

ALL CONSTRUCTION IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007, THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND THE "MANUAL OF TEST PROCEDURES OF MATERIALS" IN EFFECT ON THE DATE OF INVITATION OF BIDS.

GENERAL NOTES:

- UTILITY LOCATIONS HAVE NOT BEEN SHOWN ON THESE PLANS. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTORS EXPENSE TO THE SATISFACTION OF THE ENGINEER OR CITY.
- THE CONTRACTOR SHALL NOTIFY CITY ENGINEER AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN CITY UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ANY DRIVEWAYS OR AREA IN THE PARKWAY THAT IS DISTURBED BY CONSTRUCTION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT RATHER SHALL BE INCLUDED IN THE COST OF THE ITEMS FOR WHICH IT APPLIES.
- MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE.
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE CITY IN ADVANCE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE CITY TO RESIDENTS WITH WORK INCLUDED IN THE COST OF THE CONTRACT. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
- ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL AND INCLUDED IN THE PAY ITEM FOR COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT.
- EXISTING PAVEMENT, CURB AND GUTTER, AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
- IN AREAS WHERE THE EXISTING CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE PAY ITEMS COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
- THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIFTY (50) FOOT LENGTH WHENEVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
- CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK WITH RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAYS STANDARDS.
- THE FINISHED HOT MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL.
- THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY.
- FOR STEEL BAR CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4361.
- DURING CONSTRUCTION STAGING OPERATIONS, THE CITY POLICE, CITY FIRE DEPARTMENT, AND SOUTHEAST EMERGENCY COMMUNICATIONS CENTER SHALL BE NOTIFIED IN WRITING 48-HOURS PRIOR TO STREET CLOSURES. EMERGENCY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
- THE QUANTITIES FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT AND PATCHING WILL NOT EXCEED THE AMOUNT LISTED IN THE SUMMARY OF QUANTITIES.
- THE LOCATIONS OF THE CLASS D PATCHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- CURB AND GUTTER LOCATIONS TO BE REMOVED AND REPLACED WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE CONTRACTOR SHALL NOTIFY IDOT BUREAU OF MATERIALS (847) 705-4337 AT LEAST 24 HOURS PRIOR TO THE PLACEMENT OF HMA OR CONCRETE.
- THE EXACT THERMOPLASTIC PAVEMENT MARKING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL THERMOPLASTIC PAVEMENT MARKINGS MUST FOLLOW THE IDOT DETAIL AND HIGHWAY STANDARDS. THE THERMOPLASTIC PAVEMENT MARKINGS WILL BE REPLACED IN KIND.

SUMMARY OF QUANTITIES

Code No.	Items	Unit	Location 1	Location 2	Location 3	Location 4	Total Quantity
40600200	Bituminous Materials (prime coat)	TON	18.9	8.3	10.4	1.1	38.7
40600300	Aggregate (prime coat)	TON	67	29.3	37	3.9	137.2
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	1	0	3
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	1798	305	1342	0	3445
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2028	0	728	218	2974
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	0	1336	0	0	1336
44000157	Hot-Mix Asphalt Surface Removal 2"	SQ YD	44609	18357	24450	2542	89958
44001700	Combination Curb & Gutter Removal and Replacement	FOOT	240	70	300	0	610
44201747	Class D Patches, Type IV, 8"	SQ YD	500	200	50	50	800
44301200	Strip Reflective Crack Control Treatment, System B,24"	FOOT	1400	0	6240	440	8080
60255500	Manholes to be adjusted	EACH	80	78	31	8	197
67100100	Mobilization	L SUM	0.25	0.25	0.25	0.25	1
70101700	Traffic Control and Protection	L SUM	0.25	0.25	0.25	0.25	1
70300100	Short-Term Pavement Marking	FOOT	5000	5000	1500	60	11560
70301000	Work Zone Pavement Marking Removal	SQ FT	1600	1600	500	20	3720
78000100	Thermoplastic Pavement Marking- Letters and Symbols	SQ FT	197	300	0	0	497
78000200	Thermoplastic Pavement Marking-Line 4"	FOOT	10602	9262	1460	240	21564
78000400	Thermoplastic Pavement Marking-Line 6"	FOOT	1890	1558	852	0	4300
78000600	Thermoplastic Pavement Marking-Line 12"	FOOT	500	687	203	0	1390
78000650	Thermoplastic Pavement Marking-Line 24"	FOOT	380	294	245	0	919
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1913	820	1035	109	3877

SPECIAL ITEMS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

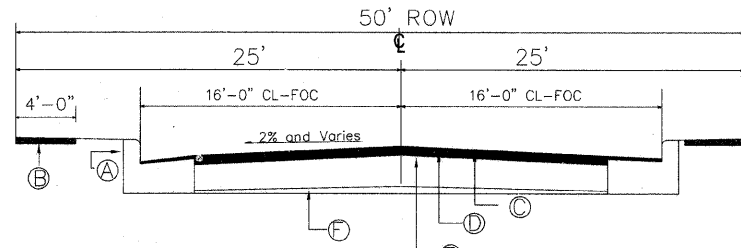
RESURFACING	MIXTURE TYPE	AC TYPE	AIR VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50	PG 64-22		4% @ 50 GYR
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50	PG 64-22		4% @ 50 GYR
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70	PG 64-22		4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22		4% @ 50 GYR
PATCHING	MIXTURE TYPE	AC TYPE	AIR VOIDS
CLASS D PATCHES (HMA BINDER IL-19mm)	*PG 64-22		4% @ 70 GYR

NOTE:

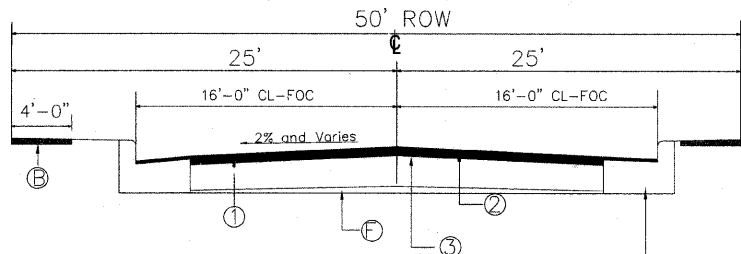
- *WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22
- THE UNIT WEIGHT USED TO CALCULATE ALL HOT MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN

DESIGNED SCC	REVISED 2-25-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	GENERAL NOTES, SUMMARY OF QUANTITIES, MIXTURE REQUIREMENTS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN JAM	REVISED					08-00110-00-RS	MCHENRY	43	2
PLOT SCALE = 60' (plot to 11x17)	CHECKED EDM				CONTRACT NO. 63139				
PLOT DATE = 11-26-08	DATE 11-26-2008				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOCATION 1
DOLE AVENUE SOUTH OF CRYSTAL LAKE AVENUE
TYPICAL CROSS SECTIONS



EXISTING TYPICAL SECTION

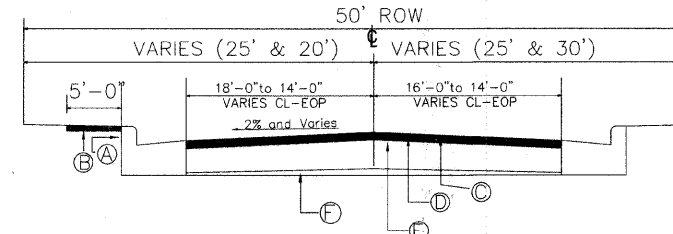


PROPOSED TYPICAL SECTION

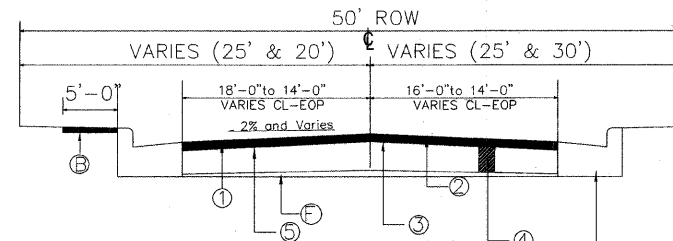
- EXISTING CONDITIONS**
- Ⓐ TYPE B6.12 CURB (DOLE AVENUE)
 - Ⓑ 4' SIDEWALK (DOLE AVENUE)
 - Ⓒ EXISTING BITUMINOUS SURFACE COURSE - 1 1/2"
 - Ⓓ EXISTING BITUMINOUS BINDER COURSE - 1 1/2"
 - Ⓔ EXISTING CONCRETE BASE COURSE - 7"
 - Ⓕ EXISTING GRANULAR MATERIAL

- PROPOSED IMPROVEMENTS**
- ① ASPHALT SURFACE REMOVAL - 2"
 - ② HOT MIX ASPHALT SURFACE COURSE - 1 1/2" MIX "D", N50 (IL 9.50 mm)
 - ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 1/2" AVERAGE
 - ④ REMOVE AND REPLACE B6.12 CURB (AS DIRECTED BY ENGINEER)

LOCATION 1
DOLE AVENUE NORTH OF CRYSTAL LAKE AVENUE
TYPICAL CROSS SECTIONS



EXISTING TYPICAL SECTION

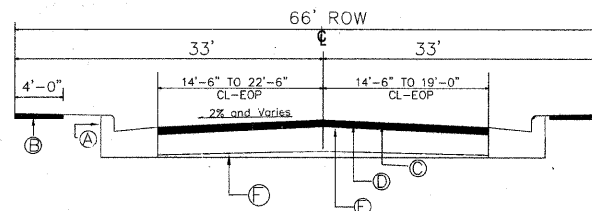


PROPOSED TYPICAL SECTION

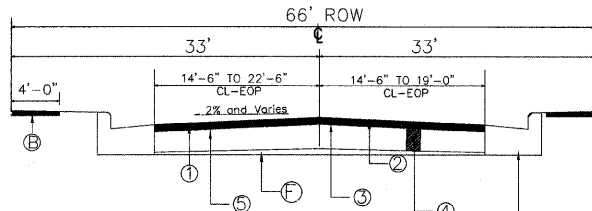
- EXISTING CONDITIONS**
- Ⓐ TYPE B6.12 CURB (DOLE AVENUE)
 - Ⓑ 5' SIDEWALK (DOLE AVENUE BETWEEN CRYSTAL LAKE AND PINE)
 - Ⓒ EXISTING BITUMINOUS SURFACE COURSE - 1 1/2"
 - Ⓓ EXISTING BITUMINOUS BINDER COURSE - 1 1/2"
 - Ⓔ EXISTING HMA BASE COURSE - 7"
 - Ⓕ EXISTING GRANULAR MATERIAL

- PROPOSED IMPROVEMENTS**
- ① ASPHALT SURFACE REMOVAL - 2"
 - ② HOT MIX ASPHALT SURFACE COURSE - 1 1/2" MIX "D", N50 (IL 9.50 mm)
 - ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 1/2" AVERAGE
 - ④ CLASS "D" PATCHES - 8" (AS DIRECTED BY THE ENGINEER)
 - ⑤ STRIP REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM B, 24" (AS DIRECTED BY ENGINEER)
 - ⑥ REMOVE AND REPLACE B6.12 CURB (AS DIRECTED BY ENGINEER)

LOCATION 1
WOODSTOCK STREET BETWEEN WALKUP AND DOLE
WOODSTOCK STREET BETWEEN OAK AND ROUTE 14
TYPICAL CROSS SECTIONS



EXISTING TYPICAL SECTION

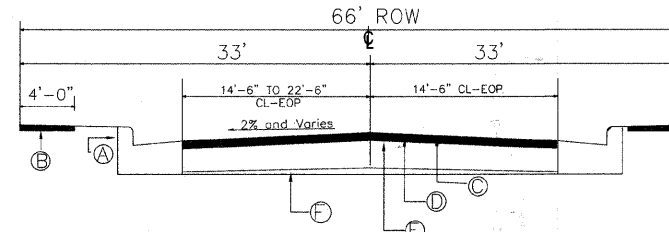


PROPOSED TYPICAL SECTION

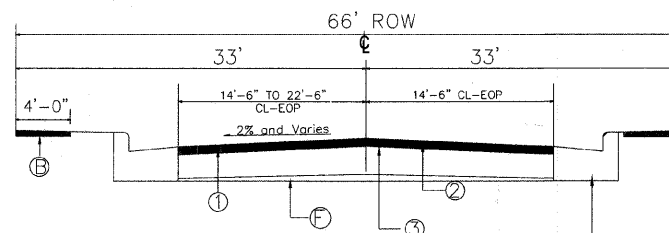
- EXISTING CONDITIONS**
- Ⓐ TYPE B6.12 CURB (WOODSTOCK STREET)
 - Ⓑ 4' SIDEWALK (WOODSTOCK STREET)
 - Ⓒ EXISTING BITUMINOUS SURFACE COURSE - 1 1/2"
 - Ⓓ EXISTING BITUMINOUS BINDER COURSE - 1 1/2"
 - Ⓔ EXISTING CONCRETE BASE COURSE - 8"
 - Ⓕ EXISTING GRANULAR MATERIAL

- PROPOSED IMPROVEMENTS**
- ① ASPHALT SURFACE REMOVAL - 2"
 - ② HOT MIX ASPHALT SURFACE COURSE - 1 1/2" MIX "C", N50 (IL 9.50 mm)
 - ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 1/2" AVERAGE
 - ④ CLASS "D" PATCHES - 8" (AS DIRECTED BY THE ENGINEER)
 - ⑤ STRIP REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM B, 24" (AS DIRECTED BY ENGINEER)
 - ⑥ REMOVE AND REPLACE B6.12 CURB (AS DIRECTED BY ENGINEER)

LOCATION 1
WOODSTOCK STREET BETWEEN DOLE AND OAK
TYPICAL CROSS SECTIONS



EXISTING TYPICAL SECTION

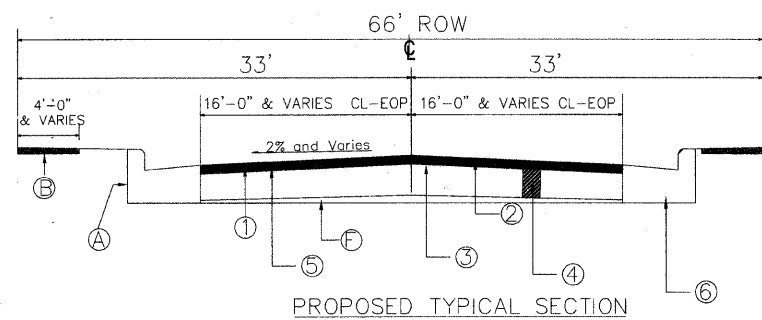
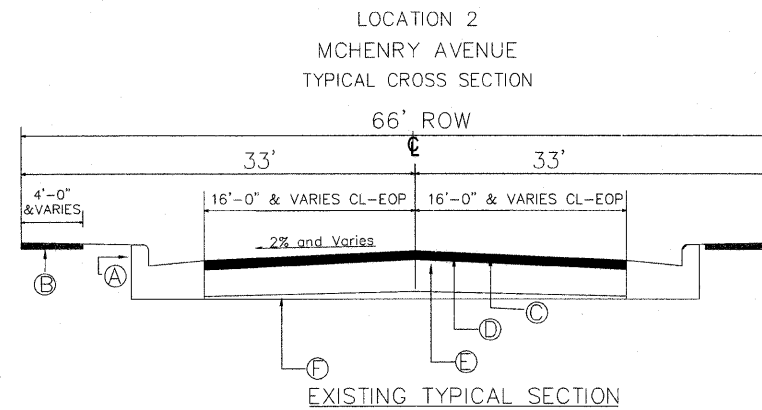


PROPOSED TYPICAL SECTION

- EXISTING CONDITIONS**
- Ⓐ TYPE B6.12 CURB (WOODSTOCK STREET)
 - Ⓑ 4' SIDEWALK (WOODSTOCK STREET)
 - Ⓒ EXISTING BITUMINOUS SURFACE COURSE - 1 1/2"
 - Ⓓ EXISTING BITUMINOUS BINDER COURSE - 1 1/2"
 - Ⓔ EXISTING CONCRETE BASE COURSE - 8"
 - Ⓕ EXISTING GRANULAR MATERIAL

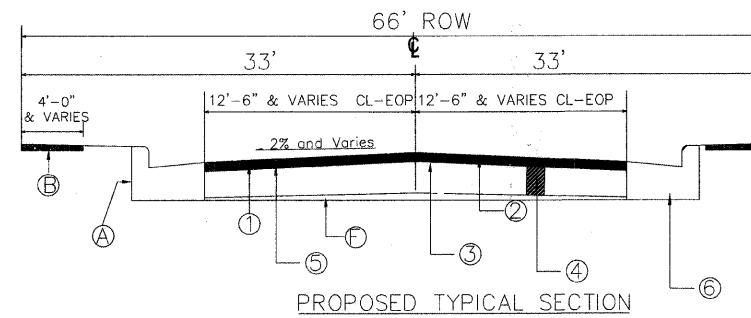
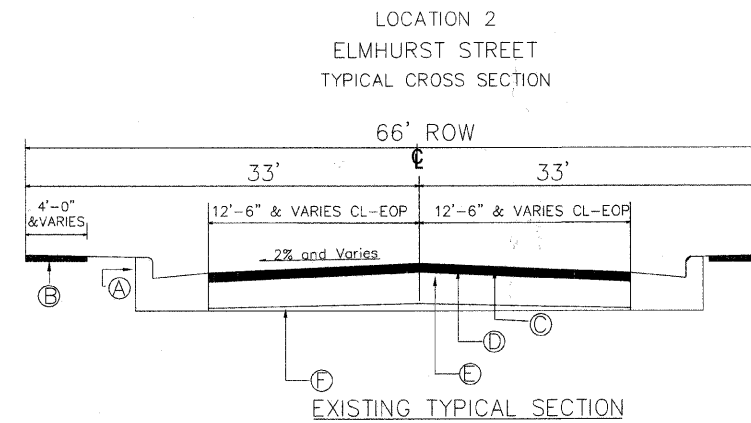
- PROPOSED IMPROVEMENTS**
- ① ASPHALT SURFACE REMOVAL - 2"
 - ② HOT MIX ASPHALT SURFACE COURSE - 1 1/2" MIX "C", N50 (IL 9.50 mm)
 - ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 1/2" AVERAGE
 - ④ REMOVE AND REPLACE B6.12 CURB (AS DIRECTED BY ENGINEER)

PLOT SCALE = 60 (plot to 11x17) PLOT DATE = 11-26-08	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED					08-00110-00-RS	MCHENRY	43	3
	CHECKED <i>EDM</i>	REVISED					CONTRACT NO. 63139			
	DATE <i>11-26-2008</i>	REVISED					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



- EXISTING CONDITIONS**
- Ⓐ TYPE B6.12 CURB (MCHENRY AVENUE)
 - Ⓑ 4' SIDEWALK (MCHENRY AVENUE)
 - Ⓒ EXISTING BITUMINOUS SURFACE COURSE - 1 1/2"
 - Ⓓ EXISTING BITUMINOUS BINDER COURSE - 1 1/2"
 - Ⓔ EXISTING HMA BASE COURSE - 8"
 - Ⓕ EXISTING GRANULAR MATERIAL

- PROPOSED IMPROVEMENTS**
- ① ASPHALT SURFACE REMOVAL - 2"
 - ② HOT MIX ASPHALT SURFACE COURSE - 1 1/2" MIX "D", N70 (IL 9.50 mm)
 - ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-475, N50 1/4" AVERAGE
 - ④ CLASS "D" PATCHES - 8" (AS DIRECTED BY THE ENGINEER)
 - ⑤ STRIP REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM B, 24" (AS DIRECTED BY ENGINEER)
 - ⑥ REMOVE AND REPLACE B6.12 CURB (AS DIRECTED BY ENGINEER)

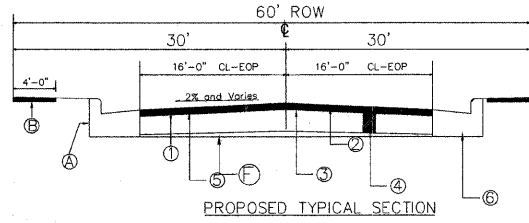
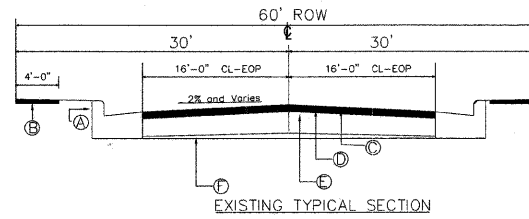


- EXISTING CONDITIONS**
- Ⓐ TYPE B6.12 CURB (ELMHURST STREET)
 - Ⓑ 4' SIDEWALK (ELMHURST STREET)
 - Ⓒ EXISTING BITUMINOUS SURFACE COURSE - 1 1/2"
 - Ⓓ EXISTING BITUMINOUS BINDER COURSE - 1 1/2"
 - Ⓔ EXISTING HMA BASE COURSE - 8"
 - Ⓕ EXISTING GRANULAR MATERIAL

- PROPOSED IMPROVEMENTS**
- ① ASPHALT SURFACE REMOVAL - 2"
 - ② HOT MIX ASPHALT SURFACE COURSE - 1 1/2" MIX "C", N50 (IL 9.50 mm)
 - ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-475, N50 1/4" AVERAGE
 - ④ CLASS "D" PATCHES - 8" (AS DIRECTED BY THE ENGINEER)
 - ⑤ STRIP REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM B, 24" (AS DIRECTED BY ENGINEER)
 - ⑥ REMOVE AND REPLACE B6.12 CURB (AS DIRECTED BY ENGINEER)

	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
	DRAWN <i>JAM</i>	REVISED											
PLOT SCALE = 60 (plot to 11x17)	CHECKED <i>EDM</i>	REVISED								08-00110-00-RS	MCHENRY	43	4
PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>	REVISED							CONTRACT NO. 63139				
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

LOCATION 3
GOLF COURSE ROAD
TYPICAL CROSS SECTION



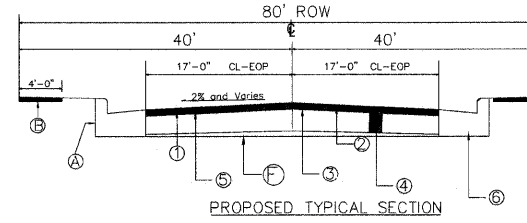
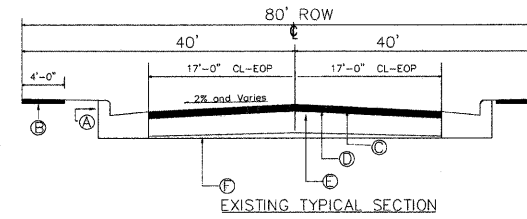
EXISTING CONDITIONS

- Ⓐ TYPE B6.12 CURB (GOLF COURSE)
- Ⓑ 4" SIDEWALK (GOLF COURSE)
- Ⓒ EXISTING BITUMINOUS SURFACE COURSE - 1 1/2"
- Ⓓ EXISTING BITUMINOUS BINDER COURSE - 1 1/2"
- Ⓔ EXISTING HMA BASE COURSE - 8"
- Ⓕ EXISTING GRANULAR MATERIAL

PROPOSED IMPROVEMENTS

- ① ASPHALT SURFACE REMOVAL - 2"
- ② HOT MIX ASPHALT SURFACE COURSE - 1 1/2"
- MIX "D", N50 (IL 9.50 mm)
- ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 3/4" AVERAGE
- ④ CLASS "D" PATCHES - 8" (AS DIRECTED BY THE ENGINEER)
- ⑤ STRIP REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM B, 24" (AS DIRECTED BY ENGINEER)
- ⑥ REMOVE AND REPLACE B6.12 CURB (AS DIRECTED BY ENGINEER)

LOCATION 3
BARLINA ROAD
TYPICAL CROSS SECTION



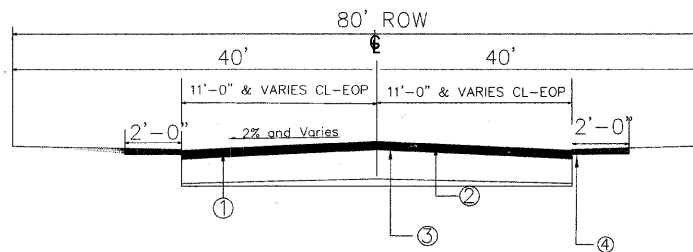
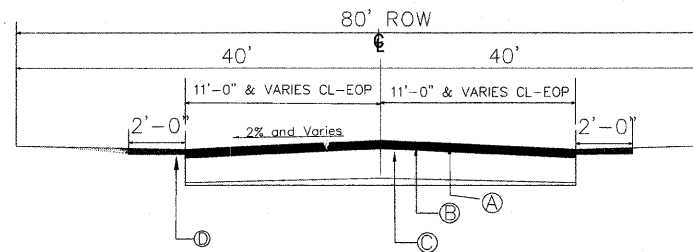
EXISTING CONDITIONS

- Ⓐ TYPE B6.12 CURB (BARLINA ROAD)
- Ⓑ 4" SIDEWALK (BARLINA ROAD)
- Ⓒ EXISTING BITUMINOUS SURFACE COURSE - 1 1/2"
- Ⓓ EXISTING BITUMINOUS BINDER COURSE - 1 1/2"
- Ⓔ EXISTING HMA BASE COURSE - 8"
- Ⓕ EXISTING GRANULAR MATERIAL

PROPOSED IMPROVEMENTS

- ① ASPHALT SURFACE REMOVAL - 2"
- ② HOT MIX ASPHALT SURFACE COURSE - 1 1/2"
- MIX "C", N50 (IL 9.50 mm)
- ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 3/4" AVERAGE
- ④ CLASS "D" PATCHES - 8" (AS DIRECTED BY THE ENGINEER)
- ⑤ STRIP REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM B, 24" (AS DIRECTED BY ENGINEER)
- ⑥ REMOVE AND REPLACE B6.12 CURB (AS DIRECTED BY ENGINEER)

LOCATION 4
HUNTLEY ROAD
TYPICAL CROSS SECTIONS



EXISTING CONDITIONS

- Ⓐ EXISTING BITUMINOUS SURFACE COURSE - 3"
- Ⓑ EXISTING BITUMINOUS BINDER COURSE - 1 1/2"
- Ⓒ EXISTING GRANULAR MATERIAL
- Ⓓ EXISTING AGGREGATE SHOULDER - 2"

PROPOSED IMPROVEMENTS

- ① ASPHALT SURFACE REMOVAL - 2"
- ② HOT MIX ASPHALT SURFACE COURSE - 1 1/2"
- MIX "D", N50 (IL 9.50 mm)
- ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 3/4" AVERAGE
- ④ AGGREGATE SHOULDER - 2" (BY OTHERS)

DESIGNED	SCC	REVISED	2-25-2009
DRAWN	JAM	REVISED	
CHECKED	EDM	REVISED	
DATE	11-26-2008	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

City of Crystal Lake, Illinois
STP (LAPP) IMPROVEMENTS

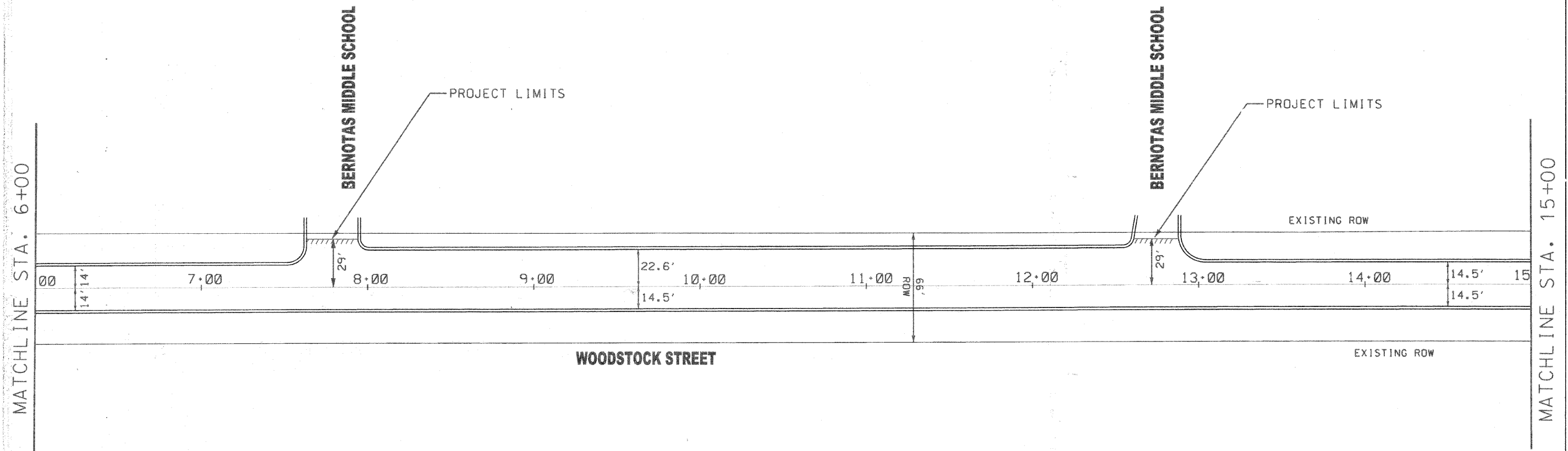
TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00110-00-RS	MCHENRY	43	5
CONTRACT NO. 63139				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
2. PAVEMENT PATCHING LIMITS TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
3. THE EXACT THERMOPLASTIC PAVEMENT MARKING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL THERMOPLASTIC PAVEMENT MARKINGS MUST FOLLOW THE IDOT DETAIL AND HIGHWAY STANDARDS. THE THERMOPLASTIC PAVEMENT MARKINGS WILL BE REPLACED INKIND.



FILE NAME = WOODSTOCK_SHEET2.DGN
PLOT SCALE = 60 (plot to 11x17)
PLOT DATE = 11-26-08

DESIGNED <i>SCC</i>	REVISIONS
DRAWN <i>JAM</i>	REVISIONS
CHECKED <i>EDM</i>	REVISIONS
DATE <i>11-26-2008</i>	REVISIONS

REVISIONS	2-25-2009
REVISIONS	
REVISIONS	
REVISIONS	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**City of Crystal Lake, Illinois
STP (LAPP) IMPROVEMENTS**

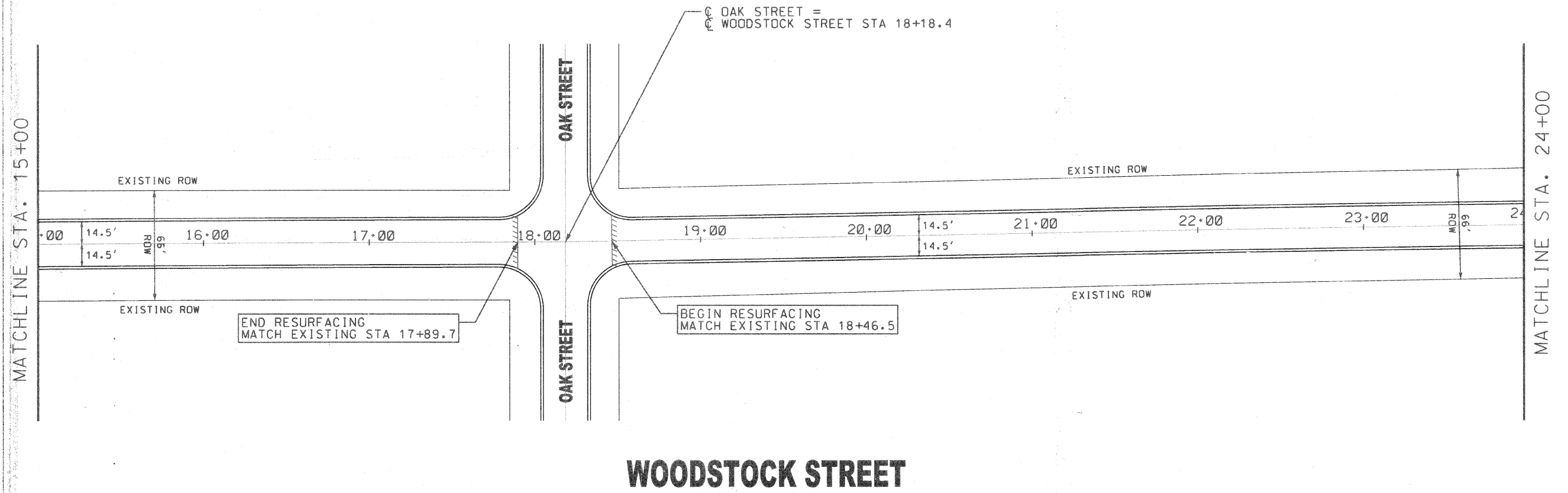
**Location No. 1:
WOODSTOCK STREET**

F.A. RTE. 120	SECTION 08-00110-00-RS	COUNTY MCHENRY	TOTAL SHEETS 43	SHEET NO. 7
CONTRACT NO. 63139				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: 1"=30' SHEET NO. 2 OF 7 SHEETS STA. 6+00 TO STA. 15+00

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
2. PAVEMENT PATCHING LIMITS TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
3. THE EXACT THERMOPLASTIC PAVEMENT MARKING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL THERMOPLASTIC PAVEMENT MARKINGS MUST FOLLOW THE IDOT DETAIL AND HIGHWAY STANDARDS. THE THERMOPLASTIC PAVEMENT MARKINGS WILL BE REPLACED INKIND.

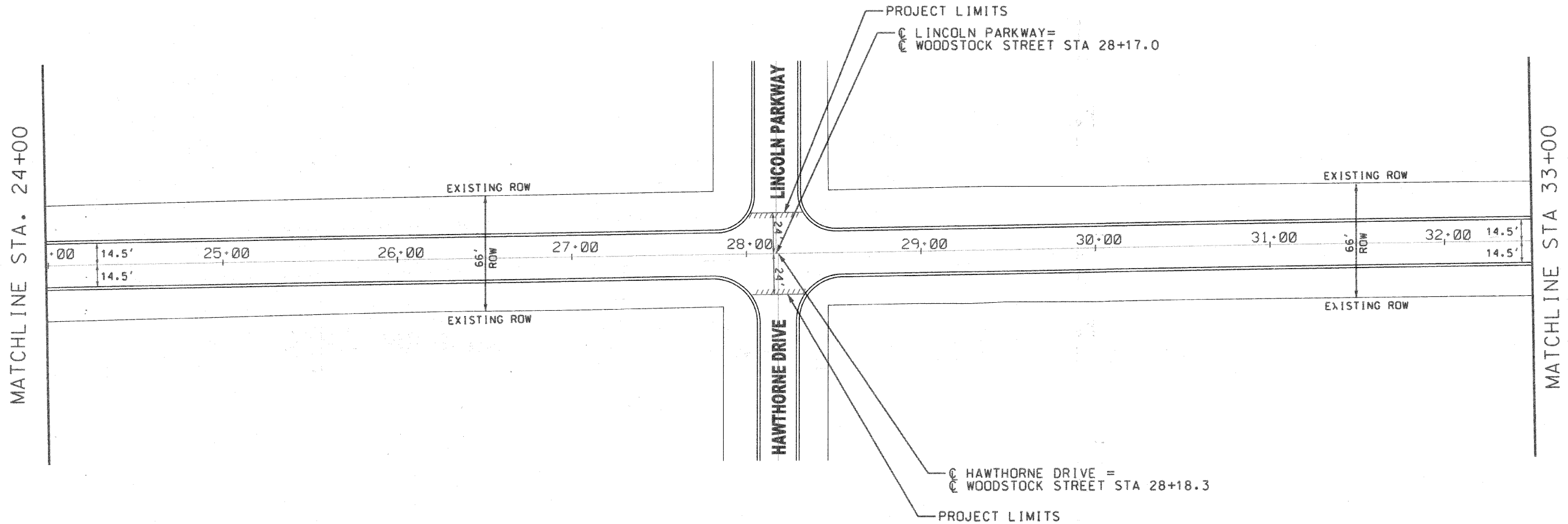


WOODSTOCK STREET

FILE NAME = WOODSTOCK.SHEET3.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 1: WOODSTOCK STREET	F.A. RTE. 120	SECTION 08-00110-00-RS	COUNTY MCHENRY	TOTAL SHEETS 43	SHEET NO. 8
	DRAWN <i>JAM</i>	REVISED				SCALE: 1"=30'	SHEET NO. 3 OF 7 SHEETS	STA. 15+00 TO STA. 24+00	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	CONTRACT NO. 63139
	PLOT SCALE = 60 (plot to 11x17)	CHECKED <i>EDM</i>								
	PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>								

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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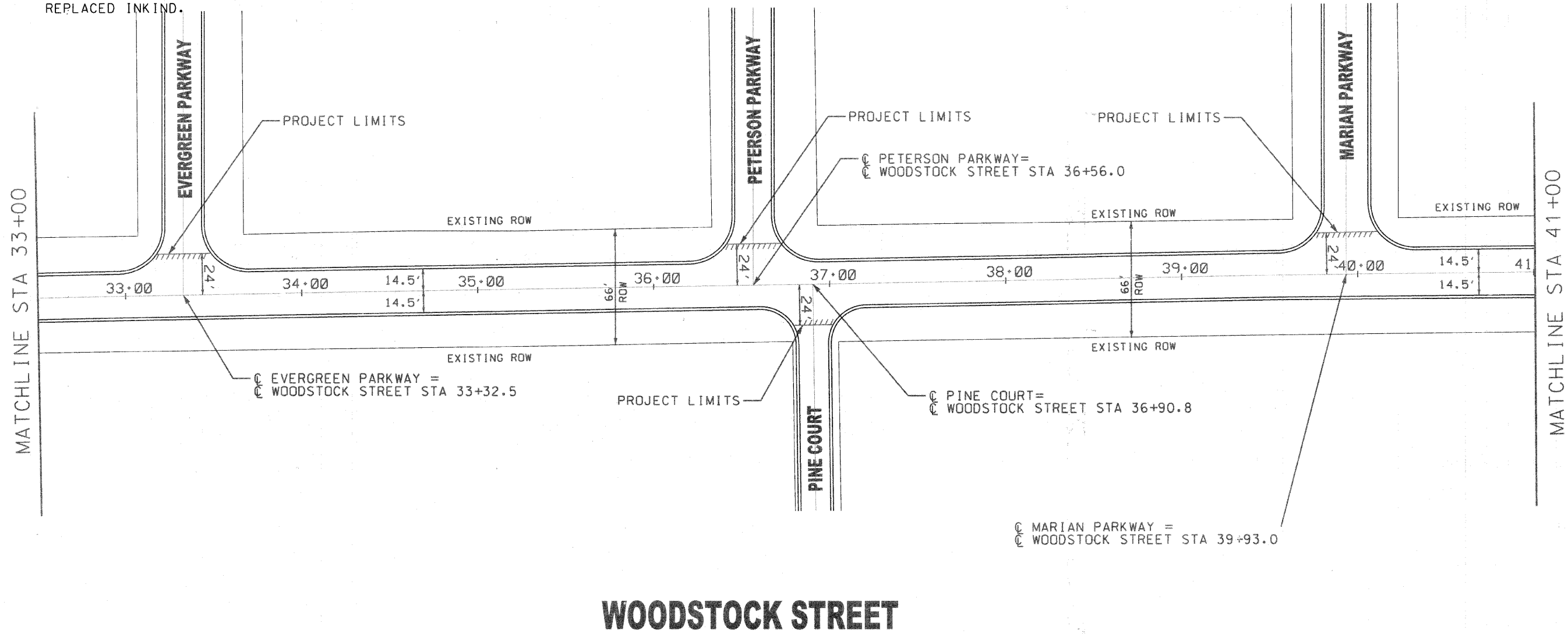
WOODSTOCK STREET

FILE NAME = WOODSTOCK_SHEET4.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 1: WOODSTOCK STREET	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED				120	08-00110-00-RS	MCHENRY	43	9
	CHECKED <i>EDM</i>	REVISED				CONTRACT NO. 63139				
	DATE <i>11-26-2008</i>	REVISED				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
PLOT SCALE = 60 (plot to 11x17)				SCALE: 1"=30'	SHEET NO. 4 OF 7 SHEETS	STA. 24+00 TO STA. 33+00				



NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
2. PAVEMENT PATCHING LIMITS TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
3. THE EXACT THERMOPLASTIC PAVEMENT MARKING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL THERMOPLASTIC PAVEMENT MARKINGS MUST FOLLOW THE IDOT DETAIL AND HIGHWAY STANDARDS. THE THERMOPLASTIC PAVEMENT MARKINGS WILL BE REPLACED INKING.

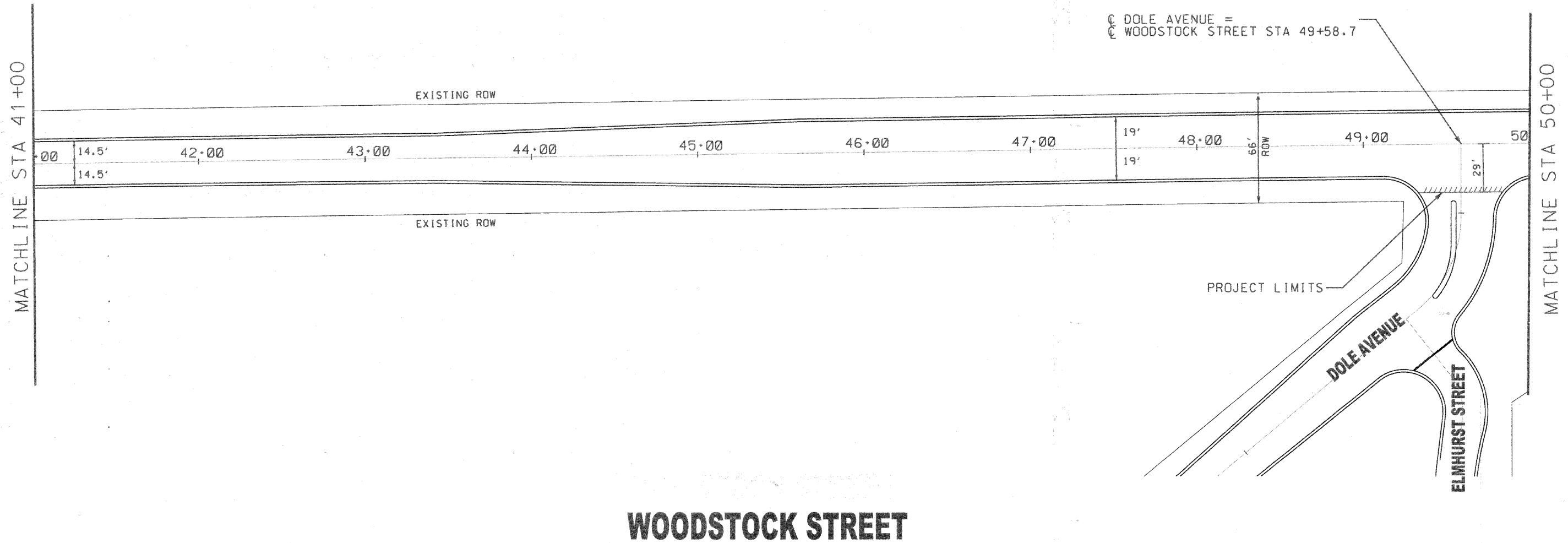


WOODSTOCK STREET

FILE NAME = WOODSTOCK_SHEETS.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 1: WOODSTOCK STREET	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED				120	08-00110-00-RS	MCHENRY	43	10
	PLOT SCALE = 60' (plot to 11x17)	CHECKED <i>EDM</i>				REVISED	CONTRACT NO. 63139			
PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>	REVISED	SCALE: 1"=30'		SHEET NO. 5 OF 7 SHEETS	STA. 33+00 TO STA. 41+00	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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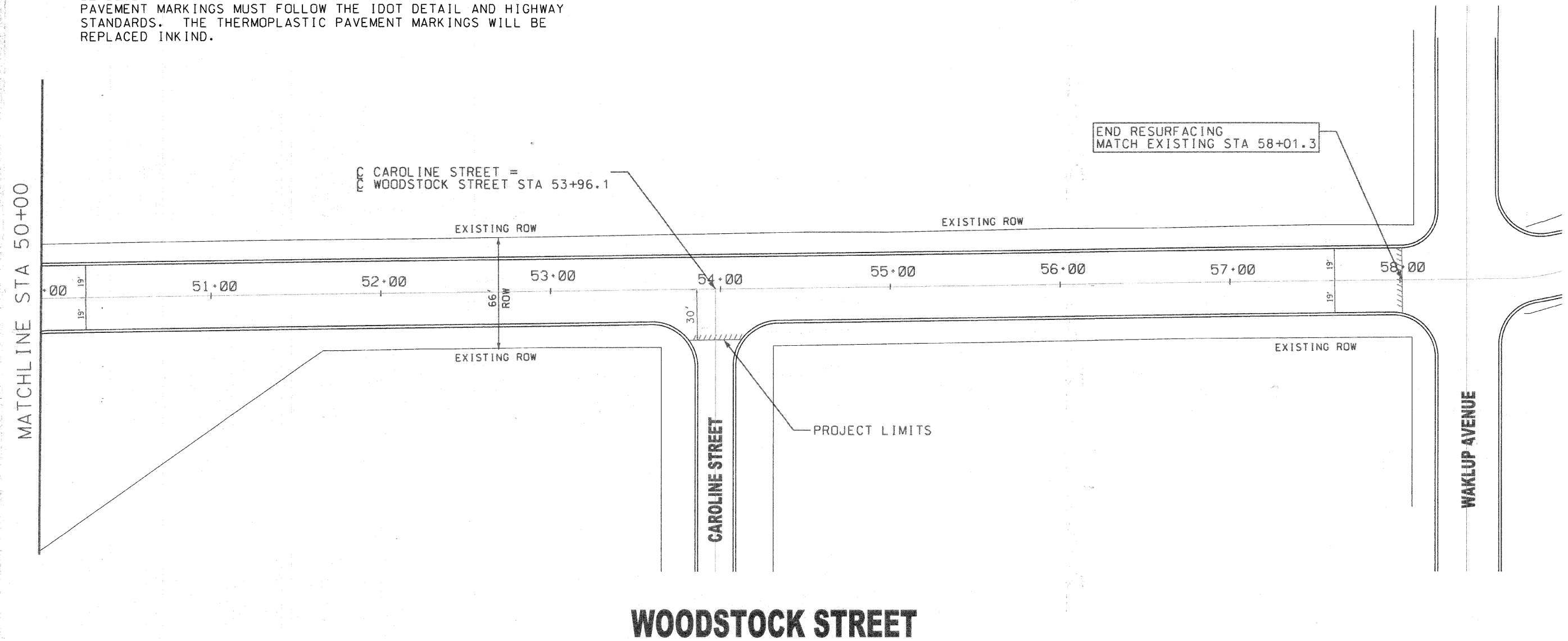
WOODSTOCK STREET

FILE NAME: WOODSTOCK_SHEETS6.DGN	DESIGNED	SCC	REVISED	2-25-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 1: WOODSTOCK STREET	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN	JAM	REVISED					120	08-00110-00-RS	MCHENRY	43	11
	CHECKED	EDM	REVISED					CONTRACT NO. 63139				
	PLOT SCALE = 60' (plot to 11x17)	DATE	11-26-2008	REVISED				SCALE: 1"=30'	SHEET NO. 6 OF 7 SHEETS	STA. 41+00 TO STA. 50+00	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
2. PAVEMENT PATCHING LIMITS TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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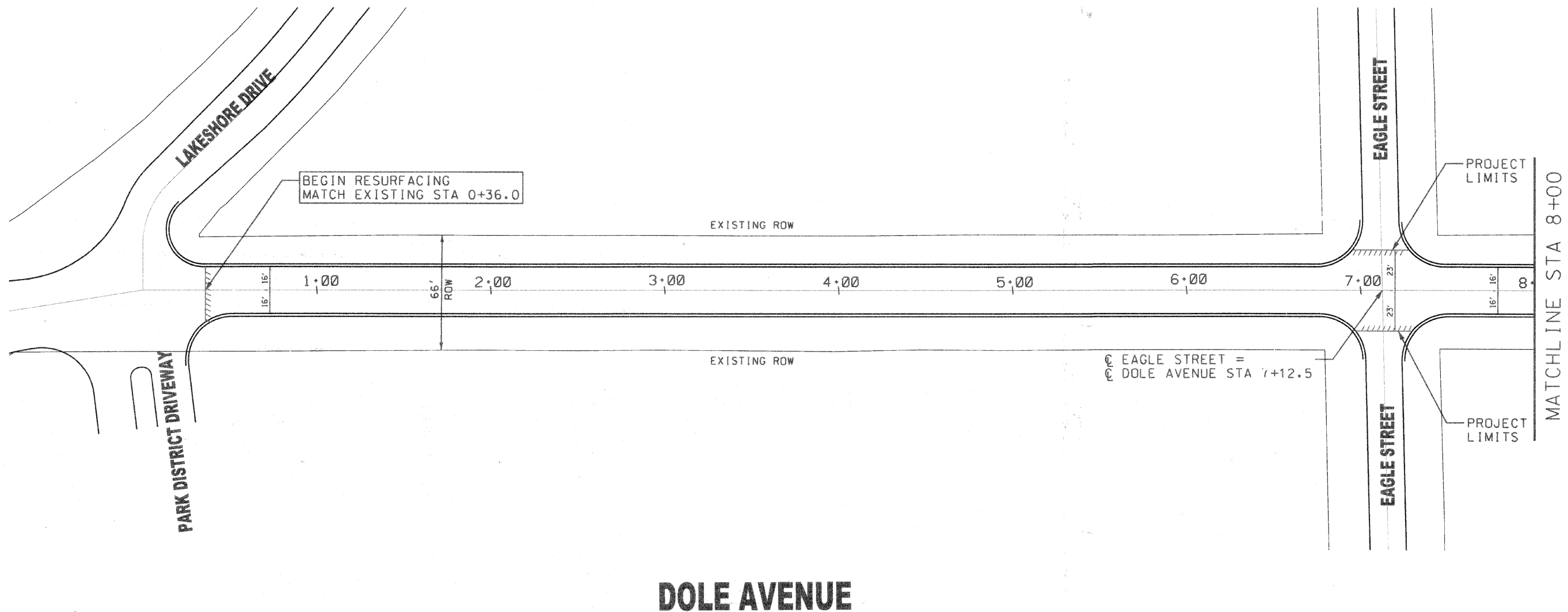
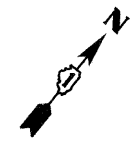
WOODSTOCK STREET

FILE NAME: WOODSTOCK.SHEET7.DGN	DESIGNED	SCC	REVISED	2-25-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 1: WOODSTOCK STREET	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN	JAM	REVISED					120	08-00110-00-RS	MCHENRY	43	12
	PLOT SCALE = 60 (plot to 11x17)	CHECKED	EDM	REVISED					CONTRACT NO. 63139			
	PLOT DATE = 11-26-08	DATE	11-26-2008	REVISED					FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			

SCALE: 1"=30' SHEET NO. 7 OF 7 SHEETS STA. 50+00 TO STA. 58+01.3 FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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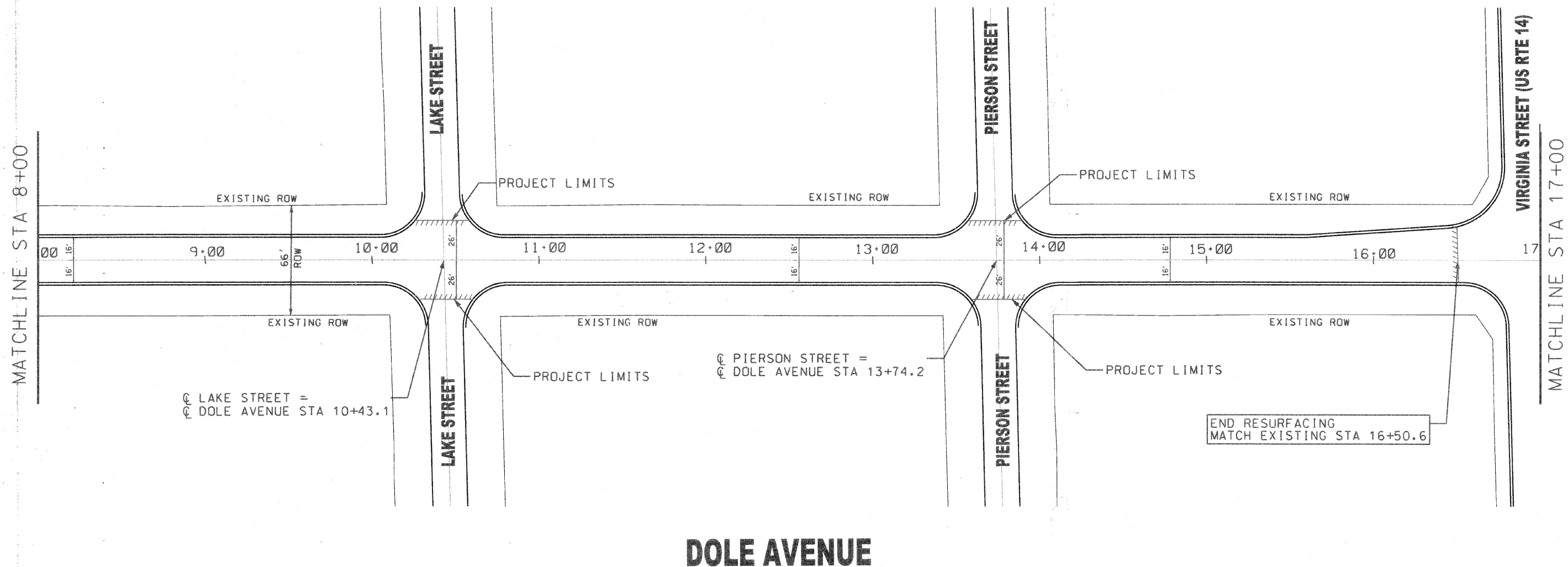


DOLE AVENUE

FILE NAME = DOLE.SHEET1.DGN	DESIGNED	SCC	REVISED	2-25-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 1: DOLE AVENUE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN	JAM	REVISED					4057	08-00110-00-RS	MCHENRY	43	13
	CHECKED	EDM	REVISED					CONTRACT NO. 63139				
	PLOT SCALE = 60 (plot to 11x17)	DATE	11-26-2008	REVISED				SCALE: 1"=30'	SHEET NO. 1 OF 8 SHEETS	STA. 0+00 TO STA. 8+00	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT	

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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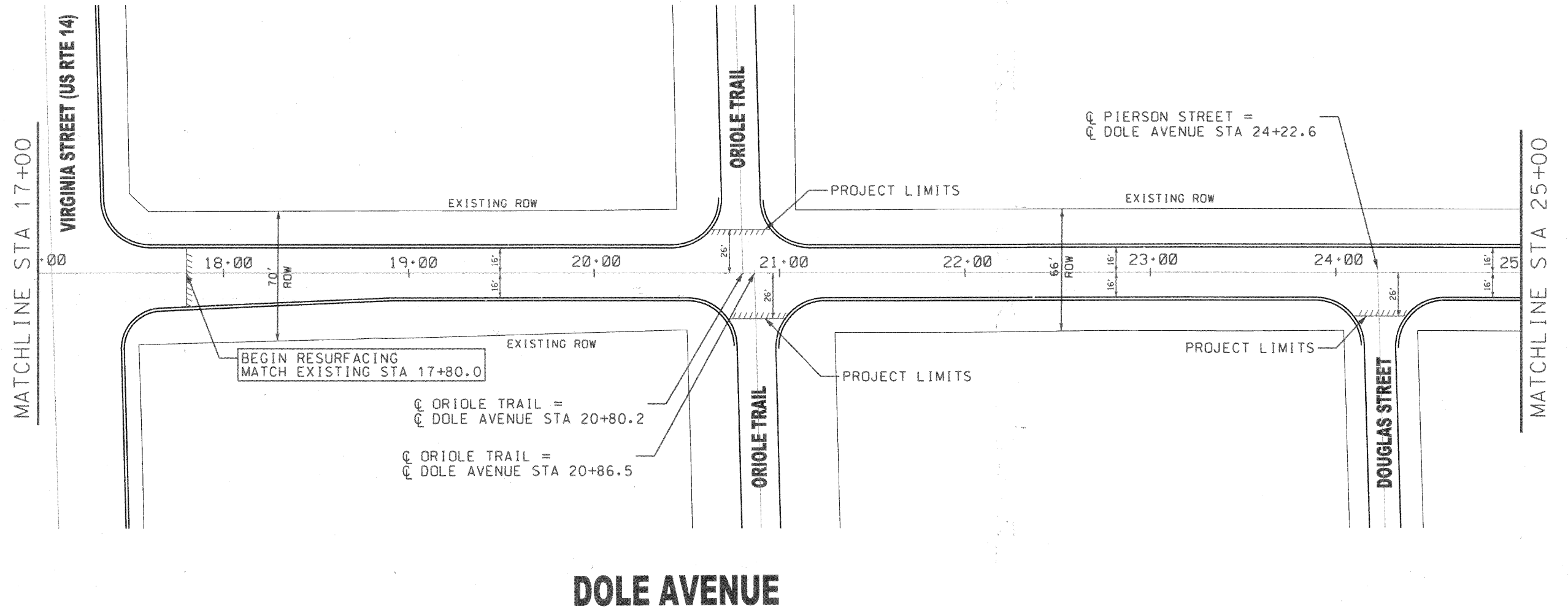
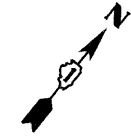


DOLE AVENUE

FILE NAME = DOLE.SHEET2.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 1: DOLE AVENUE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED				4057	08-00110-00-RS	MCHENRY	43	14
	CHECKED <i>EDM</i>	REVISED				CONTRACT NO. 63139				
	PLOT SCALE = 60 (plot to 11x17)	DATE <i>11-26-2008</i>				REVISED	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
PLOT DATE = 11-26-08			SCALE: 1"=30'	SHEET NO. 2 OF 8 SHEETS	STA. 8+00 TO STA. 17+00					

NOTES:

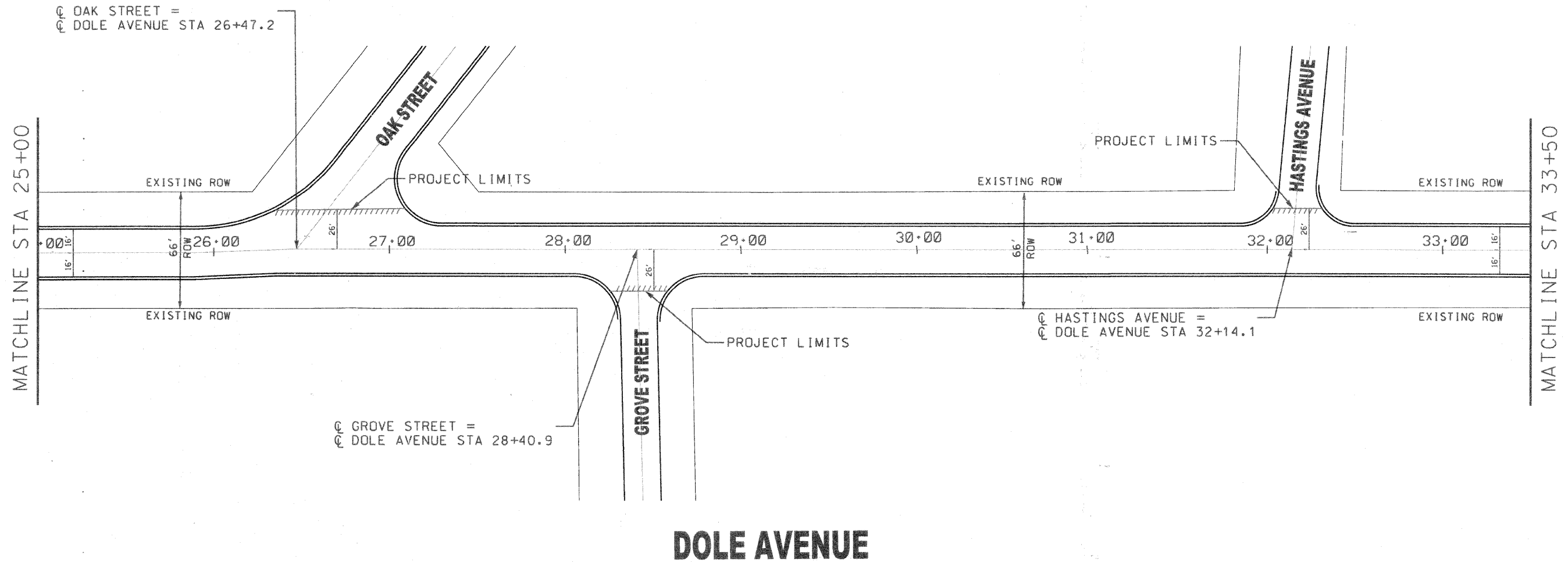
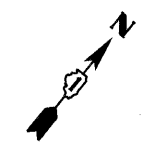
1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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FILE NAME = DOLE.SHEET3.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 1: DOLE AVENUE	F.A. RTE. = 4057	SECTION 08-00110-00-RS	COUNTY MCHENRY	TOTAL SHEETS 43	SHEET NO. 15
	DRAWN <i>JAM</i>	REVISED				PLOT SCALE = 60 (plot to 11x17)	CHECKED <i>EDM</i>	REVISED	CONTRACT NO. 63139	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>	REVISED	SCALE: 1"=30'		SHEET NO. 3 OF 8 SHEETS	STA. 17+00 TO STA. 25+00				

NOTES:

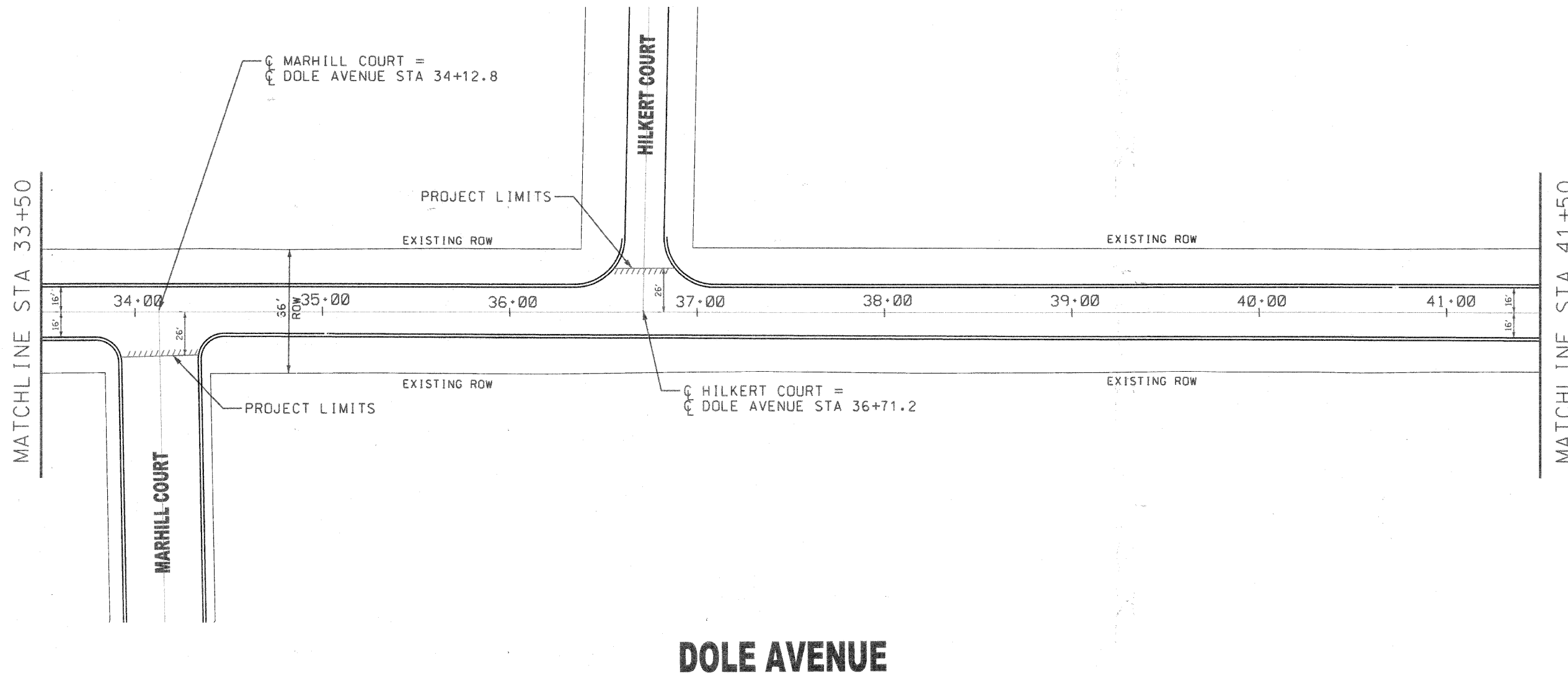
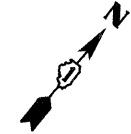
1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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FILE NAME = DOLE.SHEET4.DGN	DESIGNED	SCC	REVISED	2-25-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 1: DOLE AVENUE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN	JAM	REVISED					4057	08-00110-00-RS	MCHENRY	43	16
	CHECKED	EDM	REVISED					CONTRACT NO. 63139				
	PLOT SCALE = 60' (plot to 11x17)	DATE	11-26-2008	REVISED				SCALE: 1"=30'	SHEET NO. 4 OF 8 SHEETS	STA. 25+00 TO STA. 33+50	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT	

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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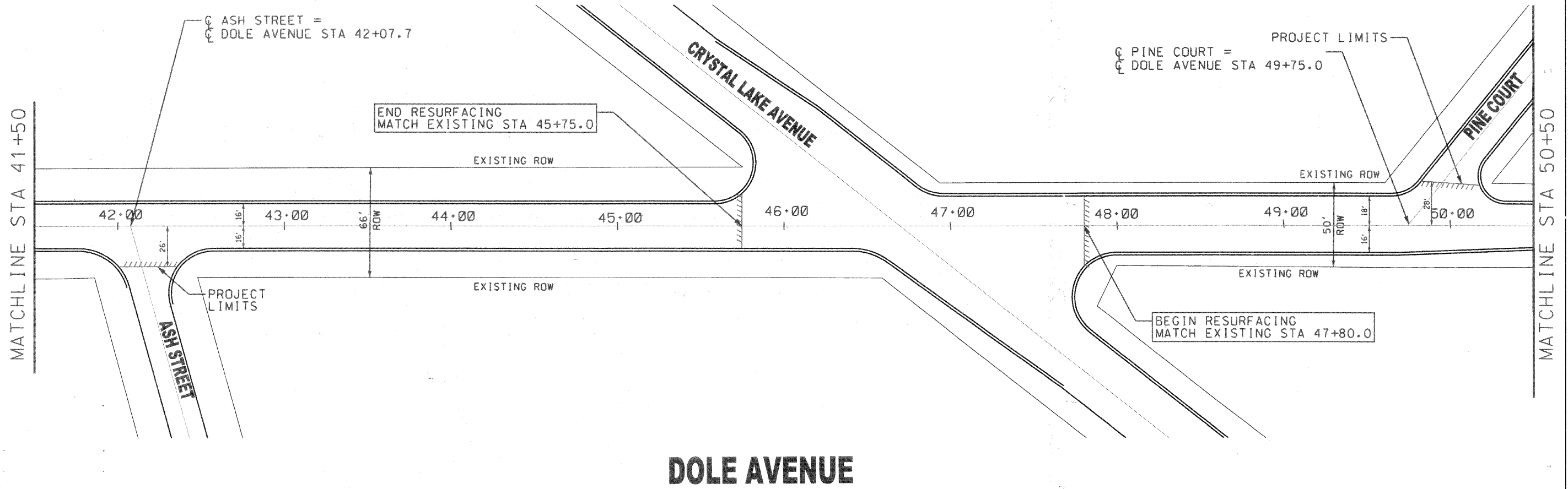
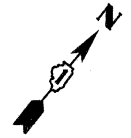


DOLE AVENUE

FILE NAME = DOLE_SHEETS.DGN	DESIGNED	SCC	REVISED	2-25-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 1: DOLE AVENUE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN	JAM	REVISED					4057	08-00110-00-RS	MCHENRY	43	17
	CHECKED	EDM	REVISED					CONTRACT NO. 63139				
	PLOT SCALE = 60' (plot to 11x17)	DATE	11-26-2008	REVISED				SCALE: 1"=30'	SHEET NO. 5 OF 8 SHEETS	STA. 33+50 TO STA. 41+50	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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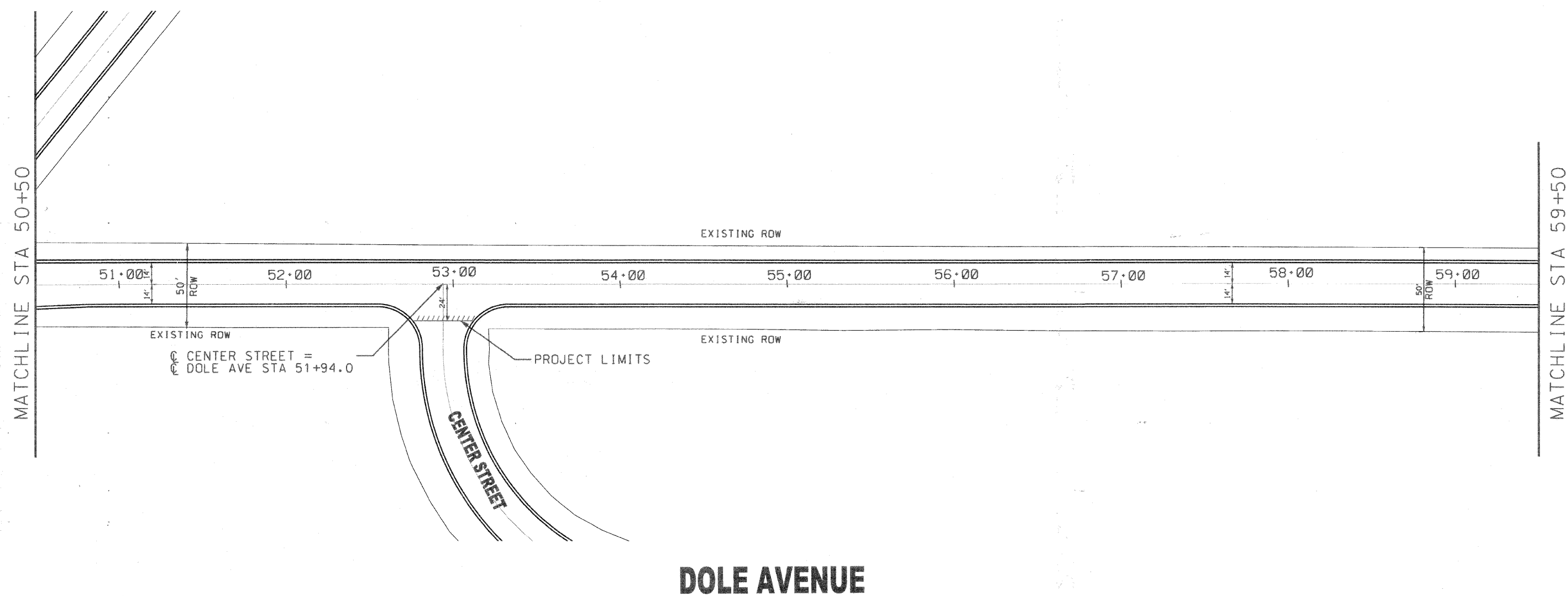
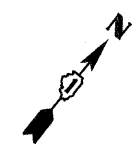


DOLE AVENUE

FILE NAME = DOLE_SHEETS.DGN	DESIGNED	SCC	REVISED	2-25-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 1: DOLE AVENUE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN	JAM	REVISED					4057	08-00110-00-RS	MCHENRY	43	18
	CHECKED	EDM	REVISED					CONTRACT NO. 63139				
	PLOT SCALE = 60' (plot to 11x17)	DATE	11-26-2008	REVISED				SCALE: 1"=30'	SHEET NO. 6 OF 8 SHEETS	STA. 41+50 TO STA. 50+50	FED. ROAD DIST. NO. 1 ILLINOIS/FED. AID PROJECT	

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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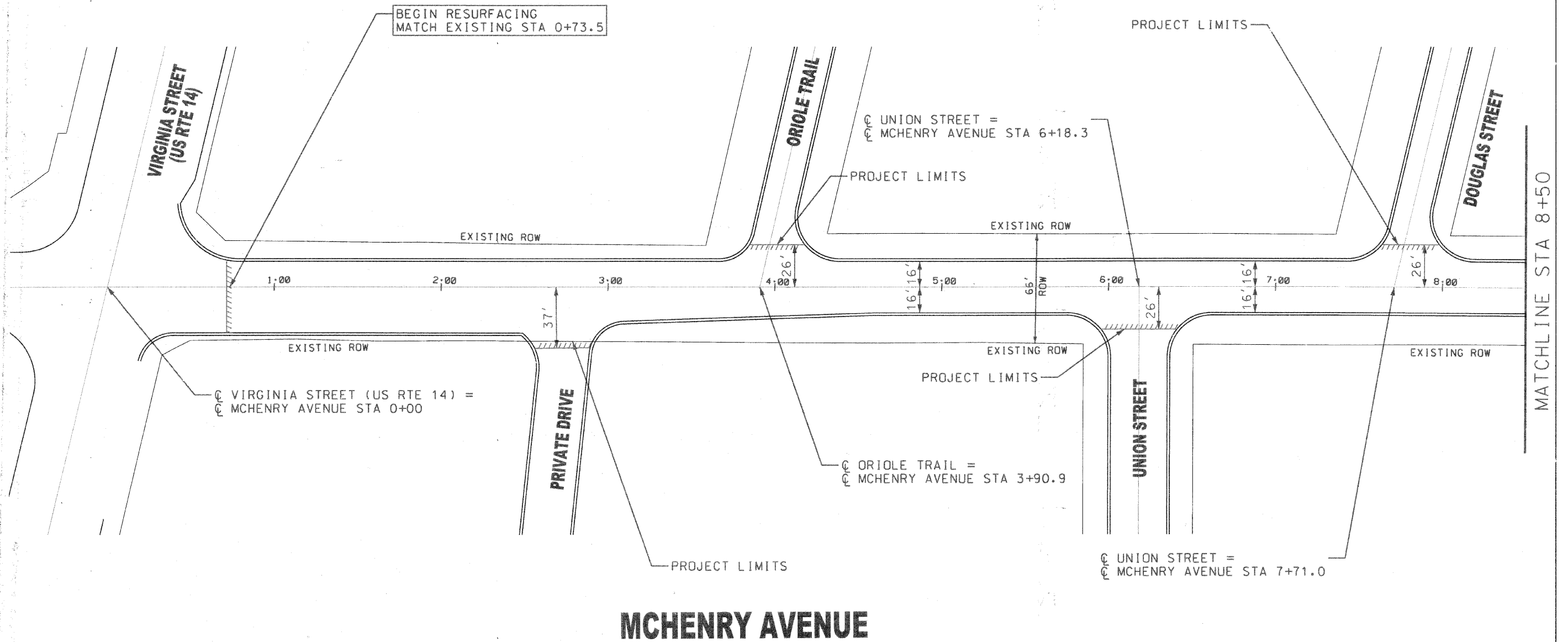
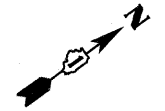


DOLE AVENUE

FILE NAME = DOLE.SHEET7.DGN	DESIGNED	SCC	REVISED	2-25-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 1: DOLE AVENUE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN	JAM	REVISED					4057	08-00110-00-RS	MCHENRY	43	19
	CHECKED	EDM	REVISED					CONTRACT NO.			63139	
	PLOT SCALE =	60 (plot to 11x17)	DATE	11-26-2008				SCALE: 1"=30'	SHEET NO. 7 OF 8 SHEETS	STA. 50+50 TO STA. 59+50	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

NOTES:

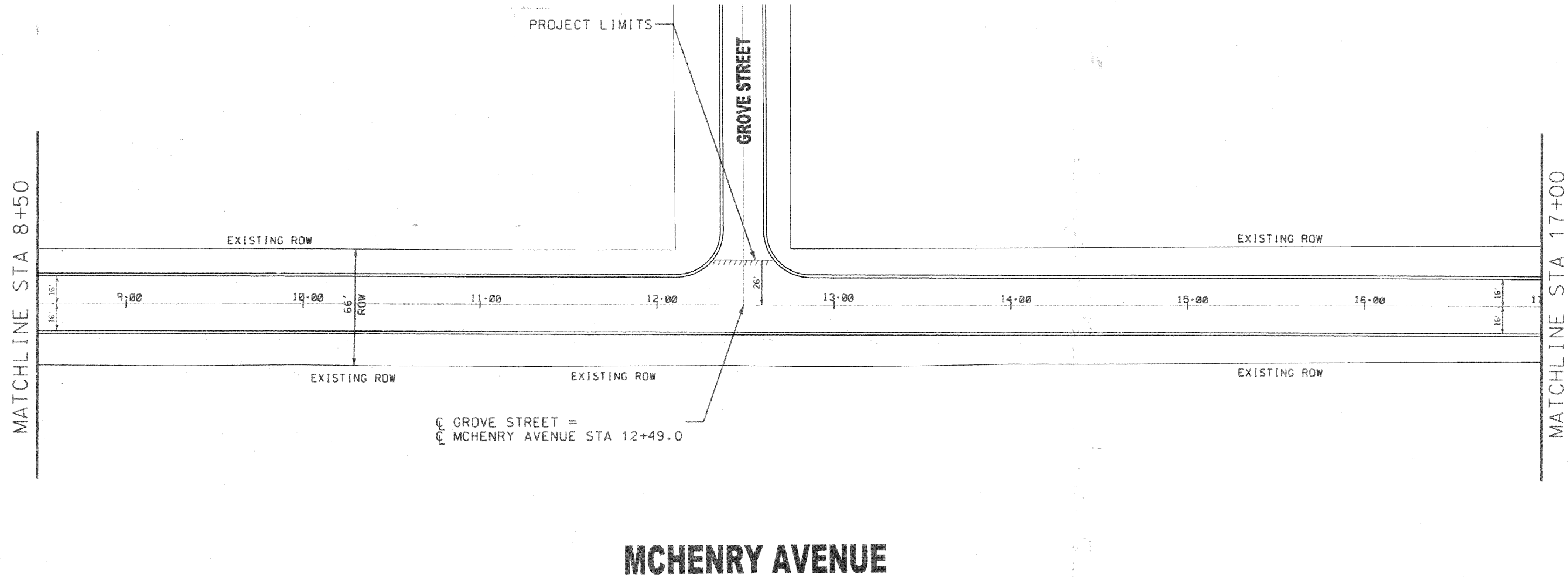
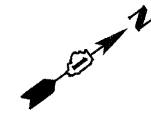
1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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FILE NAME = MCHENRY_SHEET1.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 2: MCHENRY AVENUE	F.A. RTE. 120	SECTION 08-00110-00-RS	COUNTY MCHENRY	TOTAL SHEETS 43	SHEET NO. 21
	PLOT SCALE = 60 (plot to 11x17)	CHECKED <i>EDM</i>				REVISED	CONTRACT NO. 63139			
	PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>				REVISED	SCALE: 1"=30' SHEET NO. 1 OF 5 SHEETS STA. 0+00 TO STA. 8+50			
							FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			

NOTES:

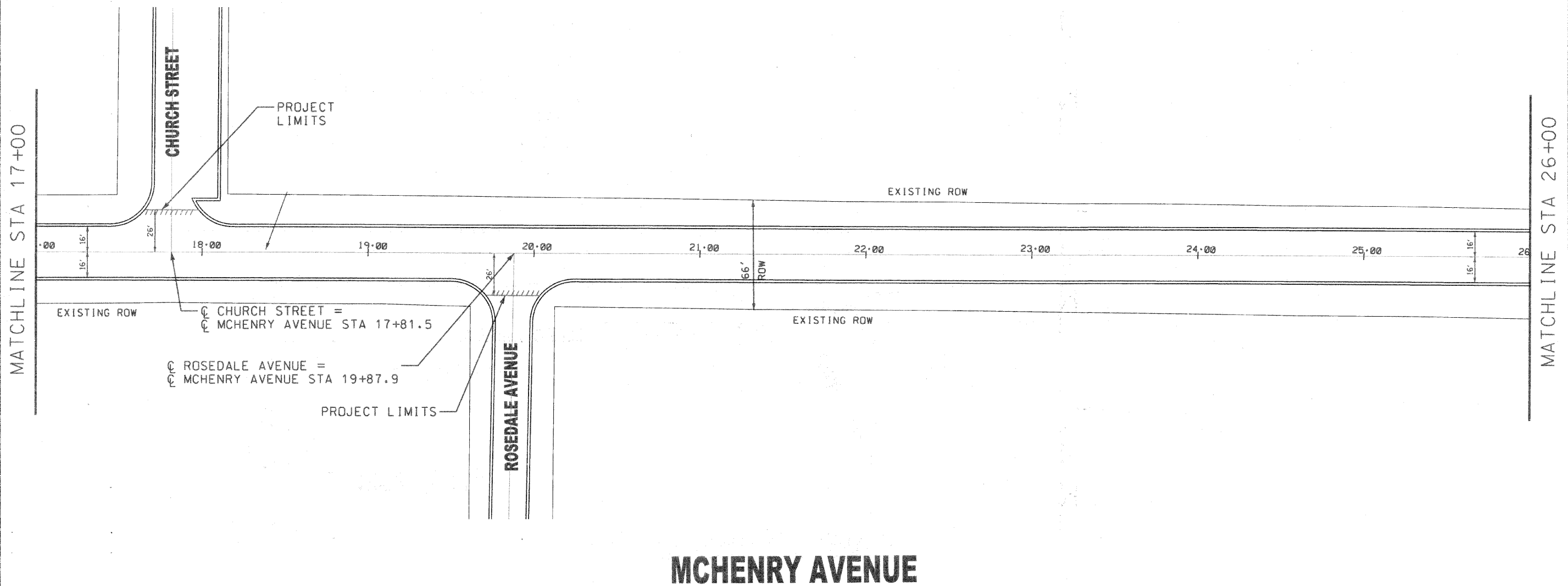
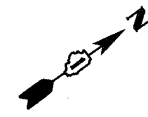
1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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FILE NAME = MCHENRY.SHEET2.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 2: MCHENRY AVENUE	F.A. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED				120	08-00110-00-RS	MCHENRY	43	22
	PLOT SCALE = 60 (plot to 11x17)	CHECKED <i>EDM</i>				REVISED	CONTRACT NO. 63139			
	PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>				REVISED	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
			SCALE: 1"=30'		SHEET NO. 2 OF 5 SHEETS		STA. 8+50 TO STA. 17+00			

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
2. PAVEMENT PATCHING LIMITS TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
3. THE EXACT THERMOPLASTIC PAVEMENT MARKING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL THERMOPLASTIC PAVEMENT MARKINGS MUST FOLLOW THE IDOT DETAIL AND HIGHWAY STANDARDS. THE THERMOPLASTIC PAVEMENT MARKINGS WILL BE REPLACED INKIND.

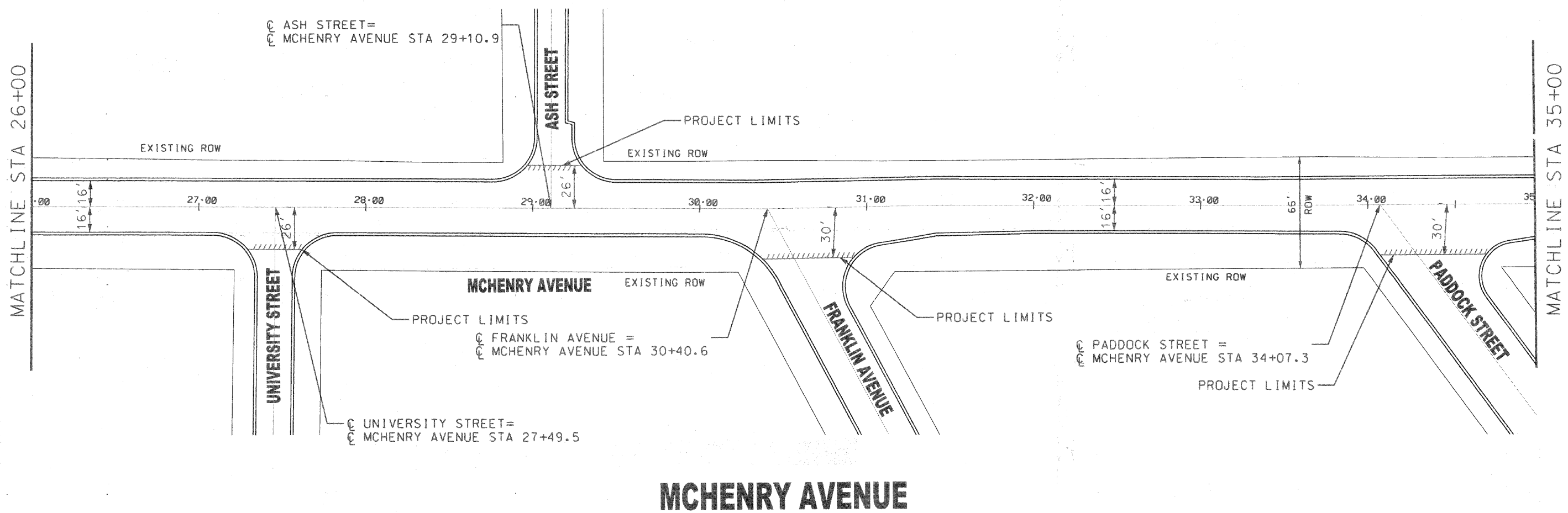
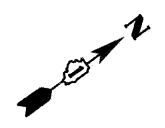


MCHENRY AVENUE

FILE NAME = MCHENRY_SHEETS3.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 2: MCHENRY AVENUE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED				120	08-00110-00-RS	MCHENRY	43	23
	PLOT SCALE = 60 (plot to 11x17)	CHECKED <i>EDM</i>				REVISED	CONTRACT NO. 63139			
	PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>				REVISED	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
			SCALE: 1"=30'		SHEET NO. 3 OF 5 SHEETS	STA. 17+00 TO STA. 26+00				

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
2. PAVEMENT PATCHING LIMITS TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
3. THE EXACT THERMOPLASTIC PAVEMENT MARKING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL THERMOPLASTIC PAVEMENT MARKINGS MUST FOLLOW THE IDOT DETAIL AND HIGHWAY STANDARDS. THE THERMOPLASTIC PAVEMENT MARKINGS WILL BE REPLACED INKIND.

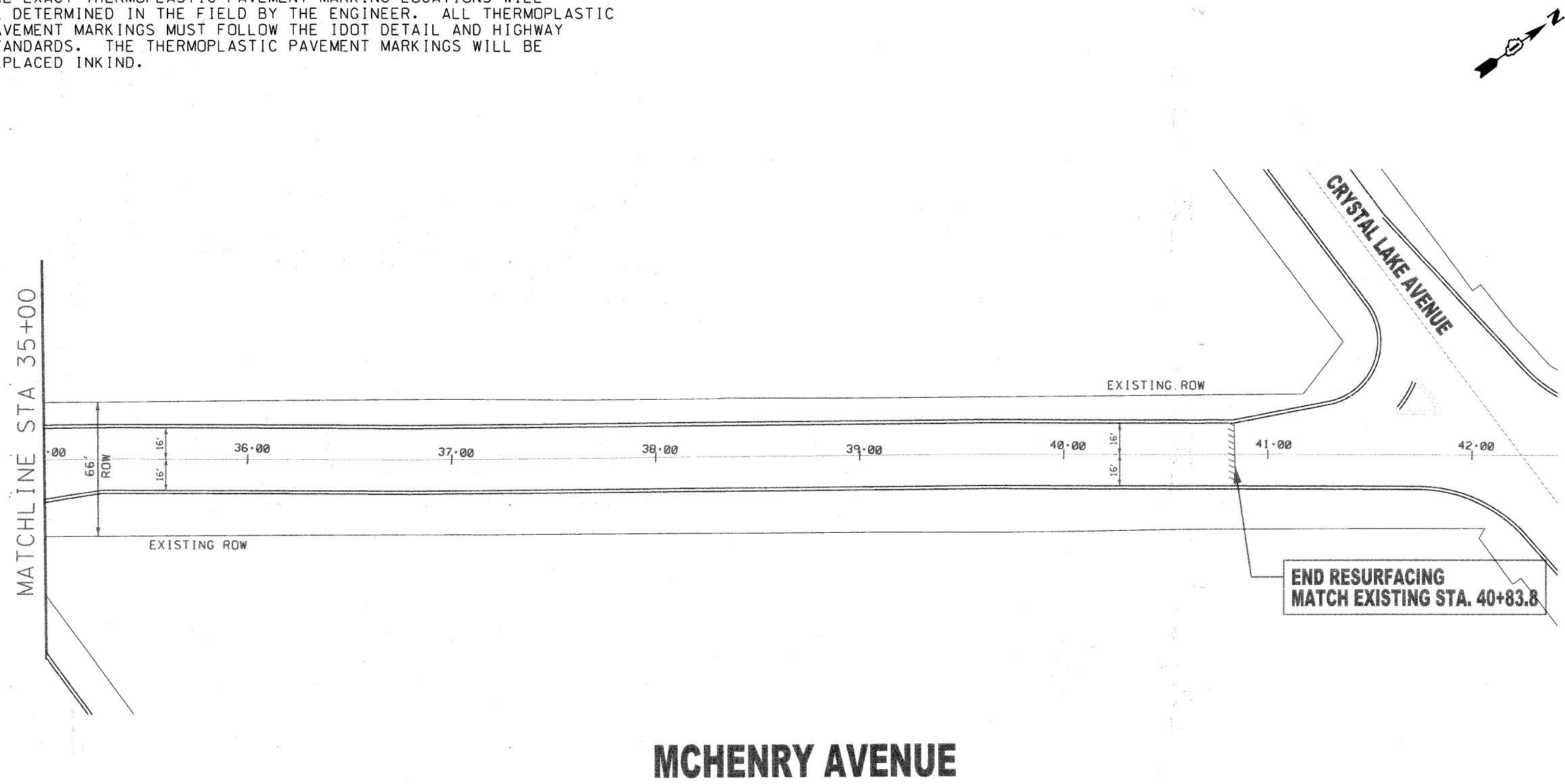


MCHENRY AVENUE

FILE NAME = MCHENRY.SHEET4.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 2: MCHENRY AVENUE	F.A. - RTE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED				120	08-00110-00-RS	MCHENRY	43	24
PLOT SCALE = 60 (plot to 11x17)	CHECKED <i>EDM</i>	REVISED	SCALE: 1"=30'			SHEET NO. 4 OF 5 SHEETS		STA. 26+00 TO STA. 35+00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>	REVISED	CONTRACT NO. 63139							

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
2. PAVEMENT PATCHING LIMITS TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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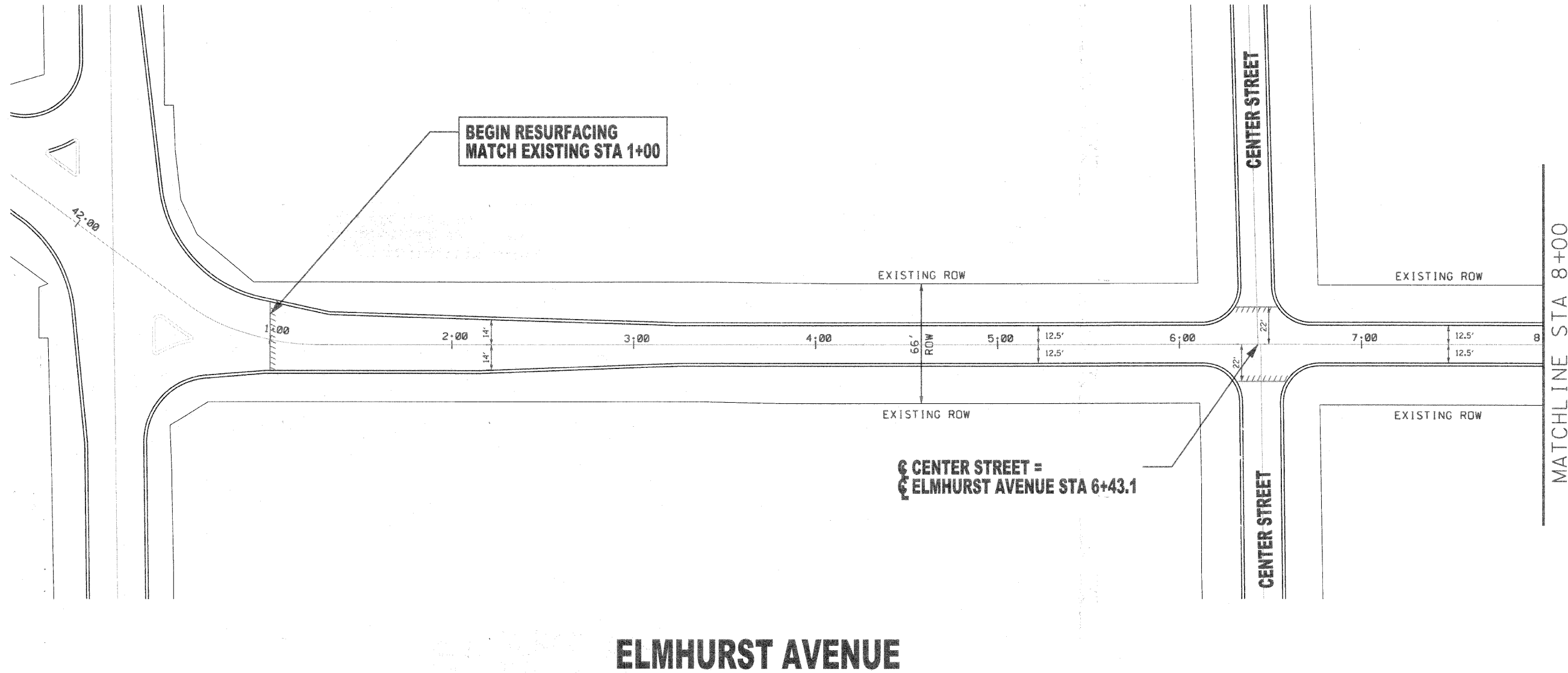


MCHENRY AVENUE

FILE NAME = MCHENRY.SHEETS.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 2: MCHENRY AVENUE	F.A. -	SECTION	COUNTY	TOTAL	SHEET
	DRAWN <i>JAM</i>	REVISED				120	08-00110-00-RS	MCHENRY	43	25
	PLOT SCALE = 60 (plot to 11x17)	CHECKED <i>EDM</i>				REVISED	CONTRACT NO. 63139			
	PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>				REVISED	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
2. PAVEMENT PATCHING LIMITS TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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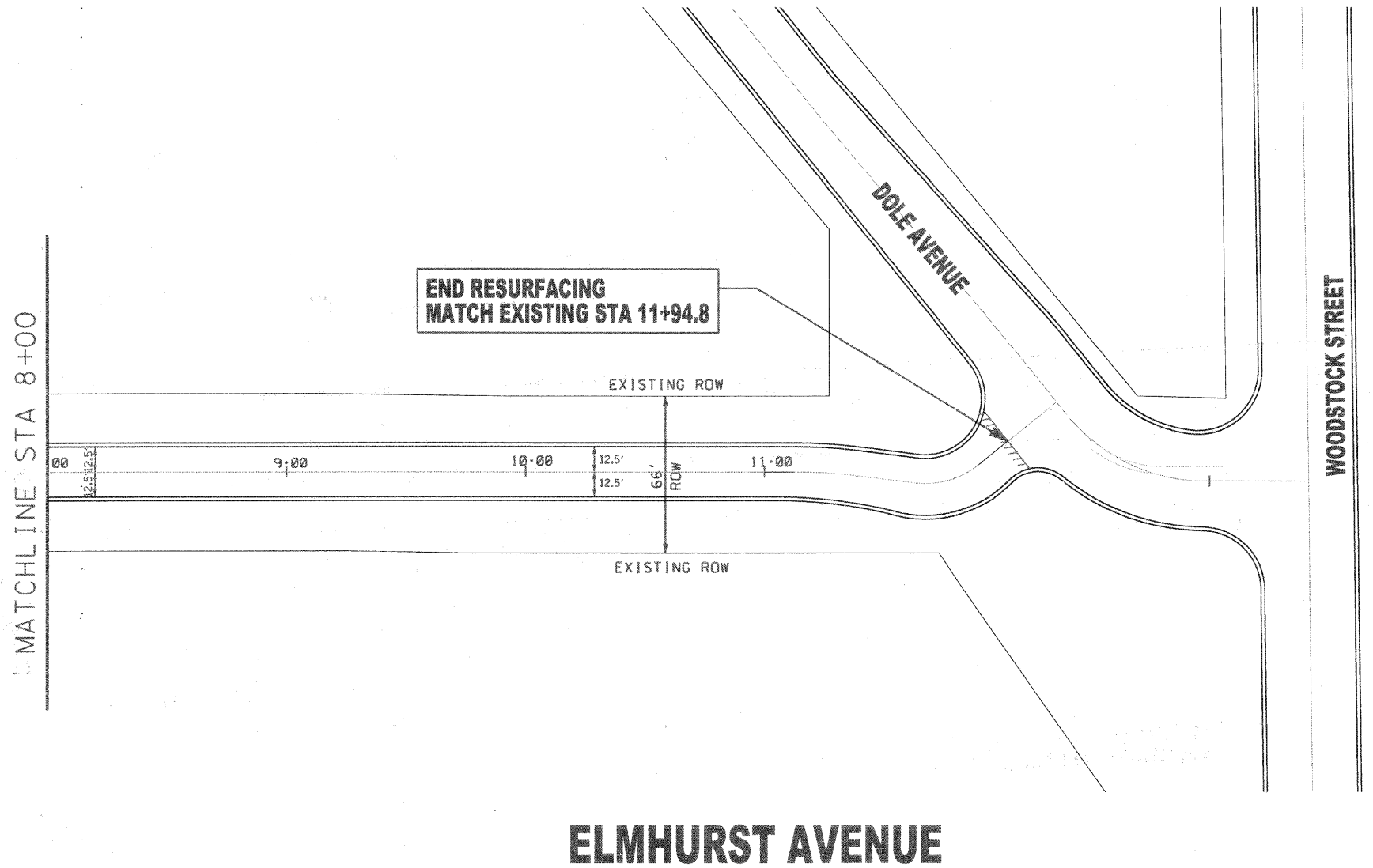


ELMHURST AVENUE

FILE NAME = ELMHURST.SHEET1.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 2: ELMHURST AVENUE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED				120	08-0010-00-RS	MCHENRY	43	26
PLOT SCALE = 60 (plot to 11x17)	CHECKED <i>EDM</i>	REVISED	SCALE: 1"=30'	SHEET NO. 1 OF 2 SHEETS	STA. 1+00 TO STA. 8+00	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>	REVISED				CONTRACT NO. 63139				

NOTES:

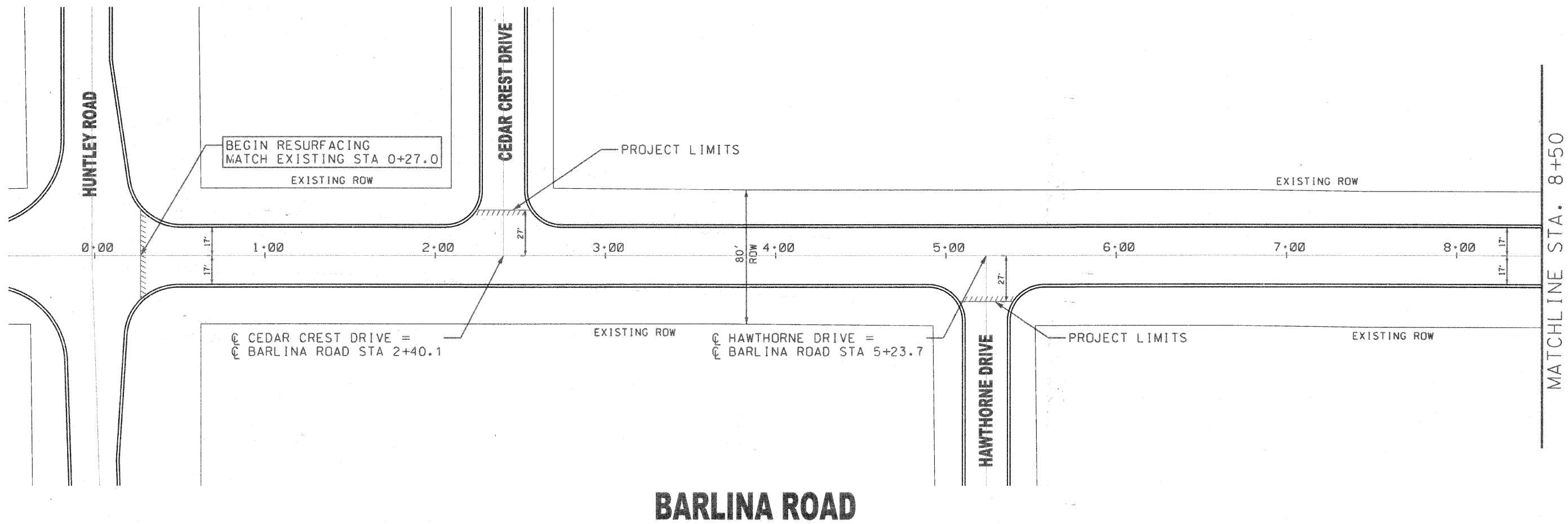
1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
2. PAVEMENT PATCHING LIMITS TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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FILE NAME = ELMHURST.SHEET2.DWG	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 2: ELMHURST AVENUE	F.A. - RTE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 60 (plot to 11x17)	DRAWN <i>JAM</i>				REVISED	120	08-00110-00-RS	MCHENRY	43
PLOT DATE = 11-26-08	CHECKED <i>EDM</i>	REVISED	SCALE: 1"=30'		SHEET NO. 2 OF 2 SHEETS	STA. 8+00 TO STA. 11+94.8		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
DATE <i>11-26-2008</i>	DATE	REVISED	CONTRACT NO. 63139							

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
2. PAVEMENT PATCHING LIMITS TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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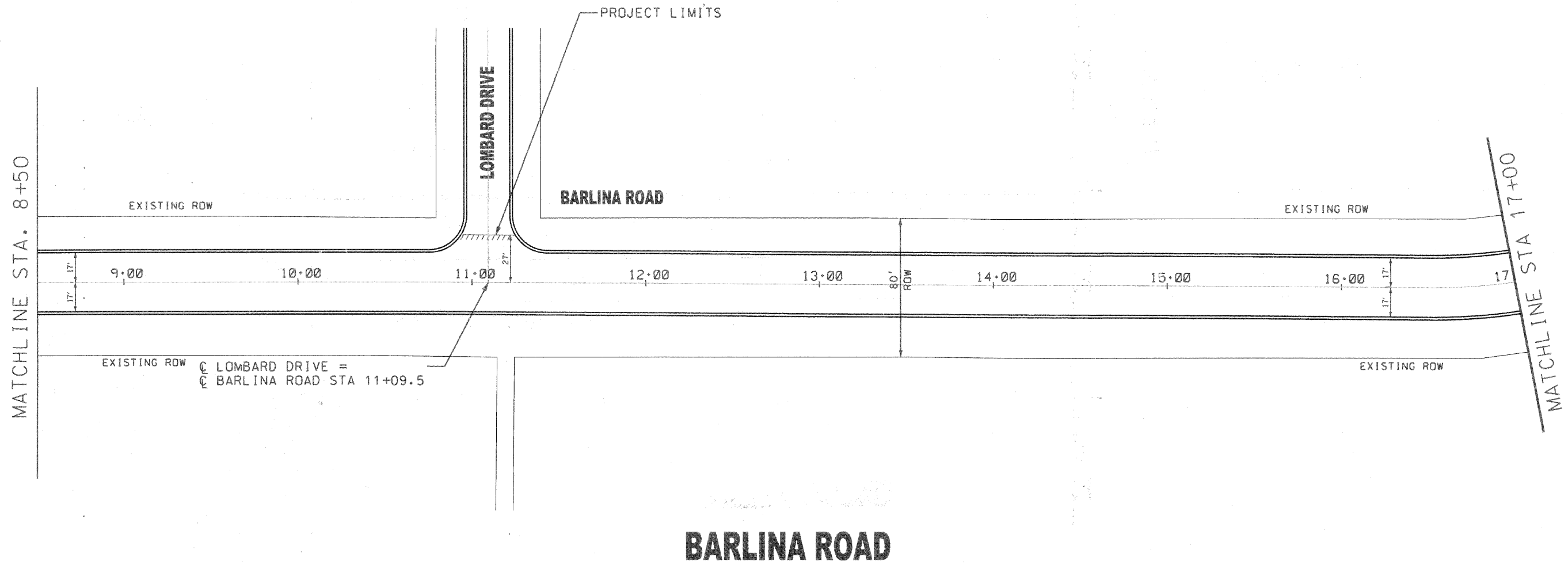


BARLINA ROAD

FILE NAME = BARLINA.SHEET1.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 3: BARLINA ROAD	F.A. RTE. 3871	SECTION 08-00110-00-RS	COUNTY MCHENRY	TOTAL SHEETS 43	SHEET NO. 28
	PLOT SCALE = 60 (plot to 11x17)	DRAWN <i>JAM</i>				REVISED	SCALE: 1"=30'	SHEET NO. 1 OF 5 SHEETS	STA. 0+00 TO STA. 8+50	FED. ROAD DIST. NO. 1
PLOT DATE = 11-26-08	CHECKED <i>EDM</i>	REVISED								
	DATE <i>11-26-2008</i>	REVISED								

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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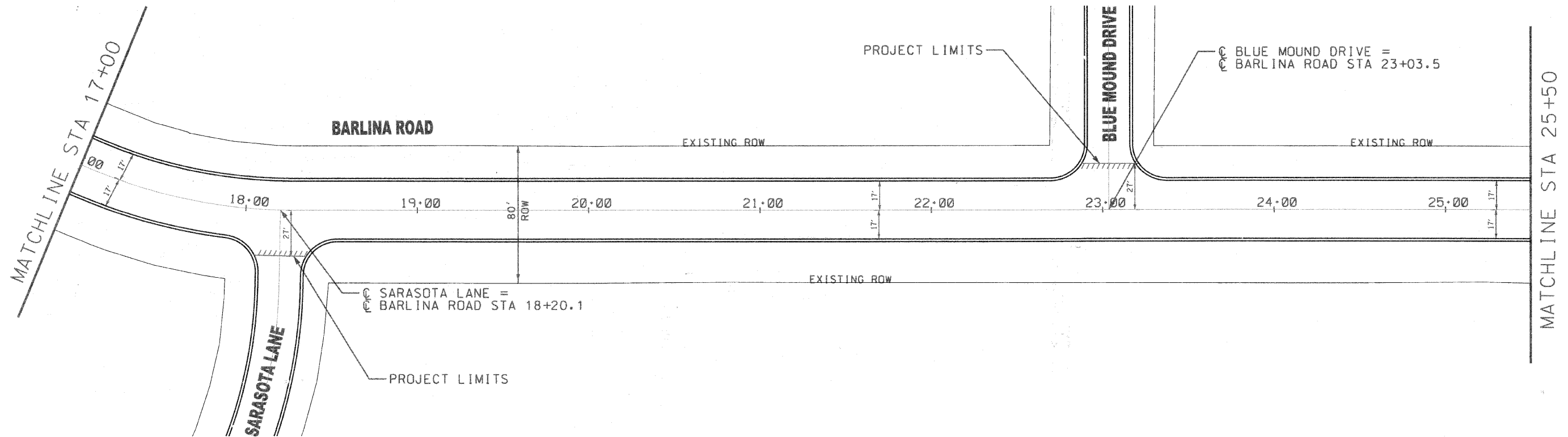


BARLINA ROAD

FILE NAME: BARLINA_SHEET2.DGN	DESIGNED	SCC	REVISED	2-25-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 3: BARLINA ROAD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN	JAM	REVISED					93871	08-00110-00-RS	MCHENRY	43	29
PLOT SCALE = 60 (plot to 11x17)	CHECKED	EDM	REVISED		SCALE: 1"=30'	SHEET NO. 2 OF 5 SHEETS	STA. 8+50 TO STA. 17+00	CONTRACT NO. 63139				
PLOT DATE = 11-26-08	DATE	11-26-2008	REVISED					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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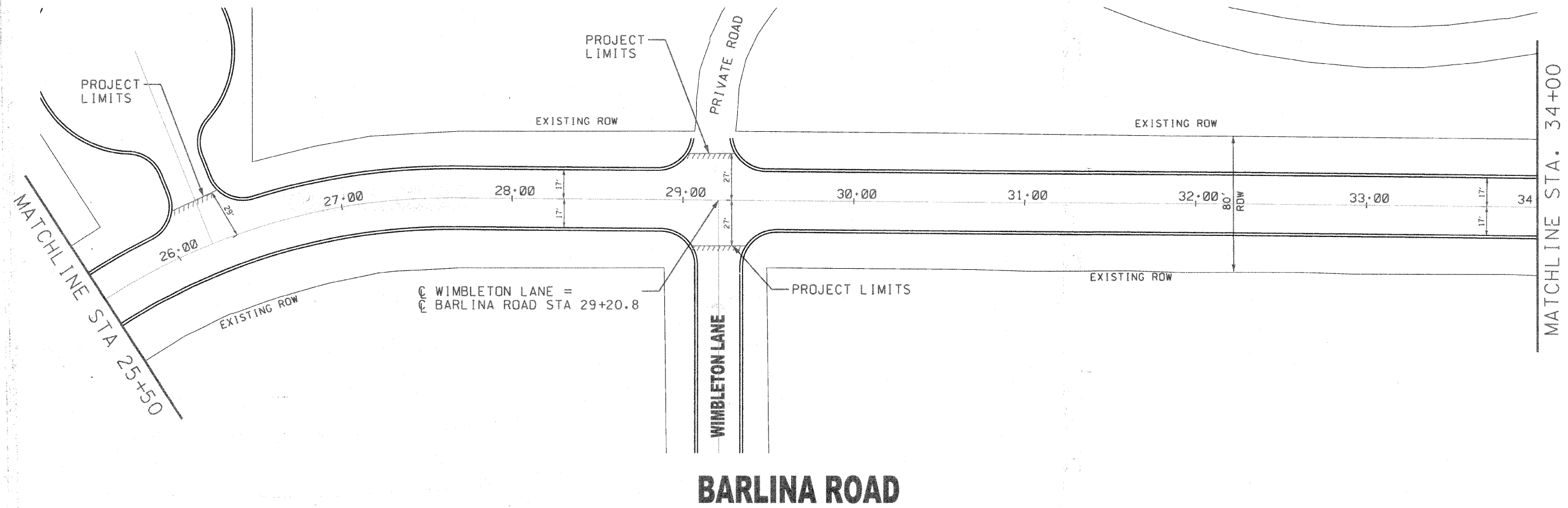


BARLINA ROAD

FILE NAME: BARLINA_SHEET3.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 3: BARLINA ROAD	F.A. RTE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED				3871	08-00110-00-RS	MCHENRY	43	30
PLOT SCALE = 60' (plot to 11x17)	CHECKED <i>EDM</i>	REVISED	SCALE: 1"=30'			SHEET NO. 3 OF 5 SHEETS		STA. 17+00 TO STA. 25+50		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>	REVISED	CONTRACT NO. 63139							

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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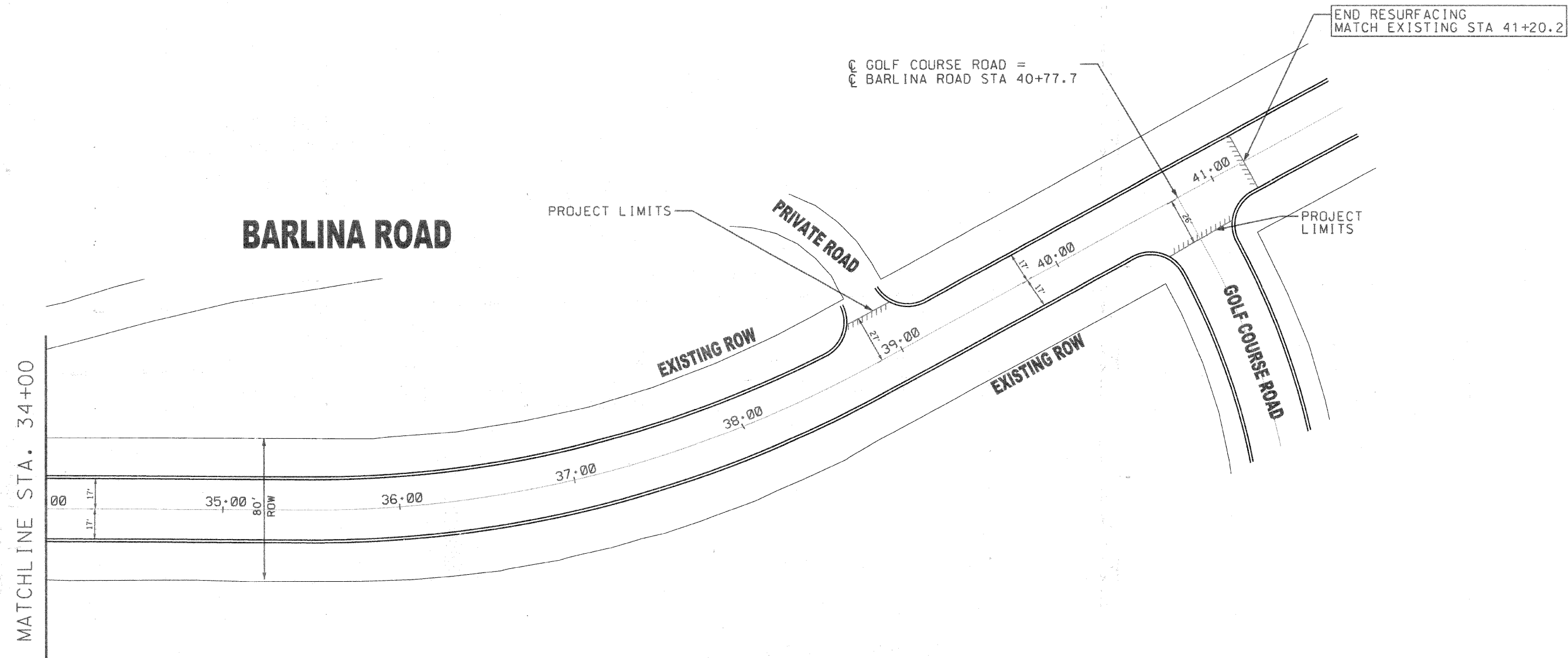
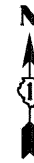


BARLINA ROAD

FILE NAME BARLINA.SHEET4.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 3: BARLINA ROAD	F.A. RT.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED				3871	08-00110-00-RS	MCHENRY	43	31
	PLOT SCALE = 60 (plot to 11x17)	CHECKED <i>EDM</i>				REVISED	CONTRACT NO. 63139			
	PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>				REVISED	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
			SCALE: 1"=30'		SHEET NO. 4 OF 5 SHEETS	STA. 25+50 TO STA. 34+00				

NOTES:

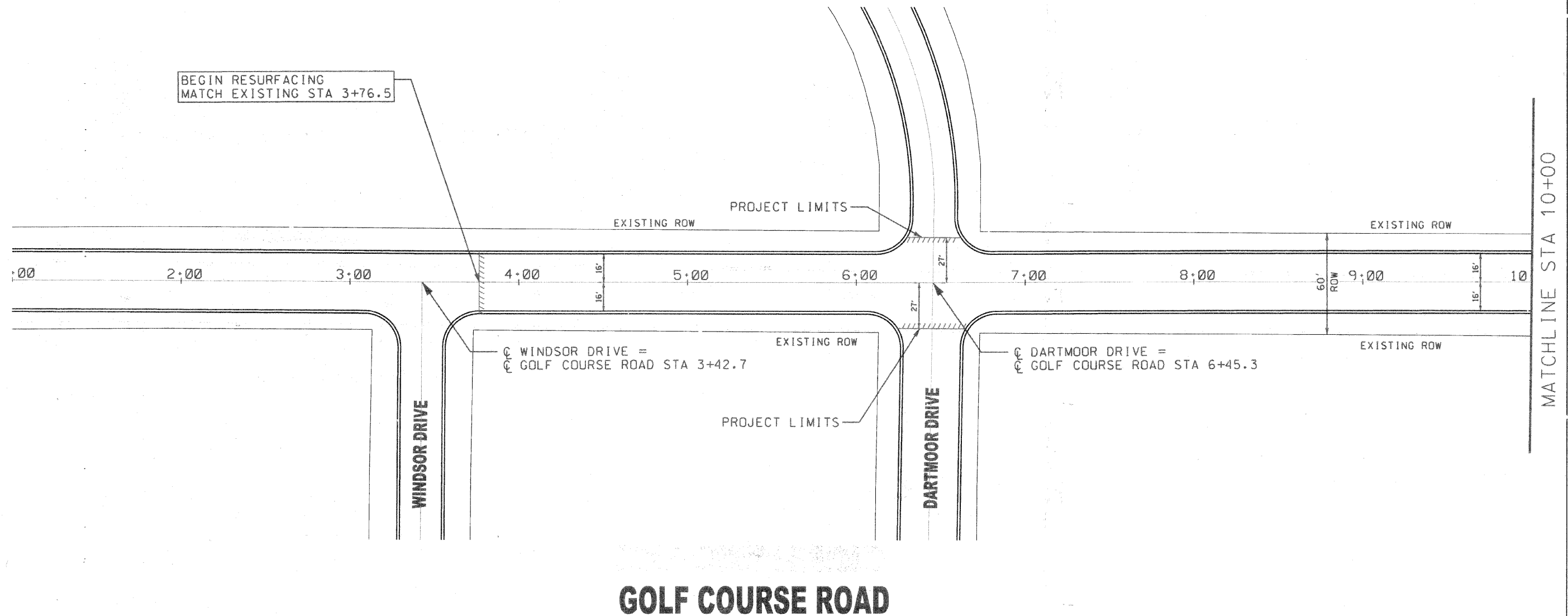
1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
2. PAVEMENT PATCHING LIMITS TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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FILE NAME: BARLINA.SHEET.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 3: BARLINA ROAD	F.A.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 60 (plot to 11x17)	DRAWN <i>JAM</i>				REVISED	3871	08-00110-00-RS	MCHENRY	43
PLOT DATE = 11-26-08	CHECKED <i>EDM</i>	REVISED	SCALE: 1"=30' SHEET NO. 5 OF 5 SHEETS STA. 34+00 TO STA. 41+20.2			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
	DATE <i>11-26-2008</i>	REVISED				CONTRACT NO. 63139				

NOTES:

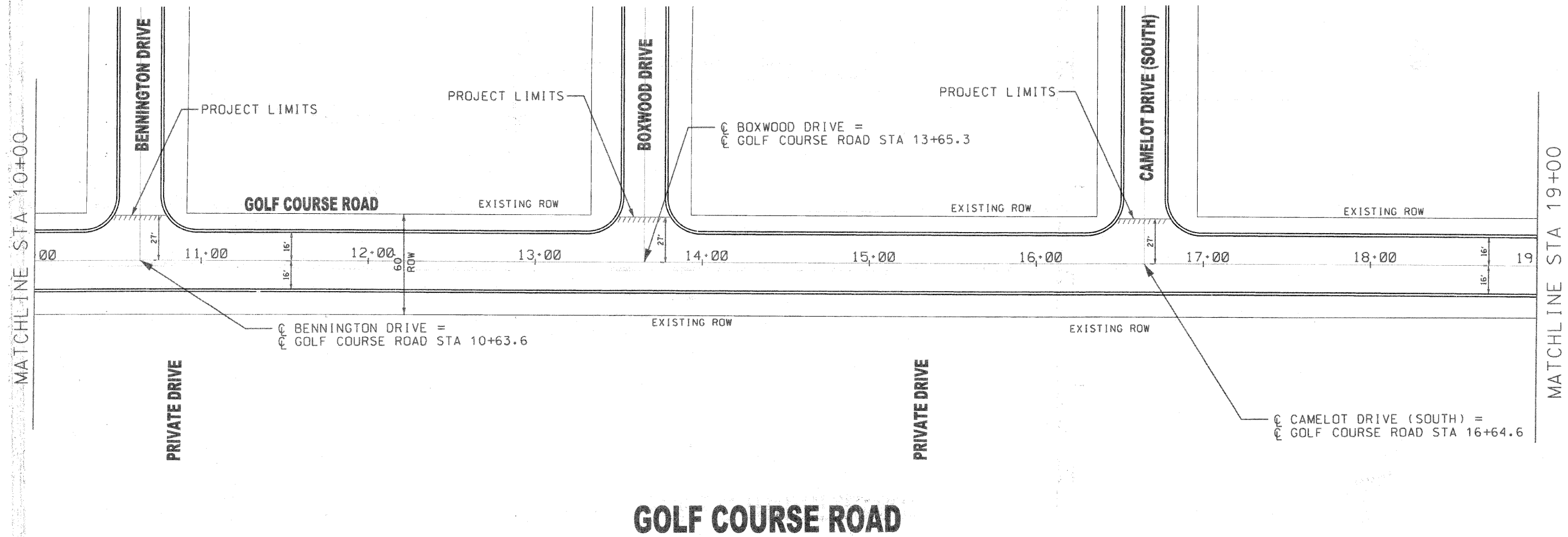
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FILE NAME: GOLFCOURSE.SHEET1.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 3: GOLF COURSE ROAD	F.A. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED				3872	08-00110-00-RS	MCHENRY	43	33
	CHECKED <i>EDM</i>	REVISED				CONTRACT NO. 63139				
	DATE <i>11-26-2008</i>	REVISED				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
PLOT SCALE = 60' (plot to 11x17)			SCALE: 1"=30'	SHEET NO. 1 OF 3 SHEETS	STA. 3+76.5 TO STA. 10+00					

NOTES:

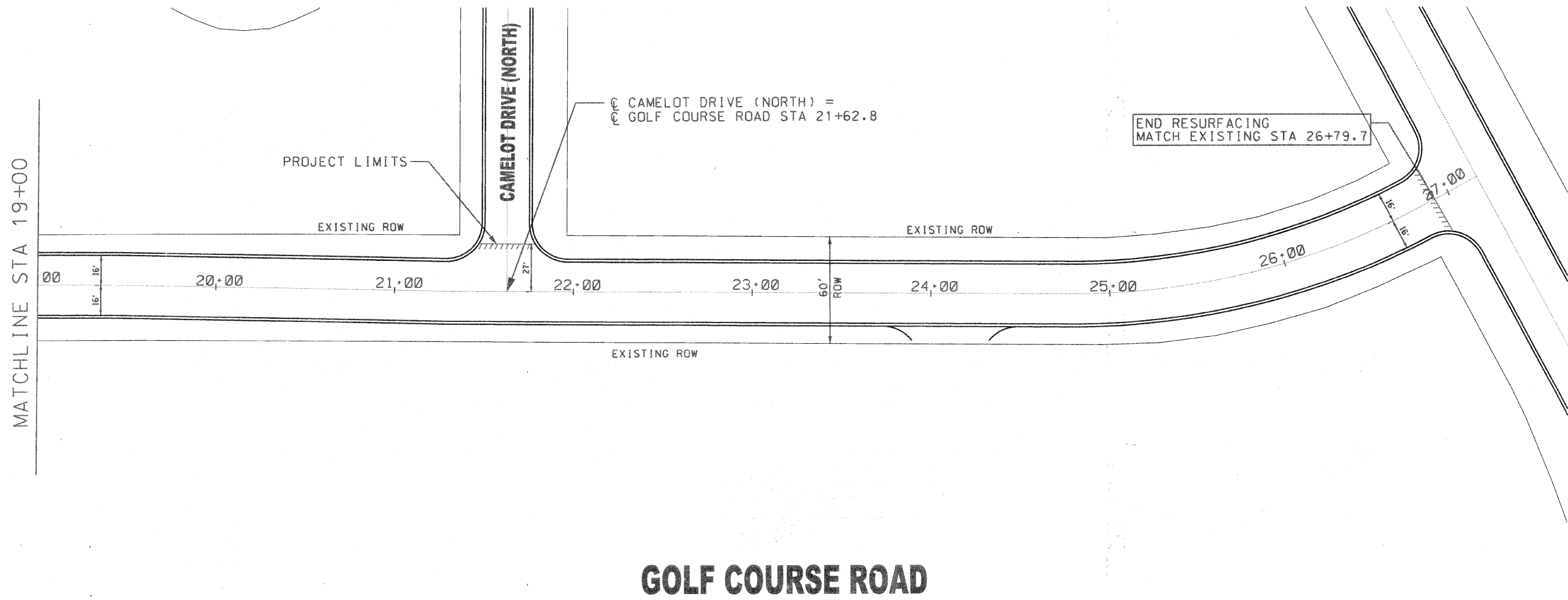
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FILE NAME = GOLF COURSE_SHEET2.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 3: GOLF COURSE ROAD	F.A. RTE. 3872	SECTION 08-00110-00-RS	COUNTY MCHENRY	TOTAL SHEETS 43	SHEET NO. 34
	PLOT SCALE = 60 (plot to 11x17)	DRAWN <i>JAM</i>				REVISED	CONTRACT NO. 63139			
	PLOT DATE = 11-26-08	CHECKED <i>EDM</i>				REVISED	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
	DATE <i>11-26-2008</i>	REVISED				SCALE: 1"=30' SHEET NO. 2 OF 3 SHEETS STA. 10+00 TO STA. 19+00				

NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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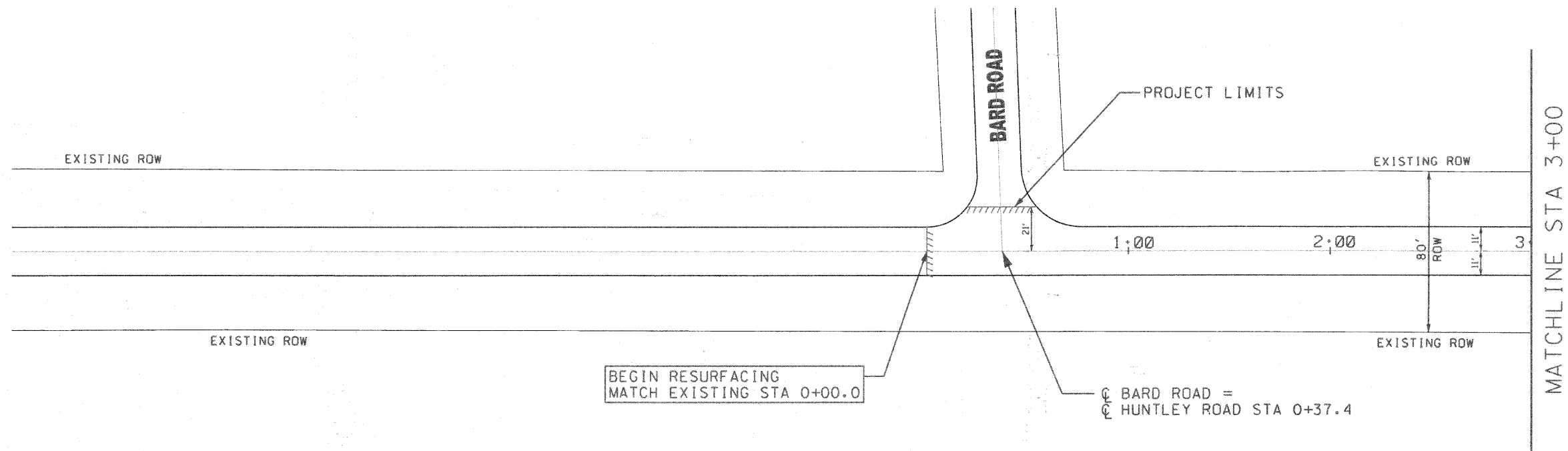
GOLF COURSE ROAD

FILE NAME = GOLF COURSE SHEET3.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 3: GOLF COURSE ROAD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED				3872	08-00110-00-RS	MCHENRY	43	35
PLOT SCALE = 60 (plot to 11x17)	CHECKED <i>EDM</i>	REVISED	SCALE: 1"=30'			SHEET NO. 3 OF 3 SHEETS		STA. 19+00 TO STA. 26+79.7		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>	REVISED	CONTRACT NO. 63139							



NOTES:

1. COMBINATION CONCRETE CURB AND GUTTER REMOVAL TO BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.
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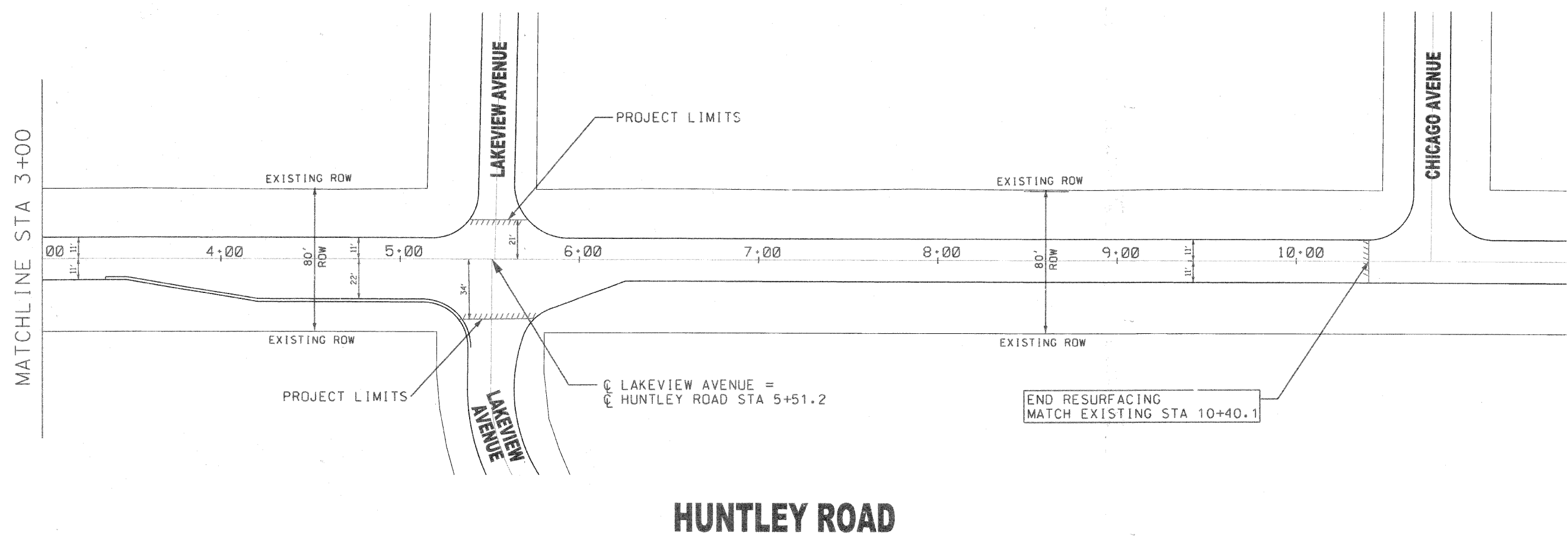
HUNTLEY ROAD

FILE NAME - HUNTLEY.SHEET1.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 4: HUNTLEY ROAD	F.A. RTE. 118	SECTION 08-00110-00-RS	COUNTY MCHENRY	TOTAL SHEETS 43	SHEET NO. 36
	PLOT SCALE = 60 (plot to 11x17)	CHECKED <i>EDM</i>				REVISED	SCALE: 1"=30'	SHEET NO. 1 OF 2 SHEETS	STA. 0+00 TO STA. 3+00	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
PLOT DATE = 11-26-08	DATE <i>11-26-2008</i>	REVISED	CONTRACT NO. 63139							



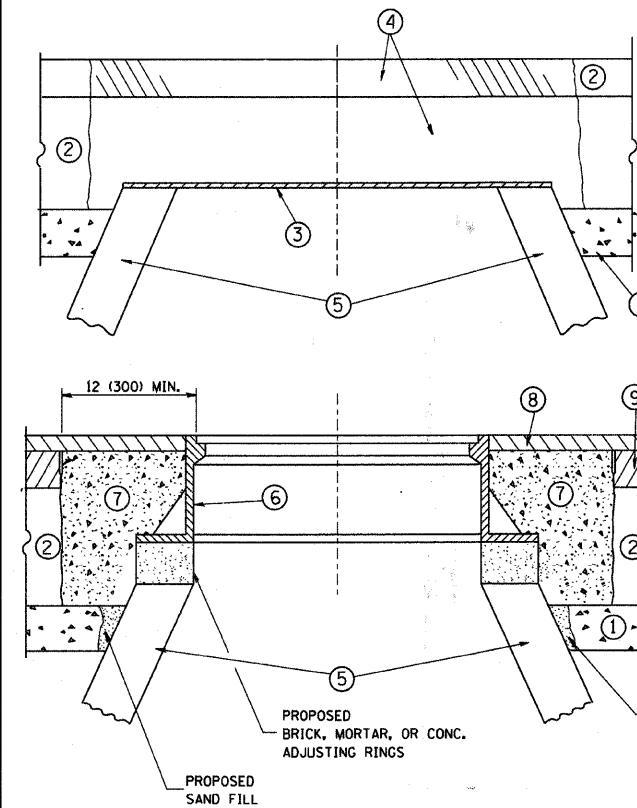
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HUNTLEY ROAD

FILE NAME = HUNTLEY_SHEET2.DGN	DESIGNED <i>SCC</i>	REVISED <i>2-25-2009</i>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	City of Crystal Lake, Illinois STP (LAPP) IMPROVEMENTS	Location No. 4: HUNTLEY ROAD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN <i>JAM</i>	REVISED				118	08-00110-00-RS	MCHENRY	43	37
	CHECKED <i>EDM</i>	REVISED				CONTRACT NO. 63139				
	DATE <i>11-26-2008</i>	REVISED				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
PLOT SCALE = 60 (plot to 11x17)				SCALE: 1"=30'	SHEET NO. 2 OF 2 SHEETS	STA. 3+00 TO STA. 10+40.1				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

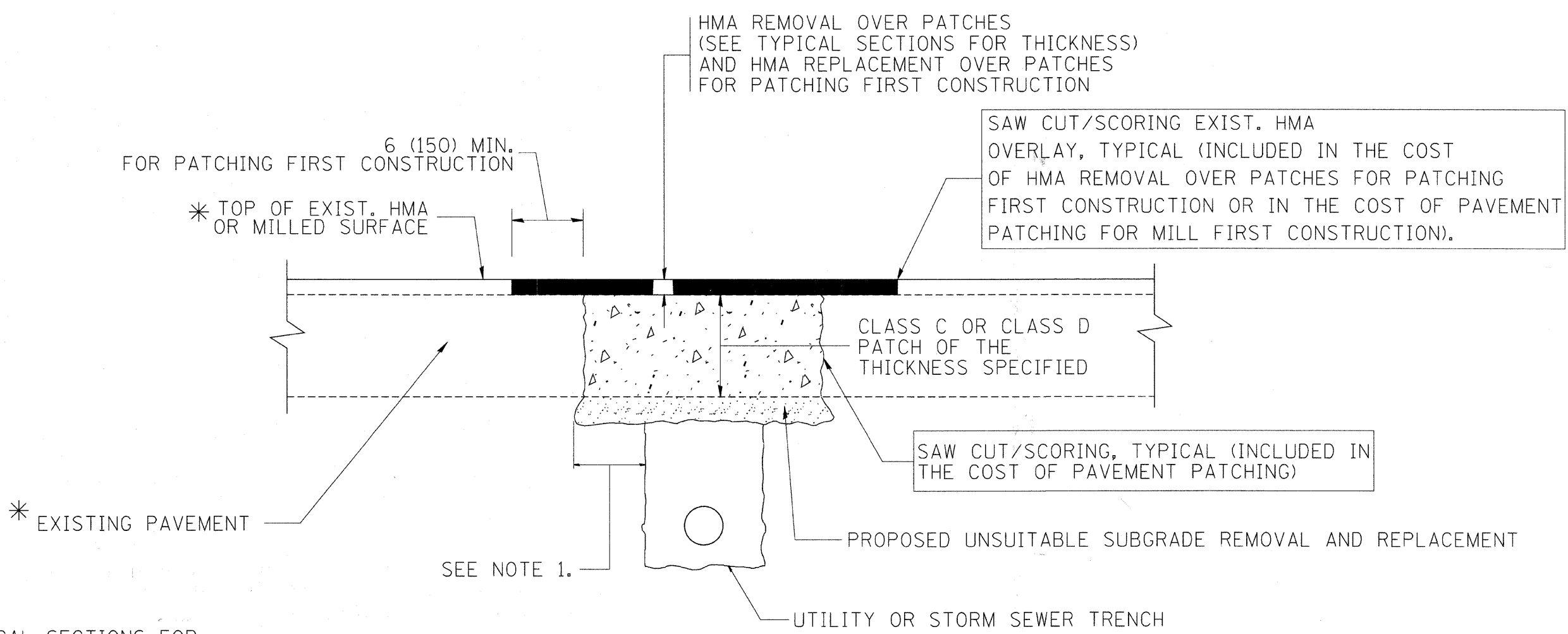
BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\distsd\22x34\bd08.dgn	USER NAME = geglennobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD600-03 (BD-8)		43	38
		PLOT SCALE = 50,0000 / IN.	CHECKED -		REVISED - R. WIEDEMAN 05-14-04				CONTRACT NO. 63139			
		PLOT DATE = 1/4/2008	DATE - 10-25-94		REVISED - R. BORO 01-01-07				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

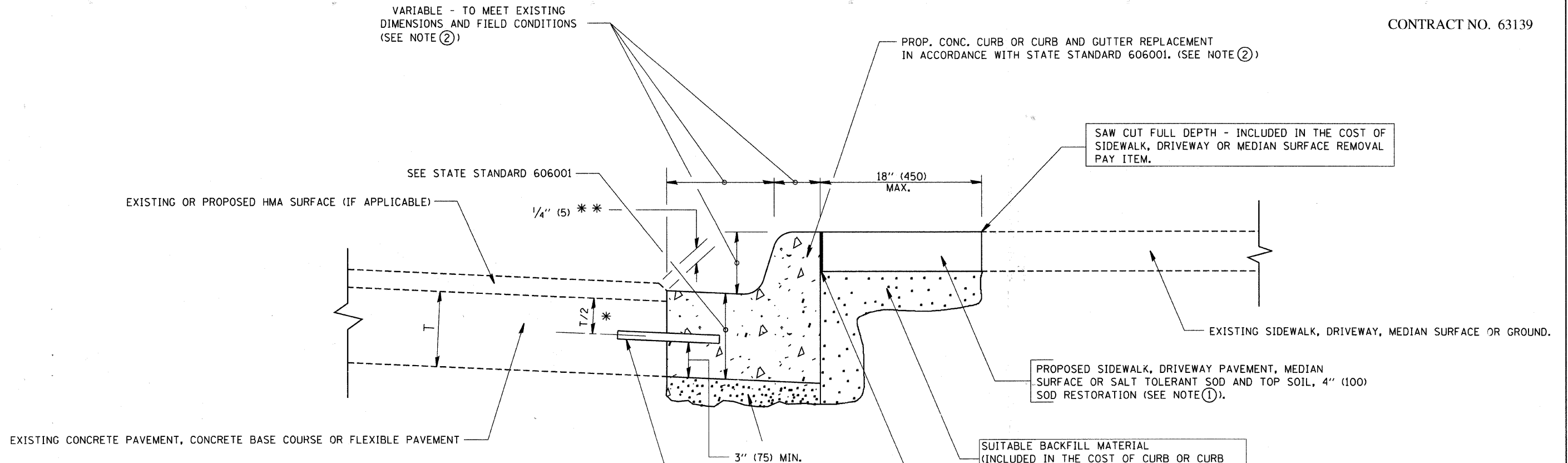
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME = c:\projects\dstatd22x34\bd22.dgn	USER NAME = beuerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)	CONTRACT NO. 63139	43	39
		CHECKED -	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE - 10-25-94	REVISED - K. ENG 10-27-08									



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

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

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

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

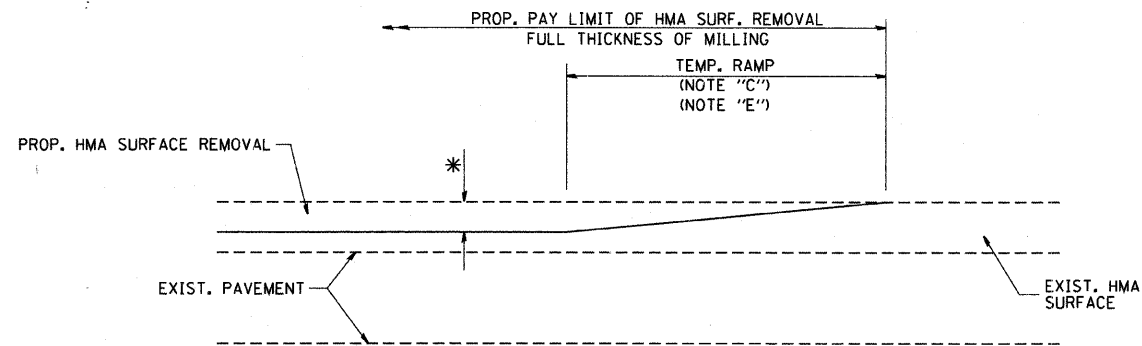
BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

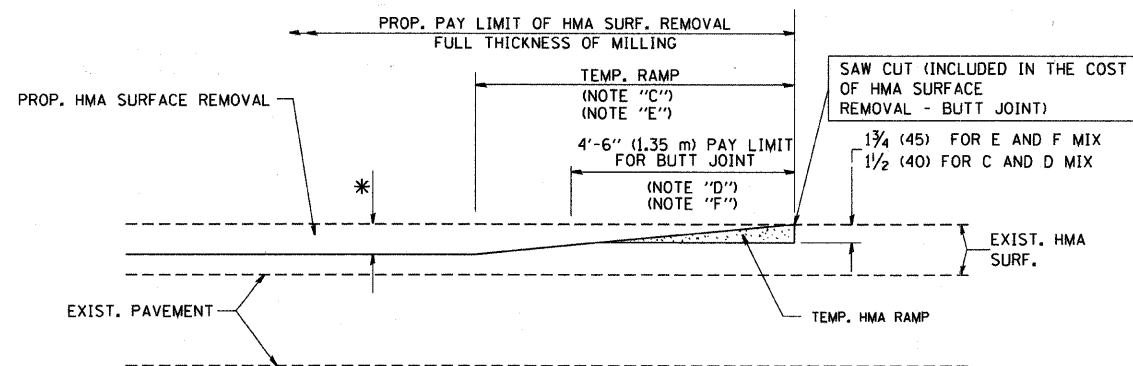
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\diststd\22x34\bd24.dgn	USER NAME = goglionobt	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD600-06 (BD-24)	CONTRACT NO. 63139	43	40
		CHECKED -	REVISED - M. GOMEZ 01-22-01		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE - 03-11-94	REVISED - R. BORO 01-01-07									



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

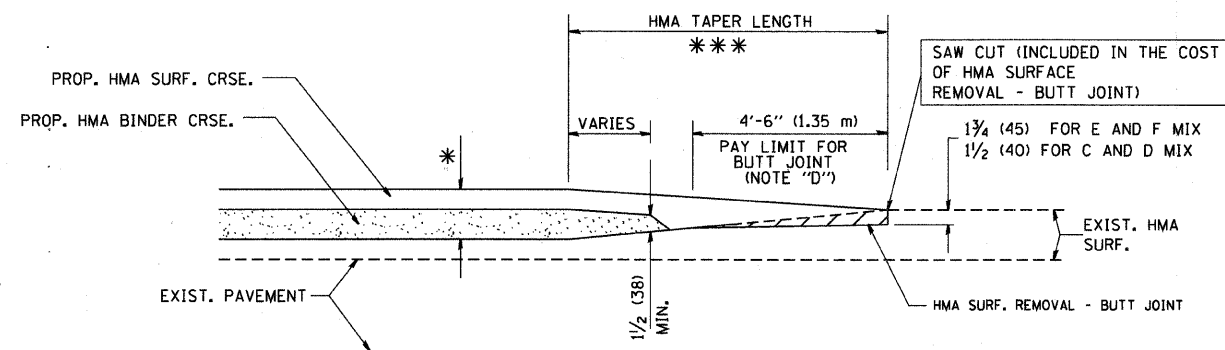
OPTION 1



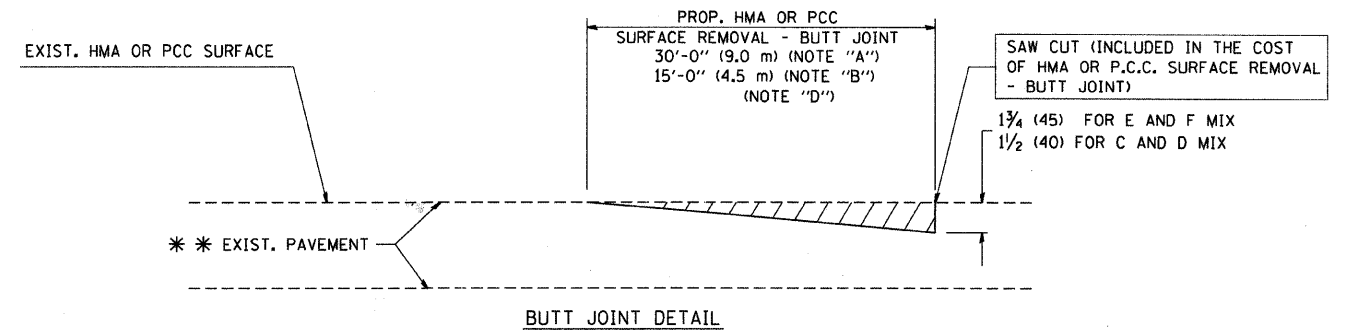
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

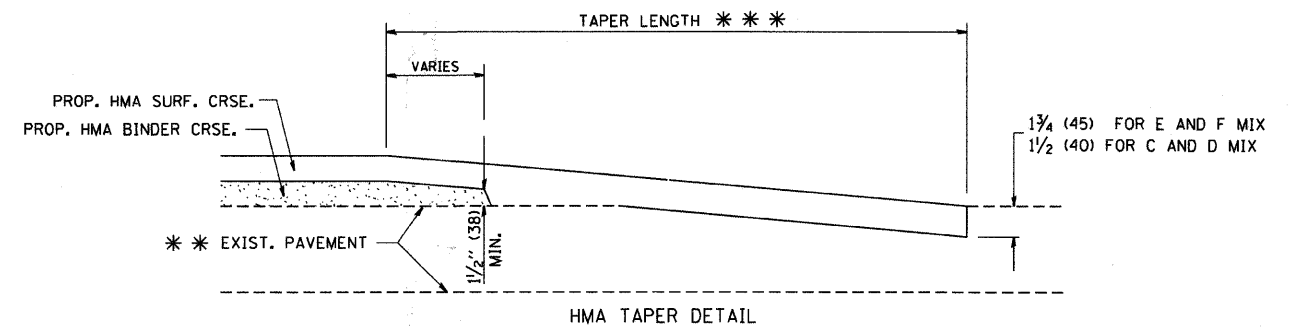
TYPICAL TEMPORARY RAMP



BUTT JOINT AND HMA TAPER
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

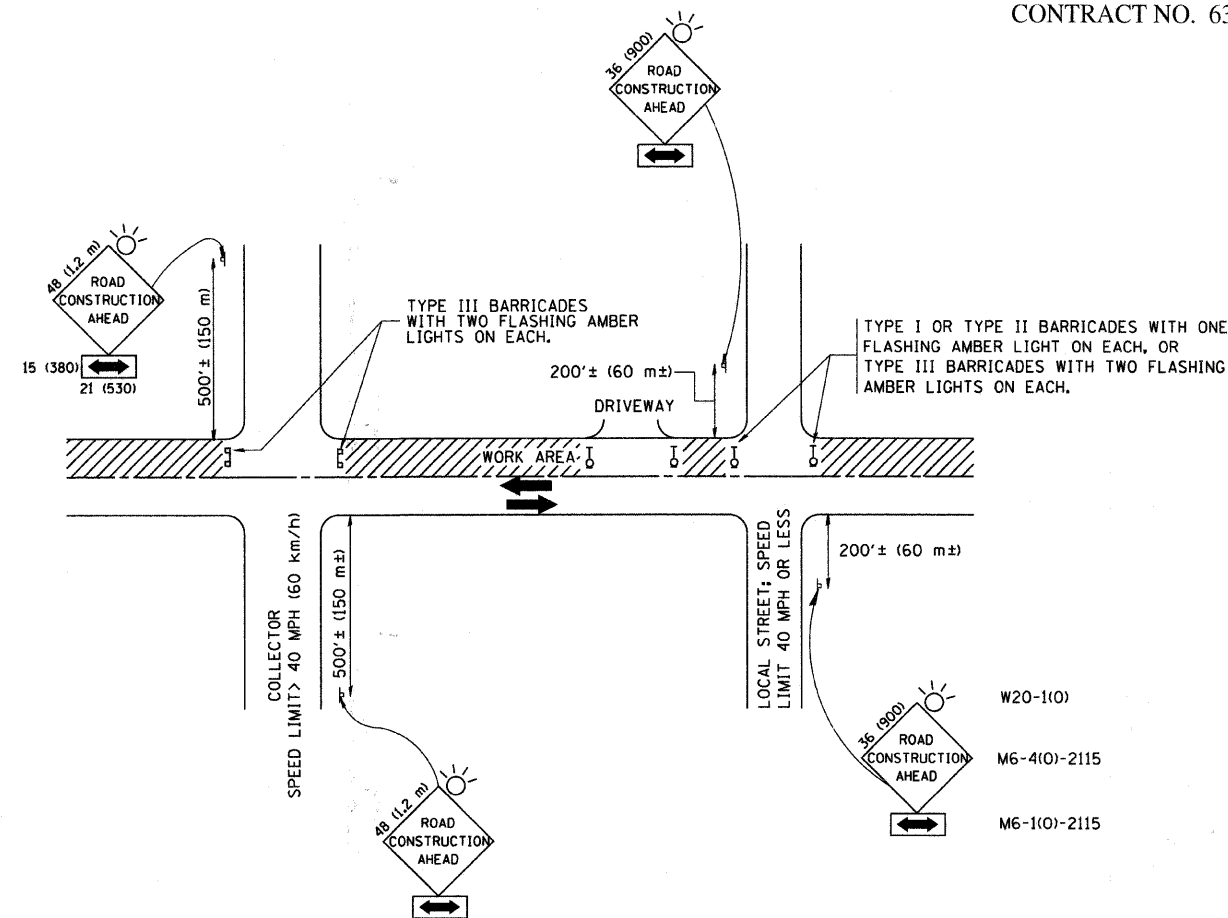
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = geglienobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-05 BD32	43	41
					CONTRACT NO. 63139	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

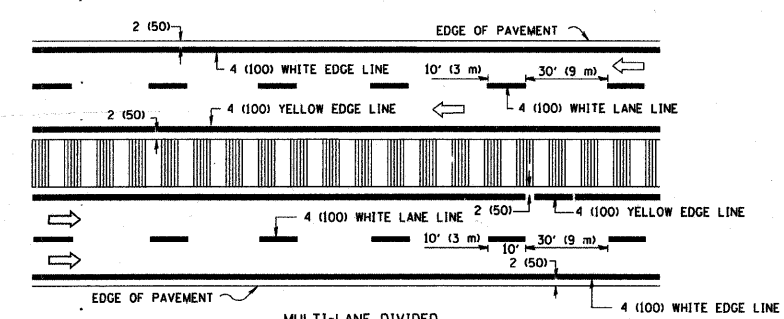
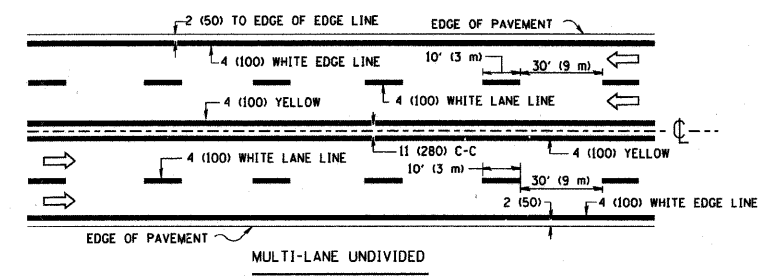
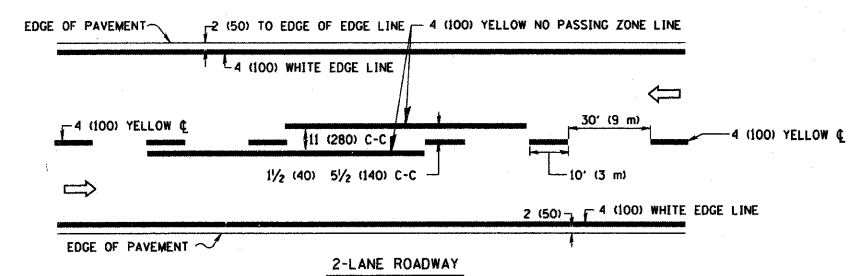
USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER 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 =	USER NAME = goglionobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
W:\diststd\22x34\tc10.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

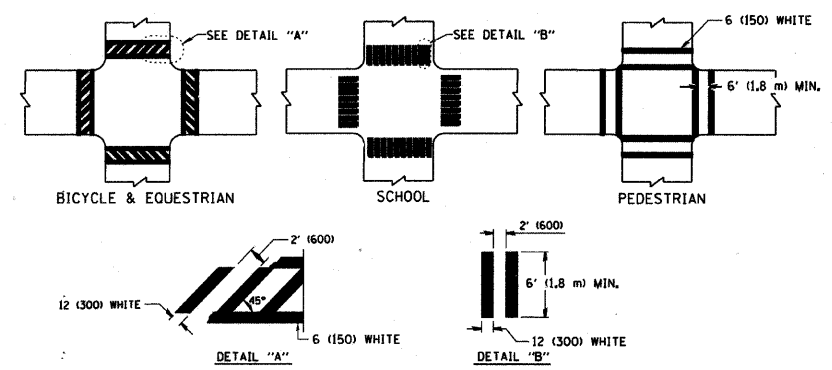
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS					43	42
SCALE: NONE		TC-10		CONTRACT NO. 63139		
SHEET NO. 1 OF 1 SHEETS		STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

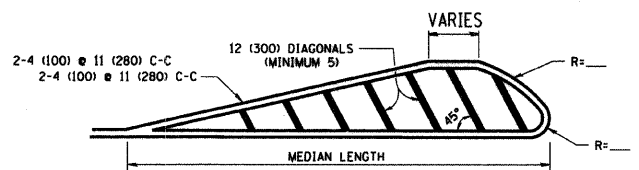
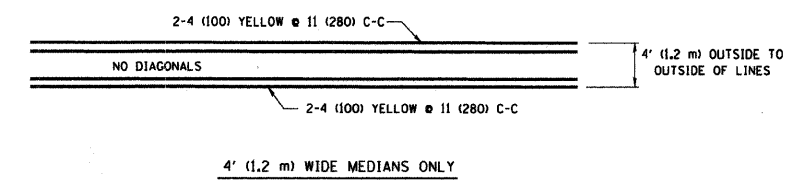


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

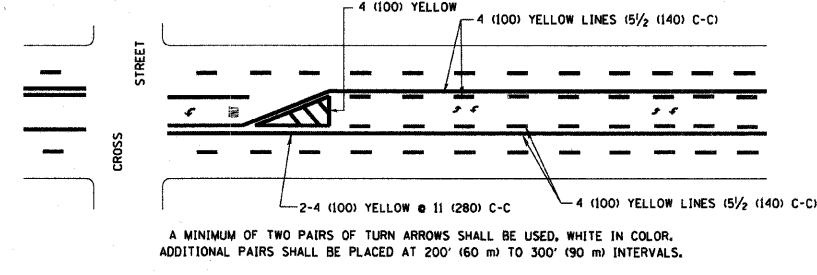


TYPICAL CROSSWALK MARKING



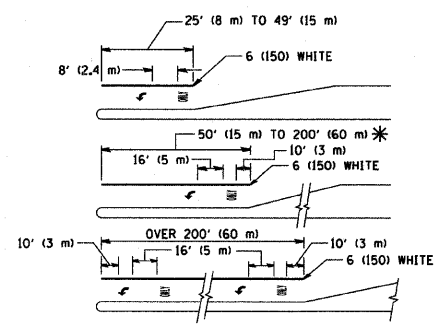
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h))
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

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.

TYPICAL PAINTED MEDIAN MARKING

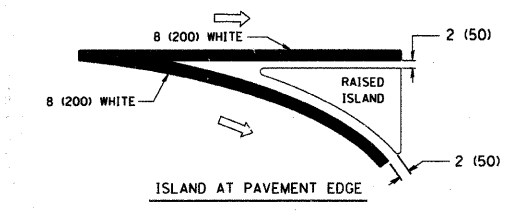
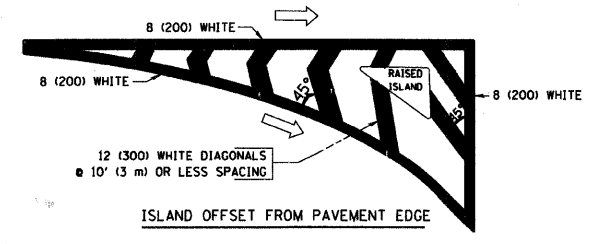


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * AREA = 15.6 SQ. FT. (1.5 m²) * ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* 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



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)	SOLID	YELLOW	5 1/2' (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW. EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2' (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; 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 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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