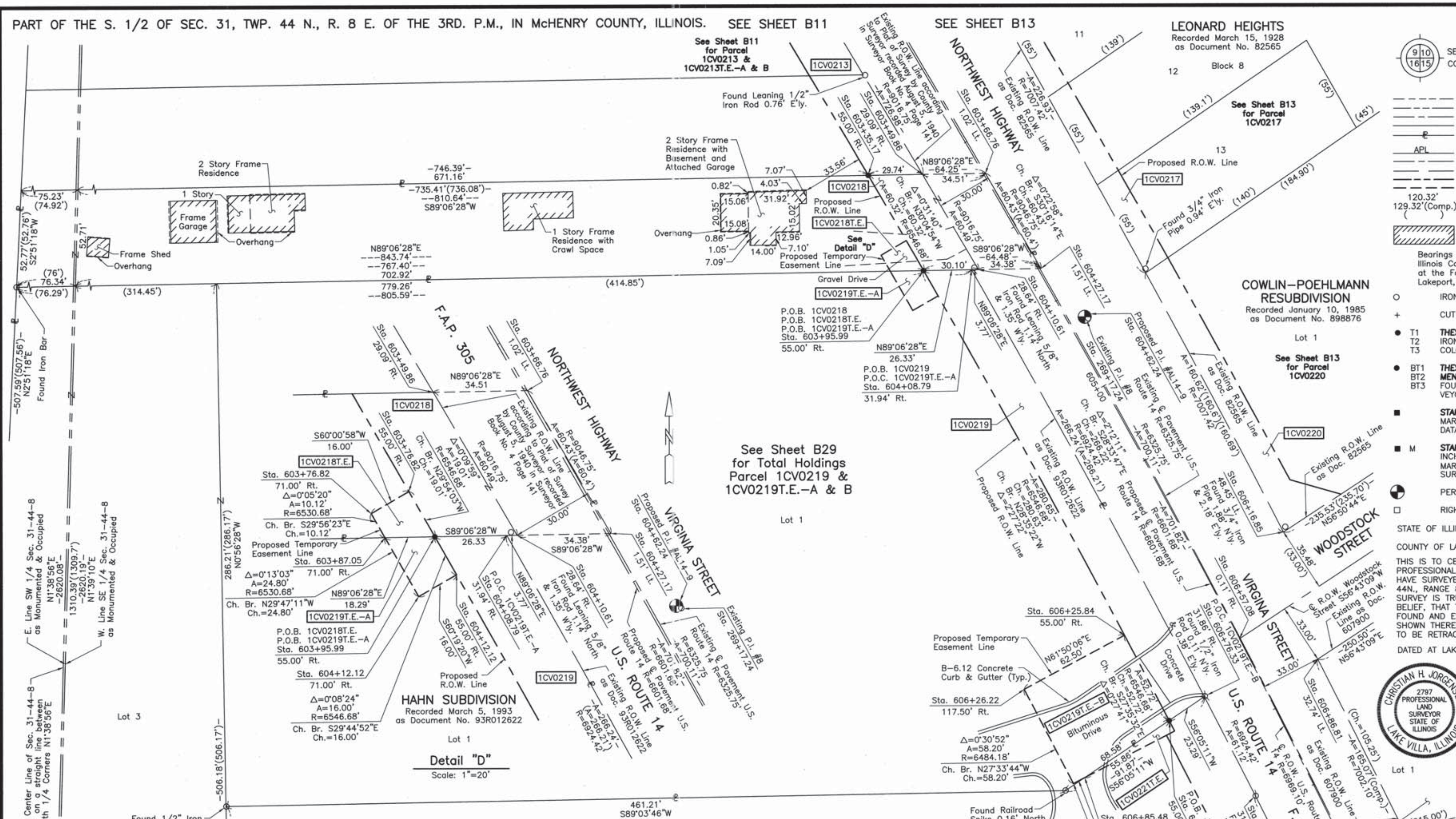
PART OF THE S. 1/2 OF SEC. 31, TWP. 44 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



M-6
See Sheet B11
P.O.C. 1CV0218
P.O.C. 1CV0218T.E.
Found 5/8" Iron Rod

"ZIMMER'S OPTOMETRIC ADDITION" TO CRYSTAL LAKE, MCHENRY CO. ILLINOIS
Recorded December 7, 1973 as Document No. 607900

1CV0221

See Sheet B15 for Parcel 1CV0221 & 1CV0221T.E.

SEE SHEET B15

HAHN SUBDIVISION
Recorded March 5, 1993 as Document No. 93R012622

Lot 2

LEGEND

SECTION CORNER

QUARTER SECTION CORNER

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 120.32' MEASURED DIMENSION
- 129.32'(Comp.) COMPUTED DIMENSION
- ( ) RECORD DATA
- EXISTING BUILDING

SCALE: 1"=30'

Bearings and Coordinates are referenced to the Illinois Coordinate System, East Zone, NAD 83(1986), at the Found National Geodetic Survey Monuments, Lakeport, P.I.D. NH1653 and Shaw, P.I.D. NH1129.

- ○ IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET
- ● 5/8" REBAR SET
- ● T1 T2 T3 **THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.** SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ● BT1 BT2 BT3 **THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.** BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ■ **STAKING OF PROPOSED RIGHT OF WAY.** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ■ M **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 31, TOWNSHIP 44N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 29th DAY OF March 2011 A.D.

Christian H. Jorgensen PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2012

CHRISTIAN H. JORGENSEN 2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LAKE VILLA, ILLINOIS

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Note: Surface Coordinates are shown. Project Average Combined Scale Factor, 0.9999355.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
603+35.17	55.00' Rt.	2,031,746.725	981,627.198
603+49.86	29.09' Rt.	2,031,747.188	981,656.935
603+66.76	1.02' Lt.	2,031,747.725	981,691.442
603+76.82	55.00' Rt.	2,031,711.012	981,647.954
603+76.82	71.00' Rt.	2,031,703.016	981,634.095
603+87.05	71.00' Rt.	2,031,694.246	981,639.146
603+95.99	55.00' Rt.	2,031,694.531	981,657.431
604+08.79	31.94' Rt.	2,031,694.941	981,683.762
604+10.61	28.64' Rt.	2,031,695.000	981,687.527
604+12.12	55.00' Rt.	2,031,680.644	981,665.367
604+12.12	71.00' Rt.	2,031,672.723	981,651.466
604+27.17	1.51' Lt.	2,031,695.535	981,721.903
606+16.85	48.45' Lt.	2,031,551.127	981,854.566

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
606+25.84	55.00' Rt.	2,031,494.840	981,767.304
606+26.22	117.50' Rt.	2,031,465.339	981,712.203
606+57.08	0.11' Rt.	2,031,492.801	981,830.365
606+76.33	31.86' Rt.	2,031,461.116	981,811.052
606+79.00	55.00' Rt.	2,031,448.119	981,791.721
606+85.48	110.49' Rt.	2,031,416.952	981,745.362
606+85.48	117.50' Rt.	2,031,413.740	981,739.136
606+86.81	32.74' Lt.	2,031,481.477	981,873.251
607+37.74	31.76' Rt.	2,031,406.759	981,838.998

Existing ℄ Pavement U.S. Route 14 Curve #8

P.I. = Sta. 269+17.24
Δ = 6°20'28"
R = 6325.75'
T = 350.41'
L = 700.11'
E = 9.70'
P.C.C. = Sta. 265+66.83
P.C.C. = Sta. 272+66.94

Eixsting ℄ Pavement U.S. Route 14 Curve #9

P.I. = Sta. 276+19.26
Δ = 13°26'35"
R = 2989.48'
T = 352.32'
L = 701.41'
E = 20.69'
P.C.C. = Sta. 272+66.94
P.R.C. = Sta. 279+68.35

Proposed ℄ Pavement U.S. Route 14 Curve #AL14-9

P.I. = Sta. 604+62.24
Δ = 6°05'28"
R = 6601.68'
T = 351.24'
L = 701.82'
E = 9.34'
P.C.C. = Sta. 601+11.00
P.C.C. = Sta. 608+12.82

Proposed ℄ Pavement U.S. Route 14 Curve #AL14-10

P.I. = Sta. 611+64.32
Δ = 13°56'11"
R = 2875.91'
T = 351.50'
L = 699.53'
E = 21.40'
P.C.C. = Sta. 608+12.82
P.R.C. = Sta. 615+12.35

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1CV0219	93R012622	March 5, 1993
----	82565	March 15, 1928
----	607900	December 7, 1973
----	93R012622	March 5, 1993

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1CV0218 1CV0218T.E.	Gerald Harpling, as Trustee under a Trust Agreement dated October 13, 1993 and known as the Arthur C. Reilly Living Trust	1.000	0.078	0.042	0.922	0.005	233	Driveway Construction	14-31-403-008 14-31-403-009	
1CV0219 1CV0219T.E.-A 1CV0219T.E.-B	Amcore Bank National Association, Woodstock, as Trustee under a Trust agreement dated the 3rd day of June, 1991 and known as Trust Number 3343	7.898	0.145	N/A	7.753	T.E.-A=0.007 T.E.-B=0.080	326 N/A	Construction Purposes Construction Purposes	14-31-451-035 14-31-451-036	

ROW PLAT	MADE	CHECKED	INKED	NOTEBOOK NO
BY				
DATE				

REVISION DATE

REVISION

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
(847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

SS
RECEIVED
MAR 3 1 2011
PLATS & LEGALS

MADE BY

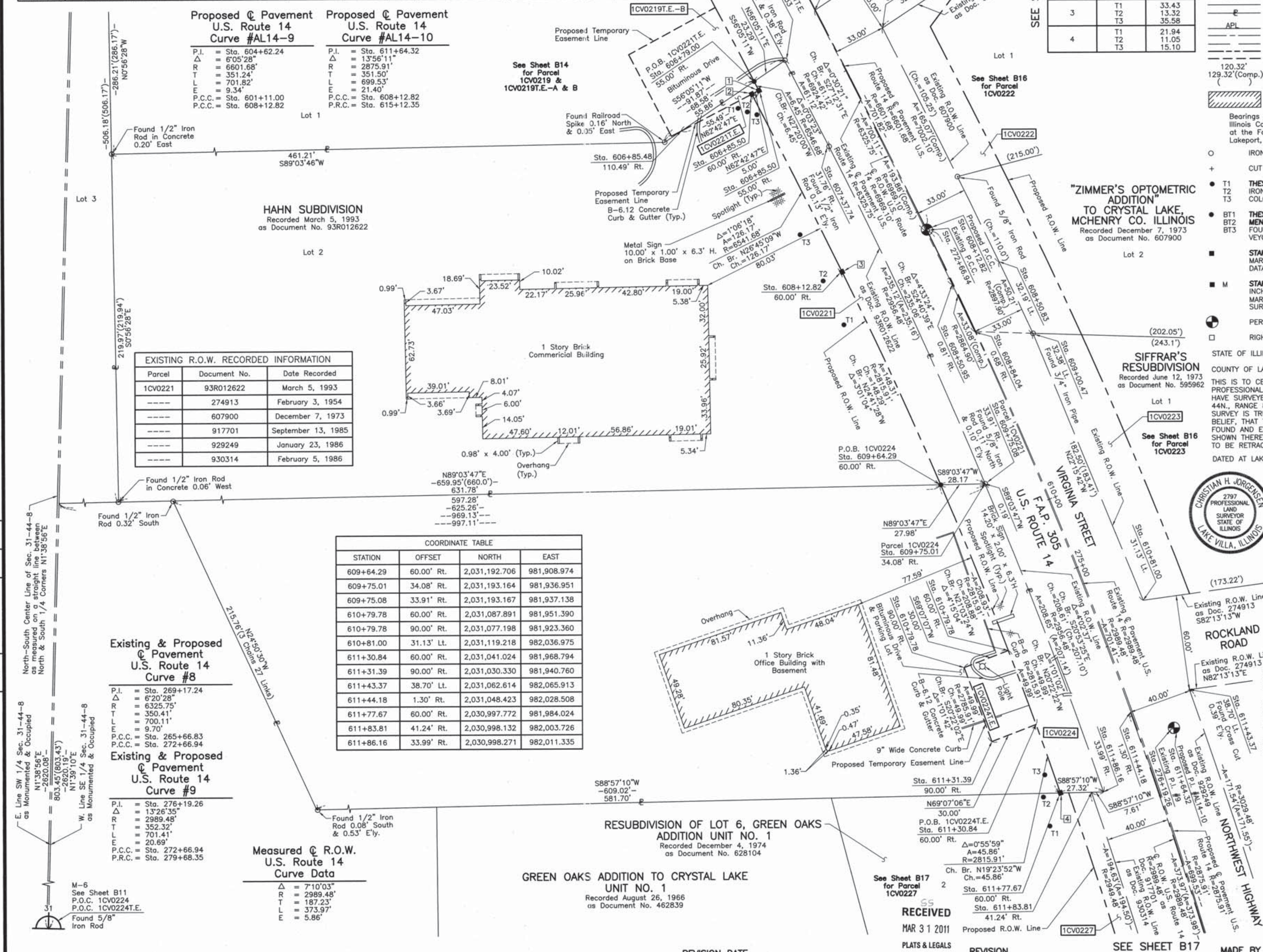
PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 305 (U.S. ROUTE 14)

SECTION 27RS-6 McHENRY COUNTY
PROJECT JOB NO. R-91-015-98
STATION 603+00 TO STATION 609+00
SCALE: 1"=30' SHEET B14 OF B33

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

PART OF THE SE 1/4 OF SEC. 31, TWP. 44 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1CV0221 1CV0221T.E.	McHenry County, a Body Politic	3.155	0.181	N/A	2.974	0.004	179	Construction Purposes	14-31-451-037	
1CV0224 1CV0224T.E.	Syed Sajjad Asghar and Shahwar F. Syed, his wife, in joint tenancy	2.793	0.124	N/A	2.669	0.034	N/A	Driveway Construction	14-31-451-038	



Proposed ℄ Pavement U.S. Route 14 Curve #AL14-9	
P.I.	= Sta. 604+62.24
Δ	= 6°05'28"
R	= 6601.68'
T	= 351.24'
L	= 701.82'
E	= 9.34'
P.C.C.	= Sta. 601+11.00
P.C.C.	= Sta. 608+12.82

Proposed ℄ Pavement U.S. Route 14 Curve #AL14-10	
P.I.	= Sta. 611+64.32
Δ	= 13°56'11"
R	= 2875.91'
T	= 351.50'
L	= 699.53'
E	= 21.40'
P.C.C.	= Sta. 608+12.82
P.R.C.	= Sta. 615+12.35

Existing & Proposed ℄ Pavement U.S. Route 14 Curve #8	
P.I.	= Sta. 269+17.24
Δ	= 6°20'28"
R	= 6325.75'
T	= 350.41'
L	= 700.11'
E	= 9.70'
P.C.C.	= Sta. 265+66.83
P.C.C.	= Sta. 272+66.94

Existing & Proposed ℄ Pavement U.S. Route 14 Curve #9	
P.I.	= Sta. 276+19.26
Δ	= 13°26'35"
R	= 2989.48'
T	= 352.32'
L	= 701.41'
E	= 20.69'
P.C.C.	= Sta. 272+66.94
P.R.C.	= Sta. 279+68.35

Measured ℄ R.O.W. U.S. Route 14 Curve Data	
Δ	= 7°10'03"
R	= 2989.48'
T	= 187.23'
L	= 373.97'
E	= 5.86'

EXISTING R.O.W. RECORDED INFORMATION

Parcel	Document No.	Date Recorded
1CV0221	93R012622	March 5, 1993
----	274913	February 3, 1954
----	607900	December 7, 1973
----	917701	September 13, 1985
----	929249	January 23, 1986
----	930314	February 5, 1986

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
609+64.29	60.00' Rt.	2,031,192.706	981,908.974
609+75.01	34.08' Rt.	2,031,193.164	981,936.951
609+75.08	33.91' Rt.	2,031,193.167	981,937.138
610+79.78	60.00' Rt.	2,031,087.891	981,951.390
610+79.78	90.00' Rt.	2,031,077.198	981,923.360
610+81.00	31.13' Lt.	2,031,119.218	982,036.975
611+30.84	60.00' Rt.	2,031,041.024	981,968.794
611+31.39	90.00' Rt.	2,031,030.330	981,940.760
611+43.37	38.70' Lt.	2,031,062.614	982,065.913
611+44.18	1.30' Rt.	2,031,048.423	982,028.508
611+77.67	60.00' Rt.	2,030,997.772	981,984.024
611+83.81	41.24' Rt.	2,030,998.132	982,003.726
611+86.16	33.99' Rt.	2,030,998.271	982,011.335

Schedule of Ties

Point Number □	Tie to point	Tie Distance (feet)
1	T1 T2 T3	17.38 15.38 15.35
2	T1 T2 T3	12.56 11.59 13.38
3	T1 T2 T3	33.43 13.32 35.58
4	T1 T2 T3	21.94 11.05 15.10

LEGEND

SECTION CORNER — QUARTER SECTION CORNER

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
CENTER LINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
PROPOSED EASEMENT
120.32' MEASURED DIMENSION
129.32'(Comp.) COMPUTED DIMENSION
( ) RECORD DATA
EXISTING BUILDING

SCALE: 1"=30'

Bearings and Coordinates are referenced to the Illinois Coordinate System, East Zone, NAD 83(1986), at the Found National Geodetic Survey Monuments, Lakeport, P.I.D. NH1653 and Shaw, P.I.D. NH1129.

- ○ IRON PIPE OR ROD FOUND — ⊕ "MAG" NAIL SET
- \+ CUT CROSS FOUND OR SET — ● 5/8" REBAR SET
- ● T1 T2 T3 **THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.** SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ● BT1 BT2 BT3 **THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.** BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ■ **STAKING OF PROPOSED RIGHT OF WAY.** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ■ M **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 31, TOWNSHIP 44N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 29th DAY OF March 2011 A.D.

Christian H. Jorgensen PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2012

CHRISTIAN H. JORGENSEN 2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LAKE VILLA, ILLINOIS

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Note: Surface Coordinates are shown. Project Average Combined Scale Factor, 0.9999355.

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
606+57.08	0.11' Rt.	2,031,492.801	981,830.365
606+76.33	31.86' Rt.	2,031,461.116	981,811.052
606+79.00	55.00' Rt.	2,031,448.119	981,791.721
606+85.48	110.49' Rt.	2,031,416.952	981,745.362
606+85.50	55.00' Rt.	2,031,442.392	981,794.681
606+85.50	60.00' Rt.	2,031,440.100	981,790.237
606+86.81	32.74' Lt.	2,031,481.477	981,873.251
607+37.74	31.76' Rt.	2,031,406.759	981,838.998
608+12.82	60.00' Rt.	2,031,327.439	981,847.029
608+50.83	32.19' Lt.	2,031,333.552	981,946.487
608+50.95	0.81' Rt.	2,031,319.260	981,916.743
608+84.04	0.68' Rt.	2,031,289.358	981,930.898
609+00.47	32.38' Lt.	2,031,288.113	981,967.838

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
(847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. 305 (U.S. ROUTE 14)

SECTION 27RS-6 — McHENRY COUNTY
PROJECT — JOB NO. R-91-015-98
STATION 606+00 TO STATION 613+00
SCALE: 1"=30' — SHEET B15 OF B33

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

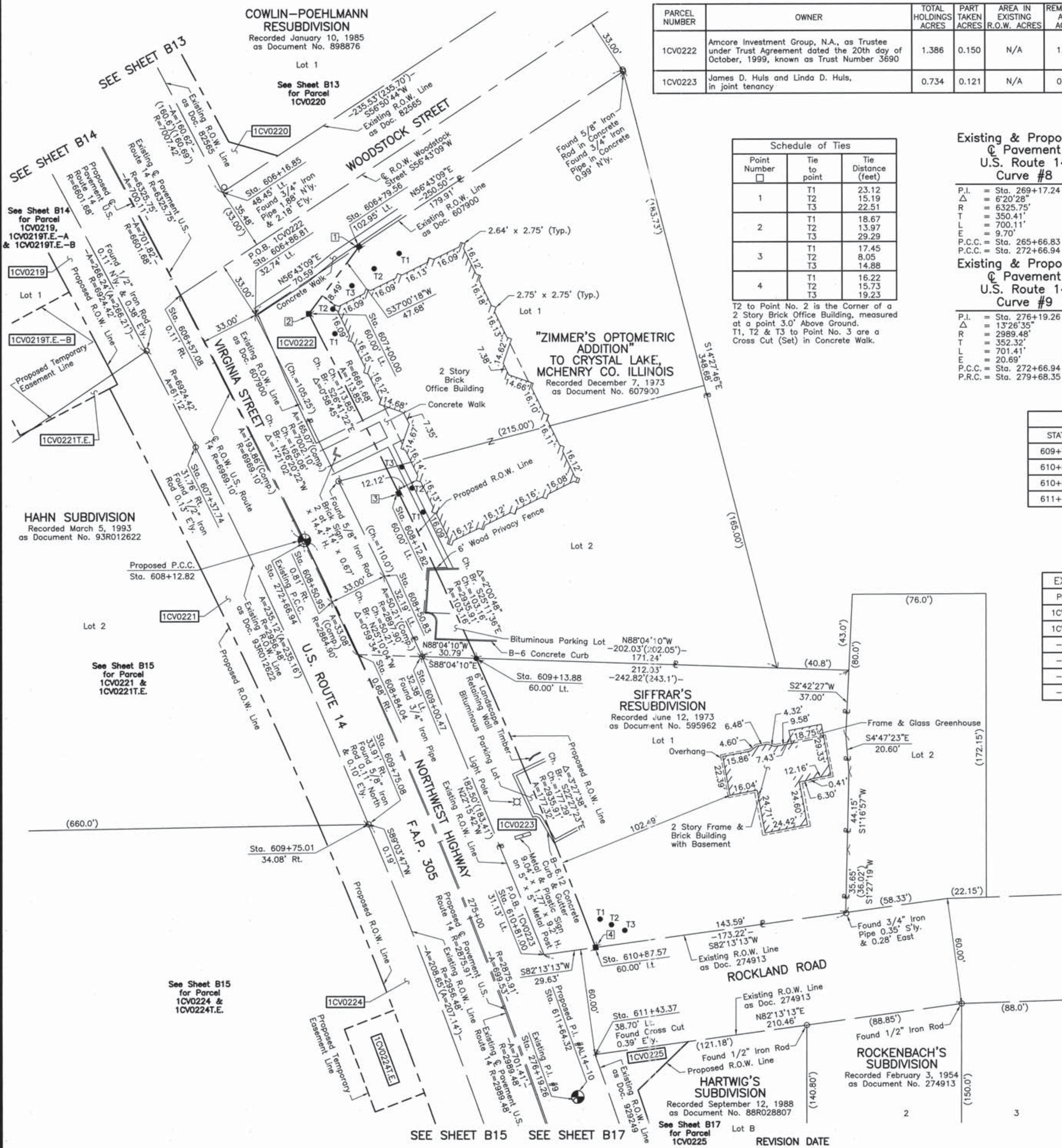
RECEIVED
MAR 31 2011
PLATS & LEGALS

REVISION DATE — REVISION — MADE BY

ROW PLAT	NOTEBOOK NO	MADE	CHECKED	INKED	BY	DATE

PART OF THE SE 1/4 OF SEC. 31, TWP. 44 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1CV0222	Amcore Investment Group, N.A., as Trustee under Trust Agreement dated the 20th day of October, 1999, known as Trust Number 3690	1.386	0.150	N/A	1.236	N/A	N/A	14-31-476-034	
1CV0223	James D. Huls and Linda D. Huls, in joint tenancy	0.734	0.121	N/A	0.613	N/A	N/A	14-31-476-009	



Schedule of Ties		
Point Number □	Tie to point	Tie Distance (feet)
1	T1 T2 T3	23.12 15.19 22.51
2	T1 T2 T3	18.67 13.97 29.29
3	T1 T2 T3	17.45 8.05 14.88
4	T1 T2 T3	16.22 15.73 19.23

T2 to Point No. 2 is the Corner of a 2 Story Brick Office Building, measured at a point 3.0' Above Ground. T1, T2 & T3 to Point No. 3 are a Cross Cut (Set) in Concrete Walk.

Existing & Proposed ℄ Pavement U.S. Route 14 Curve #8

P.I. = Sta. 269+17.24
Δ = 6°20'28"
R = 6325.75'
T = 350.41'
L = 700.11'
E = 9.70'
P.C.C. = Sta. 265+66.83
P.C.C. = Sta. 272+66.94

Existing & Proposed ℄ Pavement U.S. Route 14 Curve #9

P.I. = Sta. 276+19.26
Δ = 13°26'35"
R = 2989.48'
T = 352.32'
L = 701.41'
E = 20.69'
P.C.C. = Sta. 272+66.94
P.R.C. = Sta. 279+68.35

Measured ℄ R.O.W. U.S. Route 14 Curve Data

Δ = 7°10'03"
R = 2989.48'
T = 187.23'
L = 373.97'
E = 5.86'

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
609+75.08	33.91' Rt.	2,031,193.167	981,937.138
610+81.00	31.13' Lt.	2,031,119.218	982,036.975
610+87.57	60.00' Lt.	2,031,123.229	982,066.333
611+43.37	38.70' Lt.	2,031,062.614	982,065.913

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1CV0222	607900	December 7, 1973
1CV0223	274913	February 3, 1954
----	82565	March 15, 1928
----	274913	February 3, 1954
----	929249	January 23, 1986
----	93R012622	March 5, 1993

Proposed ℄ Pavement U.S. Route 14 Curve #AL14–9

P.I. = Sta. 604+62.24
Δ = 6°05'28"
R = 6601.68'
T = 351.24'
L = 701.82'
E = 9.34'
P.C.C. = Sta. 601+11.00
P.C.C. = Sta. 608+12.82

Proposed ℄ Pavement U.S. Route 14 Curve #AL14–10

P.I. = Sta. 611+64.32
Δ = 13°56'11"
R = 2875.91'
T = 351.50'
L = 699.53'
E = 21.40'
P.C.C. = Sta. 608+12.82
P.R.C. = Sta. 615+12.35

LEGEND

SECTION CORNER — QUARTER SECTION CORNER

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
CENTER LINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
PROPOSED EASEMENT
120.32' MEASURED DIMENSION
129.32'(Comp.) COMPUTED DIMENSION
( ) RECORD DATA
EXISTING BUILDING

SCALE: 1"=30' (0, 30', 60')

Bearings and Coordinates are referenced to the Illinois Coordinate System, East Zone, NAD 83(1986), at the Found National Geodetic Survey Monuments, Lakeport, P.I.D. NH1653 and Shaw, P.I.D. NH1129.

○ IRON PIPE OR ROD FOUND — ⊕ "MAG" NAIL SET

\+ CUT CROSS FOUND OR SET — ● 5/8" REBAR SET

● T1 T2 T3 — **THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.** SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

● BT1 BT2 BT3 — **THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.** BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

■ — **STAKING OF PROPOSED RIGHT OF WAY.** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M — **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)

□ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184–2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 31, TOWNSHIP 44N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 29th DAY OF March 20 11 A.D.

CHRISTIAN H. JORGENSEN 2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LAKE VILLA, ILLINOIS

Christian H. Jorgensen PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35–2797
LICENSE EXPIRATION DATE NOVEMBER 30, 2012

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Note: Surface Coordinates are shown. Project Average Combined Scale Factor, 0.9999355.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
606+16.85	48.45' Lt.	2,031,551.127	981,854.566
606+57.08	0.11' Rt.	2,031,492.801	981,830.365
606+79.56	102.95' Lt.	2,031,520.210	981,932.260
606+86.81	32.74' Lt.	2,031,481.477	981,873.251
607+00.00	60.00' Lt.	2,031,482.137	981,903.565
607+37.74	31.76' Rt.	2,031,406.759	981,838.998
608+12.82	60.00' Lt.	2,031,380.420	981,954.700
608+50.83	32.19' Lt.	2,031,333.552	981,946.487
608+50.95	0.81' Rt.	2,031,319.260	981,916.743
608+84.04	0.68' Rt.	2,031,289.358	981,930.898
609+00.47	32.38' Lt.	2,031,288.113	981,967.838
609+13.88	60.00' Lt.	2,031,287.076	981,998.611
609+75.01	34.08' Rt.	2,031,193.164	981,936.951

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
(847) 356–3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. 305 (U.S. ROUTE 14)
SECTION 27RS–6 — McHENRY COUNTY
PROJECT — JOB NO. R–91–015–98
STATION 606+00 TO STATION 612+00
SCALE: 1"=30' — SHEET B16 OF B33

SS
RECEIVED
MAR 31 2011
PLATS & LEGALS

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

ROW PLAT	NOTEBOOK NO	MADE	CHECKED	INKED	BY	DATE

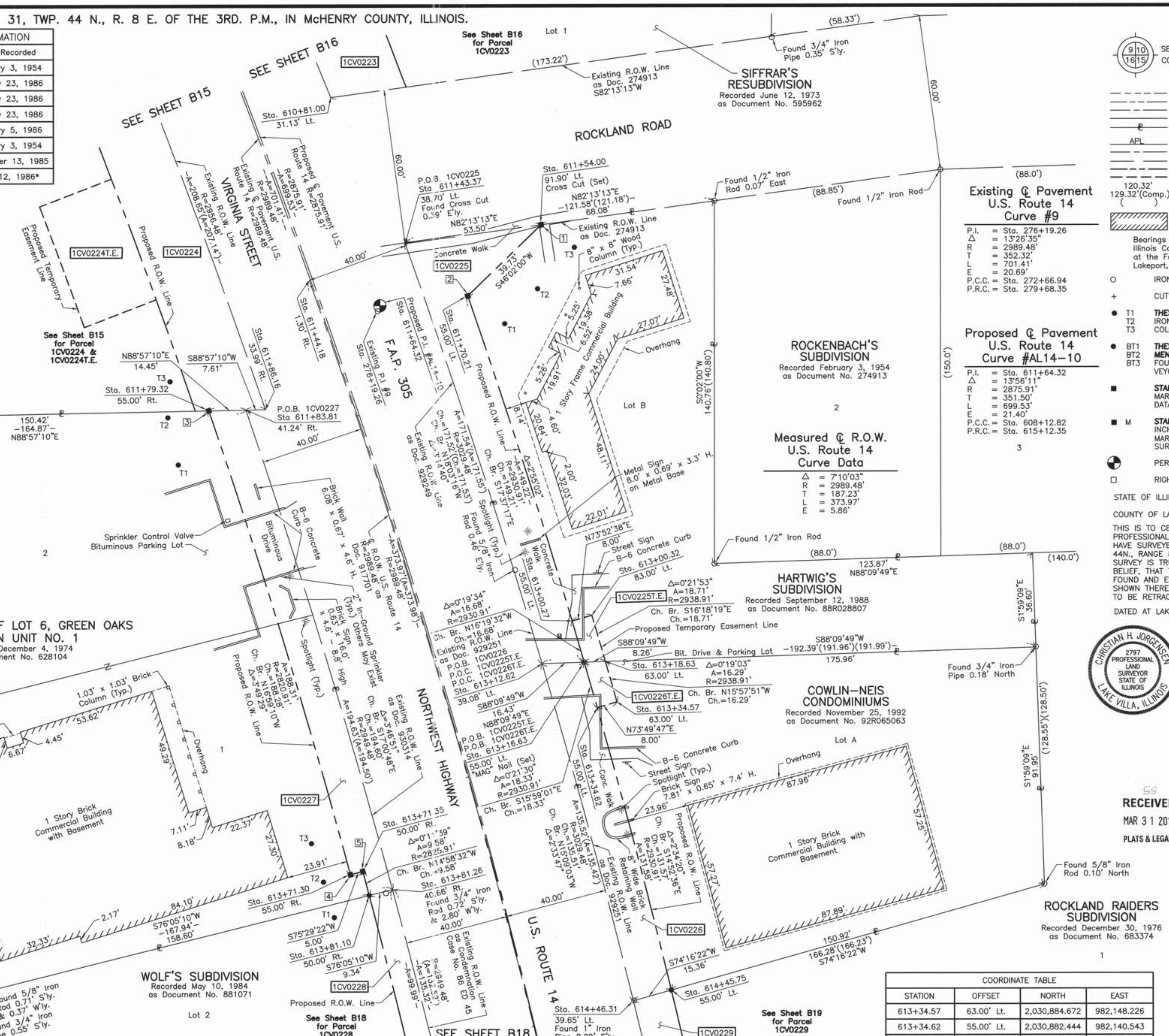
REVISION DATE — REVISION — MADE BY

PART OF THE SE 1/4 OF SEC. 31, TWP. 44 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1CV0225	274913	February 3, 1954
1CV0225	929249	January 23, 1986
1CV0225	929251	January 23, 1986
1CV0226	929251	January 23, 1986
1CV0227	930314	February 5, 1986
----	274913	February 3, 1954
----	917701	September 13, 1985
----	86 ED 45	June 12, 1986*

* Date Filed

Schedule of Ties		
Point Number □	Tie to point	Tie Distance (feet)
1	T1 T2 T3	40.93 24.92 15.64
2	T1 T2 T3	17.97 27.32 45.61
3	T1 T2 T3	24.15 16.22 19.89
4	T1 T2 T3	17.74 10.88 19.42
5	T1 T2 T3	21.03 15.88 22.78



Existing ℄ Pavement U.S. Route 14 Curve #9

P.I. = Sta. 276+19.26
Δ = 13°26'35"
R = 2989.48'
T = 352.32'
L = 701.41'
E = 20.69'
P.C.C. = Sta. 272+66.94
P.R.C. = Sta. 279+68.35

Proposed ℄ Pavement U.S. Route 14 Curve #AL14-10

P.I. = Sta. 611+64.32
Δ = 13°56'11"
R = 2875.91'
T = 351.50'
L = 699.53'
E = 21.40'
P.C.C. = Sta. 608+12.82
P.R.C. = Sta. 615+12.35

Measured ℄ R.O.W. U.S. Route 14 Curve Data

Δ = 7°10'03"
R = 2989.48'
T = 187.23'
L = 373.97'
E = 5.86'

LEGEND

SECTION CORNER
QUARTER SECTION CORNER

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
CENTER LINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
PROPOSED EASEMENT
120.32' MEASURED DIMENSION
129.32'(Comp.) COMPUTED DIMENSION
( ) RECORD DATA
EXISTING BUILDING

SCALE: 1"=20'

Bearings and Coordinates are referenced to the Illinois Coordinate System, East Zone, NAD 83(1986), at the Found National Geodetic Survey Monuments, Lakeport, P.I.D. NH1653 and Shaw, P.I.D. NH1129.

○ IRON PIPE OR ROD FOUND
⊕ "MAG" NAIL SET
\+ CUT CROSS FOUND OR SET
● 5/8" REBAR SET

● T1 T2 T3 **THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.** SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

● BT1 BT2 BT3 **THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.** BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

■ **STAKING OF PROPOSED RIGHT OF WAY.** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)

□ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 31, TOWNSHIP 44N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 30th DAY OF March 20 11 A.D.

Christian H. Jorgensen PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2012

CHRISTIAN H. JORGENSEN 2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LAKE VILLA, ILLINOIS

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Note: Surface Coordinates are shown. Project Average Combined Scale Factor, 0.9999355.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
610+81.00	31.13' Lt.	2,031,119.218	982,036.975
611+43.37	38.70' Lt.	2,031,062.614	982,065.913
611+44.18	1.30' Rt.	2,031,048.423	982,028.508
611+54.00	91.09' Lt.	2,031,069.857	982,118.924
611+70.21	55.00' Lt.	2,031,042.273	982,090.326
611+79.32	55.00' Rt.	2,030,997.868	981,989.276
611+83.81	41.24' Rt.	2,030,998.132	982,003.726
611+86.16	33.99' Rt.	2,030,998.271	982,011.335
613+00.27	55.00' Lt.	2,030,916.070	982,130.807
613+00.32	63.00' Lt.	2,030,918.292	982,138.493
613+12.62	39.08' Lt.	2,030,899.540	982,119.070
613+16.63	55.00' Lt.	2,030,900.067	982,135.495
613+18.63	63.00' Lt.	2,030,900.332	982,143.747

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
613+34.57	63.00' Lt.	2,030,884.672	982,148.226
613+34.62	55.00' Lt.	2,030,882.444	982,140.543
613+71.30	55.00' Rt.	2,030,817.806	982,044.279
613+71.35	50.00' Rt.	2,030,819.058	982,049.120
613+81.10	50.00' Rt.	2,030,809.804	982,051.595
613+81.26	40.65' Rt.	2,030,812.051	982,060.664
614+45.75	55.00' Lt.	2,030,772.903	982,169.275
614+46.31	39.65' Lt.	2,030,768.739	982,154.488

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1CV0225 1CV0225T.E.	McHenry State Bank, as Trustee under Trust Agreement dated the 10th day of September, 1992 and known as Trust Number 12730	0.474	0.074	N/A	0.400	0.003	142	Driveway Construction	14-31-477-047	
1CV0226 1CV0226T.E.	Wayne Hummer Trust Co., N.A., formerly known as Wintrust Asset Management, N.A. as Trustee under trust agreement dated February 16, 1999 and known as Trust No. BBT-5501	0.460	0.048	N/A	0.412	0.003	138	Driveway Construction	14-31-479-001 14-31-479-002	
1CV0227	Home State Bank of Crystal Lake, as Trustee under trust agreement dated the 10th day of November, 1969, and known as Trust Number 1347	0.804	0.062	N/A	0.742	N/A	N/A	N/A	14-31-451-027 14-31-451-028	

ROW PLAT	NOTEBOOK NO	MADE	CHECKED	INKED	BY	DATE

REVISION DATE | REVISION | MADE BY

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
(847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

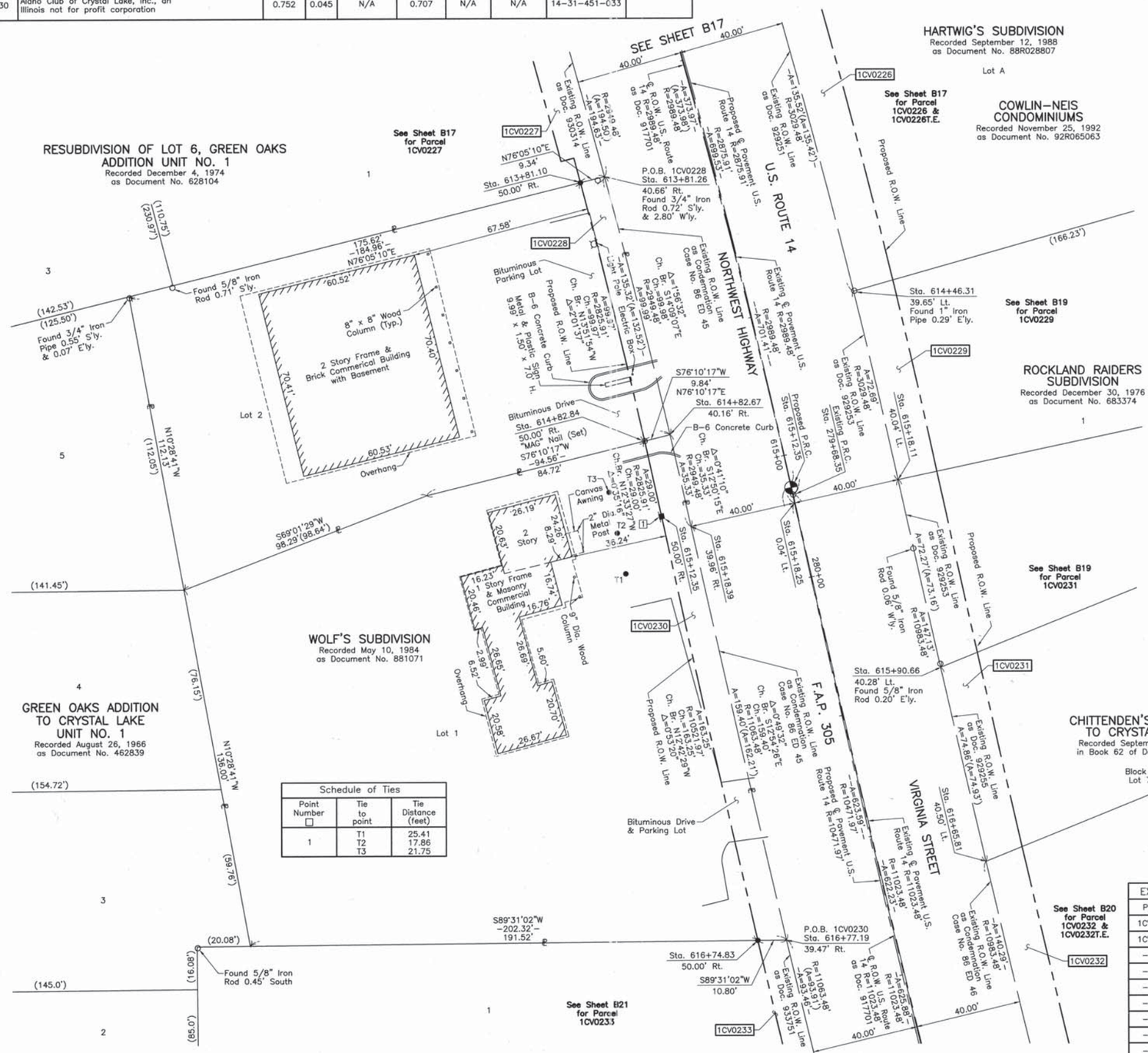
PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. 305 (U.S. ROUTE 14)
SECTION 27RS-6 McHENRY COUNTY
PROJECT JOB NO. R-91-015-98
STATION 611+00 TO STATION 615+00
SCALE: 1"=20' SHEET B17 OF B33

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

PART OF THE SE 1/4 OF SEC. 31, TWP. 44 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1CV0228	First Midwest Trust Company successor to McHenry State Bank, as Trustee, under Trust Agreement dated the 1st day of June, 1990 and known as Trust Number 4980	0.446	0.022	N/A	0.424	N/A	N/A	14-31-451-032	
1CV0230	Alano Club of Crystal Lake, Inc., an Illinois not for profit corporation	0.752	0.045	N/A	0.707	N/A	N/A	14-31-451-033	



Existing ℄ Pavement U.S. Route 14 Curve #9

P.I.	= Sta. 276+19.26
Δ	= 13°26'35"
R	= 2989.48'
T	= 352.32'
L	= 701.41'
E	= 20.69'
P.C.C.	= Sta. 272+66.94
P.R.C.	= Sta. 279+68.35

Measured ℄ R.O.W. U.S. Route 14 Curve Data

Δ	= 7°10'03"
R	= 2989.48'
T	= 187.23'
L	= 373.97'
E	= 5.86'

Existing ℄ Pavement U.S. Route 14 Curve #10

P.I.	= Sta. 282+79.55
Δ	= 3°14'03"
R	= 11023.48'
T	= 311.20'
L	= 622.23'
E	= 4.39'
P.R.C.	= Sta. 279+68.35
P.T.	= Sta. 285+90.58

Measured ℄ R.O.W. U.S. Route 14 Curve Data

Δ	= 3°15'11"
R	= 11023.48'
T	= 313.02'
L	= 625.88'
E	= 4.44'

Proposed ℄ Pavement U.S. Route 14 Curve #AL14-10

P.I.	= Sta. 611+64.32
Δ	= 13°56'11"
R	= 2875.91'
T	= 351.50'
L	= 699.53'
E	= 21.40'
P.C.C.	= Sta. 608+12.82
P.R.C.	= Sta. 615+12.35

Proposed ℄ Pavement U.S. Route 14 Curve #AL14-11

P.I.	= Sta. 618+24.24
Δ	= 3°24'43"
R	= 10471.97'
T	= 311.89'
L	= 623.59'
E	= 4.64'
P.R.C.	= Sta. 615+12.35
P.T.	= Sta. 621+35.94

LEGEND

SECTION CORNER (9 10 16 15) — QUARTER SECTION CORNER (16 — 15)

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- ℄ PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 120.32' MEASURED DIMENSION
- 129.32'(Comp.) COMPUTED DIMENSION
- ( ) RECORD DATA
- EXISTING BUILDING

N

0 20' 40'
SCALE: 1"=20'

Bearings and Coordinates are referenced to the Illinois Coordinate System, East Zone, NAD 83(1986), at the Found National Geodetic Survey Monuments, Lakeport, P.I.D. NH1653 and Shaw, P.I.D. NH1129.

- ○ IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- \+ CUT CROSS FOUND OR SET
- ● 5/8" REBAR SET
- ● T1, T2, T3 **THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.** SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ● BT1, BT2, BT3 **THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.** BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ■ **STAKING OF PROPOSED RIGHT OF WAY.** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ■ M **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊕ PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
COUNTY OF LAKE) SS

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 31, TOWNSHIP 44N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 30th DAY OF March 2011 A.D.

CHRISTIAN H. JORGENSEN 2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LAKE VILLA, ILLINOIS

Christian H. Jorgensen PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2012

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Note: Surface Coordinates are shown. Project Average Combined Scale Factor, 0.9999355.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
613+81.10	50.00' Rt.	2,030,809.804	982,051.595
613+81.26	40.66' Rt.	2,030,812.051	982,060.664
614+46.31	39.65' Lt.	2,030,768.739	982,154.488
614+82.67	40.16' Rt.	2,030,715.101	982,085.110
614+82.84	50.00' Rt.	2,030,712.748	982,075.551
615+12.35	50.00' Rt.	2,030,684.445	982,081.855
615+18.11	40.04' Lt.	2,030,697.965	982,171.064
615+18.25	0.04' Lt.	2,030,689.312	982,132.011
615+18.39	39.96' Rt.	2,030,680.658	982,092.959
615+90.66	40.28' Lt.	2,030,627.463	982,186.930
616+65.81	40.50' Lt.	2,030,554.540	982,203.855
616+74.83	50.00' Rt.	2,030,525.195	982,117.767
616+77.19	39.47' Rt.	2,030,525.286	982,128.564

SS
RECEIVED
MAR 31 2011
PLATS & LEGALS

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1CV0228	86 ED 45	June 12, 1986*
1CV0230	86 ED 45	June 12, 1986*
----	917701	September 13, 1985
----	929251	January 23, 1986
----	929253	January 23, 1986
----	929255	January 23, 1986
----	930314	February 5, 1986
----	933751	March 24, 1986
----	86 ED 46	April 15, 1987*

* Date Filed

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
(847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 305 (U.S. ROUTE 14)

SECTION 27RS-6 McHENRY COUNTY
PROJECT JOB NO. R-91-015-98
STATION 613+00 TO STATION 617+00
SCALE: 1"=20' SHEET B18 OF B33

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

ROW PLAT	NOTEBOOK NO	MADE	CHECKED	INKED	BY	DATE

REVISION DATE REVISION MADE BY

ROUTE F.A.P. 305 (U.S. ROUTE 14) SECTION 27RS-6 COUNTY McHENRY JOB NO. R-91-015-98 RECORDING: RECORDED ON AS DOCUMENT NO.

PART OF THE SE 1/4 OF SEC. 31, TWP. 44 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

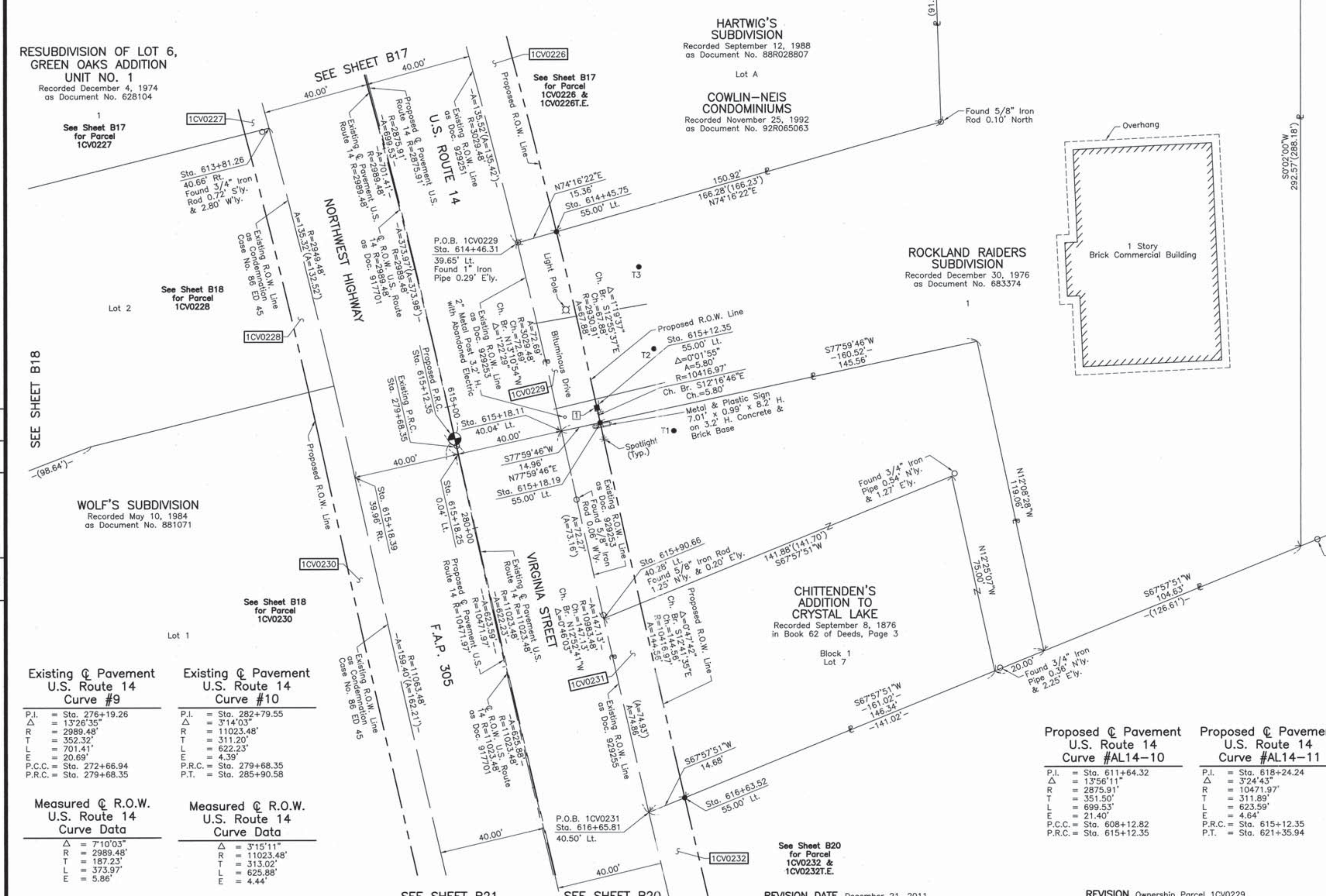
PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1CV0229	Chicago Title Land Trust Company as successor to Fifth Third Bank, as Trustee under the provisions of a Trust Agreement dated October 18, 2001 and known as Trust Number 4004136	1.199	0.025	N/A	1.174	N/A	N/A	14-31-477-051	
1CV0231	Home State Bank/National Association, as Trustee under trust agreement dated the 1st day of June, 1999 and known as Trust Number 4664	0.488	0.049	N/A	0.439	N/A	N/A	14-31-477-043 14-31-477-052	

Schedule of Ties		
Point Number □	Tie to point	Tie Distance (feet)
1	T1 T2 T3	30.34 30.88 55.22

T2 to Point No. 1 is a "MAG" Nail (Set) in Bituminous Drive.

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1CV0229	929253	January 23, 1986
1CV0231	929253	January 23, 1986
1CV0231	929255	January 23, 1986
----	917701	September 13, 1985
----	929251	January 23, 1986
----	86 ED 45	June 12, 1986*

* Date Filed



LEGEND

SECTION CORNER — QUARTER SECTION CORNER

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
CENTER LINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
PROPOSED EASEMENT
120.32' MEASURED DIMENSION
129.32'(Comp.) COMPUTED DIMENSION
( ) RECORD DATA

EXISTING BUILDING

SCALE: 1"=20'

Bearings and Coordinates are referenced to the Illinois Coordinate System, East Zone, NAD 83(1986), at the Found National Geodetic Survey Monuments, Lakeport, P.I.D. NH1653 and Shaw, P.I.D. NH1129.

○ IRON PIPE OR ROD FOUND — ⊕ "MAG" NAIL SET

\+ CUT CROSS FOUND OR SET — ● 5/8" REBAR SET

● T1 T2 T3 **THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.** SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

● BT1 BT2 BT3 **THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.** BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

■ **STAKING OF PROPOSED RIGHT OF WAY.** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)

□ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 31, TOWNSHIP 44N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 30th DAY OF March 2011 A.D.

Christian H. Jorgensen PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2012

CHRISTIAN H. JORGENSEN 2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LAKE VILLA, ILLINOIS

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Note: Surface Coordinates are shown. Project Average Combined Scale Factor, 0.9999355.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
613+81.26	40.66' Rt.	2,030,812.051	982,060.664
614+45.75	55.00' Lt.	2,030,772.903	982,169.275
614+46.31	39.65' Lt.	2,030,768.739	982,154.488
615+12.35	55.00' Lt.	2,030,706.748	982,184.459
615+18.11	40.04' Lt.	2,030,697.965	982,171.064
615+18.19	55.00' Lt.	2,030,701.076	982,185.694
615+18.25	0.04' Lt.	2,030,689.312	982,132.011
615+18.39	39.96' Rt.	2,030,680.658	982,092.959
615+90.66	40.28' Lt.	2,030,627.463	982,186.930
616+63.52	55.00' Lt.	2,030,560.046	982,217.458
616+65.81	40.50' Lt.	2,030,554.540	982,203.855

Existing ℄ Pavement U.S. Route 14 Curve #9

P.I. = Sta. 276+19.26
Δ = 13°26'35"
R = 2989.48'
T = 352.32'
L = 701.41'
E = 20.69'
P.C.C. = Sta. 272+66.94
P.R.C. = Sta. 279+68.35

Existing ℄ Pavement U.S. Route 14 Curve #10

P.I. = Sta. 282+79.55
Δ = 3°14'03"
R = 11023.48'
T = 311.20'
L = 622.23'
E = 4.39'
P.R.C. = Sta. 279+68.35
P.T. = Sta. 285+90.58

Measured ℄ R.O.W. U.S. Route 14 Curve Data

Δ = 7°10'03"
R = 2989.48'
T = 187.23'
L = 373.97'
E = 5.86'

Measured ℄ R.O.W. U.S. Route 14 Curve Data

Δ = 3°15'11"
R = 11023.48'
T = 313.02'
L = 625.88'
E = 4.44'

Proposed ℄ Pavement U.S. Route 14 Curve #AL14-10

P.I. = Sta. 611+64.32
Δ = 13°56'11"
R = 2875.91'
T = 351.50'
L = 699.53'
E = 21.40'
P.C.C. = Sta. 608+12.82
P.R.C. = Sta. 615+12.35

Proposed ℄ Pavement U.S. Route 14 Curve #AL14-11

P.I. = Sta. 618+24.24
Δ = 3°24'43"
R = 10471.97'
T = 311.89'
L = 623.59'
E = 4.64'
P.R.C. = Sta. 615+12.35
P.T. = Sta. 621+35.94

RECEIVED
DEC 27 2011
PLATS & LEGALS

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
(847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.P. 305 (U.S. ROUTE 14)
SECTION 27RS-6 — McHENRY COUNTY
PROJECT — JOB NO. R-91-015-98
STATION 614+00 TO STATION 617+00
SCALE: 1"=20' — SHEET B19 OF B33

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

REVISION DATE December 21, 2011 — REVISION Ownership Parcel 1CV0229 — MADE BY

ROW PLAT	NOTEBOOK NO	MADE	CHECKED	INKED	BY	DATE

ROUTE F.A.P. 305 (U.S. ROUTE 14) — SECTION 27RS-6 — COUNTY McHENRY — JOB NO. R-91-015-98 — RECORDING: RECORDED ON — AS DOCUMENT NO.

PART OF THE NE 1/4 OF SEC. 6, TWP. 43 N., R. 8 E. AND PART OF THE SE 1/4 OF SEC. 31, TWP 44 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1CV0232	86 ED 46	April 15, 1987*
-----	401486	April 30, 1962
-----	462839	August 26, 1966
-----	917701	September 13, 1985
-----	929255	January 23, 1986
-----	933751	March 24, 1986
-----	86 ED 45	June 12, 1986*
-----	86 ED 20	May 26, 1988*

* Date Filed

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 120.32' MEASURED DIMENSION
- 129.32'(Comp.) COMPUTED DIMENSION
- ( ) RECORD DATA
- EXISTING BUILDING

Bearings and Coordinates are referenced to the Illinois Coordinate System, East Zone, NAD 83(1986), at the Found National Geodetic Survey Monuments, Lakeport, P.I.D. NH1653 and Shaw, P.I.D. NH1129.

SCALE: 1"=20'

- ○ IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- \+ CUT CROSS FOUND OR SET
- ● 5/8" REBAR SET
- ● T1, T2, T3 **THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.** SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ● BT1, BT2, BT3 **THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.** BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ■ **STAKING OF PROPOSED RIGHT OF WAY.** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ■ M **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊕ PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 6, TOWNSHIP 43N., RANGE 8E. AND SECTION 31, TOWNSHIP 44N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 30th DAY OF March 20 11 A.D.

Christian H. Jorgensen — PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2012
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

CHRISTIAN H. JORGENSEN 2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LAKE VILLA, ILLINOIS

Note: Surface Coordinates are shown. Project Average Combined Scale Factor, 0.9999355.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
616+63.52	55.00' Lt.	2,030,560.046	982,217.458
616+65.81	40.50' Lt.	2,030,554.540	982,203.855
616+77.19	39.47' Rt.	2,030,525.286	982,128.564
617+70.30	39.23' Rt.	2,030,434.431	982,150.480
617+77.39	55.00' Lt.	2,030,449.854	982,243.714
617+78.31	48.66' Rt.	2,030,424.385	982,143.229
618+06.64	40.84' Lt.	2,030,418.198	982,236.910
618+14.72	120.85' Lt.	2,030,429.634	982,316.498
618+17.07	84.32' Lt.	2,030,418.586	982,281.601
618+21.87	150.01' Lt.	2,030,429.807	982,346.499
618+25.33	118.50' Lt.	2,030,418.891	982,316.744
618+30.00	3.58' Rt.	2,030,384.871	982,199.402
618+32.41	147.65' Lt.	2,030,419.151	982,346.721
618+59.19	52.76' Rt.	2,030,344.518	982,158.832

RECEIVED
MAR 31 2011
PLATS & LEGALS

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
(847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 305 (U.S. ROUTE 14)

SECTION 27RS-6 — McHENRY COUNTY
PROJECT — JOB NO. R-91-015-98
STATION 616+00 — TO STATION 619+00
SCALE: 1"=20' — SHEET B20 OF B33

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

Schedule of Ties		
Point Number □	Tie to point	Tie Distance (feet)
1	T1	9.40
	T2	27.96
	T3	49.78
2	T1	44.37
	T2	25.05
	T3	14.31

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1CV0232 1CV0232T.E.	Henry H. Sugden, III and Joseph Gottemoller	0.775	0.058	N/A	0.717	0.007	321	Driveway Construction	14-31-477-044 14-31-477-045	

REVISION DATE	REVISION	MADE BY
ROW PLAT		
MADE		
CHECKED		
INKED		
NOTEBOOK NO		
DATE		
BY		

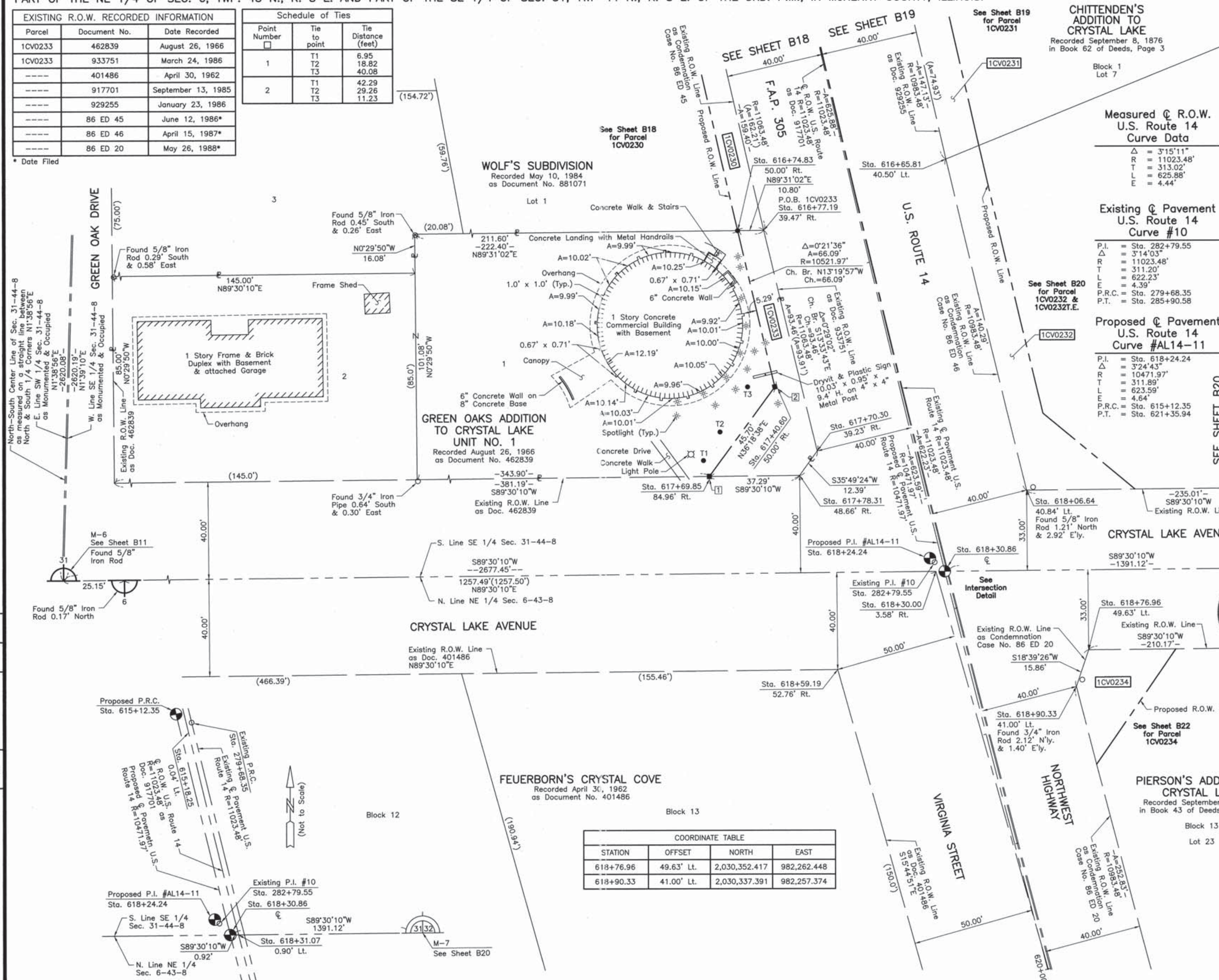
ROUTE F.A.P. 305 (U.S. ROUTE 14) — SECTION 27RS-6 — COUNTY McHENRY — JOB NO. R-91-015-98 — RECORDING: RECORDED ON — AS DOCUMENT NO.

PART OF THE NE 1/4 OF SEC. 6, TWP. 43 N., R. 8 E. AND PART OF THE SE 1/4 OF SEC. 31, TWP 44 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1CV0233	462839	August 26, 1966
1CV0233	933751	March 24, 1986
----	401486	April 30, 1962
----	917701	September 13, 1985
----	929255	January 23, 1986
----	86 ED 45	June 12, 1986*
----	86 ED 46	April 15, 1987*
----	86 ED 20	May 26, 1988*

* Date Filed

Schedule of Ties		
Point Number □	Tie to point	Tie Distance (feet)
1	T1 T2 T3	6.95 18.82 40.08
2	T1 T2 T3	42.29 29.26 11.23



Measured ℄ R.O.W.
U.S. Route 14
Curve Data

Δ = 3°15'11"
R = 11023.48'
T = 313.02'
L = 625.88'
E = 4.44'

Existing ℄ Pavement
U.S. Route 14
Curve #10

P.I. = Sta. 282+79.55
Δ = 3°14'03"
R = 11023.48'
T = 311.20'
L = 622.23'
E = 4.39'
P.R.C. = Sta. 279+68.35
P.T. = Sta. 285+90.58

Proposed ℄ Pavement
U.S. Route 14
Curve #AL14-11

P.I. = Sta. 618+24.24
Δ = 3°24'43"
R = 10471.97'
T = 311.89'
L = 623.59'
E = 4.64'
P.R.C. = Sta. 615+12.35
P.T. = Sta. 621+35.94

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
618+76.96	49.63' Lt.	2,030,352.417	982,262.448
618+90.33	41.00' Lt.	2,030,337.391	982,257.374

LEGEND

SECTION CORNER
QUARTER SECTION CORNER
SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
CENTER LINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
PROPOSED EASEMENT
120.32' MEASURED DIMENSION
129.32'(Comp.) COMPUTED DIMENSION
( ) RECORD DATA
EXISTING BUILDING

SCALE: 1"=20'

Bearings and Coordinates are referenced to the Illinois Coordinate System, East Zone, NAD 83(1986), at the Found National Geodetic Survey Monuments, Lakeport, P.I.D. NH1653 and Shaw, P.I.D. NH1129.

○ IRON PIPE OR ROD FOUND ⊕ "MAG" NAIL SET
\+ CUT CROSS FOUND OR SET ● 5/8" REBAR SET

● T1 T2 T3 **THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.** SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

● BT1 BT2 BT3 **THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.** BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

■ **STAKING OF PROPOSED RIGHT OF WAY.** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)

□ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 6, TOWNSHIP 43N., RANGE 8E. AND SECTION 31, TOWNSHIP 44N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 30th DAY OF March 2011 A.D.

CHRISTIAN H. JORGENSEN 2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LAKE VILLA, ILLINOIS

Christian H. Jorgensen PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2012

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Note: Surface Coordinates are shown. Project Average Combined Scale Factor, 0.9999355.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
615+18.25	0.04' Lt.	2,030,689.312	982,132.011
616+65.81	40.50' Lt.	2,030,554.540	982,203.855
616+74.83	50.00' Rt.	2,030,525.195	982,117.767
616+77.19	39.47' Rt.	2,030,525.286	982,128.564
617+40.60	50.00' Rt.	2,030,460.889	982,133.006
617+69.85	84.96' Rt.	2,030,424.062	982,105.944
617+70.30	39.23' Rt.	2,030,434.431	982,150.480
617+78.31	48.66' Rt.	2,030,424.385	982,143.229
618+06.64	40.84' Lt.	2,030,418.198	982,236.910
618+30.00	3.58' Rt.	2,030,384.871	982,199.402
618+30.86	℄	2,030,384.903	982,203.090
618+31.07	0.90' Lt.	2,030,384.911	982,204.010
618+59.19	52.76' Rt.	2,030,344.518	982,158.832

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
(847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1CV0233	Daniel V. Strelcheck, Jr.	0.825	0.039	N/A	0.786	N/A	N/A	14-31-451-018 14-31-451-030	

ROW PLAT	MADE	CHECKED	INKED	NOTEBOOK NO
BY				
DATE				

REVISION DATE REVISION MADE BY

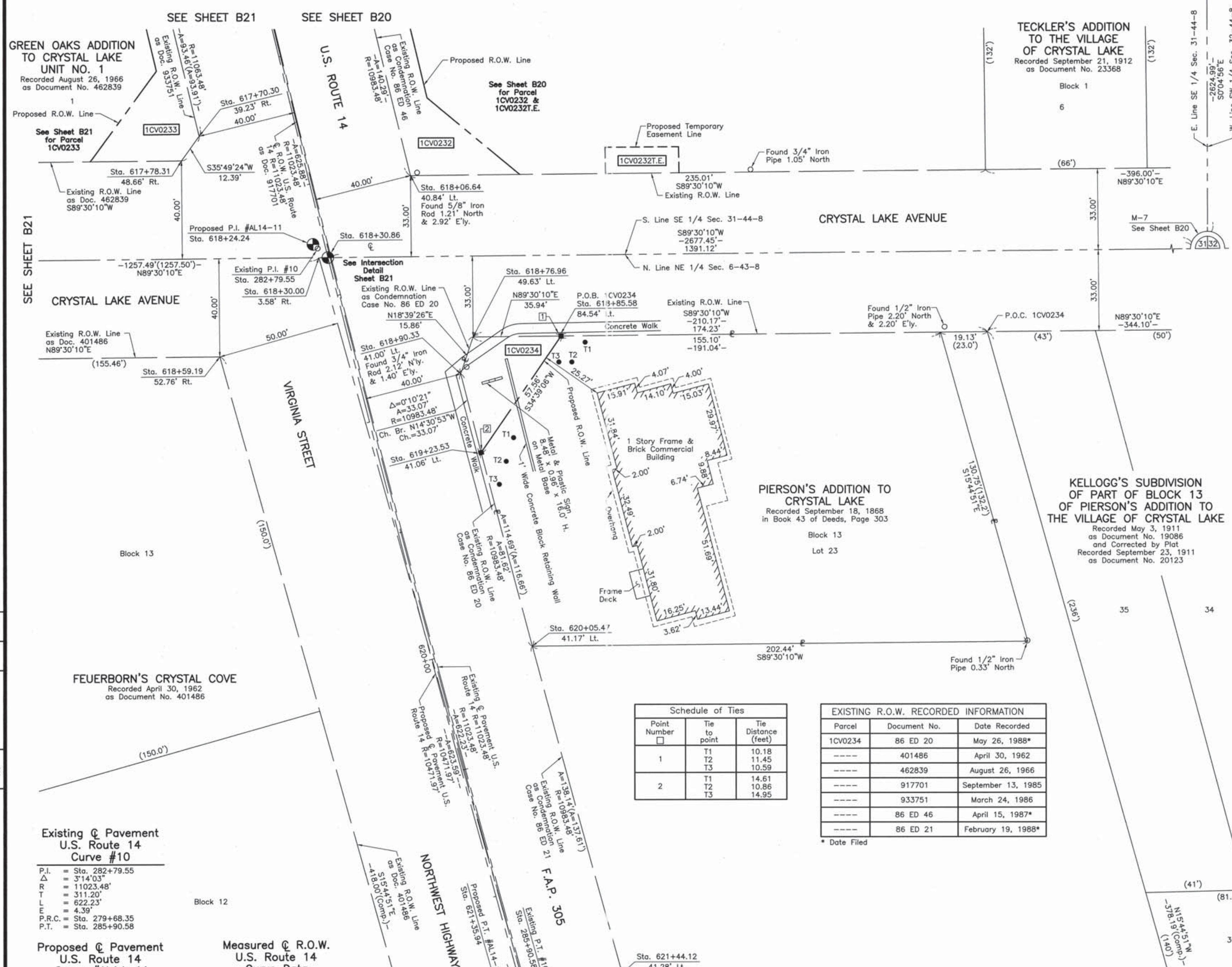
SS
RECEIVED
MAR 31 2011
PLATS & LEGALS

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. 305 (U.S. ROUTE 14)
SECTION 27RS-6 McHENRY COUNTY
PROJECT JOB NO. R-91-015-98
STATION 616+00 TO STATION 620+00
SCALE: 1"=20' SHEET B21 OF B33

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

PART OF THE NE 1/4 OF SEC. 6, TWP. 43 N., R. 8 E. AND PART OF THE SE 1/4 OF SEC. 31, TWP 44 N., R. 8 E. OF THE 3RD. P.M., IN McHENRY COUNTY, ILLINOIS.



LEGEND

SECTION CORNER — QUARTER SECTION CORNER

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 120.32' MEASURED DIMENSION
- 129.32'(Comp.) COMPUTED DIMENSION
- ( ) RECORD DATA
- EXISTING BUILDING

SCALE: 1"=20'

Bearings and Coordinates are referenced to the Illinois Coordinate System, East Zone, NAD 83(1986), at the Found National Geodetic Survey Monuments, Lakeport, P.I.D. NH1653 and Shaw, P.I.D. NH1129.

- ○ IRON PIPE OR ROD FOUND — ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET — ● 5/8" REBAR SET
- ● T1 T2 T3 **THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.** SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ● BT1 BT2 BT3 **THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.** BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ■ **STAKING OF PROPOSED RIGHT OF WAY.** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ■ M **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 6, TOWNSHIP 43N., RANGE 8E. AND SECTION 31, TOWNSHIP 44N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, McHENRY COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 30th DAY OF March 2011 A.D.

CHRISTIAN H. JORGENSEN 2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LAKE VILLA, ILLINOIS

Christian H. Jorgensen PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2012

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Note: Surface Coordinates are shown. Project Average Combined Scale Factor, 0.9999355.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
617+70.30	39.23' Rt.	2,030,434.431	982,150.480
617+78.31	48.66' Rt.	2,030,424.385	982,143.229
618+06.64	40.84' Lt.	2,030,418.198	982,236.910
618+30.00	3.58' Rt.	2,030,384.871	982,199.402
618+30.86	℄	2,030,384.903	982,203.090
618+59.19	52.76' Rt.	2,030,344.518	982,158.832
618+76.96	49.63' Lt.	2,030,352.417	982,262.448
618+85.58	84.54' Lt.	2,030,352.729	982,298.392
618+90.33	41.00' Lt.	2,030,337.391	982,257.374
619+23.53	41.06' Lt.	2,030,305.377	982,265.662
620+05.47	41.17' Lt.	2,030,226.472	982,286.531
621+44.12	41.28' Lt.	2,030,093.286	982,323.184
621+44.17	1.28' Lt.	2,030,082.430	982,284.685

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
(847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

Schedule of Ties		
Point Number □	Tie to point	Tie Distance (feet)
1	T1 T2 T3	10.18 11.45 10.59
2	T1 T2 T3	14.61 10.86 14.95

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1CV0234	86 ED 20	May 26, 1988*
----	401486	April 30, 1962
----	462839	August 26, 1966
----	917701	September 13, 1985
----	933751	March 24, 1986
----	86 ED 46	April 15, 1987*
----	86 ED 21	February 19, 1988*

* Date Filed

Existing ℄ Pavement U.S. Route 14 Curve #10

P.I. = Sta. 282+79.55
Δ = 3°14'03"
R = 11023.48'
T = 311.20'
L = 622.23'
E = 4.39'
P.R.C. = Sta. 279+68.35
P.T. = Sta. 285+90.58

Proposed ℄ Pavement U.S. Route 14 Curve #AL14-11

P.I. = Sta. 618+24.24
Δ = 3°24'43"
R = 10471.97'
T = 311.89'
L = 623.59'
E = 4.64'
P.R.C. = Sta. 615+12.35
P.T. = Sta. 621+35.94

Measured ℄ R.O.W. U.S. Route 14 Curve Data

Δ = 3°15'11"
R = 11023.48'
T = 313.02'
L = 625.88'
E = 4.44'

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1CV0234	Kuhlman Management Group, LLC, an Illinois corporation	0.582	0.023	N/A	0.559	N/A	N/A	19-06-226-023	

RECEIVED
MAR 31 2011
PLATS & LEGALS

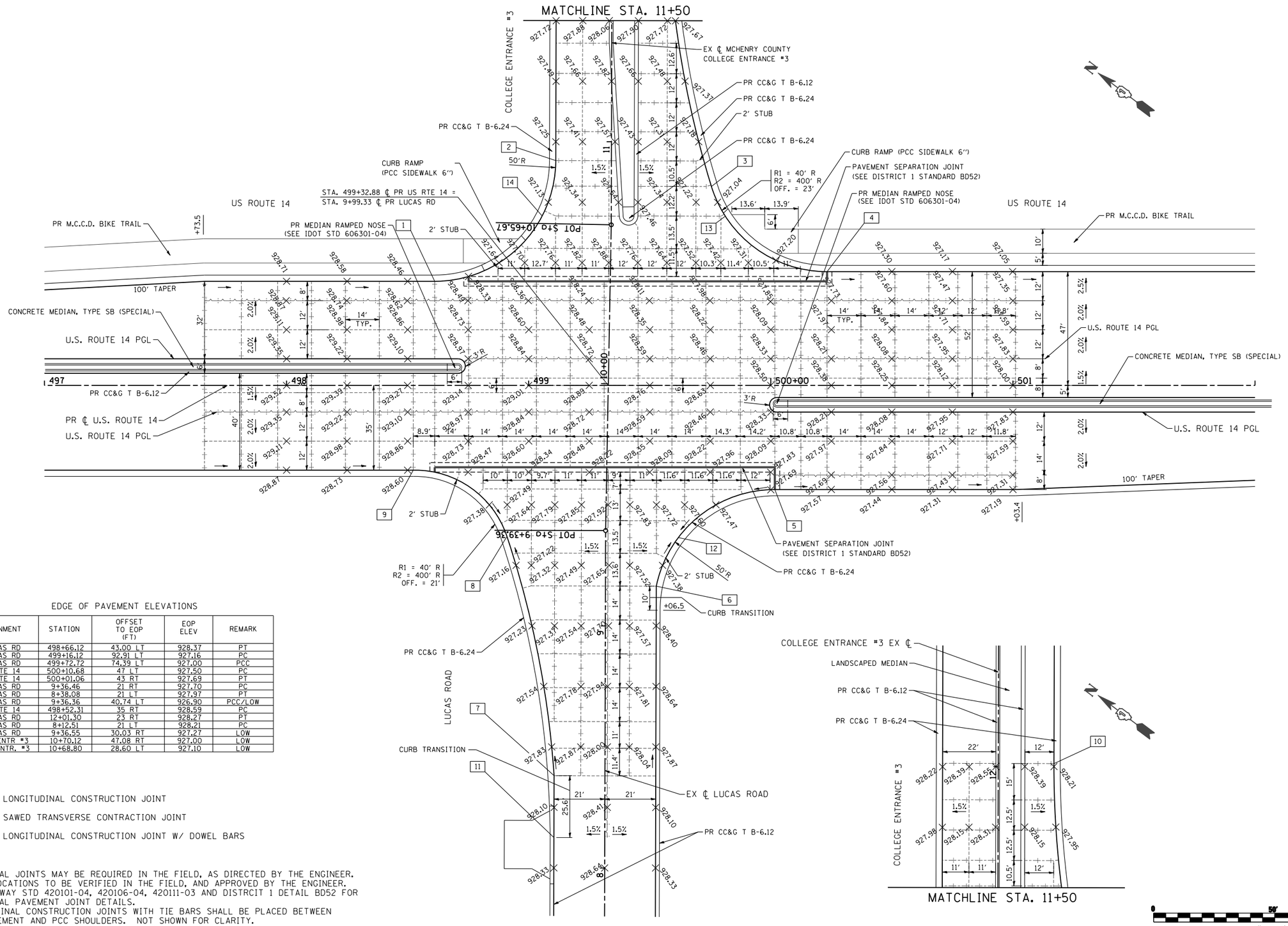
PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. 305 (U.S. ROUTE 14)
SECTION 27RS-6 — McHENRY COUNTY
PROJECT — JOB NO. R-91-015-98
STATION 617+00 TO STATION 622+00
SCALE: 1"=20' — SHEET B22 OF B33

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

REVISION DATE	REVISION	MADE BY

ROW PLAT	NOTEBOOK NO	MADE	CHECKED	INKED	BY	DATE



EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP (FT)	EOP ELEV	REMARK
1	LUCAS RD	498+66.12	43.00 LT	928.37	PT
2	LUCAS RD	499+16.12	92.91 LT	927.16	PC
3	LUCAS RD	499+72.72	74.39 LT	927.00	PCC
4	ROUTE 14	500+10.68	47 LT	927.50	PC
5	ROUTE 14	500+01.06	43 RT	927.69	PT
6	LUCAS RD	9+36.46	21 RT	927.70	PC
7	LUCAS RD	8+38.08	21 LT	927.97	PT
8	LUCAS RD	9+36.36	40.74 LT	926.90	PCC/LOW
9	ROUTE 14	498+52.31	35 RT	928.59	PC
10	LUCAS RD	12+01.30	23 RT	928.27	PT
11	LUCAS RD	8+12.51	21 LT	928.21	PC
12	LUCAS RD	9+36.55	30.03 RT	927.27	LOW
13	COL. ENTR #3	10+70.12	47.08 RT	927.00	LOW
14	COL. ENTR. #3	10+68.80	28.60 LT	927.10	LOW

LEGEND

--------- LONGITUDINAL CONSTRUCTION JOINT

-+-+-+- SAWED TRANSVERSE CONTRACTION JOINT

-^-^-^- LONGITUDINAL CONSTRUCTION JOINT W/ DOWEL BARS

NOTES:

1. ADDITIONAL JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD, AND APPROVED BY THE ENGINEER.
2. SEE HIGHWAY STD 420101-04, 420106-04, 420111-03 AND DISTRCIT 1 DETAIL BD52 FOR ADDITIONAL PAVEMENT JOINT DETAILS.
3. LONGITUDINAL CONSTRUCTION JOINTS WITH TIE BARS SHALL BE PLACED BETWEEN PCC PAVEMENT AND PCC SHOULDERS. NOT SHOWN FOR CLARITY.
4. FOR DETAIL ON CURB RAMP, SEE IDOT STD 424006-01.
5. FOR DETAIL ON MEDIAN RAMPED NOSE, SEE IDOT STD 606301-04.

FILE NAME = S:\1606\CADD Sheets\D162517-sht-intersec.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	DRAWN - JPW	REVISED -
	PLOT DATE = 10/14/2013	CHECKED - MGZ	REVISED -
		DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

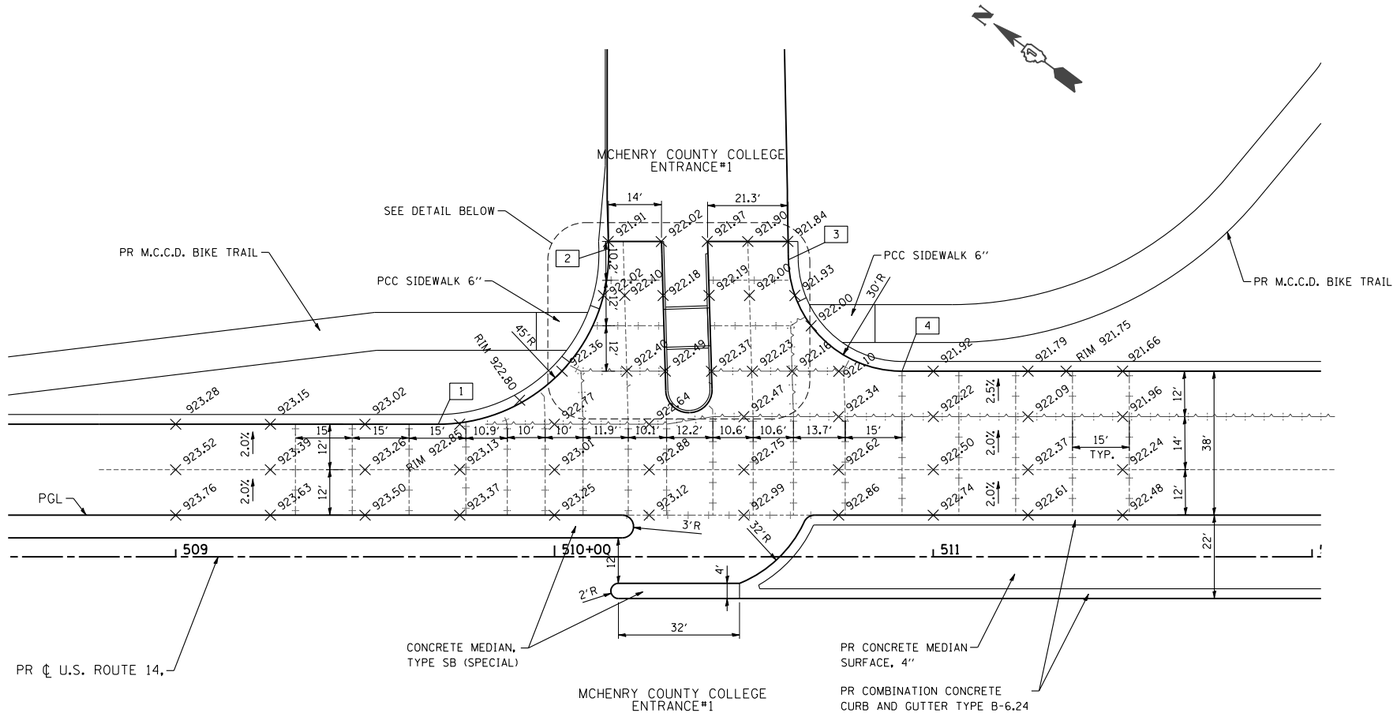
INTERSECTION JOINTING DETAILS
LUCAS ROAD /COLLEGE ENTRANCE #3 & U.S. ROUTE 14

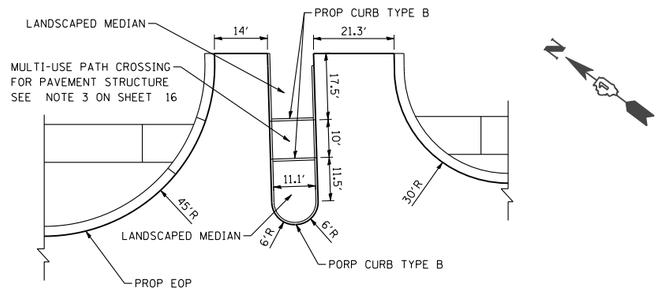
SCALE: 1"=20' | SHEET NO. 210 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	210
		CONTRACT NO. 62517		
		ILLINOIS FED. AID PROJECT		

EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
1	ROUTE 14	509+69.31	35.00 FT LT	922.85	PT
2	ROUTE 14	510+14.29	81.33 FT LT	921.54	PC
3	ROUTE 14	510+61.77	78.41 FT LT	921.00	PC
4	ROUTE 14	510+91.76	49.00 FT LT	921.96	PT





DETAIL

LEGEND

--------- LONGITUDINAL CONSTRUCTION JOINT

-+-+-+- SAWED TRANSVERSE CONTRACTION JOINT

LONGITUDINAL CONSTRUCTION JOINT W/ DOWEL BARS

NOTES:

1. ADDITIONAL JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD, AND APPROVED BY THE ENGINEER.
2. SEE HIGHWAY STD 420101-04, 420106-04, 420111-03 AND DISTRCIT 1 DETAIL BD52 FOR ADDITIONAL PAVEMENT JOINT DETAILS.
3. LONGITUDINAL CONSTRUCTION JOINTS WITH TIE BARS SHALL BE PLACED BETWEEN PCC PAVEMENT AND PCC SHOULDERS. NOT SHOWN FOR CLARITY.

0 50' 100'
1"= 20'

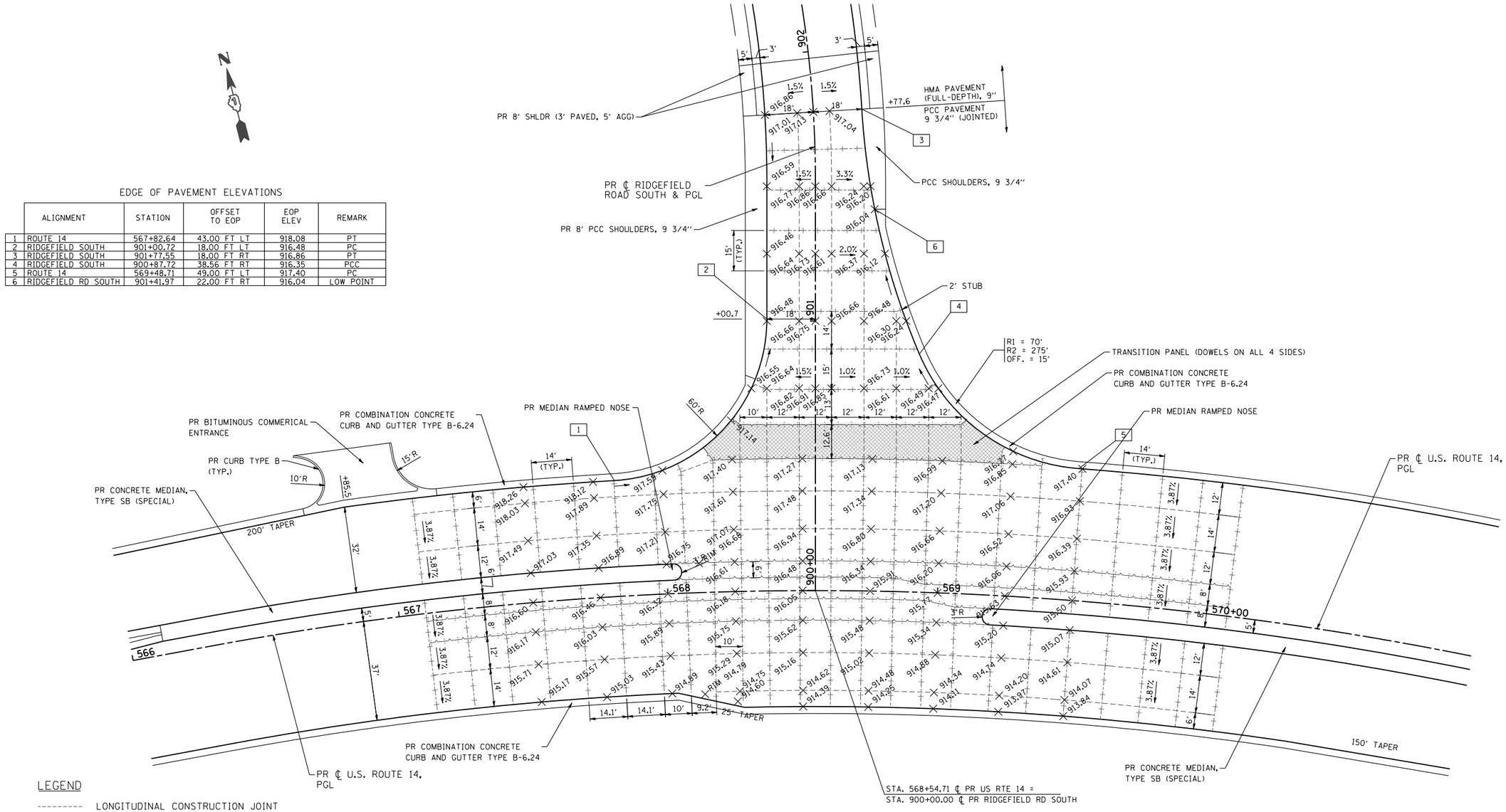
FILE NAME = S:\1606\CADD Sheets\D162517-sht-interse.dgn	USER NAME = _USERNAME_	DESIGNED - MM	REVISED -
		DRAWN - MM	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/14/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION JOINTING DETAILS
MCHENRY COUNTY COLLEGE ENTRANCE #1 & U.S. ROUTE 14

SCALE: 1"=20' | SHEET NO. 211 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	211
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			



	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
1	ROUTE 14	567+82.64	43.00 FT LT	918.08	PT
2	RIDGEFIELD SOUTH	901+00.72	18.00 FT LT	916.48	PC
3	RIDGEFIELD SOUTH	901+77.55	18.00 FT RT	916.86	PT
4	RIDGEFIELD SOUTH	900+87.72	38.56 FT RT	916.35	PCC
5	ROUTE 14	569+48.71	49.00 FT LT	917.40	PC
6	RIDGEFIELD RD SOUTH	901+41.97	22.00 FT RT	916.04	LOW POINT

LEGEND

--------- LONGITUDINAL CONSTRUCTION JOINT

-+-+-+- SAWED TRANSVERSE CONTRACTION JOINT

LONGITUDINAL CONSTRUCTION JOINT W/ DOWEL BARS

NOTES:

1. ADDITIONAL JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD, AND APPROVED BY THE ENGINEER.
2. SEE HIGHWAY STD 420101-04, 420106-04, 420111-03 AND DISTRCIT 1 DETAIL BD52 FOR ADDITIONAL PAVEMENT JOINT DETAILS.
3. LONGITUDINAL CONSTRUCTION JOINTS WITH TIE BARS SHALL BE PLACED BETWEEN PCC PAVEMENT AND PCC SHOULDERS. NOT SHOWN FOR CLARITY.

0 50' 100'
1" = 20'

FILE NAME = S:\1606\CADD Sheets\D162517-sht-intersec.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/14/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

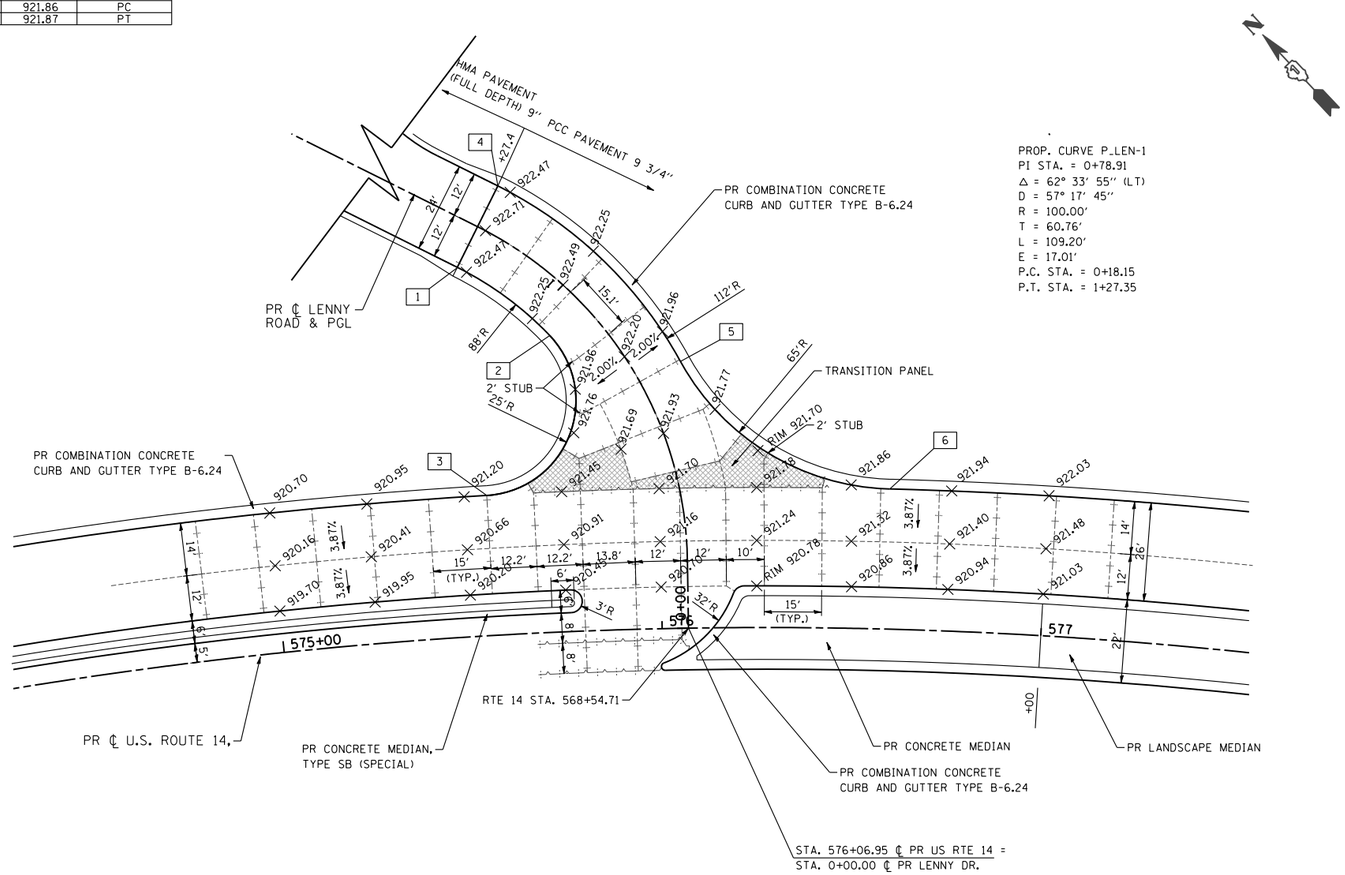
INTERSECTION JOINTING DETAILS
RIDGEFIELD ROAD SOUTH & U.S. ROUTE 14

SCALE: 1"=20' | SHEET NO. 212 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	212
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			

EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
1	LENNY DRIVE	1+27.35	12.00 FT LT	922.49	PT
2	LENNY DRIVE	0+92.70	12.00 FT LT	922.04	PC
3	ROUTE 14	575+55.80	37.00 FT LT	921.26	PT
4	LENNY DRIVE	0+66.73	12.00 FT RT	922.49	PT
5	LENNY DRIVE	1+27.85	12.00 FT RT	921.86	PC
6	ROUTE 14	576+59.16	37.00 FT LT	921.87	PT



PROP. CURVE P_LEN-1
PI STA. = 0+78.91
Δ = 62° 33' 55" (LT)
D = 57° 17' 45"
R = 100.00'
T = 60.76'
L = 109.20'
E = 17.01'
P.C. STA. = 0+18.15
P.T. STA. = 1+27.35

LEGEND

--------- LONGITUDINAL CONSTRUCTION JOINT

-+--+--+- SAWED TRANSVERSE CONTRACTION JOINT

LONGITUDINAL CONSTRUCTION JOINT W/ DOWEL BARS

NOTES:

1. ADDITIONAL JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD, AND APPROVED BY THE ENGINEER.
2. SEE HIGHWAY STD 420101-04, 420106-04, 420111-03 AND DISTRCIT 1 DETAIL BD52 FOR ADDITIONAL PAVEMENT JOINT DETAILS.
3. LONGITUDINAL CONSTRUCTION JOINTS WITH TIE BARS SHALL BE PLACED BETWEEN PCC PAVEMENT AND PCC SHOULDERS. NOT SHOWN FOR CLARITY.

0 50' 100'
1" = 20'

FILE NAME = S:\1606\CADD Sheets\D162517-sht-intersec.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/14/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

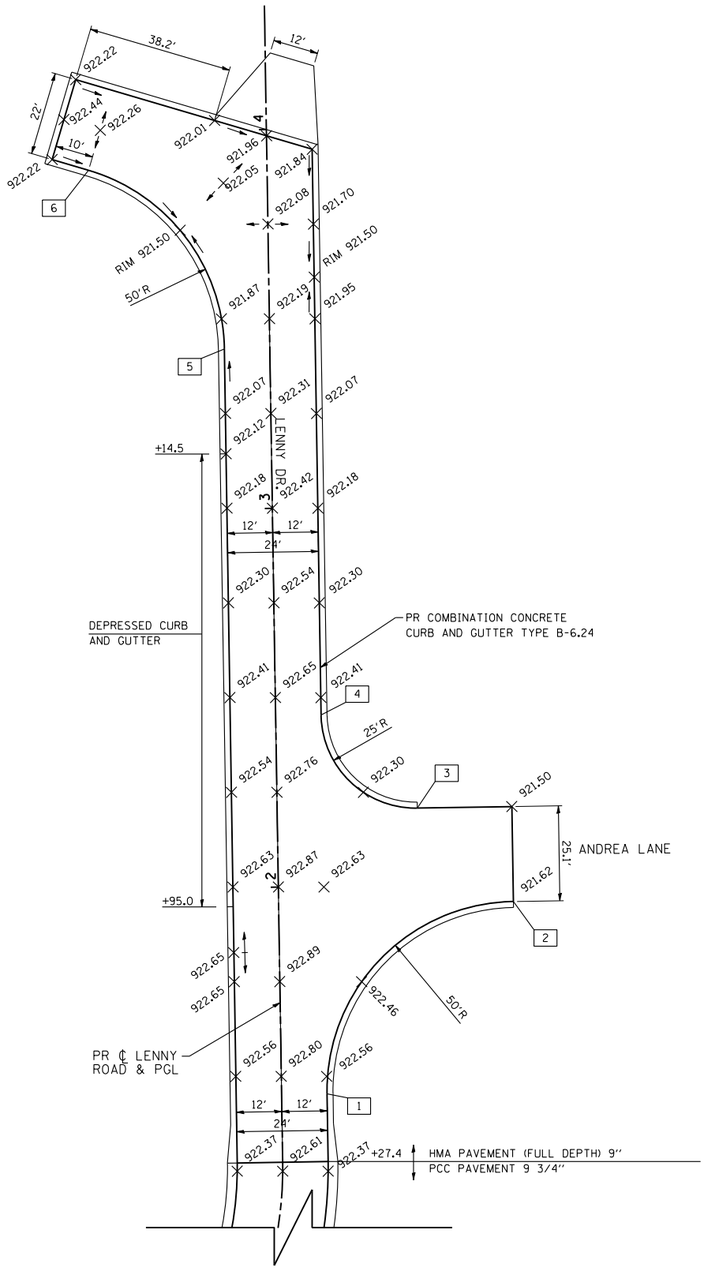
INTERSECTION JOINTING DETAILS
LENNY ROAD & U.S. ROUTE 14

SCALE: 1"=20' | SHEET NO. 213 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	213
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		

EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
1	LENNY DRIVE	1+45.21	12.00 FT RT	922.47	PC
2	LENNY DRIVE	1+95.21	62.00 FT RT	921.62	PT
3	LENNY DRIVE	2+20.27	37.00 FT RT	922.00	PC
4	LENNY DRIVE	2+45.27	12.00 FT RT	922.43	PT
5	LENNY DRIVE	3+42.26	12.00 FT LT	921.88	PC
6	LENNY DRIVE	3+90.00	47.12 FT LT	922.03	PT



0 50' 100'
1" = 20'

FILE NAME = S:\1606\CADD Sheets\D162517-sht-intersec.dgn	USER NAME = _USERNAME_	DESIGNED - CGC	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/9/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION JOINTING DETAILS
LENNY ROAD & ANDREA LANE

SCALE: 1"=20' | SHEET NO. 214 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	214
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		

EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
1	IL ROUTE 176	597+76.23	18.00 FT LT	906.88	PT
2	IL ROUTE 176	598+59.82	32.29 FT LT	906.92	PCC
3	ROUTE 14	587+40.56	41.00 FT RT	908.27	PC
4	ROUTE 14	588+28.84	49.00 FT LT	907.84	PT
5	IL ROUTE 176	600+99.26	30.00 FT LT	907.31	PC
6	IL ROUTE 176	602+24.88	18.00 FT RT	908.18	PT
7	IL ROUTE 176	601+41.58	32.29 FT RT	907.39	PCC
8	ROUTE 14	590+38.02	41.00 FT LT	907.37	PC
9	ROUTE 14	589+49.73	49.00 FT RT	907.48	PT
10	IL ROUTE 176	599+02.14	30.00 FT RT	907.04	PC

N

PR ℄ U.S. ROUTE 14

U.S. ROUTE 14 PGL

PR CONCRETE MEDIAN, TYPE SB (SPECIAL)

PR MEDIAN RAMPED NOSE

PR COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24

PR CONCRETE MEDIAN SURFACE, 4"

PR COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12

PCC SHOULDER, 9 3/4"

R1 = 40' R
R2 = 250' R
OFF. = 12'

PAVEMENT SEPARATION JOINT (SEE DISTRICT 1 STANDARD BD52)

2' STUB

U.S. ROUTE 14

ILLINOIS 176

HMA SHOULDER, 9 3/4"

PORTLAND CEMENT CONCRETE SIDEWALK, 5"

PR ℄ IL. RTE 176 PGL

PAVEMENT SEPARATION JOINT

STA. 588+89.29 ℄ PR US RTE 14 =
STA. 600+00.70 ℄ EX IL RTE 176

PR CONCRETE MEDIAN, TYPE SB (SPECIAL)

LEGEND

--------- LONGITUDINAL CONSTRUCTION JOINT

-+-+-+- SAWED TRANSVERSE CONTRACTION JOINT

LONGITUDINAL CONSTRUCTION JOINT W/ DOWEL BARS

NOTES:

1. ADDITIONAL JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD, AND APPROVED BY THE ENGINEER.
2. SEE HIGHWAY STD 420101-04, 420106-04, 420111-03 AND DISTRCIT 1 DETAIL BD52 FOR ADDITIONAL PAVEMENT JOINT DETAILS.
3. LONGITUDINAL CONSTRUCTION JOINTS WITH TIE BARS SHALL BE PLACED BETWEEN PCC PAVEMENT AND PCC SHOULDERS. NOT SHOWN FOR CLARITY.

0 50' 100'
1" = 20'

FILE NAME = S:\1606\CADD Sheets\D162517-sht-intersec.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/14/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

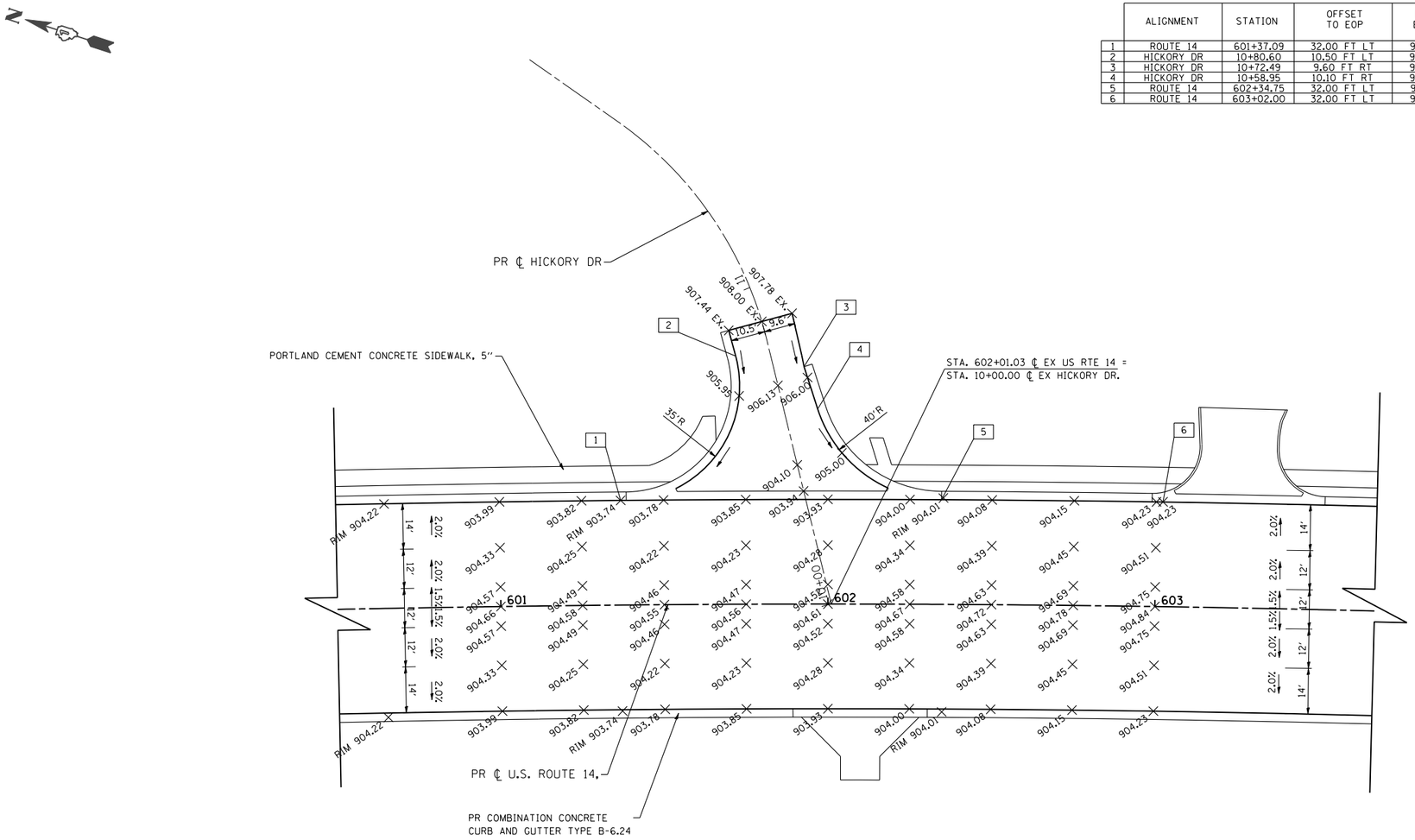
INTERSECTION JOINTING DETAILS
IL 176 & U.S. ROUTE 14

SCALE: 1"=20' | SHEET NO. 215 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	215
		CONTRACT NO. 62517		
		ILLINOIS	FED. AID PROJECT	

EDGE OF PAVEMENT ELEVATIONS

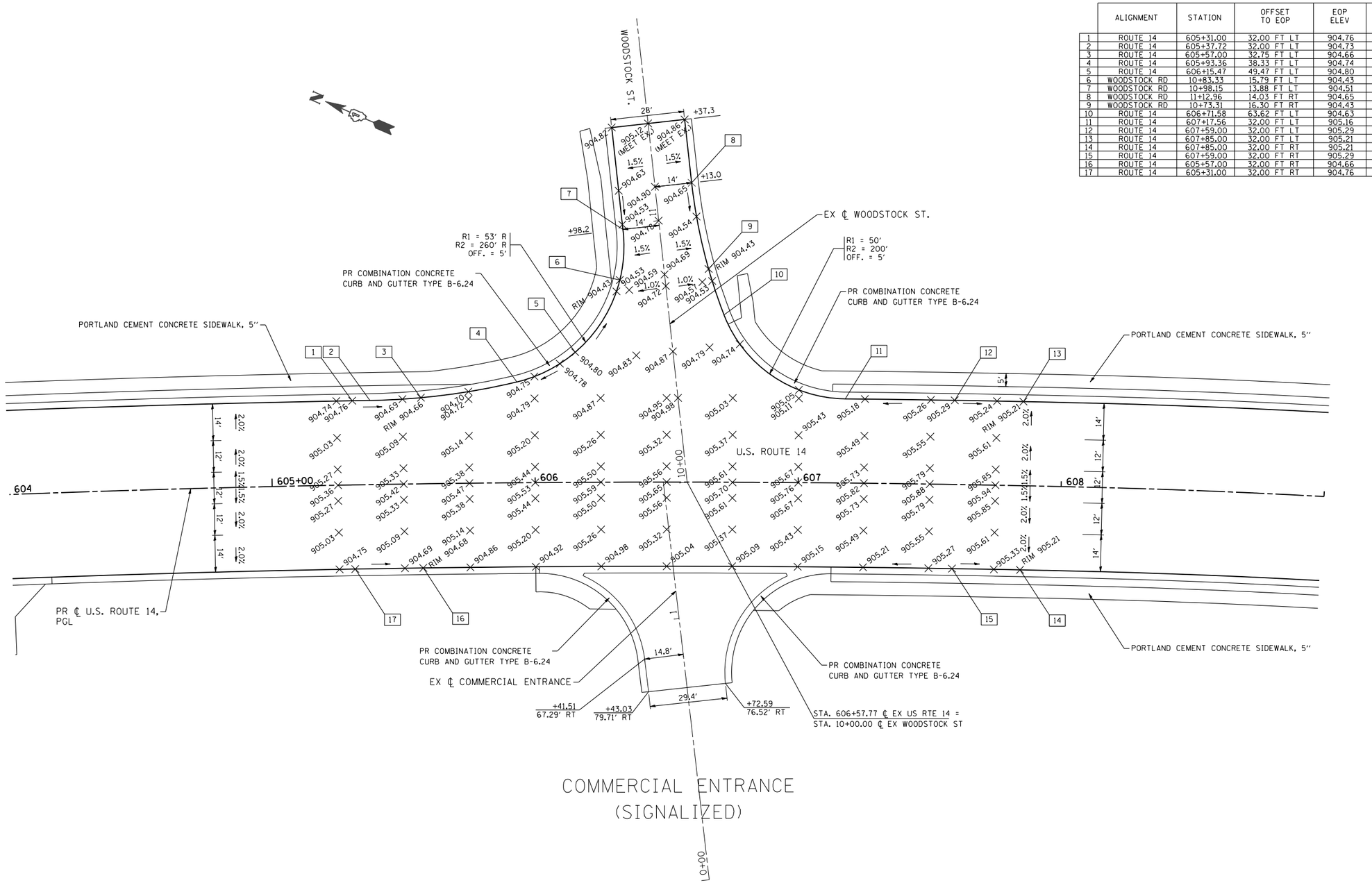
	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
1	ROUTE 14	601+37.09	32.00 FT LT	903.74	SAG
2	HICKORY DR	10+80.60	10.50 FT LT	907.00	PT
3	HICKORY DR	10+72.49	9.60 FT RT	906.30	END OF CURB
4	HICKORY DR	10+58.95	10.10 FT RT	905.60	PT
5	ROUTE 14	602+34.75	32.00 FT LT	904.01	PC
6	ROUTE 14	603+02.00	32.00 FT LT	904.23	PT



FILE NAME = S:\1606\CADD Sheets\D162517-sht-intersec.dgn	USER NAME = _USERNAME_	DESIGNED - CGC	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**INTERSECTION JOINTING DETAILS HICKORY DR & U.S. ROUTE 14**		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - CGC	REVISED -				305	27R-3	MCHENRY	431	216
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - MGZ	REVISED -						CONTRACT NO. 62517		
	PLOT DATE = 10/14/2013	DATE - 10/15/2013	REVISED -		SCALE: 1"=20'	SHEET NO. 216 OF 431 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

EDGE OF PAVEMENT ELEVATIONS

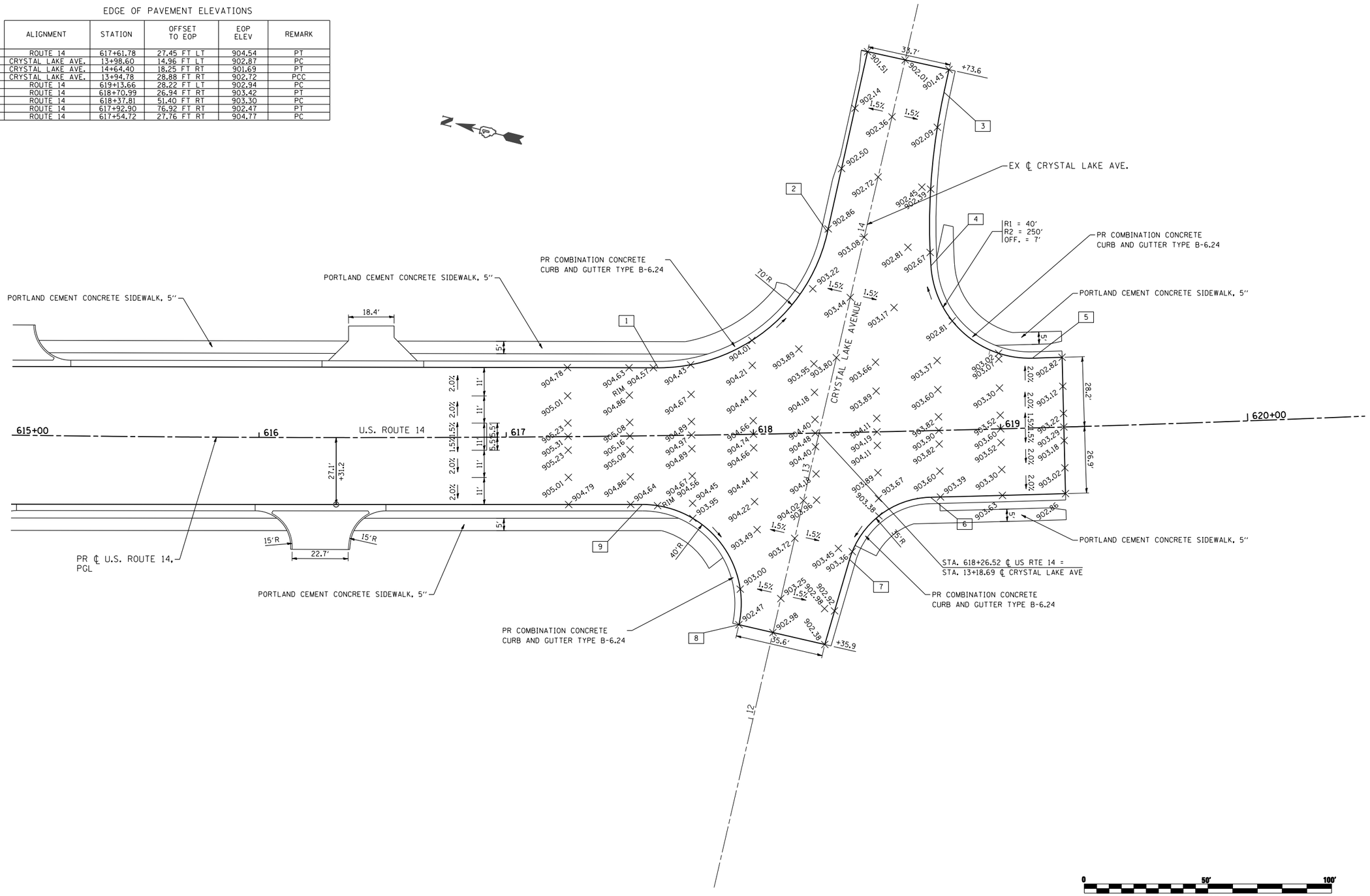
	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
1	ROUTE 14	605+31.00	32.00 FT LT	904.76	CREST
2	ROUTE 14	605+37.72	32.00 FT LT	904.73	PT
3	ROUTE 14	605+57.00	32.75 FT LT	904.66	SAG
4	ROUTE 14	605+93.36	38.33 FT LT	904.74	PCC
5	ROUTE 14	606+15.47	49.47 FT LT	904.80	CREST
6	WOODSTOCK RD	10+83.33	15.79 FT LT	904.43	SAG
7	WOODSTOCK RD	10+98.15	13.88 FT LT	904.51	PC
8	WOODSTOCK RD	11+12.96	14.03 FT RT	904.65	PT
9	WOODSTOCK RD	10+73.31	16.30 FT RT	904.43	SAG
10	ROUTE 14	606+71.58	63.62 FT LT	904.63	PCC
11	ROUTE 14	607+17.56	32.00 FT LT	905.16	PC
12	ROUTE 14	607+59.00	32.00 FT LT	905.29	CREST
13	ROUTE 14	607+85.00	32.00 FT LT	905.21	SAG
14	ROUTE 14	607+85.00	32.00 FT RT	905.21	SAG
15	ROUTE 14	607+59.00	32.00 FT RT	905.29	CREST
16	ROUTE 14	605+57.00	32.00 FT RT	904.66	SAG
17	ROUTE 14	605+31.00	32.00 FT RT	904.76	CREST



FILE NAME = S:\1606\CADD Sheets\D162517-sht-intersec.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**INTERSECTION JOINTING DETAILS WOODSTOCK ROAD & U.S. ROUTE 14**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000 ' / IN.	DRAWN - JPW	REVISED -			305	27R-3	MCHENRY	431	217
	PLOT DATE = 10/14/2013	CHECKED - MGZ	REVISED -					CONTRACT NO. 62517		
		DATE - 10/15/2013	REVISED -		SCALE: 1"=20' SHEET NO. 217 OF 431 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
1	ROUTE 14	617+61.78	27.45 FT LT	904.54	PT
2	CRYSTAL LAKE AVE.	13+98.60	14.96 FT LT	902.87	PC
3	CRYSTAL LAKE AVE.	14+64.40	18.25 FT RT	901.69	PT
4	CRYSTAL LAKE AVE.	13+94.78	28.88 FT RT	902.72	PCC
5	ROUTE 14	619+13.66	28.22 FT LT	902.94	PC
6	ROUTE 14	618+70.99	26.94 FT RT	903.42	PT
7	ROUTE 14	618+37.81	51.40 FT RT	903.30	PC
8	ROUTE 14	617+92.90	76.92 FT RT	902.47	PT
9	ROUTE 14	617+54.72	27.76 FT RT	904.77	PC



FILE NAME = S:\1606\CADD Sheets\D162517-sht-intersec.dgn	USER NAME = .USERNAME.	DESIGNED - CGC	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/9/2013	DATE - 10/15/2013	REVISED -

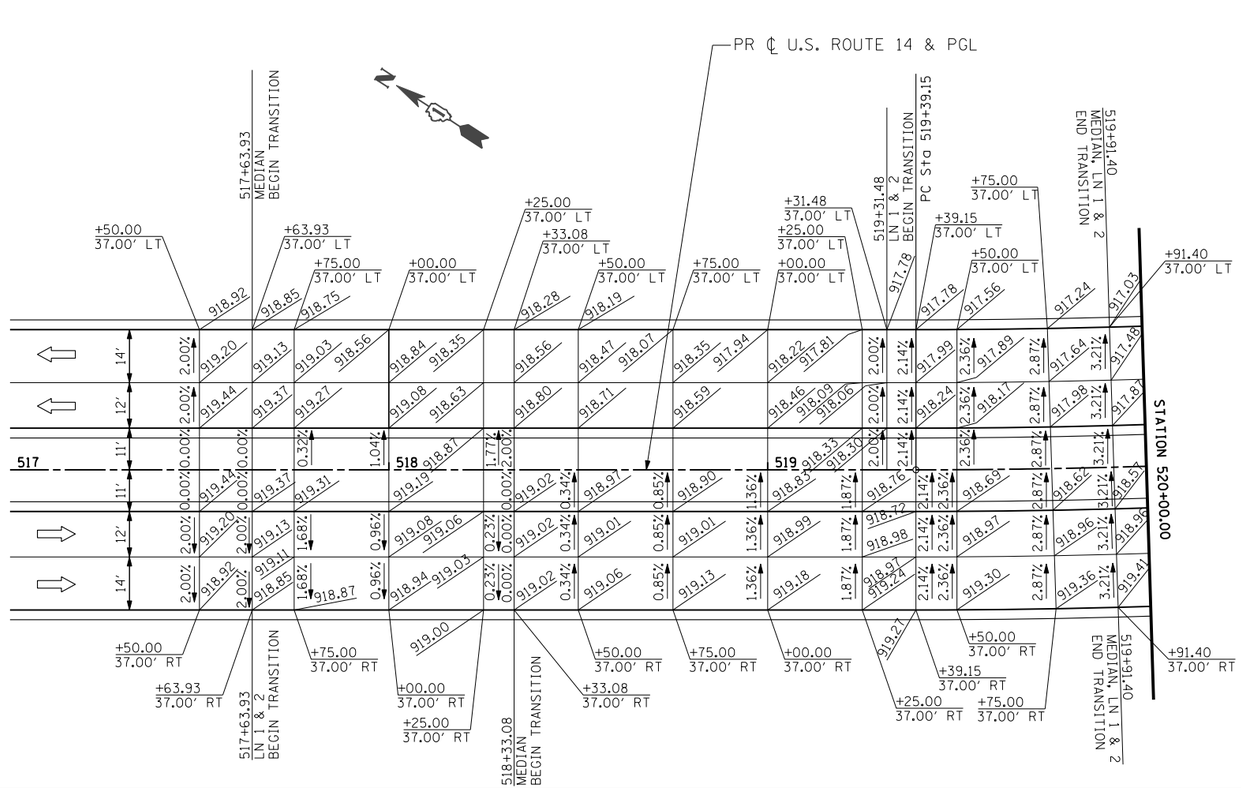
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

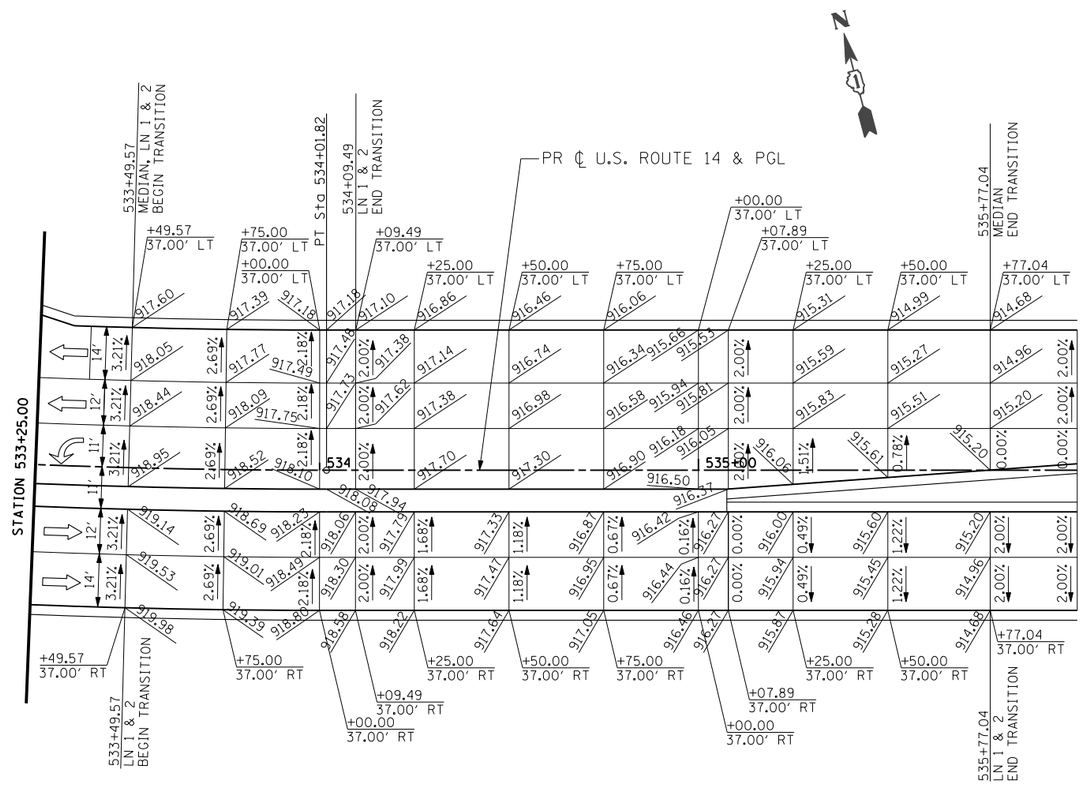
INTERSECTION JOINTING DETAILS
CRYSTAL LAKE ROAD & U.S. ROUTE 14

SCALE: 1"=20' | SHEET NO. 218 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	218
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		

LEFT EOP ELEV.	LEFT EOP OFFSET	LANE 2 WIDTH	SLOPE IN LN 2 %	LANE 1 ELEV.	LANE 1 WIDTH	SLOPE LN 1 %	WB MEDIAN ELEV	WB MEDIAN OFFSET	WB MEDIAN SLOPE	SLOPE LEFT TURN	MEDIAN LEFT TURN	LEFT TURN EOP	STATION	CL/PGL ELEV.	LEFT TURN EOP	MEDIAN LEFT TURN	SLOPE LEFT TURN	EB MEDIAN SLOPE	EB MEDIAN OFFSET	EB MEDIAN ELEV.	SLOPE LN 1 %	LANE 1 WIDTH	LANE 1 ELEV	SLOPE LN 2 %	LANE 2 WIDTH	RIGHT EOP OFFSET	RIGHT EOP ELEV.
918.92	37.0' LT	14.0'	-2.00	919.20	12.0'	-2.00	919.44	11.0' LT	0.00				517+50.00	919.44				0.00	11.0' RT	919.44	-2.00	12.0'	919.20	-2.00	14.0'	37.0' RT	918.92
918.85	37.0' LT	14.0'	-2.00	919.13	12.0'	-2.00	919.37	11.0' LT	0.00				517+63.93	919.37				0.00	11.0' RT	919.37	-2.00	12.0'	919.13	-2.00	14.0'	37.0' RT	918.85
918.75	37.0' LT	14.0'	-2.00	919.03	12.0'	-2.00	919.27	11.0' LT	-0.32				517+75.00	919.31				0.00	11.0' RT	919.31	-1.68	12.0'	919.11	-1.68	14.0'	37.0' RT	918.87
918.56	37.0' LT	14.0'	-2.00	918.84	12.0'	-2.00	919.08	11.0' LT	-1.04				518+00.00	919.19				0.00	11.0' RT	919.19	-0.96	12.0'	919.08	-0.96	14.0'	37.0' RT	918.94
918.35	37.0' LT	14.0'	-2.00	918.63	12.0'	-2.00	918.87	11.0' LT	-1.77				518+25.00	919.06				0.00	11.0' RT	919.06	-0.23	12.0'	919.03	-0.23	14.0'	37.0' RT	919.00
918.28	37.0' LT	14.0'	-2.00	918.56	12.0'	-2.00	918.80	11.0' LT	-2.00				518+33.08	919.02				0.00	11.0' RT	919.02	0.00	12.0'	919.02	0.00	14.0'	37.0' RT	919.02
918.19	37.0' LT	14.0'	-2.00	918.47	12.0'	-2.00	918.71	11.0' LT	-2.00				518+50.00	918.93				0.34	11.0' RT	918.97	0.34	12.0'	919.01	0.34	14.0'	37.0' RT	919.06
918.07	37.0' LT	14.0'	-2.00	918.35	12.0'	-2.00	918.59	11.0' LT	-2.00				518+75.00	918.81				0.85	11.0' RT	918.90	0.85	12.0'	919.01	0.85	14.0'	37.0' RT	919.13
917.94	37.0' LT	14.0'	-2.00	918.22	12.0'	-2.00	918.46	11.0' LT	-2.00				519+00.00	918.68				1.36	11.0' RT	918.83	1.36	12.0'	918.99	1.36	14.0'	37.0' RT	919.18
917.81	37.0' LT	14.0'	-2.00	918.09	12.0'	-2.00	918.33	11.0' LT	-2.00				519+25.00	918.55				1.87	11.0' RT	918.76	1.87	12.0'	918.98	1.87	14.0'	37.0' RT	919.24
917.78	37.0' LT	14.0'	-2.00	918.06	12.0'	-2.00	918.30	11.0' LT	-2.00				519+31.48	918.52				2.00	11.0' RT	918.74	2.00	12.0'	918.98	2.00	14.0'	37.0' RT	919.26
917.69	37.0' LT	14.0'	-2.14	917.99	12.0'	-2.14	918.24	11.0' LT	-2.14				519+39.15	918.48				2.14	11.0' RT	918.72	2.14	12.0'	918.97	2.14	14.0'	37.0' RT	919.27
917.56	37.0' LT	14.0'	-2.36	917.89	12.0'	-2.36	918.17	11.0' LT	-2.36				519+50.00	918.43				2.36	11.0' RT	918.69	2.36	12.0'	918.97	2.36	14.0'	37.0' RT	919.30
917.24	37.0' LT	14.0'	-2.87	917.64	12.0'	-2.87	917.98	11.0' LT	-2.87				519+75.00	918.30				2.87	11.0' RT	918.62	2.87	12.0'	918.96	2.87	14.0'	37.0' RT	919.36
917.03	37.0' LT	14.0'	-3.21	917.48	12.0'	-3.21	917.87	11.0' LT	-3.21				519+91.40	918.22				3.21	11.0' RT	918.57	3.21	12.0'	918.96	3.21	14.0'	37.0' RT	919.41
917.60	37.0' LT	14.0'	-3.21	918.05	12.0'	-3.21	918.44	11.0' LT	-3.21				533+49.57	918.79	918.95	5.00	3.21	3.21	11.0' RT	919.14	3.21	12.0'	919.53	3.21	14.0'	37.0' RT	919.98
917.60	37.0' LT	14.0'	-3.20	918.04	12.0'	-3.20	918.43	11.0' LT	-3.20				533+50.00	918.78	918.94	5.00	3.20	3.20	11.0' RT	919.13	3.20	12.0'	919.52	3.20	14.0'	37.0' RT	919.96
917.39	37.0' LT	14.0'	-2.69	917.77	12.0'	-2.69	918.09	11.0' LT	-2.69				533+75.00	918.39	918.52	5.00	2.69	2.69	11.0' RT	918.69	2.69	12.0'	919.01	2.69	14.0'	37.0' RT	919.39
917.18	37.0' LT	14.0'	-2.18	917.49	12.0'	-2.18	917.75	11.0' LT	-2.18				534+00.00	917.99	918.10	5.00	2.18	2.18	11.0' RT	918.23	2.18	12.0'	918.49	2.18	14.0'	37.0' RT	918.80
917.18	37.0' LT	14.0'	-2.14	917.48	12.0'	-2.14	917.73	11.0' LT	-2.14				534+01.82	917.97	918.08	5.00	2.14	2.14	11.0' RT	918.21	2.14	12.0'	918.46	2.14	14.0'	37.0' RT	918.76
917.10	37.0' LT	14.0'	-2.00	917.38	12.0'	-2.00	917.62	11.0' LT	-2.00				534+09.49	917.84	917.94	5.00	2.00	2.00	11.0' RT	918.06	2.00	12.0'	918.30	2.00	14.0'	37.0' RT	918.58
916.86	37.0' LT	14.0'	-2.00	917.14	12.0'	-2.00	917.38	11.0' LT	-2.00				534+25.00	917.60	917.70	5.00	1.68	1.68	11.0' RT	917.79	1.68	12.0'	917.99	1.68	14.0'	37.0' RT	918.22
916.46	37.0' LT	14.0'	-2.00	916.74	12.0'	-2.00	916.98	11.0' LT	-2.00				534+50.00	917.20	917.30	5.00	1.18	1.18	11.0' RT	917.33	1.18	12.0'	917.47	1.18	14.0'	37.0' RT	917.64
916.06	37.0' LT	14.0'	-2.00	916.34	12.0'	-2.00	916.58	11.0' LT	-2.00				534+75.00	916.80	916.90	5.00	0.67	0.67	11.0' RT	916.87	0.67	12.0'	916.95	0.67	14.0'	37.0' RT	917.05
915.66	37.0' LT	14.0'	-2.00	915.94	12.0'	-2.00	916.18	11.0' LT	-2.00				535+00.00	916.40	916.50	5.00	0.16	0.16	11.0' RT	916.42	0.16	12.0'	916.44	0.16	14.0'	37.0' RT	916.46
915.53	37.0' LT	14.0'	-2.00	915.81	12.0'	-2.00	916.05	11.0' LT	-2.00				535+07.89	916.27	916.37	4.97	0.00	0.00	11.0' RT	916.27	0.00	12.0'	916.27	0.00	14.0'	37.0' RT	916.27
915.31	37.0' LT	14.0'	-2.00	915.59	12.0'	-2.00	915.83	11.0' LT	-1.51				535+25.00	916.00	916.06	3.73	0.00	0.00	11.0' RT	916.00	-0.49	12.0'	915.94	-0.49	14.0'	37.0' RT	915.87
914.99	37.0' LT	14.0'	-2.00	915.27	12.0'	-2.00	915.51	11.0' LT	-0.78				535+50.00	915.60	915.61	1.91	0.00	0.00	11.0' RT	915.60	-1.22	12.0'	915.45	-1.22	14.0'	37.0' RT	915.28
914.71	37.0' LT	14.0'	-2.00	914.99	12.0'	-2.00	915.23	11.0' LT	0.00				535+75.00	915.23	915.23	0.16	0.00	0.00	11.0' RT	915.23	-2.00	12.0'	914.99	-2.00	14.0'	37.0' RT	914.71
914.68	37.0' LT	14.0'	-2.00	914.96	12.0'	-2.00	915.20	11.0' LT	0.00				535+77.04	915.20	915.20	0.09	0.00	0.00	11.0' RT	915.20	-2.00	12.0'	914.96	-2.00	14.0'	37.0' RT	914.68
914.37	37.0' LT	14.0'	-2.00	914.65	12.0'	-2.00	914.89	11.0' LT	0.00				536+00.00	914.89				0.00	11.0' RT	914.89	-2.00	12.0'	914.65	-2.00	14.0'	37.0' RT	914.37





FILE NAME = S:\1606\CADD Sheets\D162517-sht-SEdetail.dgn	USER NAME = _USERNAME_	DESIGNED - CGC	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/9/2013	DATE - 10/15/2013	REVISED -

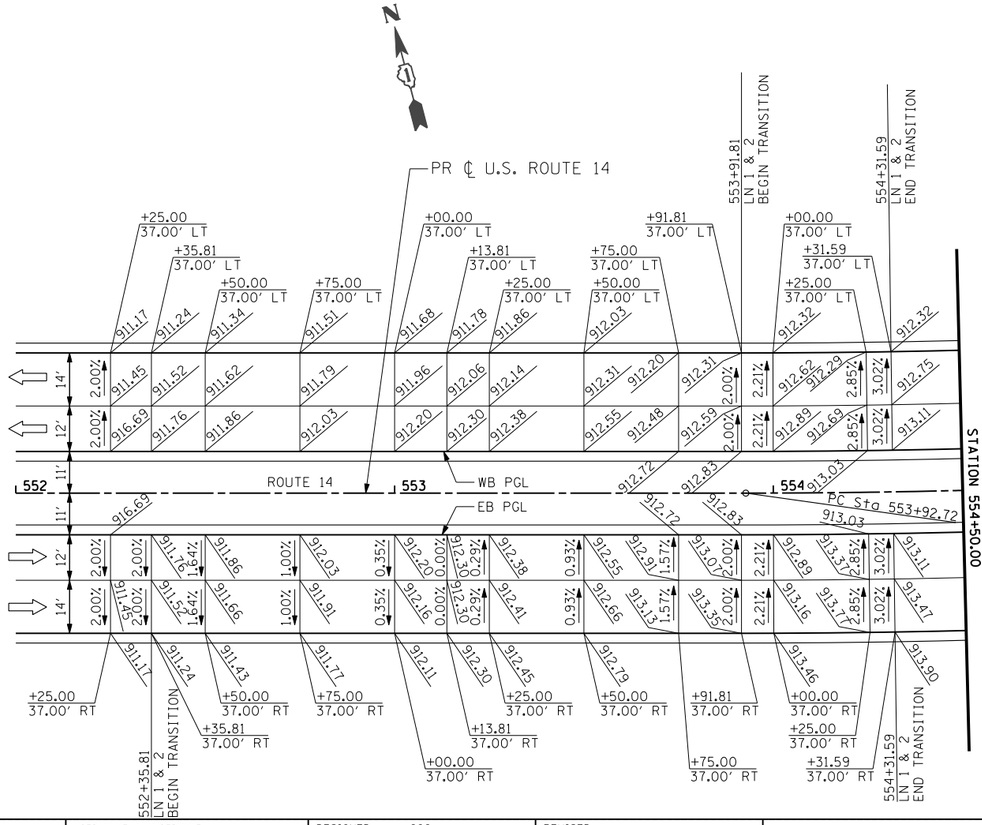
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

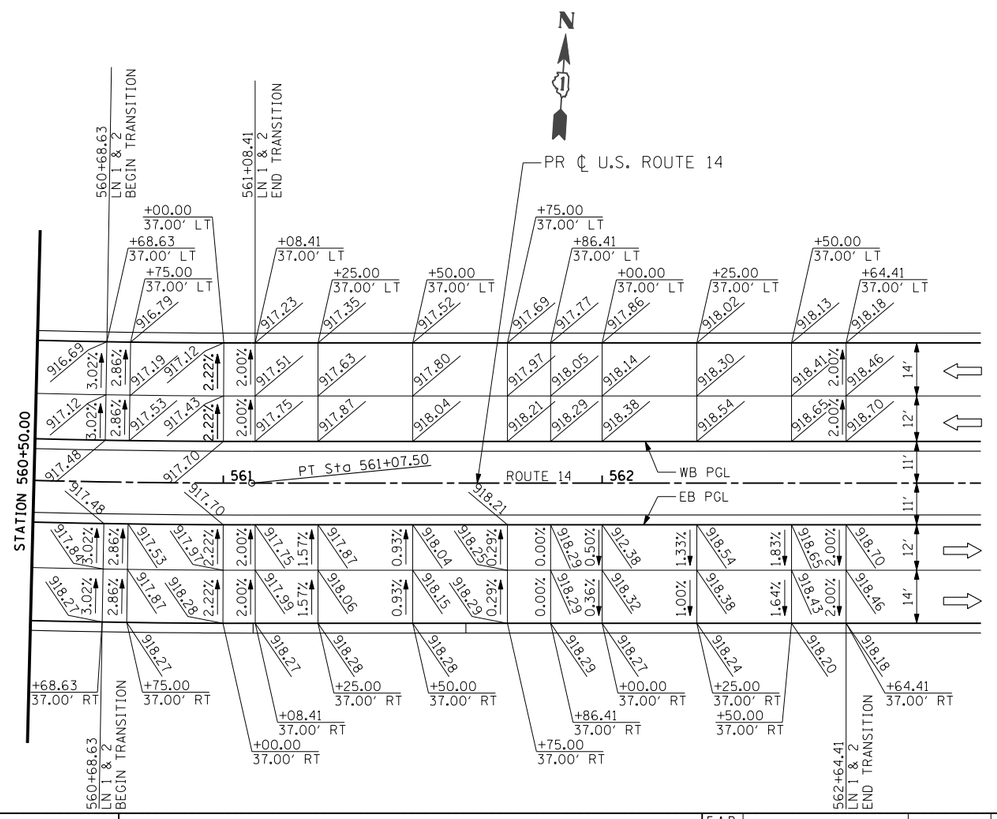
U.S. ROUTE 14
SUPERELEVATION TRANSITION PAVEMENT PLAN

SCALE: 1"=20' | SHEET NO. 219 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	219
		CONTRACT NO. 62517		
		ILLINOIS FED. AID PROJECT		

LEFT EOP ELEV.	LEFT EOP OFFSET	LANE 2 WIDTH	SLOPE IN LN 2 %	LANE 1 ELEV.	LANE 1 WIDTH	SLOPE LN 1 %	WB MEDIAN ELEV	WB MEDIAN OFFSET	WB MEDIAN SLOPE	SLOPE LEFT TURN	MEDIAN LEFT TURN	LEFT TURN EOP	STATION	CL/PGL ELEV.	LEFT TURN EOP	MEDIAN LEFT TURN	SLOPE LEFT TURN	EB MEDIAN SLOPE	EB MEDIAN OFFSET	EB MEDIAN ELEV.	SLOPE LN 1 %	LANE 1 WIDTH	LANE 1 ELEV	SLOPE LN 2 %	LANE 2 WIDTH	RIGHT EOP OFFSET	RIGHT EOP ELEV.
911.17	37.0' LT	14.0'	-2.00	911.45	12.0'	-2.00	911.69	11.0' LT	0.00				552+25.00	911.69				0.00	11.0' RT	911.69	-2.00	12.0'	911.45	-2.00	14.0'	37.0' RT	911.17
911.24	37.0' LT	14.0'	-2.00	911.52	12.0'	-2.00	911.76	11.0' LT	0.00				552+35.81	911.76				0.00	11.0' RT	911.76	-2.00	12.0'	911.52	-2.00	14.0'	37.0' RT	911.24
911.34	37.0' LT	14.0'	-2.00	911.62	12.0'	-2.00	911.86	11.0' LT	0.00				552+50.00	911.86				0.00	11.0' RT	911.86	-1.64	12.0'	911.66	-1.64	14.0'	37.0' RT	911.43
911.51	37.0' LT	14.0'	-2.00	911.79	12.0'	-2.00	912.03	11.0' LT	0.00				552+75.00	912.03				0.00	11.0' RT	912.03	-1.00	12.0'	911.91	-1.00	14.0'	37.0' RT	911.77
911.68	37.0' LT	14.0'	-2.00	911.96	12.0'	-2.00	912.20	11.0' LT	0.00				553+00.00	912.20				0.00	11.0' RT	912.20	-0.35	12.0'	912.16	-0.35	14.0'	37.0' RT	912.11
911.78	37.0' LT	14.0'	-2.00	912.06	12.0'	-2.00	912.30	11.0' LT	0.00				553+13.81	912.30				0.00	11.0' RT	912.30	0.00	12.0'	912.30	0.00	14.0'	37.0' RT	912.30
911.86	37.0' LT	14.0'	-2.00	912.14	12.0'	-2.00	912.38	11.0' LT	0.00				553+25.00	912.38				0.00	11.0' RT	912.38	0.29	12.0'	912.41	0.29	14.0'	37.0' RT	912.45
912.03	37.0' LT	14.0'	-2.00	912.31	12.0'	-2.00	912.55	11.0' LT	0.00				553+50.00	912.55				0.00	11.0' RT	912.55	0.93	12.0'	912.66	0.93	14.0'	37.0' RT	912.79
912.20	37.0' LT	14.0'	-2.00	912.48	12.0'	-2.00	912.72	11.0' LT	0.00				553+75.00	912.72				0.00	11.0' RT	912.72	1.57	12.0'	912.91	1.57	14.0'	37.0' RT	913.13
912.31	37.0' LT	14.0'	-2.00	912.59	12.0'	-2.00	912.83	11.0' LT	0.00				553+91.81	912.83				0.00	11.0' RT	912.83	2.00	12.0'	913.07	2.00	14.0'	37.0' RT	913.35
912.32	37.0' LT	14.0'	-2.21	912.62	12.0'	-2.21	912.89	11.0' LT	0.00				554+00.00	912.89				0.00	11.0' RT	912.89	2.21	12.0'	913.16	2.21	14.0'	37.0' RT	913.46
912.29	37.0' LT	14.0'	-2.85	912.69	12.0'	-2.85	913.03	11.0' LT	0.00				554+25.00	913.03				0.00	11.0' RT	913.03	2.85	12.0'	913.37	2.85	14.0'	37.0' RT	913.77
912.32	37.0' LT	14.0'	-3.02	912.75	12.0'	-3.02	913.11	11.0' LT	0.00				554+31.59	913.11				0.00	11.0' RT	913.11	3.02	12.0'	913.47	3.02	14.0'	37.0' RT	913.90
912.44	37.0' LT	14.0'	-3.02	912.87	12.0'	-3.02	913.23	11.0' LT	0.00				554+50.00	913.23				0.00	11.0' RT	913.23	3.02	12.0'	913.59	3.02	14.0'	37.0' RT	914.02
916.56	37.0' LT	14.0'	-3.02	916.99	12.0'	-3.02	917.35	11.0' LT	0.00				560+50.00	917.35				0.00	11.0' RT	917.35	3.02	12.0'	917.71	3.02	14.0'	37.0' RT	918.14
916.69	37.0' LT	14.0'	-3.02	917.12	12.0'	-3.02	917.48	11.0' LT	0.00				560+68.63	917.48				0.00	11.0' RT	917.48	3.02	12.0'	917.84	3.02	14.0'	37.0' RT	918.27
916.79	37.0' LT	14.0'	-2.86	917.19	12.0'	-2.86	917.53	11.0' LT	0.00				560+75.00	917.53				0.00	11.0' RT	917.53	2.86	12.0'	917.87	2.86	14.0'	37.0' RT	918.27
917.12	37.0' LT	14.0'	-2.22	917.43	12.0'	-2.22	917.70	11.0' LT	0.00				561+00.00	917.70				0.00	11.0' RT	917.70	2.22	12.0'	917.97	2.22	14.0'	37.0' RT	918.28
917.23	37.0' LT	14.0'	-2.00	917.51	12.0'	-2.00	917.75	11.0' LT	0.00				561+08.41	917.75				0.00	11.0' RT	917.75	2.00	12.0'	917.99	2.00	14.0'	37.0' RT	918.27
917.35	37.0' LT	14.0'	-2.00	917.63	12.0'	-2.00	917.87	11.0' LT	0.00				561+25.00	917.87				0.00	11.0' RT	917.87	1.57	12.0'	918.06	1.57	14.0'	37.0' RT	918.28
917.52	37.0' LT	14.0'	-2.00	917.80	12.0'	-2.00	918.04	11.0' LT	0.00				561+50.00	918.04				0.00	11.0' RT	918.04	0.93	12.0'	918.15	0.93	14.0'	37.0' RT	918.28
917.69	37.0' LT	14.0'	-2.00	917.97	12.0'	-2.00	918.21	11.0' LT	0.00				561+75.00	918.21				0.00	11.0' RT	918.21	0.29	12.0'	918.25	0.29	14.0'	37.0' RT	918.29
917.77	37.0' LT	14.0'	-2.00	918.05	12.0'	-2.00	918.29	11.0' LT	0.00				561+86.41	918.29				0.00	11.0' RT	918.29	0.00	12.0'	918.29	0.00	14.0'	37.0' RT	918.29
917.86	37.0' LT	14.0'	-2.00	918.14	12.0'	-2.00	918.38	11.0' LT	0.00				562+00.00	918.38				0.00	11.0' RT	918.38	-0.50	12.0'	918.32	-0.36	14.0'	37.0' RT	918.27
918.02	37.0' LT	14.0'	-2.00	918.30	12.0'	-2.00	918.54	11.0' LT	0.00				562+25.00	918.54				0.00	11.0' RT	918.54	-1.33	12.0'	918.38	-1.00	14.0'	37.0' RT	918.24
918.13	37.0' LT	14.0'	-2.00	918.41	12.0'	-2.00	918.65	11.0' LT	0.00				562+50.00	918.65				0.00	11.0' RT	918.65	-1.83	12.0'	918.43	-1.64	14.0'	37.0' RT	918.20
918.18	37.0' LT	14.0'	-2.00	918.46	12.0'	-2.00	918.70	11.0' LT	0.00				562+64.41	918.70				0.00	11.0' RT	918.70	-2.00	12.0'	918.46	-2.00	14.0'	37.0' RT	918.18
918.20	37.0' LT	14.0'	-2.00	918.48	12.0'	-2.00	918.72	11.0' LT	0.00				562+75.00	918.72				0.00	11.0' RT	918.72	-2.00	12.0'	918.48	-2.00	14.0'	37.0' RT	918.20





FILE NAME = S:\1606\CADD Sheets\D162517-sht-SEdetail.dgn	USER NAME = _USERNAME_	DESIGNED - CGC	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/9/2013	DATE - 10/15/2013	REVISED -

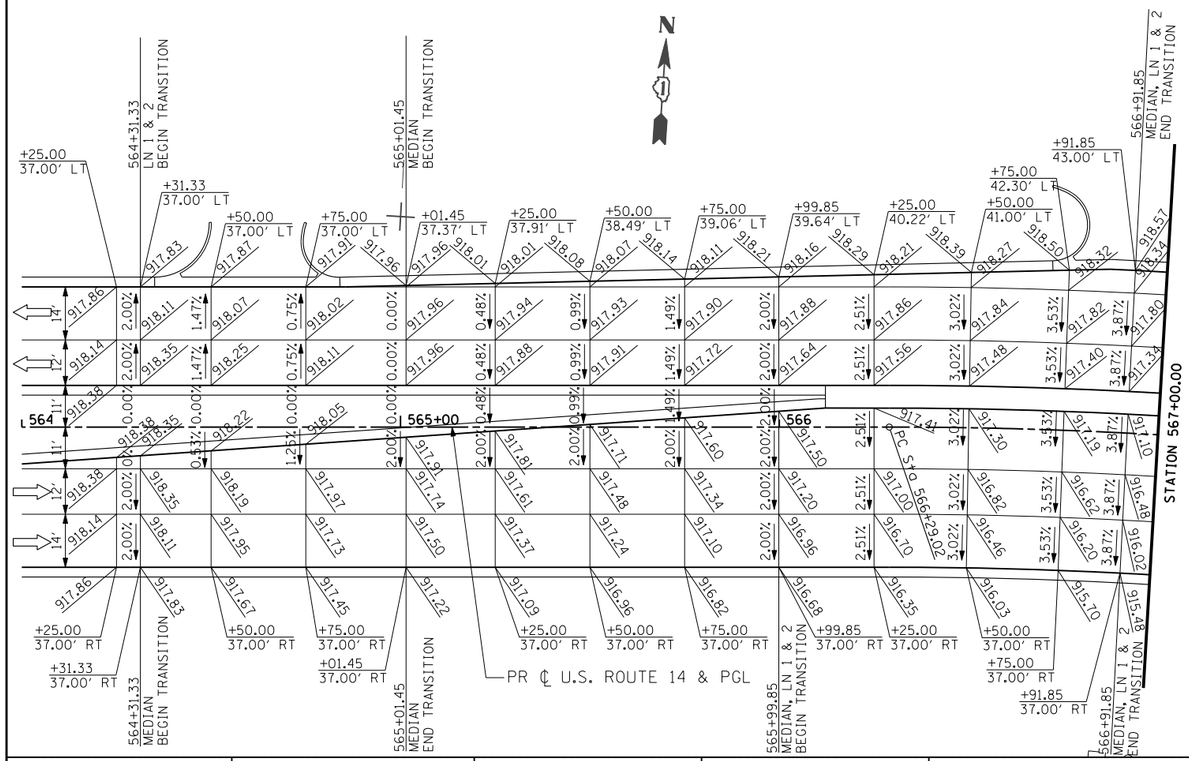
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

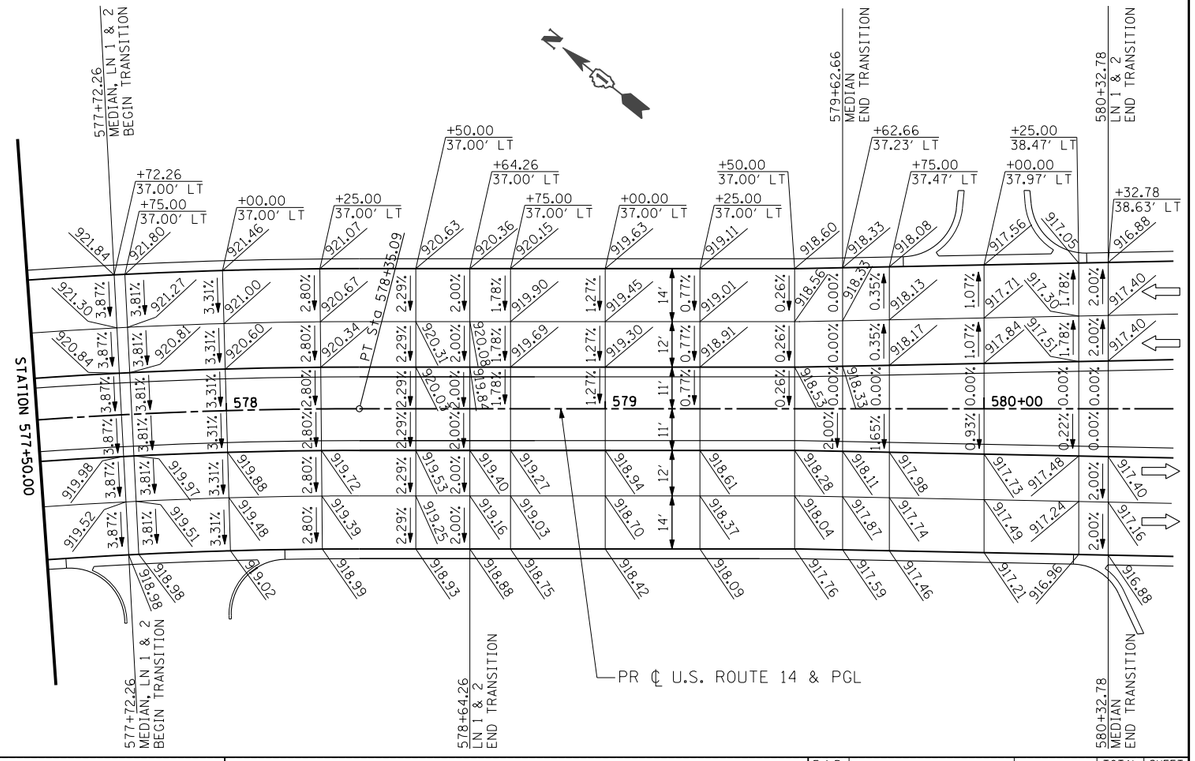
U.S. ROUTE 14
SUPERELEVATION TRANSITION PAVEMENT PLAN

SCALE: 1"=20' | SHEET NO. 220 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	220
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			

LEFT EOP ELEV.	LEFT EOP OFFSET	LANE 2 WIDTH	SLOPE IN LN 2 %	LANE 1 ELEV.	LANE 1 WIDTH	SLOPE LN 1 %	WB MEDIAN ELEV	WB MEDIAN OFFSET	WB MEDIAN SLOPE	SLOPE LEFT TURN	MEDIAN LEFT TURN	LEFT TURN EOP	STATION	CL/PGL ELEV.	LEFT TURN EOP	MEDIAN LEFT TURN	SLOPE LEFT TURN	EB MEDIAN SLOPE	EB MEDIAN OFFSET	EB MEDIAN ELEV.	SLOPE LN 1 %	LANE 1 WIDTH	LANE 1 ELEV	SLOPE LN 2 %	LANE 2 WIDTH	RIGHT EOP OFFSET	RIGHT EOP ELEV.
917.86	37.0' LT	14.0'	-2.00	918.14	12.0'	-2.00	918.38	11.0' LT	0.00				564+25.00	918.38	918.38	8.04	0.00	0.00	11.0' RT	918.38	-2.00	12.0'	918.14	-2.00	14.0'	37.0' RT	917.86
917.83	37.0' LT	14.0'	-2.00	918.11	12.0'	-2.00	918.35	11.0' LT	0.00				564+31.33	918.35	918.35	7.60	0.00	0.00	11.0' RT	918.35	-2.00	12.0'	918.11	-2.00	14.0'	37.0' RT	917.83
917.87	37.0' LT	14.0'	-1.47	918.07	12.0'	-1.47	918.25	11.0' LT	0.00				564+50.00	918.25	918.22	6.30	-0.53	-0.53	11.0' RT	918.19	-2.00	12.0'	917.95	-2.00	14.0'	37.0' RT	917.67
917.91	37.0' LT	14.0'	-0.75	918.02	12.0'	-0.75	918.11	11.0' LT	0.00				564+75.00	918.11	918.05	4.56	-1.25	-1.25	11.0' RT	917.97	-2.00	12.0'	917.73	-2.00	14.0'	37.0' RT	917.45
917.96	37.0' LT	14.0'	-0.04	917.97	12.0'	-0.04	917.97	11.0' LT	0.00				565+00.00	917.97	917.91	2.82	-1.96	-1.96	11.0' RT	917.75	-2.00	12.0'	917.51	-2.00	14.0'	37.0' RT	917.23
917.96	37.0' LT	14.0'	0.00	917.96	12.0'	0.00	917.96	11.0' LT	0.00				565+01.45	917.96	917.91	2.72	-2.00	-2.00	11.0' RT	917.74	-2.00	12.0'	917.50	-2.00	14.0'	37.0' RT	917.22
918.01	37.0' LT	14.0'	0.48	917.94	12.0'	0.48	917.88	11.0' LT	0.48				565+25.00	917.83	917.81	1.09	-2.00	-2.00	11.0' RT	917.61	-2.00	12.0'	917.37	-2.00	14.0'	37.0' RT	917.09
918.07	37.0' LT	14.0'	0.99	917.93	12.0'	0.99	917.81	11.0' LT	0.99	0.99	-0.66	917.71	565+50.00	917.70				-2.00	11.0' RT	917.48	-2.00	12.0'	917.24	-2.00	14.0'	37.0' RT	916.96
918.11	37.0' LT	14.0'	1.49	917.90	12.0'	1.49	917.72	11.0' LT	1.49	1.49	-2.39	917.60	565+75.00	917.56				-2.00	11.0' RT	917.34	-2.00	12.0'	917.10	-2.00	14.0'	37.0' RT	916.82
918.16	37.0' LT	14.0'	2.00	917.88	12.0'	2.00	917.64	11.0' LT	2.00	2.00	-4.12	917.50	565+99.85	917.42				-2.00	11.0' RT	917.20	-2.00	12.0'	916.96	-2.00	14.0'	37.0' RT	916.68
918.16	37.0' LT	14.0'	2.00	917.88	12.0'	2.00	917.64	11.0' LT	2.00	2.00	-4.13	917.50	566+00.00	917.42				-2.00	11.0' RT	917.20	-2.00	12.0'	916.96	-2.00	14.0'	37.0' RT	916.68
918.21	37.0' LT	14.0'	2.51	917.86	12.0'	2.51	917.56	11.0' LT	2.51	2.51	-5.00	917.41	566+25.00	917.28				-2.51	11.0' RT	917.00	-2.51	12.0'	916.70	-2.51	14.0'	37.0' RT	916.35
918.27	37.0' LT	14.0'	3.02	917.84	12.0'	3.02	917.48	11.0' LT	3.02	3.02	-5.00	917.30	566+50.00	917.15				-3.02	11.0' RT	916.82	-3.02	12.0'	916.46	-3.02	14.0'	37.0' RT	916.03
918.32	37.0' LT	14.0'	3.53	917.82	12.0'	3.53	917.40	11.0' LT	3.53	3.53	-5.00	917.19	566+75.00	917.01				-3.53	11.0' RT	916.62	-3.53	12.0'	916.20	-3.53	14.0'	37.0' RT	915.70
918.34	37.0' LT	14.0'	3.87	917.80	12.0'	3.87	917.34	11.0' LT	3.87	3.87	-5.00	917.10	566+91.85	916.91				-3.87	11.0' RT	916.48	-3.87	12.0'	916.02	-3.87	14.0'	37.0' RT	915.48
918.30	37.0' LT	14.0'	3.87	917.76	12.0'	3.87	917.30	11.0' LT	3.87	3.87	-5.00	917.06	567+00.00	916.87				-3.87	11.0' RT	916.44	-3.87	12.0'	915.98	-3.87	14.0'	37.0' RT	915.44
921.94	37.0' LT	14.0'	3.87	921.40	12.0'	3.87	920.94	11.0' LT	3.87				577+50.00	920.51				-3.87	11.0' RT	920.08	-3.87	12.0'	919.62	-3.87	14.0'	37.0' RT	919.08
921.84	37.0' LT	14.0'	3.87	921.30	12.0'	3.87	920.84	11.0' LT	3.87				577+72.26	920.41				-3.87	11.0' RT	919.98	-3.87	12.0'	919.52	-3.87	14.0'	37.0' RT	918.98
921.80	37.0' LT	14.0'	3.81	921.27	12.0'	3.81	920.81	11.0' LT	3.81				577+75.00	920.39				-3.81	11.0' RT	919.97	-3.81	12.0'	919.51	-3.81	14.0'	37.0' RT	918.98
921.46	37.0' LT	14.0'	3.31	921.00	12.0'	3.31	920.60	11.0' LT	3.31				578+00.00	920.24				-3.31	11.0' RT	919.88	-3.31	12.0'	919.48	-3.31	14.0'	37.0' RT	919.02
921.07	37.0' LT	14.0'	2.80	920.67	12.0'	2.80	920.34	11.0' LT	2.80				578+25.00	920.03				-2.80	11.0' RT	919.72	-2.80	12.0'	919.39	-2.80	14.0'	37.0' RT	918.99
920.63	37.0' LT	14.0'	2.29	920.31	12.0'	2.29	920.03	11.0' LT	2.29				578+50.00	919.78				-2.29	11.0' RT	919.53	-2.29	12.0'	919.25	-2.29	14.0'	37.0' RT	918.93
920.36	37.0' LT	14.0'	2.00	920.08	12.0'	2.00	919.84	11.0' LT	2.00				578+64.26	919.62				-2.00	11.0' RT	919.40	-2.00	12.0'	919.16	-2.00	14.0'	37.0' RT	918.88
920.15	37.0' LT	14.0'	1.78	919.90	12.0'	1.78	919.69	11.0' LT	1.78				578+75.00	919.49				-2.00	11.0' RT	919.27	-2.00	12.0'	919.03	-2.00	14.0'	37.0' RT	918.75
919.63	37.0' LT	14.0'	1.27	919.45	12.0'	1.27	919.30	11.0' LT	1.27				579+00.00	919.16				-2.00	11.0' RT	918.94	-2.00	12.0'	918.70	-2.00	14.0'	37.0' RT	918.42
919.11	37.0' LT	14.0'	0.77	919.01	12.0'	0.77	918.91	11.0' LT	0.77				579+25.00	918.83				-2.00	11.0' RT	918.61	-2.00	12.0'	918.37	-2.00	14.0'	37.0' RT	918.09
918.60	37.0' LT	14.0'	0.26	918.56	12.0'	0.26	918.53	11.0' LT	0.26				579+50.00	918.50				-2.00	11.0' RT	918.28	-2.00	12.0'	918.04	-2.00	14.0'	37.0' RT	917.76
918.33	37.2' LT	14.0'	0.00	918.33	12.0'	0.00	918.33	11.2' LT	0.00				579+62.66	918.33				-2.00	11.0' RT	918.11	-2.00	12.0'	917.87	-2.00	14.0'	37.2' RT	917.59
918.08	37.5' LT	14.0'	-0.35	918.13	12.0'	-0.35	918.17	11.5' LT	0.00				579+75.00	918.17				-1.65	11.2' RT	917.98	-2.00	12.0'	917.74	-2.00	14.0'	37.5' RT	917.46
917.56	38.0' LT	14.0'	-1.07	917.71	12.0'	-1.07	917.84	12.0' LT	0.00				580+00.00	917.84				-0.93	11.5' RT	917.73	-2.00	12.0'	917.49	-2.00	14.0'	38.0' RT	917.21
917.05	38.5' LT	14.0'	-1.78	917.30	12.0'	-1.78	917.51	12.5' LT	0.00				580+25.00	917.51				-0.22	12.5' RT	917.48	-2.00	12.0'	917.24	-2.00	14.0'	38.5' RT	916.96
916.88	38.6' LT	14.0'	-2.00	917.16	12.0'	-2.00	917.40	12.6' LT	0.00				580+32.78	917.40				0.00	12.6' RT	917.40	-2.00	12.0'	917.16	-2.00	14.0'	38.6' RT	916.88
916.65	39.0' LT	14.0'	-2.00	916.93	12.0'	-2.00	917.17	13.0' LT	0.00				580+50.00	917.17				0.00	13.0' RT	917.17	-2.00	12.0'	916.93	-2.00	14.0'	39.0' RT	916.65





FILE NAME =	USER NAME = _USERNAME_	DESIGNED - CGC	REVISED -
S:\1606\CADD Sheets\D162517-sht-SEdetail.dgn		DRAWN - CGC	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/9/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 14
SUPERELEVATION TRANSITION PAVEMENT PLAN

SCALE: 1"=20' | SHEET NO. 221 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	221
		CONTRACT NO. 62517		
		ILLINOIS FED. AID PROJECT		

EXISTING SIGN SCHEDULE

		EXISTING LOCATION		PROPOSED LOCATION						DIMENSIONS (FT)		AREA	72400100	72400200	72400500	72400600	72800100
SIGN I.D.	LOCATION	STATION	OFFSET	RELOCATED STATION	RELOCATED OFFSET	SIGN DESCRIPTION	EXISTING MOUNTING TYPE	PROPOSED MOUNTING TYPE	SIGN CODE	WIDTH	HEIGHT	SF	REMOVE SIGN PANEL ASSEMBLY-TYPE A (EACH)	REMOVE SIGN PANEL ASSEMBLY-TYPE B (EACH)	RELOCATE SIGN PANEL ASSEMBLY-TYPE A	RELOCATE SIGN PANEL ASSEMBLY-TYPE B	TELESCOPING STEEL SIGN SUPPORT (FT)
300	US RTE 14	498+28	58' LT			SPEED LIMIT 50	METAL POST		R2-1	2.50	3.00	7.50	1				
301						NO PARKING ALONG HIGHWAY			R7-1	1.00	1.50	1.50					
302	US RTE 14	499+18	61' LT			STOP	METAL POST		R1-1	3.00	3.00	9.00	1				
303	US RTE 14	499+08	38' RT			STOP	METAL POST		R1-1	3.00	3.00	9.00	1				
304	US RTE 14	499+60	38' RT			STOP	METAL POST		R1-1	3.00	3.00	9.00		1			
305						CROSS TRAFFIC DOES NOT STOP			SPECIAL	2.50	1.50	3.75					
306	US RTE 14	500+40	27' RT			SPEED LIMIT 50	METAL POST		R2-1	2.50	3.00	7.50	1				
307						NO PARKING ALONG HIGHWAY			R7-1	1.00	1.50	1.50					
308	US RTE 14	503+12	25' RT			NO LEFT TURN	METAL POST		R3-2	2.00	2.00	4.00	1				
309						NO PARKING ALONG HIGHWAY			R7-1	1.00	1.50	1.50					
310	US RTE 14	503+82	68' LT			STOP	METAL POST		R1-1	3.00	3.00	9.00	1				
311	US RTE 14	504+50	48' LT			NO LEFT TURN	METAL POST		R3-2	2.00	2.00	4.00					
312						RIGHT TURN ONLY			R3-5R	2.00	3.00	6.00		1			
313						NO PARKING ALONG HIGHWAY			R7-1	1.00	1.50	1.50					
314	US RTE 14	508+03	24' RT			INTERSECTION WARNING	METAL POST		W2-1	3.00	3.00	9.00		1			
315						LUCAS RD COLLEGE ENT			W16-8aP	2.50	1.00	2.50					
316	US RTE 14	508+03	46' LT			INTERSECTION AHEAD	WOOD POST		W2-1	3.00	3.00	9.00		1			
317						LUCAS RD COLLEGE ENT			W16-8aP	2.50	1.00	2.50					
318						NO PARKING ALONG HIGHWAY			R7-1	1.00	1.50	1.50					
319	US RTE 14	509+73	42' LT			COLLEGE ENTRANCE 1	SIGNAL POLE		D3-1	4.00	0.75	3.00	1				
320	US RTE 14	510+84	23' RT			COLLEGE ENTRANCE 1	SIGNAL POLE		D3-1	4.00	0.75	3.00	1				
321	US RTE 14	510+35	20' RT			NO PARKING ALONG HIGHWAY	METAL POST		R7-1	1.00	1.50	1.50	1				
322	US RTE 14	510+04	67' LT			EXIT ONLY DO NOT ENTER	METAL POST		SPECIAL	2.00	2.50	5.00	1				
323	US RTE 14	510+35	48' LT			KEEP RIGHT	METAL POST		R4-7	2.00	2.50	5.00	1				
324	US RTE 14	510+70	63' LT			BICYCLE	METAL POST		W11-1	2.50	2.50	6.25	1				
325						AHEAD (PLAQUE)			W16-9P	1.50	0.75	1.13					
326	US RTE 14	510+97	40' LT			RIGHT TURN ONLY	SIGNAL POLE		R3-5R	2.00	3.00	6.00	1				
327	US RTE 14	517+86	26' RT			HORIZONTAL ALIGNMENT	METAL POST		W1-2L	2.50	2.50	6.25	1				
328						NO PARKING ALONG HIGHWAY			R7-1	1.00	1.50	1.50					
329	US RTE 14	521+16	44' RT			SPEED LIMIT 50	WOOD POST		R2-1	2.50	3.00	7.50	1				
330						NO PARKING ALONG HIGHWAY			R7-1	1.00	1.50	1.50					
331	US RTE 14	521+22	15' LT			SPEED LIMIT 50	WOOD POST		R2-1	2.50	3.00	7.50	1				
332						NO PARKING ALONG HIGHWAY			R7-1	1.00	1.50	1.50					
333	US RTE 14	524+09	67' RT			DIRECTION ARROW (LEFT)	WOOD POST		W1-6L	4.00	2.00	8.00	1				
334	US RTE 14	528+92	66' RT			DIRECTION ARROW (RIGHT)	WOOD POST		W1-6R	4.00	2.00	8.00	1				
335	US RTE 14	539+50	39' RT			NO PASSING ZONE	METAL POST		W14-3	1.50	4.00	6.00	1				
336	US RTE 14	542+89	29' RT			SPEED LIMIT 50	METAL POST		R2-1	2.50	3.00	7.50	1				
337	US RTE 14	542+89	33' LT			SPEED LIMIT 50	METAL POST		R2-1	2.50	3.00	7.50	1				
338	US RTE 14	546+60	33' LT			NO PASSING ZONE	METAL POST		W14-3	1.50	4.00	6.00	1				
339	US RTE 14	549+29	30' RT			HORIZONTAL ALIGNMENT	WOOD POST		W1-2L	2.50	2.50	6.25	1				
340	US RTE 14	554+05	29' RT			SPEED LIMIT 40	METAL POST		R2-1	2.50	3.00	7.50	1				
341	US RTE 14	554+05	29' LT			SPEED LIMIT 50	METAL POST		R2-1	2.50	3.00	7.50	1				
342	US RTE 14	556+40	33' RT	549+00	41' RT	LOVE THE LAND OF LINCOLN	WOOD POST	TELESCOPING	SPECIAL	2.50	3.00	7.50					
343						ADOPT A HIGHWAY			SPECIAL	2.50	1.50	3.75		1		1	20
344						KEEP ILLINOIS CLEAN			SPECIAL	2.00	2.00	4.00					
345	US RTE 14	556+40	21' LT	549+00	41' LT	LOVE THE LAND OF LINCOLN	WOOD POST	TELESCOPING	SPECIAL	2.50	3.00	7.50					
346						ADOPT A HIGHWAY			SPECIAL	2.50	1.50	3.75		1		1	20
347						KEEP ILLINOIS CLEAN			SPECIAL	2.00	2.00	4.00					
348	US RTE 14	561+70	30' RT			HORIZONTAL ALIGNMENT	WOOD POST		W1-2R	2.50	2.50	6.25	1				
349	US RTE 14	563+55	25' RT			SIGNAL AHEAD	WOOD POST		W3-3	2.50	2.50	6.25	1				
350						ADVANCE STREET NAME			W16-8P	2.50	0.75	1.88					
351	US RTE 14	563+55	23' LT			SIGNAL AHEAD	WOOD POST		W3-3	2.50	2.50	6.25		1			
352						HORIZONTAL ALIGNMENT			W1-2R	2.50	2.50	6.25					
353	US RTE 14	566+15	28' RT			SPEED LIMIT 35	METAL POST		R2-1	2.50	3.00	7.50	1				
354	US RTE 14	568+67	62' LT			SPEED LIMIT 40	WOOD POST		R2-1	2.50	3.00	7.50	1				
355	US RTE 14	569+57	53' LT			NO LEFT TURN	UTILITY POLE		R3-2	2.00	2.00	4.00	1				
356	US RTE 14	569+60	9' RT			NO LEFT TURN	UTILITY POLE		R3-2	2.00	2.00	4.00	1				
357	US RTE 14	570+31	93' LT			NO LEFT TURN	UTILITY POLE		R3-2	2.00	2.00	4.00	1				
358	US RTE 14	570+75	1' RT			TWO DIRECTIONAL ARROW	METAL POST		W1-7	4.00	2.00	8.00	1				
359	RIDGEFIELD RD SOUTH	900+78	123' RT			US ROUTE 14	METAL POST		M1-4	2.00	2.00	4.00	1				
360						DIRECTIONAL ARROW			M6-4	1.75	1.25	2.19					

FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN - JPW	REVISED -	
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -	
	PLOT DATE = 10/10/2013	DATE - 10/15/2013	REVISED -	

EXISTING SIGN SCHEDULE I

SCALE: NONE | SHEET NO. 222 OF 431 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	222
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		

EXISTING SIGN SCHEDULE

		EXISTING LOCATION		PROPOSED LOCATION						DIMENSIONS (FT)		AREA	72400100	72400200	72400500	72400600	72800100
SIGN I.D.	LOCATION	STATION	OFFSET	RELOCATED STATION	RELOCATED OFFSET	SIGN DESCRIPTION	EXISTING MOUNTING TYPE	PROPOSED MOUNTING TYPE	SIGN CODE	WIDTH	HEIGHT	SF	REMOVE SIGN PANEL ASSEMBLY-TYPE A (EACH)	REMOVE SIGN PANEL ASSEMBLY-TYPE B (EACH)	RELOCATE SIGN PANEL ASSEMBLY-TYPE A	RELOCATE SIGN PANEL ASSEMBLY-TYPE B	TELESCOPING STEEL SIGN SUPPORT (FT)
361	RIDGEFIELD RD SOUTH	901+53	73' RT			END CLASS II TRUCK ROUTE	WOOD POST		R5-I101	2.00	2.50	5.00	1				
362	RIDGEFIELD RD SOUTH	906+74	23' LT			INTERSECTION WARNING	METAL POST		W2-4	2.50	2.50	6.25	1				
363	RIDGEFIELD RD SOUTH	901+68	115' RT			BEGIN CLASS II TRUCK ROUTE	WOOD POST		R5-I101	2.00	2.50	5.00	1				
364						MC HENRY V 25 COUNTY			M1-6	2.00	2.00	4.00					
365	RIDGEFIELD RD SOUTH	902+24	73' RT			SPEED LIMIT 45	WOOD POST		R2-1	2.50	3.00	7.50	1				
366	RIDGEFIELD RD SOUTH	902+81	45' RT			HORIZONTAL ALIGNMENT	WOOD POST		W1-2R	2.50	2.50	6.25	1				
367	RIDGEFIELD RD SOUTH	903+59	31' RT	904+00	34' RT	MCHENRY COUNTY ADOPOT A HIGHWAY	METAL POST	TELESCOPING	SPECIAL	2.50	2.50	6.25		1		1	17
368						SYLVIA KRAWIEC			SPECIAL	2.50	1.50	3.75					
369	US RTE 14	572+89	50' LT			RIDGEFIELD RD	METAL POST		D1-1	4.00	0.75	3.00	1				
370	US RTE 14	576+24	12' RT			SIGNAL AHEAD	WOOD POST		W3-3	2.50	2.50	6.25	1				
371	US RTE 14	576+28	40' LT			SIGNAL AHEAD	WOOD POST		W3-3	2.50	2.50	6.25	1				
372						ADVANCE STREET NAME			W16-8P	2.50	0.75	1.88					
373	LENNY DR	0+29	106' RT			NO OUTLET	METAL POST		W14-2	2.50	2.50	6.25	1				
374	LENNY DR	1+20	16' RT			ROAD CLOSED AHEAD	UTILITY POLE		SPECIAL	2.50	2.50	6.25	1				
375	LENNY DR	1+71	25' RT			ADVANCE STREET NAME	METAL POST		W16-8P	2.50	0.75	1.88	1				
376	US RTE 14	576+86	18' RT			SPEED LIMIT 35	WOOD POST		R2-1	2.50	3.00	7.50	1				
377	US RTE 14	581+99	32' RT			ILLINOIS 176	METAL POST		M1-I100	2.00	2.00	4.00		1			
378						JUNCTION			M2-1	1.75	1.25	2.19					
379						ADVANCE STREET NAME			W16-8P	2.00	0.75	1.50					
380	US RTE 14	585+18	36' RT			DESTINATION (2 LINES)	2 WOOD POSTS		D1-2	3.50	2.50	8.75	1				
381	US RTE 14	587+24	42' RT			US ROUTE 14	WOOD POST		M1-4	2.00	2.00	4.00		1			
382						DIRECTIONAL ARROW			M6-3	1.75	1.25	2.19					
383						ILLINOIS 176			M1-I100	2.00	2.00	4.00					
384						DIRECTIONAL ARROW			M6-4	1.75	1.25	2.19					
385	US RTE 14	586+13	35' RT			NO LEFT TURN	METAL POST		R3-2	2.00	2.00	4.00	1				
386	US RTE 14	586+34	49' LT			STOP	METAL POST		R1-1	3.00	3.00	9.00		1			
387						RIGHT TURN ONLY			R3-5R	2.00	3.00	6.00					
388	US RTE 14	587+39	40' LT			NO LEFT TURN	METAL POST		R3-2	2.00	2.00	4.00	1				
389	US RTE 14	587+24	53' LT			DO NOT ENTER	METAL POST		SPECIAL	2.00	2.50	5.00	1				
390	US RTE 14	586+71	37' LT			SPEED LIMIT 35	METAL POST		R2-1	2.50	3.00	7.50	1				
391	US RTE 14	587+55	40' LT			LANE ENDS	METAL POST		W4-2	3.00	3.00	9.00	1				
392	US RTE 14	589+41	39' RT			TERRA COTTA AV	SIGNAL POLE		D3-1	4.00	0.75	3.00	1				
393	US RTE 14	588+46	41' LT			TERRA COTTA AV	SIGNAL POLE		D3-1	4.00	0.75	3.00	1				
394	IL 176	599+32	28' LT			US ROUTE 14	SIGNAL POLE		D3-1	3.00	0.75	2.25	1				
395	IL 176	600+72	27' RT			US ROUTE 14	SIGNAL POLE		D3-1	3.00	0.75	2.25	1				
396	US RTE 14	588+46	41' LT			US ROUTE 14	SIGNAL POLE		M1-4	2.00	2.00	4.00	1				
397						DIRECTION - WEST			M3-4	2.00	1.00	2.00					
398	IL 176	598+44	31' LT			ILLINOIS 176	METAL POST		M1-I100	2.00	2.00	4.00					
399						DIRECTION - WEST			M3-4	2.00	1.00	2.00	1				
400						NO PARKING ANY TIME			SPECIAL	1.00	1.50	1.50					
401	IL 176	596+60	33' LT			SPEED LIMIT 35	METAL POST		R2-1	2.50	3.00	7.50	1				
402						NO PARKING ANY TIME			SPECIAL	1.00	1.50	1.50					
403	IL 176	595+70	30' LT			NO PARKING ANY TIME	METAL POST		SPECIAL	1.00	1.50	1.50	1				
404	IL 176	594+82	28' LT	594+80	31' LT	LOVE THE LAND OF LINCOLN	WOOD POST	TELESCOPING	SPECIAL	2.50	3.00	7.50					
405						ADOPT A HIGHWAY			SPECIAL	2.50	1.50	3.75		1		1	20
406						KEEP ILLINOIS CLEAN			SPECIAL	2.00	2.00	4.00					
407	IL 176	592+86	36' LT			NO PARKING ANY TIME	METAL POST		SPECIAL	1.00	1.50	1.50	1				
408	IL 176	590+80	36' LT			SPEED LIMIT 45	METAL POST		R2-1	2.50	3.00	7.50	1				
409	IL 176	590+80	33' RT			SPEED LIMIT 35	METAL POST		R2-1	2.50	3.00	7.50	1				
410	IL 176	592+40	33' RT			US ROUTE 14	METAL POST		M1-4	2.00	2.00	4.00					
411						JUNCTION			M2-1	1.75	1.25	2.19	1				
412						ADVANCE STREET NAME - VIRGINIA ST			W16-8P	2.00	0.75	1.50					
413	IL 176	592+02	27' RT			NO PARKING ANY TIME	UTILITY POLE		SPECIAL	1.00	1.50	1.50					
414						DO NOT DRIVE ON SHOULDER			R4-17	2.50	2.00	5.00	1				
415	IL 176	597+40	33' RT			SHARE THE DRIVE 800-920-RIDE	UTILITY POLE		SPECIAL	3.00	2.50	7.50					
416						NO PARKING ANY TIME			SPECIAL	1.00	1.50	1.50	1				
417	IL 176	599+07	37' RT			US ROUTE 14	METAL POST		M1-4	2.00	2.00	4.00					
418						DIRECTIONAL ARROW			M6-4	1.75	1.25	2.19					
419						ILLINOIS 176			M1-I100	2.00	2.00	4.00		1			
420						DIRECTIONAL ARROW			M6-3	1.75	1.25	2.19					

FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/10/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING SIGN SCHEDULE II

SCALE: NONE | SHEET NO. 223 OF 431 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	223
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			

EXISTING SIGN SCHEDULE

		EXISTING LOCATION		PROPOSED LOCATION						DIMENSIONS (FT)		AREA	72400100	72400200	72400500	72400600	72800100
SIGN I.D.	LOCATION	STATION	OFFSET	RELOCATED STATION	RELOCATED OFFSET	SIGN DESCRIPTION	EXISTING MOUNTING TYPE	PROPOSED MOUNTING TYPE	SIGN CODE	WIDTH	HEIGHT	SF	REMOVE SIGN PANEL ASSEMBLY-TYPE A (EACH)	REMOVE SIGN PANEL ASSEMBLY-TYPE B (EACH)	RELOCATE SIGN PANEL ASSEMBLY-TYPE A	RELOCATE SIGN PANEL ASSEMBLY-TYPE B	TELESCOPING STEEL SIGN SUPPORT (FT)
421	IL 176	599+08	32' RT			NO PARKING ANY TIME	LIGHT POLE		SPECIAL	1.00	1.50	1.50	1				
422	IL 176	599+24	33' RT			DO NOT DRIVE ON SHOULDER	SIGNAL POLE		R4-17	2.50	2.00	5.00	1				
423	IL 176	601+67	35' RT			DIRECTION - EAST	METAL POST		M3-2	2.00	1.00	2.00	1				
424						ILLINOIS 176			M1-I100	2.00	2.00	4.00					
425	IL 176	602+63	36' RT			SPEED LIMIT 35	METAL POST		R2-1	2.50	3.00	7.50	1				
426	IL 176	603+20	34' RT	603+20	34' RT	CITY OF CRYSTAL LAKE OUTSIDE WATER USAGE	METAL POST	TELESCOPING	SPECIAL	3.00	3.50	10.50		1		1	17
427	IL 176	604+04	35' RT	604+00	35' RT	LOVE THE LAND OF LINCOLN	WOOD POST	TELESCOPING	SPECIAL	2.50	3.00	7.50		1		1	20
428						ADOPT A HIGHWAY			SPECIAL	2.50	1.50	3.75					
429						KEEP ILLINOIS CLEAN			SPECIAL	2.00	2.00	4.00					
430	IL 176	606+88	23' RT	606+80	26' RT	ILLINOIS MAIN STREET COMMUNITY	METAL POST	TELESCOPING	SPECIAL	2.50	3.50	8.75	1		1		17
431	IL 176	607+35	23' LT			US ROUTE 14	WOOD POST		M1-4	2.00	2.00	4.00	1				
432						JUNCTION			M2-1	1.75	1.25	2.19					
433						ADVANCE STREET NAME - VIRGINIA ST			W16-8P	2.00	0.75	1.50					
434	IL 176	601+75	35' LT			DESTINATION (2 LINES)	2 WOOD POSTS		D1-2	6.00	2.50	15.00		1			
435	IL 176	600+75	38' LT			US ROUTE 14	METAL POST		M1-4	2.00	2.00	4.00		1			
436						DIRECTIONAL ARROW			M6-4	1.75	1.25	2.19					
437						ILLINOIS 176			M1-I100	2.00	2.00	4.00					
438						DIRECTIONAL ARROW			M6-3	1.75	1.25	2.19					
439	US RTE 14	589+41	39' RT			DIRECTION - EAST	UTILITY POLE		M3-2	2.00	1.00	2.00	1				
440	US RTE 14	590+26	35' RT			SPEED LIMIT 35	METAL POST		R2-1	2.50	3.00	7.50	1				
441	US RTE 14	591+34	37' RT	595+50	40' RT	CITY OF CRYSTAL LAKE OUTSIDE WATER USAGE	METAL POST		SPECIAL	3.00	3.50	10.50		1		1	17
442	US RTE 14	591+88	34' RT	601+00	34' RT	ILLINOIS MAIN STREET COMMUNITY	METAL POST		SPECIAL	2.50	3.50	8.75		1		1	19
443						CRUISING PROHIBITED			SPECIAL	2.00	2.50	5.00					
444	US RTE 14	593+81	35' RT	597+50	34' RT	SEAT BELT USE	METAL POST		SPECIAL	2.50	3.50	8.75	1		1		17
445	US RTE 14	602+65	23' RT			SCHOOL	METAL POST		S1-1	3.00	3.00	9.00	1				
446	US RTE 14	604+35	26' RT	603+50	34' RT	LOVE THE LAND OF LINCOLN	WOOD POST	TELESCOPING	SPECIAL	2.50	3.00	7.50		1		1	20
447						ADOPT A HIGHWAY			SPECIAL	2.50	1.50	3.75					
448						KEEP ILLINOIS CLEAN			SPECIAL	2.00	2.00	4.00					
449	US RTE 14	605+08	26' RT	605+00	34' RT	DOWNTOWN	METAL POST		SPECIAL	3.00	2.00	6.00	1		1		15
450	US RTE 14	606+23	25' RT			SCHOOL	SIGNAL POLE		S1-1	3.00	3.00	9.00	1				
451	US RTE 14	606+23	40' LT			WOODSTOCK ST	SIGNAL POLE		D3-1	3.00	0.75	2.25	1				
452						WOODSTOCK ST			D3-1	3.00	0.75	2.25					
453	US RTE 14	607+82	26' RT			SPEED LIMIT 35	METAL POST		R2-1	2.50	3.00	7.50	1				
454	US RTE 14	615+90	32' RT	615+50	42' RT	DOWNTOWN	METAL POST	TELESCOPING	SPECIAL	3.00	2.00	6.00		1		1	18
455						LIBRARY			SPECIAL	3.50	3.00	10.50					
456	US RTE 14	618+74	32' RT			CRYSTAL LAKE AV.	SIGNAL POLE		D3-1	3.00	0.75	2.25	1				
457	US RTE 14	617+99	34' LT			CRYSTAL LAKE AV.	SIGNAL POLE		D3-1	3.00	0.75	2.25	1				
458	US RTE 14	616+61	33' LT			SPEED LIMIT 35	METAL POST		R2-1	2.50	3.00	7.50	1				
459	US RTE 14	610+98	47' LT			STOP	METAL POST		R1-1	2.50	2.50	6.25	1				
460	US RTE 14	609+96	25' LT			SCHOOL	METAL POST		S1-1	3.00	3.00	9.00	1				
461	US RTE 14	608+69	25' LT	608+50	48' LT	DOWNTOWN	METAL POST		SPECIAL	3.00	2.00	6.00	1		1		15
462	US RTE 14	606+98	26' LT			SCHOOL	SIGNAL POLE		S1-1	3.00	3.00	9.00	1				
463	US RTE 14	605+43	27' LT			SPEED LIMIT 35	METAL POST		R2-1	2.50	3.00	7.50	1				
464	US RTE 14	604+21	33' LT	603+00	48' LT	LOVE THE LAND OF LINCOLN	WOOD POST	TELESCOPING	SPECIAL	2.50	3.00	7.50		1		1	20
465						ADOPT A HIGHWAY			SPECIAL	2.50	1.50	3.75					
466						KEEP ILLINOIS CLEAN			SPECIAL	2.00	2.00	4.00					
467	US RTE 14	601+73	50' LT			STOP	METAL POST		R1-1	2.50	2.50	6.25	1				
468	US RTE 14	596+52	28' LT			ILLINOIS 176	METAL POST		M1-I100	2.00	2.00	4.00	1				
469						JUNCTION			M2-1	1.75	1.25	2.19					
470						ADVANCE STREET NAME			W16-8P	2.00	0.75	1.50					
471	US RTE 14	592+63	38' LT			DESTINATION - 3 LINES	2 WOOD POSTS		D1-3	7.00	3.50	24.50		1			
472	US RTE 14	590+55	38' LT			US ROUTE 14	METAL POST		M1-4	2.00	2.00	4.00		1			
473						DIRECTIONAL ARROW			M6-3	1.75	1.25	2.19					
474						ILLINOIS 176			M1-I100	2.00	2.00	4.00					
475						DIRECTIONAL ARROW			M6-4	1.75	1.25	2.19					
												TOTALS	**90**	**24**	**4**	**11**	**272**

FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/10/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING SIGN SCHEDULE III

SCALE: NONE | SHEET NO. 224 OF 431 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	224
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		

PROPOSED SIGN SCHEDULE

							DIMENSIONS (FT)			72000100	72000200	72800100	73000100
SIGN I.D.	LOCATION	PROPOSED STATION	PROPOSED OFFSET	SIGN DESCRIPTION	PROPOSED MOUNTING TYPE	SIGN CODE	WIDTH	HEIGHT	AREA (FT)	SIGN PANEL TYPE 1 (SF)	SIGN PANEL TYPE 2 (SF)	TELESCOPING STEEL SIGN SUPPORT (FT)	WOOD SIGN SUPPORT (FT)
1	US RTE 14	496+00	41' LT	SPEED LIMIT 45	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
2	US RTE 14	498+70	8' LT	KEEP RIGHT	TELESCOPING	R4-7	2.00	2.50	5.00	5.00		13.5	
2A				LEFT/U-TURN TURN ONLY		SPECIAL	2.00	2.50	5.00	5.00			
3	US RTE 14	499+00	68' LT	BICYCLE/PEDESTRIAN	SIGNAL POLE	W11-15	2.50	2.50	6.25	6.25		0	
3A				TRAIL X-ING (PLAQUE)		W11-15P	2.00	1.50	3.00	3.00			
4	US RTE 14	500+15	53' LT	BICYCLE/PEDESTRIAN	TELESCOPING	W11-15	2.50	2.50	6.25	6.25		15.5	
4A				TRAIL X-ING (PLAQUE)		W11-15P	2.00	1.50	3.00	3.00			
5	US RTE 14	500+05	8' RT	KEEP RIGHT	TELESCOPING	R4-7	2.00	2.50	5.00	5.00		13.5	
5A				LEFT/U-TURN TURN ONLY		SPECIAL	2.00	2.50	5.00	5.00			
8	US RTE 14	503+00	41' RT	SPEED LIMIT 45	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
11	US RTE 14	493+00	41' RT	SIGNAL AHEAD	TELESCOPING	W3-3	2.50	2.50	6.25	6.25		15.5	
11A				STREET NAME: LUCAS, COLLEGE ENT		D3-1	3.00	1.25	3.75	3.75			
B1	US RTE 14	498+65	45' LT	STOP (FOR BIKE PATH)	TELESCOPING	R1-1	2.00	2.00	4.00	4.00		14	
12	US RTE 14	501+60	53' LT	RIGHT TURN ONLY	TELESCOPING	R3-5R	2.50	3.00	7.50	7.50		16	
B2	US RTE 14	500+00	59' LT	STOP (FOR BIKE PATH)	TELESCOPING	R1-1	2.00	2.00	4.00	4.00		14	
B8	US RTE 14	500+15	53' LT	NO MOTOR VEHICLES	TELESCOPING	R5-3	2.00	2.00	4.00	4.00		0	
B9	US RTE 14	498+70	63' LT	NO MOTOR VEHICLES	TELESCOPING	R5-3	2.00	2.00	4.00	4.00		14	
B12	US RTE 14	509+80	67' LT	NO MOTOR VEHICLES	TELESCOPING	R5-3	2.00	2.00	4.00	4.00		14	
B13	US RTE 14	511+00	52' LT	NO MOTOR VEHICLES	TELESCOPING	R5-3	2.00	2.00	4.00	4.00		14	
14D	US RTE 14	510+10	5' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
B5	US RTE 14	509+90	52' LT	STOP (FOR BIKE PATH)	TELESCOPING	R1-1	2.00	2.00	4.00	4.00		14	
B6	US RTE 14	510+75	70' LT	STOP (FOR BIKE PATH)	TELESCOPING	R1-1	2.00	2.00	4.00	4.00		14	
B7	US RTE 14	512+20	122' LT	STOP (FOR BIKE PATH)	TELESCOPING	R1-1	2.00	2.00	4.00	4.00		14	
14	US RTE 14	509+00	41' LT	SIGNAL AHEAD	TELESCOPING	W3-3	2.50	2.50	6.25	6.25		15.5	
14A				STREET NAME: COLLEGE ENT, LUCAS RD		D3-1	3.00	1.25	3.75	3.75			
15	US RTE 14	510+00	76' LT	BICYCLE/PEDESTRIAN	TELESCOPING	W11-15	2.50	2.50	6.25	6.25		16.5	
15A				TRAIL X-ING (PLAQUE)		W11-15P	2.00	1.50	3.00	3.00			
15B				STOP		R1-1	2.50	2.50	6.25	6.25			
15C				RIGHT TURN ONLY		R3-5R	2.00	3.00	6.00	6.00			
16	US RTE 14	510+90	52' LT	BICYCLE/PEDESTRIAN	TELESCOPING	W11-15	2.50	2.50	6.25	6.25		15.5	
16A				TRAIL X-ING (PLAQUE)		W11-15P	2.00	1.50	3.00	3.00			
17	US RTE 14	512+40	53' LT	RIGHT TURN ONLY	TELESCOPING	R3-5R	2.50	3.00	7.50	7.50		16	
18	US RTE 14	515+00	43' LT	DESTINATION: COLLEGE ENT 1	TELESCOPING	D3-1	6.00	1.00	6.00	6.00		14	
19	US RTE 14	520+50	41'RT	SPEED LIMIT 45	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
19A	US RTE 14	522+50	5' RT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
19B	US RTE 14	526+45	5' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
20	US RTE 14	520+50	41' LT	SPEED LIMIT 45	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
21	US RTE 14	532+10	8' LT	KEEP RIGHT	TELESCOPING	R4-7	2.00	2.50	5.00	5.00		13.5	
21A				LEFT/U-TURN TURN ONLY		SPECIAL	2.00	2.50	5.00	5.00			
22	US RTE 14	532+10	55' LT	STOP	TELESCOPING	R1-1	2.50	2.50	6.25	6.25		15.5	
23	US RTE 14	533+00	8' RT	KEEP RIGHT	TELESCOPING	R4-7	2.00	2.50	5.00	5.00		14	
24				LEFT TURN ONLY		R3-5L	2.50	3.00	7.50	7.50			
25	US RTE 14	535+10	8' RT	LEFT TURN ONLY	TELESCOPING	R3-5L	2.50	3.00	7.50	7.50		14	
26	US RTE 14	546+00	41' LT	SPEED LIMIT 45	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
27	US RTE 14	546+00	41' RT	SPEED LIMIT 45	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
28	US RTE 14	560+00	41' RT	SIGNAL AHEAD	TELESCOPING	W3-3	2.50	2.50	6.25	6.25		15.5	
29				STREET NAME: RIDGEFIELD RD		D3-1	3.00	0.67	2.01	2.01			
29A	US RTE 14	561+30	5' RT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
30	US RTE 14	562+50	41' RT	SPEED LIMIT 40	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
30A	US RTE 14	564+60	5' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
31	US RTE 14	565+00	41' LT	SPEED LIMIT 45	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
31A	US RTE 14	566+95	8' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
32	US RTE 14	568+10	8' LT	KEEP RIGHT	TELESCOPING	R4-7	2.00	2.50	5.00	5.00		13.5	
32A				LEFT/U-TURN TURN ONLY		SPECIAL	2.00	2.50	5.00	5.00			
33	US RTE 14	568+50	46' RT	TWO- DIRECTION LARGE ARROW	TELESCOPING	W1-7	4.00	2.00	8.00	8.00		15	
34	US RTE 14	569+05	8' RT	KEEP RIGHT	TELESCOPING	R4-7	2.00	2.50	5.00	5.00		13	
35				U-TURN ONLY		SPECIAL	2.50	3.00	7.50	7.50			
36	US RTE 14	569+32	59' LT	RIGHT TURN ONLY	SIGNAL POLE	R3-5R	2.50	3.00	7.50	7.50		0	
37	US RTE 14	572+00	53' LT	RIGHT TURN ONLY	TELESCOPING	R3-5R	2.50	3.00	7.50	7.50		16	
38	US RTE 14	572+00	41' RT	SPEED LIMIT 40	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	

FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/10/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGN SCHEDULE I

SCALE: NONE | SHEET NO. 225 OF 431 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	225
		CONTRACT NO. 62517		
		ILLINOIS FED. AID PROJECT		

PROPOSED SIGN SCHEDULE

							DIMENSIONS (FT)			72000100	72000200	72800100	73000100
SIGN I.D.	LOCATION	PROPOSED STATION	PROPOSED OFFSET	SIGN DESCRIPTION	PROPOSED MOUNTING TYPE	SIGN CODE	WIDTH	HEIGHT	AREA (FT)	SIGN PANEL TYPE 1 (SF)	SIGN PANEL TYPE 2 (SF)	TELESCOPING STEEL SIGN SUPPORT (FT)	WOOD SIGN SUPPORT (FT)
39	US RTE 14	573+00	43' LT	DESTINATION - RIDGEFIELD	TELESCOPING	D1-1	5.00	1.50	7.50	7.50		14.5	
39A	US RTE 14	753+55	7' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
40	US RTE 14	573+70	8' LT	LEFT TURN ONLY	TELESCOPING	R3-5L	2.50	3.00	7.50	7.50		14	
41	US RTE 14	575+70	8' LT	KEEP RIGHT	TELESCOPING	R4-7	2.00	2.50	5.00	5.00		14	
42				LEFT TURN ONLY		R3-5L	2.50	3.00	7.50	7.50			
43	US RTE 14	577+00	41' RT	SPEED LIMIT 40	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
43A	US RTE 14	577+95	5' RT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
44	US RTE 14	577+00	42' LT	DESTINATION - LENNY DR	2 TELESCOPING	D1-1	4.75	1.50	7.13	7.13		29	
45	US RTE 14	578+00	41' LT	SIGNAL AHEAD	TELESCOPING	W3-3	2.50	2.50	6.25	6.25		15.5	
46				STREET NAME: RIDGEFIELD RD		D3-1	3.00	0.66	1.98	1.98			
46A	US RTE 14	580+00	7' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
46B	US RTE 14	580+50	8' TR	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
46C	US RTE 14	583+00	4' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
47	US RTE 14	583+50	45' RT	JUNCTION	TELESCOPING	M2-1	1.75	1.25	2.19	2.19		15	
47A				ILLINOIS 176		M1-I100	2.00	2.00	4.00	4.00			
47B				ADVANCE STREET NAME: TERRA COTTA AVE		W16-8P	3.00	0.66	1.98	1.98			
47C	US RTE 14	583+60	10' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
48	US RTE 14	585+50	46' RT	DESTINATION - PRAIRIE GROVE, MARENGO	2 TELESCOPING	D1-2	6.33	2.50	15.83		15.83	31	
48A	US RTE 14	586+05	11' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
49	US RTE 14	584+00	44' LT	US ROUTE 14	TELESCOPING	M1-4	2.00	2.00	4.00	4.00		15	
49A				DIRECTION - WEST		M3-4	2.00	1.00	2.00	2.00			
49B	US RTE 14	584+85	12' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
50	US RTE 14	585+40	50' LT	STOP	TELESCOPING	R1-1	3.00	3.00	9.00	9.00		17	
51				RIGHT TURN ONLY		R3-5R	2.00	3.00	6.00	6.00			
51A	US RTE 14	585+60	12' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
52	US RTE 14	586+30	45' LT	SPEED LIMIT 40	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
53	US RTE 14	587+10	45' RT	US ROUTE 14	TELESCOPING	M1-4	2.00	2.00	4.00	4.00		16.5	
53A				DIRECTIONAL ARROW		M6-3	1.75	1.25	2.19	2.19			
53B				ILLINOIS 176		M1-I100	2.00	2.00	4.00	4.00			
53C				DIRECTIONAL ARROW		M6-4	1.75	1.25	2.19	2.19			
55	US RTE 14	587+90	12' LT	KEEP RIGHT	TELESCOPING	R4-7	2.00	2.50	5.00	5.00		12.5	
55A				LEFT/U-TURN TURN ONLY		SPECIAL	2.00	2.50	5.00	5.00			
56	US RTE 14	589+85	12' RT	KEEP RIGHT	TELESCOPING	R4-7	2.00	2.50	5.00	5.00		12.5	
56A				LEFT/U-TURN TURN ONLY		SPECIAL	2.00	2.50	5.00	5.00			
57	US RTE 14	594+00	44' RT	US ROUTE 14	TELESCOPING	M1-4	2.00	2.00	4.00	4.00		15	
57A				DIRECTION - EAST		M3-2	2.00	1.00	2.00	2.00			
57B	US RTE 14	595+20	0'	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
58	US RTE 14	591+00	44' RT	SPEED LIMIT 35	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
58A	US RTE 14	591+20	11' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
59	US RTE 14	592+00	58' LT	DESTINATION - WOODSTOCK, MARENGO, PRAIRIE GROVE	2 WOOD POSTS	D1-3	6.50	3.50	22.75		22.75		33
59A	US RTE 14	592+20	11' RT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
59B	US RTE 14	592+90	11' RT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
60	US RTE 14	590+15	59' LT	US ROUTE 14	SIGNAL POLE	M1-4	2.00	2.00	4.00	4.00		0	
60A				DIRECTIONAL ARROW		M6-3	1.75	1.25	2.19	2.19			
60B				ILLINOIS 176		M1-I100	2.00	2.00	4.00	4.00			
60C				DIRECTIONAL ARROW		M6-4	1.75	1.25	2.19	2.19			
61	US RTE 14	597+00	54' LT	JUNCTION	TELESCOPING	M2-1	1.75	1.25	2.19	2.19		17	
61A				ILLINOIS 176		M1-I100	2.00	2.00	4.00	4.00			
61B				ADVANCE STREET NAME: TERRA COTTA AVE		W16-8P	3.00	0.66	1.98	1.98			
61C	US RTE 14	596+80	2' RT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
61D	US RTE 14	594+60	7' LT	ONE WAY	TELESCOPING	R6-2R	2.50	3.00	7.50	7.50		16	
62	US RTE 14	599+50	36' RT	SCHOOL	TELESCOPING	S1-1	3.00	3.00	9.00	9.00		16	
63	US RTE 14	601+50	47' LT	STREET NAME: HICKORY DR	TELESCOPING	D3-1	2.50	0.66	1.65	1.65		13.5	
64				STREET NAME: VIRGINIA ST		D3-1	2.50	0.66	1.65	1.65			
65	US RTE 14	601+70	59' LT	US ROUTE 14	TELESCOPING	M1-4	2.00	2.00	4.00	4.00		18	
65A				DIRECTIONAL ARROW		M6-4	1.75	1.25	2.19	2.19			
66				STOP		R1-1	3.00	3.00	9.00	9.00			
67	US RTE 14	605+00	47' LT	SPEED LIMIT 35	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
68	US RTE 14	606+03	40' RT	SCHOOL	SIGNAL POLE	S1-1	3.00	3.00	9.00	9.00		0	
69	US RTE 14	607+50	48' RT	SPEED LIMIT 35	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	

FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/10/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGN SCHEDULE II

SCALE: NONE | SHEET NO. 226 OF 431 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	226
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		

PROPOSED SIGN SCHEDULE

							DIMENSIONS (FT)			72000100	72000200	72800100	73000100
SIGN I.D.	LOCATION	PROPOSED STATION	PROPOSED OFFSET	SIGN DESCRIPTION	PROPOSED MOUNTING TYPE	SIGN CODE	WIDTH	HEIGHT	AREA (FT)	SIGN PANEL TYPE 1 (SF)	SIGN PANEL TYPE 2 (SF)	TELESCOPING STEEL SIGN SUPPORT (FT)	WOOD SIGN SUPPORT (FT)
70	US RTE 14	606+96	52' LT	SCHOOL	SIGNAL POLE	S1-1	3.00	3.00	9.00	9.00		0	
72	US RTE 14	606+92	52' RT	US ROUTE 14	SIGNAL POLE	M1-4	2.00	2.00	4.00	4.00		0	
72A				DIRECTIONAL ARROW		M6-4	1.75	1.25	2.19	2.19			
73	US RTE 14	606+17	62' LT	US ROUTE 14	SIGNAL POLE	M1-4	2.00	2.00	4.00	4.00		0	
73A				DIRECTIONAL ARROW		M6-4	1.75	1.25	2.19	2.19			
74	US RTE 14	610+00	47' LT	SCHOOL	TELESCOPING	S1-1	3.00	3.00	9.00	9.00		16	
75	US RTE 14	610+90	50' LT	STREET NAME: ROCKLAND RD	TELESCOPING	D3-1	2.75	0.66	1.82	1.82		13.5	
75A				STREET NAME: VIRGINIA ST		D3-1	2.50	0.66	1.65	1.65			
76	US RTE 14	609+95	58' LT	STOP	TELESCOPING	R1-1	3.00	3.00	9.00	9.00		18	
77				US ROUTE 14		M1-4	2.00	2.00	4.00	4.00			
77A				DIRECTIONAL ARROW		M6-4	1.75	1.25	2.19	2.19			
78	US RTE 14	611+25	48' RT	STOP	TELESCOPING	R1-1	3.00	3.00	9.00	9.00		16	
79	US RTE 14	617+20	42' LT	SPEED LIMIT 35	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
81	US RTE 14	619+25	41' RT	SPEED LIMIT 35	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
83	US RTE 14	618+15	68' LT	US ROUTE 14	TELESCOPING	M1-4	2.00	2.00	4.00	4.00		18	
83A				DIRECTIONAL ARROW		M6-4	1.75	1.25	2.19	2.19			
6B	LUCAS RD	4+50	21' RT	JUNCTION	TELESCOPING	M2-1	1.75	1.25	2.19	2.19		15	
6C				US ROUTE 14		M1-4	2.00	2.00	4.00	4.00			
7	LUCAS RD	6+50	24' LT	SPEED LIMIT 45	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
9	LUCAS RD	9+30	38' RT	US ROUTE 14	TELESCOPING	M1-4	2.00	2.00	4.00	4.00		15	
9A				DIRECTIONAL ARROW		M6-4	1.75	1.25	2.19	2.19			
6D	COLLEGE ENTR #3	11+50	33' LT	US ROUTE 14	TELESCOPING	M1-4	2.00	2.00	4.00	4.00		15	
6E				DIRECTIONAL ARROW		M6-4	1.75	1.25	2.19	2.19			
7A	COLLEGE ENTR #3	12+50	32' RT	SPEED LIMIT 15	TELESCOPING	R2-2	2.50	3.00	7.50	7.50		16	
84	RIDGEFIELD RD SOUTH	900+72	34' LT	US ROUTE 14	SIGNAL POLE	M1-4	2.00	2.00	4.00	4.00		0	
84A	RIDGEFIELD RD SOUTH			DIRECTIONAL ARROW		M6-4	1.75	1.25	2.19	2.19			
84B	RIDGEFIELD RD SOUTH			END		M4-6	2.00	1.00	2.00	2.00			
84C	RIDGEFIELD RD SOUTH			COUNTY ROUTE SIGN - MCHENRY V25 COUNTY		M1-6	2.00	2.00	4.00	4.00			
84D	RIDGEFIELD RD SOUTH			STREET NAME: RIDGEFIELD RD		W17-I100	2.75	0.75	2.06	2.06			
85	RIDGEFIELD RD SOUTH	902+00	34' RT	BEGIN CLASS II TRUCK ROUTE	TELESCOPING	R5-I100	2.00	2.50	5.00	5.00		16	
86	RIDGEFIELD RD SOUTH			COUNTY ROUTE SIGN - MCHENRY V25 COUNTY		M1-6	2.00	2.00	4.00	4.00			
86A	RIDGEFIELD RD SOUTH			STREET NAME: RIDGEFIELD RD		W17-I100	2.75	0.50	1.38	1.38			
87	RIDGEFIELD RD SOUTH	905+50	28' RT	SPEED LIMIT 45	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
88	RIDGEFIELD RD SOUTH	907+00	28' RT	HORIZONTAL ALIGMENT - RIGHT TURN	TELESCOPING	W1-2	2.50	2.50	6.25	6.25		15.5	
89	RIDGEFIELD RD SOUTH	907+00	28' LT	SIGNAL AHEAD	TELESCOPING	W3-3	2.50	2.50	6.25	6.25		15.5	
90	RIDGEFIELD RD SOUTH			ADVANCE STREET NAME - US RTE 14		W16-8P	2.50	0.67	1.68	1.68			
91	RIDGEFIELD RD SOUTH	905+50	30' LT	JUNCTION	TELESCOPING	M2-1	1.75	1.25	2.19	2.19		15	
91A	RIDGEFIELD RD SOUTH			US ROUTE 14		M1-4	2.00	2.00	4.00	4.00			
92	RIDGEFIELD RD SOUTH	904+00	34' LT	ADVANCE INTERSECTION LANE CONTROL	TELESCOPING	R3-8	2.50	2.50	6.25	6.25		15.5	
93	RIDGEFIELD RD SOUTH	902+50	33' LT	END CLASS II TRUCK ROUTE	TELESCOPING	R5-I100	2.00	2.50	5.00	5.00		15.5	
94	LENNY DR	2+30	31' RT	STOP	TELESCOPING	R1-1	3.00	3.00	9.00	9.00		16	
95	LENNY DR	0+70	26' LT	STOP	TELESCOPING	R1-1	3.00	3.00	9.00	9.00		17	
96				RIGHT TURN ONLY		R3-5R	2.00	3.00	6.00	6.00			
97	LENNY DR	0+60	16' RT	NO OUTLET	TELESCOPING	W14-2	2.50	2.50	6.25	6.25		15.5	
98	IL 176	590+80	18' RT	SIGNAL AHEAD	TELESCOPING	W3-3	2.50	2.50	6.25	6.25		15.5	
98A				ADVANCE STREET NAME - US RTE 14		W16-8P	2.50	0.67	1.68	1.68			
99	IL 176	593+50	21' RT	JUNCTION	TELESCOPING	M2-1	1.75	1.25	2.19	2.19		15	
99A				US ROUTE 14		M1-4	2.00	2.00	4.00	4.00			
100	IL 176	595+50	30' RT	ADVANCE INTERSECTION LANE CONTROL	TELESCOPING	R3-8b	4.00	2.50	10.00		10.00	15.5	
101	IL 176	597+50	36' RT	DESTINATION - PRAIRIE GROVE, WOODSTOCK	2 WOOD POSTS	D1-2	6.50	2.50	16.25		16.25		29
102	IL 176	599+00	34' RT	US ROUTE 14	TELESCOPING	M1-4	2.00	2.00	4.00	4.00		16.5	
102A				DIRECTIONAL ARROW		M6-4	1.75	1.25	2.19	2.19			
102B				ILLINOIS 176		M1-I100	2.00	2.00	4.00	4.00			
102C				DIRECTIONAL ARROW		M6-3	1.75	1.25	2.19	2.19			
103	IL 176	601+65	28' RT	DIRECTION - EAST	TELESCOPING	M3-2	2.00	1.00	2.00	2.00		15	
103A				ILLINOIS 176		M1-I100	2.00	2.00	4.00	4.00			
104	IL 176	602+25	35' RT	STOP	TELESCOPING	R1-1	3.00	3.00	9.00	9.00		17	
105				RIGHT TURN ONLY		R3-5R	2.00	3.00	6.00	6.00			
106	IL 176	602+50	30' RT	SPEED LIMIT 40	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	

FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PROPOSED SIGN SCHEDULE III**	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JPW	REVISED -			305	27R-3	MCHENRY	431	227
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -					CONTRACT NO. 62517		
	PLOT DATE = 10/10/2013	DATE - 10/15/2013	REVISED -		SCALE: NONE SHEET NO. 227 OF 431 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

PROPOSED SIGN SCHEDULE

							DIMENSIONS (FT)			72000100	72000200	72800100	73000100
SIGN I.D.	LOCATION	PROPOSED STATION	PROPOSED OFFSET	SIGN DESCRIPTION	PROPOSED MOUNTING TYPE	SIGN CODE	WIDTH	HEIGHT	AREA (FT)	SIGN PANEL TYPE 1 (SF)	SIGN PANEL TYPE 2 (SF)	TELESCOPING STEEL SIGN SUPPORT (FT)	WOOD SIGN SUPPORT (FT)
107	IL 176	608+20	26' LT	SIGNAL AHEAD	TELESCOPING	W3-3	2.50	2.50	6.25	6.25		15.5	
108				ADVANCE STREET NAME - US RTE 14		W16-8P	2.50	0.67	1.68	1.68			
109	IL 176	606+60	28' LT	JUNCTION	TELESCOPING	M2-1	1.75	1.25	2.19	2.19		15	
110				US ROUTE 14		M1-4	2.00	2.00	4.00	4.00			
111	IL 176	604+70	34' LT	ADVANCE INTERSECTION LANE CONTROL	TELESCOPING	R3-8b	4.00	2.50	10.00		10.00	15.5	
112	IL 176	602+20	42' LT	STOP	TELESCOPING	R1-1	3.00	3.00	9.00	9.00		17	
113				RIGHT TURN ONLY		R3-5R	2.00	3.00	6.00	6.00			
114	IL 176	602+00	35'LT	DESTINATION - MARENGO, WOODSTOCK	2 WOOD POSTS	D1-2	5.50	2.50	13.75		13.75		29
115	IL 176	601+00	34' LT	US ROUTE 14	TELESCOPING	M1-4	2.00	2.00	4.00	4.00		16.5	
115A				DIRECTIONAL ARROW		M6-4	1.75	1.25	2.19	2.19			
115B				ILLINOIS 176		M1-I100	2.00	2.00	4.00	4.00			
115C				DIRECTIONAL ARROW		M6-3	1.75	1.25	2.19	2.19			
116	IL 176	598+20	29' LT	DIRECTION - WEST	TELESCOPING	M3-4	2.00	1.00	2.00	2.00		15	
116A				ILLINOIS 176		M1-I100	2.00	2.00	4.00	4.00			
117	IL 176	597+20	39' LT	STOP	TELESCOPING	R1-1	3.00	3.00	9.00	9.00		17	
118				RIGHT TURN ONLY		R3-5R	2.00	3.00	6.00	6.00			
119	IL 176	596+50	30' LT	SPEED LIMIT 40	TELESCOPING	R2-1	2.50	3.00	7.50	7.50		16	
120	US RTE 14	564+50	41' RT	JUNCTION	TELESCOPING	M2-1	1.75	1.25	2.19	2.19		16	
120A				COUNTY ROUTE SIGN - MCHENRY V25 COUNTY		M1-6	2.00	2.00	4.00	4.00			
120B				STREET NAME: RIDGEFIELD RD		W17-I100	2.75	0.50	1.38	1.38			
120C				ADVANCE ARROW - LEFT		M5-1L	1.75	1.25	2.19	2.19			
121	US RTE 14	567+50	41' RT	COUNTY ROUTE SIGN - MCHENRY V25 COUNTY	TELESCOPING	M1-6	2.00	2.00	4.00	4.00		15	
121A				STREET NAME: RIDGEFIELD RD		W17-I100	2.75	0.50	1.38	1.38			
121B				ADVANCE ARROW - LEFT		M6-1L	1.75	1.25	2.19	2.19			
122	US RTE 14	574+50	41' LT	JUNCTION	TELESCOPING	M2-1	1.75	1.25	2.19	2.19		16	
122A				COUNTY ROUTE SIGN - MCHENRY V25 COUNTY		M1-6	2.00	2.00	4.00	4.00			
122B				STREET NAME: RIDGEFIELD RD		W17-I100	2.75	0.50	1.38	1.38			
122C				ADVANCE ARROW - RIGHT		M5-1R	1.75	1.25	2.19	2.19			
123	US RTE 14	569+32	59' LT	COUNTY ROUTE SIGN - MCHENRY V25 COUNTY	SIGNAL POLE	M1-6	2.00	2.00	4.00	4.00		0	
123A				STREET NAME: RIDGEFIELD RD		W17-I100	2.75	0.50	1.38	1.38			
123B				ADVANCE ARROW - RIGHT		M6-1R	1.75	1.25	2.19	2.19			
125	IL 176	594+20	39' LT	MOVEMENT PROHIBITION	TELESCOPING	R3-2	3.00	3.00	9.00	9.00			
126	IL 176	602+25	35' RT	MOVEMENT PROHIBITION	TELESCOPING	R3-2	3.00	3.00	9.00	9.00			
127	IL 176	602+20	42' LT	MOVEMENT PROHIBITION	TELESCOPING	R3-2	3.00	3.00	9.00	9.00			
128													
									TOTALS:	**1060**	**89**	**1873**	**91**

FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/10/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

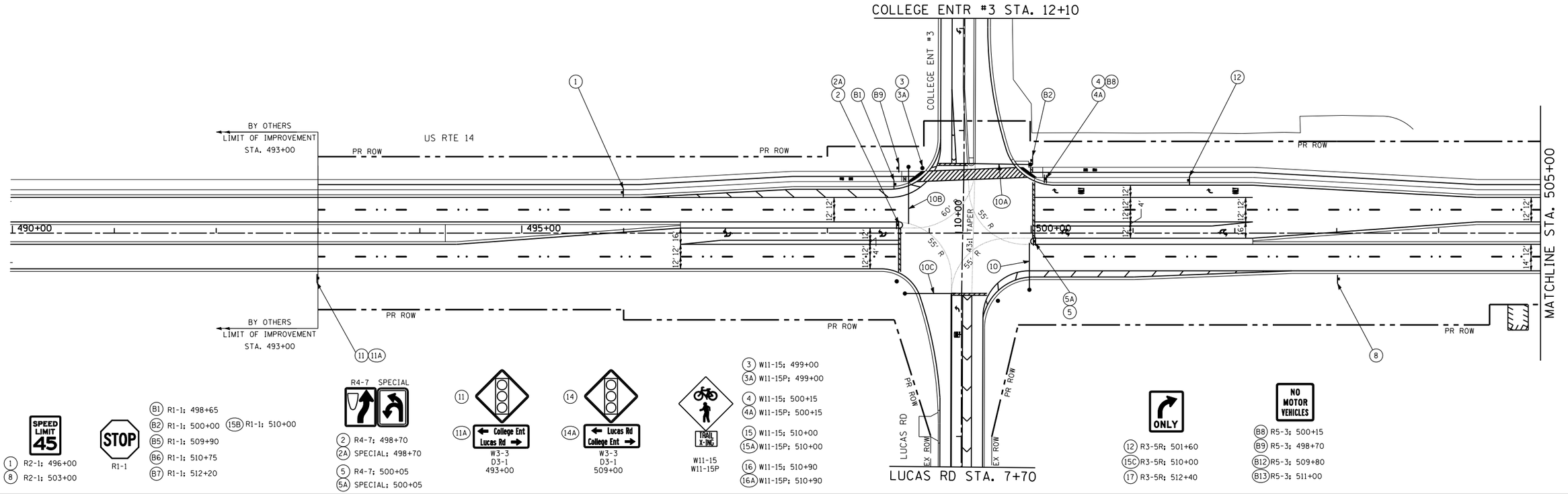
PROPOSED SIGN SCHEDULE IV

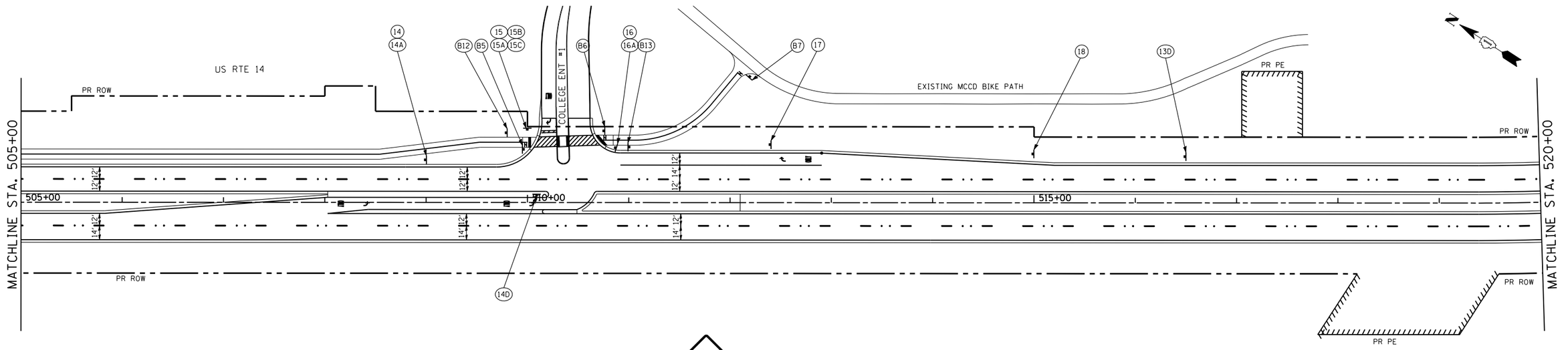
SCALE: NONE | SHEET NO. 228 OF 431 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	228

CONTRACT NO. 62517

ILLINOIS | FED. AID PROJECT





Lucas Rd

(10) D3-1; 499+00
(SEE NOTE 2)

McHenry County College Circle

(10B) D3-1; 499+94
(SEE NOTE 2)

US Rte 14

(10A) D3-1; 499+86
(10C) D3-1; 498+79
(SEE NOTE 2)

COLLEGE ENT 1 →

(18) D3-1; 515+00

(13D) W11-1; 516+50

ONE WAY →

(14D) R6-2R; 510+10

NOTES:

1. ALL MULTI-USE PATH SIGNS TO BE INSTALLED ON 2" X 2" X 8' - 14 GALVANIZED TELESPAR POSTS AND 2 1/4" X 2 1/4" X 3' - 12 GALVANIZED OMNI ANCHORS.
2. ILLUMINATED STREET NAME SIGN - SEE SHEET 320 FOR DETAILS

0 50' 100'
1" = 50'

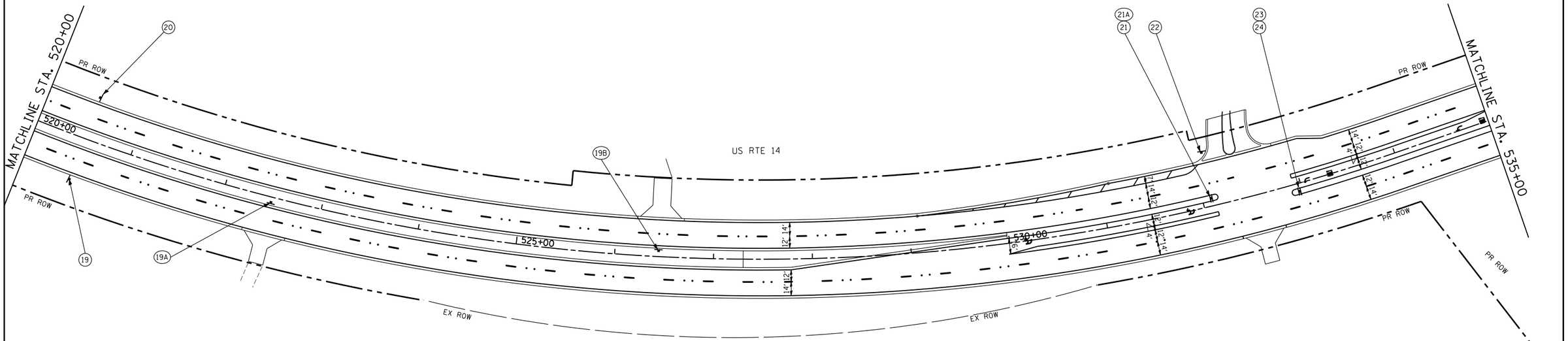
FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 6/5/2014	DATE - 10/15/2013	REVISED -

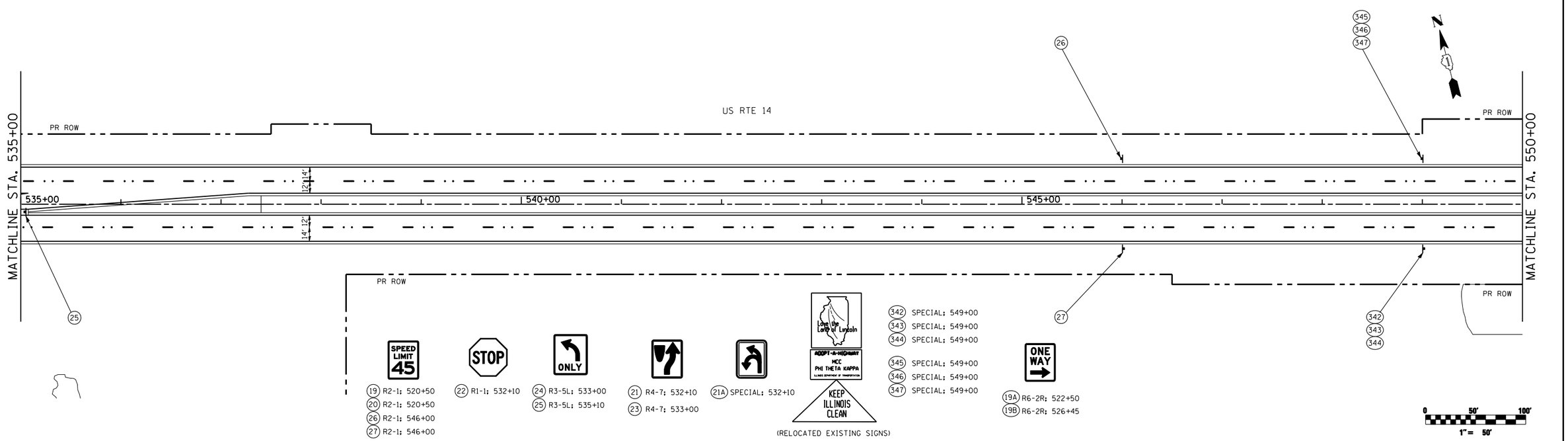
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING PLAN
US ROUTE 14

SCALE: 1"=50' | SHEET NO. 229 OF 431 SHEETS | STA. 493+00.00 TO STA. 520+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	229
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		





(19) R2-1; 520+50
(20) R2-1; 520+50
(26) R2-1; 546+00
(27) R2-1; 546+00

(22) R1-1; 532+10

(24) R3-5L; 533+00
(25) R3-5L; 535+10

(21) R4-7; 532+10
(23) R4-7; 533+00

(21A) SPECIAL; 532+10

(RELOCATED EXISTING SIGNS)

(342) SPECIAL; 549+00
(343) SPECIAL; 549+00
(344) SPECIAL; 549+00
(345) SPECIAL; 549+00
(346) SPECIAL; 549+00
(347) SPECIAL; 549+00

(19A) R6-2R; 522+50
(19B) R6-2R; 526+45

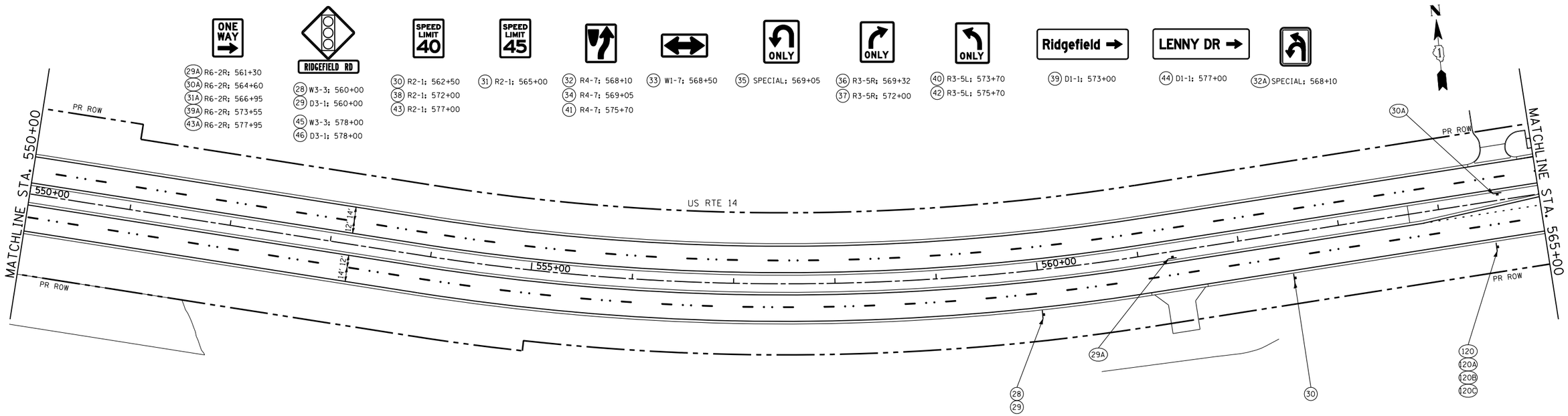
FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/10/2013	DATE - 10/15/2013	REVISED -

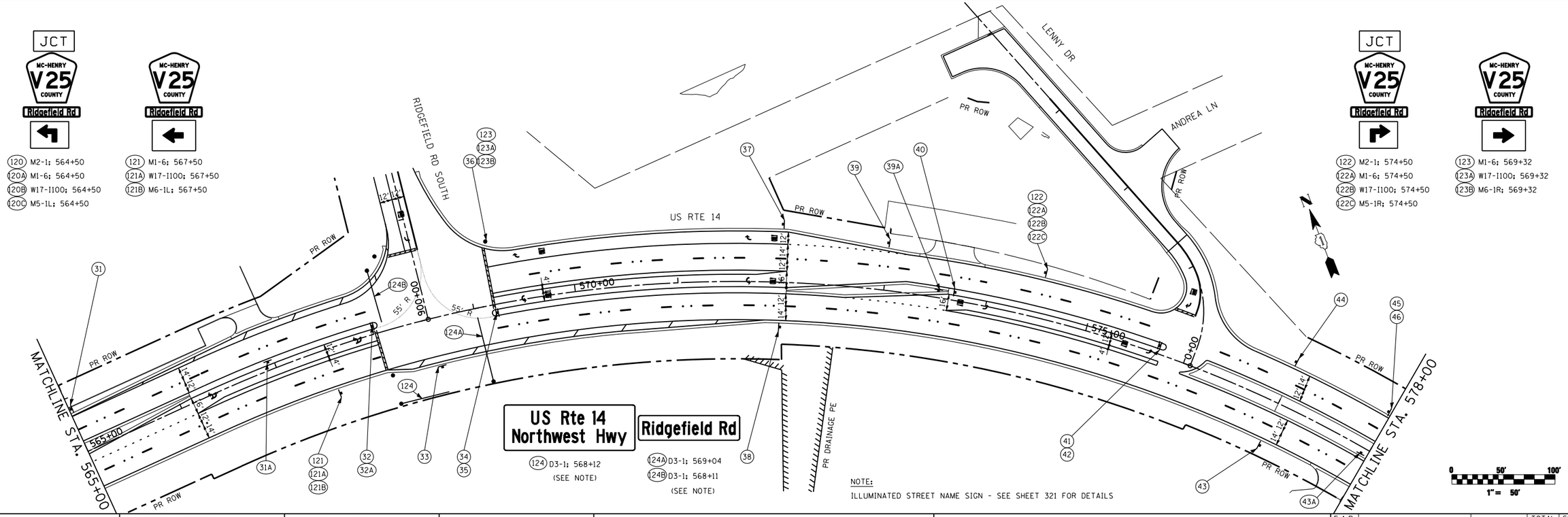
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING PLAN
US ROUTE 14

SCALE: 1"=50' | SHEET NO. 230 OF 431 SHEETS | STA. 520+00.00 TO STA. 550+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	230
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		





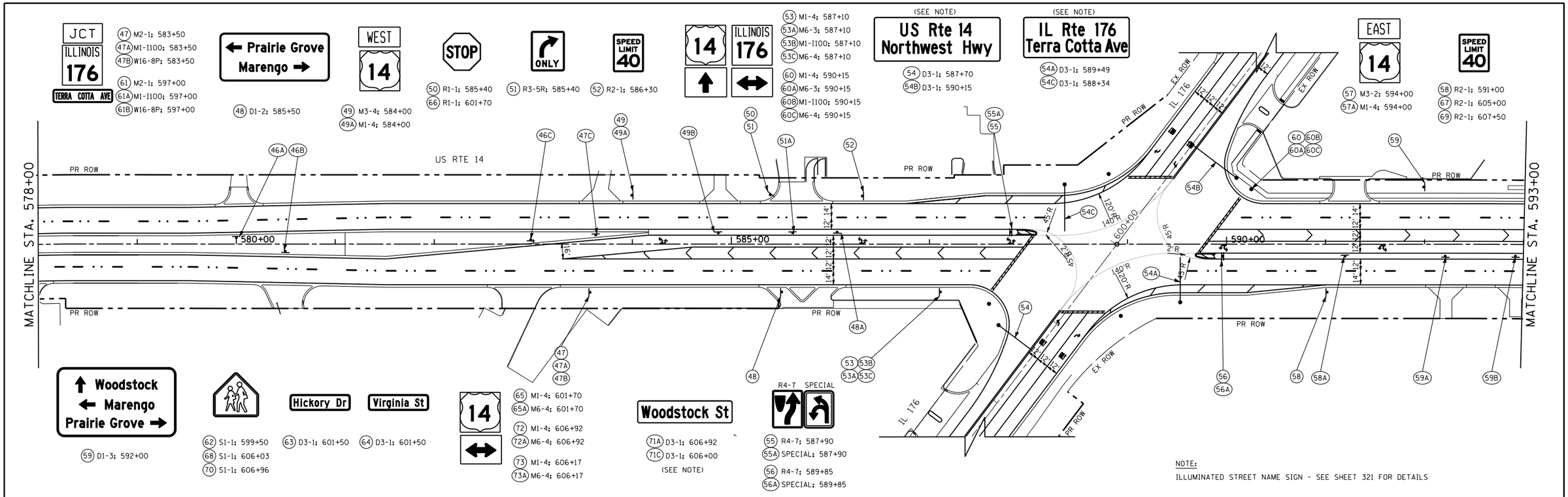
FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 6/5/2014	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING PLAN
US ROUTE 14

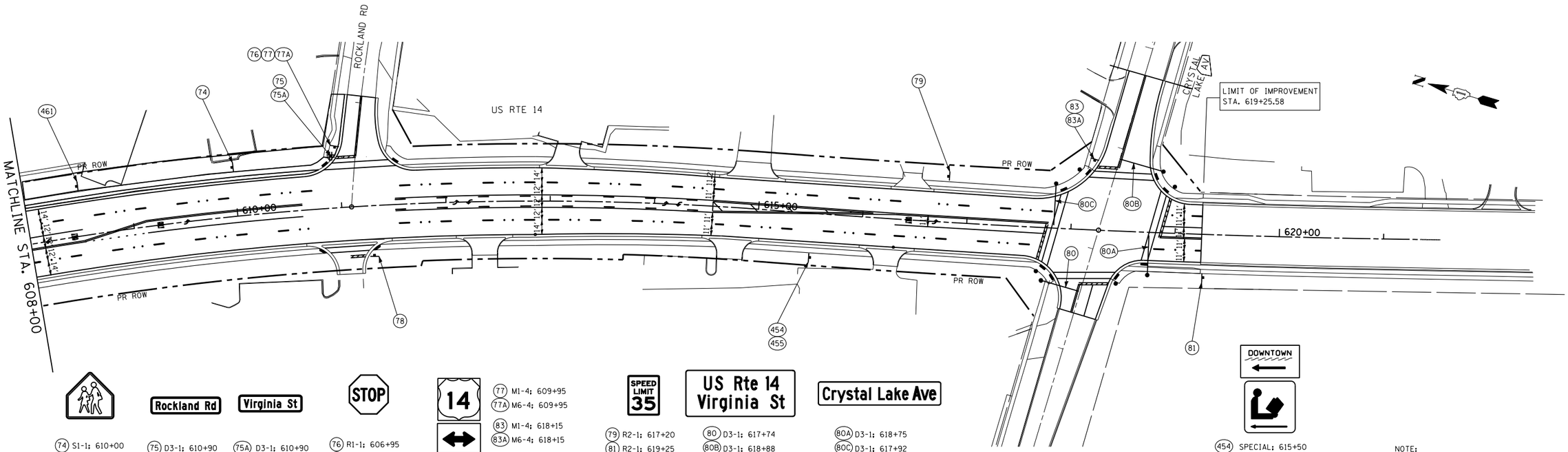
SCALE: 1"=50' | SHEET NO. 231 OF 431 SHEETS | STA. 520+00.00 TO STA. 550+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	231
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			



FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SIGNING PLAN US ROUTE 14**
	PLOT SCALE = 100.0000 ' / IN.	DRAWN - JPW	REVISED -		SCALE: 1"=50' | SHEET NO. 232 OF 431 SHEETS | STA. 578+00.00 TO STA. 608+00.00
	PLOT DATE = 6/5/2014	CHECKED - MGZ	REVISED -		
		DATE - 10/15/2013	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	232
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			



74 S1-1; 610+00

75 D3-1; 610+90 — Rockland Rd

75A D3-1; 610+90 — Virginia St

76 R1-1; 606+95

78 R1-1; 611+25

STOP

14

77 M1-4; 609+95

77A M6-4; 609+95

83 M1-4; 618+15

83A M6-4; 618+15

79 R2-1; 617+20

81 R2-1; 619+25

SPEED LIMIT 35

80 D3-1; 617+74

80B D3-1; 618+88

US Rte 14
Virginia St

(SEE NOTE)

80A D3-1; 618+75

80C D3-1; 617+92

Crystal Lake Ave

(SEE NOTE)

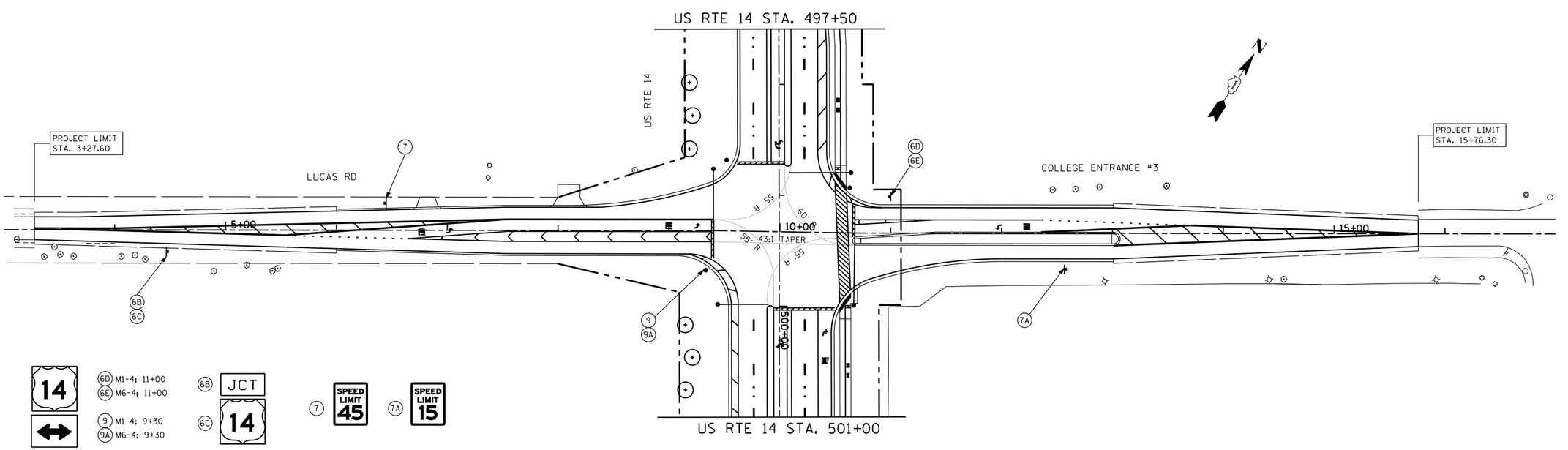
454 SPECIAL; 615+50

455 SPECIAL; 615+50

(RELOCATED EXISTING SIGNS)

NOTE:

ILLUMINATED STREET NAME SIGN - SEE SHEET 321 FOR DETAILS



6D M1-4; 11+00

6E M6-4; 11+00

9 M1-4; 9+30

9A M6-4; 9+30

14

M1-4
M6-4
STA. 9+30

6B JCT

6C 14

M2-1
M1-4
STA. 4+50

7 SPEED LIMIT 45

R2-1
STA. 6+50

7A SPEED LIMIT 15

R2-1
STA. 12+50

0 50' 100'

1" = 50'

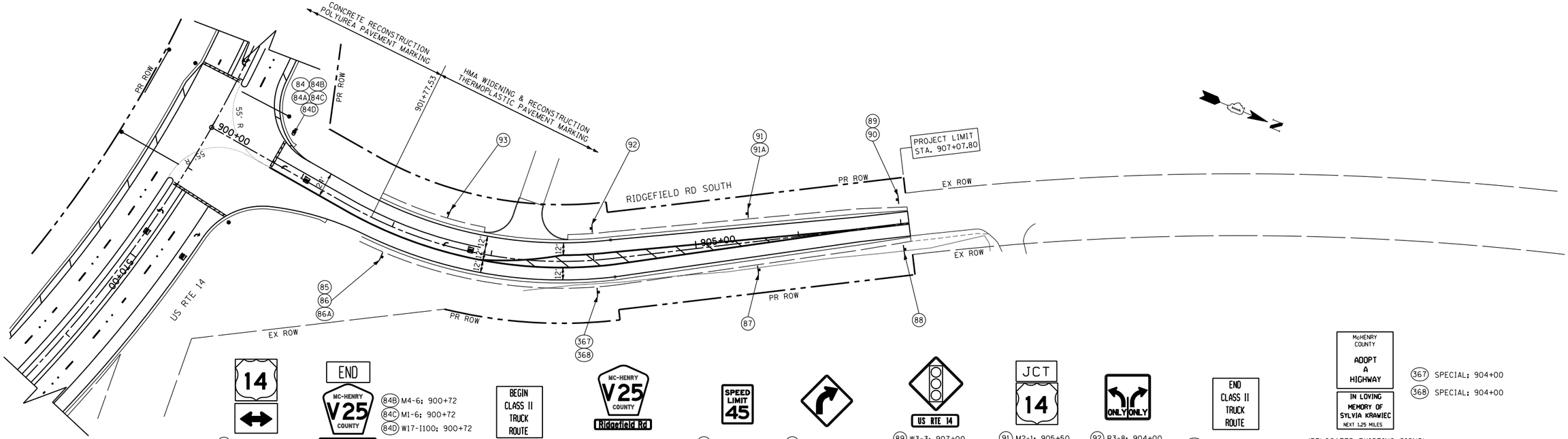
FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 6/5/2014	DATE - 10/15/2013	REVISED -

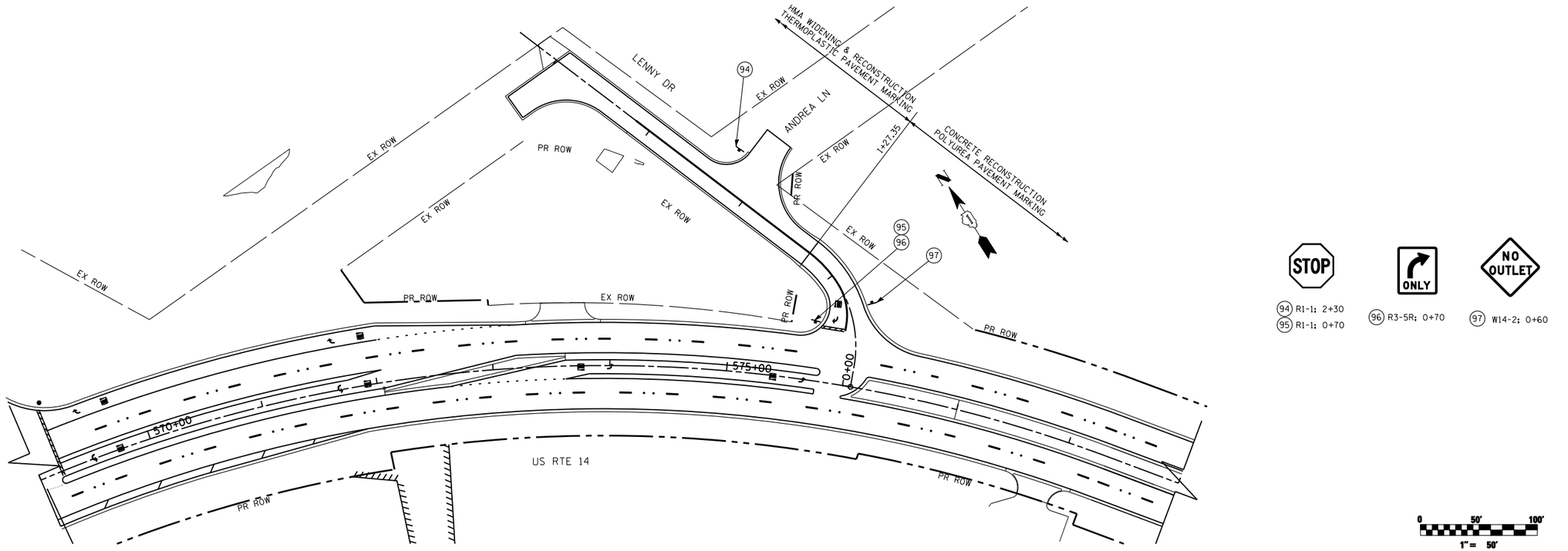
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING PLAN
US ROUTE 14, LUCAS RD & COLLEGE ENTRANCE #3 (TARTAN DR)

SCALE: 1"=50' | SHEET NO. 233 OF 431 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	233
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			





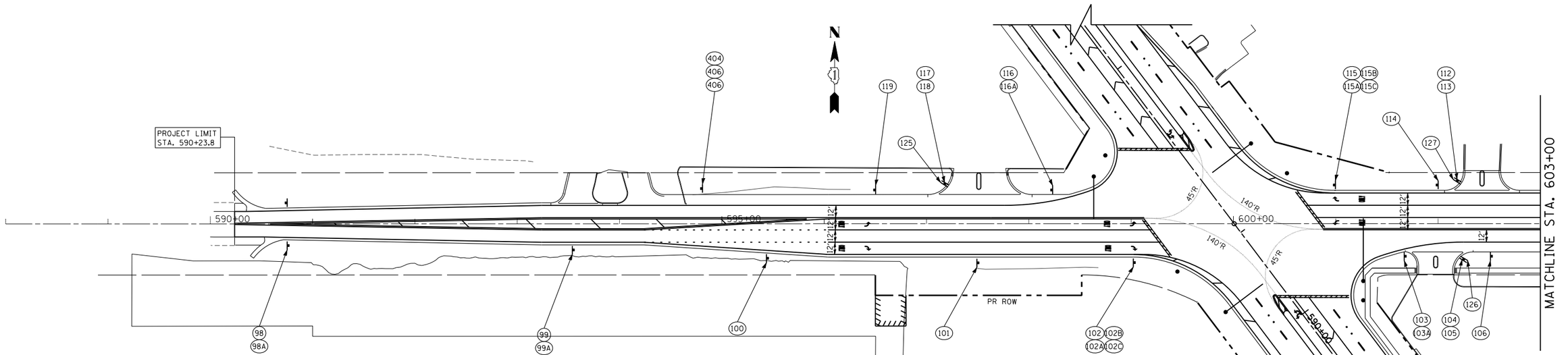
FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/10/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING PLAN
RIDGEFIELD RD SOUTH & LENNY DR

SCALE: 1"=50' | SHEET NO. 234 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	234
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			



(98) W3-3; 590+80
(98A) W16-8P; 590+80
(107) W3-3; 608+20
(108) W16-8P; 608+20
US RTE 14

(99) M2-1; 593+50
(99A) M1-4; 593+50
(109) M2-1; 606+60
(110) M1-4; 606+60
JCT 14

(100) R3-8b; 595+50
(111) R3-8b; 604+70
ONLY ONLY ONLY

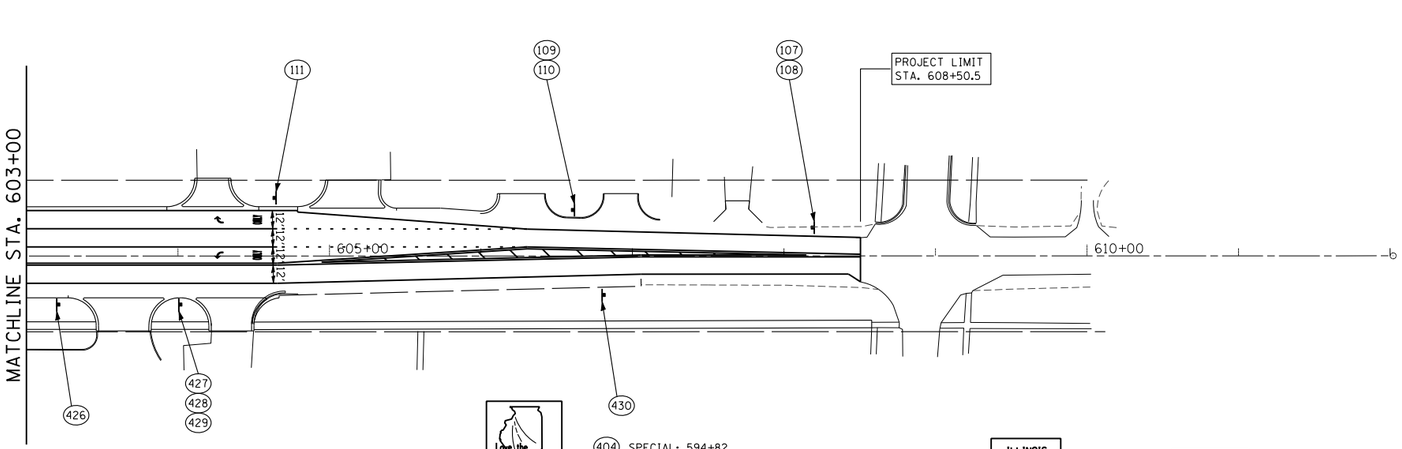
(101) D1-2; 597+50
Prairie Grove
Woodstock

(102) M1-4; 599+00
(102A) M6-4; 599+00
(102B) M1-I100; 599+00
(102C) M6-3; 599+00
(115) M1-4; 601+00
(115A) M6-4; 601+00
(115B) M1-I100; 601+00
(115C) M6-3; 601+00
14
ILLINOIS 176

(103) M3-2; 601+65
(103A) M1-I100; 601+65
EAST
ILLINOIS 176

(104) R1-1; 602+20
(105) R3-5R; 602+20
(112) R1-1; 602+20
(113) R3-5R; 602+20
(117) R1-1; 597+20
(118) R3-5R; 597+20
STOP
ONLY

(106) R2-1; 602+50
(119) R2-1; 596+50
SPEED LIMIT 40



(114) D1-2; 602+00
Marengo
Woodstock

(116) M3-4; 598+20
(116A) M1-I100; 598+20
WEST
ILLINOIS 176

(404) SPECIAL; 594+82
(405) SPECIAL; 594+82
(406) SPECIAL; 594+82
(427) SPECIAL; 604+04
(428) SPECIAL; 604+04
(429) SPECIAL; 604+04
Love the Land of Lincoln
ADOPT-A-HIGHWAY
MCC
PHI THETA KAPPA
KEEP ILLINOIS CLEAN
(RELOCATED EXISTING SIGNS)

(426) SPECIAL; 603+20
(RELOCATED EXISTING SIGN)
City of Crystal Lake
OUTSIDE WATER USAGE
CONSERVATION

(430) SPECIAL; 606+80
(RELOCATED EXISTING SIGN)
ILLINOIS MAIN STREET
COMMUNITY

(125) R3-2; 594+20
(126) R3-2; 602+25
(127) R3-2; 602+20

0 50' 100'
1" = 50'

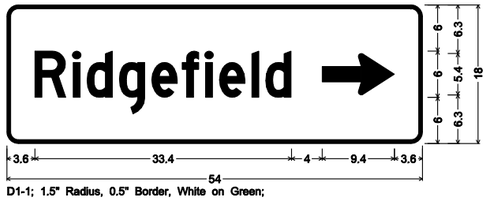
FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/10/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

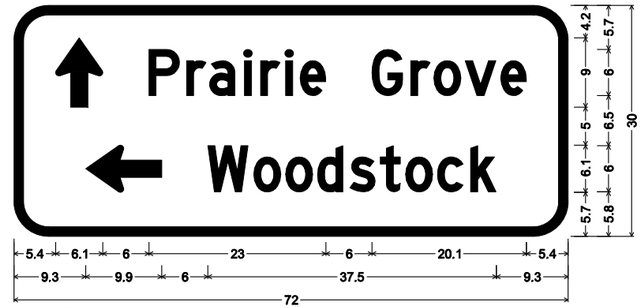
SIGNING PLAN
IL 176

SCALE: 1"=50' | SHEET NO. 235 OF 431 SHEETS | STA. 590+23.80 TO STA. 608+50.50

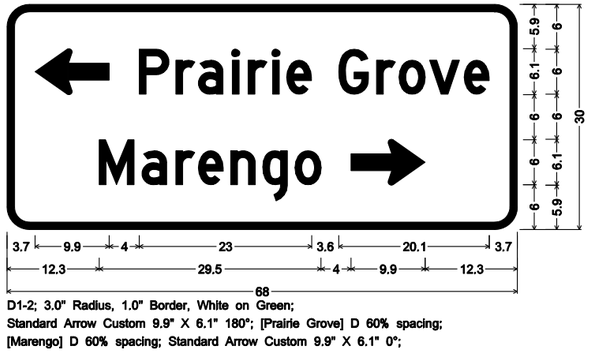
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	235
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			



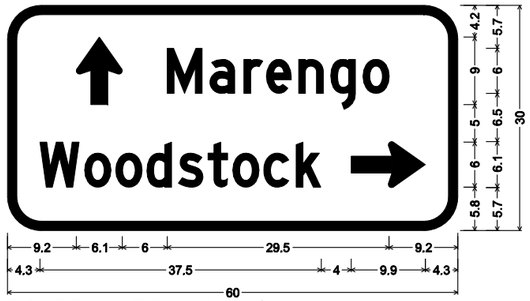
D1-1; 1.5" Radius, 0.5" Border, White on Green;
[Ridgefield] D 55% spacing; Standard Arrow Custom 9.4" X 5.4" 0°;



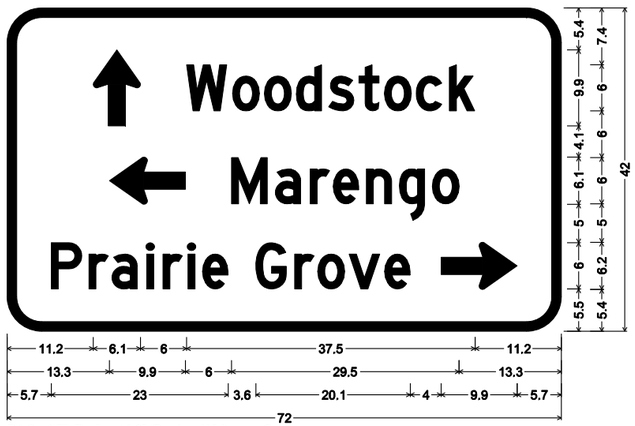
D1-3; 4.5" Radius, 1.3" Border, White on Green;
Standard Arrow Custom 9.0" X 6.1" 90°; [Prairie Grove] D 60% spacing;
Standard Arrow Custom 9.9" X 6.1" 180°; [Woodstock] D 60% spacing;



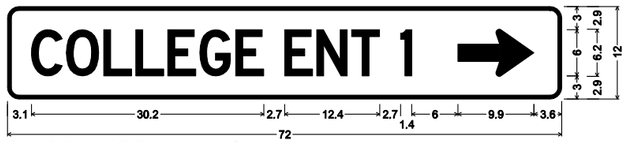
D1-2; 3.0" Radius, 1.0" Border, White on Green;
Standard Arrow Custom 9.9" X 6.1" 180°; [Prairie Grove] D 60% spacing;
[Marengo] D 60% spacing; Standard Arrow Custom 9.9" X 6.1" 0°;



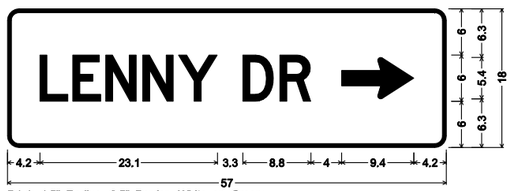
D1-3; 4.5" Radius, 1.3" Border, White on Green;
Standard Arrow Custom 9.0" X 6.1" 90°; [Marengo] D 60% spacing;
[Woodstock] D 60% spacing; Standard Arrow Custom 9.9" X 6.1" 0°;



D1-3; 4.5" Radius, 1.3" Border, White on Green;
Standard Arrow Custom 9.9" X 6.1" 90°; [Woodstock] D 60% spacing;
Standard Arrow Custom 9.9" X 6.1" 180°; [Marengo] D 60% spacing;
[Prairie Grove] D 60% spacing; Standard Arrow Custom 9.9" X 6.1" 0°;



D3-1; 1.5" Radius, 0.5" Border, White on Green;
[COLLEGE ENT 1] D 45% spacing; Standard Arrow Custom 9.9" X 6.1" 0°;



D1-1; 1.5" Radius, 0.5" Border, White on Green;
[LENNY DR] D 55% spacing; Standard Arrow Custom 9.4" X 5.4" 0°;

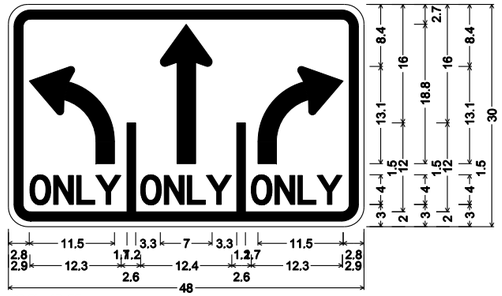
FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/10/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

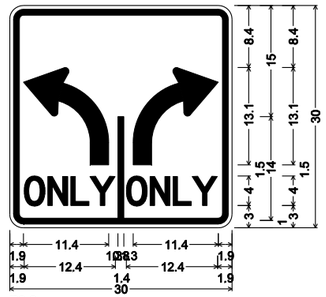
SIGN DETAILS

SCALE: NONE | SHEET NO. 236 OF 431 SHEETS | STA. | TO STA.

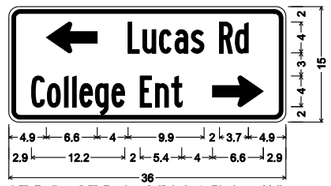
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	236
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			



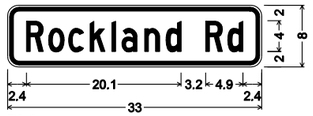
R3-8b_48x30;
3.0" Radius, 1.3" Border, 0.8" Indent, Black on White;
EL ir=5.813, s=2.5; [ONLY] D 2K 40% spacing;
C h=18.875, s=2.5; [ONLY] D 2K 40% spacing;
ER ir=5.813, s=2.5; [ONLY] D 2K 40% spacing;



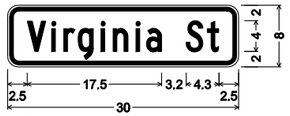
R3-8;
1.9" Radius, 0.8" Border, 0.5" Indent, Black on White;
EL ir=5.813, s=2.5;
[ONLY] D 2K 40% spacing;
ER ir=5.813, s=2.5;
[ONLY] D 2K 40% spacing;



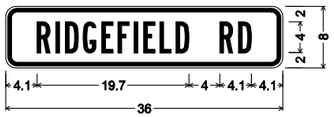
1.5" Radius, 0.5" Border, 0.4" Indent, Black on Yellow;
Standard Arrow Custom 6.6" X 4.0" 180°;
[Lucas Rd] B 50% spacing;
[College Ent] B 50% spacing;
Standard Arrow Custom 6.6" X 4.0" 0°;



D3-1;
1.5" Radius, 0.5" Border, 0.3" Indent, White on Green;
[Rockland Rd] C 80% spacing;



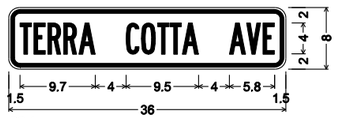
D3-1;
1.5" Radius, 0.5" Border, 0.3" Indent, White on Green;
[Virginia St] C 80% spacing;



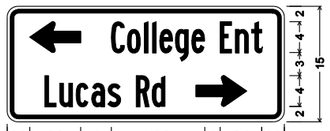
D3-1;
1.5" Radius, 0.5" Border, 0.3" Indent, Black on Yellow;
[RIDGEFIELD RD] B;

D3-1;
1.5" Radius, 0.5" Border, 0.3" Indent, Black on Yellow;
[US RTE 14] B;

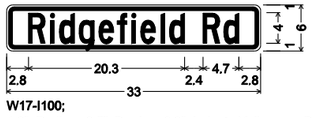
D3-1;
1.5" Radius, 0.5" Border, 0.3" Indent, Black on Yellow;
[VIRIGNIA ST] B;



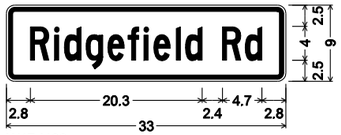
D3-1;
1.5" Radius, 0.5" Border, 0.3" Indent, Black on White;
[TERRA COTTA AVE] B 50% spacing;



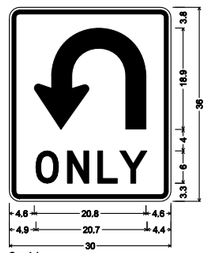
1.5" Radius, 0.5" Border, 0.4" Indent, Black on Yellow;
Standard Arrow Custom 6.6" X 4.0" 180°;
[College Ent] B 50% spacing;
[Lucas Rd] B 50% spacing;
Standard Arrow Custom 6.6" X 4.0" 0°;



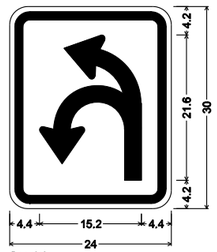
W17-I100;
1.0" Radius, 0.5" Border, 0.3" Indent, Yellow on Blue;
[Ridgefield Rd] C 60% spacing;



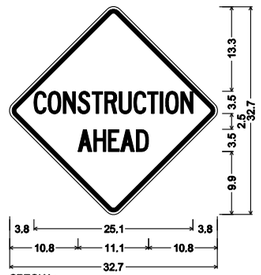
W17-I100;
1.0" Radius, 0.5" Border, 0.3" Indent, Yellow on Blue;
[Ridgefield Rd] C 60% spacing;



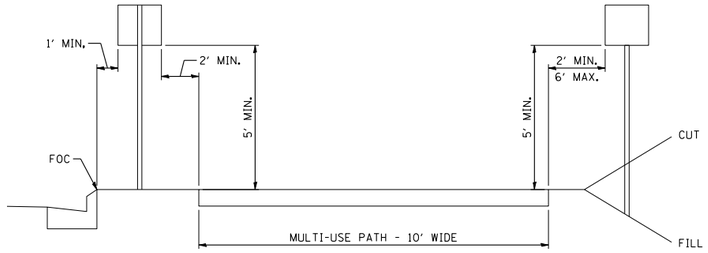
Special;
1.9" Radius, 0.8" Border, 0.5" Indent, Black on White;
[ONLY] D 115% spacing;



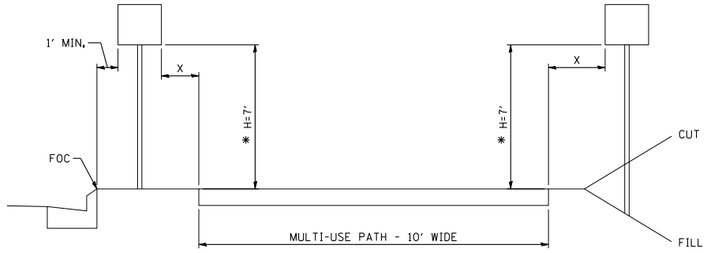
Special;
3.0" Radius, 1.3" Border, 0.8" Indent, Black on White;
EL ir=5.813, s=2.5;



SPECIAL;
24.0" across sides 1.5" Radius, 0.6" Border, 0.4" Indent, Black on Yellow;
[CONSTRUCTION] C 50% spacing;
[AHEAD] C 50% spacing;



TYPICAL MULTI-USE PATH SIGN PLACEMENT



* H=8' WHEN X LESS THAN 2'

TYPICAL ROADWAY SIGN PLACEMENT
ADJACENT TO MULTI-USE PATH

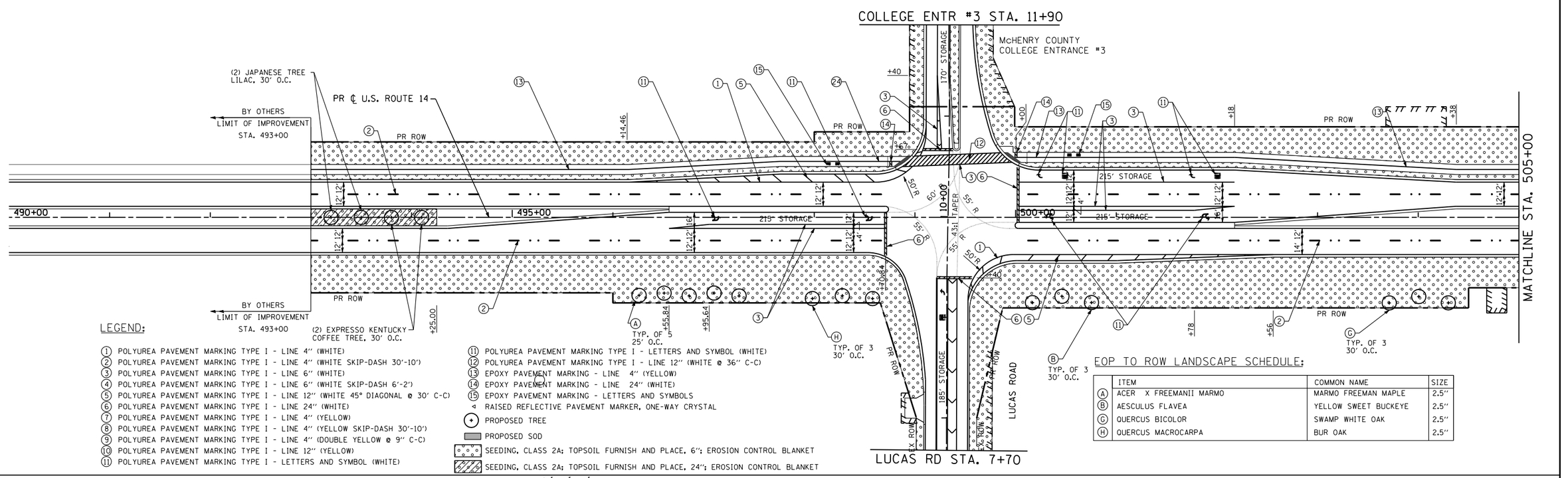
FILE NAME = S:\1606\CADD Sheets\D162517-sht-signing.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/10/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGN @ SIGNING DETAILS

SCALE: NONE | SHEET NO. 237 OF 431 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	237
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			



FILE NAME = S:\1606\CADD Sheets\D162517-sht-pmk.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - MM	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/15/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND LANDSCAPING PLAN
US ROUTE 14

SCALE: 1"=50' | SHEET NO. 238 OF 431 SHEETS | STA. 490+00.00 TO STA. 520+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	238
		CONTRACT NO. 62517		
		ILLINOIS	FED. AID PROJECT	

LEGEND:

1. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE)
2. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE SKIP-DASH 30'-10')
3. POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE)
4. POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE SKIP-DASH 6'-2')
5. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE 45° DIAGONAL @ 30' C-C)
6. POLYUREA PAVEMENT MARKING TYPE I - LINE 24" (WHITE)
7. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW)
8. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW SKIP-DASH 30'-10')
9. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (DOUBLE YELLOW @ 9" C-C)
10. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (YELLOW)
11. POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOL (WHITE)
12. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE @ 36" C-C)
13. EPOXY PAVEMENT MARKING - LINE 4" (YELLOW)
14. EPOXY PAVEMENT MARKING - LINE 24" (WHITE)

RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL

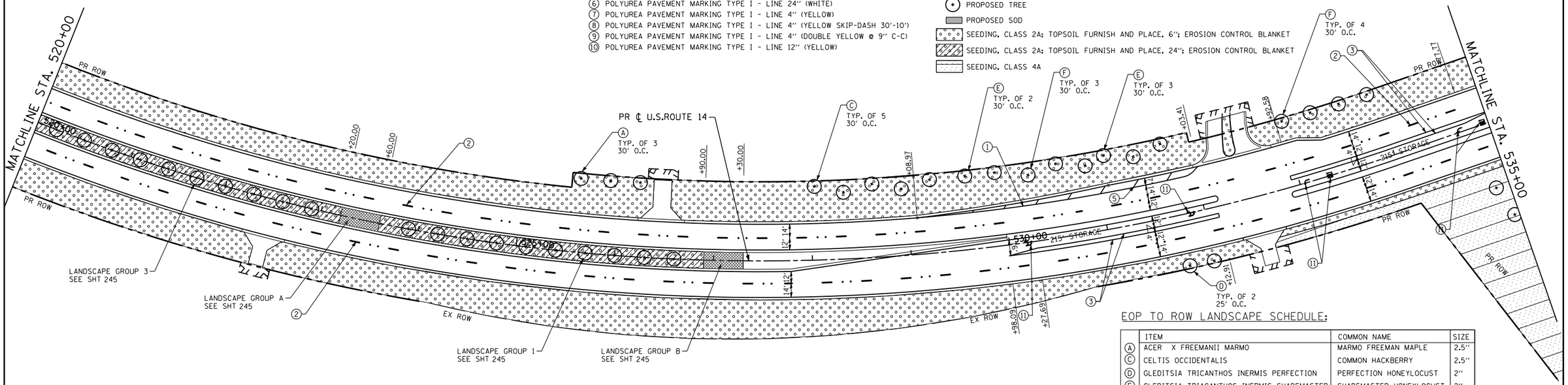
PROPOSED TREE

PROPOSED SOD

SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 6"; EROSION CONTROL BLANKET

SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 24"; EROSION CONTROL BLANKET

SEEDING, CLASS 4A



EOP TO ROW LANDSCAPE SCHEDULE:

	ITEM	COMMON NAME	SIZE
(A)	ACER X FREEMANII MARMO	MARMO FREEMAN MAPLE	2.5"
(C)	CELTIS OCCIDENTALIS	COMMON HACKBERRY	2.5"
(D)	GLEDITSIA TRICANTHOS INERMIS PERFECTION	PERFECTION HONEYLOCUST	2"
(E)	GLEDITSIA TRIACANTHOS INERMIS SHADEMASTER	SHADEMASTER HONEYLOCUST	2"
(F)	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	2.5"

0 50' 100'

1" = 50'

FILE NAME = S:\1606\CADD Sheets\D162517-sht-pmk.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - MM	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/12/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND LANDSCAPING PLAN
US ROUTE 14

SCALE: 1"=50' | SHEET NO. 239 OF 431 SHEETS | STA. 520+00.00 TO STA. 550+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	239
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			

LEGEND:

1. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE)
2. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE SKIP-DASH 30'-10')
3. POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE)
4. POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE SKIP-DASH 6'-2')
5. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE 45° DIAGONAL @ 30' C-C)
6. POLYUREA PAVEMENT MARKING TYPE I - LINE 24" (WHITE)
7. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW)
8. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW SKIP-DASH 30'-10')
9. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (DOUBLE YELLOW @ 9" C-C)
10. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (YELLOW)
11. POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOL (WHITE)
12. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE @ 36" C-C)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW @ 9" C-C)

RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL

PROPOSED TREE

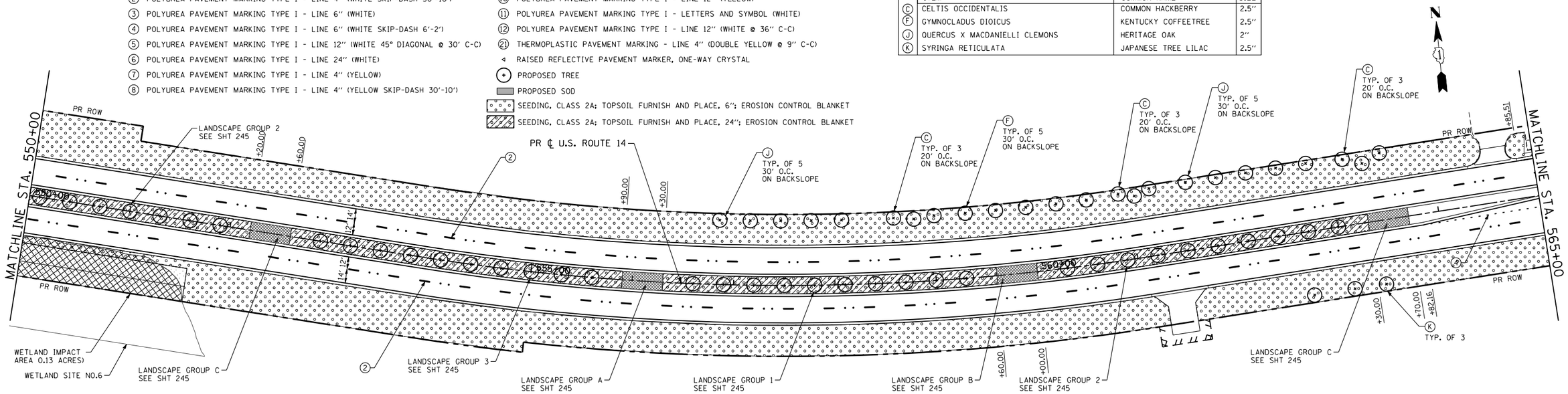
PROPOSED SOD

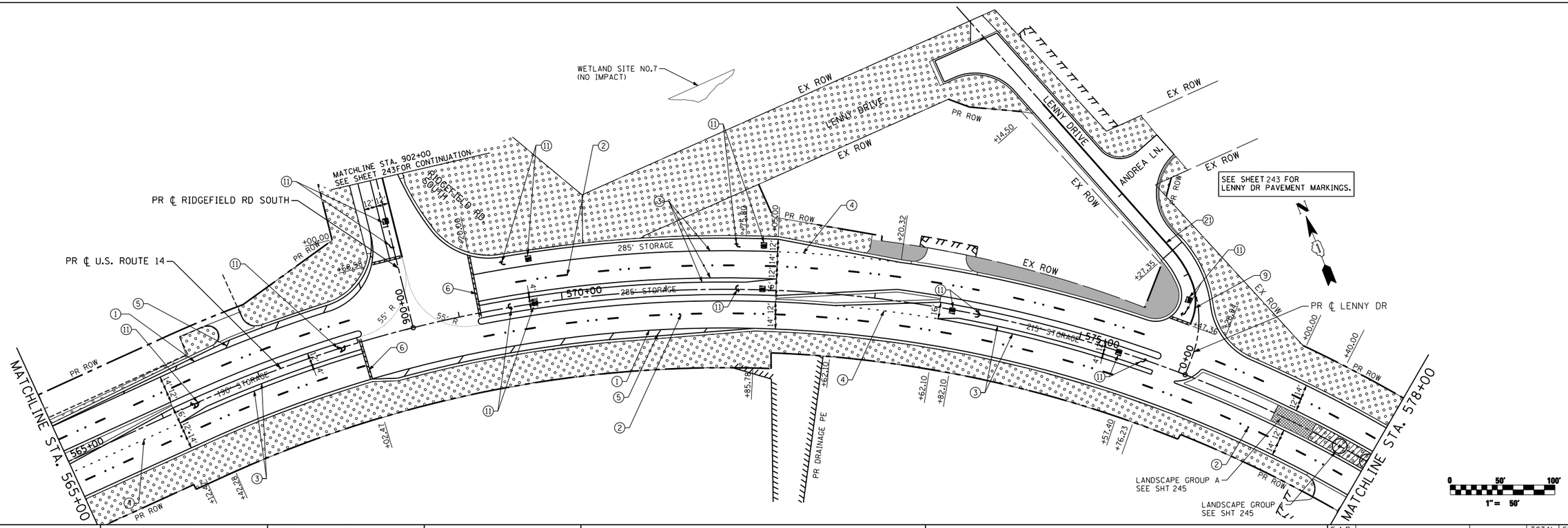
SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 6"; EROSION CONTROL BLANKET

SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 24"; EROSION CONTROL BLANKET

EOP TO ROW LANDSCAPE SCHEDULE:

	ITEM	COMMON NAME	SIZE
(C)	CELTIS OCCIDENTALIS	COMMON HACKBERRY	2.5"
(F)	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	2.5"
(J)	QUERCUS X MACDANIELLI CLEMONS	HERITAGE OAK	2"
(K)	SYRINGA RETICULATA	JAPANESE TREE LILAC	2.5"





FILE NAME = S:\1606\CADD Sheets\D162517-sht-pmk.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - MM	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/12/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

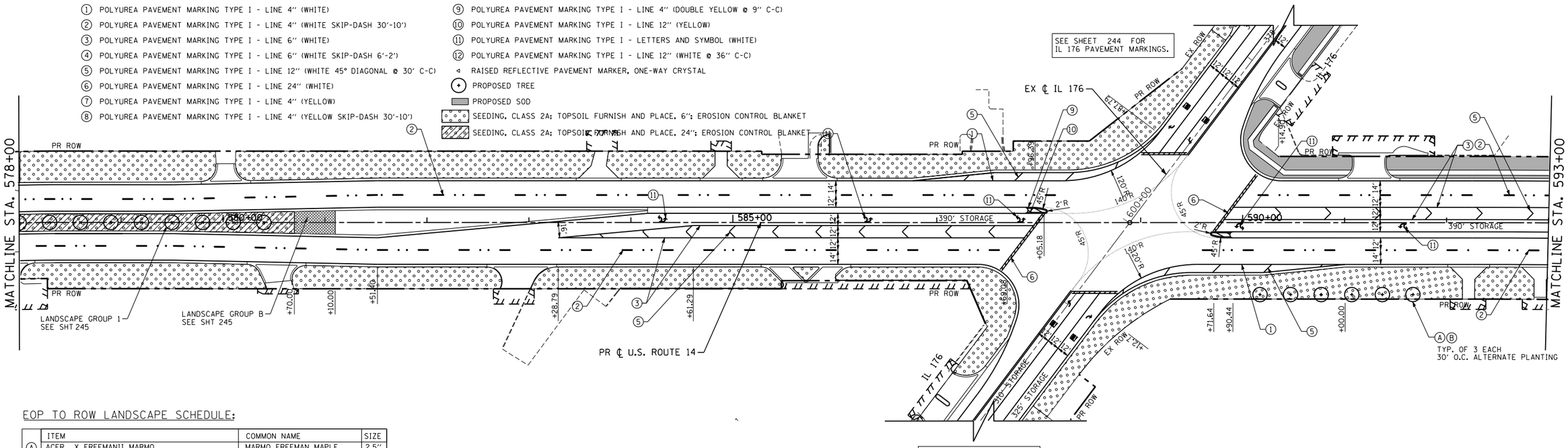
PAVEMENT MARKING AND LANDSCAPING PLAN
US ROUTE 14

SCALE: 1"=50' | SHEET NO. 240 OF 431 SHEETS | STA. 550+00.00 TO STA. 578+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	240
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			

LEGEND:

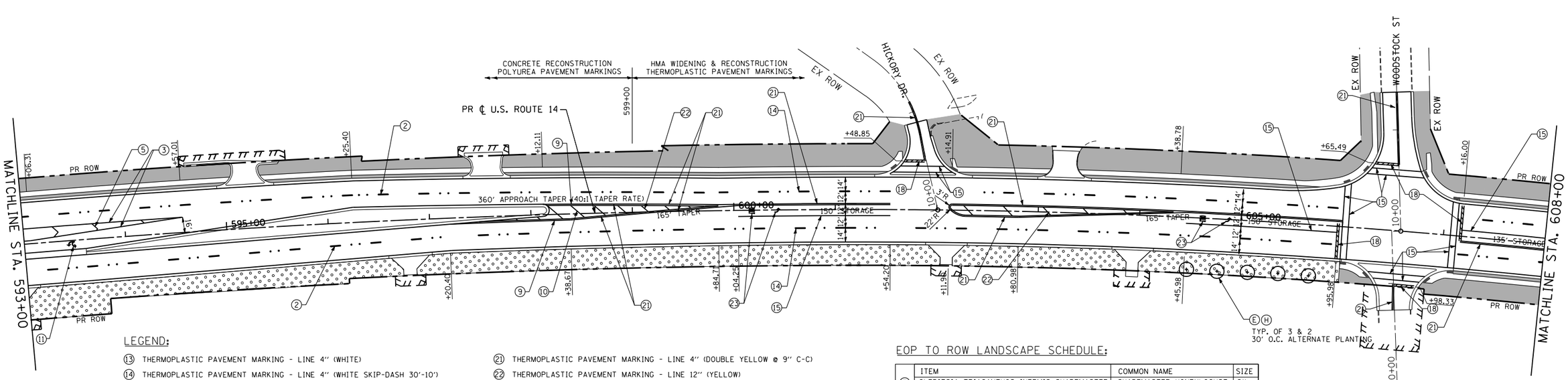
(1) POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE)
(2) POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE SKIP-DASH 30'-10')
(3) POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE SKIP-DASH 6'-2')
(5) POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE 45° DIAGONAL @ 30' C-C)
(6) POLYUREA PAVEMENT MARKING TYPE I - LINE 24" (WHITE)
(7) POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW)
(8) POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW SKIP-DASH 30'-10')
(9) POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (DOUBLE YELLOW @ 9" C-C)
(10) POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (YELLOW)
(11) POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOL (WHITE)
(12) POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE @ 36" C-C)
RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
PROPOSED TREE
PROPOSED SOD
SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 6"; EROSION CONTROL BLANKET
SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 24"; EROSION CONTROL BLANKET



EOP TO ROW LANDSCAPE SCHEDULE:

	ITEM	COMMON NAME	SIZE
(A)	ACER X FREEMANII MARMO	MARMO FREEMAN MAPLE	2.5"
(B)	AESCULUS FLAVEA	YELLOW SWEET BUCKEYE	2.5"

CONCRETE RECONSTRUCTION POLYUREA PAVEMENT MARKINGS
HMA WIDENING & RECONSTRUCTION THERMOPLASTIC PAVEMENT MARKINGS



LEGEND:

(13) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
(14) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SKIP-DASH 30'-10')
(15) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
(16) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SKIP-DASH 6'-2')
(17) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE 45° DIAGONAL @ 30' C-C)
(18) THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
(19) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
(20) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SKIP-DASH 30'-10')
(21) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW @ 9" C-C)
(22) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW)
(23) THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOL (WHITE)
RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
PROPOSED TREE
PROPOSED SOD
SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 6"; EROSION CONTROL BLANKET
SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 24"; EROSION CONTROL BLANKET

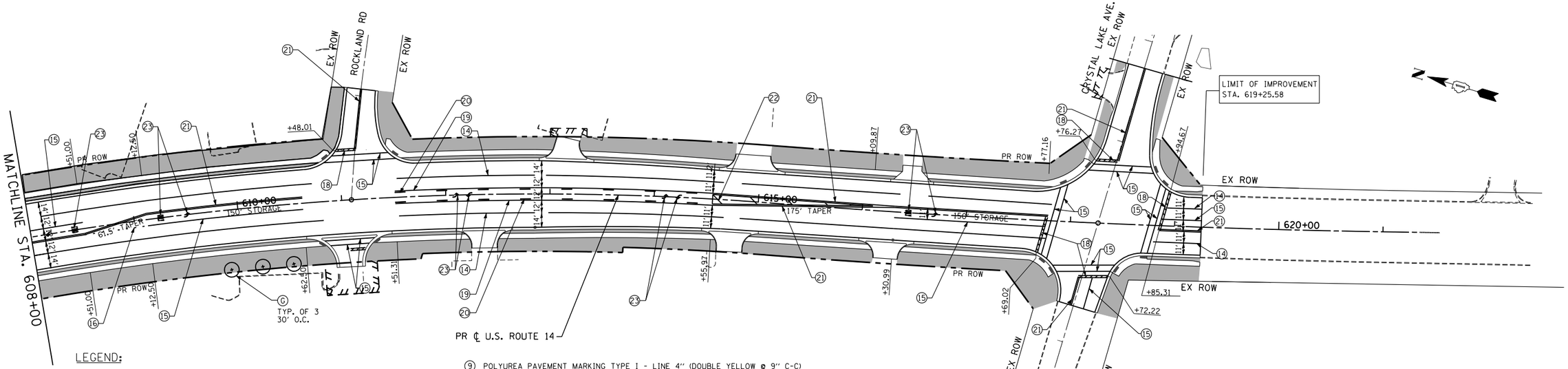
EOP TO ROW LANDSCAPE SCHEDULE:

	ITEM	COMMON NAME	SIZE
(E)	GLEDITSIA TRIACANTHOS INERMIS SHADEMASTER	SHADEMASTER HONEYLOCUST	2"
(H)	QUERCUS MACROCARPA	BUR OAK	2.5"

0 50' 100'
1" = 50'

FILE NAME = S:\1606\CADD Sheets\D162517-sht-pmk.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND LANDSCAPING PLAN US ROUTE 14		
		DRAWN - MM	REVISED -				
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -				
	PLOT DATE = 10/12/2013	DATE - 10/15/2013	REVISED -		SCALE: 1"=50'	SHEET NO. 241 OF 431 SHEETS	STA. 578+00.00 TO STA. 608+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	241
		CONTRACT NO. 62517		
		ILLINOIS FED. AID PROJECT		



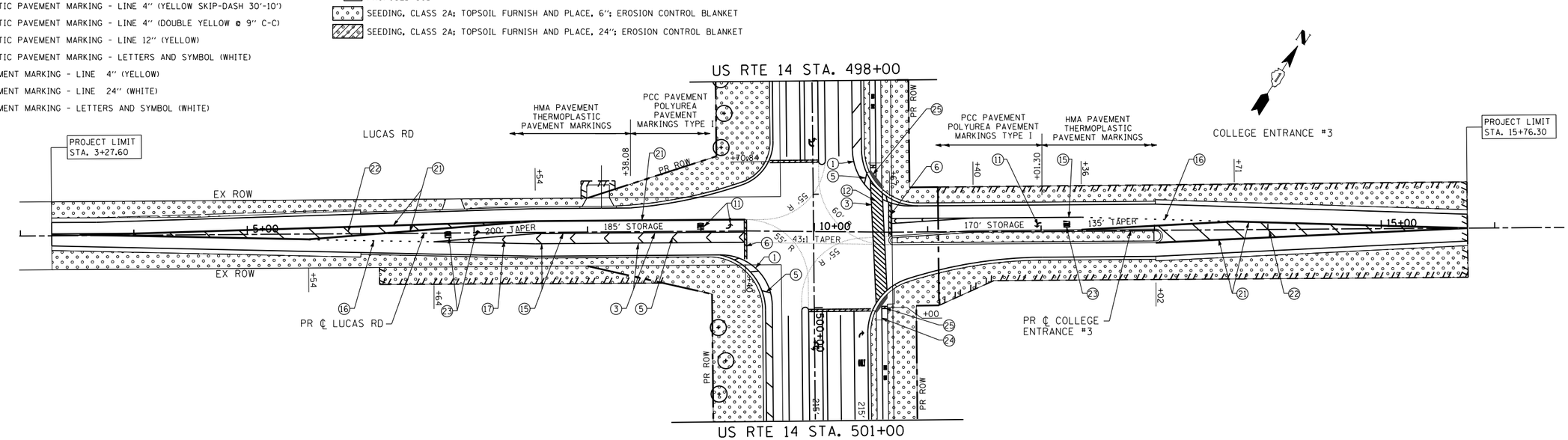
LEGEND:

1. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE)
2. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE SKIP-DASH 30'-10')
3. POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE)
4. POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE SKIP-DASH 6'-2')
5. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE 45° DIAGONAL @ 30' C-C)
6. POLYUREA PAVEMENT MARKING TYPE I - LINE 24" (WHITE)
7. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW)
8. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW SKIP-DASH 30'-10')
9. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (DOUBLE YELLOW @ 9" C-C)
10. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (YELLOW)
11. POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOL (WHITE)
12. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE @ 36" C-C)
13. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
14. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SKIP-DASH 30'-10')
15. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
16. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SKIP-DASH 6'-2')
17. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE 45° DIAGONAL @ 30' C-C)
18. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
19. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SKIP-DASH 30'-10')
21. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW @ 9" C-C)
22. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW)
23. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOL (WHITE)
24. EPOXY PAVEMENT MARKING - LINE 4" (YELLOW)
25. EPOXY PAVEMENT MARKING - LINE 24" (WHITE)
26. EPOXY PAVEMENT MARKING - LETTERS AND SYMBOL (WHITE)

- RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
- PROPOSED TREE
- PROPOSED SOD
- SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 6"; EROSION CONTROL BLANKET
- SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 24"; EROSION CONTROL BLANKET

EOP TO ROW LANDSCAPE SCHEDULE:

	ITEM	COMMON NAME	SIZE
G	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5"



0 50' 100'
1" = 50'

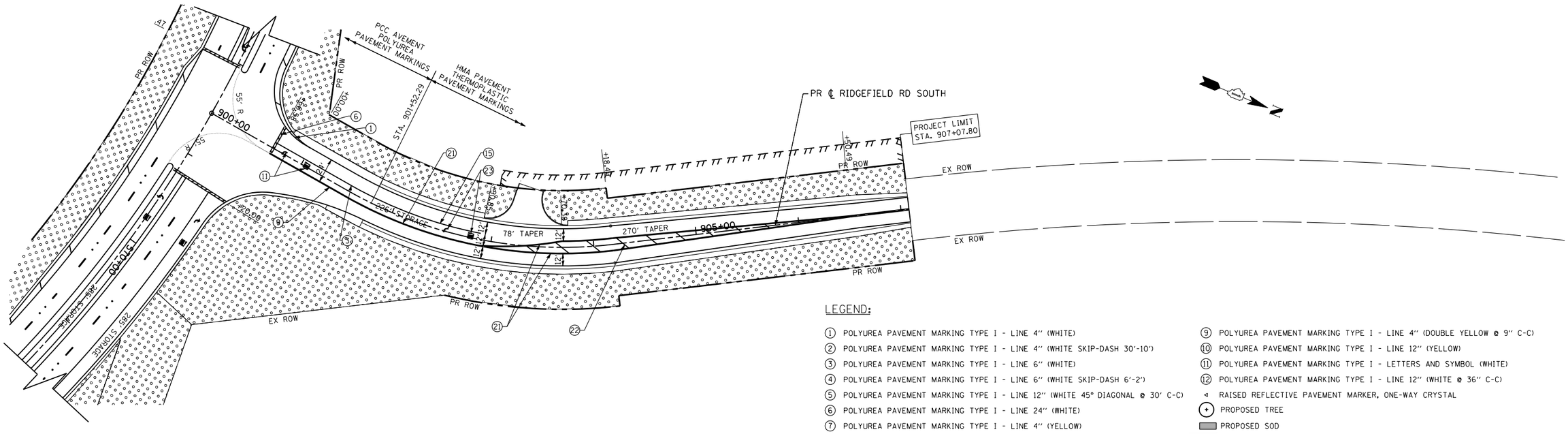
FILE NAME = S:\1606\CADD Sheets\D162517-sht-pmk.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - MM	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/14/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND LANDSCAPING PLAN
US ROUTE 14, LUCAS RD, AND COLLEGE ENTRANCE #3 (TARTON DR)

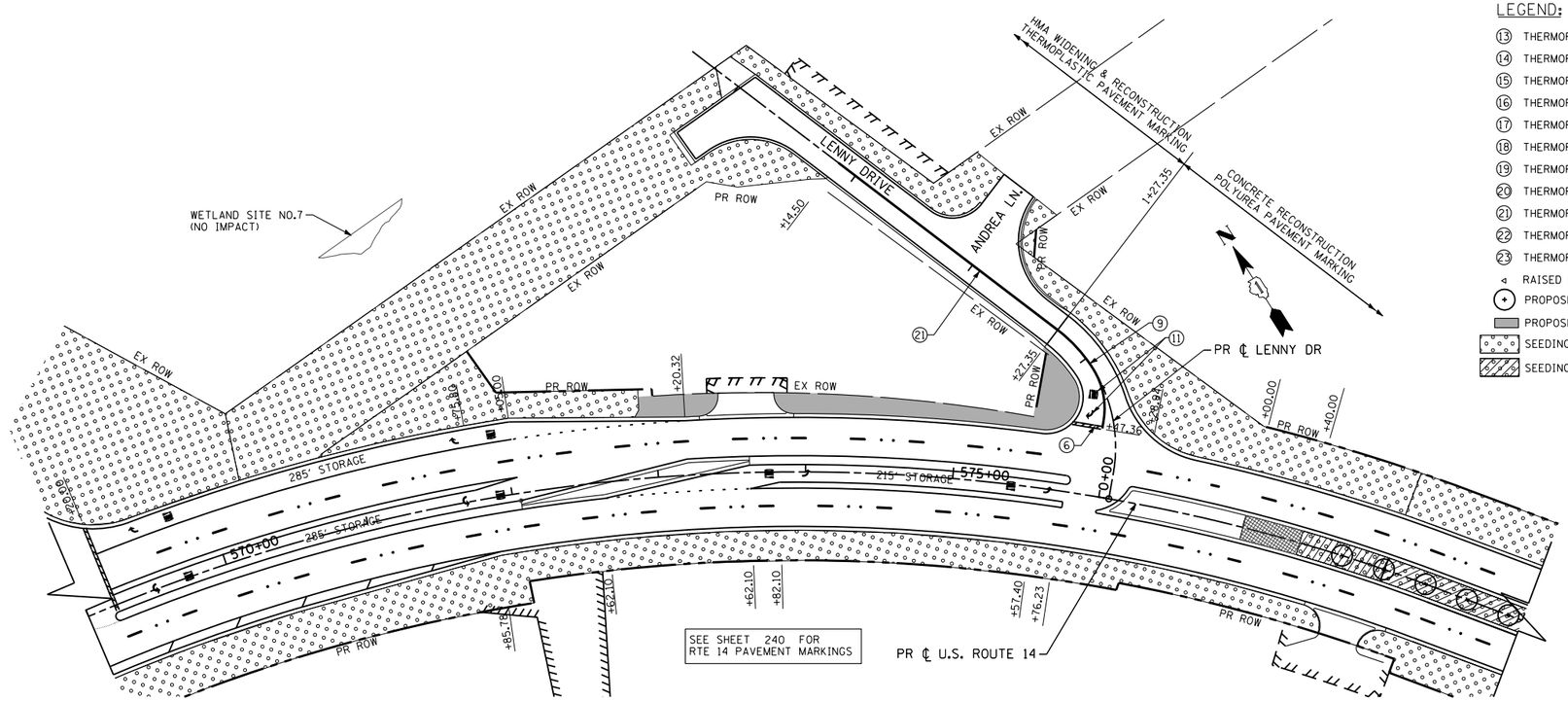
SCALE: 1"=50' | SHEET NO. 242 OF 431 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	242
		CONTRACT NO. 62517		
		ILLINOIS FED. AID PROJECT		



LEGEND:

① POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE)
② POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE SKIP-DASH 30'-10')
③ POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE)
④ POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE SKIP-DASH 6'-2')
⑤ POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE 45° DIAGONAL @ 30' C-C)
⑥ POLYUREA PAVEMENT MARKING TYPE I - LINE 24" (WHITE)
⑦ POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW)
⑧ POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW SKIP-DASH 30'-10')
⑨ POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (DOUBLE YELLOW @ 9" C-C)
⑩ POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (YELLOW)
⑪ POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOL (WHITE)
⑫ POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE @ 36" C-C)
◁ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
✦ PROPOSED TREE
PROPOSED SOD
SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 6"; EROSION CONTROL BLANKET
SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 24"; EROSION CONTROL BLANKET



LEGEND:

⑬ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
⑭ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SKIP-DASH 30'-10')
⑮ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
⑯ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SKIP-DASH 6'-2')
⑰ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE 45° DIAGONAL @ 30' C-C)
⑱ THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
⑲ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
⑳ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SKIP-DASH 30'-10')
㉑ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW @ 9" C-C)
㉒ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW)
㉓ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOL (WHITE)
◁ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
✦ PROPOSED TREE
PROPOSED SOD
SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 6"; EROSION CONTROL BLANKET
SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 24"; EROSION CONTROL BLANKET

0 50' 100'
1" = 50'

FILE NAME = S:\1606\CADD Sheets\D162517-sht-pmk.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - MM	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/12/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

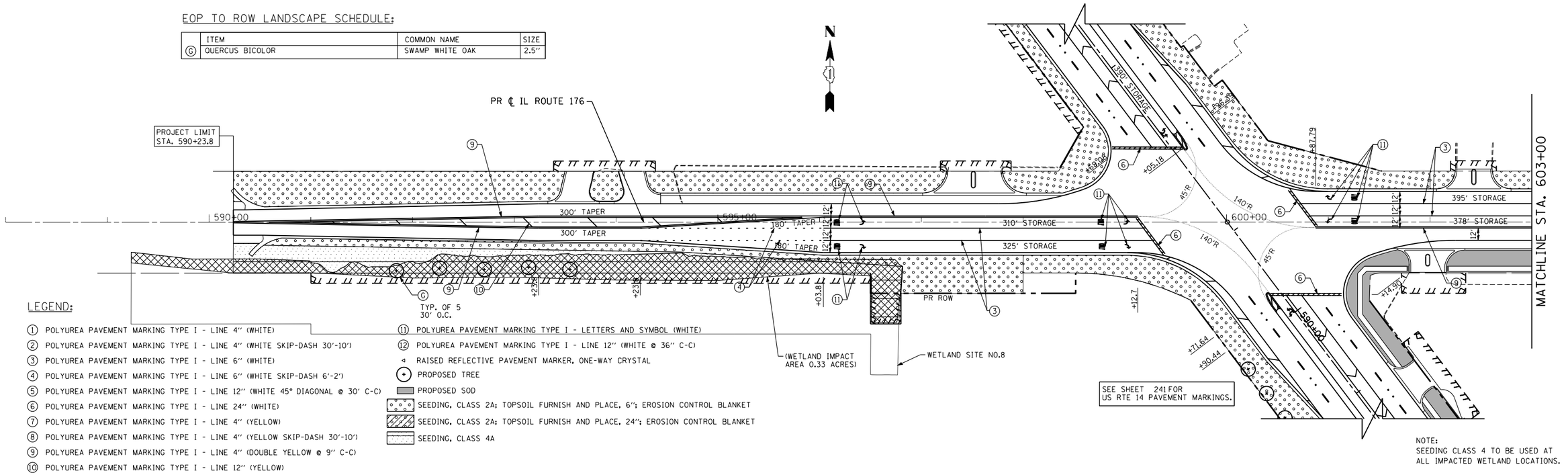
PAVEMENT MARKING AND LANDSCAPING PLAN
RIDGEFIELD RD SOUTH & LENNY DR

SCALE: 1"=50' | SHEET NO. 240F 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	243
		CONTRACT NO. 62517		
		ILLINOIS FED. AID PROJECT		

EOP TO ROW LANDSCAPE SCHEDULE:

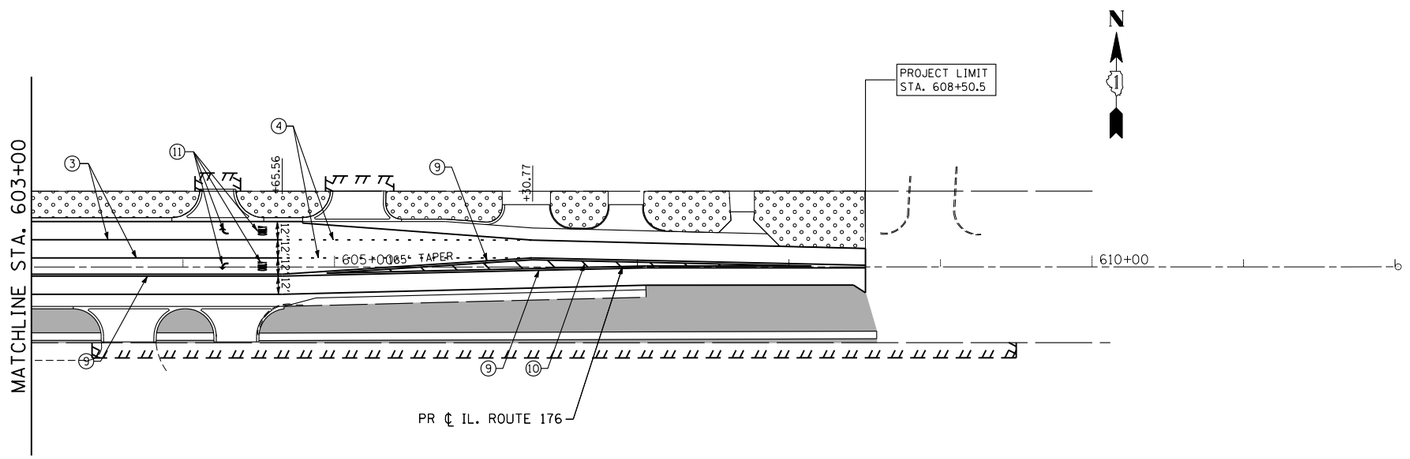
	ITEM	COMMON NAME	SIZE
Ⓖ	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5"

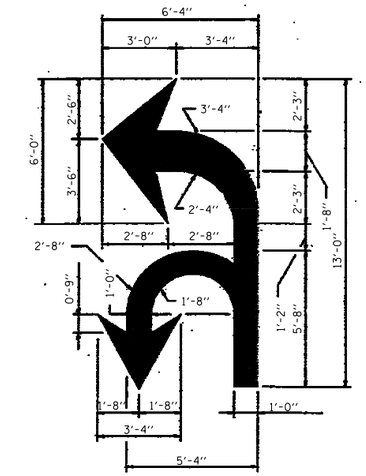


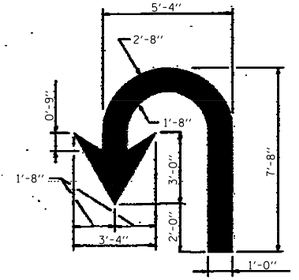
LEGEND:

1. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE)
2. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE SKIP-DASH 30'-10')
3. POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE)
4. POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE SKIP-DASH 6'-2')
5. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE 45° DIAGONAL @ 30' C-C)
6. POLYUREA PAVEMENT MARKING TYPE I - LINE 24" (WHITE)
7. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW)
8. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW SKIP-DASH 30'-10')
9. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (DOUBLE YELLOW @ 9" C-C)
10. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (YELLOW)
11. POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOL (WHITE)
12. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE @ 36" C-C)

- RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
- PROPOSED TREE
- PROPOSED SOD
- SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 6"; EROSION CONTROL BLANKET
- SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 24"; EROSION CONTROL BLANKET
- SEEDING, CLASS 4A







PAVEMENT MARKING DETAIL

0 50' 100'
1" = 50'

FILE NAME = S:\1606\CADD Sheets\D162517-sht-pmk.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - MM	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/12/2013	DATE - 10/15/2013	REVISED -

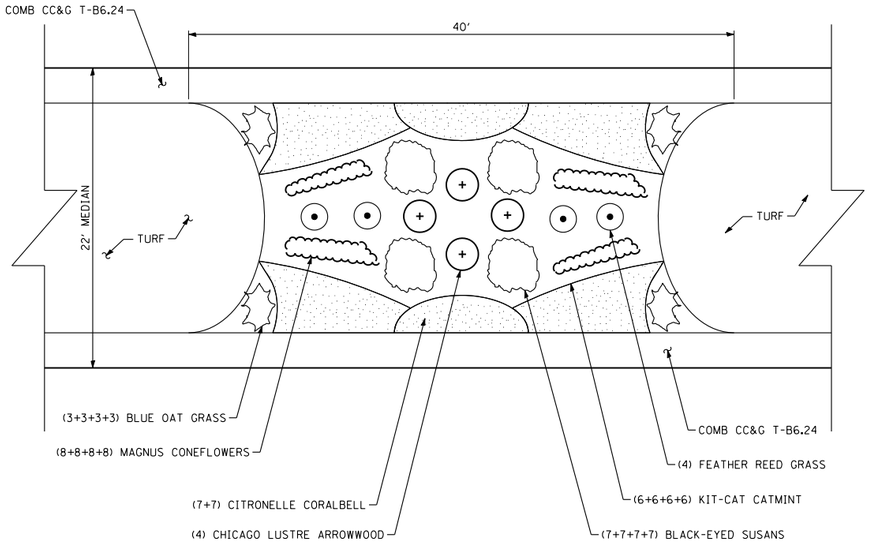
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND LANDSCAPING PLAN
IL 176

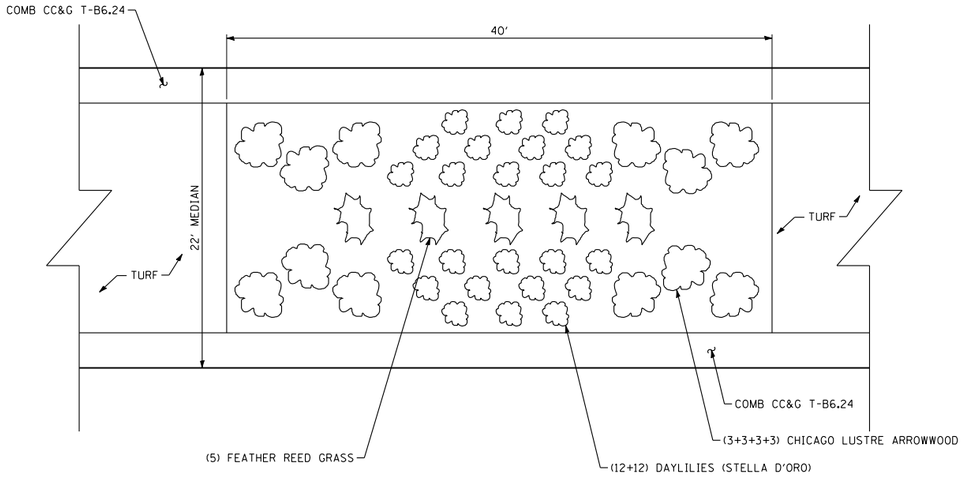
SCALE: 1"=50' | SHEET NO. 244 OF 431 SHEETS | STA. 590+23.80 TO STA. 608+50.50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	244
		CONTRACT NO. 62517		
	ILLINOIS FED. AID PROJECT			

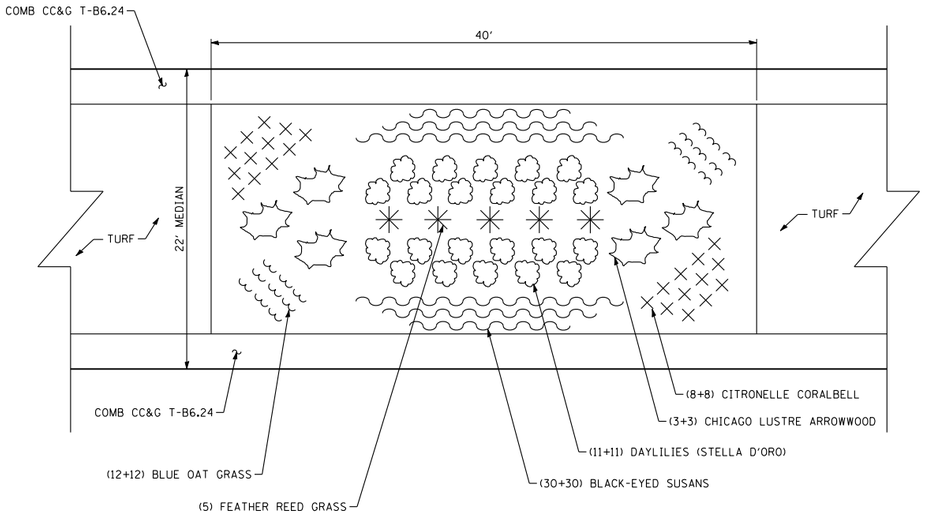
LANDSCAPED MEDIAN PERENNIALS AND SHRUBS - GROUP A



LANDSCAPED MEDIAN PERENNIALS AND SHRUBS - GROUP B



LANDSCAPED MEDIAN PERENNIALS AND SHRUBS - GROUP C



PERENNIALS & SHRUBS SCHEDULE

SCIENTIFIC NAME	COMMON NAME	QUANTITY	SPACING
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	70	36"
HELICTROTRICHON SEMPERVIRENS 'SAPHIRSPRUDEL'	BLUE OAT GRASS	156	18"
ECHINACEA PURPUREA 'MAGNUS'	MAGNUS CONEFLOWER	160	18"
HOMEROCALLIS 'STELLA DE ORO'	STELLA DE ORO DAYLILY	232	18"
HEUCHERA 'CITRONELLE'	CITRONELLE CORALBELL	134	18"
NEPETA X FAASSENII 'KIT CAT'	KIT CAT CATMINT	120	18"
RUDBECKIA FULGIDA 'GOLDSTURM'	BLACK EYED SUSAN	380	18"
VIBURNUM DENTATUM SYNNESTVEDT	CHICAGO LUSTRE ARROWWOOD	116	60"

LANDSCAPED MEDIAN PLANT GROUPS SCHEDULE	
LOCATION STATION TO STATION	GROUP
512+10 TO 512+50	A
512+50 TO 515+80	1
515+80 TO 516+20	B
516+20 TO 519+50	2
519+50 TO 519+90	C
519+90 TO 523+20	3
523+20 TO 523+60	A
523+60 TO 526+90	1
526+90 TO 527+30	B
537+40 TO 537+80	B
537+80 TO 541+10	2
541+10 TO 541+50	C
541+50 TO 544+80	3
544+80 TO 545+20	A
545+20 TO 548+50	1
548+50 TO 548+90	B
548+90 TO 552+0	2
552+20 TO 552+60	C
552+60 TO 555+90	3
555+90 TO 556+30	A
556+30 TO 559+60	1
559+60 TO 560+00	B
560+00 TO 563+30	2
563+30 TO 563+70	C
577+00 TO 577+40	A
577+40 TO 580+70	1
580+70 TO 581+10	B

OUTSIDE THE CURB LANDSCAPE SCHEDULE:

	ITEM	COMMON NAME	SIZE	UNIT	QUANTITY
(A)	ACER X FREEMANII MARMO	MARMO FREEMAN MAPLE	2.5"	EACH	11
(B)	AESCULUS FLAVEA	YELLOW SWEET BUCKEYE	2.5"	EACH	6
(C)	CELTIS OCCIDENTALIS	COMMON HACKBERRY	2.5"	EACH	17
(D)	GLEDITSIA TRICANTHOS INERMIS PERFECTION	PERFECTION HONEYLOCUST	2"	EACH	2
(E)	GLEDITSIA TRIACANTHOS INERMIS SHADEMASTER	SHADEMASTER HONEYLOCUST	2"	EACH	12
(F)	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	2.5"	EACH	12
(G)	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5"	EACH	14
(H)	QUERCUS MACROCARPA	BUR OAK	2.5"	EACH	7
(I)	QUERCUS SCHUETTI	SWAMP BUR OAK	1.75"	EACH	6
(J)	QUERCUS X MACDANIELLI CLEMONS	HERITAGE OAK	2"	EACH	12
(K)	SYRINGA RETICULATA	JAPANESE TREE LILAC	2.5"	EACH	3

LANDSCAPED MEDIAN TREE SCHEDULE:

ITEM	COMMON NAME	SIZE	UNIT	QUANTITY
AESCULUS GLABRA	OHIO BUCKEYE	2.5"	EACH	24
QUERCUS MACROCARPA	BUR OAK	2.5"	EACH	20
GYMNOCLADUS DIOICUS	EXPRESSO KENTUCKY COFFEETREE	2.5"	EACH	14
CRATAEGUS CRUSGALLI INERMIS	THHORNLESS COCKSPUR HAWTHORN	2"	EACH	16
RYRINGA RETICULATA	JAPANESE TREE LILAC	2.5"	EACH	50

LEGEND:

GROUP A — 12 BLUE OAT GRASS, 32 MAGNUS CONEFLOWERS, 14 CITRONELLE CORALBELL, 4 CHICAGO LUSTRE ARROWWOOD, 28 BLACK-EYED SUSANS, 24 NEPETA KIT KAT, 4 FEATHER GRASS

GROUP B — 5 FEATHER REED GRASS, 12 CHICAGO LUSTRE ARROWWOOD, 24 DAYLILIES (STELLA D'ORO)

GROUP C — 6 CHICAGO LUSTRE ARROWWOOD, 24 DAYLILIES (STELLA D'ORO), (24) BLUE OAT GRASS, 60 BLACK-EYED SUSANS, 5 FEATHER REED GRASS, 16 CITRONELLE CORALBELL

GROUP 1 — 3 JAPANESE LILACS 2 1/2" (SYRINGA RETICULATA)
4 BURR OAKS 2 1/2" (QUERCUS MACROCARPA)
3 JAPANESE LILACS 2 1/2" (SYRINGA RETICULATA)

GROUP 2 — 3 OHIO BUCKEYE 2 1/2" (AESCULUS GLABRA)
4 THORNLESS COCKSPUR HAWTHORN 2" (CRATAEGUS CRUSGALLI)
3 OHIO BUCKEYE 2 1/2" (AESCULUS GLABRA)

GROUP 3 — 3 JAPANESE LILACS 2 1/2" (SYRINGA RETICULATA)
4 EXPRESSO KENTUCKY COFFEE TREE 1 3/4" (GYMNOCLADUS DIOICUS EXPRESSO)
3 JAPANESE LILACS 2 1/2" (SYRINGA RETICULATA)

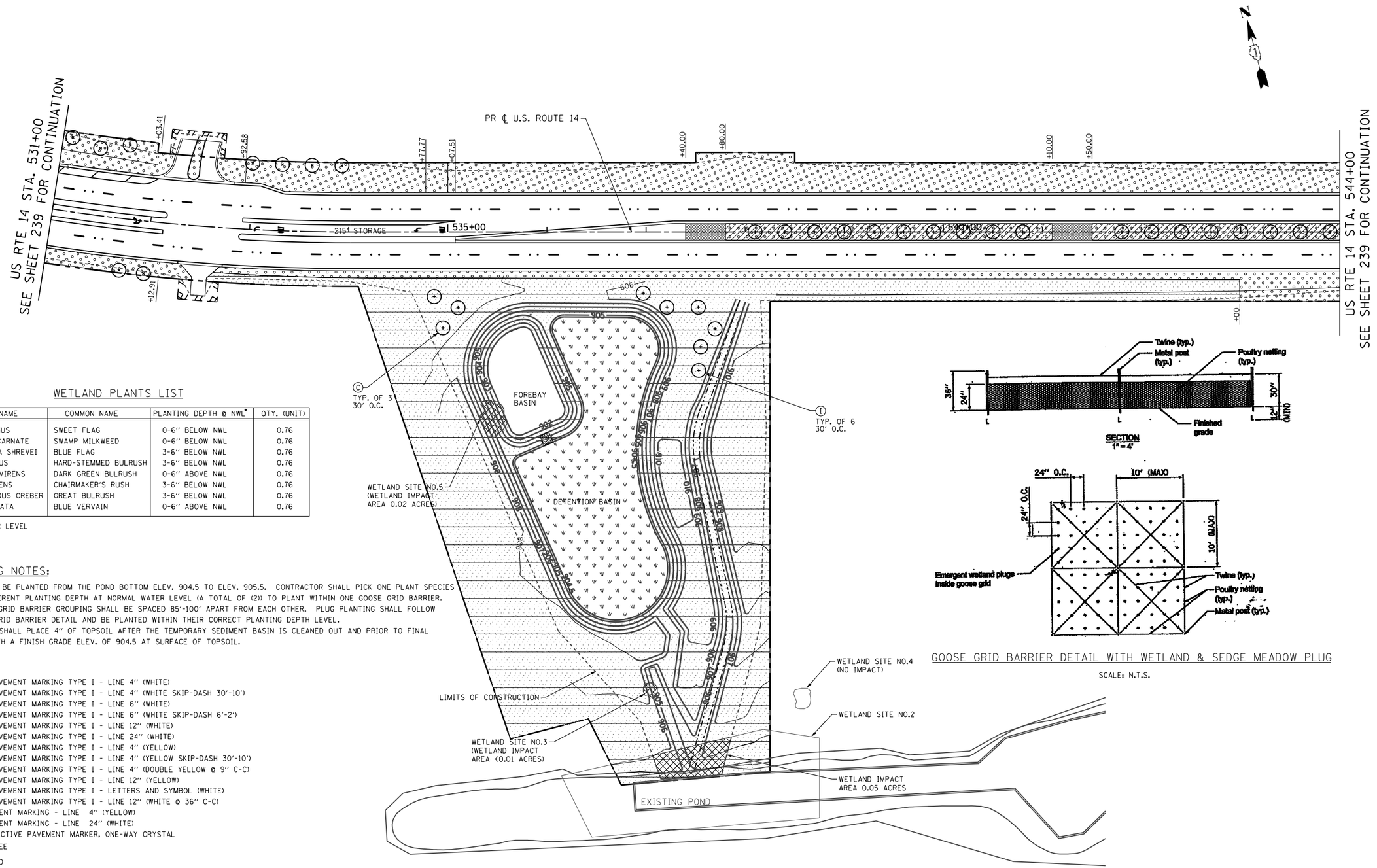
FILE NAME = S:\1606\CADD Sheets\D162517-sht-pmk.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/14/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING DETAILS AND SCHEDULES
US ROUTE 14

SCALE: | SHEET NO. 245 OF 431 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	245
		CONTRACT NO. 62517		
		ILLINOIS FED. AID PROJECT		



WETLAND PLANTS LIST

SCIENTIFIC NAME	COMMON NAME	PLANTING DEPTH @ NWL*	QTY. (UNIT)
ACORUS CALAMUS	SWEET FLAG	0-6" BELOW NWL	0.76
ASCLEPIAS INCARNATE	SWAMP MILKWEED	0-6" BELOW NWL	0.76
IRIS VIRGINICA SHREVEI	BLUE FLAG	3-6" BELOW NWL	0.76
SCIRPUS ACUTUS	HARD-STEMMED BULRUSH	3-6" BELOW NWL	0.76
SCIRPUS ATROVIRENS	DARK GREEN BULRUSH	0-6" ABOVE NWL	0.76
SCIRPUS PUNGENS	CHAIRMAKER'S RUSH	3-6" BELOW NWL	0.76
SCIRPUS VALIDUS CREBER	GREAT BULRUSH	3-6" BELOW NWL	0.76
VERBENA HASTATA	BLUE VERVAIN	0-6" ABOVE NWL	0.76

• NORMAL WATER LEVEL

LANDSCAPING NOTES:

1. PLUGS SHALL BE PLANTED FROM THE POND BOTTOM ELEV. 904.5 TO ELEV. 905.5. CONTRACTOR SHALL PICK ONE PLANT SPECIES FROM A DIFFERENT PLANTING DEPTH AT NORMAL WATER LEVEL (A TOTAL OF (2)) TO PLANT WITHIN ONE GOOSE GRID BARRIER. EACH GOOSE GRID BARRIER GROUPING SHALL BE SPACED 85'-100' APART FROM EACH OTHER. PLUG PLANTING SHALL FOLLOW THE GOOSE GRID BARRIER DETAIL AND BE PLANTED WITHIN THEIR CORRECT PLANTING DEPTH LEVEL.
2. CONTRACTOR SHALL PLACE 4" OF TOPSOIL AFTER THE TEMPORARY SEDIMENT BASIN IS CLEANED OUT AND PRIOR TO FINAL PLANTING WITH A FINISH GRADE ELEV. OF 904.5 AT SURFACE OF TOPSOIL.

LEGEND:

① POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE)
② POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE SKIP-DASH 30'-10')
③ POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE)
④ POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (WHITE SKIP-DASH 6'-2')
⑤ POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE)
⑥ POLYUREA PAVEMENT MARKING TYPE I - LINE 24" (WHITE)
⑦ POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW)
⑧ POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW SKIP-DASH 30'-10')
⑨ POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (DOUBLE YELLOW @ 9" C-C)
⑩ POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (YELLOW)
⑪ POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOL (WHITE)
⑫ POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE @ 36" C-C)
⑬ EPOXY PAVEMENT MARKING - LINE 4" (YELLOW)
⑭ EPOXY PAVEMENT MARKING - LINE 24" (WHITE)
◁ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
⊕ PROPOSED TREE
PROPOSED SOD
SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 6"; EROSION CONTROL BLANKET
SEEDING, CLASS 2A; TOPSOIL FURNISH AND PLACE, 24"; EROSION CONTROL BLANKET
SEEDING, CLASS 4A; EROSION CONTROL BLANKET
PERENNIAL PLANTS, WETLAND TYPE, 2" DIAM. BY 4" DEEP PLUG; TOPSOIL FURNISH AND PLACE, 4"

SECTION
1" = 4'

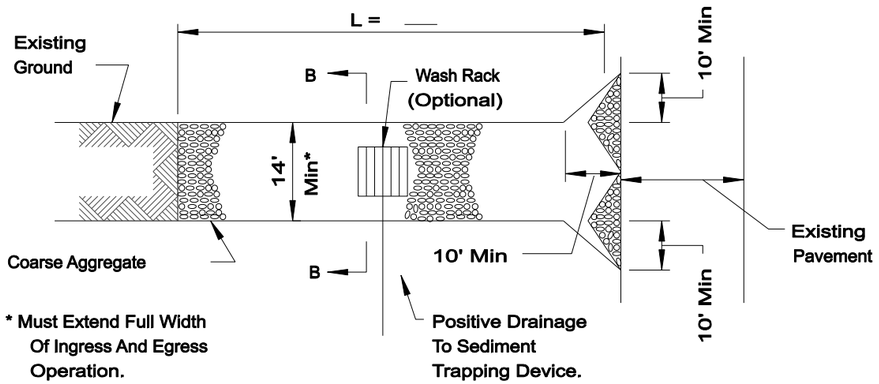
GOOSE GRID BARRIER DETAIL WITH WETLAND & SEDGE MEADOW PLUG

SCALE: N.T.S.

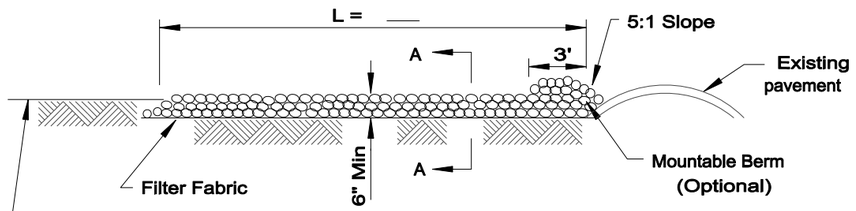
FILE NAME = S:\1606\CADD Sheets\D162517-sht-pmk.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LANDSCAPING DETAILS AND SCHEDULES US ROUTE 14 – DETENTION BASIN
		DRAWN - JPW	REVISED -		
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -		
	PLOT DATE = 10/12/2013	DATE - 10/15/2013	REVISED -		SCALE: SHEET NO. 246 OF 431 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	246
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW



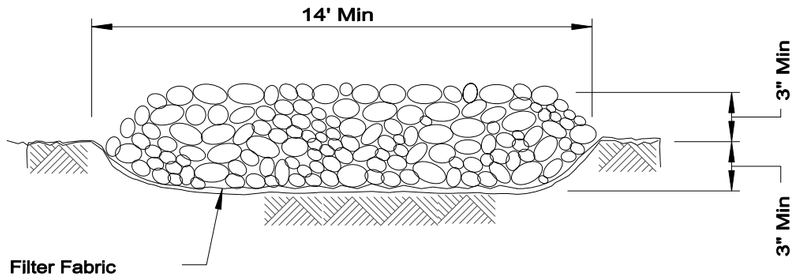
SIDE ELEVATION

NOTES:

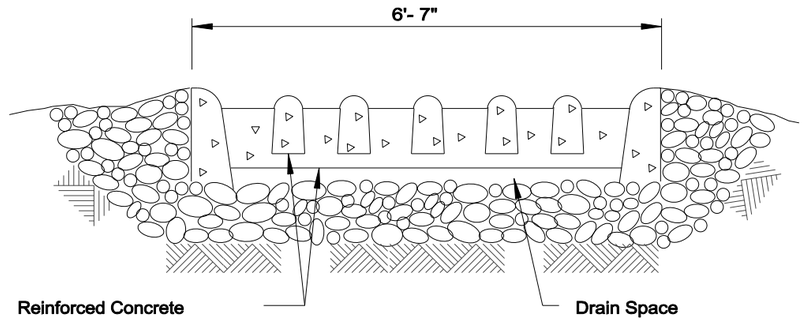
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE			STANDARD DWG. NO.
Project		NRCS Natural Resources Conservation Service	IL-630
Designed	Date		SHEET 1 OF 2
Checked	Date		DATE 8-18-94
Approved	Date		

STABILIZED CONSTRUCTION ENTRANCE PLAN



SECTION A-A



SECTION B-B

REFERENCE			STANDARD DWG. NO.
Project		NRCS Natural Resources Conservation Service	IL-630
Designed	Date		SHEET 2 OF 2
Checked	Date		DATE 8-18-94
Approved	Date		

FILE NAME = S:\1606\CADD Sheets\D162517-sht-details.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/9/2013	DATE - 10/15/2013	REVISED -

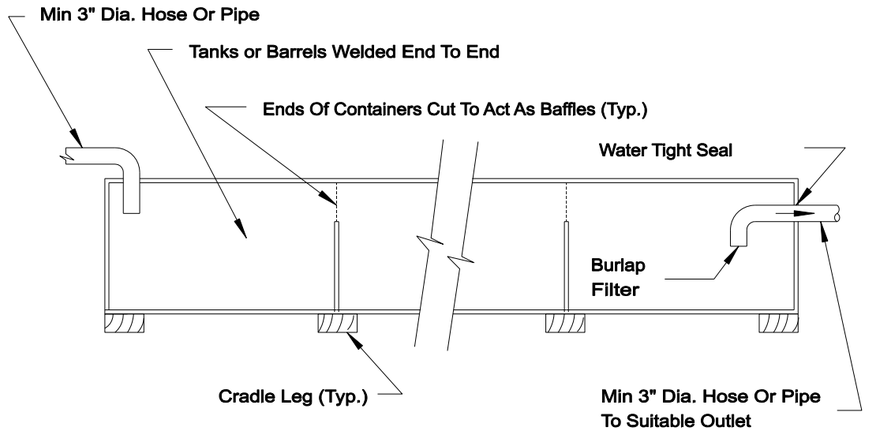
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL DETAIL SHEET I

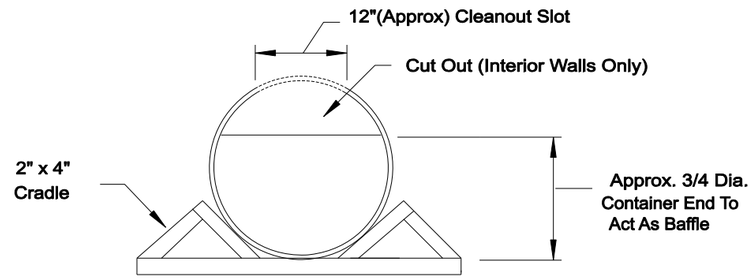
SCALE: NONE | SHEET NO. 247 OF 431 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	247
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		

PORTABLE SEDIMENT TANK PLAN



SECTION ON CENTERLINE



TYPICAL SECTION A-A

NOTES:

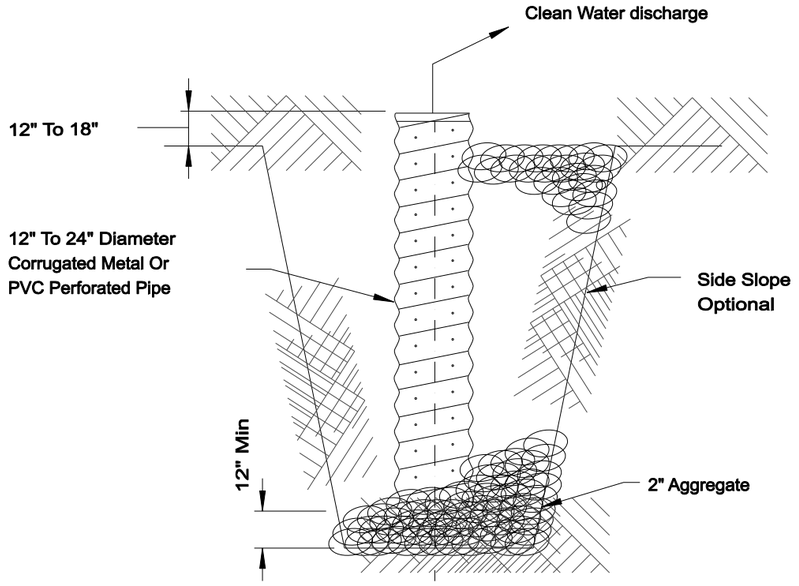
1. Clean out the sediment tank when one-third filled with sediment.
2. Steel drums are used as an example due to their ready availability. Any tanks may be used, providing that the volume requirements are met.
3. All sediment collected in the tank shall be disposed of in a sediment trapping device or as approved by the engineer/inspector.

Volume required in tank: _____ cubic feet.

REFERENCE				STANDARD DWG. NO.
Project				IL-595
Designed		Date		SHEET 1 OF 1
Checked		Date		DATE 3-3-95
Approved		Date		

NRCS
Natural Resources Conservation Service

SUMP PIT PLAN



SECTION

NOTES:

1. Pit dimensions are optional.
2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
4. The standpipe will extend 12" to 18" above the lip of the pit.
5. If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
6. If desired, 1/4"-1/2" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

REFERENCE				STANDARD DWG. NO.
Project				IL-650
Designed		Date		SHEET 1 OF 1
Checked		Date		DATE 8-11-94
Approved		Date		

NRCS
Natural Resources Conservation Service

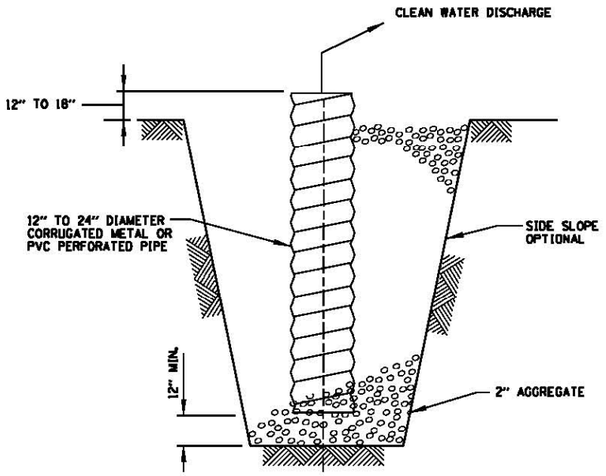
FILE NAME = S:\1606\CADD Sheets\D162517-sht-details.dgn	USER NAME = _USERNAME_	DESIGNED - JPW	REVISED -
		DRAWN - JPW	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - MGZ	REVISED -
	PLOT DATE = 10/9/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL DETAIL SHEET II

SCALE: NONE | SHEET NO. 248 OF 431 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	248
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		



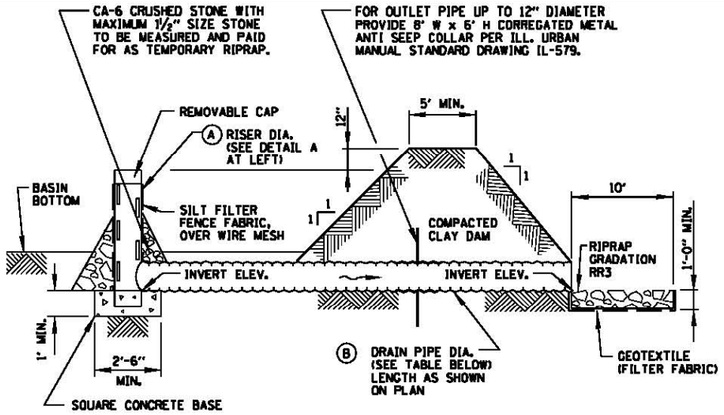
SECTION

NOTES:

1. PIT DIMENSIONS ARE OPTIONAL. PIT SHOULD BE SIZED FOR ANTICIPATED INFLOW.
2. THE STANDPIPE WILL BE CONSTRUCTED BY PERFORATING A 12"-24" DIAMETER CORRUGATED METAL OR PVC PIPE.
3. A BASE OF 2" POROUS GRANULAR BACKFILL WILL BE PLACED IN THE PIT TO MINIMUM DEPTH OF 12". AFTER INSTALLING THE STANDPIPE, THE PIT SURROUNDING THE STANDPIPE WILL THEN BE BACKFILLED WITH 2" POROUS GRANULAR BACKFILL.
4. THE STANDPIPE WILL EXTEND 12" TO 18" ABOVE THE LIP OF THE PIT.
5. IF DISCHARGE WILL BE PUMPED DIRECTLY TO A STORM DRAINAGE SYSTEM, THE STANDPIPE WILL BE WRAPPED WITH SILT FILTER FENCE FABRIC CONFORMING TO THE STANDARD SPECIFICATIONS.
6. IF DESIRED ¼" - ½" HARDWARE CLOTH MAY BE PLACED AROUND THE STANDPIPE PRIOR TO ATTACHING THE SILT FILTER FENCE FABRIC. THIS WILL INCREASE THE RATE OF WATER SEEPAGE INTO THE PIPE.

APPLICATION: A TEMPORARY PIT TO TRAP AND FILTER WATER FOR PUMPING FROM EXCAVATED AREAS TO A STABILIZED AREA.

SUMP PIT PLAN



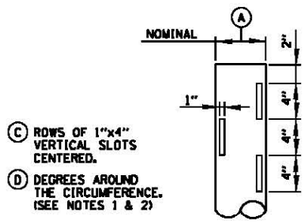
SECTION ON CENTERLINE

NOTES:

1. DRAIN PIPE AND SLOTTED RISER SHALL BE FABRICATED FROM CORRUGATED METAL, SMOOTH STEEL OR PVC.
2. SLOTS SHALL BE CUT CLEANLY AND DEBURRED. ENDS OF SLOTS MAY BE ROUND OR SQUARE.
3. FABRICATED OR STANDARD ELBOW; FABRICATED OR STANDARD TEE WITH THE PIPE OR PLUG IN UPSTREAM END; OR STANDARD TEE WITH ONE END EMBEDDED IN CONCRETE.
4. ONE INCH DIAMETER HOLES MAY BE SUBSTITUTED FOR 1"x4" SLOTS IN RISER PIPE.
   PROVIDE 32 - 1" HOLES PER FOOT OF RISER FOR 6" RISER PIPE.
   PROVIDE 48 - 1" HOLES PER FOOT OF RISER FOR 8" RISER PIPE.
   PROVIDE 64 - 1" HOLES PER FOOT OF RISER FOR 10" RISER PIPE.
5. SILT FILTER FENCE FABRIC OVER WIRE MESH SHALL CONFORM TO THE STANDARD SPECIFICATIONS.
6. SEDIMENT TO BE REMOVED WHEN BASIN IS FULL 50%.
7. SEE PLANS FOR DETAILS.

APPLICATION: FOR USE WHEN EXISTING OR PROPOSED DETENTION BASINS OR IN FIELD AREAS ARE USED FOR THE TEMPORARY SEDIMENT BASINS.

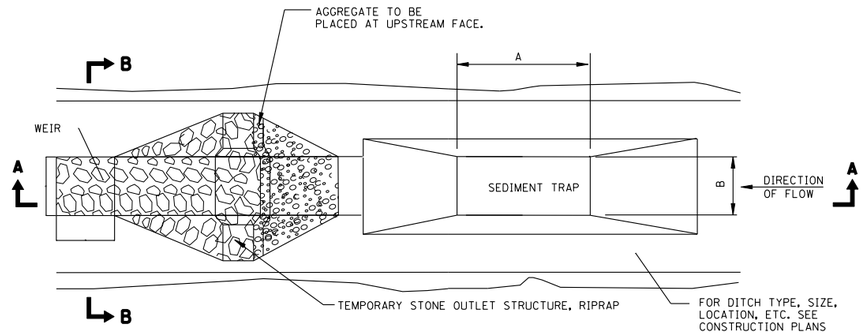
SEDIMENT BASIN DEWATERING DEVICE



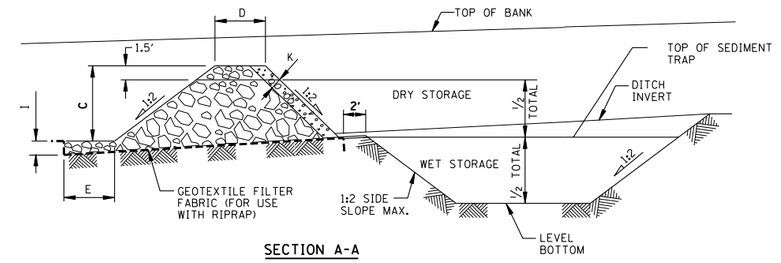
DETAIL A - SLOTTED INLET

STANDARD DIMENSIONS TABLE

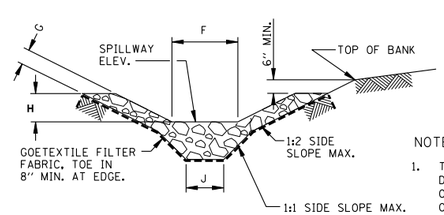
(A) RISER DIA. (INCHES)	(B) DRAIN PIPE DIA. MIN. (INCHES)	(C) 1"x4"SLOTS (ROWS)	(D) PLACE SLOTS AT (DEG.)	MIN. WALL THICKNESS STEEL CORR. GAGE	MIN. WALL THICKNESS STEEL SMOOTH (INCHES)
6	4	4	90	16	.10
8	6	6	60	16	.10
10	8	8	45	16	.13



PLAN



SECTION A-A



SECTION B-B

NOTES:

1. THE STONE OUTLET STRUCTURES SHALL BE REPLACED DUE TO WASHOUT, CONSTRUCTION TRAFFIC DAMAGE OR SILT ACCUMULATION. THE SILT SHALL BE CLEANED OUT WHEN WET STORAGE PORTION OF TRAP IS 50% FULL.
2. A LAYER OF AGGREGATE SHALL BE PLACES AGAINST THE UPSTREAM FACE OF TEMPORARY STONE OUTLET STRUCTURE.

NOTE:
THE TEMPORARY EROSION AND SEDIMENT CONTROL STRUCTURE SHOWN AND DESIGN VALUES ARE ON THE EROSION CONTROL PLAN SHEETS.

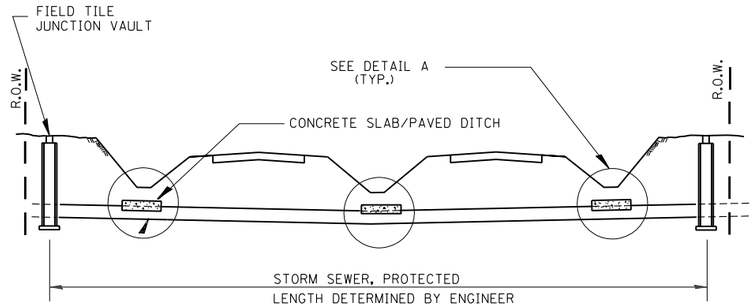
DESIGN ELEMENTS		VALUES
DRAINAGE AREA	X (ACRES)	
SEDIMENT TRAP: STORAGE CAPACITY	V (CU. YD.)	
WET DETENTION STORAGE	½V (CU. YD.)	
DRY DETENTION STORAGE	½V (CU. YD.)	
SEDIMENT TRAP LENGTH	A (FEET)	
SEDIMENT TRAP WIDTH	B (FEET)	
STONE OUTLET STRUCTURE HEIGHT	C (FEET)	
STONE OUTLET STRUCTURE TOP WIDTH	D (FEET)	
WEIR LENGTH	E (FEET)	
WEIR TOP WIDTH	F (FEET)	
WEIR SIDE SLOPE THICKNESS	G (FEET)	
WEIR SIDE SLOPE HEIGHT	H (FEET)	
WEIR DEPTH	I (FEET)	
WEIR BASE WIDTH	J (FEET)	
RIPRAP	GRADATION	
AGGREGATE	GRADATION	
STONE OUTLET AGGREGATE THICKNESS	K (FEET)	

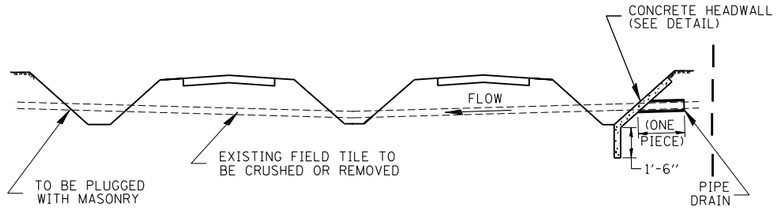
STONE OUTLET STRUCTURE SEDIMENT TRAP

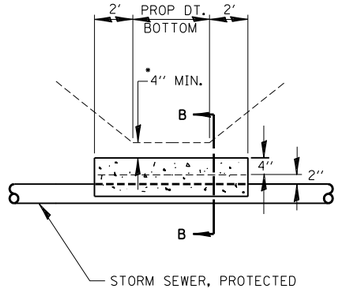
FILE NAME = S:\1606\PDF-SUBMITTAL\20131007 Final Submittal\CD\CADD_Sheets\D162517-sht-details1.dgn	USER NAME = _USERNAME_	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL DETAIL SHEET III
	PLOT SCALE = 100.0000 ' / IN.	DRAWN -	REVISED -		
	PLOT DATE = 11/6/2013	CHECKED -	REVISED -		
		DATE -	REVISED -		SCALE: SHEET NO. 249 OF 431 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	249
		CONTRACT NO. 62517		
		ILLINOIS FED. AID PROJECT		

FIELD TILE REPLACEMENT







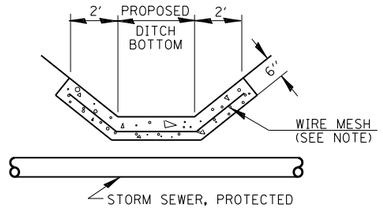
DETAIL A

NO SCALE

*IF A 4" COVER CAN NOT BE PROVIDED A PAVED DITCH SHALL BE CONSTRUCTED AS SHOWN IN DETAIL C.

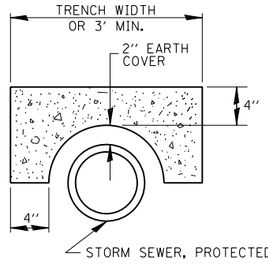
NOTES

1. WIDTH OF CONCRETE SLAB SHALL BE THE SAME AS THE TRENCH WIDTH IN ACCORDANCE WITH SECTION 550 OF THE STD. SPECIFICATIONS, OR 3' MIN.
2. CONCRETE FOR SLAB, HEADWALL AND PAVED DITCH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE."
3. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.



DETAIL C

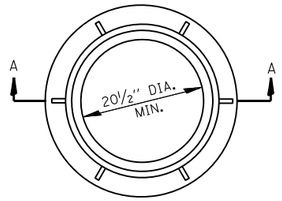
NO SCALE



ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RISERS	4"
CONCRETE MASONRY UNIT	5"
MONOLITHIC CONCRETE	6"
BUILDING BRICK, GRADE SW FROM CLAY OR SHALE	8"
CONCRETE BUILDING BRICK, GRADE A	8"

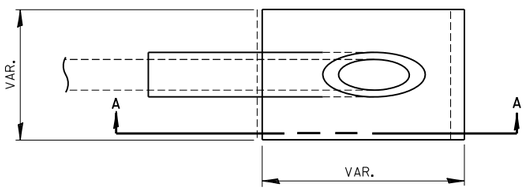
NOTES

1. THE CONTRACT UNIT PRICE FOR FIELD TILE JUNCTION VAULT SHALL INCLUDE THE COST OF FURNISHING AND PLACING THE FRAME AND GRATE OR PRECAST CONCRETE LID AND WHEN REQUIRED, THE SAND CUSHION.
2. ALL FIELD TILE JUNCTION VAULTS SHALL BE 2'-0" IN DIAMETER UNLESS OTHERWISE NOTED ON THE PLANS.

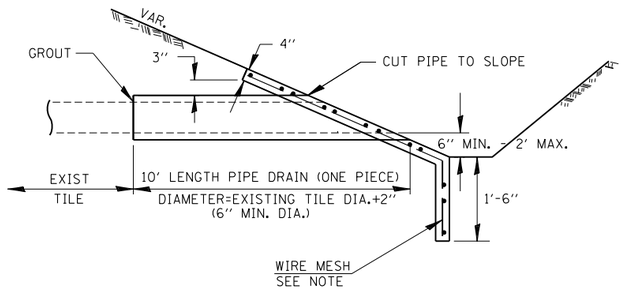


NOTES

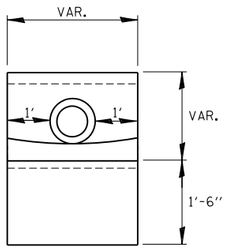
1. ANY STORM SEWER SPECIAL OR BACKSLOPE DRAIN OUTLET INTO A DITCH SHALL HAVE A HEADWALL BUILT IN ACCORDANCE WITH THIS DETAIL.
2. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.



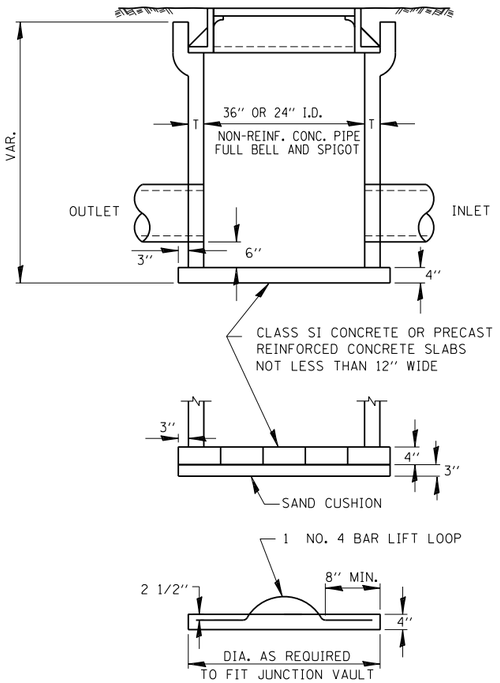
PLAN



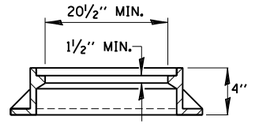
SECTION A-A



END VIEW



± 145°



SECTION A-A

CLASS SI CONCRETE HEADWALLS

FIELD TILE JUNCTION VAULT

611-1

FILE NAME =	USER NAME = _USERNAME_	DESIGNED -	REVISED -
S:\1606\CADD Sheets\DI Standards\Field-Tile.dgn	DRAWN -	REVISED -	
	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/9/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIELD TILE DETAIL

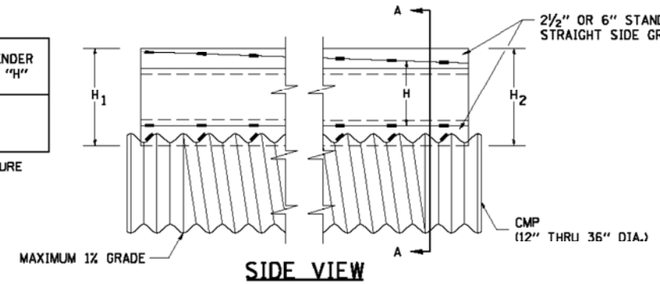
SCALE: | SHEET NO. 250 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	250
		CONTRACT NO. 62517		
		ILLINOIS FED. AID PROJECT		

SLOTTED DRAIN PIPE

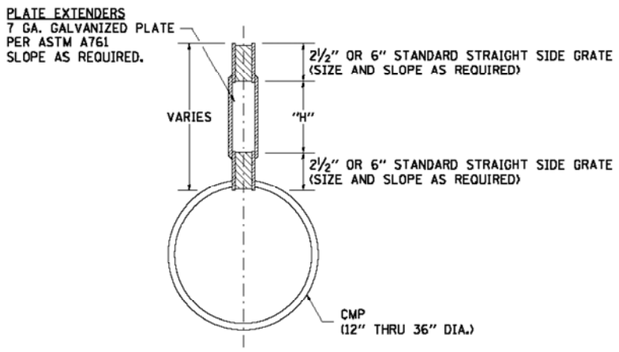
LOADING CONDITION	MAX. EXTENDER HEIGHT - "H"
H20/H25 * 750 PSI CONCRETE	19"

* 125 PSI TIRE PRESSURE



SIDE VIEW

DETAIL WITH VARIABLE HEIGHT GRATE



SECTION A-A

GENERAL

Class SI Concrete shall be used throughout.
This specification covers Slottted Drain used for the removal of water as shown on the plans.
The Slotted Drain shall be Corrugated Pipe Culvert with Integral Slotted Drains.
Before placing the concrete adjacent to the pipe, the slot shall be covered by either thin, flat metal sheeting or by a board notched to fit over the grate bars. This covering must fit closely in the slot to prevent entry of concrete into the pipe. Paving over the slotted drain will then be one continuous operation over the protected drain. The protection for the drain slot shall then be removed. The pipe shall drain into the side of the inlet. The opening where the slot is removed shall be covered to prevent concrete fram entering the pipe.
The Corrugated Steel Pipe used in the Slotted Drain shall meet the requirements of AASHTO M36/ASTM A760.
The CMP shall be ALUMINIZED STEEL Type 2.
The diameter shall be as shown on the plans.
Steel grating shall meet the galvanizing requirements of AASHTO M111.
This work will be paid for at the contract unit price per foot for SLOTTED DRAIN of the pipe diameter specified WITH VARIABLE SLOT,or SLOTTED DRAIN, of the pipe diameter specified, WITH 6" SLOT, and shall include concrete and grating for depth specified on plans.
Use approved end cap to prevent concrete entry into the pipe during gutter construction on the upstream end of the pipe.

CONNECTIONS

The Corrugated Steel Pipe shall have a minimum of two rerolled annular ends.
The Slotted Drain bands shall be modified HUGGER Bands to secure the pipe and prevent infiltration of the backfill.
When the Slotted Drain is banded together, the adjacent grates shall have a maximum 3" gap.

GRATES

The grates shall be manufactured from ASTM A670, Grade 36 steel. The spacers and bearing bars (sides) shall be 3/16 " material ±0.008".
The spacers shall be on 6" centers and welded on both sides to each bearing bar (sides) with four (4) 1- 1/4 " long 3/16 " fillet welds on each side of the bearing bar.
The plate extender shall be 7 gage steel meeting ASTM A761.
The engineer may call for tensile strength tests on the grate if the grate is not in compliance with the above spacer specifications. If tensile strength tests are called for, minimum results for an in-place spacer pulled perpendicular to the bearing bar shall be:
T= 12,000 pounds for 2- 1/2 " grate
T= 15,000 pounds for 6" grate

GALVANIZING

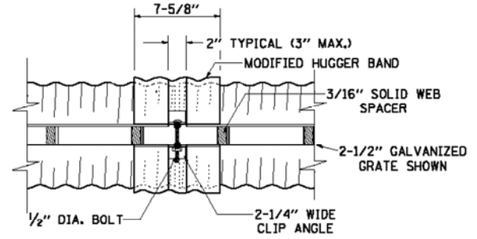
The grate and plate extenders shall be galvanized in accordance with ASTM A123 except with a 2 oz. galvanized coating.

GRATE ATTACHED TO CSP

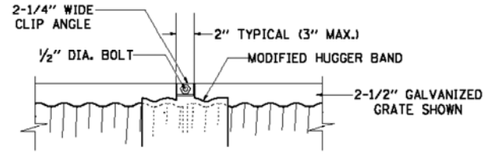
The grate shall be fillet welded with a minimum weld 1" long to the CSP on each side of the grate at every other corrugation.

TOLERANCES - FINISHED SLOTTED DRAIN - 20' LENGTHS

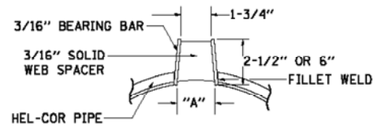
Vertical Bow= ± 3/8 "
Horizontal Bow= ± 5/8 "
Twist= ± 1/2 "



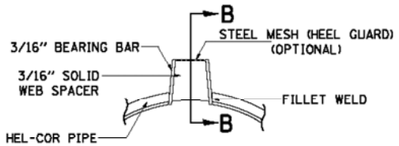
TOP VIEW



SIDE VIEW



SECTION A-A
STANDARD DETAIL



SECTION A-A
DETAIL WITH MESH

(TRAPEZOIDAL GALVANIZED GRATE SHOWN)

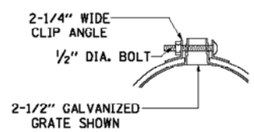
STANDARD SIZES						
GAGE OF PIPE	DIAMETER OF PIPE					
	12"	15"	18"	24"	30"	36"
16	X	X	X	X	X	X
14	X	X	X	X	X	X
12	N.A.	N.A.	N.A.	N.A.	X	X

GRATE TYPE		"A"
VERT	2-1/2"	1-3/4"
VERT	6"	1-3/4"
TRAP	2-1/2"	2-1/4"
TRAP	6"	3"

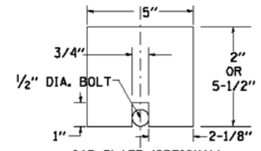
VERT = VERTICAL
TRAP = TRAPIZOIDAL

SLOTTED DRAIN NOTES

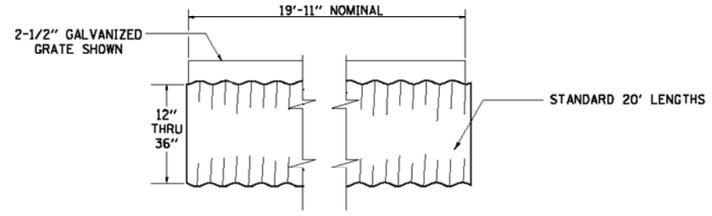
1. GRATING IS AVAILABLE IN DEPTHS OF 2-1/2" AND 6".
2. VERTICAL GRATING (STRAIGHT SIDES) WITH VERTICAL SPACERS IS ALSO AVAILABLE.
3. FOR 6" VERTICAL & TRAPIZOIDAL REQUIREMENTS, THE SLOTTED DRAIN BAND MAY BE FURNISHED WITH THE 4" TECHCO BAND ANGLE.
4. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
5. DIMENSIONS FOR H_1 AND H_2 AS REQUIRED.
6. H_1 AND H_2 MEASURED FROM TOP OF GRATE TO BOTTOM OF GRATE.



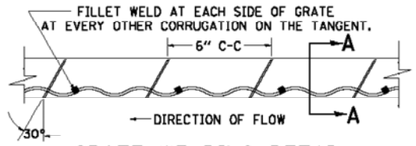
END VIEW



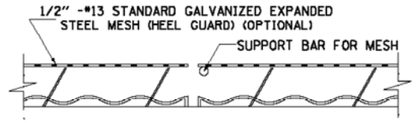
GAP PLATE (OPTIONAL)
MAY BE PLACED DIRECTLY OVER BAND BOLT TO PROVIDE CONTINUOUS FORM FOR GROUTING.



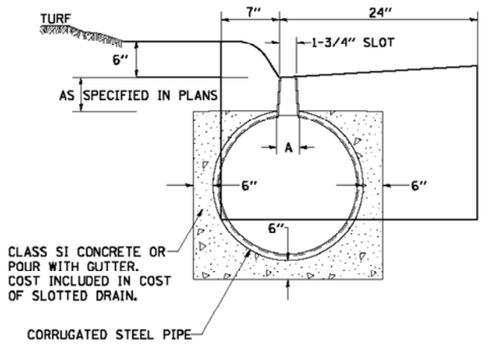
TYPICAL PIPE SECTION



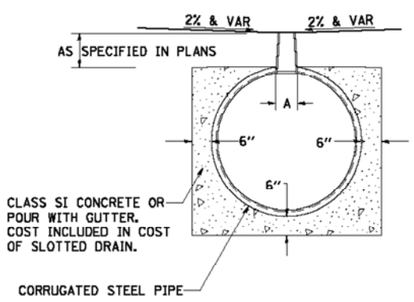
GRATE WELDING DETAIL



SECTION B-B



DETAIL FOR CURB & GUTTER



DETAIL FOR CROSSOVERS, DRIVEWAYS, OR PARKING LOTS

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

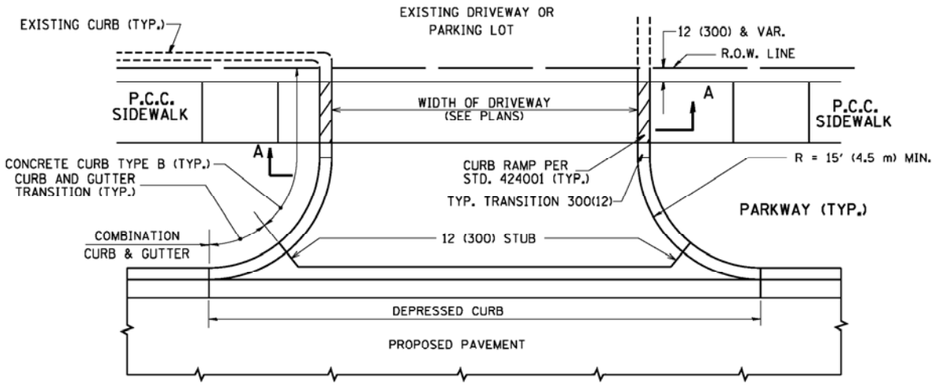
FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED - 10-18-11
FILE		DRAWN -	REVISED -
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -
	PLOT DATE = *DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

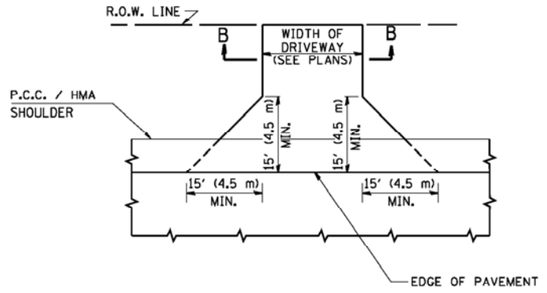
REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET NO. 251 OF 431 SHEETS | STA. | TO STA.

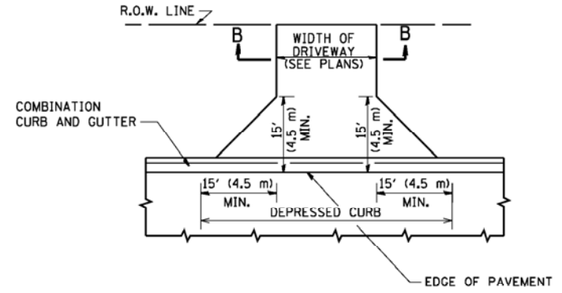
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	251
		CONTRACT NO. 62517		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



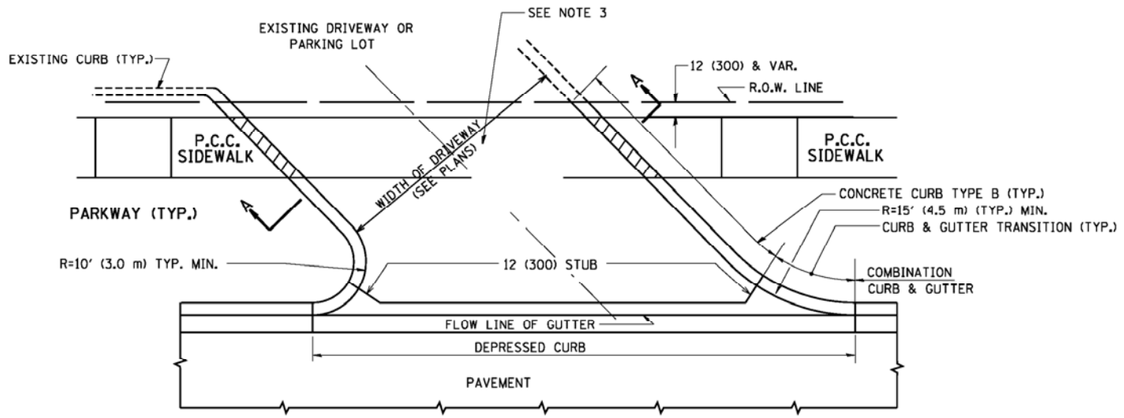
WITH CONCRETE CURB, TYPE B



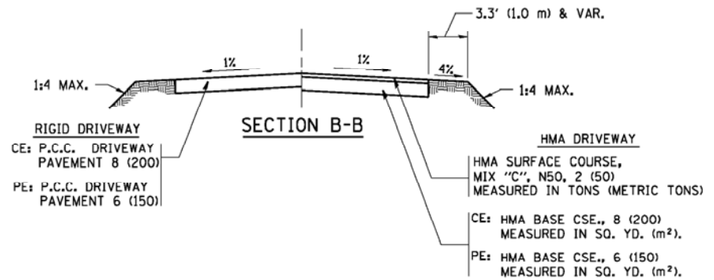
ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



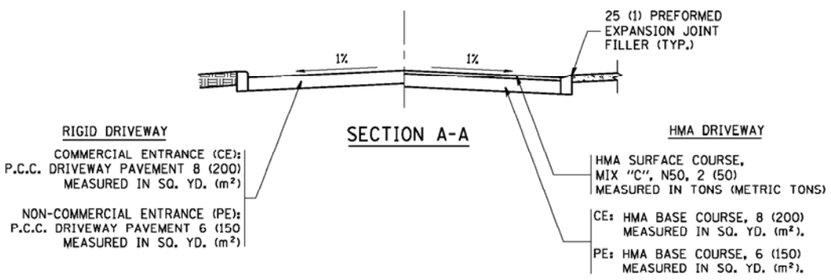
WITH CONCRETE CURB, TYPE B



RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "C", 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.

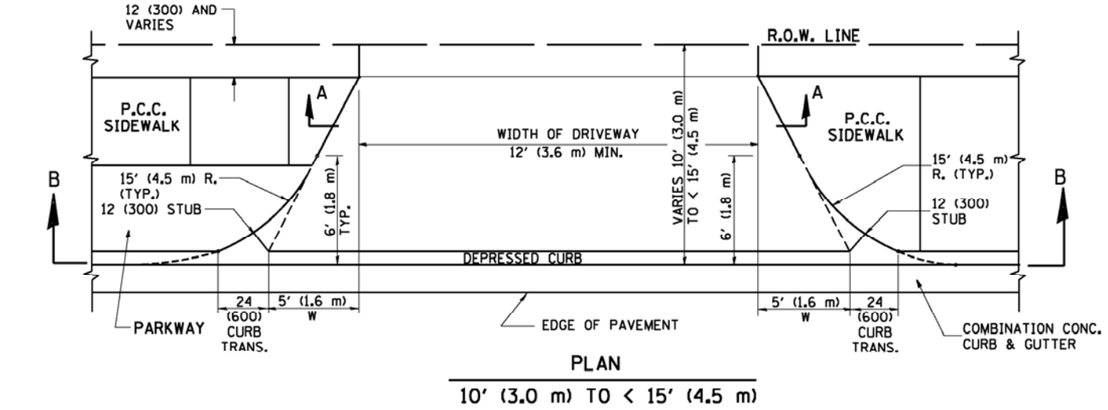
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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.

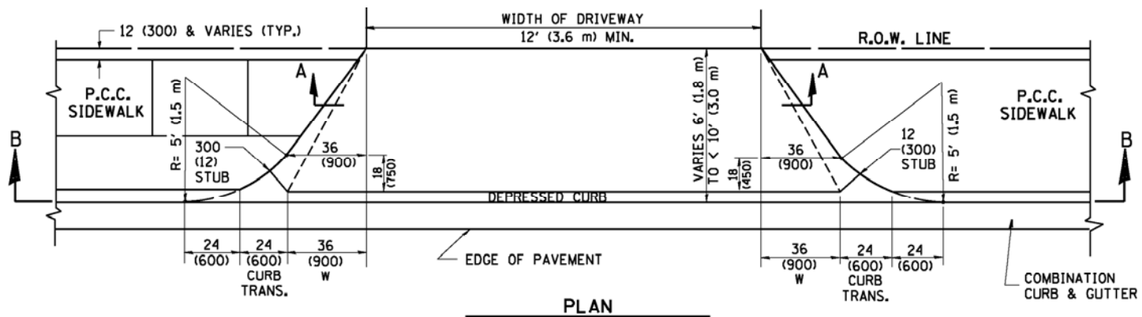
FILE NAME = c:\projects\diststd22x34\bd01.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)**
		DRAWN -	REVISED - P. LaFLUER 04-15-03		
	PLOT SCALE = 49.9999 ' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		
	PLOT DATE = 6/12/2008	DATE - 11-04-95	REVISED - R. BORO 06-11-08		SCALE: NONE | SHEET NO. 252 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	252
	BD0156-07 (BD-01)	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



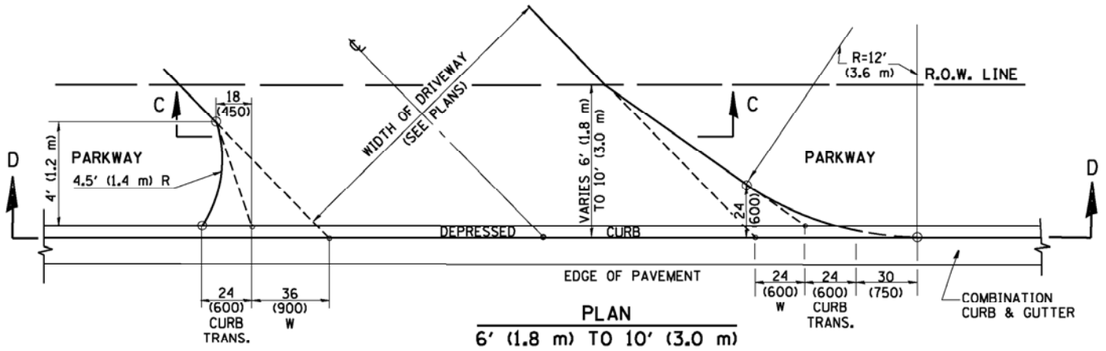
PLAN

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



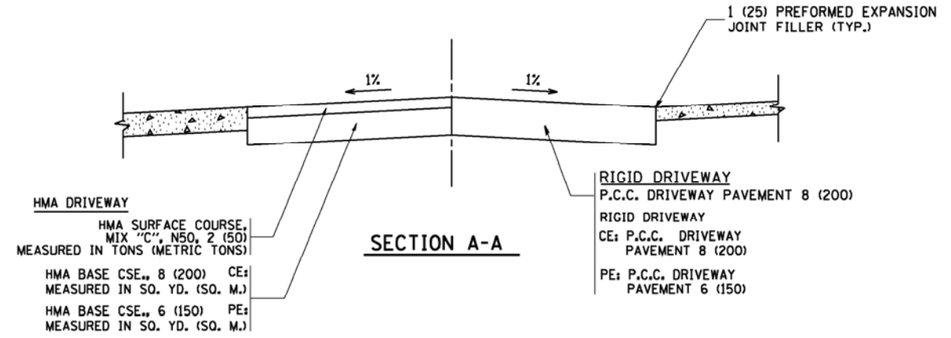
PLAN

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

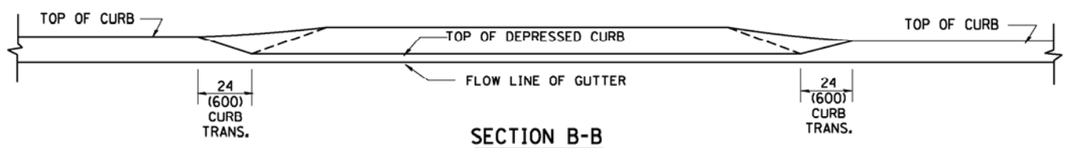


PLAN

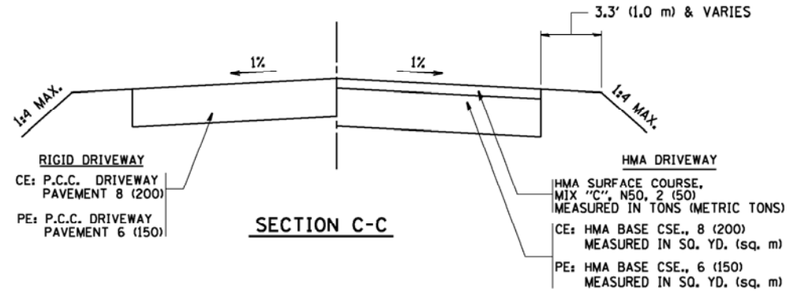
6' (1.8 m) TO 10' (3.0 m)



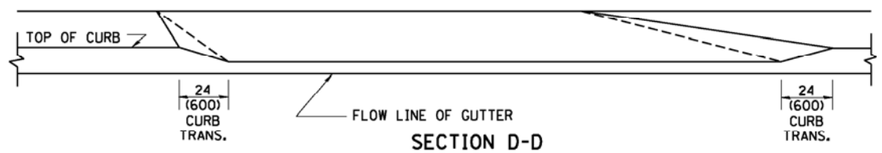
SECTION A-A



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.

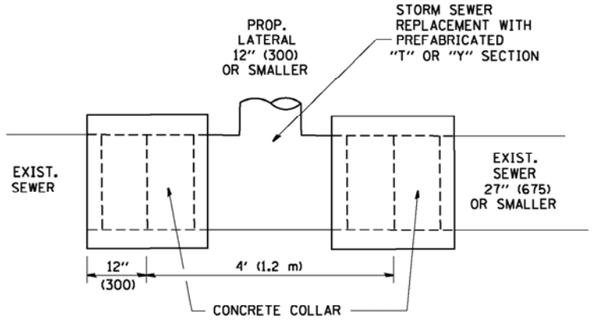
THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"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.

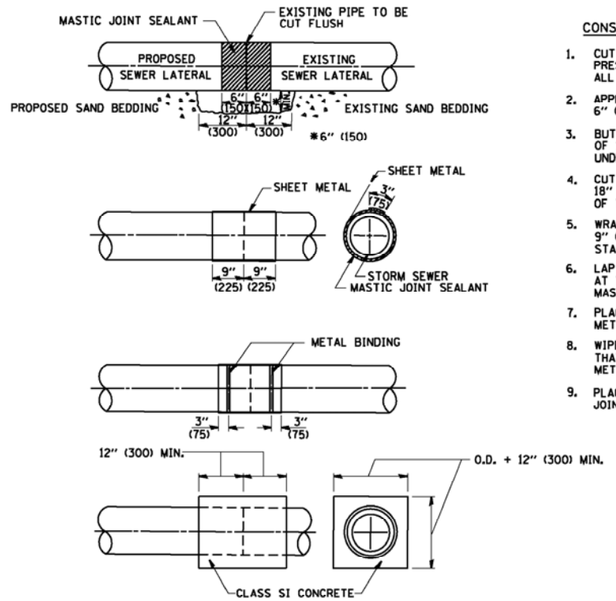
FILE NAME = W:\diststd\22x34\bd02.dgn	USER NAME = gaglianobt	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS
		DRAWN -	REVISED - M. GOMEZ 04-06-01		DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - P. LaFLEUR 04-15-03		SCALE: NONE | SHEET NO. 253 OF 431 SHEETS | STA. | TO STA.
	PLOT DATE = 1/4/2008	DATE - 11-06-95	REVISED - R. BORO 01-01-07		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	253
	BD400-02 (BD-02)	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



DETAIL "A"

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

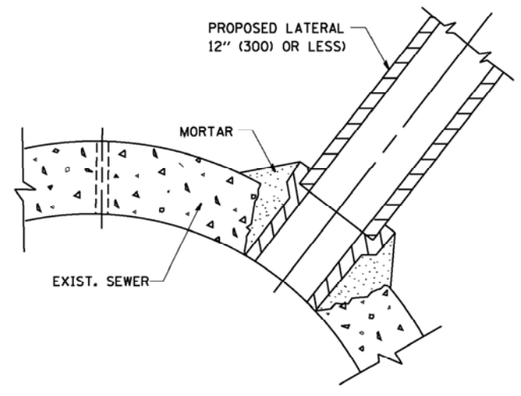


DETAIL "B"

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.

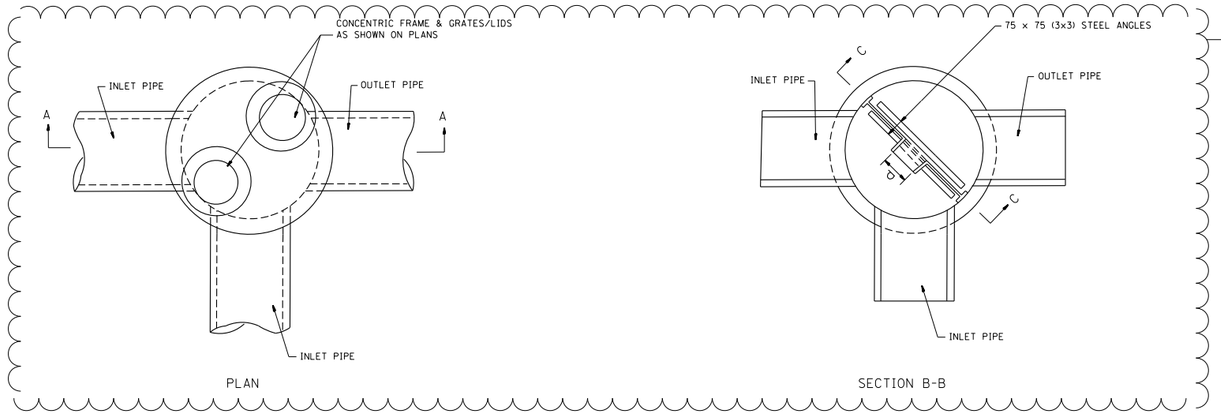
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

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

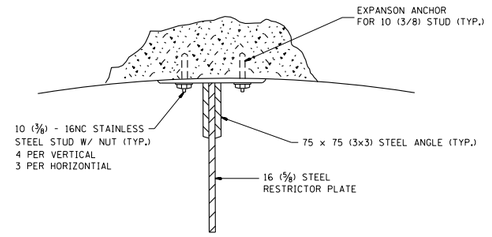
CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

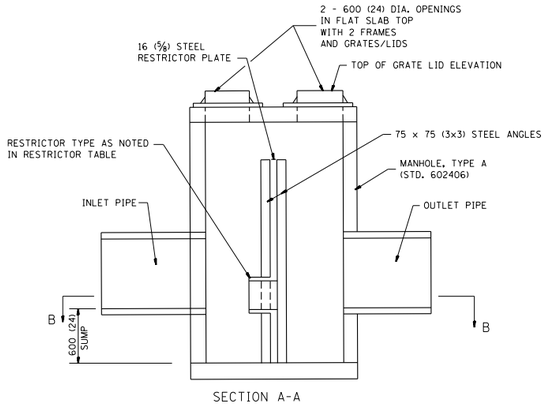
FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 09-09-94					305	27R-3	MCHENRY	431	254
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94						BD500-01 (BD-7)		CONTRACT NO. 62517	
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET NO. 254 OF 431 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



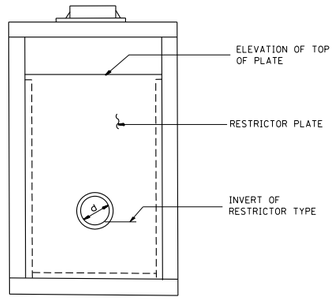
PLAN AND SECTION B-B
REVISED FOR ADDITIONAL
INLET PIPE



ANGLE FASTENER DETAIL



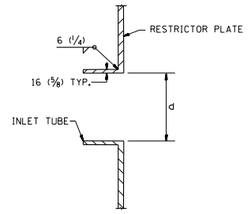
SECTION A-A



SECTION C-C

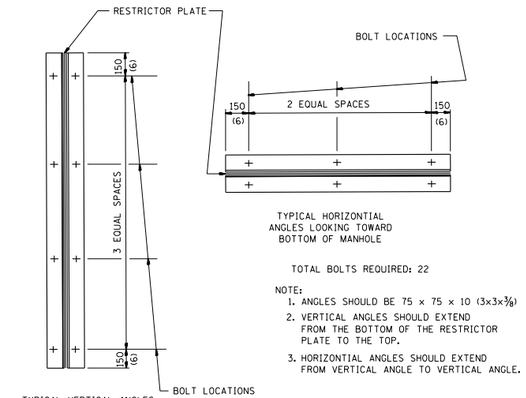
NOTES:

1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
3. **BASIS OF PAYMENT: "MANHOLES ,TYPE A, 1.8m (6FT.)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH**



INLET TUBE DETAIL

STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER mm (in.) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
549+73.50	6'	TYPE 1 CL	3	12''	906.32	909.60
550+09	6'	TYPE 1 CL	3	14''	906.09	909.00
572+10	6'	TYPE 1 CL	3	11''	910.25	913.65
572+46	6'	TYPE 1 CL	3	11.5''	910.25	913.35



TOTAL BOLTS REQUIRED: 22

NOTE:

1. ANGLES SHOULD BE 75 x 75 x 10 (3x3x3/8)
2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
3. HORIZONTIAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

STEEL ANGLE BOLTING DETAILS

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: ½ TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-½ DIA.	LENGTH: 2-½ DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR
AND SQUARE ORIFICES

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

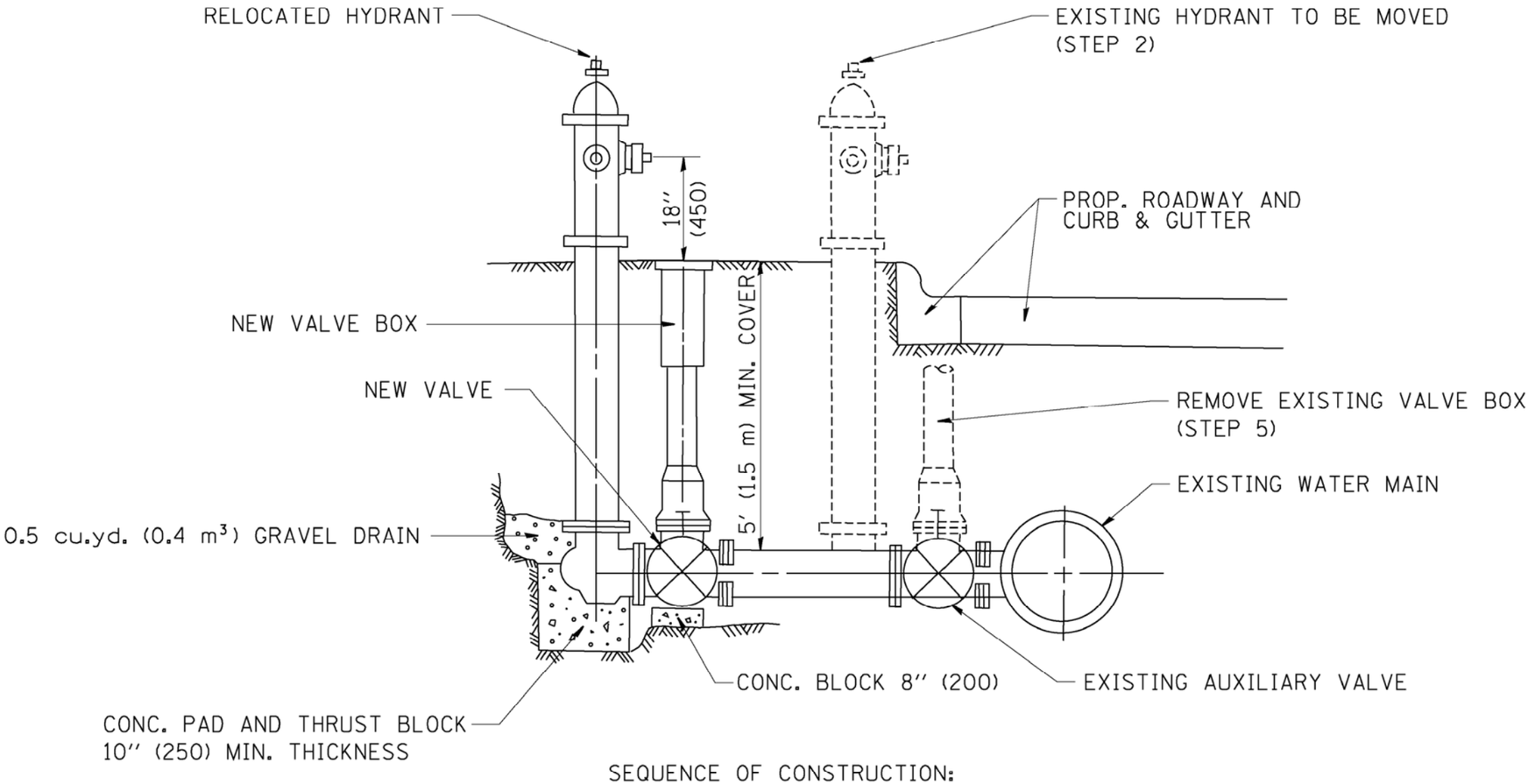
FILE NAME = S:\1606\CADD Sheets\D1 Standards\BD-12.dgn	USER NAME = _USERNAME_	DESIGNED -	REVISED - R. SHAH 09/09/94	
		DRAWN -	REVISED - R. SHAH 10/25/94	
	PLOT SCALE = 120.0000 ' / IN.	CHECKED -	REVISED - E. GOMEZ 08/28/00	
	PLOT DATE = 11/6/2013	DATE -	REVISED - M. GOMEZ 01/08/01	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MANHOLE WITH RESTRICTOR PLATE

SCALE: | SHEET NO. 255 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	255
BD600-04	(BD-12)	CONTRACT NO. 62517		
	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.

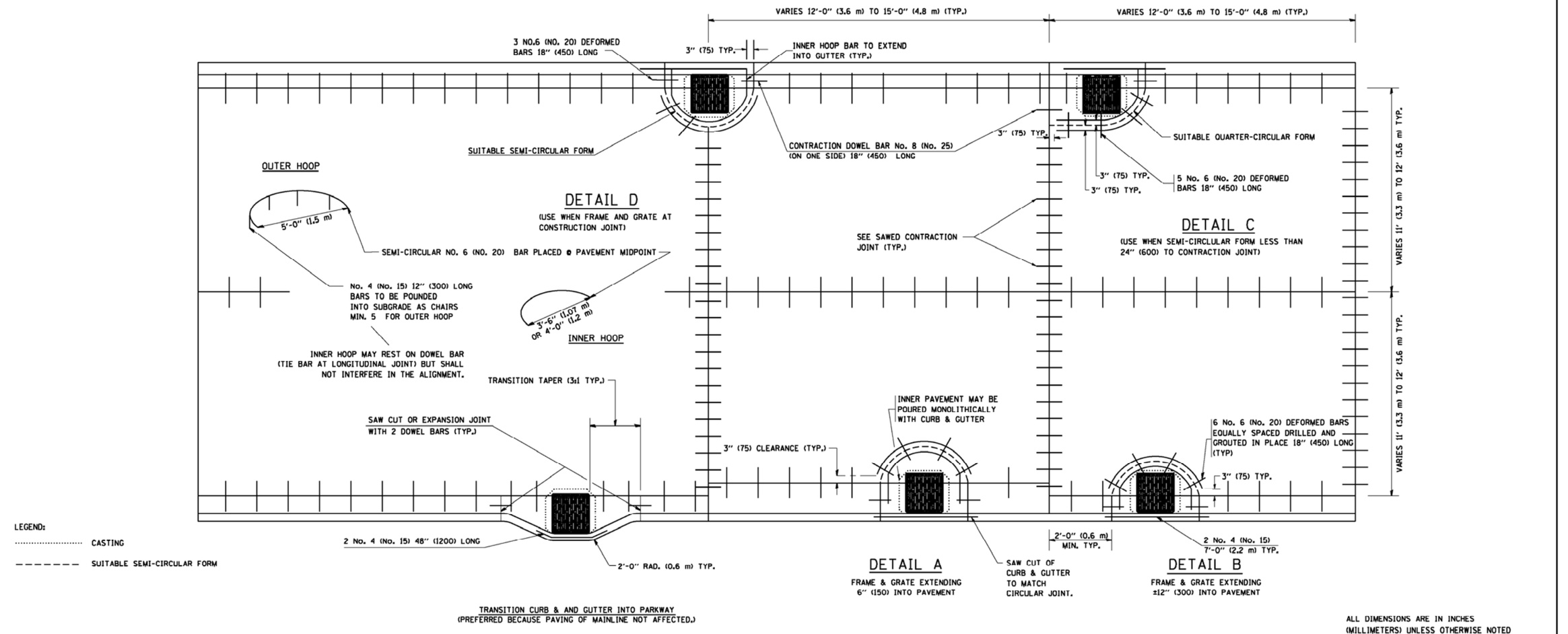
FILE NAME = W:\diststd\22x34\bd36.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FIRE HYDRANT TO BE MOVED			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 10-25-94					305	27R-3	MCHENRY	431	256
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -						BD-36		CONTRACT NO. 62517	
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 256 OF 431 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

DESIGNER NOTE:
THIS DETAIL IS TO BE USED WHEN THE GUTTER FLAG IS LESS THAN 24"

NOTES :

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



TRANSITION CURB & AND GUTTER INTO PARKWAY
(PREFERRED BECAUSE PAVING OF MAINLINE NOT AFFECTED.)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

FILE NAME = W:\diststd\22x34\bd48.dgn	USER NAME = gaglianobt	DESIGNED - A. ABBAS	REVISED - T. MATOUSEK 08-28-00
		DRAWN - TOM MATOUSEK	REVISED - T. MATOUSEK 10-02-00
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - A. ABBAS	REVISED - T. MATOUSEK 04-25-02
	PLOT DATE = 1/4/2008	DATE - 01-04-99	REVISED - P. LAFLEUR 08-27-02

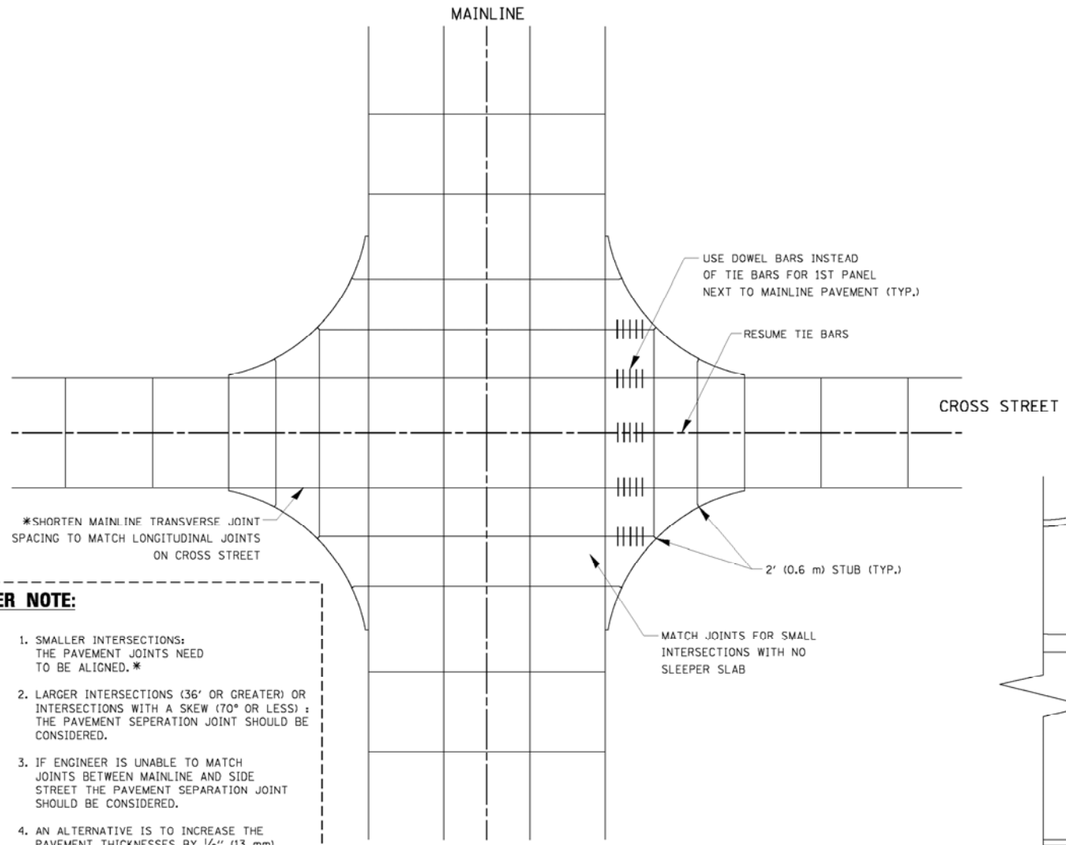
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER

SCALE: NONE | SHEET NO. 257 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	257
	BD-48	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

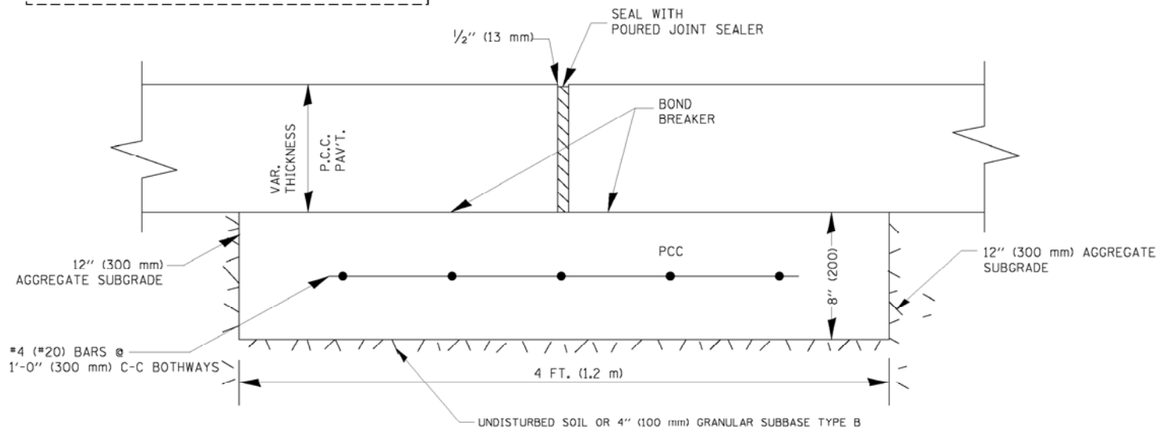
THE USE OF CROSS STREET PAVEMENT SEPARATION JOINTS FOR SKEWED OR LARGE INTERSECTIONS WHERE JOINTS MAY NOT MATCH



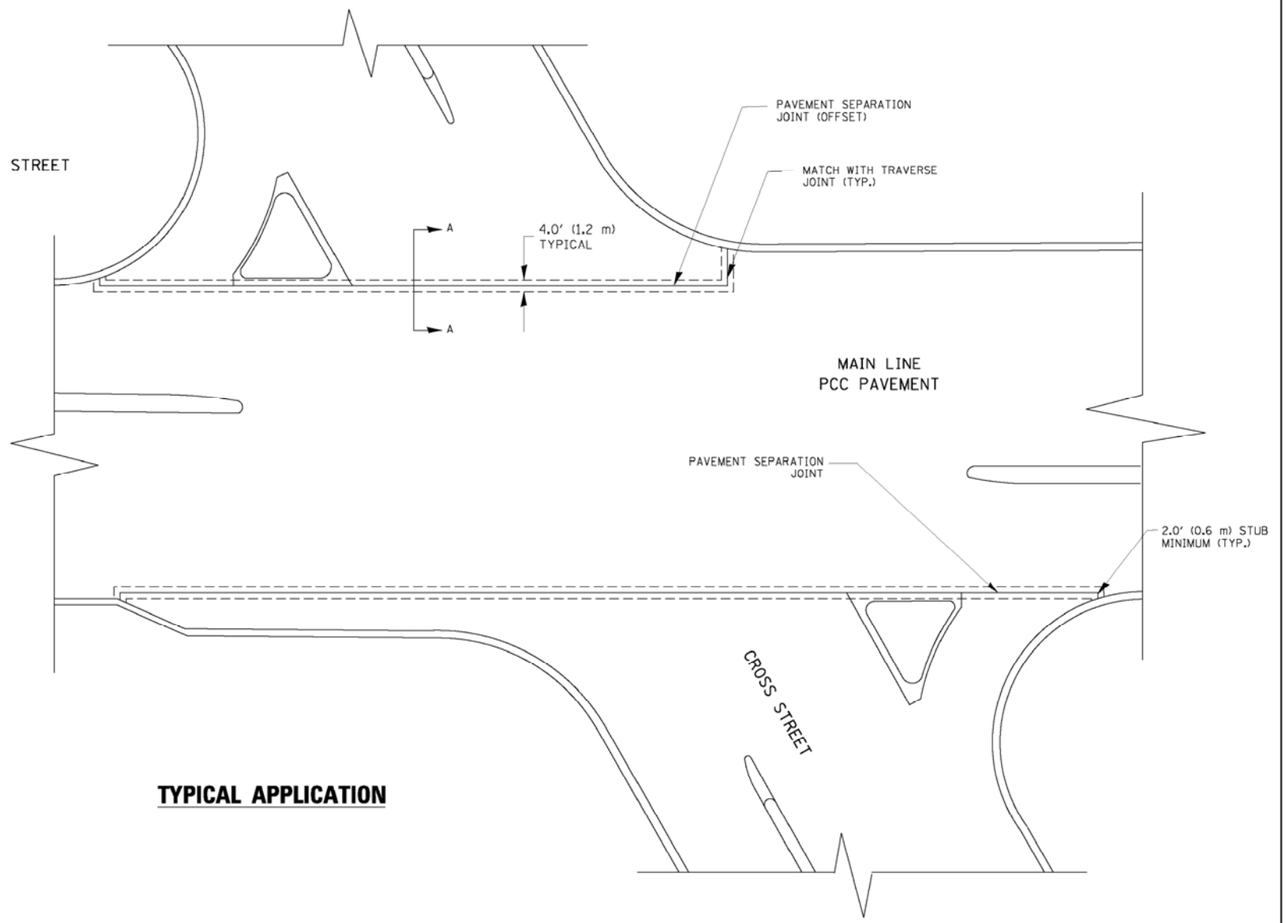
PLAN

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.
5. FOR LARGE INTERSECTIONS (6 LANES 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.



PROPOSED SECTION A–A



TYPICAL APPLICATION

NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF ½" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO 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".

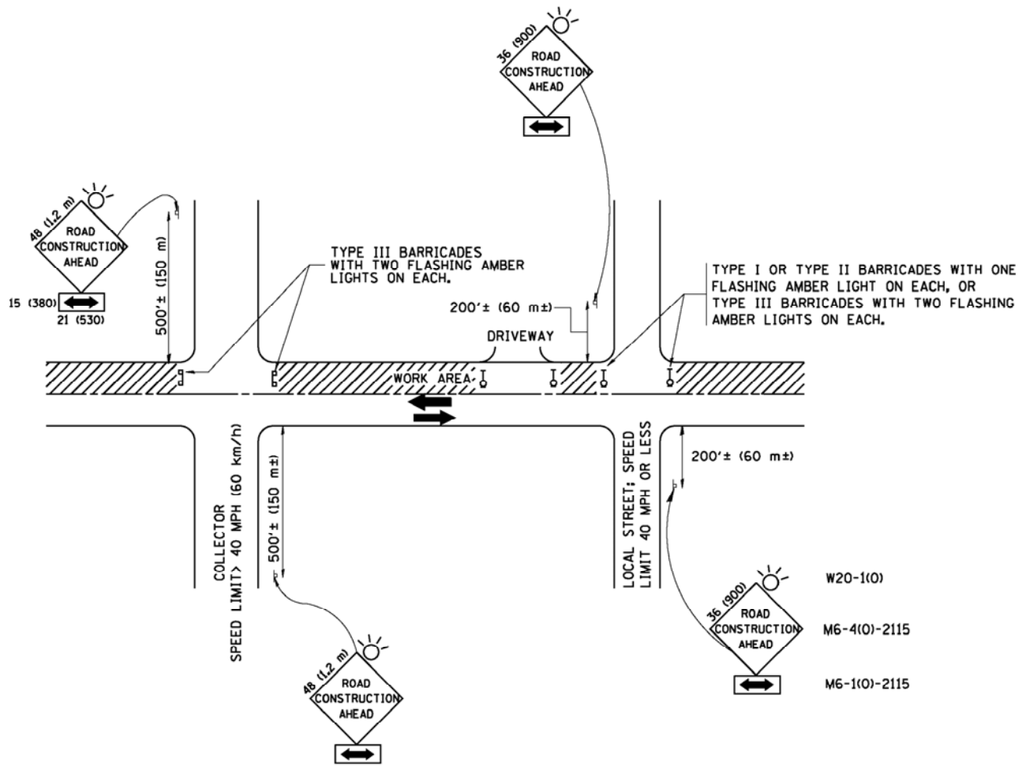
FILE NAME = bd52.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - CADD 06-18-10
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 6/18/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF PAVEMENT SEPARATION JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS

SCALE: NONE | SHEET NO. 258 OF 431 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	258
	BD52	CONTRACT NO. 62517		
	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.

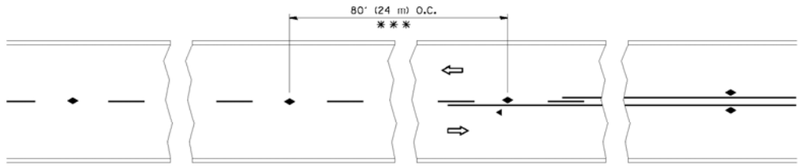
FILE NAME = Wi\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2000	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

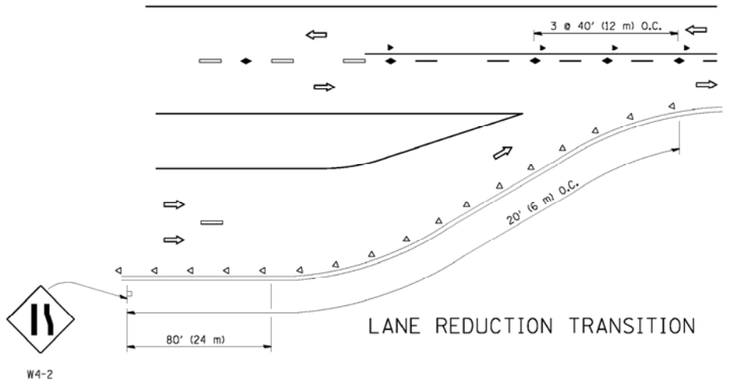
SCALE: NONE | SHEET NO. 259 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	259
	TC-10	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

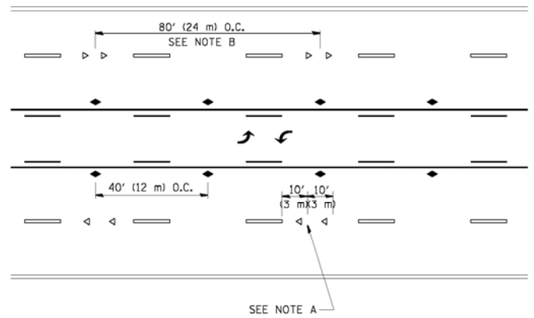


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

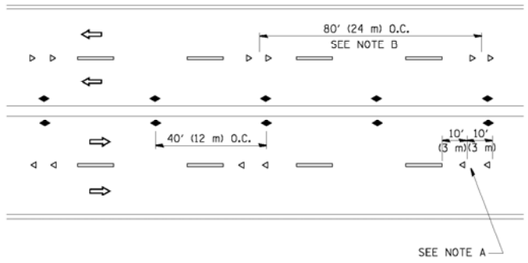
TWO-LANE/TWO-WAY



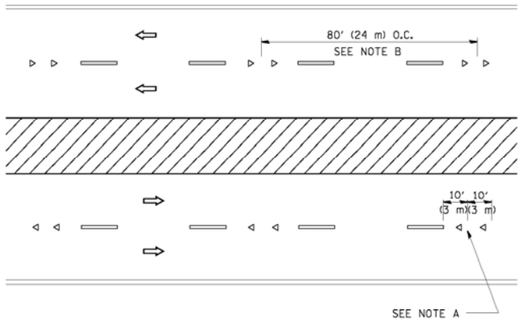
LANE REDUCTION TRANSITION



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

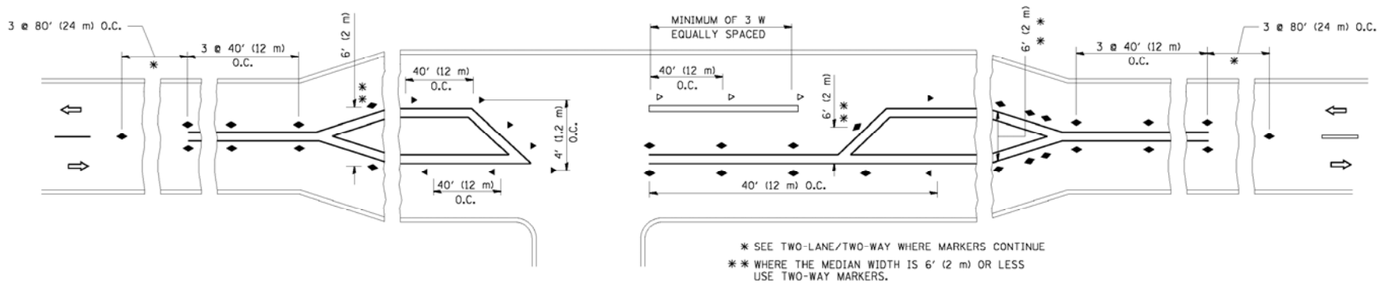
LANE MARKER NOTES

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 SHOULD BE INCLUDED IN THE PLANS.
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

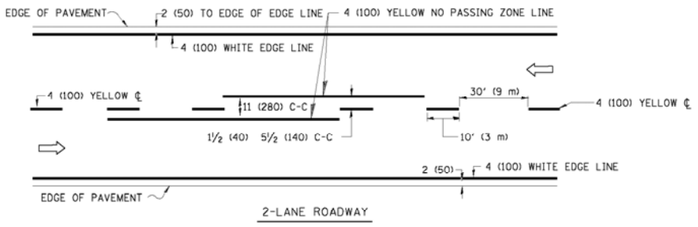
** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

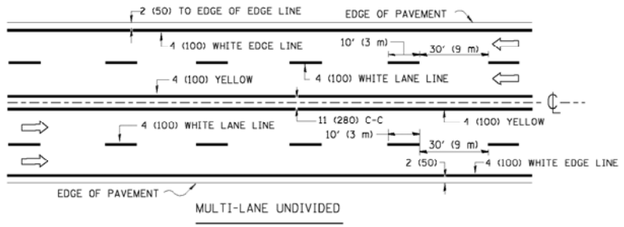
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc11.dgn	USER NAME = drivakosgn	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
		DRAWN -	REVISED - T. RAMMACHER 03-12-99		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00		
	PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE | SHEET NO. 260 OF 431 SHEETS | STA. | TO STA.

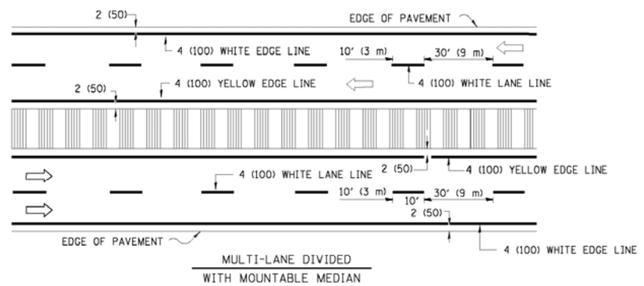
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	260
	TC-11	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



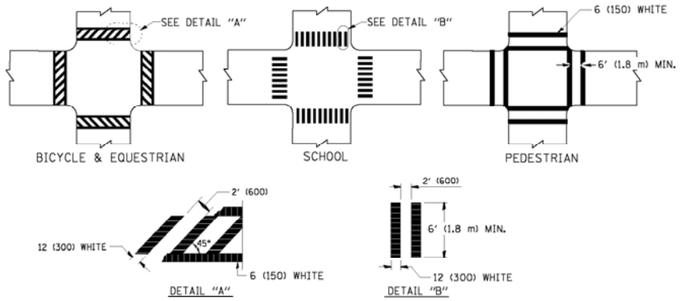
MULTI-LANE UNDIVIDED



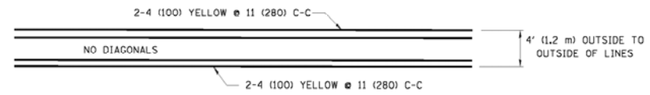
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

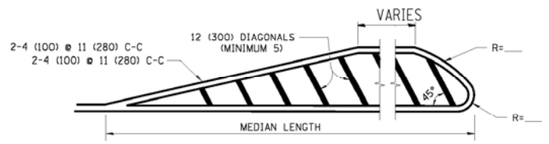
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



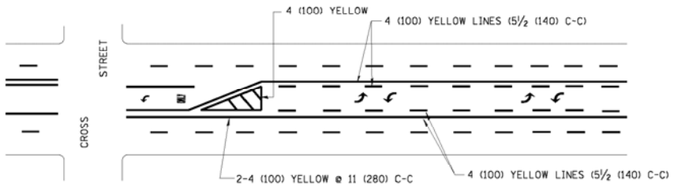
4' (1.2 m) WIDE MEDIANS ONLY



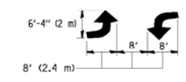
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

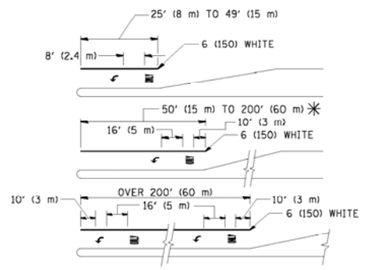


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

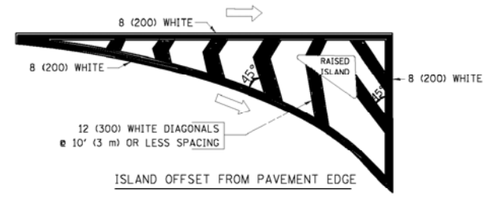


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) ↑ ONLY AREA = 20.8 SQ. FT. (1.9 m²)

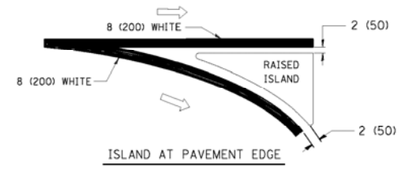
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⌀ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⌀ 4 (100)	SOLID SOLID	YELLOW YELLOW	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 ⌀ 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 ⌀ 6 (150) 12 (300) ⌀ 45° 12 (300) ⌀ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⌀ 4 (100) WITH 12 (300) DIAGONALS ⌀ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⌀ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) ⌀ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

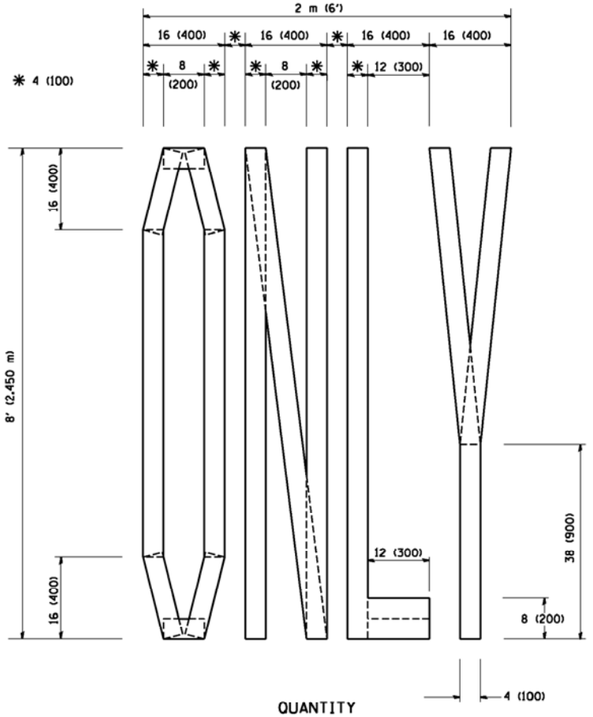
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

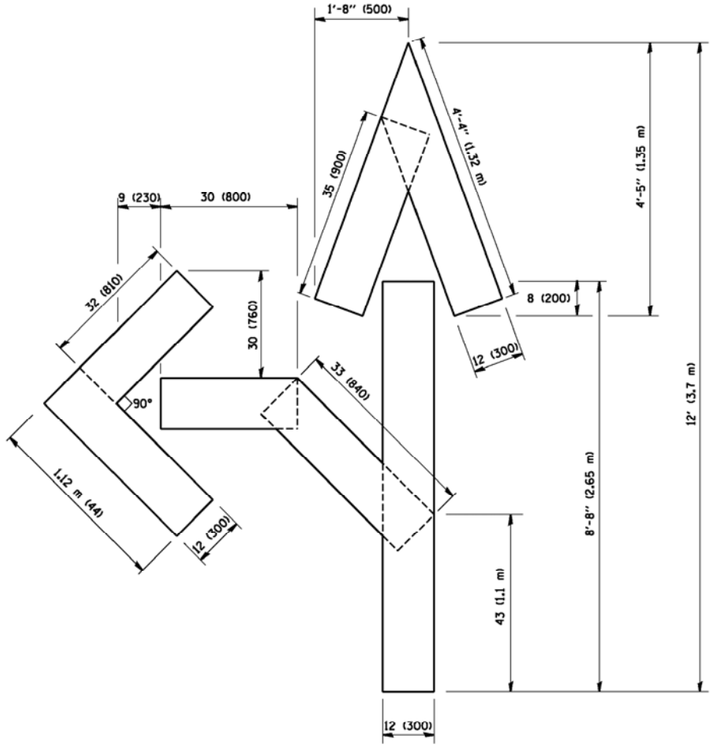
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET NO. 261 OF 431 SHEETS | STA. | TO STA.

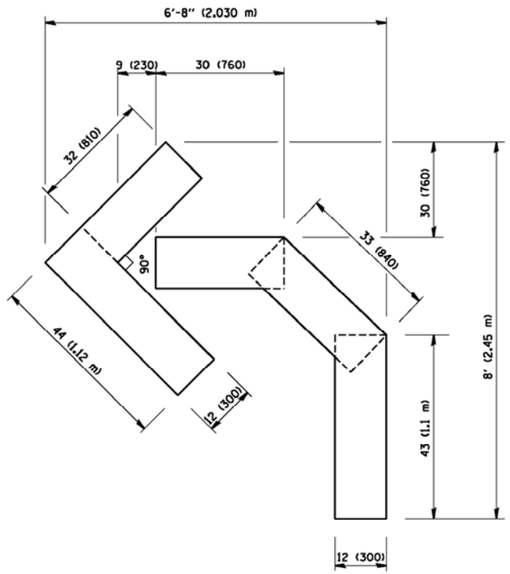
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	261
	TC-13	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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.

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglionabt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		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. 262 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	262
	TC-16	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

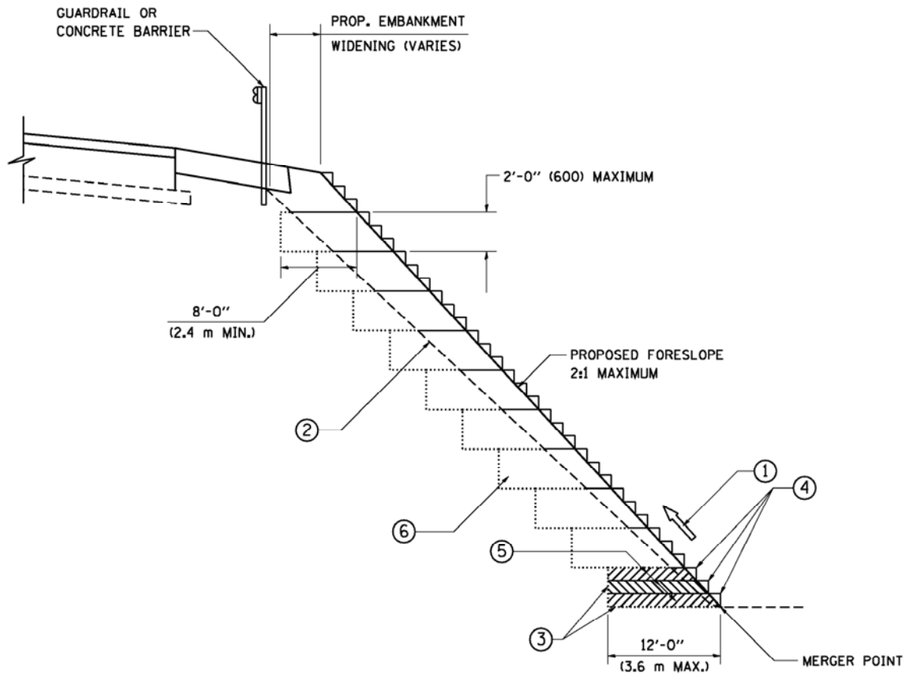
*** THIS SHEET IS INTENTIONALLY LEFT BLANK ***

FILE NAME = S:\1606\CADD Sheets\D162517-sht-details.dgn	USER NAME = _USERNAME_	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/5/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET NO. 263 OF 431 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	263
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		

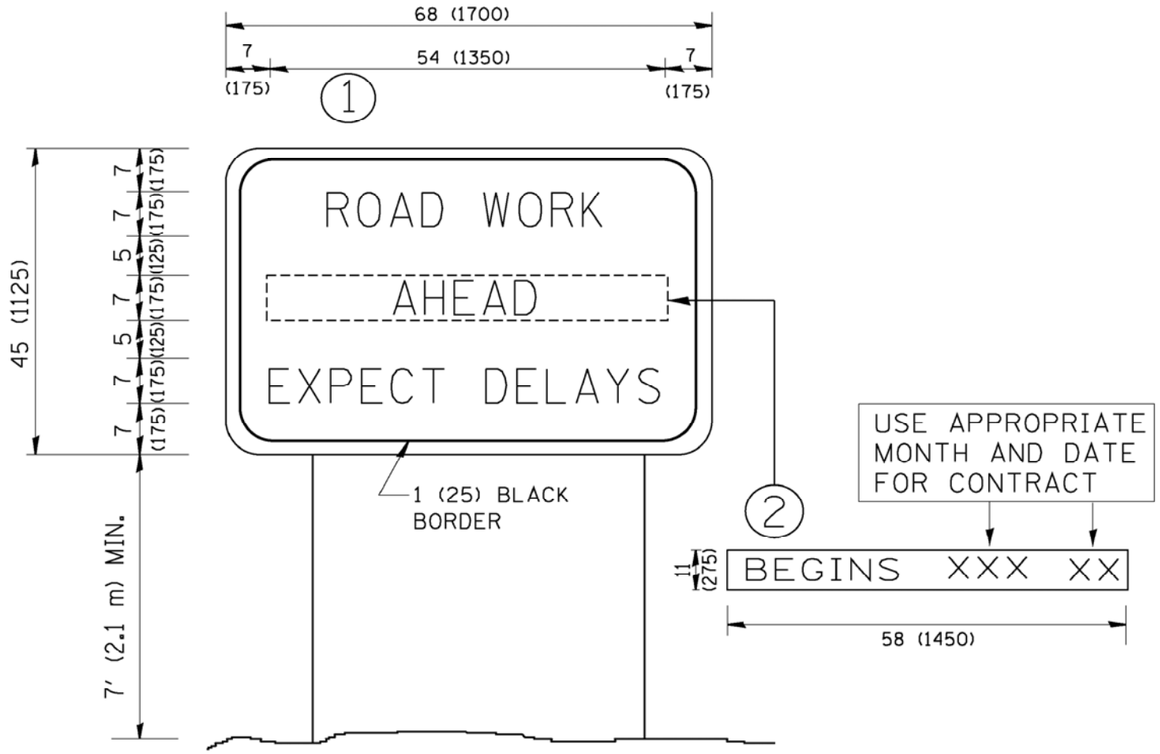


TYPICAL BENCHING DETAIL FOR EMBANKMENT

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.



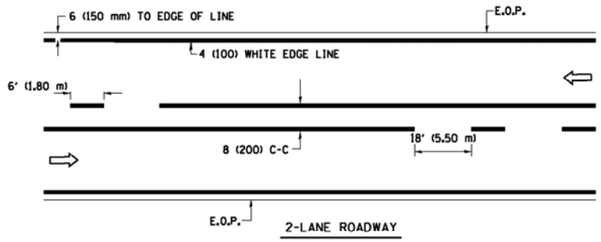
NOTES:

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.

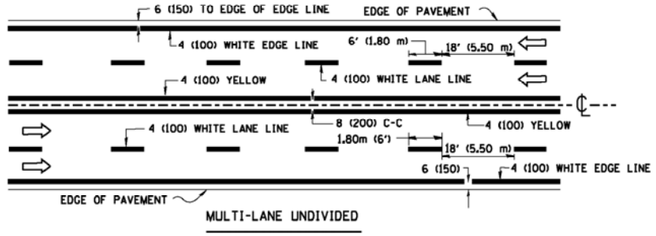
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BENCHING DETAIL FOR EMBANKMENT WIDENING AND ARTERIAL ROAD INFORMATION SIGN
		DRAWN -	REVISED - R. MIRS 12-11-97		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99		
	PLOT DATE = 1/4/2000	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE | SHEET NO. 264 OF 431 SHEETS | STA. | TO STA.

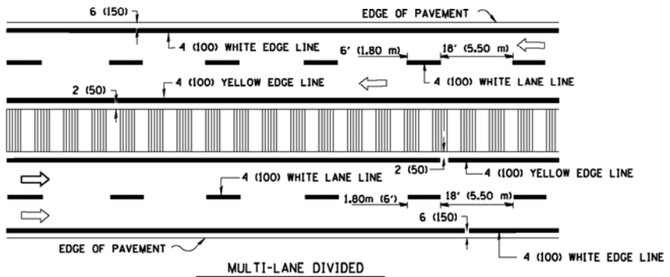
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	264
BD-51, TC-22		CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



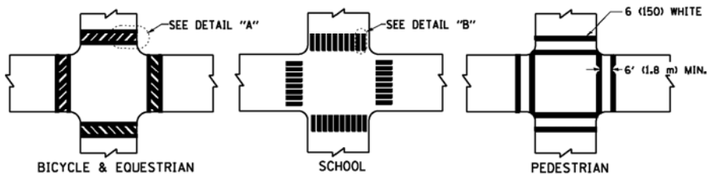
MULTI-LANE UNDIVIDED

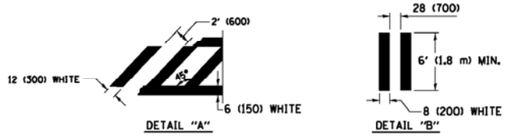


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

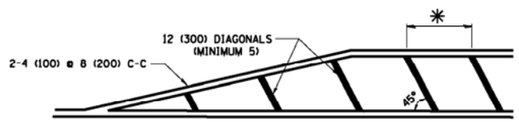
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING





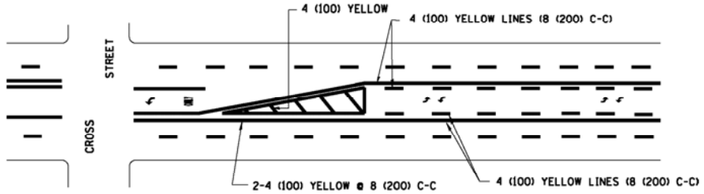
TYPICAL CROSSWALK MARKING



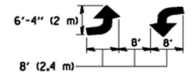
* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

* DIAGONAL LINE SPACING: 20' (6.1 m) C-C

PAINTED MEDIANS

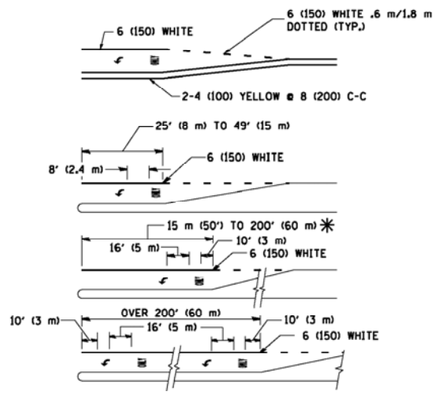


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

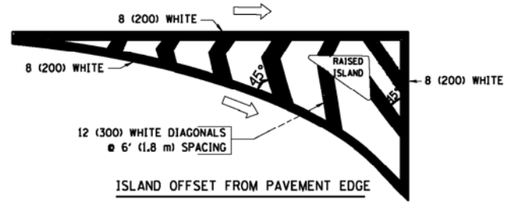


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.8 SQ. FT. (1.47 m^2) ONLY AREA = 22.9 SQ. FT. (2.13 m^2)

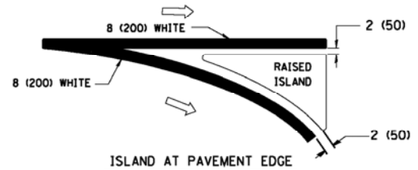
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 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) 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' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 8 (200) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2'-4" (700) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 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. (0.33m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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

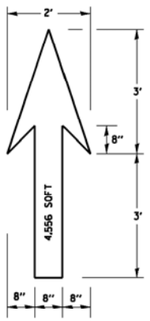
FILE NAME = W:\diststd\22x34\tc24.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - T. RAMMACHER 12-07-00
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

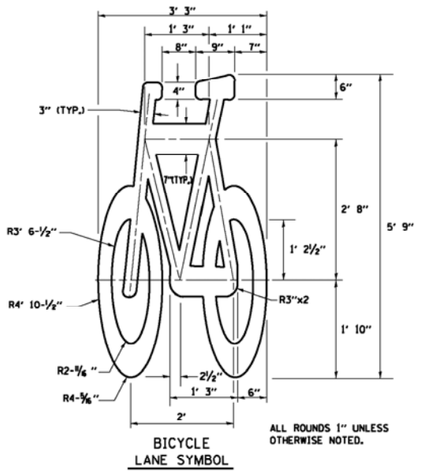
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET NO. 265 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	265
	TC-24	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





BICYCLE
LANE SYMBOL

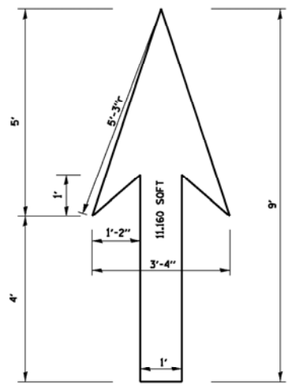
ALL ROUNDS 1" UNLESS OTHERWISE NOTED.

NOTE:
1.) FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.

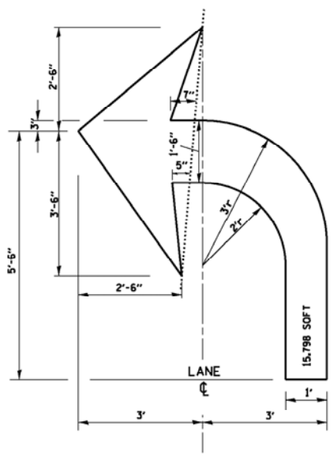
2.) THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28

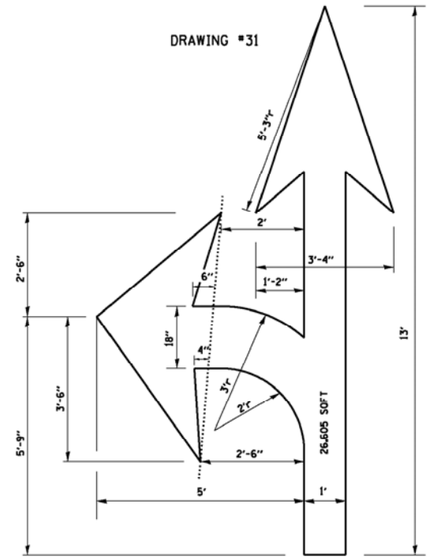
DRAWING #29



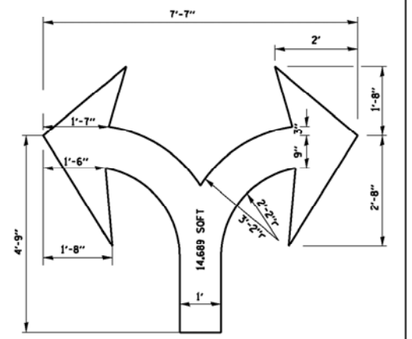
DRAWING #30



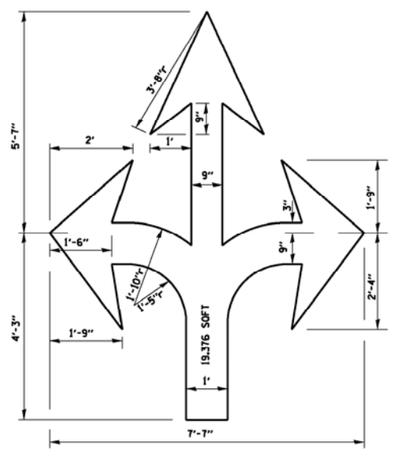
DRAWING #31



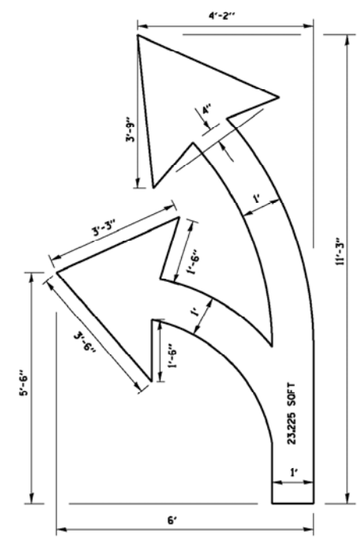
DRAWING #32



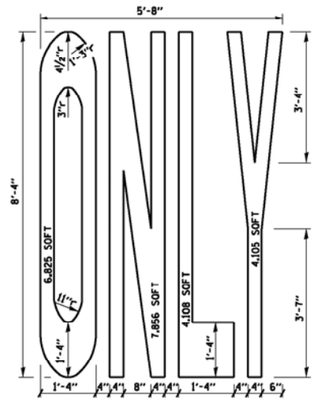
DRAWING #33



DRAWING #34



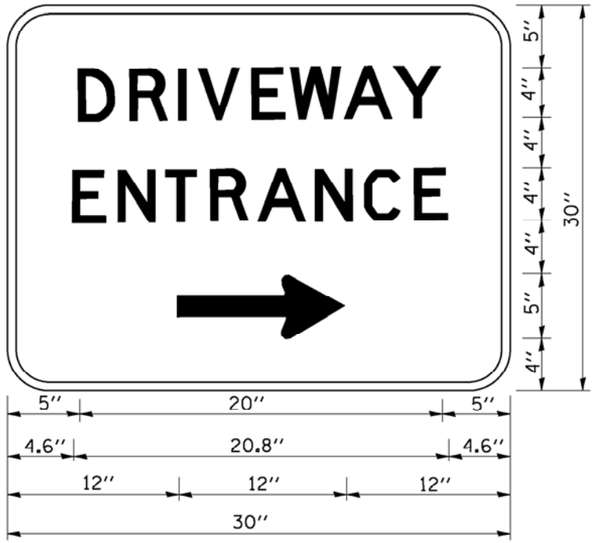
DRAWING #35



NOTE:
ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

FILE NAME = W:\diststd\22x34\tc24.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - T. RAMMACHER 12-07-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS
		DRAWN -	REVISED -		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -		SCALE: NONE SHEET NO. 266 OF 431 SHEETS STA. TO STA.
	PLOT DATE = 1/4/2008	DATE -	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	266
	TC-24	CONTRACT NO. 62517		
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''.

FILE NAME = W:\diststd\22x34\tc26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

SCALE: NONE | SHEET NO. 267 OF 431 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	267
	TC-26	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LEGEND

PROPOSED LIGHTING UNIT
47.5' M.H., 15' M.A., WITH 310W, 240V HPS LUMINAIRE
WITH TRANSFORMER BASE BREAKAWAY DEVICE

PROPOSED COMBINATION LIGHTING UNIT
45' M.H., 15' M.A., WITH 310W, 240V HPS LUMINAIRE

TEMPORARY LIGHTING UNIT
50' M.H., 15' M.A., WITH 400W, 240V HPS LUMINAIRE

EXISTING LIGHTING UNIT TO BE REMOVED AND SALVAGED

RIGID GALVANIZED STEEL CONDUIT (RGC)
SIZE AS INDICATED

UNIT DUCT, AS SPECIFIED IN PLANS

AERIAL CABLE, AS SPECIFIED IN PLANS

PROPOSED LIGHTING CONTROLLER CABINET,
SINGLE DOOR, CONSOLE TYPE,
240/480V, 1Ø

EXISTING LIGHTING CONTROLLER CABINET

PROPOSED ELECTRIC SERVICE TRANSFORMER
BY COMED ON EXISTING OR PROPOSED
UTILITY WOOD POLE

ELECTRIC GROUND ROD, 5/8"X10 FT

WOOD POLE, SIZE AS NOTED

CALL-OUT SAMPLES

DEFINITION	EXAMPLE
CKT. NO. LOCATION SET BACK- BACK OF THE CURB (AS NOTED ON THE PLANS)	MZA1 STA. 591+85 SET BACK 7FT
HC A POLE NUMBER CIRCUIT NUMBER LIGHTING CONTROL CABINET	
CONDUIT SIZE TYPE, LENGTH	3" DIA. RGC, 50 FT
CIRCUITS CONDUCTORS RACEWAY	CKT. MZAB 3-1/C#8, 1/C#10 GND, 1" DIA. UNIT DUCT
CONTROLLER DESIGNATION LOCATION DESCRIPTION	PROPOSED LIGHTING CONTROLLER "MZ" STA. 590+95, 51 FT LT 1-PHASE, 240/480V

ABBREVIATIONS

ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
AFG	ABOVE FINISHED GRADE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CNC	COILABLE NONMETALLIC CONDUIT
CT	CURRENT TRANSFORMER
CP	CONTROL PANEL
DIA	DIAMETER
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
FT	FEET OR FOOT
FND MET	FOUNDATION METAL
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
M.A.	MAST ARM
MH	MOUNTING HEIGHT
NO. #	NUMBER
RGC	RIGID GALVANIZED CONDUIT
RGS	RIGID GALVANIZED STEEL
STA	STATION
T	TEMPORARY LIGHTING UNIT
TB	TRANSFORMER BASE
TMP	TEMPORARY
UD	UNIT DUCT
WP	WOOD POLE
XFMR	TRANSFORMER

GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS, WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS AND UNIT PRICE ITEMS.
3. ALL NEW CONDUITS, UNIT DUCTS, DIRECT BURIAL CABLES, AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
4. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL CONDITIONS (LATEST EDITION).
5. THE SCALE SHOWN ON PLAN DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT TO REDUCED SIZE PLANS.
6. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE LAMPS IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
7. ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEMS. SEPARATE PAYMENT WILL NOT BE MADE.
8. CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 30" DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST TO THE STATE. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
9. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY ITEM.
10. BREAKAWAY DEVICE, TRANSFORMER BASE, 9", FOR 47.5' LIGHT POLES SHALL BE INSTALLED ON ALL GROUND MOUNTED POLES WITH 15" BOLT CIRCLE ON 24" DIA. FOUNDATION AS SHOWN IN THE PLANS.
11. WHEREVER THE TEMPORARY AERIAL CABLE IS REQUIRED TO CROSS AN EXISTING AND/OR PROPOSED ROADWAY, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 20 FEET OF VERTICAL CLEARANCE OVER THE ROADWAY AT ALL TIMES.

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY
ELECTRIC SERVICE INSTALLATION	EACH	1
ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	672
UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	4,500
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 2	FOOT	80
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	4,700
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 310 WATT	EACH	22
LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 100AMP	EACH	1
LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	18
LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	180
BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	18
REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	19
REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	16
REMOVAL OF POLE FOUNDATION	EACH	16
TEMPORARY WOOD POLE, 60 FT., CLASS 4, WITH 15 FT. MAST ARM, INSTALL ONLY	EACH	19
WOOD POLE, 60 FT, CLASS 4	EACH	1
LUMINAIRE, STREET LIGHTING, HIGH PRESSURE SODIUM VAPOR, 400 WATT, 240 VOLT, INSTALL ONLY	EACH	23
REMOVE EXISTING LIGHTING CONTROLLER AND SALVAGE	EACH	1
REMOVE AND RELOCATE EXISTING LIGHTING CONTROLLER	EACH	1
LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	22

E-01

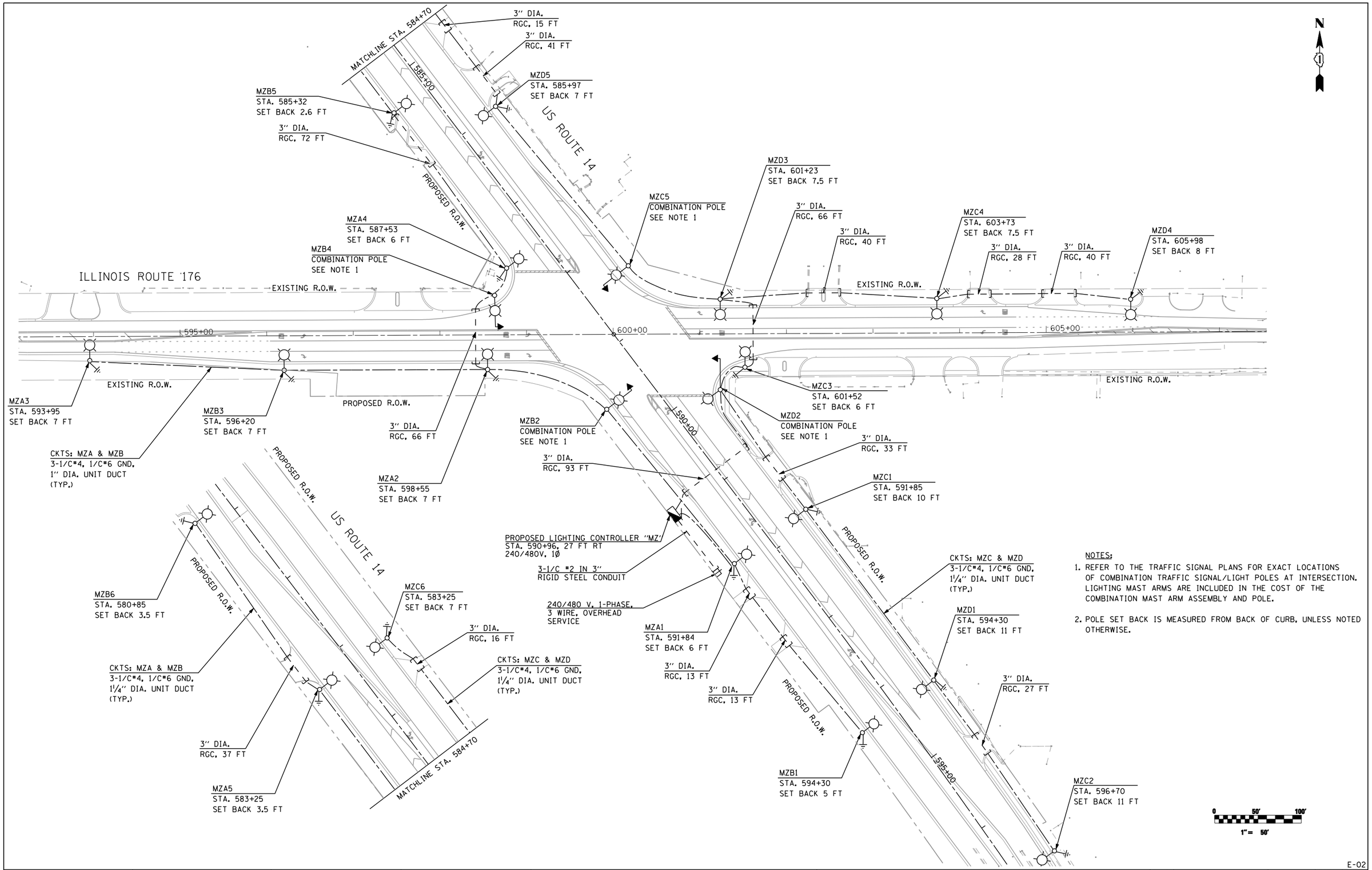
FILE NAME = ...\D162517-Sht-Lightnote.dgn	USER NAME = rswanson	DESIGNED - RDP	REVISED -
		DRAWN - RDP	REVISED -
	PLOT SCALE =	CHECKED - JDM	REVISED -
	PLOT DATE = 6/5/2014	DATE - 6/6/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING GENERAL NOTES AND LEGEND
U.S. ROUTE 14

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	268
		CONTRACT NO. 62517		
		ILLINOIS FED. AID PROJECT		



NOTES:

1. REFER TO THE TRAFFIC SIGNAL PLANS FOR EXACT LOCATIONS OF COMBINATION TRAFFIC SIGNAL/LIGHT POLES AT INTERSECTION. LIGHTING MAST ARMS ARE INCLUDED IN THE COST OF THE COMBINATION MAST ARM ASSEMBLY AND POLE.
2. POLE SET BACK IS MEASURED FROM BACK OF CURB, UNLESS NOTED OTHERWISE.

E-02

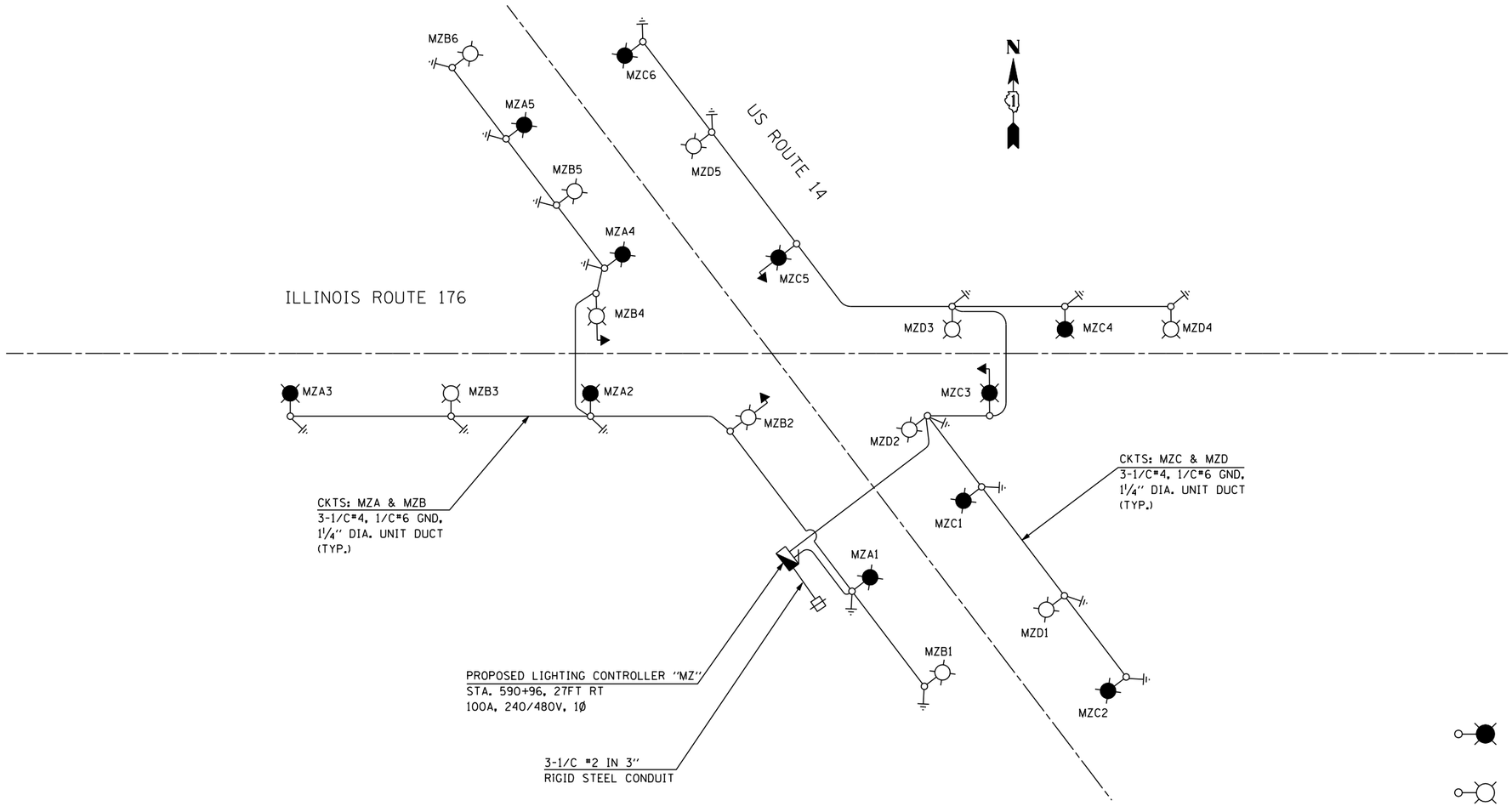
FILE NAME = ...\D162517-Sht-Light1.dgn	USER NAME = $USER$	DESIGNED - RDP	REVISED -
		DRAWN - RDP	REVISED -
	PLOT SCALE = 1:100	CHECKED - JDM	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
U.S. ROUTE 14

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	269
		CONTRACT NO. 62517		
		ILLINOIS FED. AID PROJECT		



LOAD TABLE
PROPOSED LIGHTING CONTROLLER "MZ"
(@ 240 VOLTS)

CIRCUIT	BLACK PHASE		CIRCUIT	RED PHASE	
	AMPS	WATTS		AMPS	WATTS
A	8.0	1920	B	9.6	2304
C	9.6	2304	D	8.0	1920
TOTAL	17.6	4224	TOTAL	17.6	4224

LEGEND

PROPOSED LIGHTING UNIT 47.5' M.H., 15' M.A., 310W HPS TYPE MC-III, 240V LUMINAIRE (BLACK PHASE)

PROPOSED LIGHTING UNIT 47.5' M.H., 15' M.A., 310W HPS TYPE MC-III, 240V LUMINAIRE (RED PHASE)

PROPOSED LIGHTING CONTROLLER CABINET "MZ", SINGLE DOOR, CONSOLE TYPE, 240/480V, 1Ø

PROPOSED ELECTRIC SERVICE TRANSFORMER BY COMED ON EXISTING OR PROPOSED UTILITY WOOD POLE

ELECTRIC GROUND ROD

E-03

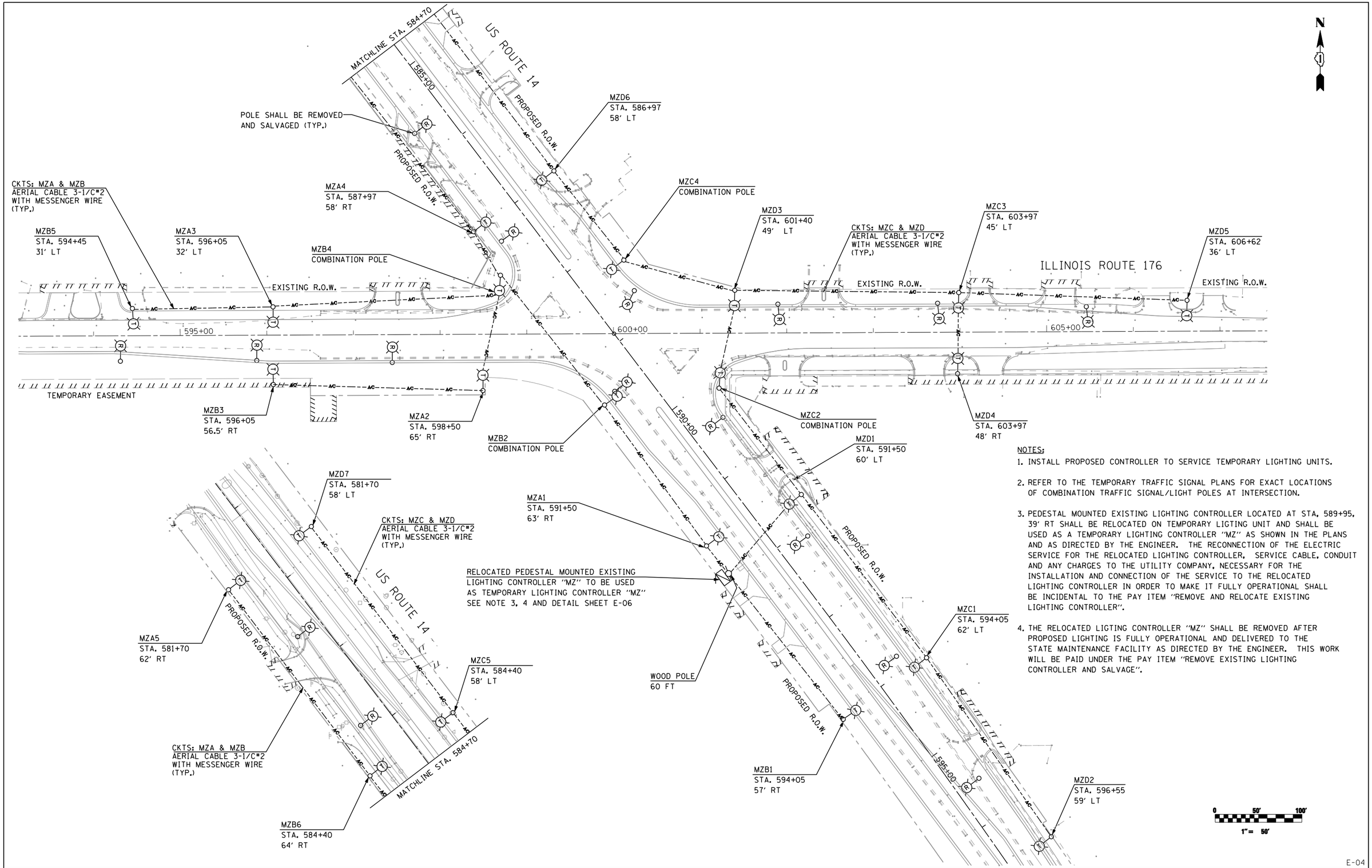
FILE NAME = ...\D162517-Sht-Light2.dgn	USER NAME = $USER$	DESIGNED - RDP	REVISED -
		DRAWN - RDP	REVISED -
	PLOT SCALE = NONE	CHECKED - JDM	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING WIRING PLAN
U.S. ROUTE 14

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	270
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. INSTALL PROPOSED CONTROLLER TO SERVICE TEMPORARY LIGHTING UNITS.
2. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS FOR EXACT LOCATIONS OF COMBINATION TRAFFIC SIGNAL/LIGHT POLES AT INTERSECTION.
3. PEDESTAL MOUNTED EXISTING LIGHTING CONTROLLER LOCATED AT STA. 589+95, 39' RT SHALL BE RELOCATED ON TEMPORARY LIGTING UNIT AND SHALL BE USED AS A TEMPORARY LIGHTING CONTROLLER "MZ" AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE RECONNECTION OF THE ELECTRIC SERVICE FOR THE RELOCATED LIGHTING CONTROLLER, SERVICE CABLE, CONDUIT AND ANY CHARGES TO THE UTILITY COMPANY, NECESSARY FOR THE INSTALLATION AND CONNECTION OF THE SERVICE TO THE RELOCATED LIGHTING CONTROLLER IN ORDER TO MAKE IT FULLY OPERATIONAL SHALL BE INCIDENTAL TO THE PAY ITEM "REMOVE AND RELOCATE EXISTING LIGHTING CONTROLLER".
4. THE RELOCATED LIGTING CONTROLLER "MZ" SHALL BE REMOVED AFTER PROPOSED LIGHTING IS FULLY OPERATIONAL AND DELIVERED TO THE STATE MAINTENANCE FACILITY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID UNDER THE PAY ITEM "REMOVE EXISTING LIGHTING CONTROLLER AND SALVAGE".

E-04

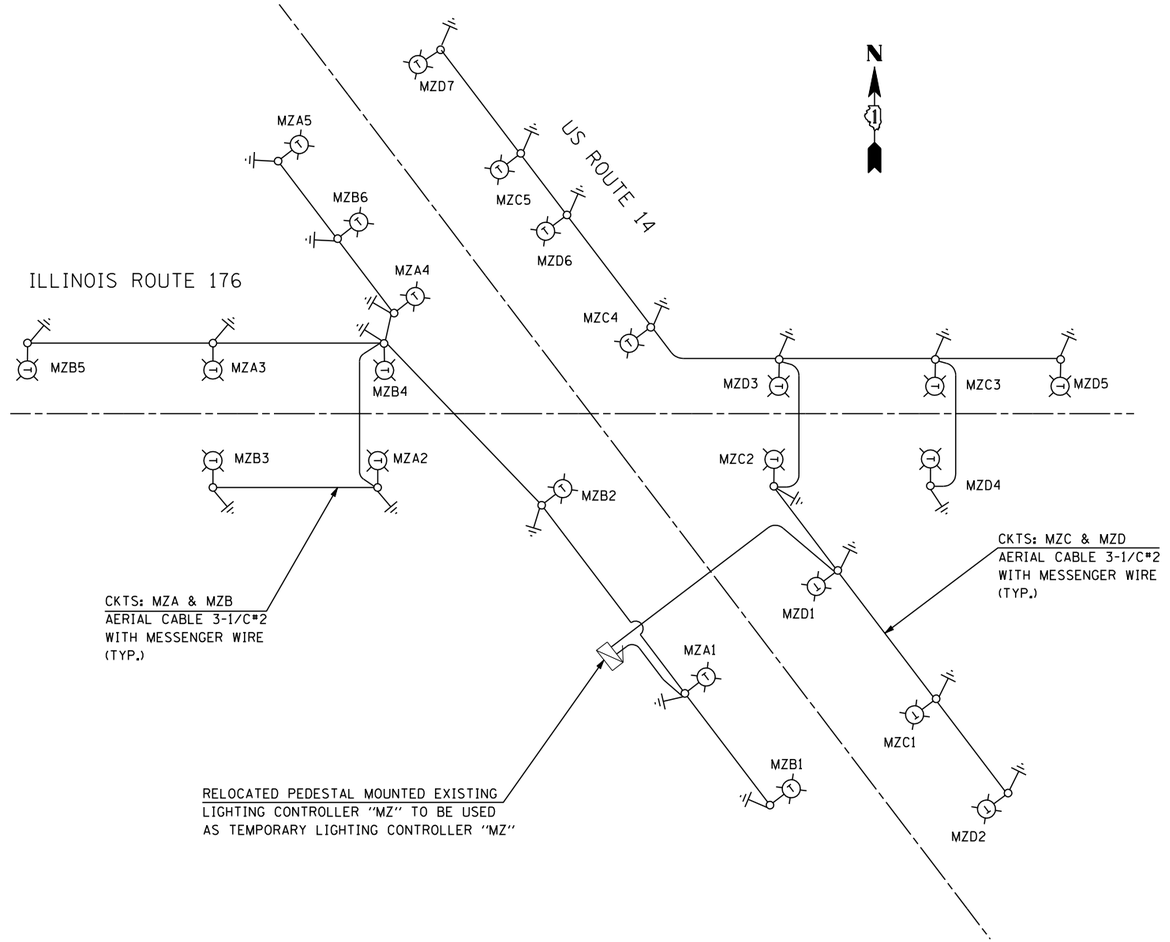
FILE NAME = ...\D162517-Sht-Light3.dgn	USER NAME = $USER$	DESIGNED - RDP	REVISED -
		DRAWN - RDP	REVISED -
	PLOT SCALE =	CHECKED - JDM	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL AND TEMPORARY LIGHTING PLAN
U.S. ROUTE 14

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	271
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		



LOAD TABLE
TEMPORARY LIGHTING CONTROLLER "MZ"
(@ 240 VOLTS)

CIRCUIT	RED PHASE		CIRCUIT	BLACK PHASE	
	AMPS	WATTS		AMPS	WATTS
A	10.0	2400	B	12.0	2880
C	10.0	2400	D	14.0	3360
TOTAL	20.0	4800	TOTAL	26.0	6240

LEGEND

- TEMPORARY LIGHTING UNIT 50' M.H., 15' M.A., 400W HPS TYPE MC-III, 240V LUMINAIRE
- RELOCATED PEDESTAL MOUNTED EXISTING LIGHTING CONTROLLER "MZ" TO BE USED AS TEMPORARY LIGHTING CONTROLLER "MZ"
- PROPOSED ELECTRIC SERVICE TRANSFORMER BY COMED ON EXISTING OR PROPOSED UTILITY WOOD POLE
- ELECTRIC GROUND ROD

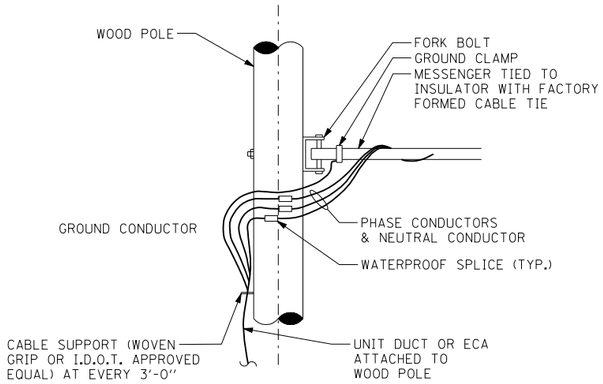
FILE NAME = ...\D162517-Sht-Light4.dgn	USER NAME = $USER$	DESIGNED - RDP	REVISED -
		DRAWN - RDP	REVISED -
	PLOT SCALE = 1:100	CHECKED - JDM	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHTING WIRING PLAN
U.S. ROUTE 14

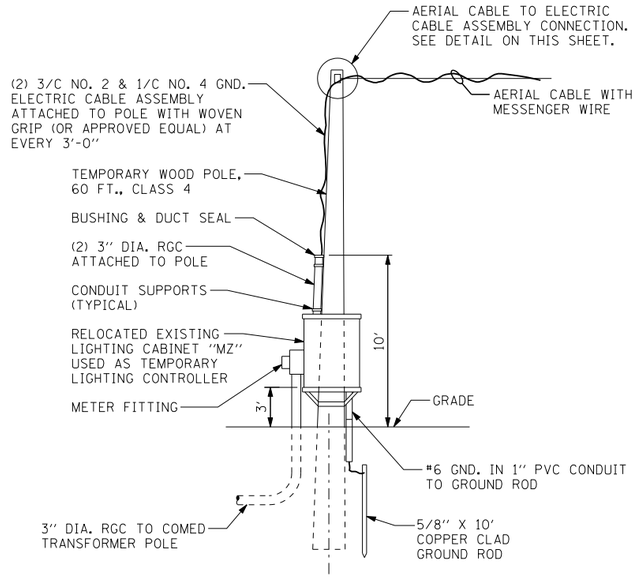
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	272
		CONTRACT NO. 62517		
	ILLINOIS	FED. AID PROJECT		



AERIAL CABLE TO ELECTRIC CABLE ASSEMBLY CONNECTION DETAIL

NOT TO SCALE

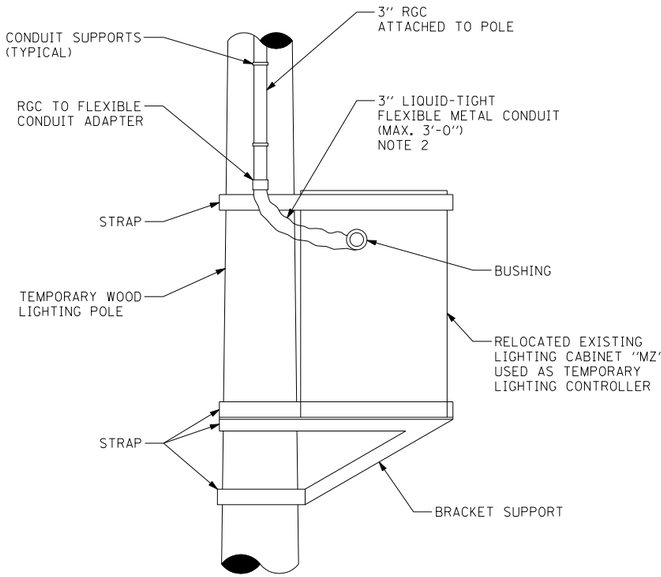


TEMPORARY LIGHTING CONTROLLER INSTALLATION DETAIL

NOT TO SCALE

NOTES:

1. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.
2. THE COST OF ALL CONDUIT ATTACHED TO WOOD POLE, GROUND ROD, AND GROUND WIRES SHALL BE INCLUDED IN THE COST OF "REMOVE AND RELOCATE EXISTING LIGHTING CONTROLLER."

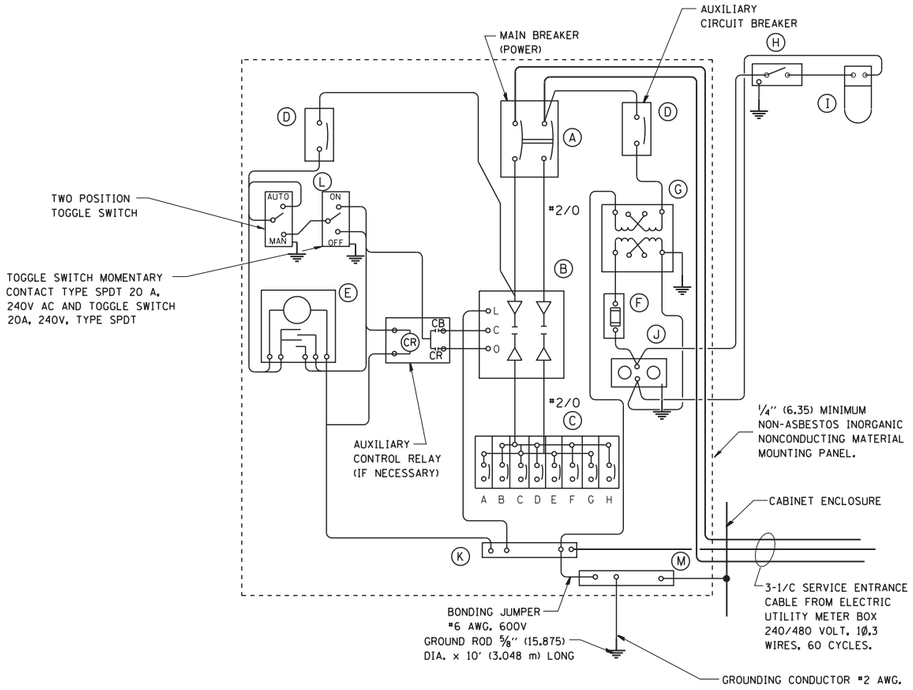


TEMPORARY LIGHTING CONTROLLER WIRING INSTALLATION DETAIL

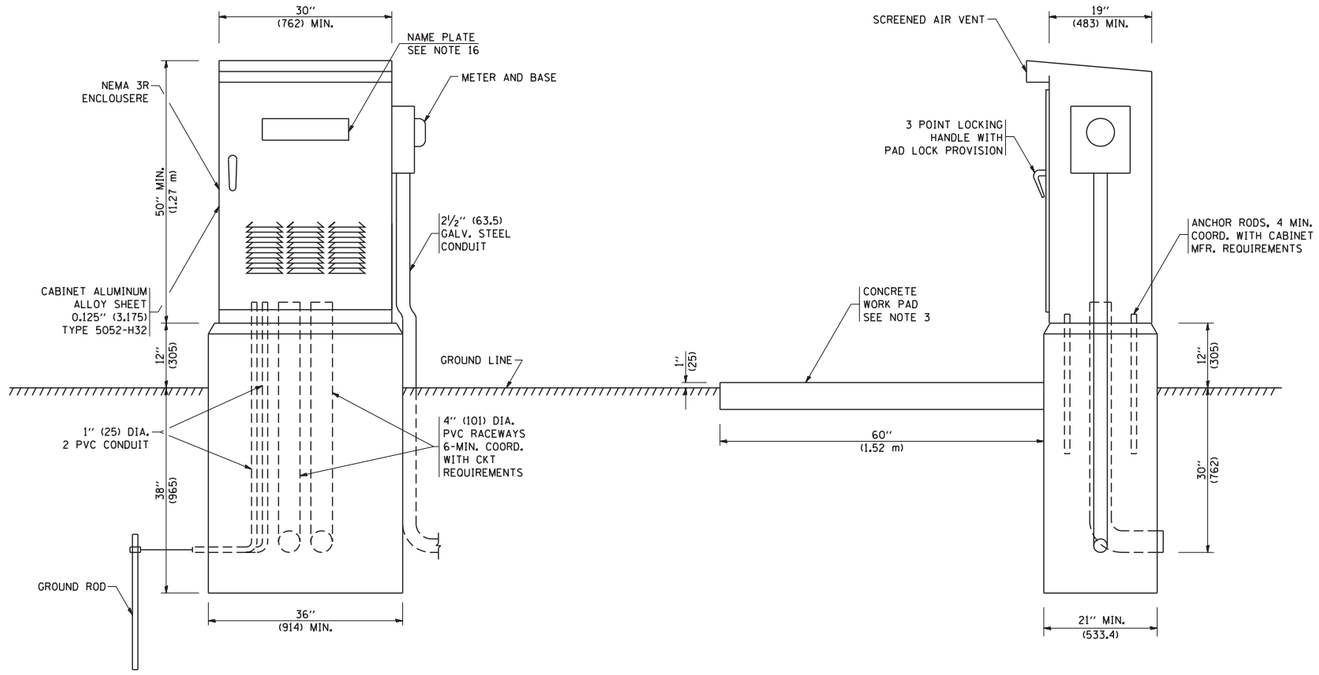
NOT TO SCALE

E-06

FILE NAME = ...\D162517-Sht-Details1.dgn	USER NAME = $USER$	DESIGNED - RDP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY LIGHTING DETAILS U.S. ROUTE 14	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RDP	REVISED -			305	27R-3	MCHENRY	431	273
	PLOT SCALE =	CHECKED - JDM	REVISED -					CONTRACT NO. 62517		
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -		SCALE: AS NOTED / SHEET NO. 1 OF 1 SHEETS / STA. / TO STA.			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.

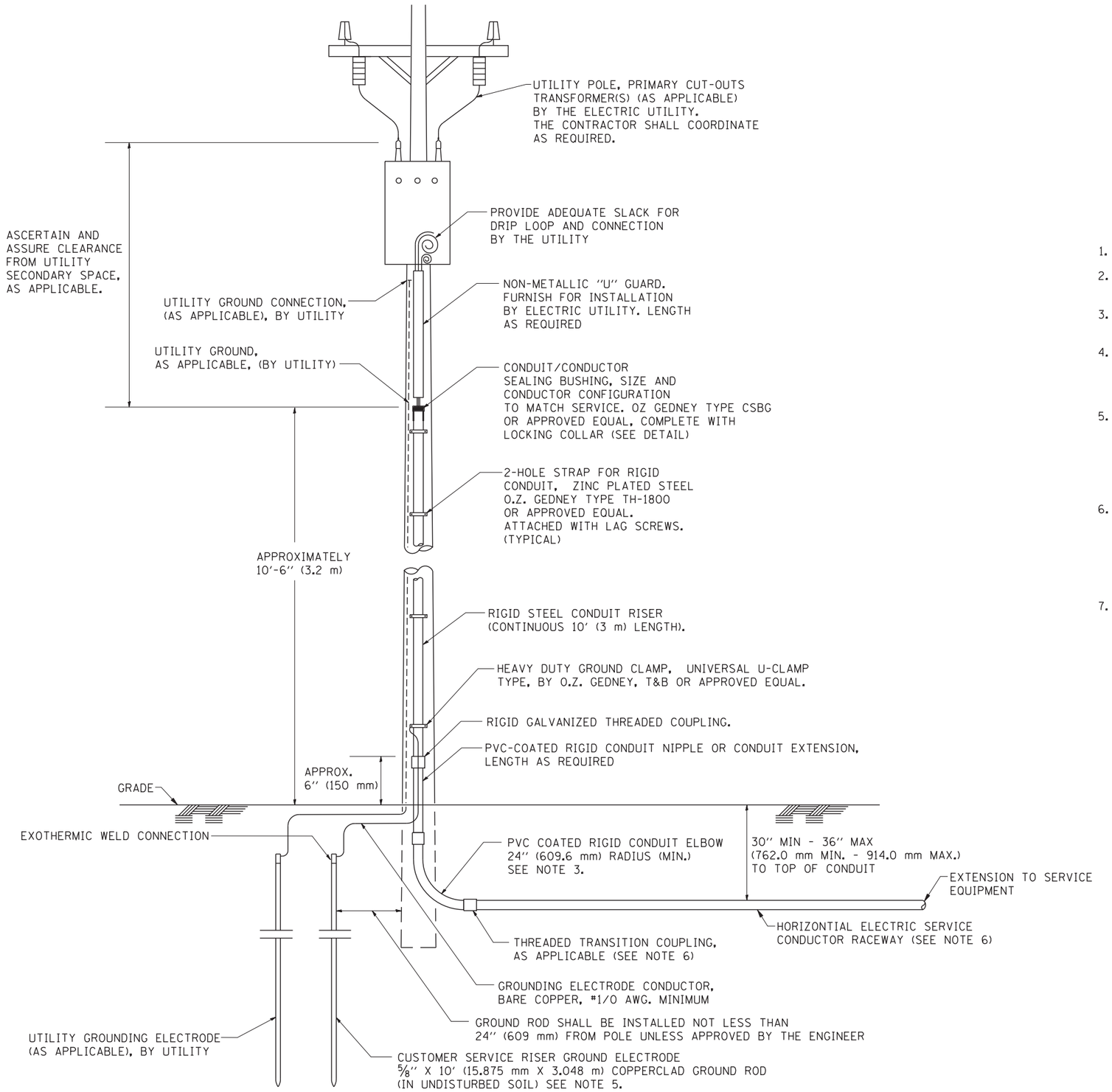
FILE NAME = W:\diststd\22x34\be215.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 08-20-04
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

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.
305	27R-3	MCHENRY	431	274
	BE-215	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

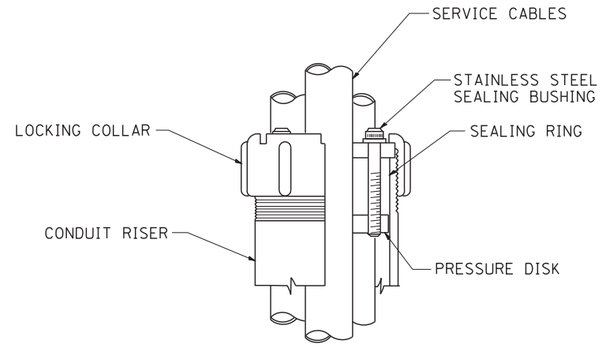


APPLICATION

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.

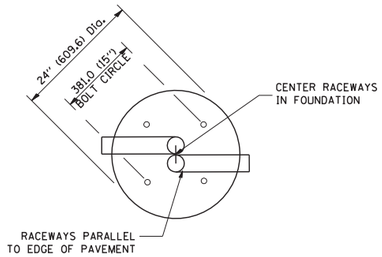


SEALING BUSHING DETAIL

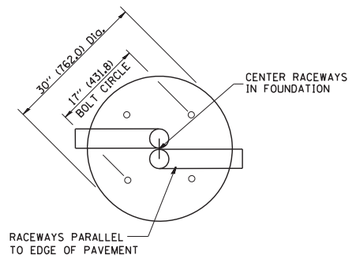
FILE NAME = W:\diststd\22x34\be220.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 03-03-06	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ELECTRIC SERVICE INSTALLATION AERIAL, REMOTE DISCONNECT**		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -				305	27R-3	MCHENRY	431	275
	PLOT SCALE = 50.0000 '/ IN.	CHECKED - MEA	REVISED -					**BE-220**	CONTRACT NO. 62517		
	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

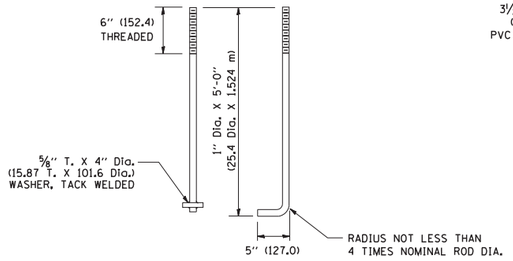
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-6" (2.09 m)	10'-9" (3.23 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND Ø = 34°	9'-0" (2.74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



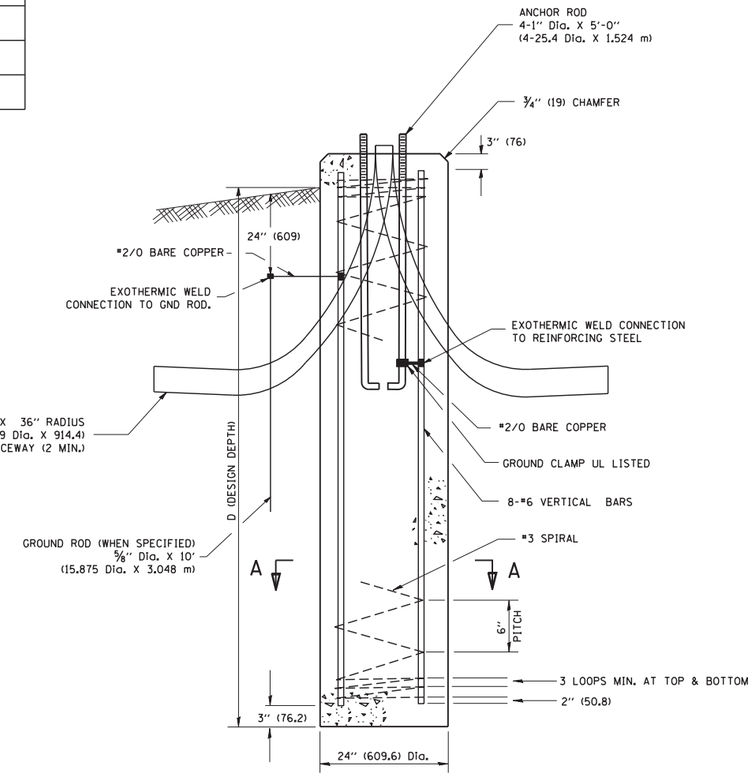
TOP VIEW



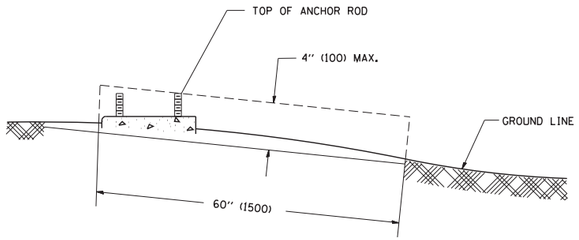
TOP VIEW



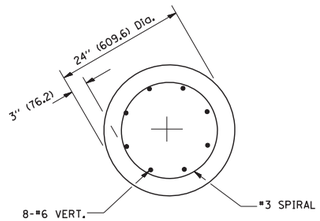
ANCHOR ROD DETAIL



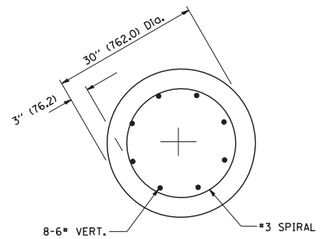
FOUNDATION DETAIL



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.

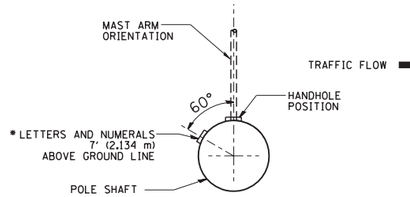
FILE NAME = W:\diststd\22x34\be301.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 04-22-02
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

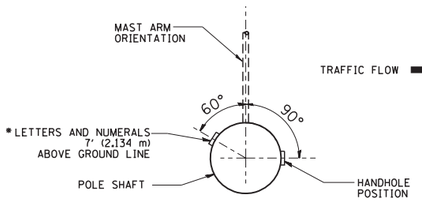
LIGHT POLE FOUNDATION
40' (12.192 m) TO 47 1/2' (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE

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

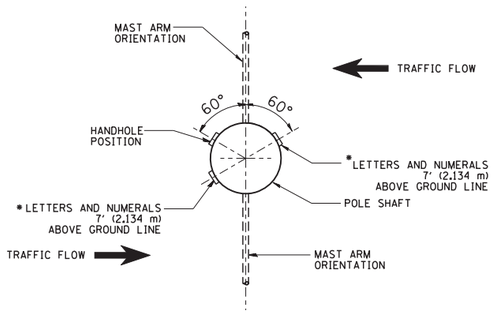
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	276
	BE-301	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



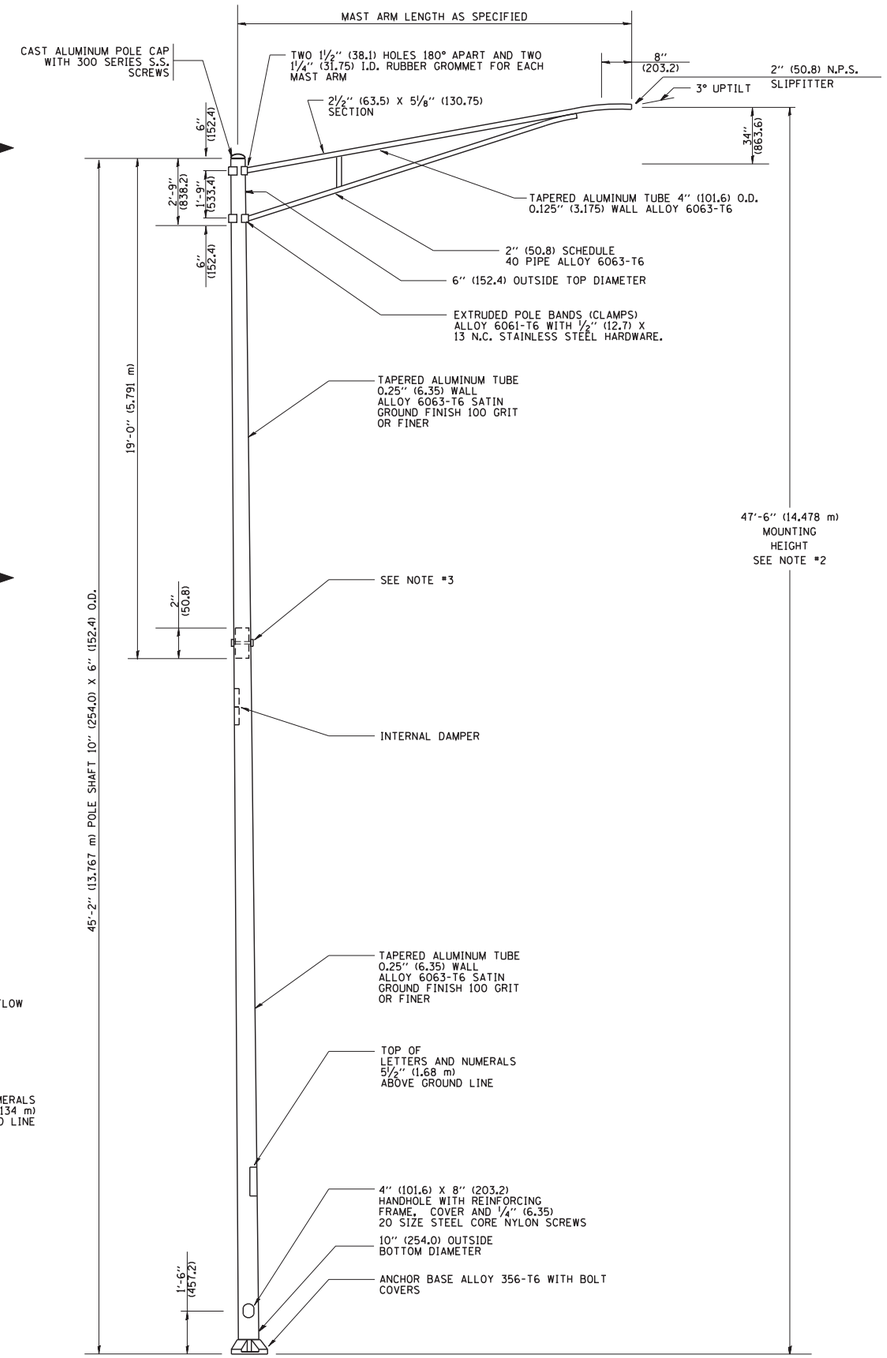
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL

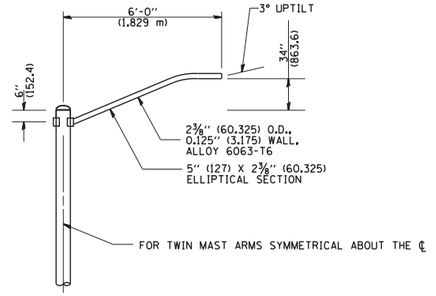


POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



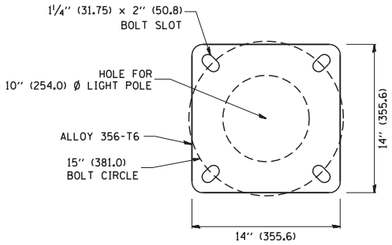


6' (1.8 m) SINGLE MEMBER MAST ARM

(N.T.S.)

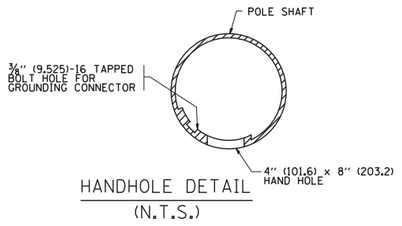
NOTES:

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.



LIGHT POLE BASE PLATE DETAIL

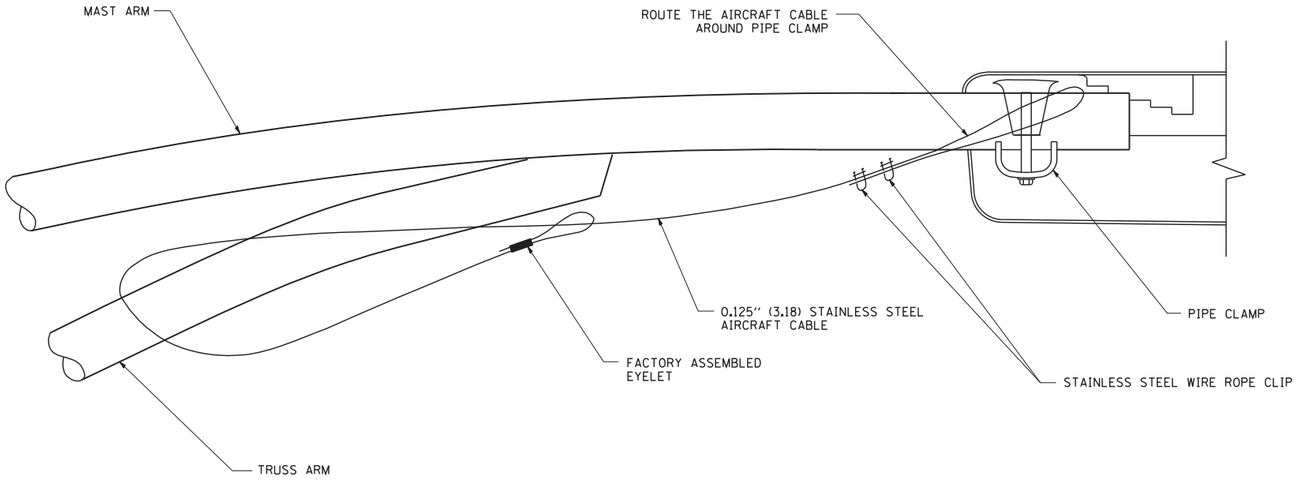
15 INCH (381.0) BOLT CIRCLE



HANDHOLE DETAIL

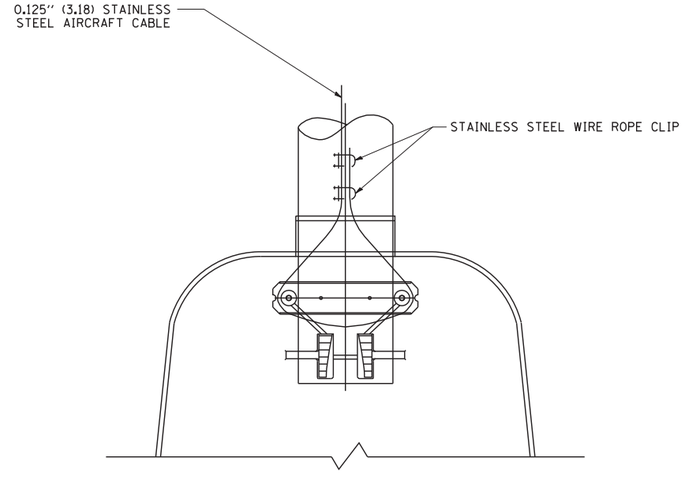
(N.T.S.)

FILE NAME = W:\diststd\22x34\be400.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. TOMSONS 09-06-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALUMINUM LIGHT POLE 47'-6" (14.478 m) MOUNTING HEIGHT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. TOMSONS 09-03-03			305	27R-3	MCHENRY	431	277
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -				BE-400		CONTRACT NO. 62517	
	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		



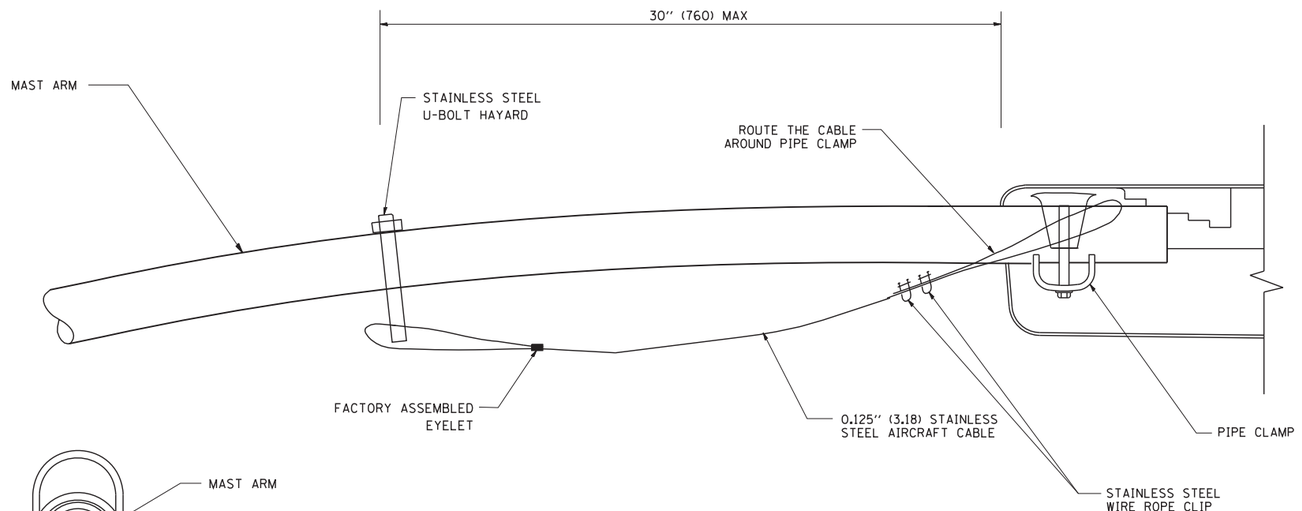
SIDE VIEW (TRUSS ARM)

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.

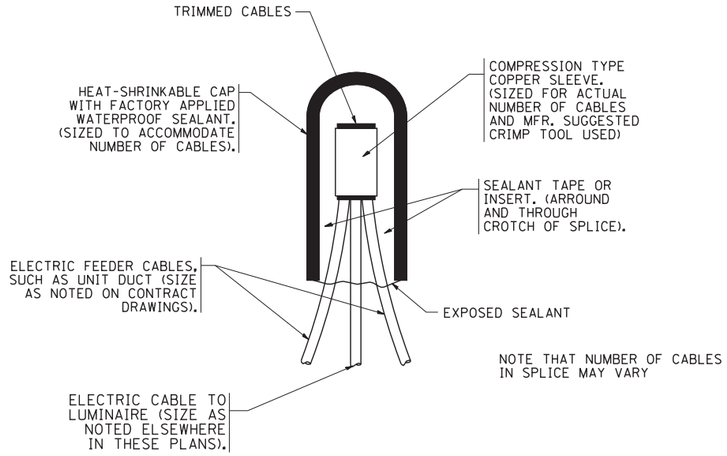
FILE NAME = W:\diststd\22x34\be701.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 08-08-03
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY CABLE ASSEMBLY

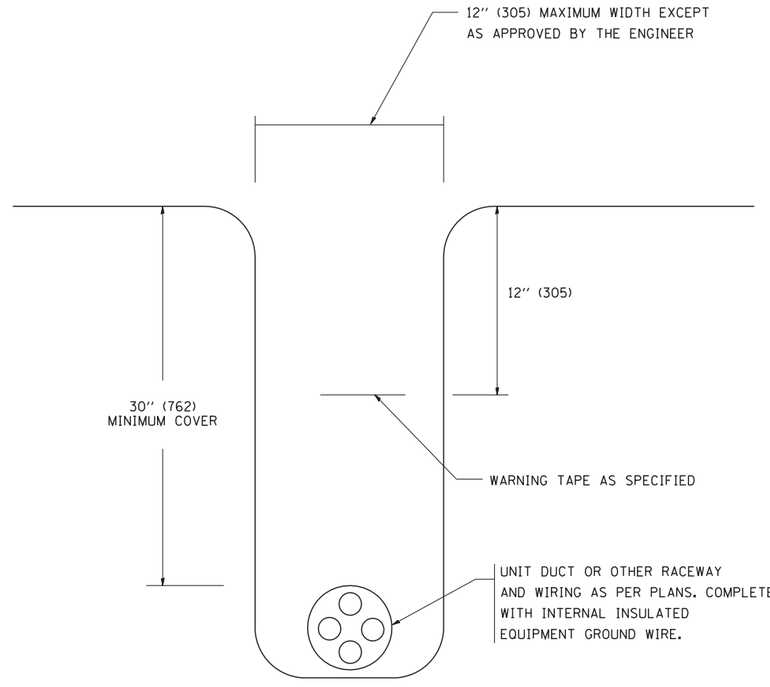
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	278
	BE-701	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



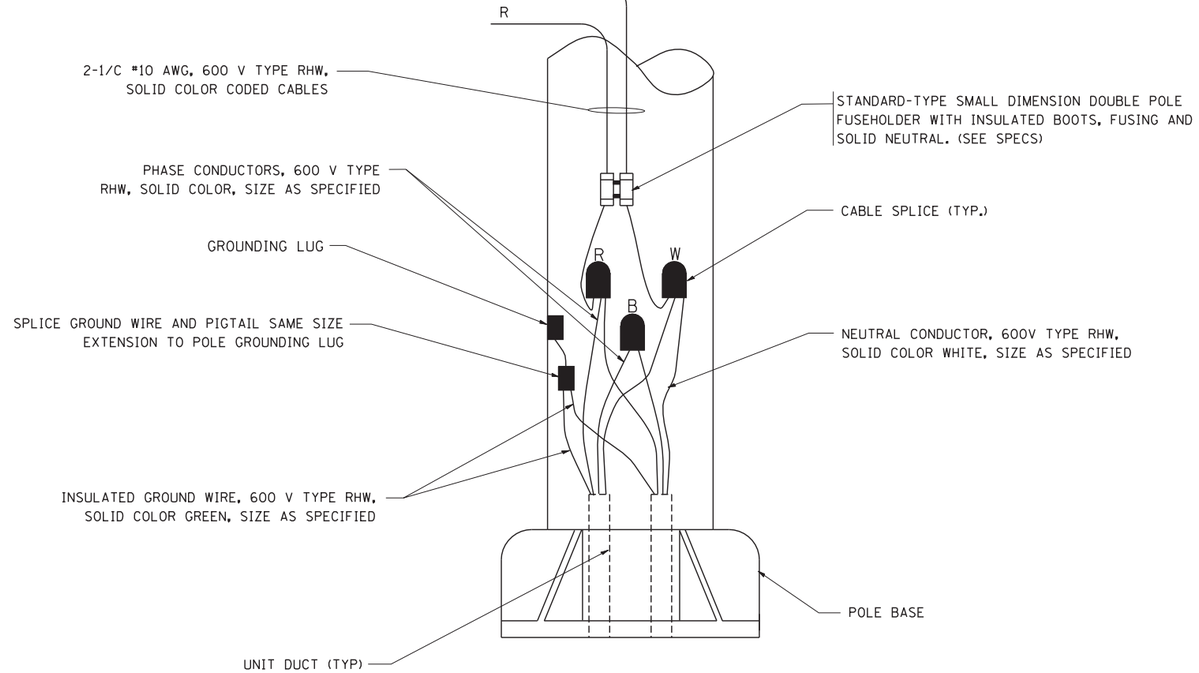
TYPICAL SPLICE DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

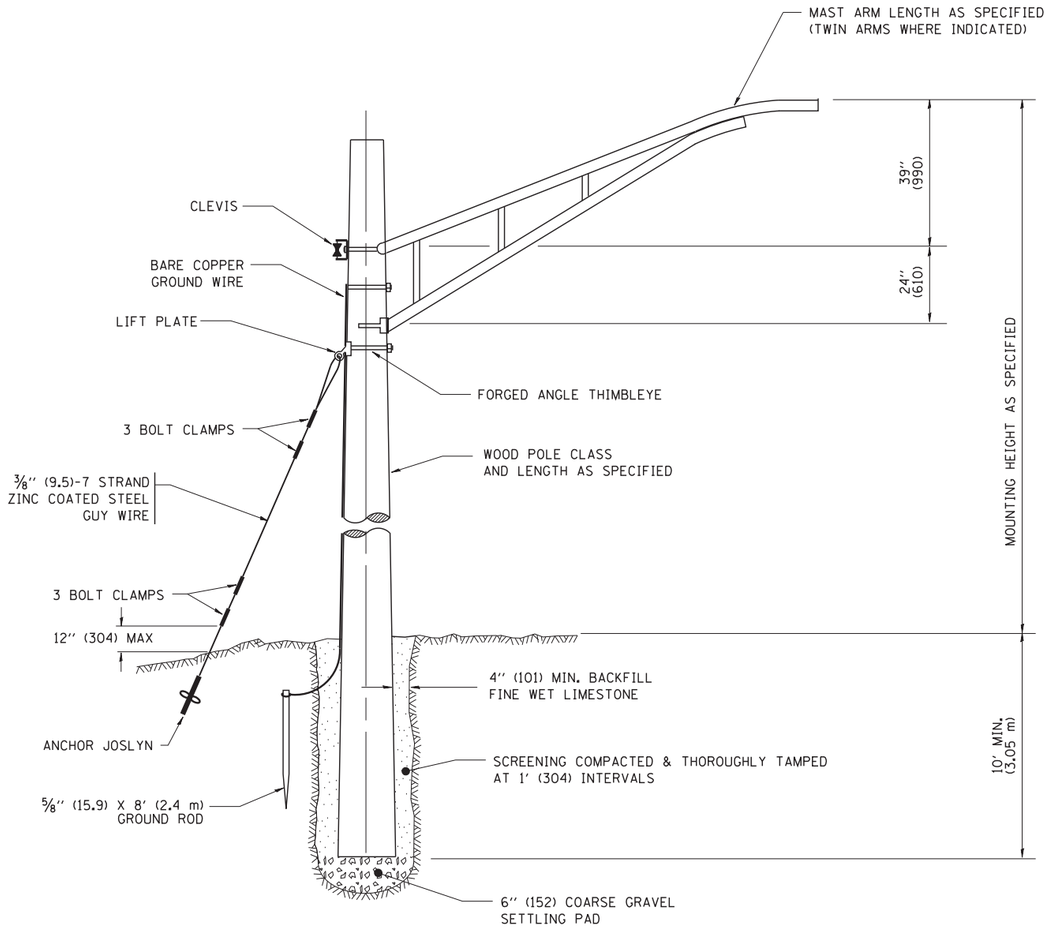
N.T.S.



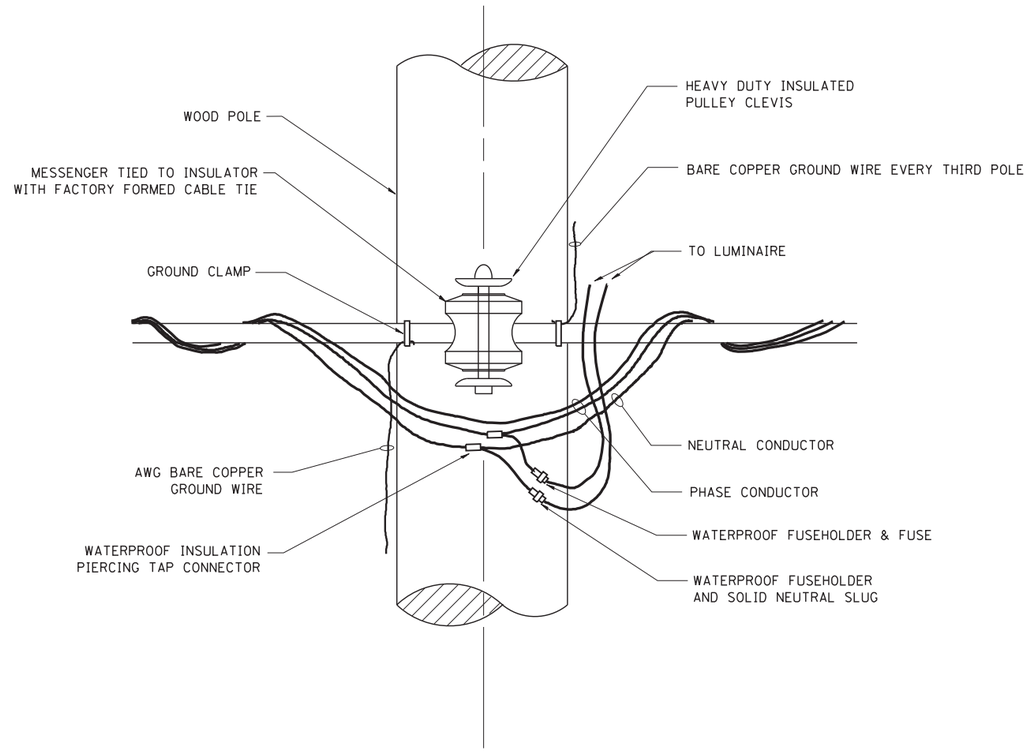
POLE WIRING DETAIL

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 -					305	27R-3	MCHENRY	431	279
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -						BE-702	CONTRACT NO.		62517
	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		



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

FILE NAME = W:\diststd\22x34\be800.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

TEMPORARY LIGHT POLE DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	280
	BE-800	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6'' (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

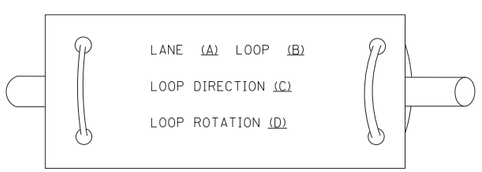
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18'' (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

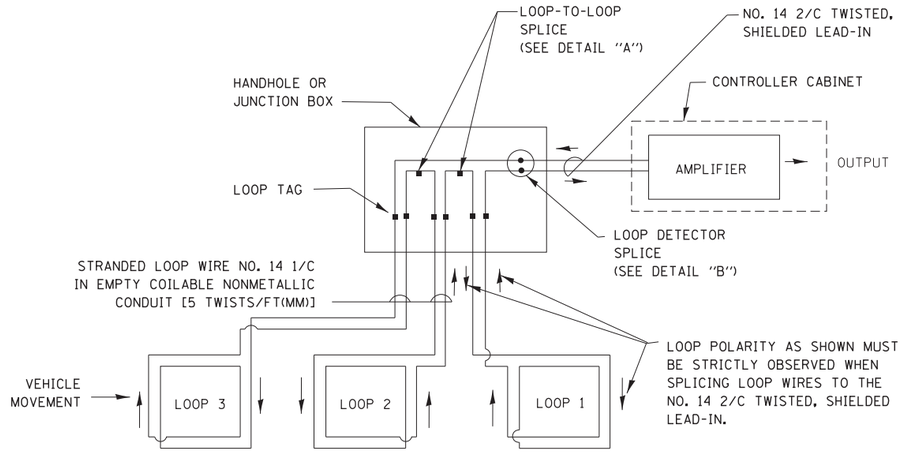


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

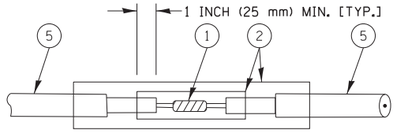
C. LABEL LOOP CABLE ''IN'' OR LOOP CABLE ''OUT''.

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

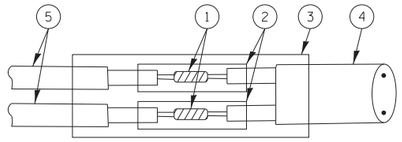


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16'' (8 mm).
- SAW-CUT DEPTHS SHALL BE 3'' (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2'' (50 mm) DIAMETER CORE.

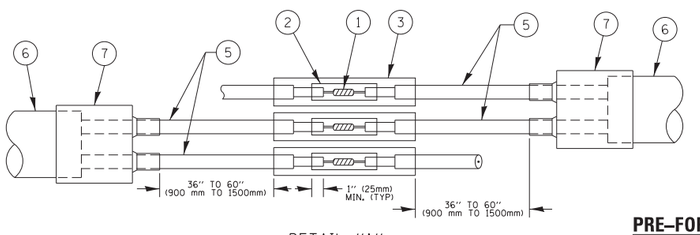


DETAIL ''A''
LOOP-TO-LOOP SPLICE



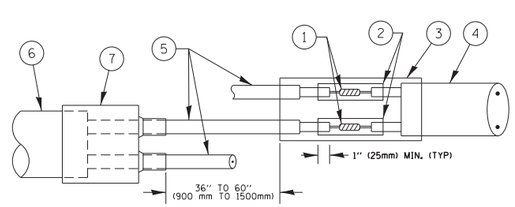
DETAIL ''B''
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL ''A''
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL ''B''
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3'' (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6'' (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

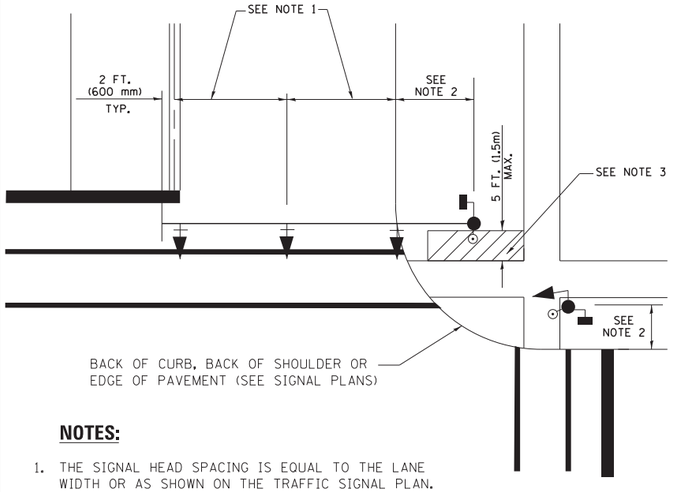
(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME = c:\pw_work\pwidot\footemj\d0108315\ts05.dgn	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE. 305	SECTION 27R-3	COUNTY MCHENRY	TOTAL SHEETS 431	SHEET NO. 281
	PLOT SCALE = 50.0000 ' / in.	DRAWN - BCK	REVISED -						TS-05	CONTRACT NO. 62517		
	PLOT DATE = 1/13/2014	CHECKED - DAD	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
		DATE - 10-28-09	REVISED -									

ts05.dgn 1/13/2014 12:36:31 PM User=footemj

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

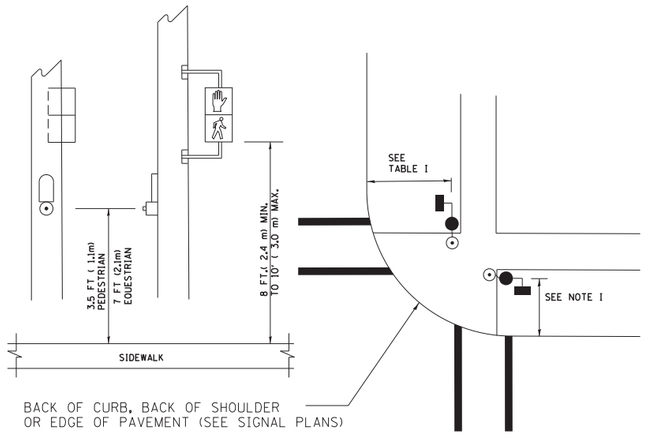
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

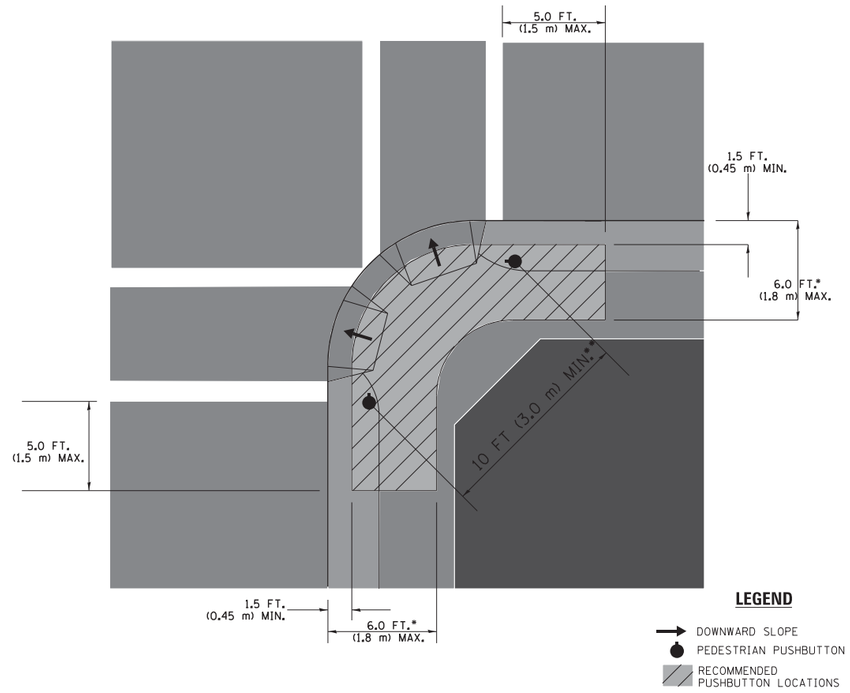
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

FILE NAME = c:\pw_work\pwidot\footemj\d0108315\ts05.dgn	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

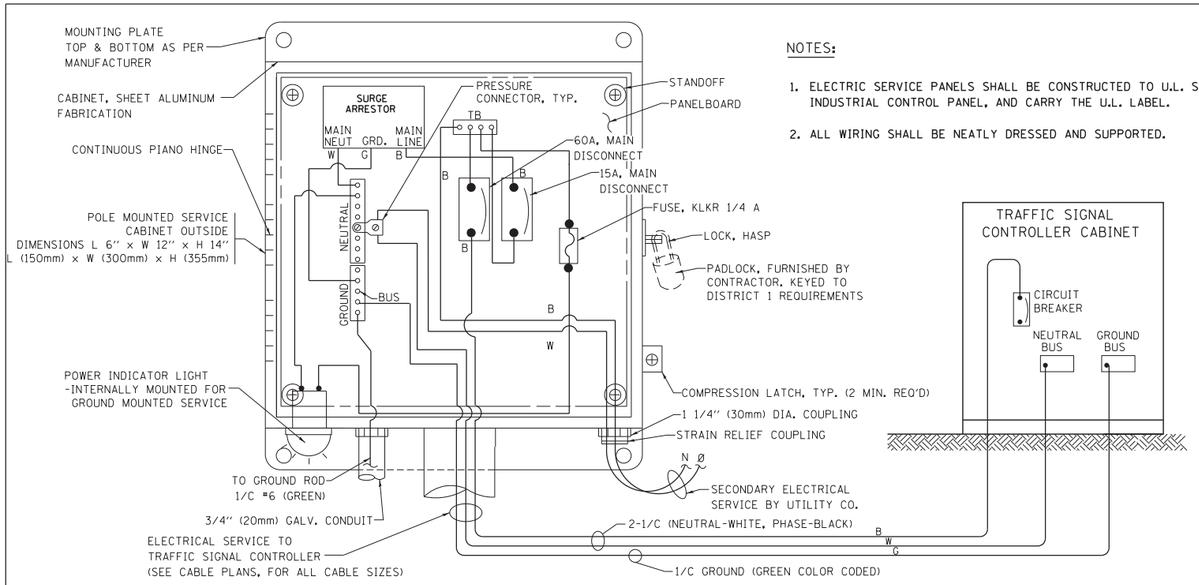
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 3 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	282
	TS-05	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

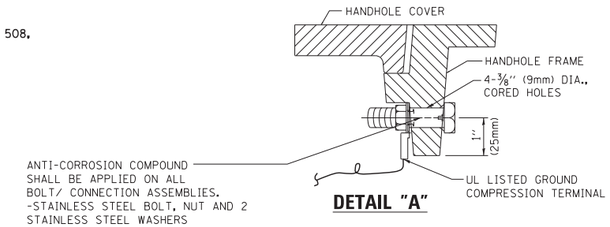
ts05.dgn 1/13/2014 1:16:29 PM User=footemj



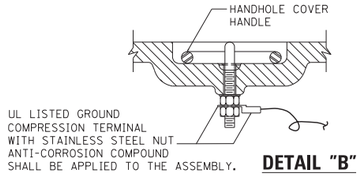
NOTES:

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

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



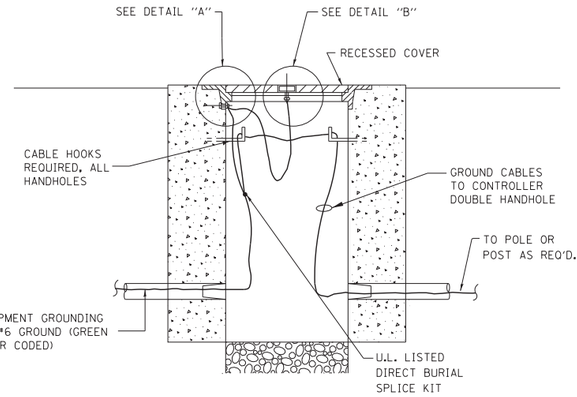
DETAIL "A"



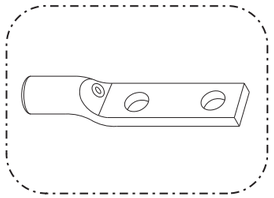
DETAIL "B"

NOTES:
GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



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

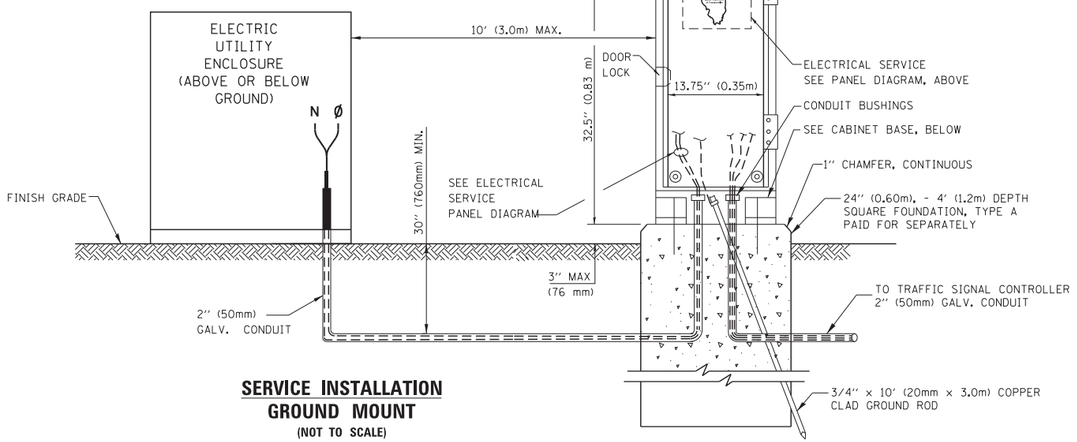


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

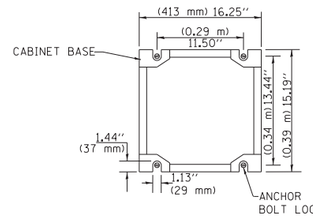
¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

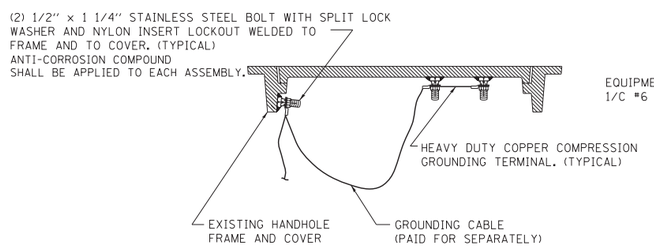
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



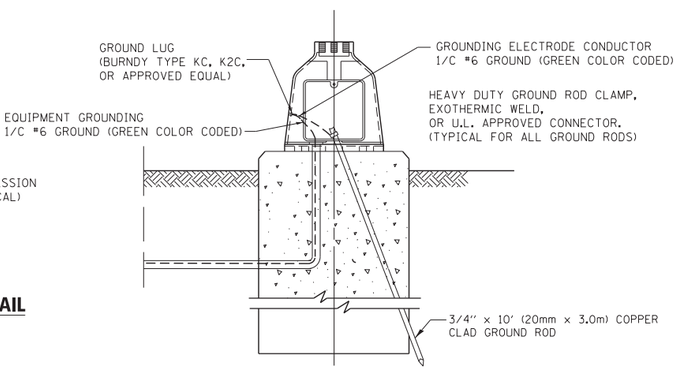
SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)



CABINET – BASE BOLT PATTERN
(NOT TO SCALE)



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



MAST ARM POLE / POST–GROUNDING DETAIL
(NOT TO SCALE)

FILE NAME = c:\pw_work\pwidot\footemj\d0108315\ts05.dgn	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
	PLOT SCALE = 50.0000 '/ in.	DRAWN - BCK	REVISED -
	PLOT DATE = 1/13/2014	CHECKED - DAD	REVISED -
		DATE - 10-28-09	REVISED -

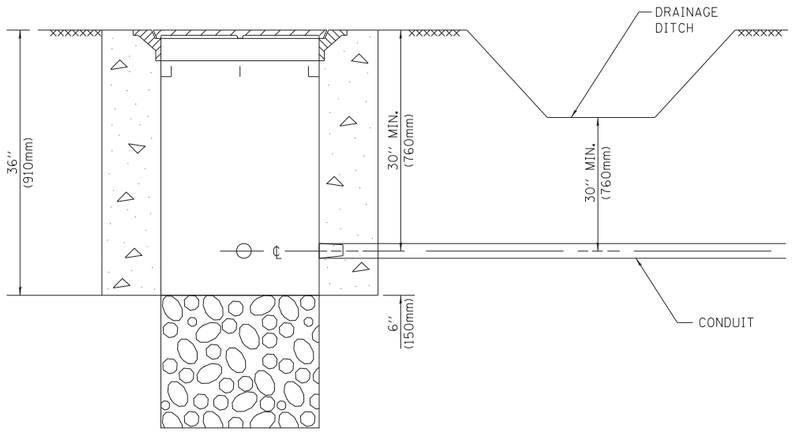
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 4 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	283
	TS-05	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ts05.dgn 1/13/2014 12:37:53 PM User:footemj

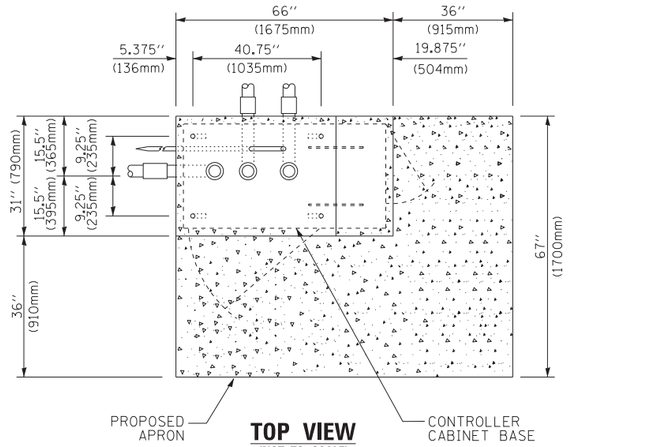


NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

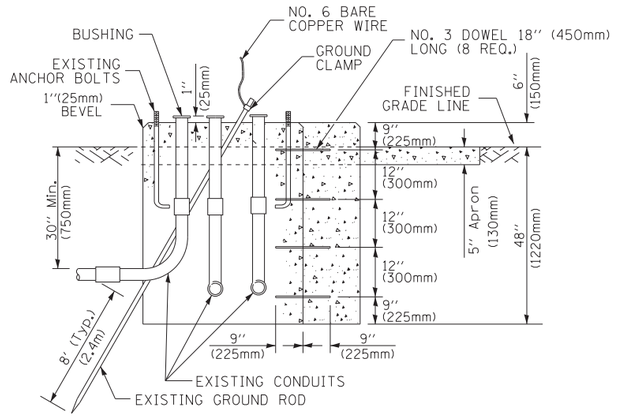
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



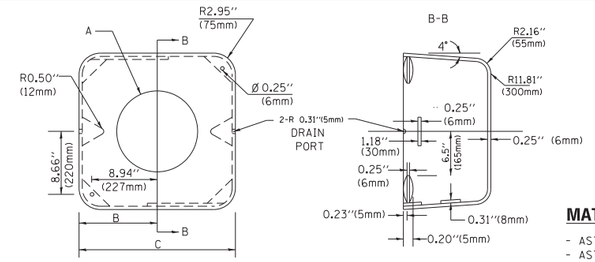
TOP VIEW

(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)



MATERIAL:

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

A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

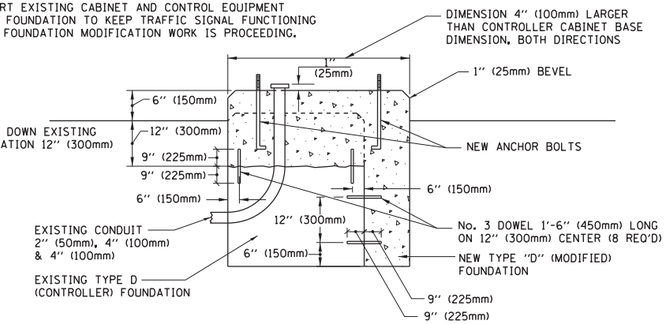
SHROUD

NOTES:

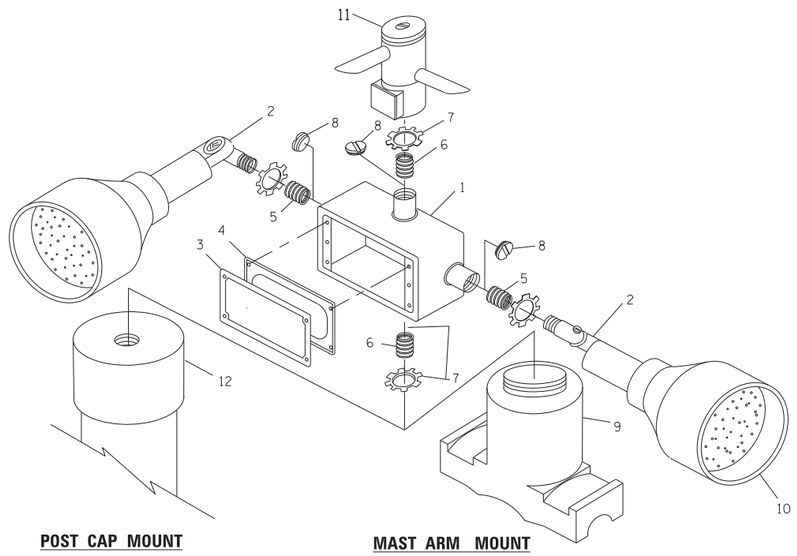
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



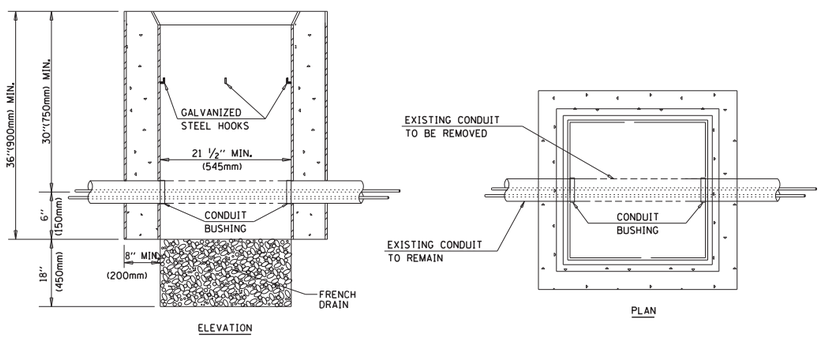
POST CAP MOUNT **MAST ARM MOUNT**

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4 "(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

FILE NAME = c:\pw_work\pwidot\footemj\d0108315\ts05.dgn	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

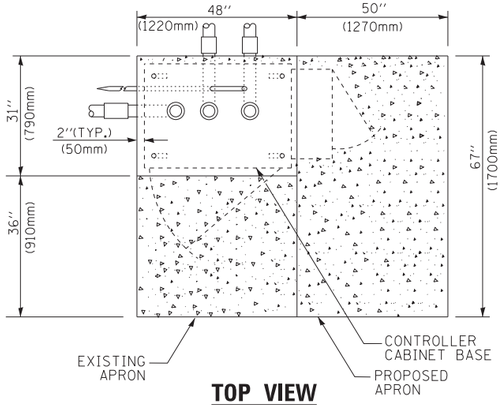
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

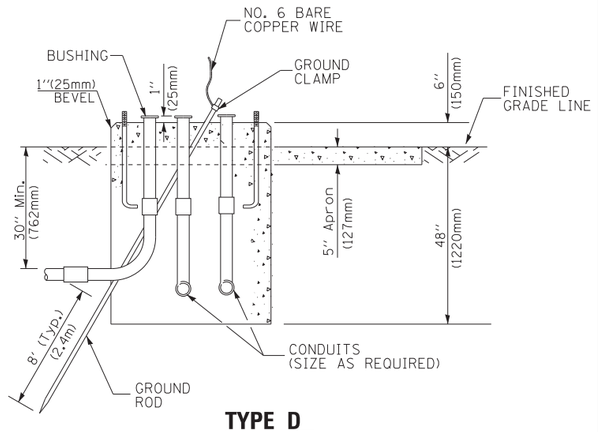
SCALE: NONE | SHEET NO. 6 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	284
	TS-05	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

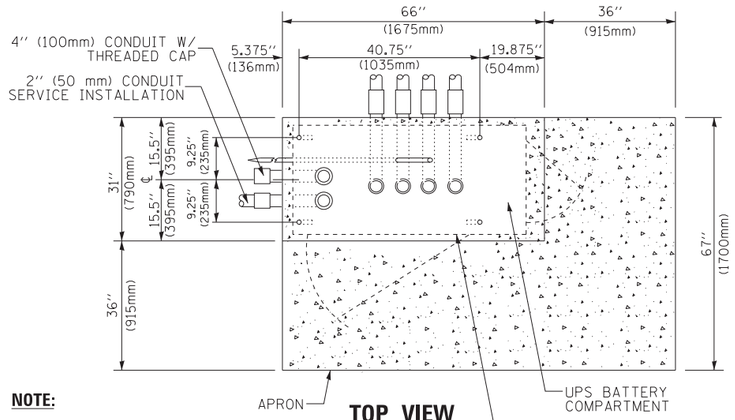
ts05.dgn 1/13/2014 1:20:19 PM User:footemj



TOP VIEW



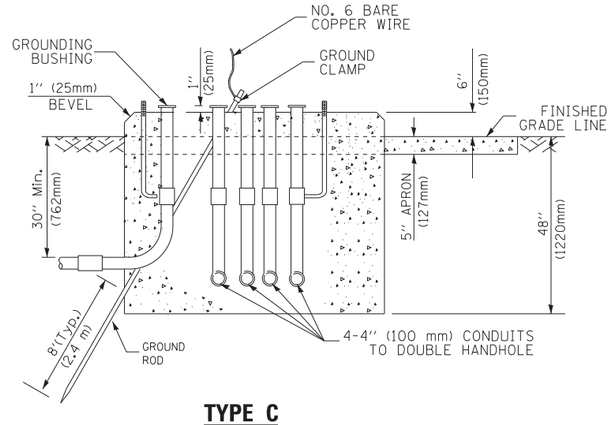
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



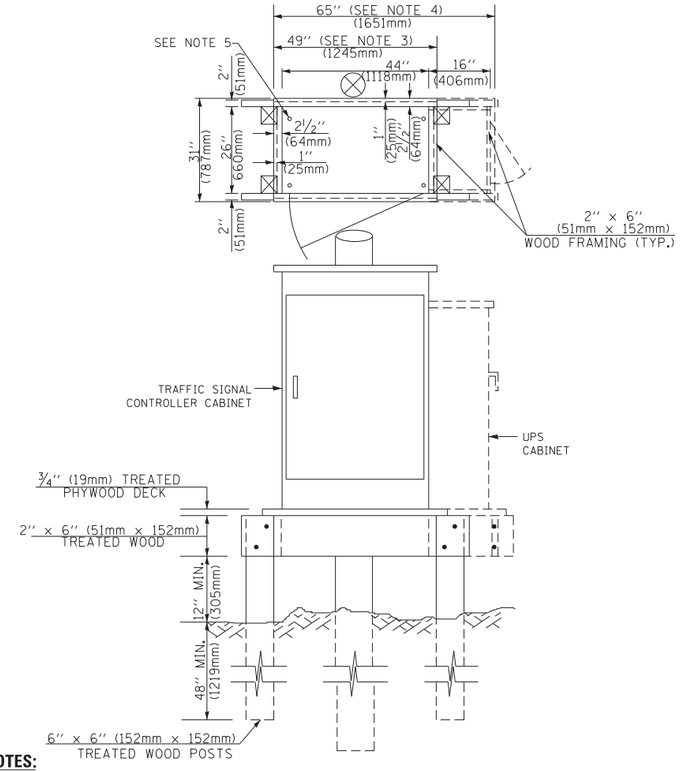
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26'' x 44'' (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16'' x 25'' (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0'' (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0'' (1.2m)
TYPE D - CONTROLLER	4'-0'' (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0'' (1.2m)

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0'' (3.0 m)	30'' (750mm)	24'' (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6'' (4.1 m)	30'' (750mm)	24'' (600mm)	8	6(19)
	11'-0'' (3.4 m)	36'' (900mm)	30'' (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0'' (4.0 m)	36'' (900mm)	30'' (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0'' (4.6 m)	36'' (900mm)	30'' (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0'' (6.4 m)	42'' (1060mm)	36'' (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0'' (7.6 m)	42'' (1060mm)	36'' (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36'' (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42'' (1060 mm) diameter foundations
4. For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

FILE NAME = c:\pw_work\pwidot\footemj\d0108315\ts05.dgn	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14
		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 '/ in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 5 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	285
	TS-05	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ts05.dgn 1/13/2014 12:38:27 PM User=footemj

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET			
COMMUNICATIONS CABINET	R CC	ECC	CC
MASTER CONTROLLER		EMC	MC
MASTER MASTER CONTROLLER		EMMC	MMC
UNINTERRUPTABLE POWER SUPPLY	R UPS	EUPS	UPS
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	R	P	P
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R T	P T	P T
STEEL MAST ARM ASSEMBLY AND POLE	R		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZ	PTZ	PTZ
SIGNAL POST	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R		
GUY WIRE	R		
SIGNAL HEAD	R		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			2
SIGNAL HEAD WITH BACKPLATE	R		
SIGNAL HEAD OPTICALLY PROGRAMMED	R "P"	"P"	"P"
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R "F"	"F"	"F"
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSHBUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	APS	APS
ILLUMINATED SIGN "NO LEFT TURN"	R		
ILLUMINATED SIGN "NO RIGHT TURN"	R		
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP		P	P
MICROWAVE VEHICLE SENSOR	R M	M	M
VIDEO DETECTION CAMERA	R V	V	V
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA	R PTZ	PTZ	PTZ
WIRELESS DETECTOR SENSOR	R W	W	W
WIRELESS ACCESS POINT	R		

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
RELOCATE ITEM	RL		
ABANDON ITEM	A		
12" (300mm) TRAFFIC SIGNAL SECTION		R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	
SIGNAL FACE		R Y G ◄Y ◄G	R Y G ◄Y ◄G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD. "RB" INDICATES REFLECTIVE BACKPLATE		R Y G ◄Y ◄G "P"	R Y G ◄Y ◄G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		DW W	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER	R ERR	ERR	RR
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		5	5
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		1	1

ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE		I	I
COAXIAL CABLE		C	C
VENDOR CABLE FOR CAMERA		V	V
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		6	6
FIBER OPTIC CABLE NO. 62.5/125, MM12F		12F	
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		24F	24F
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F		36F	36F
GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C	C
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF		
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED	RMF		
SIGNAL POST AND FOUNDATION TO BE REMOVED	RPF		
INTERSECTION & SAMPLING (SYSTEM) DETECTOR		IS	IS
SAMPLING (SYSTEM) DETECTOR		S	S
QUEUE DETECTOR		Q	Q
PREFORMED QUEUE DETECTOR		PQ	PQ
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS
PREFORMED SAMPLING (SYSTEM) DETECTOR		PS	PS

RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

FILE NAME = c:\pw_work\pwidot\footemj\d0108315\ts05.dgn	USER NAME = footemj	DESIGNED - DAG/BCK	REVISED - DAG 1-1-14	
		DRAWN - BCK	REVISED -	
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DAD	REVISED -	
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -	

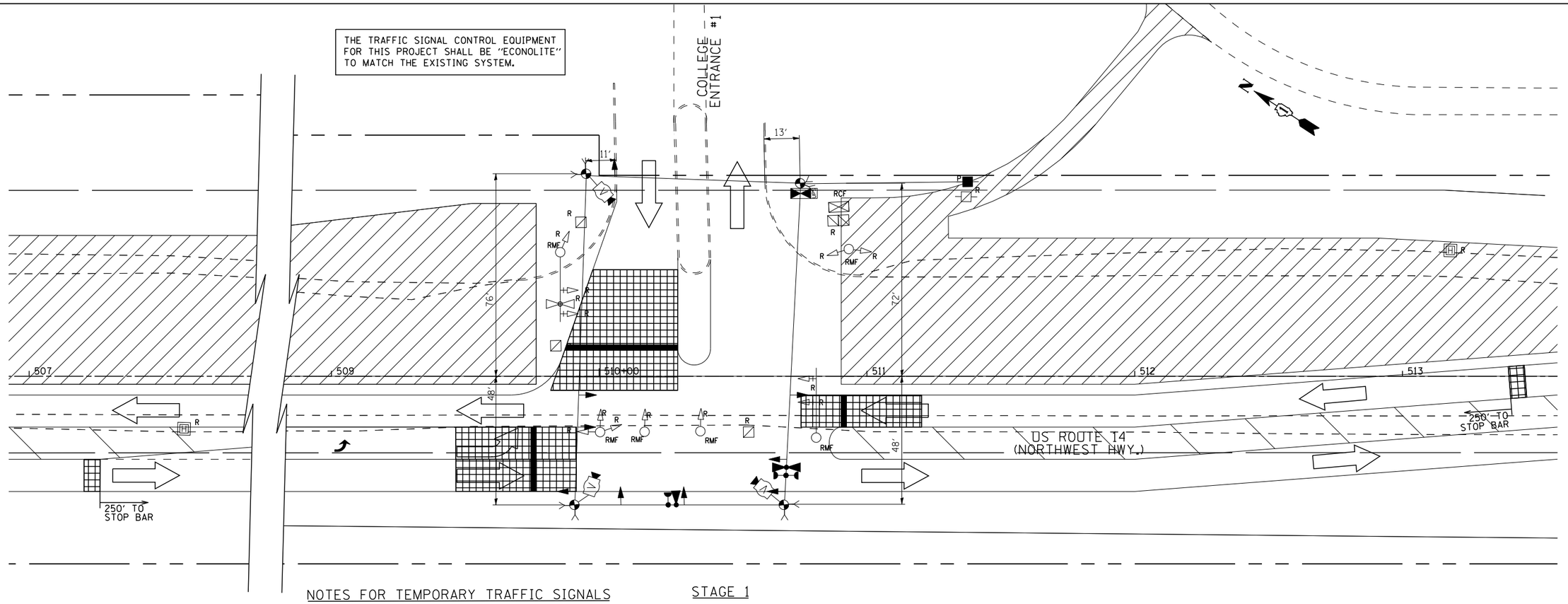
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 1 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	286
	TS-05	CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ts05.dgn 1/13/2014 1:18:05 PM User=footemj



STAGE 1

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.

2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.

3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR ALL CONSTRUCTION STAGES. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.

4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.

5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.

6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING TO MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF ACTIVATION, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

7. UNINTERRUPTABLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.

8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.

9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE DISTRICT 1 SPECIFICATIONS. THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEEER.

10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

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

1	EACH	CONTROLLER AND CABINET (COMPLETE)
8	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
4	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION
4	EACH	TRAFFIC SIGNAL BACKPLATE
2	EACH	STEEL MAST ARM AND POLE
4	EACH	TRAFFIC SIGNAL POST
1	EACH	SERVICE INSTALLATION

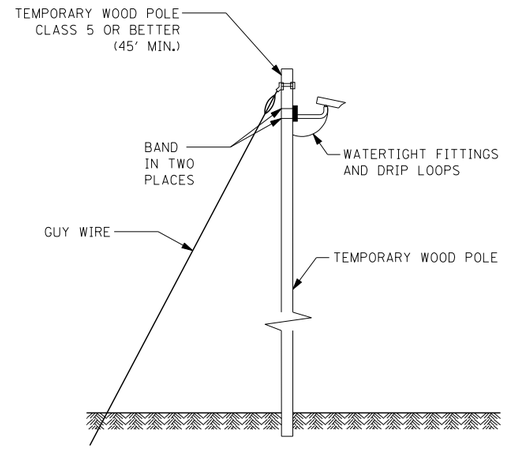
12. THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE SIGNAL SPECIFICATIONS.

AGENCY: CITY OF CRYSTAL LAKE

1	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPROGRAMMING THE VIDEO DETECTORS TO THE VIDEO DETECTION AREAS FOR EACH CONSTRUCTION STAGE AS INDICATED ON THE TEMPORARY SIGNAL PLANS, THE COST OF THIS WORK SHALL BE INCLUDED IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC., SHALL BE REPLACED IN KIND. DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



TEMPORARY VIDEO DETECTION MOUNTING DETAIL

NOT TO SCALE

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

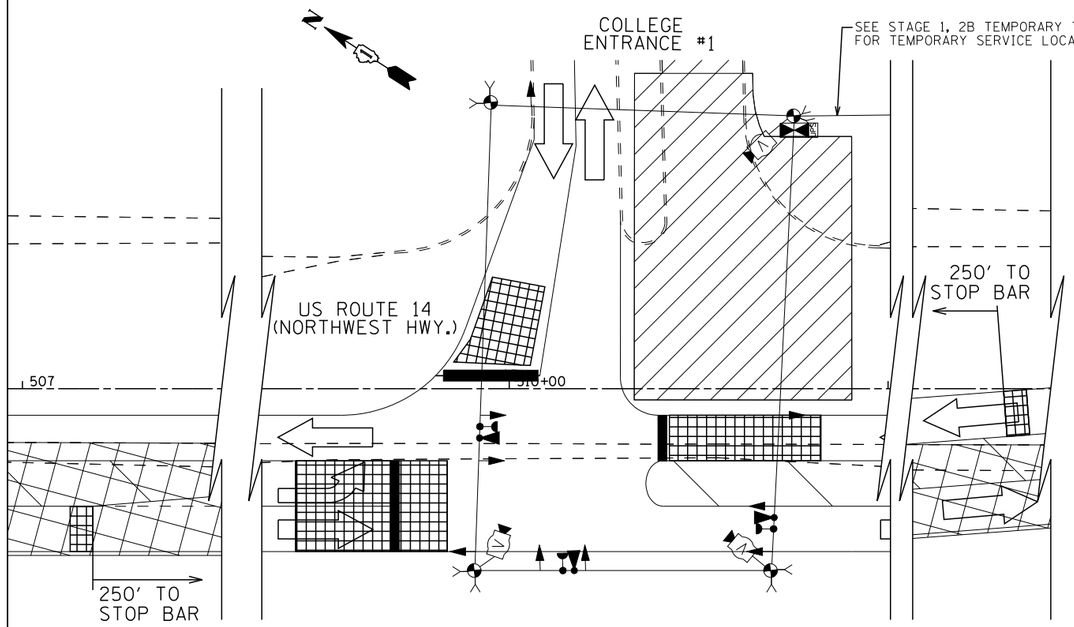
FILE NAME = ...\D162517-SHT-TSI1.dgn	USER NAME = rswanson	DESIGNED - JW	REVISED -
		DRAWN - AB	REVISED -
	PLOT SCALE = 20:1	CHECKED - BS	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

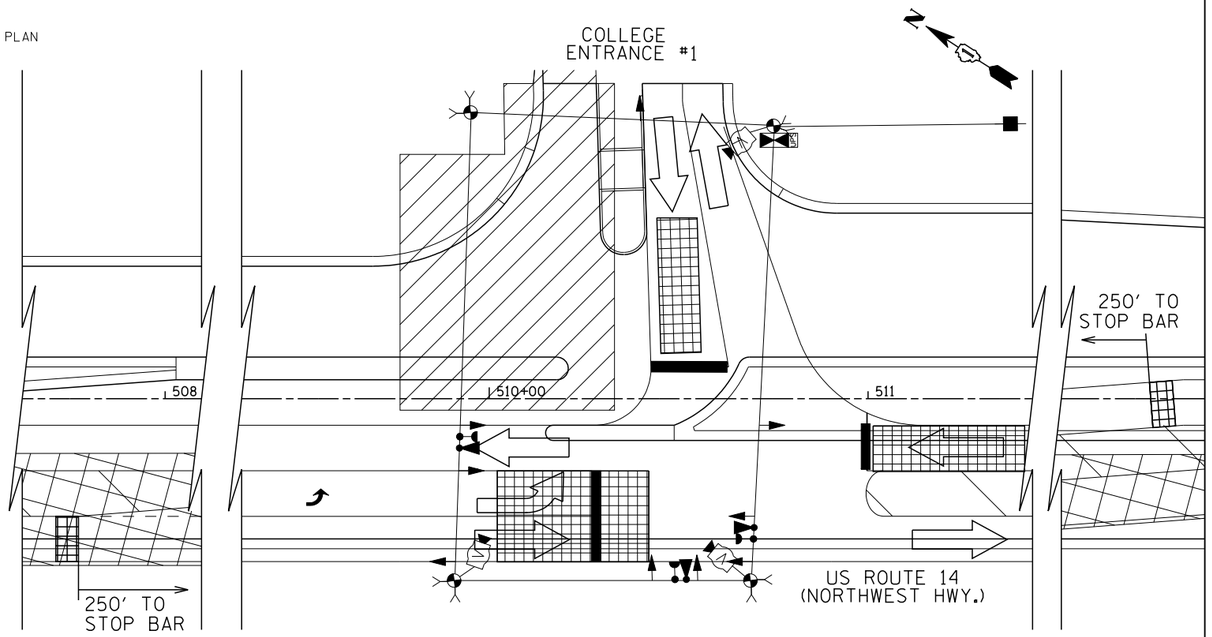
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
US RTE. 14 AND COLLEGE ENTRANCE NO. 1

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

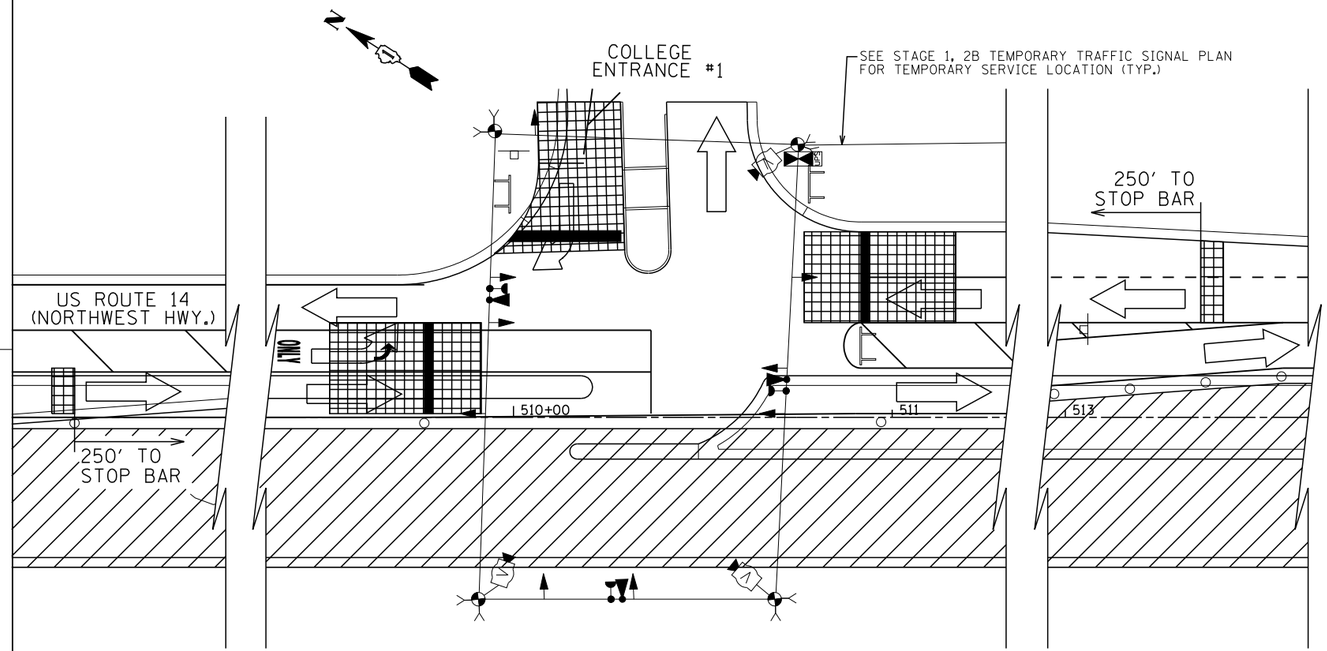
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	287
		CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



STAGE 1A



STAGE 1B



STAGE 2, 2A

NOTE:

THE PERMANENT TRAFFIC SIGNAL INSTALLATION AT COLLEGE ENTRANCE #3 SHALL BE FULLY OPERATIONAL PRIOR TO THE START OF STAGE 3 CONSTRUCTION. THE CONTRACTOR SHALL DEACTIVATE AND REMOVE THE TEMPORARY TRAFFIC SIGNAL AT COLLEGE ENTRANCE #1 UPON ACTIVATION OF THE PERMANENT TRAFFIC SIGNAL INSTALLATION AT COLLEGE ENTRANCE #3. QUANTITIES FOR THE TEMPORARY TRAFFIC SIGNAL AND REMOVAL OF THE EXISTING TRAFFIC SIGNAL INSTALLATION AT COLLEGE ENTRANCE #1 ARE SHOWN IN THE SCHEDULE OF QUANTITIES FOR COLLEGE ENTRANCE #3.

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

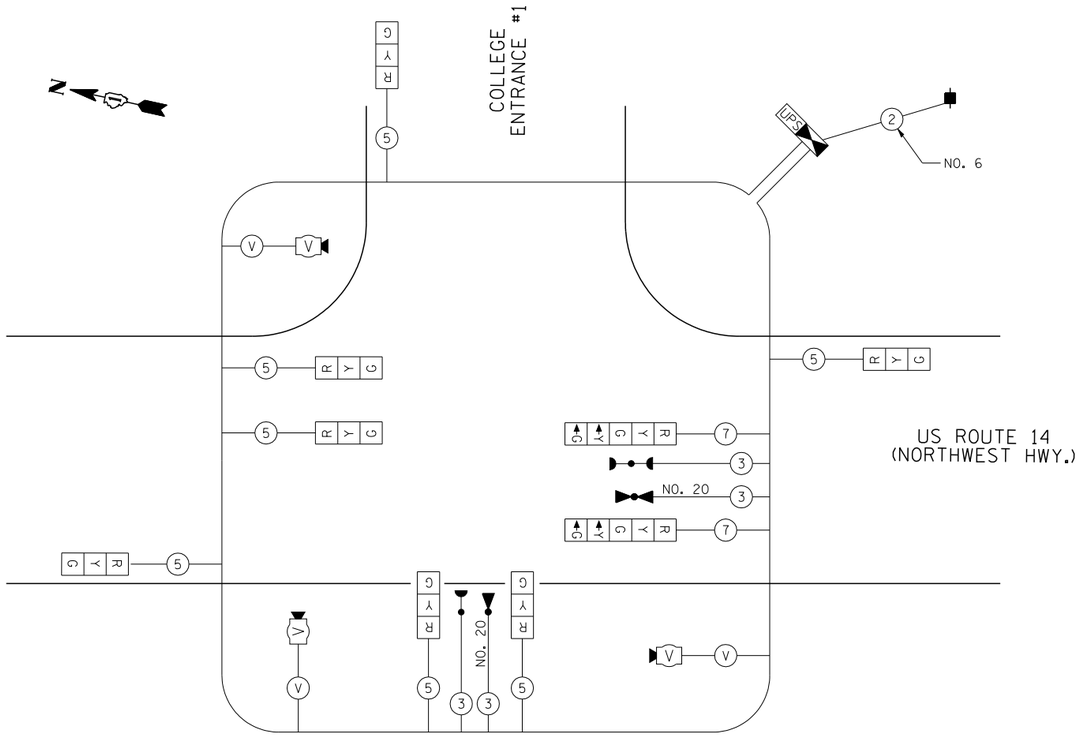
FILE NAME = ...\D162517-SHT-TS12.dgn	USER NAME = rswanson	DESIGNED - GR	REVISED -
		DRAWN - AB	REVISED -
	PLOT SCALE = 20:1	CHECKED - BS	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
US RTE. 14 AND COLLEGE ENTRANCE NO. 1

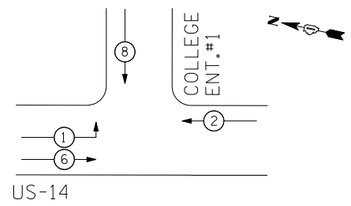
SCALE: 20:1 | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	288
		CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TEMPORARY CABLE PLAN

TEMPORARY CONTROLLER SEQUENCE

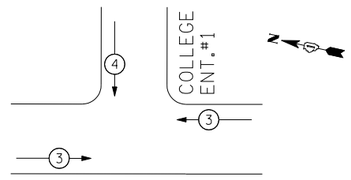


TEMPORARY PHASE DESIGNATION DIAGRAM
ALL STAGES

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	⇄	↓

I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	WATTAGE		% OPERATIONS	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	9	135	17	0.50	76.50
(YELLOW)	9	135	25	0.25	56.25
(GREEN)	9	135	15	0.25	33.75
ARROW	4	135	12	0.10	4.80
CONTROLLER	1	100	100	1.00	100.00
VIDEO SYSTEM	1	150	150	1.00	150.00

ENERGY COSTS TO: TOTAL = 421.30

MCHENRY COUNTY COLLEGE
8900 US ROUTE 14
CRYSTAL LAKE, ILLINOIS 60012

ENERGY SUPPLY: CONTACT: MIKE WIDHALM
PHONE: (815) 263-5624
COMPANY: COMED

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

FILE NAME = ...\D162517-SHT-TS13.dgn	USER NAME = rswanson	DESIGNED - GR	REVISED -
		DRAWN - AB	REVISED -
	PLOT SCALE = 20:1	CHECKED - BS	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

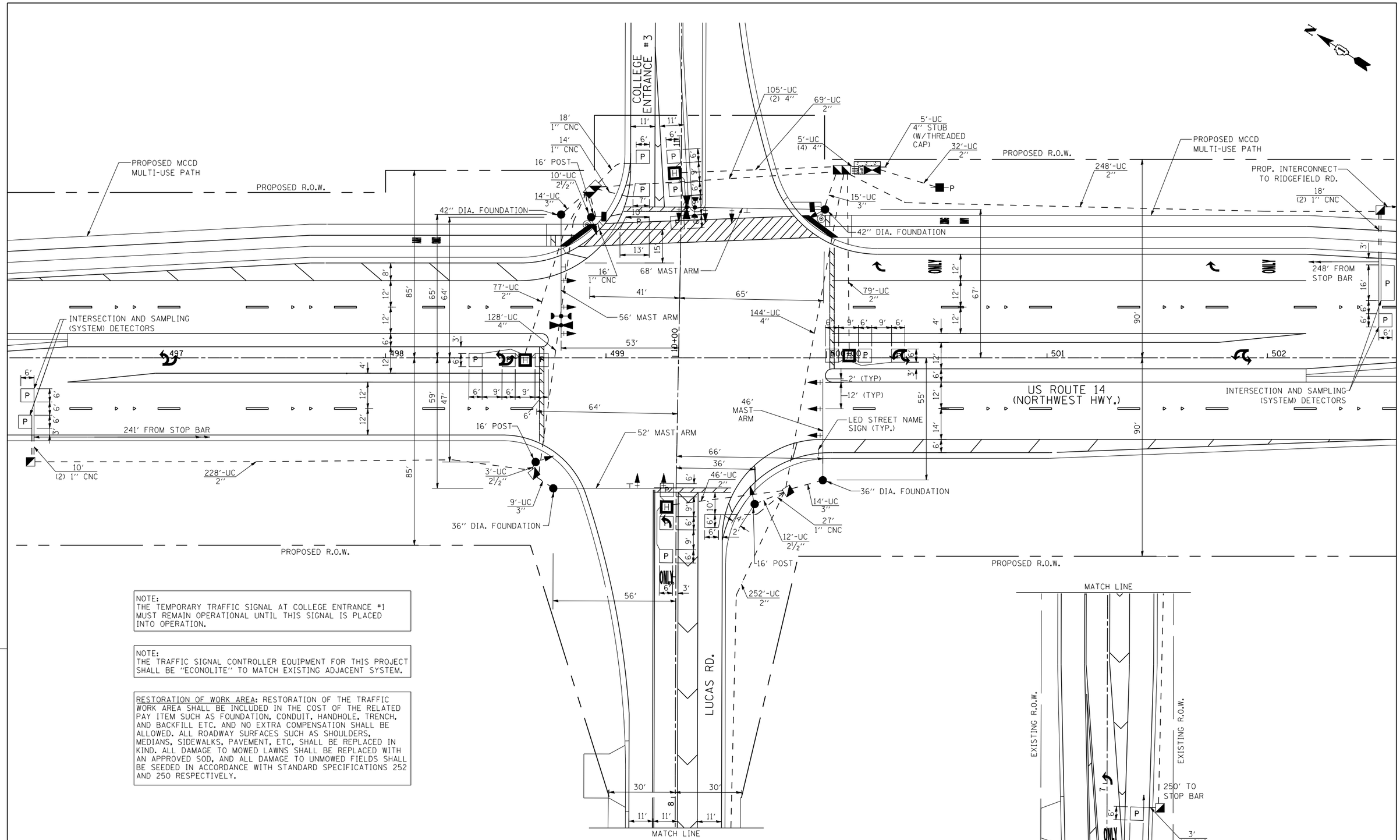
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
US RTE. 14 AND COLLEGE ENTRANCE NO. 1

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	289
		CONTRACT NO. 62517		

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



NOTE:
THE TEMPORARY TRAFFIC SIGNAL AT COLLEGE ENTRANCE #1 MUST REMAIN OPERATIONAL UNTIL THIS SIGNAL IS PLACED INTO OPERATION.

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

RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH, AND BACKFILL ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC, SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

FILE NAME = ...\D162517-SHT-TS01.dgn	USER NAME = rswanson	DESIGNED - GR	REVISED -
		DRAWN - GR	REVISED -
	PLOT SCALE = 20:1	CHECKED - RS	REVISED -
	PLOT DATE = 5/16/2014	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
US RTE. 14 AND COLLEGE ENTRANCE NO. 3

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	290
		CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF QUANTITIES

	ITEM	UNIT	QTY
#	LED INTERNALLY ILLUMINATED STREET NAME SIGN	EA	4
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FT	1020
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FT	20
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FT	24
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FT	478
	HANDHOLE	EA	5
	HEAVY-DUTY HANDHOLE	EA	4
	DOUBLE HANDHOLE	EA	2
	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EA	1
	TRANSCEIVER - FIBER OPTIC	EA	1
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FT	195
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FT	1578
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FT	1331
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FT	1536
	ELECTRIC CABLE IN CONDUIT, LEAD-IN NO. 14 1 PAIR	FT	2817
	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2/C	FT	72
	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EA	3
	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EA	1
	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EA	1
	STEEL MAST ARM ASSEMBLY AND POLE, 56 FT.	EA	1
	STEEL MAST ARM ASSEMBLY AND POLE, 68 FT.	EA	1
	CONCRETE FOUNDATION, TYPE A	FT	12
	CONCRETE FOUNDATION, TYPE C	FT	4
	CONCRETE FOUNDATION, TYPE E 36 INCH DIAMETER	FT	28
	CONCRETE FOUNDATION, TYPE E 42 INCH DIAMETER	FT	46
	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EA	7
	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EA	4
	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EA	4
	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EA	2
	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EA	11
	INDUCTIVE LOOP DETECTOR	EA	11
#	LIGHT DETECTOR	EA	2
#	LIGHT DETECTOR AMPLIFIER	EA	1
	PEDESTRIAN PUSH-BUTTON	EA	2
**	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EA	1
**	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EA	1
**	REMOVE EXISTING HANDHOLE	EA	6
**	REMOVE EXISTING CONCRETE FOUNDATION	EA	7
	PREFORMED DETECTOR LOOP	FT	694
**	TEMPORARY TRAFFIC SIGNAL TIMING	EA	1
	SERVICE INSTALLATION - POLE MOUNTED	EA	1
	UNINTERRUPTIBLE POWER SUPPLY SPECIAL	EA	1
	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FT	630
=	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED	FT	448

\# DENOTES 100% LOCAL AGENCY COST

** DENOTES ITEMS ASSOCIATED WITH THE TRAFFIC SIGNAL AT US RTE 14 AND COLLEGE ENTRANCE NO. 1 (TO BE REMOVED BY THIS CONTRACT)

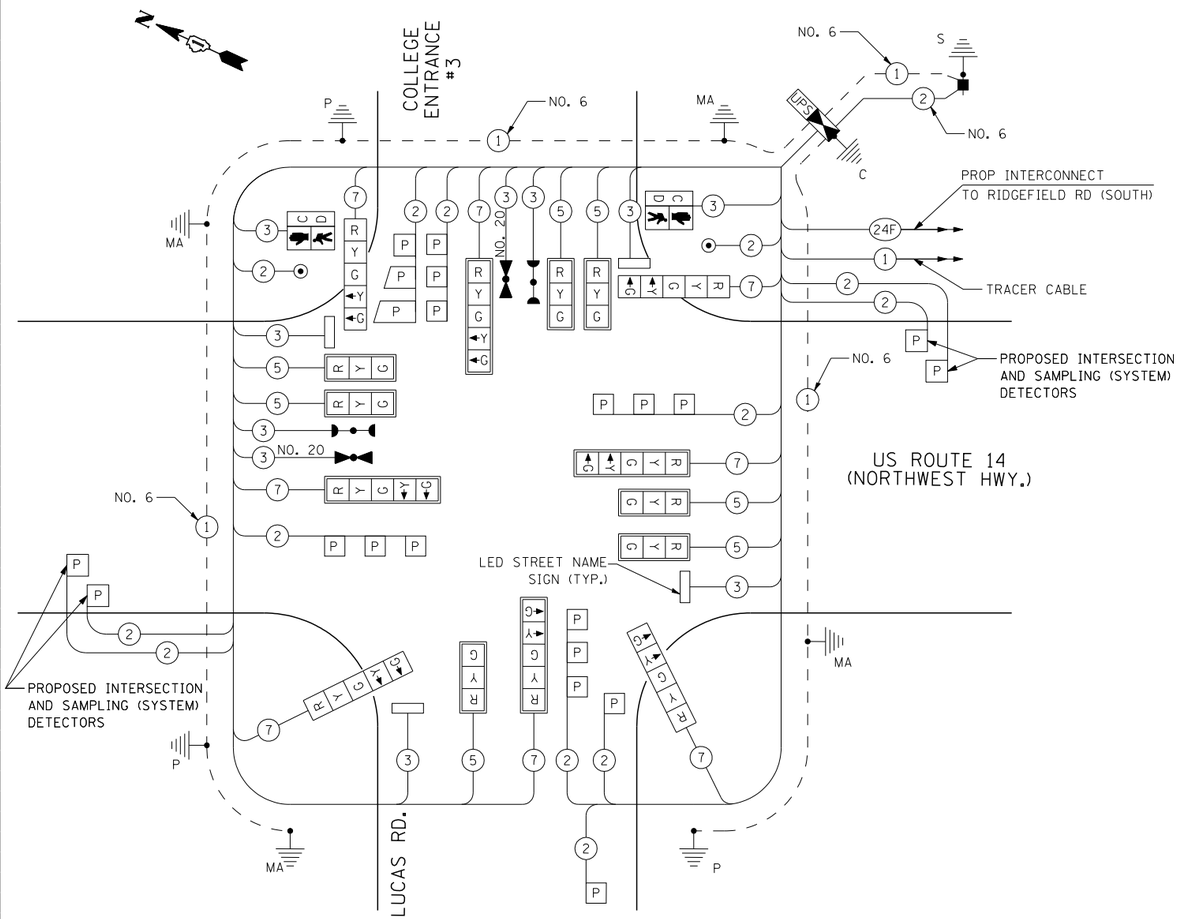
I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATIONS	TOTAL WATTAGE
SIGNAL (RED)	15	135	17	0.50	127.50
(YELLOW)	15	135	25	0.25	93.75
(GREEN)	15	135	15	0.25	56.25
ARROW	16	135	12	0.10	19.2
PED. SIGNAL	2	90	25	1.00	50.00
CONTROLLER	1	100	100	1.00	100.00
FLASHER			25	0.50	
LED SIGN	1		90	0.50	45.00
LED SIGN (6'+)	3		120	0.50	180.00
ENERGY COSTS TO:				TOTAL =	671.7

CITY OF CRYSTAL LAKE
100 WEST WOODSTOCK ST
CRYSTAL LAKE, ILLINOIS 60014

ENERGY SUPPLY: CONTACT: MIKE WIDHALM
PHONE: (815) 263-5624
COMPANY: COMED

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607



CABLE PLAN

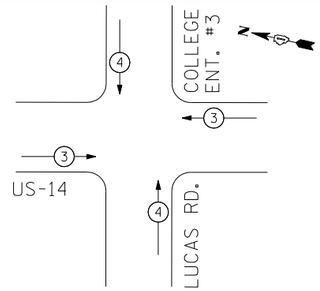
NOTE:
THE EMERGENCY PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE "OPTICOM" BRAND TO MATCH THE EXISTING CITY SYSTEM.

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

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

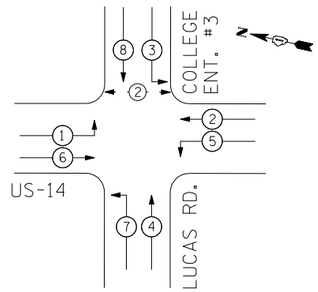
RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH, AND BACKFILL ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC, SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	⇄	⇅

CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

LEGEND
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

FILE NAME = ...\D162517-SHT-TS01A.dgn	USER NAME = rswanson	DESIGNED - GR	REVISED -
		DRAWN - GR	REVISED -
	PLOT SCALE = 20:1	CHECKED - RS	REVISED -
	PLOT DATE = 6/6/2014	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

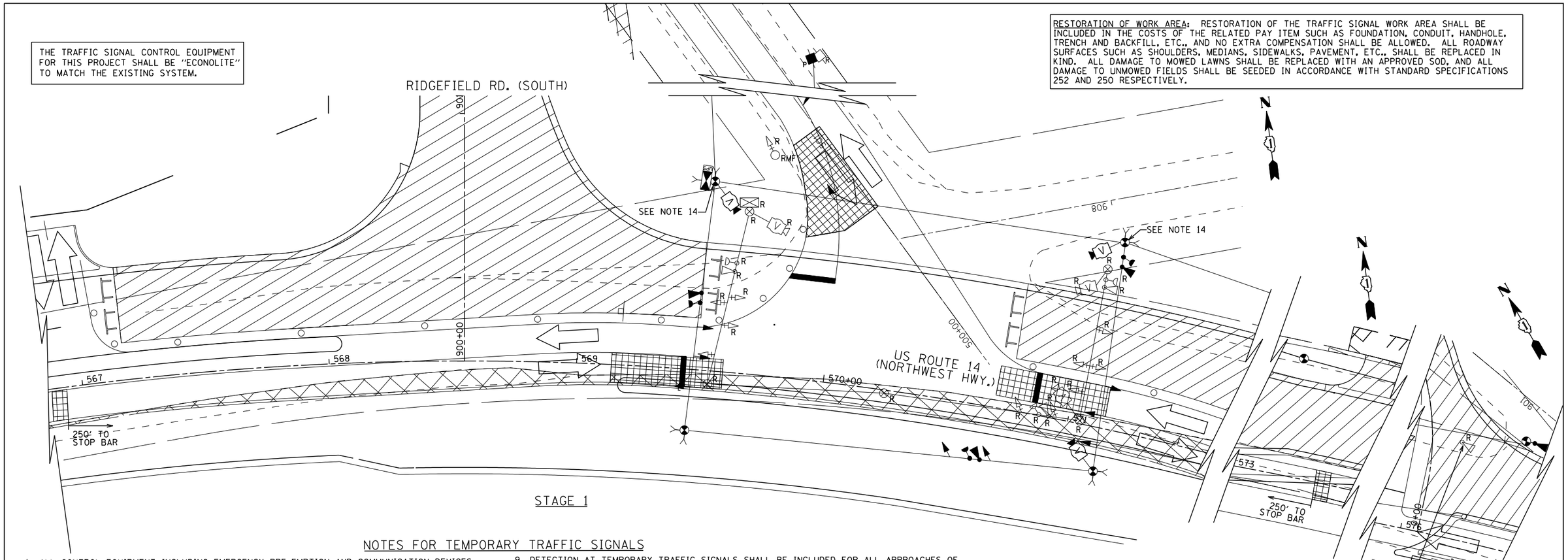
SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
US RTE. 14 AND COLLEGE ENTRANCE NO. 3

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	291
		CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COSTS OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC., SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



STAGE 1

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.

2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.

3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR ALL CONSTRUCTION STAGES. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.

4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.

5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.

6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING TO MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF ACTIVATION, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

7. UNINTERRUPTABLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.

8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.

9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE DISTRICT 1 SPECIFICATIONS. THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEEER.

10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

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

1	EACH	TRAFFIC SIGNAL POST
5	EACH	WOOD POLE
2	EACH	SIGNAL HEAD, 1-FACE, 1-SECTION
11	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
3	EACH	VIDEO DETECTOR
1	EACH	CONTROLLER AND CABINET (COMPLETE)
1	EACH	SERVICE INSTALLATION
2	EACH	FLASHER CONTROLLER

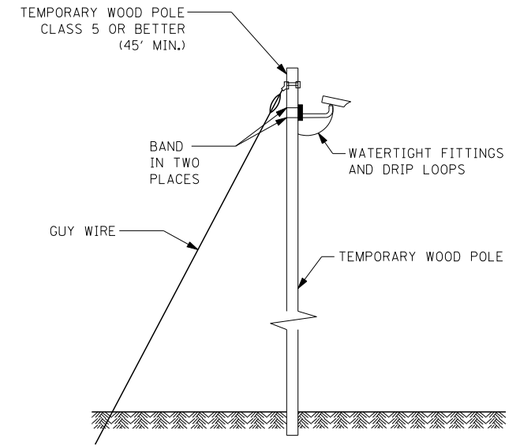
12. THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE SIGNAL SPECIFICATIONS.

AGENCY: CITY OF CRYSTAL LAKE

4	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPROGRAMMING THE VIDEO DETECTORS TO THE VIDEO DETECTION AREAS FOR EACH CONSTRUCTION STAGE AS INDICATED ON THE TEMPORARY SIGNAL PLANS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

14. THE CONTRACTOR SHALL PROVIDE 24" X 24" R3-2 "NO LEFT TURN" SIGNS ON THE INDICATED WOOD POLES FOR EB US RTE 14. THESE SIGNS SHALL BE RELOCATED TO THE STAGE 1A TEMPORARY TRAFFIC SIGNAL, AND SHALL REMAIN IN PLACE UNTIL STAGE 2A. THE SIGNS SHALL BE REMOVED DURING STAGE 3. THE COST OF THE SIGNS AND THEIR RELOCATION IS INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.



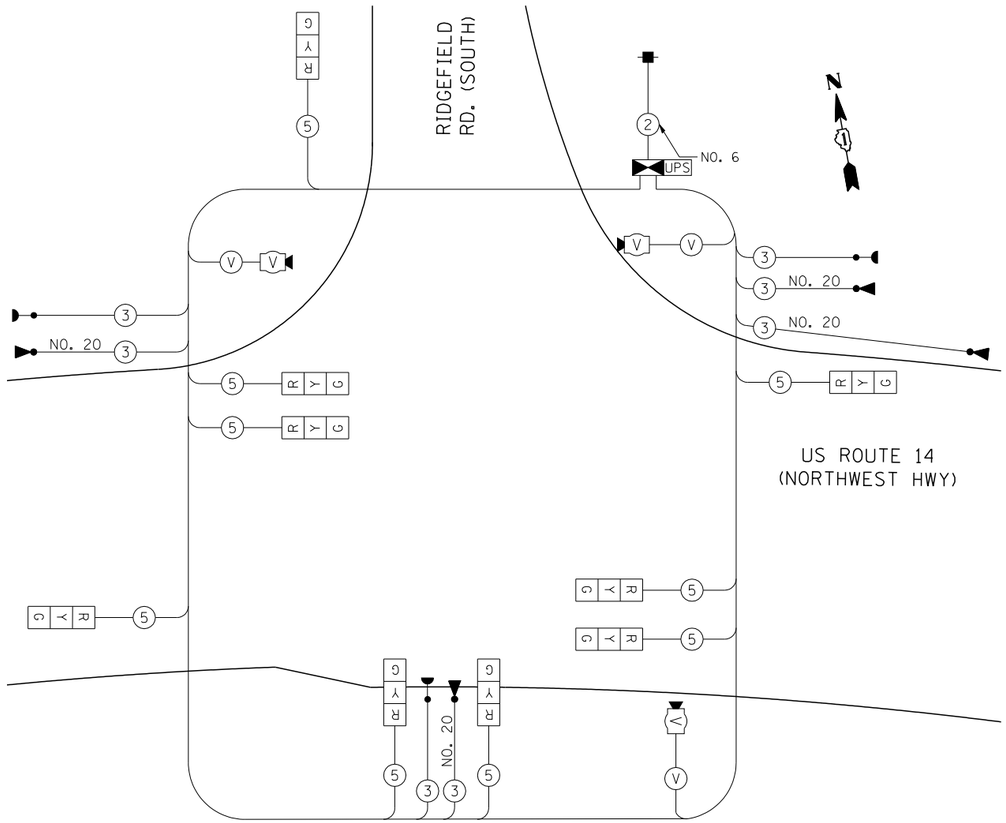
TEMPORARY VIDEO DETECTION MOUNTING DETAIL

NOT TO SCALE

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

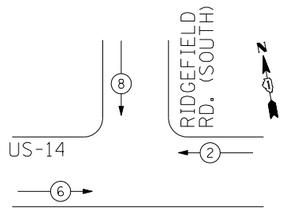
FILE NAME = ...\D162517-SHT-TS21.dgn	USER NAME = rswanson	DESIGNED - JW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN – STAGE 1 US RTE. 14 AND RIDGEFIELD RD. (SOUTH)
		DRAWN - AB	REVISED -		
	PLOT SCALE = 20:1	CHECKED - BS	REVISED -		
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -		SCALE: 20:1 SHEET NO. OF SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	292
		CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TEMPORARY CABLE PLAN

TEMPORARY CONTROLLER SEQUENCE

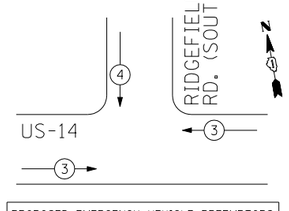


LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OL — OVERLAP
- PEDESTRIAN PHASE
- * — NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM
STAGE 1

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
STAGE 1



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

I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	WATTAGE		% OPERATIONS	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	9	135	17	0.50	76.5
(YELLOW)	9	135	25	0.25	56.25
(GREEN)	9	135	15	0.25	33.75
ARROW		135	12	0.10	
CONTROLLER		100	100	1.00	
VIDEO SYSTEM	1	150	150		100
					150

ENERGY COSTS TO: TOTAL = 416.5

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY: CONTACT: MIKE WIDHALM
PHONE: (815) 263-5624
COMPANY: COMED

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

FILE NAME =	USER NAME = rswanson	DESIGNED - JW	REVISED -
...\D162517-SHT-TS21A.dgn		DRAWN - AB	REVISED -
	PLOT SCALE = 20:1	CHECKED - BS	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

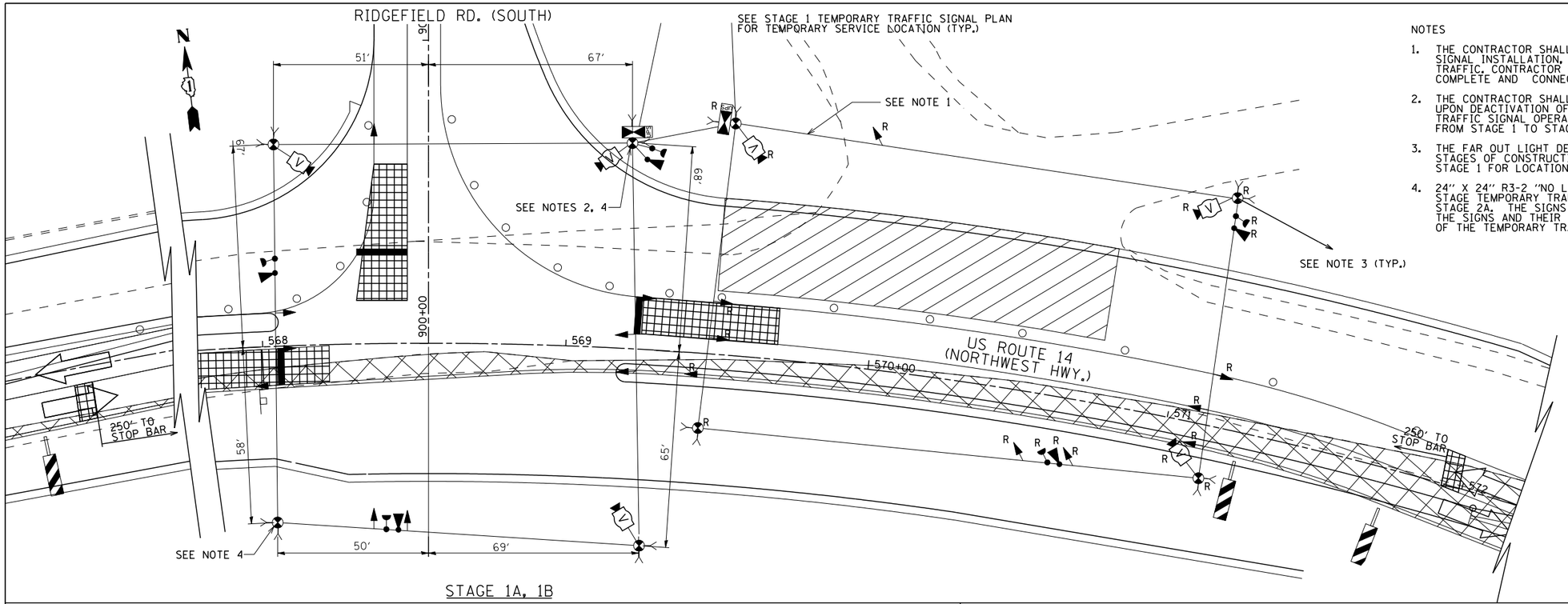
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
US. RTE 14 AND RIDGEFIELD ROAD (SOUTH)

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	293
		CONTRACT NO. 62517		

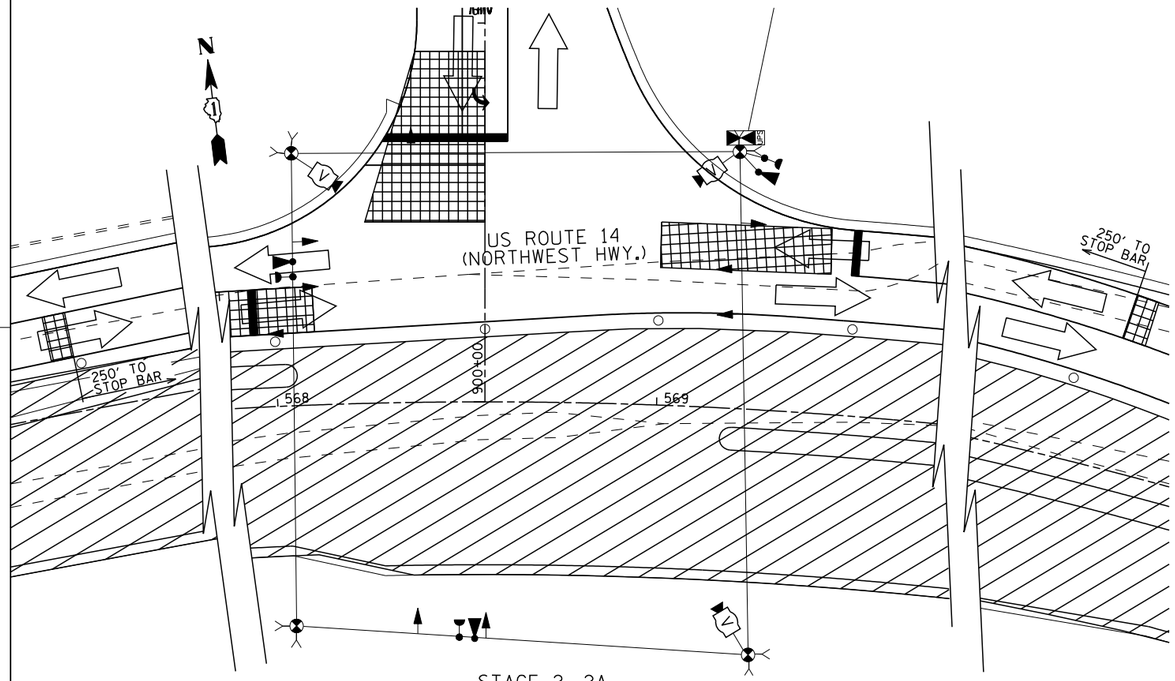
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



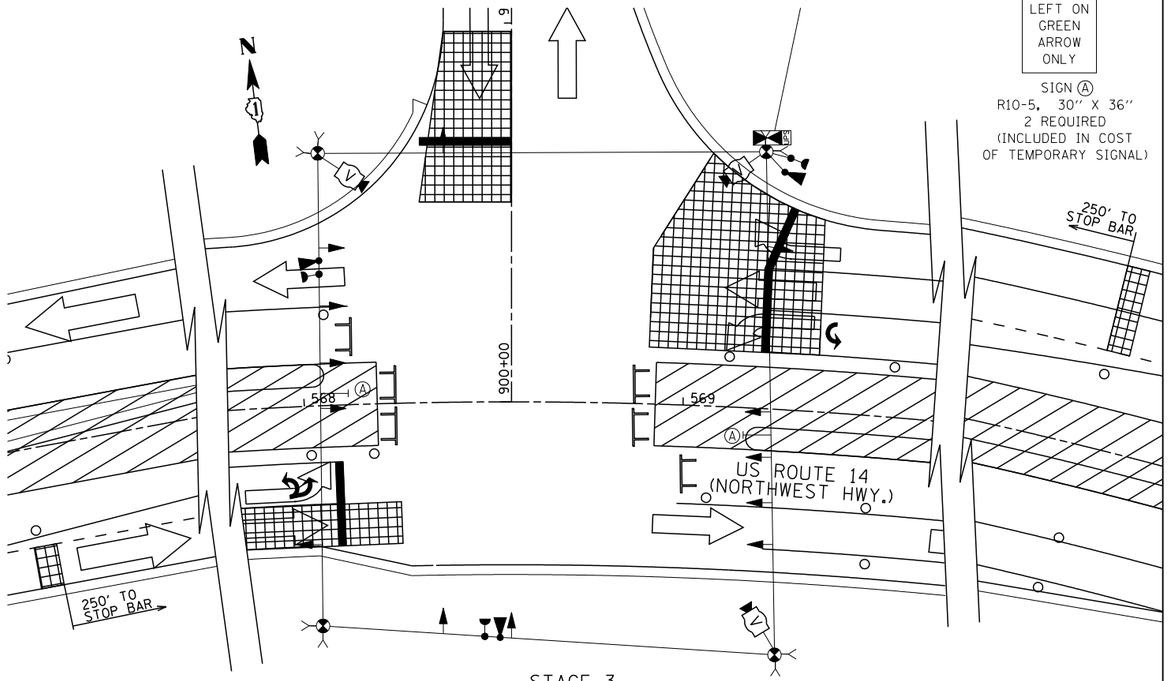
STAGE 1A, 1B

NOTES

1. THE CONTRACTOR SHALL DEACTIVATE AND REMOVE THE STAGE 1 TEMPORARY SIGNAL INSTALLATION, AS NOTED FOR REMOVAL, UPON OPENING STAGE 1A TO TRAFFIC. CONTRACTOR SHALL RETAIN WOOD POLE AND CONTROLLER CABINET COMPLETE AND CONNECTION TO SERVICE INSTALLATION.
2. THE CONTRACTOR SHALL ACTIVATE THE STAGE 1A TEMPORARY SIGNAL SHOWN UPON DEACTIVATION OF THE STAGE 1 TEMPORARY SIGNAL INSTALLATION. TRAFFIC SIGNAL OPERATIONS SHALL BE CONTINUOUS DURING THE TRANSITION FROM STAGE 1 TO STAGE 1A TRAFFIC, OR AS DIRECTED BY THE ENGINEER.
3. THE FAR OUT LIGHT DETECTOR ON US 14 MUST BE MAINTAINED DURING ALL STAGES OF CONSTRUCTION. SEE TEMPORARY TRAFFIC SIGNAL PLAN FOR STAGE 1 FOR LOCATION.
4. 24" X 24" R3-2 "NO LEFT TURN" SIGNS SHALL BE RELOCATED FROM THE STAGE TEMPORARY TRAFFIC SIGNAL, AND SHALL REMAIN IN PLACE UNTIL STAGE 2A. THE SIGNS SHALL BE REMOVED DURING STAGE 3. THE COST OF THE SIGNS AND THEIR RELOCATION AND REMOVAL IS INCLUDED IN THE PRICE OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.



STAGE 2, 2A



STAGE 3

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

FILE NAME = ...\D162517-SHT-TS22.dgn	USER NAME = rswanson	DESIGNED - JW	REVISED -
		DRAWN - AB	REVISED -
	PLOT SCALE = 20:1	CHECKED - BS	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

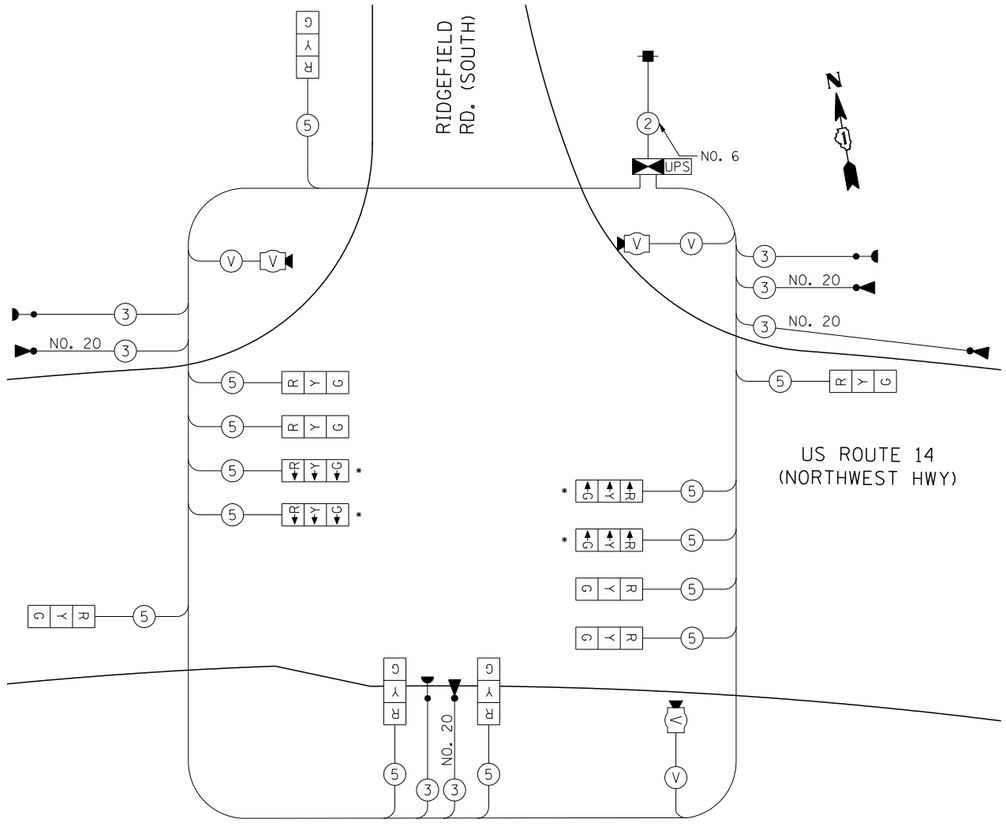
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
US RTE. 14 AND RIDGEFIELD RD. (SOUTH)

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	294
		CONTRACT NO. 62517		

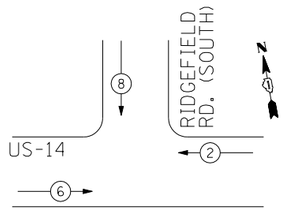
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



TEMPORARY CABLE PLAN

NOTE:
SIGNAL HEADS DENOTED WITH A * SHALL NOT BE ACTIVATED UNTIL STAGE 3. IF THE CONTRACTOR ELECTS TO INSTALL THEM PRIOR TO STAGE 3, THEY SHALL BE BAGGED AND DEACTIVATED UNTIL STAGE 3.

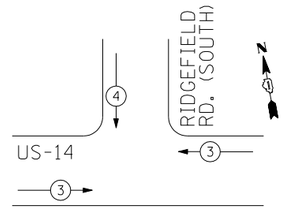
TEMPORARY CONTROLLER SEQUENCE



LEGEND
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

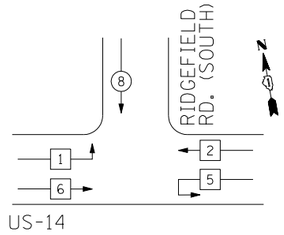
TEMPORARY PHASE DESIGNATION DIAGRAM
STAGES 1A-2A

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
STAGES 1A-2A



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT		

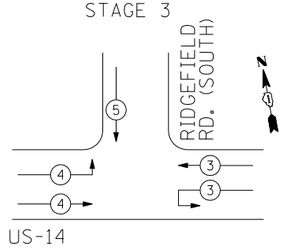
TEMPORARY CONTROLLER SEQUENCE



LEGEND
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM
STAGE 3

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
STAGE 3



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT			

I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	WATTAGE		% OPERATIONS	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	13	135	17	0.50	110.5
(YELLOW)	13	135	25	0.25	81.25
(GREEN)	13	135	15	0.25	48.75
ARROW		135	12	0.10	
CONTROLLER	1	100	100	1.00	100
VIDEO SYSTEM		150	150		150
ENERGY COSTS TO:				TOTAL =	490.5

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY: CONTACT: MIKE WIDHALM
PHONE: (815) 263-5624
COMPANY: COMED

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

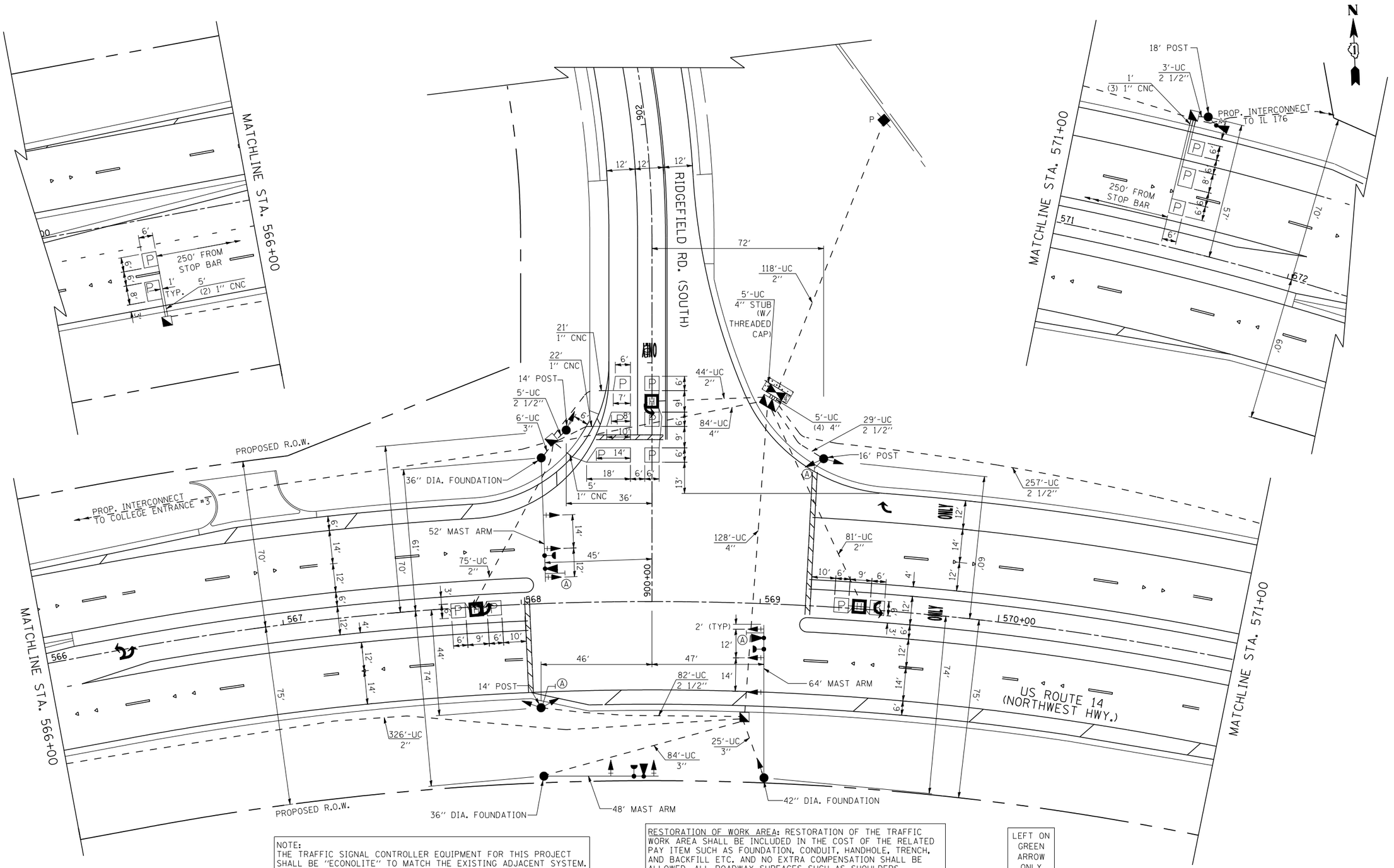
FILE NAME =	USER NAME = rswanson	DESIGNED - JW	REVISED -
...\D162517-SHT-TS23.dgn		DRAWN - AB	REVISED -
	PLOT SCALE = 20:1	CHECKED - BS	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
US RTE. 14 AND RIDGEFIELD ROAD (SOUTH)

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	295
		CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH, AND BACKFILL ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC, SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

LEFT ON GREEN ARROW ONLY

SIGN (A)
R10-5
30" X 36"
4 REQUIRED

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

FILE NAME = ...\D162517-SHT-TS02.dgn	USER NAME = rswanson	DESIGNED - JW	REVISED -
		DRAWN - JW	REVISED -
	PLOT SCALE = 20:1	CHECKED - RS	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
US RTE. 14 AND RIDGEFIELD RD. (SOUTH)

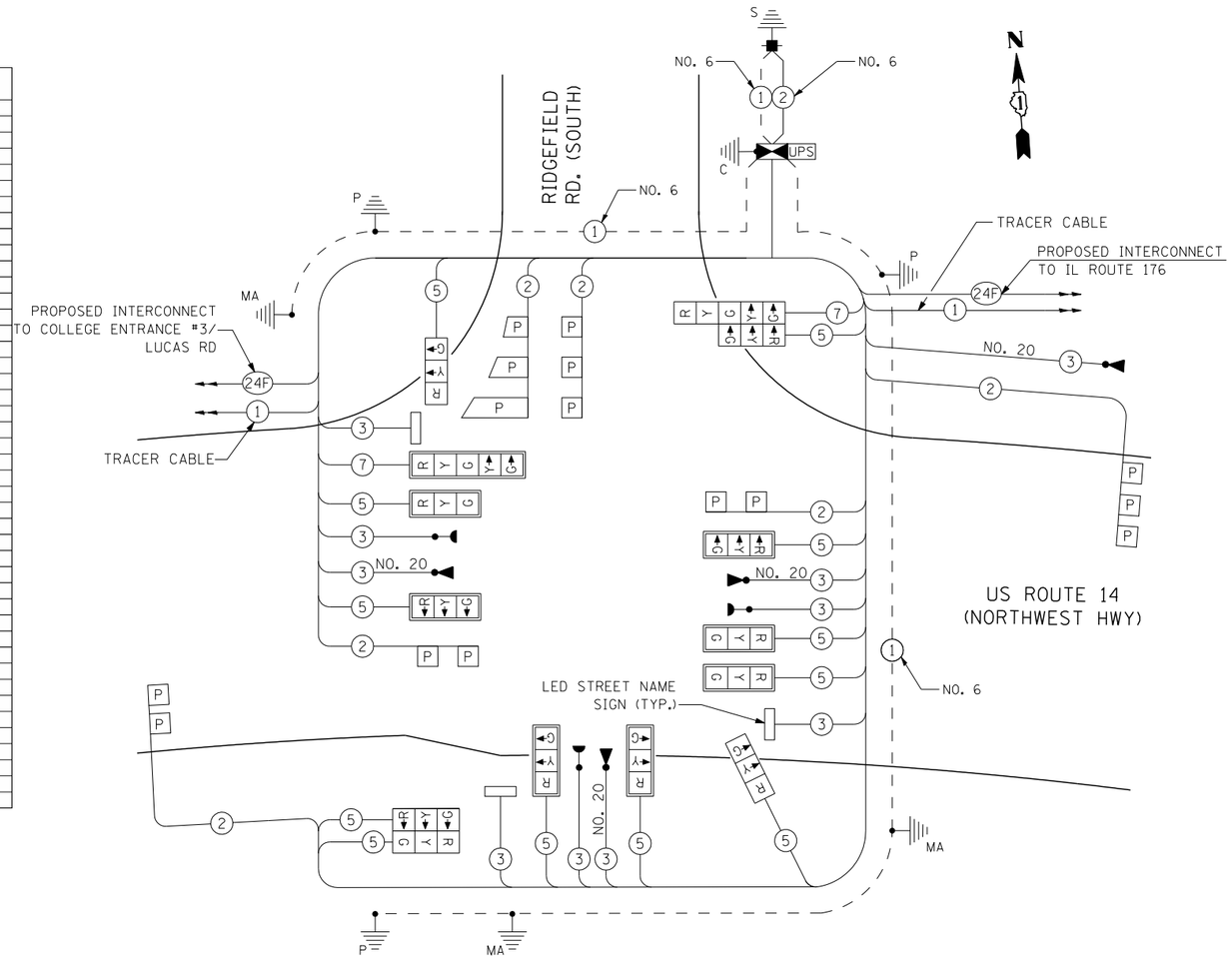
SCALE: 20:1 | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	296
		CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF QUANTITIES

	ITEM	UNIT	QTY
#	LED INTERNALLY ILLUMINATED STREET NAME SIGN	EA	3
	SIGN PANEL - TYPE 1	SF	30
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FT	648
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FT	375
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FT	115
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FT	254
	HANDHOLE	EA	4
	HEAVY-DUTY HANDHOLE	EA	3
	DOUBLE HANDHOLE	EA	1
	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EA	1
	TRANSCEIVER - FIBER OPTIC	EA	1
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FT	1059
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FT	2718
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FT	249
	ELECTRIC CABLE IN CONDUIT, LEAD-IN NO. 14 1 PAIR	FT	1295
	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2/C	FT	134
	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EA	2
	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EA	1
	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EA	1
	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EA	1
	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EA	1
	STEEL MAST ARM ASSEMBLY AND POLE, 64 FT.	EA	1
	CONCRETE FOUNDATION, TYPE A	FT	16
	CONCRETE FOUNDATION, TYPE C	FT	4
	CONCRETE FOUNDATION, TYPE E 36 INCH DIAMETER	FT	28
	CONCRETE FOUNDATION, TYPE E 42 INCH DIAMETER	FT	21
	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EA	7
	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EA	2
	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EA	1
	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EA	1
	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EA	1
	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EA	8
	INDUCTIVE LOOP DETECTOR	EA	6
#	LIGHT DETECTOR	EA	4
#	LIGHT DETECTOR AMPLIFIER	EA	1
	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EA	2
	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EA	1
	REMOVE EXISTING CONCRETE FOUNDATION	EA	1
	PREFORMED DETECTOR LOOP	FT	513
	TEMPORARY TRAFFIC SIGNAL TIMING	EA	1
	SERVICE INSTALLATION - POLE MOUNTED	EA	1
	UNINTERRUPTIBLE POWER SUPPLY SPECIAL	EA	1
	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FT	746
#	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED	FT	1092

100% LOCAL AGENCY COST



CABLE PLAN

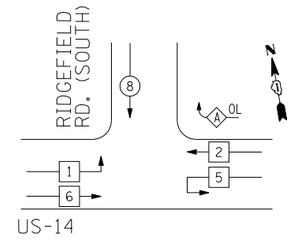
NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

NOTE:
THE EMERGENCY PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE "OPTICOM" BRAND TO MATCH THE EXISTING CITY SYSTEM.

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

RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH, AND BACKFILL ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC, SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

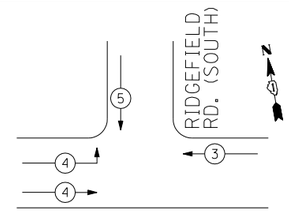
RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
A	=	2	+	8

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OL — OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	←	→↑	↓

I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	WATTAGE		% OPERATIONS	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	13	135	17	0.50	110.5
(YELLOW)	13	135	25	0.25	81.25
(GREEN)	13	135	15	0.25	48.75
ARROW	4	135	12	0.10	4.8
CONTROLLER	1	100	100	1.00	100
LED SIGN	2		90	0.50	90
LED SIGN (6'+)	1		120	0.50	60

ENERGY COSTS TO: TOTAL = 495.3

CITY OF CRYSTAL LAKE
100 WEST WOODSTOCK ST
CRYSTAL LAKE, ILLINOIS 60014

ENERGY SUPPLY: CONTACT: MIKE WIDHALM
PHONE: (815) 263-5624
COMPANY: COMED

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

FILE NAME = ...\D162517-SHT-TS02A.dgn	USER NAME = rswanson	DESIGNED - JW	REVISED -
		DRAWN - JW	REVISED -
	PLOT SCALE = 20:1	CHECKED - RS	REVISED -
	PLOT DATE = 6/6/2014	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
US RTE. 14 AND RIDGEFIELD ROAD (SOUTH)

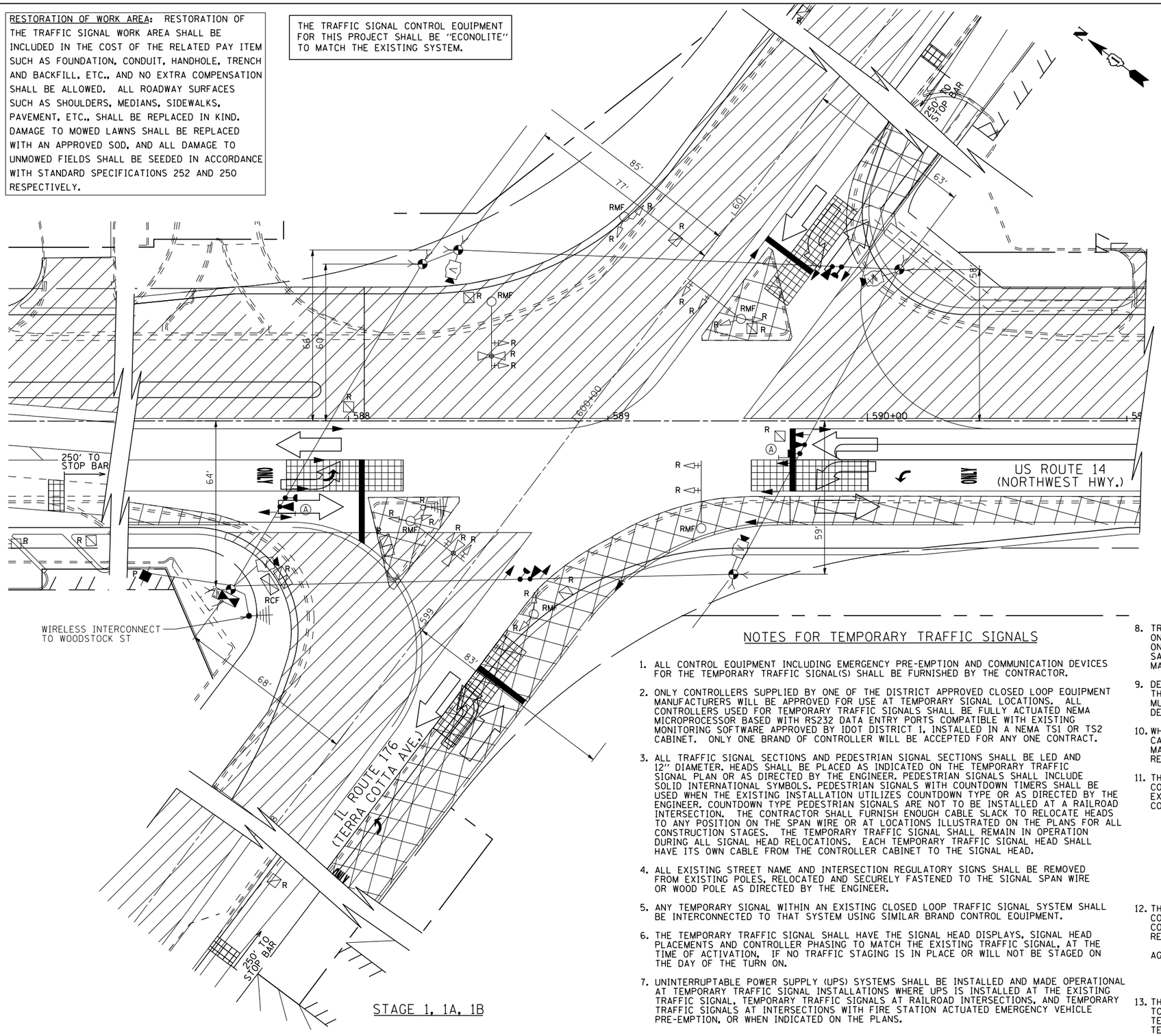
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	297
		CONTRACT NO. 62517		

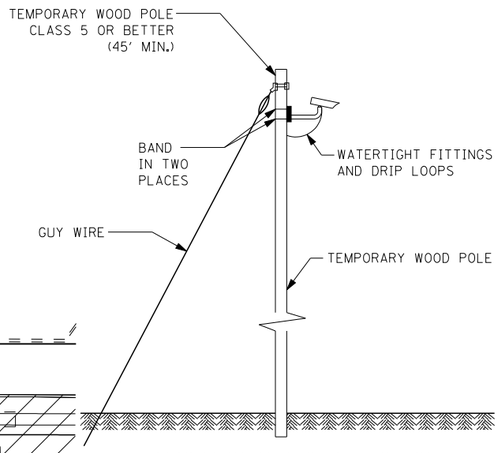
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC., SHALL BE REPLACED IN KIND. DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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



STAGE 1, 1A, 1B



TEMPORARY VIDEO DETECTION MOUNTING DETAIL

NOT TO SCALE

LEFT ON GREEN ARROW ONLY

SIGN Ⓐ
R10-5, 30" X 36"
2 REQUIRED
(INCLUDED IN COST OF TEMPORARY SIGNAL)

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.

2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.

3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR ALL CONSTRUCTION STAGES. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.

4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.

5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.

6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING TO MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF ACTIVATION, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

7. UNINTERRUPTABLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.

8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.

9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE DISTRICT 1 SPECIFICATIONS. THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEEER.

10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

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

1	EACH	CONTROLLER AND CABINET (COMPLETE)
8	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
8	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION
8	EACH	TRAFFIC SIGNAL BACKPLATE
4	EACH	STEEL MAST ARM AND POLE
2	EACH	TRAFFIC SIGNAL POST
1	EACH	RADIO ANTENNA
1	EACH	SERVICE INSTALLATION

12. THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE SIGNAL SPECIFICATIONS.

AGENCY: CITY OF CRYSTAL LAKE

2	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPROGRAMMING THE VIDEO DETECTORS TO THE VIDEO DETECTION AREAS FOR EACH CONSTRUCTION STAGE AS INDICATED ON THE TEMPORARY SIGNAL PLANS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

FILE NAME = ...\D162517-SHT-TS31.dgn	USER NAME = rswanson	DESIGNED - GR	REVISED -
		DRAWN - AB	REVISED -
	PLOT SCALE = 20:1	CHECKED - BS	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

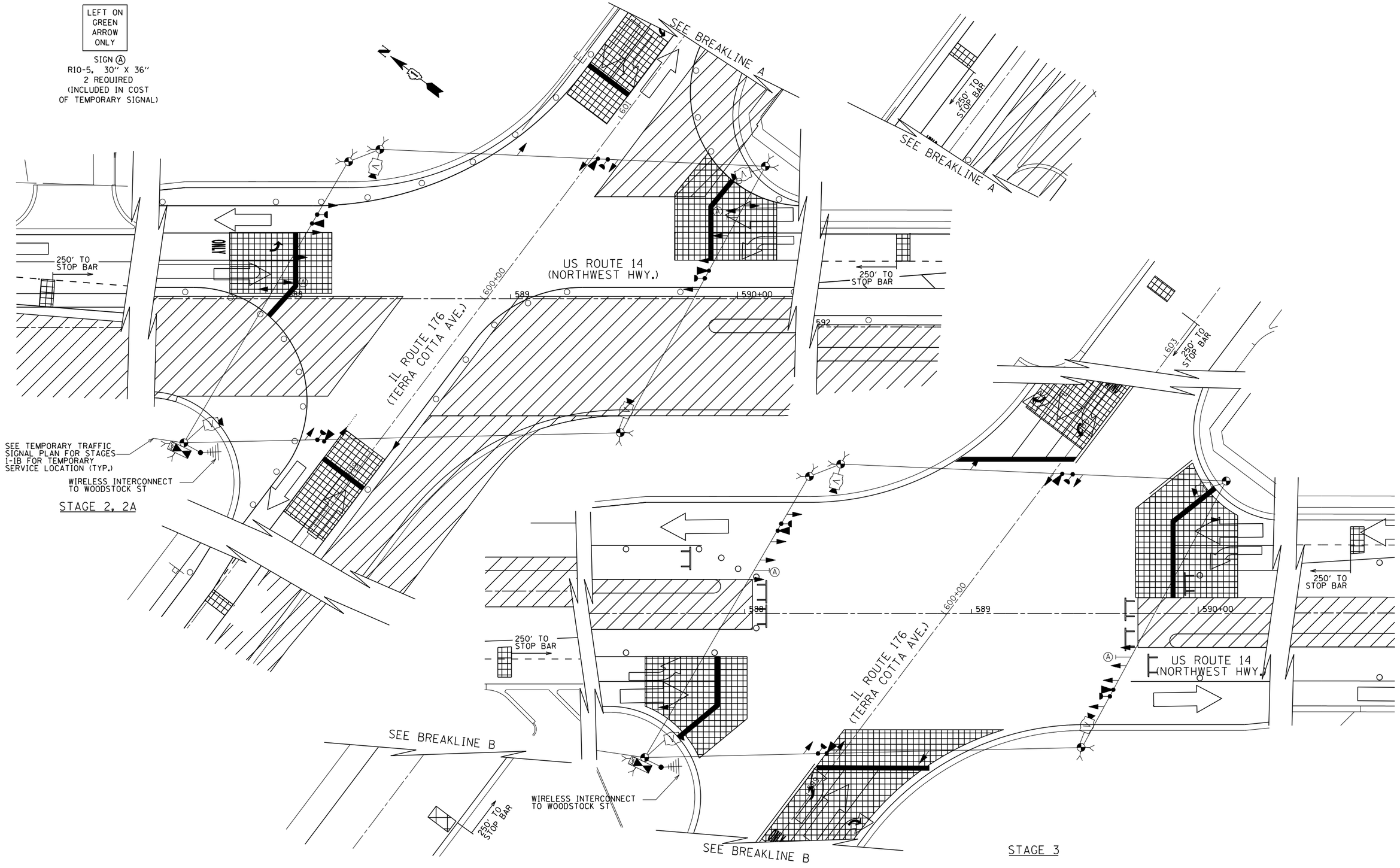
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN – STAGE 1
US RTE. 14 AND IL RTE. 176

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	298
		CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LEFT ON GREEN ARROW ONLY

SIGN (A)
R10-5, 30" X 36"
2 REQUIRED
(INCLUDED IN COST OF TEMPORARY SIGNAL)



EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

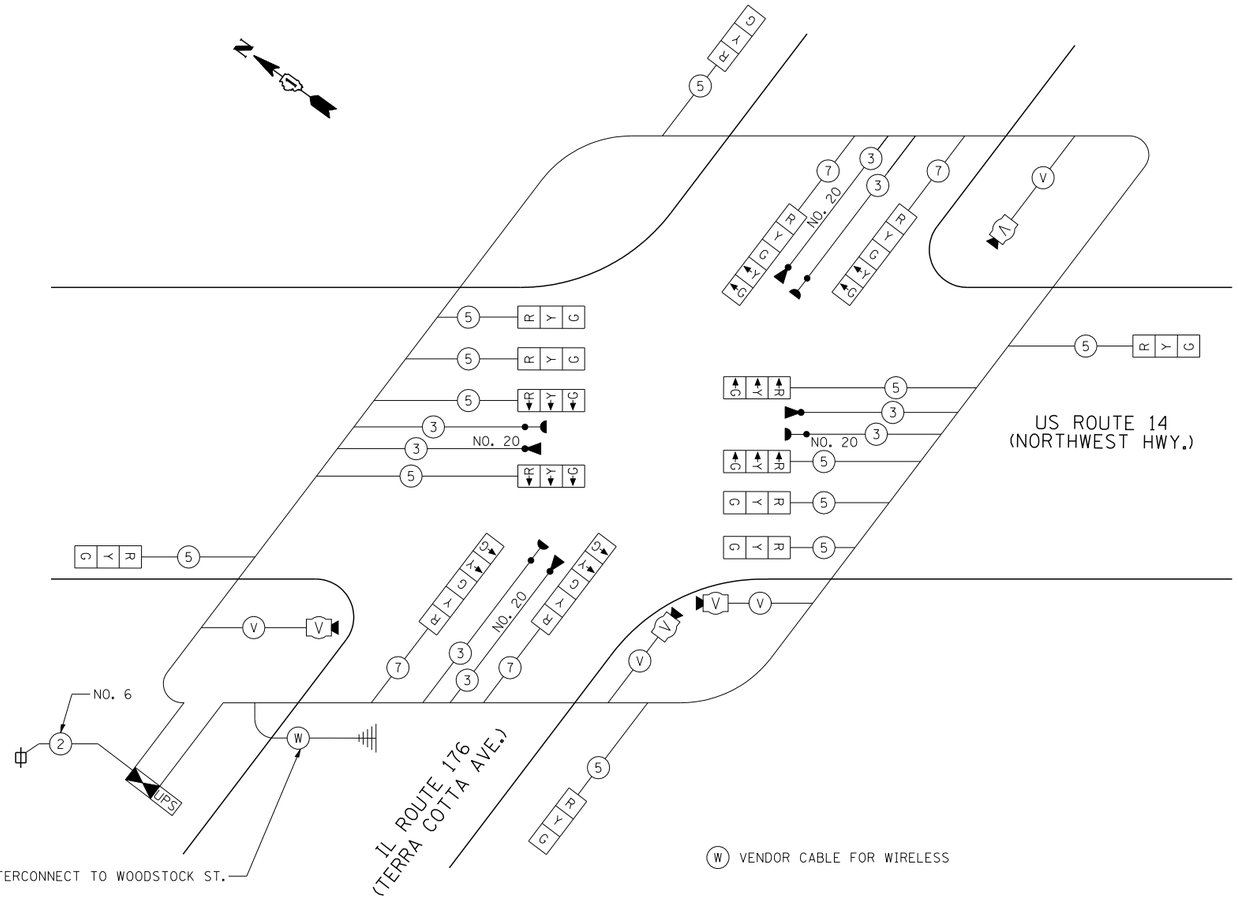
FILE NAME = ...\D162517-SHT-TS32.dgn	USER NAME = rswanson	DESIGNED - GR	REVISED -
		DRAWN - AB	REVISED -
	PLOT SCALE = 20:1	CHECKED - BS	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN – STAGE 2, 2A, AND 3
US RTE. 14 AND IL RTE. 176

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

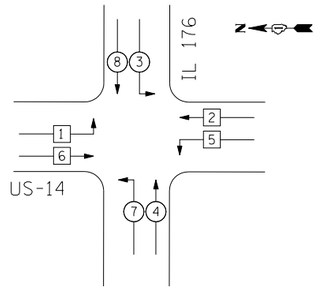
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	299
		CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



(W) VENDOR CABLE FOR WIRELESS

TEMPORARY CABLE PLAN

TEMPORARY CONTROLLER SEQUENCE

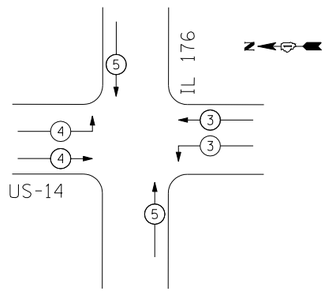


TEMPORARY PHASE DESIGNATION DIAGRAM
ALL STAGES

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OL OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT			

I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATIONS	TOTAL WATTAGE
SIGNAL (RED)	16	135	17	0.50	136.00
(YELLOW)	16	135	25	0.25	100.00
(GREEN)	16	135	15	0.25	60.00
ARROW	8	135	12	0.10	9.60
CONTROLLER	1	100	100	1.00	100.00
VIDEO SYSTEM		150	150		150.00
ENERGY COSTS TO:				TOTAL =	555.60

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
SCHAUMBURG, ILLINOIS 60196

ENERGY SUPPLY: CONTACT: MIKE WIDHALM
PHONE: (815) 263-5624
COMPANY: COMED

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

FILE NAME =	USER NAME = rswanson	DESIGNED - GR	REVISED -
...\D162517-SHT-TS33.dgn		DRAWN - AB	REVISED -
	PLOT SCALE = 20:1	CHECKED - BS	REVISED -
	PLOT DATE = 10/8/2013	DATE - 10/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
US RTE. 14 AND IL RTE. 176

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	300
		CONTRACT NO. 62517		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		