

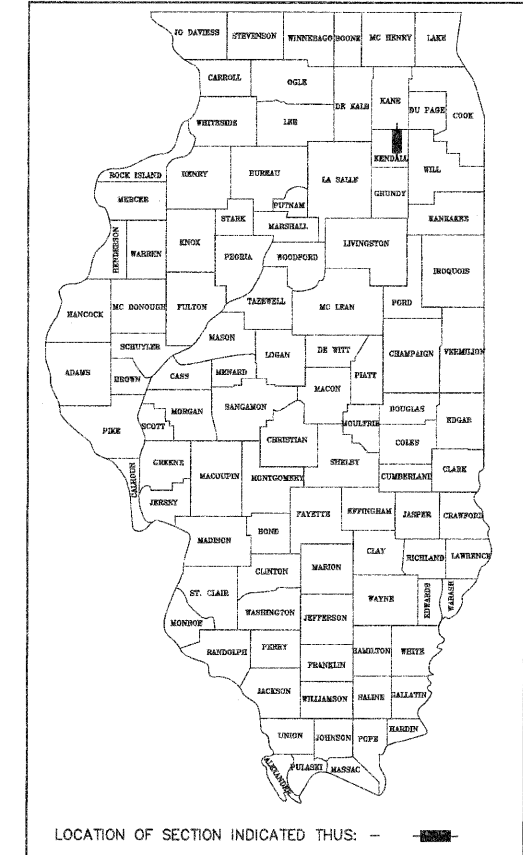
FOR INDEX OF SHEETS, SEE SHEET NO.2

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

## PLANS FOR PROPOSED FEDERAL AID PROJECT

### FAU 3794 (LAKEWOOD CREEK DRIVE) FROM AVALON LANE TO FAP 349 (US ROUTE 30) LAPP RESURFACING PROJECT NO. ARA-9003(686) SECTION NO. 10-00046-00-RS VILLAGE OF MONTGOMERY KENDALL COUNTY JOB NO. C-91-546-10

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3794	10-00046-00-RS	KENDALL	13	1
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT - LAPP		
CONTRACT NO. 63496				



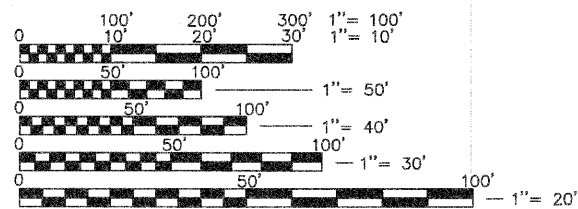
PROJECT LOCATED IN  
THE VILLAGE OF  
MONTGOMERY

#### DESIGN DESIGNATION

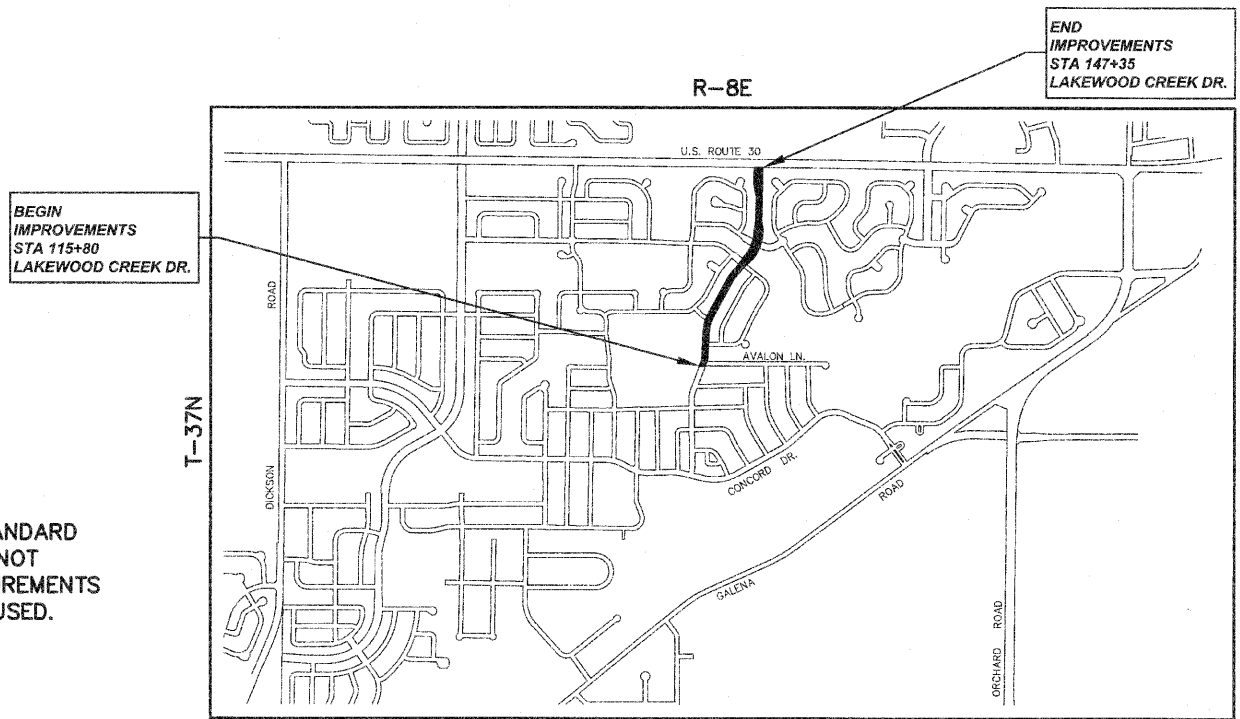
LAKEWOOD CREEK DRIVE: URBAN COLLECTOR  
DESIGN SPEED = 30 M.P.H.  
POSTED SPEED = 30 M.P.H.  
ADT(2006) = 4,500 VPD

FIELD ENGINEER: MARILYN SOLOMON (847) 705-4407

CONSULTING ENGINEER: ENGINEERING ENTERPRISES, INC.  
CONTACT: TIMOTHY V. WEIDNER (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.




NE 1/4 & SE 1/4, SECTION 2, T-37N, R-8E, 3RD P.M., BRISTOL TOWNSHIP

### LOCATION MAP N.T.S.

NET LENGTH OF PROJECT = 3,155 FEET (0.60 MILES)  
GROSS LENGTH OF PROJECT = 3,155 FEET (0.60 MILES)

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



Know what's below.  
Call before you dig.


CONTRACT 63496

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
APPROVED	June 11, 2010 <i>Michael J. Heuser</i> VILLAGE OF MONTGOMERY, DIRECTOR OF PUBLIC WORKS
PASSED	July 12 <i>C. Held</i> DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS
RELEASING FOR BID BASED ON LIMITED REVIEW	July 15 <i>Deane M. O'Keefe</i> DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

DATE: June 11, 2010

BY: *Timothy V. Weidner*  
TIMOTHY V. WEIDNER

LICENSE EXPIRES: NOVEMBER 30, 2011



SEAL

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

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3784	10-00046-00-RS	KENDALL	13	2
CONTRACT NO. 63496				

**GENERAL NOTES AND CONSTRUCTION SPECIFICATIONS**

- 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 VILLAGE OF MONTGOMERY, 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)
- UNLESS OTHERWISE SHOWN IN THE PLANS, 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB & GUTTERS AND MEDIANS. 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 PREFORMED RELATIVE TO THIS IMPROVEMENT SHALL COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF O.S.H.A.
- LAKWOOD CREEK DRIVE 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 AT ONE LANE OF TRAFFIC DURING CONSTRUCTION HOURS WITH THE USE OF SIGNS AND FLAGGERS AS SHOWN IN THE TRAFFIC CONTROL STANDARDS. DURING NON-WORK HOURS, ALL LANES SHALL BE OPEN TO TRAFFIC.

- THE EXISTING CURB SHALL BE TIED TO THE NEW CURB AND GUTTER BY DRILLING AND EPOXYING TWO EXPANSION TIE ANCHOR BARS (3/4") MEETING THE PULL-OUT LOAD CAPACITY GUIDELINES OF ARTICLE 1006.09 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- THE WORK ITEM FOR SIDEWALK REMOVAL SHALL INCLUDE THE FULL REMOVAL OF THE EXISTING SURFACE MATERIAL, WHETHER IT IS CONCRETE OR ASPHALT. THE REMOVAL OF THE EXISTING CONCRETE OR ASPHALT SHALL ALSO INCLUDE THE EXCAVATION OF EXISTING MATERIAL, IF REQUIRED, TO ALLOW FOR 5" OF NEW SIDEWALK TO BE PLACED. THIS WORK SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL.
- ALL SIDEWALK AND PATH SECTIONS TO BE REPLACED AT ALL ROADWAY CROSSINGS SHALL BE INSTALLED WITH PREFORMED DETECTABLE WARNING PANELS IN LIEU OF STAMPED COLORED CONCRETE. A PREFABRICATED, BRICK RED (FEDERAL STANDARD COLOR 30166) DETECTABLE WARNING PANEL, WITH SQUARE PATTERNED TRUNCATED DOMES SHALL BE USED. THE PANEL SHALL BE AN E-Z-SET CERAMIC COMPOSITE DETECTABLE WARNING PANEL, AN ADA SOLUTIONS CAST-IN-PLACE COMPOSITE PAVER TILE, OR APPROVED EQUAL. THIS WORK SHALL BE IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS.
- THE CONTRACTOR SHALL CONFIRM THE LOCATION OF THE PAVING JOINTS WITH THE ENGINEER. THE ENGINEER SHALL APPROVE THE PLANNED LOCATION OF ALL JOINTS PRIOR TO ANY PAVING OPERATION.

**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 SECTIONS
5.	TYPICAL SECTIONS
6.	PLAN, CONSTRUCTION NOTES, AND DETAILS
7.	PLAN, CONSTRUCTION NOTES, AND DETAILS
8.	PLAN, CONSTRUCTION NOTES, AND DETAILS
<b>DISTRICT ONE DETAILS</b>	
9.	(TC-10) TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
10.	(TC-13) DISTRICT ONE - TYPICAL PAVEMENT MARKINGS
11.	(BD-22) PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
12.	(BD-24) CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
13.	(BD-32) BUTT JOINT AND HMA TAPER DETAILS

**STATE STANDARDS**

STD. NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
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
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS

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**VILLAGE OF MONTGOMERY**

NO.	DATE	REVISIONS

**LAKWOOD CREEK DRIVE  
LAPP IMPROVEMENTS**

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

DATE: JUNE 2010  
 PROJECT NO: M00930  
 FILE: M00930-CVR  
 SHEET **2** OF **13**

DATE: JUNE 2010  
 PROJECT NO: M00930  
 FILE: M00930-CVR  
 SHEET **2** OF **13**

F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3794	10-00046-00-RS	KENDALL	13	3
CONTRACT NO. 63496				

**SUMMARY OF QUANTITIES**

CODE NO.	PAY ITEM	UNIT	CONST. CODE 1000 TOTAL QUANTITY
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	96
25200110	SODDING, SALT TOLERANT	SQ YD	96
25200200	SUPPLEMENTAL WATERING	UNIT	1
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3,150
40600300	AGGREGATE (PRIME COAT)	TON	65
<del>X4060326</del>	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	883
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	242
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	1,325
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,675
42400800	DETECTABLE WARNINGS	SQ FT	224
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	4,705
<del>E0004548</del>	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	11,045
44000600	SIDEWALK REMOVAL	SQ FT	1,675
<del>E0004562</del>	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	96
44201701	CLASS D PATCHES, TYPE I, 5 INCH	SQ YD	4
44201705	CLASS D PATCHES, TYPE II, 5 INCH	SQ YD	32
44201709	CLASS D PATCHES, TYPE III, 5 INCH	SQ YD	43
44201711	CLASS D PATCHES, TYPE IV, 5 INCH	SQ YD	195
67100100	MOBILIZATION	L SUM	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	330
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	110
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	72.8
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	189
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	186
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	53

Δ SEE SPECIAL PROVISIONS  
\* SPECIALTY ITEMS

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**VILLAGE OF MONTGOMERY**

NO.	DATE	REVISIONS

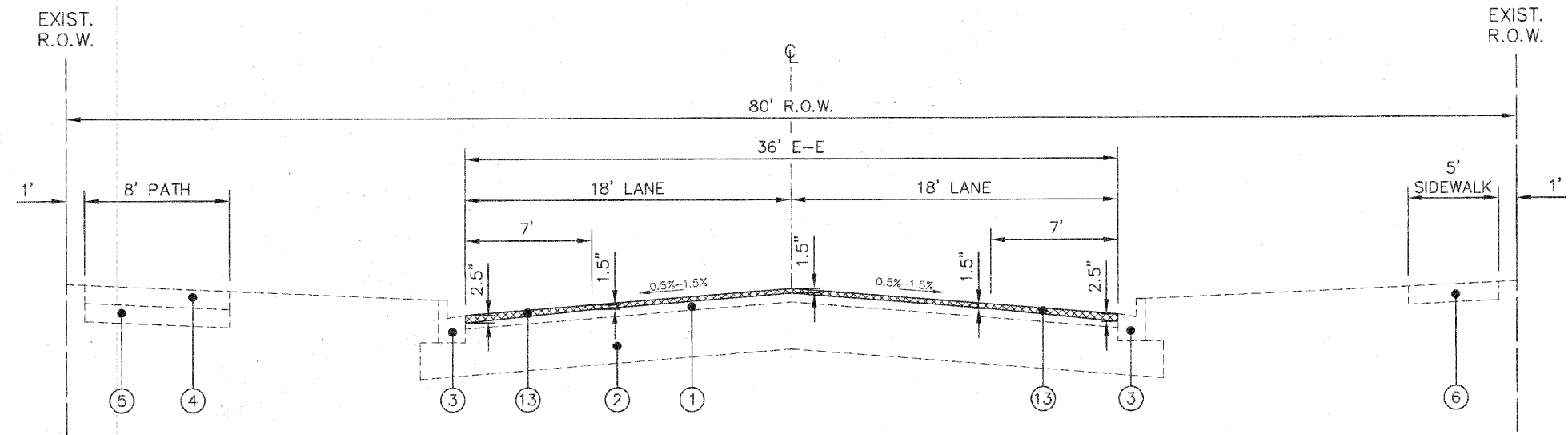
**LAKWOOD CREEK DRIVE  
LAPP IMPROVEMENTS**

**SUMMARY OF QUANTITIES**

DATE:	JUNE 2010
PROJECT NO:	M00930
FILE:	M00930-CVR
SHEET	<b>3</b> OF <b>13</b>

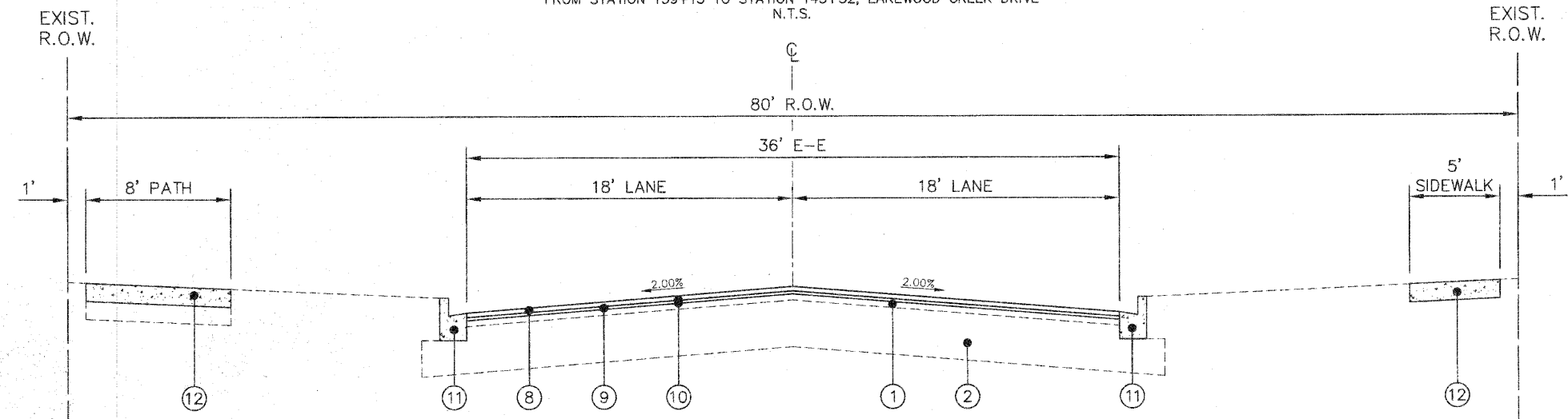
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F.A.U. / RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3794	10-00046-00-NS	KENDALL	13	4
CONTRACT NO. 63496				



**EXISTING TYPICAL SECTION**

FROM STATION 115+80 TO STATION 133+13 AND  
FROM STATION 139+15 TO STATION 143+52, LAKEWOOD CREEK DRIVE  
N.T.S.



**PROPOSED TYPICAL SECTION**

FROM STATION 115+80 TO STATION 133+13 AND  
FROM STATION 139+15 TO STATION 143+52, LAKEWOOD CREEK DRIVE  
N.T.S.

THE CONTRACTOR SHALL MILL BEFORE PATCHING

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

OPERATION	MIXTURE TYPE	AIR VOIDS @ N <sub>des</sub>
RESURFACING	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1.0"	4% @ 50 Gyr.
	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5 mm), 1.5"	4% @ 50 Gyr.
PATCHING	CLASS D PATCHES (HMA BINDER IL-19.0 mm), 5"	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 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ON SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS

**LEGEND**

- |  |   |
|--|---|
| ① EXISTING 4.5" ASPHALT PAVEMENT                       | ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1.5"                                  |
| ② EXISTING 15.5" AGGREGATE BASE COURSE                 | ⑨ POLYMERIZED LEVELING BINDER, (MACHINE METHOD), IL-4.75, N50                         |
| ③ EXISTING B-6.12 COMBINATION CONCRETE CURB AND GUTTER | ⑩ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)                        |
| ④ EXISTING HOT-MIX ASPHALT BIKE PATH                   | ⑪ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS) |
| ⑤ EXISTING AGGREGATE BASE COURSE BIKE PATH             | ⑫ SIDEWALK REMOVAL, PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH (AT VARIOUS LOCATIONS)  |
| ⑥ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK           | ⑬ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH                                     |
| ⑦ HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"              |   |

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**VILLAGE OF MONTGOMERY**

NO.	DATE	REVISIONS

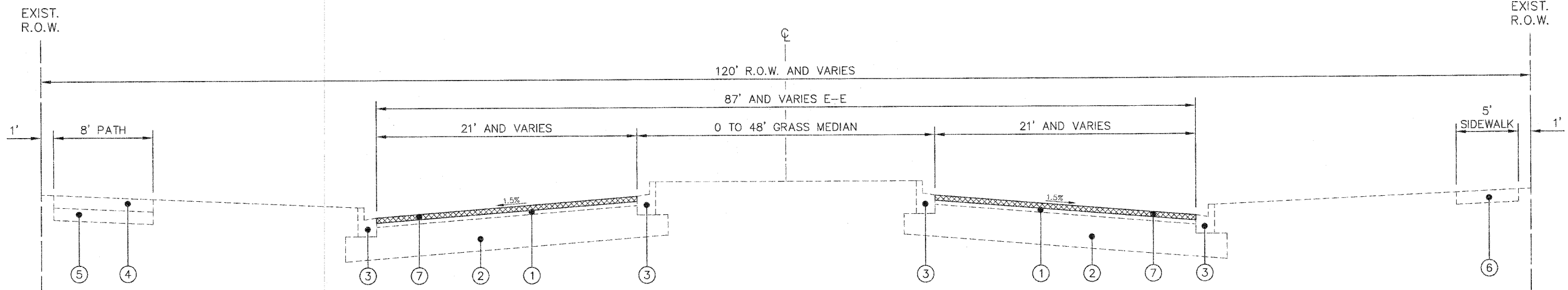
**LAKWOOD CREEK DRIVE  
LAPP IMPROVEMENTS**

**TYPICAL SECTIONS**

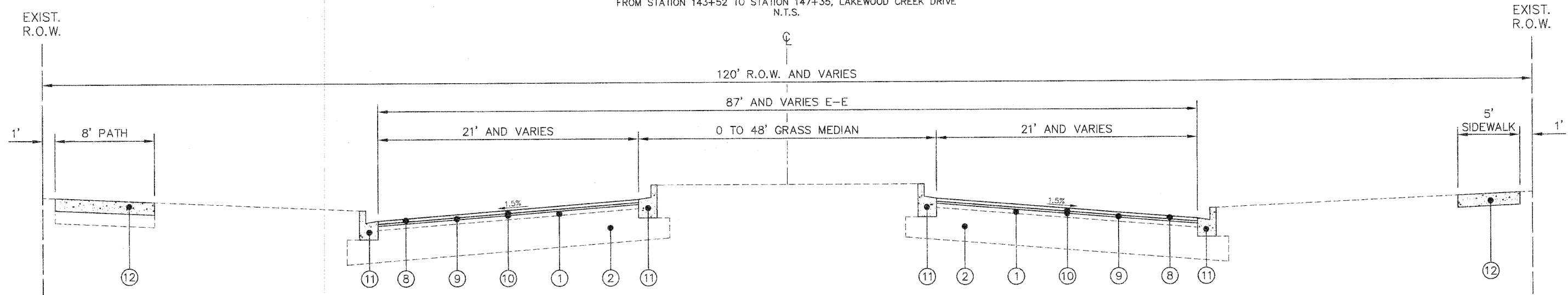
DATE:	JUNE 2010
PROJECT NO:	M00930
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F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3794	10-00040-00-RS	KENDALL	13	5
CONTRACT NO. 63496				



**EXISTING TYPICAL SECTION**  
 FROM STATION 133+13 TO STATION 139+15 AND  
 FROM STATION 143+52 TO STATION 147+35, LAKEWOOD CREEK DRIVE  
 N.T.S.



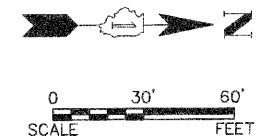
**PROPOSED TYPICAL SECTION**  
 FROM STATION 133+13 TO STATION 139+15 AND  
 FROM STATION 143+52 TO STATION 147+35, LAKEWOOD CREEK DRIVE  
 N.T.S.

LEGEND	
①	EXISTING 4.5" ASPHALT PAVEMENT
②	EXISTING 15.5" AGGREGATE BASE COURSE
③	EXISTING B-6.12 COMBINATION CONCRETE CURB AND GUTTER
④	EXISTING HOT-MIX ASPHALT BIKE PATH
⑤	EXISTING AGGREGATE BASE COURSE BIKE PATH
⑥	EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
⑦	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
⑧	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1.5"
⑨	POLYMERIZED LEVELING BINDER, (MACHINE METHOD), IL-4.75, N50
⑩	BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
⑪	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
⑫	SIDEWALK REMOVAL, PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH (AT VARIOUS LOCATIONS)
⑬	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

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<b>Engineering Enterprises, Inc.</b> CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiweb.com	<b>VILLAGE OF MONTGOMERY</b>	<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>REVISIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	REVISIONS										<b>LAKEWOOD CREEK DRIVE LAPP IMPROVEMENTS</b>	<b>TYPICAL SECTIONS</b>	DATE: JUNE 2010 PROJECT NO: M00930 FILE: M00930-CVR
			NO.	DATE	REVISIONS												
SHEET <b>5</b> OF <b>13</b>																	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3794	10-00040-00-RS	KENDALL	13	6
CONTRACT NO. 63496				

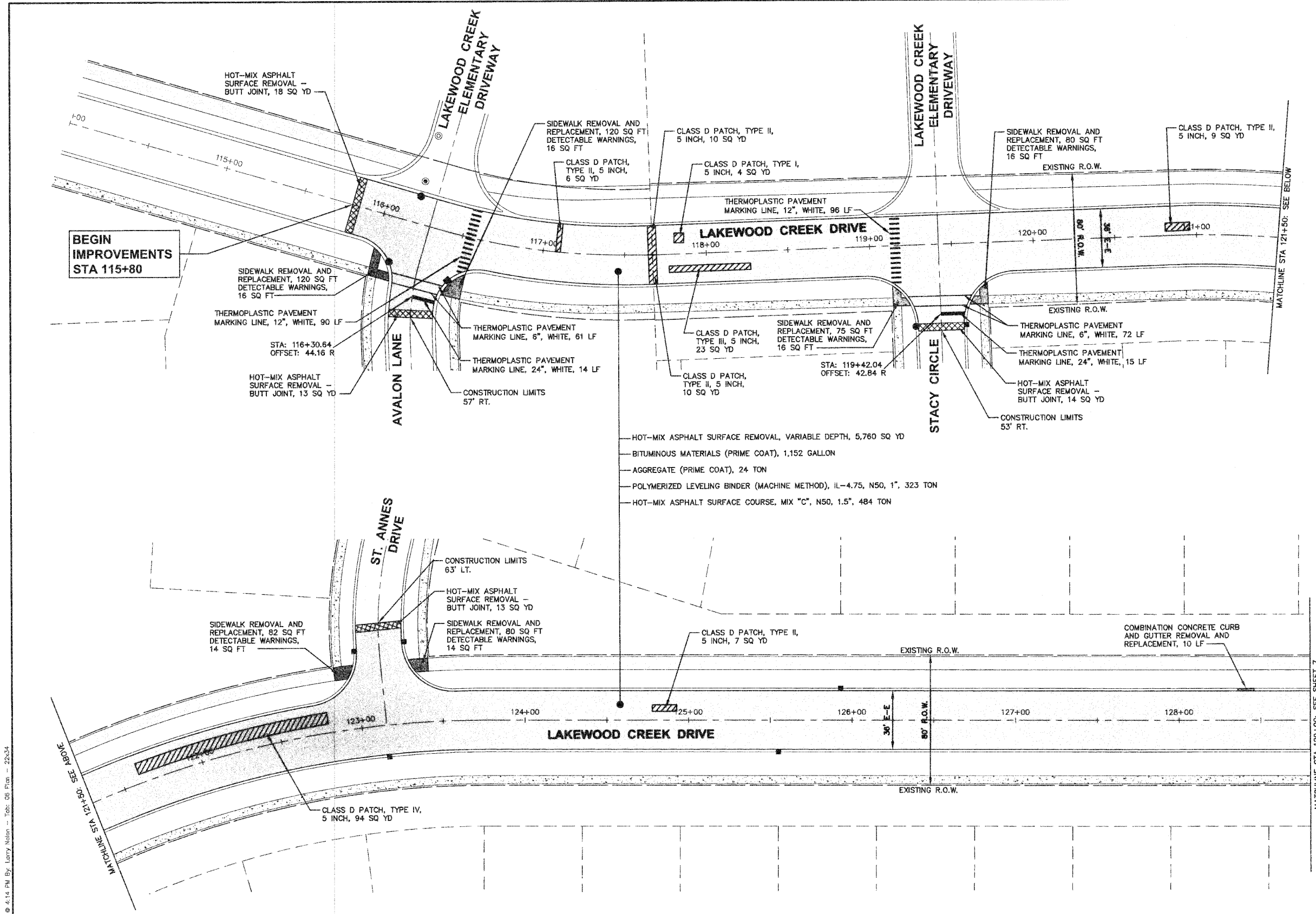
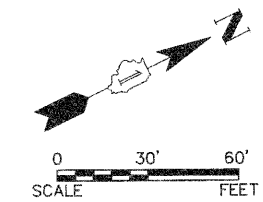


**LEGEND**

- RESURFACING
- CLASS D PATCHES
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- CURB & GUTTER REMOVAL AND REPLACEMENT
- EXISTING CONCRETE SIDEWALK TO REMAIN IN PLACE
- EXISTING HOT-MIX ASPHALT BIKE PATH TO REMAIN IN PLACE
- SIDEWALK REMOVAL AND REPLACEMENT

**NOTE:**

1. THE CALL OUT "SIDEWALK REMOVAL AND REPLACEMENT" SHALL BE COMPOSED OF THE FOLLOWING PAY ITEMS:
  - A. SIDEWALK REMOVAL
  - B. PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH



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**VILLAGE OF MONTGOMERY**

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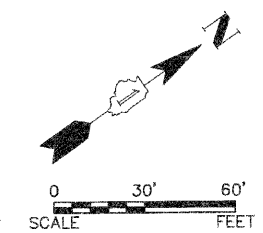
**LAKWOOD CREEK DRIVE  
LAPP IMPROVEMENTS**

**PLAN, CONSTRUCTION  
NOTES, AND DETAILS**

DATE:	JUNE 2010
PROJECT NO.:	M00930
FILE:	M00930-PLAN
SHEET	<b>6</b> OF <b>13</b>

Plotted: June 8, 2010 @ 4:14 PM By: Larry Nelson -- Tab: 06 Plan -- 22x34  
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F.A.U. PTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 83498				

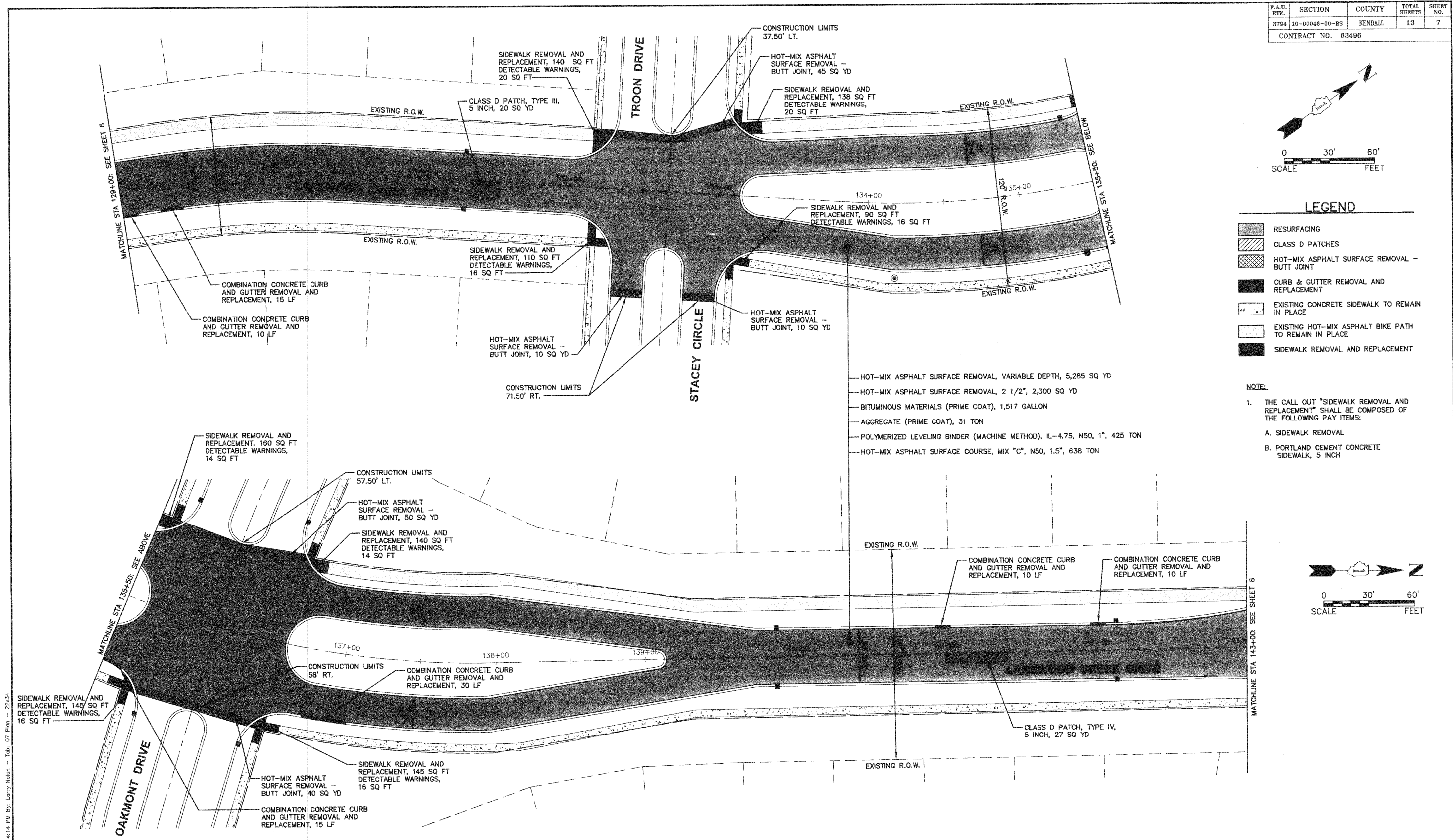
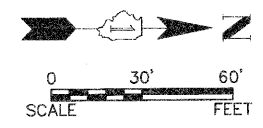


**LEGEND**

- RESURFACING
- CLASS D PATCHES
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- CURB & GUTTER REMOVAL AND REPLACEMENT
- EXISTING CONCRETE SIDEWALK TO REMAIN IN PLACE
- EXISTING HOT-MIX ASPHALT BIKE PATH TO REMAIN IN PLACE
- SIDEWALK REMOVAL AND REPLACEMENT

**NOTE:**

- THE CALL OUT "SIDEWALK REMOVAL AND REPLACEMENT" SHALL BE COMPOSED OF THE FOLLOWING PAY ITEMS:
  - A. SIDEWALK REMOVAL
  - B. PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH



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 Sugar Groves, Illinois 60554  
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**VILLAGE OF MONTGOMERY**

NO.	DATE	REVISIONS

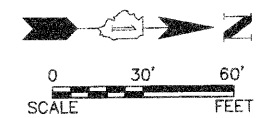
**LAKWOOD CREEK DRIVE  
 LAPP IMPROVEMENTS**

**PLAN, CONSTRUCTION  
 NOTES, AND DETAILS**

DATE:	JUNE 2010
PROJECT NO.:	M00930
FILE:	M00930-PLAN
SHEET	7 OF 13

Plotted: June 8, 2010 @ 4:14 PM By: Larry Nolan - Tab: 07 Plot: 2234  
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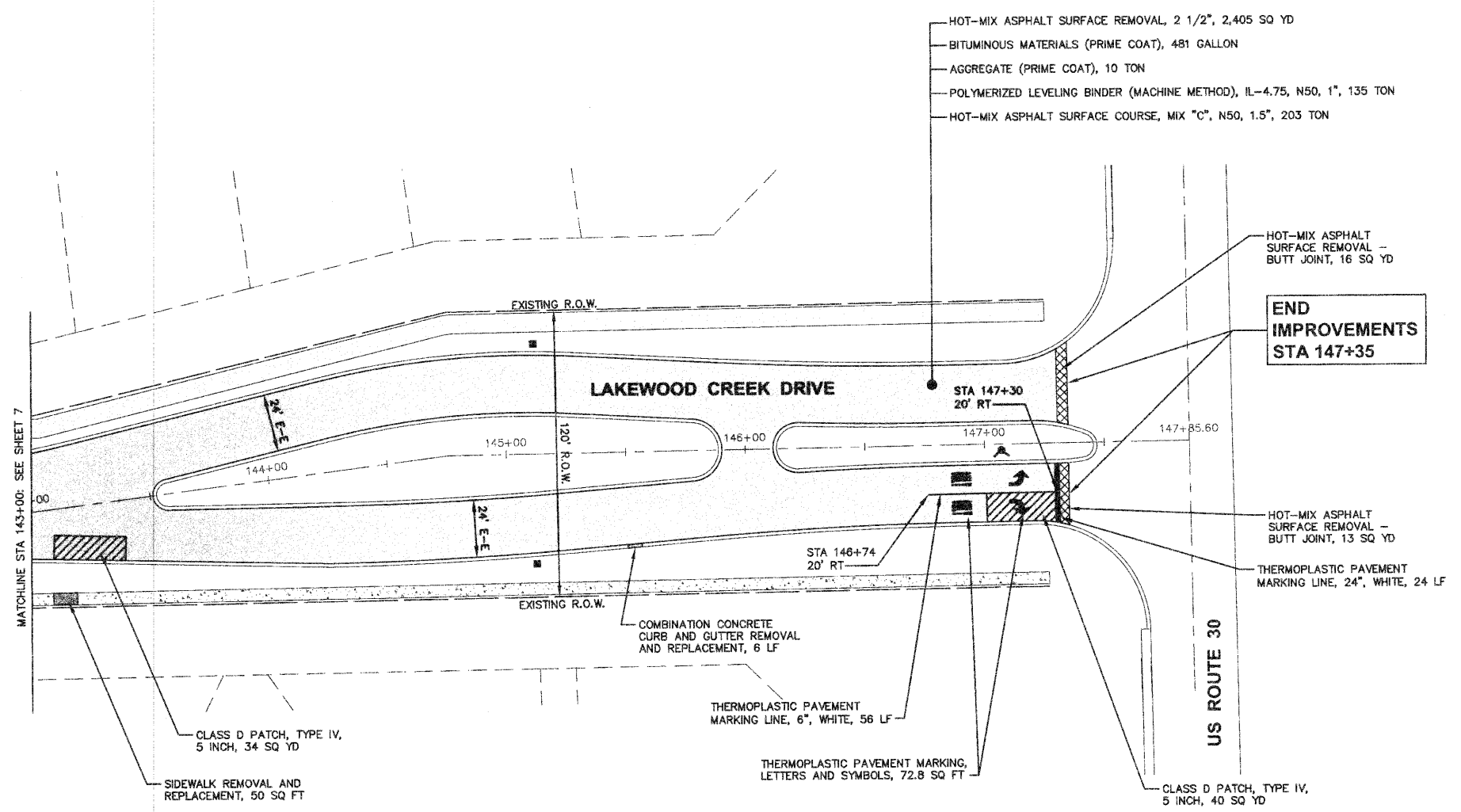
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3794	10-00046-00-RS	KENDALL	13	8
CONTRACT NO. 63496				



**LEGEND**

- RESURFACING
- CLASS D PATCHES
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- CURB & GUTTER REMOVAL AND REPLACEMENT
- EXISTING CONCRETE SIDEWALK TO REMAIN IN PLACE
- EXISTING HOT-MIX ASPHALT BIKE PATH TO REMAIN IN PLACE
- SIDEWALK REMOVAL AND REPLACEMENT

- NOTE:**
- THE CALL OUT "SIDEWALK REMOVAL AND REPLACEMENT" SHALL BE COMPOSED OF THE FOLLOWING PAY ITEMS:
    - A. SIDEWALK REMOVAL
    - B. PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH



- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2", 2,405 SQ YD
- BITUMINOUS MATERIALS (PRIME COAT), 481 GALLON
- AGGREGATE (PRIME COAT), 10 TON
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1", 135 TON
- HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1.5", 203 TON

Plotted: June 8, 2010 @ 4:14 PM By: Larry Nelson - Tab: DB Plan - 22a34  
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**VILLAGE OF MONTGOMERY**

NO.	DATE	REVISIONS

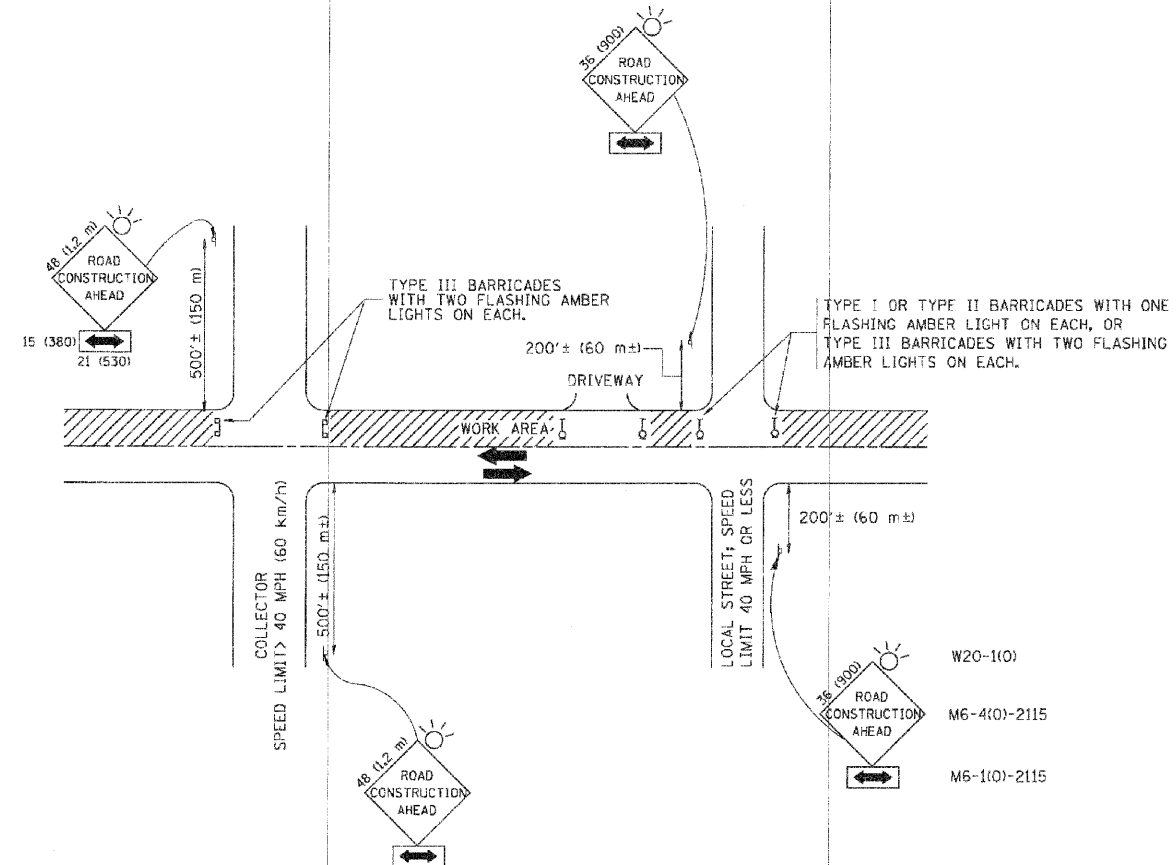
**LAKWOOD CREEK DRIVE  
LAPP IMPROVEMENTS**

**PLAN, CONSTRUCTION  
NOTES, AND DETAILS**

DATE:	JUNE 2010
PROJECT NO:	M00930
FILE:	M00930-PLAN
SHEET	<b>8</b> OF <b>13</b>

Path: \\S03RHP00\000930\DWG\DWG\_FINAL\_ENG\M00930-PLAN





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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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

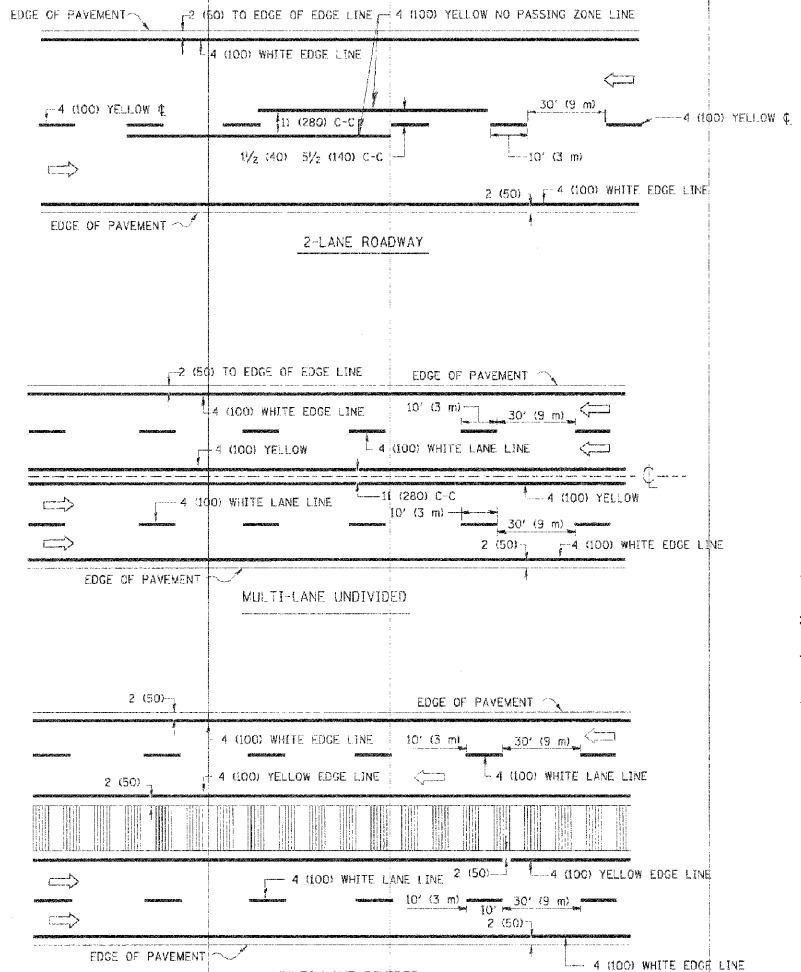
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SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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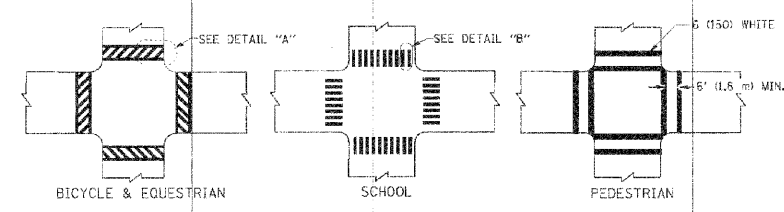
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TC-10			CONTRACT NO. 63496	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

Plotted: June 8, 2010 @ 3:41 PM By: Larry Nolan -- Tab: 09 TC-10 22x34

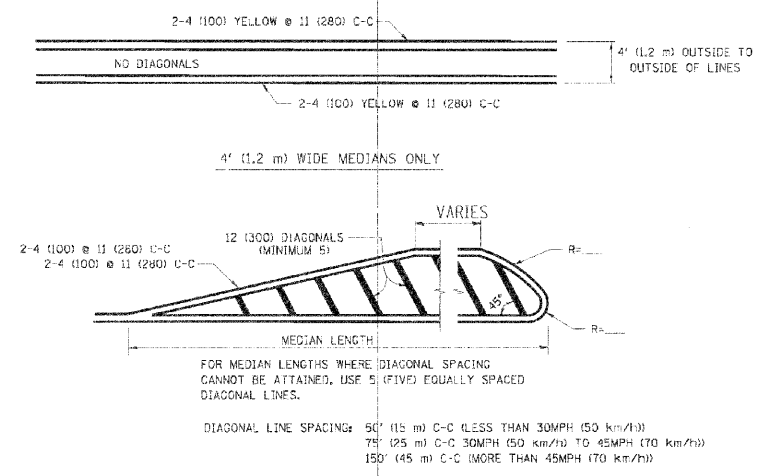
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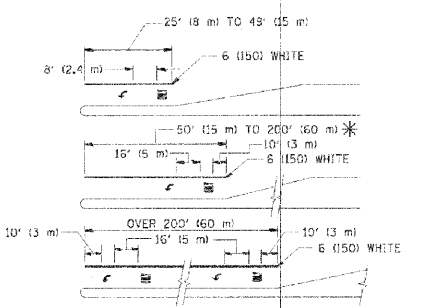
TYPICAL LANE AND EDGE LINE MARKING



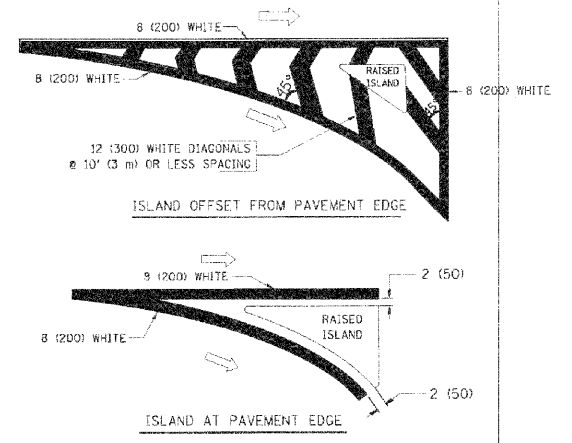
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 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 SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT; OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (22.5 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.

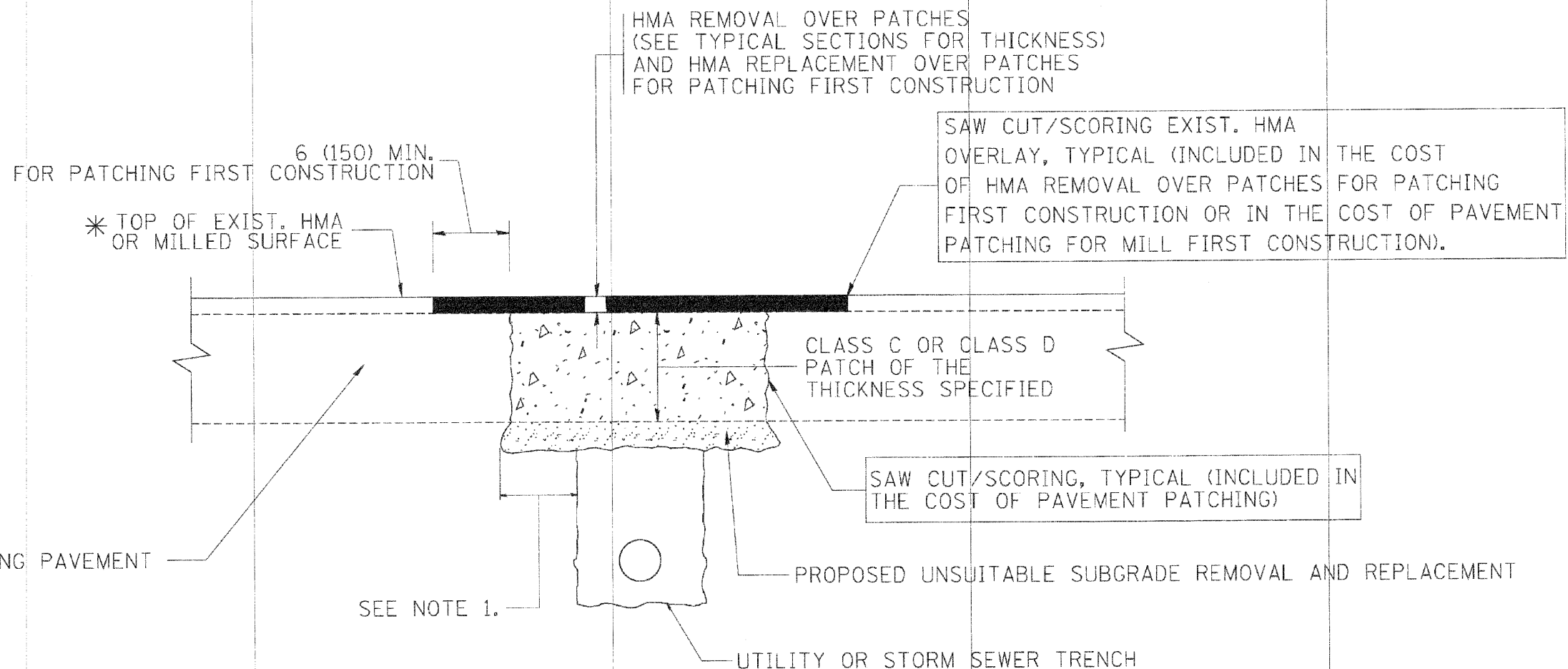
All dimensions are in inches (millimeters) unless otherwise shown.

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

FULL PRT. 3794	SECTION 10-00046-00-RS	COUNTY KENDALL	TOTAL SHEETS 13	SHEET NO. 10
TC-13		CONTRACT NO. 63496		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



\* 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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	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

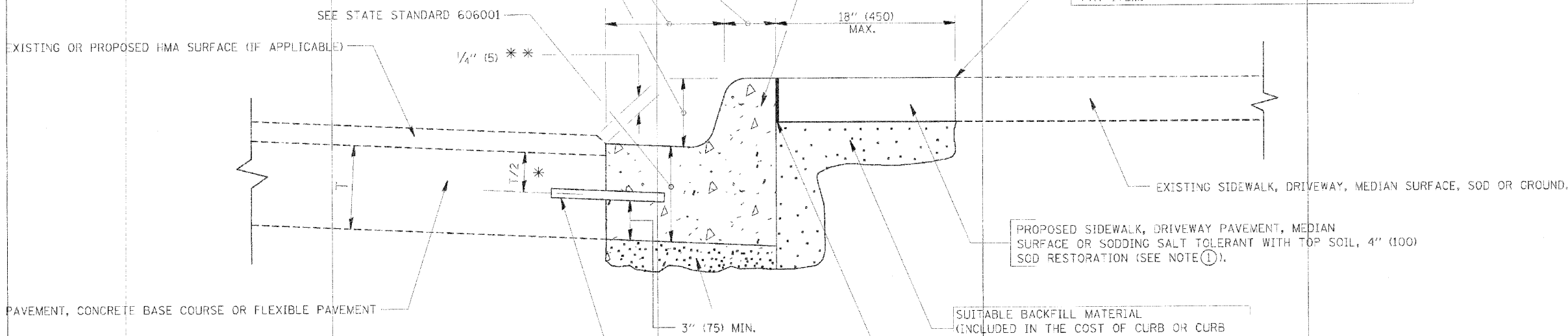
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3794	10-00048-00-35	KENDALL	13	11
BD400-04 (BD-22)		CONTRACT NO. 63496		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.



EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

\* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

\* \* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY. SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

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

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

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

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

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

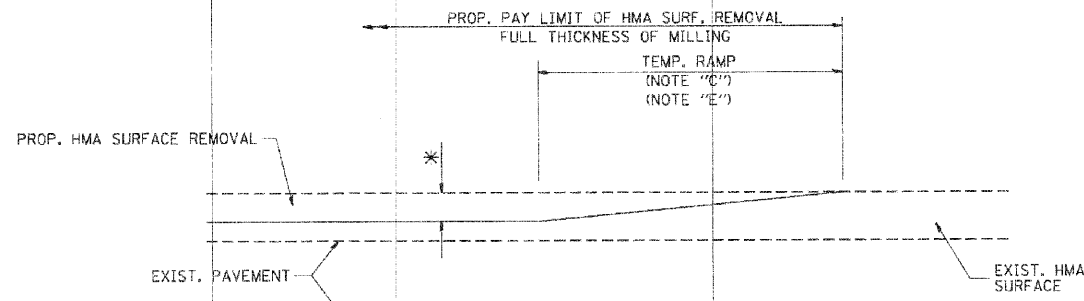
## CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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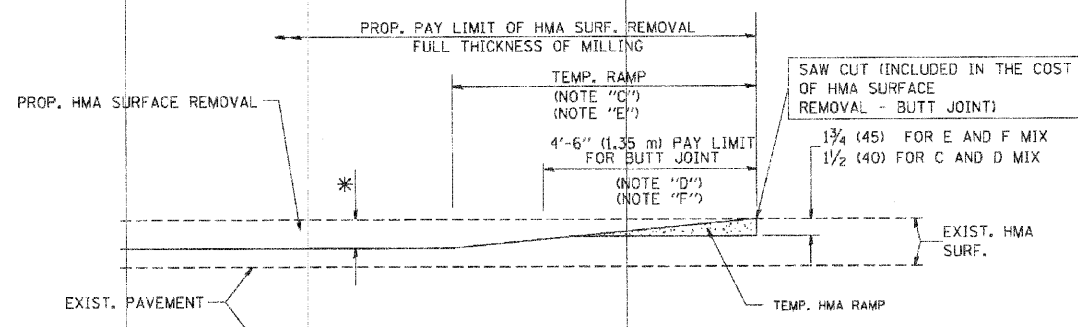
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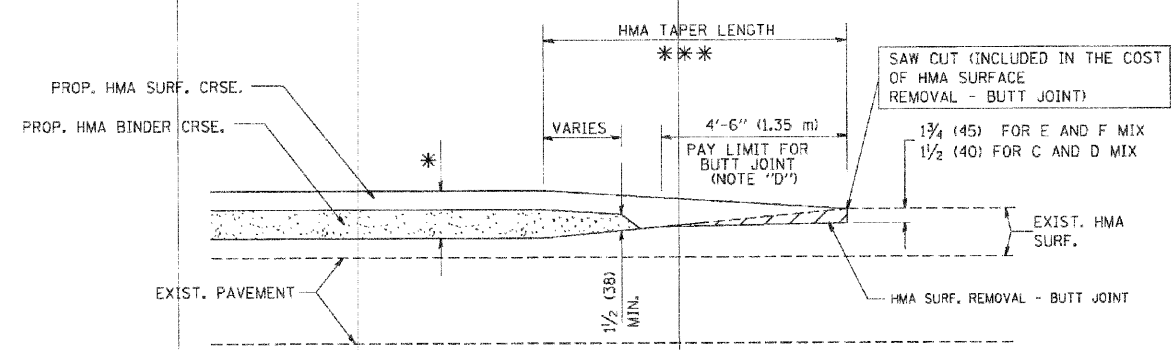
MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



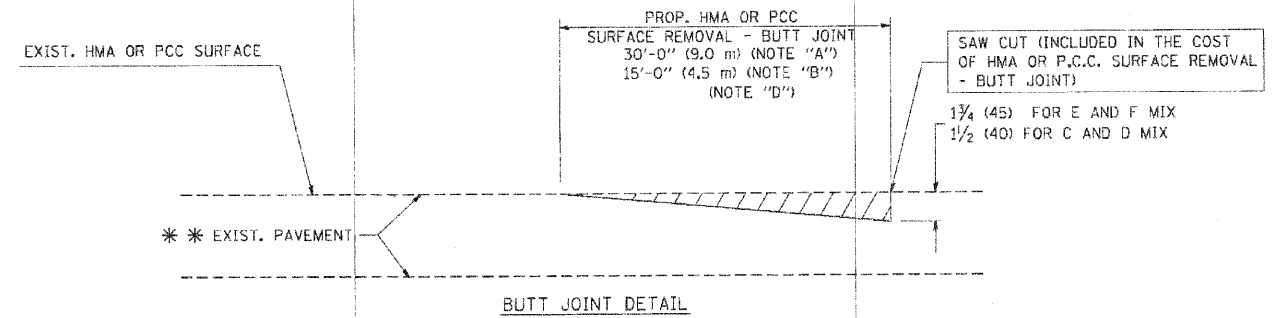
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2  
TYPICAL TEMPORARY RAMP

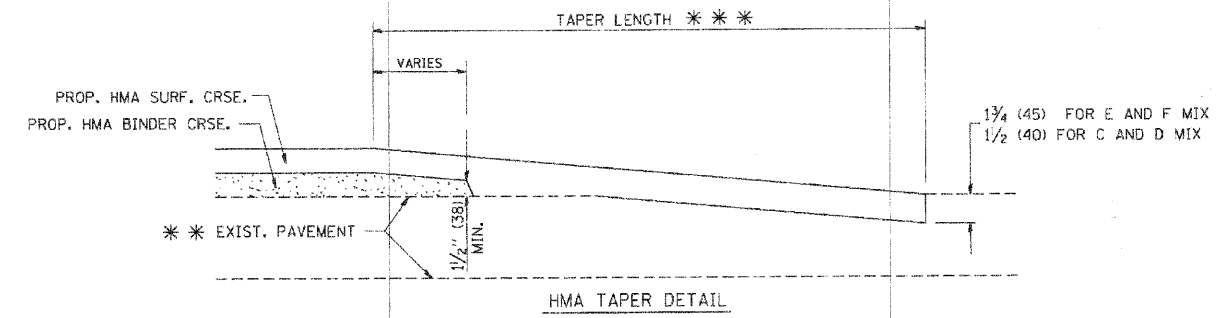


BUTT JOINT AND HMA TAPER

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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FILE NAME =	USER NAME = goglienobts	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
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	PLOT SCALE = 50.2000' / IN.	CHECKED -	REVISED - M. GOWEZ 04-06-01
	PLOT DATE = 1/4/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3794	10-00048-00-BB	KENDALL	13	13
BD400-05 BD32		CONTRACT NO. 63498		
FED. ROAD DIST. NO. 1 ILLINOIS/FED. AID PROJECT				

Plotted: June 8, 2010 @ 3:42 PM By: Larry Noon -- Tab: 13 BD-32 22x34

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