

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY

FAU ROUTE 3805 (NEWPORT BOULEVARD)  
FAP 361 (STEARNS ROAD) TO DEVON AVENUE  
SECTION 11-00088-00-RS  
PROJECT M-9003(801)  
RESURFACING  
VILLAGE OF BARTLETT  
DUPAGE COUNTY  
C-91-459-11

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3805	11-00088-00-RS	DUPAGE	21	1
		ILLINOIS	CONTRACT NO.	63604

FOR INDEX OF SHEETS, SEE SHEET NO. 2  
FOR HIGHWAY STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA

ADT:  
NEWPORT BOULEVARD 4,800 VPD (2008)

POSTED SPEED

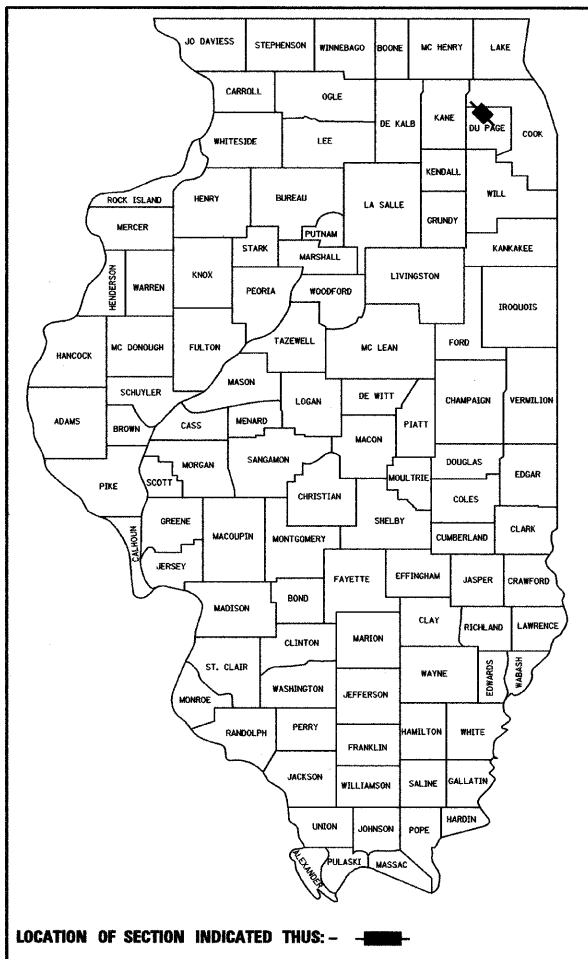
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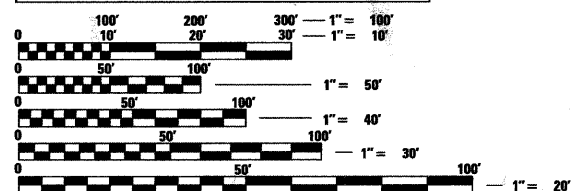
DESIGN DESIGNATION

FAU 3805 (NEWPORT BOULEVARD) - URBAN COLLECTOR



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

Know what's below.  
Call before you dig.



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.

420 NORTH FRONT STREET, SUITE 100 | McHENRY, ILLINOIS 60050  
Phone: 815.385.1778 | Toll Free: 800.728.7805 | Fax: 815.385.1781 | HRGreen.com  
ILLINOIS PROFESSIONAL DESIGN FIRM #184-001322

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

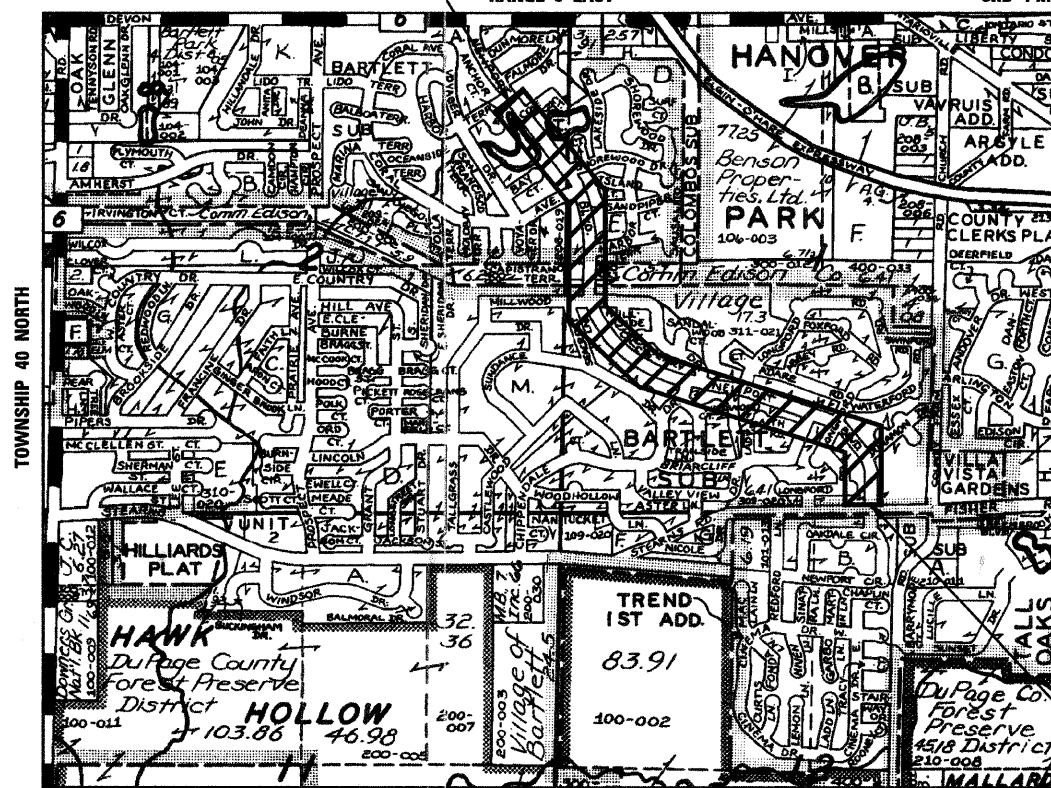
CONTRACT NO. 63604

PROJECT BEGINS  
STA. 514 + 55

PROJECT LOCATION MAP  
WAYNE TOWNSHIP  
N.T.S.

RANGE 9 EAST

3RD PM



PROJECT ENDS  
STA. 582 + 41

PROJECT LENGTH  
NET LENGTH OF IMPROVEMENT (NEWPORT BOULEVARD) = 6,786 FT (1.29 MI)  
GROSS LENGTH OF PROJECT = 6,786 FT (1.29 MI)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

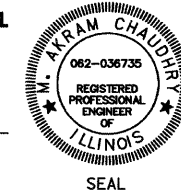
APPROVED May 11 20 11  
*Paul J. Kuster*  
VILLAGE OF BARTLETT

PASSED MAY 27 20 11  
*C. Holt*  
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID  
BASED ON LIMITED REVIEW MAY 31, 20 11  
*Diane M. O'Keefe*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGN & SEAL

*Akram Chaudhry*  
AKRAM CHAUDHRY, P.E.  
EXPIRES: 11-30-2011



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OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406 SCHAUMBURG, IL

COMPANY NAME: HRGreen  
PROJECT CONTACT: J. STRZALKA  
DATE PLOTTED: 5/11/2011 10:26:16 PM  
FILE NAME: M:\9003\9003-1050\9003-1050-001-AS-15.dwg  
PLOT DRIVER: McHenry-1050-001-AS-15.dwt  
STANDARD: TRANS.TBL

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- 1 COVER SHEET
- 2 GENERAL NOTES, HIGHWAY STANDARDS AND BENCHMARKS
- 3 SUMMARY OF QUANTITIES
- 4 TYPICAL SECTIONS
- 5-7 PROPOSED PLAN
- 8-10 DRAINAGE PLAN
- 11-21 CONSTRUCTION DETAILS

**HIGHWAY STANDARDS**

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 424001-05 CURB RAMPS FOR SIDEWALKS
- 442201-03 CLASS C AND D PATCHES
- 602001-02 CATCH BASIN-TYPE A
- 602301-03 INLET-TYPE A
- 602601-02 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 604036-02 GRATE TYPE 8
- 604051-03 FRAME AND GRATE TYPE 11
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701101-02 OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
- 701427 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≤ 40 MPH
- 701602-05 URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
- 701701-07 LANE CLOSURE, MULTILANE INTERSECTION
- 701801-04 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 701901-01 TRAFFIC CONTROL DEVICES
- 886001-01 DETECTOR LOOP INSTALLATIONS

**BENCHMARKS**

- BM1: NORTHEAST BOLT ON TOP FLANGE OF HYDRANT LOCATED APPROXIMATELY 135 FEET SOUTH OF THE CENTERLINE OF DUNMORE LANE AND ON THE EAST SIDE OF NEWPORT BLVD. ELEVATION=794.66 NAVD88
- BM2: TAG BOLT ON TOP FLANGE OF HYDRANT LOCATED ON WEST SIDE OF NEWPORT BLVD. AND IN FRONT OF THE GEORGE RUZICKA BASEBALL FIELDS. ELEVATION=806.32 NAVD88
- BM3: TAG BOLT ON TOP FLANGE OF 1ST HYDRANT LOCATED SOUTH OF DUNAMON DRIVE AND ON THE EAST SIDE OF NEWPORT BLVD. ELEVATION=803.91 NAVD88

**GENERAL NOTES**

1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), JANUARY 1, 2007.
2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
3. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
5. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
6. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM IDOT OR VILLAGE.
7. SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
8. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
9. OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
10. THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO USE OF THE WATER.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SWEEPING AND CLEANING STREETS OF ANY DEBRIS AND MATERIAL THAT HAS ACCUMULATED AS A RESULT OF THE CONSTRUCTION ACTIVITY. A MECHANICAL SWEEPER, MECHANICALLY DRIVEN AIR AND HANDWORK WITH SHOVEL AND BROOM SHALL BE UTILIZED TO PROVIDE A CLEAN STREET FOR THE MOTORING PUBLIC, WITHIN 24 HOURS OF PLACING PRIME COAT AND THE LAYING OF HMA, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE STANDING WATER, EARTH, WEEDS, LEAVES, DIRT, CONSTRUCTION DEBRIS AND ALL LOOSE MATERIAL.
12. THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SUCH SIGNS THAT INTERFERE WITH CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING AND MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
13. AT LOCATIONS OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, RESTORATION WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH THE STANDARD DETAIL. SODDING, SALT TOLERANT WILL BE MEASURED FOR PAYMENT ONLY AT LOCATIONS OF PROPOSED STORM SEWER AND PIPE UNDERDRAIN WORK.

BOXED ITEMS INDICATE WORK INCIDENTAL TO THE CONTRACT OR BY OTHERS.

**GENERAL NOTES (CONT.)**

**STORM SEWERS, WATER MAINS, AND UTILITIES**

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
2. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.
4. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
5. THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE VILLAGE FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.
6. PIPE UNDERDRAIN CONNECTIONS TO STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF PIPE UNDERDRAINS 6" (SPECIAL).
7. STORM SEWER PIPE CONNECTIONS TO EXISTING DRAINAGE STRUCTURES WILL BE CORE DRILLED AND INCLUDED IN THE COST OF STORM SEWER CONNECTION, SPECIAL. AT LOCATIONS OF DRAINAGE STRUCTURE REMOVAL AND REPLACEMENT, ANY EXISTING STORM SEWERS WILL BE CONNECTED TO THE NEW STRUCTURE AND WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF THE ITEM BEING INSTALLED. CONNECTION OF PROPOSED DRAINAGE STRUCTURES ON EXISTING STORM SEWER PIPES WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF THE ITEM BEING INSTALLED.

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 Illinois Professional Design Firm  
 # 184-001322

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PLOT DATE = 5/10/2011	CHECKED - TH	REVISED -
	DATE -	REVISED -

**VILLAGE OF BARTLETT**

**GENERAL NOTES, LIST OF STATE HIGHWAY STANDARDS AND BENCHMARKS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3805	11-00088-00-RS	DUPAGE	21	2
CONTRACT NO.			63604	
ILLINOIS FED. AID PROJECT				

**SUMMARY OF QUANTITIES**

SPECIALTY ITEMS (Δ)	SPECIAL PROVISION (*)	PAY ITEM NUMBER	PAY ITEM DESCRIPTION	UNITS	TOTAL QUANTITY	ROADWAY 70% FEDERAL 30% LOCAL 0005
		20800150	TRENCH BACKFILL	CU YD	73	73
	*	21400100	GRADING AND SHAPING DITCHES	FOOT	250	250
		40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3,455	3,455
		40600300	AGGREGATE (PRIME COAT)	TON	75	75
	*	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	640	640
		40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	4,380	4,380
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	3,135	3,135
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,195	1,195
	*	42400800	DETECTABLE WARNINGS	SQ FT	225	225
	*	44000163	HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2"	SQ YD	35,515	35,515
		44000600	SIDEWALK REMOVAL	SQ FT	1,195	1,195
		44201692	CLASS D PATCHES, TYPE II, 4 INCH	SQ YD	430	430
		44201694	CLASS D PATCHES, TYPE III, 4 INCH	SQ YD	430	430
		44201696	CLASS D PATCHES, TYPE IV, 4 INCH	SQ YD	215	215
		550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	114	114
		550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	199	199
	*	60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	2,575	2,575
		60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1
		60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	6	6
		60204805	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	1	1
		60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	8	8
		67100100	MOBILIZATION	L SUM	1	1
		70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1
		70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
		70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	10,540	10,540
Δ		78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	65	65
Δ		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	15,045	15,045
Δ		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2,050	2,050
Δ		78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	870	870
Δ		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	230	230
Δ		78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	610	610
Δ		78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	610	610
Δ	*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	190	190
	*	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	5,096	5,096
	*	Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	29	29
	*	Z0018700	DRAINAGE STRUCTURES TO BE REMOVED	EACH	8	8
	*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52
	*	X0656300	PAVEMENT REMOVAL AND REPLACEMENT	SQ YD	2,415	2,415
	*	X2520650	SODDING, SALT TOLERANT (SPECIAL)	SQ YD	2,018	2,018
	*	X5510100	STORM SEWER REMOVAL	FOOT	196	196
	*	XX000717	STORM SEWER CONNECTION, SPECIAL	EACH	3	3

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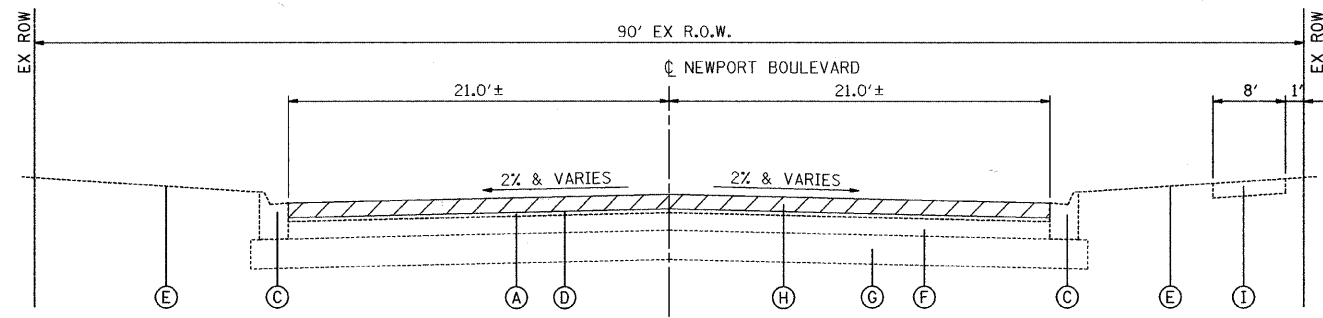
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**VILLAGE OF BARTLETT**

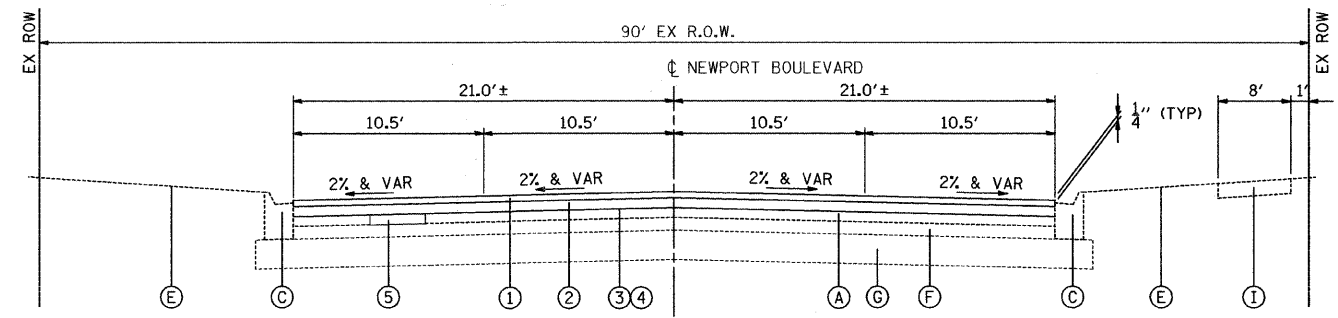
**SUMMARY OF QUANTITIES  
 NEWPORT BOULEVARD**

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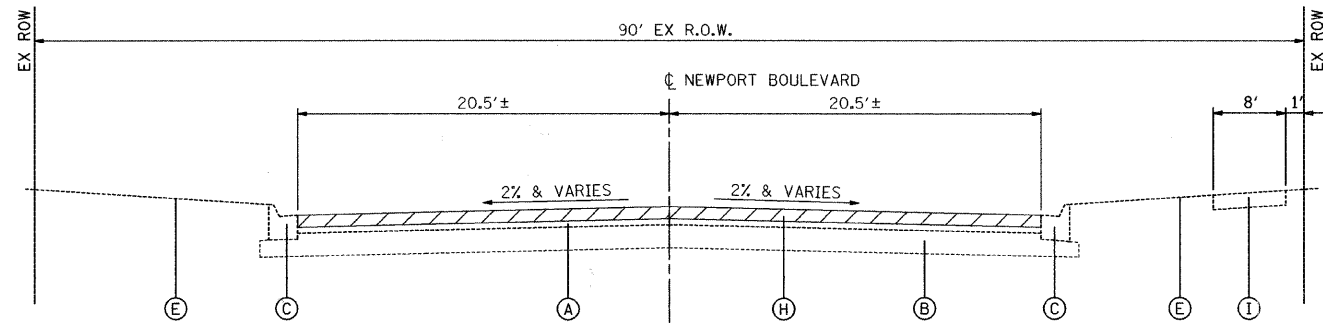
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CONTRACT NO. 63604				ILLINOIS FED. AID PROJECT



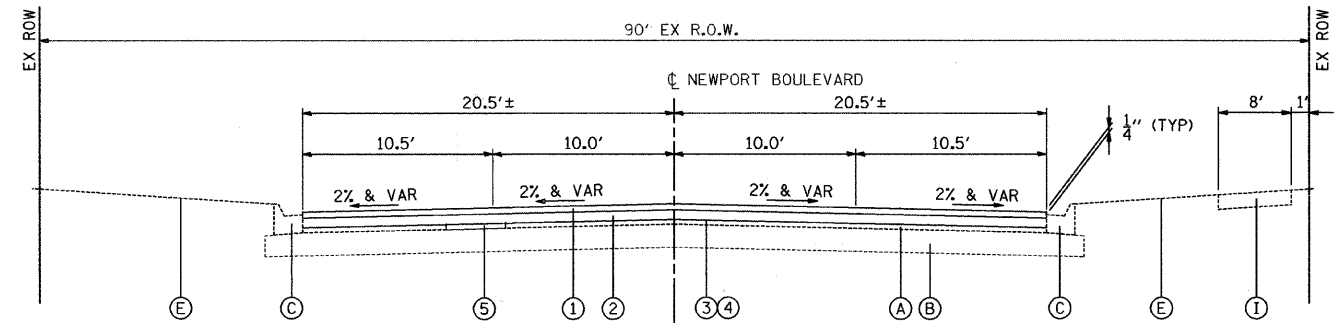
**EXISTING NEWPORT BOULEVARD**  
STA. 514+55 TO STA. 542+00



**PROPOSED NEWPORT BOULEVARD**  
STA. 514+55 TO STA. 542+00



**EXISTING NEWPORT BOULEVARD**  
STA. 542+00 TO STA. 582+27



**PROPOSED NEWPORT BOULEVARD**  
STA. 542+00 TO STA. 582+27

**NOTES:**  
RESTRIPING ONLY FROM  
STA. 582+27 TO STA. 582+41  
  
2% REVERSE CROWN  
STA 525+00 TO STA 538+00  
STA 540+00 TO STA 557+00

**NOTES:**  
RESTRIPING ONLY FROM  
STA. 582+27 TO STA. 582+41  
  
2% REVERSE CROWN  
STA 525+00 TO STA 538+00  
STA 540+00 TO STA 557+00

**EXISTING LEGEND**

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT; 6"±
- (B) AGGREGATE BASE COURSE; 12"±
- (C) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12 (SPOT REMOVAL AND REPLACEMENT AS DIRECTED BY THE ENGINEER)
- (D) AREA REFLECTIVE CRACK CONTROL TREATMENT
- (E) EXISTING GROUND
- (F) POZZOLANIC BASE COURSE; 9"±
- (G) LIME STABILIZED SUB-GRADE; 12"±
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2"
- (I) HOT-MIX ASPHALT SHARED USE PATH; 6"±

**PROPOSED LEGEND**

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 1 1/2"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2 1/4"
- (3) BITUMINOUS MATERIALS (PRIME COAT)
- (4) AGGREGATE (PRIME COAT)
- (5) CLASS D PATCHES, 4" (AS DIRECTED BY THE ENGINEER)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
<b>PAVEMENT RESURFACING</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm); 1 1/2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2 1/4"	4% @ 50 GYR
<b>PATCHING</b>	
CLASS D PATCHES, (HMA BINDER IL-19mm); 4"	4% @ 70 GYR
<b>PAVEMENT REMOVAL AND REPLACEMENT</b>	
CLASS D PATCHES, (HMA BINDER IL-19mm); 2 1/2"	4% @ 70 GYR

THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN  
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-28" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.  
FOR PERCENT OF RAP SEE DISTRICT ONE SPECIAL PROVISIONS.  
THE CONTRACTOR SHALL MILL BEFORE PATCHING.  
THE SURFACE COURSE SHALL BE INSTALLED 1/4" ABOVE THE GUTTER FLAG.

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 PROJECT CONTACT: JST  
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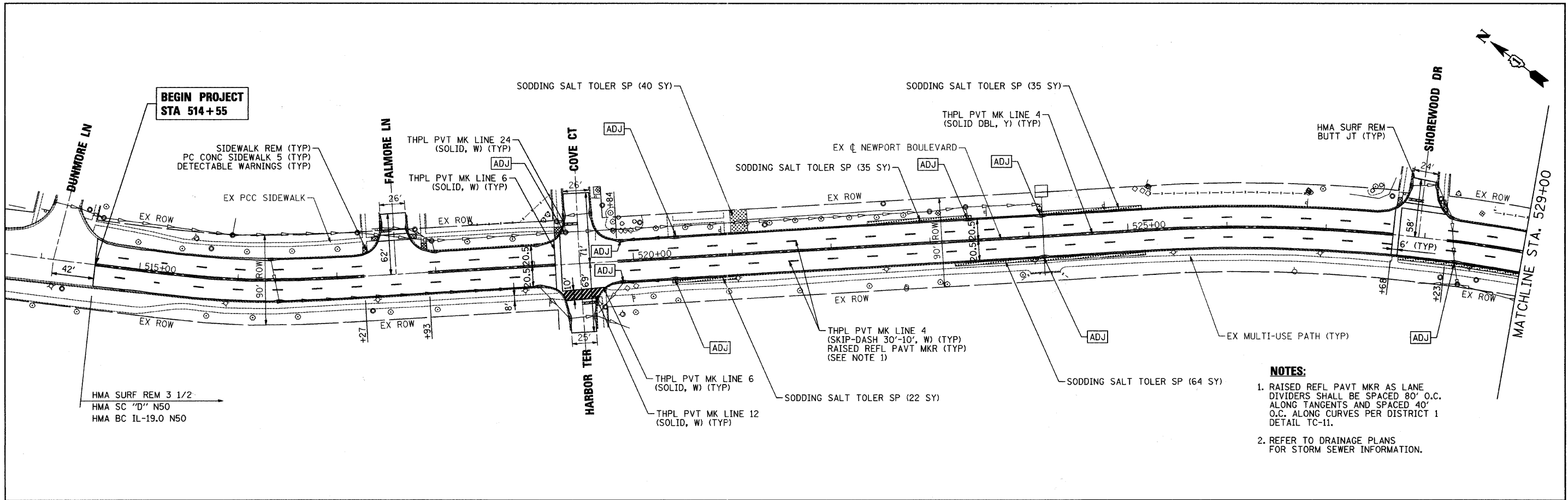
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**VILLAGE OF BARTLETT**

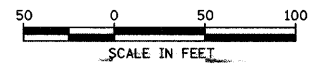
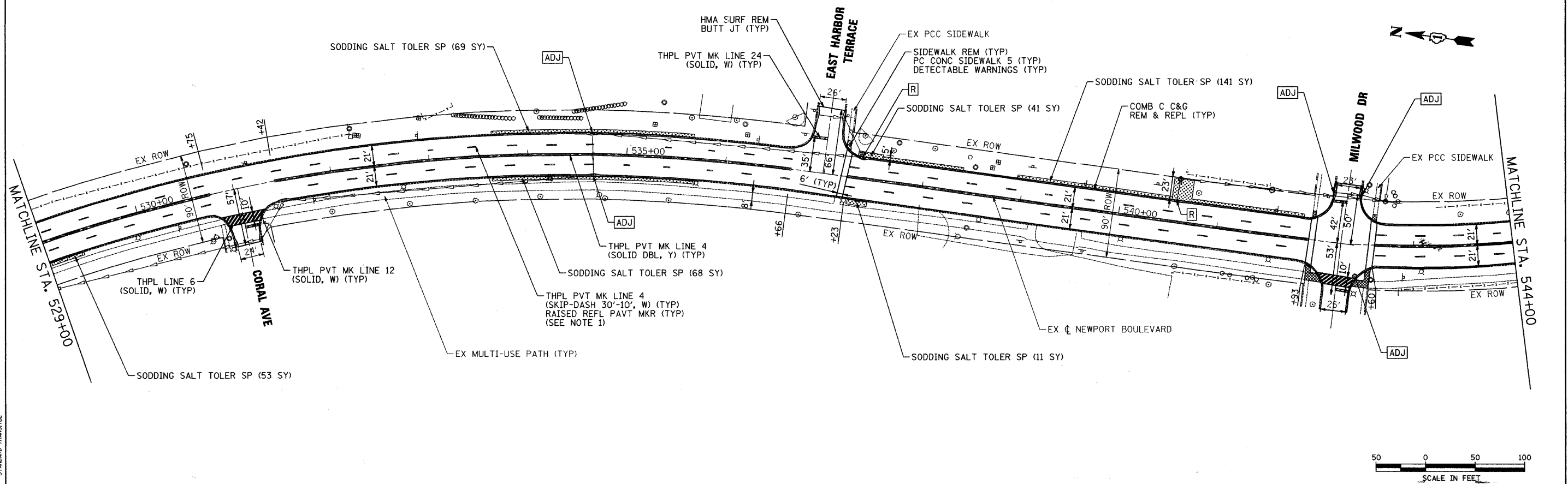
**TYPICAL SECTIONS  
NEWPORT BOULEVARD**

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

F.A.J. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 4
CONTRACT NO. 63604			ILLINOIS FED. AID PROJECT	

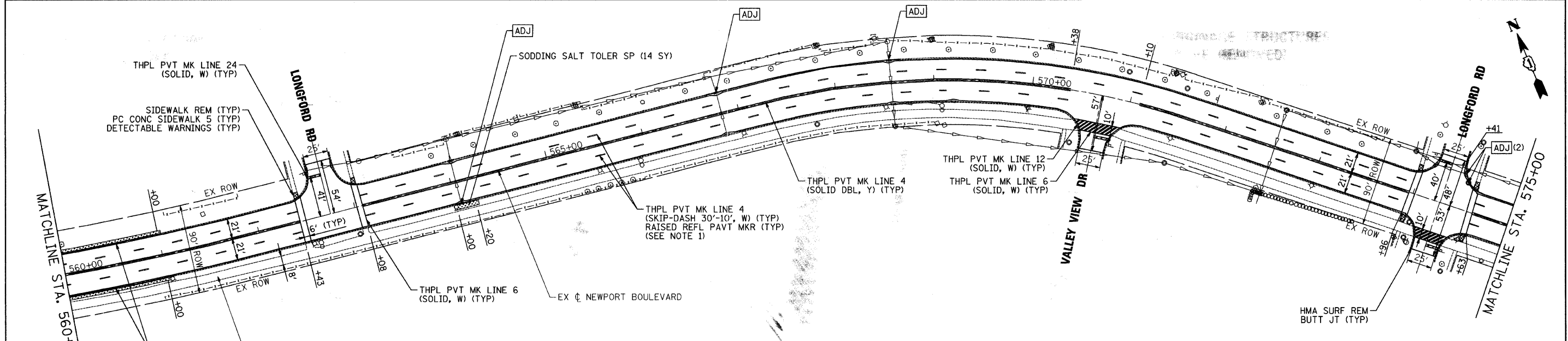
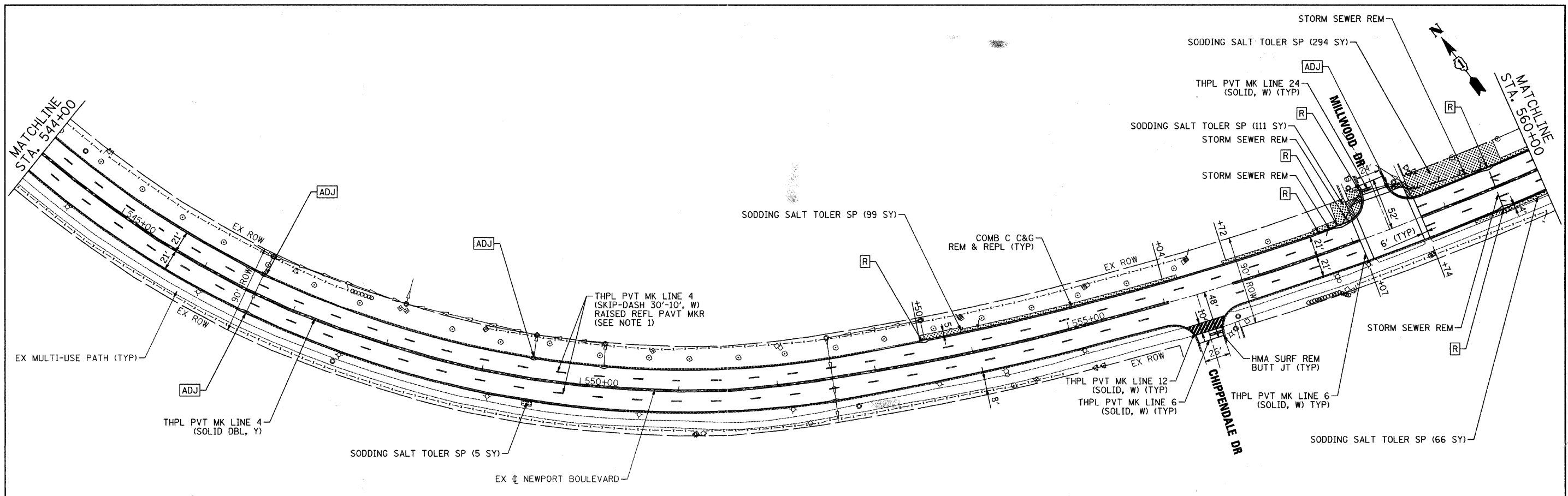


- NOTES:**
1. RAISED REFL PAVT MKR AS LANE DIVIDERS SHALL BE SPACED 80' O.C. ALONG TANGENTS AND SPACED 40' O.C. ALONG CURVES PER DISTRICT 1 DETAIL TC-11.
  2. REFER TO DRAINAGE PLANS FOR STORM SEWER INFORMATION.

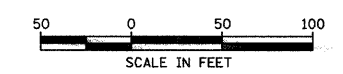


COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: J. J. Z. J.  
 DATE PLOTTED: 5/10/2011 9:46:03 AM  
 FILE NAME: 8699304-p01-01.dgn  
 PLOT DRIVER: McHenry-1050-20011-AS.IS.plt  
 PEN TABLE: STANDARD-TRANS.TBL

HRGreen.com Illinois Professional Design Firm # 164-001322	USER NAME = JSv-zal	DESIGNED - JJS	REVISED -	<b>VILLAGE OF BARTLETT</b> <b>PROPOSED PLAN</b> <b>NEWPORT BOULEVARD</b>	F.A.U. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 5
	PLOT SCALE = 1" = 50'	CHECKED - AC	REVISED -		SCALE: 1" = 50'	SHEET NO. 1 OF 3 SHEETS	STA. 514+55 TO STA. 544+00	CONTRACT NO. 63604	
PLOT DATE = 5/10/2011	DATE -	REVISED -	REVISED -	ILLINOIS FED. AID PROJECT					



- NOTES:**
1. RAISED REFL PAVT MKR AS LANE DIVIDERS SHALL BE SPACED 80' O.C. ALONG TANGENTS AND SPACED 40' O.C. ALONG CURVES PER DISTRICT 1 DETAIL TC-11.
  2. REFER TO DRAINAGE PLANS FOR STORM SEWER INFORMATION.

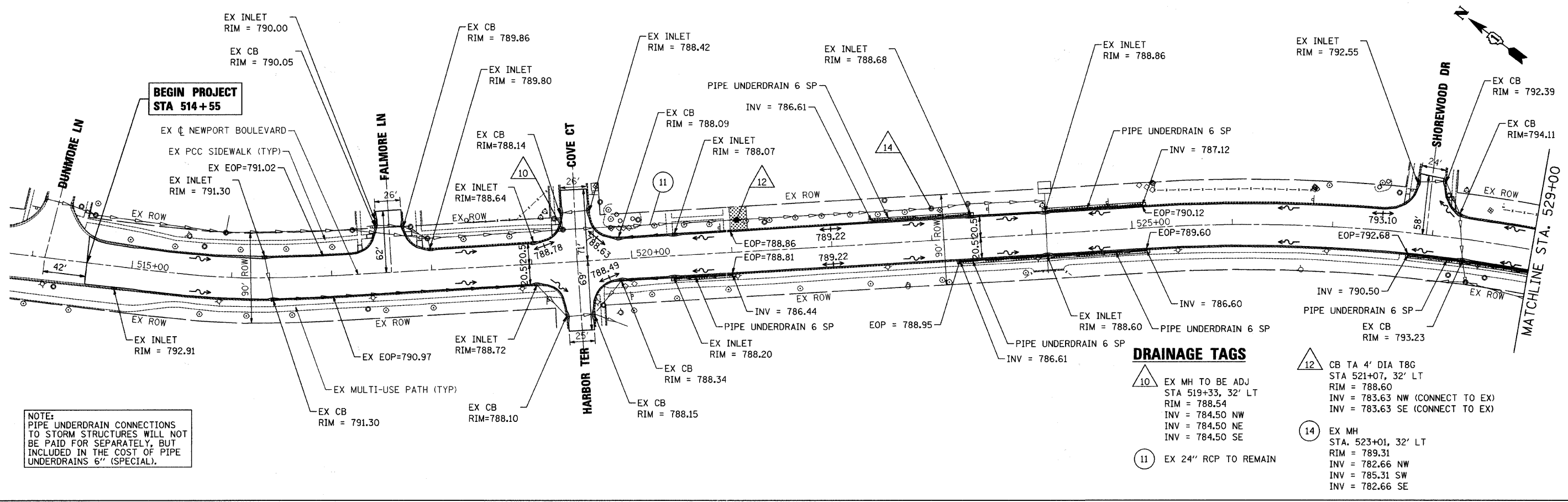


COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: JStzal  
 DATE PLOTTED: 5/10/2011 9:48:22 AM  
 FILE NAME: 8699304-sh-02.dwg  
 PLOT DRIVER: McHerry-1050-pd11r-AS.LSP  
 PEN TABLE: STANDARD-TRANS.TBL

HRGreen.com Illinois Professional Design Firm # 184-001322	USER NAME = JStzal	DESIGNED - JJS	REVISED -	<b>VILLAGE OF BARTLETT</b>	<b>PROPOSED PLAN</b> <b>NEWPORT BOULEVARD</b>			F.A.U. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 6
	PLOT SCALE = 1" = 50'	CHECKED - AC	REVISED -		SCALE: 1" = 50'	SHEET NO. 2 OF 3 SHEETS	STA. 544+00 TO STA. 575+00	CONTRACT NO. 63604 ILLINOIS FED. AID PROJECT				
	PLOT DATE = 5/10/2011	DATE -	REVISED -									



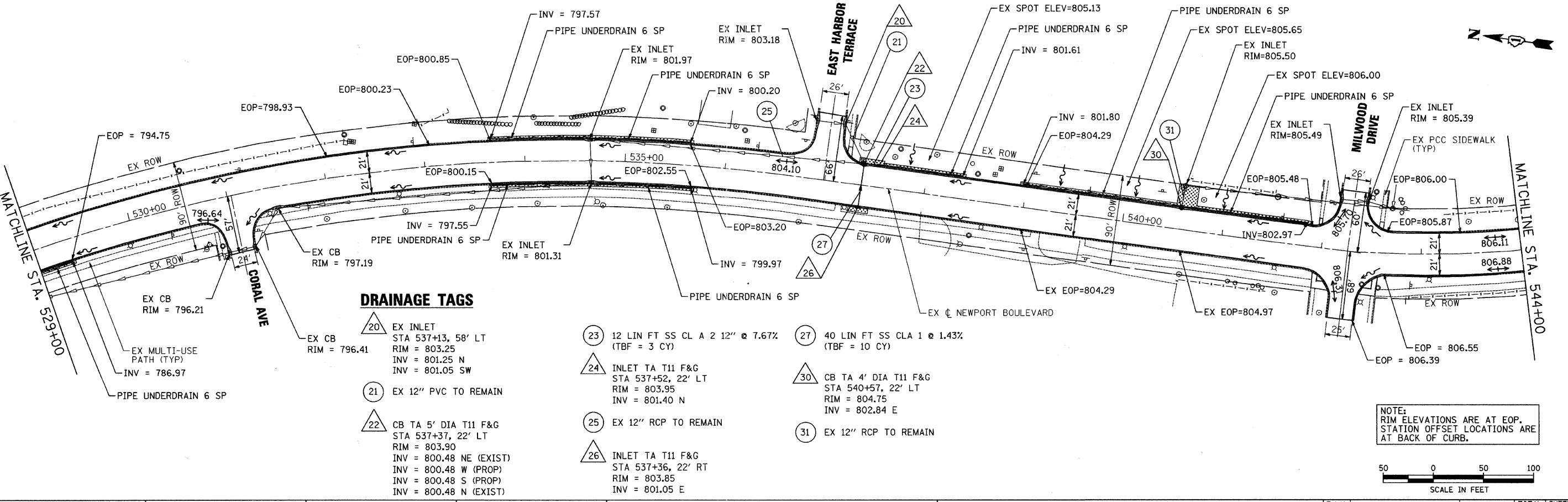




NOTE:  
PIPE UNDERDRAIN CONNECTIONS  
TO STORM STRUCTURES WILL NOT  
BE PAID FOR SEPARATELY, BUT  
INCLUDED IN THE COST OF PIPE  
UNDERDRAINS 6" (SPECIAL).

**DRAINAGE TAGS**

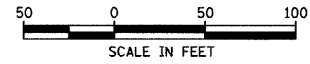
- 10 EX MH TO BE ADJ  
STA 519+33, 32' LT  
RIM = 788.54  
INV = 784.50 NW  
INV = 784.50 NE  
INV = 784.50 SE
- 11 EX 24" RCP TO REMAIN
- 12 CB TA 4' DIA T8G  
STA 521+07, 32' LT  
RIM = 788.60  
INV = 783.63 NW (CONNECT TO EX)  
INV = 783.63 SE (CONNECT TO EX)
- 14 EX MH  
STA. 523+01, 32' LT  
RIM = 789.31  
INV = 782.66 NW  
INV = 785.31 SW  
INV = 782.66 SE



**DRAINAGE TAGS**

- 20 EX INLET  
STA 537+13, 58' LT  
RIM = 803.25  
INV = 801.25 N  
INV = 801.05 SW
- 21 EX 12" PVC TO REMAIN
- 22 CB TA 5' DIA T11 F&G  
STA 537+37, 22' LT  
RIM = 803.90  
INV = 800.48 NE (EXIST)  
INV = 800.48 W (PROP)  
INV = 800.48 S (PROP)  
INV = 800.48 N (EXIST)
- 23 12 LIN FT SS CL A 2 12" @ 7.67%  
(TBF = 3 CY)
- 24 INLET TA T11 F&G  
STA 537+52, 22' LT  
RIM = 803.95  
INV = 801.40 N
- 25 EX 12" RCP TO REMAIN
- 26 INLET TA T11 F&G  
STA 537+36, 22' RT  
RIM = 803.85  
INV = 801.05 E
- 27 40 LIN FT SS CLA 1 @ 1.43%  
(TBF = 10 CY)
- 30 CB TA 4' DIA T11 F&G  
STA 540+57, 22' LT  
RIM = 804.75  
INV = 802.84 E
- 31 EX 12" RCP TO REMAIN

NOTE:  
RIM ELEVATIONS ARE AT EOP.  
STATION OFFSET LOCATIONS ARE  
AT BACK OF CURB.



COMPANY NAME: HRGreen.com  
PROJECT CONTACT: J. J. Zol  
DATE PLOTTED: 5/10/2011 9:46:57 AM  
FILE NAME: 86090304-drain-01.dwg  
PLOT DRIVER: MCHERRY-1050-pd11r-AS-LS.dpt  
PEN TABLE: STANDARD-TRANS.TBL

HRGreen.com  
Illinois Professional Design Firm  
# 184-001322

USER NAME = J. J. Zol	DESIGNED - JJS	REVISED -
PLOT SCALE = 1" = 50'	DRAWN - JPA	REVISED -
PLOT DATE = 5/10/2011	CHECKED - AC	REVISED -
	DATE -	REVISED -

**VILLAGE OF BARTLETT**

**DRAINAGE PLAN  
NEWPORT BOULEVARD**

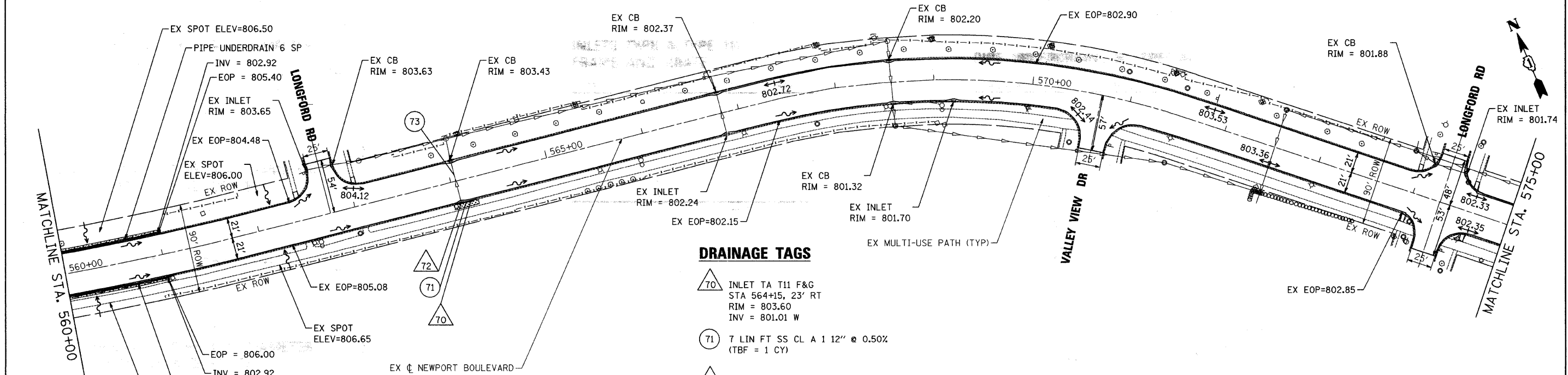
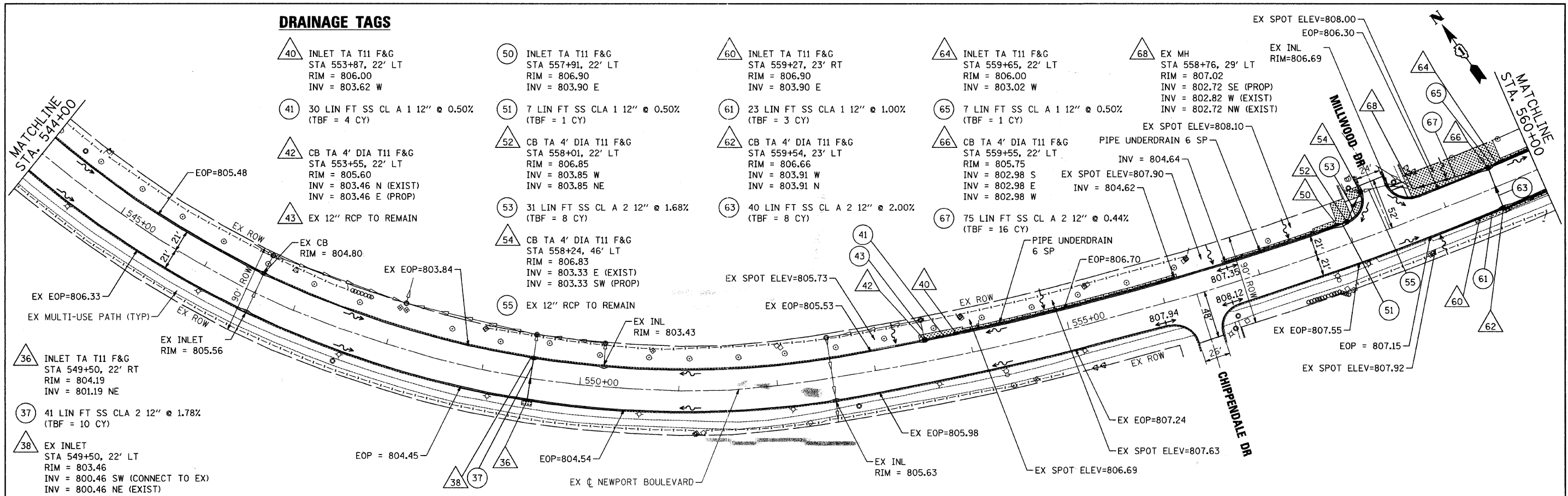
SCALE: 1" = 50' SHEET NO. 1 OF 3 SHEETS STA. 514+55 TO STA. 544+00

F.A.U. RTE. 3805	SECTION 11-00088-00	COUNTY DUPAGE	TOTAL SHEETS 24	SHEET NO. 8
ILLINOIS FED. AID PROJECT				CONTRACT NO. 63604



**DRAINAGE TAGS**

- 40 INLET TA T11 F&G  
STA 553+87, 22' LT  
RIM = 806.00  
INV = 803.62 W
- 41 30 LIN FT SS CL A 1 12" @ 0.50%  
(TBF = 4 CY)
- 42 CB TA 4' DIA T11 F&G  
STA 553+55, 22' LT  
RIM = 805.60  
INV = 803.46 N (EXIST)  
INV = 803.46 E (PROP)
- 43 EX 12" RCP TO REMAIN
- 50 INLET TA T11 F&G  
STA 557+91, 22' LT  
RIM = 806.90  
INV = 803.90 E
- 51 7 LIN FT SS CL A 1 12" @ 0.50%  
(TBF = 1 CY)
- 52 CB TA 4' DIA T11 F&G  
STA 558+01, 22' LT  
RIM = 806.85  
INV = 803.85 W  
INV = 803.85 NE
- 53 31 LIN FT SS CL A 2 12" @ 1.68%  
(TBF = 8 CY)
- 54 CB TA 4' DIA T11 F&G  
STA 558+24, 46' LT  
RIM = 806.83  
INV = 803.33 E (EXIST)  
INV = 803.33 SW (PROP)
- 55 EX 12" RCP TO REMAIN
- 60 INLET TA T11 F&G  
STA 559+27, 23' RT  
RIM = 806.90  
INV = 803.90 E
- 61 23 LIN FT SS CL A 1 12" @ 1.00%  
(TBF = 3 CY)
- 62 CB TA 4' DIA T11 F&G  
STA 559+54, 23' LT  
RIM = 806.66  
INV = 803.91 W  
INV = 803.91 N
- 63 40 LIN FT SS CL A 2 12" @ 2.00%  
(TBF = 8 CY)
- 64 INLET TA T11 F&G  
STA 559+65, 22' LT  
RIM = 806.00  
INV = 803.02 W
- 65 7 LIN FT SS CL A 1 12" @ 0.50%  
(TBF = 1 CY)
- 66 CB TA 4' DIA T11 F&G  
STA 559+55, 22' LT  
RIM = 805.75  
INV = 802.98 S  
INV = 802.98 E
- 67 75 LIN FT SS CL A 2 12" @ 0.44%  
(TBF = 16 CY)
- 68 EX MH  
STA 558+76, 29' LT  
RIM = 807.02  
INV = 802.72 SE (PROP)  
INV = 802.82 W (EXIST)  
INV = 802.72 NW (EXIST)



**DRAINAGE TAGS**

- 70 INLET TA T11 F&G  
STA 564+15, 23' RT  
RIM = 803.60  
INV = 801.01 W
- 71 7 LIN FT SS CL A 1 12" @ 0.50%  
(TBF = 1 CY)
- 72 EX INLET TO BE ADJ  
STA 564+05, 23' RT  
RIM = 803.47  
INV = 800.97 E (CONNECT TO EX)  
INV = 800.97 N (EXIST)
- 73 EX 12" RCP TO REMAIN

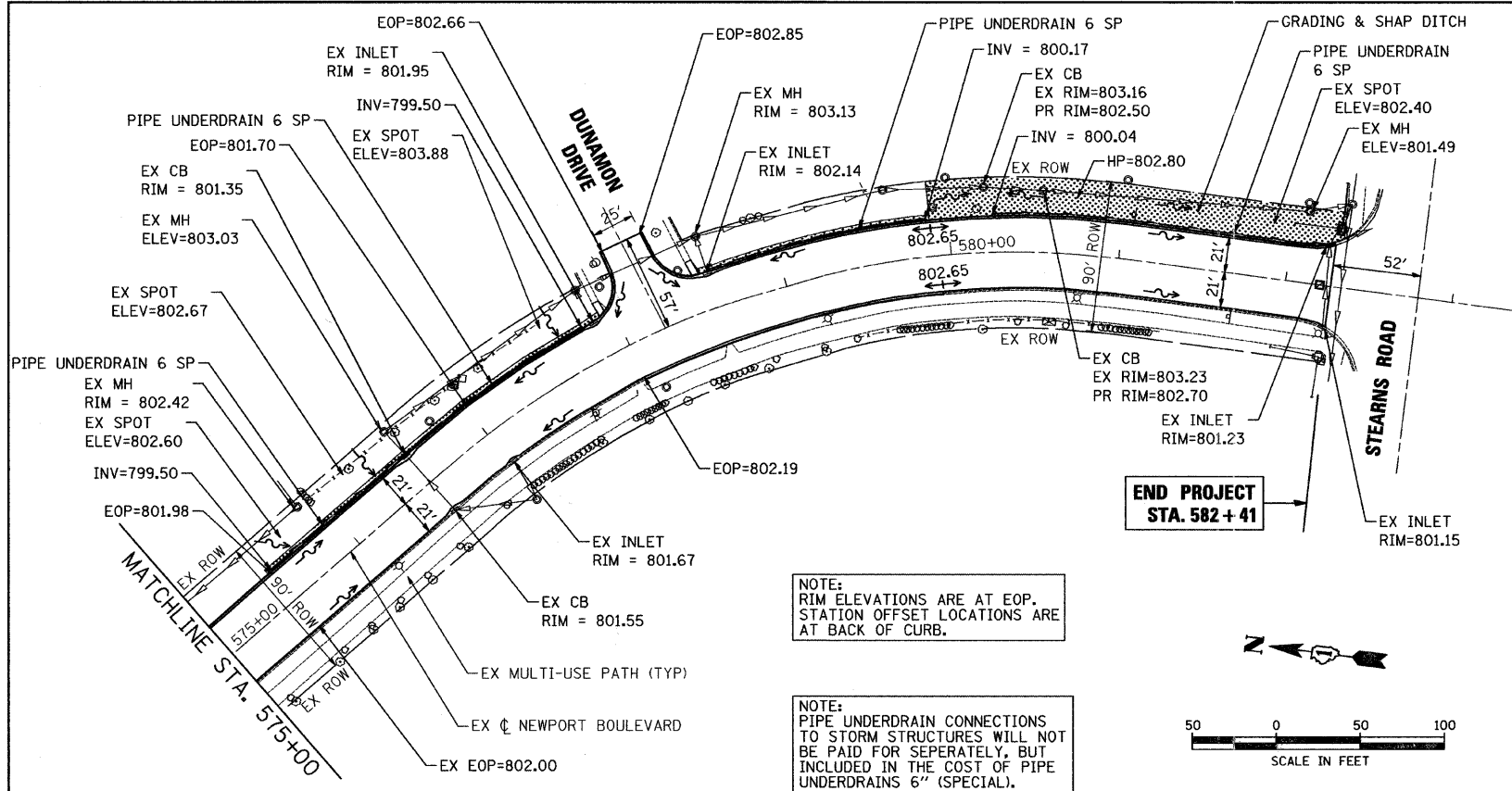
NOTE:  
PIPE UNDERDRAIN CONNECTIONS  
TO STORM STRUCTURES WILL NOT  
BE PAID FOR SEPERATELY, BUT  
INCLUDED IN THE COST OF PIPE  
UNDERDRAINS 6" (SPECIAL).

NOTE:  
RIM ELEVATIONS ARE AT EOP.  
STATION OFFSET LOCATIONS ARE  
AT BACK OF CURB.



COMPANY NAME: HRGreen.com  
PROJECT CONTACT: JStrozal  
DATE PLOTTED: 5/10/2011 9:16:14 AM  
FILE NAME: 8609304-draw-02.dwg  
PLOT DRIVER: McHenry-1050-dotter-AS-IS.dpf  
PEN TABLE: STANDARD-TRANS.TBL

HRGreen.com Illinois Professional Design Firm #184-001322	USER NAME = JStrozal	DESIGNED - JJS	REVISED -	<b>VILLAGE OF BARTLETT</b>  <b>DRAINAGE PLAN</b> <b>NEWPORT BOULEVARD</b>	F.A.U. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 9
	PLOT SCALE = 1" = 50'	CHECKED - AC	REVISED -		SCALE: 1" = 50'	SHEET NO. 2 OF 3 SHEETS		STA. 544+00 TO STA. 575+00	
	PLOT DATE = 5/10/2011	DATE -	REVISED -		ILLINOIS FED. AID PROJECT				



**CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE**

STRUCT #	LOCATION	STATION	OFFSET
12	EXNEWP	521+07	32' LT
<b>TOTAL =</b>			<b>1</b>

**CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE**

STRUCT #	LOCATION	STATION	OFFSET
32	EXNEWP	540+57	22' LT
42	EXNEWP	553+55	22' LT
52	EXNEWP	558+01	22' LT
54	EXNEWP	558+24	46' LT
62	EXNEWP	559+54	23' LT
66	EXNEWP	559+55	22' LT
<b>TOTAL =</b>			<b>6</b>

**CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 11 FRAME AND GRATE**

STRUCT #	LOCATION	STATION	OFFSET
22	EXNEWP	537+37	22' LT
<b>TOTAL =</b>			<b>1</b>

**INLETS, TYPE A, TYPE 11 FRAME AND GRATE**

STRUCT #	LOCATION	STATION	OFFSET
24	EXNEWP	537+52	22' LT
26	EXNEWP	537+36	22' RT
36	EXNEWP	549+50	22' RT
40	EXNEWP	553+87	22' LT
50	EXNEWP	557+91	22' LT
60	EXNEWP	559+27	23' RT
64	EXNEWP	559+65	22' LT
70	EXNEWP	564+15	23' RT
<b>TOTAL =</b>			<b>8</b>

**PIPE UNDERDRAINS 6" (SPECIAL)**

LOCATION	STATION	OFFSET	TO STATION	TO OFFSET	LENGTH (FT)
EXNEWP	520+41	22	521+00	23	60
EXNEWP	522+41	-24	523+40	-22	100
EXNEWP	523+27	23	524+14	21	88
EXNEWP	524+14	21	525+13	23	100
EXNEWP	524+14	-22	525+12	-24	98
EXNEWP	527+77	23	528+33	22	56
EXNEWP	528+33	22	529+34	24	100
EXNEWP	533+67	-24	534+65	-22	100
EXNEWP	533+66	23	534+66	22	100
EXNEWP	534+65	-22	535+64	-23	100
EXNEWP	535+66	22	535+67	23	100
EXNEWP	537+52	-22	538+36	-23	85
EXNEWP	538+97	-23	540+57	-22	160
EXNEWP	540+67	-23	541+83	-23	117
EXNEWP	553+87	-22	556+16	-23	230
EXNEWP	556+71	-23	557+91	-22	120
EXNEWP	559+65	-22	561+00	-23	134
EXNEWP	559+54	23	561+00	24	150
EXNEWP	575+50	-23	576+55	-22	106
EXNEWP	576+55	-22	577+80	-23	130
EXNEWP	578+58	-21	579+87	-23	135
EXNEWP	580+25	-23	582+23	-25	202
<b>TOTAL =</b>					<b>2,571</b>

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: JStrozal  
 DATE PLOTTED: 5/10/2011 9:16:30 AM  
 FILE NAME: 66090304-draw-03.dwg  
 PLOT DRIVER: McHenry-1000-pc11r-AS-IS.dif  
 PEN TABLE: STANDARD-TRANS.TBL

HRGreen.com  
 Illinois Professional Design Firm  
 # 194-001322

USER NAME = JStrozal  
 PLOT SCALE = 1" = 50'  
 PLOT DATE = 5/10/2011

DESIGNED - JJS  
 DRAWN - JPA  
 CHECKED - AC  
 DATE -

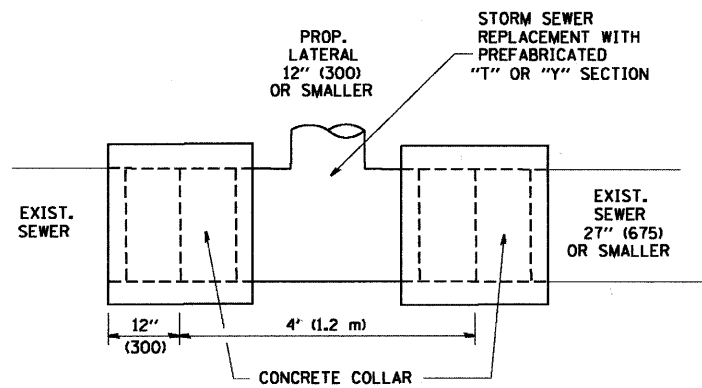
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**VILLAGE OF BARTLETT**

**DRAINAGE PLAN  
 NEWPORT BOULEVARD**

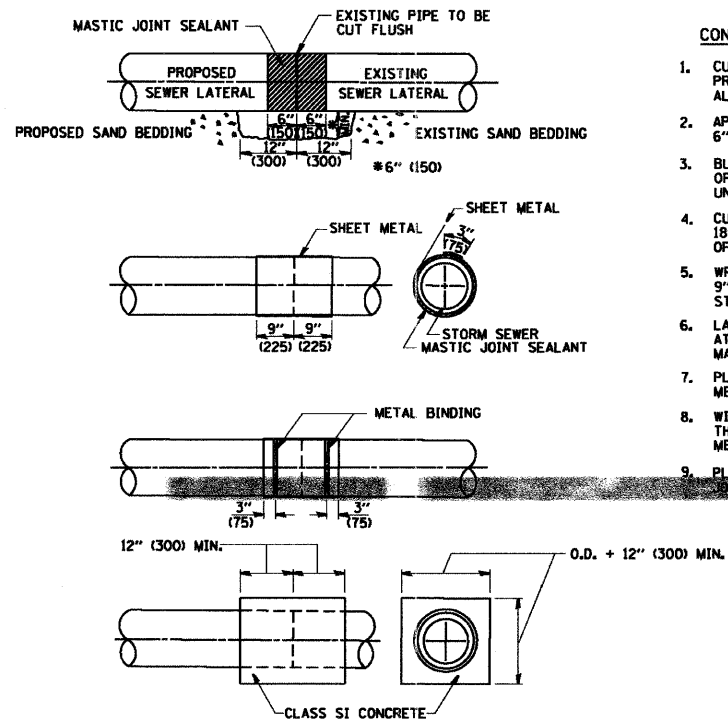
SCALE: 1" = 50' SHEET NO. 3 OF 3 SHEETS STA. 575+00 TO STA. 582+41

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3805	11-00088-00-RS	DUPAGE	21	10
CONTRACT NO.				63604
ILLINOIS FED. AID PROJECT				



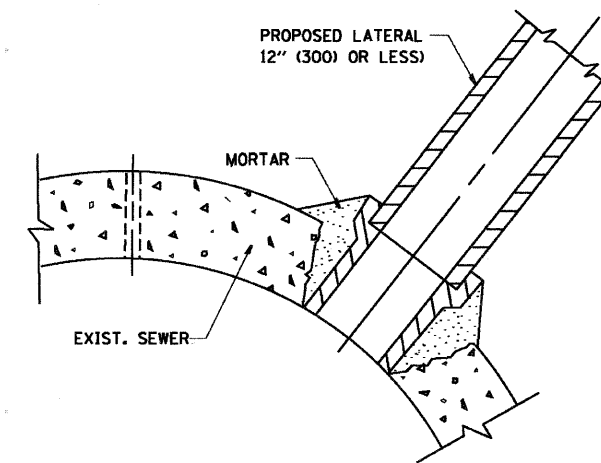
DETAIL "A"

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



DETAIL "B"

CLASS SI CONCRETE COLLAR



DETAIL "C"

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

CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 L1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE

NOTES

MATERIAL

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

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
  - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
  - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

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

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

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

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen.com  
 DATE PLOTTED: 5/10/2011 9:07:47 AM  
 FILE NAME: 86903074-dsr-00.dgn  
 PLOT DRIVER: McHenry-1050-90778r-AS.IS.DIF  
 PEN TABLE: STANDARD-TRANS.TBL



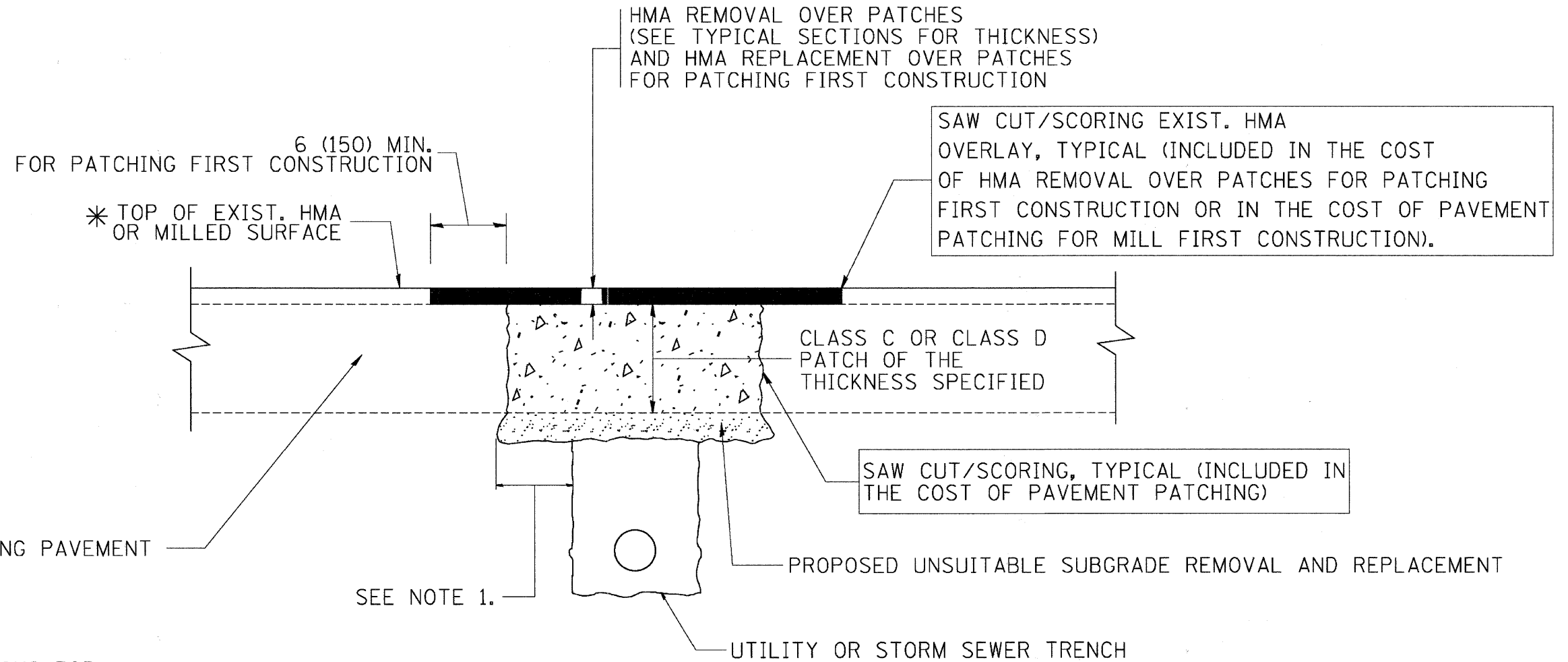
USER NAME = JSr-zal	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92
	DRAWN -	REVISED - R. SHAH 09-09-94
PLOT SCALE = N.T.S.	CHECKED -	REVISED - R. SHAH 10-25-94
PLOT DATE = 5/10/2011	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

VILLAGE OF BARTLETT

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

SCALE: N.T.S. SHEET NO. 1 OF 11 SHEETS STA. TO STA.

F.A.U. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 11
BD500-01 (BD-7)		CONTRACT NO. 63604		
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.

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: #184-001322  
 DATE PLOTTED: 5/10/2011 9:08:07 AM  
 FILE NAME: 8690304-dwr-02.dwg  
 PLOT DRIVER: McHoney-1050-dotter-AS.IS.DIF  
 PEN TABLE: STANDARD-TRANS.TBL

	USER NAME = JSrzal PLOT SCALE = N.T.S. PLOT DATE = 5/18/2011	DESIGNED - R. SHAH DRAWN - CHECKED - DATE - 10-25-94	REVISED - A. ABBAS 04-27-98 REVISED - R. BORO 01-01-07 REVISED - R. BORO 09-04-07 REVISED - K. ENG 10-27-08	<b>VILLAGE OF BARTLETT</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>		F.A.U. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 12
	SCALE: N.T.S.	SHEET NO. 2 OF 11 SHEETS	STA. TO STA.		BD400-04 (BD-22)	CONTRACT NO. 63604	ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

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 USABLE 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".

\* 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.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen.com  
 DATE PLOTTED: 5/10/2011 9:08:22 AM  
 FILE NAME: 66090304-dwr-03.dwg  
 PLOT DRIVER: McHenry-1050-plotter-AS.LSP  
 PEN TABLE: STANDARD-TRANS.TBL



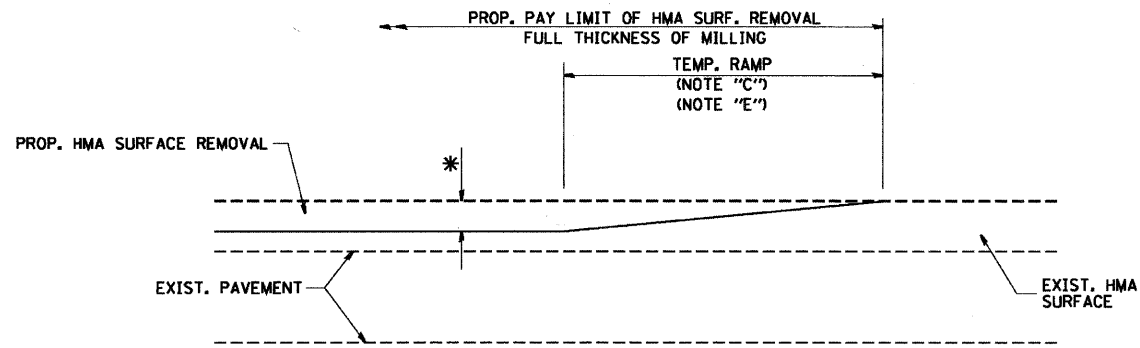
USER NAME = Jstrzal	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = N.T.S.	CHECKED -	REVISED - M. GOMEZ 01-22-01
PLOT DATE = 5/10/2011	DATE - 03-11-94	REVISED - R. BORO 12-15-09

VILLAGE OF BARTLETT

**CURB OR CURB AND GUTTER  
 REMOVAL AND REPLACEMENT**

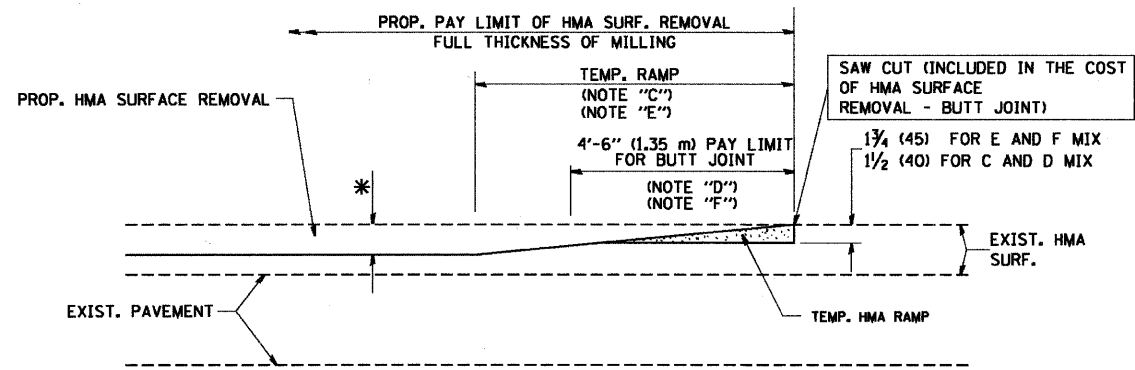
SCALE: N.T.S. SHEET NO. 3 OF 11 SHEETS STA. TO STA.

F.A.U. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 13
BD600-06 (BD-24)			CONTRACT NO. 63604	
ILLINOIS FED. AID PROJECT				



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

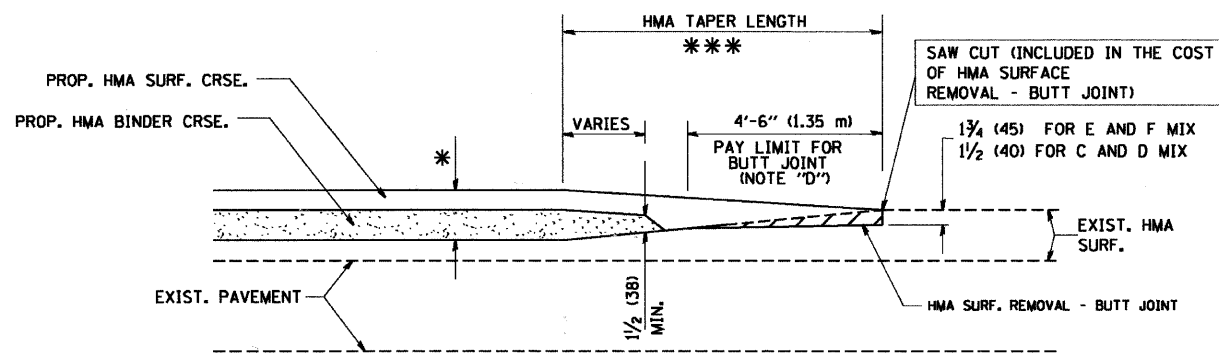
**OPTION 1**



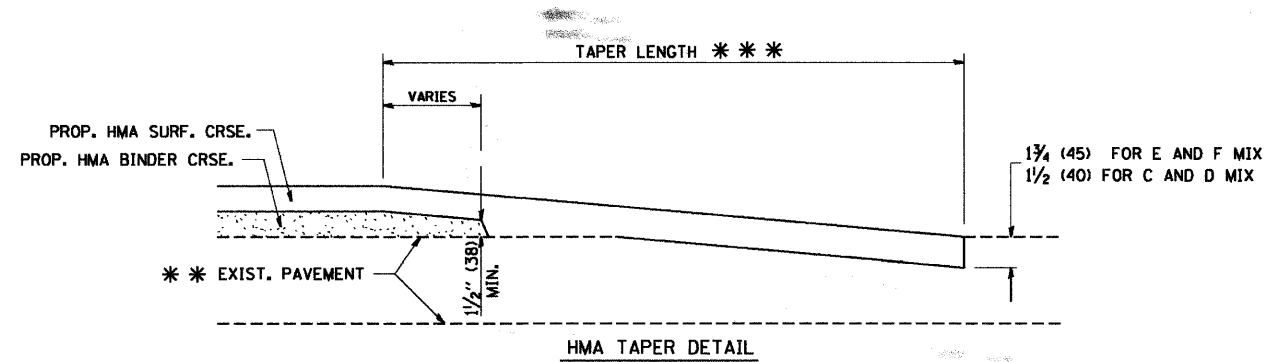
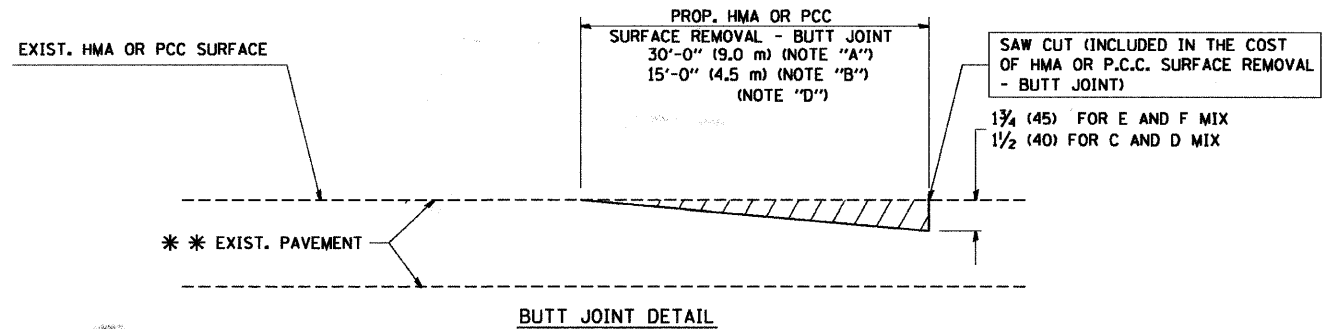
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



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



**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.

COMPANY NAME: HRGreen.com  
PROJECT CONTACT: HRGreen.com  
DATE PLOTTED: 5/10/2011 9:08:37 AM  
FILE NAME: 86090304-04-04.dgn  
PLOT DRIVER: McHenry-1050-plotter-ASL.dif  
PEN TABLE: STANDARD-TRANS.TBL



USER NAME = JStzaj	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
PLOT SCALE = N.T.S.	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT DATE = 5/10/2011	CHECKED -	REVISED - M. GOMEZ 04-06-01
	DATE - 06-13-90	REVISED - R. BORO 01-01-07

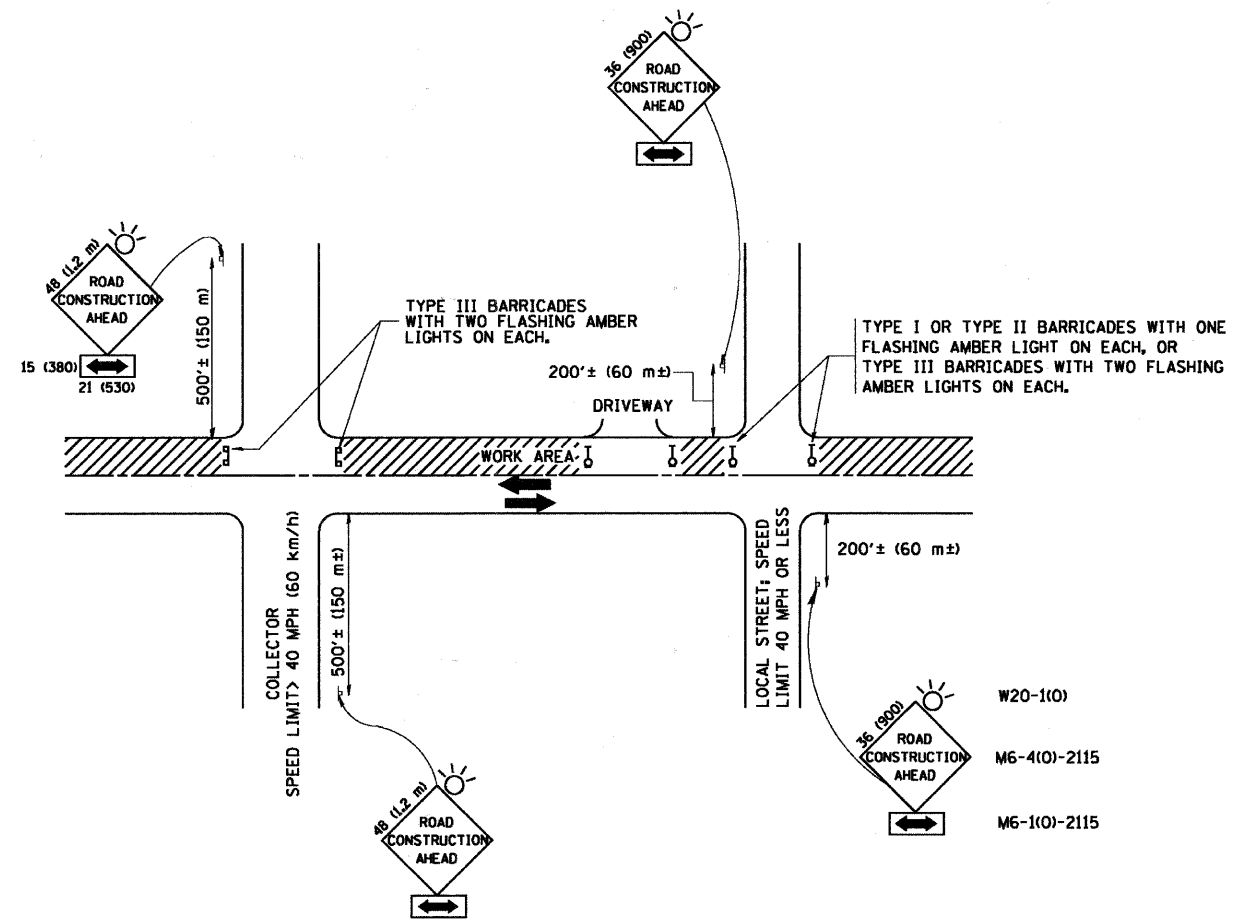
**VILLAGE OF BARTLETT**

**BUTT JOINT AND  
HMA TAPER DETAILS**

SCALE: N.T.S. SHEET NO. 4 OF 11 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3805	11-00088-00-RS	DUPAGE	21	14
BD400-05 BD32			CONTRACT NO. 63604	
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. 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.

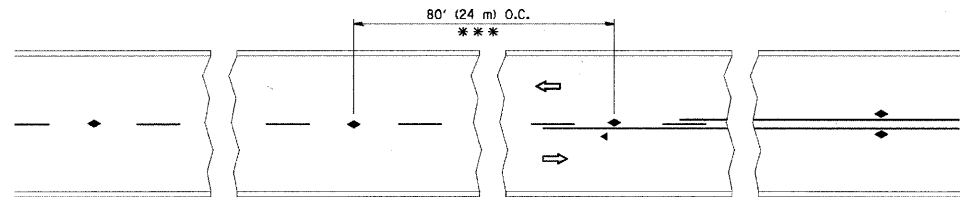
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 PROJECT CONTACT: J. OBERLE  
 DATE PLOTTED: 5/10/2011 9:08:51 AM  
 FILE NAME: R6090304-drt-06-097  
 PLOT DRIVER: McHerry-1050-060718r-AS.IS:DTF  
 PEN TABLE: STANDARD-TRANS.TBL



USER NAME = JSu-zal	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
	DRAWN -	REVISED - A. HOUSEH 03-06-96
PLOT SCALE = N.T.S.	CHECKED -	REVISED - A. HOUSEH 10-15-96
PLOT DATE = 5/10/2011	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

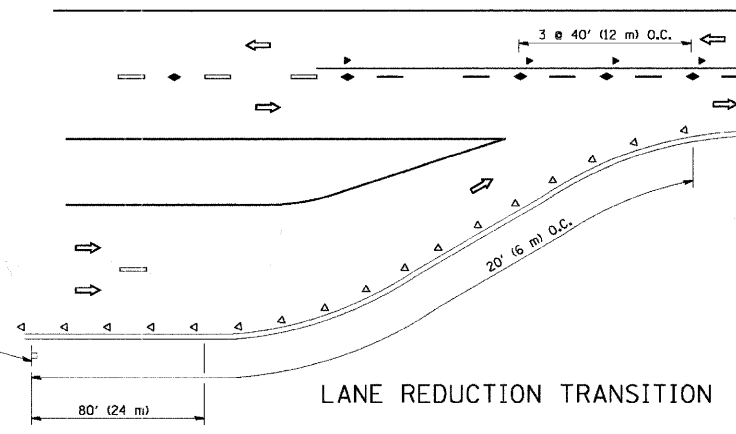
VILLAGE OF BARTLETT

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: N.T.S.		3805	11-00088-00-RS	DUPAGE	21	15
SHEET NO. 5 OF 11 SHEETS		TC-10		CONTRACT NO.		63604
ILLINOIS FED. AID PROJECT						

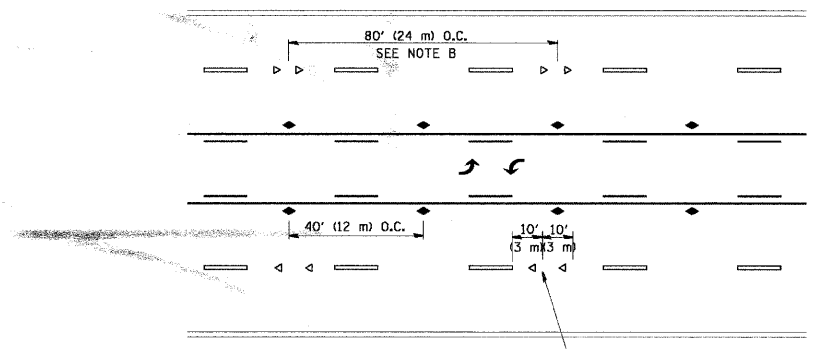


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

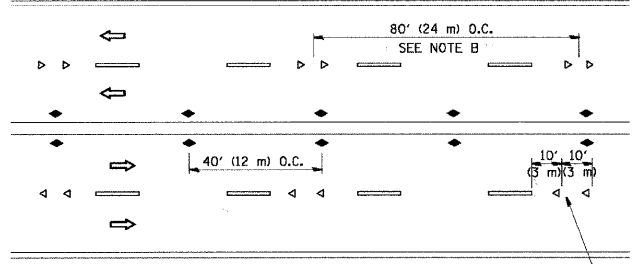
TWO-LANE/TWO-WAY



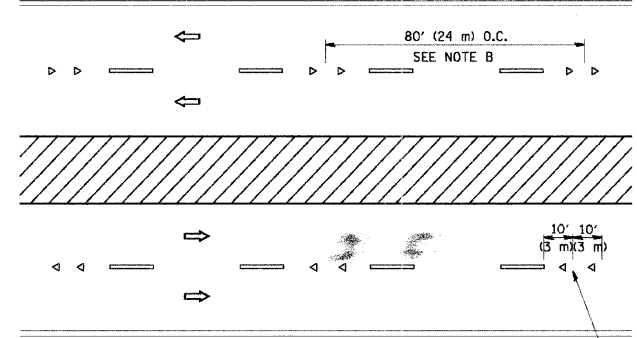
LANE REDUCTION TRANSITION



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

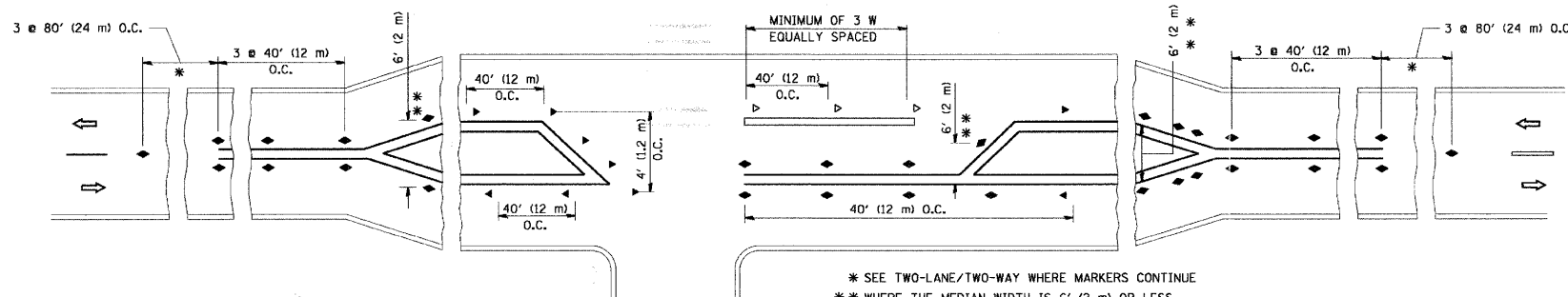
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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

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

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

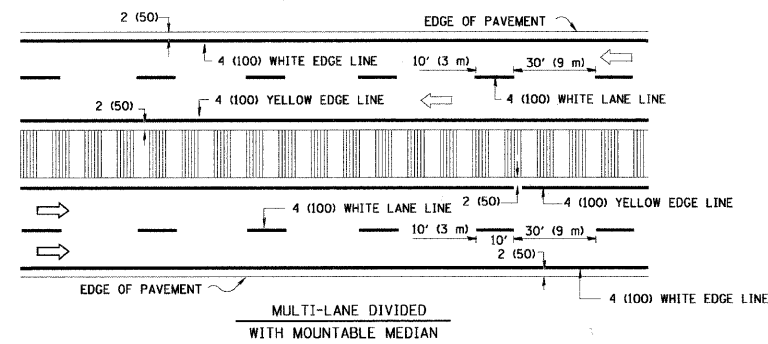
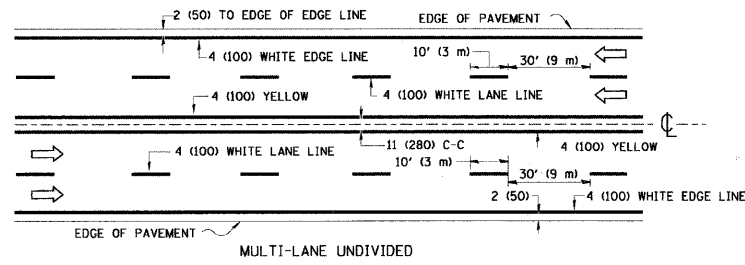
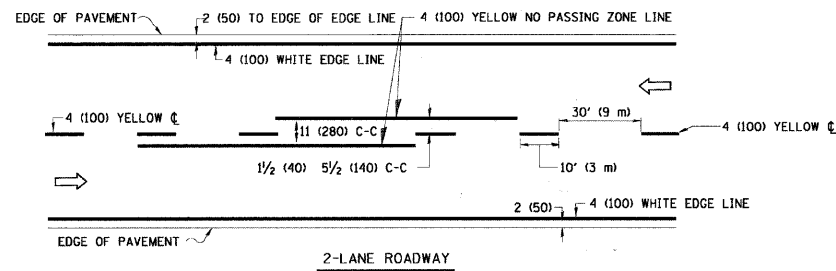
COMPANY NAME: HRGreen.com  
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 FILE NAME: 66090304-dwr-06.dgn  
 PLOT DRIVER: McHenry-1050-plotter-AS.IS.DTW  
 PEN TABLE: STANDARD-TRANS.TBL



USER NAME = JSrzal	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
PLOT SCALE = N.T.S.	DRAWN -	REVISED - T. RAMMACHER 03-12-99
PLOT DATE = 5/10/2011	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	DATE -	REVISED - C. JUICIUS 09-09-09

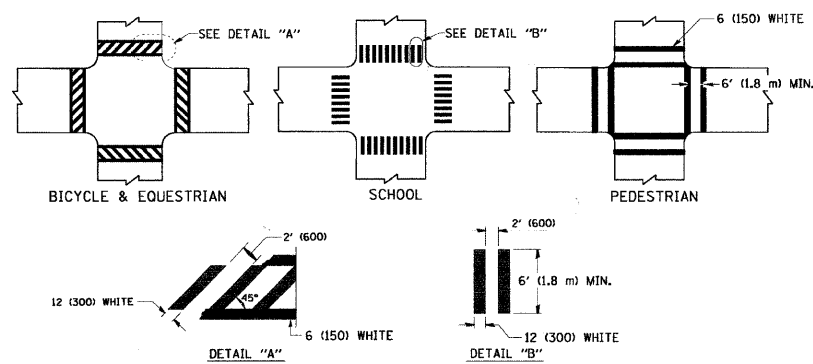
VILLAGE OF BARTLETT

SCALE: N.T.S.		SHEET NO. 6 OF 11 SHEETS		STA. TO STA.	
<b>TYPICAL APPLICATIONS</b>					
<b>RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-LOW RESISTANT)</b>					
F.A.U. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 16	
TC-11			CONTRACT NO. 63604		
ILLINOIS FED. AID PROJECT					

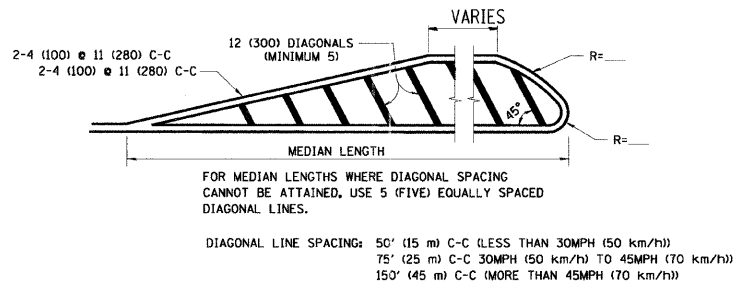
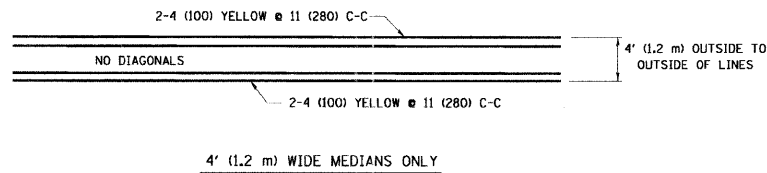


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

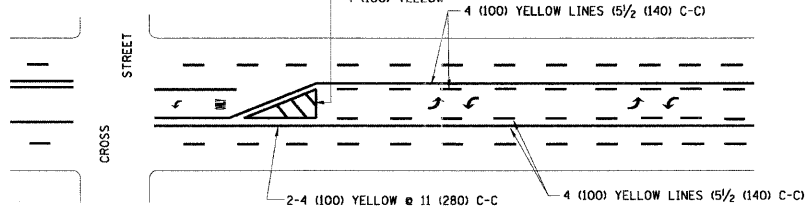
TYPICAL LANE AND EDGE LINE MARKING



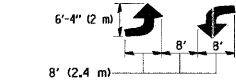
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE

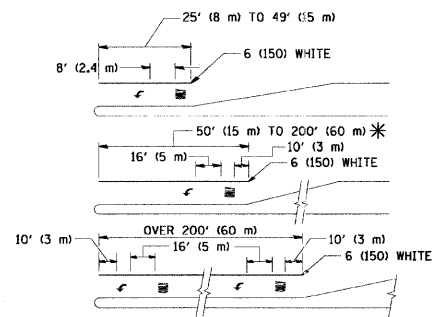


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

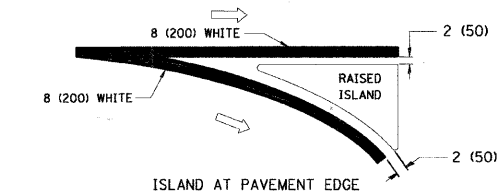
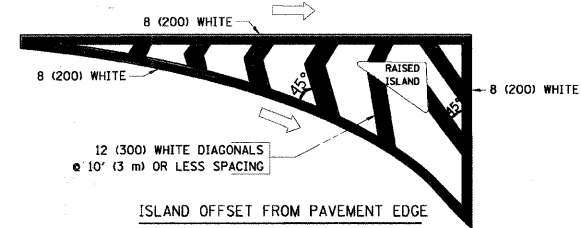


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
\* AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* 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) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINES; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

COMPANY NAME: HRGreen.com  
PROJECT CONTACT: J. Strzala  
DATE PLOTTED: 5/10/2011 9:08:29 AM  
FILE NAME: 66090304-dst-07-007  
PLOT DRIVER: McHenry-1080-dst-07-007-AS.LSP  
PEN TABLE: STANDARD-TRANS.TBL



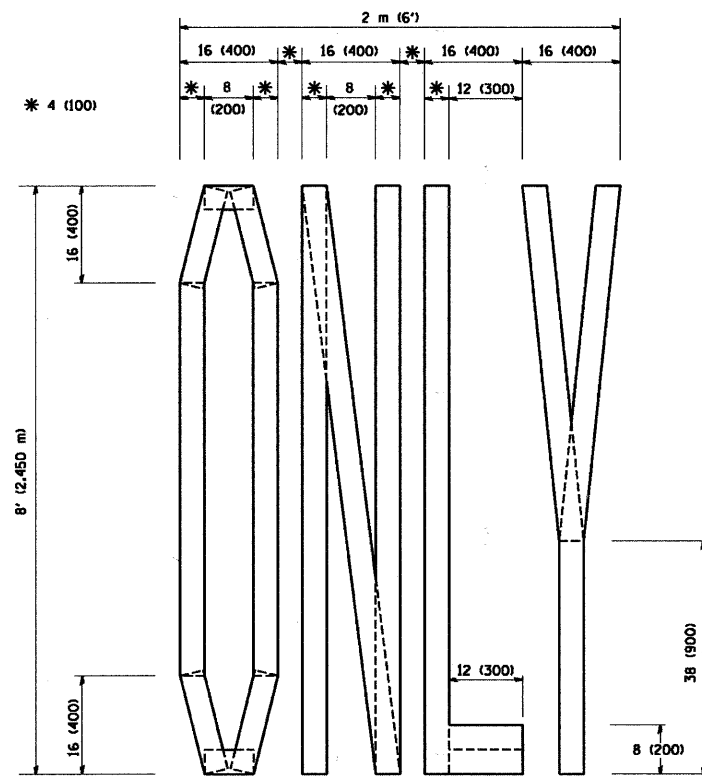
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PLOT SCALE = N.T.S.	CHECKED -	REVISED - C. JUCIUS 09-09-09
PLOT DATE = 5/10/2011	DATE - 03-19-90	REVISED -

VILLAGE OF BARTLETT

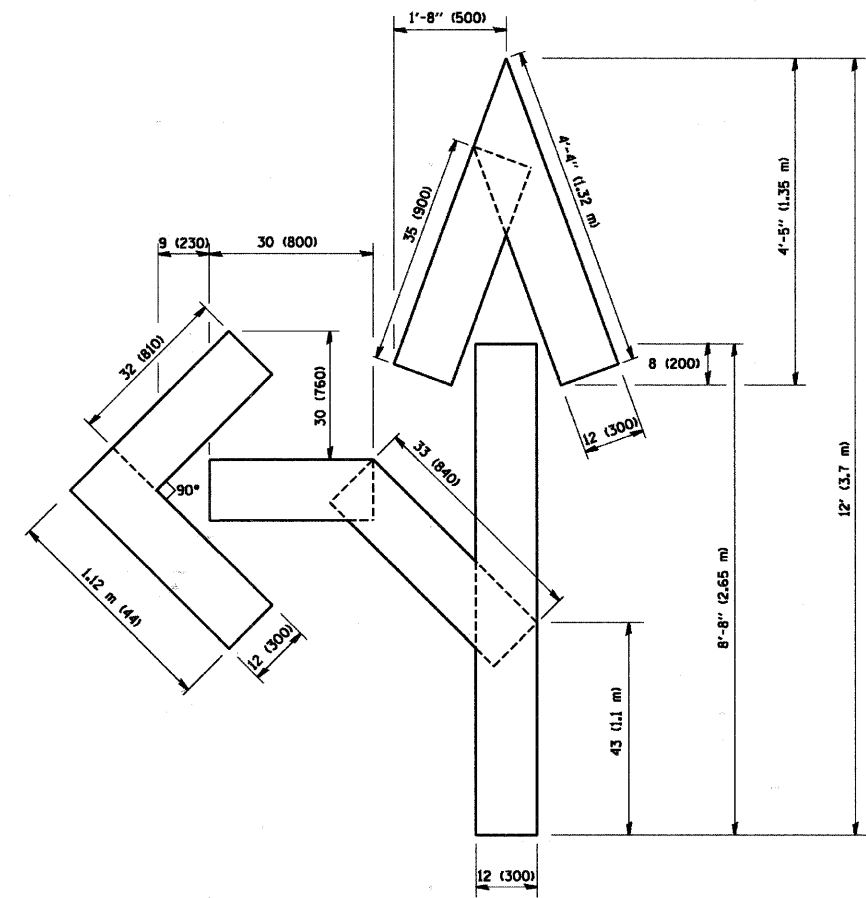
DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

SCALE: N.T.S. SHEET NO. 7 OF 11 SHEETS STA. TO STA.

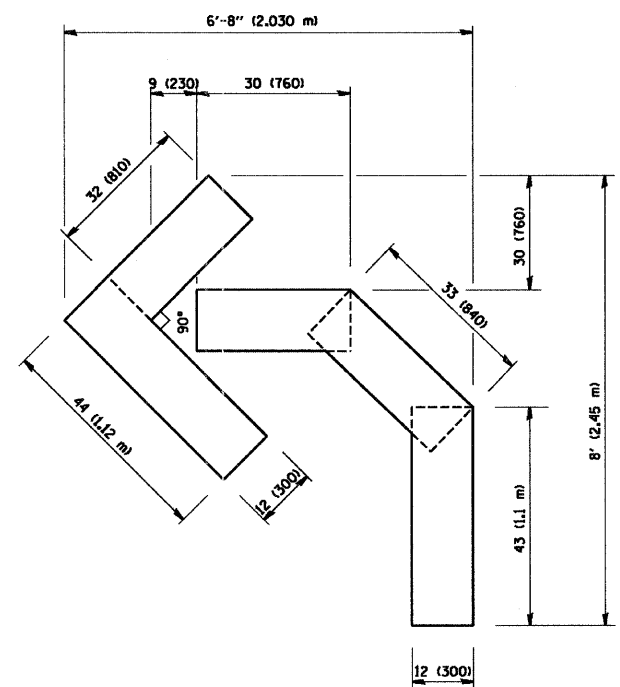
F.A.U. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 17
TC-13		CONTRACT NO. 63604		
ILLINOIS FED. AID PROJECT				



QUANTITY  
 4 (100) LINE = 64.1 ft. (19.7 m)  
 21.1 sq. ft. (1.97 sq. m)



QUANTITY  
 4 (100) LINE = 82.5 ft. (25.3 m)  
 27.5 sq. ft. (2.53 sq. m)



QUANTITY  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.39 sq. m)

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

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: #PROJECT CONTACT  
 DATE PLOTTED: 5/10/2011 9:08:44 AM  
 FILE NAME: 86993204-08-08.dwg  
 PLOT DRIVER: McHenry-080-2007-08-08-AS.IS.plt  
 PEN TABLE: STANDARD-TRANS.TBL



USER NAME = JSrzal	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
	DRAWN -	REVISED -T. RAMMACHER 11-04-97
PLOT SCALE = N.T.S.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
PLOT DATE = 5/18/2011	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

VILLAGE OF BARTLETT

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: N.T.S.	SHEET NO. 8 OF 11 SHEETS	STA.	TO STA.

F.A.U. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 18
TC-16		CONTRACT NO. 63604		
ILLINOIS FED. AID PROJECT				

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: #PROJECT\_CONTACT  
 DATE PLOTTED: 5/10/2011 9:00:41 AM  
 FILE NAME: 66090304-dwr-09.dgn  
 PLOT DRIVER: McHorn7-1050-dwttr-AS.LSP  
 PEN TABLE: STANDARD-TRANS.TBL

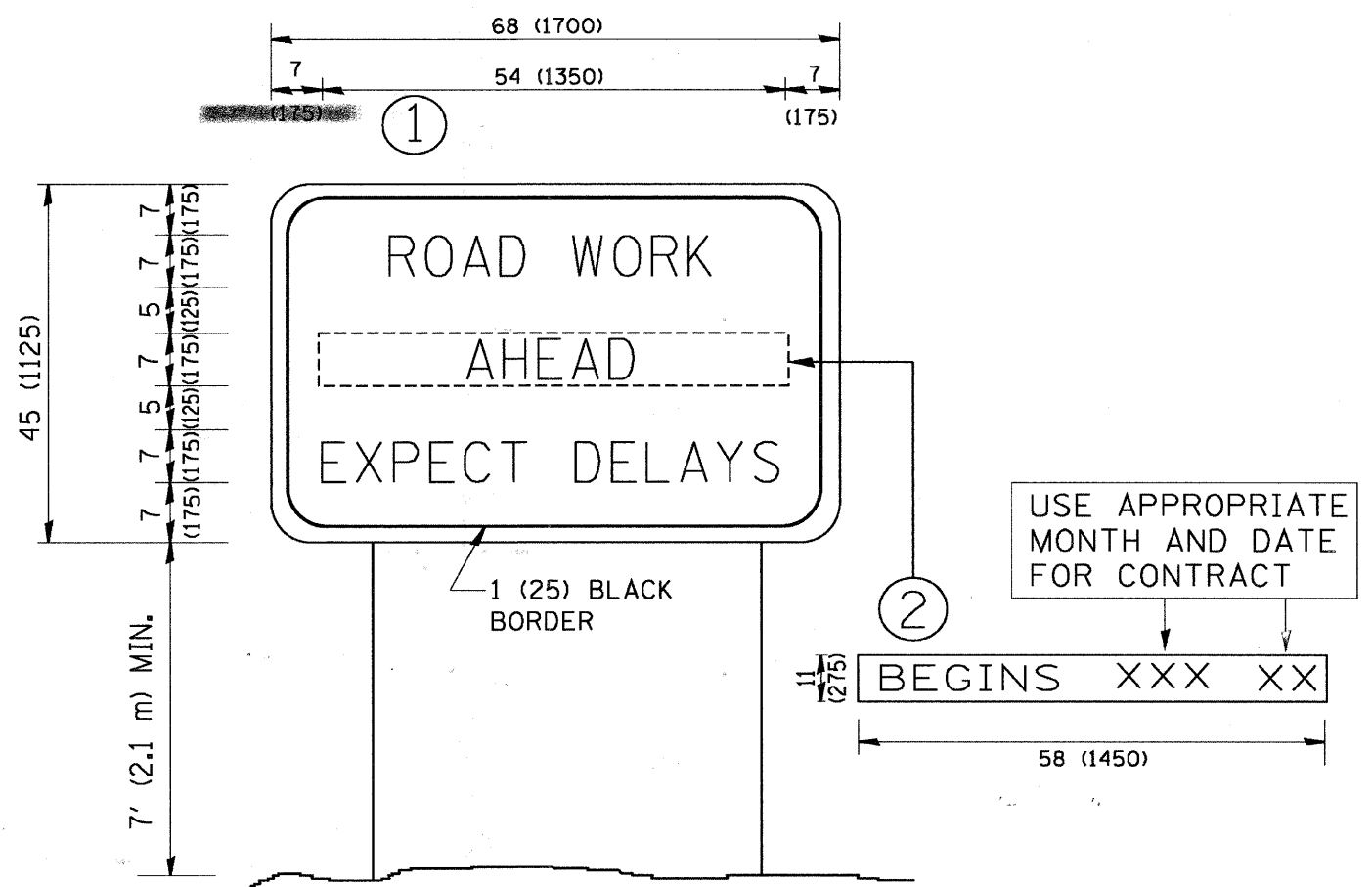


USER NAME = JStrzal	DESIGNED -	REVISED - R. MIRS 09-15-97
PLOT SCALE = N.T.S.	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT DATE = 5/10/2011	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	DATE -	REVISED - C. JUCIUS 01-31-07

VILLAGE OF BARTLETT

ARTERIAL ROAD INFORMATION SIGN	
SCALE: N.T.S.	SHEET NO. 9 OF 11 SHEETS STA. TO STA.

F.A.U. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 19
TC-22		CONTRACT NO. 63604		
ILLINOIS FED. AID PROJECT				



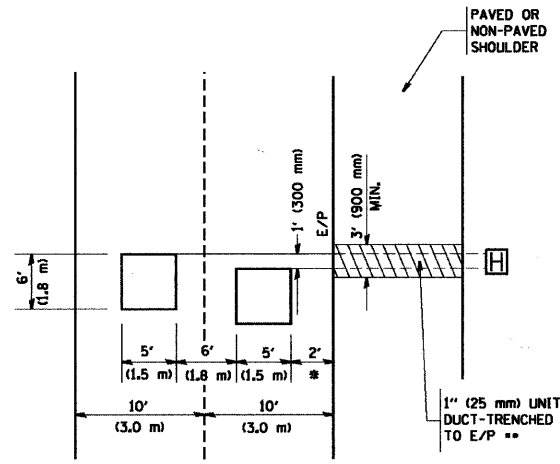
NOTES:

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

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

**LOOPS NEXT TO SHOULDERS**

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

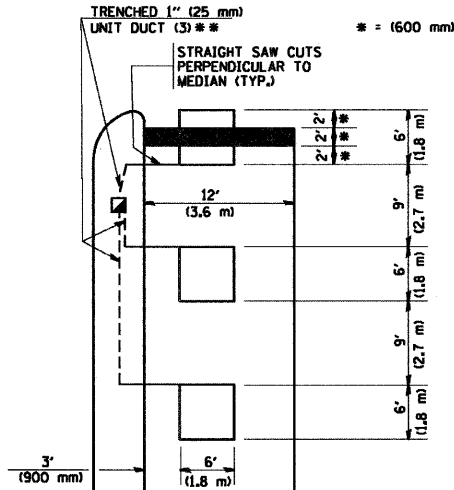


\* = (600 mm)

\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

**LEFT TURN LANES WITH MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**

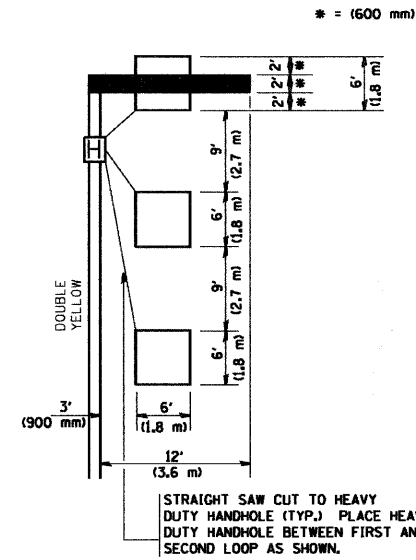
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD B14001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

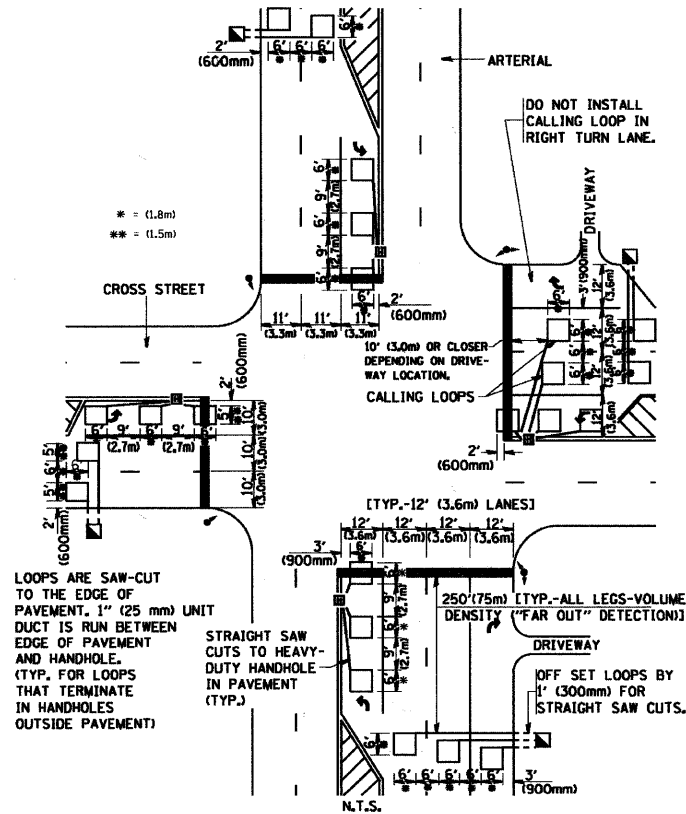
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**



NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)  
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)**

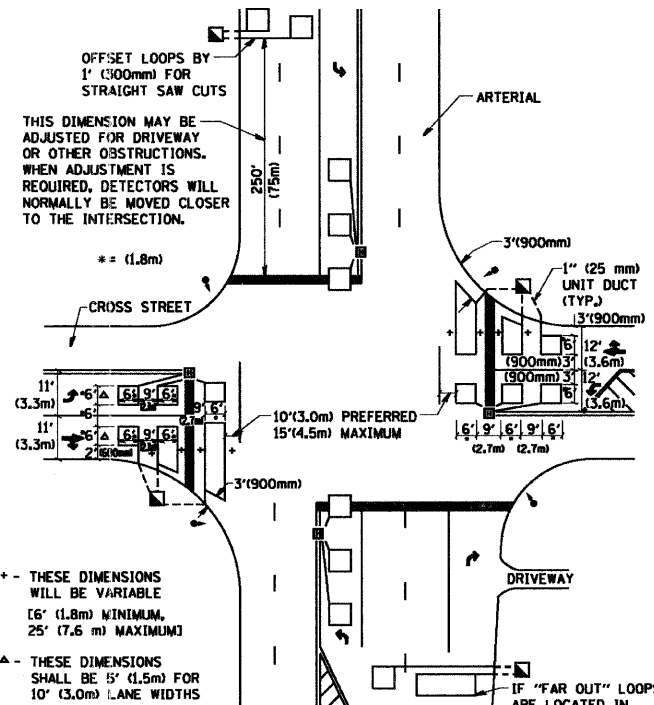


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

**DETAIL 1  
N.T.S.**

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)  
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)**



+- THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]

- THESE DIMENSIONS SHALL BE 15' (4.5m) FOR 10' (3.0m) LANE WIDTHS

**DETAIL 2  
N.T.S.**

**NOTES:**

**VEHICLES LOOP DETECTORS**

- \* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- \* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- \* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- \* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- \* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

**PLACEMENT OF DETECTORS**

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

**NOTE:**

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

COMPANY NAME: HRGreen.com  
PROJECT CONTACT: Illinois Professional Design Firm  
DATE PLOTTED: 5/10/2011 8:08:17 AM  
FILE NAME: 8690374-08-10.500  
PLOT DRIVER: McHapp-1050-200118-AS.IS.plt  
PEN TABLE: STANDARD-TRANS.TBL



USER NAME = JStrozal  
DESIGNED -  
DRAWN -  
CHECKED - R.K.J.F.  
PLOT DATE = 5/18/2011

DESIGNED -  
DRAWN -  
CHECKED - R.K.J.F.  
DATE -

REVISED -  
REVISED -  
REVISED -  
REVISED -

**VILLAGE OF BARTLETT**

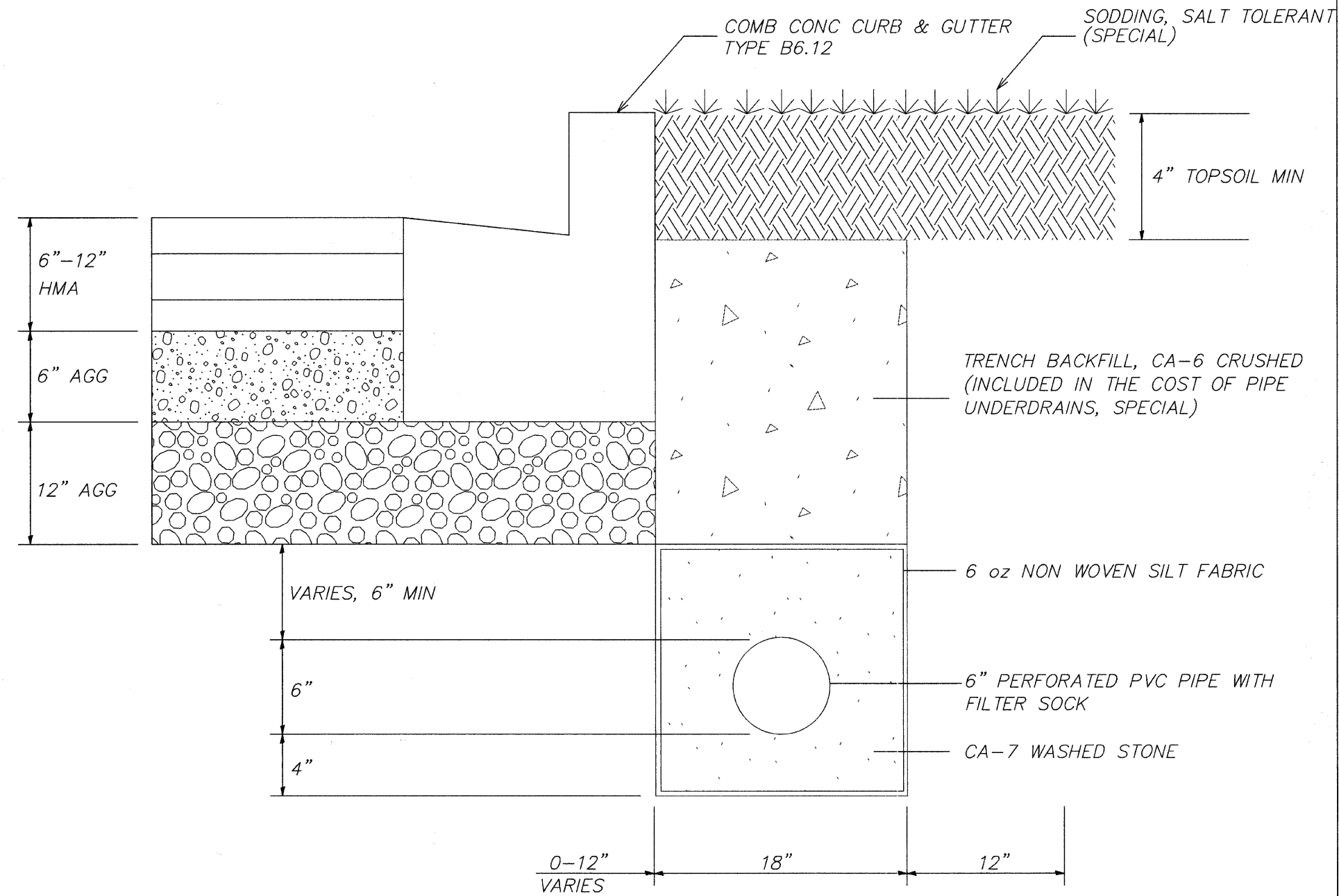
**DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING**

SCALE: N.T.S. SHEET NO. 10 OF 11 SHEETS STA. TO STA.

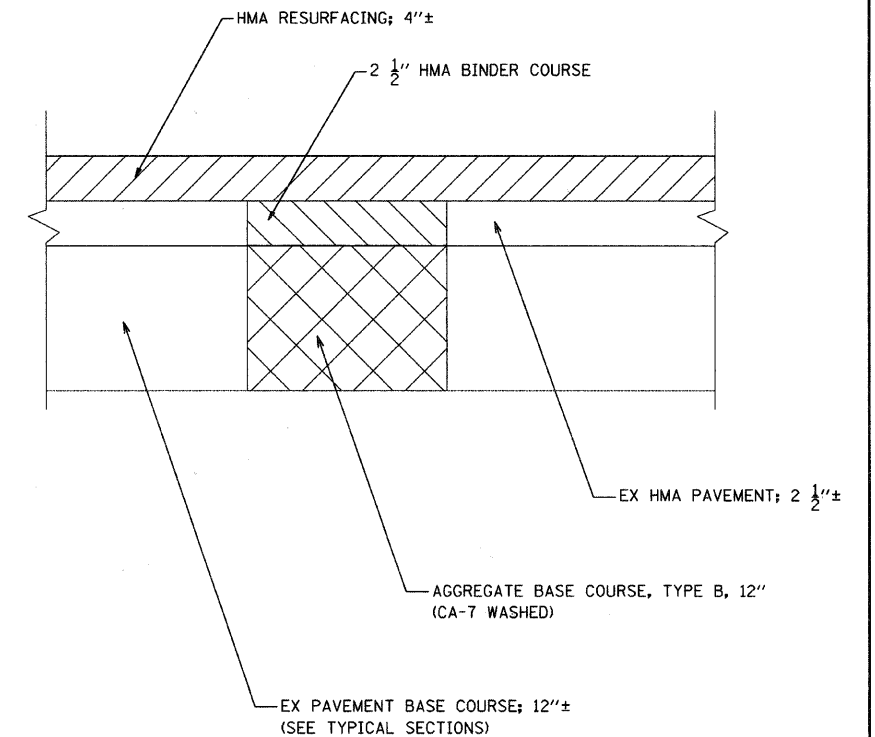
F.A.U. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 20
TS-07			CONTRACT NO. 63604	
ILLINOIS FED. AID PROJECT				



**TYPICAL TRENCH SECTION FOR PIPE UNDERDRAINS 6" (SPECIAL)**



**PAVEMENT REMOVAL AND REPLACEMENT**



COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: JPA  
 DATE PLOTTED: 5/10/2011 9:03:32 AM  
 FILE NAME: 86090304-drt-11.dwg  
 PLOT DRIVER: McHenry-1050-dotter-AS-IS.dif  
 PEN TABLE: STANDARD-TRANS.TBL

HRGreen.com  
 Illinois Professional Design Firm  
 # 184-001322

USER NAME = JStrzal	DESIGNED - JPA	REVISED -
	DRAWN - JPA	REVISED -
PLOT SCALE = N.T.S.	CHECKED - TH	REVISED -
PLOT DATE = 5/10/2011	DATE -	REVISED -

**VILLAGE OF BARTLETT**

**CONSTRUCTION DETAILS  
 NEWPORT BOULEVARD**

SCALE: N.T.S. SHEET NO. 11 OF 11 SHEETS STA. TO STA.

F.A.U. RTE. 3805	SECTION 11-00088-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 21
CONTRACT NO. 63604				ILLINOIS FED. AID PROJECT