

FOR INDEX OF SHEETS, SEE SHEET NO.2

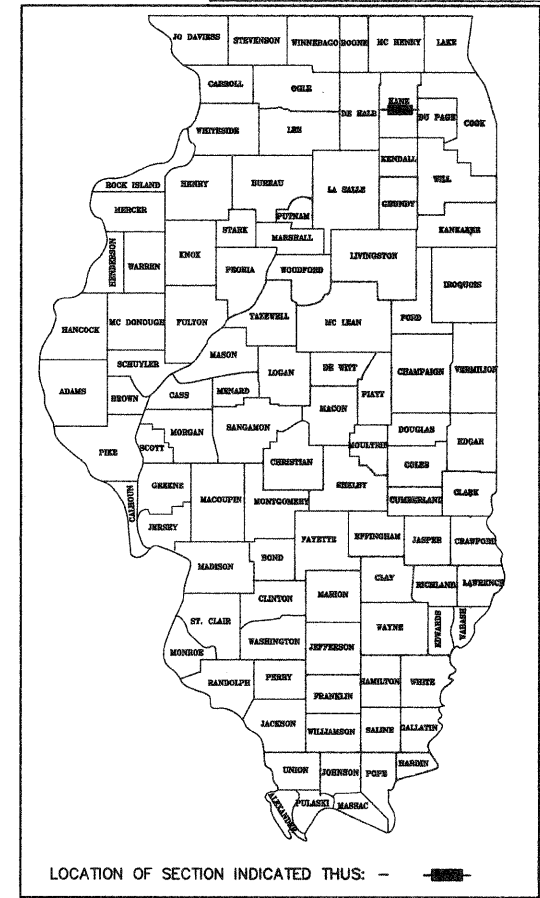
# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANS FOR PROPOSED FEDERAL AID PROJECT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	10-00002-00-RS	KANE	13	1
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT - LAPP		
CONTRACT NO. 63474				

**DESIGN DESIGNATION**

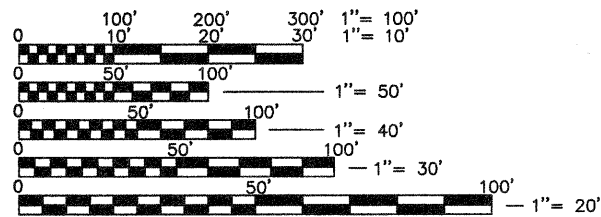
MCDONALD ROAD: OTHER PRINCIPAL ARTERIAL  
DESIGN SPEED = 45 M.P.H.  
POSTED SPEED = 45 M.P.H.  
ADT = 6200 VPD (2009)

**FAP 537 (McDONALD ROAD)  
FROM WEST OF PHAR LAP DRIVE  
TO EAST OF CLOVERFIELD DRIVE  
LAPP RESURFACING  
PROJECT NO. ARA-9003 (646)  
SECTION NO. 10-00002-00-RS  
VILLAGE OF CAMPTON HILLS  
KANE COUNTY  
JOB NO. C-91-554-10**

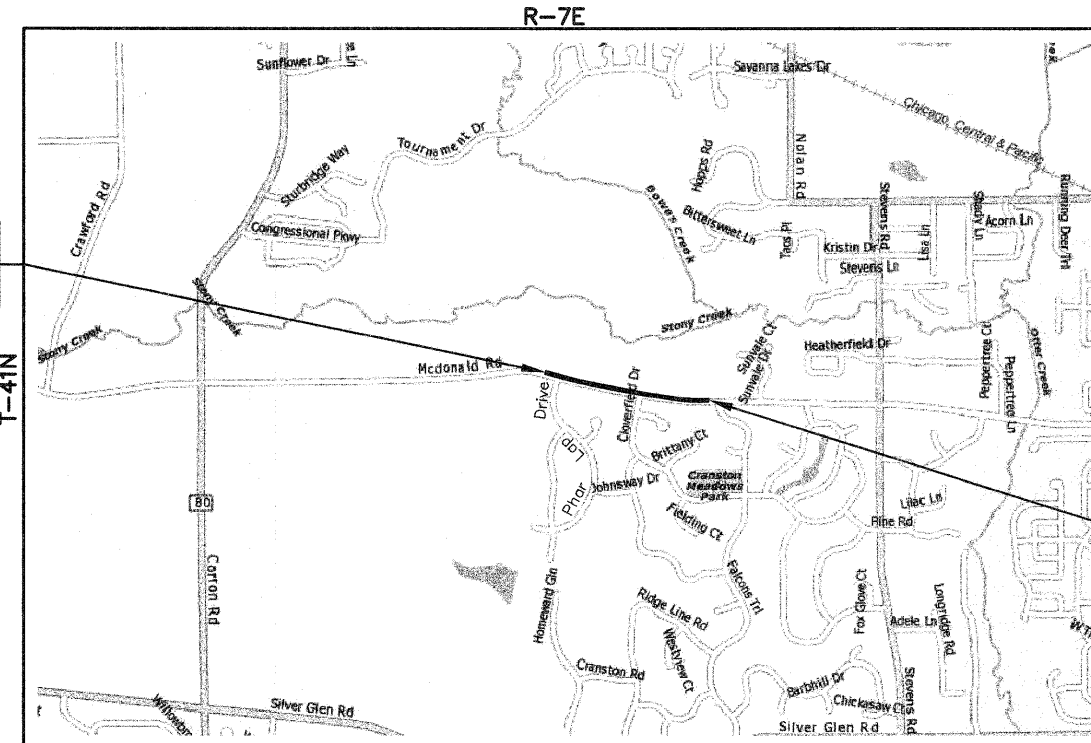


FIELD ENGINEER: MARILYN SOLOMON (847) 705-4407

CONSULTING ENGINEER: ENGINEERING ENTERPRISES, INC.  
CONTACT: JASON BAUER (630)-466-6700



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.



SE 1/4 SEC. 36, T-41N, R-7E, 3RD PM, CAMPTON TOWNSHIP

**LOCATION MAP**  
N.T.S.

GROSS LENGTH OF PROJECT = 2,885 FEET (0.55 MILES)  
NET LENGTH OF PROJECT = 2,885 FEET (0.55 MILES)

**JULIE**  
JOINT  
UTILITY  
LOCATION  
INFORMATION FOR  
EXCAVATION  
CALL 811

Know what's below.  
Call before you dig.

CONTRACT 63474

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
APPROVED	October 6, 2010 <i>Jason Bauer</i> VILLAGE OF CAMPTON HILLS
PASSED	May 27, 2010 <i>Chris Chesnut</i> DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS
RELEASING FOR BID BASED ON LIMITED REVIEW	MAY 27, 2010 <i>Diana M. O'Keefe</i> DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

DATE: 4-26-10	
BY: <i>Jason Bauer</i> JASON BAUER	
LICENSE EXPIRES: NOVEMBER 30, 2011	

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CONSULTING ENGINEERS  
52 Wheeler Road  
Sugar Grove, Illinois 60554  
P: 630.466.6700 - W: www.eeiweb.com

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**GENERAL NOTES**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	10-00002-00-RS	KANE	13	2
CONTRACT NO. 63474				

- STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JAN. 1, 2007, SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIFICATIONS AND PROVISIONS ADOPTED JAN. 1, 2010, AND REVISIONS THERETO, THESE IMPROVEMENT PLANS, DETAILS, SPECIAL PROVISIONS, CODES AND ORDINANCES OF THE CITY OF ELGIN, ILLINOIS SHALL GOVERN APPLICABLE PORTIONS OF THIS PROJECT.
- SPECIAL ATTENTION IS CALLED TO THE FOLLOWING ARTICLES IN THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION:
  - ARTICLE 105.06 - COOPERATION BY CONTRACTOR
  - ARTICLE 105.07 - COOPERATION WITH UTILITIES
  - ARTICLE 107.14 - MAINTENANCE OF TRAFFIC
  - ARTICLE 107.15 - DIRT ON PAVEMENT OR STRUCTURES
  - ARTICLE 107.25 - PROTECTION AND RESTORATION OF TRAFFIC SIGNS
  - ARTICLE 107.31 - CONTRACTOR'S RESPONSIBILITY FOR UTILITY PROPERTY AND SERVICES
  - ARTICLE 701.04 - WORK ZONE TRAFFIC CONTROL AND PROTECTION: GENERAL
  - ARTICLE 701.07 - WORK ZONE TRAFFIC CONTROL AND PROTECTION: DROP-OFFS
  - ARTICLE 701.17 - WORK ZONE TRAFFIC CONTROL AND PROTECTION: SPECIFIC CONSTRUCTION OPERATIONS
- LOCATIONS OF UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE ONLY AND ARE NOT NECESSARILY COMPLETE. EXISTING AND PUBLIC UTILITIES ARE SHOWN ON THE PLANS, ACCORDING TO INFORMATION OBTAINED FROM UTILITY COMPANIES, MUNICIPALITIES AND SURVEYS.
- THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL SECTION OR SUBSECTION SURVEY MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNER, HIS/HER AGENT OR AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.
- THE CONTRACT UNIT PRICE FOR ALL REMOVAL PAY ITEMS SHALL INCLUDE ANY REQUIRED SAW CUTS.
- CONTRACTOR SHALL PROVIDE AND INSTALL A MINIMUM OF TWO WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED (ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL). THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE TRAFFIC CONTROL AND PROTECTION ITEMS.
- BEFORE STARTING ALL EXCAVATIONS, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 811 FOR FIELD LOCATIONS OF BURIED UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN IN THE PLANS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- UNLESS OTHERWISE SPECIFIED, BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE THE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS.
- IN ACCORDANCE WITH ARTICLE 107.15, WHENEVER CONSTRUCTION DEBRIS OR LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS.
- IF, DURING CONSTRUCTION, THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWER, UNDER DRAINS OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY, OTHER THAN THOSE SHOWN ON THE PLANS, HE/SHE SHALL INFORM THE ENGINEER, WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR TO REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTORS OWN EXPENSE.
- THE RESIDENT ENGINEER SHALL CONTACT THE IDOT DISTRICT 1 TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TRAFFIC CONTROL DEVICES.
- ALL WORK PERFORMED RELATIVE TO THIS IMPROVEMENT SHALL COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF O.S.H.A.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ANY RESIDENT OR BUSINESS OF ANY DRIVEWAY REMOVAL AND REPLACEMENT 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 SHOULD PROVIDE INFORMATION REGARDING THE ANTICIPATED DATE THAT FULL ACCESS WILL BE RESTORED. COORDINATION BETWEEN ACTIVITIES SHOULD ALLOW ALL WORK TO BE DONE IN A TIMELY MATTER SO AS TO PERMIT ACCESS TO THE ROADWAY. ANY ADDITIONAL COST OF STAGING REQUIRED TO MAINTAIN TO ACCESS IS CONSIDERED INCLUDED IN THE COST OF THE SPECIFIED PAY ITEMS.
- DRIVEWAY PAVEMENT REMOVAL AREAS SHALL BE EXCAVATED TO A DEPTH TO PROVIDE FOR A NEW 4" AGGREGATE BASE AND A NEW 5" DRIVEWAY PAVEMENT SECTION (A TOTAL OF 9" FROM THE FINISHED GRADE OF THE NEW DRIVEWAY PAVEMENT).
- AT GRAVEL DRIVEWAYS, THE AGGREGATE SHOULDER SHALL EXTEND A MINIMUM OF 10 FEET BEYOND THE EDGE OF PAVEMENT, OR AS OTHERWISE DIRECTED BY THE ENGINEER.
- AN ESTIMATED QUANTITY BASED ON FIELD OBSERVATIONS, FOR MIXTURE FOR CRACKS JOINTS AND FLANGEWAYS HAS BEEN INCLUDED IN THE CONTRACT. THE LOCATION AND LIMITS OF ALL JOINTS OR CRACK FILLING SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION.

**INDEX OF SHEETS**

SHEET NO.	SHEET DESCRIPTION
1.	COVER SHEET AND LOCATION MAP
2.	GENERAL NOTES, STATE STANDARDS, AND INDEX OF SHEETS
3.	SUMMARY OF QUANTITIES
4.	TYPICAL EXISTING SECTIONS
5.	TYPICAL PROPOSED SECTIONS
6.	PLAN, CONSTRUCTION NOTES, AND DETAILS
7.	PLAN, CONSTRUCTION NOTES, AND DETAILS
8.	PLAN, CONSTRUCTION NOTES, AND DETAILS

**DISTRICT ONE DETAILS**

9.	(TC-10) TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
10.	(TC-13) DISTRICT ONE - TYPICAL PAVEMENT MARKINGS
11.	(TC-22) DISTRICT ONE - ARTERIAL ROAD INFORMATION SIGN
12.	(BD-22) PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
13.	(BD-32) BUTT JOINT AND HMA TAPER DETAILS

**STATE STANDARDS**

STD. NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
406201-01	MAILBOX TURNOUT
442201-03	CLASS C AND D PATCHES
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH.
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS

Plotted: April 13, 2010 @ 2:13 PM By: Larry Nolan - Tab: 02 Notes - 22x34  
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**VILLAGE OF CAMPTON HILLS**

NO.	DATE	REVISIONS

**McDONALD ROAD  
LAPP IMPROVEMENTS**

**GENERAL NOTES, STATE  
STANDARDS, AND INDEX  
OF SHEETS**

DATE:	MARCH 2010
PROJECT NO:	CH0903
FILE:	CH0903-CVR
SHEET	<b>2</b> OF <b>13</b>

Path: H:\SUBPROJ\CH0903\DWG\FINAL\_ENG\CH0903-CVR

**SUMMARY OF QUANTITIES**

CODE NO.	PAY ITEM	UNIT	CONST. CODE
			1000
			TOTAL QUANTITY
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	740
40600300	AGGREGATE (PRIME COAT)	TON	16
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	3.8
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	407
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	285
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	828
44000195	HOT-MIX ASPHALT DRIVEWAY PAVEMENT REMOVAL	SQ YD	179
44201701	CLASS D PATCHES, TYPE I, 5 INCH	SQ YD	4
44201705	CLASS D PATCHES, TYPE II, 5 INCH	SQ YD	6
44201709	CLASS D PATCHES, TYPE III, 5 INCH	SQ YD	24
44201711	CLASS D PATCHES, TYPE IV, 5 INCH	SQ YD	312
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	8,655
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	125
67100100	MOBILIZATION	L SUM	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2
70300220	TEMPORARY PAVEMENT MARKING <b>LINE 4"</b>	FOOT	11,145
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	376
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	125
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	11,140
Δ X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52
Δ Z0004518	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 5"	SQ YD	179

Δ SEE SPECIAL PROVISIONS  
\* SPECIALTY ITEMS

Plotted: April 26, 2010 @ 9:03 AM By: Kris Plung - Tab: 03 Quantities - 22,34

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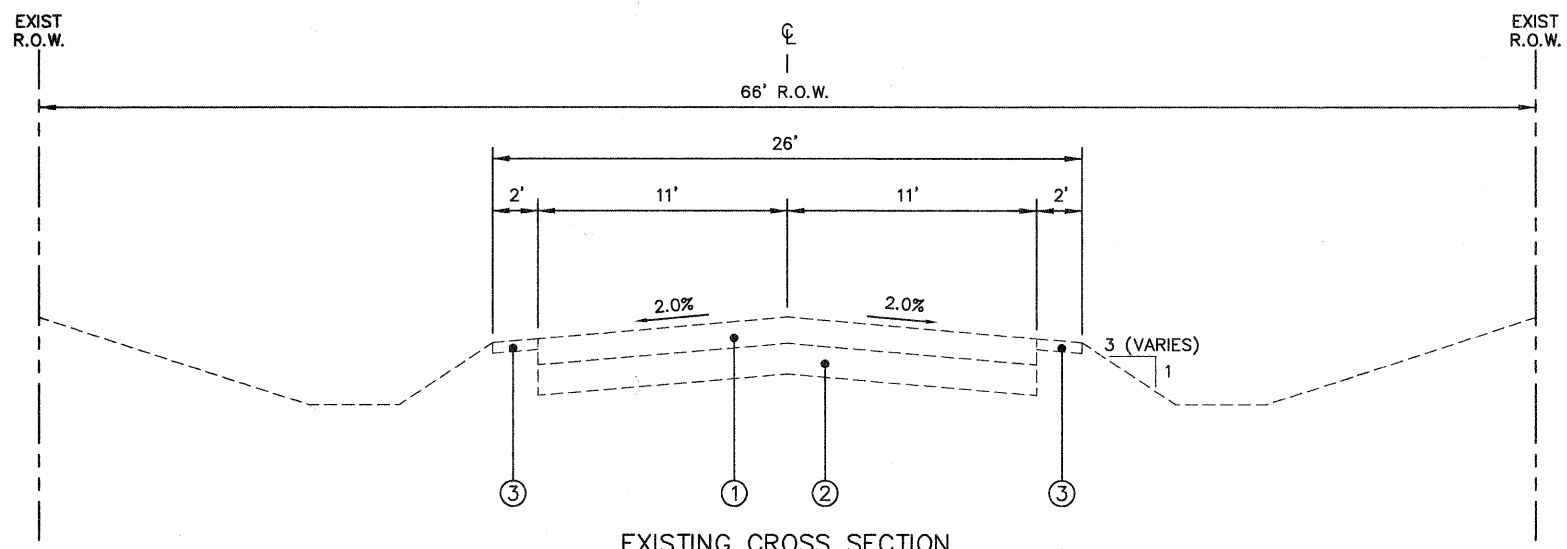
**VILLAGE OF CAMPTON HILLS**

NO.	DATE	REVISIONS

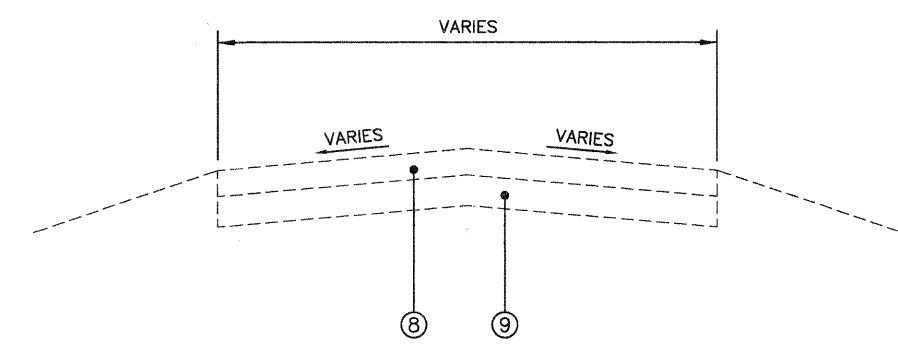
**McDONALD ROAD  
LAPP IMPROVEMENTS**

**SUMMARY OF QUANTITIES**

Path: H:\SUBPROJ\CH0903\DWG\FINAL ENG\CH0903-CVR



EXISTING CROSS SECTION  
FROM STA. 243+15 TO STA. 272+00, McDONALD ROAD  
N.T.S.



EXISTING DRIVEWAY  
CROSS SECTION

LEGEND	
①	EXISTING 5" - 7" ASPHALT PAVEMENT
②	EXISTING 6" - 11" AGGREGATE BASE
③	EXISTING 2' AGGREGATE SHOULDER
④	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
⑤	LEVELING BINDER (MACHINE METHOD), N50, 1"
⑥	BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
⑦	AGGREGATE WEDGE SHOULDER, TYPE B
⑧	EXISTING HOT-MIX ASPHALT PAVEMENT, VARIABLE THICKNESS
⑨	EXISTING AGGREGATE BASE COURSE, VARIABLE THICKNESS
⑩	HOT-MIX ASPHALT SURFACE COURSE MIX "C", N50, 2"
⑪	HOT-MIX ASPHALT BASE COURSE, 3"
⑫	AGGREGATE BASE COURSE, TYPE B, 4"

Plotted: April 22, 2010 @ 1:41 PM By: Larry Nolan - Tab: 04 Section - 22x34

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VILLAGE OF CAMPTON HILLS

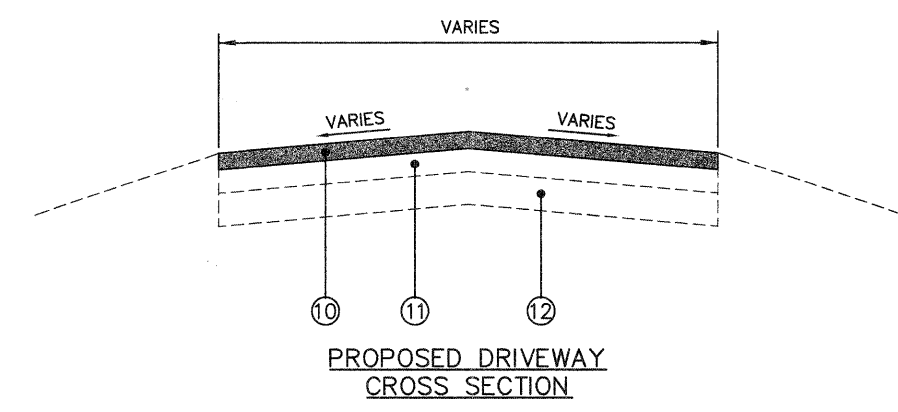
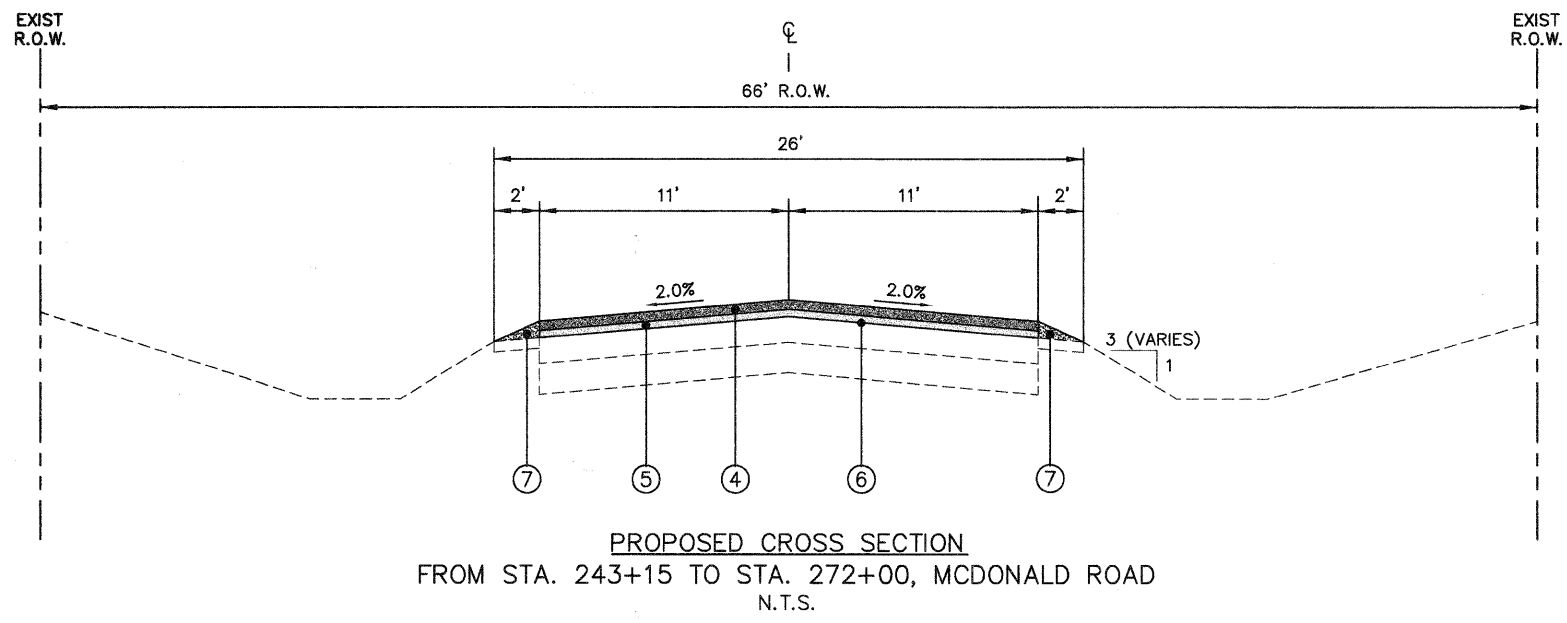
NO.	DATE	REVISIONS

**McDONALD ROAD  
LAPP IMPROVEMENTS**

**TYPICAL EXISTING  
SECTIONS**

DATE:	MARCH 2010
PROJECT NO:	CH0903
FILE:	CH0903-CVR
SHEET	<b>4</b> OF <b>13</b>

Path: H:\SIS\PROJ\CH0903\DWG\DWG\_FINAL\_ENG\CH0903-CVR



LEGEND	
①	EXISTING 5" - 7" ASPHALT PAVEMENT
②	EXISTING 6" - 11" AGGREGATE BASE
③	EXISTING 2' AGGREGATE SHOULDER
④	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
⑤	LEVELING BINDER (MACHINE METHOD), N50, 1"
⑥	BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
⑦	AGGREGATE WEDGE SHOULDER, TYPE B
⑧	EXISTING HOT-MIX ASPHALT PAVEMENT, VARIABLE THICKNESS
⑨	EXISTING AGGREGATE BASE COURSE, VARIABLE THICKNESS
⑩	HOT-MIX ASPHALT SURFACE COURSE MIX "C", N50, 2"
⑪	HOT-MIX ASPHALT BASE COURSE, 3"
⑫	AGGREGATE BASE COURSE, TYPE B, 4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
OPERATION	MIXTURE TYPE	AIR VOIDS @ Ndes
RESURFACING	LEVELING BINDER (MACHINE METHOD), N50, 1"	4% @ 50 Gyr.
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 MM), 2"	4% @ 50 Gyr.
PATCHING	CLASS D PATCHES (HMA BINDER IL-19 MM)	4% @ 70 Gyr.
DRIVEWAYS	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 5"	
	HMA BASE COURSE (HMA BINDER, IL-19.0 MM), 3"	4% @ 50 Gyr.
	HMA SURFACE COURSE, MIX "C", N50 (IL-9.5 MM), 2"	4% @ 50 Gyr.

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" 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 DISTRICT ONE SPECIAL PROVISIONS.

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**VILLAGE OF CAMPTON HILLS**

NO.	DATE	REVISIONS

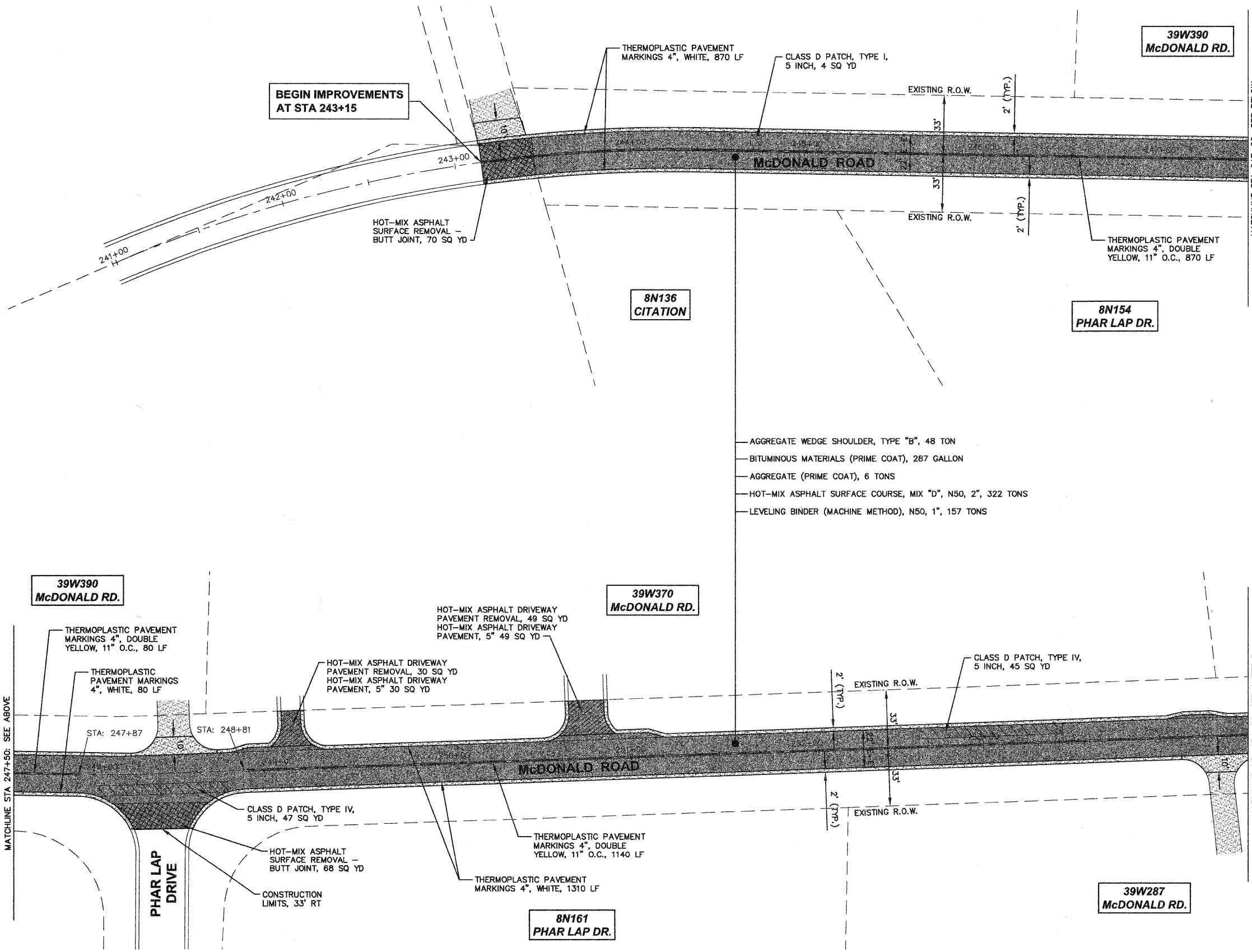
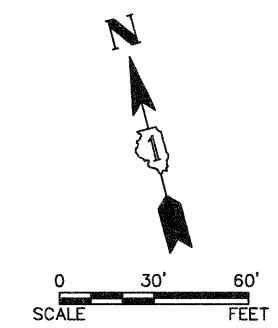
**MCDONALD ROAD  
LAPP IMPROVEMENTS**

**TYPICAL PROPOSED  
SECTIONS**

DATE:	MARCH 2010
PROJECT NO:	CH0903
FILE:	CH0903-CVR
SHEET	<b>5</b> OF <b>13</b>

Path: \\SBS\PROJ\CH0903\DWG\FINAL ENG\CH0903-CVR

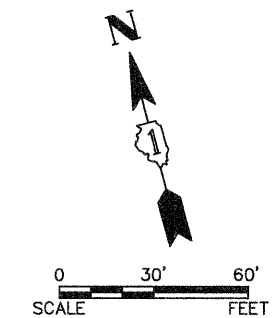
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	10-00002-00-RS	KANE	13	6
CONTRACT NO. 63474				



- AGGREGATE WEDGE SHOULDER, TYPE "B", 48 TON
- BITUMINOUS MATERIALS (PRIME COAT), 287 GALLON
- AGGREGATE (PRIME COAT), 6 TONS
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2", 322 TONS
- LEVELING BINDER (MACHINE METHOD), N50, 1", 157 TONS

**LEGEND**

- HOT-MIX ASPHALT OVERLAY
- CLASS D PATCHES
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 5"
- AGGREGATE WEDGE SHOULDER, TYPE "B"
- EXISTING GRAVEL DRIVEWAY
- 39W39** ADDRESSES



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**VILLAGE OF CAMPTON HILLS**  
 McDonald Road  
 LAPP IMPROVEMENTS

NO.	DATE	REVISIONS

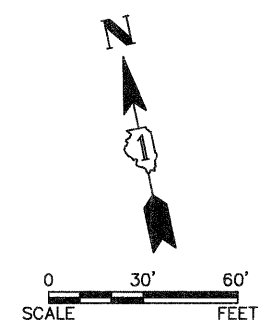
**McDonald Road**  
**LAPP IMPROVEMENTS**

**PLAN, CONSTRUCTION**  
**NOTES, AND DETAILS**

DATE:	MARCH 2010
PROJECT NO:	CH0903
FILE:	CH0903-PLAN
SHEET	<b>6</b> OF <b>13</b>

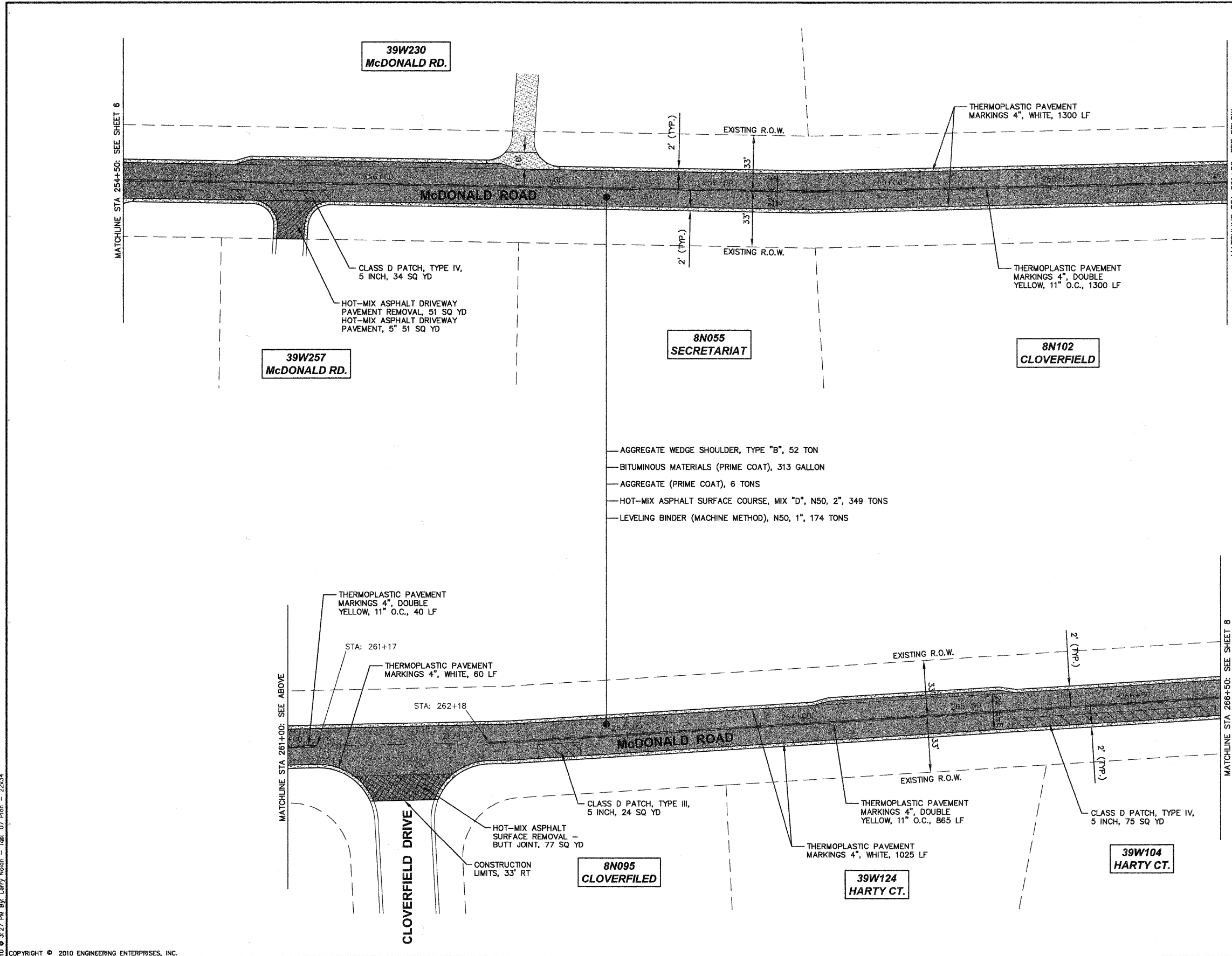
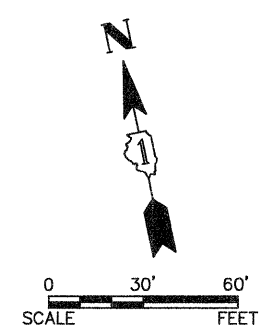
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	10-00002-00-BS	KANE	13	7
CONTRACT NO. 63474				



**LEGEND**

	HOT-MIX ASPHALT OVERLAY
	CLASS D PATCHES
	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 5"
	AGGREGATE WEDGE SHOULDER, TYPE "B"
	EXISTING GRAVEL DRIVEWAY
	ADDRESSES



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 Sugar Grove, Illinois 60554  
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VILLAGE OF CAMPTON HILLS

NO.	DATE	REVISIONS

McDONALD ROAD  
LAPP IMPROVEMENTS

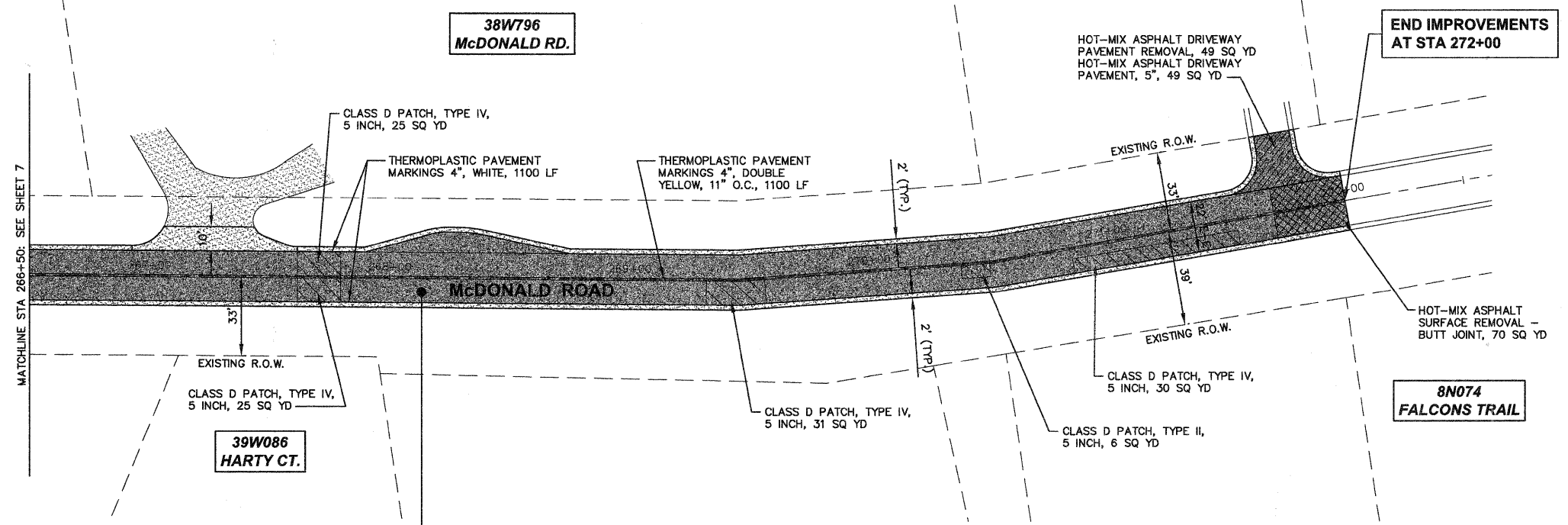
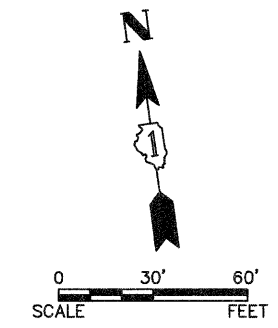
PLAN, CONSTRUCTION  
NOTES, AND DETAILS

DATE:	MARCH 2010
PROJECT NO:	CH0903
FILE:	CH0903-PLAN
SHEET	7 OF 13

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Path: H:\SISKIYOU\CH0903\DWG\FINAL ENG\CH0903-PLAN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	10-00002-00-RS	KANE	13	8
CONTRACT NO. 63474				



- AGGREGATE WEDGE SHOULDER, TYPE "B", 25 TON
- BITUMINOUS MATERIALS (PRIME COAT), 140 GALLON
- AGGREGATE (PRIME COAT), 3 TONS
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2", 157 TONS
- LEVELING BINDER (MACHINE METHOD), N50, 1", 76 TONS

**LEGEND**

- HOT-MIX ASPHALT OVERLAY
- CLASS D PATCHES
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 5"
- AGGREGATE WEDGE SHOULDER, TYPE "B"
- EXISTING GRAVEL DRIVEWAY
- 39W39 ADDRESSES

Plotted: April 6, 2010 3:27 PM By: Larry Nolan - Tab: 08 Plan - 22x34

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 CONSULTING ENGINEERS  
 52 Wheeler Road  
 Sugar Grove, Illinois 60554  
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**VILLAGE OF CAMPTON HILLS**

NO.	DATE	REVISIONS

**McDONALD ROAD  
LAPP IMPROVEMENTS**

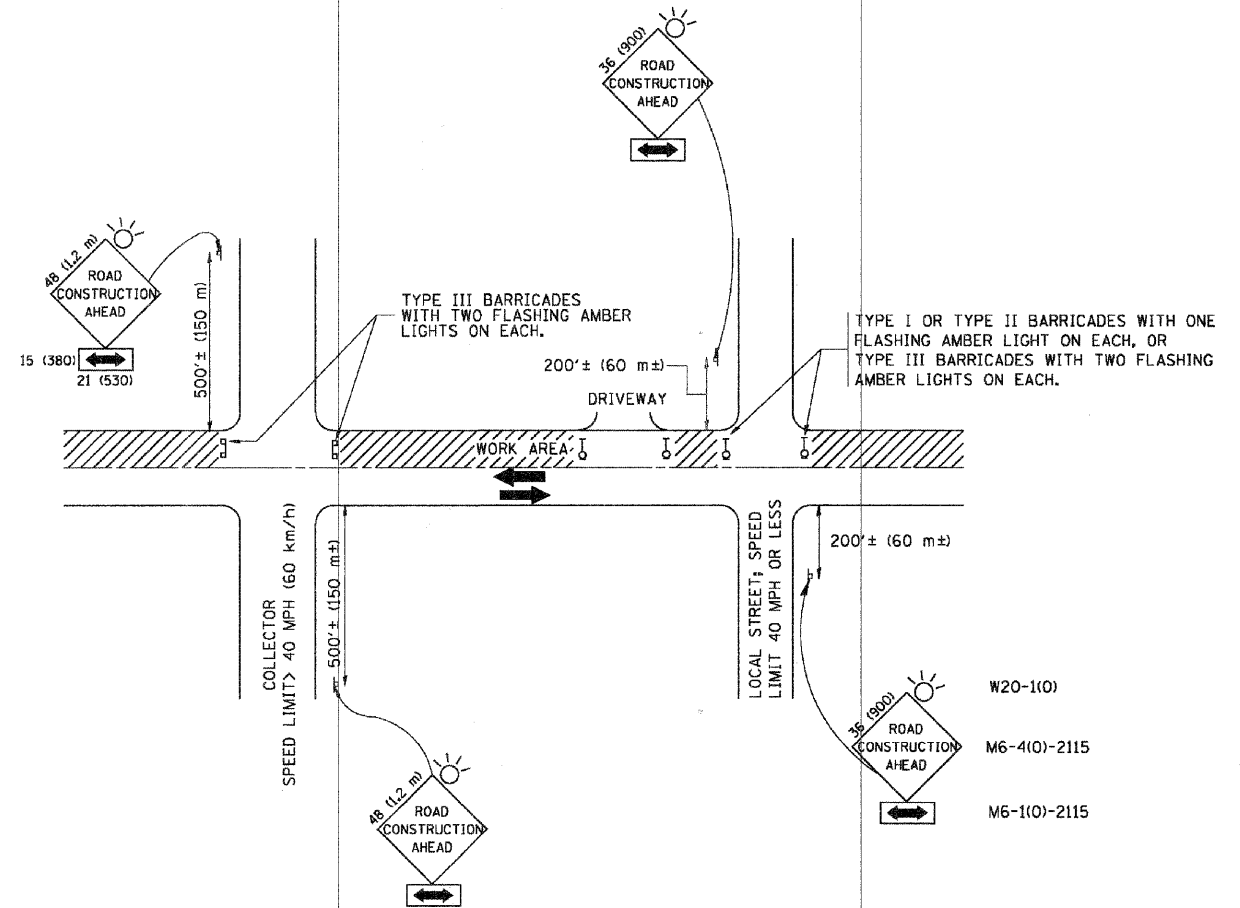
**PLAN, CONSTRUCTION  
NOTES, AND DETAILS**

DATE:	MARCH 2010
PROJECT NO:	CH0903
FILE:	CH0903-PLAN
SHEET	<b>8</b> OF <b>13</b>

Path: \\sbsrpro\CH0903\DWG\FINAL\_END\CH0903-PLAN



Plotted: April 22, 2010 @ 1:44 PM By: Larry Nolan - Tab: 09 TC-10 22x34



**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.

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	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

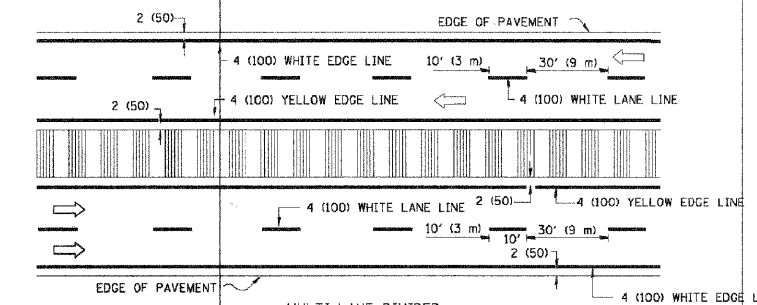
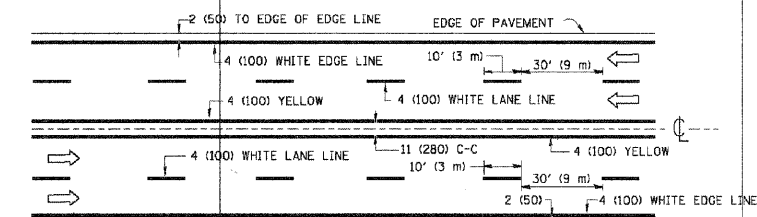
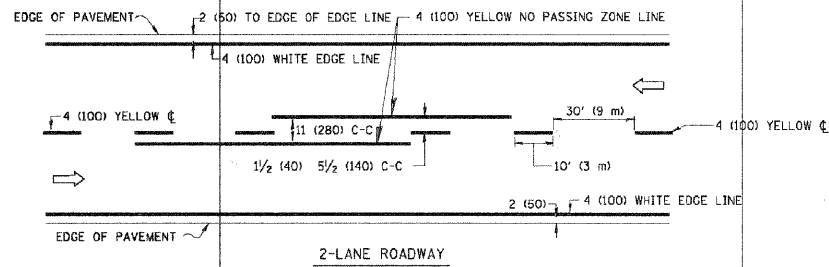
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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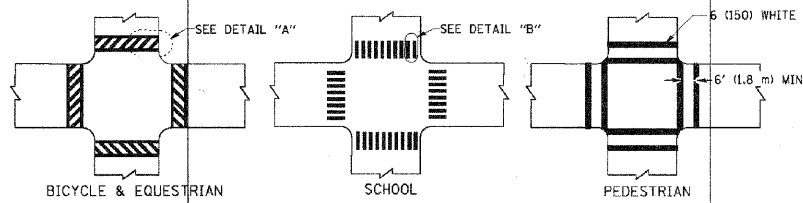
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<b>TC-10</b>			<b>CONTRACT NO. 63474</b>	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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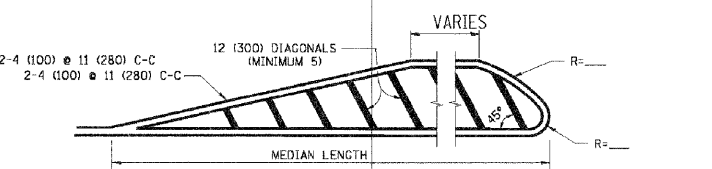
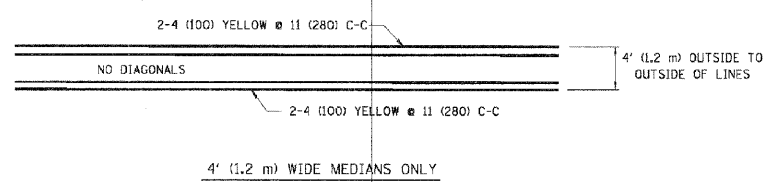


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

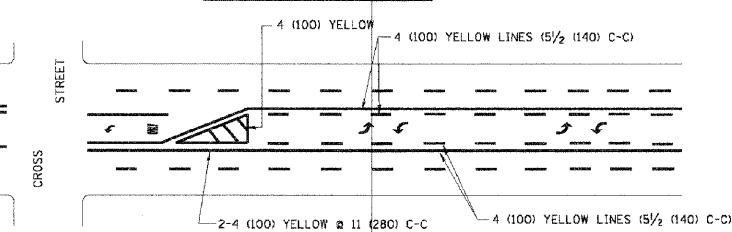


TYPICAL CROSSWALK MARKING

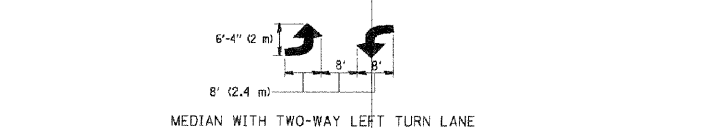


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
 75' (25 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h))  
 150' (45 m) C-C (OVER 45MPH (70 km/h))

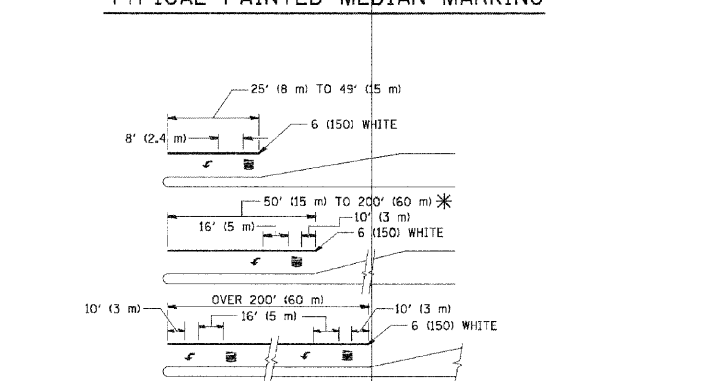
TYPICAL PAINTED MEDIAN MARKING



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



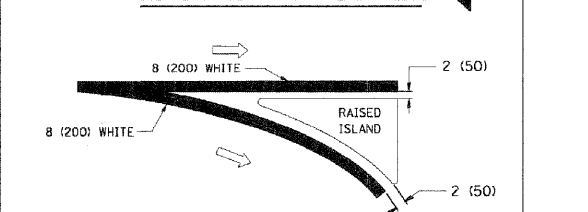
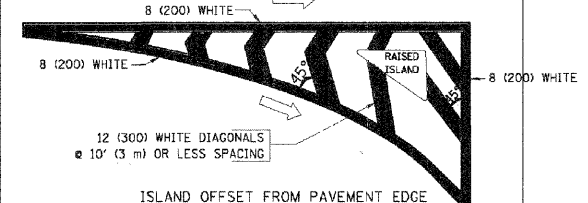
TYPICAL TURN LANE MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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

TYPICAL LEFT (OR RIGHT) TURN LANE



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "RR" = 3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X" = 54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

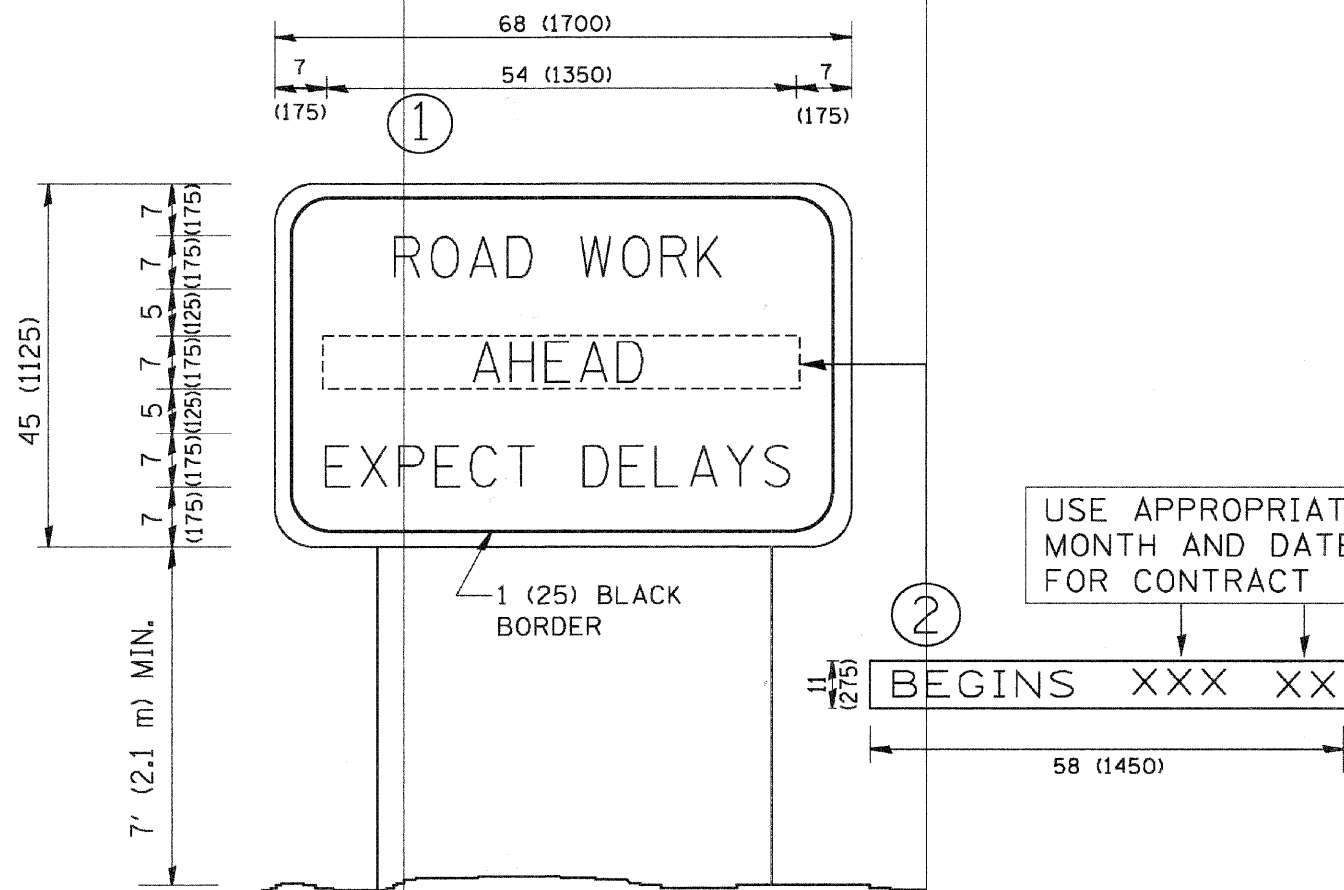
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	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	DISTRICT ONE TYPICAL PAVEMENT MARKINGS	F.A.P. RTE. 537	SECTION 10-00002-00-RS	COUNTY KANE	TOTAL SHEETS 13	SHEET NO. 10
				TD-13		CONTRACT NO. 63474		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT								

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**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.

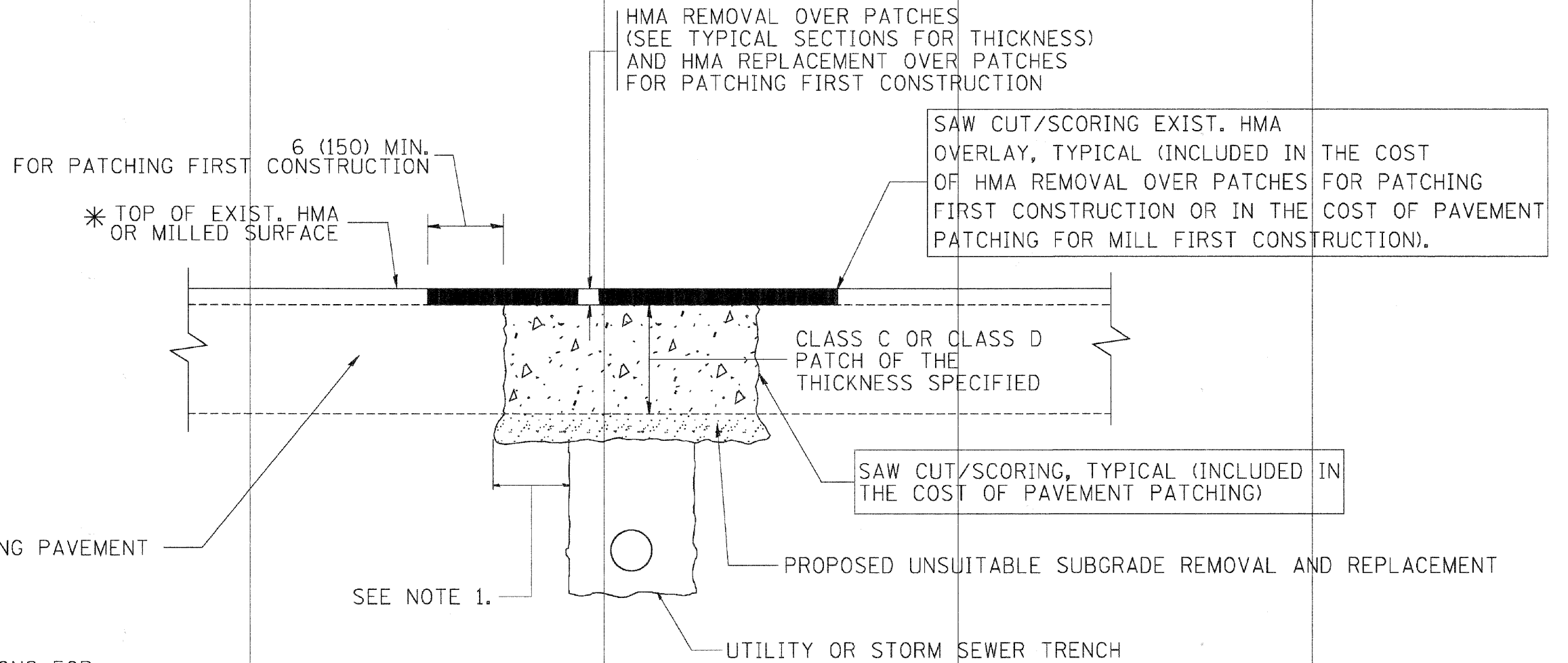
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

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\* 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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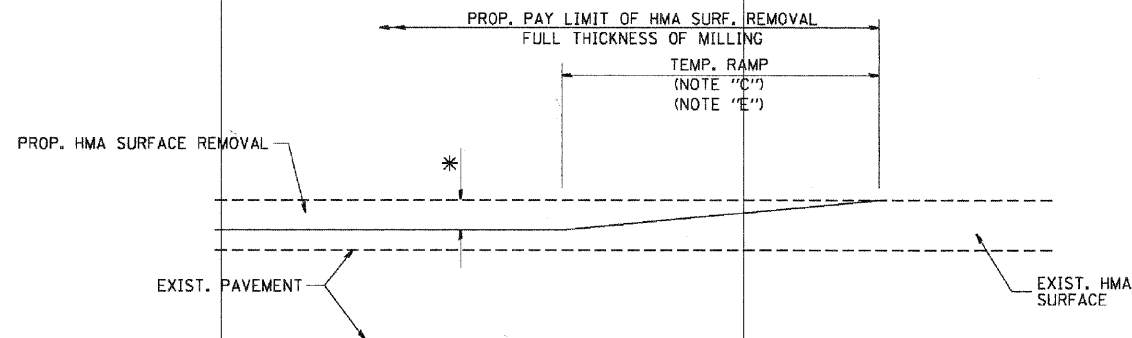
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	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT PATCHING FOR  
HMA SURFACED PAVEMENT**

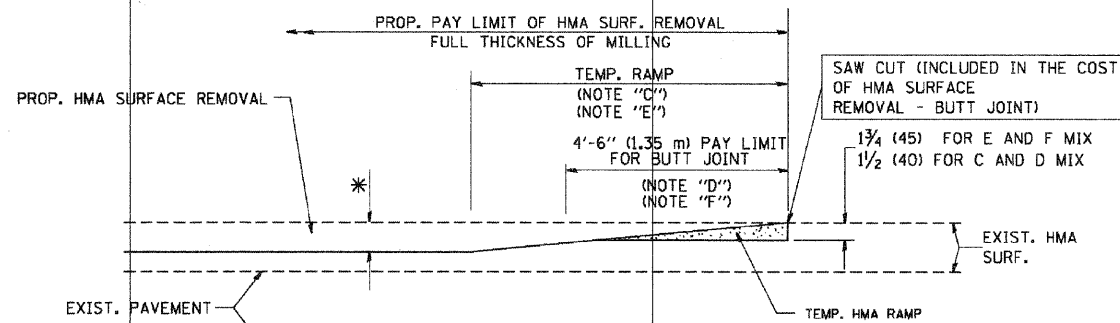
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BD400-04 (BD-22)		CONTRACT NO. 63474		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

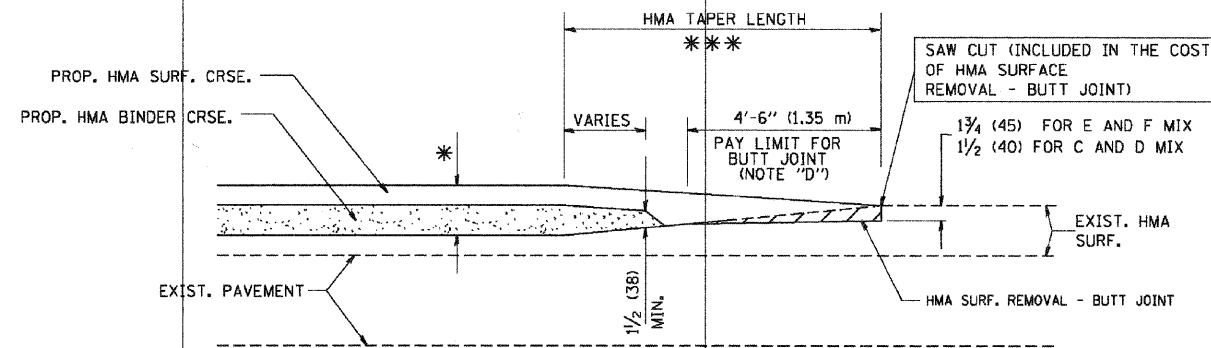
**OPTION 1**



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

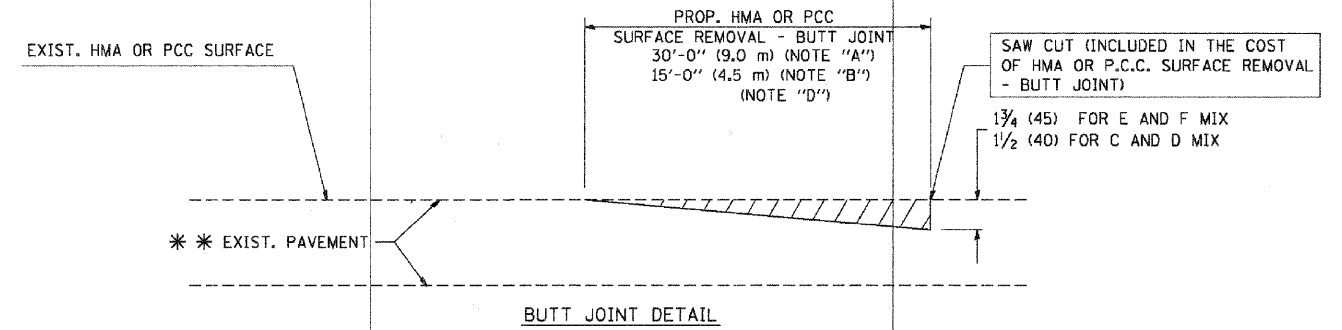
**OPTION 2**

**TYPICAL TEMPORARY RAMP**

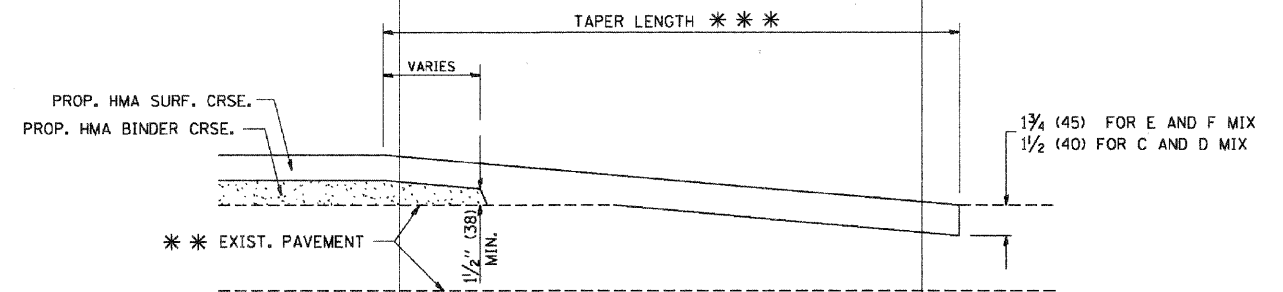


BUTT JOINT AND  
HMA TAPER

**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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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		<b>BUTT JOINT AND HMA TAPER DETAILS</b>		F.A.P. R.T.E. 537	SECTION 10-00002-00-RS	COUNTY KANE	TOTAL SHEETS 13	SHEET NO. 13
						BD400-05 BD32		CONTRACT NO. 63474		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT		