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

DEPARTMENT OF TRANSPORTATION

STATE OF ILLINOIS **DIVISION OF HIGHWAYS**

3878 09-00022-00-RS MCHENRY FED. ROAD DIST. NO. | ILLINOIS | FED AID PROJECT C-91-622-09 | ARA-9003(315)

CONTRACT No: 63277

MERCER

BUREAL

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.U. ROUTE 3878 ALGONQUIN ROAD

FROM PLUM TREE ROAD (FAU 3879) TO U.S. ROUTE 14 (FAP 0305)

RESURFACING

PROJECT No.: ARA-9003(315) SECTION No.: 09-00022-00-RS JOB No: C-91-622-09 VILLAGE OF FOX RIVER GROVE

McHENRY COUNTY LOCATION MAP

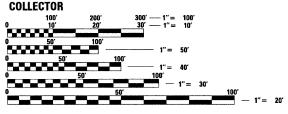
PROJECT NUMBER: ARA-9003(315) F.A.U. ROUTE 3878 ALGONQUIN ROAD END OMISSION

PROJECT NUMBER: ARA-9003(315) F.A.U. ROUTE 3878 ALGOONQUIN ROAD END OMISSION BEGIN RESURFACING STA. 17 + 75

PROJECT NUMBER: ARA-9003(315) F.A.U. ROUTE 3878 ALGONQUIN ROAD BEGIN OMISSION STA. 0 + 00

COPYRIGHT 2009, BY BAXTER & WOODMAN, INC. STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM LICENSE NO. - 184-001121 - EXPIRES 4/30/2011

TRAFFIC DATA ALGONQUIN ROAD POSTED & DESIGN SPEED LIMIT = 30 MPH 2009 ADT = 3,859



ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JULIATE DESIGN STAGE REQUEST DIG. No. A0971958



CONTACT JULIE AT 811 OR 800-892-0123

COUNTY = MCHENRY CITY-TWNSHP. = FOX RIVER GROVE-ALGONOUIN SEC. & 1/4 SEC. NO. = SEC. 19 NE, NW, SW 1/4, T43N-R9E

WOODMAN

REGISTERED PROFESSIONAL

62-041763 泛

PROJECT NUMBER: ARA-9003(315) F.A.U. ROUTE 3878 ALGONQUIN ROAD END RESURFACING / **BEGIN OMISSION** STA. 50 + 86

STA. 56 + 06

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

it (it f. 8/6/09 ART OSTEW TR
VILLAGE OF FOX RIVER GROVE, REPRESENTATIVE

AUGUST 31, 2009

HE HE HEISTON ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW AUGUST 26, 2009

LOCATION OF SECTION INDICATED THUS:

Dine M. O'Keefe
DEPUTY DIRECTOR OF

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 63277

262.763.7834 815.459.1260 (OFFICE WHICH PREPARED PLANS)

815.787.3111 630.773.1870 708.560.7070 847.223.5088

ALGONQUIN TOWNSHIP
GROSS LENGTH OF IMPROVEMENT = 5,606 LF OR 1.062 MILES
NET LENGTH OF OMISSION = 2,295 LF OR 0.435 MILES

815.609.7425

608.347.1542

Burlington, Wisconsin (Crystal Lake, Illinois) DeKalb, Illinois Itasca, Illinois Mokena, Illinois Grayslake, Illinois Plainfield, Illinois Madison, Wisconsin Chicago, Illinois 312.578.0050

B&W PROJECT NO.: 090225

DATE: 08-03-09

2. UTILITY LOCATIONS HAVE NOT BEEN SHOWN IN 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

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN IN 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.

4. THE CONTRACTOR SHALL NOTIFY THE VILLAGE ACTING 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.

5. 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.

6. 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 CONSTRACTOR 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.

7. 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

8. 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.

9. THE CONTRACTOR SHALL NOTIFY IDOT BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS PRIOR TO THE PLACEMENT OF HMA OR CONCRETE.

10. 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.

11. 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.

12. 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

13. RESERVED.

14. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.3 GAL/SY.

15. THE LOCATIONS OF THE CLASS D PATCHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

16. ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.

17. THE QUANTITIES FOR PATCHING WILL NOT EXCEED THE AMOUNT LISTED IN THE SUMMARY OF

18. 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.

19. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4337.

20. 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).

21. 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.

22. NO DAMAGE TO PARKWAYS IS PLANNED AS PART OF THESE IMPROVEMENTS EXCEPT WHERE SIDEWALK IS INSTALLED OR REPLACED. 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 REPLACEMENT PAY ITFM.

23. 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.

24. 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.

25. 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" 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).

INDEX OF SHEETS

| SH | <u>EET</u> | <u>NO.</u> | TITLE |
|----|------------|------------|-------|
| | | | |

- COVER SHEET
- INDEX OF SHEETS, HIGHWAY STANDARDS, DETAILS AND GENERAL NOTES
- SUMMARY OF QUANTITIES

REPLACEMENT

- TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS
- SCHEDULE OF QUANTIES AND CONSTRUCTION SCHEDULE
- SCHEMATIC PLAN ALGONQUIN ROAD
- DISTRICT 1 DETAIL BD-08 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
- DISTRICT 1 DETAIL BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
- DISTRICT 1 DETAIL BD-24 CURB AND CURB AND GUTTER REMOVAL AND
- DISTRICT 1 DETAIL BD-32 BUTT JOINTS AND HMA TAPER DETAILS
- DISTRICT 1 DETAIL TC-10 TRAFFIC CONTROL AND PROTECTION FOR 13 SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- DISTRICT 1 DETAIL TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- DISTRICT 1 DETAIL TC-18 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
- DISTRICT 1 DETAIL TC-22 ARTERIAL ROAD INFORMATION SIGN

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

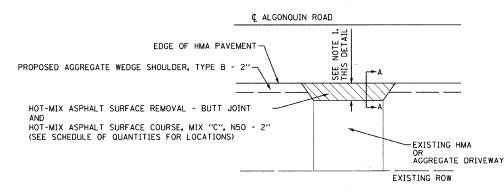
606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

701501-05 URBAN LANE CLOSURE, 2L,2W, UNDIVIDED

701901-01 TRAFFIC CONTROL DEVICES

780001-02 TYPICAL PAVEMENT MARKINGS

BLR-24-2 MAILBOX TURNOUT FOR LOCAL ROADS



EDGE OF HMA PAVEMENT SEE NOTE 1 THIS DETAIL EXISTING HMA-AGGREGATE DRIVEWAY TO REMAIN **SECTION A-A** NO SCALE

5' MIN WHEN MATCHING EXISTING HMA DRIVEWAY 3' MIN WHEN MATCHING EXISTING AGGREGATE DRIVEWAY

HMA DRIVEWAY DETAIL

NO SCALE

SCALE: NONE

IP



| DESIGNED - MWP | REVISED - IDOT REVIEW 06-01-09 |
|-----------------|--------------------------------|
| DRAWN - KAR | REVISED - IDOT REVIEW 08-03-09 |
| CHECKED - RWL | REVISED - |
| DATE - 04-15-09 | FILE - 090225-GEN_NOTES.sht |

VILLAGE OF FOX RIVER GROVE, ILLINOIS ALGONQUIN ROAD ARRA (LAPP) **IMPROVEMENTS**

| | | HWAY ENERAL | | |
|------|------|--------------------|----|------|
| | | STA. | TO | STA. |

TOTAL SHEE SHEETS NO. SECTION COUNTY McHENRY 3878 09-00022-00-RS 16 FED. ROAD DIST. NO. C-91-622-09 CONTRACT NO. 63277 ILLINOIS FED. AID PROJECT ARA-9003 (315)

SUMMARY OF QUANTITIES

| CODE NO. | PAY ITEM | UNIT | CONSTRUCTION CODE 1000 |
|----------|--|--------|------------------------|
| | | | |
| 35101600 | AGGREGATE BASE COURSE, TYPE B 4" | SQ YD | 80 |
| 40600100 | BITUMINOUS MATERIALS (PRIME COAT) | GALLON | 1,101 |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 27 |
| 40600400 | MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS | TON | 5 |
| 40600895 | CONSTRUCTING TEST STRIP | EACH | 1 |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 1,214 |
| 40603310 | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 | TON | 1,328 |
| 42400430 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL | SQ FT | 567 |
| 42400800 | DETECTABLE WARNINGS | SQ FT | 88 |
| 44000157 | HOT-MIX ASPHALT SURFACE REMOVAL, 2" | SQ YD | 10,969 |
| 44000600 | SIDEWALK REMOVAL | SQ FT | 567 |
| 44001700 | COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT | FOOT | 80 |
| 44201729 | CLASS D PATCHES, TYPE II, 7 INCH | SQ YD | 85 |
| 44201733 | CLASS D PATCHES, TYPE III, 7 INCH | SQ YD | 130 |
| 44201735 | CLASS D PATCHES, TYPE IV, 7 INCH | SQ YD | 135 |
| 48102100 | AGGREGATE WEDGE SHOULDER, TYPE B | TON | 369 |
| 60266610 | VALVE BOXES TO BE ADJUSTED (SPECIAL) | EACH | 1 |
| 60300310 | FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) | EACH | 8 |
| 67100100 | MOBILIZATION | LSUM | 1 |
| 70101700 | TRAFFIC CONTROL AND PROTECTION | LSUM | 1 |
| 70300100 | SHORT-TERM PAVEMENT MARKING | FOOT | 2,500 |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 275 |
| 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 11,843 |
| 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 180 |
| 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 60 |
| 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 80 |
| X0322256 | TEMPORARY INFORMATION SIGNING | SQ FT | 52 |

* INDICATES SPECIALTY ITEM

| DESIGNED | - | MWP | REVISED | - | IDOT | REVIEW | 06-01-09 |
|----------|---|----------|---------|----|-------|---------|----------|
| DRAWN | - | KAR | REVISED | - | IDOT | REVIEW | 08-03-09 |
| CHECKED | - | RWL | REVISED | | | | |
| DATE | _ | 04-15-09 | FILE - | no | 0225- | S00.sht | |

| | l R | | F.A.U. RTE. | SECTION | COUNTY | SHE |
|------------|------------|---------|----------------|---------------------------|----------------|-------|
| SUMMARY OF | QUANTITIES | | 3878 | 09-00022-00-RS | MCHENRY | 16 |
| *. | | | FED. RO | DAD DIST. NO. C-91-622-09 | CONTRACT | NO. |
| LE: NONE | STA. | TO STA. | | ILLINOIS FED. A | ID PROJECT ARA | -9003 |

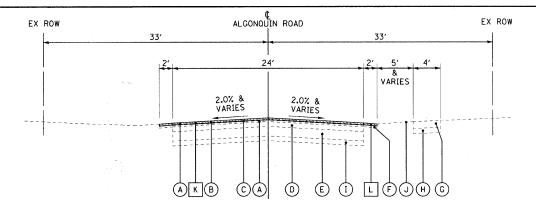
HOT-MIX ASPHALT MIXTURE REQUIREMENTS NOTES:

1. CONTRACTOR SHALL MILL BEFORE PATCHING.

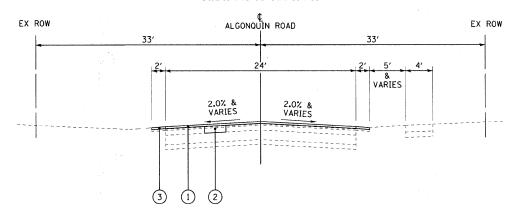
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

| | |
|--|--------------|
| MIXTURE TYPE | VOIDS |
| RESURFACING | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9,5mm); 2" | 4% @ 50 GYR. |
| PATCHING | |
| CLASS D PATCHES (HMA BINDER IL-19 mm); TYPE II - IV - 7-INCH | 4% @ 70 GYR. |
| DRIVEWAYS | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm); 2" | 4% @ 50 GYR. |

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ. YD./IN FOR "AC TYPE" AND "PERCENT RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.



EXISTING TYPICAL SECTION ALGONQUIN ROAD STA. 17 + 75 TO STA. 50 + 86



PROPOSED TYPICAL SECTION ALGONQUIN ROAD STA. 17 + 75 TO STA. 50 + 86

EXISTING LEGEND

HOT-MIX ASPHALT SURFACE COURSE, 1 1/2" AREA REFLECTIVE CRACK CONTROL TREATMENT (PETROMAT) HOT-MIX ASPHALT SURFACE COURSE, 1" HOT-MIX ASPHALT BINDER COURSE, 5" AGGREGATE BASE COURSE, 10"± AGGREGATE SHOULDER, 4"± SIDEWALK AGGREGATE BASE COURSE EXISTING SUB-GRADE GROUND SURFACE HOT-MIX ASPHALT SURFACE REMOVAL, 2" AGGREGATE SHOULDER REMOVAL, 2" (INCLUDED IN THE COST OF HMA SURFACE REMOVAL, 2") ITEM TO BE REMOVED

SCALE:

PROPOSED LEGEND

- HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 2"
- CLASS D PATCHES, TYPE II IV, 7-INCH
- AGGREGATE WEDGE SHOULDER, TYPE B

LEGEND NOTES:

- SIDEWALK REMOVAL AND REPLACEMENT TO BE DETERMINED BY THE ENGINEER, UNLESS OTHERWISE SHOWN.
- CURB AND GUTTER REMOVAL AND REPLACEMENT TO BE DETERMINED BY THE ENGINEER, UNLESS OTHERWISE SHOWN.

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| | 20.58 | | | | | |

| DESIGNED | - | MWP | REVISED - IDOT REVIEW 06-01-09 | |
|----------|---|----------|--------------------------------|--|
| DRAWN | - | KAR · | REVISED - IDOT REVIEW 08-03-09 | |
| CHECKED | - | RWL | REVISED - | |
| DATE | - | 04-15-09 | FILE - 090225-TYP.sht | |

VILLAGE OF FOX RIVER GROVE, ILLINOIS ALGONQUIN ROAD ARRA (LAPP) **IMPROVEMENTS**

| | TYPICAL SECTION | S AND | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------------|-----------------|-------|---------|----------------|---|------------------|-----------------|--------------|
| HMA MIXTURE REQUIREMENTS | | | | 3878 | 09-00022-00-RS | McHENRY | 16 | . 4 |
| | | | | FED. RO | FED. ROAD DIST. NO. C-91-622-09 CONTRACT NO. 63 | | | |
| NONE | | STA. | TO STA. | i | ILLINOIS FED. | AID PROJECT ARA- | 9003 (315) |) |

HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT

| LOCATION | AREA (SQ YD) |
|--------------------------------|-----------------|
| | (30 10) |
| ALGONQUIN ROAD (STA 17+75) | 80 |
| ELDER LANE (STA 18+20 LT) | 80 |
| SOUTH RIVER ROAD (STA 20+11) | 34 |
| HMA DRIVEWAY (STA 21+43 LT) | 25 |
| HMA DRIVEWAY (STA 21+88 LT) | 12 |
| GLADYS AVENUE (STA 23+33 LT) | 27 |
| HMA DRIVEWAY (STA 24+21 LT) | 12 |
| HMA DRIVEWAY (STA 26+25 LT) | 12 |
| HMA DRIVEWAY (STA 26+76 RT) | 14 |
| MILLARD AVENUE (STA 27+06 LT) | 34 |
| HMA DRIVEWAY (STA 30+69 RT) | 39 |
| GROVE AVENUE (STA 30+69 LT) | 34 |
| HMA DRIVEWAY (STA 31+55 RT) | 14 |
| HMA DRIVEWAY (STA 32+00 LT) | 12 |
| HMA DRIVEWAY (STA 32+51 LT) | 12 |
| HMA DRIVEWAY (STA 32+76 RT) | 23 |
| HMA DRIVEWAY (STA 33+52 LT) | 12 |
| GRAVEL DRIVEWAY (STA 33+67 RT) | 9 |
| HMA DRIVEWAY (STA 33+97 LT) | 12 |

SCHEDULE OF QUANTITIES HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (CONT.)

| LOCATION | AREA (SQ YD) |
|--------------------------------|-----------------|
| HMA DRIVEWAY (STA 35+02 LT) | 14 |
| GRAVEL DRIVEWAY (STA 35+21 RT) | 9 |
| HMA DRIVEWAY (STA 36+09 LT) | 14 |
| TOWER PLACE (STA 36+42 RT) | 174 |
| HMA DRIVEWAY (STA 36+77 LT) | 14 |
| GRAVEL DRIVEWAY (STA 37+37 RT) | 9 |
| HMA DRIVEWAY (STA 37+54 LT) | 14 |
| HMA DRIVEWAY (STA 37+98 LT) | 14 |
| HMA DRIVEWAY (STA 38+14 RT) | 17 |
| HMA DRIVEWAY (STA 38+44 LT) | 14 |
| HMA DRIVEWAY (STA 38+73 RT) | 14 |
| HMA DRIVEWAY (STA 39+76 LT) | 14 |
| HMA DRIVEWAY (STA 39+90 RT) | 14 |
| HMA DRIVEWAY (STA 40+00 LT) | 14 |
| GRACE LANE (STA 41+72 LT) | 84 |
| HMA DRIVEWAY (STA 42+72 LT) | 10 |
| HMA DRIVEWAY (STA 42+83 LT) | 10 |
| HMA DRIVEWAY (STA 42+99 LT) | 10 |
| HMA DRIVEWAY (STA 43+17 LT) | 14 |

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (CONT.)

| | - DOTT BOTAL (CONT.) | |
|---|---|-----------------|
| | LOCATION | AREA (SQ YD) |
| | HMA DRIVEWAY (STA 43+62 LT) | 14 |
| | GRAVEL DRIVEWAY (STA 44+42 RT) | 9 |
| | GRAVEL DRIVEWAY (STA 45+00 RT) | 9 |
| | HMA DRIVEWAY (STA 46+00 RT) | 14 |
| | HMA DRIVEWAY (STA 46+08 LT) | 14 |
| | GRAVEL DRIVEWAY (STA 46+38 RT) | 9 |
| | HMA DRIVEWAY (STA 48+62 RT) | 14 |
| | LINCOLN AVENUE (STA 48+62 LT) | 54 |
| - | HMA DRIVEWAY (STA 50+76 LT) | 14 |
| | BUTT JOINT END (STA 50+86) | 89 |
| | FOR REFERENCE LEXINGTON AVENUE (STA 51+06 RT) | |
| | | 1,214 |

CONSTRUCTION SCHEDULE

WORKING DAY

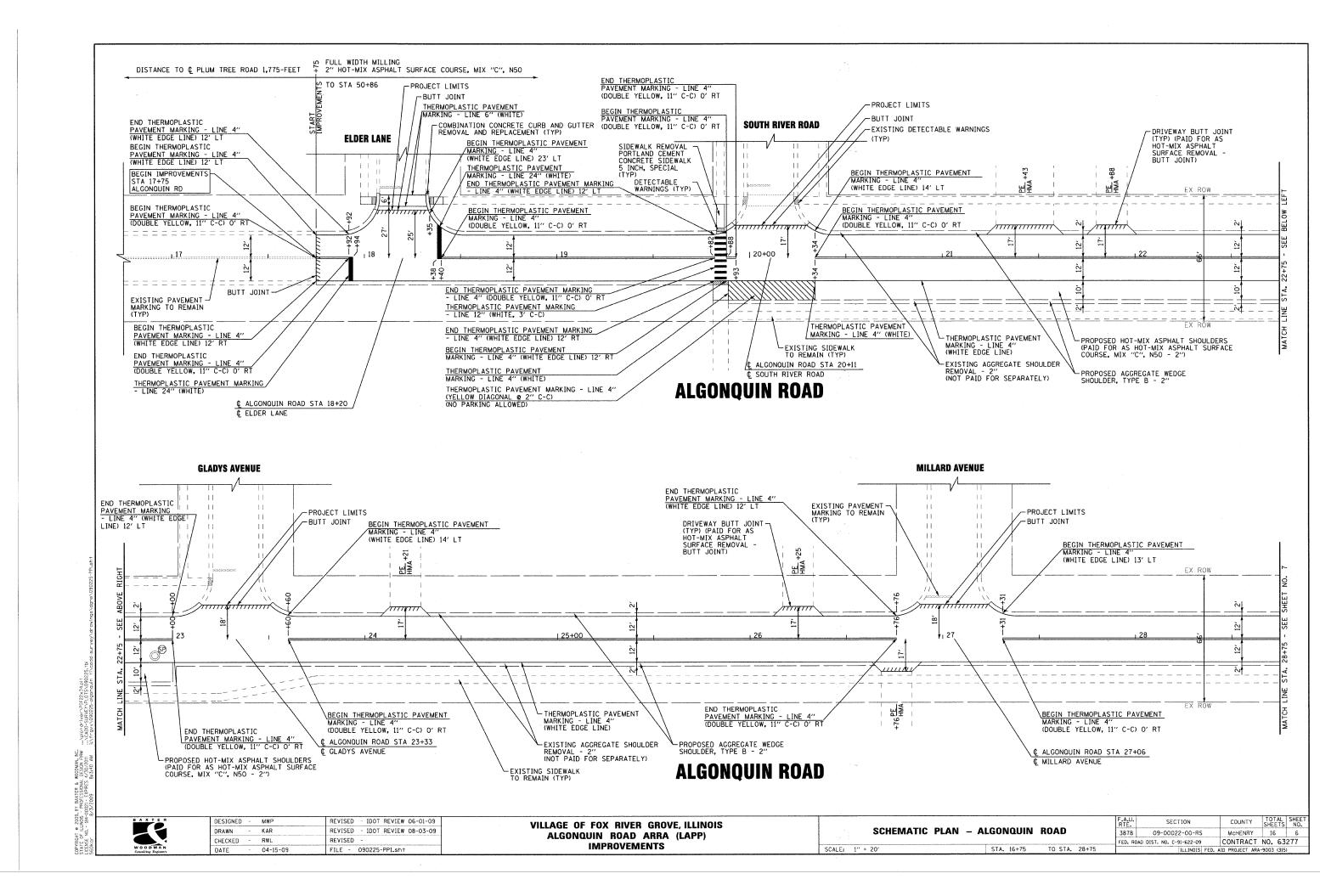
| ITEM OF WORK | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|----------------------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| HMA SURFACE REMOVAL - MILLING | | | | | | | | | | | | | | | |
| CLASS D PATCHES | | | | | | | | | | | | | | | |
| SIDEWALK (REM. AND REP.) | | | | | | | | | | | | | | | |
| CURB (REM. AND REP.) | | | | | | | | | | | | | | · | |
| CONSTRUCTING TEST STRIP | | | | | | | | | | | | | | | |
| FRAME AND LIDS ADJ. | | | | | | | | | | | | | | | |
| HMA SURFACE COURSE | | | | - | | | | | | | | | | | |
| AGGREGATE WEDGE SHOULDER | | | | | | | | | | | | | | | |
| PAVEMENT MARKING | | | | | | | | | | | | | | | |

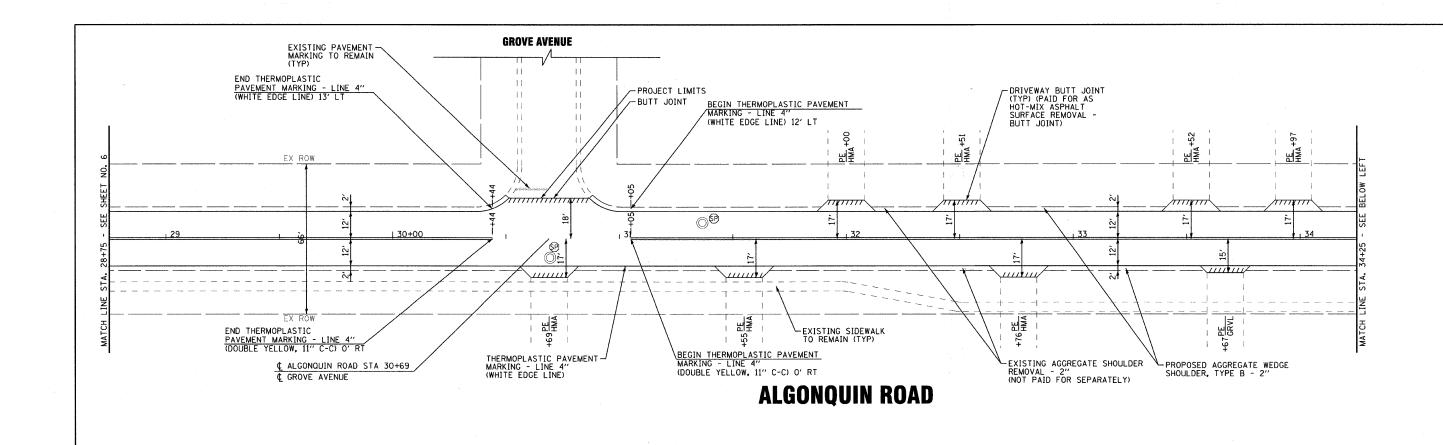
LEGEND

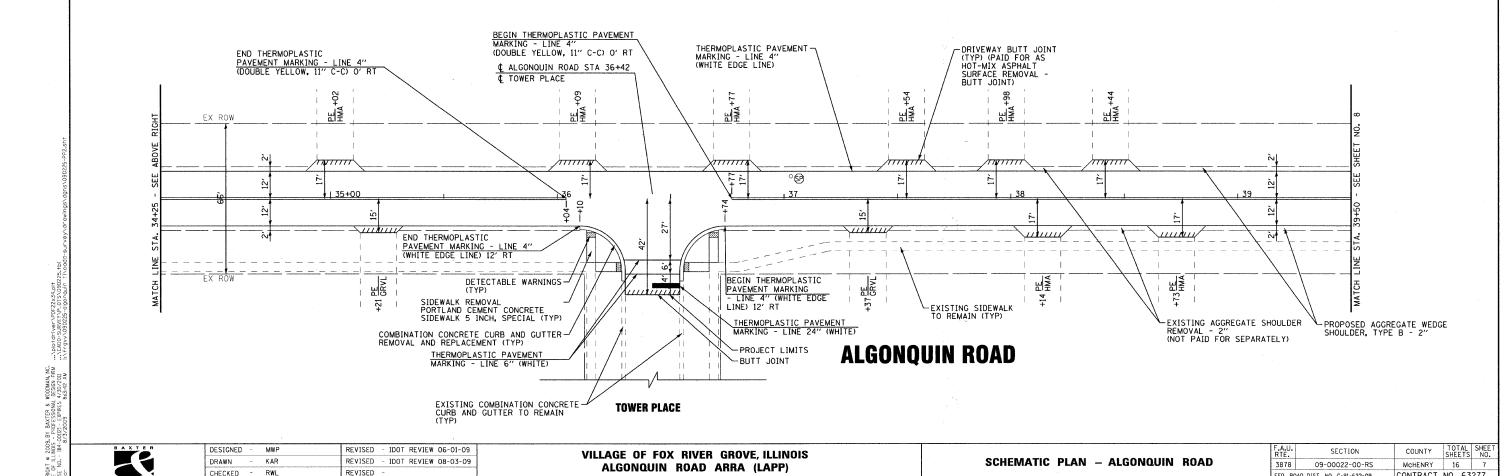
WORKING DAYS

NON-WORKING DAYS (CONSTRUCTION STILL COMPLETED)

| DESIGNED | - | MWP | REVISED - IDOT REVIEW 06-01-09 |
|----------|---|----------|--------------------------------|
| DRAWN | - | KAR | REVISED - IDOT REVIEW 08-03-09 |
| CHECKED | - | RWL | REVISED - |
| DATE | - | 04-15-09 | FILE - 090225-SCHEDULE.sht |







SCALE: 1" = 20'

IMPROVEMENTS

CONTRACT NO. 63277

ILLINOIS FED. AID PROJECT ARA-9003 (315)

FED. ROAD DIST. NO. C-91-622-09

STA. 28+75

TO STA. 39+50

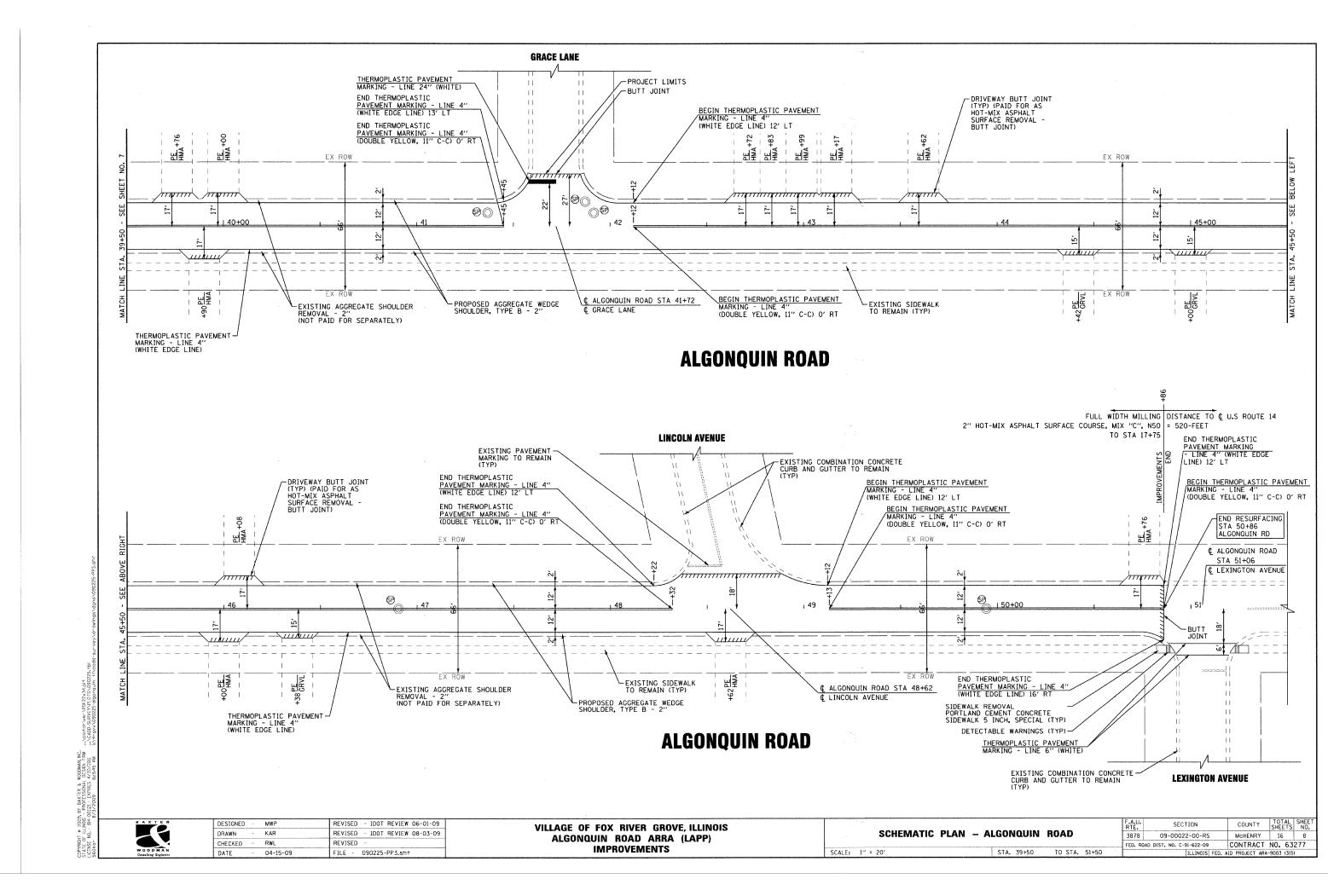
CHECKED

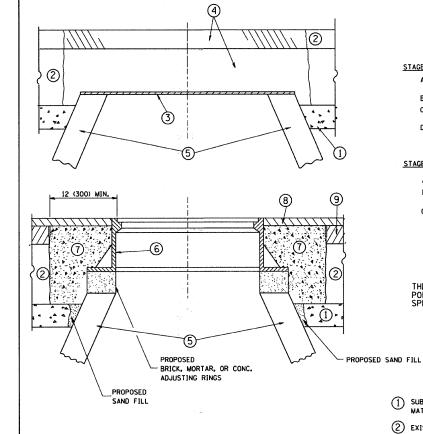
RWL

04-15-09

REVISED

FILE - 090225-PP2.sht





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.

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 11/2 (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 HWA SURFACE COURSE OR HWA 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
- PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- 5 EXISTING STRUCTURE
- 6 FRAME AND LID (SEE NOTES)
- 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.

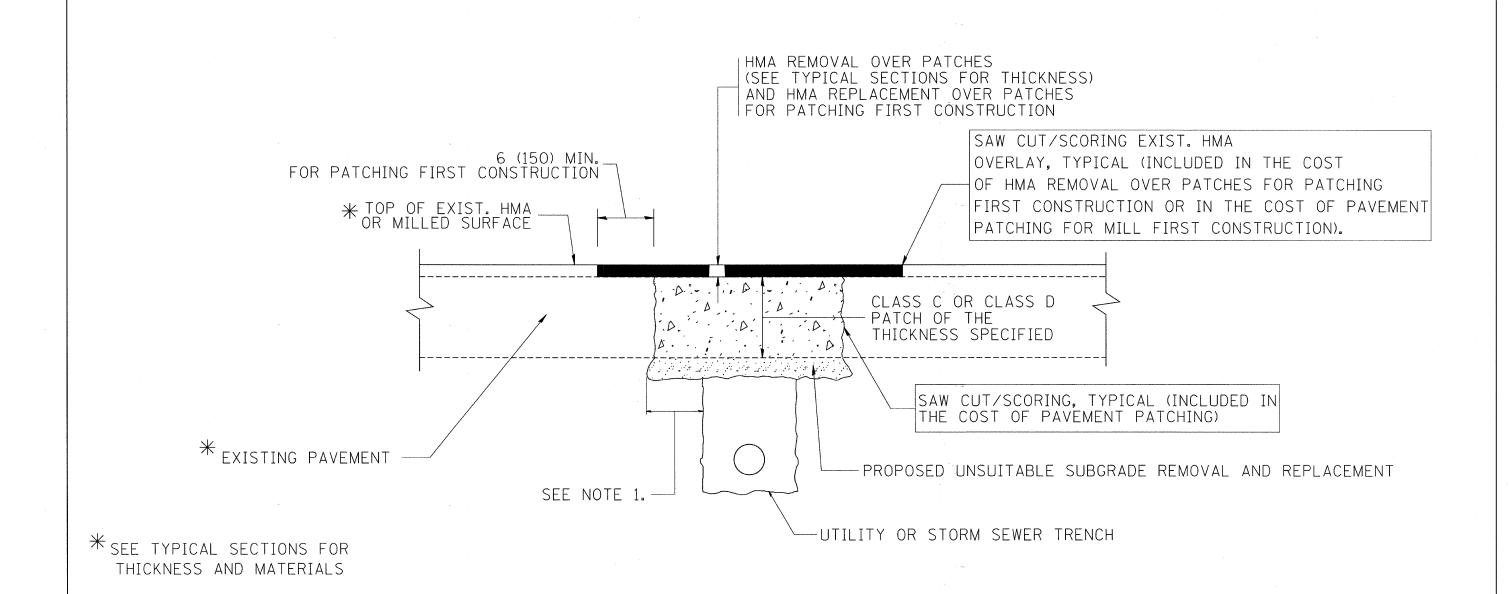
BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

NEW FRAMES AND LIDS. WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

| FILE NAME = | USER NAME = gaglianobt | DESIGNED - R. SHAH | REVISED - R. SHAH 03-10-95 | | | DETAILS FOR | F.A.U. SECTION | COUNTY TOTAL SHEET |
|---------------------------|-----------------------------|--------------------|--------------------------------|------------------------------|-------------|---|-------------------------------------|----------------------------|
| W:\diststd\22x34\bd08.dgn | | DRAWN - | REVISED - A. ABBAS 03-21-97 | STATE OF ILLINOIS | ₩ 1 | FRAMES AND LIDS ADJUSTMENT WITH MILLING | 3878 09-00022-00-RS | MCHENRY 16 9 |
| | PLOT SCALE = 50.0000 '/ IN. | CHECKED - | REVISED - R. WIEDEMAN 05-14-04 | DEPARTMENT OF TRANSPORTATION | | | BD600-03 (BD-8) | CONTRACT NO. 63277 |
| | PLOT DATE = 1/4/2008 | DATE - 10-25-94 | REVISED - 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 ARA-9003 (315) |
| | TI TI | 1 | | | | | C-91-622-09 | |



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)

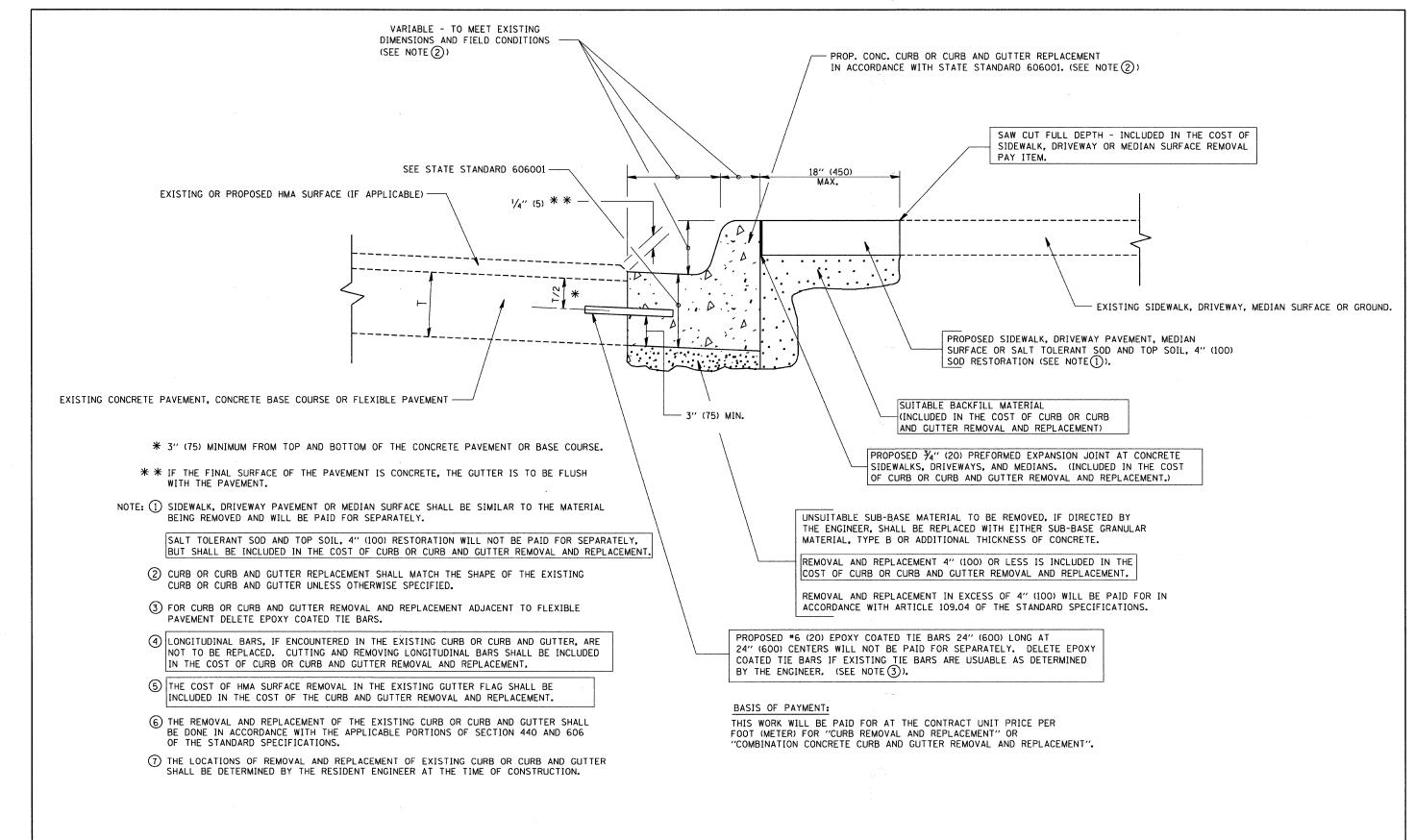
- 1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 1. MILL HMA FIRST IF THERE IS AT LEAST 41/2 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.

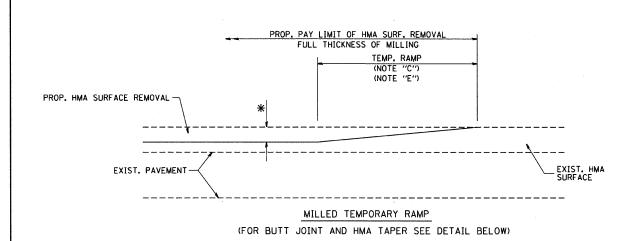
| FILE NAME = | USER NAME = bauerdl | DESIGNED - R. SHAH | REVISED - A. ABBAS 04-27-98 | | PAVEMENT PATCHING FOR | F.A.U. SECTION COUNTY TOTAL SHEET |
|--------------------------------|----------------------------|--------------------|-----------------------------|------------------------------|--|--|
| c:\projects\diststd22x34\bd22. | .dgn | DRAWN - | REVISED - R. BORO 01-01-07 | STATE OF ILLINOIS | | 3878 09-00022-00-RS MCHENRY 16 10 |
| | PLOT SCALE = 50.000 '/ IN. | CHECKED - | REVISED - R. BORO 09-04-07 | DEPARTMENT OF TRANSPORTATION | HMA SURFACED PAVEMENT | BD400-04 (BD-22) CONTRACT NO. 63277 |
| | PLOT DATE = 10/27/2008 | DATE - 10-25-94 | REVISED - K. ENG 10-27-08 | ' | SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (315) |
| | | | | | | C-91-622-09 |



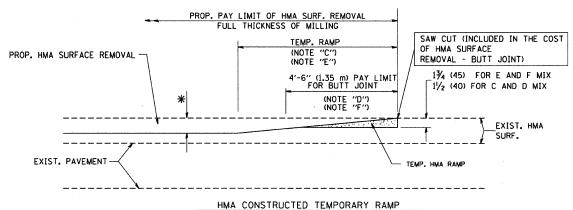
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

| FILE NAME = | USER NAME = gaglianobt | DESIGNED - A. HOUSEH | REVISED - R. SHAH 10-03-96 | | | CURB OR CURB AND GUTTER | | F.A.U. SECTION | COUNTY TOTAL SHEET |
|---------------------------------------|----------------------------|----------------------|-----------------------------|------------------------------|-------------|------------------------------|---------|------------------------------------|-------------------------------|
| Wi\diststd\22x34\bd24.dgn | | DRAWN - | REVISED - A. ABBAS 03-21-97 | STATE OF ILLINOIS | 1 | | | 3878 09-00022-00-RS | MCHENRY 16 11 |
| 1. | PLOT SCALE = 50.000 '/ IN. | CHECKED - | REVISED - M. GOMEZ 01-22-01 | DEPARTMENT OF TRANSPORTATION | • | REMOVAL AND REPLACEMENT | | BD600-06 (BD-24) | CONTRACT NO. 63277 |
| 1. | PLOT DATE = 1/4/2008 | DATE - 03-11-94 | REVISED - R. BORO 01-01-07 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS STA. | TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FEE | D. AID PROJECT ARA-9003 (315) |
| · · · · · · · · · · · · · · · · · · · | | | | | | | | C-91-622-09 | - |



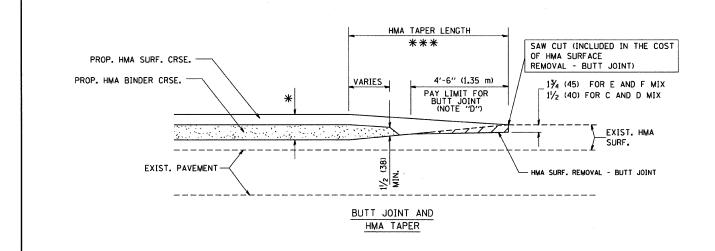
OPTION 1



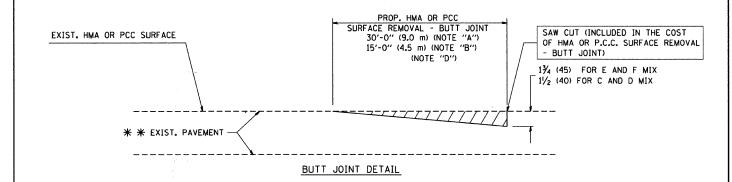
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

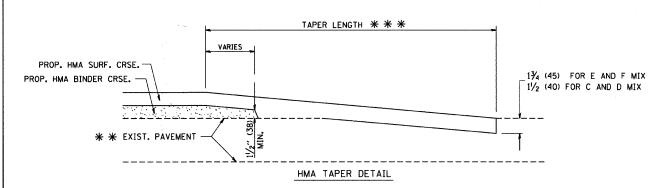
OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

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

BASIS OF PAYMENT:

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

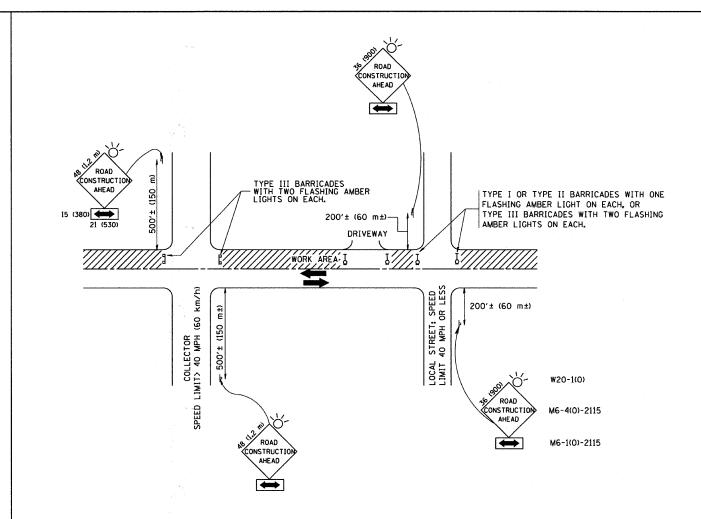
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| FILE NAME = | USER NAME = gaglianobt | DESIGNED - M. DE YONG | REVISED | - | R. SHAH 10-25-94 | ĺ |
|---------------------------|-----------------------------|-----------------------|---------|---|-------------------|---|
| W:\d:ststd\22x34\bd32.dgn | | 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 | L |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | BUT | T JOINT A | ND | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEE NO. |
|------------|-------------|-------|-----------|-------|---------|----------------|---------------------------------|----------------|-----------------|-------------|
| | | HMA . | TAPER DE | TAILS | | 3878 | 09-00022-00-RS | McHENRY | 16 | 12 |
| | , | HING | IAFEN DE | IAILO | | | BD400-05 BD32 | CONTRACT | NO. 63 | 3277 |
| CALE: NONE | SHEET NO. 1 | OF 1 | SHEETS | STA. | TO STA. | FED. RO | DAD DIST. NO. 1 ILLINOIS FED. A | ID PROJECT ARA | -9003 | (315) |
| | | | | | | | | | | |

C-91-622-09



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

NOTES:

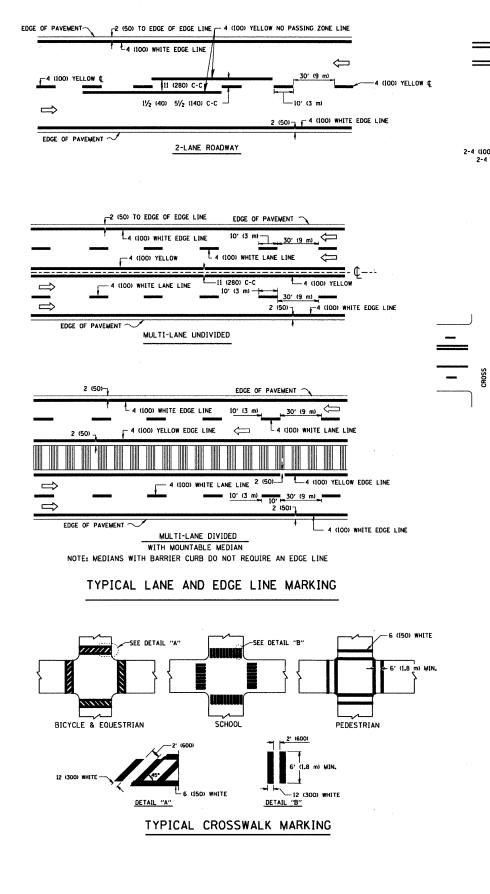
- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- O) ONE ROAD CONSTRUCTION AHEAD SICN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- O) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

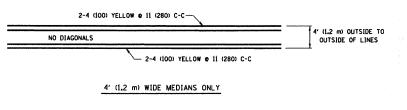
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL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

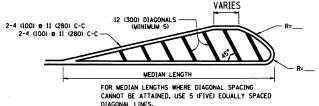
All dimensions are in millimeters (inches) unless otherwise shown.

| FILE NAME = | USER NAME = gaglianobt | DESIGNED - LHA | REVISED - J. OBERLE 10-18-95 | | | TRAFFIC CONTROL AND PROTECTION FOR | F.A.U. | SECTION | COUNTY | TOTAL SHEET |
|---------------------------|-----------------------------|----------------|--------------------------------|------------------------------|-------------|--|-----------|---------------------------|-----------------|--------------|
| Wi\diststd\22x34\tol0.dgn | | DRAWN - | REVISED - A. HOUSEH 03-06-96 | STATE OF ILLINOIS | | | 3878 | 09-00022-00-RS | MCHENRY | 16 13 |
| · | PLOT SCALE = 50.000 ' / IN. | CHECKED - | REVISED - A. HOUSEH 10-15-96 | DEPARTMENT OF TRANSPORTATION | * 24 | SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS | | TC-10 | CONTRACT | NO. 63277 |
| | PLOT DATE = 1/4/2008 | DATE - 06-89 | REVISED -T. RAMMACHER 01-06-00 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS STA. TO STA. | FED. ROAD | DIST. NO. 1 ILLINOIS FED. | AID PROJECT ARA | A-9003 (315) |

C-91-622-09

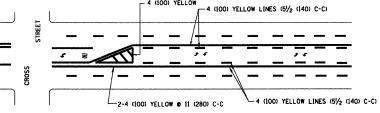






DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

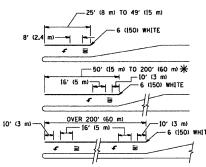


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



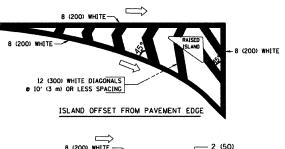
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.

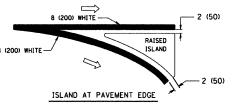
↑ AREA = 15.6 SO. FT. (1.5 m²)

* 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 UNDIVEDED PAVEMENT | 2 @ 4 (100) | SOL ID | YELLOW | 11 (280) C-C |
| NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS | 4 (100) 2 e 4 (100) | SOL ID SOL ID | YELLOW YELLOW | 5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 1280) 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 WARKING 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: 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE |
| F 🐷 | 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 e 6 (150) 12 (300) e 45° 12 (300) e 90° | SOLID SOLID SOLID | WHITE WHITE WHITE | NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (500) 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 e 4 (100) WITH 12 (300) DIAGONALS e 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. |
| CORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIACONALS @ 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" [S 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R":3.6 SO. FT. (0.33 m²) EACH "X":54.0 SO. FT. (5.0 m²) |
| SHOULDER DIAGONALS | 12 (300) e 45° | SOLID | WHITE - RIGHT YELLOW - LEFT | 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 175' (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.

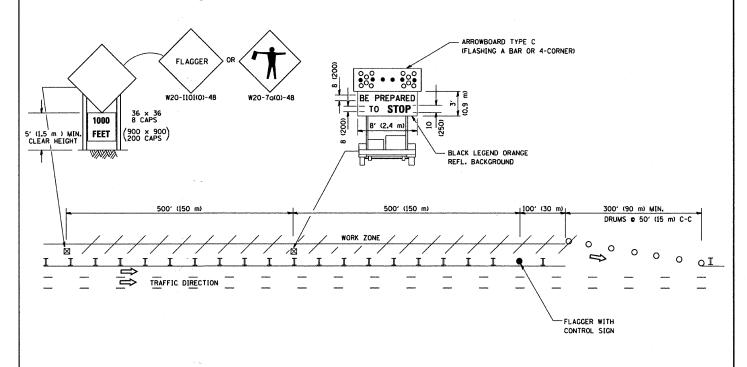
| FILE NAME = | USER NAME = gaglianobt | DESIGNED - EVERS | REVISED -T. RAMMACHER 10-27-94 |
|---------------------------|----------------------------|------------------|---------------------------------|
| Wi\diststd\22x34\ta13.dgn | | DRAWN - | REVISED -A. HOUSEH 10-09-96 |
| | PLOT SCALE = 50.000 '/ IN. | CHECKED - | REVISED -A. HOUSEH 10-17-96 |
| | PLOT DATE = 1/4/2008 | DATE - 03-19-90 | REVISED - T. RAMMACHER 01-06-00 |

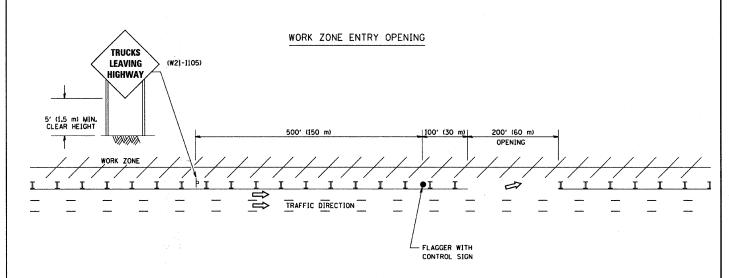
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| DISTRICT ONE | | | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEE NO. |
|--------------|-------------------------|----------|---------|----------------|-----------------------------------|----------------|-----------------|-------------|
| | TYPICAL PAVEMENT | MADVINGS | | 3878 | 09-00022-00-RS | MCHENRY | 16 | 14 |
| | ITTICAL FAVERILIST | WANKINGS | | | TC-13 | CONTRACT | NO. 6 | 3277 |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | FED. RO | OAD DIST. NO. 1 ILLINOIS FED. A | ID PROJECT ARA | 4-9003 | (315) |
| | | | | C-91- | -622-09 | | | |

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



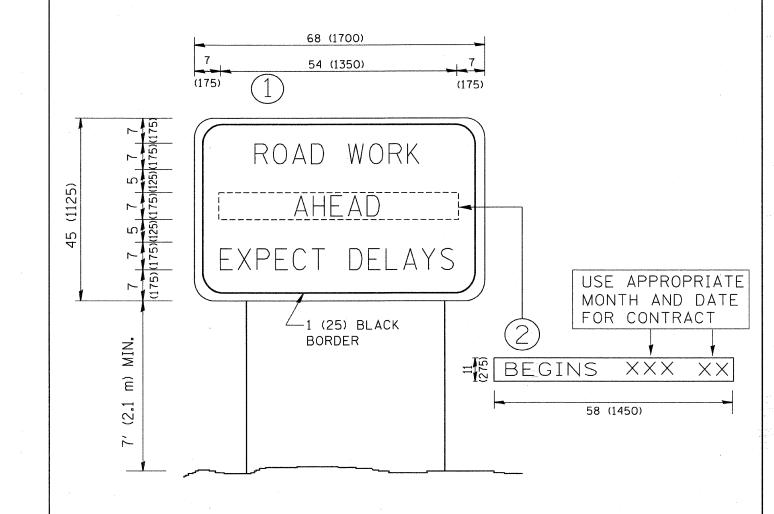


NOTES:

- 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.
- 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

| FILE NAME = | USER NAME = gaglianobt | DESIGNED - | REVISED - D.W.S. 08-98 | STATE OF ILLINOIS | SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA. | | F.A.U. SECTION | COUNTY TOTAL SHEET | |
|---------------------------|----------------------------|------------|------------------------|------------------------------|---|--|----------------|-------------------------------------|---------------------------|
| Wa\diststd\22x34\tc18.dgn | | DRAWN - | REVISED - J.A.F. 04-03 | | | | | 3878 09-00022-00-RS | McHENRY 16 15 |
| | PLOT SCALE = 50.000 '/ IN. | CHECKED | REVISED - J.A.F. 02-06 | DEPARTMENT OF TRANSPORTATION | | | TC-18 | CONTRACT NO. 63277 | |
| | PLOT DATE = 1/4/2008 | DATE - | REVISED - S.P.B. 01-07 | | | | TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. | AID PROJECT ARA-9003(315) |
| | | | | | | | | C-91-622-09 | |



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.

| FILE NAME = | USER NAME = geglienobt | DESIGNED - | REVISED - R. MIRS 09-15-97 | | ARTERIAL ROAD | | | F.A.U. SECTION | COUNTY TOTAL SHEET |
|---------------------------|----------------------------|------------|--------------------------------|------------------------------|---------------|------------------------------|-------------|--|--------------------|
| Wi\distatd\22×34\to22.dgn | | DRAWN - | REVISED - R. MIRS 12-11-97 | STATE OF ILLINOIS | | INFORMATION SIGN | | 3878 09-00022-00-RS | MCHENRY 16 16 |
| | PLOT SCALE = 50.000 '/ IN. | CHECKED - | REVISED -T. RAMMACHER 02-02-99 | DEPARTMENT OF TRANSPORTATION | | | | TC-22 | CONTRACT NO. 63277 |
| | PLOT DATE = 1/4/2008 | DATE - | REVISED - C. JUCIUS 01-31-07 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS STA. | TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (315) | |
| | | | | | | | C-91-622-09 | | |