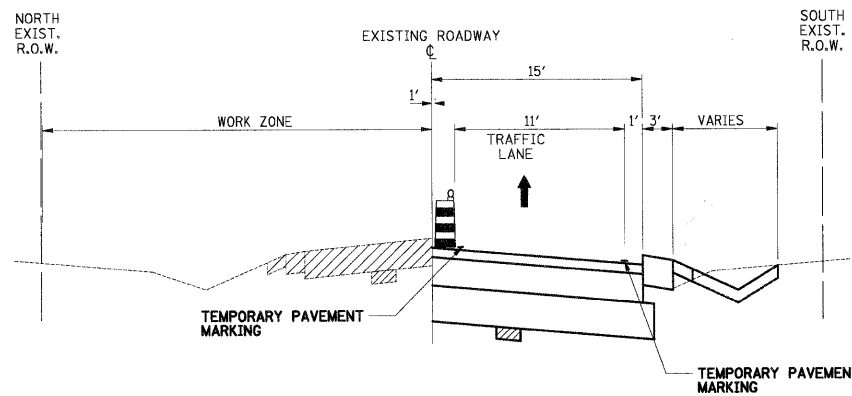
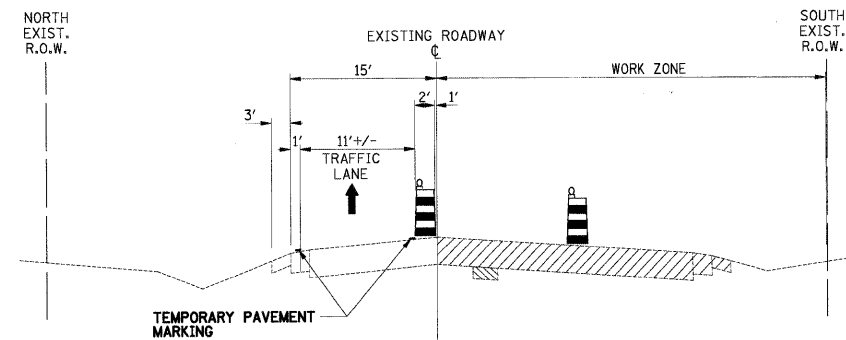


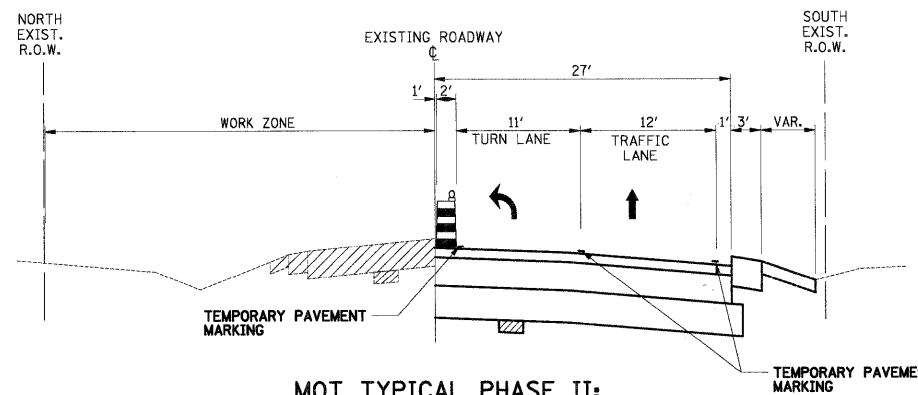
MOT TYPICAL PHASE I:
NORTHBOUND TRAFFIC DETOURED AND REMOVAL
AND REPLACEMENT ON ROADWAY IMPROVEMENTS
 RAKOW ROAD TO TRINITY DRIVE



MOT TYPICAL PHASE II:
NORTHBOUND TRAFFIC DETOURED AND REMOVAL
AND REPLACEMENT ON ROADWAY IMPROVEMENTS
 RAKOW ROAD TO TRINITY DRIVE



MOT TYPICAL PHASE I:
NORTHBOUND TRAFFIC DETOURED AND REMOVAL
AND REPLACEMENT ON ROADWAY IMPROVEMENTS
 TRINITY DRIVE TO US RT 31



MOT TYPICAL PHASE II:
NORTHBOUND TRAFFIC DETOURED AND REMOVAL
AND REPLACEMENT ON ROADWAY IMPROVEMENTS
 TRINITY DRIVE TO US RT 31

PHASE I

- SET UP DETOUR
- INSTALL EROSION CONTROL MEASURES
- REMOVE CONFLICTING PAVEMENT MARKINGS
- CLOSE OFF THE SOUTHBOUND LANE
- INSTALL TEMPORARY PAVEMENT MARKINGS
- REMOVE EXISTING ROADWAY COMPONENTS
- INSTALL DRAINAGE COMPONENTS
- INSTALL AGGREGATE SUBGRADE, ASPHALT BASE COURSE AND ASPHALT BINDER COURSE
- INSTALL AGGREGATE SHOULDERS
- GRADE THE DITCHES

PHASE II

- SWITCH M.O.T. TO THE NORTHBOUND LANES
- KEEP TRAFFIC SOUTHBOUND
- INSTALL TEMPORARY PAVEMENT MARKING
- REMOVE EXISTING ROADWAY COMPONENTS
- INSTALL PROPOSED DRAINAGE COMPONENTS
- INSTALL AGGREGATE SUBGRADE, ASPHALT BASE COURSE AND ASPHALT BINDER COURSE
- INSTALL FIRST LIFT OF AGGREGATE SHOULDERS

PHASE III

- INSTALL ASPHALT SURFACE COURSE
- INSTALL FINAL LIFT OF AGGREGATE SHOULDER
- INSTALL THERMOPLASTIC PAVEMENT MARKING
- FINAL LANDSCAPING

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE PROPERTIES DURING THE CONSTRUCTION OPERATIONS. FRONTING BUSINESS PROPERTY OWNERS SHALL BE NOTIFIED 72 HOURS IN ADVANCE OF CONSTRUCTION OPERATIONS WHICH MAY AFFECT THEIR DAILY SCHEDULE. THE CONTRACTOR SHALL COORDINATE WORK THROUGH THE RESIDENT ENGINEER TO AVOID ANY UNDUE INCONVENIENCE TO LOCAL BUSINESS. THIS WORK WILL BE PAID FOR AS "TEMPORARY ACCESS (PRIVATE ENTRANCE, COMMERCIAL ENTRANCE OR ROAD)".
2. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007, THE DETAILS IN THESE PLANS, AND THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
3. DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. LANE WIDTHS SHALL BE A MINIMUM OF 10 FEET.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THIS CONSTRUCTION IS IN EFFECT.
5. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE CONSTRUCTION IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR.
6. THE SIZES OF THE SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
7. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 108.01 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
8. ONE SOUTHBOUND LANE SHALL BE MAINTAINED AT ALL TIMES.
9. TEMPORARY PAVEMENT MARKING SHALL BE USED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS SHALL BE PAINT AND ALL TEMPORARY PAVEMENT MARKINGS OUTSIDE THE PROJECT LIMITS SHALL BE TYPE III TAPE UNLESS OTHERWISE NOTED.
10. ALL EXISTING PAVEMENT MARKINGS REMOVED IN AREAS OF PAVEMENT REMOVAL OR BITUMINOUS SURFACE REMOVAL WILL BE CONSIDERED INCIDENTAL TO PAVEMENT REMOVAL OR BITUMINOUS SURFACE REMOVAL. ALL EXISTING PAVEMENT MARKINGS THAT ARE TO BE REMOVED OUTSIDE OF PAVEMENT OR BITUMINOUS SURFACE REMOVAL AREAS WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL.
11. ALL TYPE II BARRICADES SHALL BE PLACED AT 25' CENTERS WITHIN THE FIRST 250' OF CLOSURES AND THROUGHOUT TURN LANES. ELSEWHERE THEY ARE TO BE PLACED AT 50' CENTERS, MAXIMUM OR AS DIRECTED BY THE ENGINEER.
12. THE CONTRACTOR MAY STAGE HIS CONSTRUCTION IN SEGMENTS FOR MORE EFFICIENT OPERATIONS. IF THE STAGING IS SEGMENTED THE SETUP OF THE TRAFFIC CONTROL DEVICES AT THE BEGINNINGS AND ENDS OF THE SEGMENT SHALL BE SIMILAR TO THAT SHOWN IN THE PLANS. THE CONTRACTOR SHALL NOT BE ENTITLED TO ANY ADDITIONAL COMPENSATION FOR REVISING THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS.
13. ALL TAPERS ARE 100 FEET LONG UNLESS OTHERWISE NOTED.
14. THE COST OF ARROW BOARDS SHALL BE CONSIDERED INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION (SPECIAL).
15. LANE SHIFTS AT THE ENDS OF THE PROJECT SHALL BE IN ACCORDANCE WITH IDOT STANDARDS.
16. LANE CLOSURES FOR ALL INTERSECTION IMPROVEMENTS SHALL BE IN ACCORDANCE WITH IDOT STANDARDS T0101-06.
17. FOR ADDITIONAL INFORMATION ON TRAFFIC CONTROL AND SIGNING, REFER TO THE IDOT STANDARDS INCLUDED IN THE DETAIL SPECIFICATIONS.
18. THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

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PLOT SCALE = 1.0000 / IN.	CHECKED - GAB	REVISED -	0121			09-00362-00-PV	MCHENRY	54	9	
PLOT DATE = 5/27/2009	DATE - 5-28-09	REVISED -	CONTRACT NO. 63195							
			SCALE: N.T.S.			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS/FED. AID PROJECT: M-9003(255)		