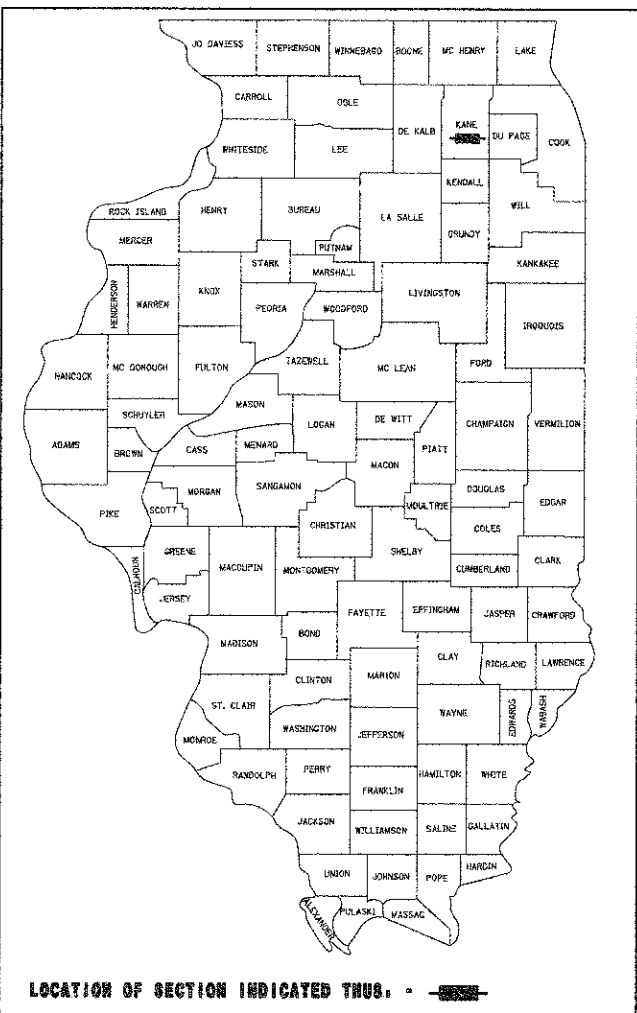


STATE OF ILLINOIS 06-14-13 LETTING ITEM 045
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
 FEDERAL AID HIGHWAY**
 FAP 537 (McDONALD ROAD)
 KENDALL ROAD TO EAST VILLAGE LIMITS
 AND WEST VILLAGE LIMITS TO EAST VILLAGE LIMITS
 RESURFACING
 SECTION: 13-00004-00-RS
 PROJECT NUMBER: M-4003 (162)
 VILLAGE OF CAMPTON HILLS
 KANE COUNTY
 C-91-214-13

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	13-00004-00-RS	KANE	11	1

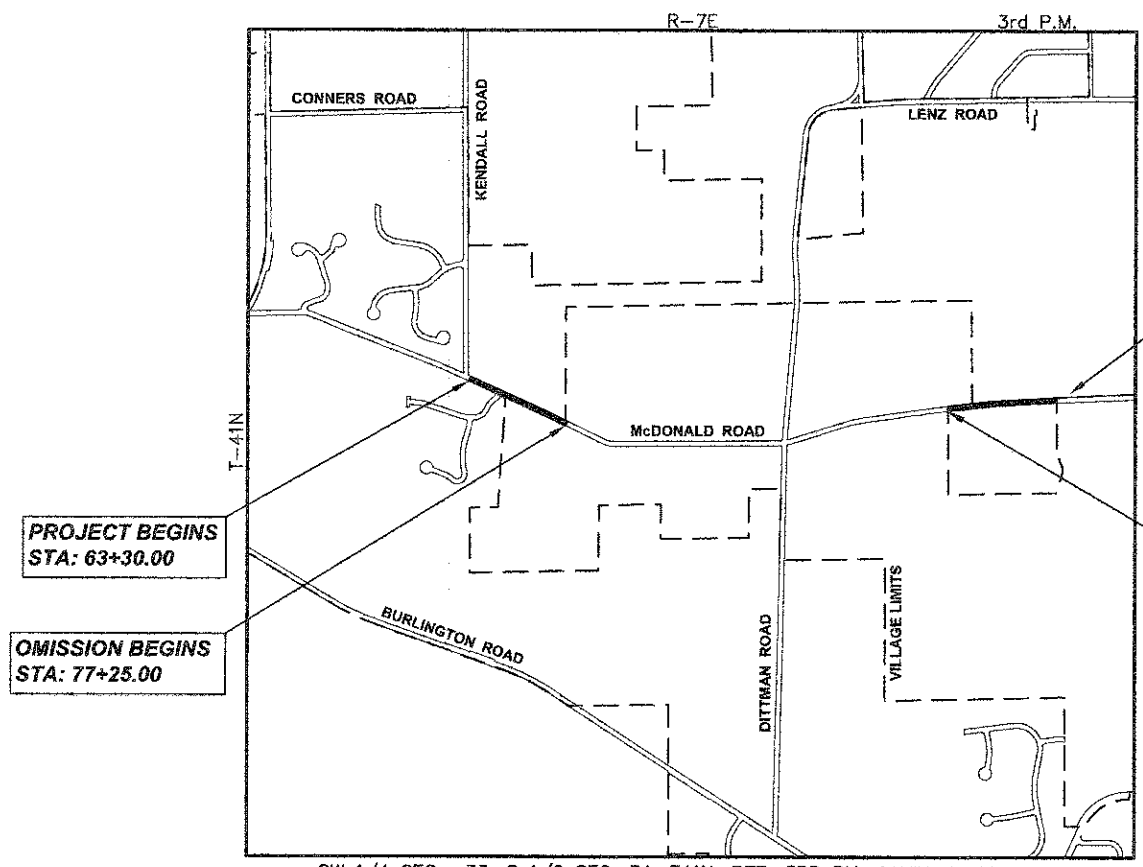
CONTRACT NO. 63830



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

McDONALD ROAD **DESIGN DESIGNATION**
 OTHER PRINCIPAL COLLECTOR
 DESIGN SPEED = 30 M.P.H.
 POSTED SPEED = 30 M.P.H.
 ADT (2010) = 2,050 VPD

**PROJECT LOCATED
 IN THE VILLAGE OF
 CAMPTON HILLS**



**PROJECT BEGINS
 STA: 63+30.00**

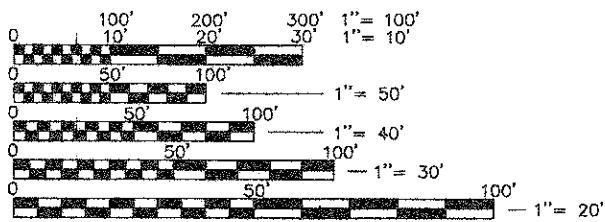
**OMISSION BEGINS
 STA: 77+25.00**

**PROJECT ENDS
 STA: 144+32.00**

**OMISSION ENDS
 STA: 129+46.00**

SW 1/4 SEC. 33, S 1/2 SEC. 34, T41N, R7E, 3RD PM, CAMPTON TOWNSHIP

LOCATION MAP
 GROSS LENGTH OF PROJECT = 8,102 FEET (1.534 MILES)
 NET LENGTH OF PROJECT = 2,882 FEET (0.546 MILES)



FULL SIZE PLANS HAVE BEEN PREPARED USING
 STANDARD ENGINEERING SCALES. REDUCED SIZED
 PLANS WILL NOT CONFORM TO STANDARD
 SCALES, IN MAKING MEASUREMENTS ON REDUCED
 PLANS, THE ABOVE SCALES MAY BE USED.

JULIE
 JOINT
 UTILITY
 LOCATION
 INFORMATION FOR
 EXCAVATION
 CALL 811

Know what's below.
 Call before you dig.

CONTRACT NO. 63830

Engineering Enterprises, Inc.
 CONSULTING ENGINEERS
 52 Wheeler Road
 Sugar Grove, Illinois 60554
 Phone: (630) 466-6700

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS**

APPROVED March 20, 2013
Patricia Smith
 VILLAGE OF CAMPTON HILLS, VILLAGE PRESIDENT

PASSED April 9, 2013
C. Holt
 DISTRICT ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR
 BID BASED ON
 LIMITED REVIEW April 10, 2013
John Proff...
 DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

DATE: 3-20-2013

BY: *Jason M. Bauer*
 JASON M. BAUER

LICENSE EXPIRES: NOVEMBER 30, 2013

SEAL

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PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406, SCHAUMBURG, IL
 CONSULTING ENGINEER: ENGINEERING ENTERPRISES, INC. CONTACT: JASON BAUER 630-466-6700

Plotted: March 20, 2013 8:24 AM By: Kris Chung - Tab: 01 Cover: 23034

P:\111\50503\0301_Village_DWG_FINAL_EXPLO.DWG: 301-COR

GENERAL NOTES

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2012 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2013, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS"; SIXTH EDITION, THE CODES AND ORDINANCES OF THE VILLAGE OF CAMPTON HILLS, ILLINOIS, THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

NO SUBSTITUTIONS OR VARIANCES WILL BE PERMITTED TO ANY STANDARD NOTES OR ORDINANCES UNLESS APPROVED OTHERWISE IN WRITING PRIOR TO COMMENCING CONSTRUCTION ACTIVITY.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS AND THE PLANS

UTILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, FIELD TILES AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND NOT NECESSARILY COMPLETE; THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED. THIS WORK SHALL BE ARRANGED BY THE UTILITY COMPANY AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS.

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, THE OWNER'S AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.

MISCELLANEOUS

SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF TWO (2) INCHES AS INDICATED ON THE PLANS.

THE THICKNESS OF ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE ASPHALT MIXTURES ARE TO BE PLACED.

THE CONTRACTOR SHALL BE REQUIRED TO MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS, STRUCTURES, POLES, CABLES AND PIPE LINES, BEFORE CONSTRUCTION BEGINS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE ENGINEER AND VILLAGE AT THEIR OWN EXPENSE. ANY SHEETING AND/OR SHORING USED FOR THIS IMPROVEMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL PROTECT ALL EXISTING FACILITIES (E.G. CURB, DRIVEWAYS, PAVEMENT) THAT ARE NOT INDICATED TO BE REMOVED ON THE PLANS. ANY FACILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED AT THE CONTRACTOR'S EXPENSE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. ANY ADDITIONAL COSTS REQUIRED BY THE CONTRACTOR DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE INCLUDED IN THE COST OF THE CONTRACT.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, THE CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEANED, LAYERED WITH TOPSOIL, AND SODDED AS SHOWN IN THE PLANS. LIMITS SHOWN ON THE PLANS ARE THE MAXIMUM PAY WIDTHS FOR PAYMENT PURPOSES. ADDITIONAL AREAS DAMAGED BY MACHINERY, CONSTRUCTION EQUIPMENT, CONTRACTOR NEGLIGENCE OR OVER-EXCAVATION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED AT THE COST OF THE CONTRACTOR.

THE CONTRACTOR SHALL DISPOSE OF AND REMOVE FROM THE SITE EACH DAY ALL CURB AND GUTTER, PAVEMENT AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE. THE COST FOR HAULING AND TRUCKING TO DISPOSAL LOCATIONS WILL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

THE ENGINEER AND VILLAGE ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THEIR WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

BITUMINOUS MATERIALS (PRIME COAT) SHALL BE APPLIED AT A RATE OF 0.1 GALLONS PER SQUARE YARD ON ASPHALT AND 0.5 GALLONS PER SQUARE YARD ON AGGREGATE. BITUMINOUS MATERIALS SHALL BE SS-1 ON ASPHALT AND MC-30 ON AGGREGATE.

AGGREGATE (PRIME COAT) SHALL BE MECHANICALLY SPREAD AT A UNIFORM RATE OF 4 POUNDS PER SQUARE YARD.

McDONALD ROAD SHALL BE OPEN TO TRAFFIC AT ALL TIMES. WHEN IT IS NECESSARY TO CLOSE ONE LANE OF TRAFFIC DUE TO CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE-WAY TRAFFIC DURING CONSTRUCTION HOURS WITH THE USE OF TRAFFIC CONTROL DEVICES, SIGNS AND FLAGGERS AS APPLICABLE IN THE TRAFFIC CONTROL STANDARDS.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ANY RESIDENT OR BUSINESS OF ANY REMOVAL AND REPLACEMENT ACTIVITIES THAT WILL INHIBIT OR PROHIBIT ACCESS TO THEIR DRIVEWAY, IN WRITING, A MINIMUM OF 48 HOURS BUT NOT MORE THAN 72 HOURS, PRIOR TO THE COMMENCEMENT OF THESE ACTIVITIES. THE MORNING OF THE WORK, THE CONTRACTOR SHALL AGAIN NOTIFY THE OWNER VERBALLY, TO ALLOW THE OWNER TIME TO MOVE THEIR VEHICLE SO AS NOT TO PROHIBIT THE VEHICLE FROM LEAVING THE DRIVEWAY UPON REMOVAL OF ANY MATERIAL. THE NOTICE GIVEN OUT BY THE CONTRACTOR SHALL PROVIDE INFORMATION REGARDING THE ANTICIPATED DATE THAT FULL ACCESS WILL BY RESTORED. COORDINATION BETWEEN ACTIVITIES SHOULD ALLOW ALL WORK TO BE DONE IN A TIMELY MANNER SO AS TO PERMIT ACCESS TO THE ROADWAY. ANY ADDITIONAL COST OF STAGING REQUIRED TO MAINTAIN ACCESS IS CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

INDEX OF SHEETS





SHEET NO.	SHEET DESCRIPTION
1.	COVER SHEET AND LOCATION MAP
2.	GENERAL NOTES, HIGHWAY STANDARDS, SUPPLEMENTAL LEGEND, AND INDEX OF SHEETS
3.	SUMMARY OF QUANTITIES
4.-5.	TYPICAL SECTIONS
6.-7.	GENERAL PLAN
DISTRICT ONE DETAILS	
8.	(TC-10) TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
9.	(TC-13) DISTRICT ONE - TYPICAL PAVEMENT MARKINGS
10.	(BD-22) PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
11.	(BD-32) BUTT JOINT AND HMA TAPER DETAILS

HIGHWAY STANDARDS

STD. NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
442201-03	CLASS C AND D PATCHES
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701501-06	URBAN LANE CLOSURE 2 LN 2 WY - UNDIVIDED
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS

SUPPLEMENTAL LEGEND

SEE IDOT HIGHWAY STANDARDS FOR ADDITIONAL INFORMATION

-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1"
-  CLASS D PATCHES
-  HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"

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

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SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS	STA. _____ TO STA. _____
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	13-00004-00-RS	KANE	11	2
CONTRACT NO. 63830				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP				

Plotted: April 2, 2013 @ 1:31 PM By: Kris Fung - Tab: 02 Inset: 22x34

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SPECIALTY ITEM	CODE NO	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	FEDERAL = 75%
					VILLAGE = 25%
					ROADWAY
					0005
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,520	1,520
	40600300	AGGREGATE (PRIME COAT)	TON	40	40
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	415	415
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	74	74
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	945	945
	44000153	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	7,400	7,400
	44201701	CLASS D PATCHES, TYPE I, 5 INCH	SQ YD	7	7
	44201705	CLASS D PATCHES, TYPE II, 5 INCH	SQ YD	99	99
	44201709	CLASS D PATCHES, TYPE III, 5 INCH	SQ YD	62	62
	44201711	CLASS D PATCHES, TYPE IV, 5 INCH	SQ YD	591	591
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	242	242
	67100100	MOBILIZATION	L SUM	1	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,000	1,000
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	260	260
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9,400	9,400
	X0325225	BRICK PAVEMENT REMOVAL AND REPLACEMENT	SQ FT	15	15
	Z0004510	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SQ YD	271	271

* SPECIALTY ITEM

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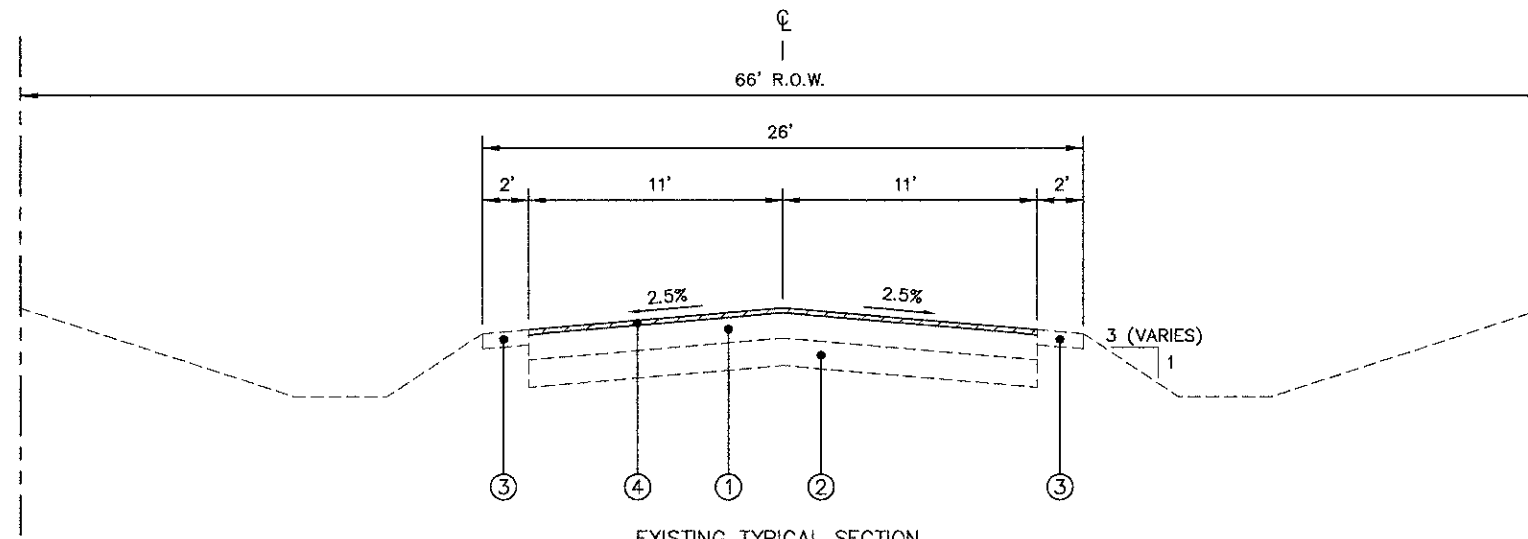
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DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	13-00004-00-RS	KANE	11	3
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP			CONTRACT NO. 63850	

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EXISTING TYPICAL SECTION
 STA 63+30 TO STA 77+25, McDONALD ROAD
 STA 129+50 TO 144+30, McDONALD ROAD
 N.T.S.

LEGEND	
①	EXISTING 3" - 6.5" ASPHALT PAVEMENT
②	EXISTING 7" - 12" AGGREGATE BASE
③	EXISTING 2' AGGREGATE SHOULDER
④	HOT-MIX ASPHALT SURFACE REMOVAL, 1"
⑤	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
⑥	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1 1/4"
⑦	BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
⑧	AGGREGATE WEDGE SHOULDER, TYPE B

OBSERVED PAVEMENT THICKNESSES								
CORE NO.	1	2	3	4	5	6	7	8
ASPHALT (IN.)	5.5	5.5	5.75	4.5	4.5	3.0	3.5	6.5
SUBBASE (IN.)	8.0	7.0	8.0	8.0	12.0	12.0	12.0	12.0
APPROXIMATE STATION	65+25	70+00	73+90	75+75	130+75	133+40	135+50	140+75
APPROXIMATE OFFSET (FT.)	10' RT	5' LT	7' RT	3' LT	8' RT	6' LT	8' RT	6' LT

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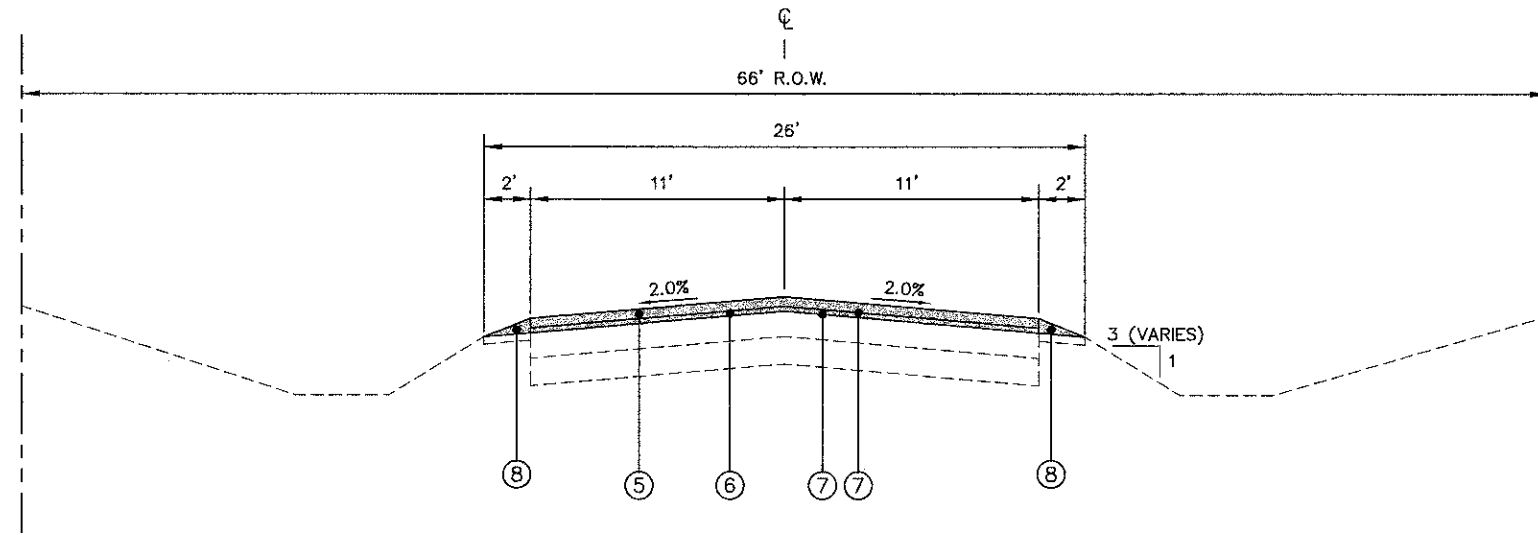
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS			
SCALE: N.T.S.	SHEET NO. 1 OF 2 SHEETS	STA. 37+97	TO STA. 44+64

F.A.P. RTE. 537	SECTION 13-00004-00-RS	COUNTY KANE	TOTAL SHEETS 11	SHEET NO. 4
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT - STP	

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EXISTING TYPICAL SECTION
 STA 63+30 TO STA 77+25, McDONALD ROAD
 STA 129+50 TO 144+30, McDONALD ROAD
 N.T.S.

LEGEND

- ① EXISTING 5" - 7" ASPHALT PAVEMENT
- ② EXISTING 6" - 11" AGGREGATE BASE
- ③ EXISTING 2' AGGREGATE SHOULDER
- ④ HOT-MIX ASPHALT SURFACE REMOVAL, 1"
- ⑤ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2.25"
- ⑥ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- ⑦ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- ⑧ AGGREGATE WEDGE SHOULDER, TYPE B

PATCHING SHALL BE PERFORMED AFTER MILLING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
OPERATION	MIXTURE TYPE	AIR VOIDS @ Ndes
MCDONALD ROAD RESURFACING	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50 (IL-4.75 mm), 1"	3.5% @ 50 Gyr
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm), 2.25"	4% @ 50 Gyr
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm), 3"	4% @ 50 Gyr
PATCHING	CLASS D PATCHES, 5 INCH	
	HMA BINDER, IL-19, 5" (IN 2 LIFTS)	4% @ 70 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ.YD./INCH

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR "PERCENT OF RAP" SEE SPECIAL PROVISIONS

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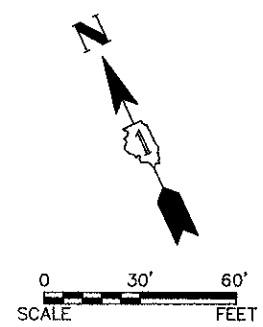
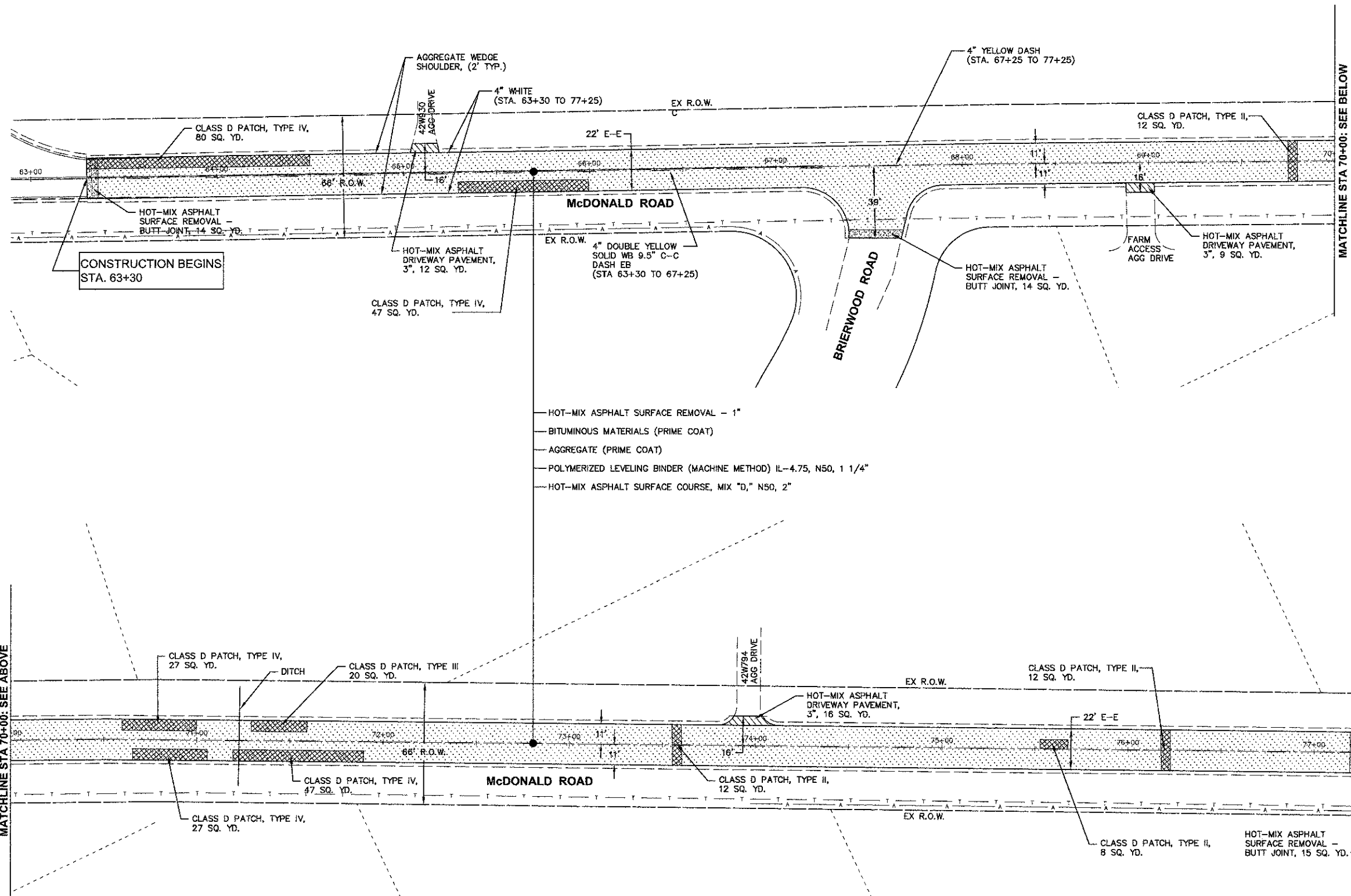
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: N.T.S. SHEET NO. 2 OF 2 SHEETS STA. 37+97 TO STA. 44+64

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	15-00004-00-RS	KANE	11	5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP			CONTRACT NO. 63830	

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- HOT-MIX ASPHALT SURFACE REMOVAL - 1"
- BITUMINOUS MATERIALS (PRIME COAT)
- AGGREGATE (PRIME COAT)
- POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 1 1/4"
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D," N50, 2"

MATCHLINE STA 70+00: SEE ABOVE

MATCHLINE STA 70+00: SEE BELOW

CONSTRUCTION BEGINS
STA. 63+30

OMISSION BEGINS
STA. 77+25

NOTES:
1. ALL CLASS D PATCHES
5" IN DEPTH TYPICAL.

Plotfile: March 21, 2013 @ 11:49 AM By: Kris Pang -- Tab: 06 Plan 22x34

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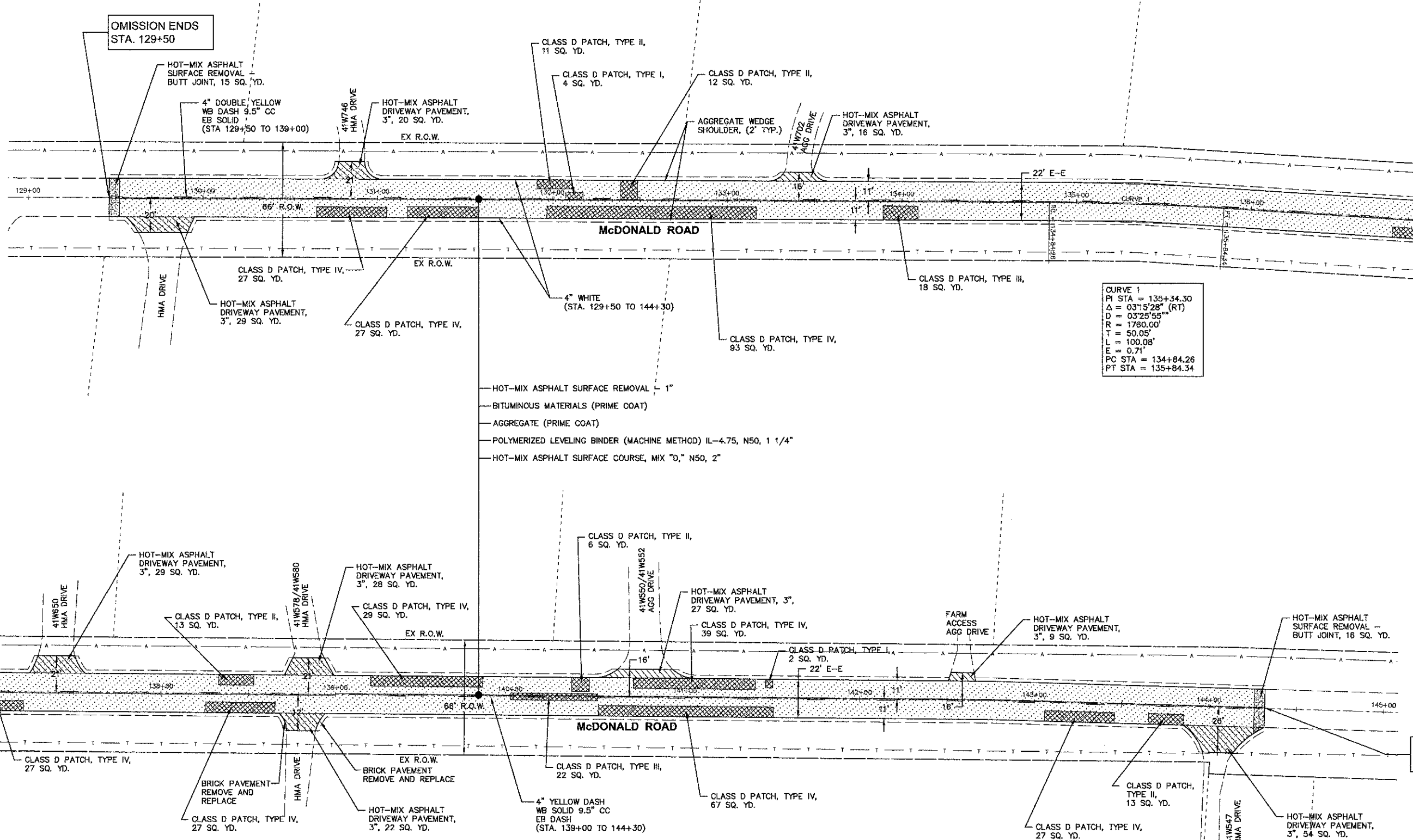
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL PLAN

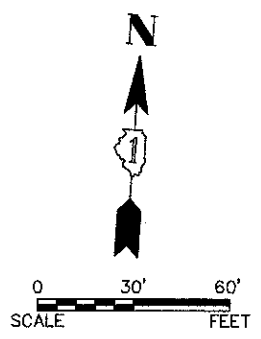
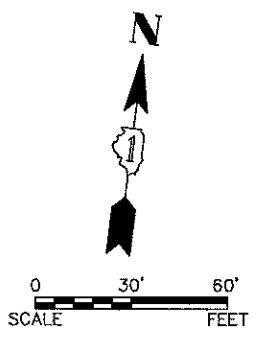
SCALE: 1"=30' SHEET NO. 1 OF 2 SHEETS STA. 63+00 TO STA. 77+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	13-00004-00-RS	KANE	11	6
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP			CONTRACT NO. 63830	



CURVE 1
 PI STA = 135+34.30
 Δ = 03°15'28" (RT)
 D = 03°25'55"
 R = 1760.00'
 T = 50.05'
 L = 100.08'
 E = 0.71'
 PC STA = 134+84.26
 PT STA = 135+84.34

HOT-MIX ASPHALT SURFACE REMOVAL - 1"
 BITUMINOUS MATERIALS (PRIME COAT)
 AGGREGATE (PRIME COAT)
 POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 1 1/4"
 HOT-MIX ASPHALT SURFACE COURSE, MIX "D," N50, 2"



NOTES:
 1. ALL CLASS D PATCHES
 5" IN DEPTH TYPICAL.

Plot: March 21, 2013 @ 11:48 AM By: Kris Rung - Tab: 07 Plan 22,34

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 52 Wheeler Road
 Sugar Grove, Illinois 60554
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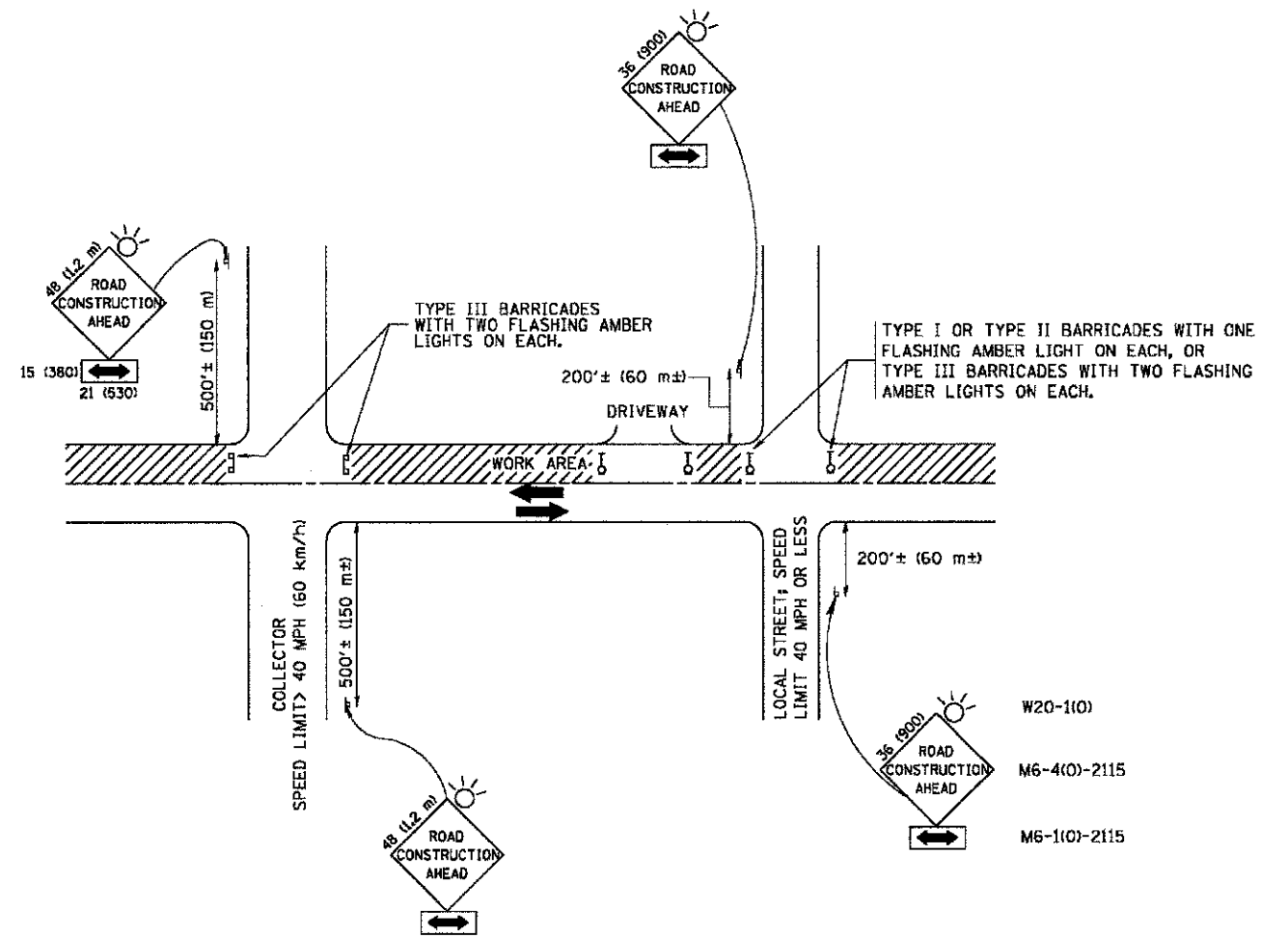
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	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

SCALE: 1"=30' SHEET NO. 2 OF 2 SHEETS STA. 129+00 TO STA. 145+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	13-00004-00-RS	KANE	11	7
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP			CONTRACT NO. 63830	



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 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.

Plotted: February 6, 2013 @ 8:28 AM By: Kris Pung - Tab: 08 TC-10 22x34
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 DATE - 06-89
 REVISED - J. OBERLE 10-18-95
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 REVISED - A. HOUSEH 10-15-96
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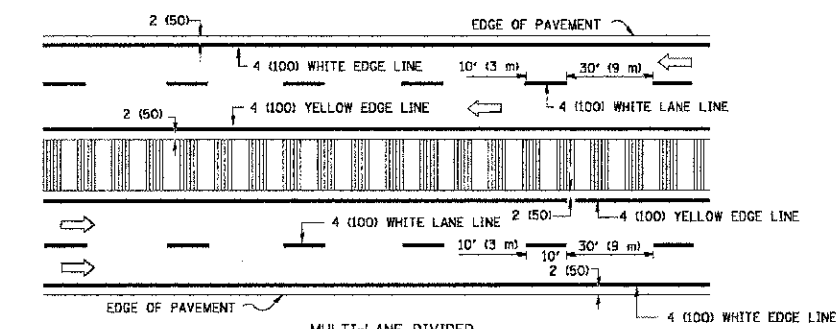
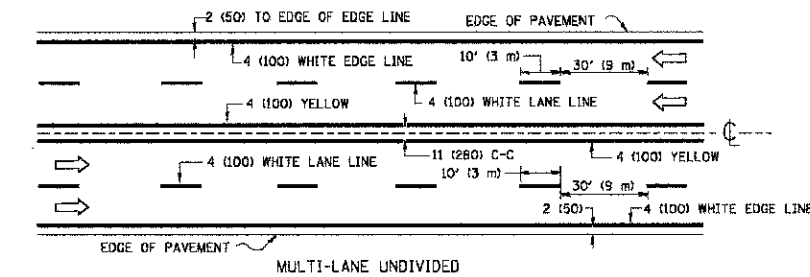
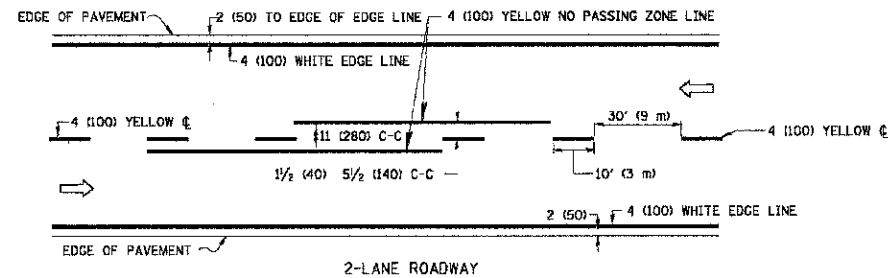
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

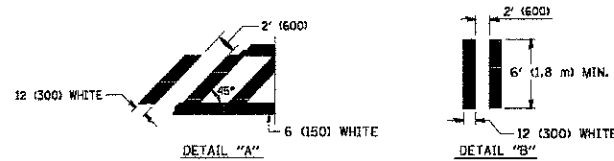
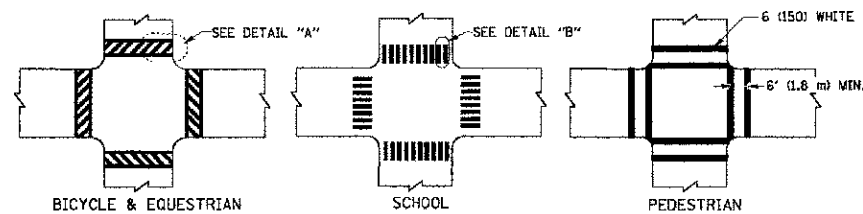
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TC-10			CONTRACT NO. 63830	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP				

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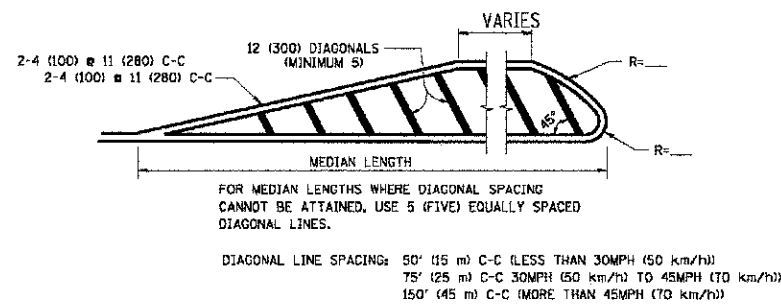
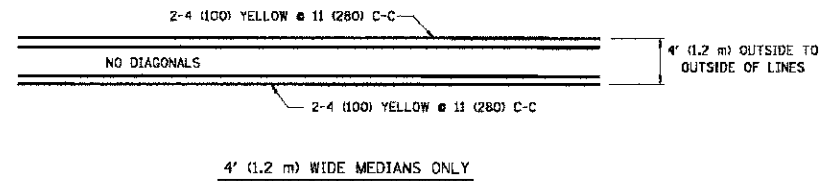


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

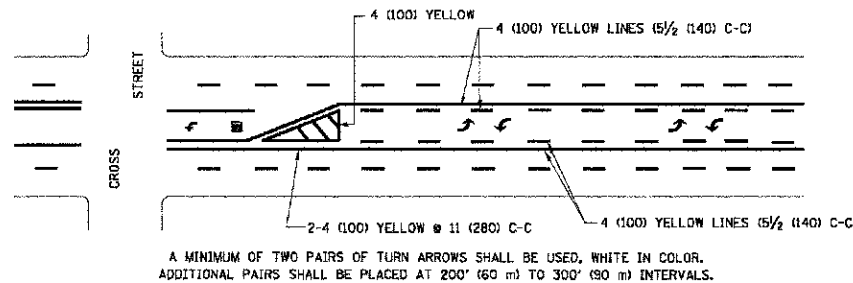
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

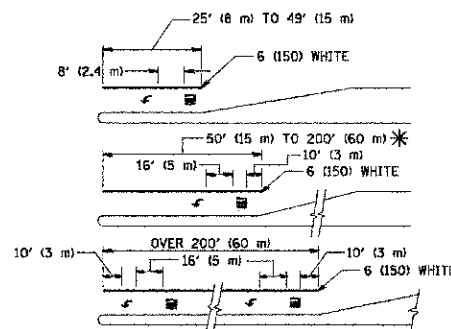


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

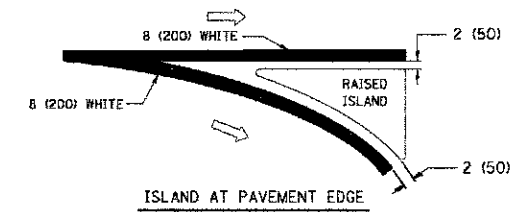
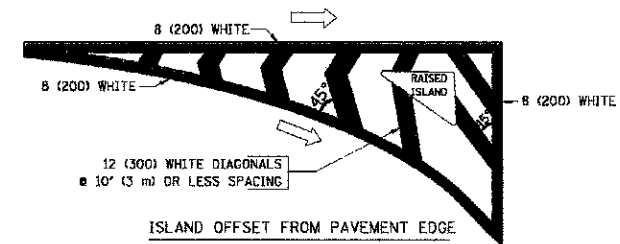
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 6' (2.4 m) AND ARROWS SHALL BE USED.
 * 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 x 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 x 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 x 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 x 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 x 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "X" = 5.0 SQ. FT. (0.33 m²) EACH "X" = 5.0 SQ. FT. (0.33 m²)
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.

Plotfile: February 6, 2013 @ 8:28 AM By: Kris Pung - Tab: 08 TC-13 22x34

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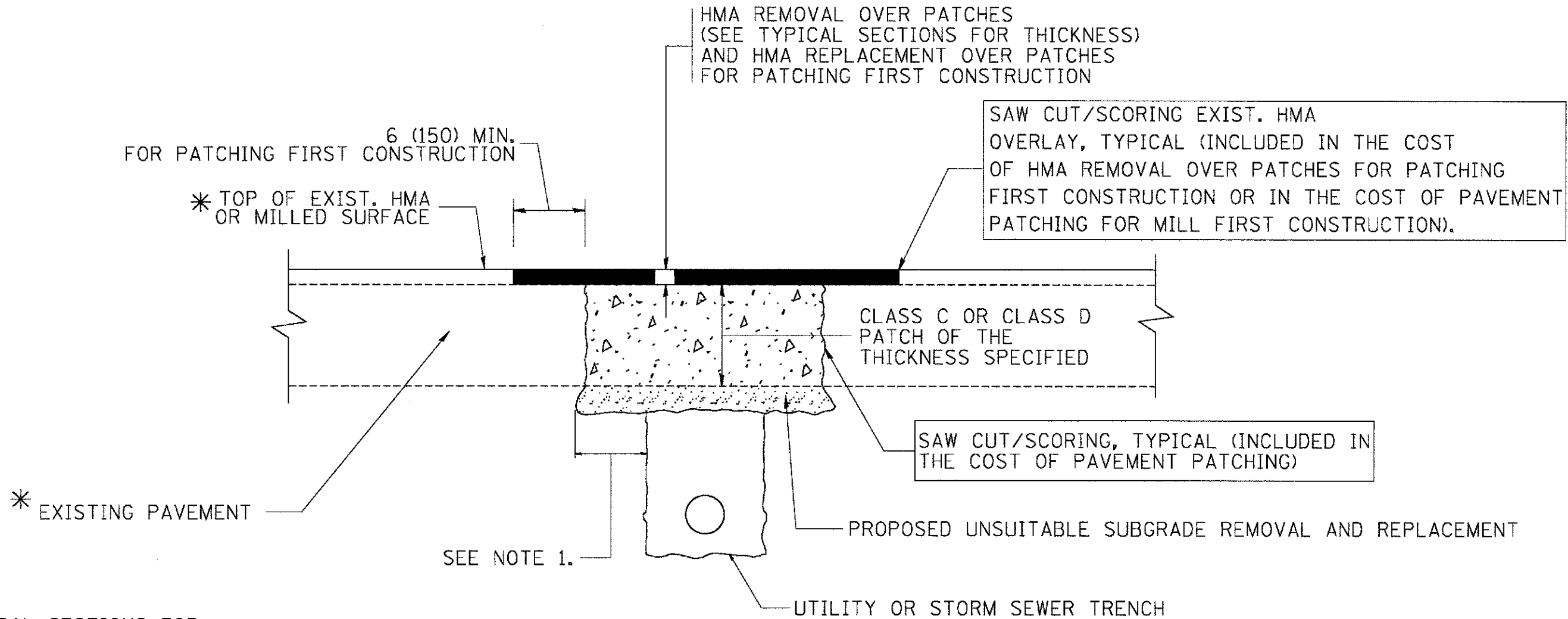
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PLDT DATE = 9/9/2009			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	13-00004-00-RS	KANE	11	9
TC-13		CONTRACT NO. 63830		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT - STP				

Path: H:\SOS\PROJ\011301\DWG\DWG_FINAL_ENG\051301-CAP



* 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.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

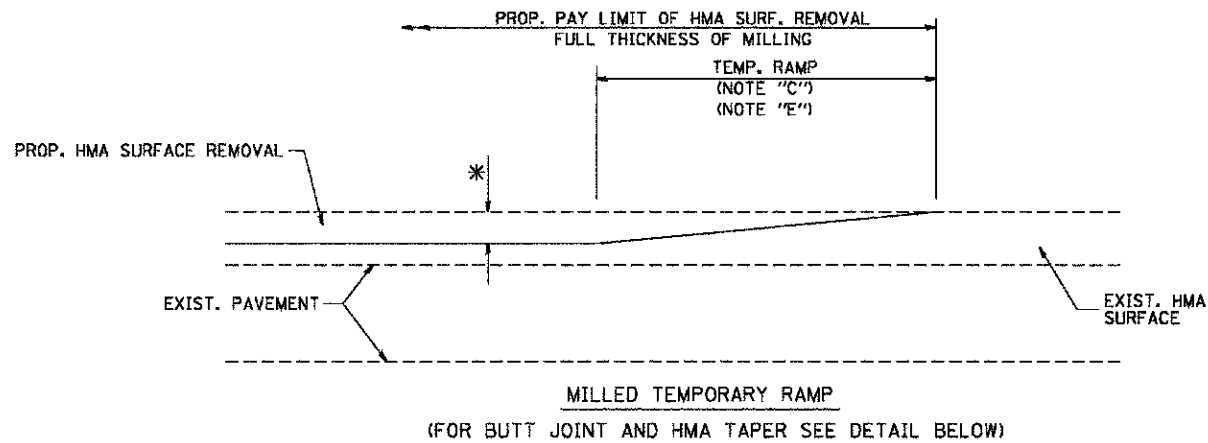
**PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT**

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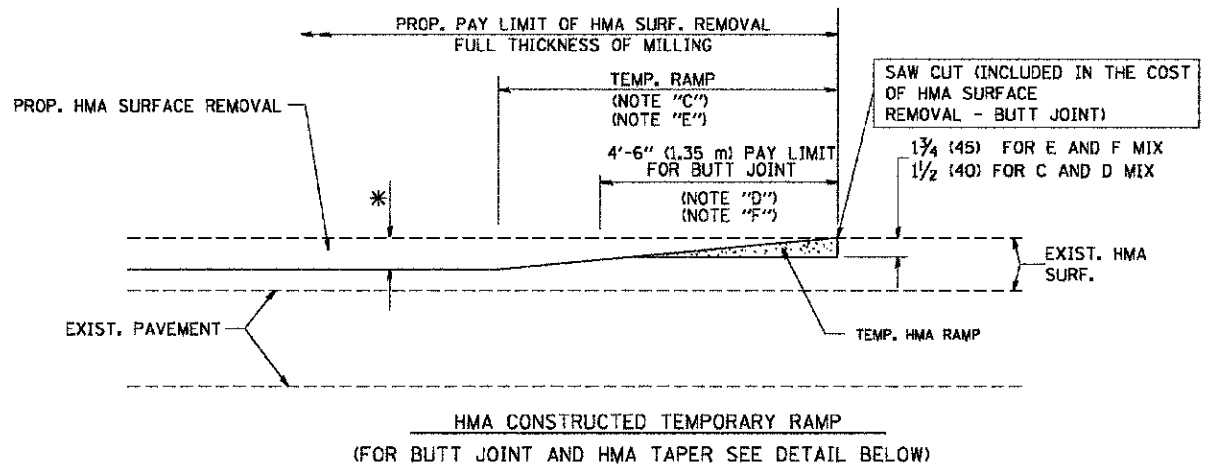
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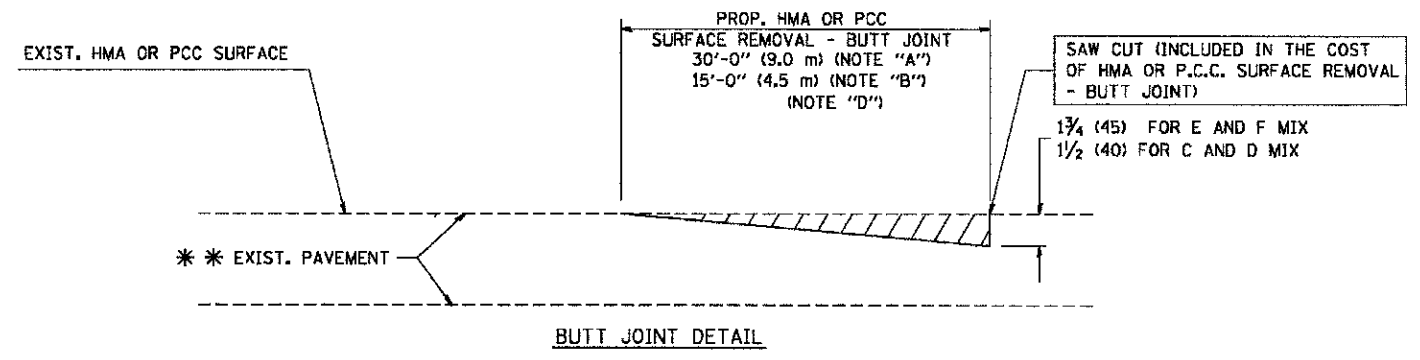
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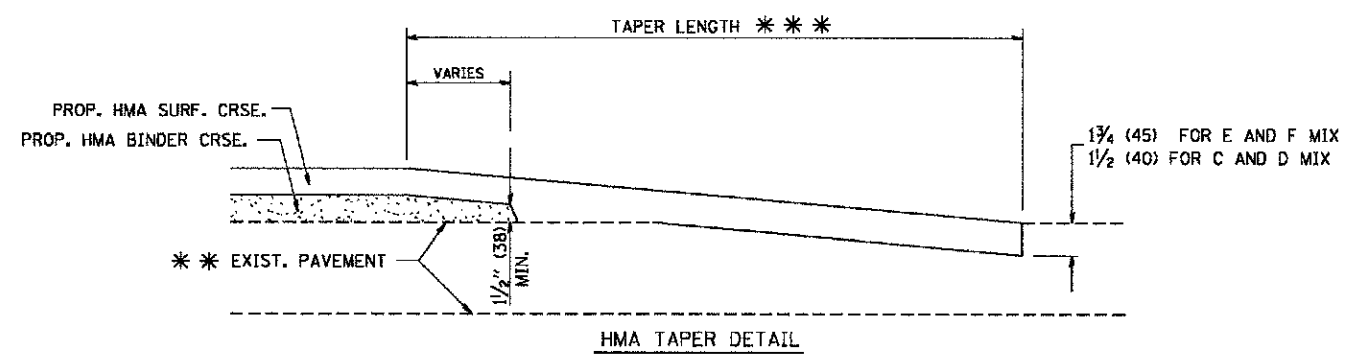
OPTION 1



OPTION 2
TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

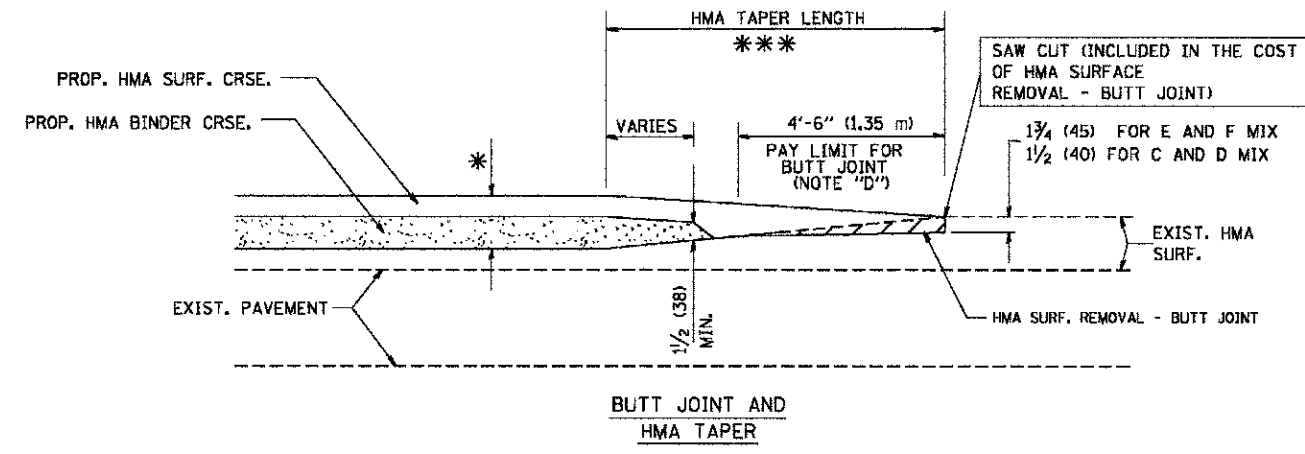
NOTES

- 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.



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

Plotfile: February 6, 2013 @ 8:27 AM By: Kris Pung - Tab: 11 BD-32: 22x34

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	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.P. RATE: 537	SECTION: 13-00004-00-RS	COUNTY: KANE	TOTAL SHEETS: 11	SHEET NO.: 11
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