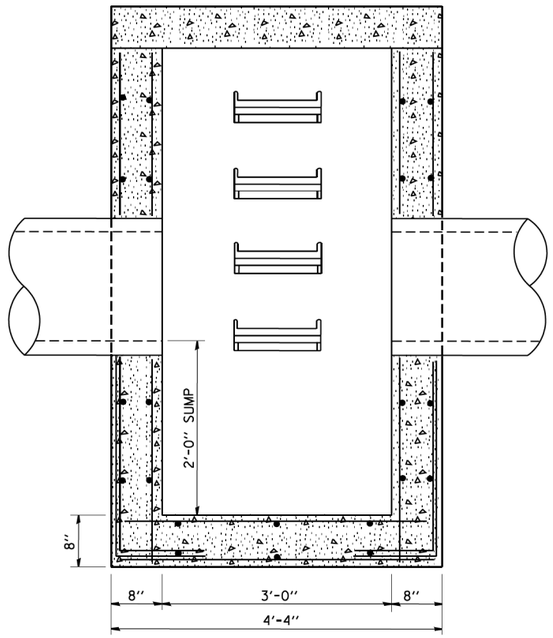

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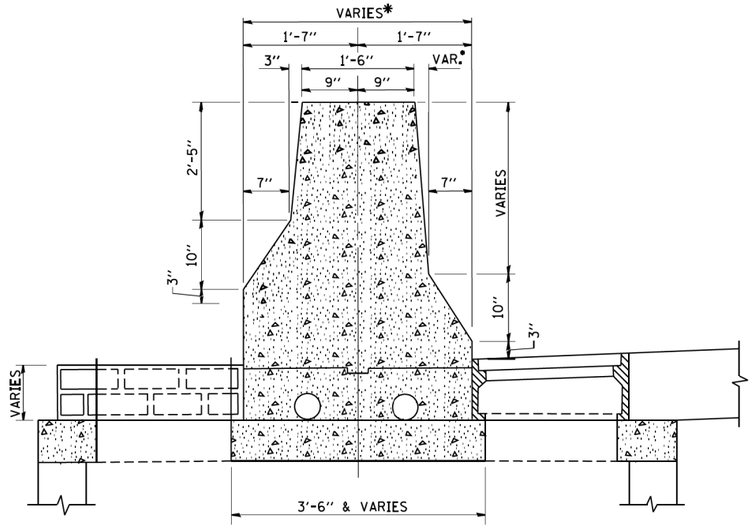

TOP SECTION D-D
DIFFERENT PGL (GRATE EL.)

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE - 10-18-02	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE STRUCTURE TYPE 4

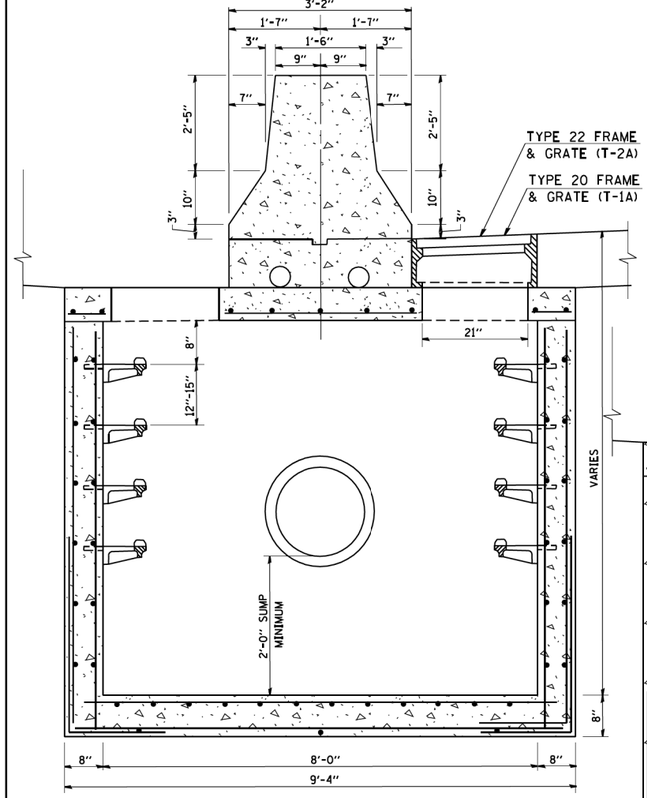
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	369

BD600-09 (BD-30) CONTRACT NO. 60F72

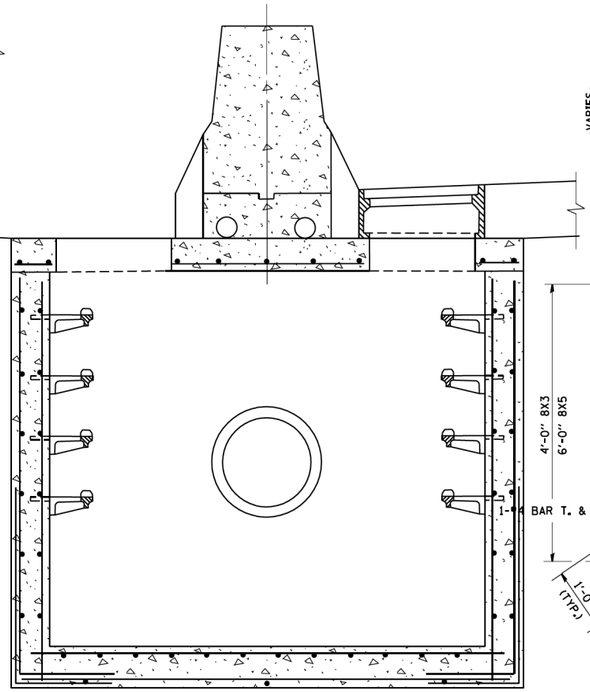
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

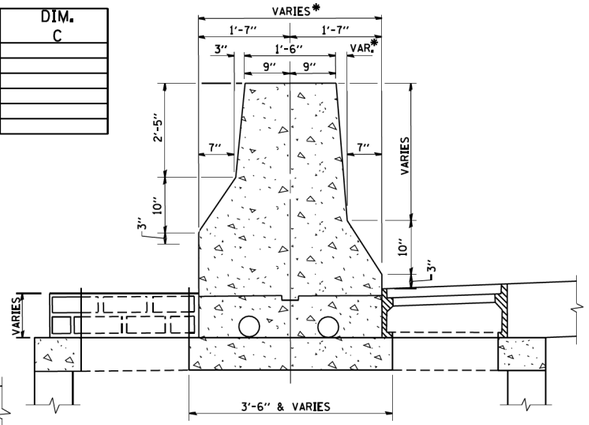
A PGL (FT)	DIM. A	DIM. B	DIM. C
1	1'-10 1/4"	1'-4 3/4"	
2	1'-11 1/2"	1'-3 1/2"	
3	2'-0 3/4"	1'-2 1/4"	
4	2'-2"	1'-1"	
5	2'-3 1/4"	0'-11 3/4"	
6	2'-4 1/2"	0'-10 1/2"	

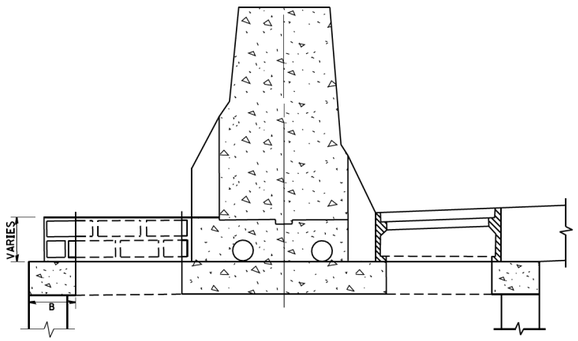


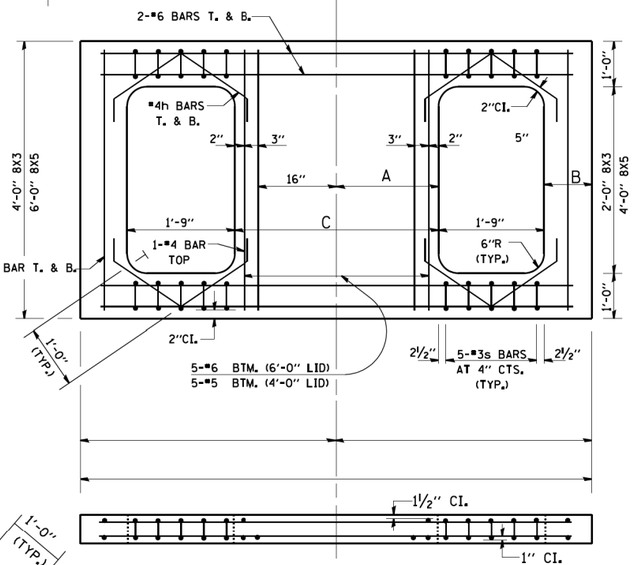
CATCH BASIN 8X5 AND 8X3

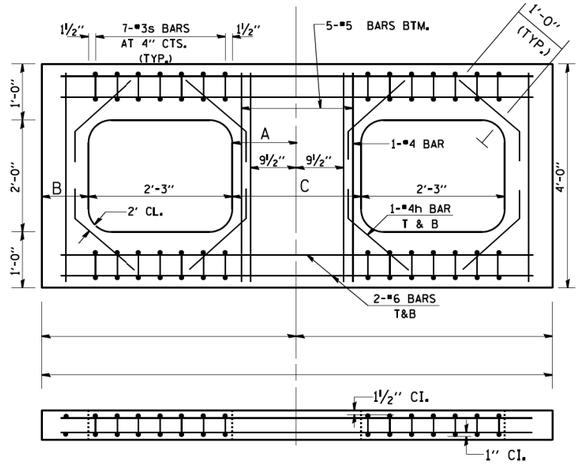
CATCH BASIN 8X3



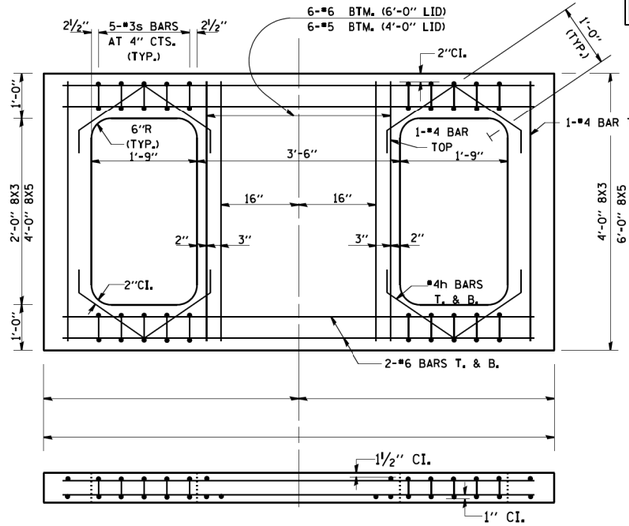




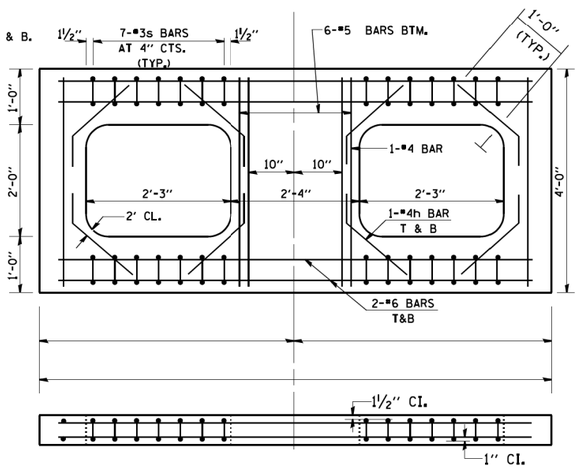




A PGL (FT)	DIM. A	DIM. B	DIM. C
1	1'-3 1/4"	1'-4 3/4"	
2	1'-4 1/2"	1'-3 1/2"	
3	2'-5 3/4"	1'-2 1/4"	
4	7'-2"	1'-1"	
5	2'-8 1/4"	0'-11 3/4"	
6	2'-9 1/2"	0'-10 1/2"	



REINFORCED LID FOR TYPE 20 & 22 FRAME & GRATE



REINFORCED LID FOR TYPE 21 FRAME & GRATE

STA. AND OFFSET	TYPE OF LID	A PGL	DIM. A	DIM. B	DIM. C	STA. AND OFFSET	TYPE OF LID	A PGL	DIM. A	DIM. B	DIM. C

NOTE:
DRAINAGE STRUCTURES SHALL CONFORM TO I.D.O.T. STANDARD 2364 EXCEPT AS NOTED IN THIS DETAIL.

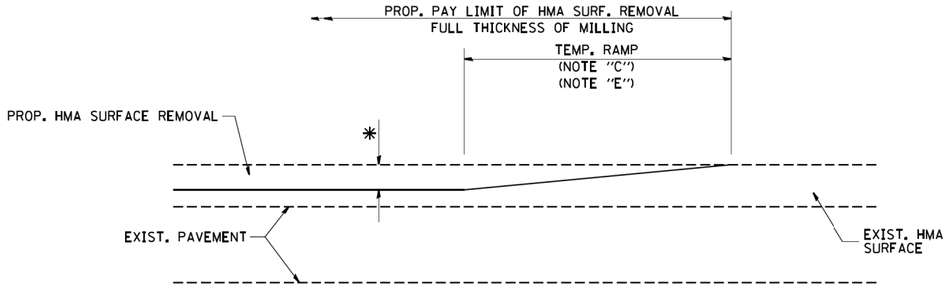
FILE NAME = W:\diststd\22x34\bd31.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE - 10-18-02	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE STRUCTURES TYPE 1A, 2A, AND 3A
TYPE 1A (SPECIAL), 2A (SPECIAL) AND 3A (SPECIAL)

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

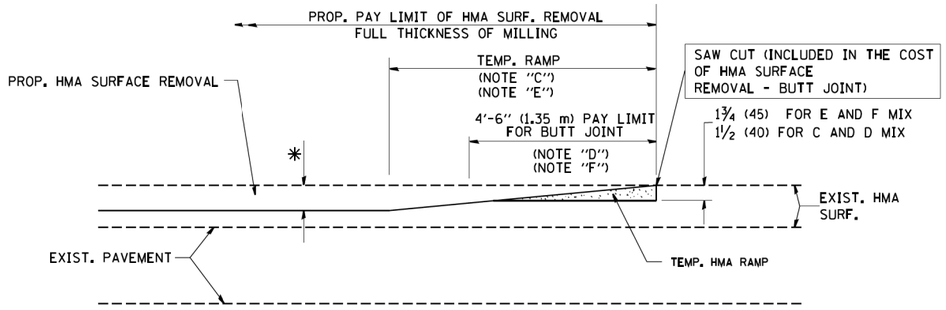
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	370
	BD600-10 (BD-31)	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

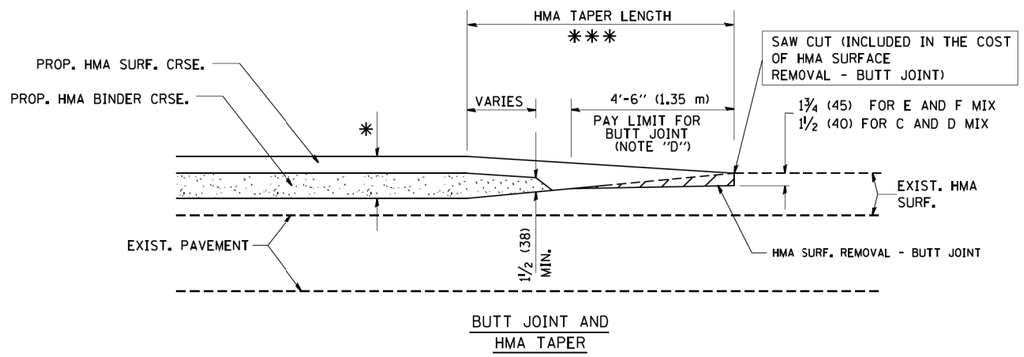


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

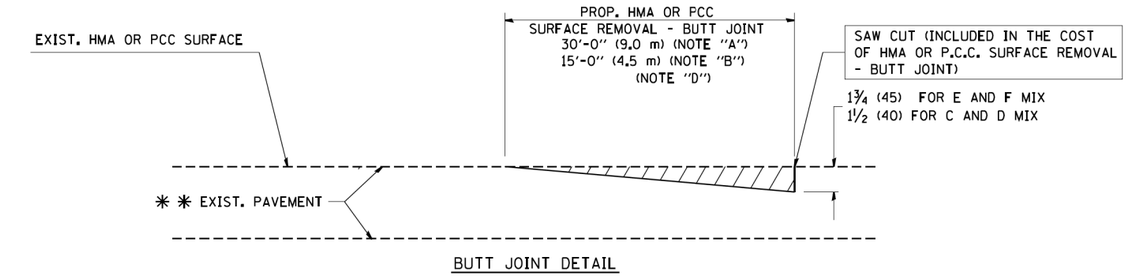
OPTION 2

TYPICAL TEMPORARY RAMP

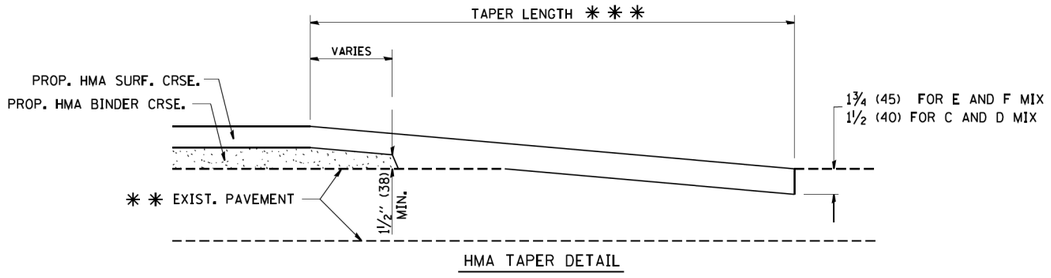


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



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")

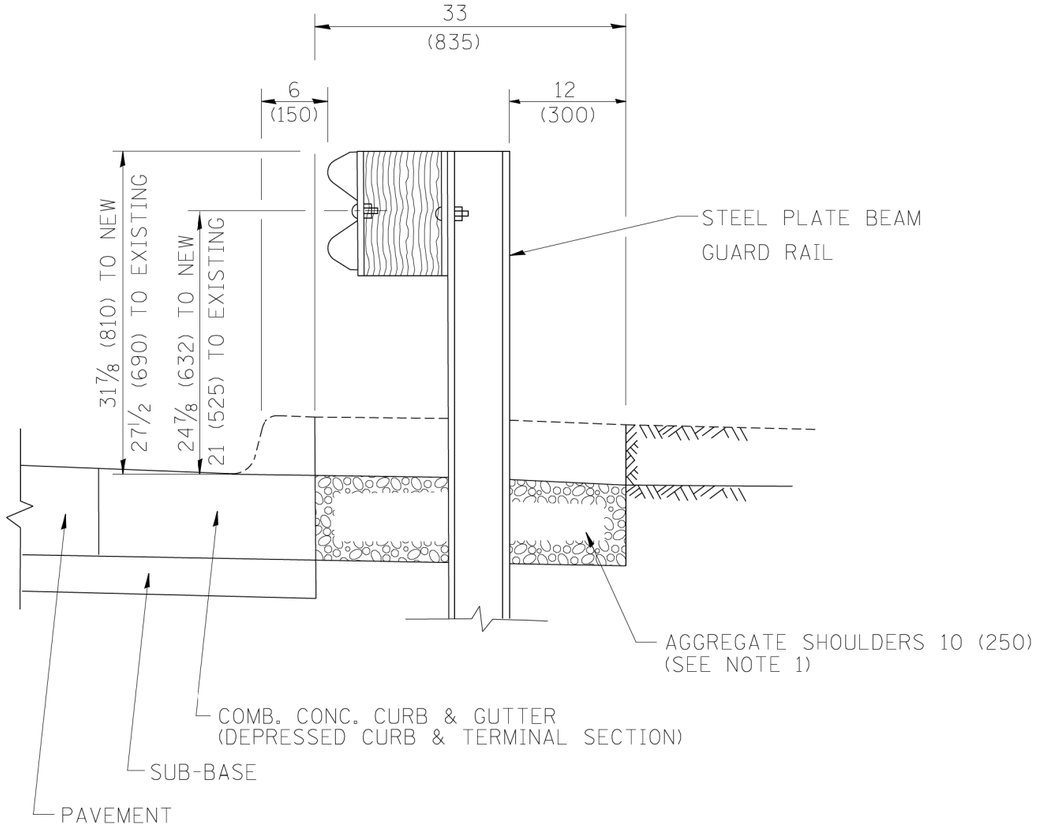
BASIS OF PAYMENT:

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.

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS
		DRAWN -	REVISED - A. ABBAS 03-21-97		
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01		
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

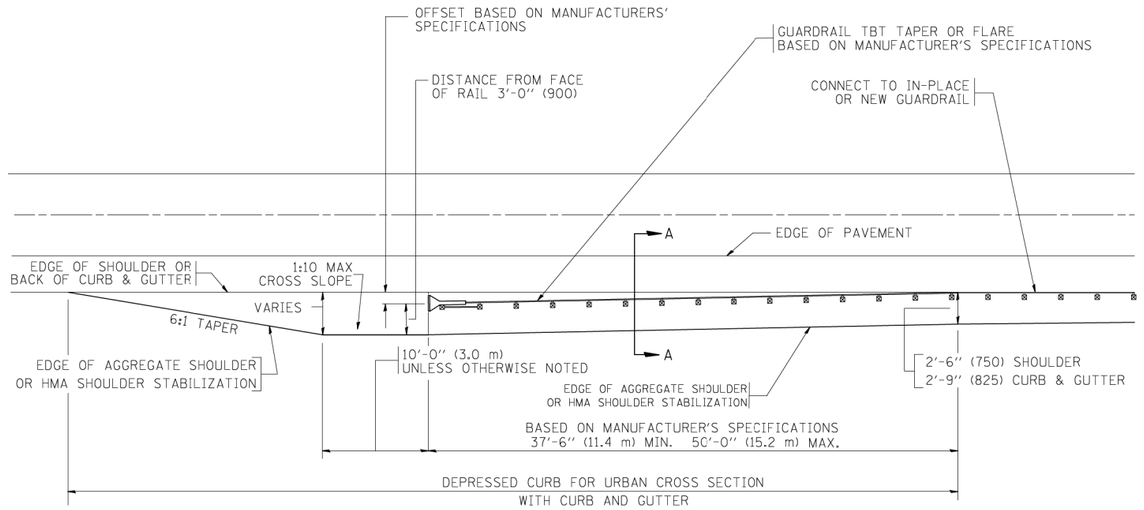
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
860	18A-2	MCHENRY	825	371
	BD400-05 BD32	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



SECTION A-A

NOTES:
1. THE AGGREGATE SHOULDER, 10'' OR HMA SHOULDER, 6'' (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. ''EXISTING'' GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



DEPRESSED CURB AND GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL.

BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR ''HOT-MIX ASPHALT SHOULDERS 6'' (150 mm)''.

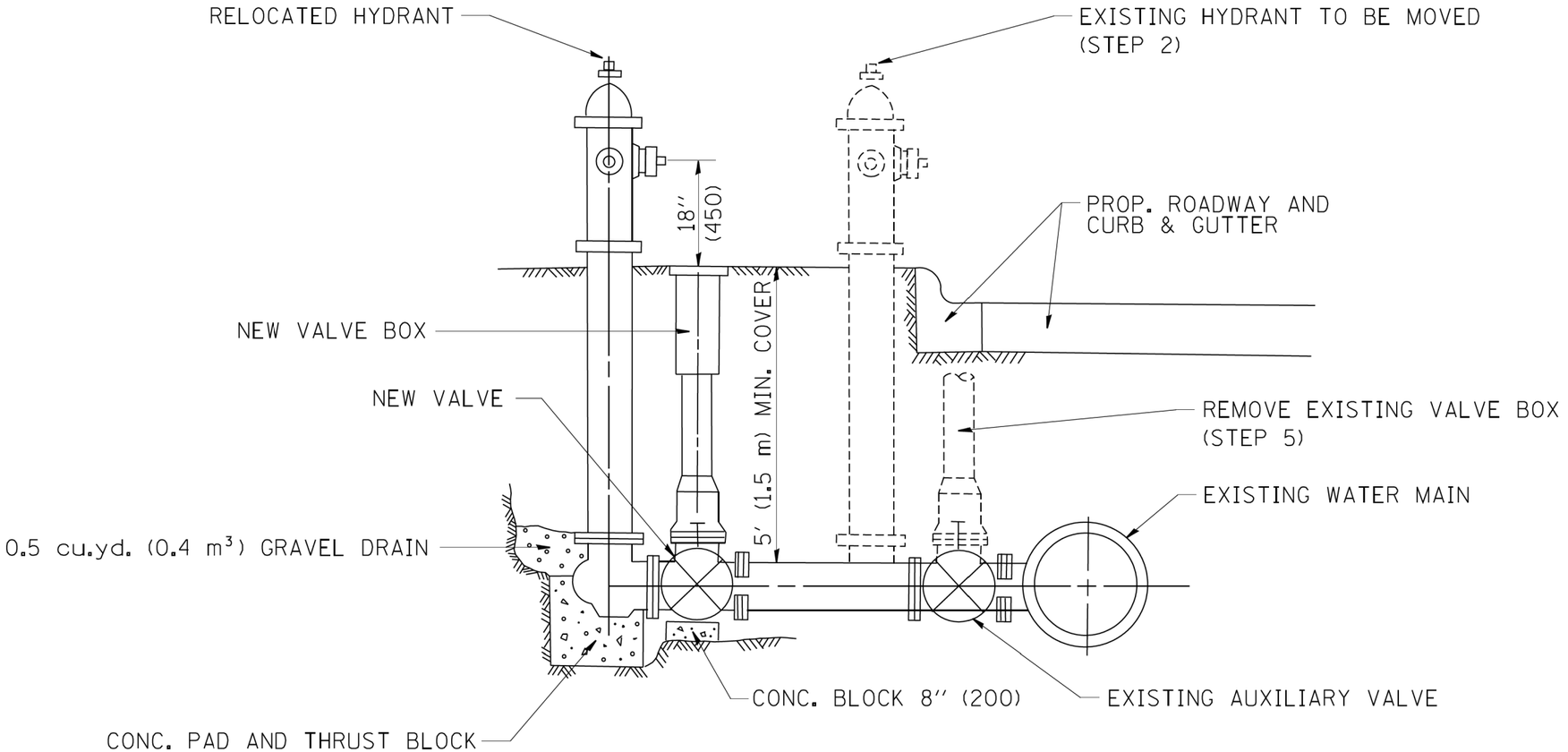
STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL

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

FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\bd34.dgn	USER NAME = drivakosgn	DESIGNED - M. DE YONG	REVISED - E. GOMEZ 08-28-00	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL.**
		DRAWN -	REVISED - R. BORO 01-01-07		
	PLOT SCALE = 49.9999 '/ IN.	CHECKED -	REVISED - R. BORO 12-08-2008		
	PLOT DATE = 9/21/2009	DATE - 09-22-90	REVISED - R. BORO 09-14-2009		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	372
	BD600-10 (BD 34)	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



SEQUENCE OF CONSTRUCTION:

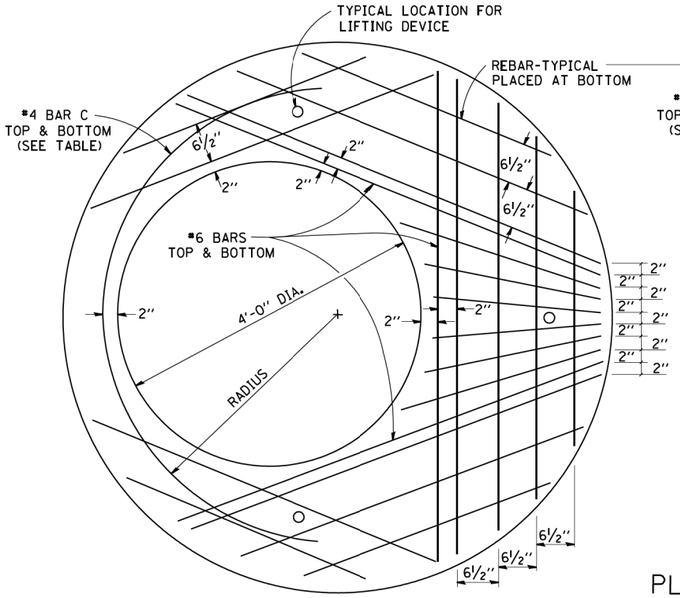
1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

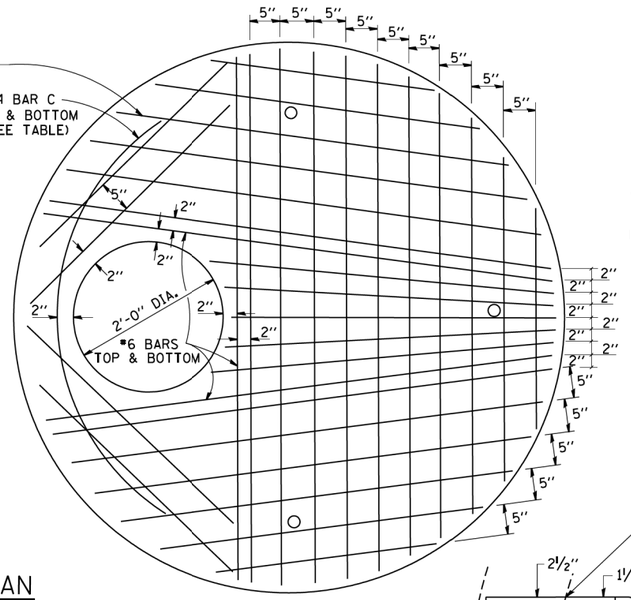
ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

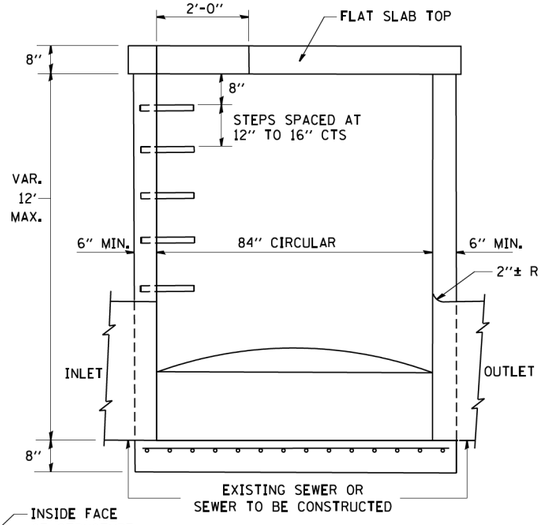
FILE NAME = W:\diststd\22x34\bd36.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FIRE HYDRANT TO BE MOVED	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 10-25-94			0003	18A-2	MCHENRY	825	373
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -				BD-36		CONTRACT NO. 60F72	
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





PLAN

SHOWING REBAR REINFORCEMENT



ELEVATION

GENERAL NOTES

ALTERNATE MATERIAL FOR THE WALLS MAY BE CONCRETE MASONRY UNITS, PRECAST REINFORCED CONCRETE SECTIONS OR CAST-IN-PLACE CONCRETE. THE CAST IRON STEPS AS DETAILED HEREON ARE TYPICAL. STEPS OF OTHER DESIGN AND MATERIAL THAT CONFORM TO THE MINIMUM REQUIREMENTS OF THE STEPS SHOWN MAY BE USED WHEN APPROVED BY THE ENGINEER.

CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14 OF THE STANDARD SPECIFICATIONS.

STEPS SHALL BE EMBEDDED INTO THE WALL A MINIMUM OF THREE (3) INCHES. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.

STEPS SHALL BE OMITTED FOR WORK IN COOK COUNTY WHEN THE DEPTH OF THE MANHOLE IS TEN (10') OR LESS.

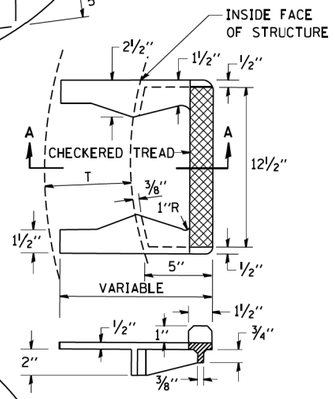
IN ADDITION TO THE REQUIREMENTS OF ARTICLE 612.13 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR MANHOLES, TYPE A, 7'-DIAMETER SHALL INCLUDE THE SAND CUSHION WHEN REQUIRED, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL, AND FURNISHING AND INSTALLING FLAT SLAB TOP.

PRECAST FLAT SLAB TOP SHALL CONFORM TO ARTICLES 505.01 THRU 505.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONCRETE STRENGTH SHALL BE 4,000 PSI AFTER 28 DAYS. REINFORCEMENT BARS AND WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 1006.10. ONLY GRADE 60 REINFORCEMENT BARS WILL BE PERMITTED.

BOTTOM SLAB SHALL BE REINFORCED BY EITHER REINFORCEMENT BARS OR WELDED WIRE FABRIC. THE MINIMUM REINFORCEMENT SHALL BE 0.46 SQUARE INCH PER LINEAR FOOT IN BOTH DIRECTIONS.

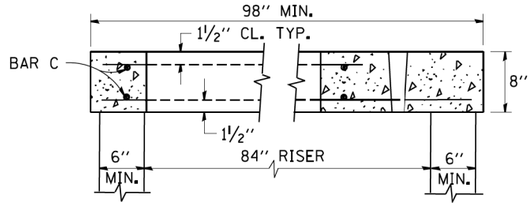
JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.

LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.

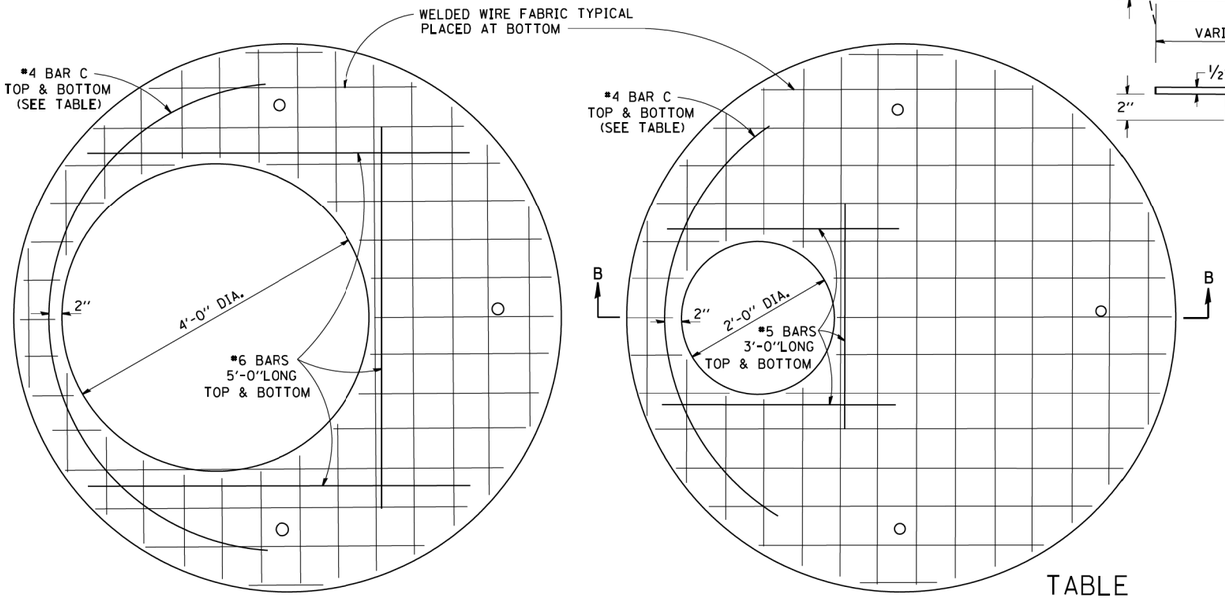


SEC. A-A

CAST IRON STEPS



SECTION B-B

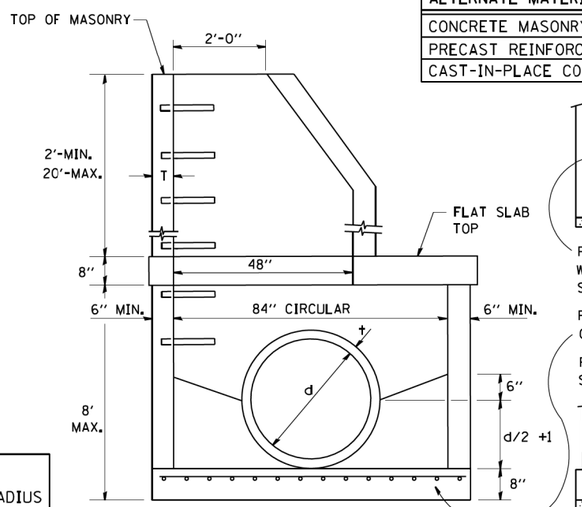


PLAN

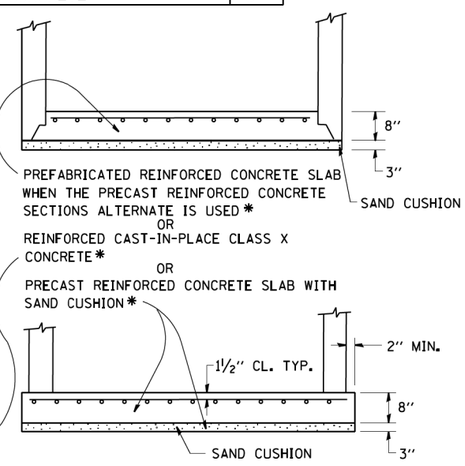
SHOWING WELDED WIRE FABRIC REINFORCEMENT

NOTE: THIS STRUCTURE SHOULD BE USED WITH PIPES SIZE 54" DIA. OR SMALLER.

ALTERNATE MATERIALS FOR RISERS	T (MIN.)
CONCRETE MASONRY UNITS	5"
PRECAST REINFORCED CONCRETE SECTIONS	4"
CAST-IN-PLACE CONCRETE	6"



ELEVATION



TABLE

DIAMETER OF OPENING	REINFORCEMENT "As" WWF OR EACH DIRECTION	BAR SIZE	BAR C SIZE	BAR C LENGTH	BAR C RADIUS
2'-0"	1.06 SQ.IN./LIN.FT.	#6	#4	6'-0"	38"
4'-0"	0.82 SQ.IN./LIN.FT.	#6	#4	9'-0"	38"

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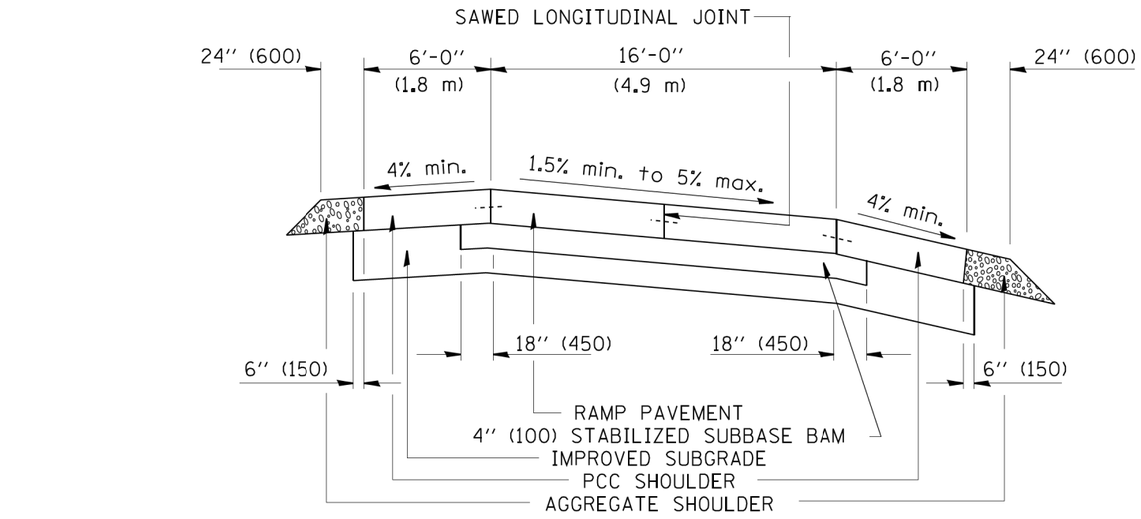
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE - 10-18-02	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

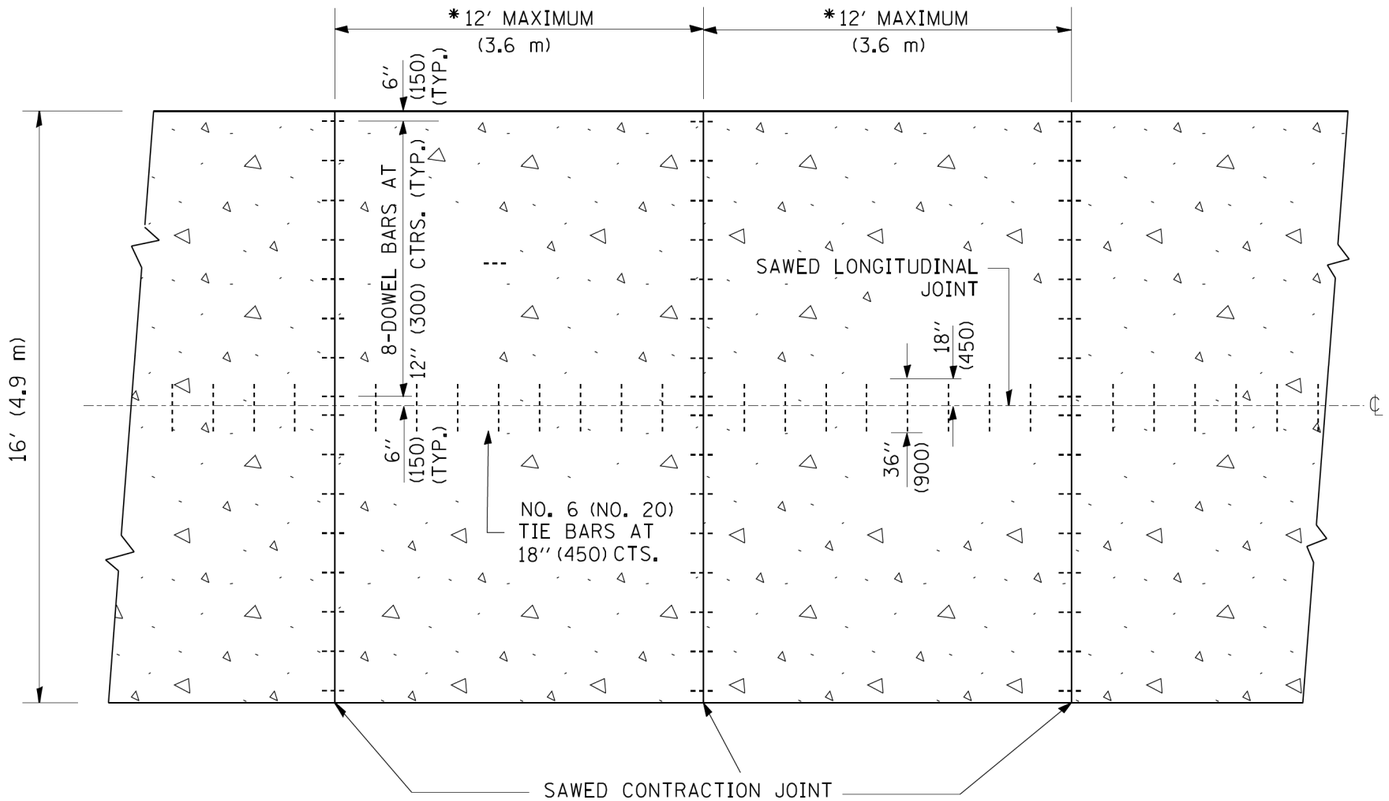
MANHOLE TYPE A
7 FOOT DIAMETER

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	374
	BD600-11 (BD-37)	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



SECTION

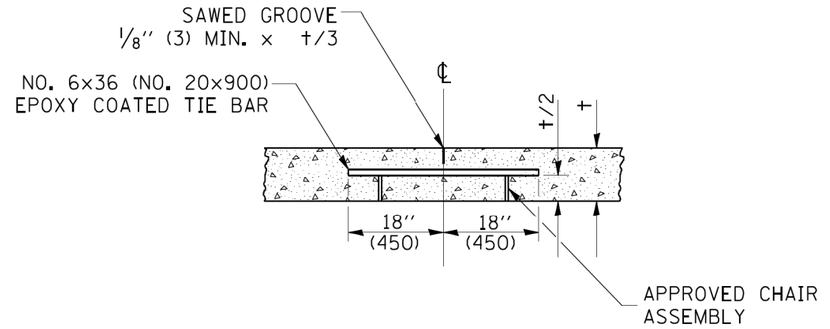


PLAN

NOTES:

1. CENTERLINE JOINT REMAINS IN THE CENTER WHEN RAMP TRANSITIONS TO TWO (2) RAMPS AT 12' (3.6 m).

2. ALL BARS TO BE EPOXY COATED.



SAWED LONGITUDINAL JOINT

ALL DIMENSIONS ARE IN INCHES
(MILLIMETERS) UNLESS OTHERWISE NOTED

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		DRAWN - TOM MATOUSEK	REVISED -
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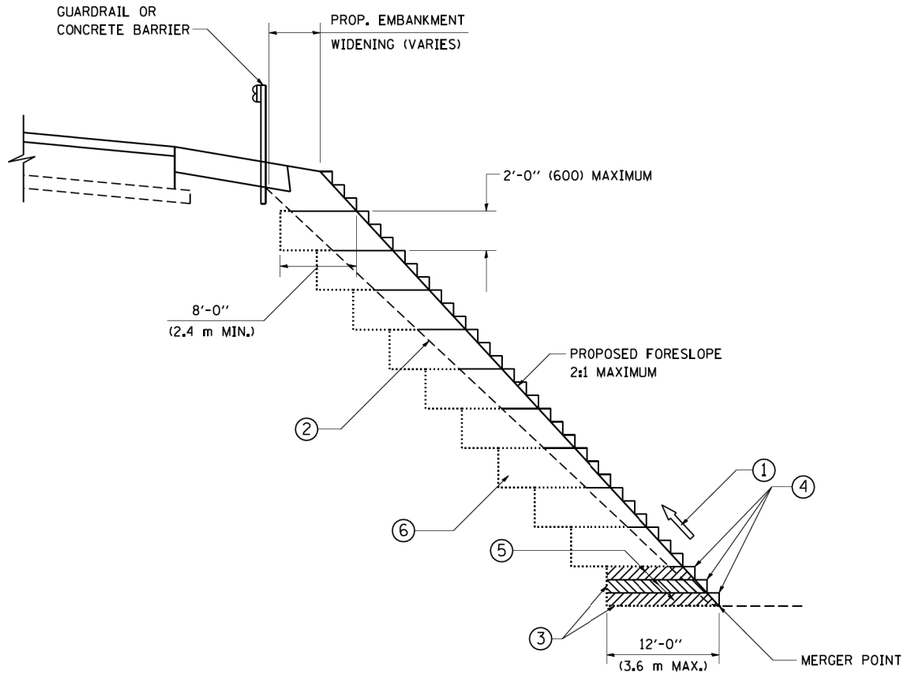
	PLOT DATE = 1/4/2008	DATE - 10-18-02	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL FOR CENTERLINE SAW CUT 16' (4.9 m) AND VARIABLE JOINTED PCC PAVEMENT FOR RAMPS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	375
	BD49	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

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

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

FILE NAME = W:\diststd\22x34\bd51.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -
		DRAWN - CADD	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - S.E.B.	REVISED -
	PLOT DATE = 1/4/2008	DATE - 06-16-04	REVISED -

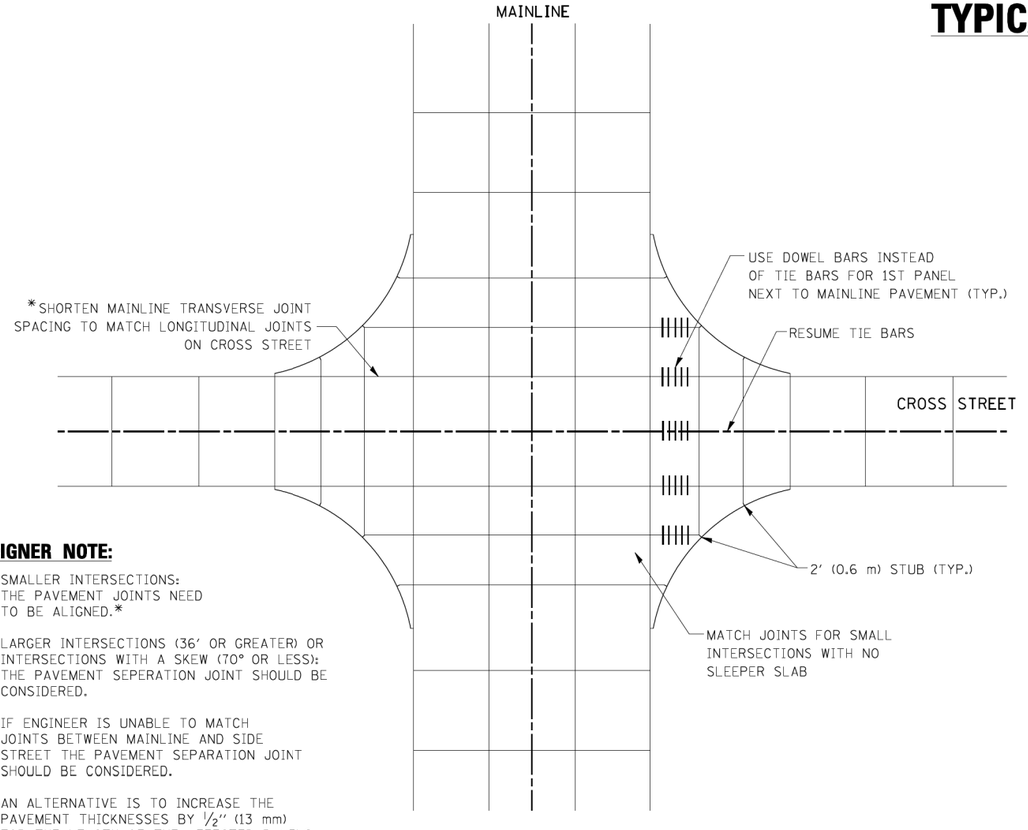
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	376
	BD-51	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TYPICAL APPLICATION

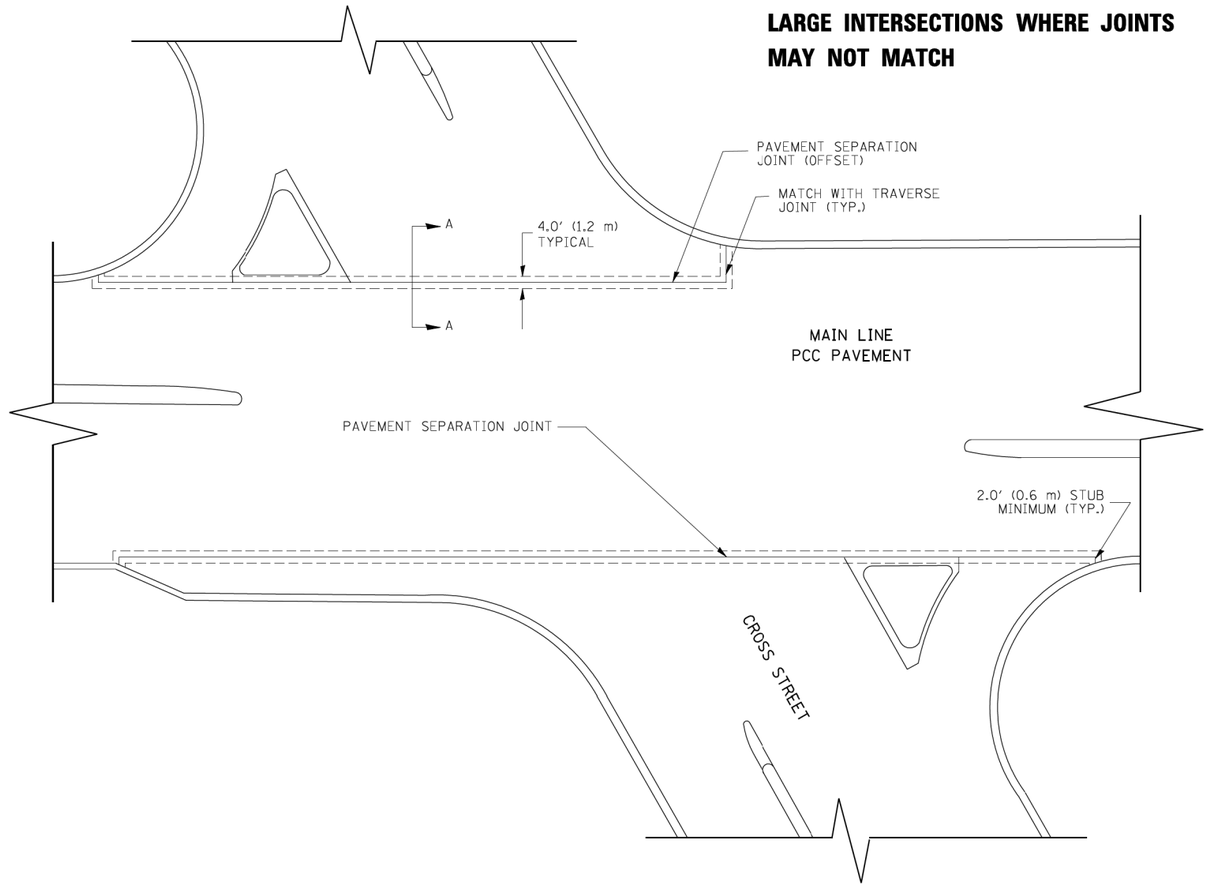


PLAN

DESIGNER NOTE:

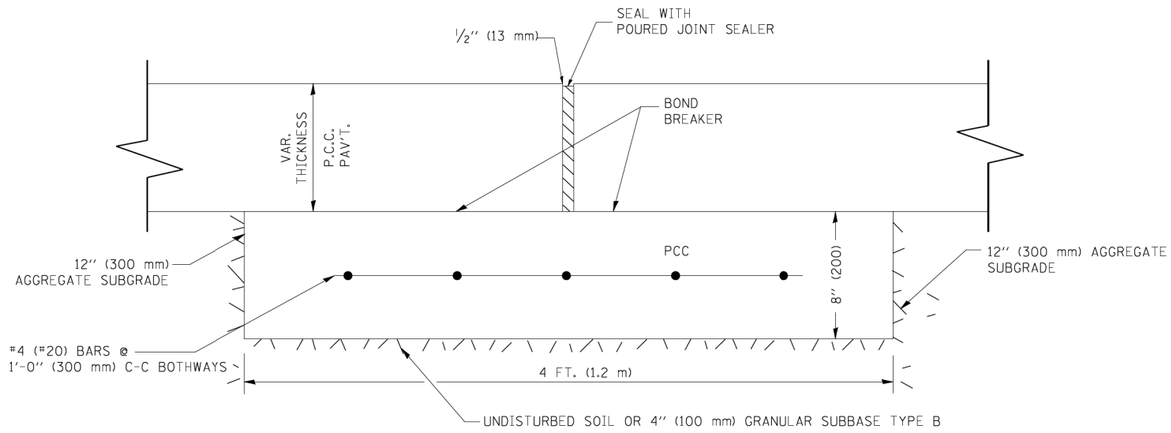
1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY ½" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION. FOR LARGE INTERSECTIONS (6 LANES
5. OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED.

THE USE OF CROSS STREET PAVEMENT SEPARATION JOINTS FOR SKEWED OR LARGE INTERSECTIONS WHERE JOINTS MAY NOT MATCH



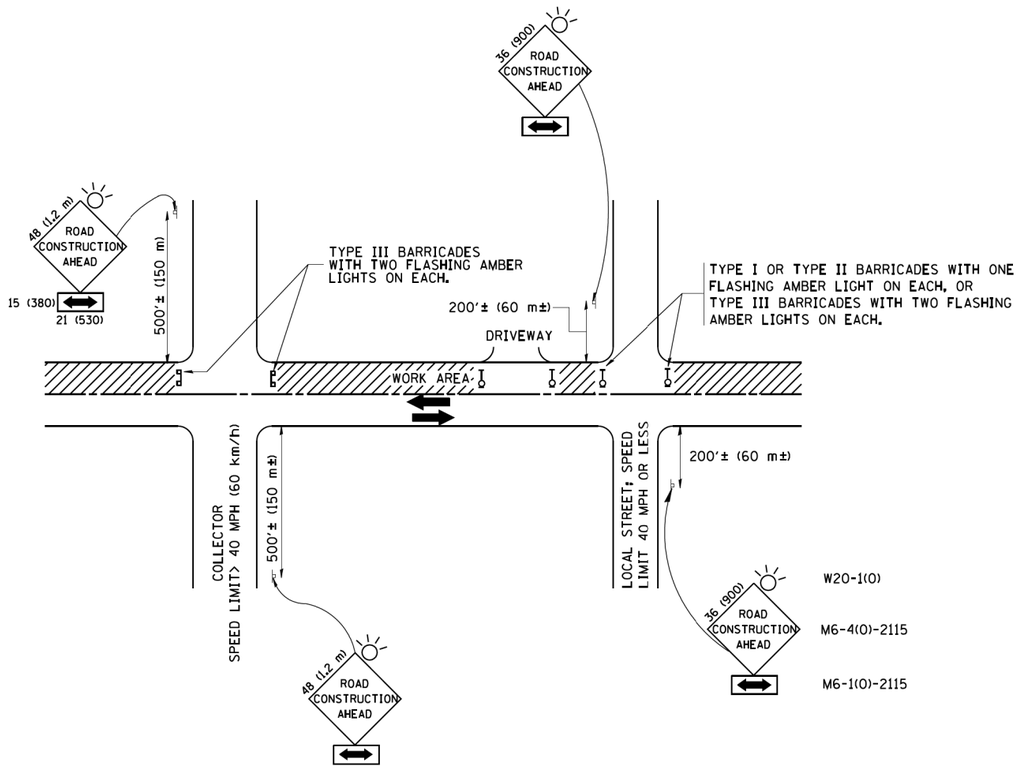
NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF ½" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TC ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.
5. PAVEMENT SEPARATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.
6. BOND BREAKER AND ½" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".



PROPOSED SECTION A-A

FILE NAME = bd52.dgn	USER NAME = leysa	DESIGNED -	REVISED - CADD 06-18-10	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DETAIL OF PAVEMENT SEPARATION JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS**	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			0003	18A-2	MCHENRY	825	377
	PLOT SCALE = 49.9999 ' / IN.	CHECKED -	REVISED -				BD52	CONTRACT NO. 60F72		
	PLOT DATE = 2/25/2011	DATE -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			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.

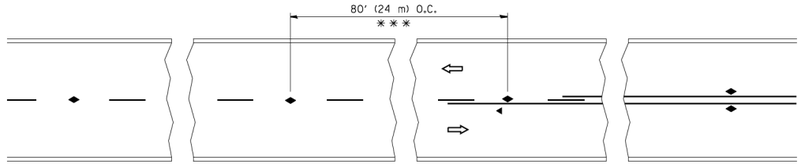
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

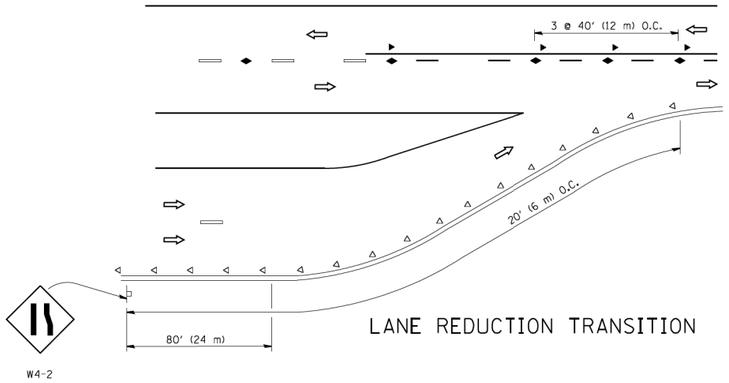
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	378
	TC-10	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

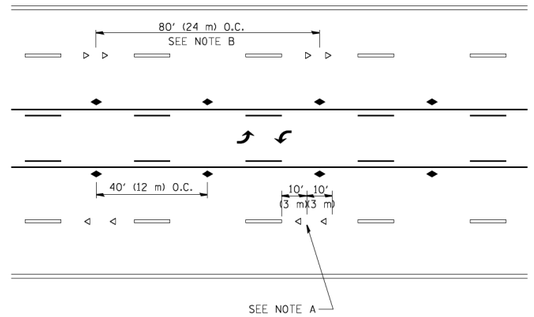


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

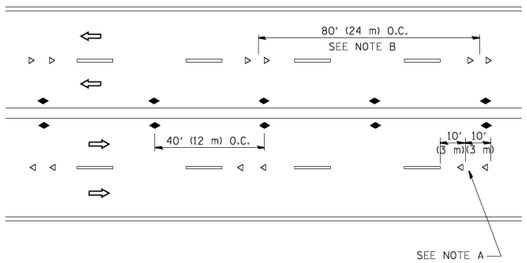
TWO-LANE/TWO-WAY



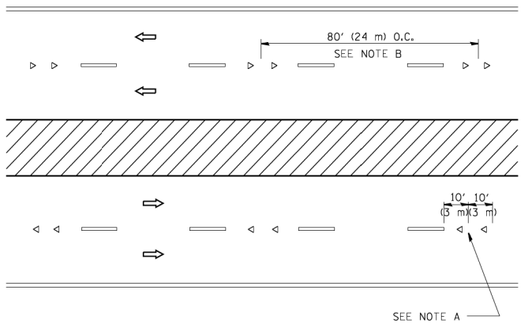
LANE REDUCTION TRANSITION



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

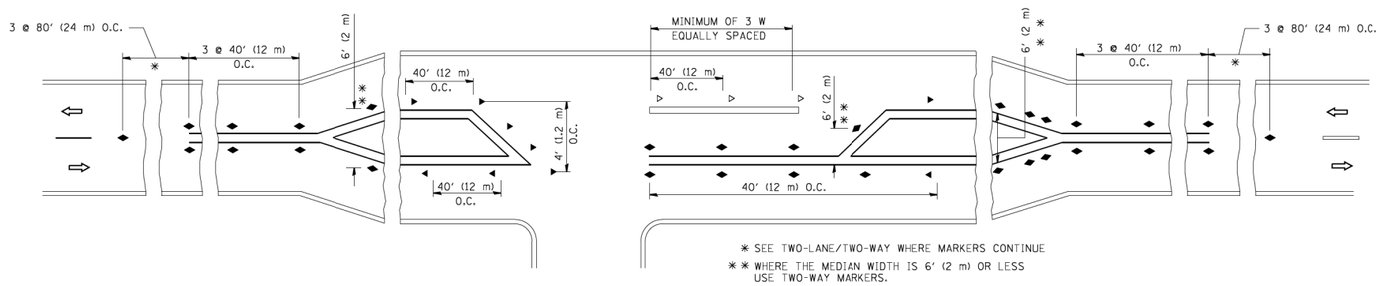
LANE MARKER NOTES

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.



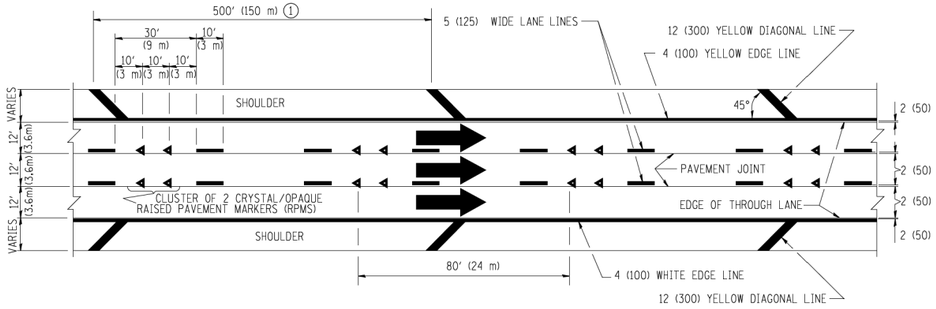
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

LEFT TURN

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

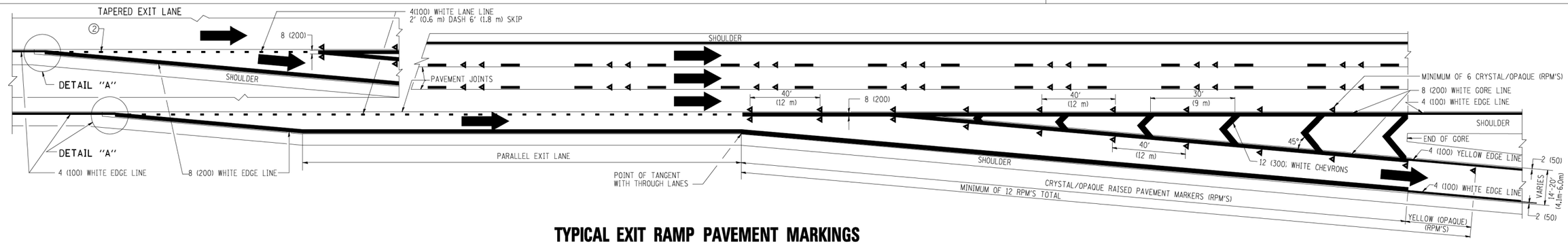
FILE NAME = c:\pw_work\pwidot\leysa\d0108315\tc11.dgn	USER NAME = leysa	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - T. RAMMACHER 03-12-99					0003	18A-2	MCHENRY	825	379
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00						**TC-11**		CONTRACT NO. 60F72	
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.		FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



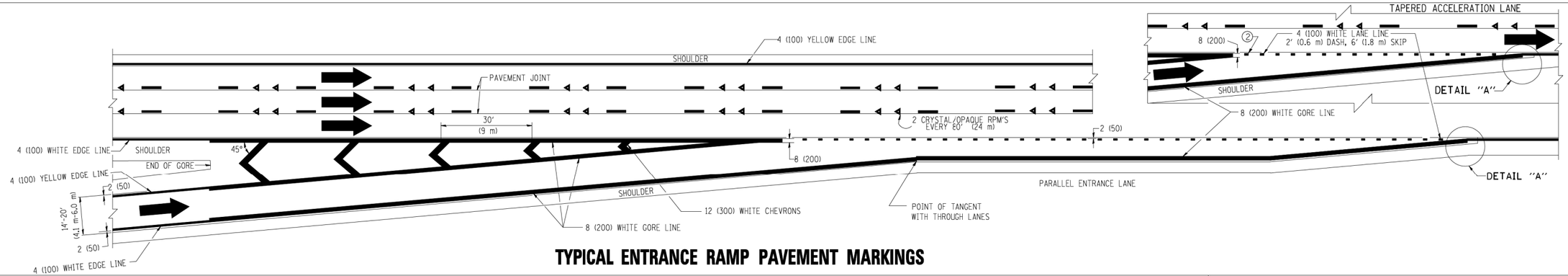
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

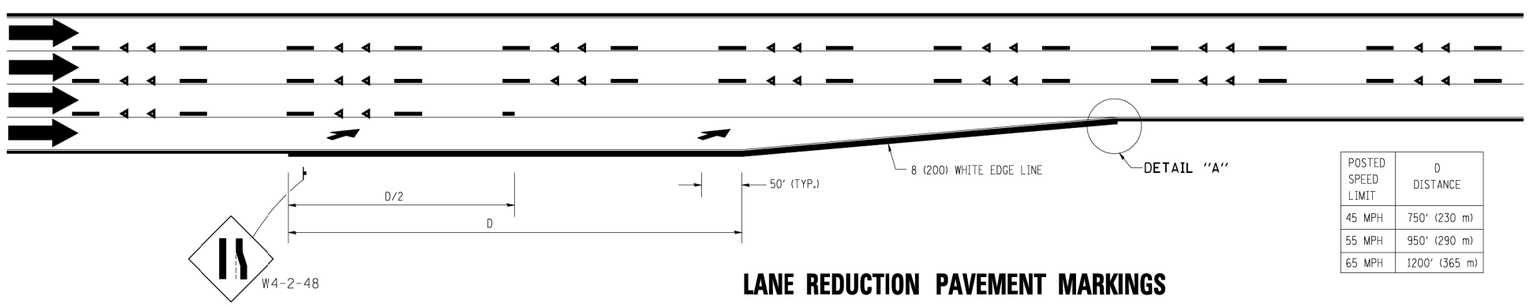
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT.
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

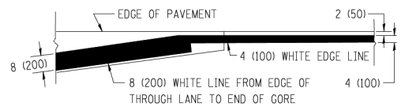


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS

POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



DETAIL "A"

NOTES:

① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.

② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

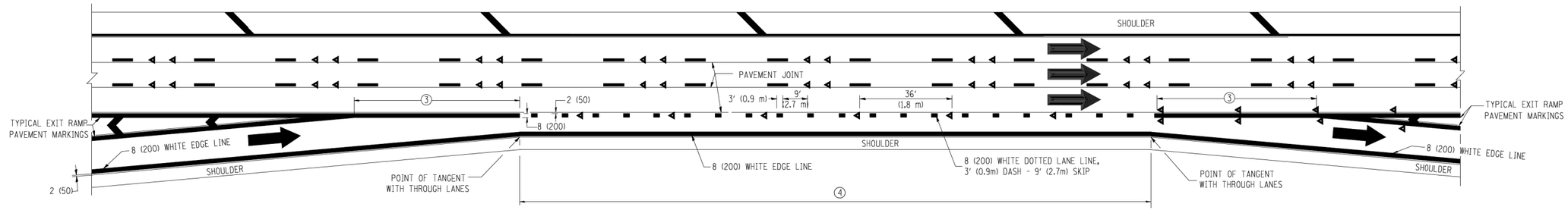
FILE NAME = c:\pw_work\PWIDOT\LEYSA\d0103315\tcl2.dgn	USER NAME = leysa	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/22/2010	DATE - 01-90	REVISED - S.P.B. 01-10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

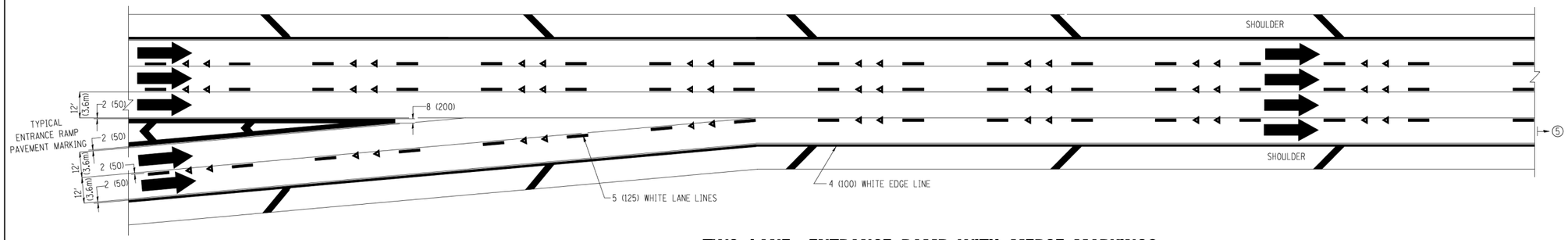
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

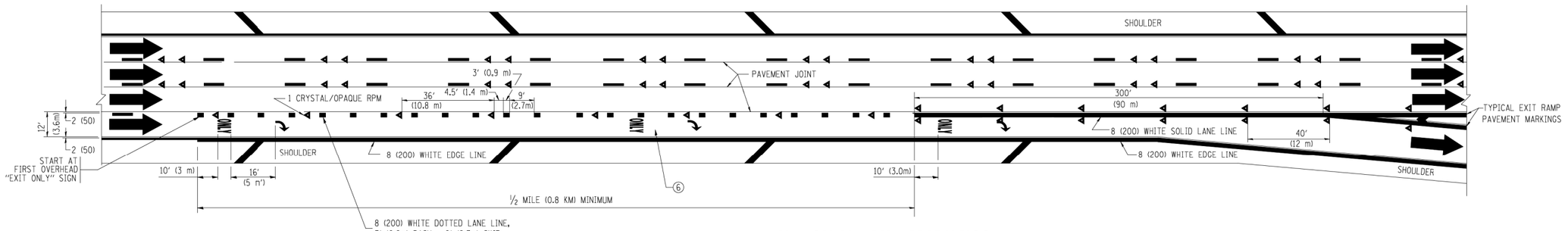
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	380
	TC-12	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



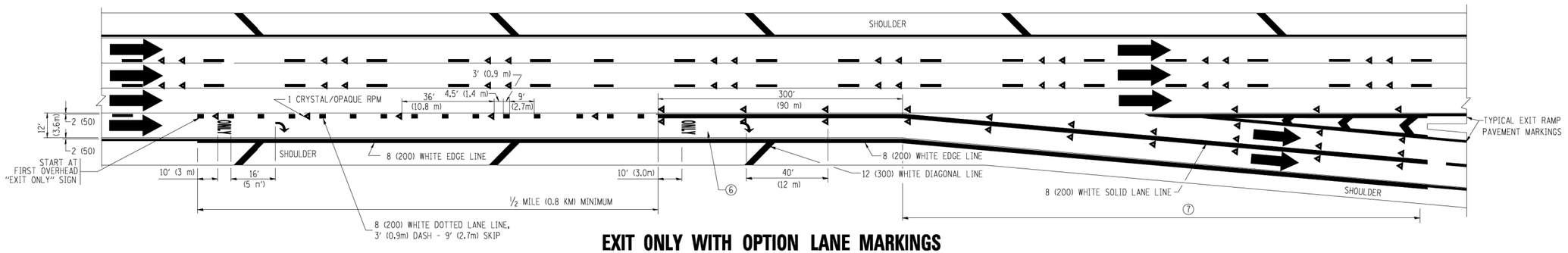
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

NOTES

③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).

④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.

⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.

⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.

⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

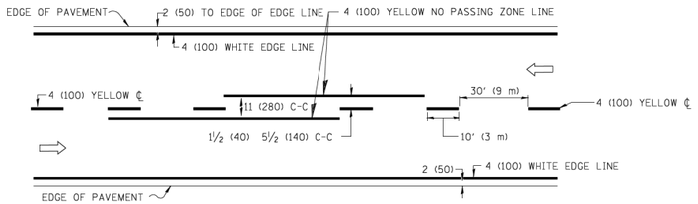
FILE NAME = c:\pw_work\PWIDOT\LEYSA\d0108315\tc12.dgn	USER NAME = leysa	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/22/2010	DATE - 01-90	REVISED - S.P.B. 01-10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

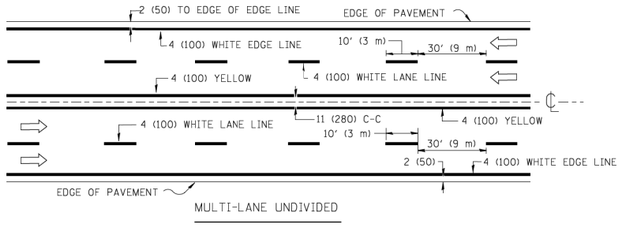
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: NONE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

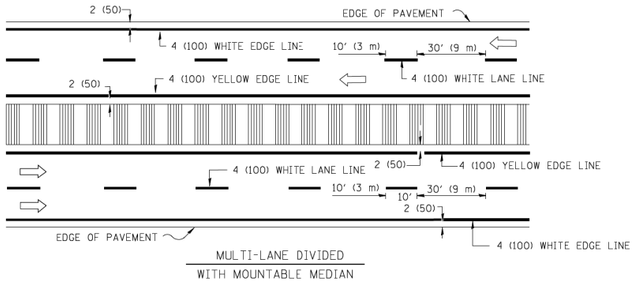
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	381
	TC-12	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



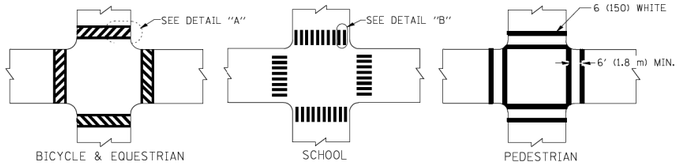
MULTI-LANE UNDIVIDED

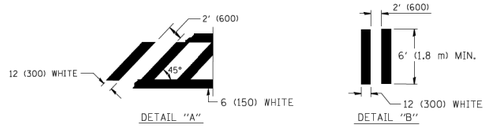


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

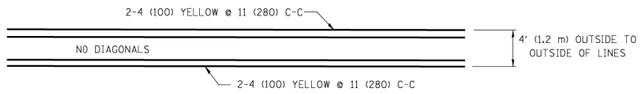
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

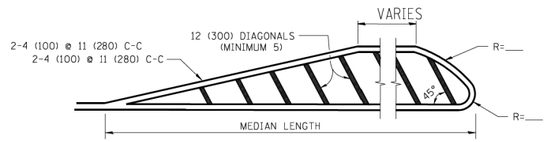




TYPICAL CROSSWALK MARKING



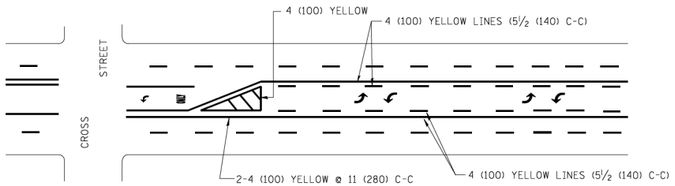
4' (1.2 m) WIDE MEDIANS ONLY



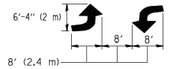
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

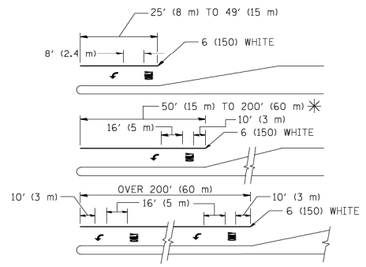


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

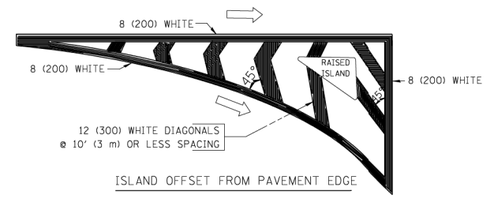


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

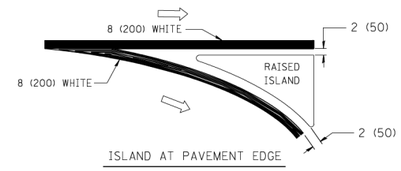
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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 ø 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ø 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (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 ø 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; 5½ (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 ø 6 (150) 12 (300) ø 45° 12 (300) ø 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 ø 4 (100) WITH 12 (300) DIAGONALS ø 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 ø 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) ø 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.

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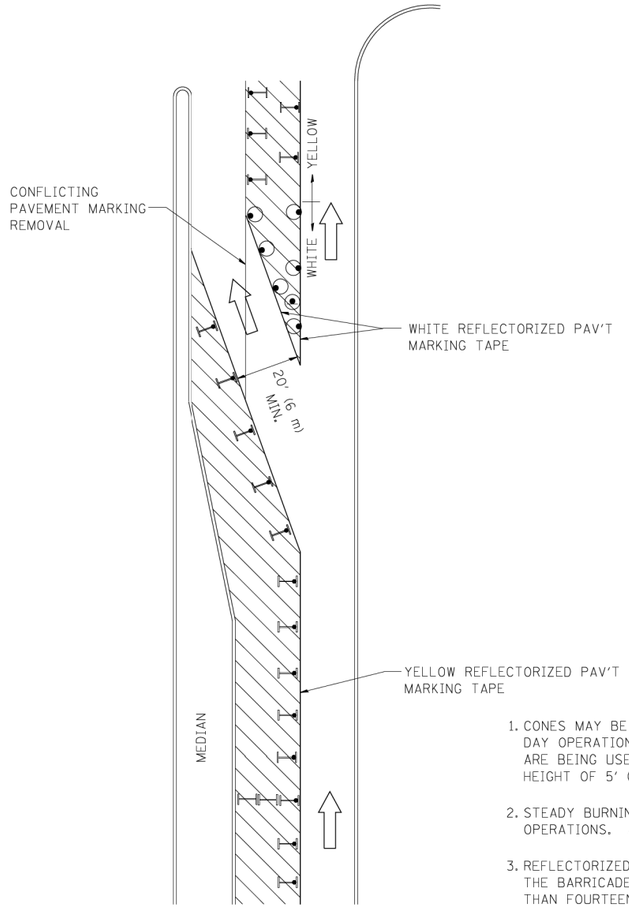
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

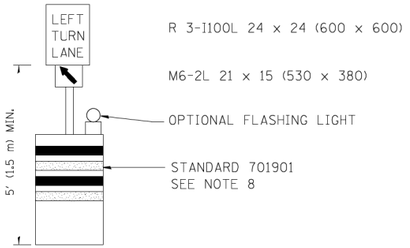
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	382
	TC-13	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TC REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\tc14.dgn	USER NAME = drivakosgn	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 49.9999 ' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 9/14/2009	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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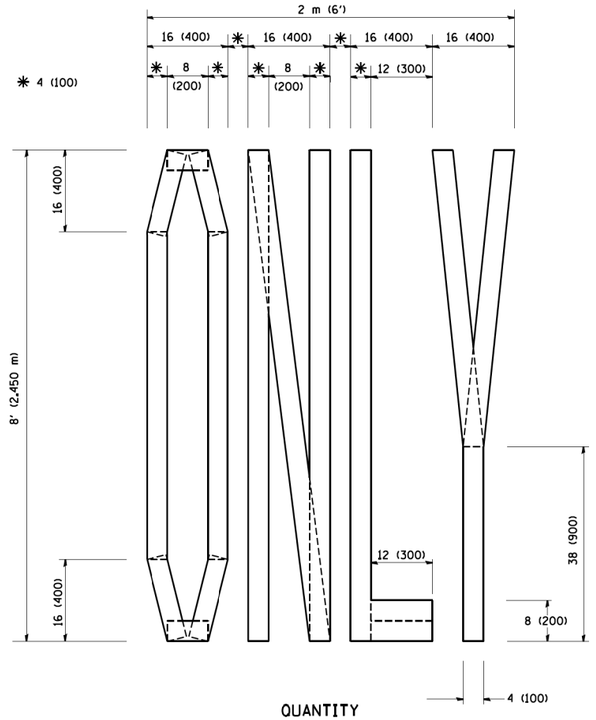
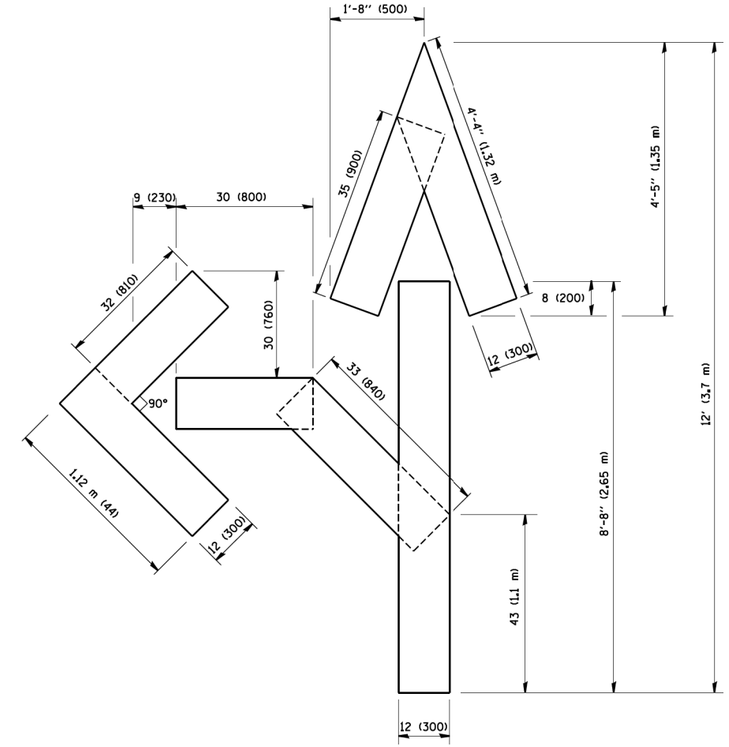
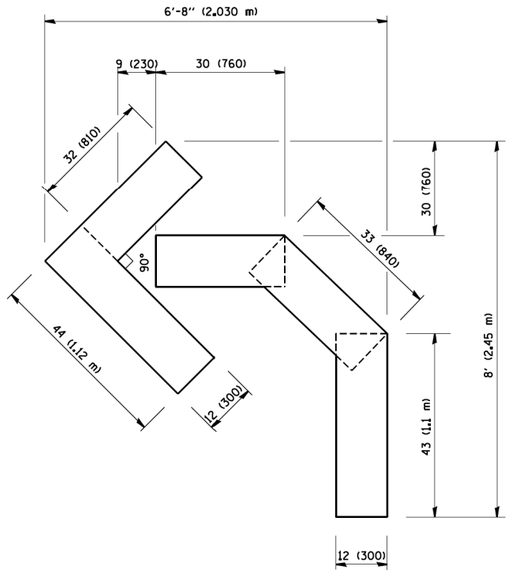
	TC-14	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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.

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		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

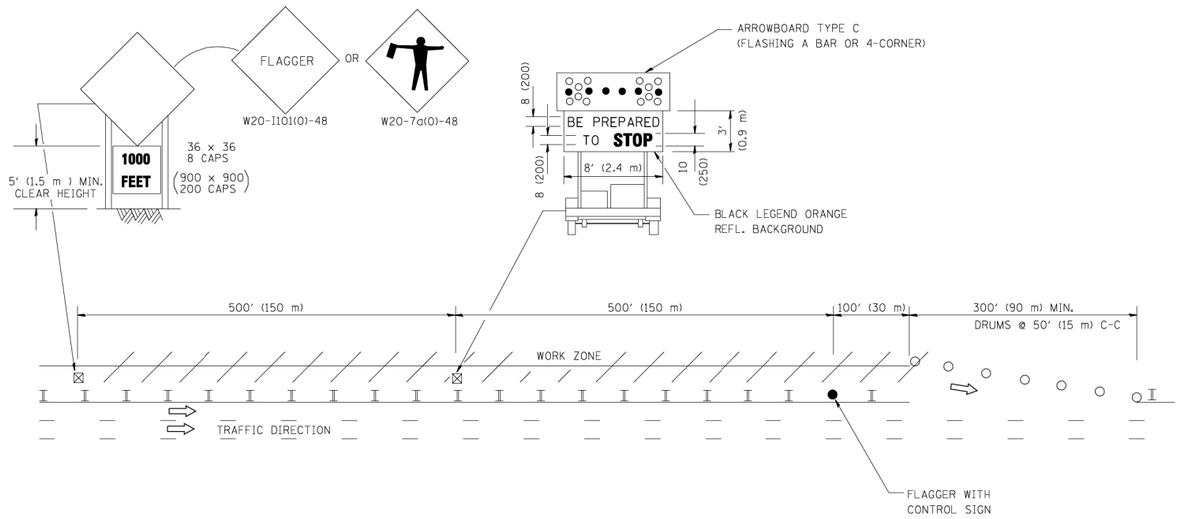
PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

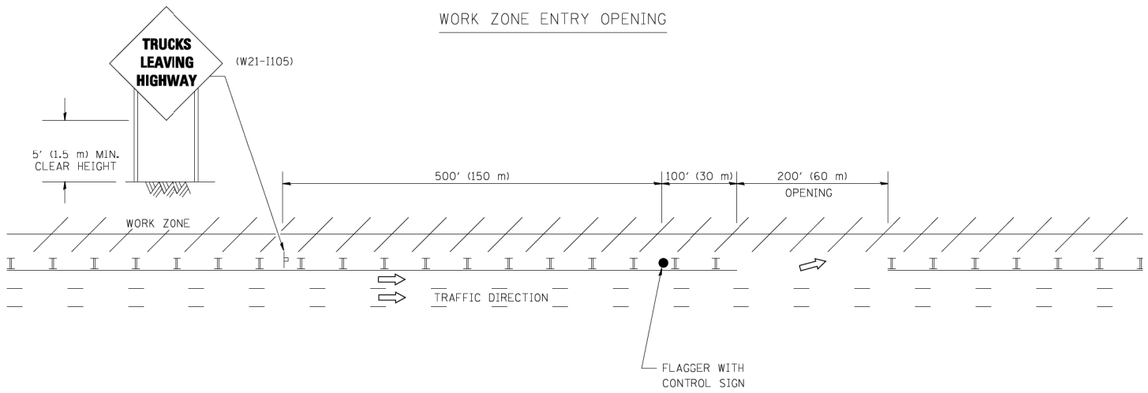
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	384
	TC-16	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\diststd\22x34\tc18.dgn	USER NAME = leysa	DESIGNED -	REVISED - J.A.F. 04-03
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/26/2010	DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	385
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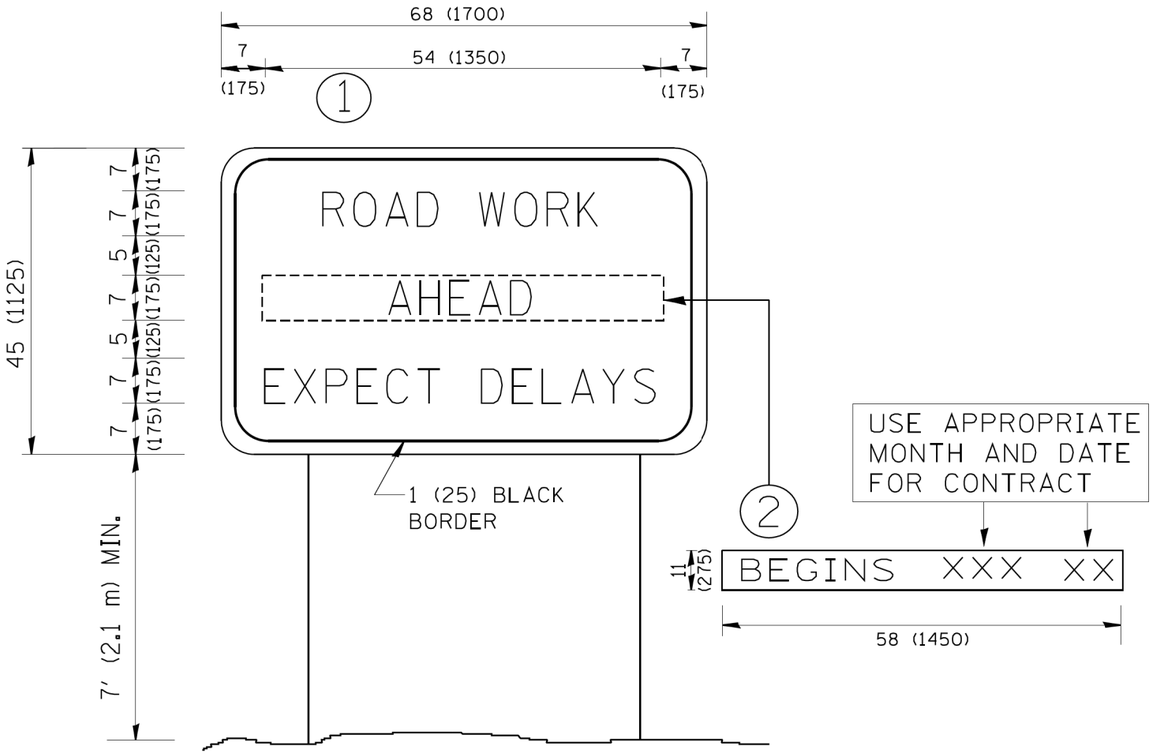
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

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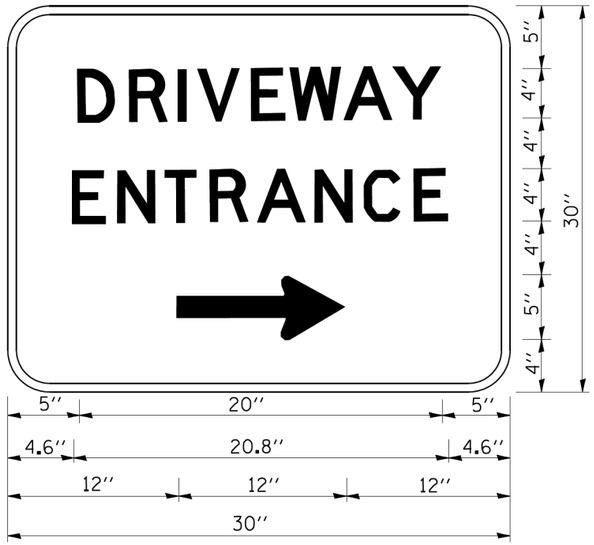
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

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.
0003	18A-2	MCHENRY	825	386
	TC-22	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

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		DRAWN -	REVISED -
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	PLOT DATE = 1/4/2008	DATE -	REVISED -

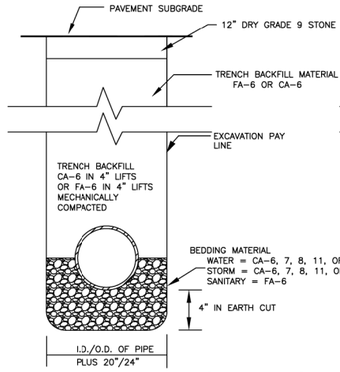
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

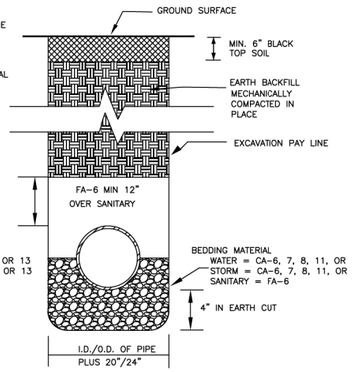
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	387
	TC-26	CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

VILLAGE OF ALGONQUIN
PUBLIC WORKS DEPARTMENT
110 MEYER DRIVE
ALGONQUIN, IL 60102-2442
PH: 847-658-2754
FX: 847-658-2759
WWW.ALGONQUIN.ORG



TRENCH SECTION
IN PAVED AREA



TRENCH SECTION
IN UNPAVED AREA

Spec Book Date 02-13-2006

TRENCH SECTIONS	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 01/17/2005

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PUBLIC WORKS DEPARTMENT
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ALGONQUIN, IL 60102-2442
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FX: 847-658-2759
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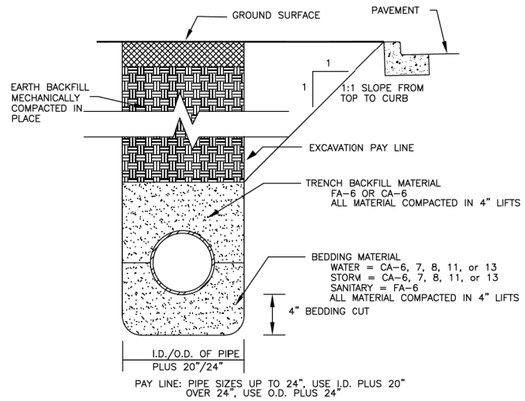

TRENCH SECTION FOR PIPELINES
ADJACENT TO PAVEMENTS

Spec Book Date 02-13-2006

TRENCH ADJACENT TO PAVEMENT	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 01/17/2005

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110 MEYER DRIVE
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FX: 847-658-2759
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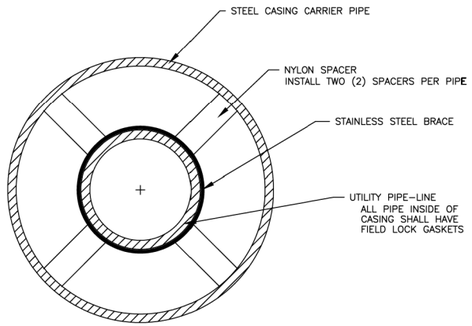


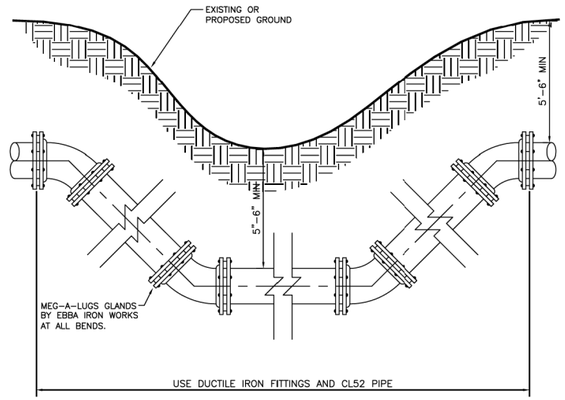
NOTES:
AT COMPLETION OF INSTALLATION OF PIPE, CASING ENDS SHALL BE SEALDED WITH CONCRETE BULKHEADS

INSTALLATION OF PIPE
WITHIN CASING PIPE

Spec Book Date 02-13-2006

CASING PIPE	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 02/13/2005

VILLAGE OF ALGONQUIN
PUBLIC WORKS DEPARTMENT
110 MEYER DRIVE
ALGONQUIN, IL 60102-2442
PH: 847-658-2754
FX: 847-658-2759
WWW.ALGONQUIN.ORG



WATER MAIN LOWERING

Spec Book Date 02-13-2006

WATERMAIN LOWERING	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 01/17/2005

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		DRAWN	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED	REVISED -
	PLOT DATE = 5/2/2012	DATE -	REVISED -

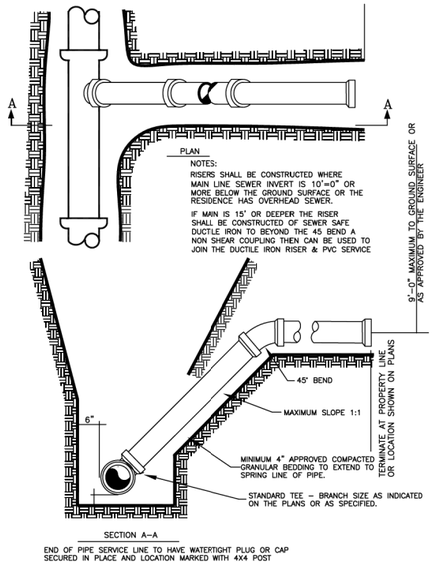
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF ALGONQUIN DETAILS

SCALE: NONE | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	388
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

VILLAGE OF ALGONQUIN
PUBLIC WORKS DEPARTMENT
110 MEYER DRIVE
ALGONQUIN, IL 60102-2442
PH: 847-658-2754
FX: 847-658-2759
WWW.ALGONQUIN.ORG



SANITARY SERVICE - RISER

Spec Book Date 02–13–2006

SANITARY SERVICE RISER	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 02/13/2005

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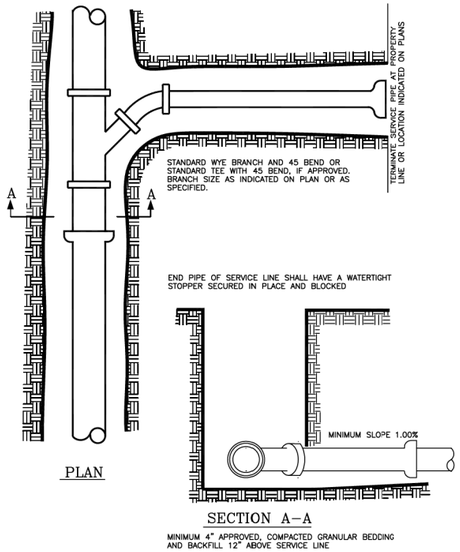
110 MEYER DRIVE
ALGONQUIN, IL 60102-2442
PH: 847-658-2754
FX: 847-658-2759
WWW.ALGONQUIN.ORG

NOTE:
SERVICE PIPE SHALL BE OF THE TYPE SPECIFIED AND/OR ALLOWED BY THE MUNICIPALITY. IF DISSIMILAR FROM MAIN LINE SEWER, A NON-SHEAR COUPLING ADAPTER FITTING BY FERNCO INC. SHALL BE USED. IF MANUFACTURED ADAPTER IS NOT AVAILABLE, METHOD AND MANNER OF CONNECTION OR JOINTING SHALL BE APPROVED BY THE ENGINEER IN WRITING PRIOR TO CONSTRUCTION.



SANITARY SERVICE

Spec Book Date 02–13–2006

SANITARY SERVICE	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 02/13/2005

VILLAGE OF ALGONQUIN
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110 MEYER DRIVE
ALGONQUIN, IL 60102-2442
PH: 847-658-2754
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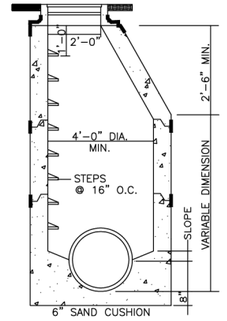
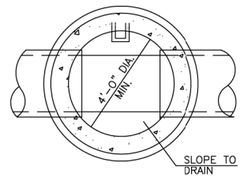


PROFILE VIEW



PLAN VIEW

MATERIALS:

FRAME AND LID
EQUAL TO EAST JORDAN IRON WORKS CATALOG NO. 1050–Z1 WITH 1" CONCEALED PICK HOLE AND THE WORD "SANITARY" AND VILLAGE OF ALGONQUIN LOGO CAST IN LID.

WALLS
PRECAST REINFORCED CONRETE RISER UNITS.
MINIMUM THICKNESSES:
5" FOR 4'–0" INSIDE DIAMETER
6" FOR 5'–0" INSIDE DIAMETER

BOTTOM
PRECAST REINFORCED AND CAST INTEGRAL WITH FIRST VERTICAL SECTION.

RISER JOINTS AND FRAME AND COVER
ALL JOINTS BETWEEN PRE–CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. – EZ STIK 8, HAMILTON–KENT GASKET CO. – KENT SEAL, OR EQUAL, AS APPROVED BY DISTRICT ENGINEER AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT. BARREL SECTIONS SHALL BE SEALED USING A BUTYL RUBBER MATERIAL STRIP AND /OR RUBBER GASKET AND A NINE INCH (9") "MACWRAP" EXTERNAL SEAL BAND OR APPROVED EQUAL.

ADJUSTING RINGS
A MAXIMUM OF 8" OF ADJUSTING MAY BE USED.

PIPE CONNECTION
ALL SANITARY SEWER MANHOLES SHALL BE CONSTRUCTED WITH FLEXIBLE MANHOLE COUPLING AS MANUFACTURED BY INTERPACE CORPORATION (LOCKJOINT FLEXIBLE MANHOLE SLEEVE) PRESS–SEAL GASKET CORPORATION (PRESS WEDGE II), OR EQUAL AS APPROVED BY UTILITIES SUPERINTENDENT. ALL MATERIALS AND INSTALLATION PROCEDURES SHALL COMPLY WITH THOSE SPECIFIED BY THE MANUFACTURER OR ENGINEER.

STEPS
STEPS SHALL BE MADE OF STEEL REINFORCED PLASTIC USING AN APPROVED PLASTICE MEETING ASTM D4101, TYPE II, GRADE 49108, OVER #3 GRADE 60, ASTM A615, REINFORCING BAR. STEPS SHALL BE AT 16" CENTERS.

CHIMNEY SEALS
SHALL BE CANUSA WRAPID SEAL MANHOLE ENCAPSULATION SYSTEM. OR ADAPTOR INC. SYSTEM APPROVED BY UTILITY SUPERINTENDENT WHICH WILL CAPTURE AT LEAST 4" OF FRAME, ALL ADJUSTING RINGS AND 4" OF THE PRECAST ECCENTRIC CONE SECTION

INSIDE DIAMETERS:
4'–0" FOR 18" MAIN SEWER AND UNDER
FOR MANHOLES 20 FOOT DEEP OR LESS
5'–0" FOR 21" TO 42" MAIN SEWER
FOR MANHOLES 20 FOOT DEEP OR MORE
BOTH INCLUSIVE

NOTES:
FOR STRUCTURES IN FLOODPLAIN MUST HAVE RIM 24" ABOVE BASE FLOOD ELEVATION AND WATER TIGHT LOCK TYPE FRAME AND COVER, NEENAH R–1916C OR APPROVED EQUAL WITH THE WORD "SANITARY" CAST IN LID.

ALL EXTERIOR SURFACES SHALL HAVE A BITUMINOUS COATING FACTORY APPLIED.

SANITARY MANHOLE - TYPE A

Spec Book Date 02–13–2006

SANITARY MANHOLE	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 01/17/2005

FILE NAME = ...\D160F72-sht-details-44-V0A-02.dgn	USER NAME = akw	DESIGNED ALGONQUIN	REVISED -
		DRAWN	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED	REVISED -
	PLOT DATE = 5/2/2012	DATE -	REVISED -

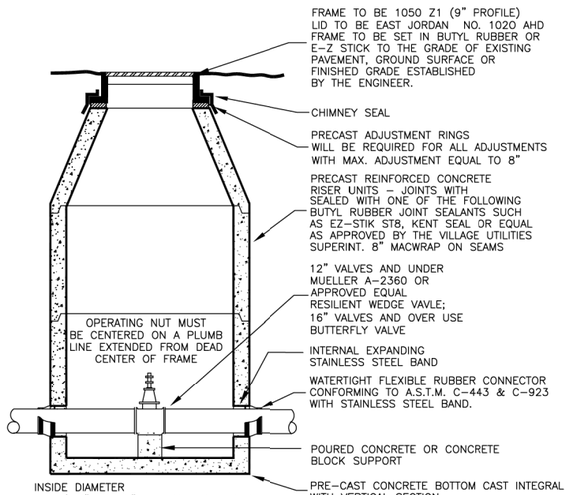
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF ALGONQUIN DETAILS

SCALE: NONE | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	389
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

VILLAGE OF ALGONQUIN
PUBLIC WORKS DEPARTMENT
110 MEYER DRIVE
ALGONQUIN, IL 60102-2442
PH: 847-658-2754
FX: 847-658-2759
WWW.ALGONQUIN.ORG



NOTE:
ALL VALVES SHALL BE ENCLOSED IN A VAULT UNLESS OTHERWISE SPECIFIED AT MAX. OF 1000 FEET INTERVALS

STRUCTURE TO BE BITUMINOUS COATED

VALVE VAULT

Spec Book Date 02-13-2006

VALVE VAULT	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 01/17/2005

VILLAGE OF ALGONQUIN
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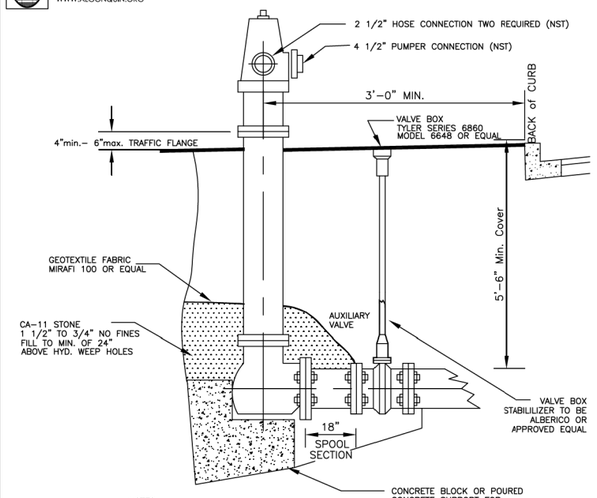

NOTES:
HYDRANT SHALL HAVE A FRESH COAT OF RED PAINT AS MFG. BY HYDRA-HYDE

CONCRETE SUPPORT AND/OR THRUST BLOCKING SHALL NOT BLOCK OR OBSTRUCT HYDRANT WEEP HOLES.

HYDRANT SHALL BE WATEROUS PACER WB67-250 WITH TRAFFIC FLANGE

ALL JOINTS SHALL BE RESTRAINED JOINTS MEG-A-LUG TYPE

HYDRANT WITH AUXILIARY VALVE AND VALVE BOX

Spec Book Date 02-13-2006

FIRE HYDRANT	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 01/17/2005

VILLAGE OF ALGONQUIN
PUBLIC WORKS DEPARTMENT
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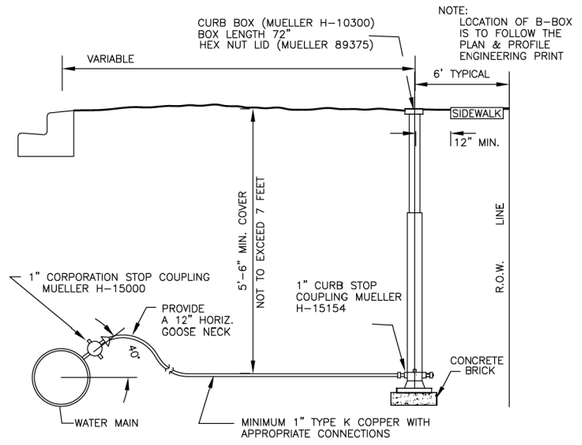

NOTES:

ALL TAPS (2" AND BELOW) SHALL BE DONE USING DIRECT TAP METHOD

WATER SERVICE CONNECTIONS TO WATER MAINS SHALL USE THE DRILLING AND TAPPING METHOD INTO A PRESSURIZED MAIN BY USING MUELLER MODEL B-101 MACHINE OR APPROVED EQUAL.

TAPPING SADDLE (BY APPROVAL ONLY):
317 ROCKWELL NYLON COATED SERVICE SADDLE DOUBLE STRAP, STAINLESS STEEL (ONLY TO BE USED WHEN APPROVED BY THE UTILITIES SUPERINTENDENT OR DIRECTOR OF PUBLIC WORKS)

WHERE STORM LINES ARE BETWEEN B-BOX AND HOUSE AND SHALLOWER THAN WATER SERVICE A SCHEDULE 40 PVC PIPE SHALL BE INSTALLED UNDER STORM LINE

IF CURB BOX IS INSTALLED IN PAVEMENT AREAS USE EAST JORDAN V-8453 (B-BOX COVER)

DOMESTIC WATER SERVICE

Spec Book Date 02-13-2006

WATER SERVICE	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 01/17/2005

VILLAGE OF ALGONQUIN
PUBLIC WORKS DEPARTMENT
110 MEYER DRIVE
ALGONQUIN, IL 60102-2442
PH: 847-658-2754
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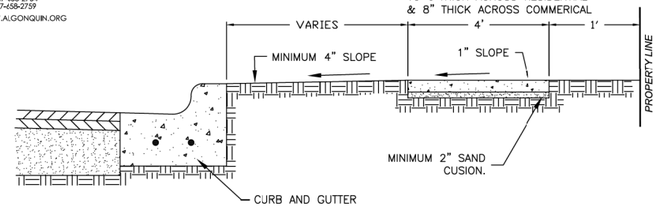

NOTES:
1. THE CONCRETE SIDEWALK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 424 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. THE CONCRETE SHALL CONFORM TO ARTICLE 1020 AND SHALL BE A HAVE A 5-INCH SLUMP AND SHALL DEVELOPE A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH A 14 DAYS.
3. THE SIDEWALK PORTION OF THE DRIVEWAY SHALL MATCH THE DEPTH OF THE DRIVEWAY AND BE POURED SEPERATELY.
4. NO CHLORIDE ADDITIVE WILL BE PERMITTED IN THE CONCRETE.
5. ALL SIDEWALKS MUST CONFORM TO THE AMERICANS WITH DISABLILITIES ACT. THE MAXIMUM ALLOWABLE SLOPE IS 1:20.
6. TOOLED CONTROL JOINTS SHALL BE INSTALLED ON 5' CENTERS.
7. FIBER EXPANSION JOINTS SHALL BE INSTALLED AT 50' CENTERS MAX AND WHERE THE SIDEWALK ABUTTS CURB OR EXISTING SIDEWALK, AND AT THE END OF EACH POUR.
8. THE SIDEWALK SHALL HAVE A BROOM FINISH.
9. A PROTECTIVE SURFACE TREATMENT CONSISTENT TO IDOT ARTICLE 420.21 SHALL BE APPLIED.

SIDEWALKS

Spec Book Date 02-13-2006

SIDEWALK	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 01/17/2005

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		DRAWN	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED	REVISED -
	PLOT DATE = 5/2/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF ALGONQUIN DETAILS

SCALE: NONE | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	390
			CONTRACT NO. 60F72	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

VILLAGE OF ALGONQUIN
PUBLIC WORKS DEPARTMENT
110 MEYER DRIVE
ALGONQUIN, IL 60102-2442
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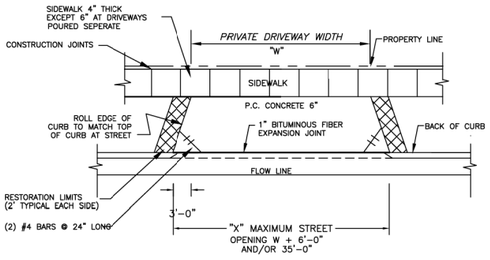

CONSTRUCTION JOINTS SHALL BE PLACED IN A UNIFORM MANNER THAT ALLOWS NO SINGLE SLAB BE MORE THAN 10 FOOT BY 10 FOOT DIMENSIONALLY

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

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

ANY DEVIATION FROM THE ABOVE DETAILED OR SPECIFIED SHALL BE ONLY WITH WRITTEN APPROVAL OF THE PUBLIC WORKS DIRECTOR

APRON IS TO BE POURED SEPERATLEY FROM SIDEWALK & CURB

RESIDENTIAL ENTRANCE

Spec Book Date 02-13-2006

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

VILLAGE OF ALGONQUIN
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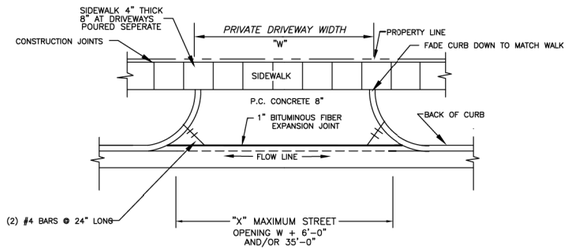


CONSTRUCTION JOINTS SHALL BE PLACED IN A UNIFORM MANNER THAT ALLOWS NO SINGLE SLAB BE MORE THAN 10 FOOT BY 10 FOOT DIMENSIONALLY

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

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

ANY DEVIATION FROM THE ABOVE DETAILED OR SPECIFIED SHALL BE ONLY WITH WRITTEN APPROVAL OF THE PUBLIC WORKS DIRECTOR

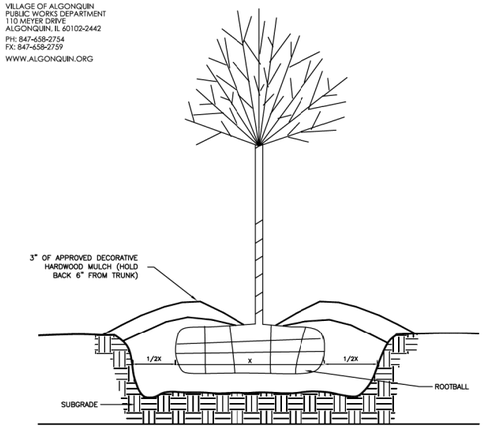
APRON IS TO BE POURED SEPERATLEY FROM SIDEWALK & CURB

COMMERCIAL/INDUSTRIAL ENTRANCE

Spec Book Date 02-13-2006

COMMERCIAL / INDUSTRIAL APRON	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 02/13/2006

VILLAGE OF ALGONQUIN
PUBLIC WORKS DEPARTMENT
110 MEYER DRIVE
ALGONQUIN, IL 60102-2442
PH: 847-658-2754
FX: 847-658-2759
WWW.ALGONQUIN.ORG



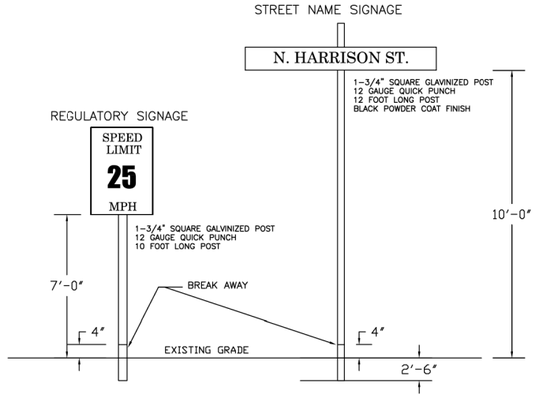
NOTES:
1. ALL PARKWAYS WITHIN THE DEDICATED STREET AREA OR OTHER PUBLIC USE AREAS SHALL BE GRADED WITH SIX INCHES (6") OF TOPSOIL AND SEEDED OR SODDED IN AN APPROVED MANNER.
2. PARKWAY TREES HAVING A TRUNK DIAMETER (MEASURED TWELVE INCHES ABOVE THE GROUND) OF NOT LESS THAN THREE (3") INCHES SHALL BE PLANTED BY THE DEVELOPER THROUGHOUT THE ENTIRE SUBDIVISION. SUCH TREES SHALL BE PLANTED IN THE PARKWAYS, NOT LESS THAN FOUR (4') FEET FROM ALL CURBS, CURB LINES AND SIDEWALKS. PARKWAYS, AS MEASURED FROM THE BACK OF THE CURB TO THE CLOSEST EDGE OF THE SIDEWALK SMALLER THAN 4 FEET SHALL NOT BE SUITABLE FOR PARKWAY TREES UNLESS APPROVED BY THE PARKS & FORESTRY SUPT.
3. A LIST OF THE APPROVED TREE SPECIES IS AVAILABLE FROM THE PUBLIC WORKS DEPARTMENT, PARKS & FOESTRY DIVISION. TREES FROM THIS LIST ARE THE ONLY SPECIES APPROVED FOR PLANTING WITHIN VILLAGE OWNED RIGHTS-OF-WAY AND ON OTHER VILLAGE OWNED PROPERTY, UNLESS APPROVED BY THE VILLAGE ARBORIST.
4. ON ALL PLANTING PROJECTS THERE WILL BE NO MORE THAN TWENTY (20%) PERCENT OF ANY GENUS AND NO MORE THAN TEN (10%) PERCENT OF ANY SPECIES .
5. TREES SHALL BE BALLED AND BURLAPED AND GROWN ACCORDING TO GOOD NURSERY PRACTICES AS SPECIFIED IN THE ARBORICULTURAL SPECIFICATIONS MANUAL. SYNTHETIC BURLAP AND ROPE PRODUCTS SHALL NOT BE USED.
6. ALL TREES DELIVERED WITH BASKETS SHALL HAVE THE BASKETS REMOVED FROM THE TOP 1/3 OF THE ROOT BALL PRIOR TO PLANTING.
7. ALL TREES SHALL BE PLANTED IN A PLUMB POSITION, WITH THE BASAL FLARE RESIDING AT GRADE OR SLIGHTLY ABOVE. STAKING OF THE TREES SHALL ONLY BE PERFORMED IF NECESSARY. STAKES WILL REMAIN ON THE SPECIMENS FOR NO LONGER THAN ONE (1) YEAR.
8. NO SOIL AMENDMENTS SHALL BE ALLOWED
9. 3" OF APPROVED DECORATIVE MULCH WILL BE INSTALLED AT THE TIME OF PLANTING (OVER THE ENTIRE ROOT ZONE)
10. SEE TREE ORDINANCE CHAPTER 5 SECTION 15 FOR ALL DETAILS RELATIVE TO TREE INSTALLATIONS.

TREE PLANTING

Spec Book Date 02-13-2006

TREE PLANTING	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 01/17/2005

VILLAGE OF ALGONQUIN
PUBLIC WORKS DEPARTMENT
110 MEYER DRIVE
ALGONQUIN, IL 60102-2442
PH: 847-658-2754
FX: 847-658-2759
WWW.ALGONQUIN.ORG

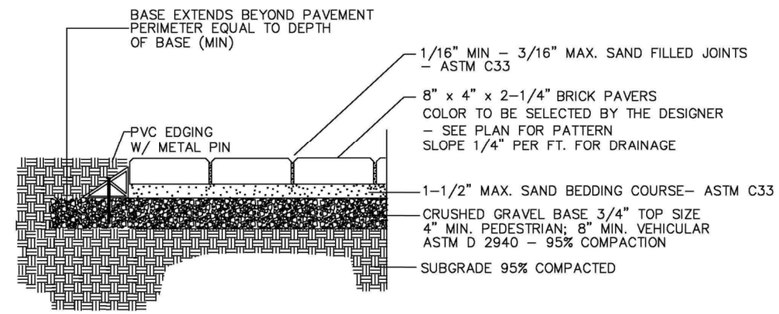


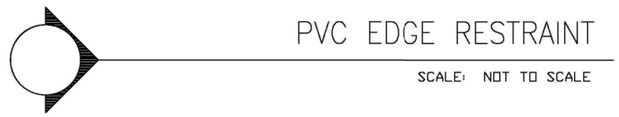
NOTES:
1. ALL SIGNAGE IS TO BE PLACE 3 (THREE) FEET BEHIND BACK OF CURB OR EDGE OF SHOULDER
2. ALL SIGNS ARE TO BE FACED CORRECTLY
3. ALL SIGNS SHALL BE CLEAN AND READABLE
4. ALL EXISTING SIGNAGE SHALL BE INSTALLED IN SOME FASHION AT THE END OF EACH WORKING DAY
5. ALL SIGNS SHALL MEET THE M.U.T.C.D.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

VILLAGE STREET SIGNAGE

Spec Book Date 02-13-2006

STREET SIGNAGE	
Village of Algonquin Specifications & Details Guide	
Drawn By: Shawn M. Hurtig	Revision Date 01/17/2005





PVC EDGE RESTRAINT

SCALE: NOT TO SCALE

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		DRAWN	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED	REVISED -
	PLOT DATE = 5/2/2012	DATE -	REVISED -

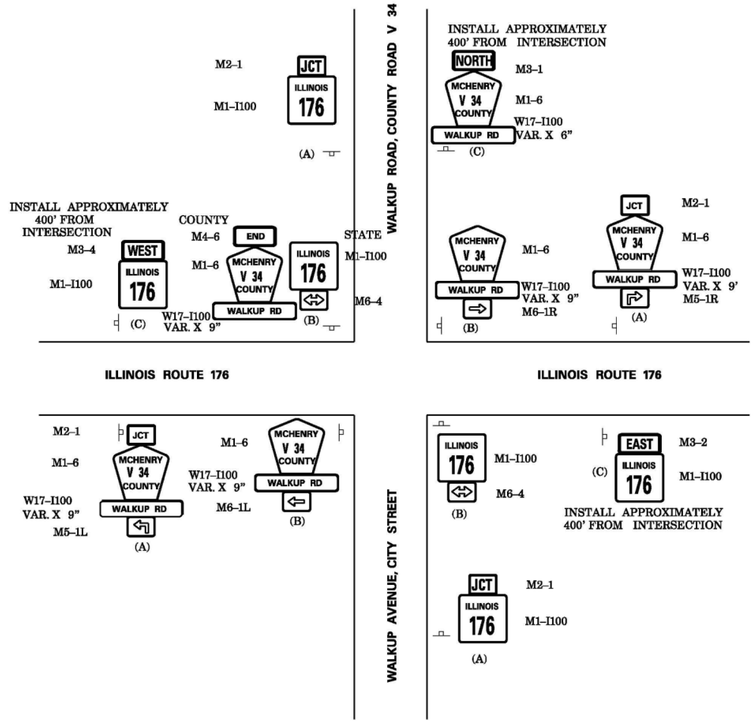
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF ALGONQUIN DETAILS

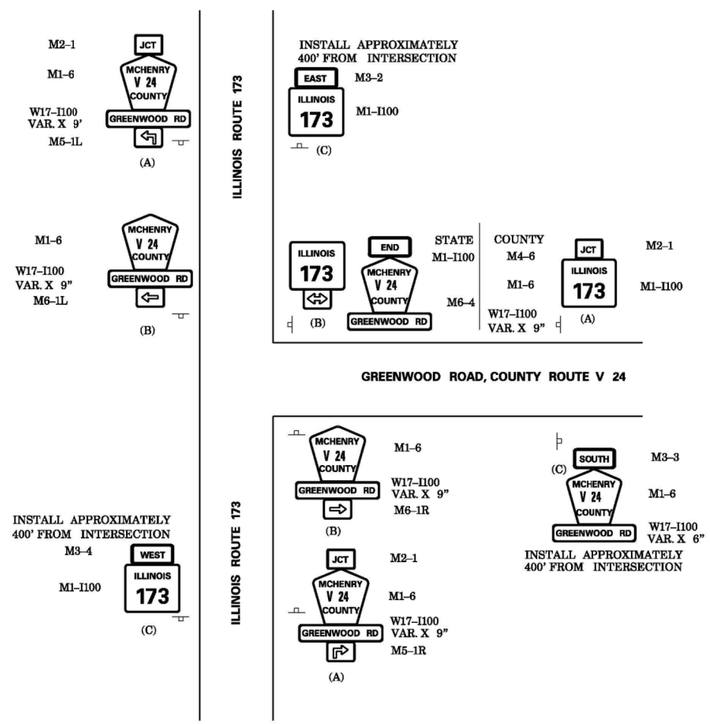
SCALE: NONE | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	391
		CONTRACT NO. 60F72		

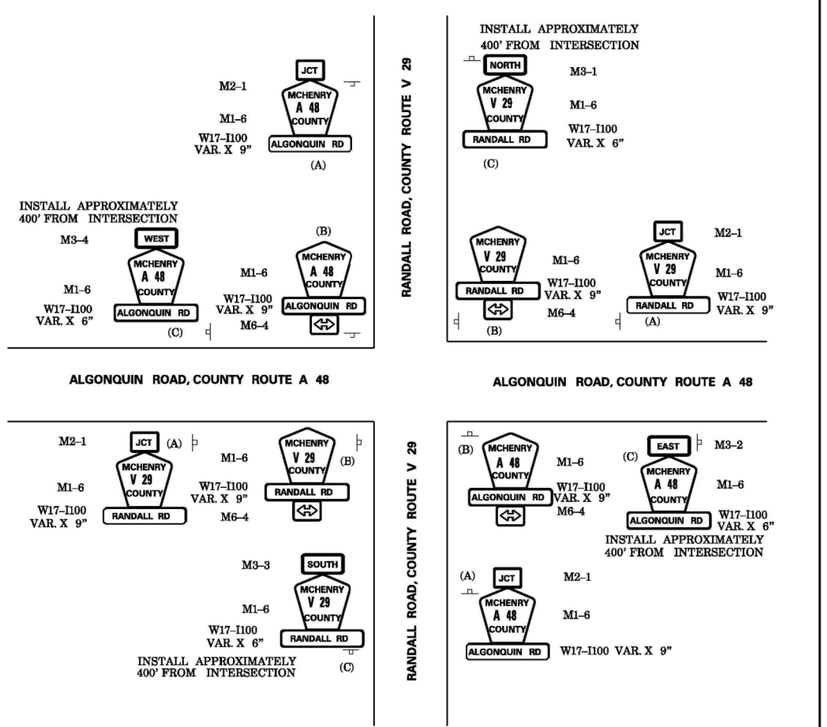
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



CNTY/STATE/CITY



CNTY/STATE



CNTY/CNTY

JUNCTION SIGN LOCATION (A):
IN URBAN AREAS, THE JUNCTION SIGN SHALL BE INSTALLED IN THE BLOCK PRECEDING THE INTERSECTION.
IN RURAL AREAS, THE JUNCTION SIGN SHALL BE INSTALLED AT LEAST 400 FEET IN ADVANCE OF THE INTERSECTION.

CONFIRMATION SIGN LOCATIONS (C):
CONFIRMATION SIGN ASSEMBLIES SHALL BE INSTALLED APPROXIMATELY 400 FEET FROM THE INTERSECTION.

SIGN TYPE	SIGN CODE	SIGN COLOR	SIGN SIZE	LEGEND/SYMBOL
STATE RTE. MARKER	M1-I100	BLACK ON WHITE	24" X 24"	ILLINOIS "XX"
COUNTY RTE. MARKER	M1-6	YELLOW ON BLUE	24" X 24"	MCHENRY "XXX" COUNTY
JUNCTION (STATE RTE.)	M2-1	BLACK ON WHITE	21" X 15"	JUNCTION
JUNCTION (CTY. RTE.)	M2-1	YELLOW ON BLUE	21" X 15"	JUNCTION
DIRECTION (STATE RTE.)	M3-1	BLACK ON WHITE	24" X 12"	NORTH
DIRECTION (STATE RTE.)	M3-2	BLACK ON WHITE	24" X 12"	EAST
DIRECTION (STATE RTE.)	M3-3	BLACK ON WHITE	24" X 12"	SOUTH
DIRECTION (STATE RTE.)	M3-4	BLACK ON WHITE	24" X 12"	WEST
DIRECTION (CTY. RTE.)	M3-1	YELLOW ON BLUE	24" X 12"	NORTH
DIRECTION (CTY. RTE.)	M3-2	YELLOW ON BLUE	24" X 12"	EAST
DIRECTION (CTY. RTE.)	M3-3	YELLOW ON BLUE	24" X 12"	SOUTH
DIRECTION (CTY. RTE.)	M3-4	YELLOW ON BLUE	24" X 12"	WEST
END	M4-6	YELLOW ON BLUE	24" X 12"	END
BEGIN	M4-11	YELLOW ON BLUE	24" X 12"	BEGIN
ADVANCE ARROW	M5-1L	YELLOW ON BLUE	15" X 21"	ADV. LEFT ARROW
ADVANCE ARROW	M5-1R	YELLOW ON BLUE	15" X 21"	ADV. RIGHT ARROW
ARROW	M6-1L	YELLOW ON BLUE	15" X 21"	LEFT ARROW
ARROW	M6-1R	YELLOW ON BLUE	15" X 21"	RIGHT ARROW
ARROW (STATE RTE.)	M6-4	BLACK ON WHITE	15" X 21"	DOUBLE ARROW
ARROW (CTY RTE.)	M6-4	YELLOW ON BLUE	15" X 21"	DOUBLE ARROW
ROAD NAME (STATE RTE.)	W17-I100	BLACK ON WHITE	VARIABLE X 9"	FOR SIGNS A & B
ROAD NAME (STATE RTE.)	W17-I100	BLACK ON WHITE	VARIABLE X 6"	FOR SIGN C
ROAD NAME (CTY. RTE.)	W17-I100	YELLOW ON BLUE	VARIABLE X 9"	FOR SIGNS A & B
ROAD NAME (CTY. RTE.)	W17-I100	YELLOW ON BLUE	VARIABLE X 6"	FOR SIGN C

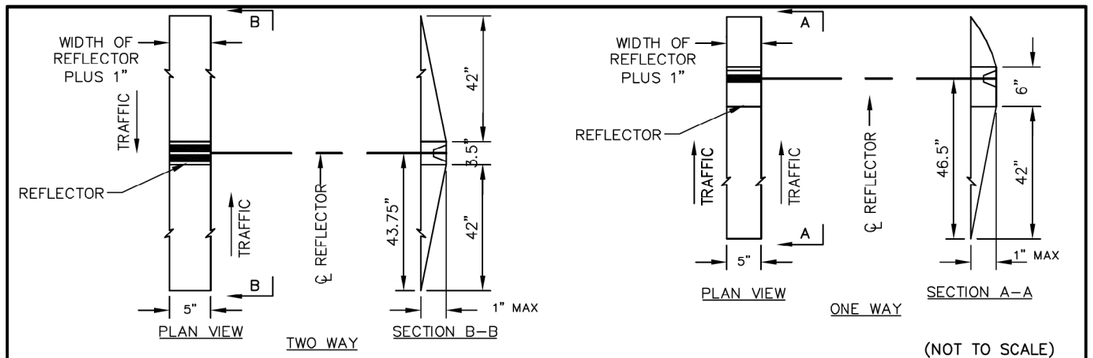
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

McHENRY COUNTY
DIVISION OF TRANSPORTATION

ROUTE SIGNING DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	392
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



(NOT TO SCALE)

RECESSED REFLECTIVE PAVEMENT MARKERS

GENERAL CONDITIONS

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

INSTALLATION

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

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

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

INSTALLATION NOTES:

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

GENERAL NOTES:

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

REV. 10/08	INIT. RELEASE

McHenry County Division of Transportation

PERMIT PROCEDURES DETAIL NO. PPD14

RECESSED REFLECTIVE PAVEMENT MARKING APPLICATION

FILE NAME = ...\D160F72-sht-details-48-McHenry-02.dgn	USER NAME = akw	DESIGNED - MCDOT	REVISED -
		DRAWN - ---	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ---	REVISED -
	PLOT DATE = 5/2/2012	DATE - ---	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

McHENRY COUNTY DIVISION OF TRANSPORTATION DETAILS

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

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	393
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

INSTALLATION INSTRUCTIONS FOR: (HDHB & LPHDHB)

LOW PROFILE HEAVY DUTY HINGED BOLLARD

1. Verify that all Low Profile Heavy Duty Hinged Bollard parts are in the shipment package as shown on the "Bill of Material".

2. Provide Low Profile Heavy Duty Hinged Bollard Anchor System (see included Anchor System Drawing–BAS) of your choice at a location to suit your specific needs.

3. Install LPHDHB Base (Item 2) true and level on your selected Anchor System using the flat washers and hex nuts included in your Anchor System Kit. Use S.S. shims to level if needed. Torque hex nuts to Minimum 100 ft–lbs for Anchor Systems CPAS and ESAS. Torque hex nuts for other Anchor Systems to Manufacturers Specification.

4. Install LPHDHB Post (Item 1) to LPHDHB Base (Item 2) using Hinge Bolt (Item 3), Flat Washer (Item 5), and Hex Nut (Item 4) as shown. Tack Weld Hex Nut to Hinge Bolt or Chisel Hinge Bolt Threads such that Hex Nut cannot be easily removed.

5. Install Locking Pin thru UP Position Bollard Post, and install Padlock where shown. A Hex Nut (Item 4) is included in case a padlock is not available.

6. Install the four Labels at the locations shown.

7. Check the functional operation of the Low Profile Heavy Duty Hinged Bollard.

* Note: S.S. shims, tools, grease, and padlocks are not provided.

LOW PROFILE HEAVY DUTY HINGED BOLLARD ASSEMBLY DRAWING	THIRD ANGLE PROJECTION Do not scale from drawing	TrafficGuard® P.O. Box 201, Geneva, IL 60134 Toll Free: 877–727–7347 Fax: 800–814–7194		
ZABEL ENGINEERING CONSULTING ENGINEERS	Action / by: Design WKZ; Drawn CJD; Checked WKZ	SIZE D	Assembly Shipping Weight: 70.64 Pounds	Drawing Number: LPHDHBA2
Rev. – by – Date – Description –		Scale: 3"=1'	Drawing Date: 9–25–2002	Sheet: 2 of 2

Drawing dimension = 34" x 22"

TrafficGuard®

LOW PROFILE HEAVY DUTY HINGED BOLLARD (LPHDHB) & HEAVY DUTY HINGED BOLLARD (HDHB)

"The Original Multifunction Bollard" Standard Features Include

Ease of use in 5 easy steps:
1. Remove padlock
2. Remove locking pin
3. Lower bollard post
4. Replace padlock and locking pin to locking pin hole in Bollard Post.
5. Allows vehicle access

Safety:
30" overall height and "Safety Yellow" finish are standard for high visibility. Custom colors available upon request.

Heavy Duty:
Closed Steel Tube Construction
Stainless Steel Locking Pin

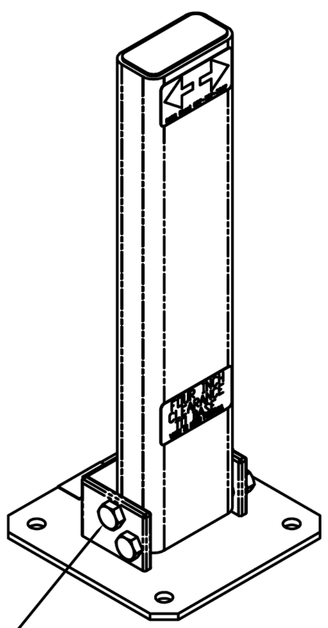
Proven Performance:
References Available Upon Request

Low Maintenance

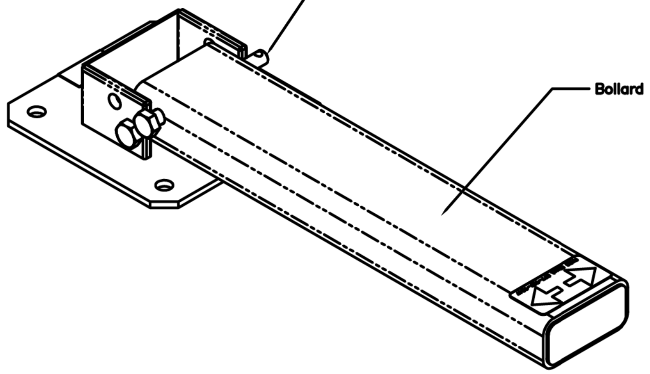
Warranty

$1,000,000 Liability Coverage

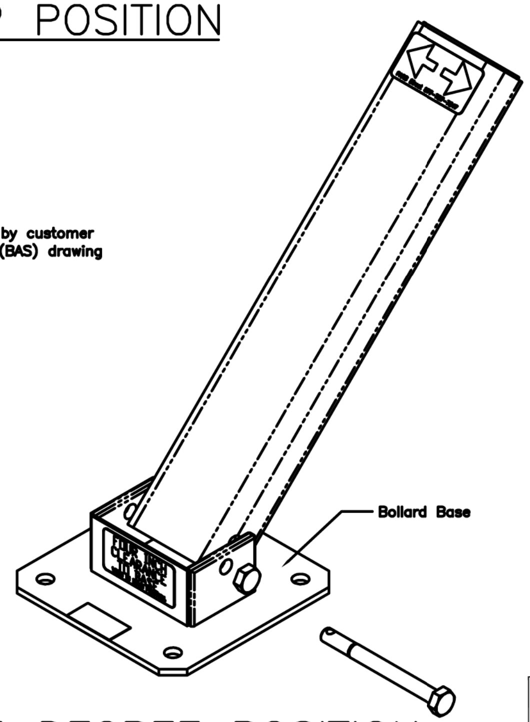
Orders for "Safety Yellow" shipped in 48 hours.



UP POSITION



DOWN POSITION



45 DEGREE POSITION

(Not Useable in this Position)

PRODUCT HIGHLIGHTS

Locking Pin at Base

Clearance Height 4" in lowered position

Single Post design with 3" x 6" x 3/8" steel tube

LOW PROFILE HEAVY DUTY HINGED BOLLARD ISOMETRIC DISPLAY DRAWING	THIRD ANGLE PROJECTION Do not scale from drawing		TrafficGuard® P.O. Box 201, Geneva, IL. 60134 Toll Free: 877-727-7347 Fax: 800-814-7194		
CONSULTING ENGINEER: ZE Job # 02-121 ZABEL ENGINEERING CONSULTING ENGINEERS 808 South Rosedale Av., Aurora, IL. 60506 Bus: 630-898-0898 Fax: 630-898-1087	Action	by	SIZE D	Packaged Shipping Weight 70.64 Pounds	Drawing Number: LPHDHBA1
Rev. - / by - / Date - / Description -	Design	WKZ			
	Drawn	CJD			
	Checked	WKZ	Scale: 3"=1'	Drawing Date: 9-25-2002	Sheet: 1 of 2

Drawing dimension = 34" x 22"

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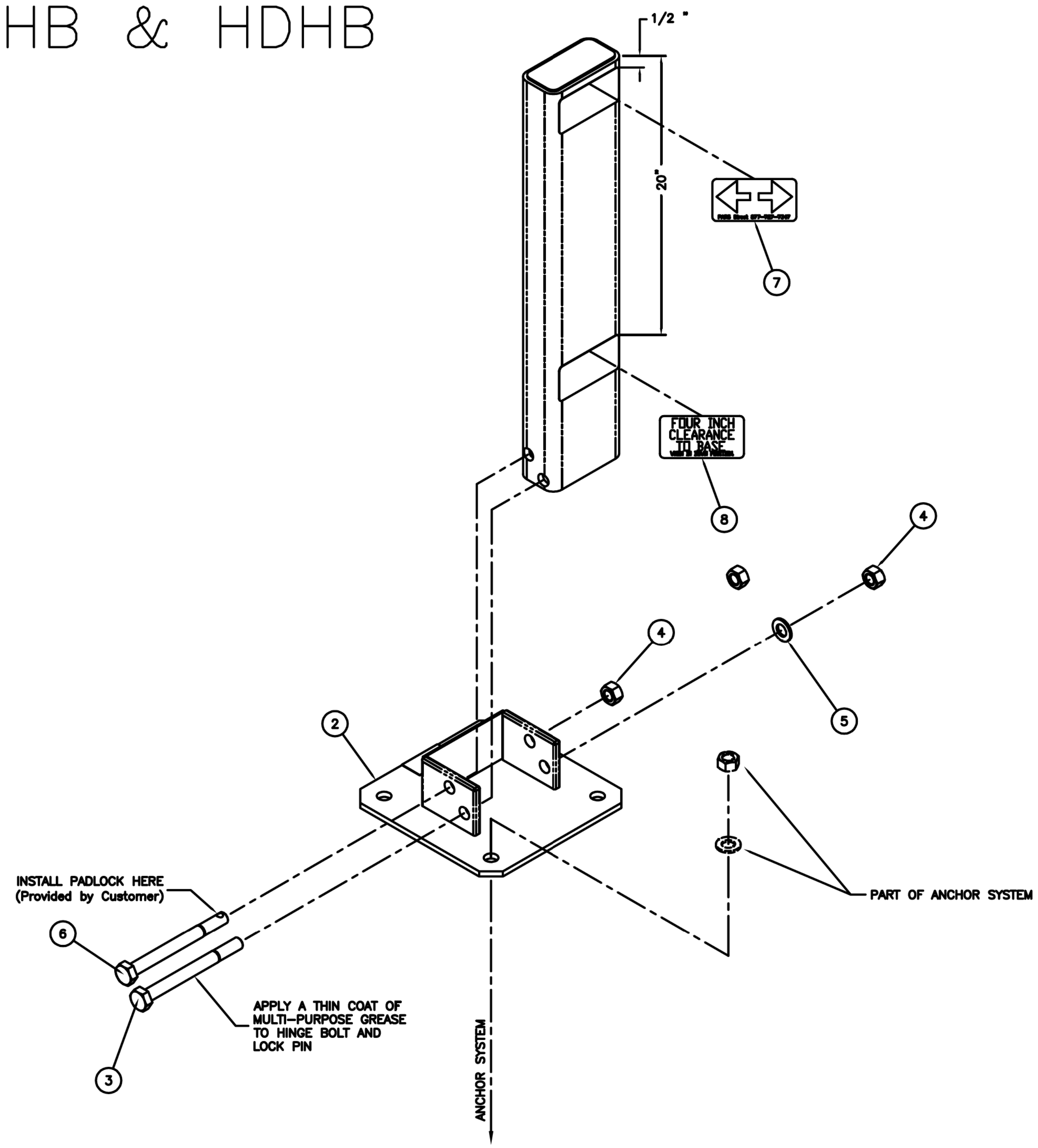
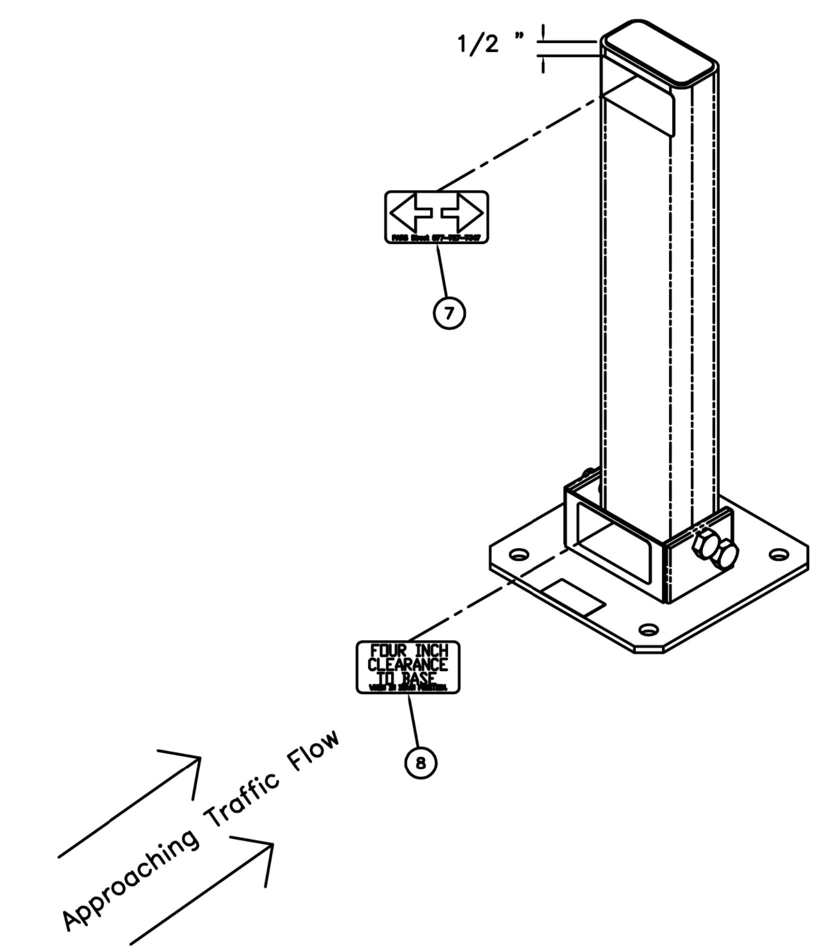
		DRAWN	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	CHECKED	REVISED -		
	PLOT DATE = 5/2/2012	DATE -	REVISED -		SCALE: NONE / SHEET NO. 2 OF 4 SHEETS / STA. / TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	395
CONTRACT NO. 60F72				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LPHDHB & HDHB





BILL OF MATERIAL			
ITEM	PART #	DESCRIPTION	QTY.
1	LPHDHBF1	LPHDHB POST	1
2	LPHDHBF2	LPHDHB BASE	1
3	0010	ø3/4" x 8" HEX HEAD HINGE BOLT – 18-8 SS	1
4	0008	ø3/4" HEX NUT – 18-8 SS	2
5	0009	ø3/4" FLAT WASHER – TYPE A NARROW – 18-8 SS	1
6	2007	ø3/4" X 8" HEX HEAD LOCKING PIN – 18-8 SS	1
7	0104	WARNING ARROWS LABEL	2
8	0102	FOUR INCH CLEARANCE LABEL	2

LOW PROFILE HEAVY DUTY HINGED BOLLARD®
ASSEMBLY DRAWING
THIRD ANGLE PROJECTION
Do not scale from drawing

CONSULTING ENGINEER: ZE Job # 02-121
ZABEL ENGINEERING
CONSULTING ENGINEERS
208 South Rosedale Av., Aurora, IL 60506
Bus: 630-892-0698 Fax: 630-892-1087

Rev.	by	Date	Description	Action	by
				Design	WKZ
–	–	–	–	Drawn	CJD
				Checked	WKZ

TrafficGuard
P.O. Box 201, Geneva, IL 60134
Toll Free: 877-727-7347 Fax: 800-814-7194

SIZE: D | Assembly Shipping Weight: 70.64 Pounds | Drawing Number: LPHDHBA2
Scale: 3"=1' | Drawing Date: 9-25-2002 | Sheet: 2 of 2

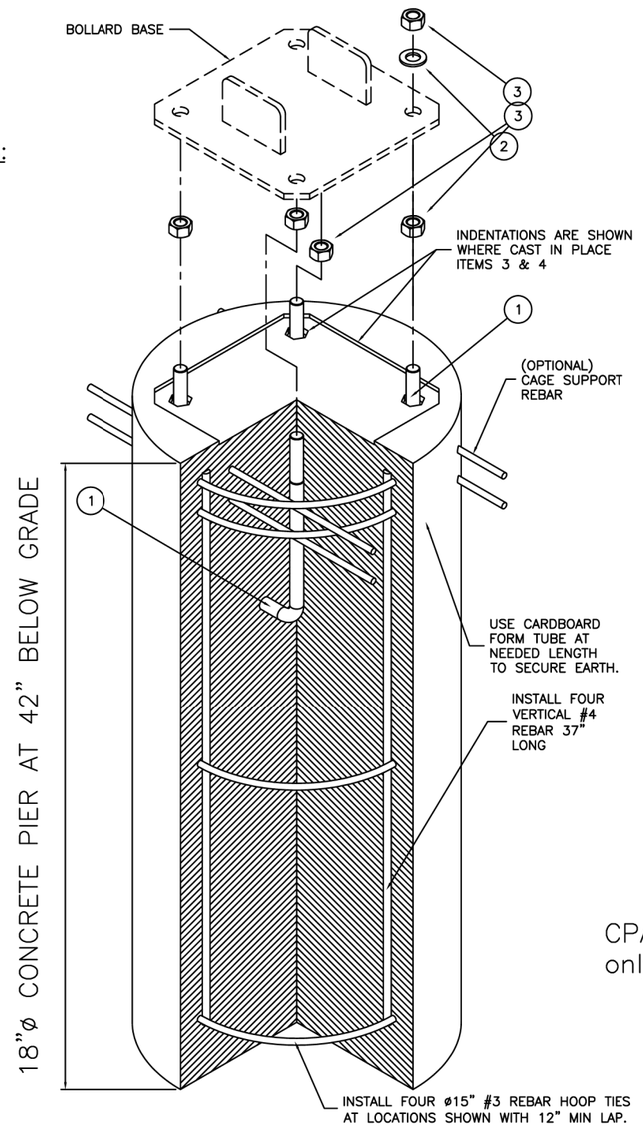
Drawing dimension = 34" x 22"

BILL OF MATERIAL

ITEM	PART #	DESCRIPTION	QTY.
*	9001	CPAS KIT – INCLUDES THE FOLLOWING PART NUMBERS	*
1	0002	ø3/4" x 12" TYPE L ANCHOR BOLT–H.D.G.	4
2	0007	ø3/4" TYPE A FLAT NARROW WASHER GALVANIZED STEEL	4
3	0006	ø3/4" HEX NUT GALVANIZED STEEL	8

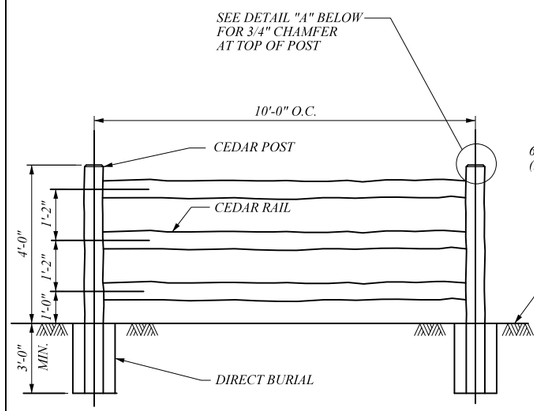
NOTE: CONCRETE, FORM AND REBAR PROVIDED BY OTHERS

FOR MODELS:
HDHB
LPHDHB
DHB
DHB–SL

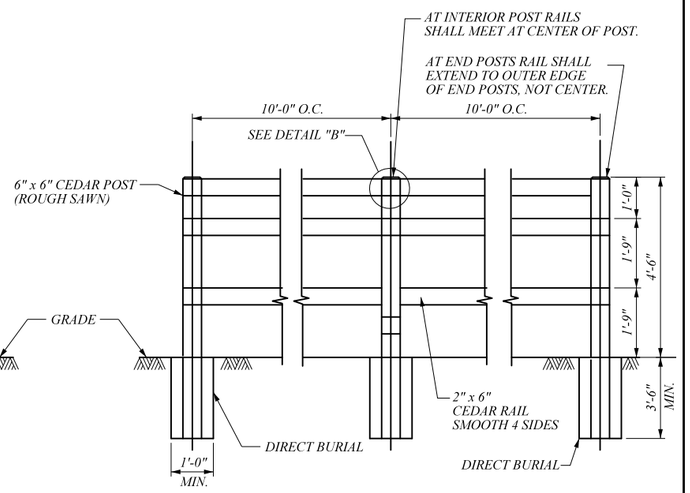


CPAS Included only if ordered

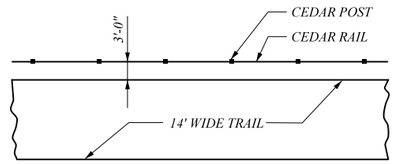
CONCRETE PIER ANCHOR SYSTEM (CPAS)



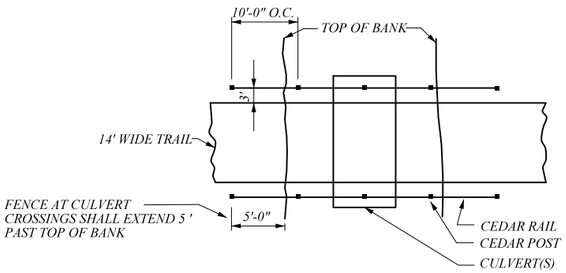
ELEVATION
CEDAR SPLIT RAIL FENCE (3-RAIL)



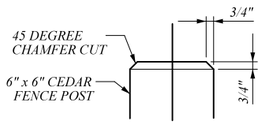
ELEVATION
CEDAR FENCE



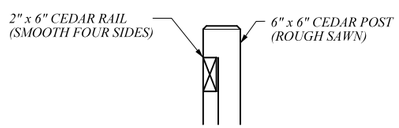
PLAN
ALONG TRAIL



PLAN
AT CULVERT CROSSING



DETAIL "A"



DETAIL "B"

NOTES:
1. CONTRACTOR SHALL SUBMIT AND PROVIDE DATA FOR FENCE POSTS, RAILS, MESH. AND ALL OTHER ACCESSORIES REQUIRED.
2. PRIOR TO INSTALLATION OF THE FENCE, SAMPLES OF THE POSTS, RAILS, AND ALL ACCESSORIES SHALL BE PROVIDED TO THE A/E FOR APPROVAL.

WOOD POST AND RAIL FENCE

NOT TO SCALE

FILE NAME = ...\D160F72-sht-details-52-MCCD-04.dgn	USER NAME = akw	DESIGNED M.C.C.D.	REVISED -
		DRAWN	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED	REVISED -
	PLOT DATE = 5/2/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

McHENRY COUNTY CONSERVATION DISTRICT

SCALE: NONE | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

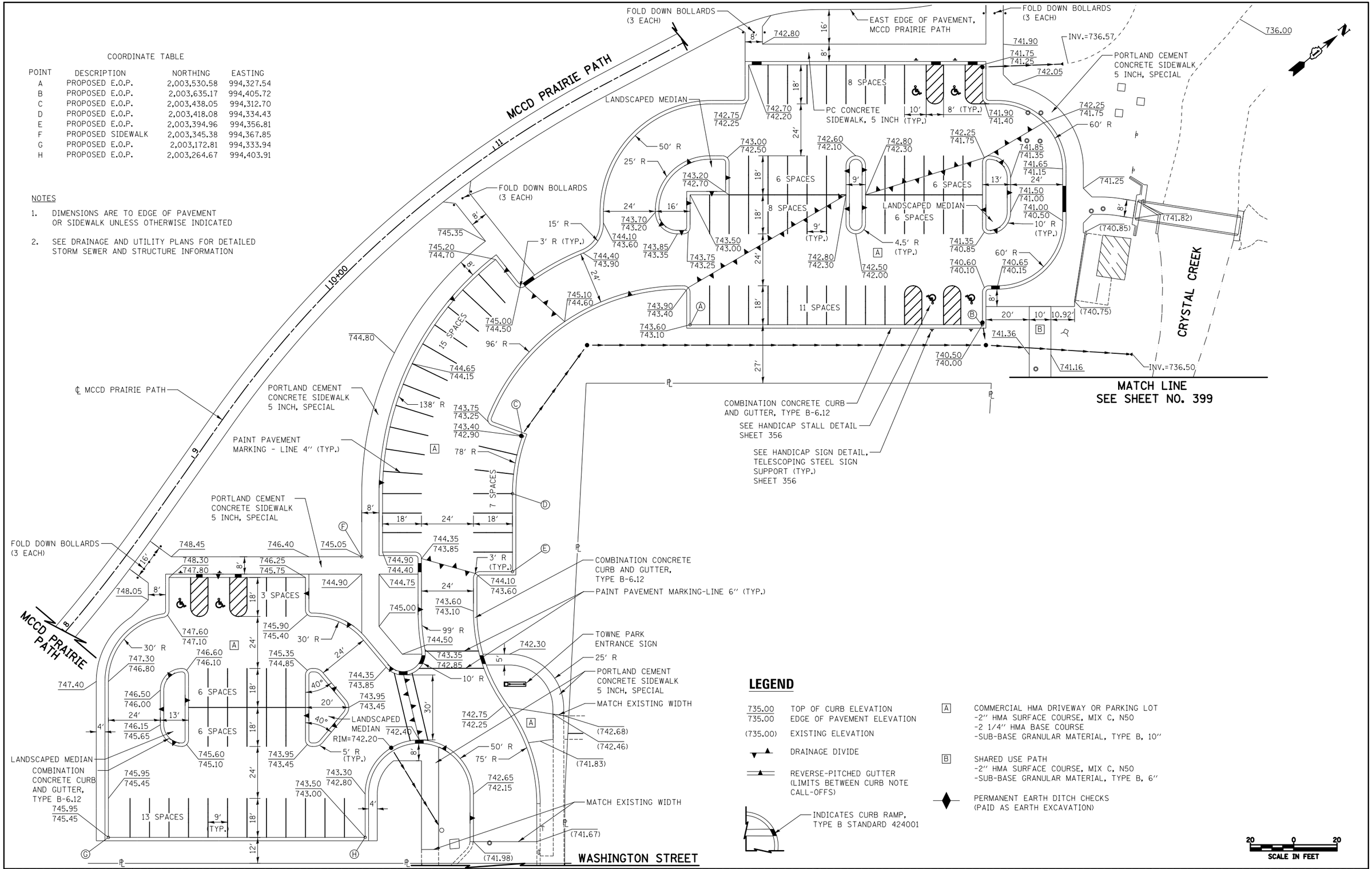
O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	397
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

COORDINATE TABLE

POINT	DESCRIPTION	NORTHING	EASTING
A	PROPOSED E.O.P.	2,003,530.58	994,327.54
B	PROPOSED E.O.P.	2,003,635.17	994,405.72
C	PROPOSED E.O.P.	2,003,438.05	994,312.70
D	PROPOSED E.O.P.	2,003,418.08	994,334.43
E	PROPOSED E.O.P.	2,003,394.96	994,356.81
F	PROPOSED SIDEWALK	2,003,345.38	994,367.85
G	PROPOSED E.O.P.	2,003,172.81	994,333.94
H	PROPOSED E.O.P.	2,003,264.67	994,403.91

NOTES

1. DIMENSIONS ARE TO EDGE OF PAVEMENT OR SIDEWALK UNLESS OTHERWISE INDICATED
2. SEE DRAINAGE AND UTILITY PLANS FOR DETAILED STORM SEWER AND STRUCTURE INFORMATION



LEGEND

735.00 / 735.00	TOP OF CURB ELEVATION / EDGE OF PAVEMENT ELEVATION
(735.00)	EXISTING ELEVATION
	DRAINAGE DIVIDE
	REVERSE-PITCHED GUTTER (LIMITS BETWEEN CURB NOTE CALL-OFFS)
	INDICATES CURB RAMP, TYPE B STANDARD 424001
A	COMMERCIAL HMA DRIVEWAY OR PARKING LOT -2" HMA SURFACE COURSE, MIX C, N50 -2 1/4" HMA BASE COURSE -SUB-BASE GRANULAR MATERIAL, TYPE B, 10"
B	SHARED USE PATH -2" HMA SURFACE COURSE, MIX C, N50 -SUB-BASE GRANULAR MATERIAL, TYPE B, 6"
	PERMANENT EARTH DITCH CHECKS (PAID AS EARTH EXCAVATION)

20 0 20
SCALE IN FEET

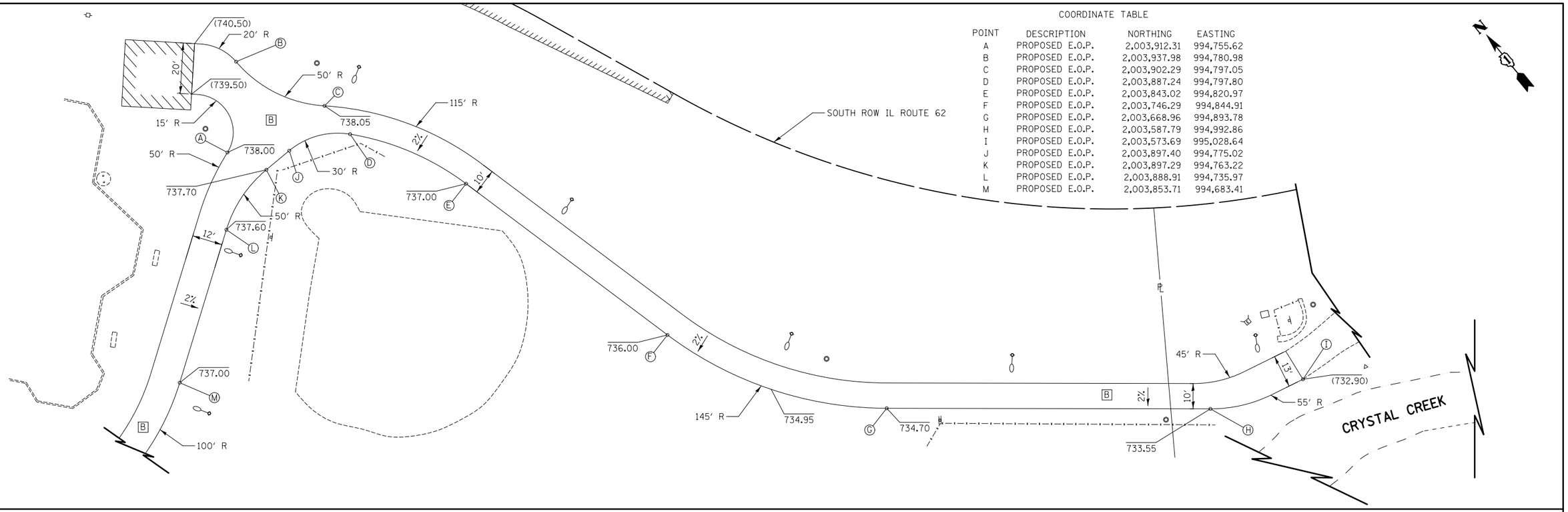
FILE NAME = ...\D160F72-sht-Towne Park-01.dgn	USER NAME = ctb	DESIGNED - BAS	REVISED -
		DRAWN - BAS	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/3/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOWNE PARK PLANS

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

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	398
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



COORDINATE TABLE

POINT	DESCRIPTION	NORTHING	EASTING
A	PROPOSED E.O.P.	2,003,912.31	994,755.62
B	PROPOSED E.O.P.	2,003,937.98	994,780.98
C	PROPOSED E.O.P.	2,003,902.29	994,797.05
D	PROPOSED E.O.P.	2,003,887.24	994,797.80
E	PROPOSED E.O.P.	2,003,843.02	994,820.97
F	PROPOSED E.O.P.	2,003,746.29	994,844.91
G	PROPOSED E.O.P.	2,003,668.96	994,893.78
H	PROPOSED E.O.P.	2,003,587.79	994,992.86
I	PROPOSED E.O.P.	2,003,573.69	995,028.64
J	PROPOSED E.O.P.	2,003,897.40	994,775.02
K	PROPOSED E.O.P.	2,003,897.29	994,763.22
L	PROPOSED E.O.P.	2,003,888.91	994,735.97
M	PROPOSED E.O.P.	2,003,853.71	994,683.41

LEGEND

735.00 TOP OF CURB ELEVATION
735.00 EDGE OF PAVEMENT ELEVATION
(735.00) EXISTING ELEVATION
DRAINAGE DIVIDE

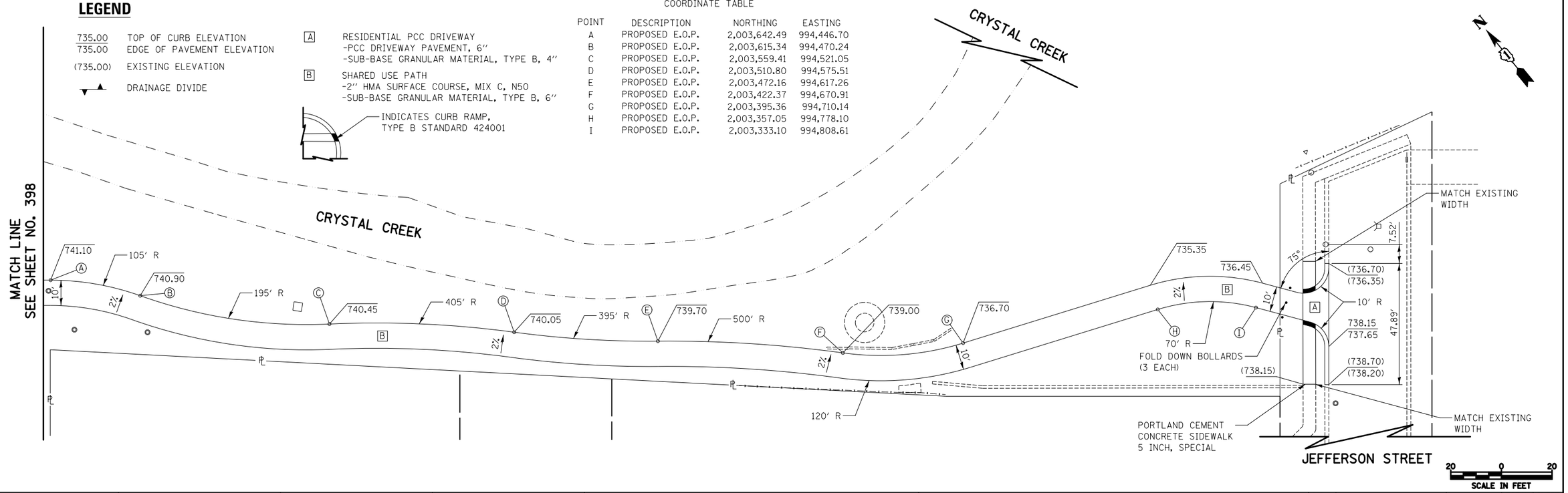
[A] RESIDENTIAL PCC DRIVEWAY
-PCC DRIVEWAY PAVEMENT, 6"
-SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

[B] SHARED USE PATH
-2" HMA SURFACE COURSE, MIX C, N50
-SUB-BASE GRANULAR MATERIAL, TYPE B, 6"

INDICATES CURB RAMP, TYPE B STANDARD 424001

COORDINATE TABLE

POINT	DESCRIPTION	NORTHING	EASTING
A	PROPOSED E.O.P.	2,003,642.49	994,446.70
B	PROPOSED E.O.P.	2,003,615.34	994,470.24
C	PROPOSED E.O.P.	2,003,559.41	994,521.05
D	PROPOSED E.O.P.	2,003,510.80	994,575.51
E	PROPOSED E.O.P.	2,003,472.16	994,617.26
F	PROPOSED E.O.P.	2,003,422.37	994,670.91
G	PROPOSED E.O.P.	2,003,395.36	994,710.14
H	PROPOSED E.O.P.	2,003,357.05	994,778.10
I	PROPOSED E.O.P.	2,003,333.10	994,808.61



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		DRAWN - BAS	REVISED -			0003	18A-2	MCHENRY	825	399
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GAB	REVISED -						CONTRACT NO. 60F72	
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		SCALE: 1" = 20' SHEET NO. 2 OF 2 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

FINAL ENGINEERING PLANS FOR

CRYSTAL CREEK

STREAM RESTORATION, PROTECTION AND ENHANCEMENT

ALGONQUIN, ILLINOIS

JOHN SCHMITT - VILLAGE PRESIDENT

TRUSTEES:

BRIAN DIANIS

JERRY GLOGOWSKI

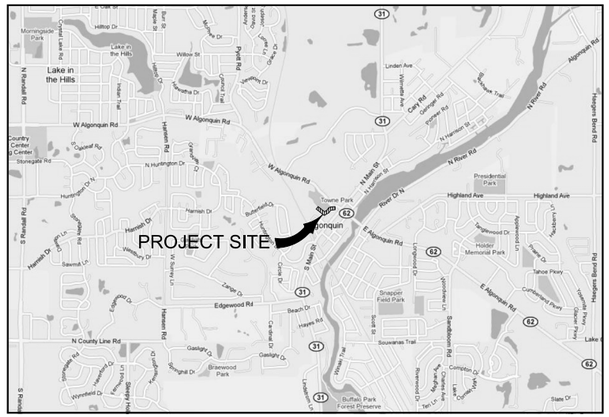
ROBERT SMITH

DEBBY SOSINE

JOHN SPELLA

JIM STEIGERT

Location Map



Drawing Index

General Notes

1. *EXISTING TOPOGRAPHY AND PROPOSED ELEVATIONS ARE BASED ON BENCHMARK ELEVATIONS AND BENCHMARKS ESTABLISHED BY GRAEF ANHALT SCHLOEMER AND ASSOCIATES INC., CHICAGO, IL (773-399-0112).*
2. *CONTACT GRAEF ANHALT SCHLOEMER AND ASSOCIATES INC. FOR BENCHMARK DATA.*
3. *THE VILLAGE OF ALGONQUIN (THE OWNER) SHALL BE NOTIFIED 48 HOURS PRIOR TO THE START OF ANY CONSTRUCTION.*
4. *THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES PRIOR TO START OF CONSTRUCTION FOR EXACT LOCATIONS OF ALL UTILITIES AND THEIR PROTECTION DURING CONSTRUCTION. IF UTILITIES ARE ENCOUNTERED THAT CONFLICT WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OWNER SO THE CONFLICT MAY BE RESOLVED.*
5. *THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNAGE AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC.*
6. *THE CONTRACTOR SHALL NOT ENTER PRIVATE PROPERTY UNLESS AUTHORIZED BY PROPERTY OWNER.*
7. *CONTRACTOR SHALL FURNISH AN AFFIDAVIT CERTIFIED BY CONTRACTOR AND SEED AND PLANT SUPPLIERS PER THE SPECIFICATIONS PRIOR TO COMMENCING SEEDING AND PLANTING WORK.*

Village Contacts

PUBLIC WORKS DEPARTMENT
110 MEYER DR.
ALGONQUIN, ILLINOIS 60102
PHONE: 847-658-2754
FAX: 847-658-2759

PUBLIC WORKS DIRECTOR
BOB MITCHARD

ASSISTANT PUBLIC WORKS DIRECTOR
MICHELLE ZIMMERMAN

PROJECT MANAGER
SHAWN M. HURTIG

STREET SUPERINTENDENT
AL MOZOTA

UTILITY SUPERINTENDENT
ANDREW WARMUS

PARKS & FORESTRY SUPERINTENDENT
STEVE LUDWIG

VILLAGE HALL
2200 HARNISH DR.
ALGONQUIN, ILLINOIS 60102
PHONE: 847-658-2700
FAX: 847-658-5107

VILLAGE MANAGER
WILLIAM GANEK, 847-658-2700

COMMUNITY DEVELOPMENT DIRECTOR
RUSSELL FARNUM, 847-658-4184

VILLAGE CLERK
GERALD S. KAUTZ

Applied Ecological Services, Inc.
120 West Main Street
West Dundee, Illinois 60118
Phone: 847-844-9385 Fax: 847-844-8759
Email: info@appliedeco.com

Title Sheet

Drawn By: t.e.g./EMK | AES Project No.: 09-0198 (02-527)
Checked: WWS | File Name: 020527cst20100528_Title.dwg
Approved: GDP | Date: 05-16-2003

Crystal Creek Realignment
Algonquin, Illinois
Village of Algonquin
125 Wilbrandt Street
Algonquin, Illinois 60102

Revisions:			
No.	By	Date	Description
1	WWS	06-30-03	Village Comments
2	WWS	12-11-03	Regulatory Comments
3	WWS	02-04-04	Village Comments
4	WWS	11-30-09	CBBE Comments
5	WWS	02-26-10	Final AES review for ACOE submittal
6	WWS	05-28-10	ACOE & MCSWCD Comments
7			

Sheet Number
1 of 10

FILE NAME = ...\D160F72-sht-Towne Park-03.dgn	USER NAME = ctb	DESIGNED - AES	REVISED -
		DRAWN - AES	REVISED -
	PLOT SCALE = 2.0000 ' / in.	CHECKED - AES	REVISED -
	PLOT DATE = 5/3/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRYSTAL CREEK RELOCATION PLANS

SCALE: AS NOTED | SHEET NO. 1 OF 10 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	400
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		