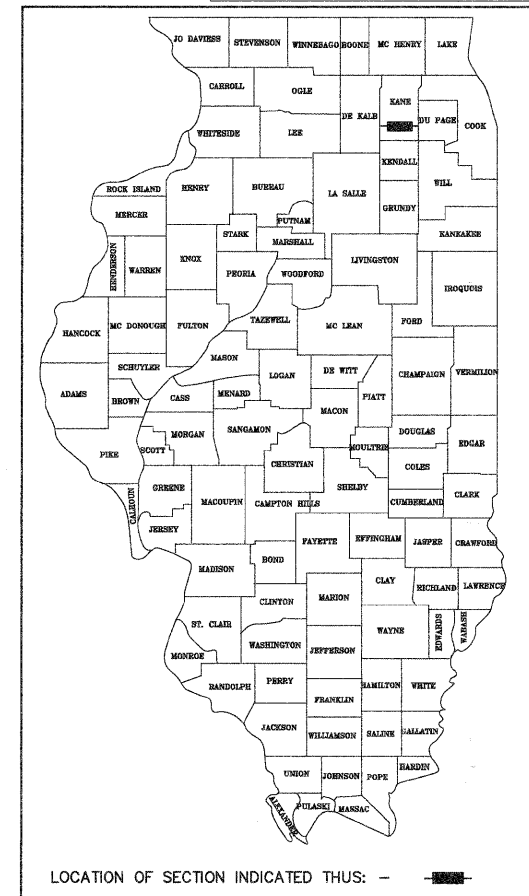


FOR INDEX OF SHEETS, SEE SHEET NO.2

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

**PRAIRIE STREET (FAU 2306A/2306B)
FROM 1,604' WEST OF US ROUTE 30/IL ROUTE 47 (FAP 326)
TO GORDON ROAD (FAU 3895)
PROJECT NO. ARA-M-9003(323)
SECTION NO. 09-00022-00-RS
VILLAGE OF SUGAR GROVE
KANE COUNTY
JOB NO. C-91-630-09**

F.A.P. RTE. 2306A/ 2306B	SECTION 09-00022-00-RS	COUNTY KANE	TOTAL SHEETS 12	SHEET NO. 1
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT - LAPP		
CONTRACT NO. 63298				

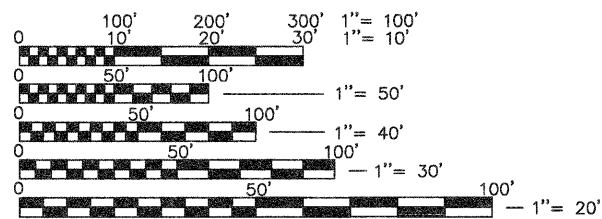


PROJECT LOCATED IN THE VILLAGE OF SUGAR GROVE

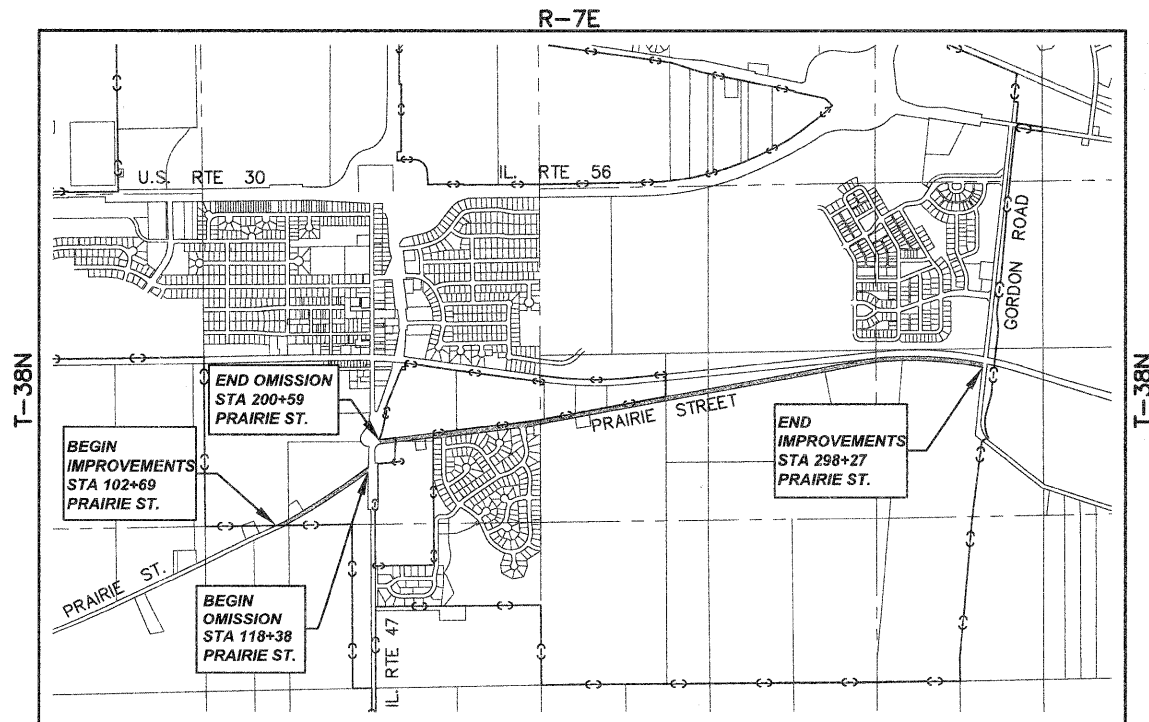
DESIGN DESIGNATION

PRAIRIE STREET: URBAN MINOR ARTERIAL
DESIGN SPEED = 45 M.P.H.
POSTED SPEED = 45 M.P.H.
ADT(2006) = 1300

FIELD ENGINEER: MARLIN 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.



SW 1/4 AND SE 1/4 SEC. 21, T-38N, R-7E, 3RD P.M.
SW 1/4 AND SE 1/4 SEC. 22, T-38N, R-7E, 3RD P.M.

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

GROSS LENGTH OF PROJECT = 11,401 FEET (2.16 MILES)
NET LENGTH OF PROJECT = 11,337 FEET (2.15 MILES)

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
APPROVED	<i>Amy Spinde</i> 8/13/2009 VILLAGE OF SUGAR GROVE, DIRECTOR OF PUBLIC WORKS
PASSED	August 31, 2009 <i>Christy Christopoulos</i> DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS
RELEASING FOR BID BASED ON LIMITED REVIEW	August 26, 2009 <i>Diane M. O'Keefe</i> et DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

DATE: August 13, 2009	
BY: <i>Timothy V. Weidner</i> TIMOTHY V. WEIDNER	
LICENSE EXPIRES: NOVEMBER 30, 2009	

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

Know what's below.
Call before you dig.

CONTRACT NO. 63298

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GENERAL NOTES AND CONSTRUCTION SPECIFICATIONS

- THE CONTRACTOR SHALL OBTAIN, ERECT, MAINTAIN AND REMOVE ALL SIGNS, BARRICADES, FLAGGERS AND OTHER TRAFFIC CONTROL DEVICES AS MAY BE NECESSARY FOR THE PURPOSE OF REGULATING, WARNING OR GUIDING TRAFFIC. PLACEMENT AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PARTS OF ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS AND THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
- LOCATION OF UTILITIES SHOWN ON PLANS ARE APPROXIMATE ONLY, AND ARE NOT NECESSARILY COMPLETE. CONTRACTOR SHALL MAKE HIS OWN INVESTIGATIONS AS TO LOCATION OF ALL EXISTING UNDERGROUND STRUCTURES, CABLES AND PIPE LINES.
- ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.
- ALL ROAD SIGNS, STREET SIGNS AND TRAFFIC SIGNS THAT NEED TO BE RELOCATED OR MOVED DUE TO CONSTRUCTION SHALL BE TAKEN DOWN AND STORED BY THE CONTRACTOR EXCEPT THOSE THAT ARE NECESSARY FOR PROPER TRAFFIC CONTROL SHALL BE TEMPORARILY RESET UNTIL COMPLETION OF CONSTRUCTION OPERATIONS. AFTER COMPLETION OF THE WORK, THE CONTRACTOR SHALL RESET ALL SAID SIGNS. THE WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL PAY ITEMS, AND SHALL NOT BE PAID FOR SEPARATELY.
- ARTICLE 105.06 OF THE STANDARD SPECIFICATIONS REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES, IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT, SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVE CONTROL OF ALL WORK AS THE AGENT OF THE CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 108.08.
- ALL REFERENCES TO STANDARDS IN THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE DEPARTMENT AS SHOWN ON THE PLANS.
- THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL SECTION OR SUBSECTION SURVEY MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNER, HIS OR HER AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- THE UNIT PRICE FOR ALL REMOVAL PAY ITEMS AND TEMPORARY RAMPS SHALL INCLUDE ALL REQUIRED SAW CUTS.
- ALL WORK PERFORMED RELATIVE TO THIS IMPROVEMENT SHALL COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF O.S.H.A.
- CONTRACTOR SHALL PROVIDE AND INSTALL 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 CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CONSTRUCTION ITEMS INVOLVED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- BEFORE STARTING ALL EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF SUGAR GROVE.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- TEMPORARY RAMPS 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, UNLESS OTHERWISE SPECIFIED.

15. WHENEVER, DURING CONSTRUCTION OPERATIONS 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. EXISTING LOOSE MATERIAL CURRENTLY DEPOSITED IN THE FLOW LINE SHALL BE REMOVED BEFORE CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT BEGINS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF CONTRACT PAY ITEMS.

16. EXISTING PUBLIC AND PRIVATE UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO INFORMATION OBTAINED FROM UTILITY COMPANIES, MUNICIPALITIES, AND SURVEYS. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE LOCATION OF ALL UTILITIES AND STRUCTURES THAT MAY BE FOUND IN THE VICINITY OF THE CONSTRUCTION. THE CONTRACTOR WILL ALSO ASSUME RESPONSIBILITY FOR ALL UTILITIES WHETHER SHOWN OR NOT, AND MUST REALIZE THAT THE ACTUAL LOCATIONS AND/OR ELEVATIONS OF THE UTILITIES MAY BE DIFFERENT THAN INDICATED.

SHOULD ANY DAMAGES OCCUR DUE TO THE CONTRACTOR'S NEGLIGENCE, THE CONTRACTOR, AT HIS OR HER OWN EXPENSE, SHALL MAKE REPAIRS IN A MANNER ACCEPTABLE TO THE ENGINEER. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES OF HIS OR HER CONSTRUCTION SCHEDULE AND COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY COMPANIES SO THAT RELOCATION OF UTILITY LINES AND STRUCTURES MAY PROCEED IN AN ORDERLY MANNER.

17. DURING CONSTRUCTION, IF THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWER, UNDERDRAINS OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY OTHER THAN THOSE SHOWN ON THE PLANS, HE OR SHE SHALL SO INFORM THE ENGINEER WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR TO REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF TO BE MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE.

18. PRAIRIE STREET SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. WHEN NECESSARY TO CLOSE ONE LANE OF PRAIRIE STREET DUE TO CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE-WAY TRAFFIC DURING CONSTRUCTION HOURS WITH THE USE OF SIGNS AND FLAGMEN AS SHOWN ON THE TRAFFIC CONTROL STANDARDS. TWO LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL OTHER TIMES WHEN NO CONSTRUCTION ACTIVITIES ARE BEING CARRIED ON. ACCESS TO ALL ADJOINING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES.

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 AND PROPOSED CROSS SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENT TABLE
5.	TYPICAL EXISTING AND PROPOSED CROSS SECTIONS
6.	GENERAL PLAN
7.	TERMINI DETAILS
8.	SCHEDULE OF QUANTITIES

DISTRICT ONE DETAILS

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

STATE STANDARDS

STD. NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
406201-01	MAILBOX TURNOUT
424001-05	CURB RAMPS FOR SIDEWALK
442201-03	CLASS C AND D PATCHES
701306-02	LANE CLOSURE 2L, 2W SLOW MOVING OPERATIONS-DAY ONLY, FOR SPEEDS ≥45 MPH
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	SANITARY SEWER	
	STORM SEWER	
	END SECTION	
	WATER MAIN & SIZE	
	WATER SERVICE & BOX	
	CONTOUR	
	GAS MAIN	
	TELEPHONE CABLE	
	MANHOLE	
	CATCH BASIN	
	INLET	
	HYDRANT	
	VALVE VAULT	
	TREE	
	ELEVATION	
	STREET LIGHT	
	SIGNS	
	FOUND IRON PIPE	
	GUY WIRE	
	FLAG POLE	
	UTILITY POLE	
	UTILITY PEDESTAL	
	HANDHOLE	

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VILLAGE OF SUGAR GROVE
 KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

PRAIRIE STREET
LAPP IMPROVEMENTS

GENERAL NOTES,
STATE STANDARDS,
AND INDEX OF SHEETS

DATE:	AUGUST 2009
PROJECT NO:	SG0909
FILE:	SG0909-CVR
SHEET	2 OF 12

PATH: C:\SUGAR\SG0909\DWG\TTL ENO\SG0909-CVR

SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	CONST. CODE
			1000 TOTAL QUANTITY
Δ 21400100	GRADING AND SHAPING DITCHES	FOOT	280
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	6,042
40600300	AGGREGATE (PRIME COAT)	TON	121
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	1,692
40600895	CONSTRUCTING TEST STRIP	EACH	1
Δ 40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	412
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	3,384
42400800	DETECTABLE WARNINGS	SQ FT	32
Δ 44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	893
Δ 44004610	SIDEWALK REMOVAL AND REPLACEMENT (SPECIAL)	SQ FT	145
Δ 44201729	CLASS D PATCHES, TYPE II, 7 INCH	SQ YD	17
Δ 44201733	CLASS D PATCHES, TYPE III, 7 INCH	SQ YD	74
Δ 44201735	CLASS D PATCHES, TYPE IV, 7 INCH	SQ YD	2,548
Δ 48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1,325
67100100	MOBILIZATION	L SUM	1
Δ 70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	8,160
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	37,643
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,721
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	37,643
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	106
Δ X0322052	ASPHALT REJUVENATING AGENT	GALLON	3,021
Δ X0324096	HOT IN-PLACE RECYCLING	SQ YD	30,210
Δ XX006425	RESTORATION	SQ YD	473
Δ XX006806	HOT-MIX ASPHALT DRIVEWAY PAVEMENT	SQ YD	617

Δ SEE SPECIAL PROVISIONS
* SPECIALTY ITEMS

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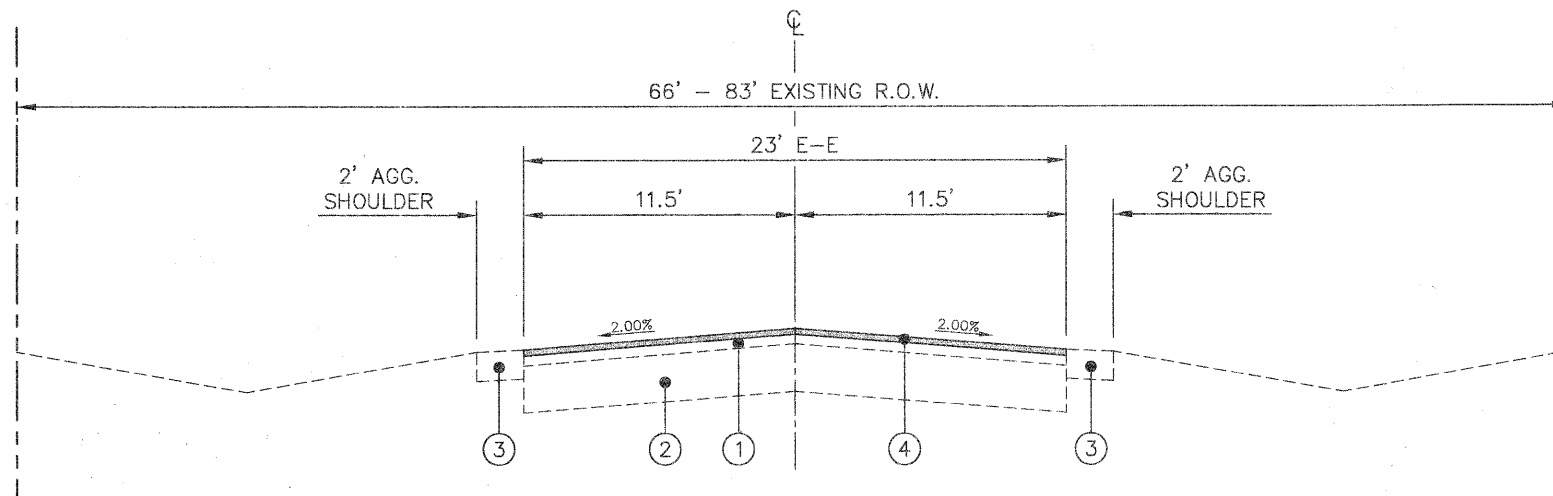
VILLAGE OF SUGAR GROVE
KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

PRAIRIE STREET
LAPP IMPROVEMENTS

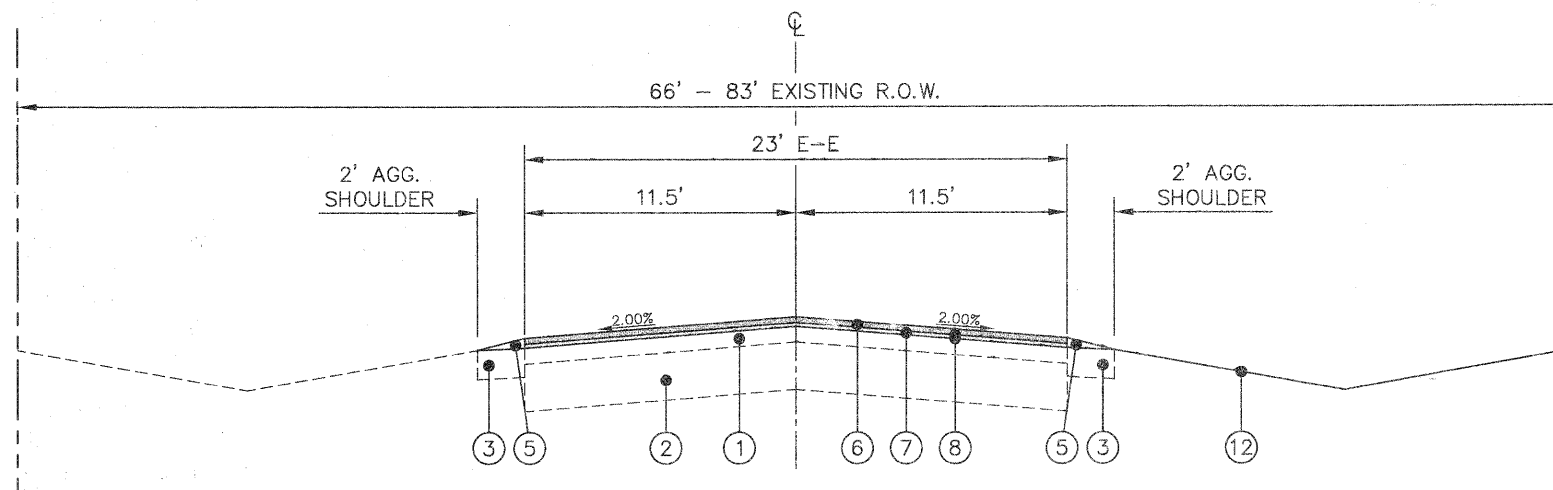
SUMMARY OF QUANTITIES

DATE:	AUGUST 2009
PROJECT NO:	SG0909
FILE:	SG0909-CVR
SHEET	3 OF 12



EXISTING TYPICAL SECTION

STA 102+69 TO STA 118+38, PRAIRIE STREET
 STA 200+59 TO STA 209+80, STA 213+28 TO STA 222+33,
 STA 225+65 TO STA 298+27, PRAIRIE STREET
 N.T.S.



PROPOSED TYPICAL SECTION

STA 102+69 TO STA 118+38, PRAIRIE STREET
 STA 200+59 TO STA 209+80, STA 213+28 TO STA 222+33,
 STA 225+65 TO STA 298+27, PRAIRIE STREET
 N.T.S.

LEGEND

- | | |
|--|--|
| ① EXISTING ASPHALT SURFACE (4" WEST OF IL 47/US 30, 7" EAST OF IL 47/US 30) | ⑦ LEVELING BINDER (MACHINE METHOD), N50, 1.0" |
| ② EXISTING AGGREGATE BASE COURSE (14" WEST OF IL 47/US 30, 7" EAST OF IL 47/US 30) | ⑧ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT) |
| ③ EXISTING AGGREGATE SHOULDER | ⑨ HOT-MIX ASPHALT SURFACE REMOVAL - VARIABLE DEPTH |
| ④ HOT-IN PLACE RECYCLING | ⑩ COMBINATION CONCRETE CURB AND GUTTER |
| ⑤ AGGREGATE WEDGE SHOULDER, TYPE "B" | ⑪ PORTLAND CEMENT CONCRETE SIDEWALK |
| ⑥ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2.0" | ⑫ GRADING AND SHAPING DITCHES |

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
LEVELING BINDER (MACHINE METHOD), N50, (IL-9.5mm)	4% @ 50 Gyr.
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, (IL-9.5mm)	4% @ 50 Gyr.
HOT-MIX ASPHALT DRIVEWAY PAVEMENT HMA SURFACE COURSE, MIX "C", N50, (IL-9.5mm); 2"	4% @ 50 Gyr.
CLASS D PATCHES (HMA BINDER IL-19mm)	4% @ 70 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
 FOR "AC TYPE" AND "PERCENT RAP" SEE DISTRICT ONE SPECIAL PROVISIONS
 PATCHING SHALL BE PERFORMED AFTER MILLING OPERATIONS
 HOT-MIX ASPHALT DRIVEWAY PAVEMENT TO BE USED ON DRIVEWAYS THAT ARE NOT PAVED DURING MAINLINE OPERATIONS

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VILLAGE OF SUGAR GROVE
 KANE COUNTY, ILLINOIS

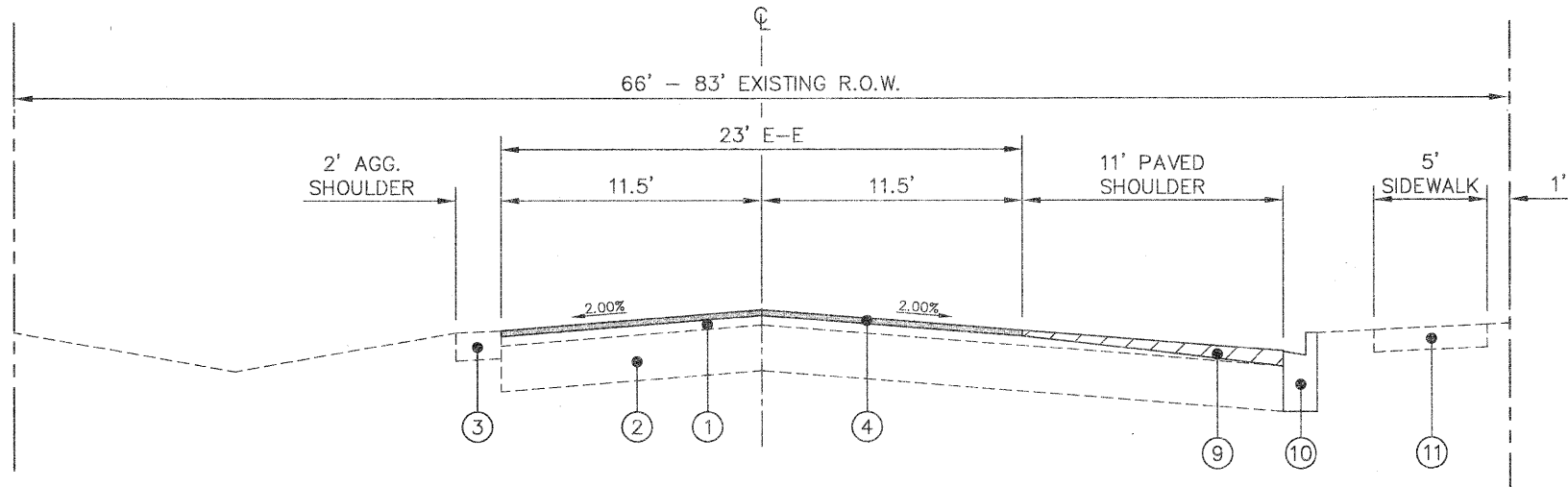
NO.	DATE	REVISIONS

PRAIRIE STREET
 LAPP IMPROVEMENTS

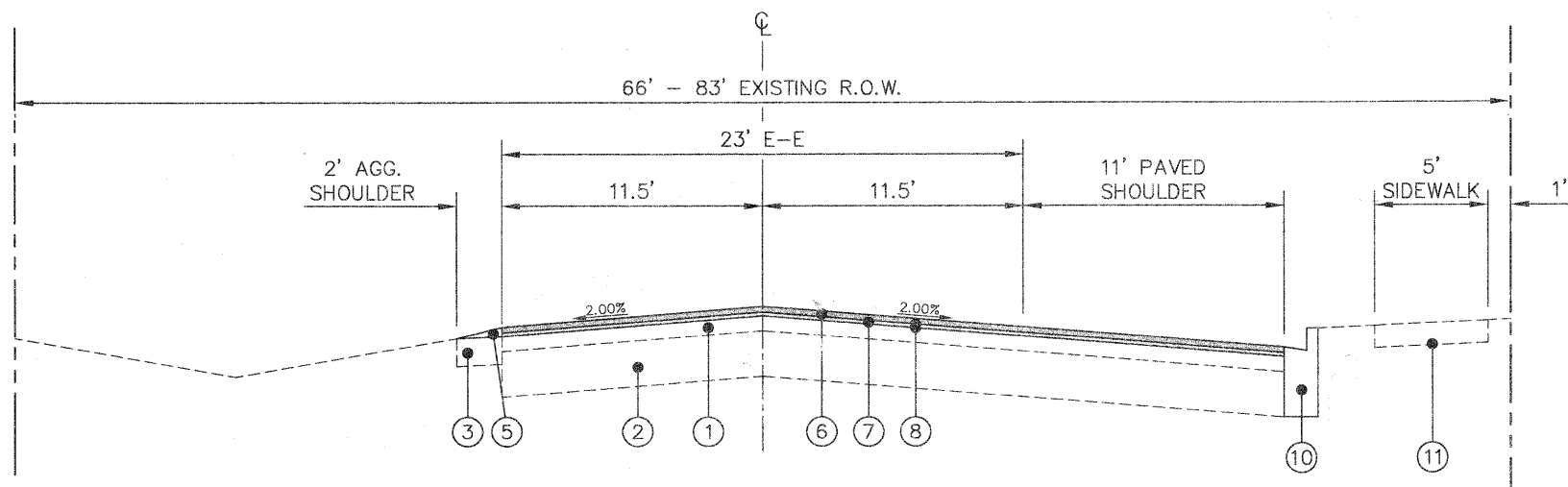
TYPICAL EXISTING AND PROPOSED
CROSS SECTIONS AND HOT-MIX ASPHALT
MIXTURE REQUIREMENT TABLE

DATE: AUGUST 2009
 PROJECT NO: SG0909
 FILE: SG0909-CVR
 SHEET **4** OF **12**

Path: \\S:\P\09\SG0909\DWG\FINAL\ENG\SG0909-CVR



EXISTING TYPICAL SECTION
 STA 209+80 TO STA 213+28, PRAIRIE STREET
 STA 222+33 TO STA 225+65, PRAIRIE STREET
 N.T.S.



PROPOSED TYPICAL SECTION
 STA 209+80 TO STA 213+28, PRAIRIE STREET
 STA 222+33 TO STA 225+65, PRAIRIE STREET
 N.T.S.

LEGEND	
①	EXISTING ASPHALT SURFACE (4" WEST OF IL 47/US 30, 7" EAST OF IL 47/US 30)
②	EXISTING AGGREGATE BASE COURSE (14" WEST OF IL 47/US 30, 7" EAST OF IL 47/US 30)
③	EXISTING AGGREGATE SHOULDER
④	HOT-IN PLACE RECYCLING
⑤	AGGREGATE WEDGE SHOULDER, TYPE "B"
⑥	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2.0"
⑦	LEVELING BINDER (MACHINE METHOD), N50, 1.0"
⑧	BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
⑨	HOT-MIX ASPHALT SURFACE REMOVAL - VARIABLE DEPTH
⑩	COMBINATION CONCRETE CURB AND GUTTER
⑪	PORTLAND CEMENT CONCRETE SIDEWALK
⑫	GRADING AND SHAPING DITCHES

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VILLAGE OF SUGAR GROVE
 KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

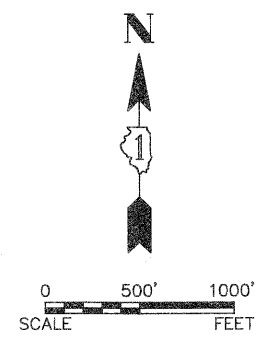
PRAIRIE STREET
 LAPP IMPROVEMENTS

TYPICAL EXISTING AND
PROPOSED CROSS SECTIONS

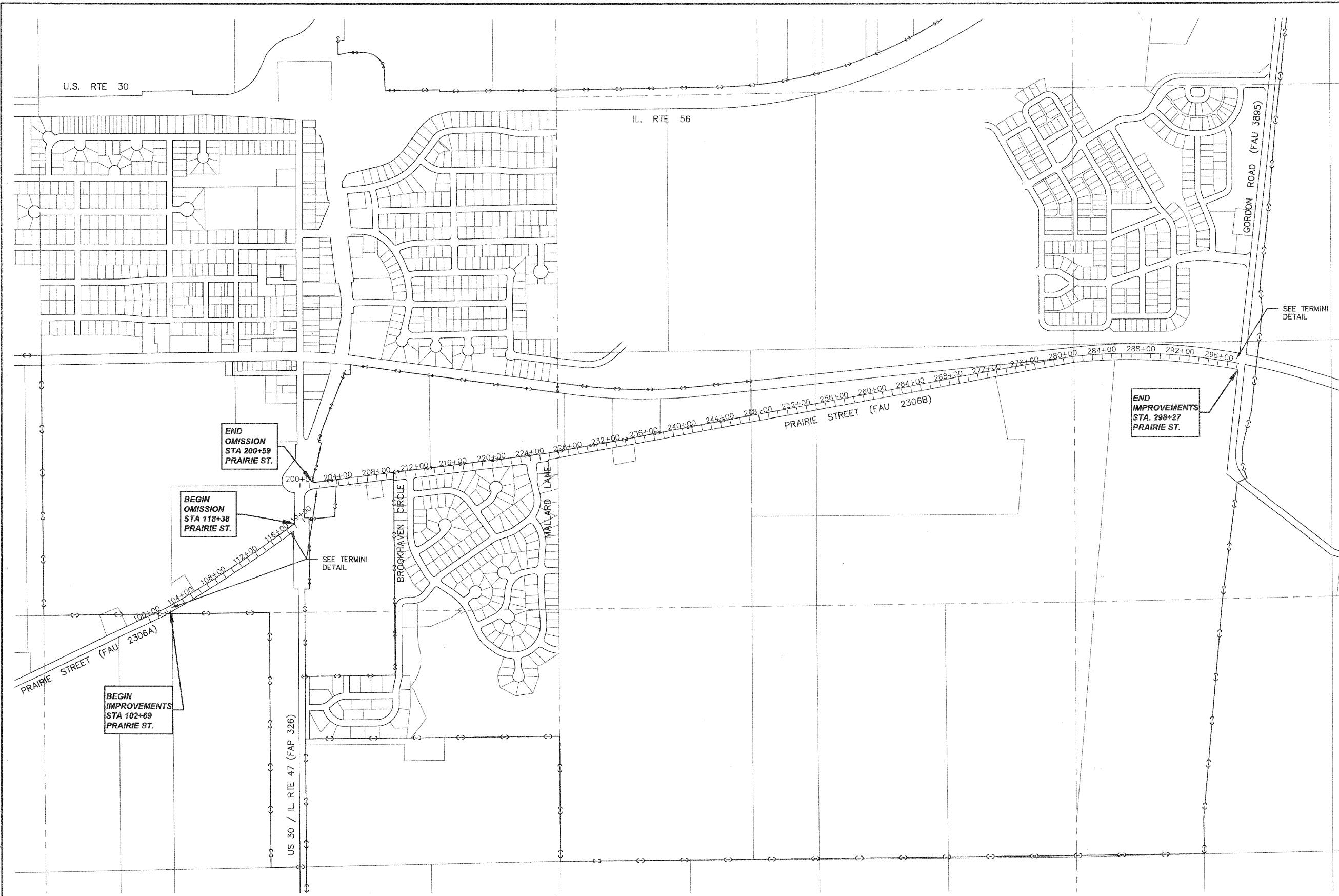
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2306A / 2306B	09-00022-00-RS	KANE	12	6
CONTRACT NO. 63298				



LEGEND
 --- VILLAGE LIMITS



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VILLAGE OF SUGAR GROVE
 KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

PRAIRIE STREET
LAPP IMPROVEMENTS

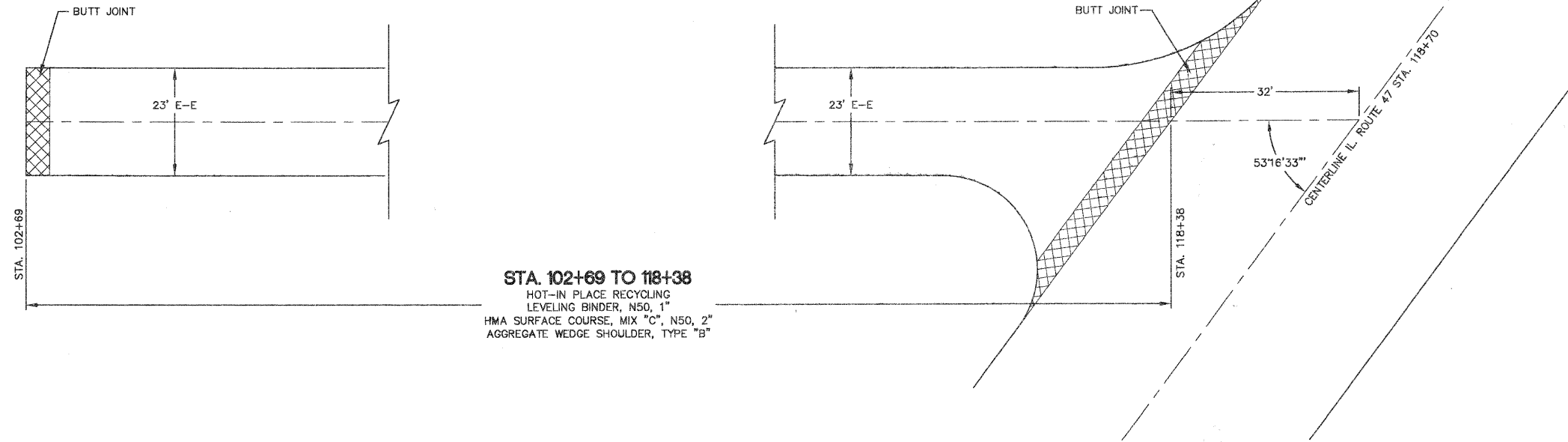
GENERAL PLAN

DATE:	AUGUST 2009
PROJECT NO:	SG0909
FILE:	SG0909-CVR
SHEET	6 OF 12

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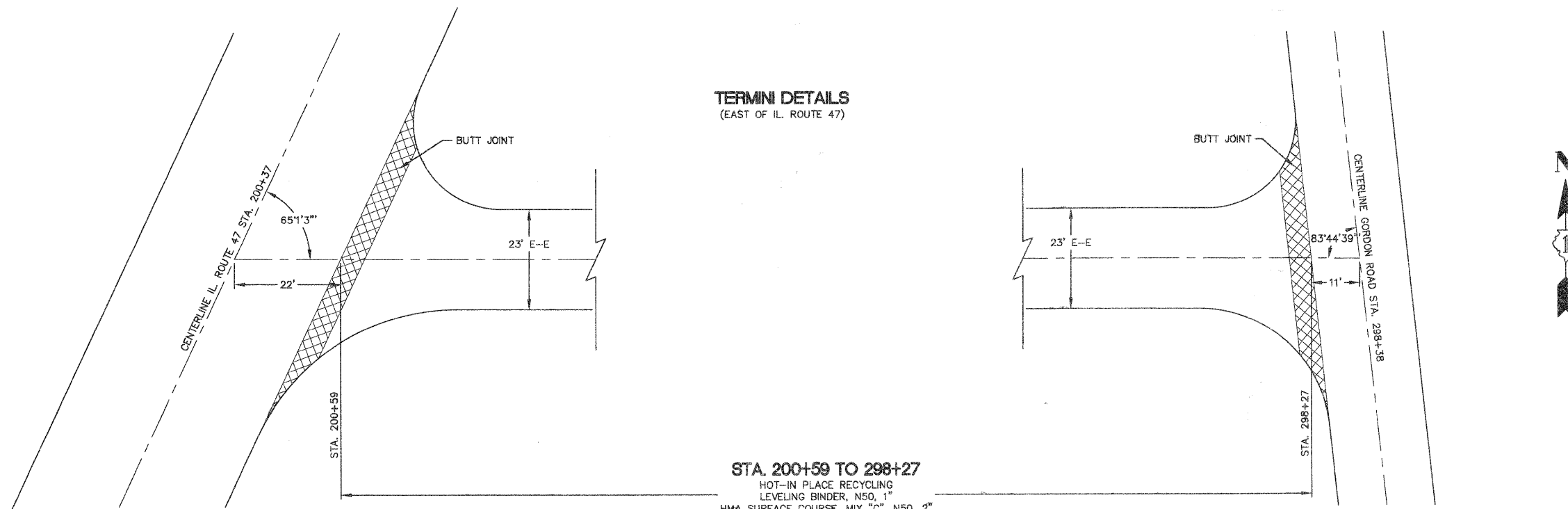
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2306A/2306B	09-00022-00-B5	KANE	12	7
CONTRACT NO. 63298				

TERMINI DETAILS
(WEST OF IL. ROUTE 47)



STA. 102+69 TO 118+38
HOT-IN PLACE RECYCLING
LEVELING BINDER, N50, 1"
HMA SURFACE COURSE, MIX "C", N50, 2"
AGGREGATE WEDGE SHOULDER, TYPE "B"

TERMINI DETAILS
(EAST OF IL. ROUTE 47)



STA. 200+59 TO 298+27
HOT-IN PLACE RECYCLING
LEVELING BINDER, N50, 1"
HMA SURFACE COURSE, MIX "C", N50, 2"
AGGREGATE WEDGE SHOULDER, TYPE "B"

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VILLAGE OF SUGAR GROVE
KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

PRAIRIE STREET
LAPP IMPROVEMENTS

TERMINI DETAILS

DATE:	AUGUST 2009
PROJECT NO:	SG0909
FILE:	SG0909-CVR
SHEET	7 OF 12

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STA	ADDRESS/LOCATION	PAVEMENT WIDTH (FT)	PAVEMENT LENGTH (FT)	PAVEMENT AREA (SQ FT)	PAVEMENT AREA (SQ YD)	LEVEL BIND (MM, N50) (TONS)	40600625 HMA SURF. CSE, MIX C, N50 (TONS)	40603310 BIT MATL. PRIME COAT (GALLON)	40600100 AGGREGATE PR. COAT (TONS)	40600300 HOT IN-PLACE RECYCLING (SQ YD)	X0324096 ASPHALT REJ. AGENT (GAL)	X0322052 AGG. WEDGE SH., TYPE B (TONS)
102+69 to 118+38	MAINLINE	23	1,569	36,087	4,009.7	224.5	449.1	801.9	16.0	4,009.7	401.0	184.0
200+59 to 298+27	MAINLINE	23	9,768	224,664	24,962.7	1,397.9	2,795.8	4,992.5	99.9	24,962.7	2,496.3	1,141.0
209+80 to 213+28	BROOKHAVEN CIR. WIDEN.	10	348	3,480	386.7	21.7	43.3	77.3	1.5	386.7	38.7	
211+00 to 212+00	BROOKHAVEN CIR. INTER.	34.7	55	1,909	212.1	11.9	23.8	42.4	0.8	212.1	21.2	
222+33 to 225+65	MALARD LANE WIDENING	12.2	332	4,050	450.0	25.2	50.4	90.0	1.8	450.0	45.0	
223+50 to 224+40	MALARD LANE INTERSECT.	29.8	57	1,699	188.7	10.6	21.1	37.7	0.8	188.7	18.9	
						1691.8	3383.5	6042.0	120.8	30209.8	3021.0	1325.0
						TONS	TONS	GALLON	TONS	SY	GAL	TONS

STA	LOCATION	STREET	SW REM. & REPL. (SPL) WIDTH (FT)	SW REM. & REPL. (SPL) LENGTH (FT)	44004610 SW REM. & REPL. (SPL) (SQ FT)	DETECTABLE WARNINGS WIDTH (FT)	DETECTABLE WARNINGS LENGTH (FT)	42400800 DETECTABLE WARNINGS (SQ FT)
211+20	SW CORNER	BROOKHAVEN CIR	5	6.4	32.0	4	2	8.0
211+75	SE CORNER	BROOKHAVEN CIR	5	6.6	33.0	4	2	8.0
223+65	SW CORNER	MALLARD LANE	5.7	6.6	37.6	4	2	8.0
223+70	SW CORNER	MALLARD LANE	5.3	8	42.4	4	2	8.0
				27.6	145.0			32.0
					SF			SF

STA	ADDRESS/LOCATION	DRIVEWAY WIDTH (FT)	DRIVEWAY LENGTH (FT)	DRIVEWAY AREA (SQ FT)	40600982 HMA SUR. REM. BUTT JOINT (SQ YD)	44000198 HMA SUR. REM. VAR. DEPTH (SQ YD)
104+35	42W728	16	20	320	35.6	8.0
113+60	42W590	24	19	456	50.7	9.0
113+60	FIELD ENTRANCE	20	6	120	13.3	10.0
201+20	NO ADDRESS	23	6	138	15.3	11.5
207+75	42W352	16	23	368	40.9	6.0
208+20	42W357	13.5	23	310.5	34.5	5.0
211+50	FIELD ENTRANCE	31	6	186	20.7	15.5
235+00	41W860	15	30	450	50.0	5.5
242+10	41W738	25	18	450	50.0	10.0
257+50	41W472	18	23	414	46.0	5.8
258+70	41W472	27.5	22	605	67.2	7.5
260+70	41W377	14.5	18	261	29.0	6.0
280+60	41W041	48.5	21	1018.5	113.2	15.0
282+90	41W017	21.5	21	451.5	50.2	7.0
102+69	MAINLINE BUTT JOINT				23	25.6
118+38	MAINLINE BUTT JOINT				60	66.7
200+59	MAINLINE BUTT JOINT				90	100.0
211+50	SIDEROAD BUTT JOINT				36	40.0
224+00	SIDEROAD BUTT JOINT				29	32.2
298+27	MAINLINE BUTT JOINT				23	25.6
200+70	ADJACENT TO CURB RADIUS AT IL ROUTE 47 (11' X 40')					48.9
210+00	ADJACENT TO CURB AT BROOKHAVEN CIRCLE (11' X 170')					207.8
212+00	ADJACENT TO CURB AT BROOKHAVEN CIRCLE (11' X 180')					220.0
222+50	ADJACENT TO CURB AT MALLARD LANE (11' X 170')					207.8
224+50	ADJACENT TO CURB AT MALLARD LANE (11' X 170')					207.8
					616.6	411.8
					SQ YD	SY

STA	TYPE	THERMOPLASTIC PAVEMENT MARKINGS			TEMPORARY PAVEMENT MARKINGS LF	SHORT TERM PAVEMENT MARKING LF	WORKZONE PAVEMENT MARKING REMOVAL SQ FT
		4"		24"			
		YELLOW LF	WHITE LF	STOP BAR WHITE LF			
102+69 to 118+12	DOUBLE YELLOW	3086				3086	
200+65 to 211+00	DOUBLE YELLOW	2070				2070	
212+00 to 215+00	DOUBLE YELLOW	600				600	
215+00 to 222+20	SOLID YELLOW - EB & SKIP DASH - WB	900				900	
222+20 to 223+50	DOUBLE YELLOW	260				260	
224+50 to 225+70	DOUBLE YELLOW	240				240	
225+70 to 235+00	SOLID YELLOW - EB & SKIP DASH - WB	1160				1160	
235+00 to 241+00	SOLID YELLOW - WB & SKIP DASH - EB	750				750	
241+00 to 249+50	SKIP DASH	210				210	
249+50 to 256+50	SOLID YELLOW - EB & SKIP DASH - WB	875				875	
256+50 to 258+60	DOUBLE YELLOW	420				420	
258+60 to 273+50	SOLID YELLOW - WB & SKIP DASH - EB	1860				1860	
273+50 to 276+50	SKIP DASH	75				75	
276+50 to 282+35	SOLID YELLOW - EB & SKIP DASH - WB	730				730	
282+35 to 287+50	DOUBLE YELLOW	1030				1030	
287+50 to 291+00	SOLID YELLOW - WB & SKIP DASH - EB	440				440	
291+00 to 298+00	SKIP DASH	175				175	
102+69 to 118+50	EDGE LINE		3162			3162	
200+50 to 298+50	EDGE LINE		19600			19600	
118+00	STOP BAR				30		
200+75	STOP BAR				25		
211+50	STOP BAR				18		
224+00	STOP BAR				15		
298+00	STOP BAR				18		
102+69 to 118+50	DOUBLE YELLOW SHORT TERM						320
200+50 to 298+50	DOUBLE YELLOW SHORT TERM						107
		14,881	22,762	106	37,643	8,160	2,721
				FT	FT	FT	SQ FT
					37,643		2,721
					FT		SQ FT

STA	DIRECTION	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA - TY II (SQ YD)	REPAIR AREA - TY III (SQ YD)	REPAIR AREA - TY IV (SQ YD)
118+00	EB	7	25	175	0.0	19.4	0.0
118+30	WB	7	20	140	0.0	15.6	0.0
200+75	WB	2	40	80	8.9	0.0	0.0
230+00	WB	7	250	1750	0.0	0.0	194.4
232+50	EB	7	60	420	0.0	0.0	46.7
237+50	EB	7	50	350	0.0	0.0	38.9
242+00	EB	7	250	1750	0.0	0.0	194.4
248+00	EB	7	250	1750	0.0	0.0	194.4
256+00	EB	7	200	1400	0.0	0.0	155.6
259+00	WB	7	250	1750	0.0	0.0	194.4
259+00	EB	7	250	1750	0.0	0.0	194.4
261+15	EB	7	50	350	0.0	0.0	38.9
261+60	EB	7	20	140	0.0	15.6	0.0
263+00	EB	7	250	1750	0.0	0.0	194.4
263+00	WB	7	250	1750	0.0	0.0	194.4
273+85	EB	7	50	350	0.0	0.0	38.9
274+50	EB	7	10	70	7.8	0.0	0.0
275+00	WB	7	250	1750	0.0	0.0	194.4
275+00	EB	7	100	700	0.0	0.0	77.8
280+00	WB	7	250	1750	0.0	0.0	194.4
280+00	EB	7	250	1750	0.0	0.0	194.4
283+50	WB	7	40	280	0.0	0.0	31.1
283+70	EB	7	75	525	0.0	0.0	58.3
286+50	EB	7	150	1050	0.0	0.0	116.7
289+70	EB	7	30	210	0.0	23.3	0.0
					15.7	73.9	2547.2
					SY	SY	SY

LOCATION	21400100 GRADING & SHAPING DIT. (FOOT)	RESTORATION WIDTH (FT)	RESTORATION LENGTH (FT)	RESTORATION AREA (SQ FT)	X0006425 RESTORATION AREA (SQ YD)
ADJACENT TO SIDEWALK R&R		2	27.6	55.2	6.1
261+70 to 264+50 (RT)	280.0	15	280.0	4200	466.7
	280.0				472.8
	FT				SY

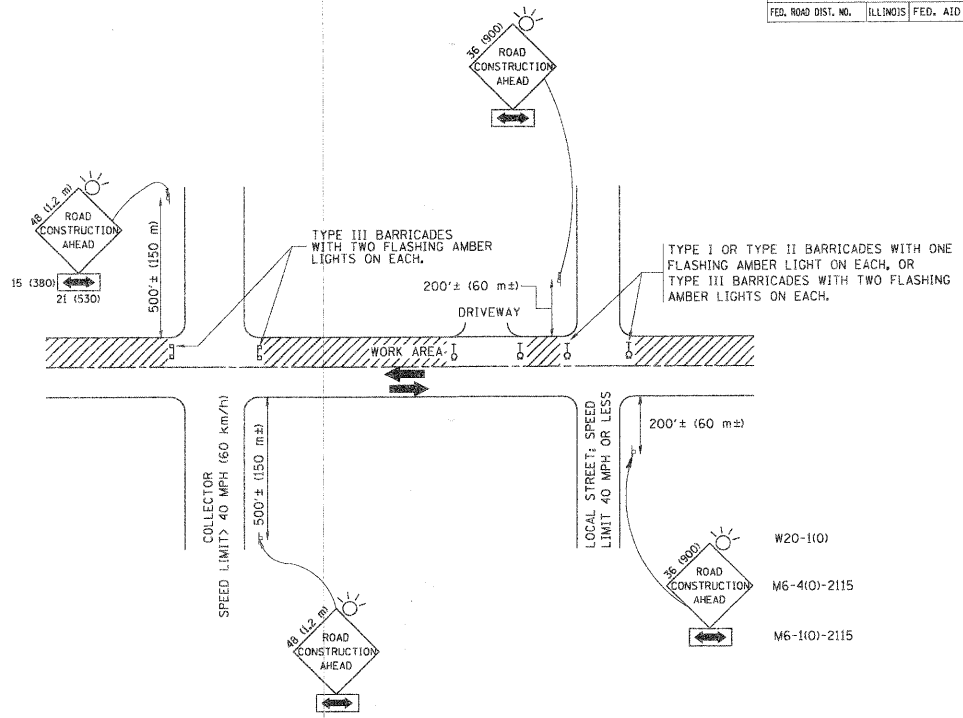
NOTE:
ALL QUANTITIES SHOWN IN THE SCHEDULES ARE APPROXIMATE. THE ENGINEER WILL LOCATE ALL IMPROVEMENTS IN THE FIELD PRIOR TO CONSTRUCTION. PAYMENT SHALL BE BASED ON ACTUAL FIELD MEASUREMENTS.

NO.	DATE	REVISIONS

Plotter: August 17, 2009 @ 7:20 AM By: Kris Pung - Tab: 08 Schedule 22x34

Path: H:\SG0909\SG0909.DWG DATE: 08/17/09 11:50:00 AM

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
NAME	DATE	
LHA	6/89	SCALE: NONE DRAWN BY CHECKED BY TC-10
T. RAMMACHER	09/08/94	
J. OBERLE	10/18/95	
A. HOUSEH	03/06/96	
A. HOUSEH	10/15/99	
T. RAMMACHER	01/06/00	

PLOT DATE: 7/20/09
PLOT SCALE: AS SHOWN / IN.
USER NAME: [redacted]

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KANE COUNTY, ILLINOIS

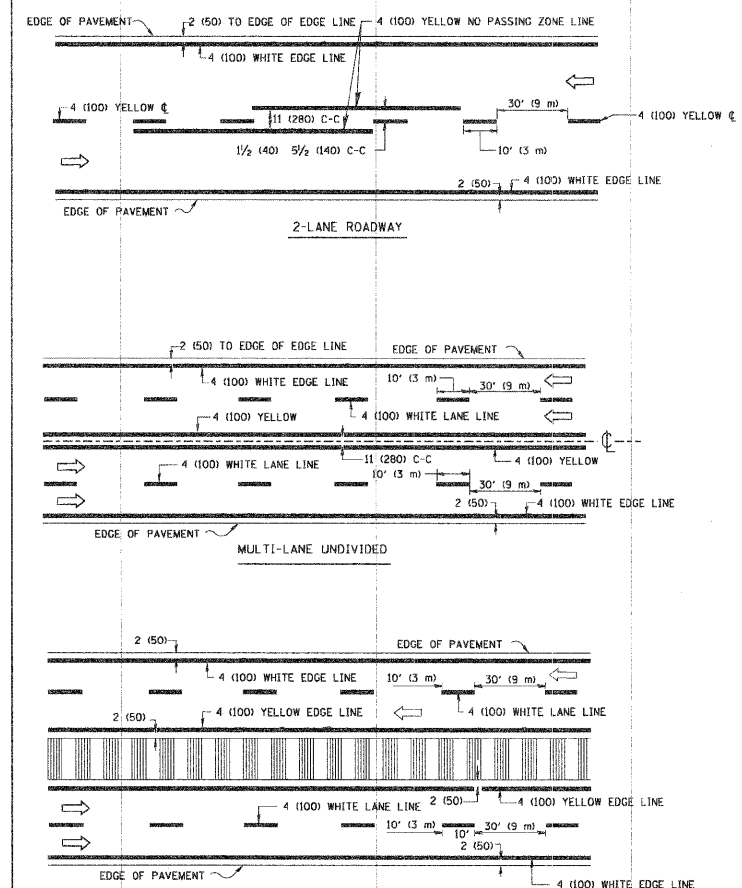
NO.	DATE	REVISIONS

PRAIRIE STREET
LAPP IMPROVEMENTS

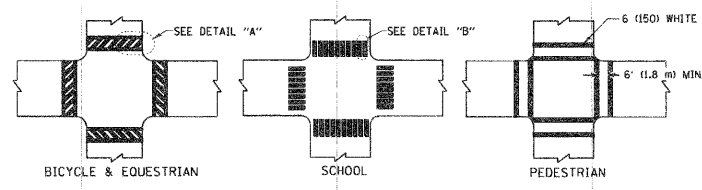
TRAFFIC CONTROL AND PROTECTION
FOR SIDE ROADS, INTERSECTIONS,
AND DRIVEWAYS - TC-10

DATE:	AUGUST 2009
PROJECT NO.:	SG0909
FILE:	SG0909-CVR
SHEET	9 OF 12

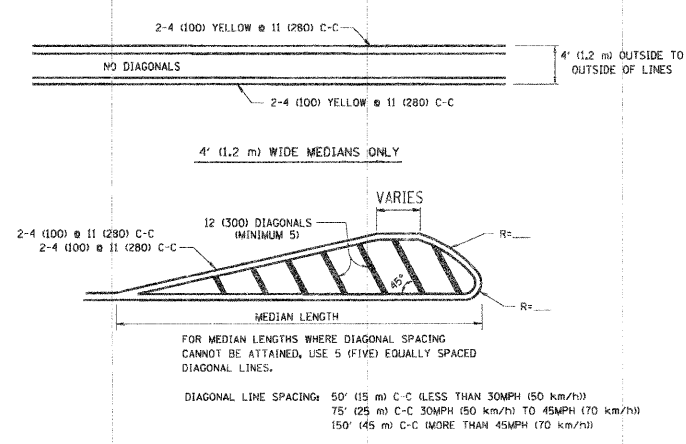
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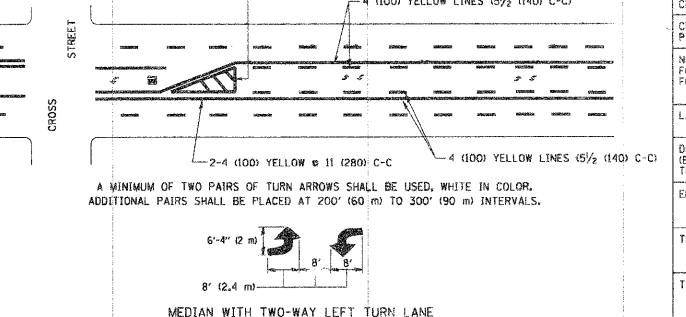
TYPICAL LANE AND EDGE LINE MARKING



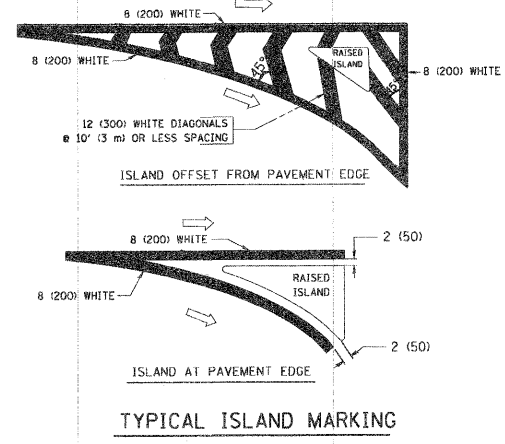
TYPICAL CROSSWALK MARKING



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 48" (12.4m)	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 CROSSWALK 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: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=64.0 SQ. FT. (5.0 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.

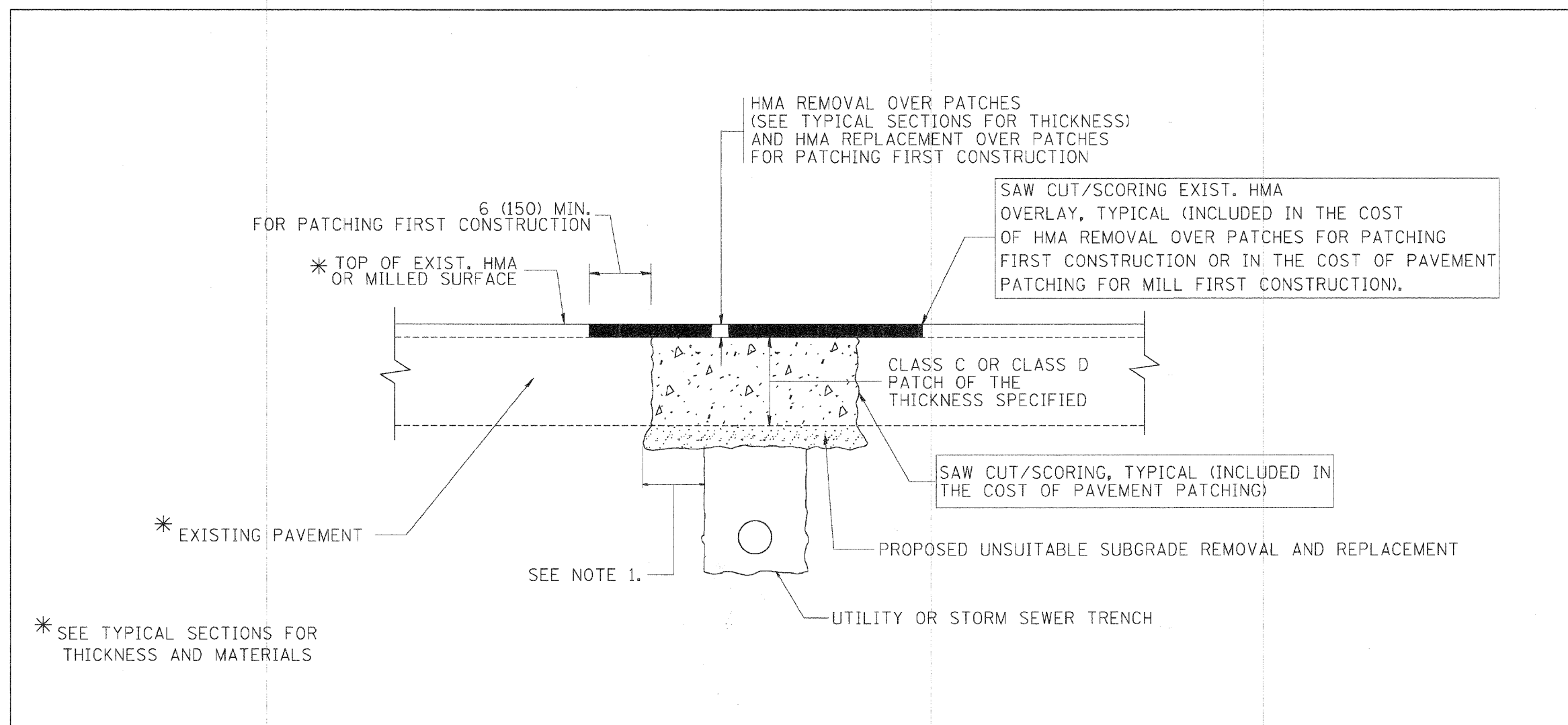
REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS
TC-13
SCALE: NONE
DRAWN BY CADD
CHECKED BY
TC-13

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NO.	DATE	REVISIONS

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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.

FILE NAME =	USER NAME = (bawerd)	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PROJECT NO. =	DATE =	CHECKED -	REVISED - R. BORO 01-01-07			BD400-04 (BD-22)					
PLOT SCALE = 50,000 / IN.	PLOT DATE = 10/27/2000	DATE = 10-25-94	REVISED - R. BORO 09-04-07			CONTRACT NO.					
			REVISED - K. ENG 10-27-08			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT					

August 25, 2009 3:12 PM By: Kris Pung - Tab: 11 BD-22 2/3/34
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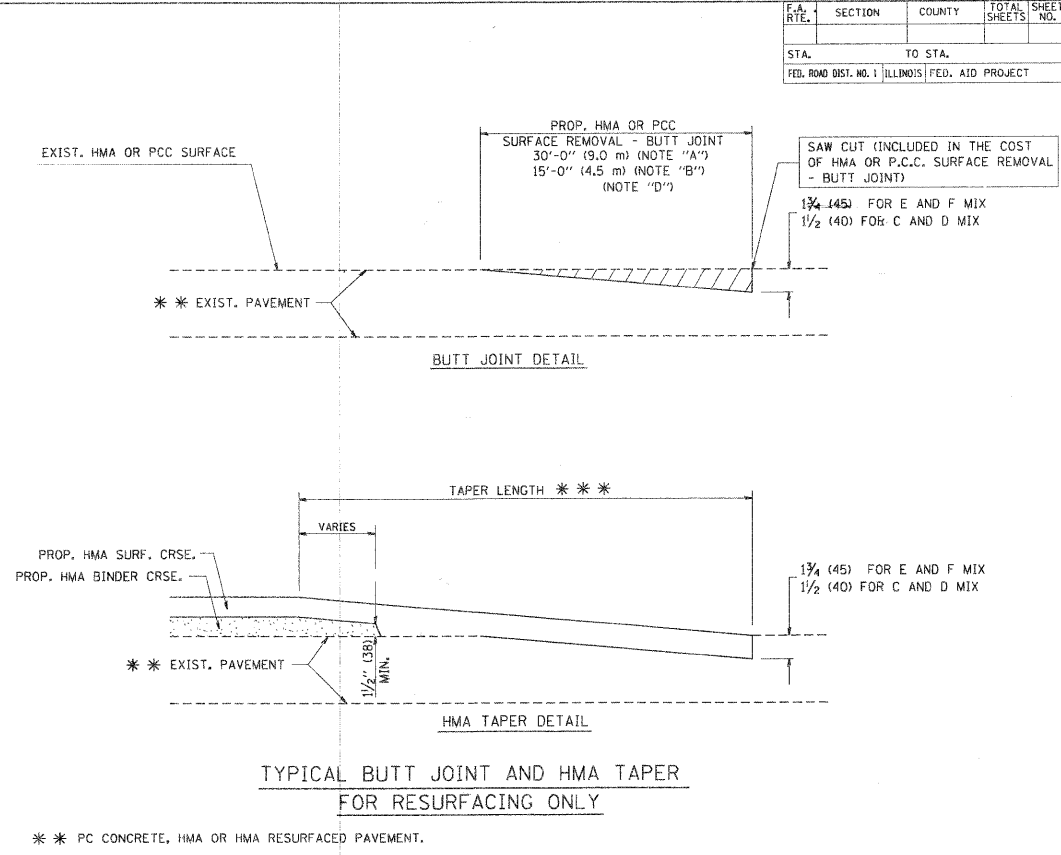
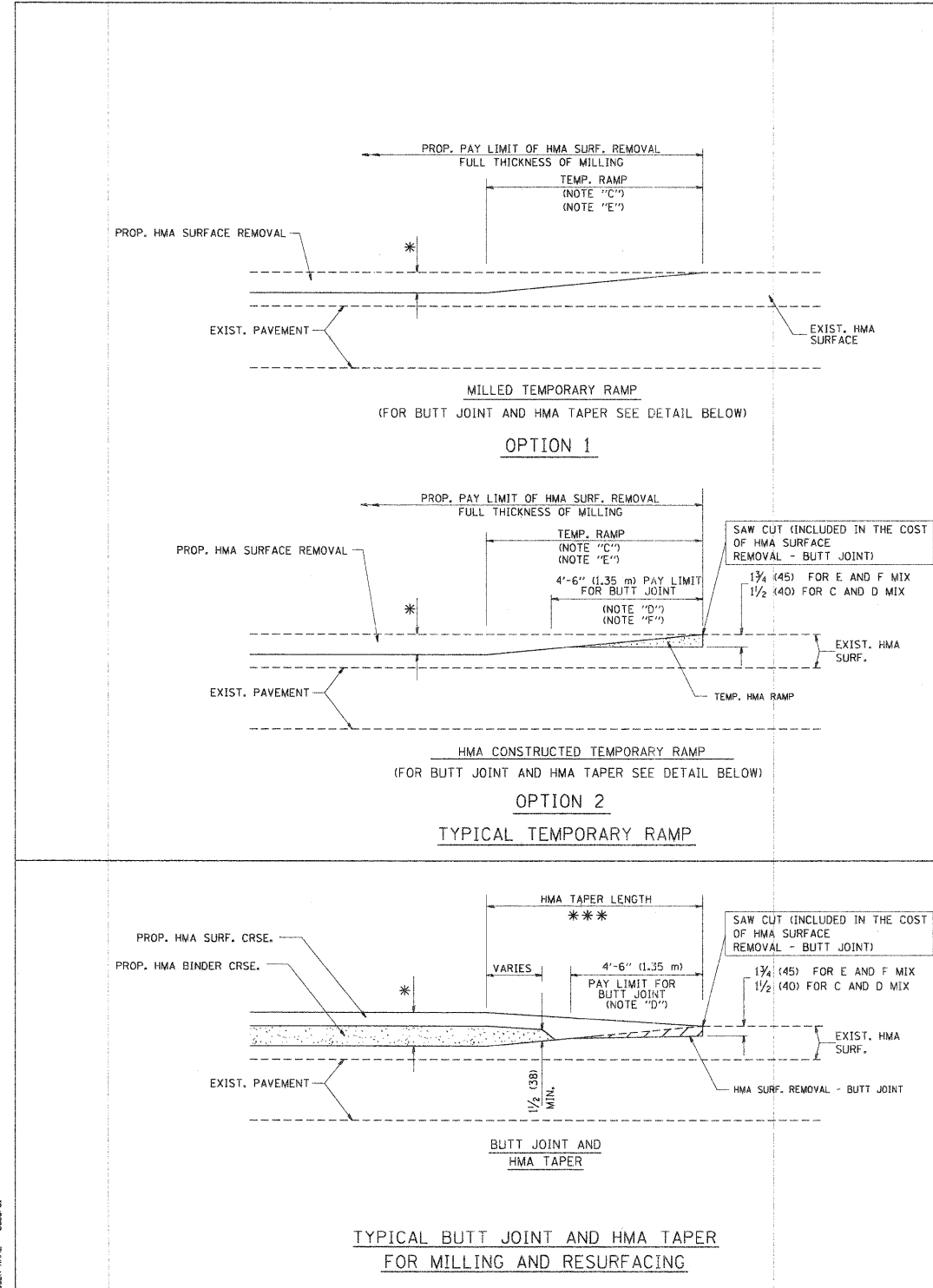
NO.	DATE	REVISIONS

**PRAIRIE STREET
LAPP IMPROVEMENTS**

**PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT
BD-22**

DATE:	AUGUST 2009
PROJECT NO.:	SG0909
FILE:	SG0909-CVR
SHEET	11 OF 12

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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")

REVISIONS

NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/28/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE
 HORIZ. BD400-05 (VI-BD32)

DRAWN BY
 CHECKED BY

PLT FILE: P:\090909\090909\090909.dwg
 PLOT SCALE: 1/8"=1'-0" / 1:96
 USER: MHE

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VILLAGE OF SUGAR GROVE
 KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

PRAIRIE STREET
 LAPP IMPROVEMENTS

BUTT JOINT AND HMA TAPER DETAILS
 BD-32

DATE: AUGUST 2009
 PROJECT NO: SG0909
 FILE: SG0909-CVR
 SHEET **12** OF **12**

PLOT FILE: P:\090909\090909\090909.dwg FINAL ENG SG0909-CVR