

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

VILLAGE OF HUNTLEY
McHENRY COUNTY
C-91-205-09
L.A. SECTION NO. 08-00033-00-RS
PROJECT No. M-9003(173)
RESURFACING

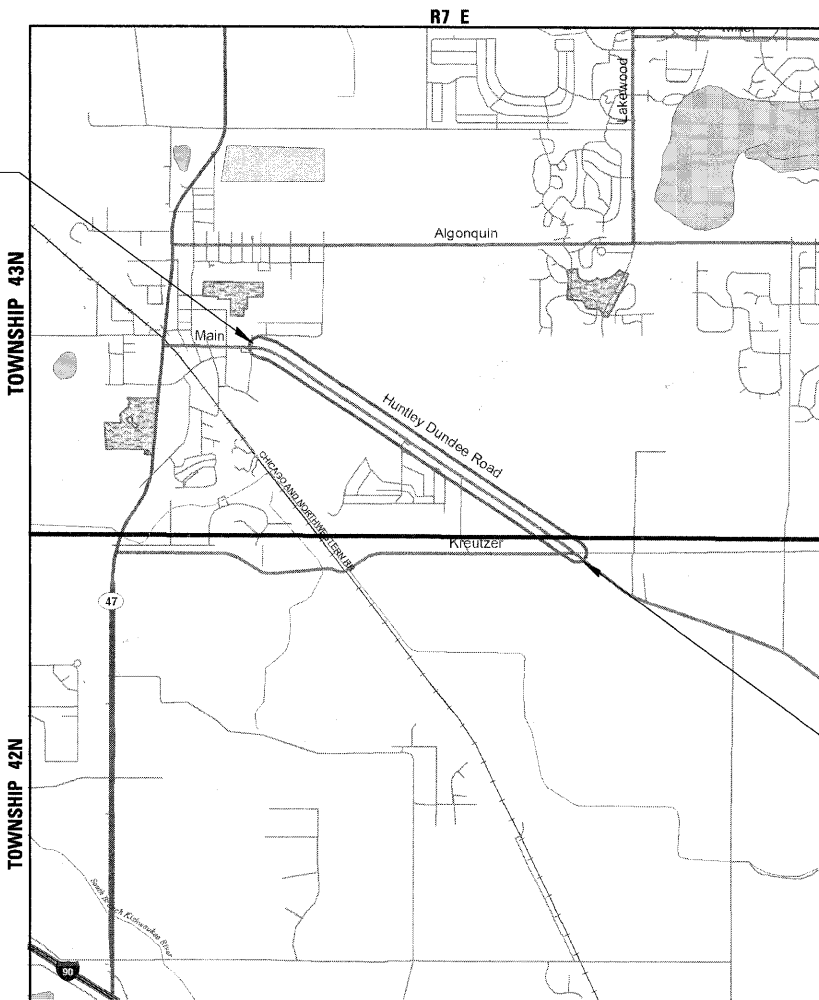
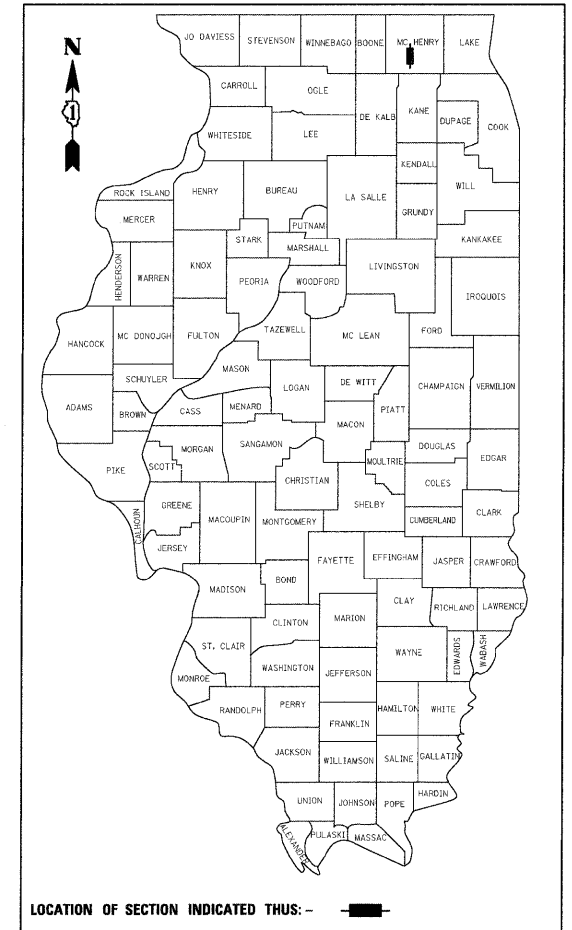
HUNTLEY DUNDEE ROAD (FAU 0035) (MAIN STREET (FAU 0326) TO KREUTZER ROAD (FAU 4068))

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
--	08-00033-00-RS	McHENRY	19	1
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 63141

INDEX OF SHEETS

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PROJECT BEGINS
STA. 100+38.95

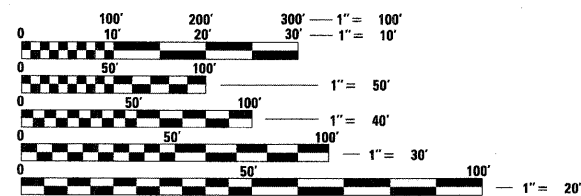
TRAFFIC DATA

ADT (YEAR) EAST OF HALIGUS ROAD = 9200 (2008)
ADT (YEAR) WEST OF HALIGUS ROAD = 5500 (2008)

SPEED LIMIT

STA. 100+38.95 TO STA. 155+75 = 35 MPH
STA. 155+75 TO STA. 169+20 = 45 MPH
STA. 169+20 TO STA. 191+09.26 = 55 MPH
DESIGN DESIGNATION: COLLECTOR

PROJECT ENDS
STA. 191+83.0



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
8-1-1 OR 800-892-0123

CONTRACT NO. 63141

CB CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018 (847) 823-0500

LOCATION MAP

GROSS LENGTH OF PROJECT = 9000 LINEAL FEET (1.70 MILES)
NET LENGTH OF PROJECT = 9000 LINEAL FEET (1.70 MILES)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED January 28, 2009
William F. Jegan
VILLAGE ENGINEER, VILLAGE OF HUNTLEY

PASSED FEBRUARY 18, 2009
Christine Holt
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR
BID BASED ON
LIMITED REVIEW FEBRUARY 18, 2009
Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

LEE M. FELL
062-053708
LICENSED PROFESSIONAL ENGINEER
OF ILLINOIS

[Signature]
ENGINEER

2/12/09
DATE

LEE M. FELL
ILLINOIS REGISTRATION No. 062-053708
EXPIRATION DATE: 11/30/2009

FIELD ENGINEER: KEVIN STALLWORTH 847-705-4169

SUMMARY OF QUANTITIES

ITEM NO.	ITEMS	UNIT	1000-2A QUANTITY
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	360
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	20
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	2214
40600300	AGGREGATE (PRIME COAT)	TON	45
40600895	CONSTRUCTING TEST STRIP	EACH	2
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 3"	TON	62
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 1 1/2"	TON	3647
42000300	PORTLAND CEMENT CONCRETE PAVEMENT, 8"	SQ YD	70
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	500
42400800	DETECTABLE WARNINGS	EACH	11
44000151	HOT MIX ASPHALT SURFACE REMOVAL, 1/2"	SY	28425
44000157	HOT MIX ASPHALT SURFACE REMOVAL, 2"	SY	5707
44000100	PAVEMENT REMOVAL, 10"	SQ YD	70
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	360
44000600	SIDEWALK REMOVAL	SQ FT	500
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	LF	150
44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	465
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	465
44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	465
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	465
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SY	5707
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	LF	36440
48101200	AGGREGATE SHOULDER, TYPE B	TON	434
67100100	MOBILIZATION	L. SUM	1
70101700	TRAFFIC CONTROL AND PROTECTION	L. SUM	1
70300220	TEMPORARY PAVEMENT MARKING LINE - 4"	FOOT	9110
*78000100	THERMOPLASTIC PAVEMENT MARKINGS - LETTERS AND SYMBOLS	SF	722
*78000200	THERMOPLASTIC PAVEMENT MARKINGS - LINE 4"	LF	30250
*78000400	THERMOPLASTIC PAVEMENT MARKINGS - LINE 6"	LF	4600
*78000600	THERMOPLASTIC PAVEMENT MARKINGS - LINE 12"	LF	425
*78000650	THERMOPLASTIC PAVEMENT MARKINGS - LINE 24"	LF	575
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	190
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	185
*88600600	DETECTOR LOOP REPLACEMENT	LF	1032
XX002258	STRUCTURE ADJUSTMENT	EACH	5
Z0013798	CONSTRUCTION LAYOUT	L. SUM	1
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"	TON	1823
44000190	HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL	SY	8148

*INDICATES SPECIALTY ITEM

GENERAL NOTES

UTILITIES

THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE IN ANY UNDERGROUND UTILITY CONSTRUCTION WHICH THE VILLAGE MAY WANT TO PLACE DURING THE CONTRACTOR'S OPERATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE VILLAGE. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 8-1-1 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

WATER, STORM SEWER AND SANITARY SEWER

WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCIDENTAL TO THE CONTRACT.

ANY EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AND INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS. CONTACT WATER DEPARTMENT FOR THEM TO TURN VALVES OR OPERATE HYDRANTS. UNAUTHORIZED USE SHALL SUBJECT THE OFFENDER TO ARREST AND PROSECUTION.

MISCELLANEOUS

ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT DURATION. THE COST TO PROVIDE ACCESS SHALL BE PAID FOR AND INCLUDED IN THE ITEM AGGREGATE FOR TEMPORARY ACCESS.

DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

ALL SAWCUTTING SHALL BE INCLUDED TO REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.

CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT, STRUCTURES TO BE ADJUSTED, DETECTOR LOOP REPLACEMENT, AND CLASS D PATCHES WILL BE DETERMINED BY THE ENGINEER IN THE FIELD AND WILL NOT EXCEED THE PLANNED QUANTITY.

THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASIS ON WHICH THEY ARE TO BE PLACED. PLAN THICKNESSES SHOULD BE CONSIDERED THE MINIMUM THICKNESS PERMITTED.

DETECTABLE WARNINGS FOR THE HANDICAPPED SHALL BE INSTALLED AT ALL INTERSECTING STREETS, DRIVEWAYS, AND ALLEYS AS DIRECTED BY THE ENGINEER (SEE IDOT STD. 424001-05 INCLUDED IN THE SPECIFICATIONS).

PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.

RELOCATING EXISTING SIGNS: EXISTING SIGNS WHICH ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE REMOVED AND REINSTALLED UPON COMPLETION OF CONFLICTING IMPROVEMENTS IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". STOP SIGNS, SPEED LIMIT SIGNS, AND STREET NAME SIGNS SHALL BE UP AND VISIBLE AT ALL TIMES. THIS WORK SHALL BE INCLUDED TO THE PAY ITEM TRAFFIC CONTROL AND PROTECTION.

TWO (2) ADVANCED WARNING CHANGEABLE MESSAGE BOARDS SHALL BE POSTED, ONE (1) AT BOTH ENDS OF THE ROADWAY 2 WEEKS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION WITHIN THE VILLAGE'S RIGHT-OF-WAY NOTIFYING THE MOTORING PUBLIC OF THE UPCOMING WORK (ROAD CONSTRUCTION/LANE REDUCTION BEGINNING _____, EXPECT DELAYS, SEEK ALTERNATE ROUTES, ECT.). MESSAGE BOARDS TO REMAIN THROUGHOUT CONSTRUCTION UNTIL THE COMPLETION OF THE PAVEMENT MARKINGS INSTALLATION. THE LANGUAGE MUST BE PROVIDED TO THE VILLAGE FOR REVIEW/APPROVAL PRIOR TO THEIR ACTIVATION. THE MESSAGE BOARD LOCATION SHALL BE REVIEWED AND APPROVED BY THE VILLAGE PRIOR TO PLACEMENT. THIS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION.

FRESH OIL SIGNS SHALL BE POSTED AT BOTH ENDS OF THE ROADWAY AND ALL SIDE STREETS AS DIRECTED BY THE ENGINEER. CONSTRUCTION AHEAD SIGNS SHALL BE PLACED AT ALL SIDE STREETS AND BOTH ENDS OF THE ROADWAY WHILE CONSTRUCTION IS IN PROGRESS. THIS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.

PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, THE WORK IS NOT REQUIRED, THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

PROPOSED CONCRETE CURB AND GUTTER SHALL BE TRANSITIONED TO EXISTING CURB AND GUTTER OVER A LENGTH OF 5 FEET. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

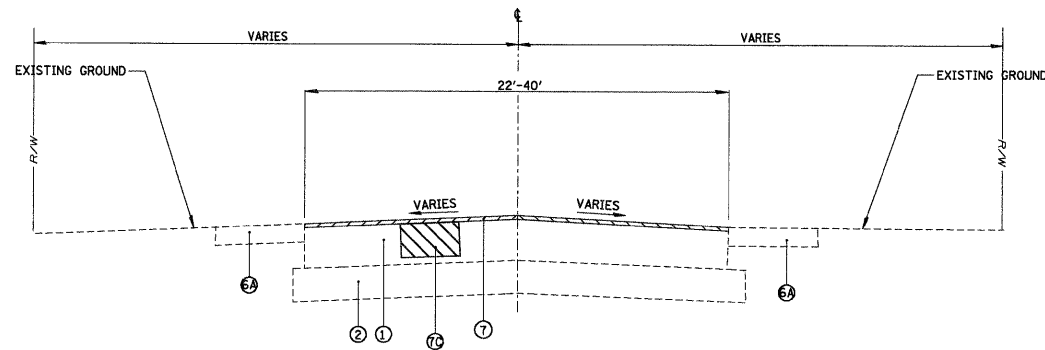
CONTRACTOR SHALL NOT PLACE SOD UNTIL THE TEMPERATURE IS 80° OR LESS AND THE FORECAST FOR THE NEXT 7 DAYS SHOWS TEMPERATURES OF 80° OR LESS. IF ALL OTHER PAY ITEMS ARE COMPLETED, THE CONTRACTOR WILL NOT BE CHARGED WORKING DAYS FOR DELAYS IN PARKWAY RESTORATION DUE TO TEMPERATURE.

UTILITY COORDINATION

UTILITY COMPANY	AT&T (SBC)	AT&T (TRANSMISSION)	COMCAST	COMMONWEALTH EDISON	NICOR GAS	TRAFFIC SIGNAL (VILLAGE) MEADE ELECTRIC
CONSTRUCTION CONTACT PERSON	RYAN WOLLENBERG	CARL DONAHUE	MARTHA GIERAS	TOM STUTZMAN	CONSTANCE LANE	GARY EBERHARDT
PHONE			630-600-6352	630-437-2236	630-983-8676 EXT. 2362	708-243-1335
FAX			630-600-6390	630-437-2177	630-983-4028	
ADDRESS	225 E. CHICAGO ST. ELGIN, IL 60120	866 ROCK CREEK RD. PLANO, IL 60545	688 INDUSTRIAL DR. ELMHURST, IL 60126	2 LINCOLN CENTER OAKBROOK TERRACE, IL 60181	1844 FERRY RD. NAPERVILLE, IL 60563-9600	
FACILITIES IN / NEAR PROJECT	UNDERGROUND FACILITIES	UNDERGROUND FACILITIES	UNDERGROUND FACILITIES	UNDERGROUND FACILITIES	UNDERGROUND FACILITIES	
STATUS ON DATE OF PLAN PRINTING	SUBMITTED 11/03/08	NO CONFLICTS ANTICIPATED	NO CONFLICTS ANTICIPATED	SUBMITTED 11/03/08	NO CONFLICTS ANTICIPATED	SUBMITTED 02/13/09

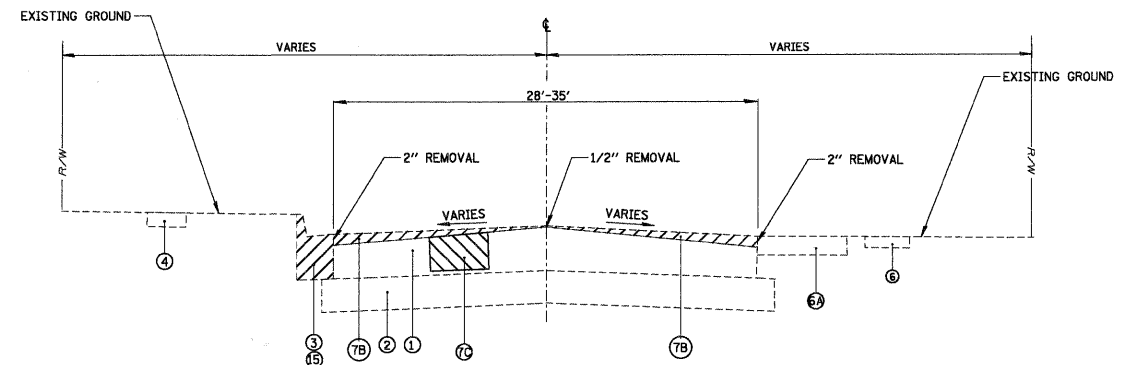
HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAYS ONLY, FOR SPEEDS >= 45 MPH
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
B.L.R. 17-4	TRAFFIC CONTROL DEVICES DAY LABOR CONSTRUCTION
B.L.R. 18-5	TRAFFIC CONTROL DEVICES DAY LABOR MAINTENANCE
TC10	TRAFFIC CONTROL & PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS



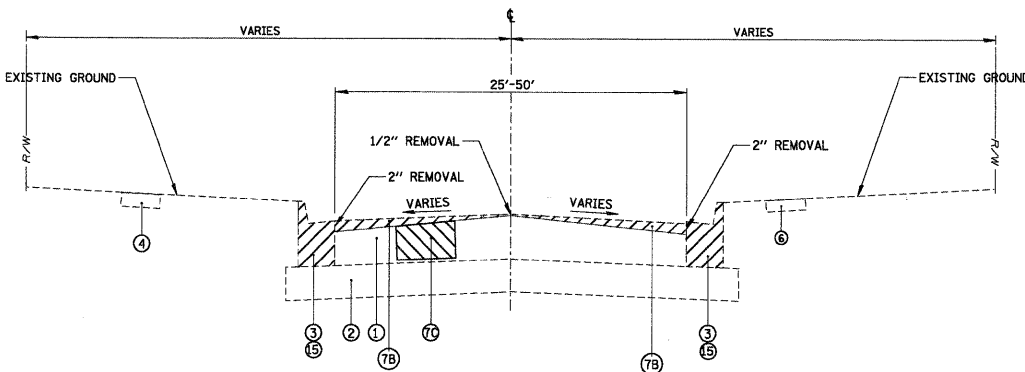
HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTION

I STA. 100+38.95 TO STA. 131+00.0
 III STA. 135+81.2 TO STA. 138+96.2
 VII STA. 142+30.5 TO STA. 153+47.4
 IX STA. 155+80.4 TO STA. 159+97.4
 XIII STA. 163+41.7 TO STA. 175+00.0



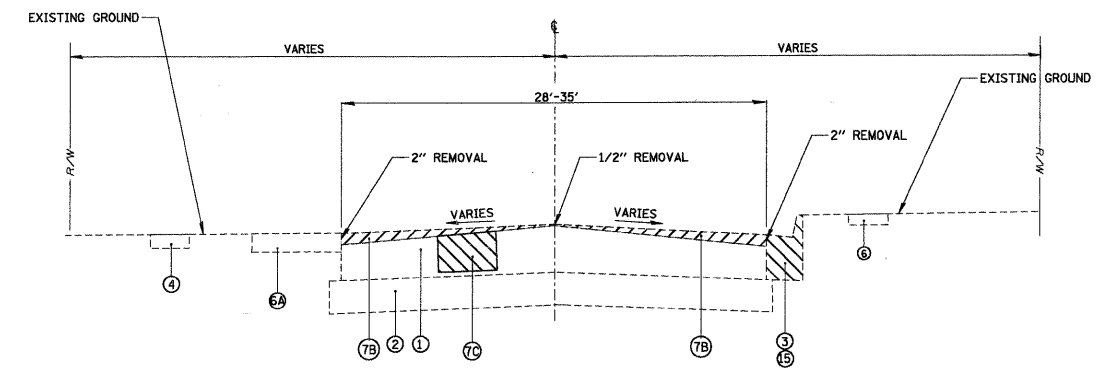
HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTION

VI STA. 141+22.8 TO STA. 142+30.5
 XII STA. 162+41.7 TO STA. 163+41.7



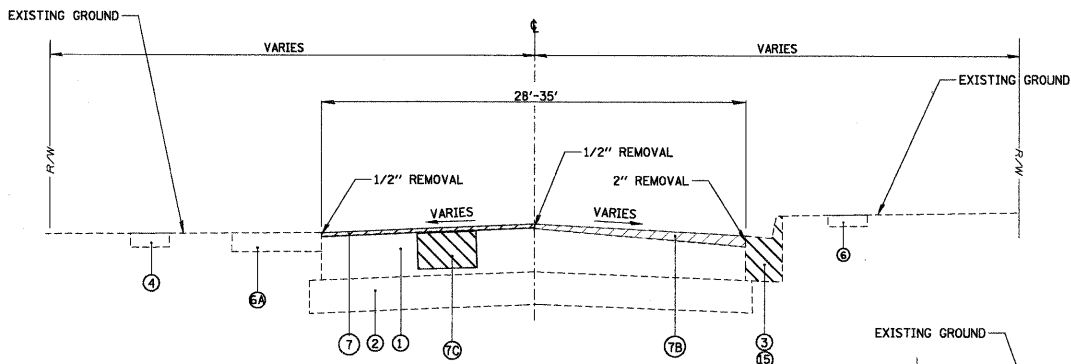
HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTION

II STA. 139+84.2 TO STA. 141+22.8
 X STA. 160+91.2 TO STA. 162+41.7



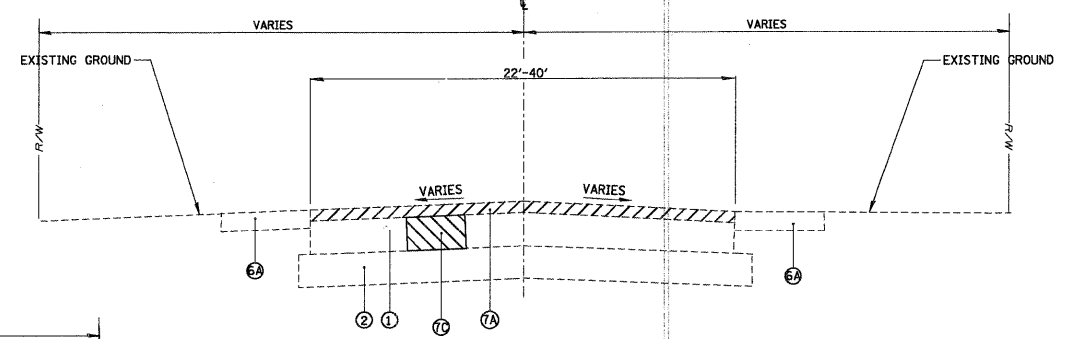
HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTION

IV STA. 138+96.2 TO STA. 139+84.2
 X STA. 159+97.4 TO STA. 160+91.2



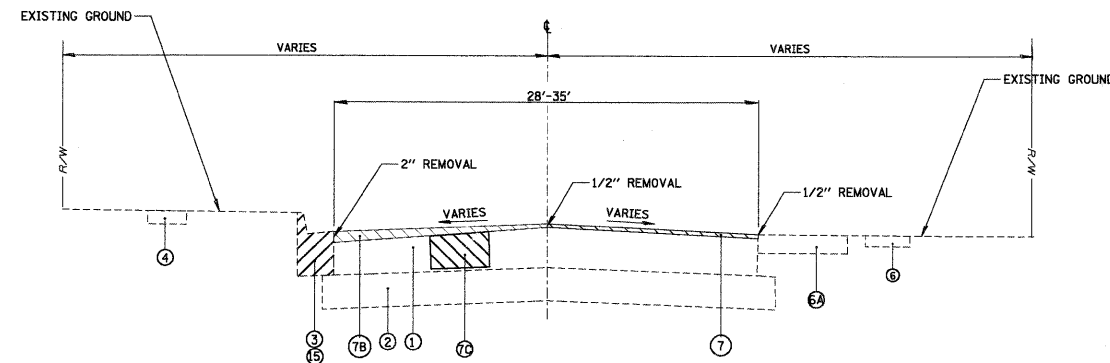
HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTION

II STA. 131+00 TO STA. 135+81.2



HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTION

XV STA. 175+00.0 TO STA. 191+83.0



HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTION
VIII STA. 153+47.4 TO STA. 155+80.4

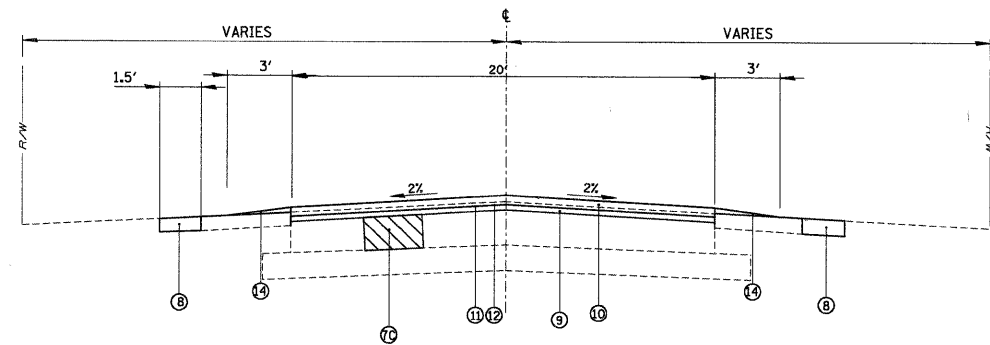
- LEGEND**
- 1 EXISTING HOT-MIX ASPHALT PAVEMENT
 - 2 EXISTING AGGREGATE SUBBASE
 - 3 EXISTING B6.12 CURB AND GUTTER
 - 4 EXISTING PCC SIDEWALK
 - 6 EXISTING HOT-MIX ASPHALT BIKE PATH
 - 6A EXISTING AGGREGATE SHOULDER
 - 7 HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
 - 7A HOT-MIX ASPHALT SURFACE REMOVAL, 2"
 - 7B HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
 - 7C CLASS D PATCHES, 6" (LOCATION AND TYPE AS DIRECTED BY RE)
 - 8 TOPSOIL, IDOT CL. 1A SEEDING AND EROSION CONTROL BLANKET AS DIRECTED BY THE ENGINEER AND AS NECESSARY FOR CURB AND GUTTER REMOVAL AND REPLACEMENT, PCC SIDEWALK 5" AND DRIVEWAY REPLACEMENT (INCIDENTAL TO COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, AGGREGATE SHOULDER, PCC SIDEWALK 5" AND PAVEMENT REMOVAL)
 - 9 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
 - 10 PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
 - 11 PROPOSED BITUMINOUS MATERIAL (PRIME COAT)
 - 12 PROPOSED AGGREGATE (PRIME COAT)
 - 13 PROPOSED AREA REFLECTIVE CRACK CONTROL TREATMENT
 - 14 PROPOSED AGGREGATE SHOULDER, TYPE B
 - 15 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER). INCLUDES 4" SUBBASE GRANULAR MATERIAL TYPE B.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

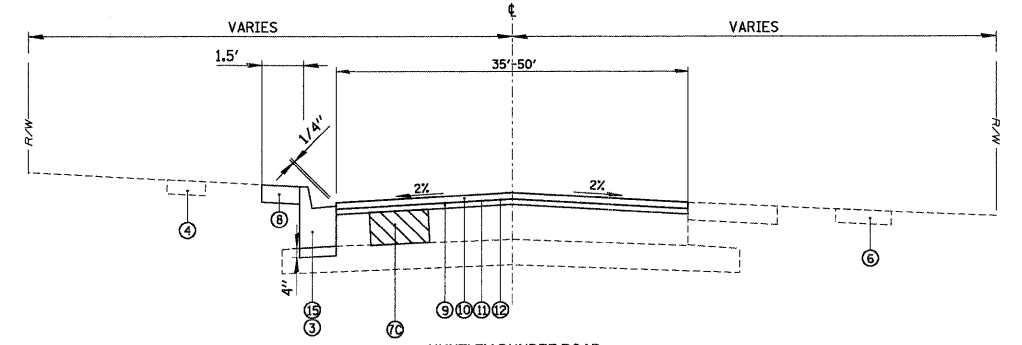
**HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTIONS**

FILE NAME =	USER NAME = MAGOLDEN	DESIGNED - LMF	REVISED -
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		CHECKED - LMF	REVISED -
		DATE - 2/18/2009	REVISED -

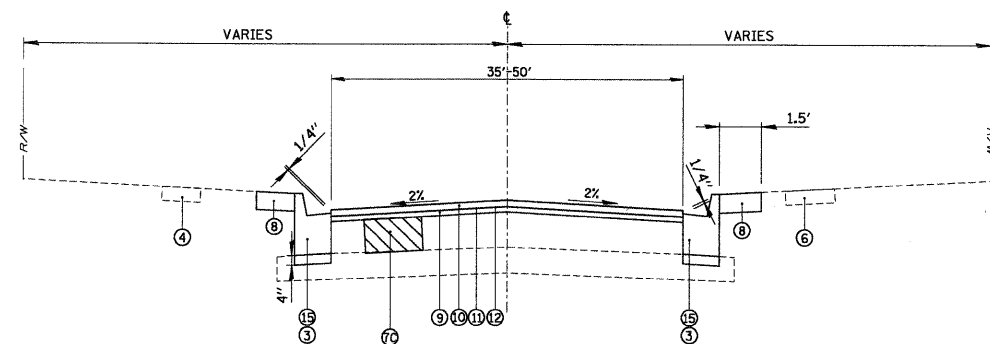
SCALE: NTS	SHEET NO. OF SHEETS	STA. TO STA.	F.A. RTE. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			0035 08-00033-00-RS	McHENRY	19	4
			CONTRACT NO. 63141			
			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



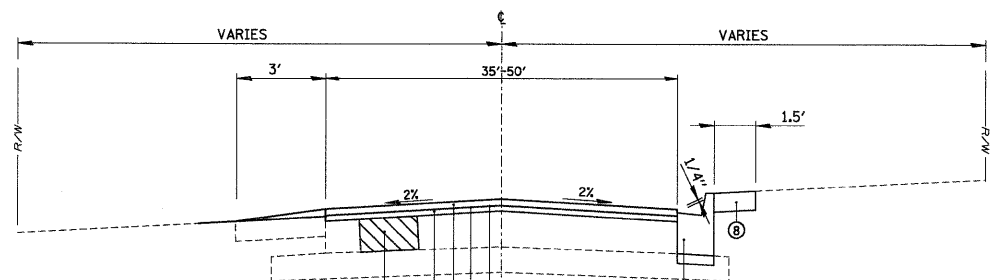
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 V STA. 163+41.7 TO STA. 175+00.0



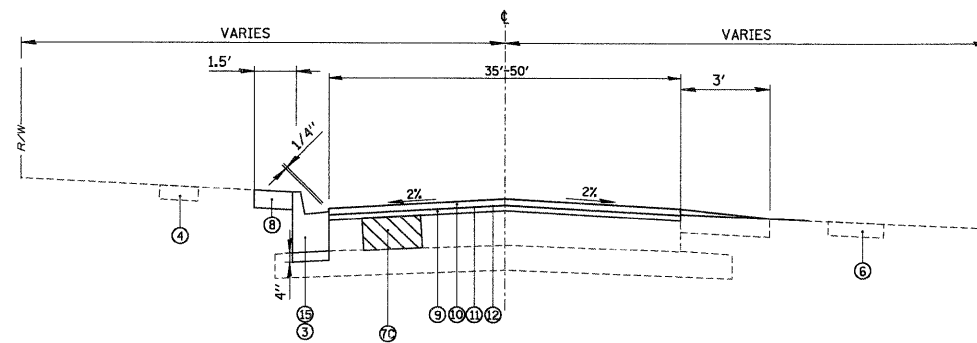
HUNTLEY-DUNDEE ROAD
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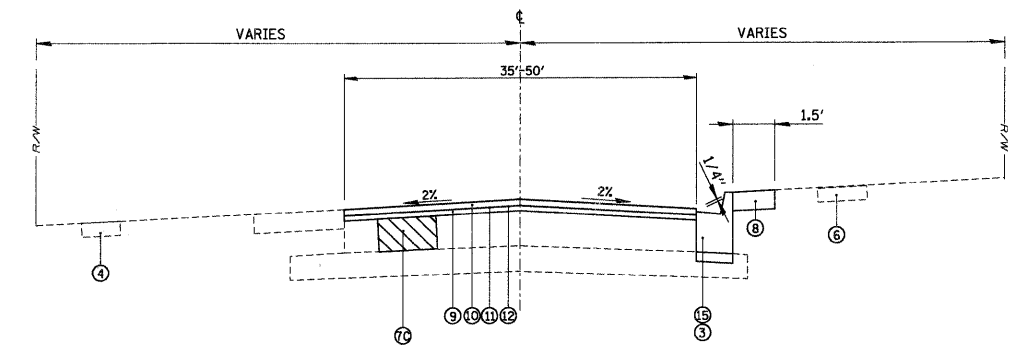
HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTION
 VIII STA. 139+84.2 TO STA. 141+22.8
 IX STA. 160+91.2 TO STA. 162+41.7



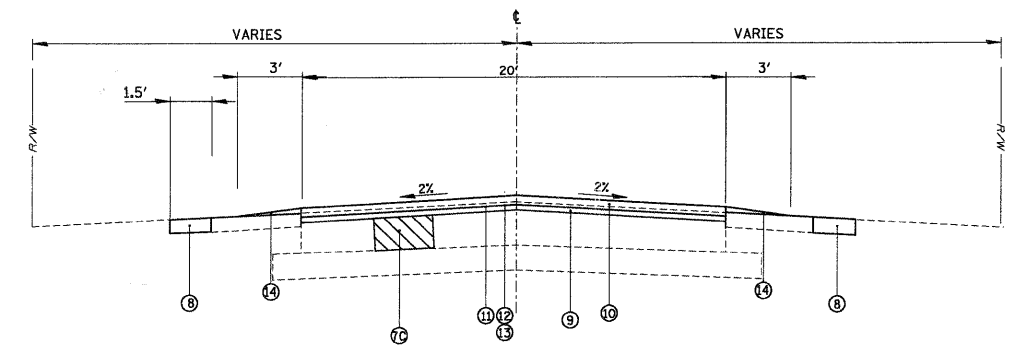
HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTION
 X STA. 131+00 TO STA. 135+81.2



HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTION
 XI STA. 153+47.4 TO STA. 155+80.4



HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTION
 XII STA. 138+96.2 TO STA. 139+84.2
 XIII STA. 159+97.4 TO STA. 160+91.2

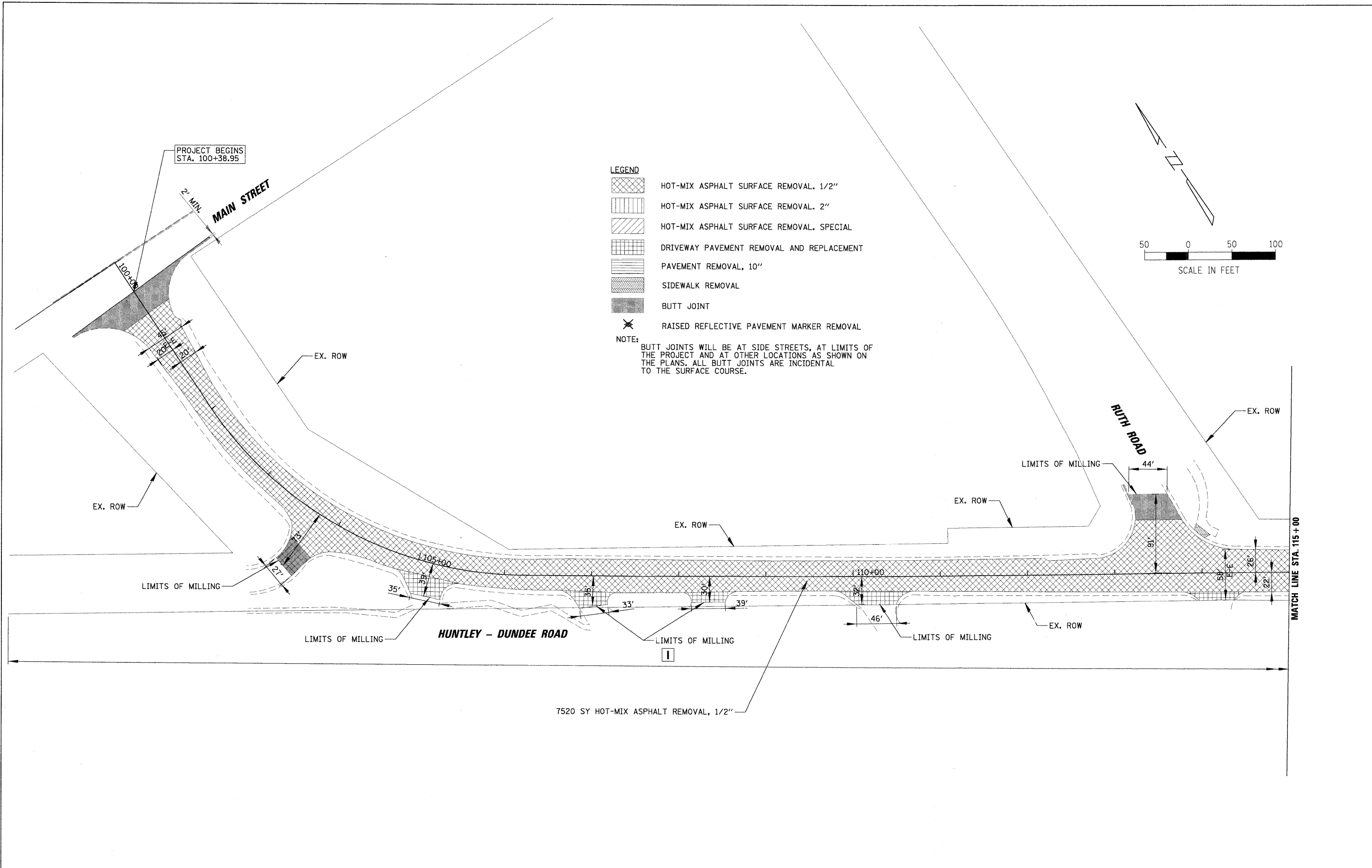


HUNTLEY-DUNDEE ROAD
EXISTING TYPICAL SECTION
 XIV STA. 175+00.0 TO STA. 191+83.0

- LEGEND**
- ① EXISTING HOT-MIX ASPHALT PAVEMENT
 - ② EXISTING AGGREGATE SUBBASE
 - ③ EXISTING B6.12 CURB AND GUTTER
 - ④ EXISTING PCC SIDEWALK
 - ⑤ EXISTING HOT-MIX ASPHALT BIKE PATH
 - ⑥A EXISTING AGGREGATE SHOULDER
 - ⑦ HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
 - ⑦A HOT-MIX ASPHALT SURFACE REMOVAL, 2"
 - ⑦B HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
 - ⑦C CLASS D PATCHES, 6" (LOCATION AND TYPE AS DIRECTED BY RE)
 - ⑧ TOPSOIL, IDOT CL 1A SEEDING AND EROSION CONTROL BLANKET AS DIRECTED BY THE ENGINEER AND AS NECESSARY FOR CURB AND GUTTER REMOVAL AND REPLACEMENT, PCC SIDEWALK 5" AND DRIVEWAY REPLACEMENT (INCIDENTAL TO COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, AGGREGATE SHOULDER, PCC SIDEWALK 5" AND PAVEMENT REMOVAL)
 - ⑨ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, NSO - 3/4"
 - ⑩ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
 - ⑪ PROPOSED BITUMINOUS MATERIAL (PRIME COAT)
 - ⑫ PROPOSED AGGREGATE (PRIME COAT)
 - ⑬ PROPOSED AREA REFLECTIVE CRACK CONTROL TREATMENT
 - ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B
 - ⑮ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER). INCLUDES 4" SUBBASE GRANULAR MATERIAL TYPE B.

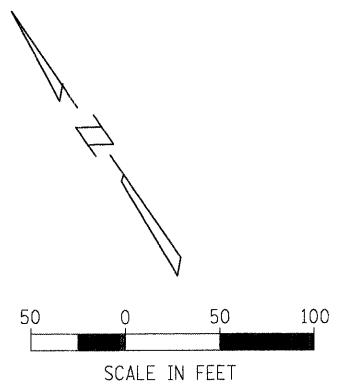
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	AC-TYPE	VOIDS
RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 1 1/2"	PG 64-22	4%@70GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), NSO, IL-4.75, NSO, 3/4"	SBS/SBR PG 76-28/-22	4%@50GYR.
PATCHING		
CLASS D PATCHES, 6" (HMA BINDER IL-19MM)	PG 64-22/*	4%@70GYR.

NOTE:
 THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
 • WHEN RAP EXCEEDS 20% THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.











- LEGEND**
- HOT-MIX ASPHALT SURFACE REMOVAL. 1/2"
 - HOT-MIX ASPHALT SURFACE REMOVAL. 2"
 - HOT-MIX ASPHALT SURFACE REMOVAL. SPECIAL
 - DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT
 - PAVEMENT REMOVAL, 10"
 - SIDEWALK REMOVAL
 - BUTT JOINT
 - RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

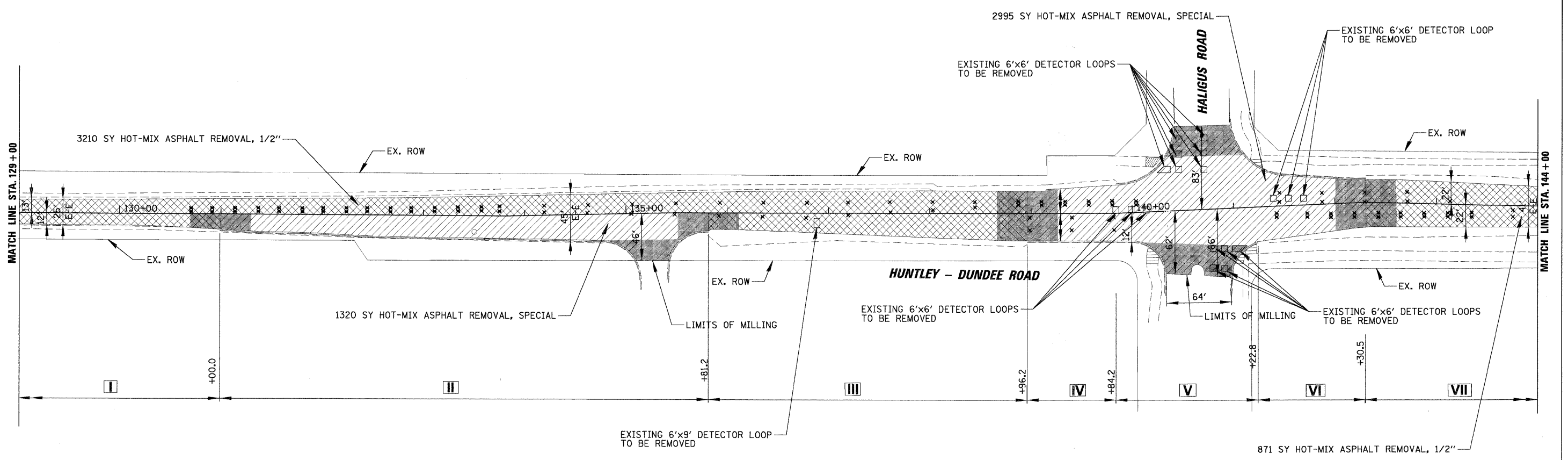
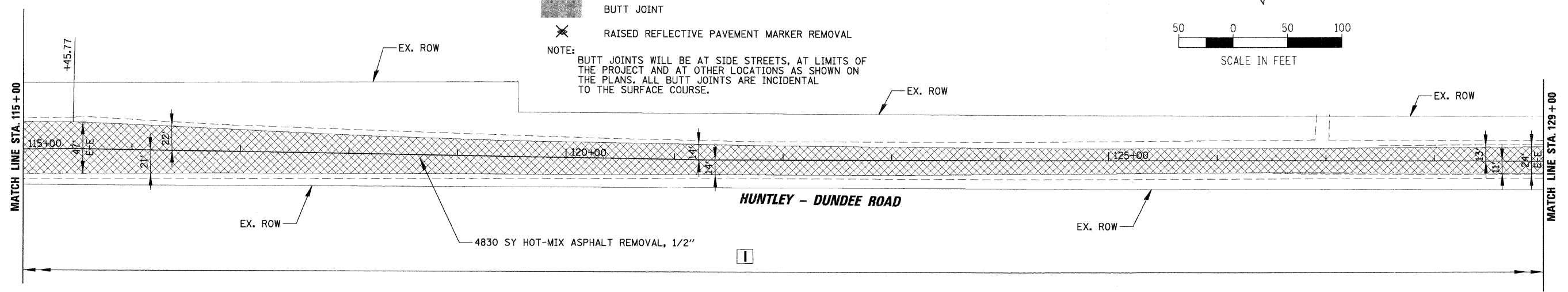
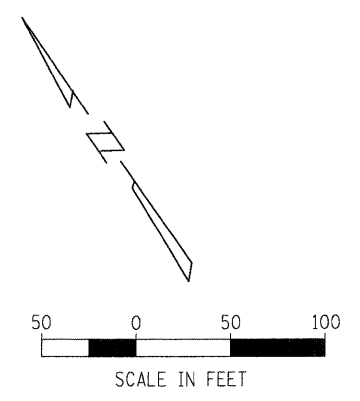
NOTE:
 BUTT JOINTS WILL BE AT SIDE STREETS, AT LIMITS OF THE PROJECT AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS. ALL BUTT JOINTS ARE INCIDENTAL TO THE SURFACE COURSE.



FILE NAME = N:\Huntley\070103\070103.00011\Civil\REM_070103.01.sht	USER NAME = MAGOLDEN	DESIGNED - LMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING CONDITIONS AND REMOVAL PLAN HUNTLEY - DUNDEE ROAD				F.A. RTE. 0035	SECTION 08-00033-00-RS	COUNTY McHENRY	TOTAL SHEETS 19	SHEET NO. 6
PLOT SCALE = 50'	CHECKED - LMF	REVISIED -	REVISIED -		SCALE: 50'	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 63141		
PLOT DATE = 2/18/2009	DATE - 2/18/2009	REVISIED -	REVISIED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

- LEGEND**
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
 -  HOT-MIX ASPHALT SURFACE REMOVAL, 2"
 -  HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
 -  DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT
 -  PAVEMENT REMOVAL, 10"
 -  SIDEWALK REMOVAL
 -  BUTT JOINT
 -  RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

NOTE: BUTT JOINTS WILL BE AT SIDE STREETS, AT LIMITS OF THE PROJECT AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS. ALL BUTT JOINTS ARE INCIDENTAL TO THE SURFACE COURSE.



FILE NAME =	USER NAME = MAGOLDEN	DESIGNED - LMF	REVISED -
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PLOT DATE = 2/18/2009		DATE - 2/18/2009	REVISED -

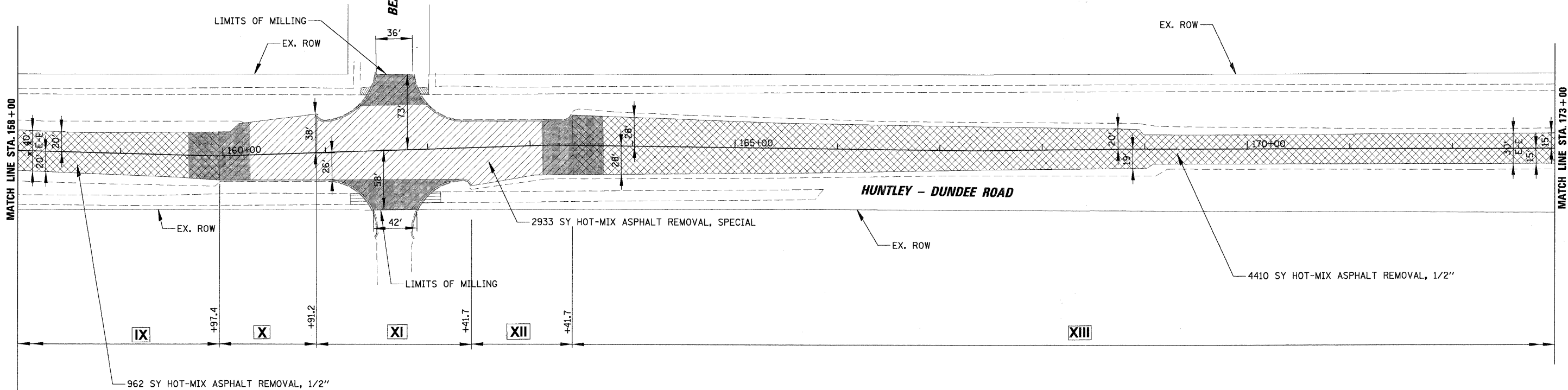
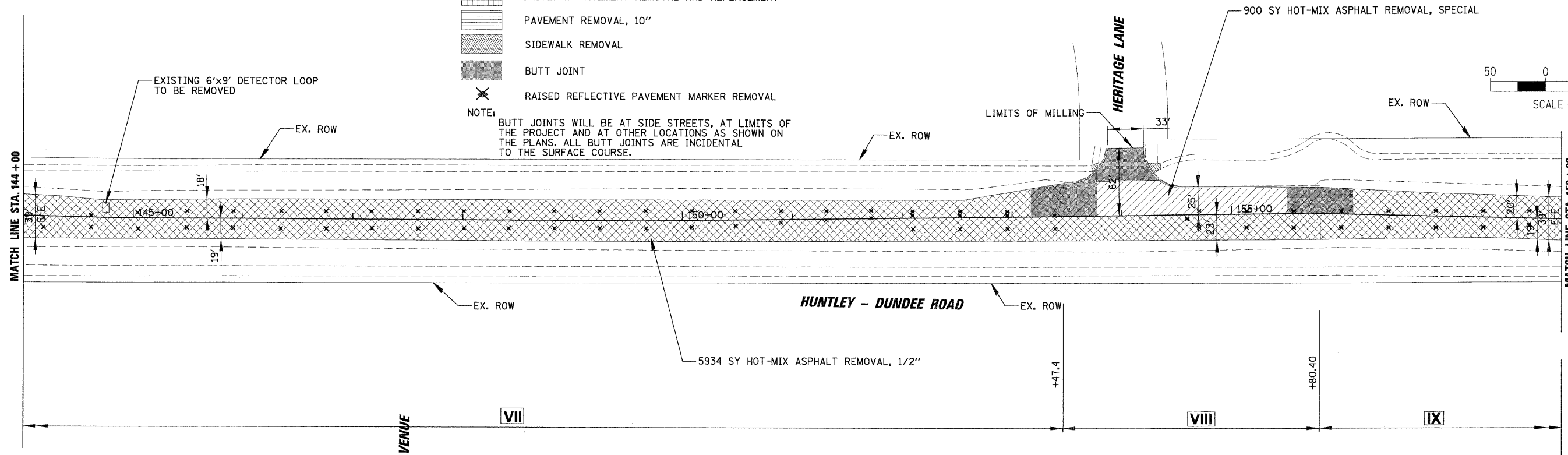
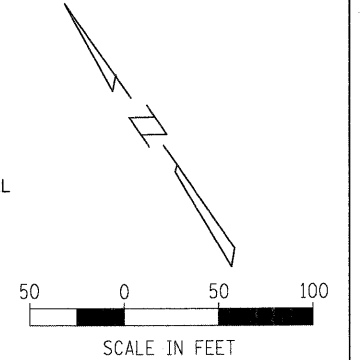
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING CONDITIONS AND REMOVAL PLAN
HUNTLEY - DUNDEE ROAD**

SCALE: 50' SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE. 0035	SECTION 08-00033-00-RS	COUNTY McHENRY	TOTAL SHEETS 19	SHEET NO. 7
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 63141				

- LEGEND**
- HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
 - HOT-MIX ASPHALT SURFACE REMOVAL, 2"
 - HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
 - DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT
 - PAVEMENT REMOVAL, 10"
 - SIDEWALK REMOVAL
 - BUTT JOINT
 - RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
- NOTE:**
BUTT JOINTS WILL BE AT SIDE STREETS, AT LIMITS OF THE PROJECT AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS. ALL BUTT JOINTS ARE INCIDENTAL TO THE SURFACE COURSE.

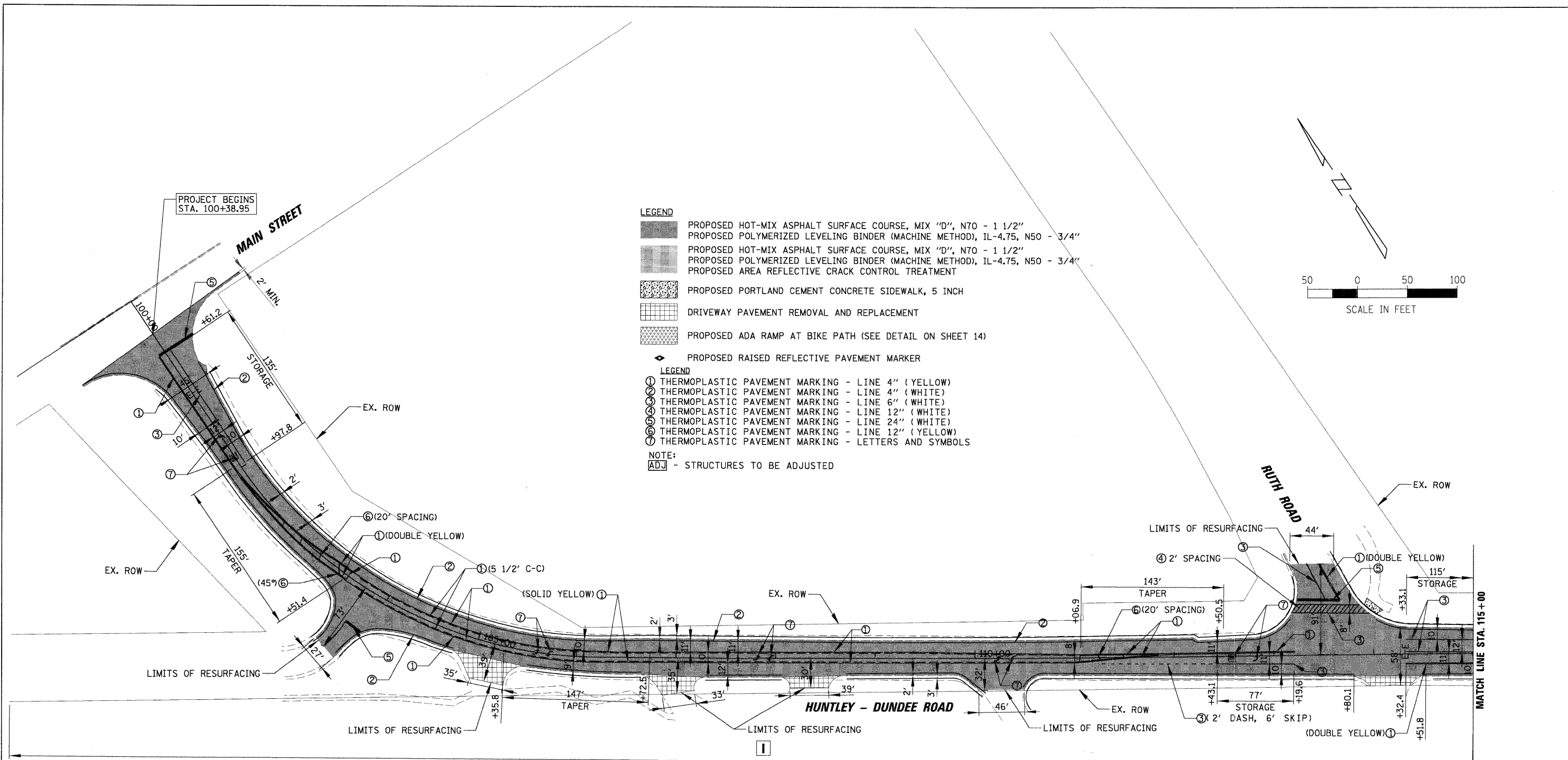


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PLOT DATE = 2/18/2009		DATE - 2/18/2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING CONDITIONS AND REMOVAL PLAN HUNTLEY - DUNDEE ROAD			
SCALE: 50'	SHEET NO. - OF SHEETS	STA. TO STA.	

F.A. RTE. 0035	SECTION 08-00033-00-RS	COUNTY McHENRY	TOTAL SHEETS 19	SHEET NO. 8
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT CONTRACT NO. 63141		



LEGEND

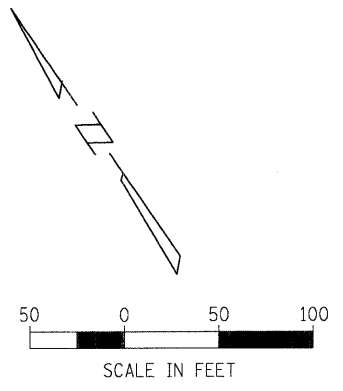
- PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
- PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
- PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
- PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
- PROPOSED AREA REFLECTIVE CRACK CONTROL TREATMENT
- PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT
- PROPOSED ADA RAMP AT BIKE PATH (SEE DETAIL ON SHEET 14)
- PROPOSED RAISED REFLECTIVE PAVEMENT MARKER

LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS










NOTE:

ADJ - STRUCTURES TO BE ADJUSTED



FILE NAME =	USER NAME = MAGOLDEN	DESIGNED - LMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN HUNTLEY - DUNDEE ROAD			F.A. RTE. 0035	SECTION 08-00033-00-RS	COUNTY McHENRY	TOTAL SHEETS 19	SHEET NO. 10
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	PLOT DATE = 2/18/2009	CHECKED - LMF	REVISED -									
		DATE - 2/18/2009	REVISED -									

LEGEND

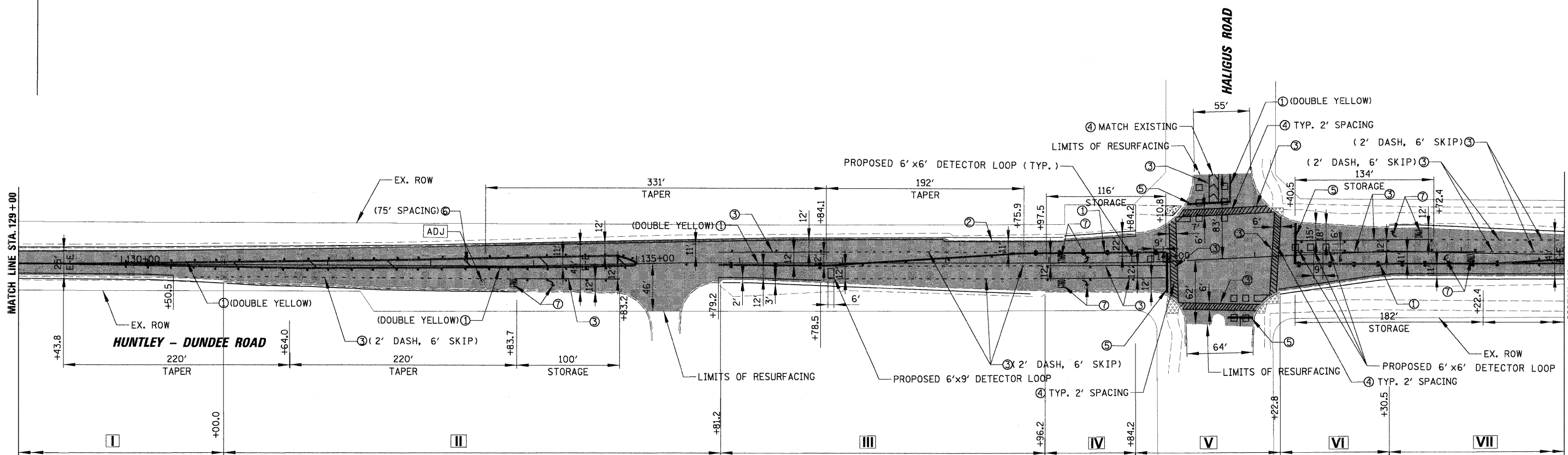
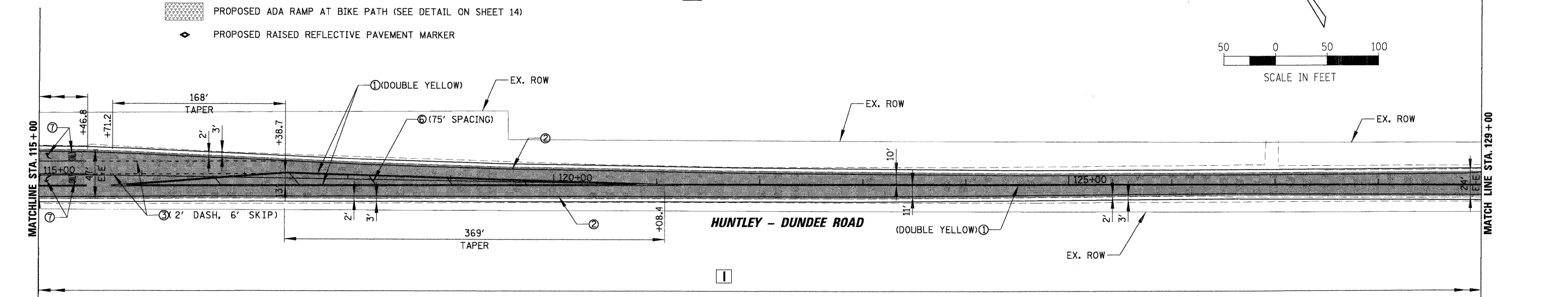
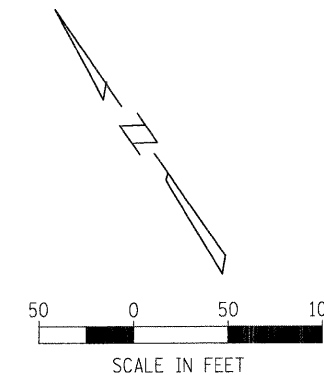
-  PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
-  PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
-  PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
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-  PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
-  DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT
-  PROPOSED ADA RAMP AT BIKE PATH (SEE DETAIL ON SHEET 14)
-  PROPOSED RAISED REFLECTIVE PAVEMENT MARKER

LEGEND

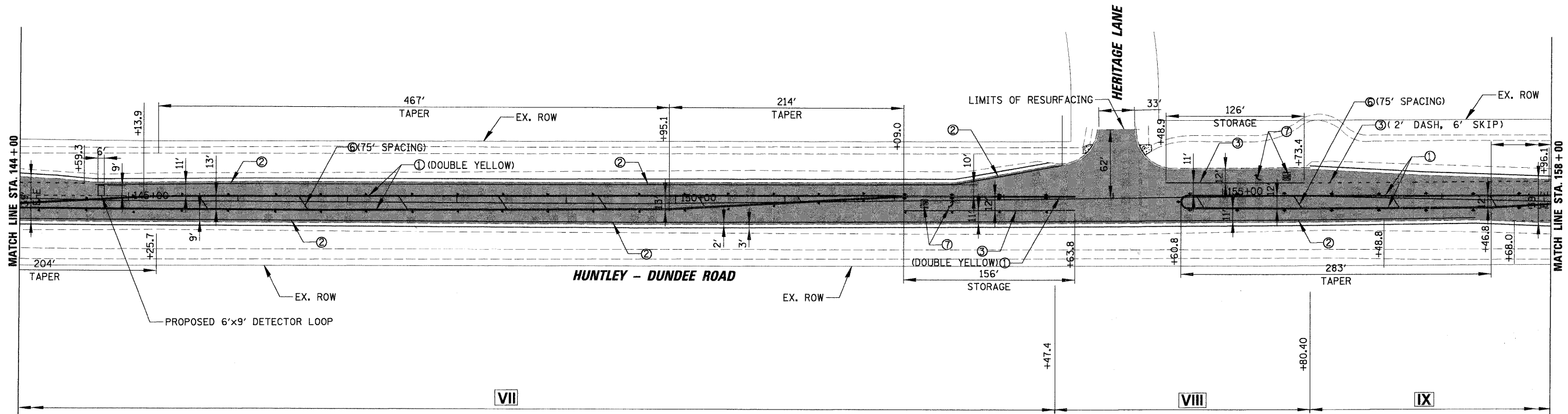
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- ⑦ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

NOTE:

ADJ - STRUCTURES TO BE ADJUSTED

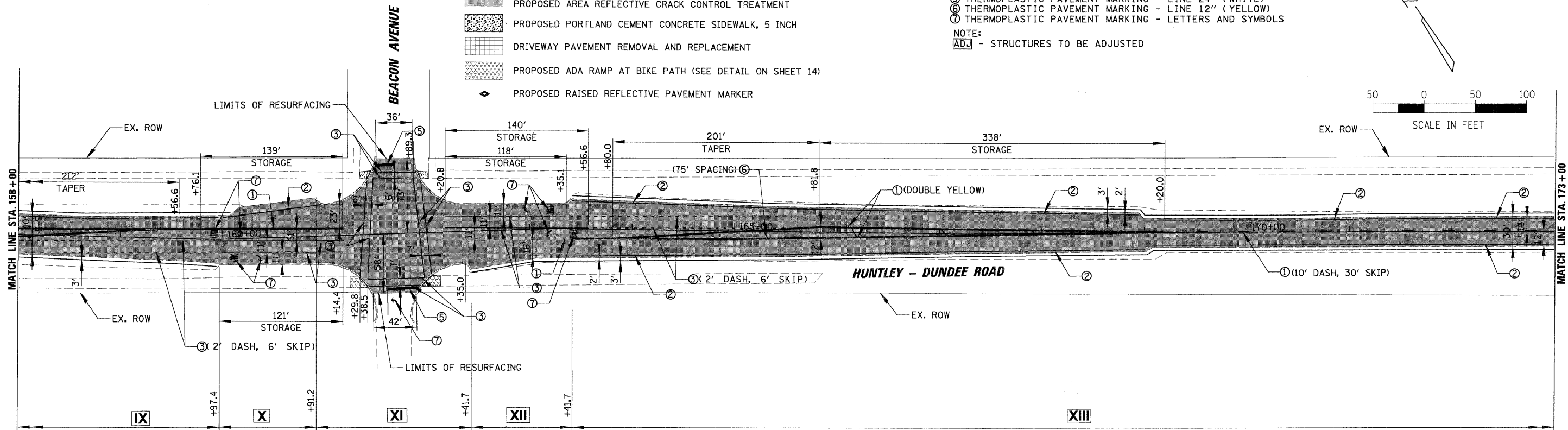
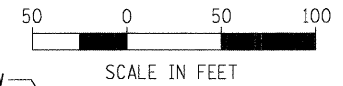


FILE NAME =	USER NAME = MAGOLDEN	DESIGNED - LMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN HUNTLEY - DUNDEE ROAD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 2/18/2009		DATE - 2/18/2009	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

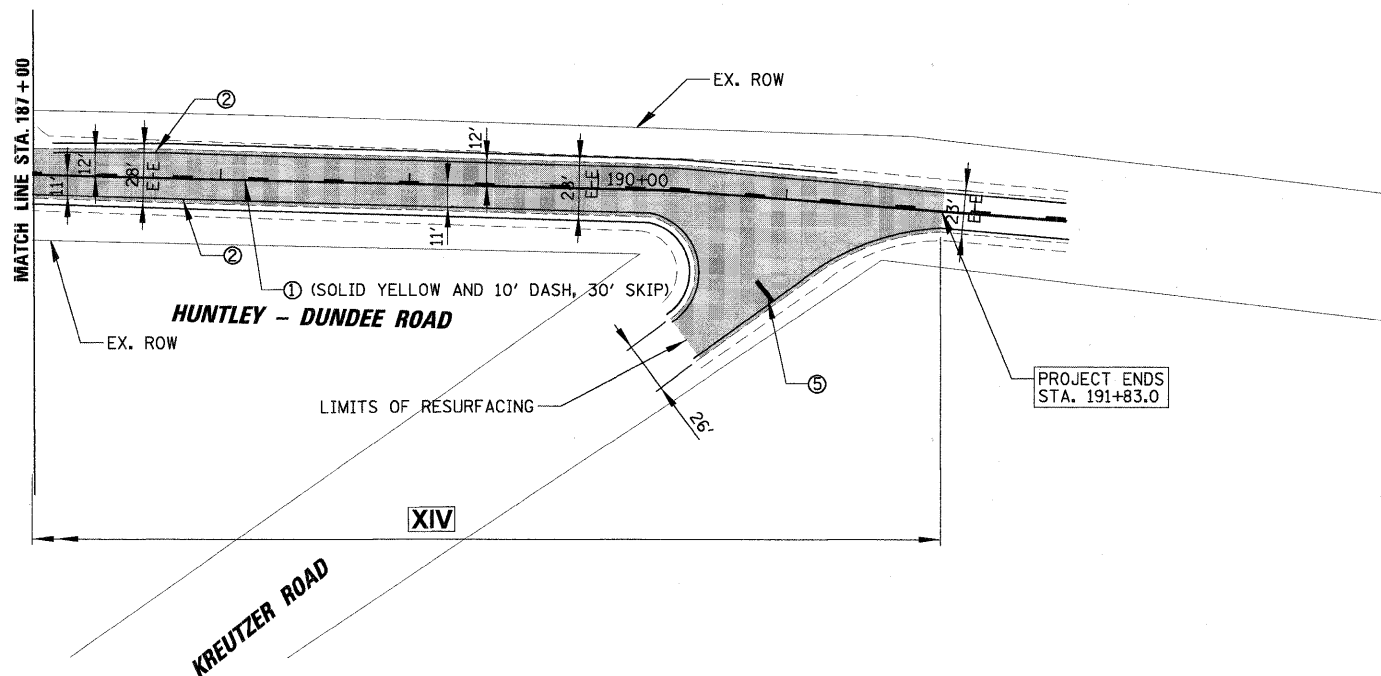
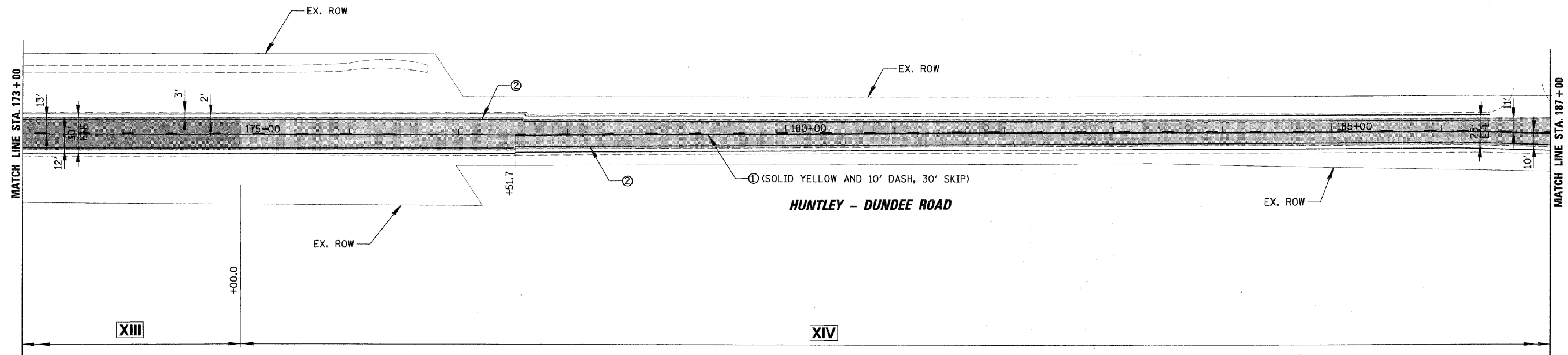


- LEGEND**
- PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
 - PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
 - PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
 - PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
 - PROPOSED AREA REFLECTIVE CRACK CONTROL TREATMENT
 - PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 - DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT
 - PROPOSED ADA RAMP AT BIKE PATH (SEE DETAIL ON SHEET 14)
 - PROPOSED RAISED REFLECTIVE PAVEMENT MARKER

- LEGEND**
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 - ⑦ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- NOTE:**
ADJ - STRUCTURES TO BE ADJUSTED



FILE NAME =	USER NAME = MAGOLDEN	DESIGNED - LMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN HUNTLEY - DUNDEE ROAD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT DATE = 2/18/2009		DATE - 2/18/2009	REVISED -			ILLINOIS FED. AID PROJECT					
SCALE: 50'						SHEET NO. OF SHEETS		STA. TO STA.			



LEGEND

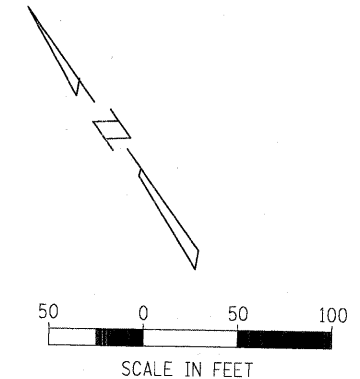
- PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
- PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
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- ⑦ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

NOTE:

ADJ - STRUCTURES TO BE ADJUSTED



FILE NAME =	USER NAME = MAGOLDEN	DESIGNED - LMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN HUNTLEY - DUNDEE ROAD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 2/18/2009		DATE - 2/18/2009	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE: 50'	SHEET NO.	OF	SHEETS	STA.	TO STA.			

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

CONSTRUCTION PROCEDURES

STAGE I (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12" 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" DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2" THICK HOT-MIX MATERIAL APPROVED BY THE ENGINEER.

STAGE II (AFTER PAVEMENT MILLING)

- A) REMOVE THE HOT-MIX MATERIAL AND CRUSHED STONE; REMOVE METAL PLATE
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS S1 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE.

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

LOCATION OF STRUCTURES

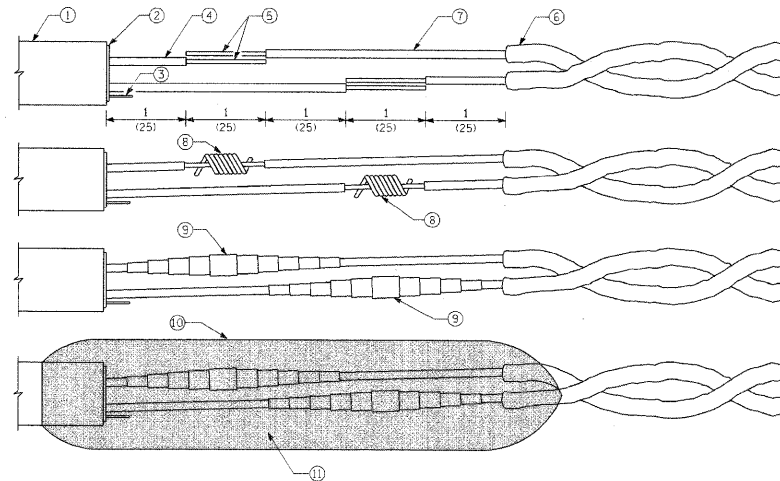
THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

STRUCTURE TO BE ADJUSTED.

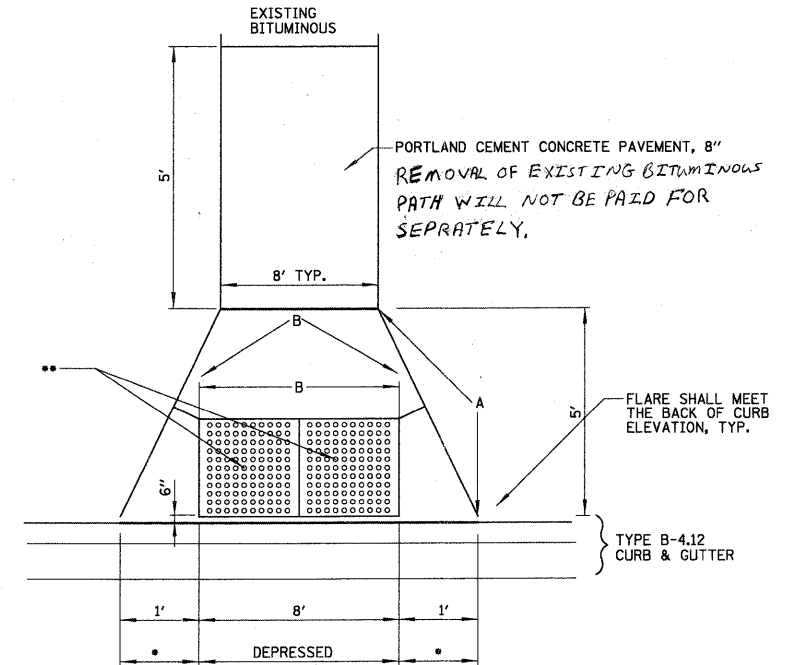
NOTES

- 1. 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.
- 2. 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.
- 3. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.



- 1 = Lead-in cable (single pair or multipair)
- 2 = Lead-in cable shield
- 3 = Lead-in cable shield drain-wire
- 4 = Lead-in cable insulated conductor
- 5 = Bare conductor
- 6 = Loop wire in tube
- 7 = Loop wire insulated conductor
- 8 = Twisted and resin soldered conductor
- 9 = Electrical tape insulated splice
- 10 = Rigid mold
- 11 = Waterproof and dielectric resin

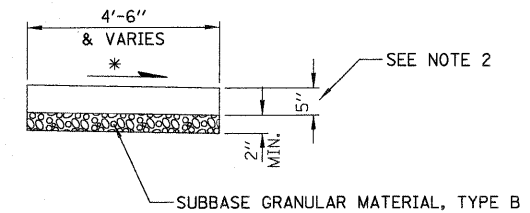
LOOP WIRE AND LEAD-IN CABLE SPLICE



- 1' TRANSITION FROM DEPRESSED CURB AND GUTTER TO FULL HEIGHT CURB AND GUTTER
- META PANEL APPROVED EQUAL DETECTABLE WARNING PLATES (SEE SPECIAL PROVISION), COLOR SELECTED BY VILLAGE
- A = 1/2" PREFORMED EXPANSION JOINT (TYP.)
- B = TOOLED OR SAWED CONTRACTION JOINT

ADA RAMP AT BIKE PATH

NOT TO SCALE



- CROSS SLOPE 2% OR AS SHOWN ON CROSS SECTIONS

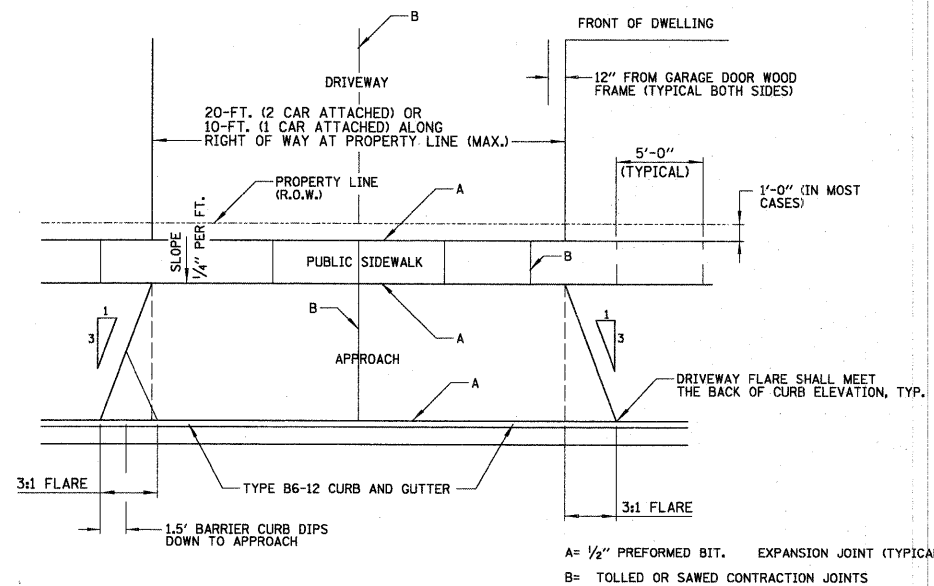
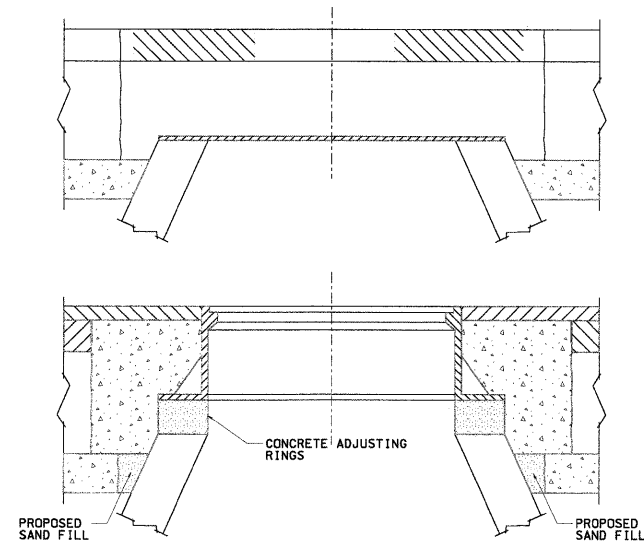
- 1. ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE P.C.C. SIDEWALK 5 INCH, REMOVE AND REPLACE
- 2. WHEN FORMS ARE REMOVED FROM THE SIDEWALK EITHER THE SIDEWALK SHALL BE BARRICADED OR BACKFIELD WITHIN 24 HOURS.
- 3. IDOT CL 1A SEED MIX, EROSION CONTROL BLANKET AND TOPSOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL AND REPLACEMENT.

P.C.C. SIDEWALK DETAIL

WHEN FORMS ARE REMOVED FROM THE SIDEWALK EITHER THE SIDEWALK SHALL BE BARRICADED OR BACKFIELD WITHIN 24 HOURS.

IDOT CL 1A SEED MIX, EROSION CONTROL BLANKET AND TOPSOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL AND REPLACEMENT.

PUBLIC SIDEWALK THICKNESS SHALL BE 6" AT RESIDENTIAL DRIVEWAYS AND 8" AT COMMERCIAL/INDUSTRIAL DRIVEWAYS.

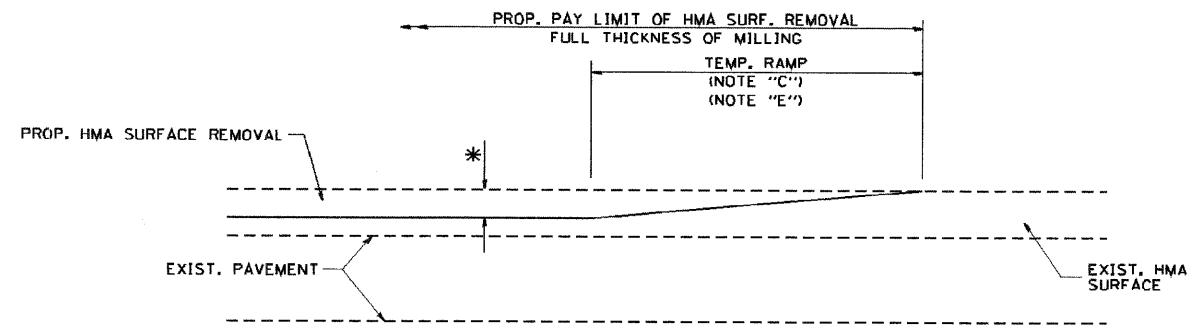


DRIVEWAY WITH A TYPE B-6.12 CURB AND GUTTER

GENERAL NOTES:

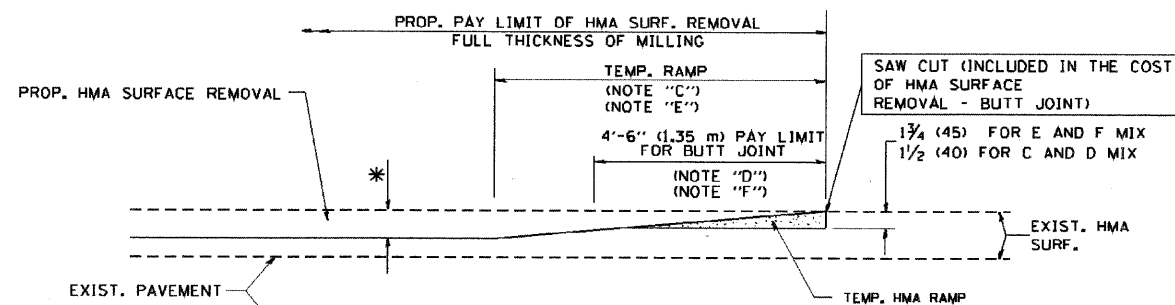
- 1. DRIVEWAY SHALL HAVE A MIN. SLOPE OF 2% AND MAX. SLOPE OF 6%.
- 2. APPROACH SHALL HAVE A MIN. SLOPE OF 2% AND MAX. OF 6%.
- 3. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED, (95% PROCTOR)
- 4. PUBLIC SIDEWALK SHALL BE 6" THICK P.C. CONCRETE AT DRIVEWAY. (NO WIRE MESH)
- 5. MINIMUM THICKNESS FOR APPROACH. (NO WIRE MESH) THIS WILL BE PAID FOR BY THE FOLLOWING ITEMS:
 - A. 7" THK. P.C. CONCRETE ON 2" AGGREGATE BASE COURSE TYPE B OR
 - B. 3" THK. HOT-MIX ASPHALT SURFACE, MIX "C" N50 ON 6" AGGREGATE BASE COURSE TYPE B

FILE NAME =	USER NAME = MAGOLDEN	DESIGNED - LMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONSTRUCTION DETAILS				F.A. RTE. 0035	SECTION 08-00033-00-RS	COUNTY McHENRY	TOTAL SHEETS 19	SHEET NO. 14
N:\Huntley\070103\070103.00011\Civil\det.	70103.00011-01.sht	DRAWN - MAG	REVISED -		SCALE: NTS	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 63141		
	PLOT SCALE = 5'	CHECKED - LMF	REVISED -								ILLINOIS FED. AID PROJECT		
	PLOT DATE = 2/18/2009	DATE - 2/18/2009	REVISED -										



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

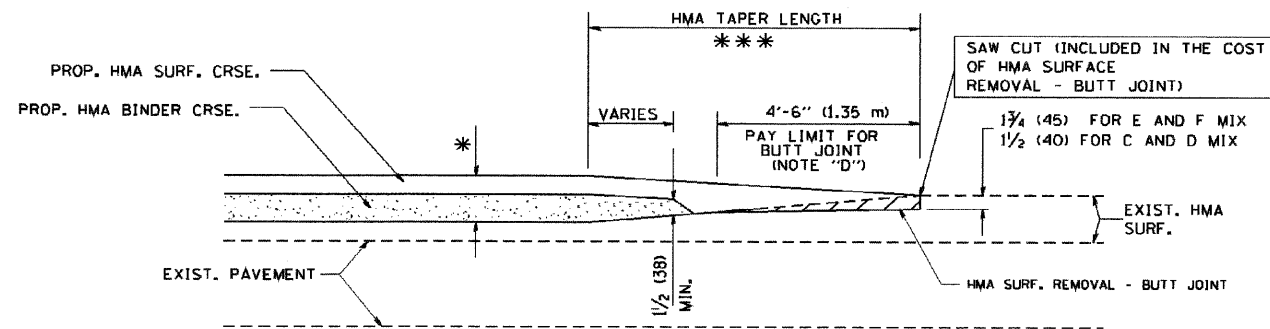
OPTION 1



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

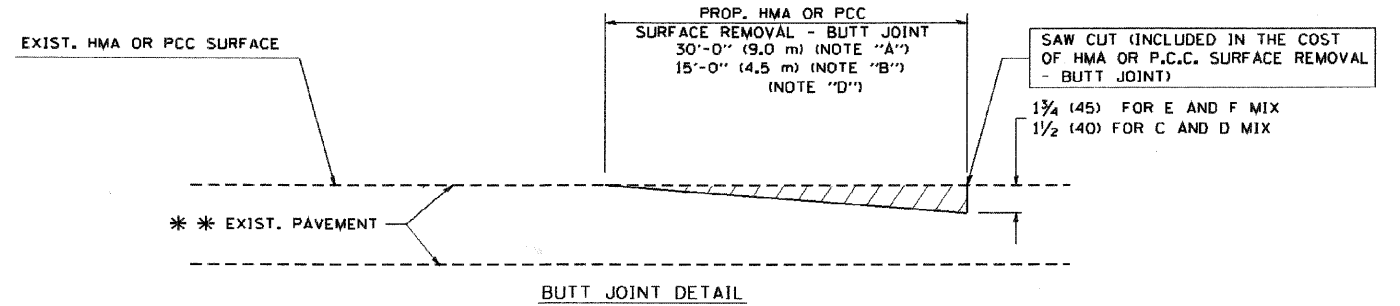
OPTION 2

TYPICAL TEMPORARY RAMP

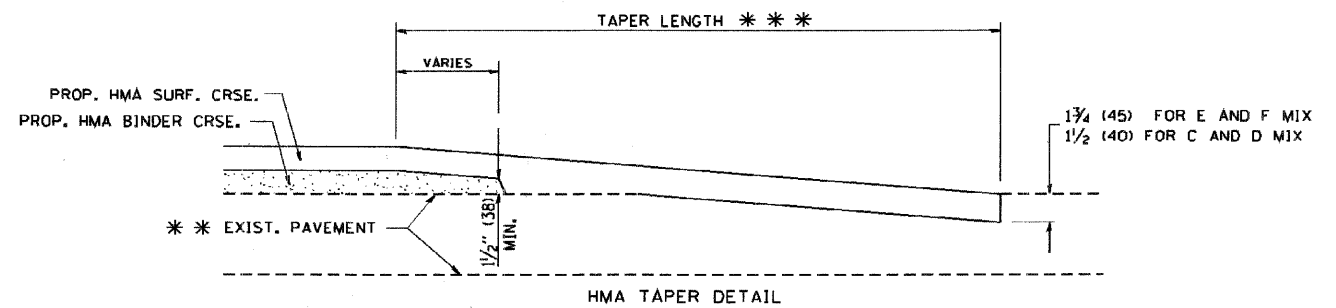


BUTT JOINT AND
HMA TAPER

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 = geglrenobt

DESIGNED - M. DE YONG

REVISED - R. SHAH 10-25-94

DRAWN -

REVISED - A. ABBAS 03-21-97

PLOT SCALE = 50.0000 1/4 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

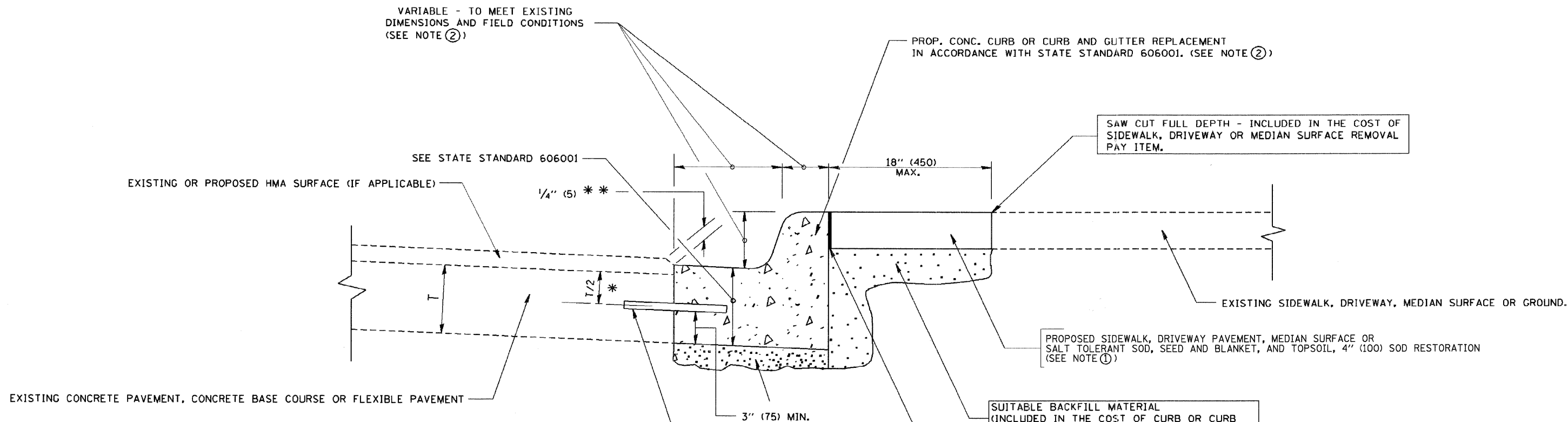
BUTT JOINT AND
HMA TAPER DETAILS

SCALE: NONE

SHEET NO. 1 OF 1 SHEETS

STA. TO STA.

F.A. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0035	08-00033-00-RS	McHENRY	19	15
BD400-05 BD32			CONTRACT NO. 63141	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SALT TOLLERANT SOD, SEED AND BLANKET, 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, DRIVEWAY REMOVAL AND REPLACEMENT, AND/OR SIDEWALK 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.

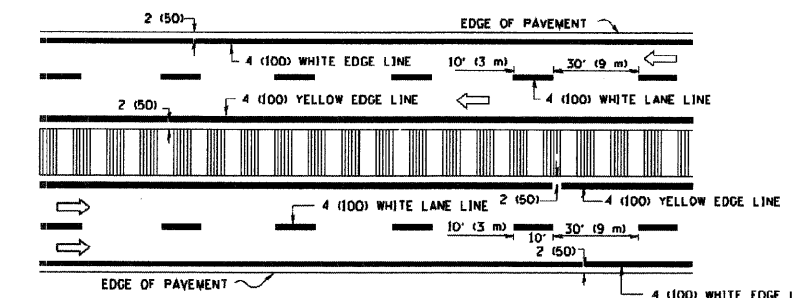
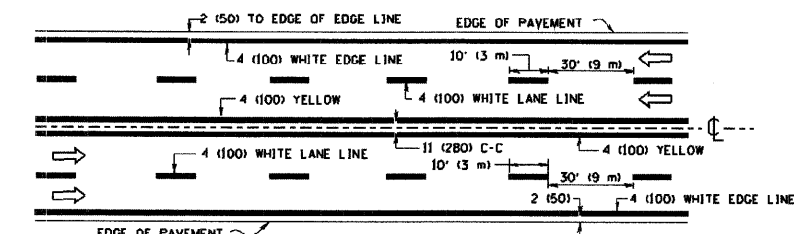
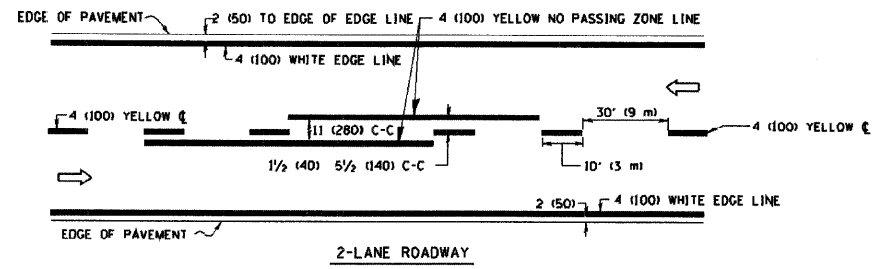
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

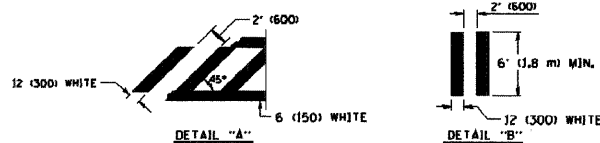
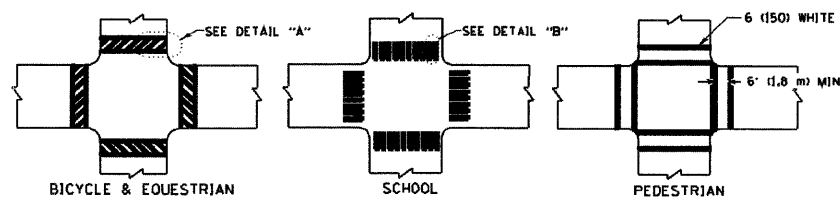
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME - W:\d\statd\22x34\bd24.dgn	USER NAME - gaglianob	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.
						0035	08-00033-00-RS	McHENRY	19	16
							BD600-06 (BD-24)			CONTRACT NO. 63141
							FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		

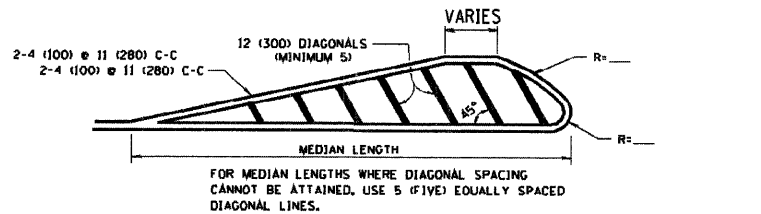
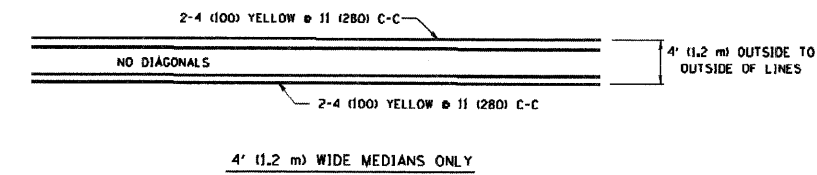


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

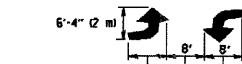
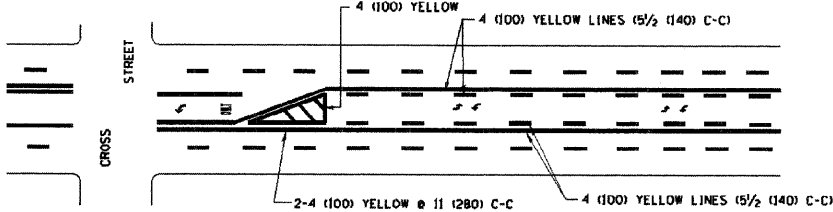


TYPICAL CROSSWALK MARKING



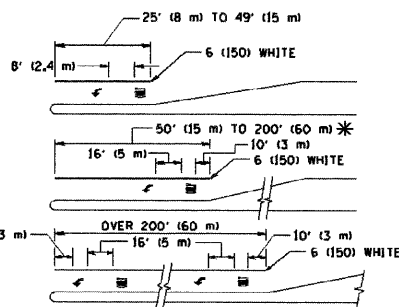
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

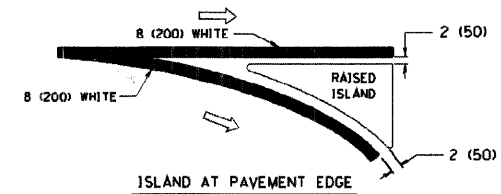
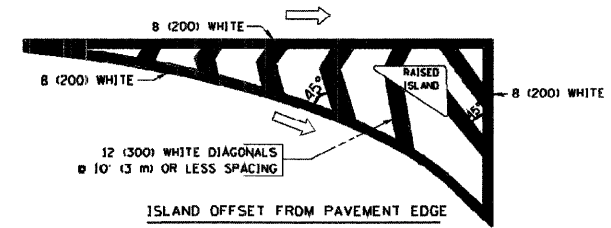
TYPICAL PAINTED MEDIAN MARKING



* 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 BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW 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' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) 8' (2.4 m) 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 & BIKE & EQUESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW 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" 15 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 30MPH (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 = W:\distatd\22\34\td13.dgn
USER NAME = gegl1erobot

DESIGNED - EVERS
DRAWN -
CHECKED -
DATE - 03-19-90

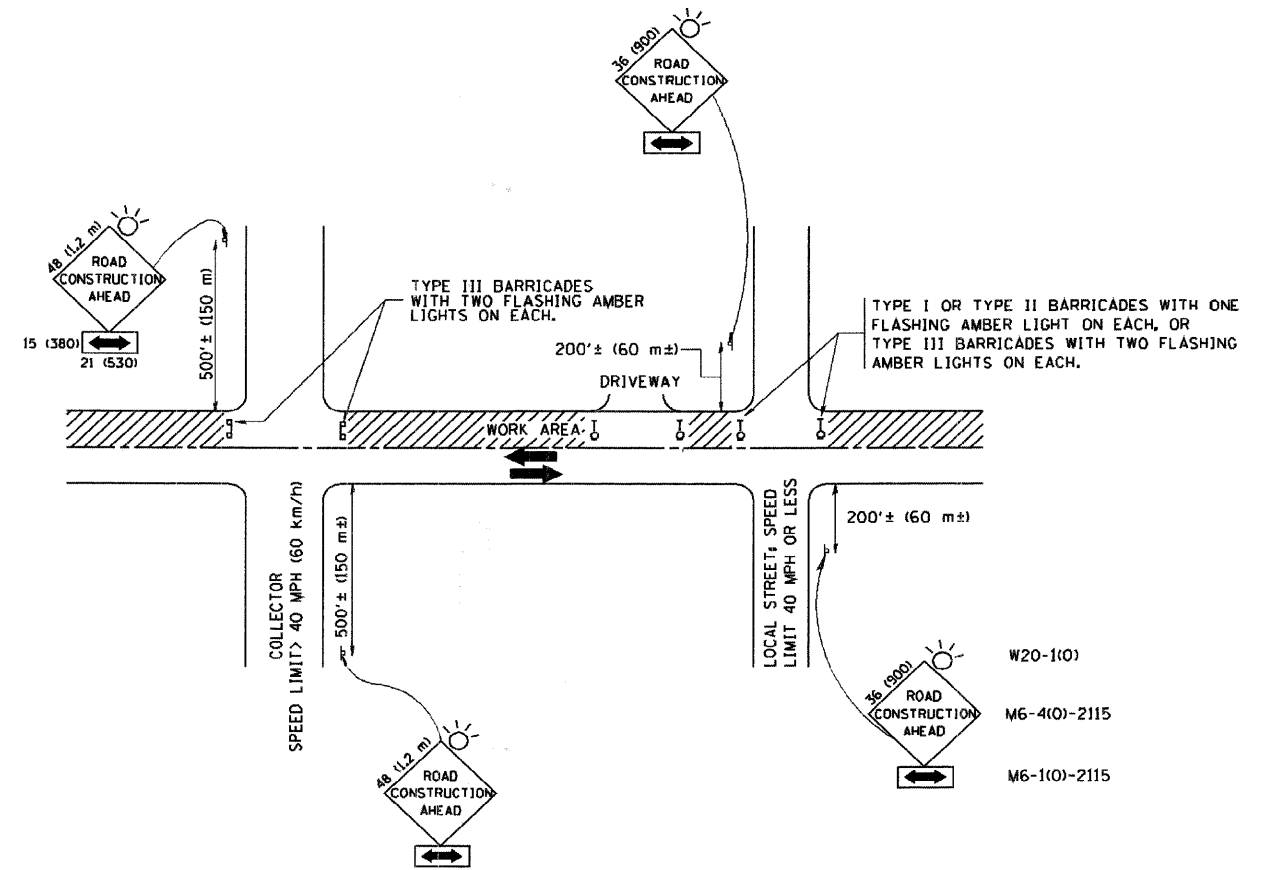
REVISED - T. RAMMACHER 10-27-94
REVISED - A. HOUSEH 10-09-96
REVISED - A. HOUSEH 10-17-96
REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE. 0035
SECTION 08-00033-00-RS
COUNTY McHENRY
TOTAL SHEETS 19
SHEET NO. 17
CONTRACT NO. 63141
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.

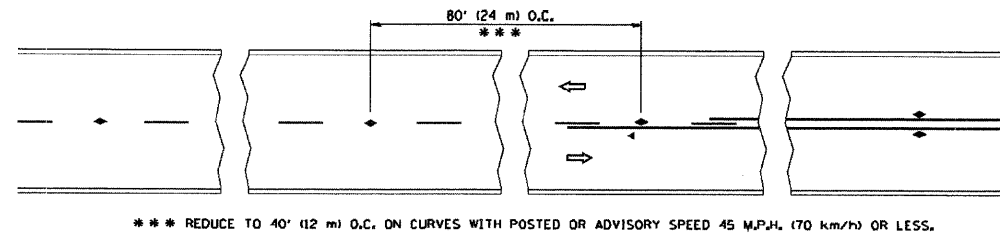
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME = W:\diststd\22x34\td0.dgn	USER NAME = geglianabt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

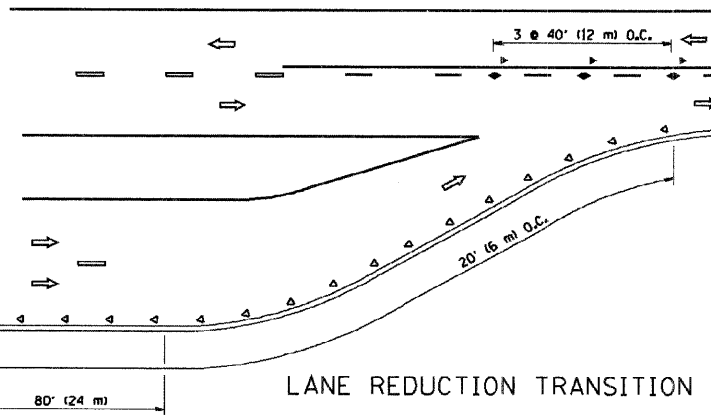
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0035	08-00033-00-RS	McHENRY	19	18
TC-10			CONTRACT NO. 63141	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

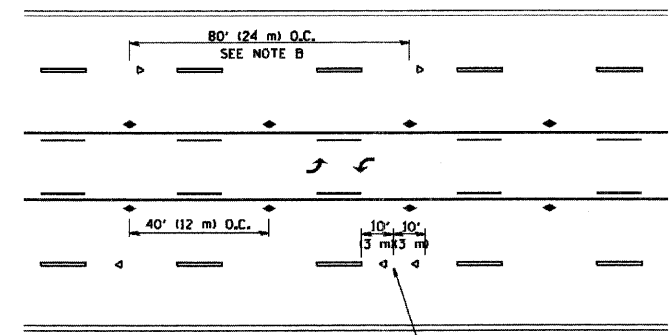


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

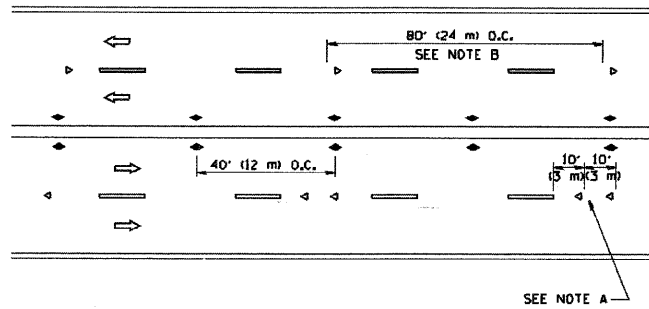
TWO-LANE/TWO-WAY



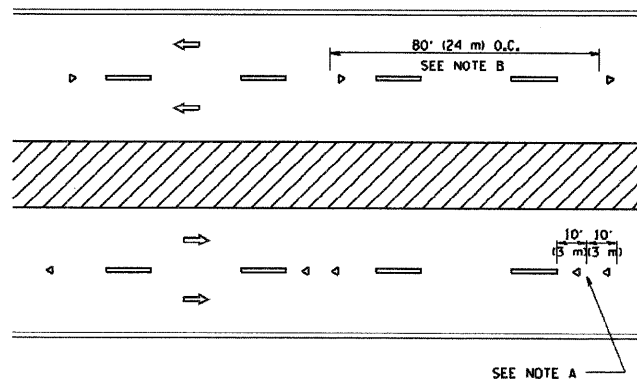
LANE REDUCTION TRANSITION



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

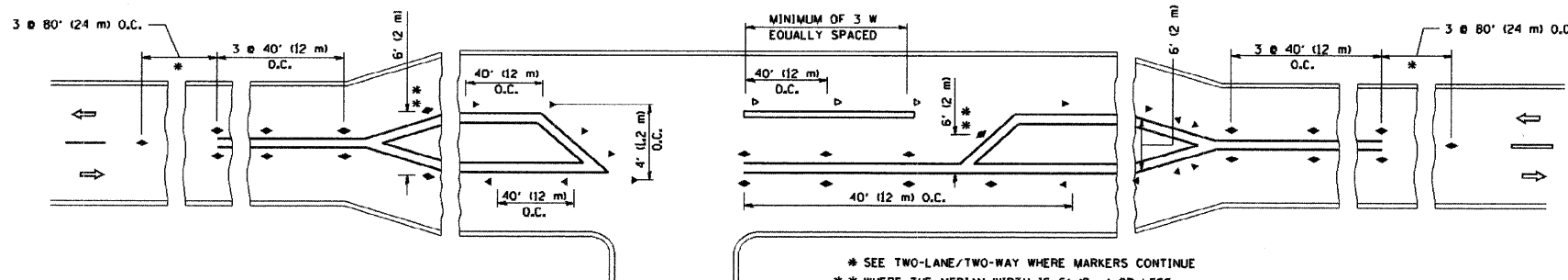
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◄ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.



LEFT TURN

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

FILE NAME = W:\distatd\22x34\tdl.dgn	USER NAME = gaglianab	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000 1/32"	DRAWN -	REVISED - T. RAMMACHER 03-12-99					0035	08-00033-00-RS	McHENRY	19	19
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 01-06-00		TC-11			CONTRACT NO. 63141				
		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			