

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF RINGWOOD

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY**

**F.A.U. ROUTE 0166 RINGWOOD ROAD AND  
F.A.U. ROUTE 4083 BARNARD MILL ROAD  
RINGWOOD ROAD FROM SOUTH VILLAGE LIMITS TO NORTH VILLAGE LIMITS  
BARNARD MILL ROAD FROM RINGWOOD ROAD TO ILLINOIS ROUTE 31  
RESURFACING**

**PROJECT No.: M-8003 (961)  
SECTION No.: 08-00002-00-RS  
JOB No: C-91-225-08  
VILLAGE OF RINGWOOD  
McHENRY COUNTY**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
08-00002-00-RS		McHENRY	24	1
STA.	TO STA.			
FED. ROAD DIST. NO. C-91-225-08	ILLINOIS	FED AID PROJECT M-8003(961)		

\*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD  
CONTRACT No: 63056



LOCATION OF SECTION INDICATED THUS: [shaded area]

PROJECT NUMBER: M-8003 (961)  
F.A.U. ROUTE 0166  
RINGWOOD ROAD  
END OMISSION  
STA. 112 + 39

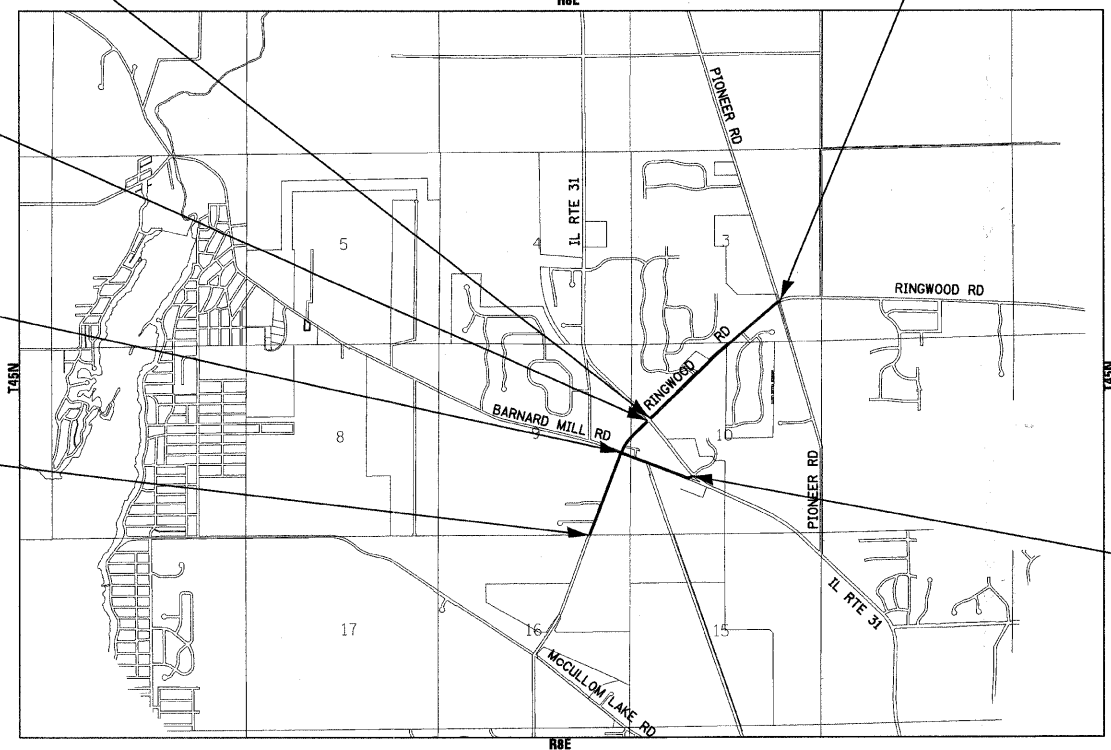
PROJECT NUMBER: M-8003 (961)  
F.A.U. ROUTE 0166  
RINGWOOD ROAD  
BEGIN OMISSION  
STA. 111 + 34

PROJECT NUMBER: M-8003 (961)  
F.A.U. ROUTE 4083  
BARNARD MILL ROAD  
BEGIN RESURFACING  
STA. 199 + 40

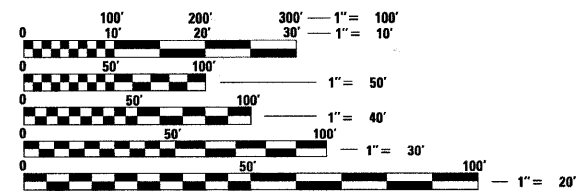
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F.A.U. ROUTE 0166  
RINGWOOD ROAD  
STA. 75 + 35  
BEGIN RESURFACING

PROJECT NUMBER: M-8003 (961)  
F.A.U. ROUTE 0166  
RINGWOOD ROAD  
END RESURFACING  
STA. 160 + 06

PROJECT NUMBER: M-8003 (961)  
F.A.U. ROUTE 0483  
BARNARD MILL ROAD  
END RESURFACING  
STA. 221 + 39

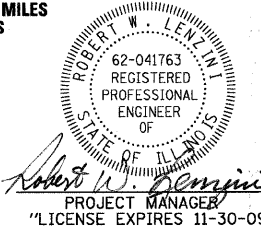


McHENRY TOWNSHIP  
GROSS LENGTH OF IMPROVEMENT = 10,670 LF OR 2.021 MILES  
NET LENGTH OF IMPROVEMENT = 10,565 LF OR 2.001 MILES  
LENGTH OF OMISSION = 105 LF OR 0.020 MILES



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  
1-800-892-0123



**TRAFFIC DATA**  
RINGWOOD ROAD  
POSTED & DESIGN SPEED LIMIT = 30-45 MPH  
2008 ADT = 6,080  
BARNARD MILL ROAD  
POSTED & DESIGN SPEED LIMIT = 30 MPH  
2008 ADT = 4,020

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED 5/28/08  
*Richard E. Mack*  
LOCAL AGENCY REPRESENTATIVE

PASSED JULY 9, 2008  
*Christopher Holt*  
LOCAL ROADS ENGINEER

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW JULY 15, 2008  
*Diana M. O'Keefe*  
DEPUTY DIRECTOR OF  
HIGHWAYS, REGION 1 ENGINEER

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OF THE STATE OF ILLINOIS**

**CONTRACT NO. 63056**

Burlington, Wisconsin (Crystal Lake, Illinois) DeKalb, Illinois Itasca, Illinois Mokena, Illinois Grayslake, Illinois Plainfield, Illinois Rockford, Illinois Madison, Wisconsin Chicago, Illinois  
262.763.7834 815.459.1260 815.787.3111 630.773.1870 708.560.7070 847.223.5088 815.609.7425 815.489.1551 608.347.1542 312.578.0050

B&W PROJECT NO.: 080006 DATE: 5-28-08

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 181-01027 - EXPIRES 7/30/2009  
DESIGNED BY: J. J. L. I. E.  
CHECKED BY: J. J. L. I. E.  
DATE: 5/28/08  
BUREAU OF LOCAL ROADS AND STREETS: ALEX HOUSEH, P.E. / KEVIN STALLWORTH, P.E. / 847-705-4169 / SCHAUMBURG, IL

**GENERAL NOTES**

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND THE "MANUAL OF TEST PROCEDURES FOR MATERIALS".
- UTILITY LOCATIONS HAVE NOT BEEN SHOWN ON THESE PLANS. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR.
- 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 AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER OR VILLAGE.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
- MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, SIDEWALKS AND EXCAVATION FOR NEW SIDEWALKS ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE VILLAGE, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE VILLAGE WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL WATER REQUIRED FOR THIS PROJECT FROM AN OFFSITE LOCATION.
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE VILLAGE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- THE CONTRACTOR SHALL NOTIFY IDOT BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS PRIOR TO THE PLACEMENT OF HMA OR CONCRETE.
- ANY SIGNS OR MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH VILLAGE STANDARDS AND INCLUDED IN THE COST OF THE CONTRACT. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES.
- EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
- IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE PAY ITEMS, HMA SURFACE REMOVAL OF THE TYPE SPECIFIED, SIDEWALK REMOVAL OR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL.
- THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.3 GAL/SY.
- THE LOCATIONS OF THE CLASS D PATCHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
- THE QUANTITIES FOR PATCHING WILL NOT EXCEED THE AMOUNT LISTED IN THE SUMMARY OF QUANTITIES.
- THE DAYS PAVING OPERATION SHALL RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
- FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4361.
- ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR FRAME AND LIDS TO BE ADJUSTED (SPECIAL).
- THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY CONTRACTORS OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST TWICE PER WEEK AND ADDITIONALLY AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION.
- NO DAMAGE TO PARKWAYS IS PLANNED AS PART OF THESE IMPROVEMENTS. ANY AND ALL RESTORATION OF DAMAGED PARKWAYS SHALL CONSIST OF NECESSARY SUB-GRADE MATERIAL AS APPROVED BY THE ENGINEER, TOPSOIL 4-INCH AND NATIVE SOD IN ACCORDANCE WITH SECTION 108L.03. RESTORATION SHALL BE INCLUDED IN THE PAY ITEM WHICH CAUSED THE DISTURBANCE.
- PORTIONS OF EXISTING CURB AND GUTTER WITHIN THE PROJECT LIMITS ARE PAINTED. IF PAINTED CURB AND GUTTER REQUIRES REMOVAL AND REPLACEMENT, THE REPLACEMENT CURB SHALL BE PAINTED TO MATCH THE COLOR OF THE CURB AND GUTTER REMOVED. SAMPLES OF THE PAINT SHALL BE PROVIDED TO THE ENGINEER PRIOR TO APPLICATION TO ENSURE COMPLIANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. NO PAINTING SHALL OCCUR UNTIL THE PAINT AND APPLICATION IS APPROVED BY THE ENGINEER. PAINTING SHALL BE INCLUDED IN THE PAY ITEM COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- EXISTING SHOULDER RUMBLE STRIPS ARE LOCATED ON RINGWOOD ROAD SOUTH OF PIONEER ROAD. REPLACEMENT SHOULDER RUMBLE STRIPS SHALL MATCH THE DETAIL IN THE PLANS AND SHALL BE INCLUDED IN THE PAY ITEM SHOULDER RUMBLE STRIP.
- PAVEMENT CORES IDENTIFIED CLASS B PAVEMENT IN THE EXISTING SURFACE COURSES. REMOVAL AND APPROPRIATE DISPOSAL OF CLASS B PAVEMENT SHALL BE INCLUDED IN THE PAY ITEM CLASS D PATCHES OF THE TYPE AND THICKNESS SPECIFIED.
- CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMP IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMP FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
- PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 3/4-INCH SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.
- THE DISTRICT 1 DETAIL FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHOWN IN THE PLANS SHALL BE MODIFIED TO INCLUDE THE FOLLOWING. THE WORK SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6-INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT, AND FILLING THE 6-INCH GAP WITH CLASS SI CONCRETE TO AN ELEVATION 2 1/2-INCH BELOW THE PROPOSED CURB AND GUTTER FLAG. THE AREA BEHIND THE PROPOSED CURB AND GUTTER SHALL BE RESTORED WITH NATIVE SOD IN ACCORDANCE WITH SECTION 108L.03 RATHER THAN SALT TOLERANT SOD.
- DETECTABLE WARNINGS SHALL CONSIST OF DYED CONCRETE STAMPED WITH APPROPRIATE STAMPING TOOLS. THE PIGMENT SHALL MEET THE REQUIREMENTS OF ASTM C 979, MATCH COLOR 30166 OF FEDERAL STANDARD 595. THE COST OF DYING CONCRETE IN ADDITION TO THE DETECTABLE WARNING AREA SHOWN IN THE APPLICABLE HIGHWAY STANDARD SHALL BE INCLUDED IN THE PAY ITEM DETECTABLE WARNINGS. THE LIMITS OF THE DYED CONCRETE SHALL NOT EXTEND BEYOND THE DETECTABLE WARNING AREA.
- WORK AND MATERIALS REQUIRED TO INSTALL 1-INCH UNIT DUCT SHALL BE INCLUDED IN THE PAY ITEM DETECTOR LOOP REPLACEMENT.

**INDEX OF SHEETS**

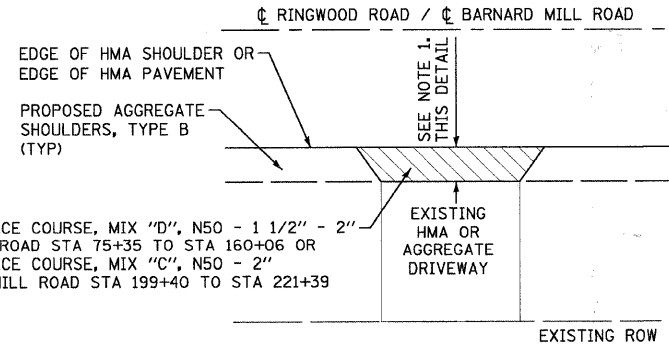
SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES
3	SUMMARY OF QUANTITIES AND SCHEDULE OF QUANTITIES
4 - 6	TYPICAL SECTIONS AND HMA MIXTURE REQUIREMENTS
7 - 12	PLAN - RINGWOOD ROAD
13 - 14	PLAN - BARNARD MILL ROAD
15	CORRUGATED SHOULDER
16	DISTRICT 1 DETAIL - BD-08 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
17	DISTRICT 1 DETAIL - BD-24 CURB AND CURB AND GUTTER REMOVAL AND REPLACEMENT
18	DISTRICT 1 DETAIL - BD-32 BUTT JOINTS AND HMA TAPER DETAILS
19	DISTRICT 1 DETAIL - TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
20	DISTRICT 1 DETAIL - TC-11 TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
21	DISTRICT 1 DETAIL - TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
22	DISTRICT 1 DETAIL - TC-18 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
23	DISTRICT 1 DETAIL - TC-22 ARTERIAL ROAD INFORMATION SIGN
24	DISTRICT 1 DETAIL - TS-07 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

**LEGEND**

||||||| BUTT JOINT OR DRIVEWAY BUTT JOINT

**HIGHWAY STANDARDS**

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
406201-01	MAILBOX TURNOUT
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
642001	SHOULDER RUMBLE STRIPS
701011-01	OFF-RD MOVING OPERATIONS, 2L, 2W DAY ONLY
701201-02	LANE CLOSURE, 2L 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
701301-02	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701311-02	LANE CLOSURE, 2L 2W, MOVING OPERATIONS-DAY ONLY
701501-04	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-03	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUTS FOR DETECTION LOOPS
BLR-24-1	MAILBOX TURNOUT FOR LOCAL ROADS



NOTES: 1. 5' MIN WHEN MATCHING EXISTING HMA DRIVEWAY  
3' MIN. WHEN MATCHING EXISTING AGGREGATE DRIVEWAY

**HMA DRIVEWAY**  
NO SCALE

**VILLAGE OF RINGWOOD, ILLINOIS  
RINGWOOD ROAD AND  
BARNARD MILL ROAD STP (LAPP)  
IMPROVEMENTS**

**INDEX OF SHEETS, HIGHWAY STANDARDS,  
GENERAL NOTES AND DETAIL**

SCALE: NONE

STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	NO.
•	08-00002-00-RS	McHENRY	24	2
FED. ROAD DIST. NO.			CONTRACT NO. 63056	
C-91-225-08	ILLINOIS	FED. AID PROJECT M-8003(961)		

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USER NAME = 418ajc	DESIGNED - RWL	REVISED - 5/28/08 - IDOT REVIEW
FILE NAME = 080006-GEN-NOTES.dwg	DRAWN - CJC	REVISED - 6/27/08 - IDOT REVIEW
PLOT DATE = 6/27/2008	CHECKED - RWL	REVISED -
	DATE - 3/28/08	REVISED -

**SUMMARY OF QUANTITIES**

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE I000	
				RINGWOOD ROAD	BARNARD MILL ROAD
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	151	48	103
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	5,254	4,461	793
40600300	AGGREGATE (PRIME COAT)	TON	111	94	17
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	502	502	0
40600895	CONSTRUCTING TEST STRIP	EACH	3	2	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	939	819	120
40600990	TEMPORARY RAMP	SQ YD	876	720	156
40603310	HOT-MIX ASPHALT SURFACE COURSE,MIX "C", N50	TON	686	0	686
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50	TON	2,647	2,621	26
42400430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	756	216	540
42400800	DETECTABLE WARNINGS	SQ FT	136	40	96
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	20,259	12,339	7,920
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	300	100	200
44004700	SIDEWALK REMOVAL (SPECIAL)	SQ FT	687	216	471
44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	27	9	18
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	53	19	34
44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	69	19	50
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	131	48	83
44201773	CLASS D PATCHES, TYPE I, 11 INCH	SQ YD	38	26	12
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	76	54	22
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	88	54	34
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	192	135	57
44201798	CLASS D PATCHES, TYPE I, 13 INCH	SQ YD	23	23	0
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	46	46	0
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	46	46	0
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	115	115	0
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	10,492	8,367	2,125
48101200	AGGREGATE SHOULDERS, TYPE B	TON	706	706	0
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	3	0	3
64200105	SHOULDER RUMBLE STRIP	FOOT	560	560	0

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE I000	
				RINGWOOD ROAD	BARNARD MILL ROAD
67100100	MOBILIZATION	LSUM	1	0.79	0.21
70101700	TRAFFIC CONTROL AND PROTECTION	LSUM	1	0.79	0.21
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	4,680	3,880	800
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,574	1,304	270
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	274	183	91
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	34,549	30,245	4,304
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,476	646	830
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	700	450	250
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	94	32	62
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2	0	2
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	2	0	2
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	220	220	0
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	4	2	2
XX005924	TEMPORARY RAMP REMOVAL	SQ YD	876	720	156
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	156	104	52
X4420450	CLASS D PATCHES, TYPE I, 4 INCH	SQ YD	47	0	47
X4420452	CLASS D PATCHES, TYPE II, 4 INCH	SQ YD	94	0	94
X4420454	CLASS D PATCHES, TYPE III, 4 INCH	SQ YD	142	0	142
X4420456	CLASS D PATCHES, TYPE IV, 4 INCH	SQ YD	189	0	189

\* INDICATES SPECIALTY ITEM

**SCHEDULE OF QUANTITIES**

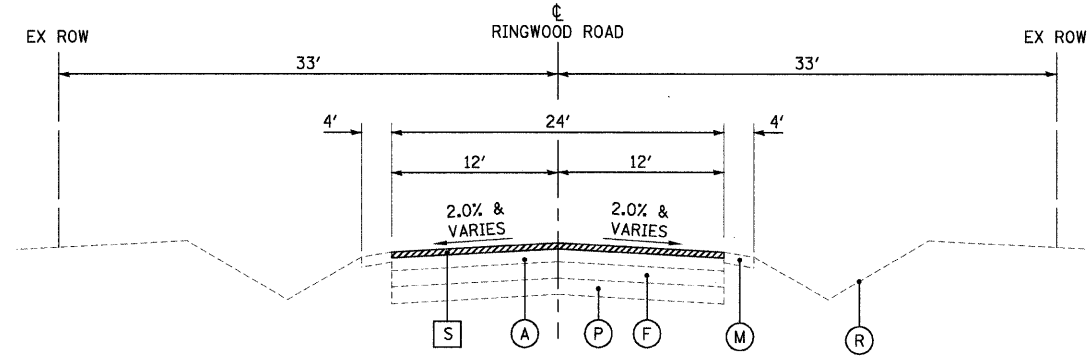
**HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT**

LOCATION	AREA (SQ YD)
RINGWOOD ROAD (STA 75+35)	35
RINGWOOD ROAD (STA 111+34)	30
RINGWOOD ROAD (STA 112+39)	135
PRAIRIE RIDGE (STA 129+59)	167
PIONEER OAKS (STA 147+42)	167
RINGWOOD ROAD (STA 160+06)	85
DRIVEWAYS (STA 112+39 TO STA 156+00)	200
BARNARD MILL ROAD (STA 199+40)	35
BARNARD MILL ROAD (STA 221+39)	85
<b>TOTAL</b>	<b>939</b>

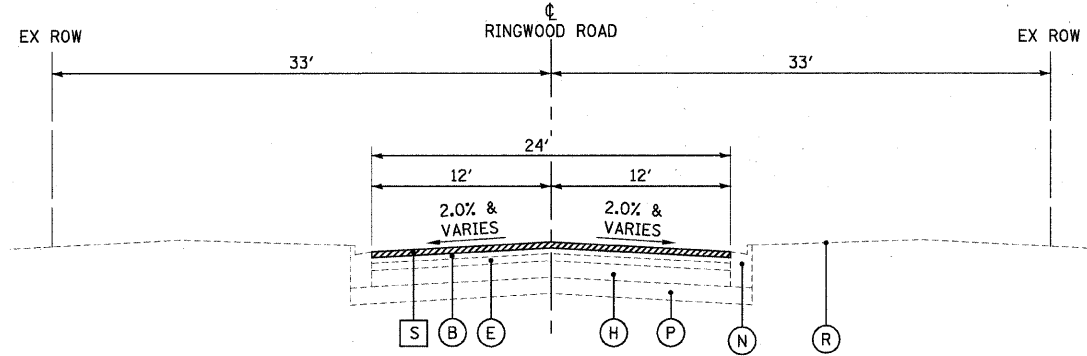
\*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD

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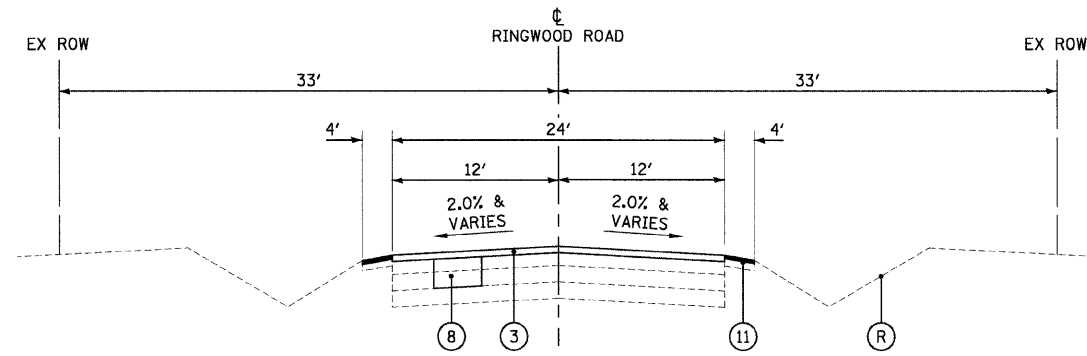
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	FILE NAME = 080005-S00.dwg	DRAWN - CJC	REVISED - 6/27/08 - IDOT REVIEW			08-0002-00-RS	McHENRY	24	3	
PLOT DATE = 6/27/2008	CHECKED - RWL	REVISED -		SCALE: NONE		FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 63056		
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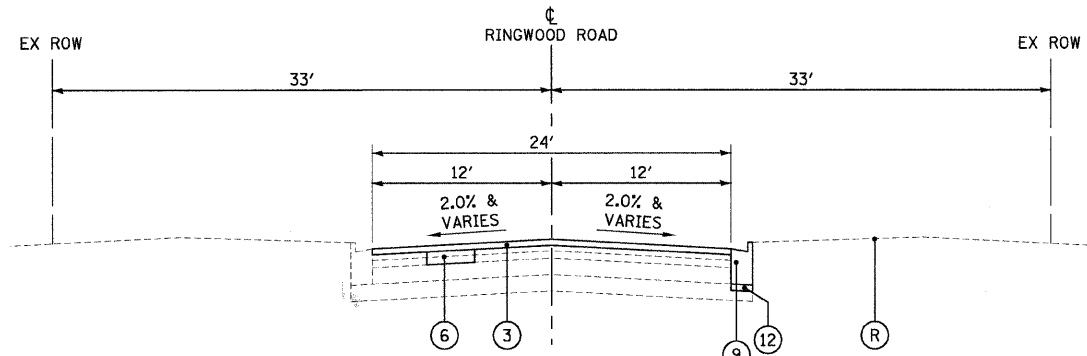
**EXISTING TYPICAL SECTION  
RINGWOOD ROAD  
(NOT TO SCALE)  
STA. 75+35 TO STA. 100+00**



**EXISTING TYPICAL SECTION  
RINGWOOD ROAD  
(NOT TO SCALE)  
STA. 100+00 TO STA. 111+34**



**PROPOSED TYPICAL SECTION  
RINGWOOD ROAD  
(NOT TO SCALE)  
STA. 75+35 TO STA. 100+00**



**PROPOSED TYPICAL SECTION  
RINGWOOD ROAD  
(NOT TO SCALE)  
STA. 100+00 TO STA. 111+34**

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AC TYPE	VOIDS
<b>RESURFACING</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5mm); 2"	PG 64-22	4% @ 50 GYR.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; (IL 9.5mm); 1 1/2" - 2"	PG 64-22	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50	PG 64-22 / 58-22	4% @ 50 GYR.
<b>PATCHING</b>		
CLASS D PATCHES (HMA BINDER IL-19 mm); TYPE I - IV - 4-INCH, TYPE I - IV - 6-INCH, TYPE I - IV - 11-INCH, TYPE I - IV - 13-INCH	PG 64-22 / 58-22	4% @ 70 GYR.
<b>DRIVEWAYS</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm); 2"	PG 64-22	4% @ 50 GYR.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; (IL 9.5 mm); 1 1/2" - 2"	PG 64-22	4% @ 50 GYR.

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

**EXISTING LEGEND**

- (A) HOT-MIX ASPHALT SURFACE COURSE, 3" - 5"
- (B) HOT-MIX ASPHALT SURFACE COURSE, 3 1/2" - 4 1/2"
- (C) HOT-MIX ASPHALT SURFACE COURSE, 8 1/4" - 11 1/4"
- (D) HOT-MIX ASPHALT SURFACE COURSE, 5" - 9"
- (E) HOT-MIX ASPHALT BINDER COURSE, 1 1/2"
- (F) BITUMINOUS STABILIZED GRANULAR MATERIAL, 8 1/2" - 11"
- (G) BITUMINOUS STABILIZED GRANULAR MATERIAL, 2 1/4" - 4"
- (H) AGGREGATE BASE COURSE, 11" - 11 1/2"
- (J) AGGREGATE BASE COURSE, 3" - 7 1/2"
- (K) AGGREGATE BASE COURSE, 4 1/2" - 12 1/4"
- (L) HOT-MIX ASPHALT SHOULDER (FULL DEPTH)
- (M) AGGREGATE SHOULDER
- (N) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (P) EXISTING SUB-GRADE
- (R) GROUND SURFACE
- (S) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (S) ITEM TO BE REMOVED

**PROPOSED LEGEND**

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 2"
- (2) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"
- (3) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
- (4) LEVELING BINDER (MACHINE METHOD), N50 - 3/4" MIN.
- (5) CLASS D PATCHES, TYPE I - IV, 4-INCH
- (6) CLASS D PATCHES, TYPE I - IV, 6-INCH
- (7) CLASS D PATCHES, TYPE I - IV, 11-INCH
- (8) CLASS D PATCHES, TYPE I - IV, 13-INCH
- (9) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- (10) HOT-MIX ASPHALT SHOULDERS
- (11) AGGREGATE SHOULDERS, TYPE B
- (12) AGGREGATE BASE COURSE, TYPE B - 4"

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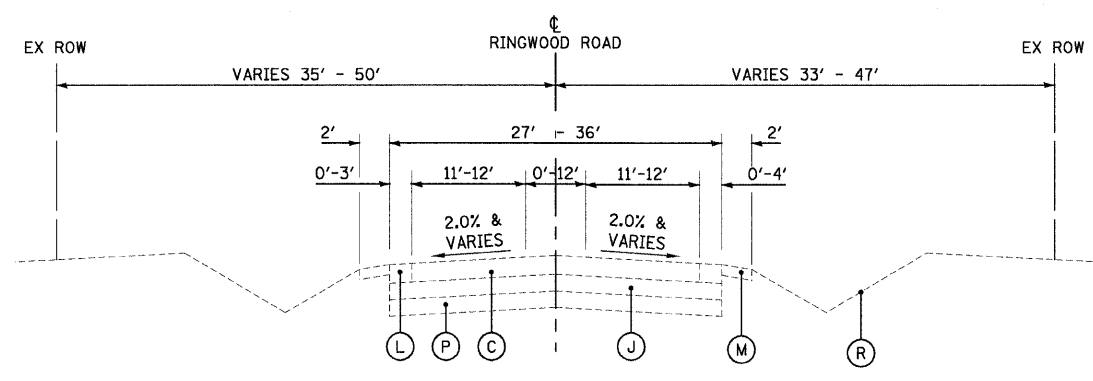


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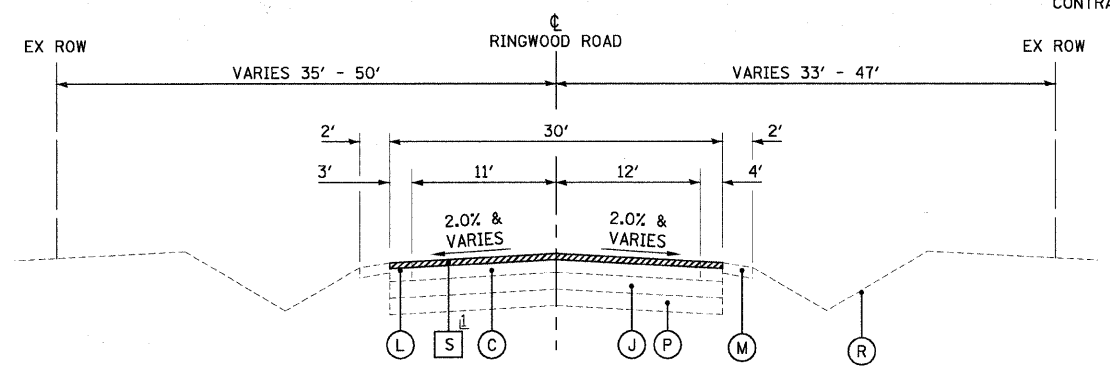
**VILLAGE OF RINGWOOD, ILLINOIS  
RINGWOOD ROAD AND  
BARNARD MILL ROAD STP (LAPP)  
IMPROVEMENTS**

SCALE: NONE		STA. TO STA.	
F.A. RTE.		SECTION	COUNTY
C-91-225-08		08-00002-00-RS	McHENRY
ILLINOIS		TOTAL SHEETS	SHEET NO.
FED. AID PROJECT M-80031961J		24	4
CONTRACT NO. 63056			

\*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD

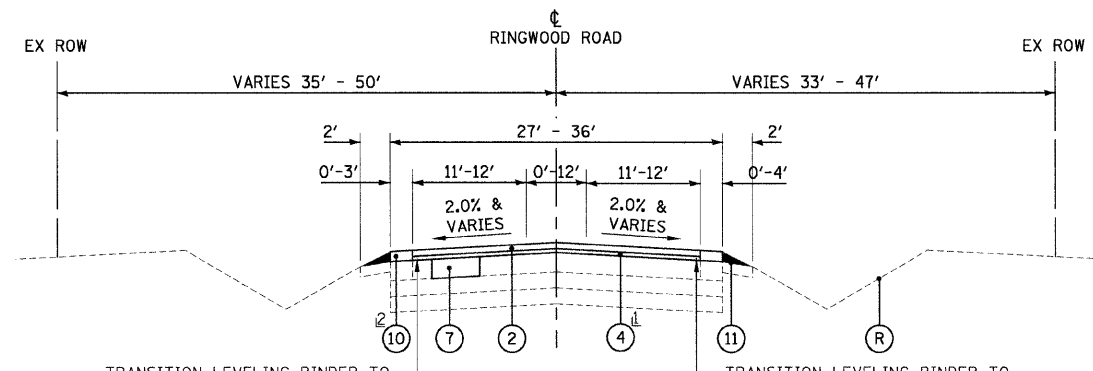


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**RINGWOOD ROAD**  
(NOT TO SCALE)  
STA. 112+39 TO STA. 156+00



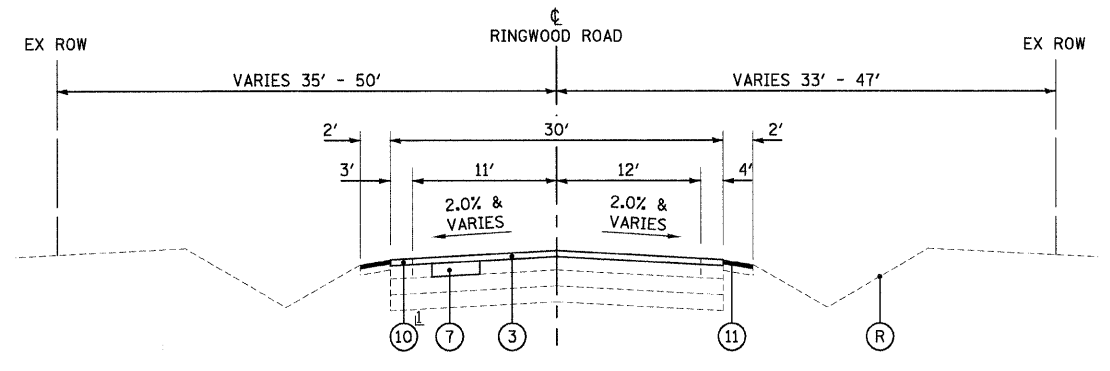
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**RINGWOOD ROAD**  
(NOT TO SCALE)  
STA. 156+00 TO STA. 160+06

1. TRANSITION MILLING FROM 0" AT STA. 156+00 TO 2" AT STA. 157+00



**PROPOSED TYPICAL SECTION**  
**RINGWOOD ROAD**  
(NOT TO SCALE)  
STA. 112+39 TO STA. 156+00

1. TRANSITION LEVELING BINDER FROM 3/4" AT STA. 155+85 TO 1/2" AT STA. 156+00  
2. HOT-MIX ASPHALT SHOULDERS PAID FOR AS HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"



**PROPOSED TYPICAL SECTION**  
**RINGWOOD ROAD**  
(NOT TO SCALE)  
STA. 156+00 TO STA. 160+06

1. HOT-MIX ASPHALT SHOULDERS PAID FOR AS HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"

**EXISTING LEGEND**

- (A) HOT-MIX ASPHALT SURFACE COURSE, 3" - 5"
- (B) HOT-MIX ASPHALT SURFACE COURSE, 3 1/2" - 4 1/2"
- (C) HOT-MIX ASPHALT SURFACE COURSE, 8 1/4" - 11 1/4"
- (D) HOT-MIX ASPHALT SURFACE COURSE, 5" - 9"
- (E) HOT-MIX ASPHALT BINDER COURSE, 1 1/2"
- (F) BITUMINOUS STABILIZED GRANULAR MATERIAL, 8 1/2" - 11"
- (G) BITUMINOUS STABILIZED GRANULAR MATERIAL, 2 1/4" - 4"
- (H) AGGREGATE BASE COURSE, 11" - 11 1/2"
- (J) AGGREGATE BASE COURSE, 3" - 7 1/2"
- (K) AGGREGATE BASE COURSE, 4 1/2" - 12 1/4"
- (L) HOT-MIX ASPHALT SHOULDER (FULL DEPTH)
- (M) AGGREGATE SHOULDER
- (N) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (P) EXISTING SUB-GRADE
- (R) GROUND SURFACE
- (S) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- [Hatched] ITEM TO BE REMOVED

**PROPOSED LEGEND**

- 1. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 2"
- 2. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"
- 3. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
- 4. LEVELING BINDER (MACHINE METHOD), N50 - 3/4" MIN.
- 5. CLASS D PATCHES, TYPE I - IV, 4-INCH
- 6. CLASS D PATCHES, TYPE I - IV, 6-INCH
- 7. CLASS D PATCHES, TYPE I - IV, 11-INCH
- 8. CLASS D PATCHES, TYPE I - IV, 13-INCH
- 9. COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- 10. HOT-MIX ASPHALT SHOULDERS
- 11. AGGREGATE SHOULDERS, TYPE B
- 12. AGGREGATE BASE COURSE, TYPE B - 4"

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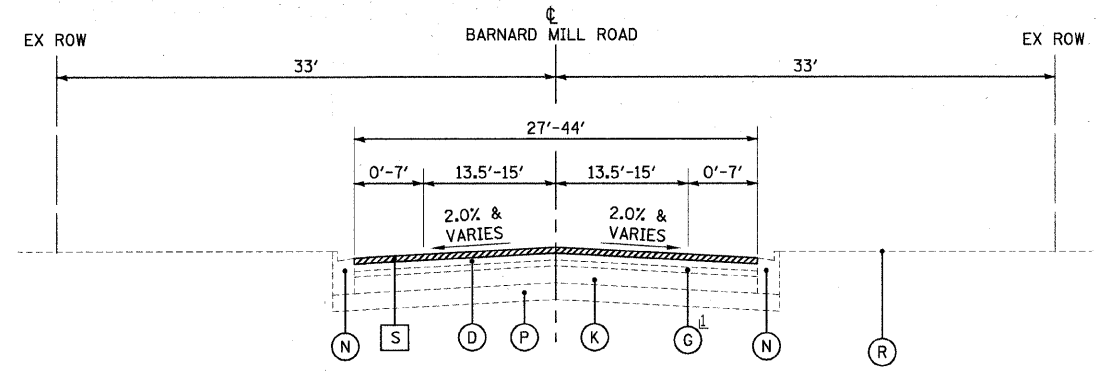
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**VILLAGE OF RINGWOOD, ILLINOIS**  
**RINGWOOD ROAD AND**  
**BARNARD MILL ROAD STP (LAPP)**  
**IMPROVEMENTS**

<b>TYPICAL SECTIONS AND</b> <b>HMA MIXTURE REQUIREMENTS</b>	
SCALE: NONE	STA. TO STA.

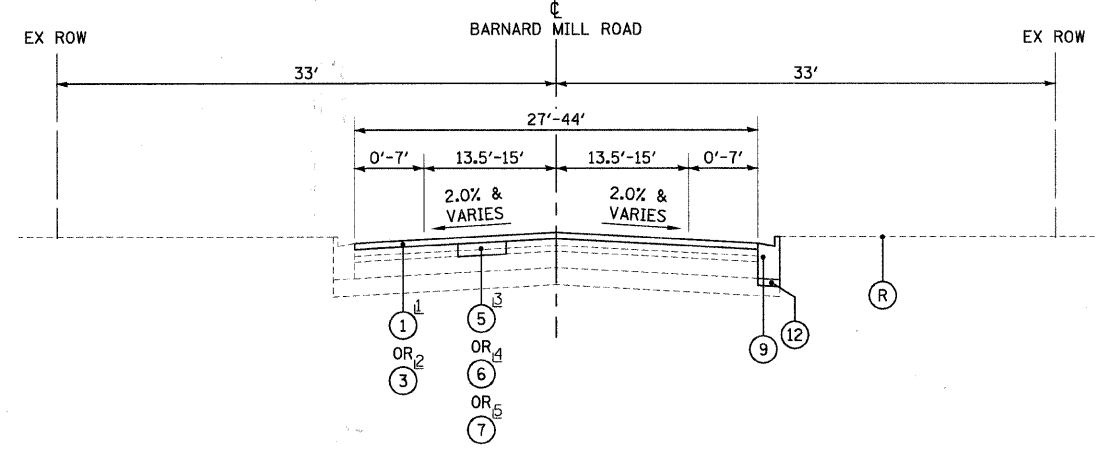
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FED. ROAD DIST. NO.	ILLINOIS		CONTRACT NO. 63056	
C-91-225-08			FED. AID PROJECT M-8003(96J)	

\*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD



**EXISTING TYPICAL SECTION  
BARNARD MILL ROAD  
(NOT TO SCALE)  
STA. 199+40 TO STA. 221+39**

⊥ LOCATED FROM STA. 199+40 TO STA. 214+00



**PROPOSED TYPICAL SECTION  
BARNARD MILL ROAD  
(NOT TO SCALE)  
STA. 199+40 TO STA. 221+39**

⊥ LOCATED FROM STA. 199+40 TO STA. 200+40  
 ⊥ LOCATED FROM STA. 200+40 TO STA. 221+39  
 ⊥ LOCATED FROM STA. 214+00 TO STA. 221+39  
 ⊥ LOCATED FROM STA. 204+00 TO STA. 206+00 AND STA. 210+00 TO 214+00  
 ⊥ LOCATED FROM STA. 206+00 TO STA. 210+00

**EXISTING LEGEND**

- (A) HOT-MIX ASPHALT SURFACE COURSE, 3" - 5"
- (B) HOT-MIX ASPHALT SURFACE COURSE, 3 1/2" - 4 1/2"
- (C) HOT-MIX ASPHALT SURFACE COURSE, 8 1/4" - 11 1/4"
- (D) HOT-MIX ASPHALT SURFACE COURSE, 5" - 9"
- (E) HOT-MIX ASPHALT BINDER COURSE, 1 1/2"
- (F) BITUMINOUS STABILIZED GRANULAR MATERIAL, 8 1/2" - 11"
- (G) BITUMINOUS STABILIZED GRANULAR MATERIAL, 2 1/4" - 4"
- (H) AGGREGATE BASE COURSE, 11" - 11 1/2"
- (J) AGGREGATE BASE COURSE, 3" - 7 1/2"
- (K) AGGREGATE BASE COURSE, 4 1/2" - 12 1/4"
- (L) HOT-MIX ASPHALT SHOULDER (FULL DEPTH)
- (M) AGGREGATE SHOULDER
- (N) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (P) EXISTING SUB-GRADE
- (R) GROUND SURFACE
- (S) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- [Hatched Box] ITEM TO BE REMOVED

**PROPOSED LEGEND**

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 2"
- (2) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"
- (3) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
- (4) LEVELING BINDER (MACHINE METHOD), N50 - 3/4" MIN.
- (5) CLASS D PATCHES, TYPE I - IV, 4-INCH
- (6) CLASS D PATCHES, TYPE I - IV, 6-INCH
- (7) CLASS D PATCHES, TYPE I - IV, 11-INCH
- (8) CLASS D PATCHES, TYPE I - IV, 13-INCH
- (9) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- (10) HOT-MIX ASPHALT SHOULDERS
- (11) AGGREGATE SHOULDERS, TYPE B
- (12) AGGREGATE BASE COURSE, TYPE B - 4"

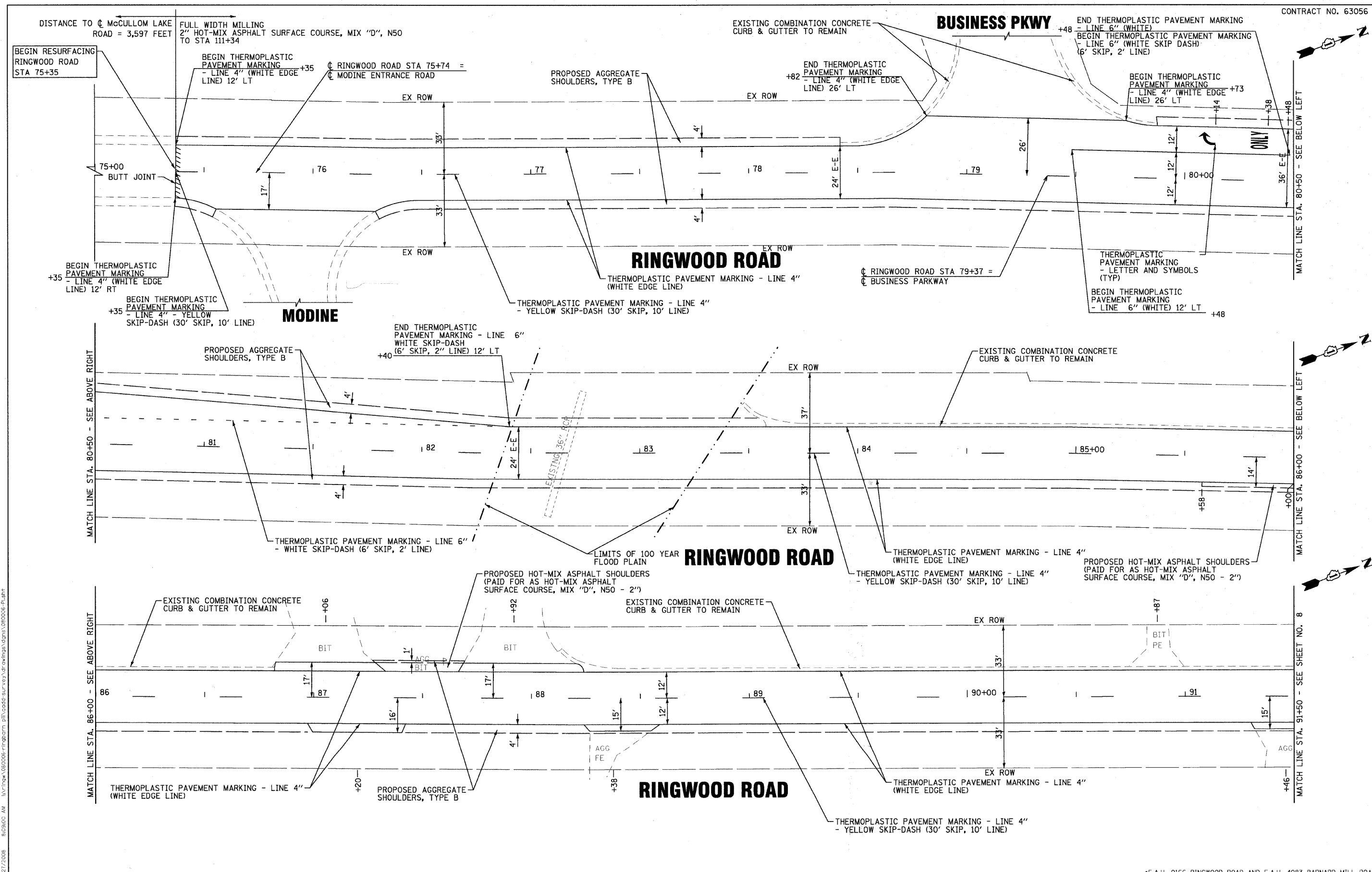
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**VILLAGE OF RINGWOOD, ILLINOIS  
RINGWOOD ROAD AND  
BARNARD MILL ROAD STP (LAPP)  
IMPROVEMENTS**

<b>TYPICAL SECTIONS AND HMA MIXTURE REQUIREMENTS</b>	
SCALE: NONE	STA. TO STA.

*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO.			CONTRACT NO. 63056	
C-91-225-08 ILLINOIS			FED. AID PROJECT M-8003(961)	



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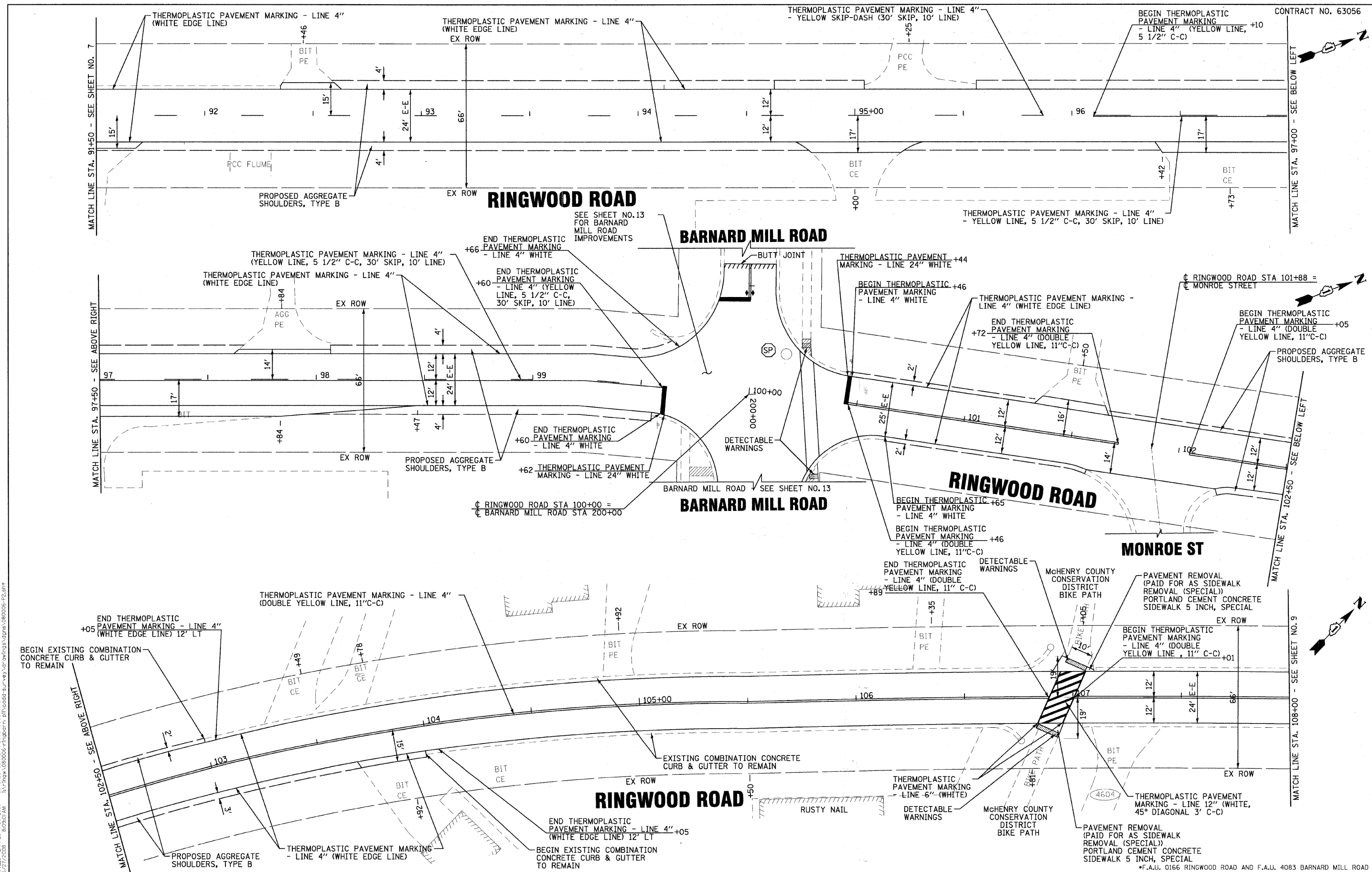
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**VILLAGE OF RINGWOOD, ILLINOIS**  
**RINGWOOD ROAD AND**  
**BARNARD MILL ROAD STP (LAPP)**  
**IMPROVEMENTS**

PLAN - RINGWOOD ROAD				
SCALE: 1" = 20'	STA. 75+00	TO STA. 91+50		
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
08-00002-00-RS	08-00002-00-RS	McHENRY	24	7
FED. ROAD DIST. NO.	C-91-225-08	ILLINOIS	CONTRACT NO. 63056	
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\*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD





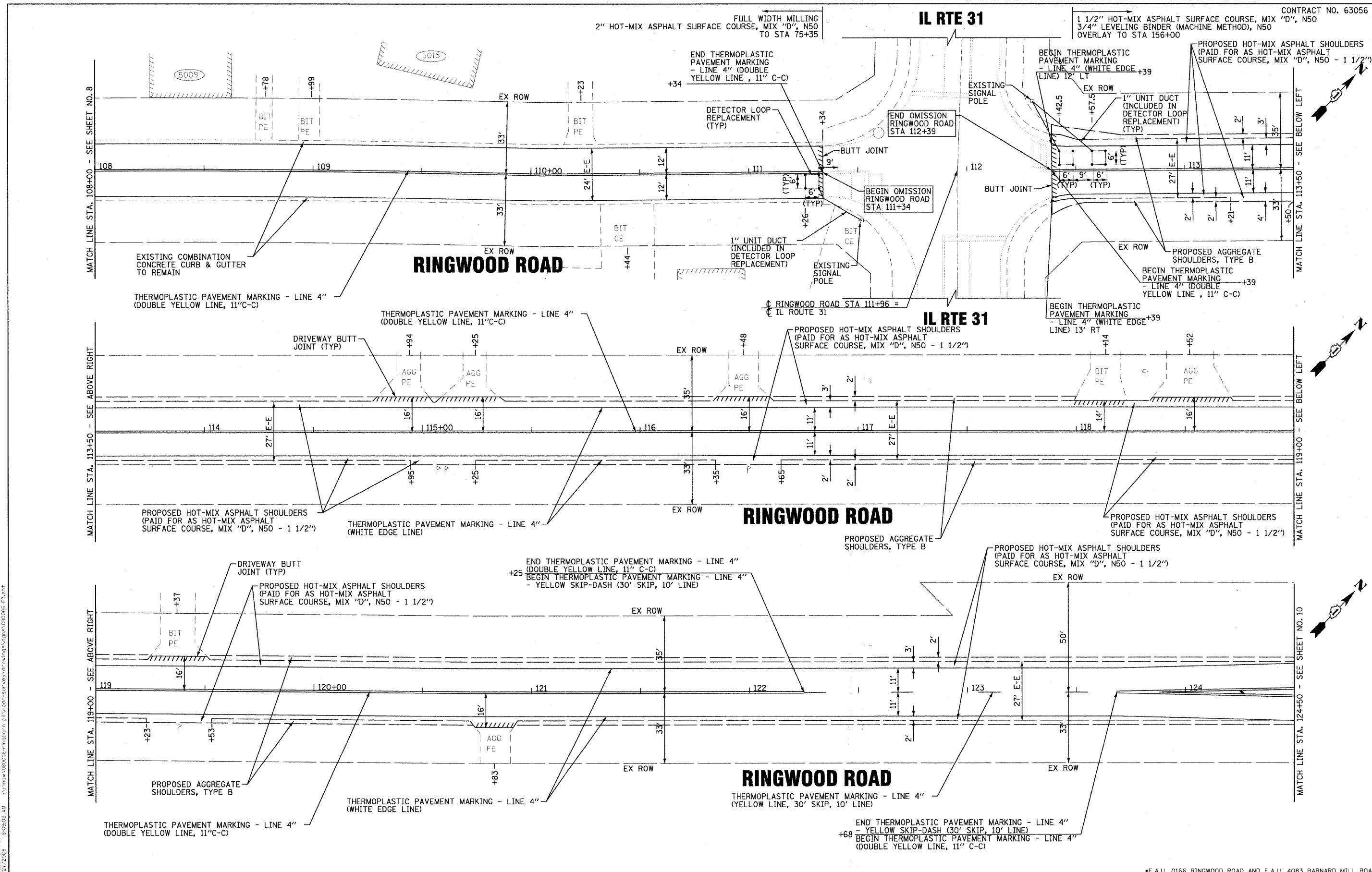
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**VILLAGE OF RINGWOOD, ILLINOIS**  
**RINGWOOD ROAD AND**  
**BARNARD MILL ROAD STP (LAPP)**  
**IMPROVEMENTS**

PLAN - RINGWOOD ROAD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: 1" = 20'		08-00002-00-RS	08-00002-00-RS	MCHENRY	24	8
STA. 91+50 TO STA. 108+00		FED. ROAD DIST. NO.	CONTRACT NO. 63056			
		C-91-225-08	ILLINOIS		FED. AID PROJECT M-80031961J	





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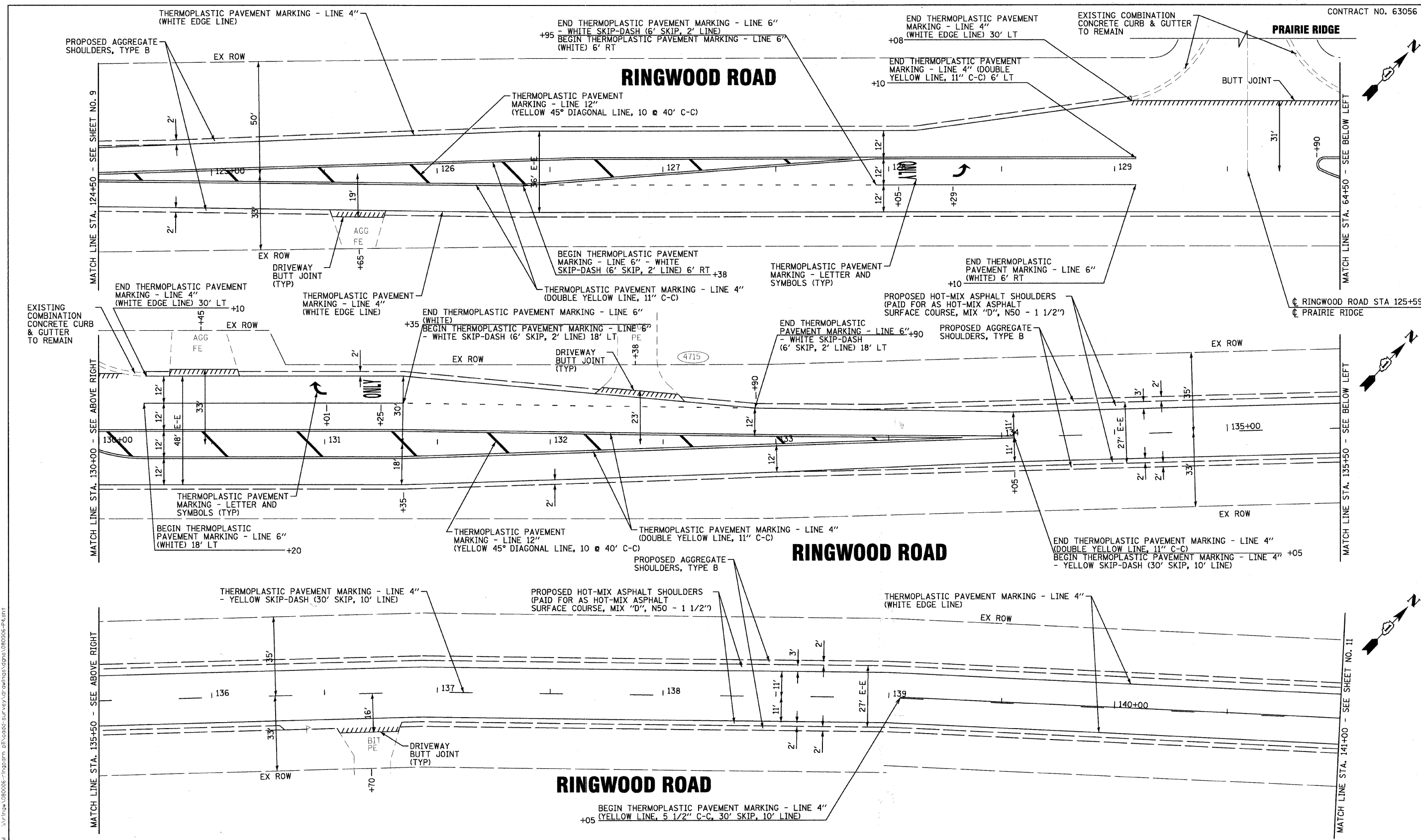
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**VILLAGE OF RINGWOOD, ILLINOIS**  
**RINGWOOD ROAD AND**  
**BARNARD MILL ROAD STP (LAPP)**  
**IMPROVEMENTS**

**PLAN - RINGWOOD ROAD**  
 SCALE: 1" = 20'  
 STA. 108+00 TO STA. 124+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C-91-225-08	08-00002-00-RS	MCHENRY	24	9
FED. ROAD DIST. NO.			CONTRACT NO. 63056	
ILLINOIS			FED. AID PROJECT M-8003(961)	

\*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD



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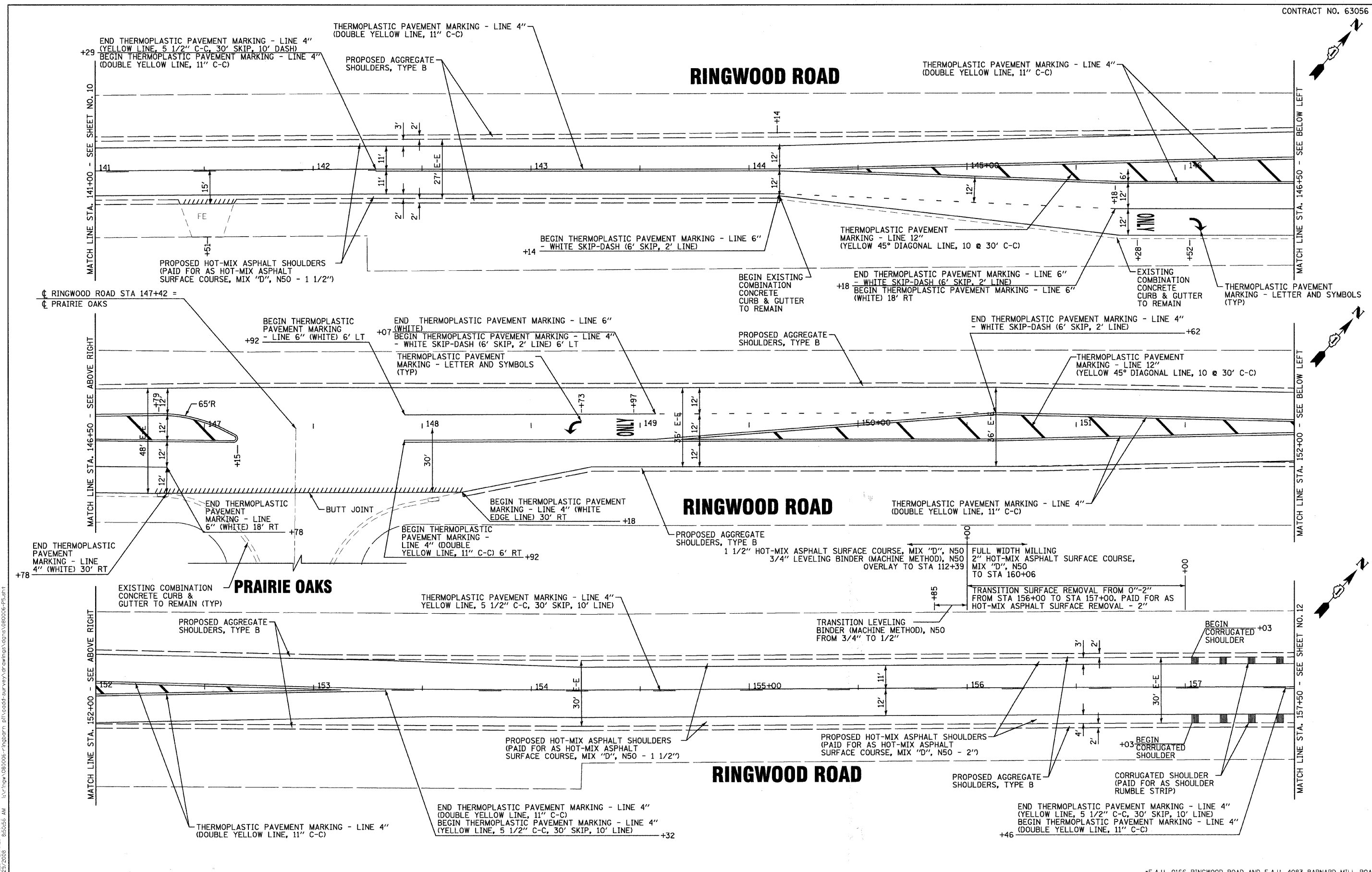


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**VILLAGE OF RINGWOOD, ILLINOIS**  
**RINGWOOD ROAD AND**  
**BARNARD MILL ROAD STP (LAPP)**  
**IMPROVEMENTS**

**PLAN - RINGWOOD ROAD**  
 SCALE: 1" = 20'  
 STA. 124+50 TO STA. 141+00

*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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C-91-225-08			FED. AID PROJECT M-8003(961)	



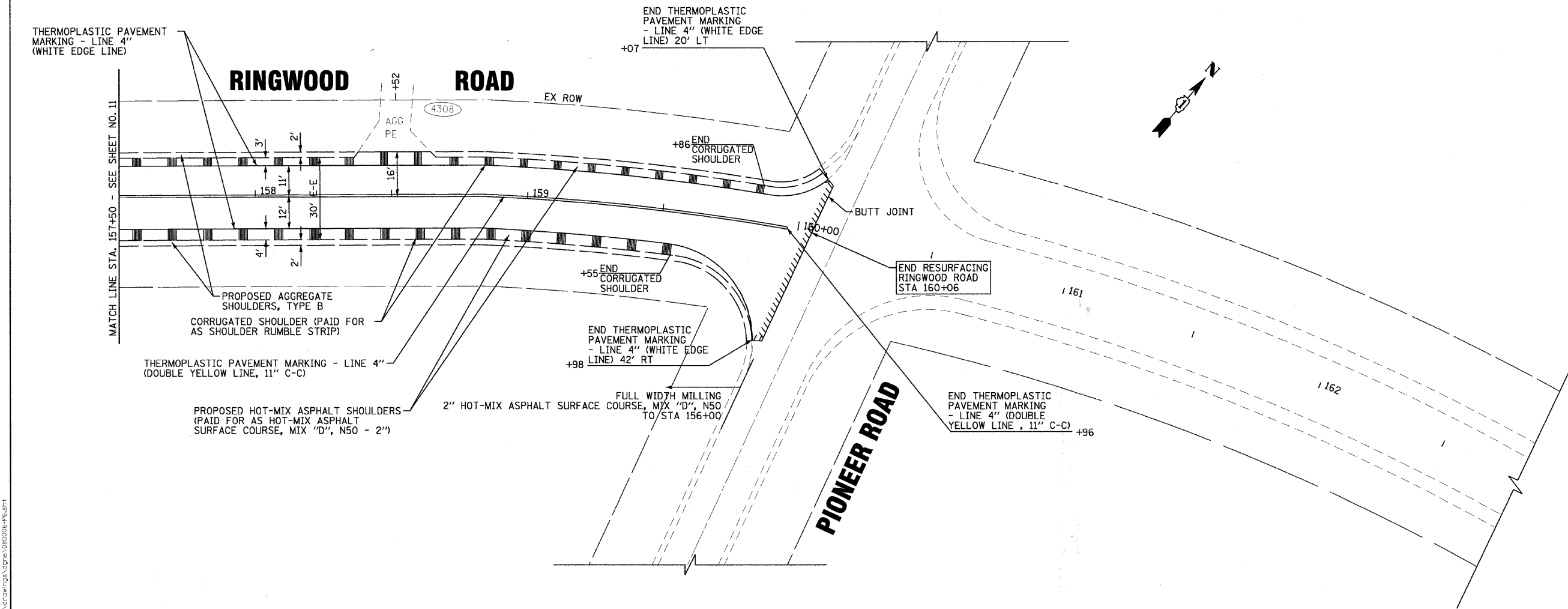
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**VILLAGE OF RINGWOOD, ILLINOIS**  
**RINGWOOD ROAD AND**  
**BARNARD MILL ROAD STP (LAPP)**  
**IMPROVEMENTS**

SCALE: 1" = 20'		STA. 141+00 TO STA. 157+50	F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD	
PLAN - RINGWOOD ROAD		F.A. RTE.	SECTION	COUNTY
		08-00002-00-RS	McHENRY	TOTAL SHEETS 24
		FED. ROAD DIST. NO. C-91-225-08	ILLINOIS	SHEET NO. 11
				CONTRACT NO. 63056
				FED. AID PROJECT M-8003(961)



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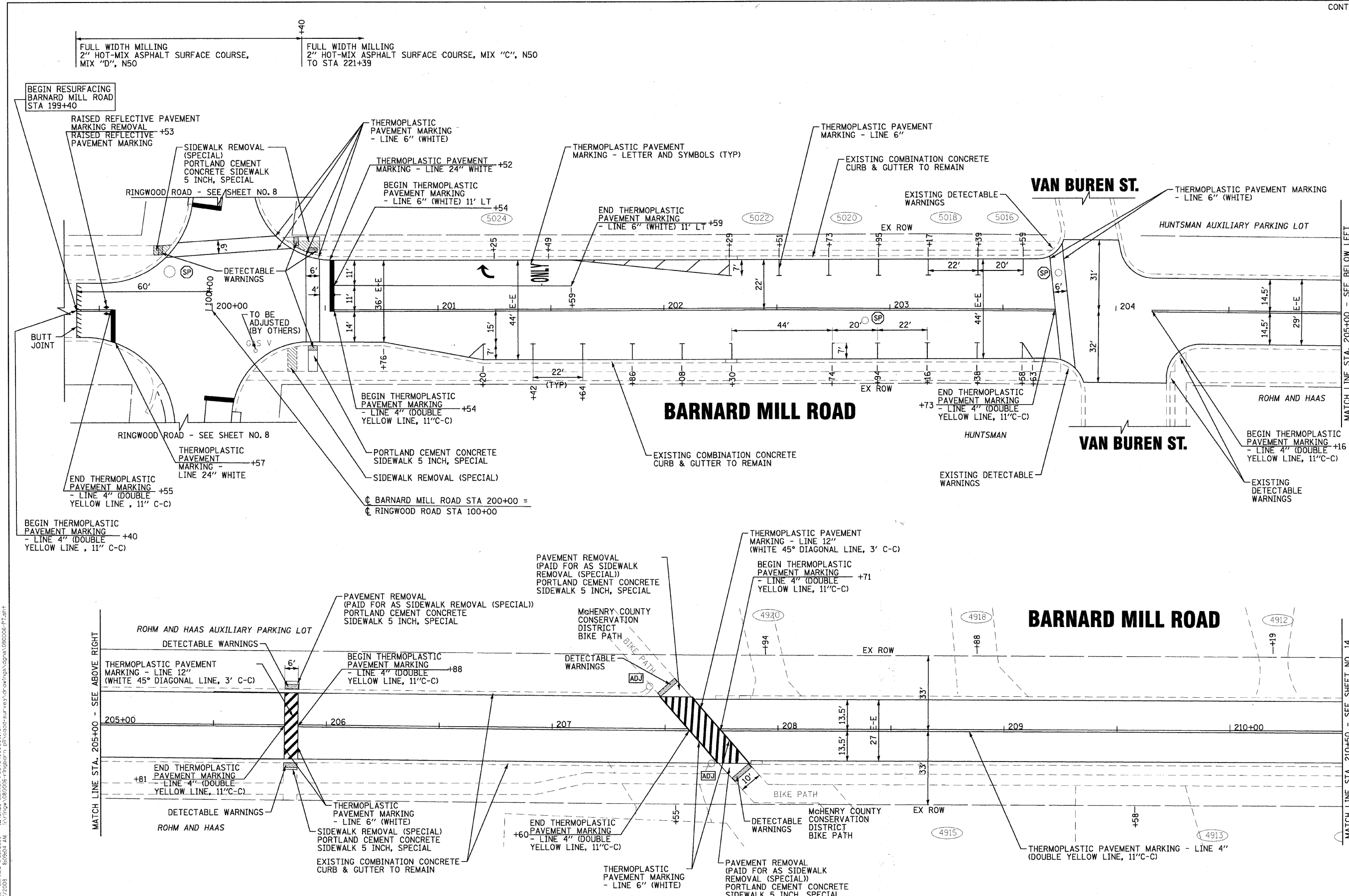


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**VILLAGE OF RINGWOOD, ILLINOIS**  
**RINGWOOD ROAD AND**  
**BARNARD MILL ROAD STP (LAPP)**  
**IMPROVEMENTS**

**PLAN - RINGWOOD ROAD**  
 SCALE: 1" = 20'  
 STA. 157+50 TO STA. 160+06

*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		08-00002-00-RS		MCHENRY	24	12
FED. ROAD DIST. NO.				CONTRACT NO. 63056		
C-91-225-08				ILLINOIS		
				FED. AID PROJECT M-8003196J		



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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
 488 E. WASHINGTON ST., SUITE 200, RICHMOND, ILL. 62451  
 TEL: 618-938-2000 FAX: 618-938-2001  
 WWW.BAXTERANDWOODMAN.COM

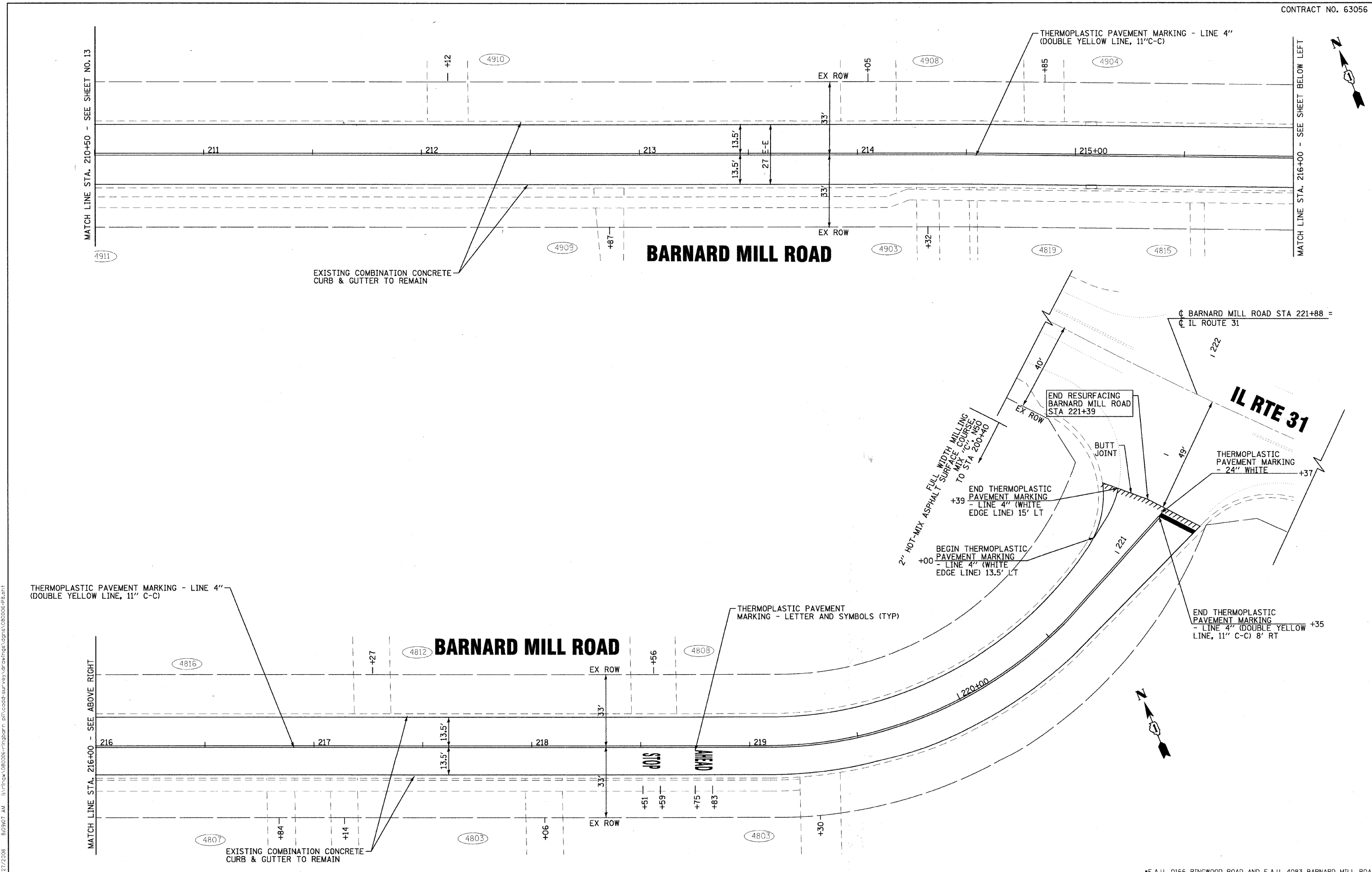
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	FILE NAME = 080206-P7.sht	DRAWN - CJC	REVISED - 6/27/08 - IDOT REVIEW
	PLOT DATE = 6/27/2008	CHECKED - RWL	REVISED -
		DATE - 3/28/08	REVISED -

**VILLAGE OF RINGWOOD, ILLINOIS**  
**RINGWOOD ROAD AND**  
**BARNARD MILL ROAD STP (LAPP)**  
**IMPROVEMENTS**

**PLAN - BARNARD MILL ROAD**  
 SCALE: 1" = 20'  
 STA. 199+35 TO STA. 216+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C-91-225-08	08-00002-00-RS	McHENRY	24	13
FED. ROAD DIST. NO.			CONTRACT NO. 63056	
ILLINOIS			FED. AID PROJECT M-8003(961)	

\*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD



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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
 4803 E. RINGWOOD ROAD, RINGWOOD, ILLINOIS 60070  
 6/27/2008 8:09:47 AM I:\Projects\080006-Ringwood\p1\cond-surr-very-dr-cwings\gms\080006-P8.sht  
 4803

	USER NAME = 418eje	DESIGNED - RWL	REVISED - 5/28/08 - IDOT REVIEW
	FILE NAME = 080006-P8.sht	DRAWN - CJC	REVISED - 6/27/08 - IDOT REVIEW
	PLOT DATE = 6/27/2008	CHECKED - RWL	REVISED -
		DATE - 3/28/08	REVISED -

**VILLAGE OF RINGWOOD, ILLINOIS**  
**RINGWOOD ROAD AND**  
**BARNARD MILL ROAD STP (LAPP)**  
**IMPROVEMENTS**

**PLAN - BARNARD MILL ROAD**

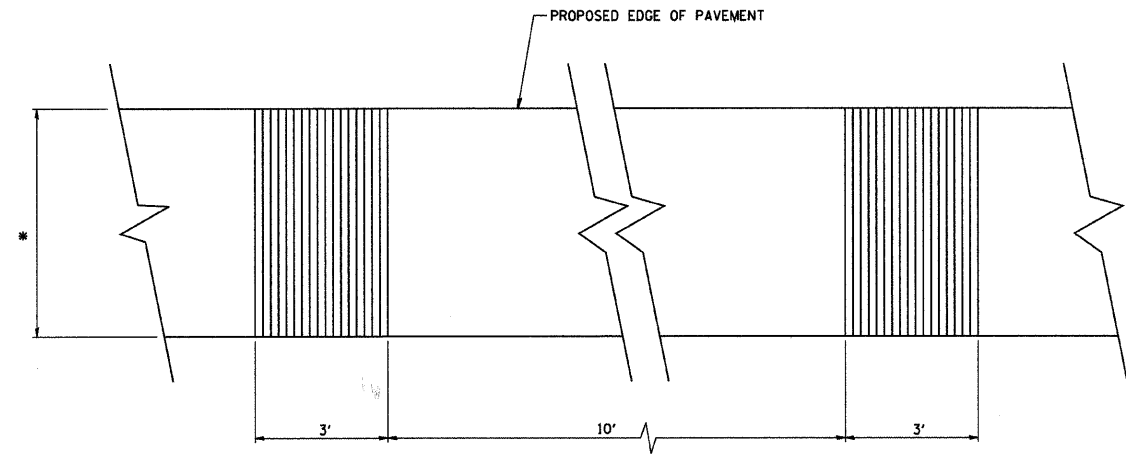
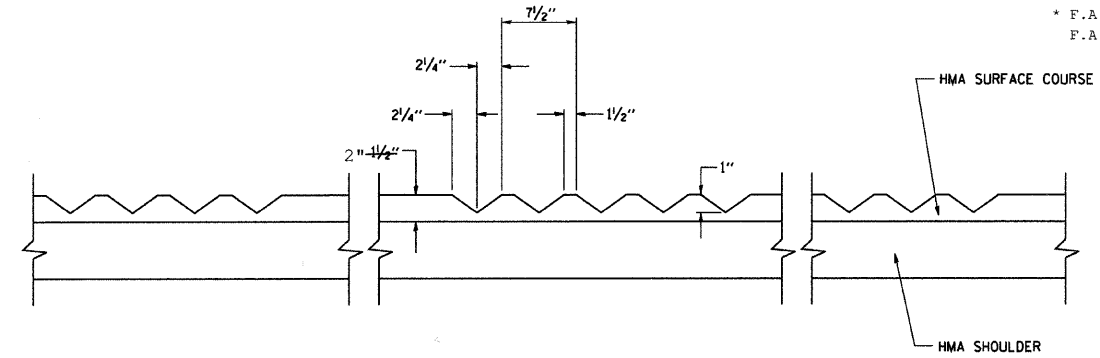
SCALE: 1" = 20'

STA. 210+50 TO STA. 222+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C-91-225-08	08-0002-00-RS	McHENRY	24	14
FED. ROAD DIST. NO.			CONTRACT NO. 63056	
ILLINOIS			FED. AID PROJECT M-8003(961)	

\*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	08-0002-00-RS	McHENRY	24	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
C-91-225-08		M-8003(961)		
* F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD				



\* SEE TYPICAL CROSS SECTIONS IN THE PLANS AND PLAN SHEETS

**TYPICAL SECTION**

**NOTES:**

1. THE PLACEMENT OF THE SURFACE COURSE SHALL BE THE FULL WIDTH OF THE HMA SHOULDER, THE CORRUGATED SHOULDER SHALL BE CONSTRUCTED SIMULTANEOUSLY WITH THE SURFACE COURSE.
2. THE METHOD OF COMPACTING AND GROOVING THE SHOULDER SHALL BE APPROVED BY THE ENGINEER.
3. THE CONTRACTOR SHALL PROTECT THE CORRUGATED SHOULDER WITH SUITABLE SAFETY DEVICES AS WORK PROGRESSES, TO PREVENT TRAFFIC USE UNTIL THE SHOULDER HAS COOLED SUFFICIENTLY TO PREVENT DEFORMATION OF THE GROOVES, AS DIRECTED BY THE ENGINEER.
4. A SEPARATE TANDEM ROLLER SHALL BE USED IN THE CONSTRUCTION OF THE CORRUGATED SHOULDER.
- 4A. METHOD OF MEASUREMENT: THE CORRUGATED SHOULDER WILL BE MEASURED FOR PAYMENT IN PLACE PER FOOT ALONG THE PROPOSED EDGE OF PAVEMENT WITHIN THE LIMITS SPECIFIED ON THE PLANS.
5. BASIS OF PAYMENT: THE CORRUGATED SHOULDER WILL BE PAID FOR AT FOOT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR ~~"HOT-MIX ASPHALT SHOULDERS"~~ SHOULDER RUMBLE STRIP OF THE THICKNESS SPECIFIED, WHICH PRICE INCLUDES THE CONSTRUCTION OF THE GROOVED SURFACE COURSE AND ALL LABOR, MATERIAL AND EQUIPMENT NECESSARY TO CONSTRUCT THE SHOULDER AS SHOWN.

**CORRUGATED SHOULDER**

REVISIONS	
NAME	DATE
RWL	5/29/08

**CORRUGATED SHOULDER**

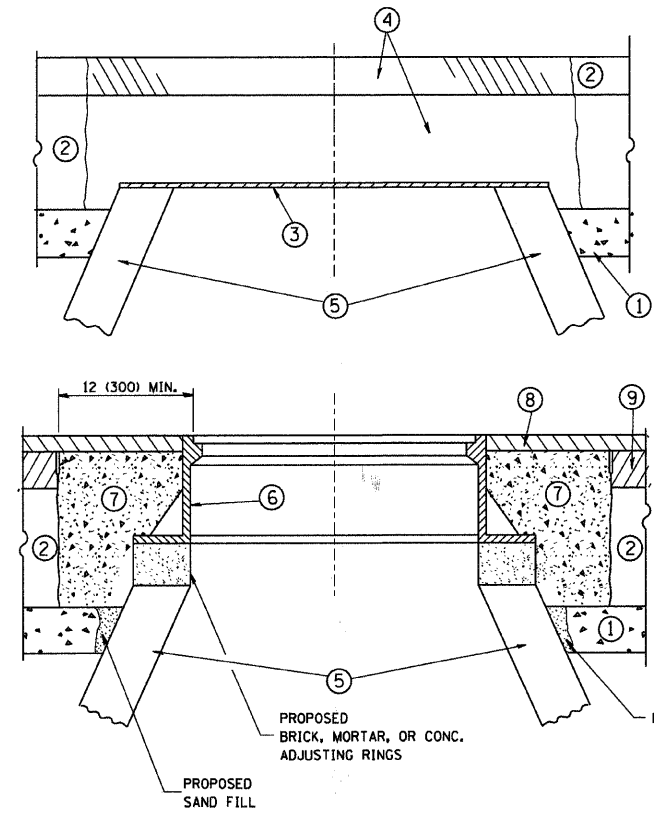
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DRAWN BY  
CHECKED BY



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	08-00002-00-RS	McHENRY	24	16
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
C-91-225-08		M-8003 (961)		

\* F.A.U. 0166 RINGWOOD ROAD AND  
F.A.U. 4083 BARNARD MILL ROAD



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

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

**LEGEND**

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS S1 CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

**LOCATION OF STRUCTURES:**

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

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

**NOTES:**

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

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

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

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

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

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

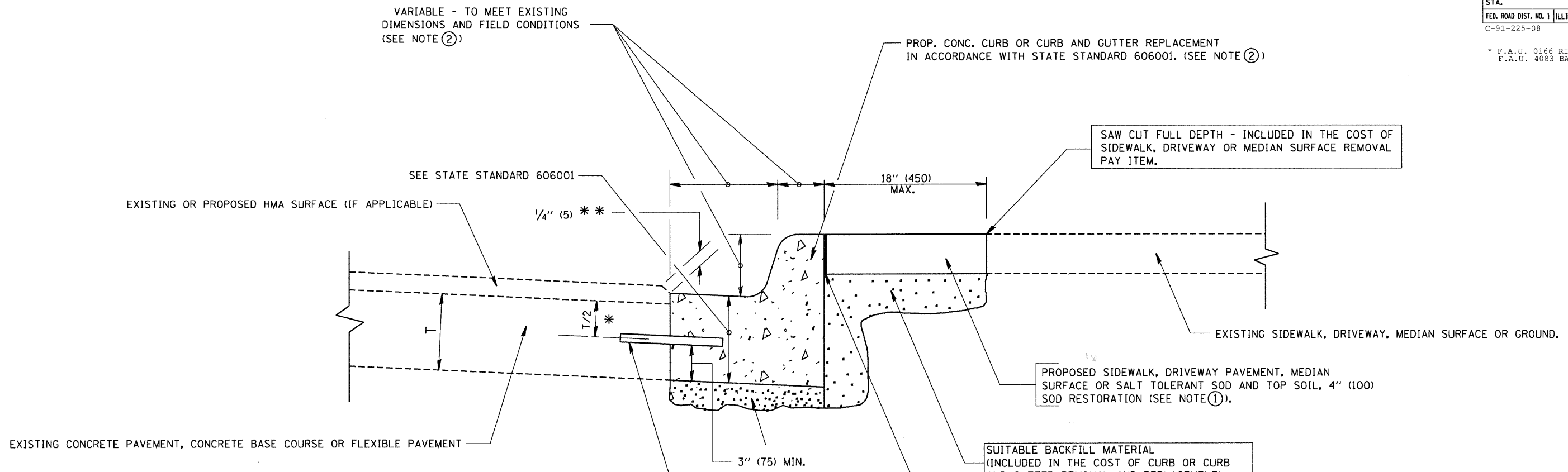
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HORIZ.

DRAWN BY  
CHECKED BY

PLOT DATE: 3/5/2007  
FILE NAME: K:\data\03\08\08.dgn  
PLOT SCALE: 1/8" = 1'-0"  
USER NAME: bbarndt

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	08-00002-00-RS	McHENRY	24	17
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
C-91-225-08		M-8003 (961)		

\* F.A.U. 0166 RINGWOOD ROAD AND  
F.A.U. 4083 BARNARD MILL ROAD



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

- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

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

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

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

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

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

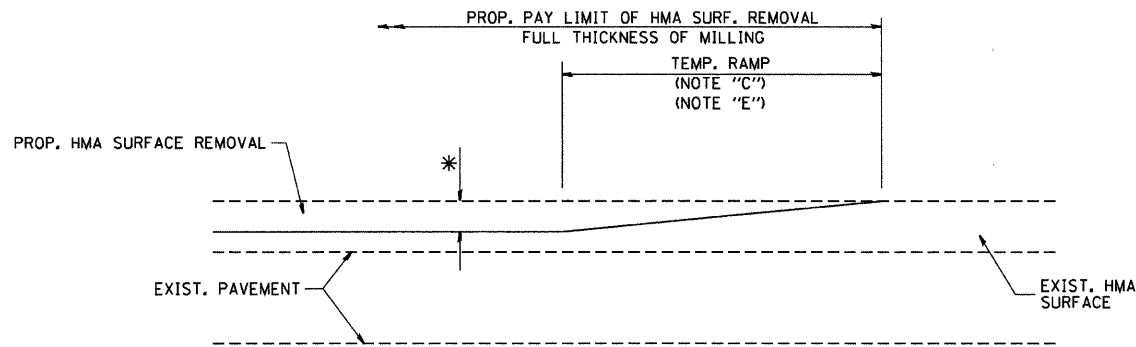
REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
  
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE  
HORIZ.  
DRAWN BY  
CHECKED BY  
BD600-06 (BD-24)

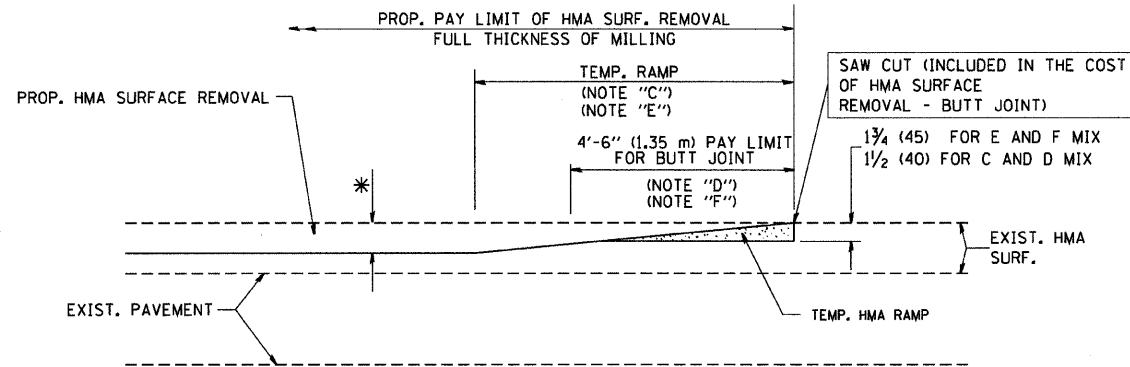
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	08-0002-00-R8	McHENRY	24	18
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
C-91-225-08		M-8003 (961)		
* F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD				



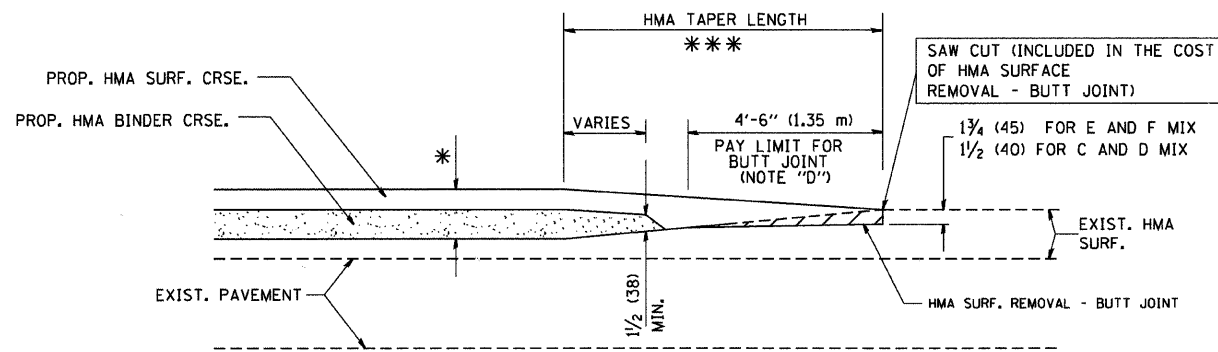
MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



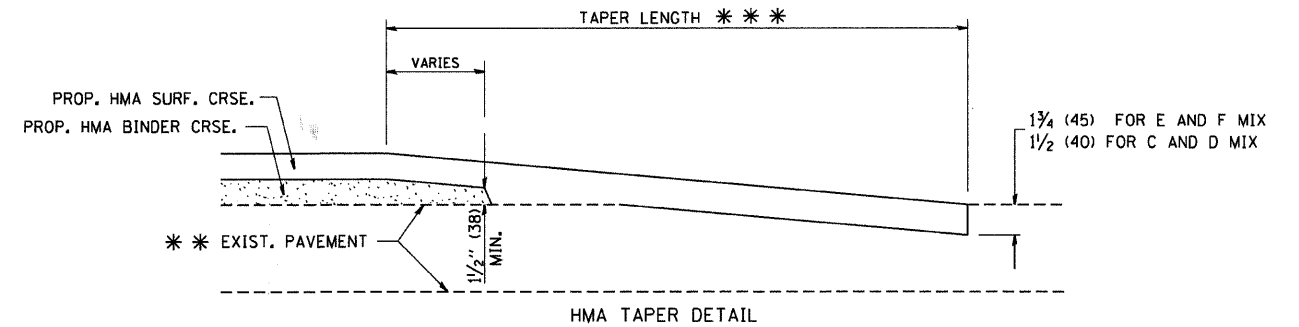
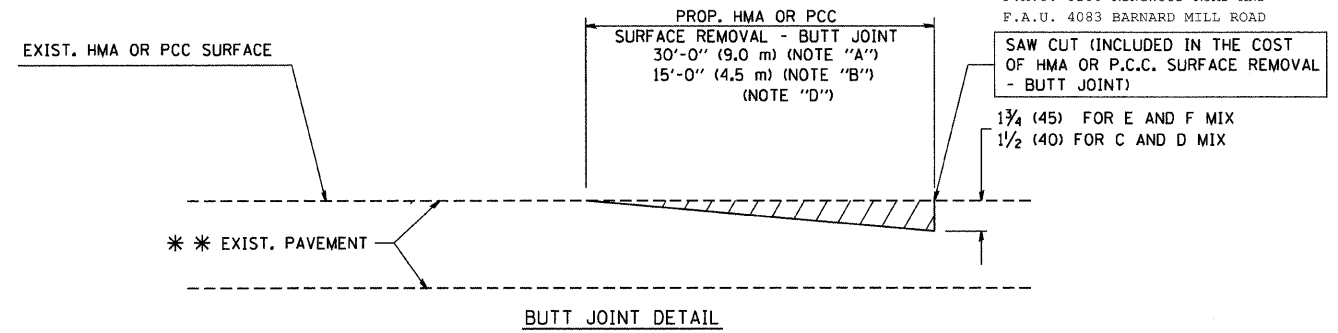
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2  
TYPICAL TEMPORARY RAMP



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



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")

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

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".

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

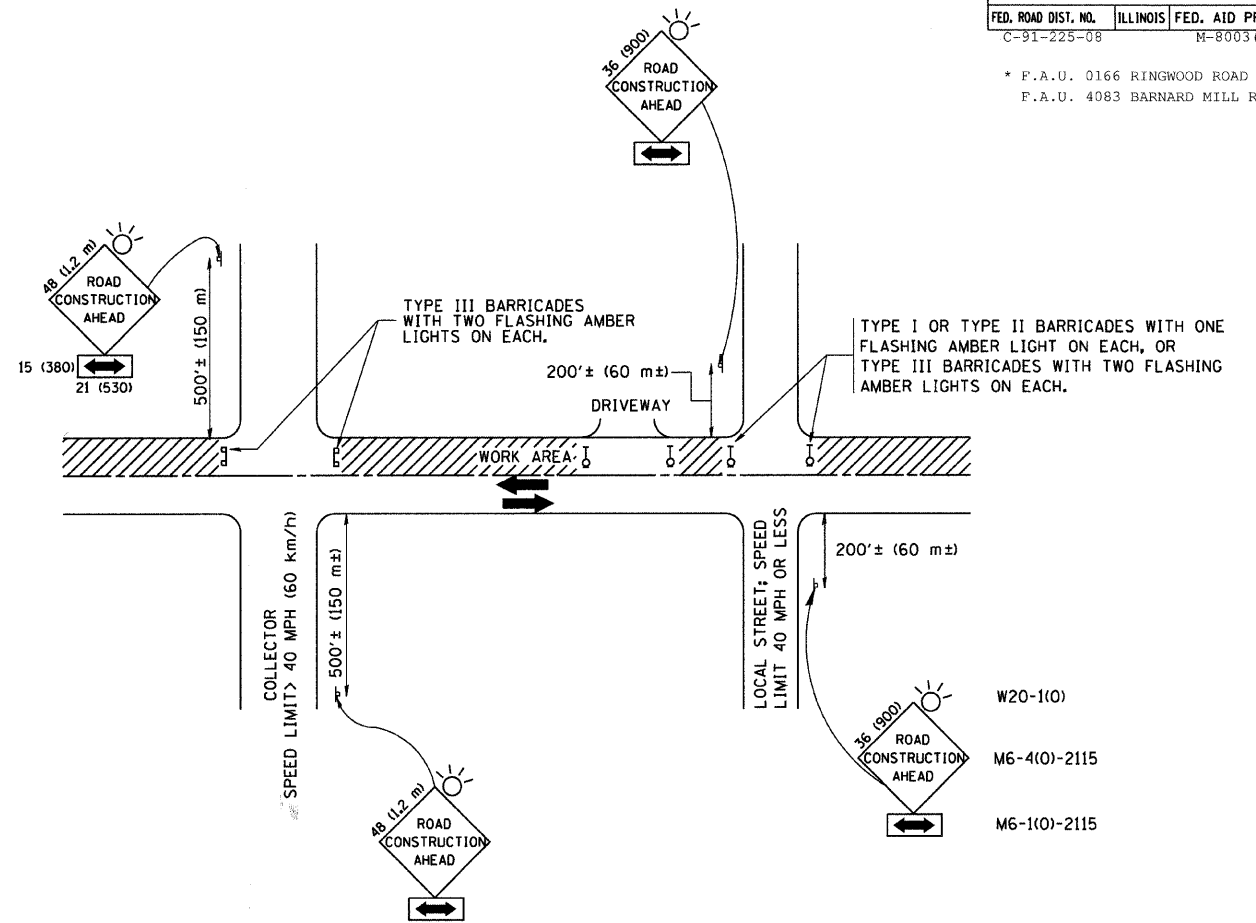
BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE  
HORIZ.

DRAWN BY  
CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	08-0002-00-R8	McHENRY	24	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
C-91-225-08		M-8003(961)		

\* F.A.U. 0166 RINGWOOD ROAD AND  
F.A.U. 4083 BARNARD MILL ROAD



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

- 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:
  - 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.
  - 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.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - 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.
  - 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.
- 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 DRIVEWAYS

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.

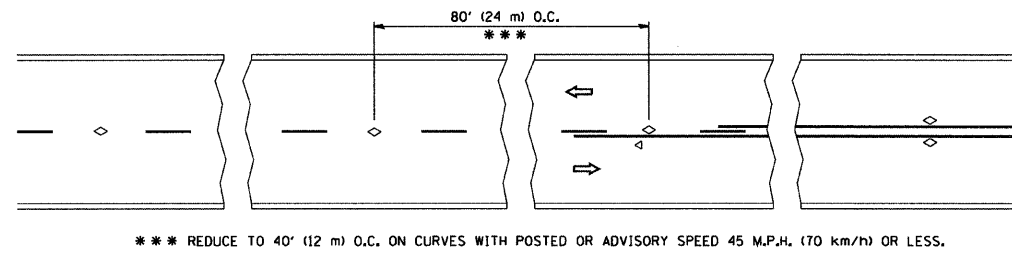
All dimensions are in millimeters (inches) unless otherwise shown.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

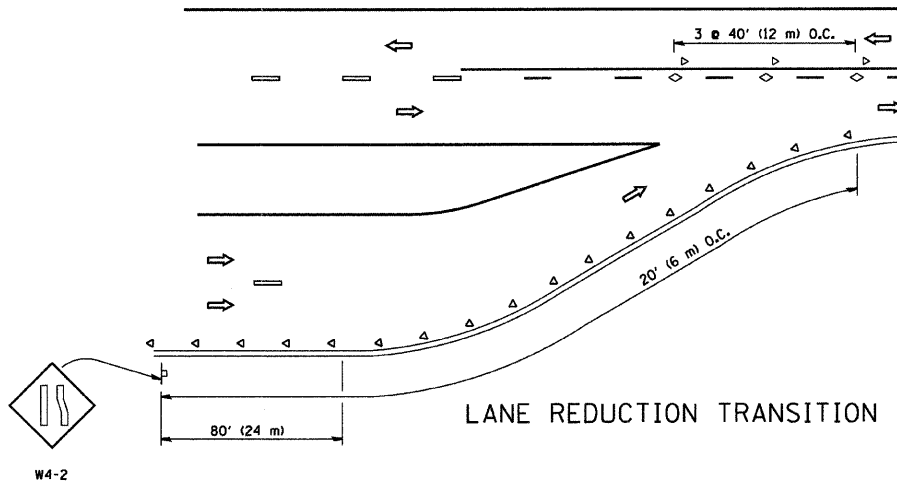
ILLINOIS DEPARTMENT OF TRANSPORTATION  
TRAFFIC CONTROL AND PROTECTION  
FOR  
SIDE ROADS, INTERSECTIONS, AND  
DRIVEWAYS

SCALE: NONE  
DRAWN BY  
CHECKED BY

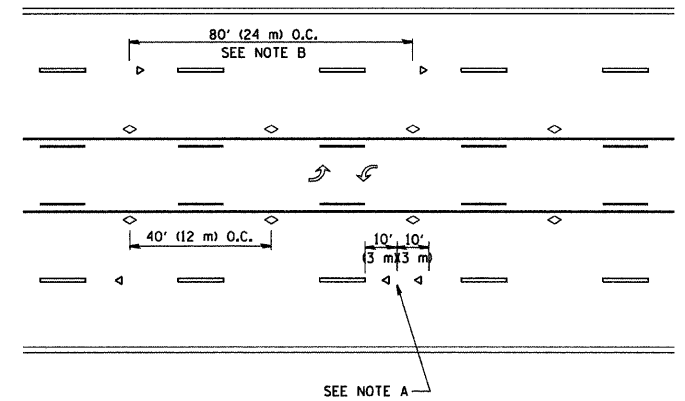
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	08-0002-00-RS	McHENRY	24	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
C-91-225-08		M-8003(961)		
*F.A.U. 0166 RINGWOOD ROAD AND		F.A.U. 4083 BARNARD MILL ROAD		



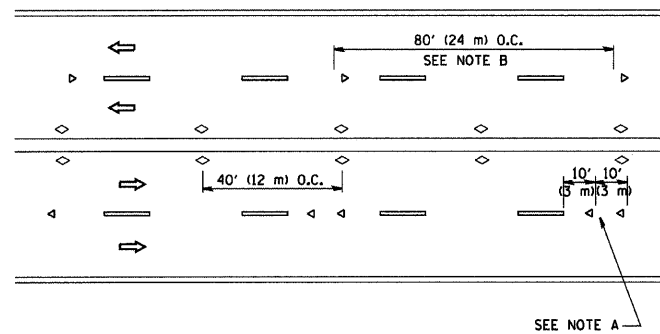
TWO-LANE/TWO-WAY



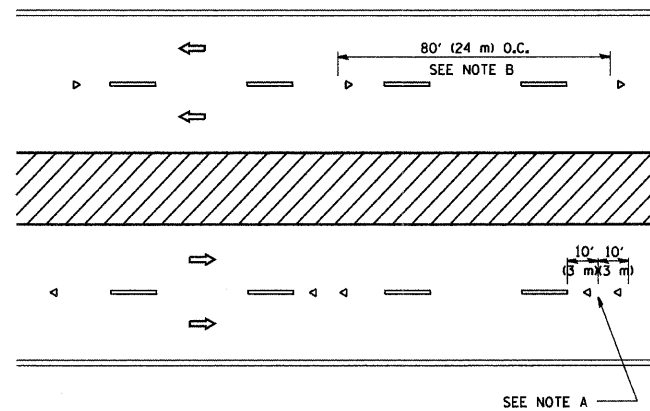
LANE REDUCTION TRANSITION



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

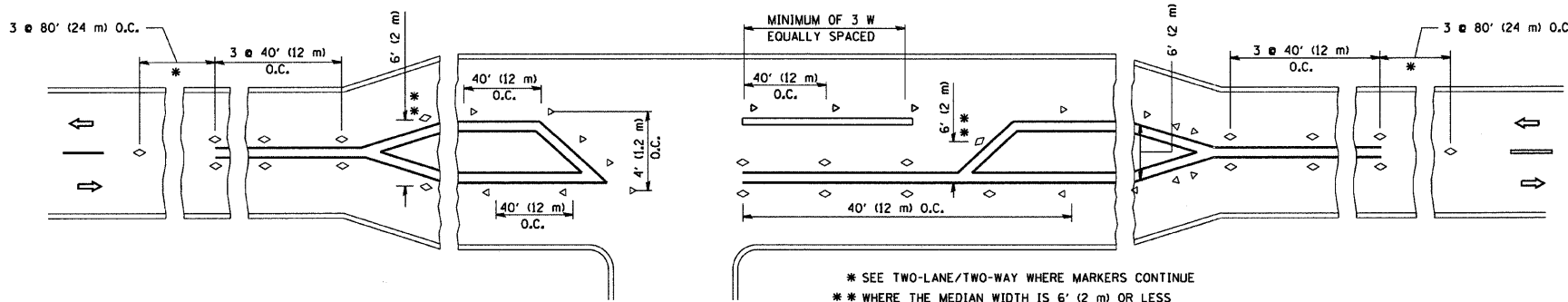
- YELLOW STRIPE
- WHITE STRIPE
- ◁ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◊ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- 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.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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.

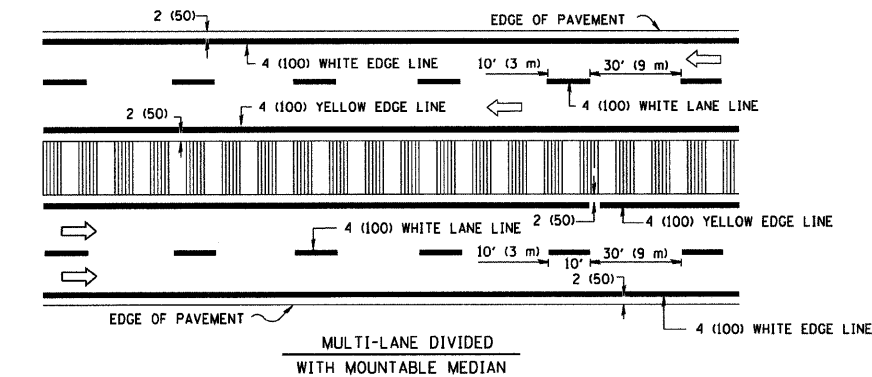
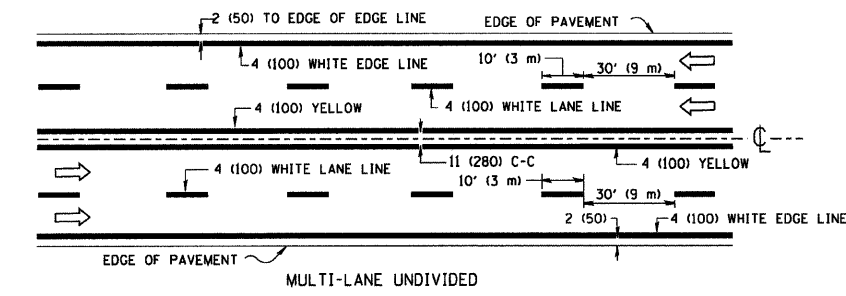
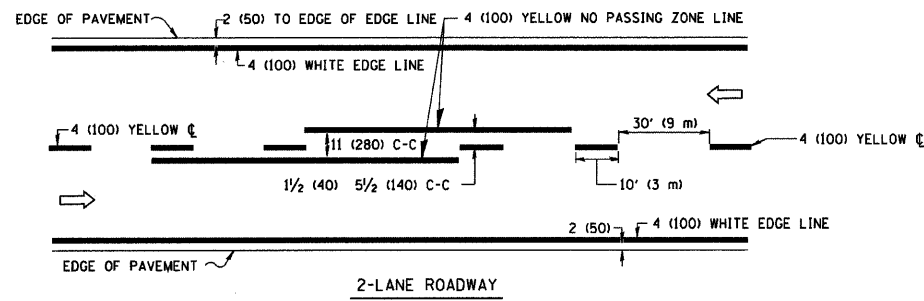
REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
TYPICAL APPLICATIONS  
RAISED REFLECTIVE PAVEMENT  
MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE

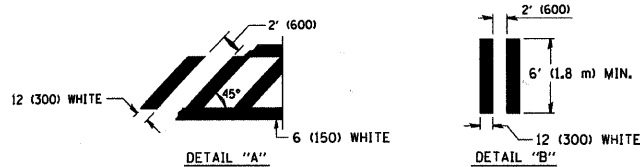
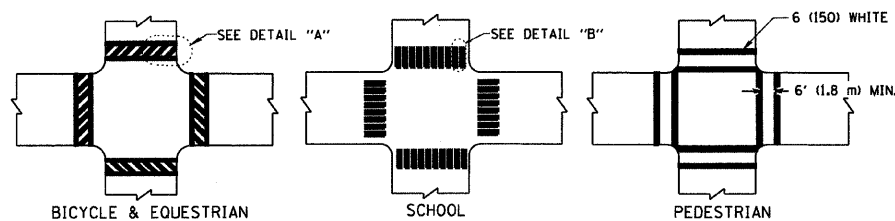
DRAWN BY CADD  
CHECKED BY  
TC-11

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	08-00002-00-RS	McHENRY	24	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
C-91-225-08		M-8003(961)		
* F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD				

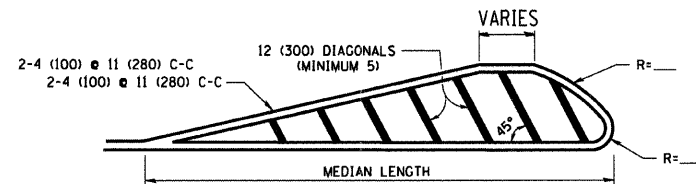
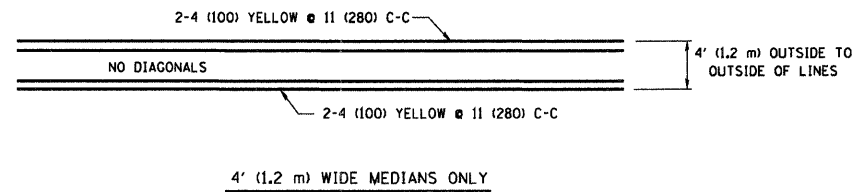


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

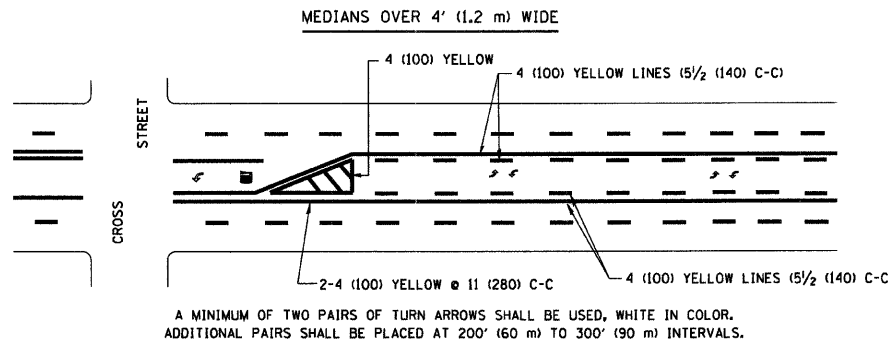
TYPICAL LANE AND EDGE LINE MARKING



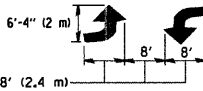
TYPICAL CROSSWALK MARKING



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

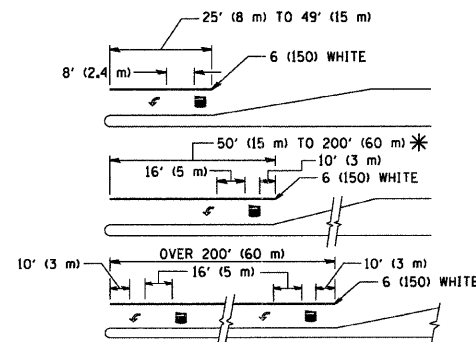


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



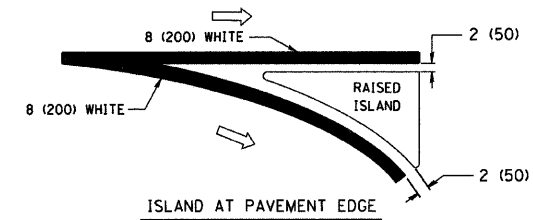
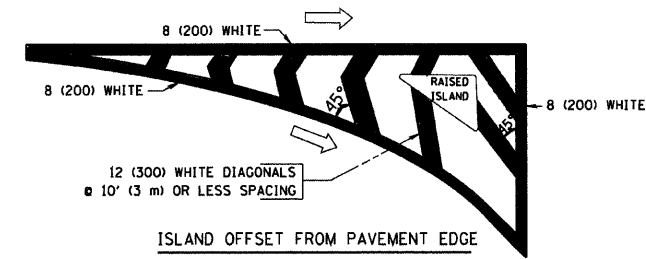
TYPICAL PAINTED MEDIAN MARKING

TYPICAL LEFT (OR RIGHT) TURN LANE



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

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DISTRICT ONE  
 TYPICAL PAVEMENT MARKINGS

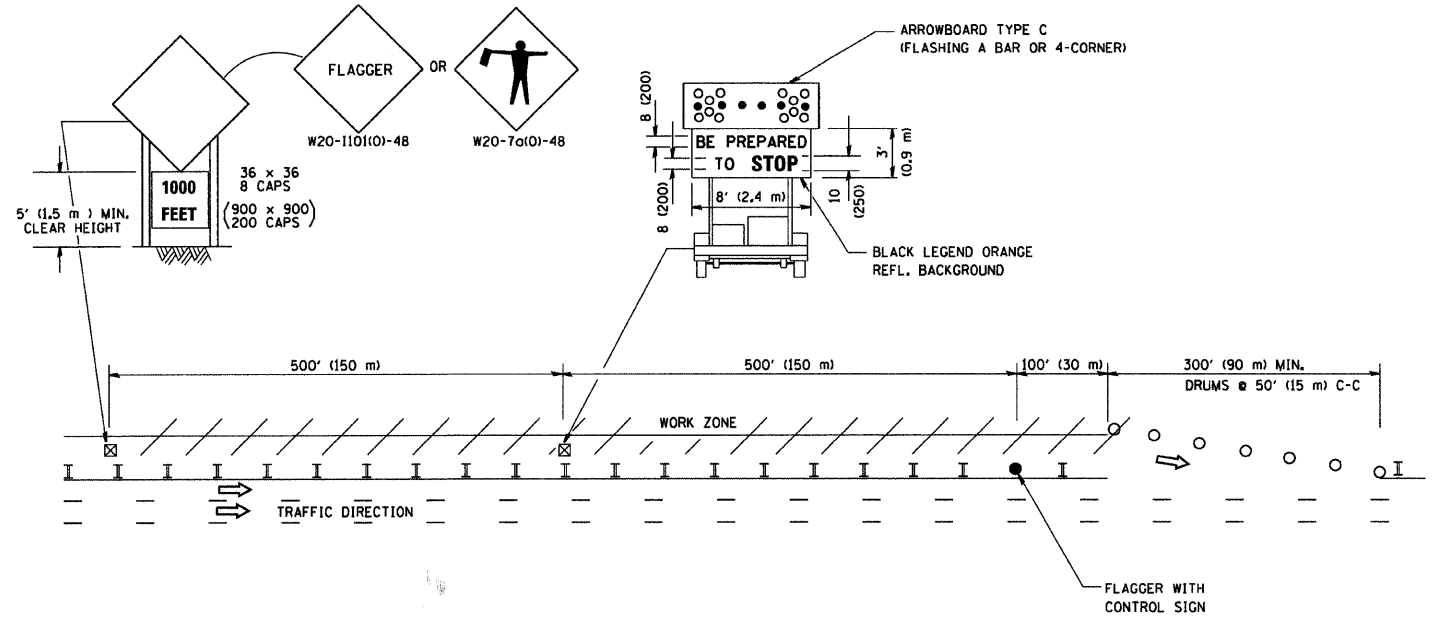
SCALE: NONE

DRAWN BY CADD  
 CHECKED BY  
 TC-13

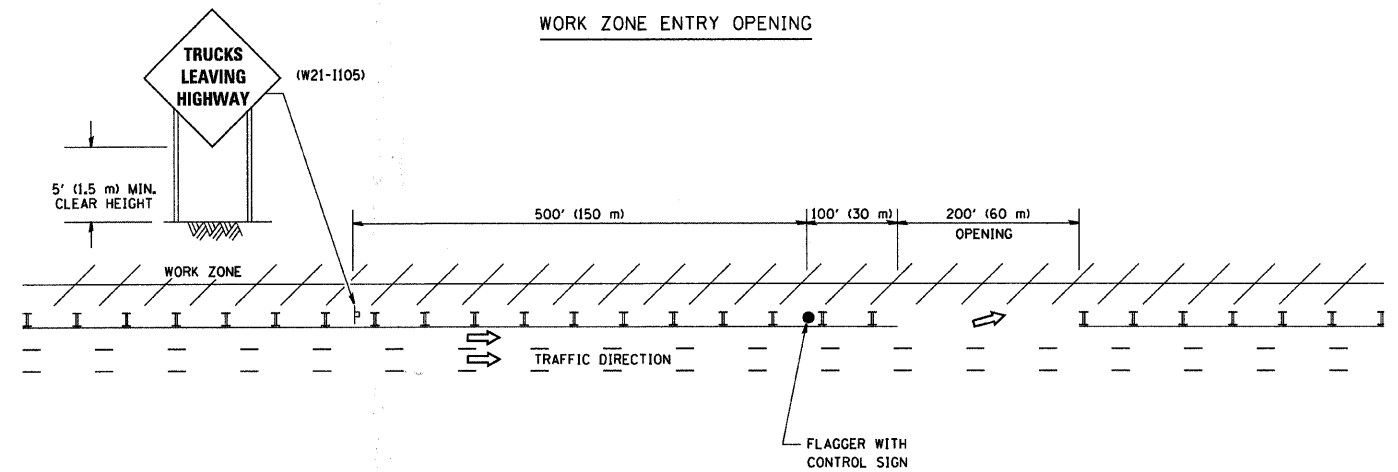
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	08-00002-00-RS	McHENRY	24	22
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
C-91-225-08		M-8003(961)		
* F.A.U. 0166 RINGWOOD ROAD AND				
F.A.U. 4083 BARNARD MILL ROAD				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
DWS	8/98
JAF	4/03
JAF	2/06
SPB	1/07

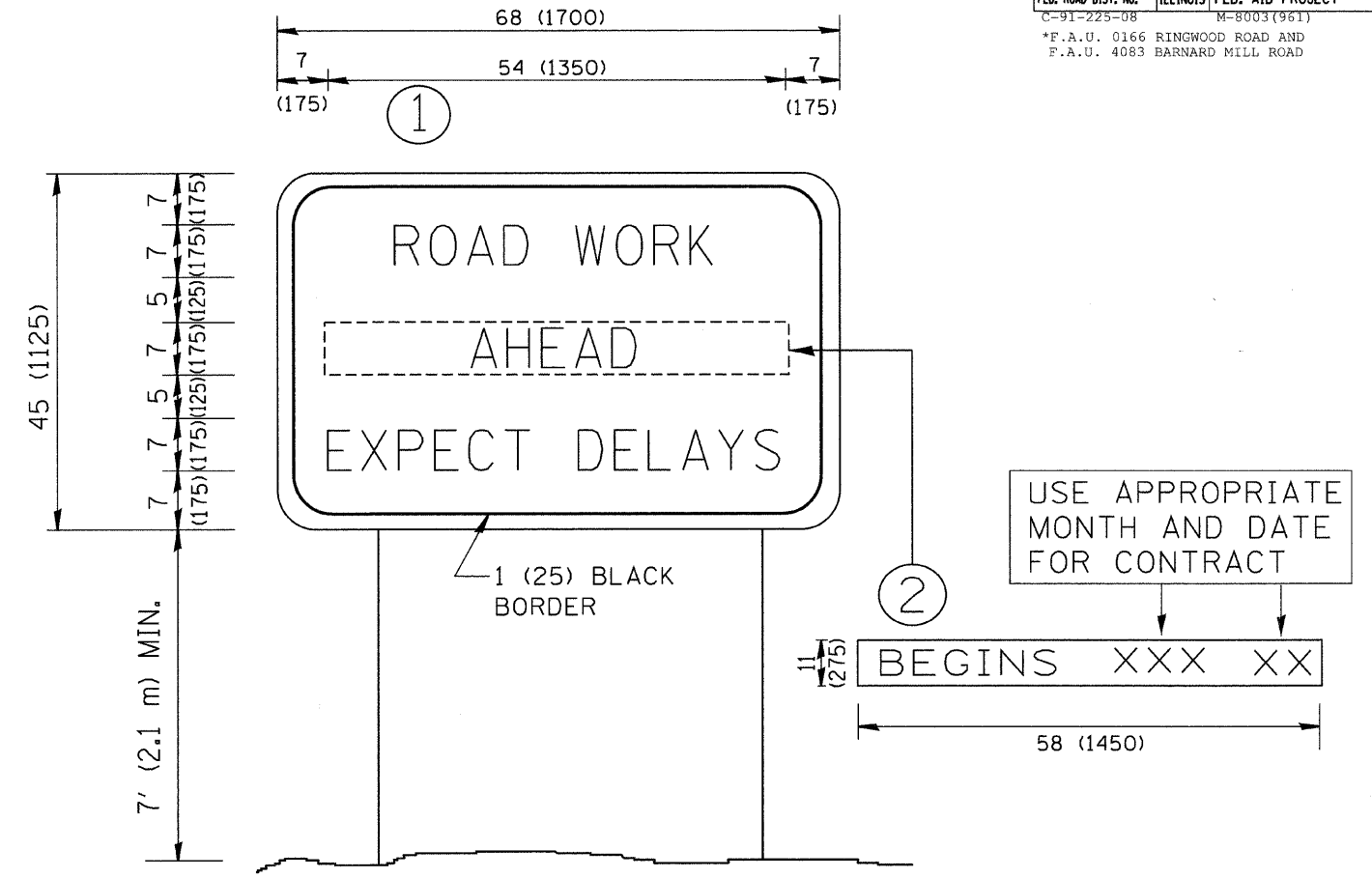
ILLINOIS DEPARTMENT OF TRANSPORTATION  
SIGNING FOR FLAGGING OPERATIONS  
AT WORK ZONE OPENINGS

SCALE: NONE

DRAWN BY CADD  
CHECKED BY  
TC-18



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	08-00002-00-RS	McHENRY	24	23
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
C-91-225-08		M-8003(961)		
*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD				



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.

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCLIS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ARTERIAL ROAD INFORMATION SIGN**

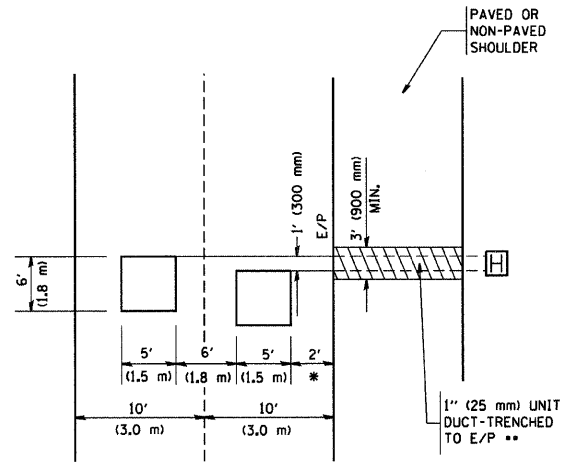
SCALE: NONE

DRAWN BY DESIGN  
CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00002-00-RS	McHENRY	24	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
C-91-225-08		M-8003(961)		
*F.A.U. 0166 RINGWOOD ROAD AND F.A.U. 4083 BARNARD MILL ROAD				

**LOOPS NEXT TO SHOULDERS**

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

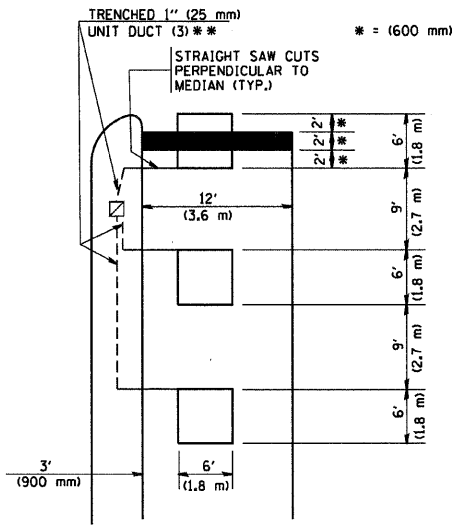


\* = (600 mm)

\*\* 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)**

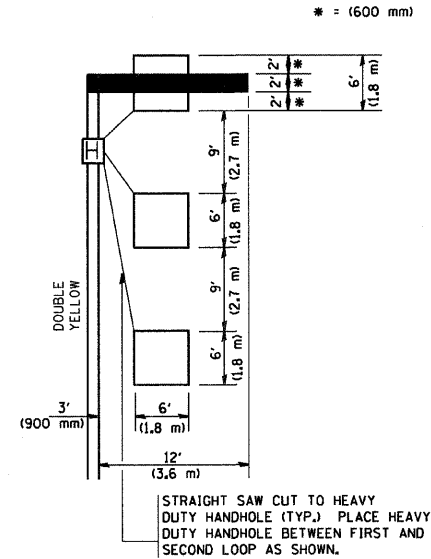
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



\*\* 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

**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 DIMENSIONS 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:**

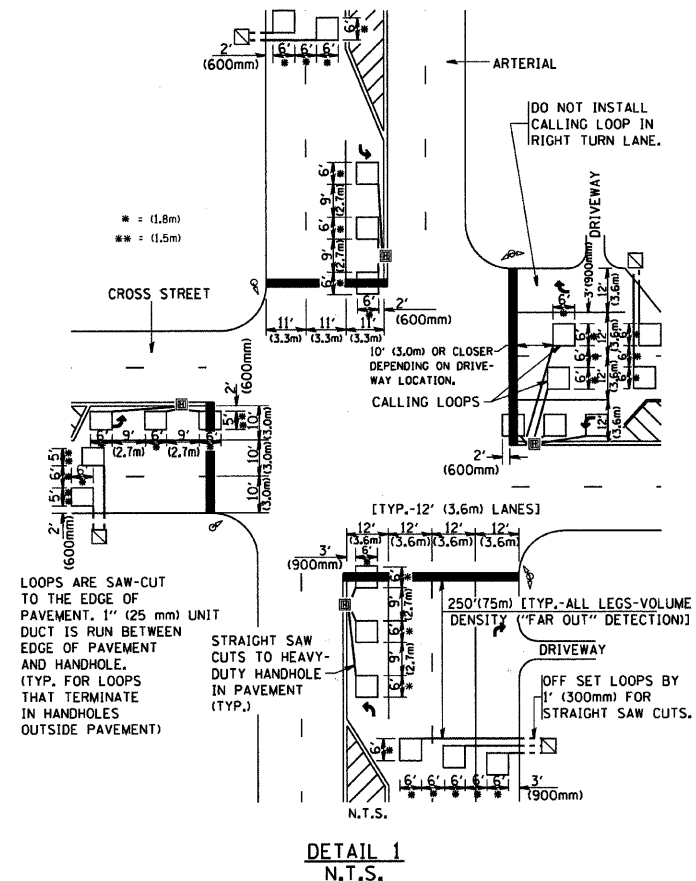
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

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.

REVISIONS	
NAME	DATE

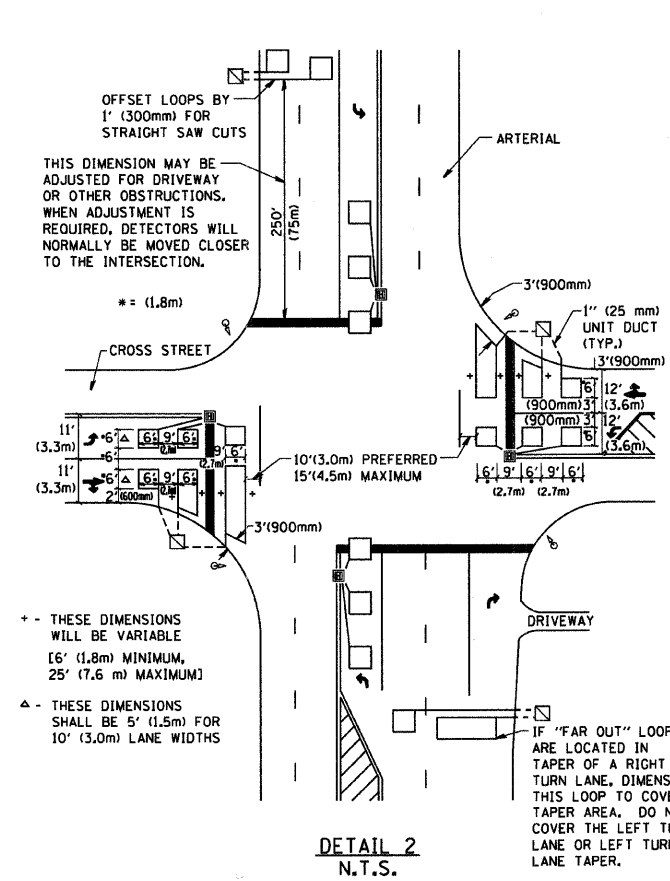
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DISTRICT 1  
DETECTOR LOOP  
INSTALLATION DETAILS  
FOR ROADWAY RESURFACING  
DESIGNED BY  
DRAWN BY CADD  
CHECKED BY R.K.F.  
TS07

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



DETAIL 1  
N.T.S.

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



DETAIL 2  
N.T.S.