

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0015	08-00020-00-RS	McHENRY	26	1
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED AID PROJECT	
C-91-201-09			M-9003 (167)	

CONTRACT No: 63162

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

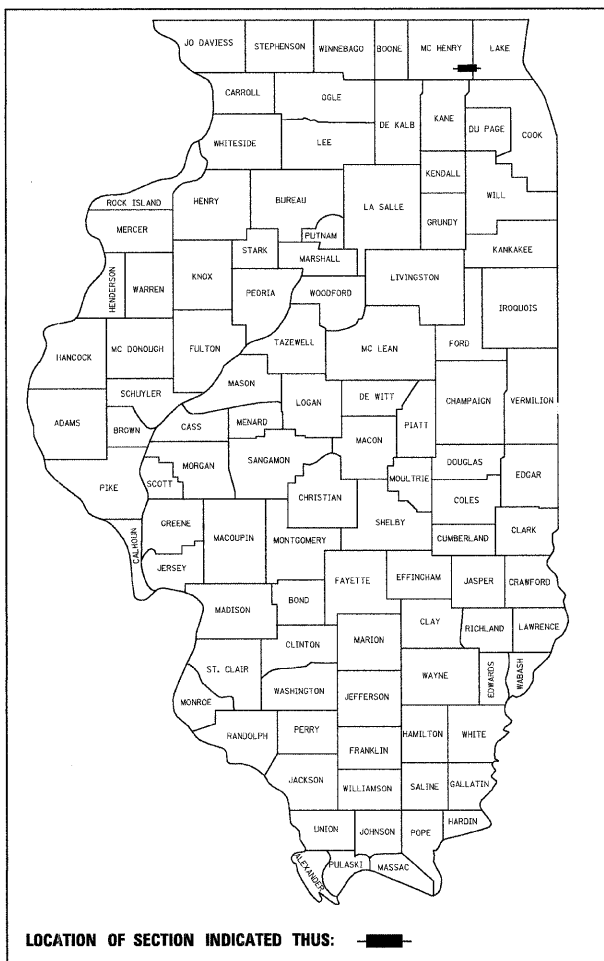
PROJECT LOCATED IN THE VILLAGE OF FOX RIVER GROVE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

F.A.U. ROUTE 0015 LINCOLN AVENUE
FROM US ROUTE 14 (FAP 305) TO ALGONQUIN ROAD (FAU 3878)

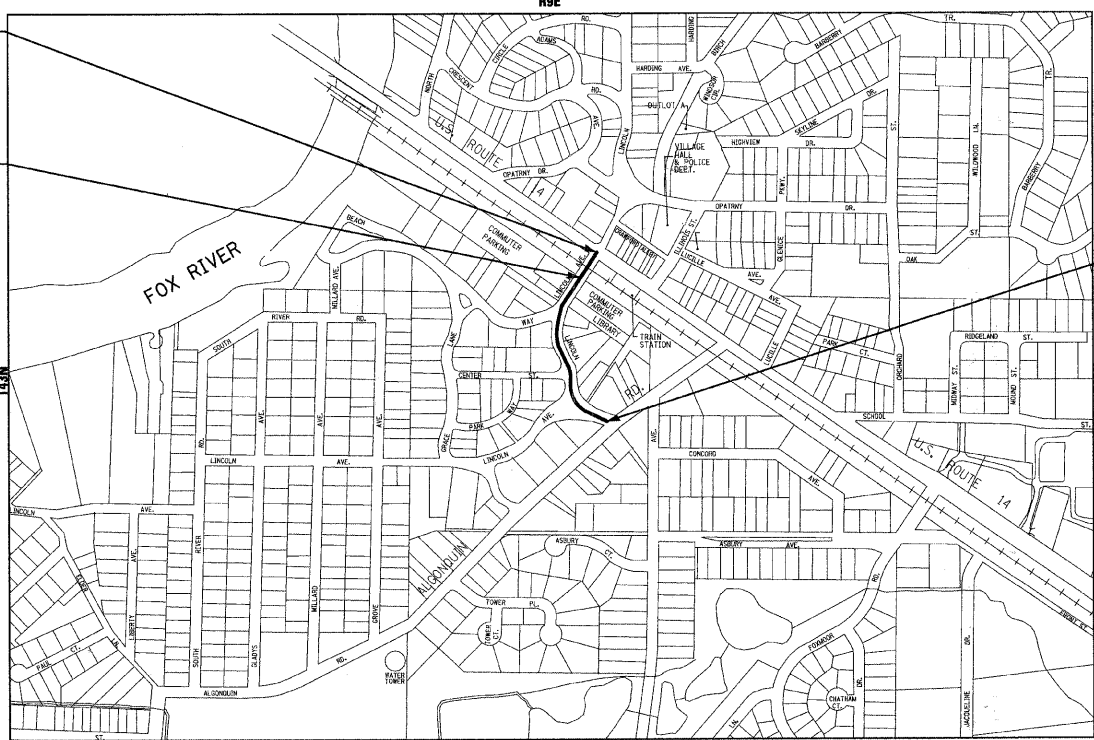
RESURFACING
PROJECT No.: M-9003 (167)
SECTION No.: 08-00020-00-RS
JOB No: C-91-201-09
VILLAGE OF FOX RIVER GROVE
McHENRY COUNTY



LOCATION MAP
(NOT TO SCALE)

PROJECT NUMBER: M-9003 (167)
F.A.U. ROUTE 0015
LINCOLN AVENUE
BEGIN OMISSION
STA. 10 + 00

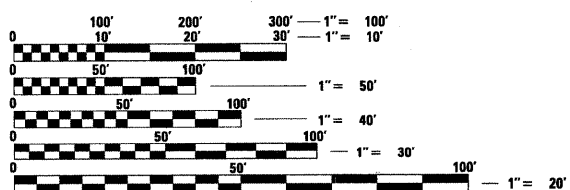
PROJECT NUMBER: M-9003 (167)
F.A.U. ROUTE 0015
LINCOLN AVENUE
END OMISSION
BEGIN RESURFACING
STA. 10 + 97



PROJECT NUMBER: M-9003 (167)
F.A.U. ROUTE 0015
LINCOLN AVENUE
END RESURFACING
STA. 21 + 20

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LICENSE NO. - 184-001121 - EXPIRES 4/30/2009

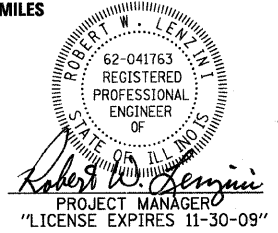
TRAFFIC DATA
LINCOLN AVENUE
POSTED & DESIGN SPEED LIMIT = 25 MPH
2008 ADT = 3,200



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.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

ALGONQUIN TOWNSHIP
GROSS LENGTH OF IMPROVEMENT = 1,120 LF OR 0.212 MILES
NET LENGTH OF IMPROVEMENT = 1,023 LF OR 0.194 MILES
LENGTH OF OMISSION = 97 LF OR 0.018 MILES



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 3/5/09
Chris Holt
LOCAL AGENCY REPRESENTATIVE

PASSED MARCH 31, 2009
Chris Holt
LOCAL ROADS ENGINEER

RELEASING FOR BID
BASED ON LIMITED
REVIEW APRIL 2, 2009
Diane M. O'Keefe
DEPUTY DIRECTOR OF
HIGHWAYS, REGION 1 ENGINEER

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 LICENSE NO. - 184-001121 - EXPIRES 4/30/2009
 BUREAU OF LOCAL ROADS AND STREETS: ALEX HOUSEH.P.E./KEVIN STALLWORTH.P.E./847-705-4169 SCHAUMBURG, IL

CONTRACT NO. 63162

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

(OFFICE WHICH PREPARED PLANS)

B&W PROJECT NO.: 080923 DATE: 03-04-09

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 VILLAGE SUPERINTENDENT OF PUBLIC WORKS AND THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE VILLAGE SUPERINTENDENT OF PUBLIC WORKS AND 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 MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
- 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 COST OF THE CONTRACT.
- IN AREAS WHERE THE EXISTING DRIVEWAY (HOT-MIX ASPHALT OR GRAVEL), 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.
- RESERVED.
- 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 EXCEPT WHERE NEW SIDEWALK IS INSTALLED OR EXISTING SIDEWALK IS PERMANENTLY REMOVED. 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 1081.03. RESTORATION SHALL BE INCLUDED IN THE PAY ITEM WHICH CAUSED THE DISTURBANCE EXCEPT WHERE NEW SIDEWALK IS INSTALLED OR EXISTING SIDEWALK IS PERMANENTLY REMOVED. FOR THESE ITEMS, RESTORATION WILL BE PAID FOR AS PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL OR SIDEWALK REMOVAL (SPECIAL).
- PORTIONS OF EXISTING BARRIER CURB AND CURB AND GUTTER WITHIN THE PROJECT LIMITS ARE PAINTED. IF PAINTED BARRIER CURB OR 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 MANUFACTURERS 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 OR CONCRETE CURB, TYPE B.
- CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS 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 PRIVATE DRIVEWAYS AND 8-INCHES WHERE THE SIDEWALK CROSSES COMMERCIAL 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 AS SHOWN IN THE CURB DETAIL ON THE MISCELLANEOUS DETAIL SHEET, TO INCLUDE THE FOLLOWING (THESE REQUIREMENTS SHALL APPLY TO REPLACED BARRIER CURB). 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 INCHES BELOW THE PROPOSED CURB AND GUTTER FLAG. IF THE CONCRETE IS PLACED HIGHER THAN 2-1/2" FROM THE GUTTER FLAG FOR STREETS TO BE RESURFACED, THE CONTRACTOR WILL BE REQUIRED TO GRIND ADDITIONAL CONCRETE TO THE REQUIRED 2-1/2" DEPTH. REMOVAL OF UNSUITABLE SUB-BASE MATERIAL, AS DIRECTED BY THE ENGINEER, SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, REGARDLESS OF DEPTH. THE AREA BEHIND THE PROPOSED CURB AND GUTTER SHALL BE RESTORED WITH NATIVE SOD IN ACCORDANCE WITH ARTICLE 1081.03 RATHER THAN SALT TOLERANT SOD (WHERE APPLICABLE).
- WORK AND MATERIALS REQUIRED TO INSTALL 1-INCH UNIT DUCT SHALL BE INCLUDED IN THE PAY ITEM DETECTOR LOOP REPLACEMENT.
- AN MFT PROJECT ON LINCOLN AVENUE WILL OCCUR PRIOR TO OR CONCURRENTLY WITH THIS STP (LAPP) PROJECT. THE MFT PROJECT WORK ZONE WILL OVERLAP A PORTION OF THE STP (LAPP) PROJECT WORK ZONE. COORDINATION SHALL BE REQUIRED BETWEEN THE CONTRACTOR OF THE STP (LAPP) IMPROVEMENTS AND THE CONTRACTOR OF THE MFT IMPROVEMENTS.
- THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES AND LEGEND
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS
5	TYPICAL SECTIONS AND HOT-MIX ASPHALT SURFACE REMOVAL AND RESURFACING DETAIL
6	TYPICAL SECTIONS
7	SCHEDULE OF QUANTITIES
8	SCHEDULE OF QUANTITIES AND CONSTRUCTION SCHEDULE
9 - 10	PLAN - LINCOLN AVENUE
11 - 12	PAVEMENT MARKING PLAN - LINCOLN AVENUE
13	MISCELLANEOUS DETAILS
14	DISTRICT 1 DETAIL - BD-01 DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER > 15' (4.5m)
15	DISTRICT 1 DETAIL - BD-02 DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB < 15' (4.5m)
16	DISTRICT 1 DETAIL - BD-08 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
17	DISTRICT 1 DETAIL - BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
18	DISTRICT 1 DETAIL - BD-24 CURB AND CURB AND GUTTER REMOVAL AND REPLACEMENT
19	DISTRICT 1 DETAIL - BD-32 BUTT JOINTS AND HMA TAPER DETAILS
20	DISTRICT 1 DETAIL - TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
21	DISTRICT 1 DETAIL - TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
22	DISTRICT 1 DETAIL - TC-16 DISTRICT ONE PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
23	DISTRICT 1 DETAIL - TC-18 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
24	DISTRICT 1 DETAIL - TC-22 ARTERIAL ROAD INFORMATION SIGN
25	DISTRICT 1 DETAIL - TC-23 TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS
26	DISTRICT 1 DETAIL - TS-07 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS
BLR-24-2	MAILBOX TURNOUT FOR LOCAL ROADS

LEGEND

TTTTTTTT	BUTT JOINT OR DRIVEWAY BUTT JOINT	BBOX	DOMESTIC WATER SERVICE BOX TO BE ADJUSTED	RIM	RIM ELEVATION
⊙	FRAME AND LIDS TO BE ADJUSTED (SPECIAL)	VBOX	VALVE BOX TO BE ADJUSTED	EOP	EDGE OF PAVEMENT
⊖	FRAME AND LIDS TO BE ADJUSTED (SPECIAL)	█	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	BC	BACK OF CURB
BBOX	DOMESTIC WATER SERVICE BOX TO BE ADJUSTED (SPECIAL)	█	CONCRETE CURB TYPE B OR CONCRETE CURB TYPE B (SPECIAL)	BW	BACK OF WALK
VBOX	VALVE BOX TO BE ADJUSTED (SPECIAL)	XXX.XX	EXISTING ELEVATION	DWY	DRIVEWAY
		XXX.XX	PROPOSED ELEVATION	EX	EXISTING

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DESIGNED - REW	REVISED - IDOT REVIEW 02-09-09
DRAWN - CJC	REVISED - IDOT REVIEW 03-04-09
CHECKED - RWL	REVISED -
DATE - 12-12-08	FILE - 080923-GEN.NOTES.sht

**VILLAGE OF FOX RIVER GROVE, ILLINOIS
LINCOLN AVENUE STP (LAPP)
IMPROVEMENTS**

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

SCALE: NONE	STA. TO STA.	F.A.U. RTE. 0015	SECTION 08-00020-00-RS	COUNTY McHENRY	TOTAL SHEETS 26	SHEET NO. 2
				FED. ROAD DIST. NO. C-91-201-09	CONTRACT NO. 63162	
ILLINOIS FED. AID PROJECT M-9003 (167)						

SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	CONSTRUCTION CODE 1000
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	326
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	127
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	18
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	36
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	994
40600300	AGGREGATE (PRIME COAT)	TON	22
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	312
40600895	CONSTRUCTING TEST STRIP	EACH	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	775
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	289
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	74
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	990
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	135
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	477
42400430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	526
42400800	DETECTABLE WARNINGS	SQ FT	128
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	3,167
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	1,799
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	128
44000300	CURB REMOVAL	FOOT	85
44000600	SIDEWALK REMOVAL	SQ FT	1,576
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	240
44004700	SIDEWALK REMOVAL (SPECIAL)	SQ FT	404
44201729	CLASS D PATCHES, TYPE II, 7 INCH	SQ YD	34
44201733	CLASS D PATCHES, TYPE III, 7 INCH	SQ YD	85

CODE NO.	PAY ITEM	UNIT	CONSTRUCTION CODE 1000
44201735	CLASS D PATCHES, TYPE IV, 7 INCH	SQ YD	218
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	4,966
48101200	AGGREGATE SHOULDERS, TYPE B	TON	40
* 56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	2
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1
60266610	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	3
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	4
60600605	CONCRETE CURB, TYPE B	FOOT	85
60601005	CONCRETE CURB, TYPE B (SPECIAL)	FOOT	57
67100100	MOBILIZATION	LSUM	1
70101700	TRAFFIC CONTROL AND PROTECTION	LSUM	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	2,701
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	304
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	127
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,743
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	894
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	14
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	127
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	250
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	1
XX004385	FRAMES AND LIDS TO BE ADJUSTED, WITH NEW TYPE 1 FRAME, CLOSED LID (SPECIAL)	EACH	5
* XX006464	DOMESTIC WATER SERVICE BOX TO BE ADJUSTED (SPECIAL)	EACH	1
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	182
X4420452	CLASS D PATCHES, TYPE II, 4 INCH	SQ YD	67
X4420454	CLASS D PATCHES, TYPE III, 4 INCH	SQ YD	166
X4420456	CLASS D PATCHES, TYPE IV, 4 INCH	SQ YD	426

* INDICATES SPECIALTY ITEM

* INDICATES SPECIALTY ITEM

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 3/10/2009 1:39:50 PM



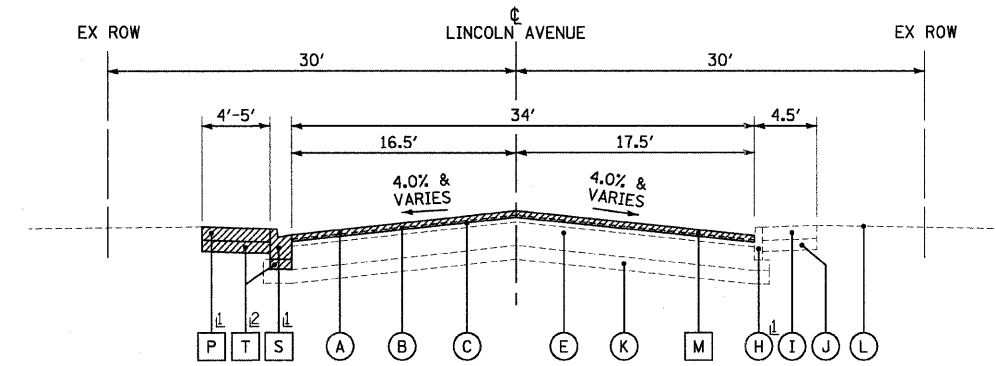
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DATE - 12-12-08	FILE - 080923-S00.shp

**VILLAGE OF FOX RIVER GROVE, ILLINOIS
LINCOLN AVENUE STP (LAPP)
IMPROVEMENTS**

**SUMMARY OF QUANTITIES AND
SCHEDULE OF QUANTITIES**

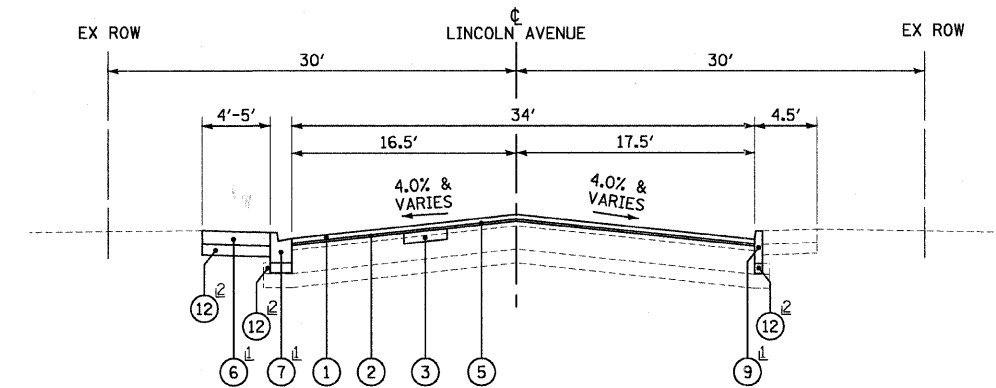
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0015	08-0020-00-RS	McHENRY	26	3
FED. ROAD DIST. NO. C-91-201-09			CONTRACT NO. 63162	
ILLINOIS FED. AID PROJECT M-9003 (167)				



**EXISTING TYPICAL SECTION
LINCOLN AVENUE
STA. 10+97 TO STA. 13+05**

1 AS INDICATED IN PLANS
2 AS REQUIRED



**PROPOSED TYPICAL SECTION
LINCOLN AVENUE
STA. 10+97 TO STA. 13+05**

1 AS INDICATED IN PLANS
2 AS REQUIRED

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	VOIDS
RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5mm); 1 1/2"	PG 64-22	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50; 1"	PG 64-22*	4% @ 50 GYR.
SHOULDERS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5mm); 1 1/2"	PG 64-22	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50; 1"	PG 64-22*	4% @ 50 GYR.
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm); TYPE II - IV - 4-INCH, TYPE II - IV - 7-INCH	PG 64-22*	4% @ 70 GYR.
DRIVEWAYS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm); 1 1/2" - 2"	PG 64-22	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50; 1"	PG 64-22*	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL 19mm); PE-6", CE-8"	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, 1 1/4" - 1 3/4"
- (B) AREA REFLECTIVE CRACK CONTROL TREATMENT (PETROMAT)
- (C) HOT-MIX ASPHALT SURFACE COURSE, 1" - 2 1/4"
- (D) HOT-MIX ASPHALT BINDER COURSE, 5 1/2"
- (E) UNCRUSHED GRAVEL AND SAND, 4 3/4" - 13 3/4"
- (F) HOT-MIX ASPHALT SHOULDER
- (G) AGGREGATE SHOULDER, 4"±
- (H) BARRIER CURB
- (I) SIDEWALK
- (J) AGGREGATE BASE COURSE
- (K) EXISTING SUB-GRADE
- (L) GROUND SURFACE
- (M) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (N) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (P) SIDEWALK REMOVAL
- (R) CURB REMOVAL
- (S) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- (T) AGGREGATE BASE COURSE REMOVAL (NOT PAID FOR SEPARATELY)
- (U) AGGREGATE SHOULDER REMOVAL, 2 1/2" (NOT PAID FOR SEPARATELY)
- (Hatched) ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 1 1/2"
- (2) LEVELING BINDER (MACHINE METHOD), N50 - 1"
- (3) CLASS D PATCHES, TYPE II - IV, 4-INCH
- (4) CLASS D PATCHES, TYPE II - IV, 7-INCH
- (5) AREA REFLECTIVE CRACK CONTROL TREATMENT
- (6) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- (7) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- (8) CONCRETE CURB, TYPE B
- (9) CONCRETE CURB, TYPE B (SPECIAL)
- (10) AGGREGATE SHOULDERS, TYPE B - 2 1/2"
- (11) HOT-MIX ASPHALT SHOULDERS - 2 1/2"
- (12) AGGREGATE BASE COURSE, TYPE B - 4"

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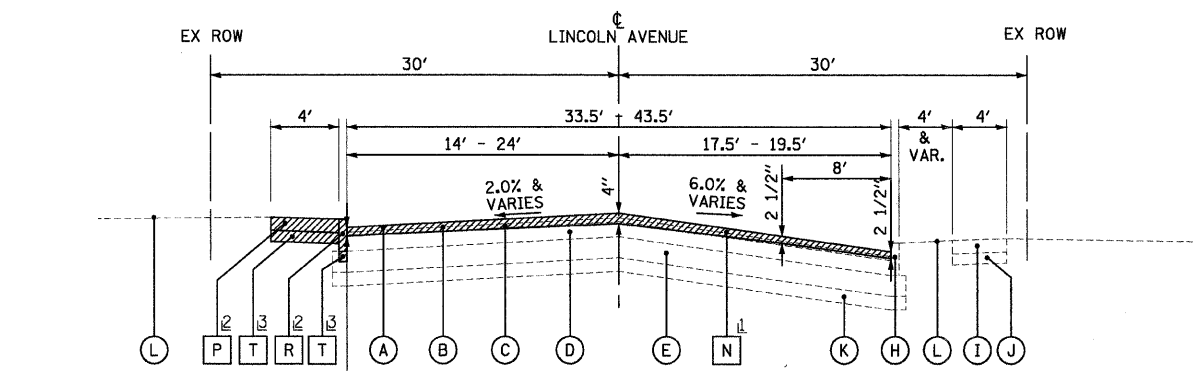
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DRAWN - CJC	REVISED - IDOT REVIEW 03-04-09
CHECKED - RWL	REVISED -
DATE - 12-12-08	FILE - 080923-TYP.sht

**VILLAGE OF FOX RIVER GROVE, ILLINOIS
LINCOLN AVENUE STP (LAPP)
IMPROVEMENTS**

**TYPICAL SECTIONS AND
HMA MIXTURE REQUIREMENTS**

SCALE: NONE STA. 10+97 TO STA. 13+05

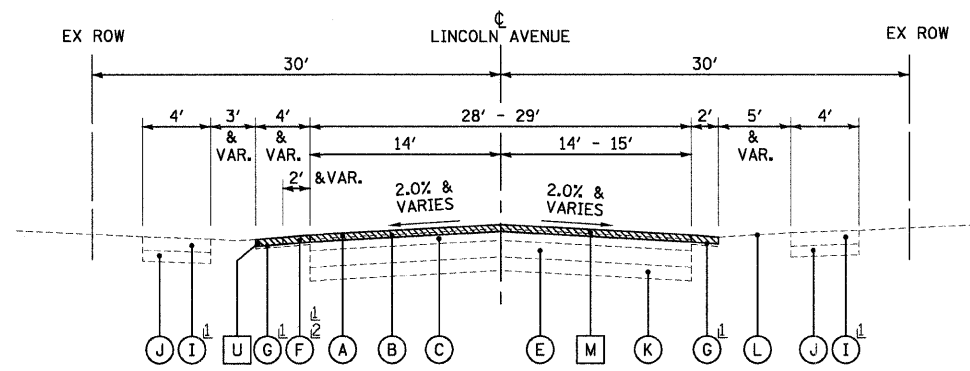
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0015	08-00020-00-RS	McHENRY	26	4
FED. ROAD DIST. NO. C-91-201-09		CONTRACT NO. 63162		
ILLINOIS FED. AID PROJECT M-9003 (167)				



**EXISTING TYPICAL SECTION
LINCOLN AVENUE
STA. 13+05 TO STA. 16+04**

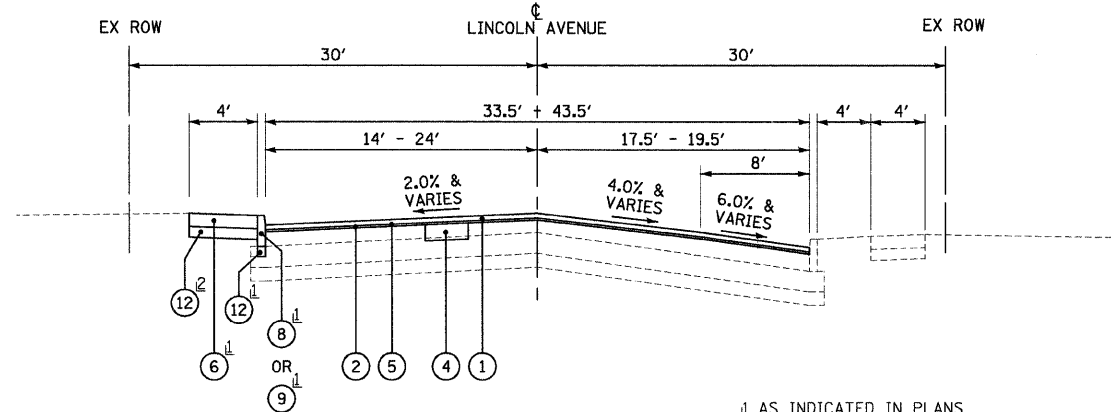
TRANSITION SURFACE REMOVAL AT LEFT EDGE OF PAVEMENT FROM 2 1/2" TO 4" BETWEEN STA. 14+57 AND STA. 15+65 (REMOVAL THICKNESS AS SHOWN ON PLANS AND VERIFIED BY ENGINEER DURING CONSTRUCTION)

1 TRANSITION HOT-MIX ASPHALT SURFACE REMOVAL, 4" AS INDICATED BY DIMENSIONS (PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, 4")
2 AS INDICATED IN PLANS
3 AS REQUIRED



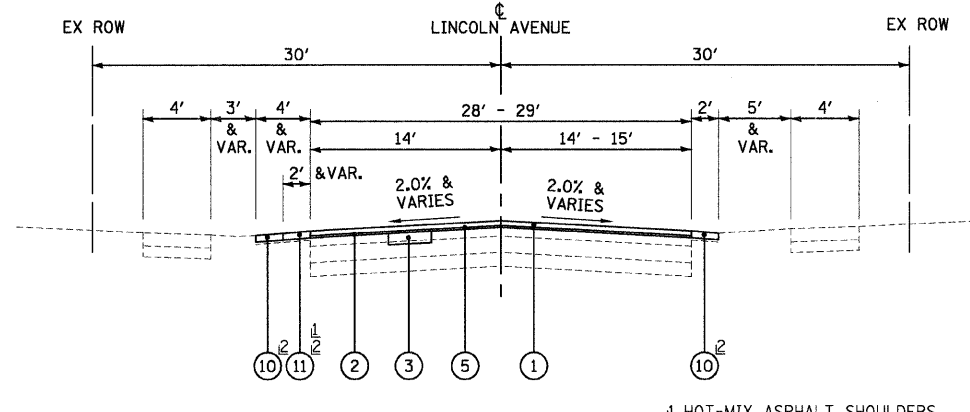
**EXISTING TYPICAL SECTION
LINCOLN AVENUE
STA. 16+04 TO STA. 18+50**

1 AS INDICATED IN PLANS
2 HOT-MIX ASPHALT SHOULDER (REMOVAL PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2")



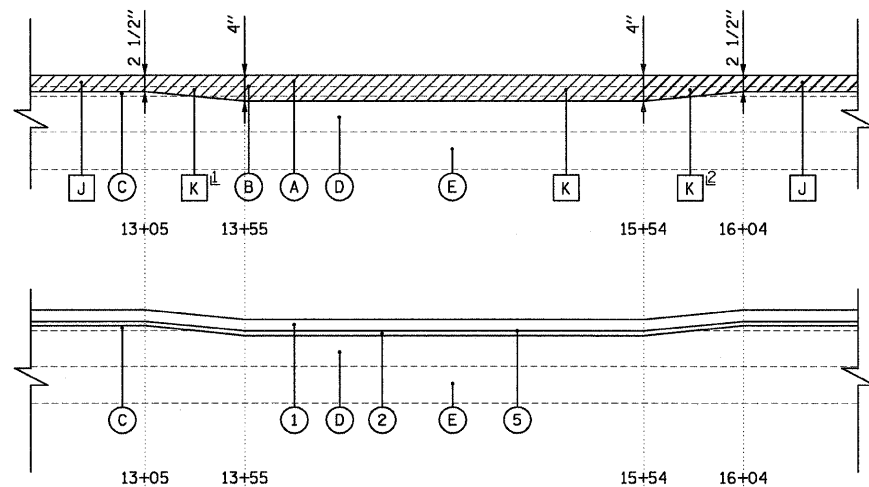
**PROPOSED TYPICAL SECTION
LINCOLN AVENUE
STA. 13+05 TO STA. 16+04**

1 AS INDICATED IN PLANS
2 AS REQUIRED



**PROPOSED TYPICAL SECTION
LINCOLN AVENUE
STA. 16+04 TO STA. 18+50**

1 HOT-MIX ASPHALT SHOULDERS (PAID FOR AS LEVELING BINDER (MACHINE METHOD), N50 - 1" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 1 1/2")
2 AS INDICATED IN PLANS



**HOT-MIX ASPHALT SURFACE REMOVAL AND RESURFACING DETAIL
LINCOLN AVENUE STA. 13+05 TO STA. 16+04
REMOVAL AND RESURFACING ALONG PAVEMENT CENTERLINE**

1 TRANSITION MILLING FROM 2 1/2" AT STA. 13+05 TO 4" AT STA. 13+55 (PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, 4")
2 TRANSITION MILLING FROM 4" AT STA. 15+54 TO 2 1/2" AT STA. 16+04 (PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, 4")

- EXISTING LEGEND**
- (A) HOT-MIX ASPHALT SURFACE COURSE, 1 1/4" - 1 3/4"
 - (B) AREA REFLECTIVE CRACK CONTROL TREATMENT (PETROMAT)
 - (C) HOT-MIX ASPHALT SURFACE COURSE, 1" - 2 1/4"
 - (D) HOT-MIX ASPHALT BINDER COURSE, 5 1/2"
 - (E) UNCRUSHED GRAVEL AND SAND, 4 3/4" - 13 3/4"
 - (F) HOT-MIX ASPHALT SHOULDER
 - (G) AGGREGATE SHOULDER, 4"±
 - (H) BARRIER CURB
 - (I) SIDEWALK
 - (J) AGGREGATE BASE COURSE
 - (K) EXISTING SUB-GRADE
 - (L) GROUND SURFACE
 - (M) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
 - (N) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
 - (P) SIDEWALK REMOVAL
 - (R) CURB REMOVAL
 - (S) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
 - (T) AGGREGATE BASE COURSE REMOVAL (NOT PAID FOR SEPARATELY)
 - (U) AGGREGATE SHOULDER REMOVAL, 2 1/2" (NOT PAID FOR SEPARATELY)
 - ITEM TO BE REMOVED
- PROPOSED LEGEND**
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 1 1/2"
 - (2) LEVELING BINDER (MACHINE METHOD), N50 - 1"
 - (3) CLASS D PATCHES, TYPE II - IV, 4-INCH
 - (4) CLASS D PATCHES, TYPE II - IV, 7-INCH
 - (5) AREA REFLECTIVE CRACK CONTROL TREATMENT
 - (6) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
 - (7) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
 - (8) CONCRETE CURB, TYPE B
 - (9) CONCRETE CURB, TYPE B (SPECIAL)
 - (10) AGGREGATE SHOULDERS, TYPE B - 2 1/2"
 - (11) HOT-MIX ASPHALT SHOULDERS - 2 1/2"
 - (12) AGGREGATE BASE COURSE, TYPE B - 4"

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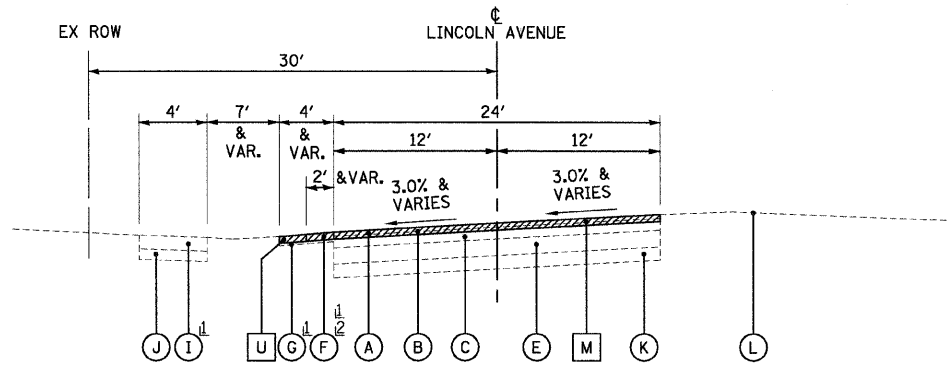
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DRAWN - CJC	REVISED - IDOT REVIEW 03-04-09
CHECKED - RWL	REVISED -
DATE - 12-12-08	FILE - 080923-TYP.sht

**VILLAGE OF FOX RIVER GROVE, ILLINOIS
LINCOLN AVENUE STP (LAPP)
IMPROVEMENTS**

TYPICAL SECTIONS AND HOT-MIX ASPHALT SURFACE REMOVAL AND RESURFACING DETAIL

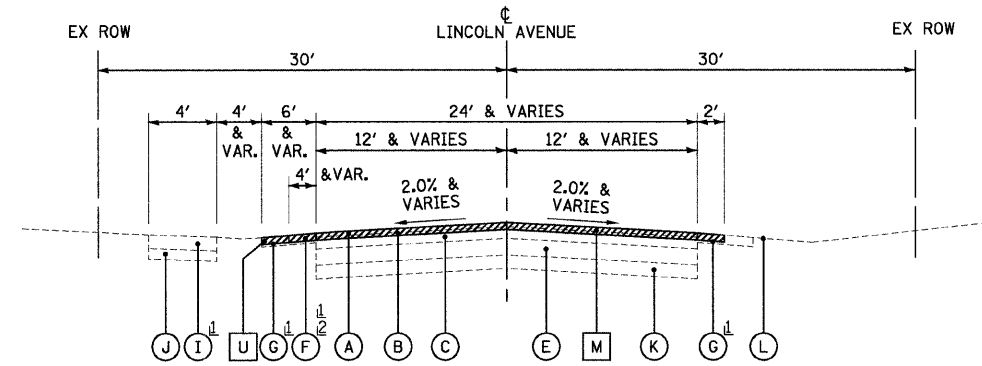
SCALE: NONE STA. 13+05 TO STA. 18+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0015	08-00020-00-RS	McHENRY	26	5
FED. ROAD DIST. NO. C-91-201-09			CONTRACT NO. 63162	
ILLINOIS FED. AID PROJECT M-9003 (167)				



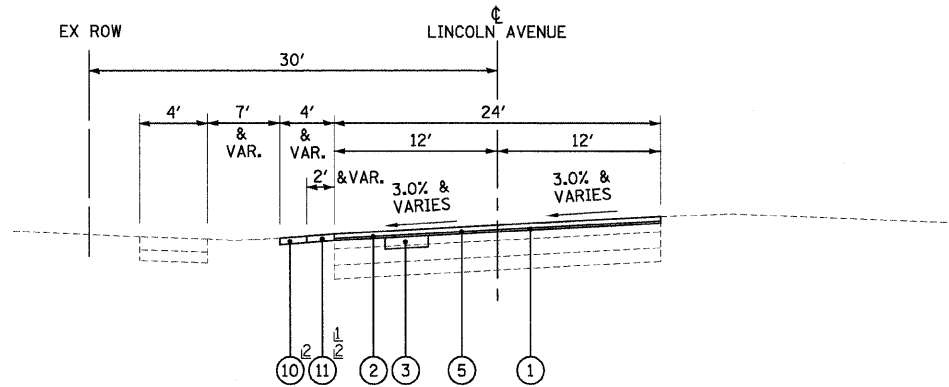
**EXISTING TYPICAL SECTION
LINCOLN AVENUE
STA. 18+50 TO STA. 19+25**

1 AS INDICATED IN PLANS
2 HOT-MIX ASPHALT SHOULDER
(REMOVAL PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2")



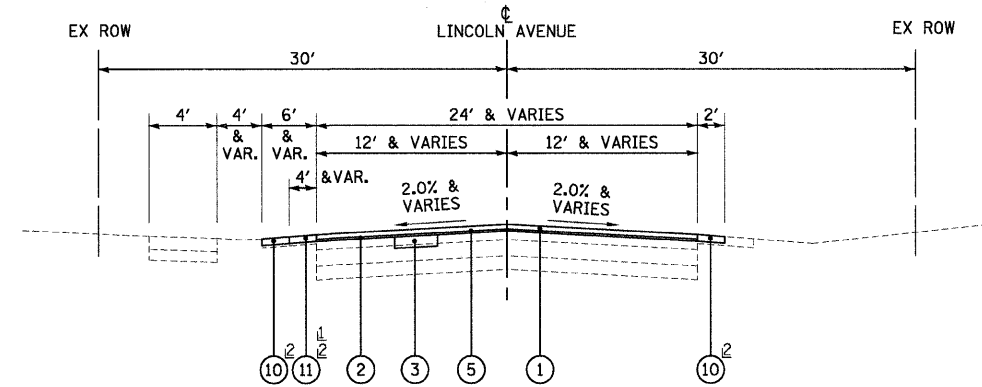
**EXISTING TYPICAL SECTION
LINCOLN AVENUE
STA. 19+25 TO STA. 21+20**

1 AS INDICATED IN PLANS
2 HOT-MIX ASPHALT SHOULDER
(REMOVAL PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2")



**PROPOSED TYPICAL SECTION
LINCOLN AVENUE
STA. 18+50 TO STA. 19+25**

1 HOT-MIX ASPHALT SHOULDERS
(PAID FOR AS LEVELING BINDER (MACHINE METHOD), N50 - 1"
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 1 1/2")
2 AS INDICATED IN PLANS



**PROPOSED TYPICAL SECTION
LINCOLN AVENUE
STA. 19+25 TO STA. 21+20**

1 HOT-MIX ASPHALT SHOULDERS
(PAID FOR AS LEVELING BINDER (MACHINE METHOD), N50 - 1"
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 1 1/2")
2 AS INDICATED IN PLANS

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE COURSE, 1 1/4" - 1 3/4"
- (B) AREA REFLECTIVE CRACK CONTROL TREATMENT (PETROMAT)
- (C) HOT-MIX ASPHALT SURFACE COURSE, 1" - 2 1/4"
- (D) HOT-MIX ASPHALT BINDER COURSE, 5 1/2"
- (E) UNCRUSHED GRAVEL AND SAND, 4 3/4" - 13 3/4"
- (F) HOT-MIX ASPHALT SHOULDER
- (G) AGGREGATE SHOULDER, 4"±
- (H) BARRIER CURB
- (I) SIDEWALK
- (J) AGGREGATE BASE COURSE
- (K) EXISTING SUB-GRADE
- (L) GROUND SURFACE
- (M) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (N) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (P) SIDEWALK REMOVAL
- (R) CURB REMOVAL
- (S) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- (T) AGGREGATE BASE COURSE REMOVAL (NOT PAID FOR SEPARATELY)
- (U) AGGREGATE SHOULDER REMOVAL, 2 1/2" (NOT PAID FOR SEPARATELY)
- (Hatched) ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 1 1/2"
- (2) LEVELING BINDER (MACHINE METHOD), N50 - 1"
- (3) CLASS D PATCHES, TYPE II - IV, 4-INCH
- (4) CLASS D PATCHES, TYPE II - IV, 7-INCH
- (5) AREA REFLECTIVE CRACK CONTROL TREATMENT
- (6) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- (7) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- (8) CONCRETE CURB, TYPE B
- (9) CONCRETE CURB, TYPE B (SPECIAL)
- (10) AGGREGATE SHOULDERS, TYPE B - 2 1/2"
- (11) HOT-MIX ASPHALT SHOULDERS - 2 1/2"
- (12) AGGREGATE BASE COURSE, TYPE B - 4"

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**VILLAGE OF FOX RIVER GROVE, ILLINOIS
LINCOLN AVENUE STP (LAPP)
IMPROVEMENTS**

TYPICAL SECTIONS

SCALE: STA. 13+05 TO STA. 18+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0015	08-00020-00-RS	McHENRY	26	6
FED. ROAD DIST. NO. C-91-201-09			CONTRACT NO. 63162	
ILLINOIS FED. AID PROJECT M-9003 (67)				

SCHEDULE OF QUANTITIES

DRIVEWAYS

DRIVEWAYS	EXIST DRIVEWAY APRON (TYPE)	PRIV. OR COMM.	DRIVEWAY PAVEMENT AREA (SQ YD)	DRIVEWAY PAVEMENT REMOVAL (SQ YD)	HMA SURF. REM. BUTT JOINT (SQ YD)	LVL. BIN. (MAC. MTH.), N50, 1"	HMA SURF. CRSE, MIX 'C' N50, 1 1/2"	HMA SURF. CRSE, MIX 'C' N50, 2"	HMA BASE CRSE 6"	HMA BASE CRSE 8"	PCC DW. PVT. 8"	SIDEWALK REMOVAL (SQ FT)
LINCOLN AVENUE												
11+35 LT	HMA	CE	23	-	23	-	-	4	-	-	-	-
11+70 LT	HMA	CE	25	-	25	-	-	4	-	-	-	-
12+24 LT	HMA	CE	32	-	32	-	-	5	-	-	-	-
12+64 LT	HMA	CE	11	11	-	-	-	2	-	11	-	72
13+19 LT	PCC/HMA	CE	27	27	-	-	-	2	-	15	12	108
13+45 LT	PCC/HMA	CE	17	17	-	-	-	2	-	10	7	99
15+49 LT	HMA	PE	18	18	-	-	-	3	18	-	-	135
18+50 LT	HMA	PE	20	-	20	2	3	-	-	-	-	-
19+25 LT	HMA	PE	19	-	19	2	3	-	-	-	-	-
19+60 LT	HMA	PE	16	-	16	1	2	-	-	-	-	-
11+84.5 RT (BEACH WAY STATIONING)	HMA	CE	45	-	45	3	5	-	-	-	-	-
100+01 RT	PCC	CE	12	12	-	-	-	-	-	-	12	63
100+15 RT	HMA	CE	13	13	-	-	-	-	-	-	13	45
100+61 RT	PCC	CE	30	30	-	-	-	-	-	-	30	90
15+93 RT (LINCOLN AVENUE (EAST) STATIONING)	GRVL	PE	12	-	12	1	2	-	-	-	-	-
400+75 LT	HMA	PE	16	-	16	1	2	-	-	-	-	-
TOTALS			336	128	208	10	17	22	18	36	74	612

DRIVEWAYS	PCC SIDEWALK 6"	PCC SIDEWALK 8"	AGGREGATE BASE COURSE TYPE B - 4"	AGGREGATE BASE COURSE TYPE B - 6"	COMB. CONCRETE CURB & GUTTER REMOVAL REPLACE.	CURB REMOVAL	CONCRETE CURB, TYPE B	CONCRETE CURB, TYPE B (SPECIAL)
	(SQ FT)	(SQ FT)	(SQ YD)	(SQ YD)	(FOOT)	(FOOT)	(FOOT)	(FOOT)
LINCOLN AVENUE								
11+35 LT	-	-	10	-	42	-	-	-
11+70 LT	-	-	11	-	46	-	-	-
12+24 LT	-	-	12	-	51	-	-	-
12+64 LT	-	72	19	8	34	-	-	-
13+19 LT	-	108	21	24	22	-	-	-
13+45 LT	-	99	13	18	-	12	12	-
15+49 LT	135	-	41	-	-	16	16	16
18+50 LT	-	-	-	-	-	-	-	-
19+25 LT	-	-	-	-	-	-	-	-
19+60 LT	-	-	-	-	-	-	-	-
11+84.5 RT (BEACH WAY STATIONING)	-	-	-	-	-	-	-	-
100+01 RT	-	63	-	19	-	-	-	-
100+15 RT	-	45	-	18	-	-	-	-
100+61 RT	-	90	-	40	-	-	-	-
15+93 RT (LINCOLN AVENUE (EAST) STATIONING)	-	-	-	-	-	-	-	-
400+75 LT	-	-	-	-	-	-	-	-
TOTALS	135	477	127	127	195	28	28	16

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DRAWN - CJC	REVISED - IDOT REVIEW 03-04-09
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DATE - 12-12-08	FILE - 080923-SCHEDULE.shx

**VILLAGE OF FOX RIVER GROVE, ILLINOIS
LINCOLN AVENUE STP (LAPP)
IMPROVEMENTS**

SCHEDULE OF QUANTITIES	
SCALE: NONE	STA. TO STA.

F.A.J. RTE. 0015	SECTION 08-00020-00-RS	COUNTY McHENRY	TOTAL SHEETS 26	SHEET NO. 7
FED. ROAD DIST. NO. C-91-201-09		CONTRACT NO. 63162		
ILLINOIS FED. AID PROJECT M-9003 (167)				

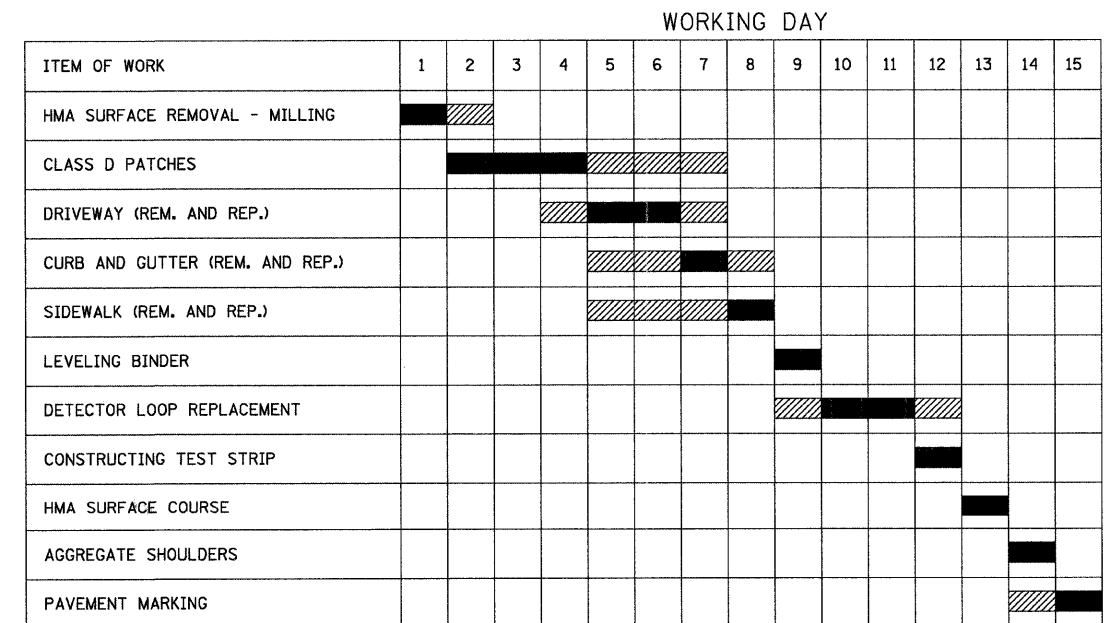
**SCHEDULE OF QUANTITIES
SIDEWALK REMOVAL (SPECIAL) AND
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL**

LOCATION	SIDEWALK REMOVAL (SPECIAL) SQ FT	PCC SIDEWALK 5 INCH, SPECIAL SQ FT
LINCOLN AVENUE, 12+78	24	24
LINCOLN AVENUE, 13+00	64	64
LINCOLN AVENUE, 14+49	0	98
LINCOLN AVENUE, 14+45	60	0
LINCOLN AVENUE, 17+34	120	190
LINCOLN AVENUE, 17+45	136	150
TOTAL	404	526

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LOCATION	AREA (SQ YD)
LINCOLN AVENUE (STA 10+97)	80
BEACH WAY (STA 101+62)	90
CENTER STREET (STA 209+62)	56
LINCOLN AVENUE (SOUTH) (STA 300+85)	78
LINCOLN AVENUE (EAST) (STA 400+91)	63
LINCOLN AVENUE (STA 21+20)	200
DRIVEWAYS (SEE SCHEDULE)	208
TOTAL	775

CONSTRUCTION SCHEDULE



LEGEND

- WORKING DAYS
- ▨ NON-WORKING DAYS (CONSTRUCTION STILL COMPLETED)

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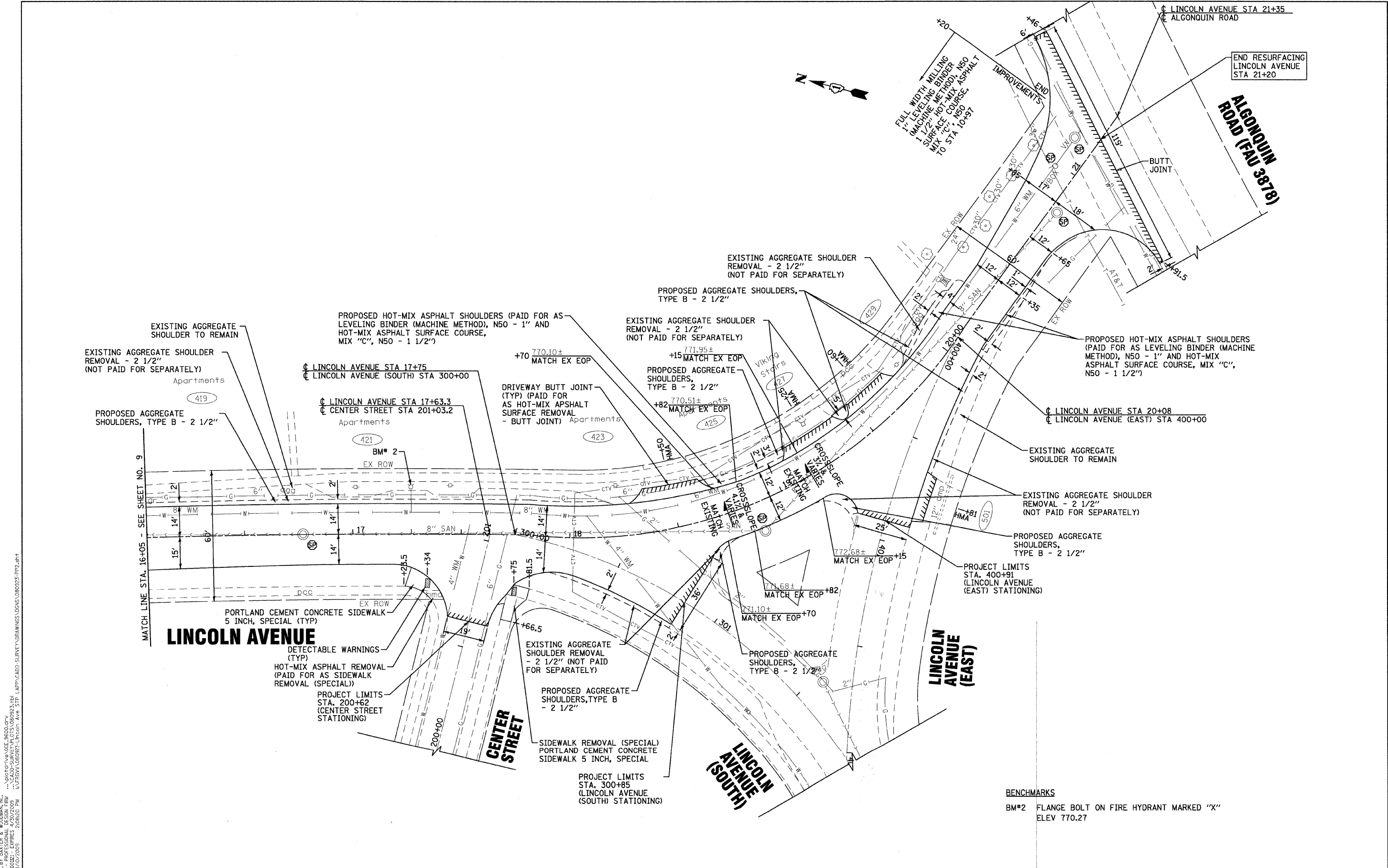
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DATE - 12-12-08	FILE - 080923-SCHEDULE.sht

**VILLAGE OF FOX RIVER GROVE, ILLINOIS
LINCOLN AVENUE STP (LAPP)
IMPROVEMENTS**

**SCHEDULE OF QUANTITIES AND
CONSTRUCTION SCHEDULE**

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0015	08-00020-00-R5	McHENRY	26	8
FED. ROAD DIST. NO. C-91-201-09		CONTRACT NO. 63162		
[ILLINOIS] FED. AID PROJECT M-9003 (167)				



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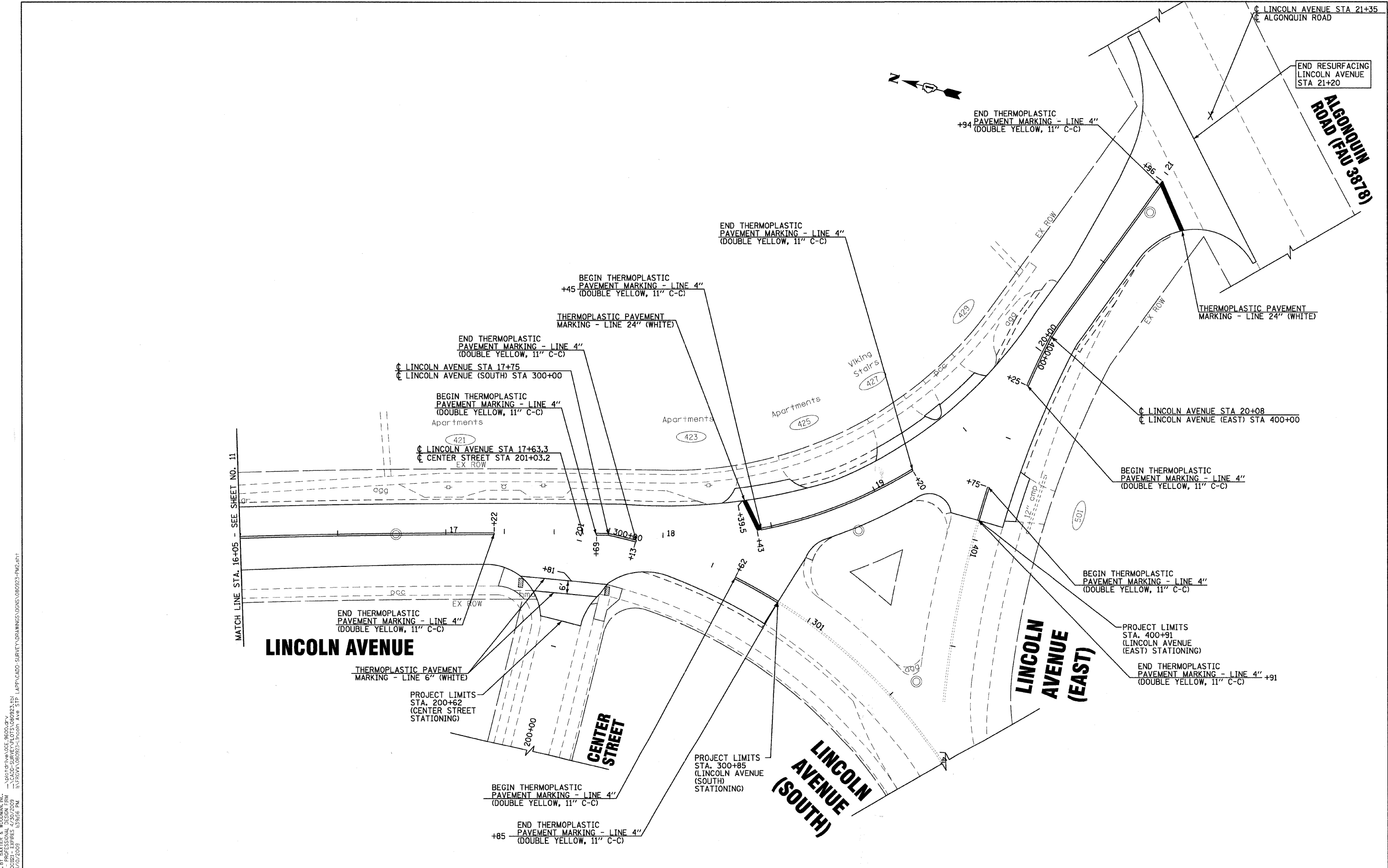


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DRAWN - CJC	REVISED - IDOT REVIEW 03-04-09
CHECKED - RWL	REVISED -
DATE - 12-12-08	FILE - 080923-PP2.shd

VILLAGE OF FOX RIVER GROVE, ILLINOIS
LINCOLN AVENUE STP (LAPP)
IMPROVEMENTS

PLAN - LINCOLN AVENUE
 SCALE: 1" = 20'
 STA. 16+05 TO STA. 21+38

F.A.U. RTE. 0015	SECTION 08-00020-00-RS	COUNTY McHENRY	TOTAL SHEETS 26	SHEET NO. 10
FED. ROAD DIST. NO. C-91-201-09		CONTRACT NO. 63162		
ILLINOIS FED. AID PROJECT N-9003 (167)				



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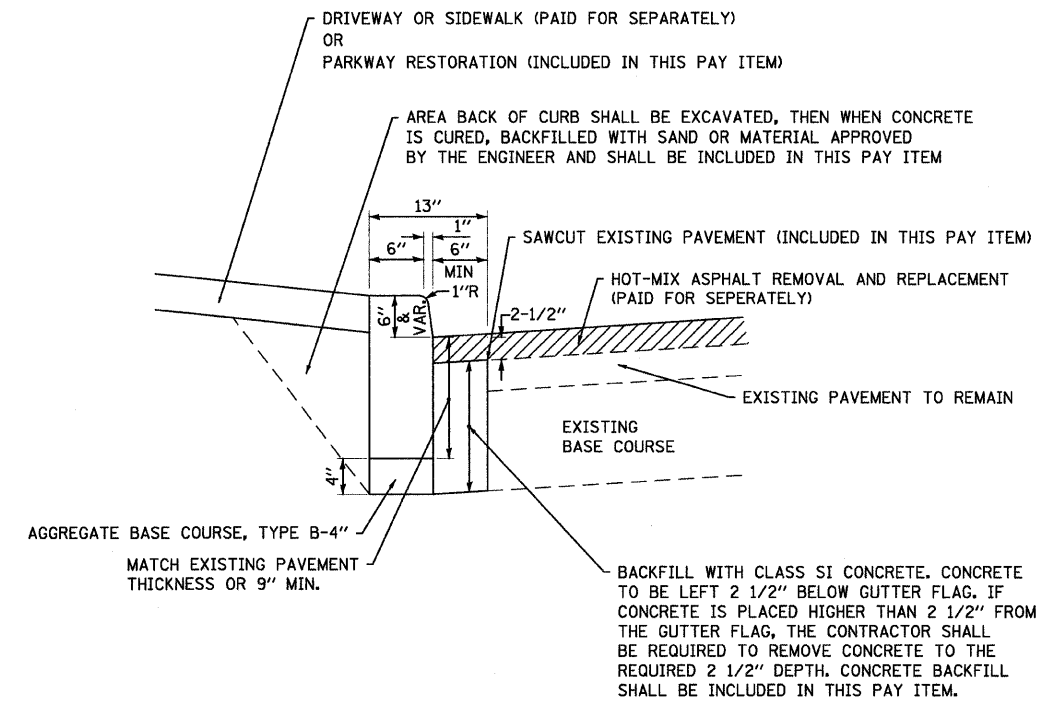


DESIGNED - REW	REVISED - IDOT REVIEW 02-09-09
DRAWN - CJC	REVISED - IDOT REVIEW 03-04-09
CHECKED - RWL	REVISED -
DATE - 12-12-08	FILE - 080923-PM2.sht

VILLAGE OF FOX RIVER GROVE, ILLINOIS
LINCOLN AVENUE STP (LAPP)
IMPROVEMENTS

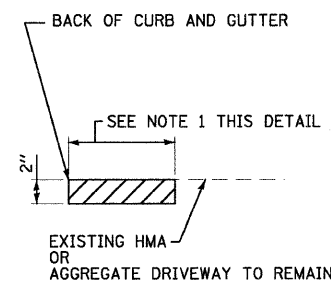
PAVEMENT MARKING PLAN - LINCOLN AVENUE	
SCALE: 1" = 20'	STA. 16+05 TO STA. 21+38

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0015	08-00020-00-RS	McHENRY	26	12
FED. ROAD DIST. NO. C-91-201-09		CONTRACT NO. 63162		
ILLINOIS FED. AID PROJECT M-9003 (167)				

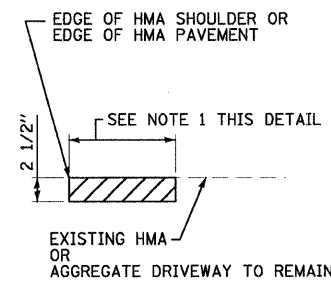


CONCRETE CURB, TYPE B; CONCRETE CURB, TYPE B (SPECIAL) DETAIL

(NOT TO SCALE)

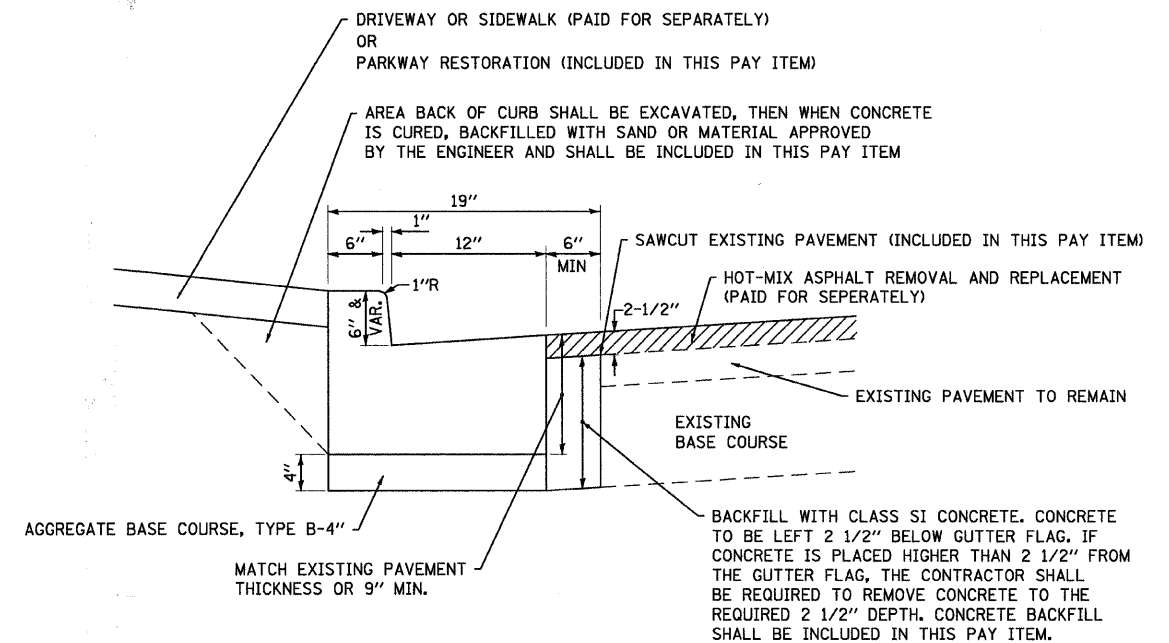


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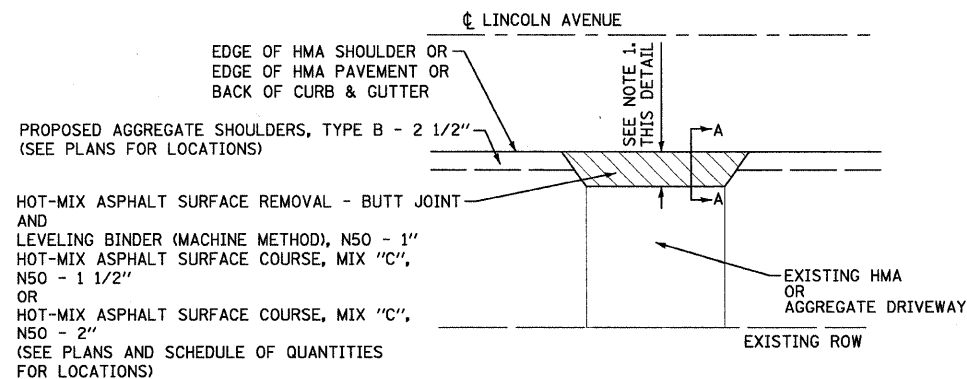
SECTION A-A

NO SCALE



COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT DETAIL

(NOT TO SCALE)



- NOTES:** 1. 5' MIN WHEN MATCHING EXISTING HMA DRIVEWAY UNLESS OTHERWISE DIMENSIONED
3' MIN. WHEN MATCHING EXISTING AGGREGATE DRIVEWAY UNLESS OTHERWISE DIMENSIONED

HMA DRIVEWAY DETAIL

NO SCALE

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 BAXTER & WOODMAN, INC. 1000 N. LINCOLN AVENUE, SUITE 100, LINCOLN, ILLINOIS 62504
 3/10/2009 3:36:55 PM



DESIGNED - REW	REVISED - IDOT REVIEW 02-09-09
DRAWN - CJC	REVISED - IDOT REVIEW 03-04-09
CHECKED - RWL	REVISED -
DATE - 12-12-08	FILE - 080923-details.shx

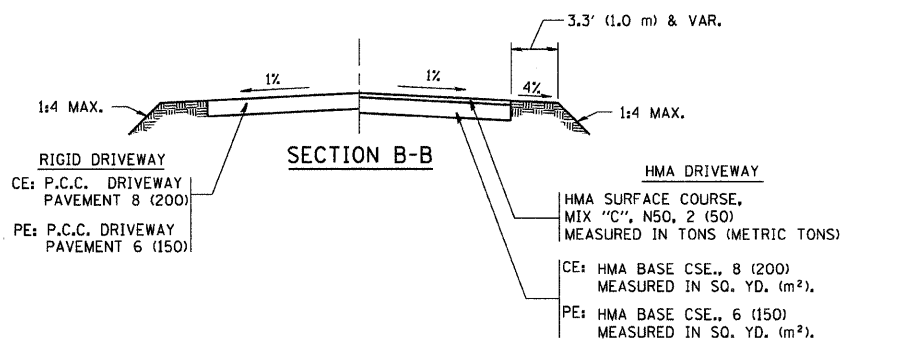
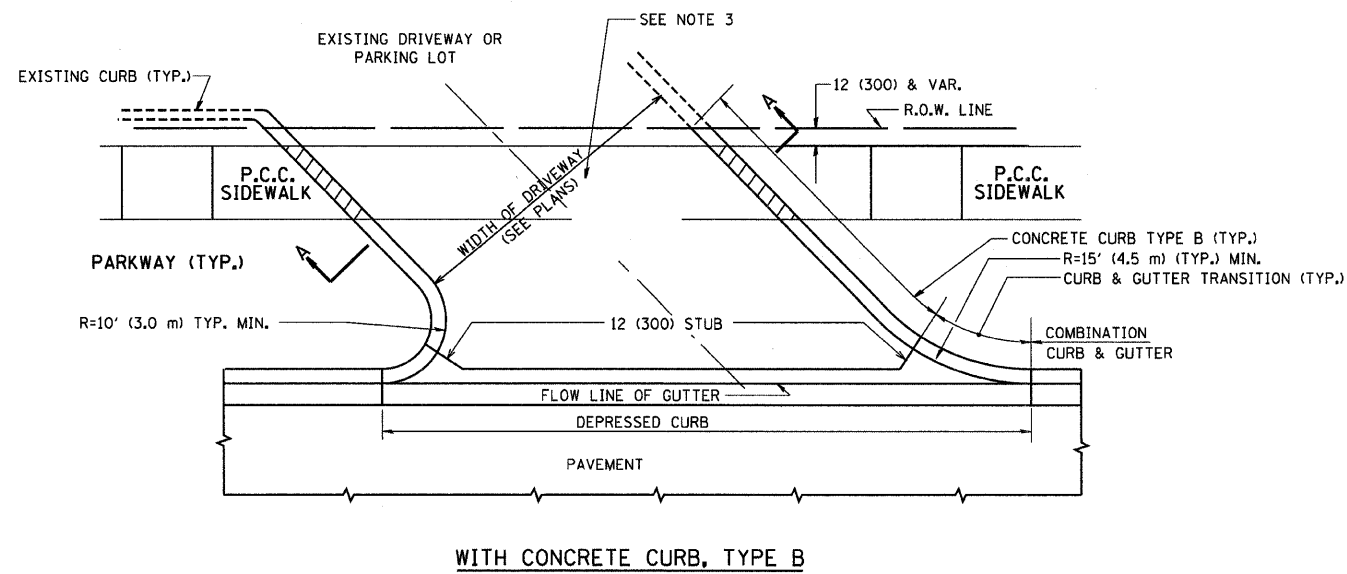
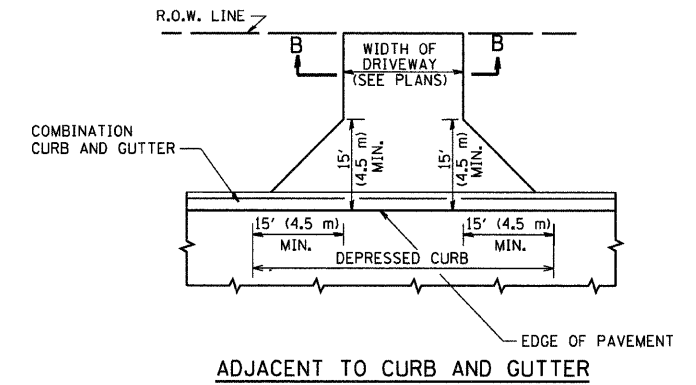
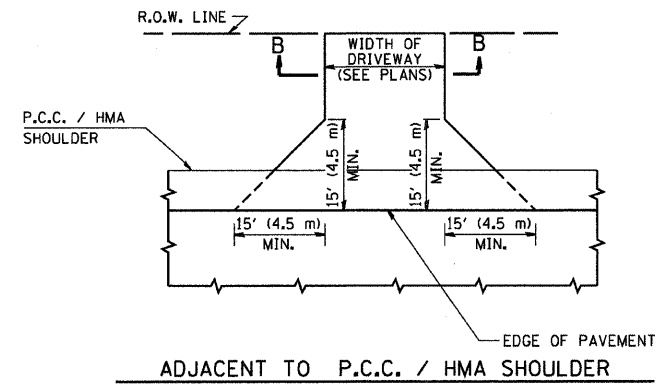
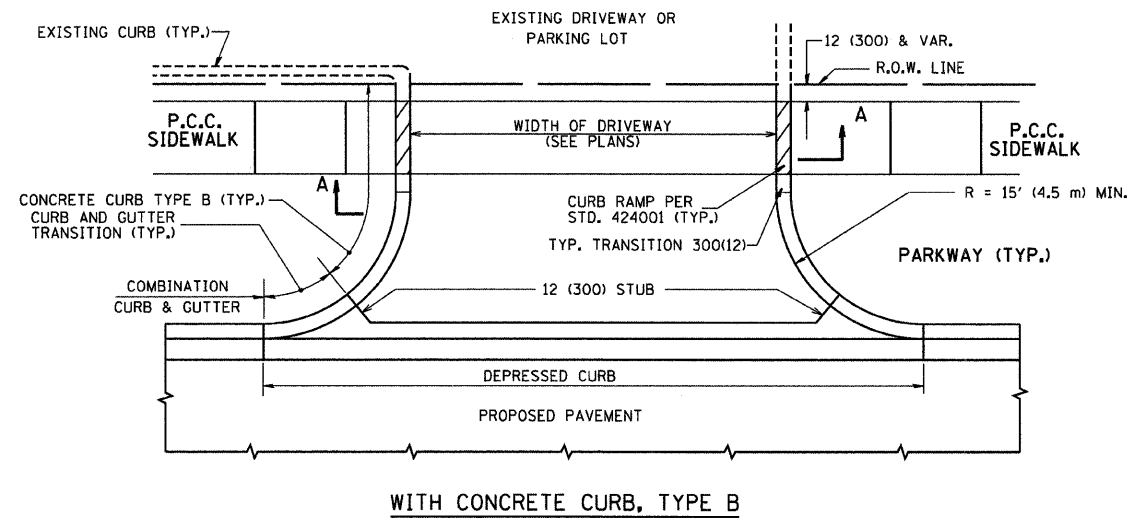
**VILLAGE OF FOX RIVER GROVE, ILLINOIS
LINCOLN AVENUE STP (LAPP)
IMPROVEMENTS**

MISCELLANEOUS DETAILS

SCALE: NONE

STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0015	08-00020-00-RS	McHENRY	26	13
FED. ROAD DIST. NO. C-91-201-09			CONTRACT NO. 63162	
ILLINOIS FED. AID PROJECT M-9003 (167)				



GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

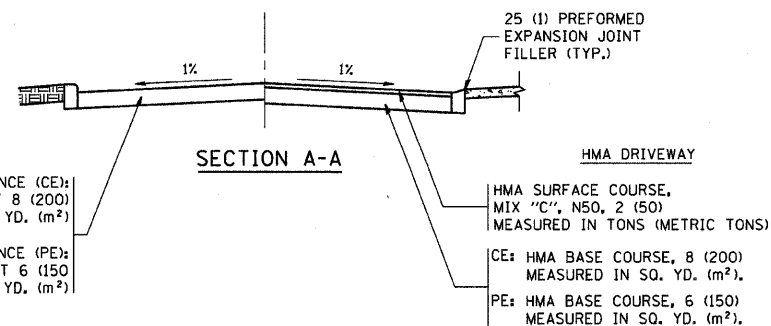
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

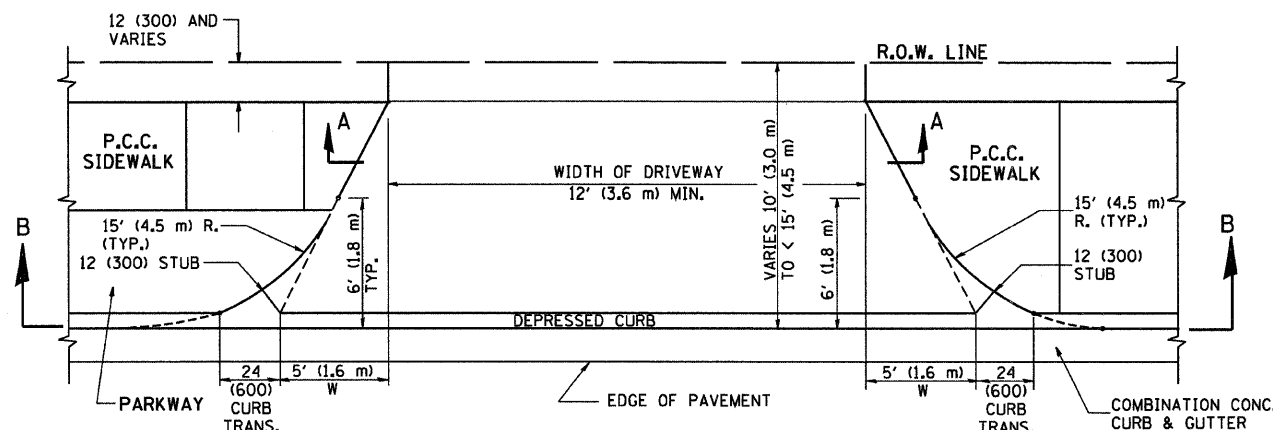
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

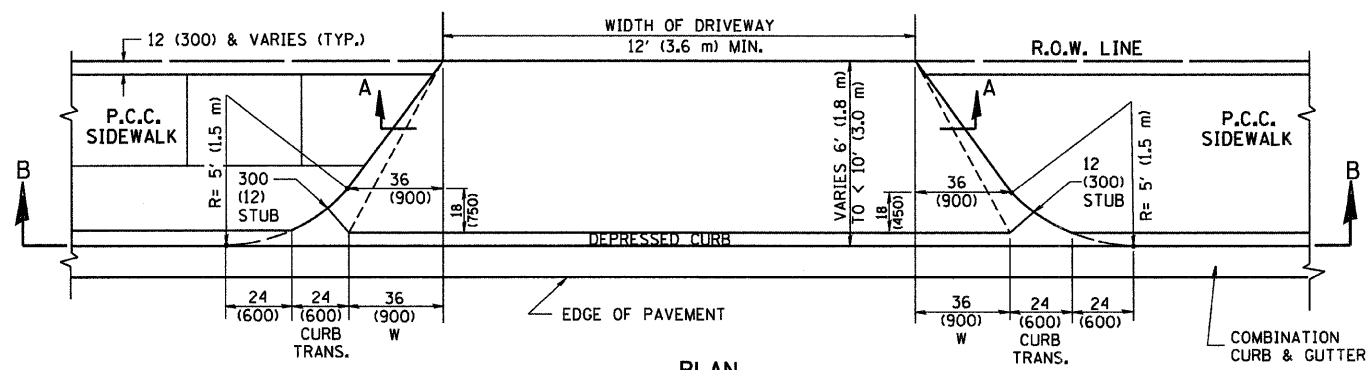
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.



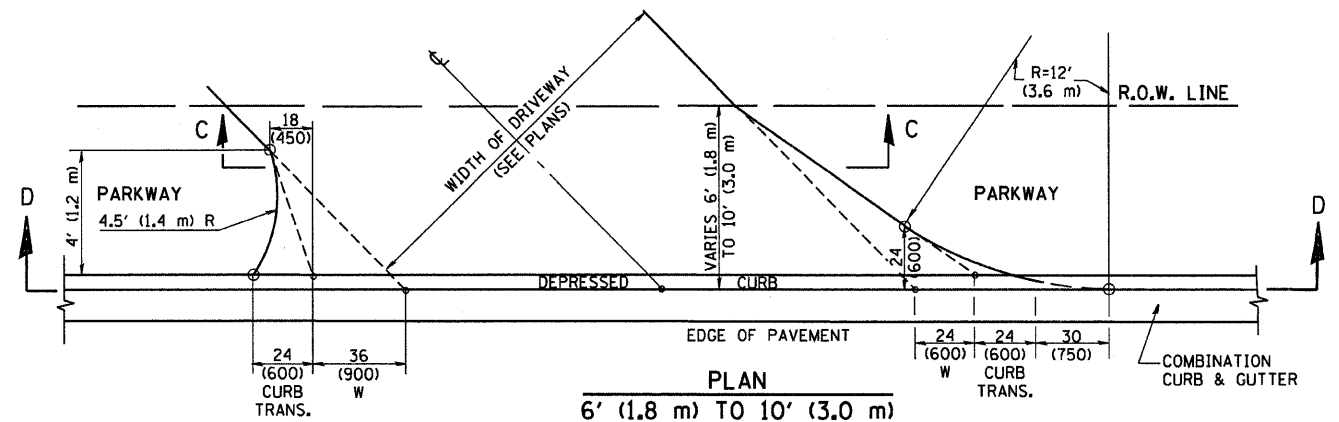
FILE NAME = c:\projects\dststd22x34\bd01.dgn	USER NAME = bauerd1	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)	F.A. RTE. = 0015	SECTION = 08-00020-00-RS	COUNTY = MOHENRY	TOTAL SHEETS = 26	SHEET NO. = 14	
PLOT SCALE = 49,9999' / IN.	CHECKED -	REVISOR - P. LOFLUER 04-15-03	REVISOR - R. BORO 01-01-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT M-9003(167)	CONTRACT NO. 63162
PLOT DATE = 6/12/2008	DATE = 11-04-95	REVISOR - R. BORO 06-11-08									



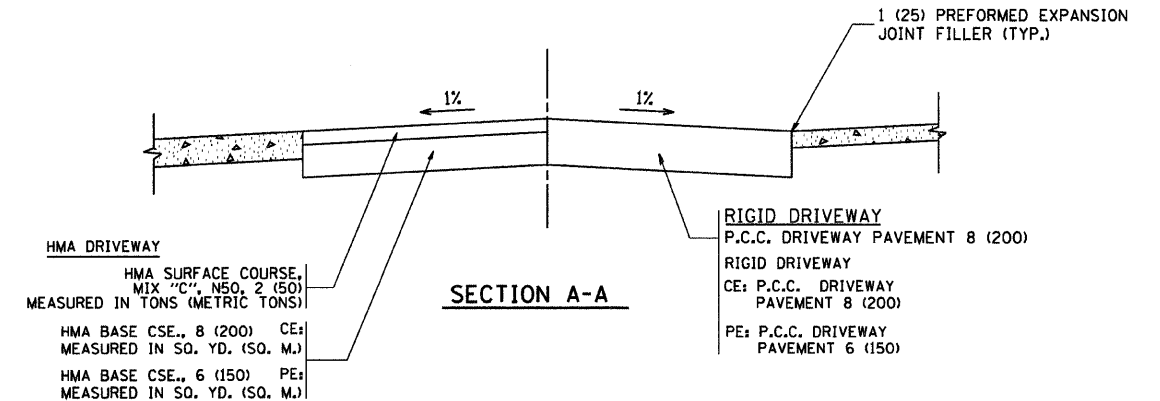
PLAN
10' (3.0 m) TO < 15' (4.5 m)



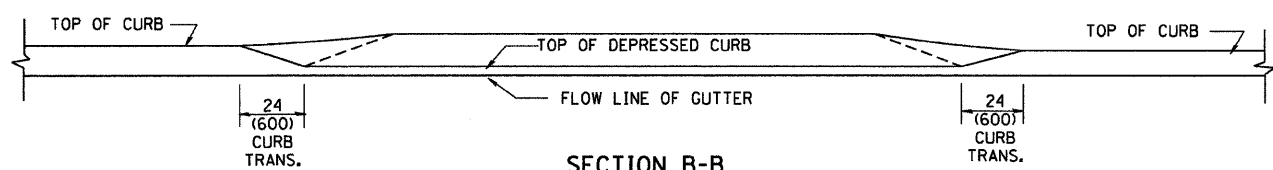
PLAN
6' (1.8 m) TO < 10' (3.0 m)



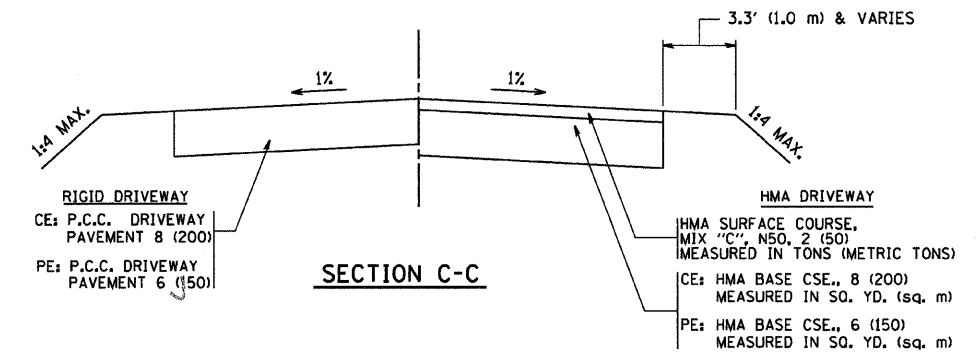
PLAN
6' (1.8 m) TO 10' (3.0 m)



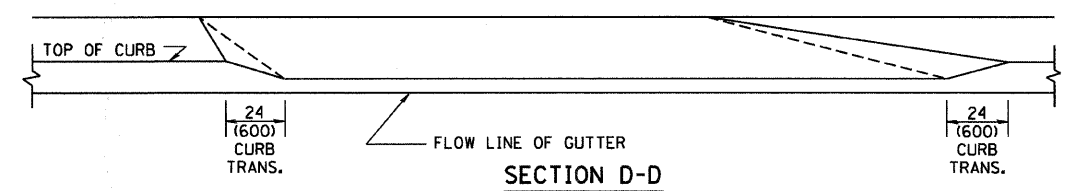
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

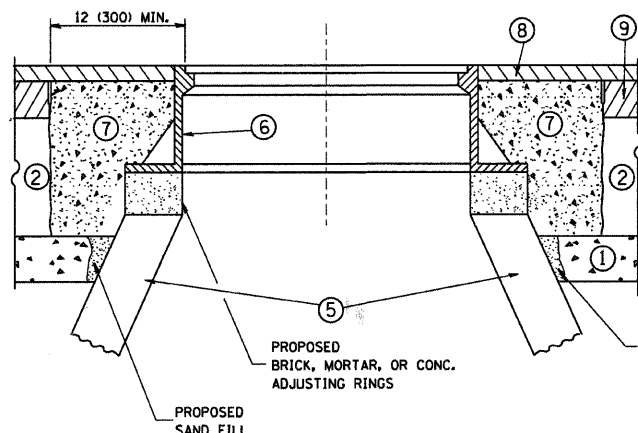
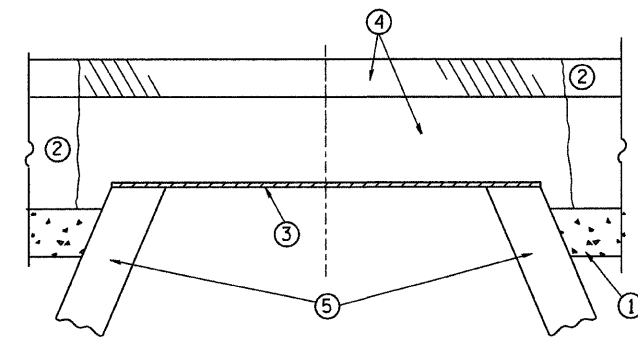
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PLOT SCALE = 50,0000 / IN.	
PLOT DATE = 1/4/2008	

DESIGNED - R. SHAH	REVISD - T. HOLTZ 04-08-97
DRAWN -	REVISD - M. GOMEZ 04-06-01
CHECKED -	REVISD - P. LAFLEUR 04-15-03
DATE - 11-06-95	REVISD - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS			
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0015	08-00020-00-RS	McHENRY	26	15
BD400-02 (BD-02)			CONTRACT NO. 63162	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (167)				



CONSTRUCTION PROCEDURES

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

- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

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

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

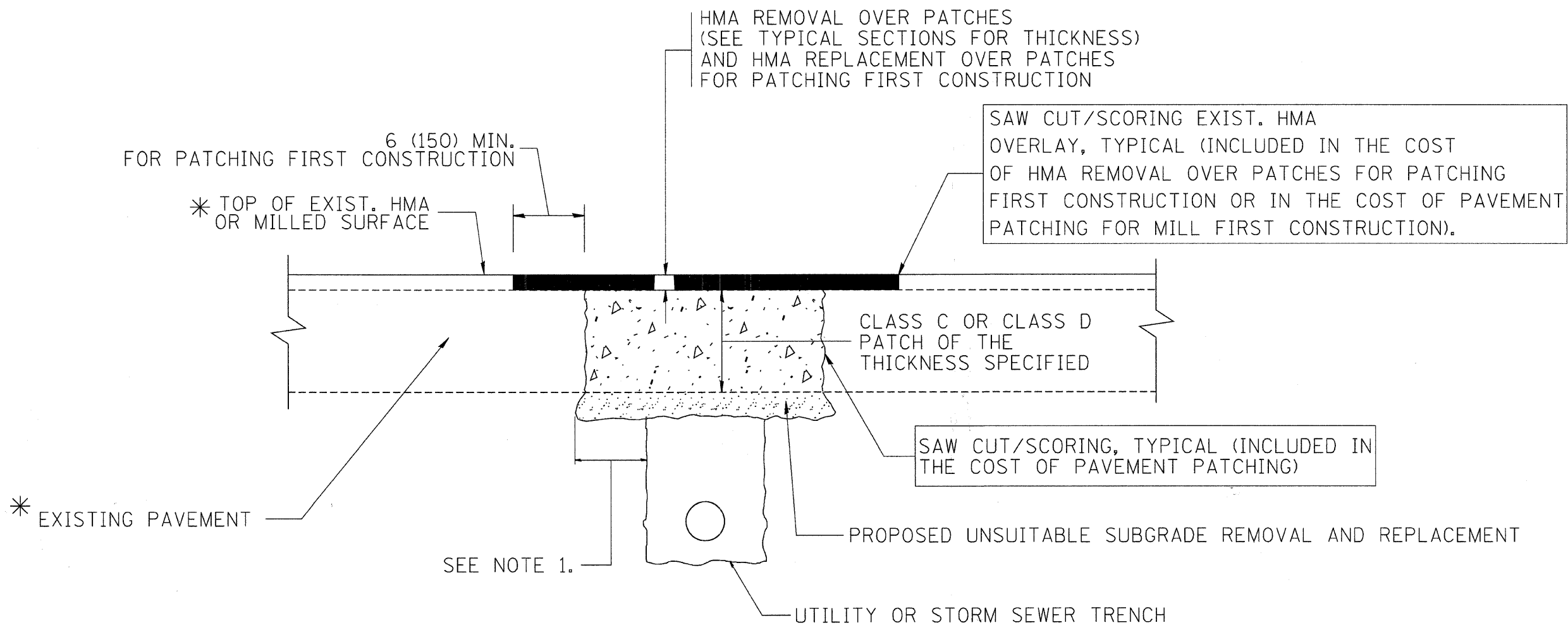
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 1/4/2008	DATE - 10-25-94	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE. 0015	SECTION 08-00020-00-RS	COUNTY McHENRY	TOTAL SHEETS 26	SHEET NO. 16
BD600-03 (BD-8)			CONTRACT NO. 63162	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (167)				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

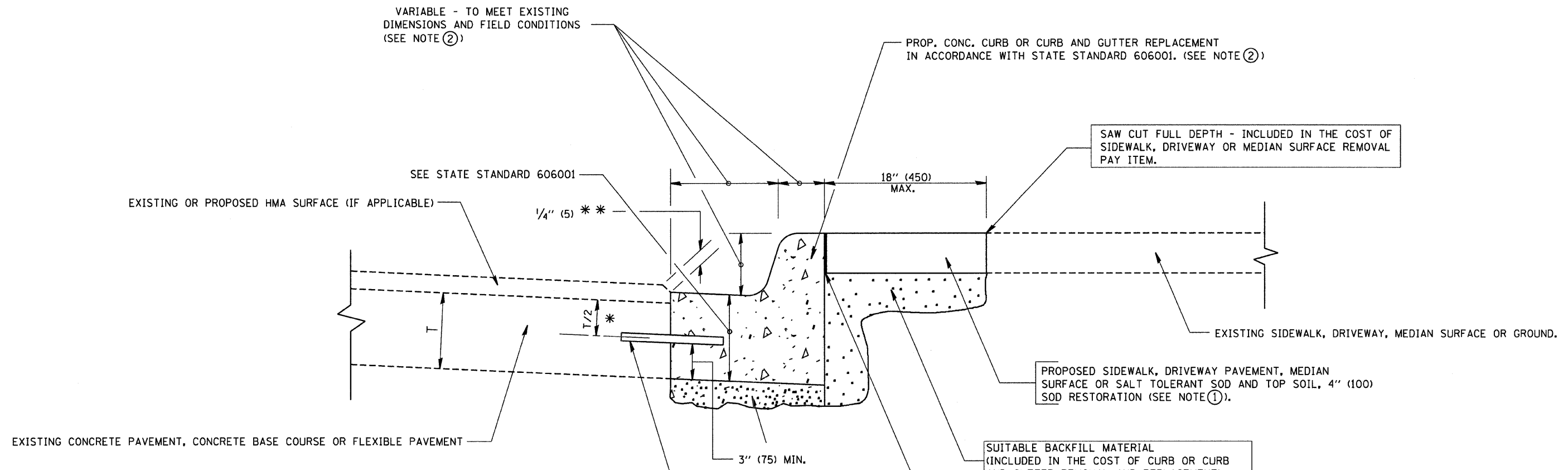
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A. RTE. 0015	SECTION 08-00020-00-RS	COUNTY McHENRY	TOTAL SHEETS 26	SHEET NO. 17
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD400-04 (BD-22)		CONTRACT NO. 63162		
PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-9003 (167)							
C-91-201-09												



- * 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.

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.

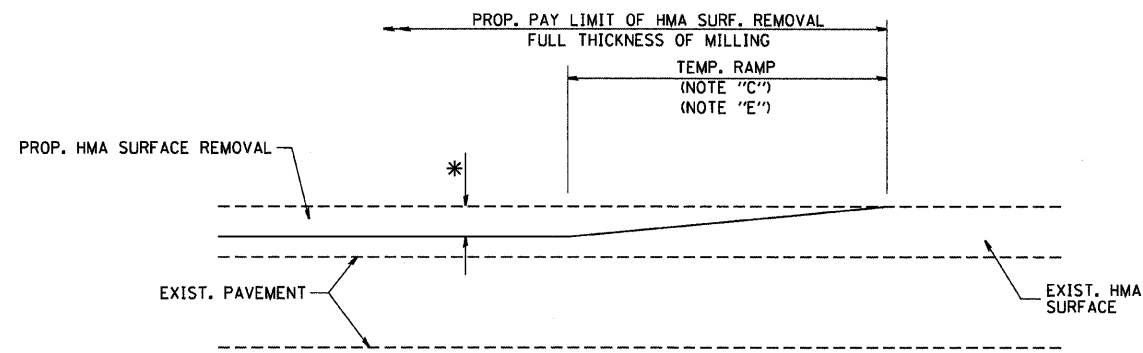
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

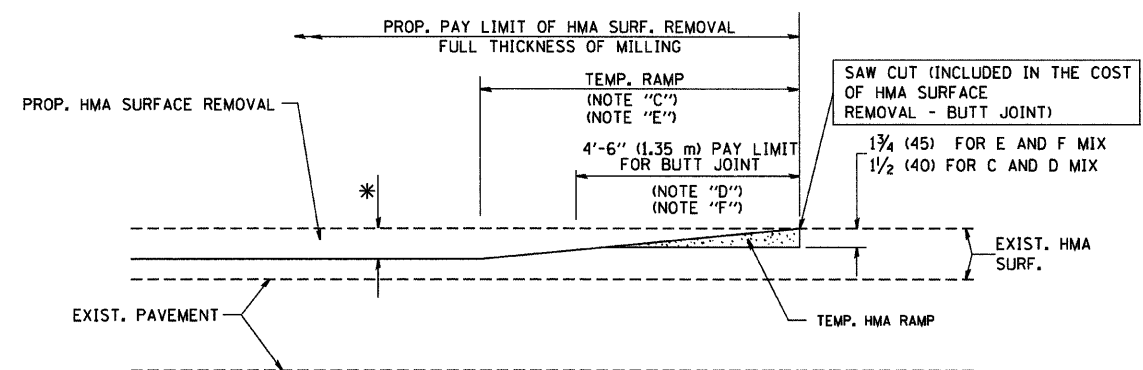
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = M:\distd\22x34\bd24.dgn	USER NAME = geglennob	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A. RTE. 0015	SECTION 08-00020-00-RS	COUNTY McHENRY	TOTAL SHEETS 26	SHEET NO. 18
PLOT SCALE = 50,000' / IN.	CHECKED -	REVISOR - A. ABBAS 03-21-97	REVISOR - M. GOMEZ 01-22-01	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-06 (BD-24)		CONTRACT NO. 63162	
PLOT DATE = 1/4/2008	DATE - 03-11-94	REVISOR - R. BORO 01-01-07				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(167)		C-91-201-09		



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

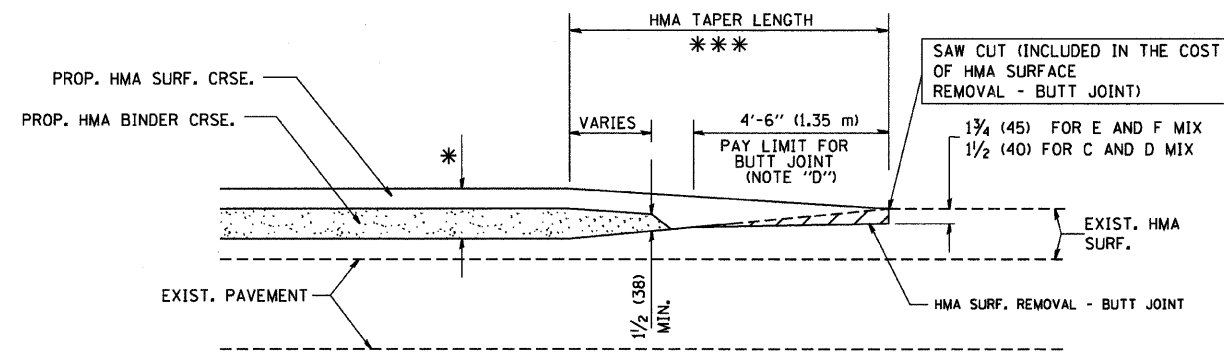
OPTION 1



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

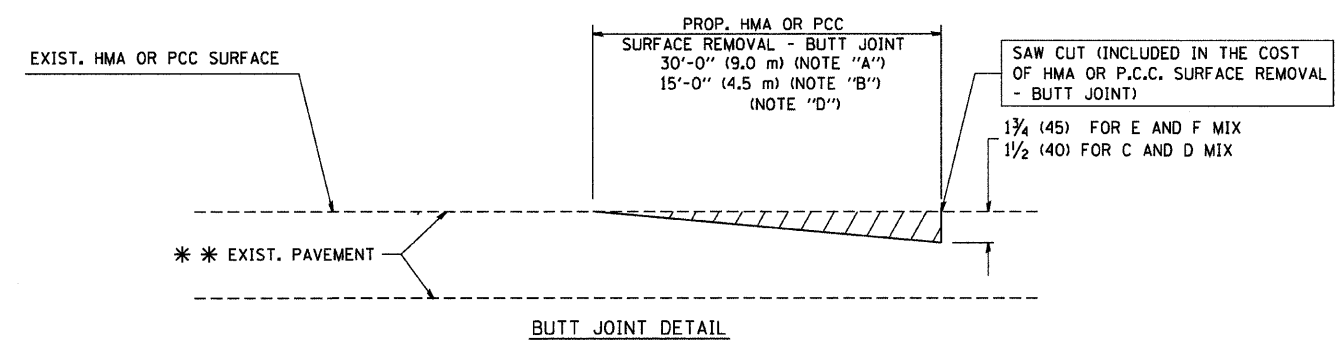
OPTION 2

TYPICAL TEMPORARY RAMP

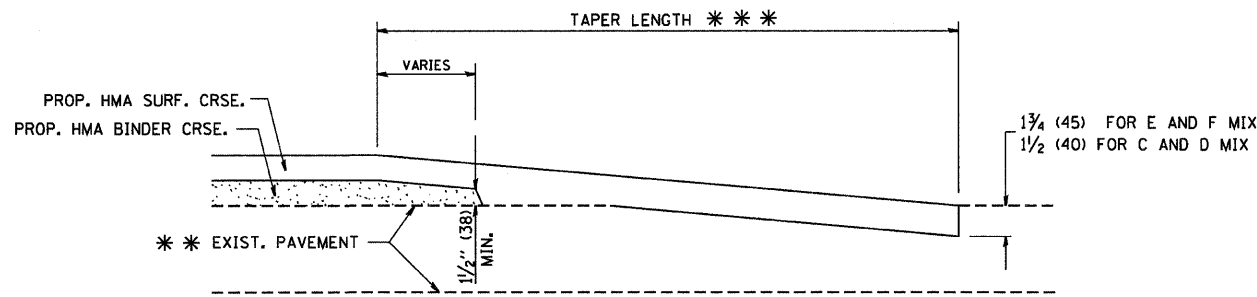


BUTT JOINT AND
HMA TAPER

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



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

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

NOTES

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

BASIS OF PAYMENT:

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

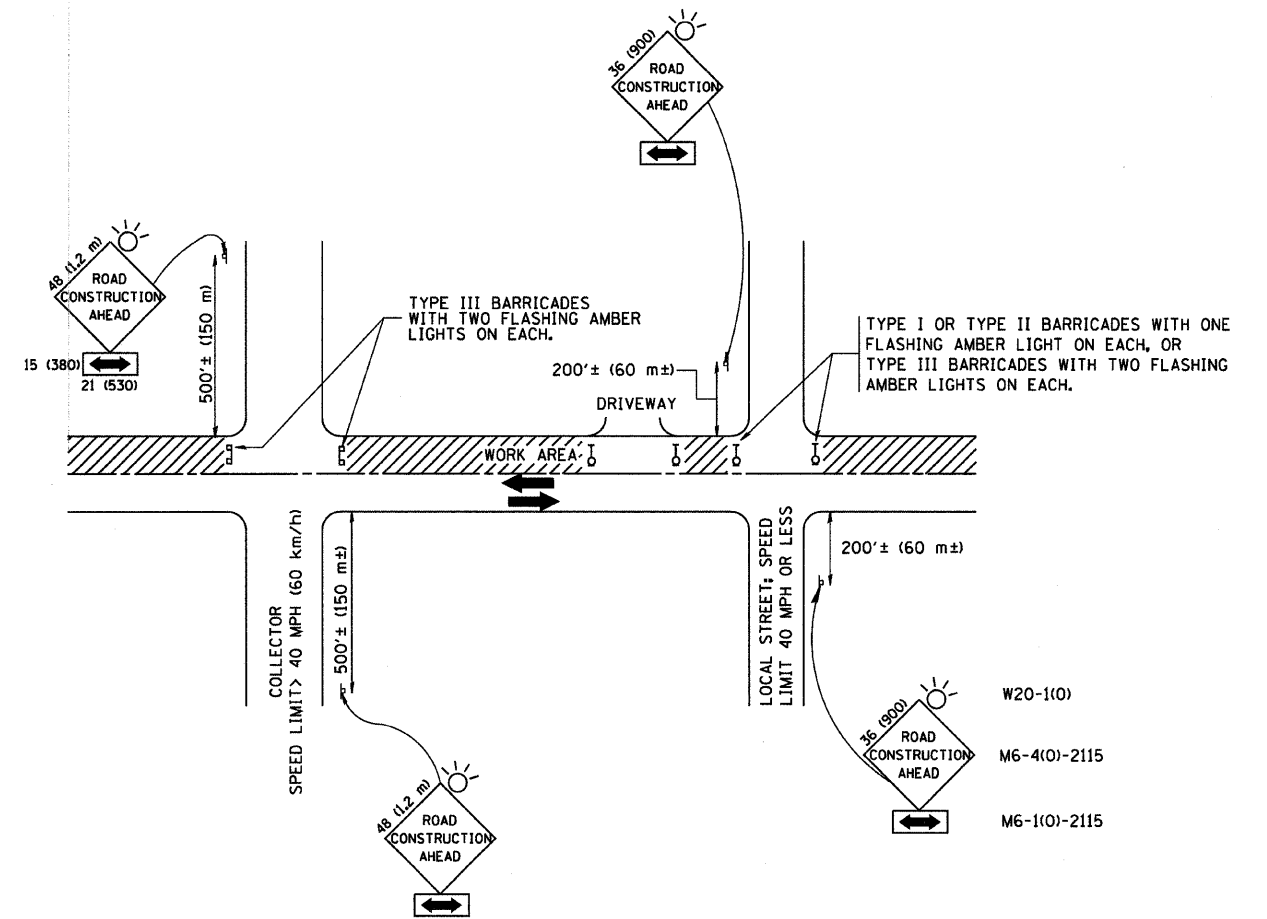
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS			
SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0015	08-00020-00-RS	McHENRY	26	19
BD400-05 BD32			CONTRACT NO. 63162	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (167)				



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.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

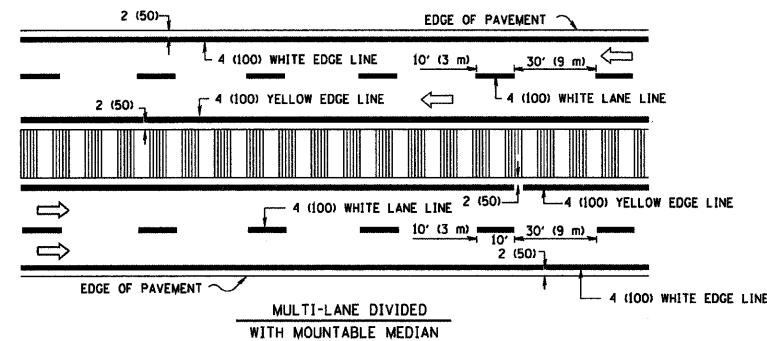
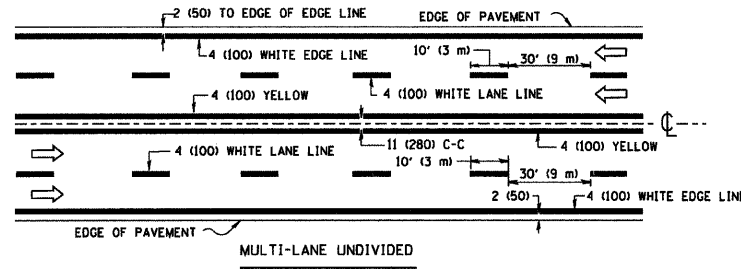
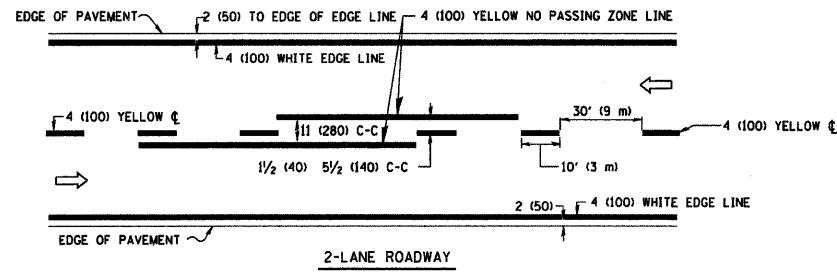
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

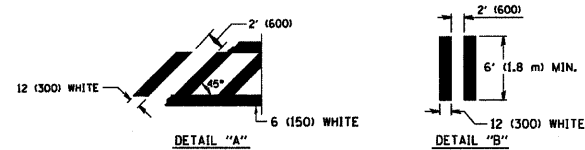
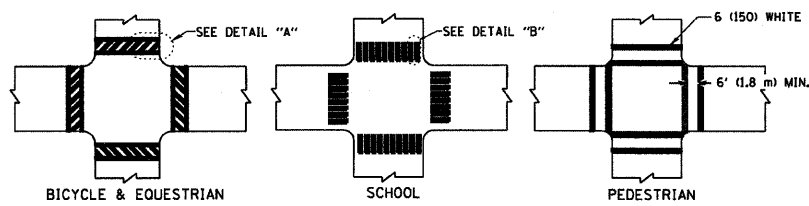
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0015	08-00020-00-RS	McHENRY	26	20
TC-10			CONTRACT NO. 63162	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(167)				

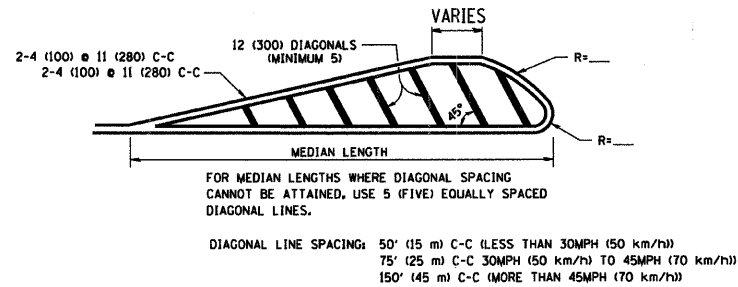
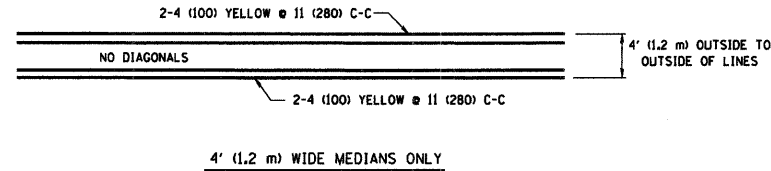


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

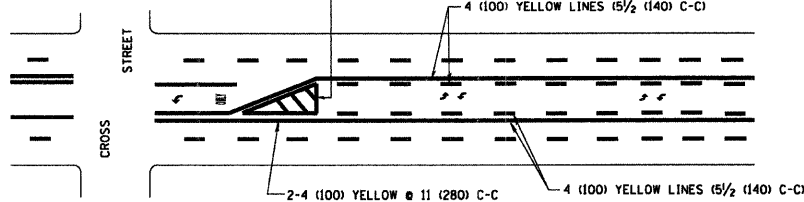
TYPICAL LANE AND EDGE LINE MARKING



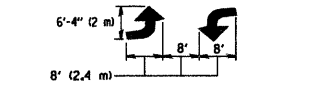
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE

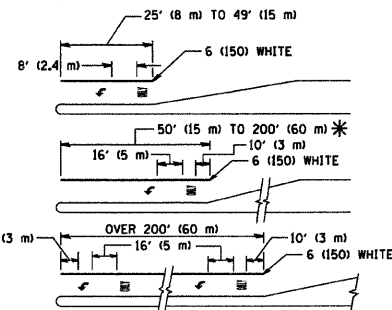


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

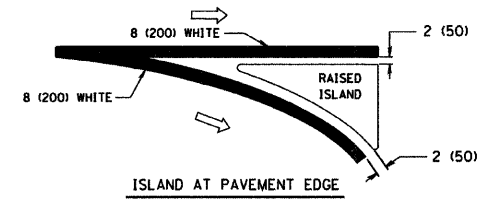
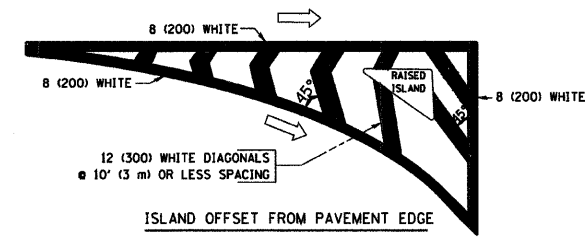


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
* AREA = 15.6 SQ. FT. (1.5 m²)

* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
LANE LINES	5 (125) ON FREEWAYS	SKIP-DASH	WHITE	
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	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
TWO WAY LEFT TURN MARKING	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	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" 15' (4.5 m) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

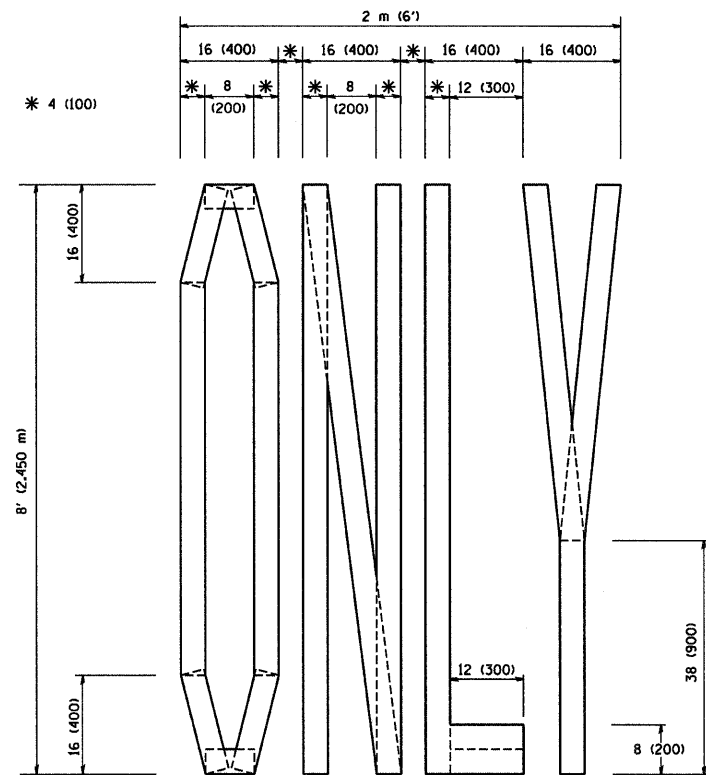
All dimensions are in inches (millimeters) unless otherwise shown.

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		DRAWN -	REVISED - A. HOUSEH 10-09-96
		CHECKED -	REVISED - A. HOUSEH 10-17-96
		DATE - 03-19-90	REVISED - T. RAMMACHER 01-06-00

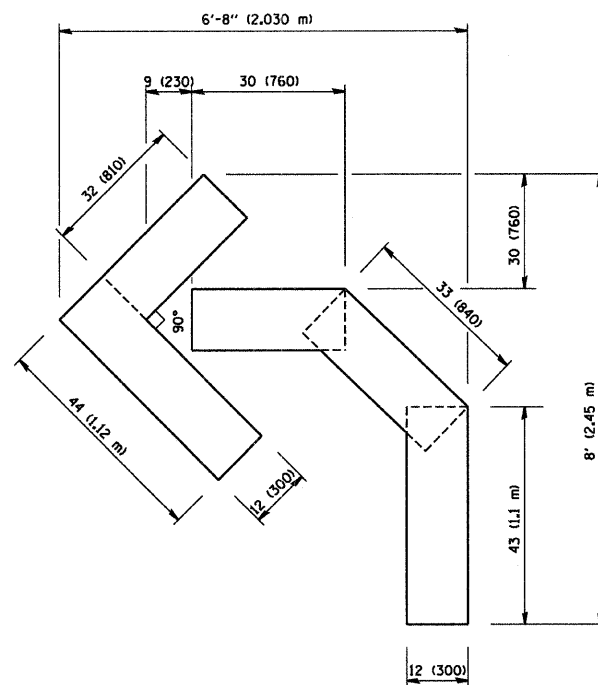
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

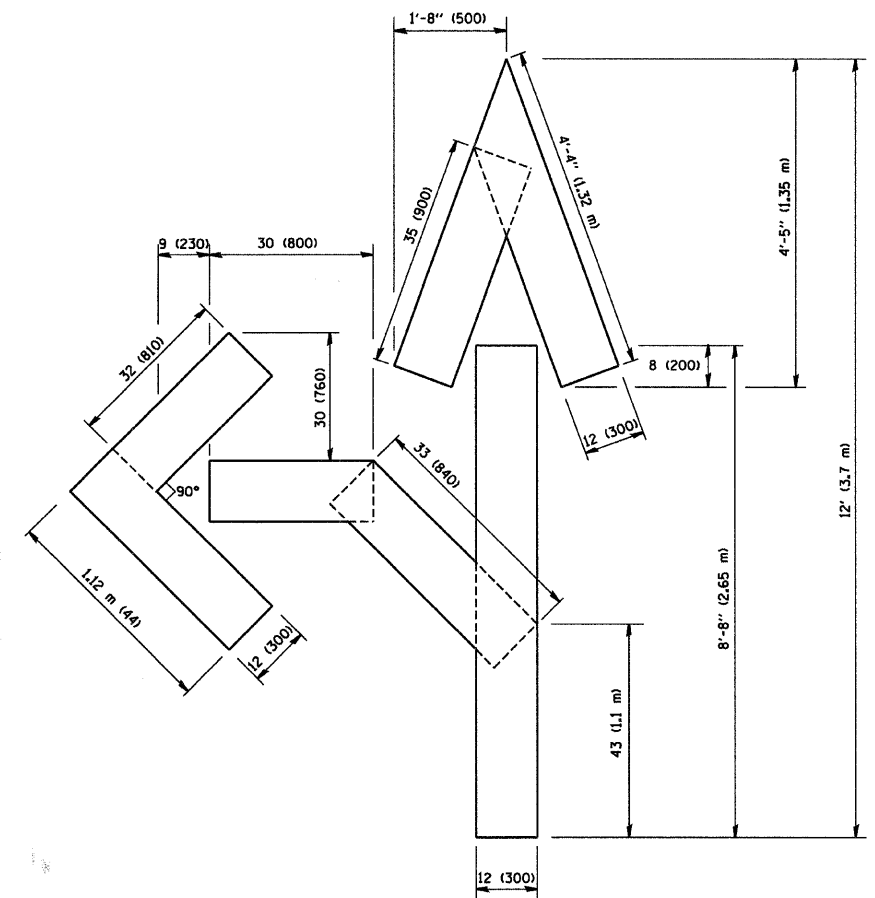
F.A. RTE. 0015	SECTION 08-00020-00-RS	COUNTY McHENRY	TOTAL SHEETS 26	SHEET NO. 21
TC-13			CONTRACT NO. 63162	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(167)				



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



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



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

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

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		DRAWN -	REVISED - T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED - T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

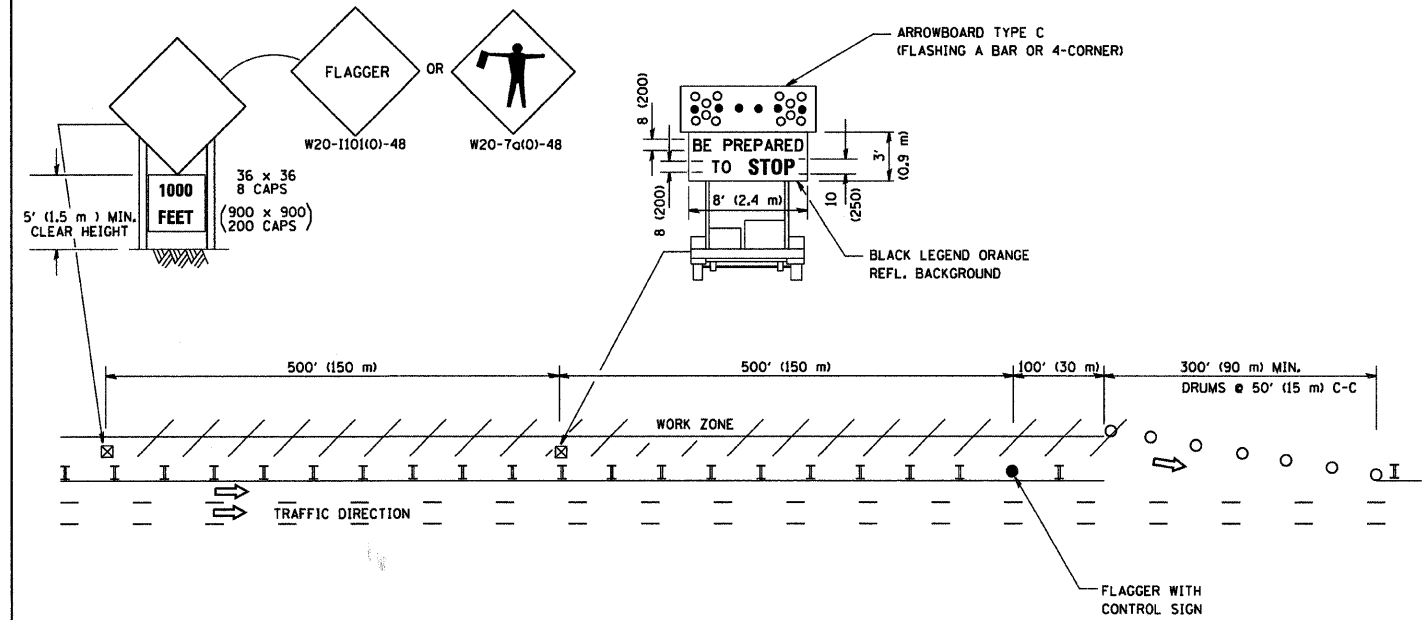
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

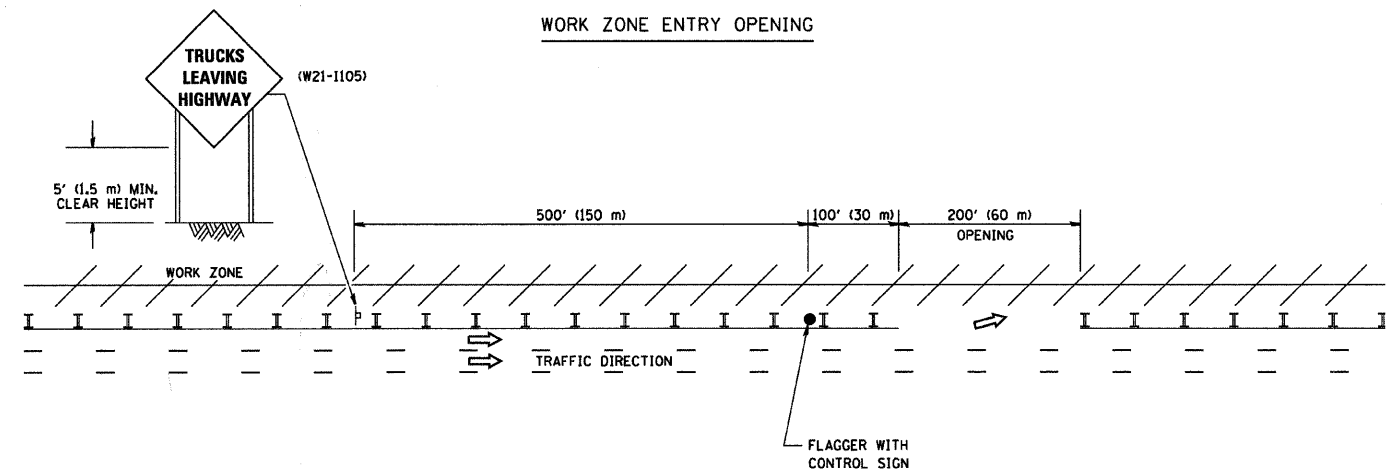
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0015	08-00020-00-RS	McHENRY	26	22
TC-16			CONTRACT NO. 63162	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (167)				
C-91-201-09				

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

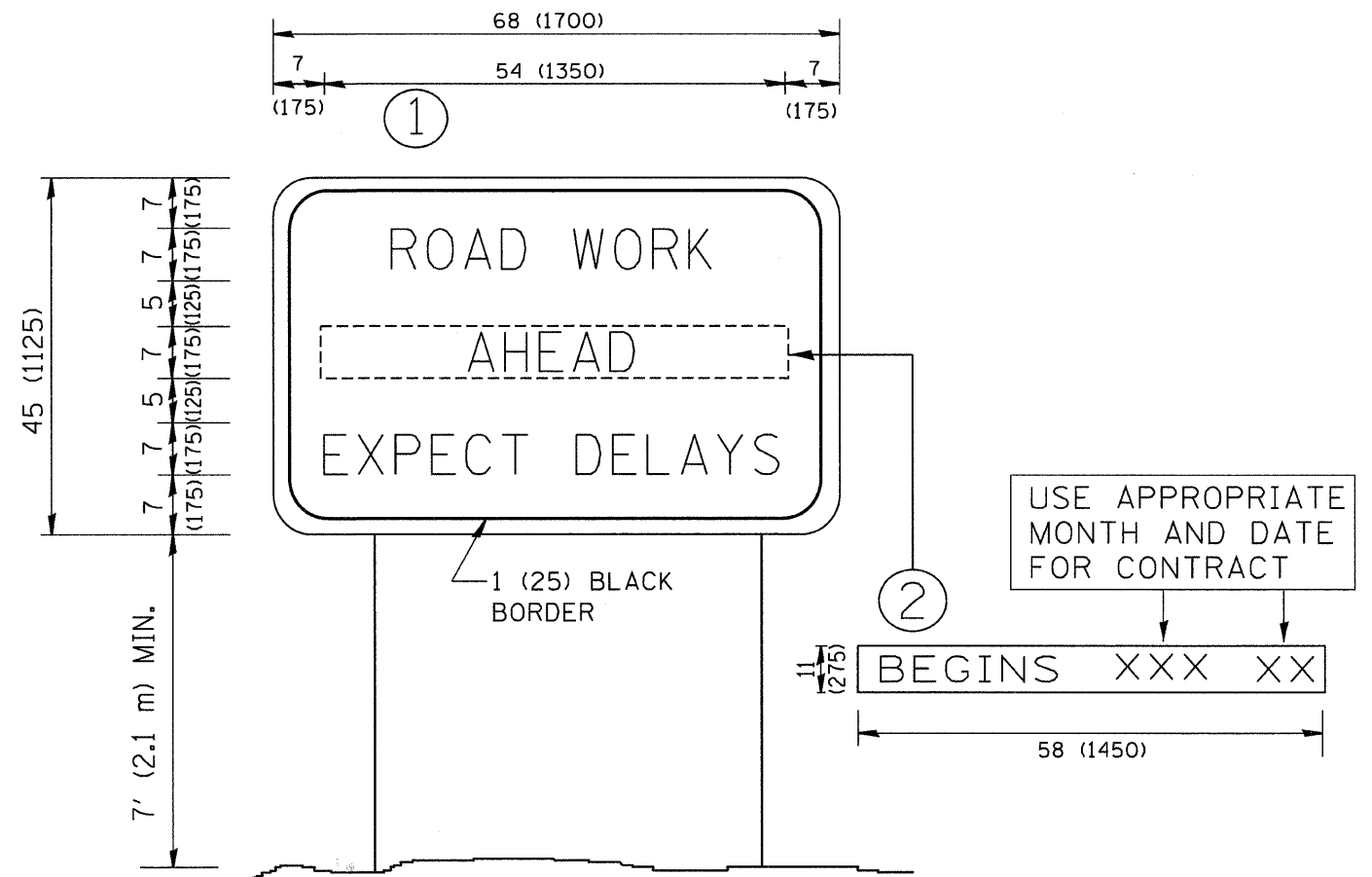
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		CHECKED -	REVISED - J.A.F. 02-06
		DATE -	REVISED - S.P.B. 01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0015	08-00020-00-RS	McHENRY	26	23
TC-18			CONTRACT NO. 63162	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-9003 (167)				



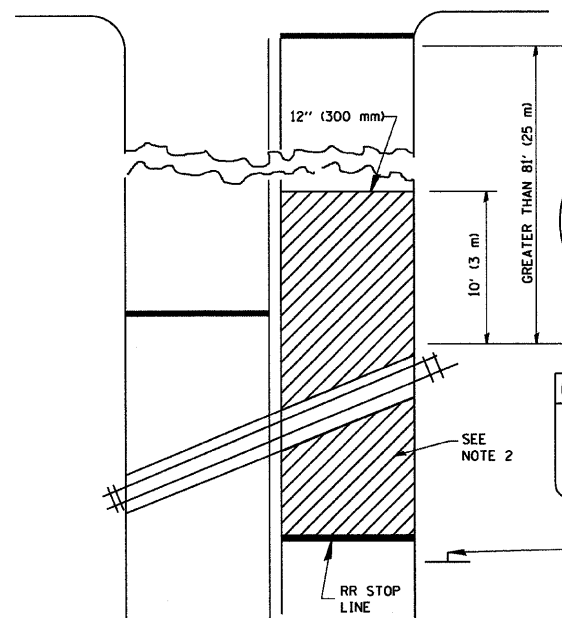
NOTES:

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.

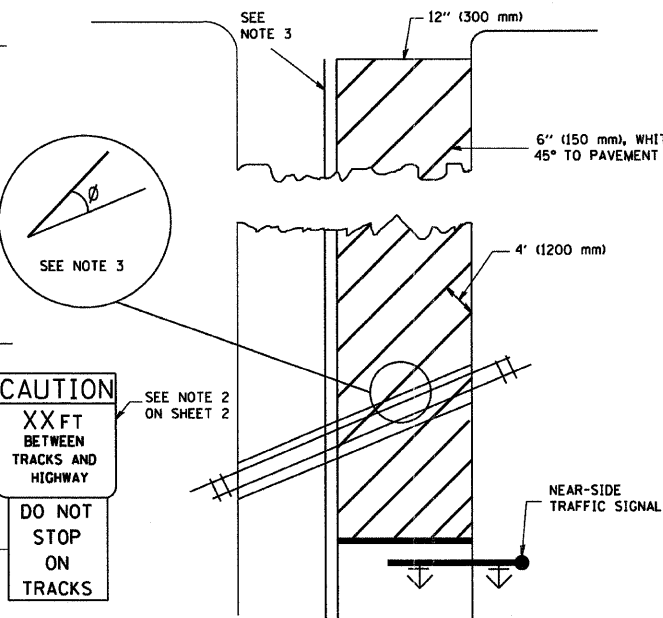
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	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TC-22		CONTRACT NO. 63162		
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(167)				
		DATE -	REVISED - C. JUCLIS 01-31-07					C-91-201-09				

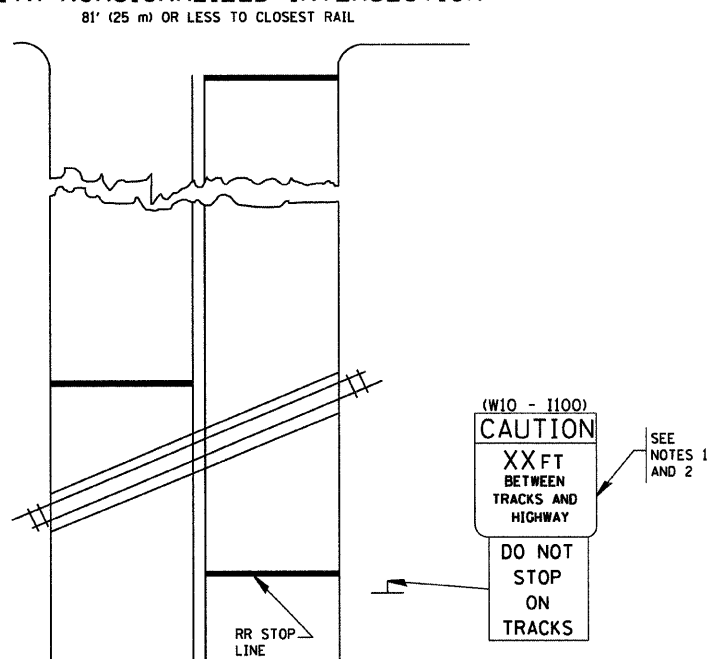
WITH INTERSECTION TRAFFIC SIGNALS



WITH NEAR-SIDE TRAFFIC SIGNALS



WITH NONSIGNALIZED INTERSECTION



NOTES:

1. PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
3. WHERE THE ANGLE BETWEEN THE DIAGONAL STRIPES AND THE TRACK (ϕ) WOULD BE LESS THAN APPROXIMATELY 20°, THE STRIPES SHOULD BE SLOPED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

NOTE:

1. DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
2. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6-FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

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

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		DRAWN -	REVISED -
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	PLOT DATE = 1/4/2008	DATE -	REVISED -

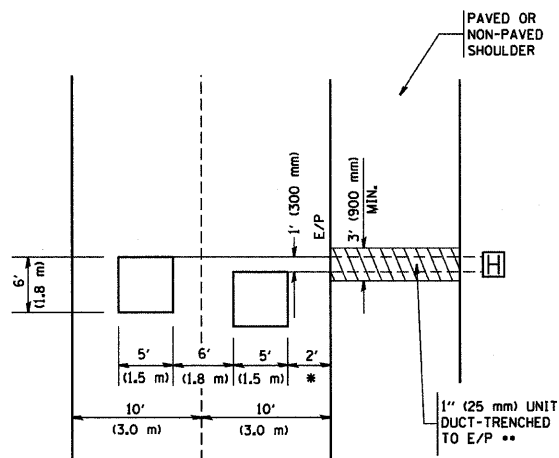
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE. = 0015	SECTION = 08-00020-00-RS	COUNTY = MCHENRY	TOTAL SHEETS = 26	SHEET NO. = 25
TC-23			CONTRACT NO. 63162	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(167)				

LOOPS NEXT TO SHOULDERS

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

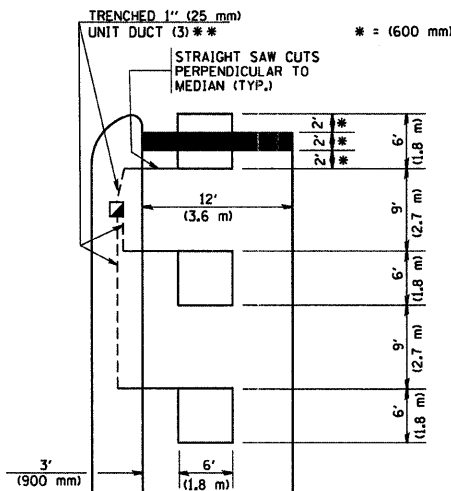


* = (600 mm)

** 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.

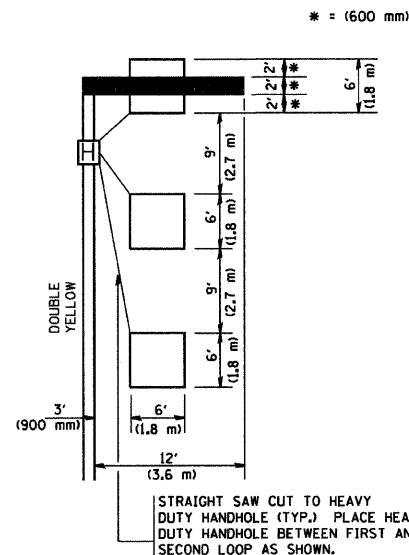


* = (600 mm)

** 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

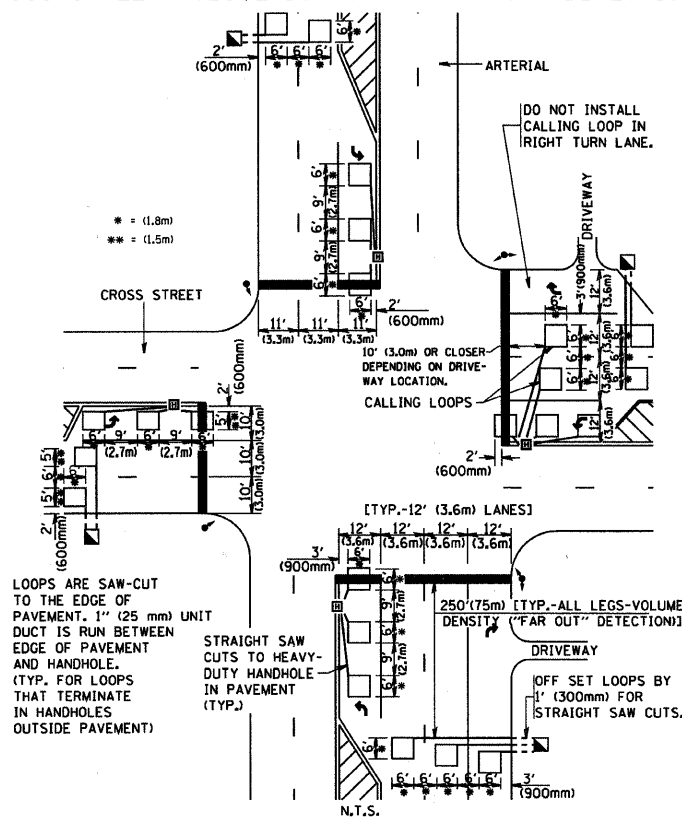
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**



* = (600 mm)

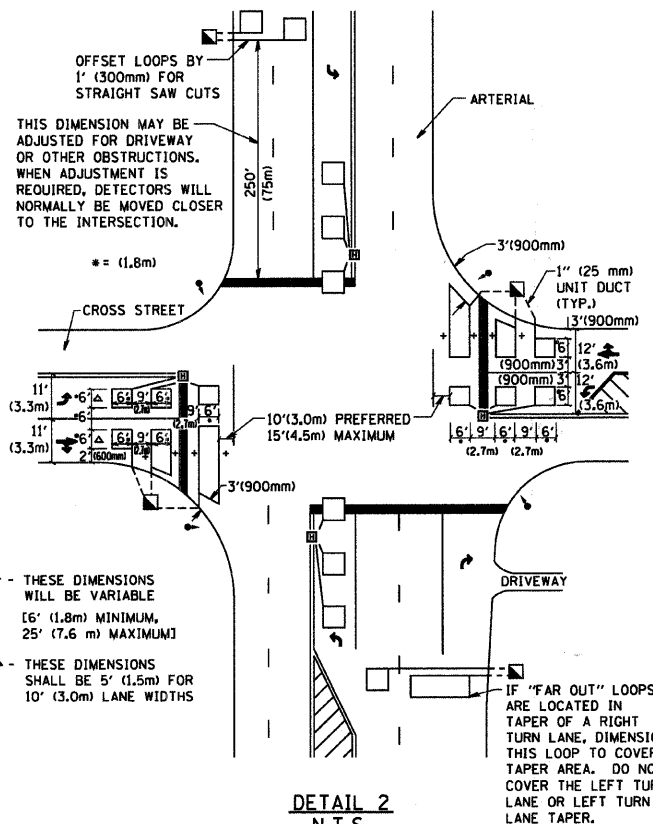
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



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 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.

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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	F.A. RTE. 0015	SECTION 08-00020-00-RS	COUNTY McHENRY	TOTAL SHEETS 26	SHEET NO. 26
			TS-07		CONTRACT NO. 63162		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-9003(167)							