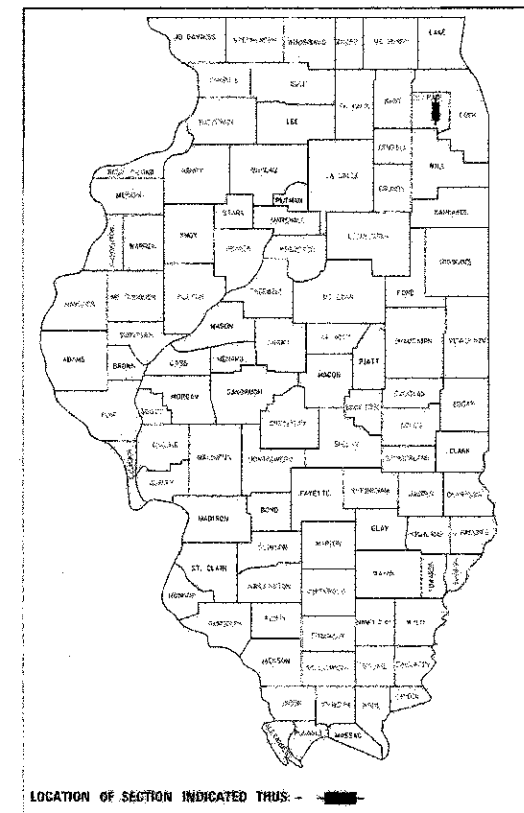


# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.U. 2586 (SWIFT ROAD)  
COLLINS AVENUE TO ARMY TRAIL ROAD  
RESURFACING  
SECTION 12-00101-00-RS  
PROJECT NO. M-4003 (131)  
VILLAGE OF ADDISON  
DUPAGE COUNTY  
C-91-139-13

F.A.U. RT. No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2586	12-00101-00-RS	DUPAGE	31	1
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63796	



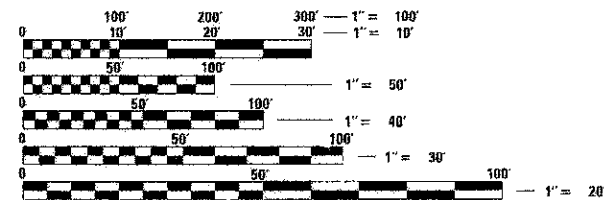
**INDEX OF SHEETS**

- 1 COVER SHEET
- 2 GENERAL NOTES
- 3 SUMMARY OF QUANTITIES
- 4 TYPICAL SECTIONS
- 5-13 ROADWAY PLANS
- 14-15 PAVEMENT MARKING PLANS
- 16-20 CONSTRUCTION DETAILS
- 21 BD-01 DRIVEWAY DETAILS DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER = 15' (4.5m)
- 22 BD-08 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
- 23 BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
- 24 BD-24 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
- 25 BD-32 BUTT JOINT AND HMA TAPER DETAILS
- 26 TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS INTERSECTIONS AND DRIVEWAYS
- 26A TC-11 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
- 27 TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- 28 TC-16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
- 29 TC-18 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
- 30 TC-22 ARTERIAL ROAD INFORMATION SIGN
- 31 TC-26 DRIVEWAY ENTRANCE SIGNING

**IDOT STANDARDS REFERENCED**

- 000001-06 STANDARD SYMBOLS ABBREVIATIONS & PATTERNS
- 424001-07 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 424026-01 ENTRANCE /ALLEY PEDESTRIAN CROSSING
- 606001-05 CONCRETE CURB TYPE B & COMBINATION CONCRETE CURB & GUTTER
- 606301-04 PC CONCRETE ISLANDS AND MEDIANS
- 701301-04 LANE CLOSURE 2L 2W SHORT TIME OPERATIONS
- 701306-03 LANE CLOSURE 2L 2W SLOW MOVING OPERATIONS DAY ONLY
- 701501-06 URBAN LANE CLOSURE 2L 2W UNDIVIDED
- 701701-08 URBAN LANE CLOSURE MULTILANE INTERSECTION
- 701801-05 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-02 TRAFFIC CONTROL DEVICES
- 780001-03 TYPICAL PAVEMENT MARKINGS
- 886001-01 DETECTOR LOOP INSTALLATION
- 886006-01 TYPICAL LAYOUTS FOR DETECTION LOOPS

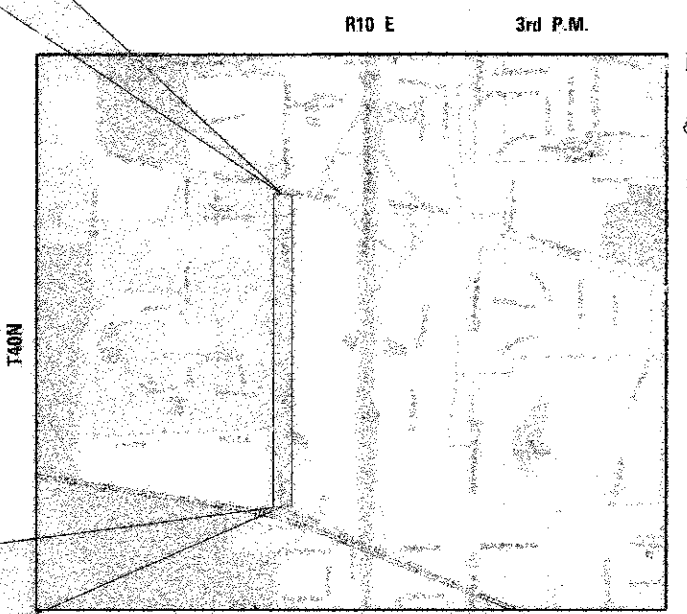
DESIGN DESIGNATION = MINOR ARTERIAL (URBAN)  
POSTED SPEED = 35 MPH  
SWIFT ROAD - 2009 ADT = 16,800 VPD



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.

**J.U.L.I.E.**  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1.800.892.0123 OR 811

END IMPROVEMENT  
SWIFT ROAD  
STA 66+00



START IMPROVEMENT  
SWIFT ROAD  
STA 20+93

LOCATION MAP  
NOT TO SCALE

PROJECT LOCATED IN THE  
VILLAGE OF ADDISON

**PROJECT LENGTH:**

SWIFT ROAD (STA 20+93 TO STA 66+00)  
PROJECT TOTAL - 4,507 FT (0.8536 MILES) (GROSS & NET)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

Approved: \_\_\_\_\_  
Rudolfo M. Espedillo, P.E., Village of Addison, Village Engineer

Passed: February 20, 2013  
C. Holt, C. Hart  
District One Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review: February 21, 2013  
John Fortmann  
Deputy Director of Highways, Region One Engineer

APPLIES TO SHEETS 1-31

Reid T. Wagner  
REGISTERED P.E., STATE OF ILLINOIS, EXPIRES 12/30/2013



PLANS PREPARED BY: \_\_\_\_\_

**CIVILTECH**  
450 E. Devon Ave., Suite 300 - Itasca, Illinois 60143  
Tel: 630.773.3900 - Fax: 630.773.3875  
www.civiltechinc.com

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406 SCHAUMBURG, IL  
CONSULTANT ENGINEER: REID T. MAGNER, P.E. CIVILTECH ENGINEERING, INC.



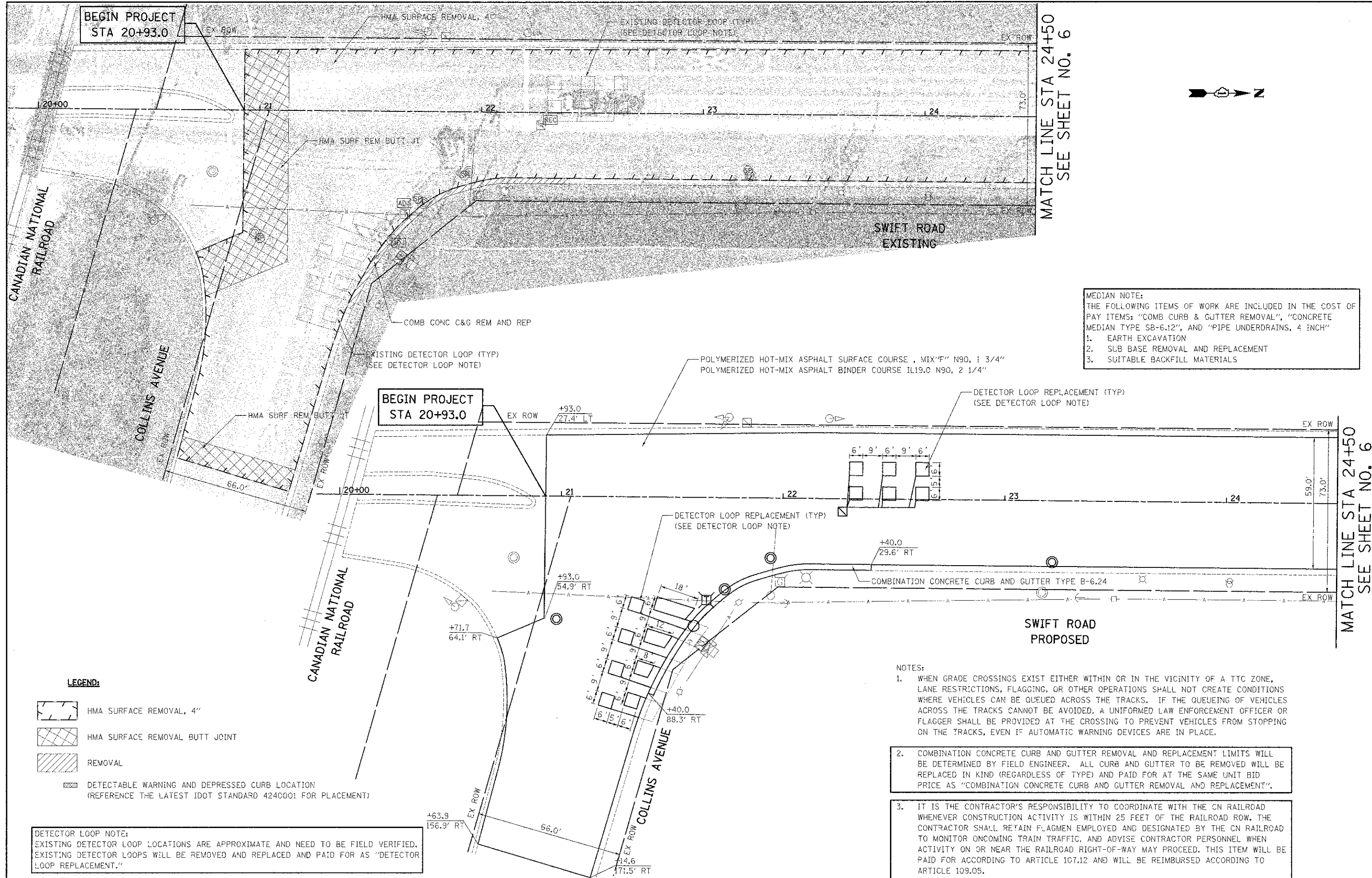






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DESCRIPTION	



BEGIN PROJECT  
STA 20+93.0

BEGIN PROJECT  
STA 20+93.0

MATCH LINE STA 24+50  
SEE SHEET NO. 6

MATCH LINE STA 24+50  
SEE SHEET NO. 6

**MEDIAN NOTE:**  
THE FOLLOWING ITEMS OF WORK ARE INCLUDED IN THE COST OF PAY ITEMS: "COMB CURB & GUTTER REMOVAL", "CONCRETE MEDIAN TYPE SB-6.12", AND "PIPE UNDERDRAINS, 4 INCH"  
1. EARTH EXCAVATION  
2. SLB BASE REMOVAL AND REPLACEMENT  
3. SUITABLE BACKFILL MATERIALS

**LEGEND:**

- HMA SURFACE REMOVAL, 4"
- HMA SURFACE REMOVAL BUTT JOINT
- REMOVAL
- DETECTABLE WARNING AND DEPRESSED CURB LOCATION (REFERENCE THE LATEST IDOT STANDARD 424001 FOR PLACEMENT)

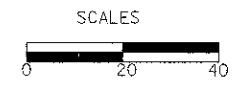
**DETECTOR LOOP NOTE:**  
EXISTING DETECTOR LOOP LOCATIONS ARE APPROXIMATE AND NEED TO BE FIELD VERIFIED. EXISTING DETECTOR LOOPS WILL BE REMOVED AND REPLACED AND PAID FOR AS "DETECTOR LOOP REPLACEMENT."

- NOTES:**
- WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUEING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.
  - COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT LIMITS WILL BE DETERMINED BY FIELD ENGINEER. ALL CURB AND GUTTER TO BE REMOVED WILL BE REPLACED IN KIND (REGARDLESS OF TYPE) AND PAID FOR AT THE SAME UNIT BID PRICE AS "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".
  - IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH THE CN RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE CN RAILROAD TO MONITOR ONCOMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.

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DRAWN - JRR	REVISED -
CHECKED - RTM	REVISED -
DATE - 2/4/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**



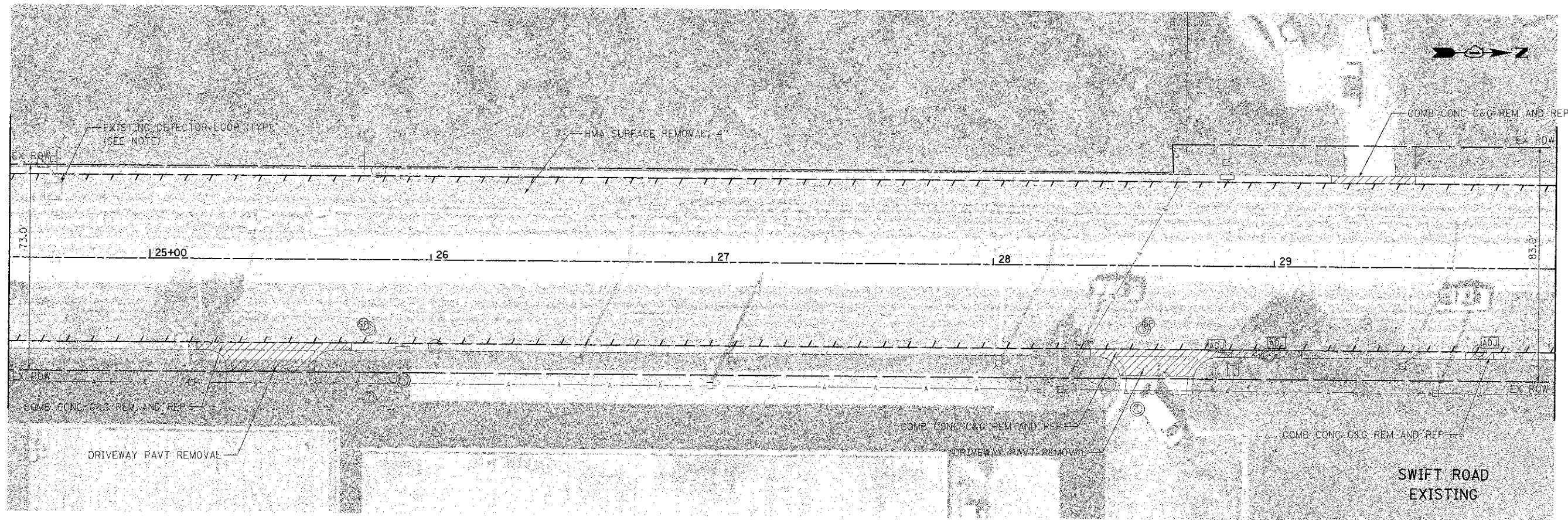
**ROADWAY PLANS - SWIFT ROAD**

SHEET NO. 1 OF 9 SHEETS STA. 20+93 TO STA. 24+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2586	12-0C101-00-RS	DUPAGE	31	5
CONTRACT NO. 63796				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	BY
DESIGNED	PK
DRAWN	JRR
CHECKED	RTM
DATE	2/4/2013

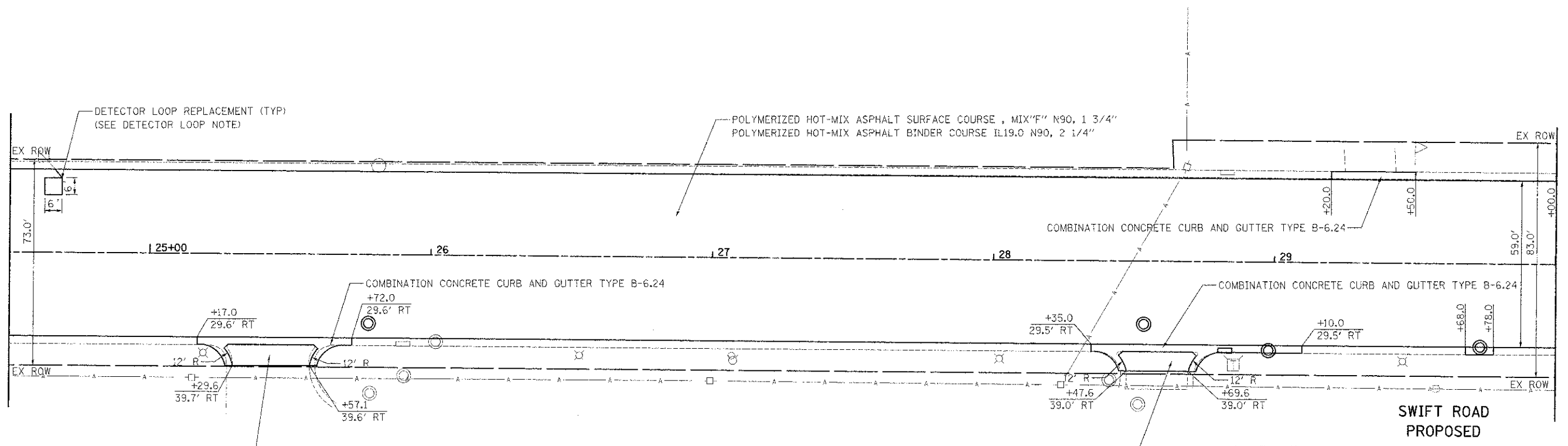
MATCH LINE STA 24+50  
SEE SHEET NO. 5



MATCH LINE STA 30+00  
SEE SHEET NO. 7

DATE	BY
DESIGNED	PK
DRAWN	JRR
CHECKED	RTM
DATE	2/4/2013

MATCH LINE STA 24+50  
SEE SHEET NO. 5



MATCH LINE STA 30+00  
SEE SHEET NO. 7

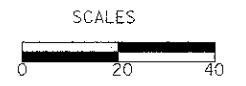
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**MEDIAN NOTE:**  
THE FOLLOWING ITEMS OF WORK ARE INCLUDED IN THE COST OF PAY ITEMS: "COMB CURB & GUTTER REMOVAL", "CONCRETE MEDIAN TYPE SB-6.12", AND "PIPE UNDERDRAINS, 4 INCH"  
1. EARTH EXCAVATION  
2. SUB BASE REMOVAL AND REPLACEMENT  
3. SUITABLE BACKFILL MATERIALS

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CHECKED	RTM	REVISED	-
DATE	2/4/2013	REVISED	-

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



**ROADWAY PLANS - SWIFT ROAD**

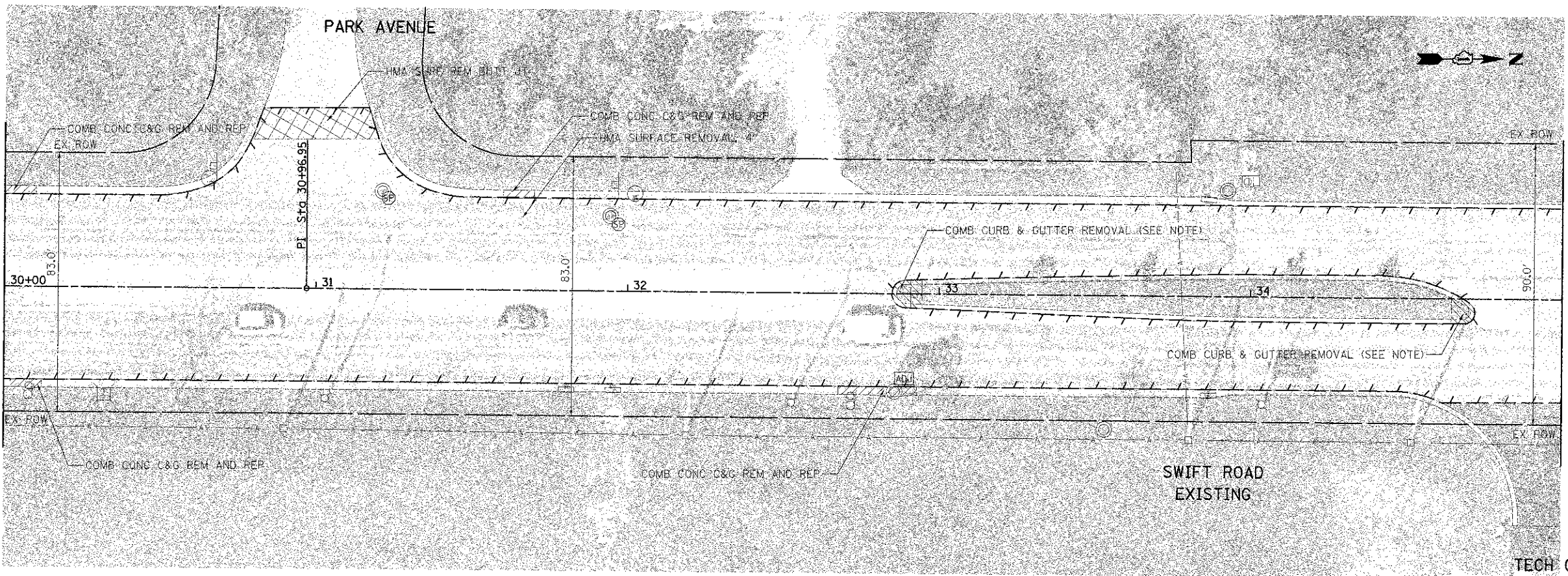
SHEET NO. 2 OF 9 SHEETS STA. 24+50 TO STA. 30+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2586	12-00101-00-RS	DUPAGE	31	6
CONTRACT NO. 63796				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FINAL	DATE
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ORIGINAL	DATE
SURVEY	BY
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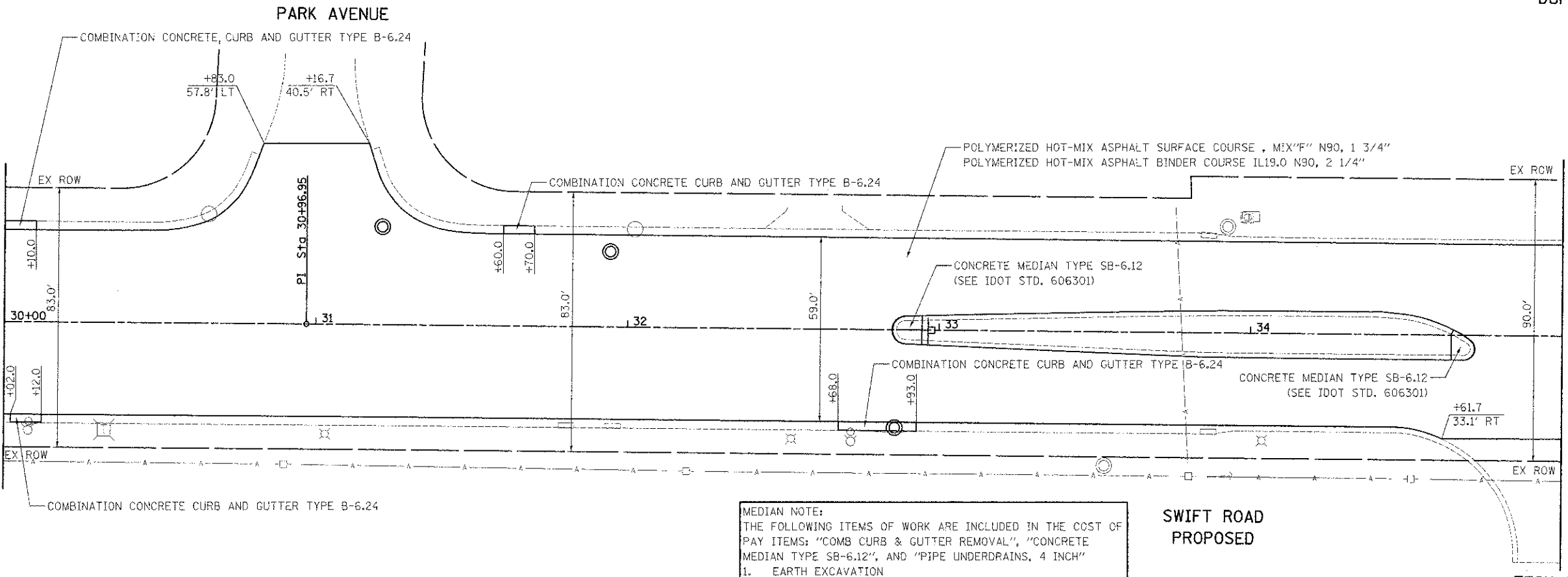
MATCH LINE STA 30+00  
SEE SHEET NO. 6



MATCH LINE STA 35+00  
SEE SHEET NO. 8

TECH CENTER  
DUPAGE

MATCH LINE STA 30+00  
SEE SHEET NO. 6



MATCH LINE STA 35+00  
SEE SHEET NO. 8

TECH CENTER  
DUPAGE

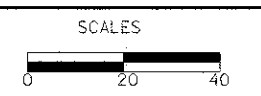
**MEDIAN NOTE:**  
THE FOLLOWING ITEMS OF WORK ARE INCLUDED IN THE COST OF PAY ITEMS: "COMB CURB & GUTTER REMOVAL", "CONCRETE MEDIAN TYPE SB-6.12", AND "PIPE UNDERDRAINS, 4 INCH"  
1. EARTH EXCAVATION  
2. SUB BASE REMOVAL AND REPLACEMENT  
3. SUITABLE BACKFILL MATERIALS

**SWIFT ROAD  
PROPOSED**

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CHECKED - RTM	REVISED -
DATE - 2/4/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**



**ROADWAY PLANS - SWIFT ROAD**

SHEET NO. 3 OF 9 SHEETS STA. 30+00 TO STA. 35+00

F.A.U. 2586	SECTION 12-00101-00-RS	COUNTY DUPAGE	TOTAL SHEETS 31
CONTRACT NO. 63796			SHEET NO. 7
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



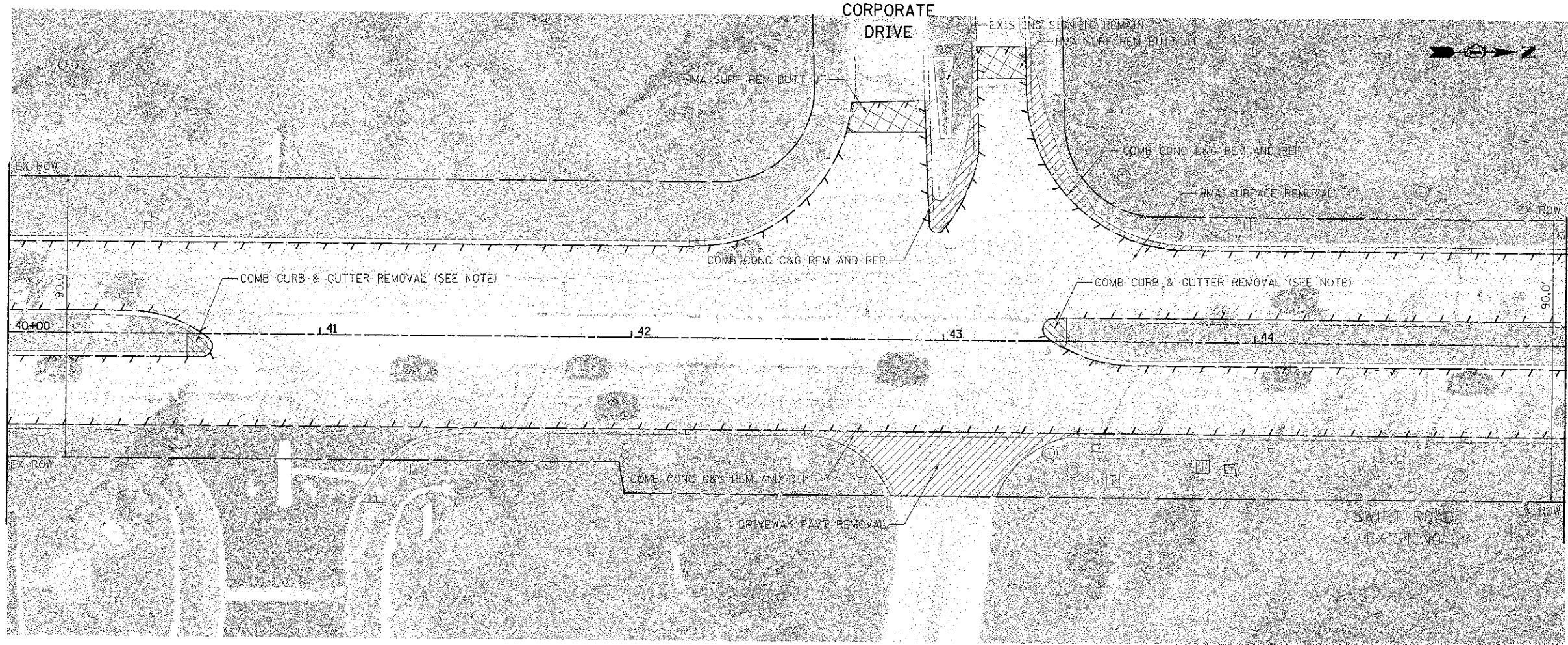




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PROJECT	
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MATCH LINE STA 40+00  
SEE SHEET NO. 8

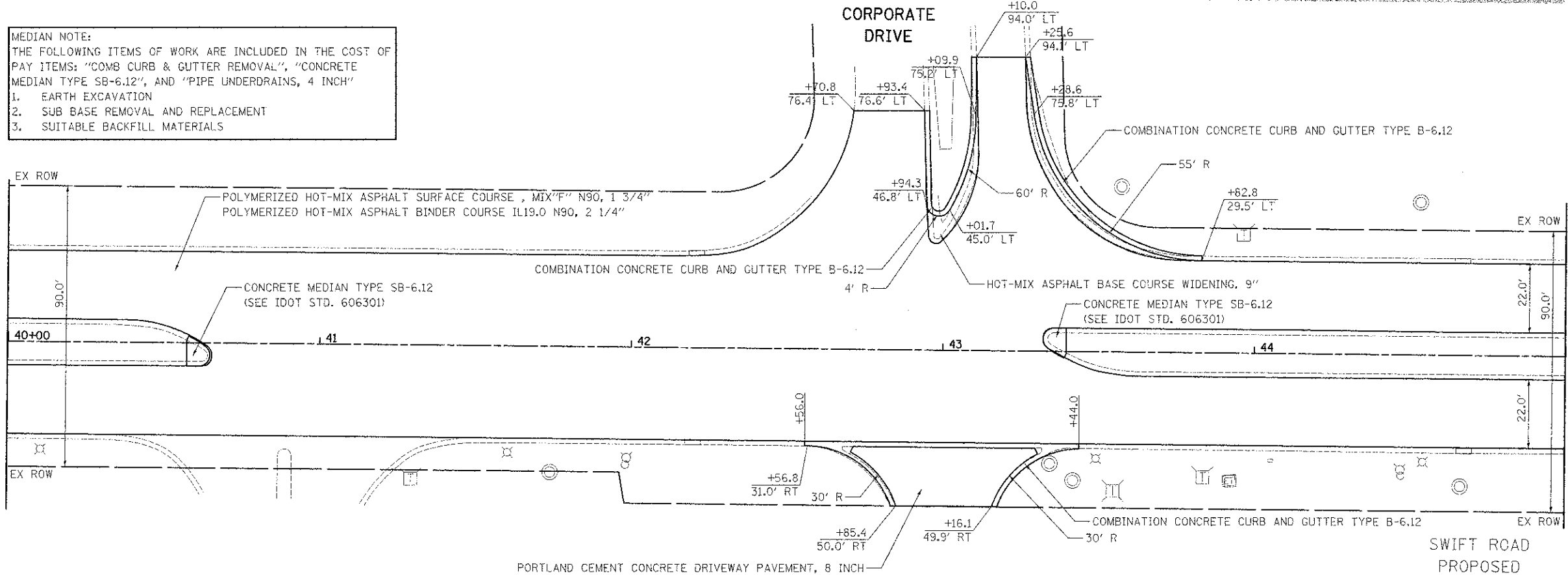


MATCH LINE STA 45+00  
SEE SHEET NO. 10

**MEDIAN NOTE:**  
THE FOLLOWING ITEMS OF WORK ARE INCLUDED IN THE COST OF PAY ITEMS: "COMB CURB & GUTTER REMOVAL", "CONCRETE MEDIAN TYPE SB-6.12", AND "PIPE UNDERDRAINS, 4 INCH"

1. EARTH EXCAVATION
2. SUB BASE REMOVAL AND REPLACEMENT
3. SUITABLE BACKFILL MATERIALS

MATCH LINE STA 40+00  
SEE SHEET NO. 8

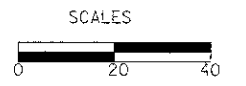


MATCH LINE STA 45+00  
SEE SHEET NO. 10

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DESIGNED	- PK	REVISED	- 2/12/2013
DRAWN	- JRR	REVISED	-
CHECKED	- RTM	REVISED	-
DATE	- 2/4/2013	REVISED	-

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



**ROADWAY PLANS - SWIFT ROAD**

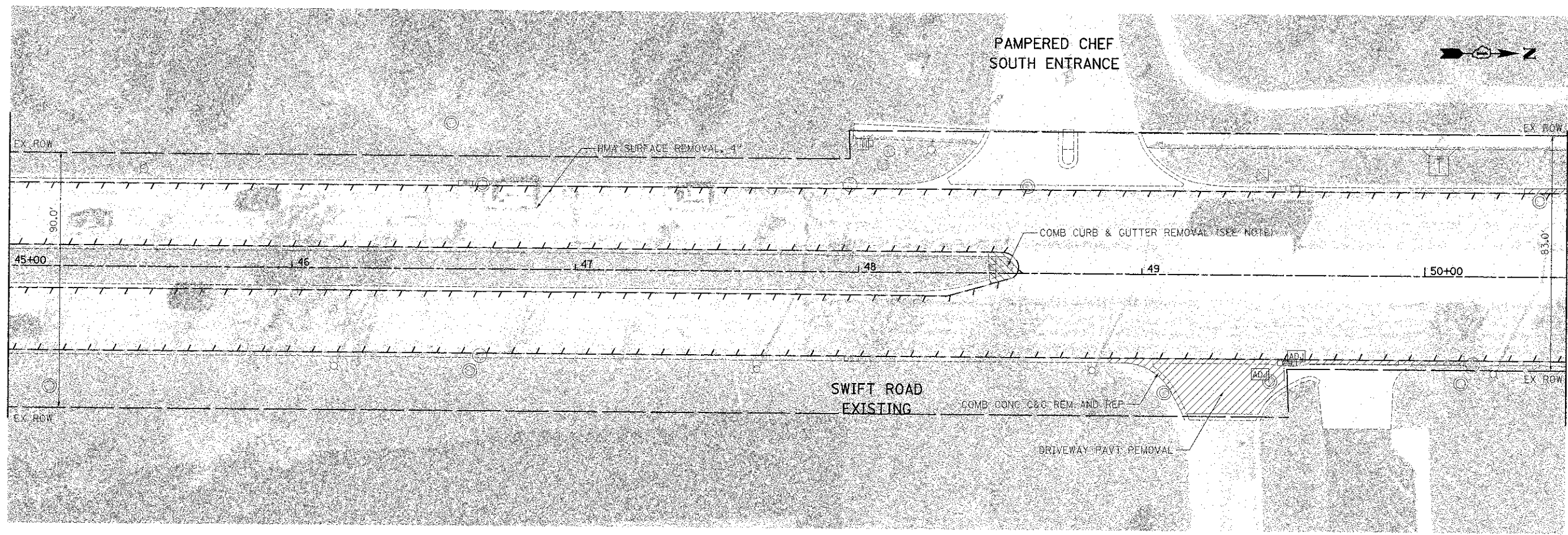
SHEET NO. 5 OF 9 SHEETS STA. 40+00 TO STA. 45+00

P.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2586	12-00101-00-RS	DUFAGE	31	9
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63796	

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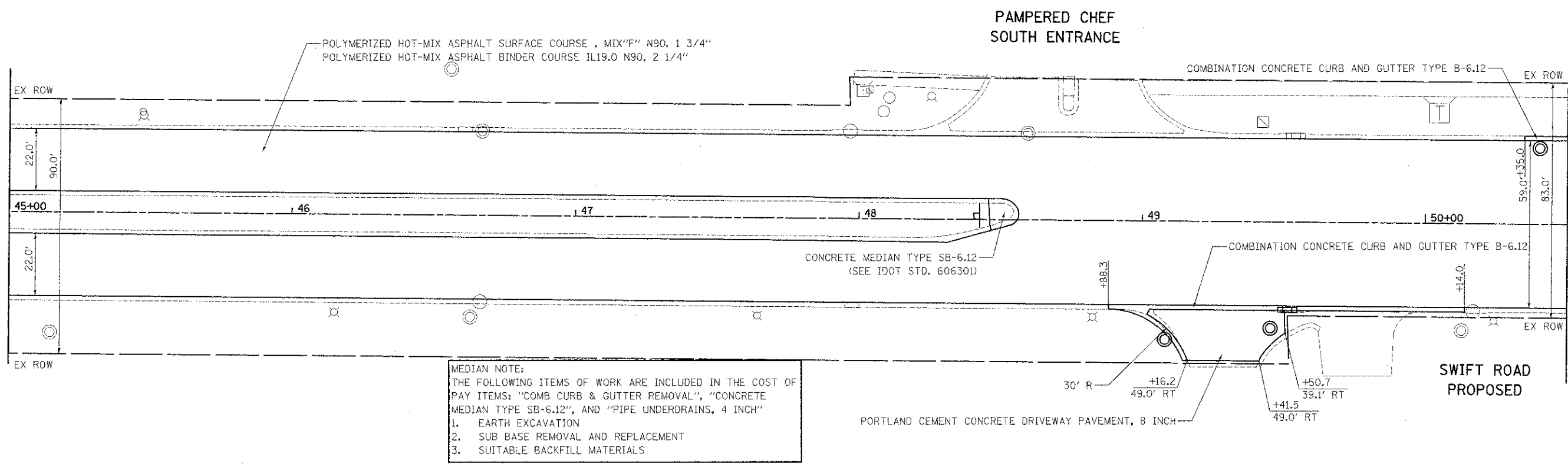
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MATCH LINE STA 45+00  
SEE SHEET NO. 9



MATCH LINE STA 50+50  
SEE SHEET NO. 11

MATCH LINE STA 45+00  
SEE SHEET NO. 9



MATCH LINE STA 50+50  
SEE SHEET NO. 11

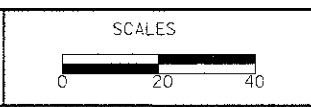
**MEDIAN NOTE:**  
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1. EARTH EXCAVATION
2. SUB BASE REMOVAL AND REPLACEMENT
3. SUITABLE BACKFILL MATERIALS

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DRAWN - JRR	REVISED -
CHECKED - RTM	REVISED -
DATE - 2/4/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**



**ROADWAY PLANS - SWIFT ROAD**

SHEET NO. 6 OF 9 SHEETS | STA. 45+00 TO STA. 50+50

F.A.U. RTE. 2586	SECTION 12-00101-00-RS	COUNTY DUPAGE	TOTAL SHEETS 31	SHEET NO. 10
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63796	

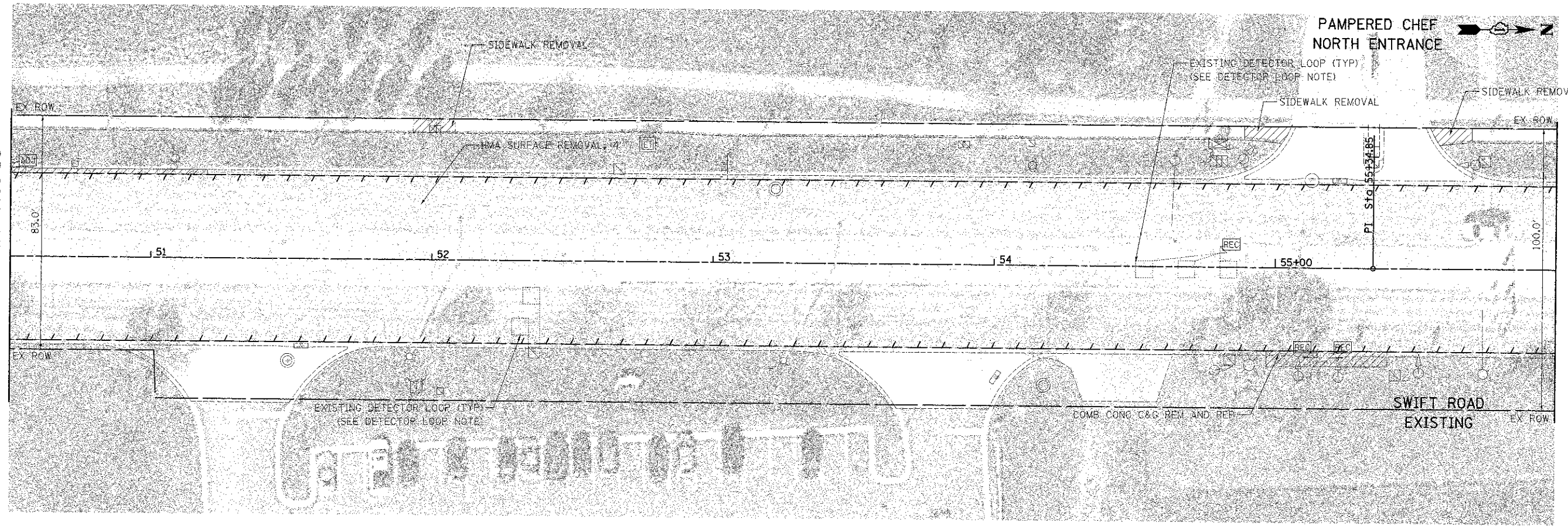


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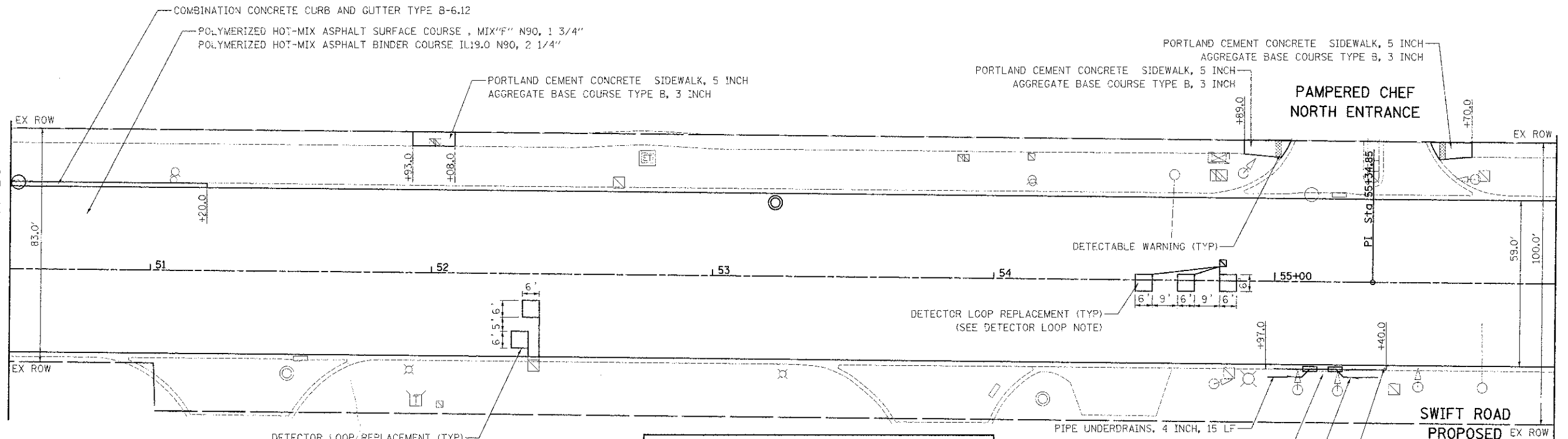
MATCH LINE STA 50+50  
SEE SHEET NO. 10

MATCH LINE STA 56+00  
SEE SHEET NO. 12



MATCH LINE STA 50+50  
SEE SHEET NO. 10

MATCH LINE STA 56+00  
SEE SHEET NO. 12



**DETECTOR LOOP NOTE:**  
EXISTING DETECTOR LOOP LOCATIONS ARE APPROXIMATE AND NEED TO BE FIELD VERIFIED. EXISTING DETECTOR LOOPS WILL BE REMOVED AND REPLACED AND PAID FOR AS "DETECTOR LOOP REPLACEMENT."

**MEDIAN NOTE:**  
THE FOLLOWING ITEMS OF WORK ARE INCLUDED IN THE COST OF PAY ITEMS: "COMB CURB & GUTTER REMOVAL", "CONCRETE MEDIAN TYPE SB-6.12", AND "PIPE UNDERDRAINS, 4 INCH"  
1. EARTH EXCAVATION  
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3. SUITABLE BACKFILL MATERIALS



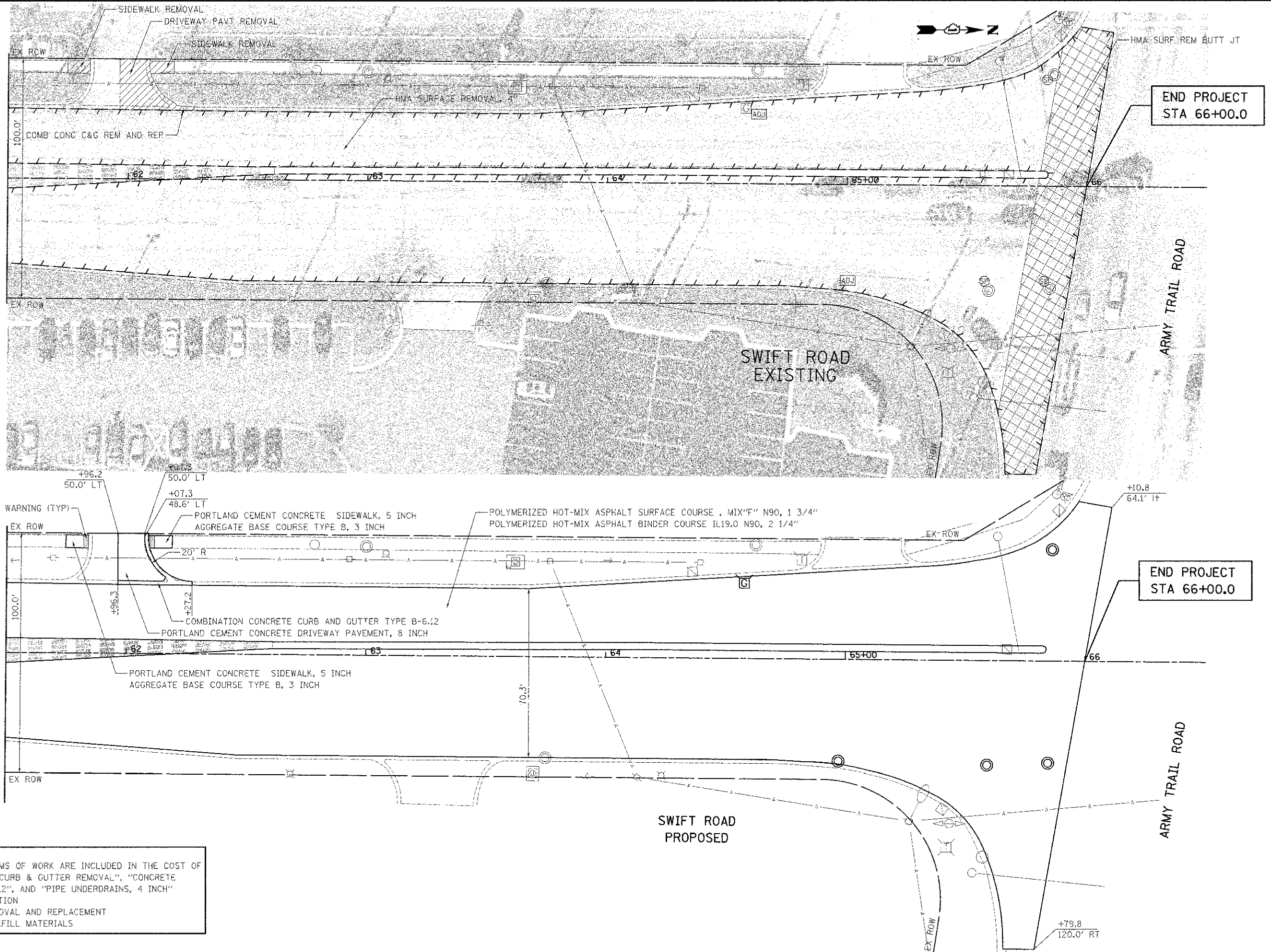


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MATCH LINE STA 61+50  
SEE SHEET NO. 12

MATCH LINE STA 61+50  
SEE SHEET NO. 12



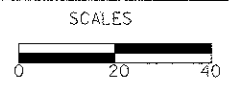
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1. EARTH EXCAVATION
2. SUB BASE REMOVAL AND REPLACEMENT
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DRAWN -	JRR	REVISED -	
CHECKED -	RTM	REVISED -	
DATE -	2/4/2013	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**



**ROADWAY PLANS - SWIFT ROAD**

SHEET NO. 9 OF 9 SHEETS STA. 61+50 TO STA. 66+00

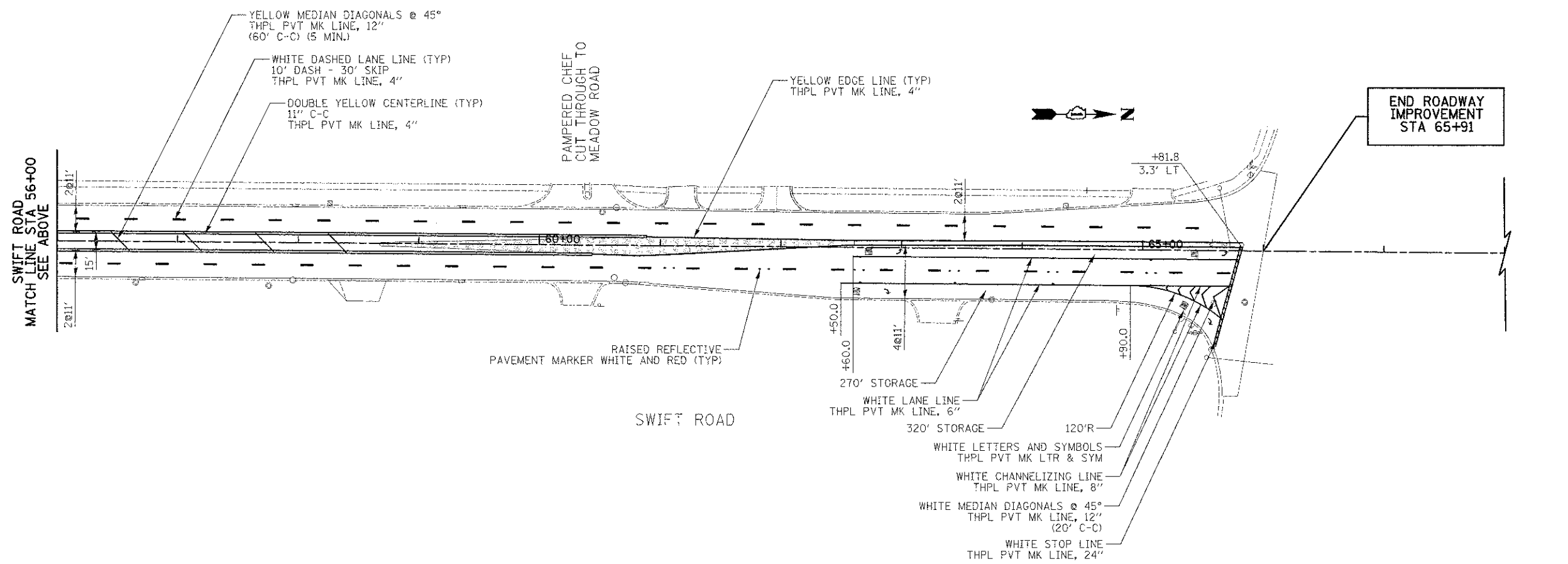
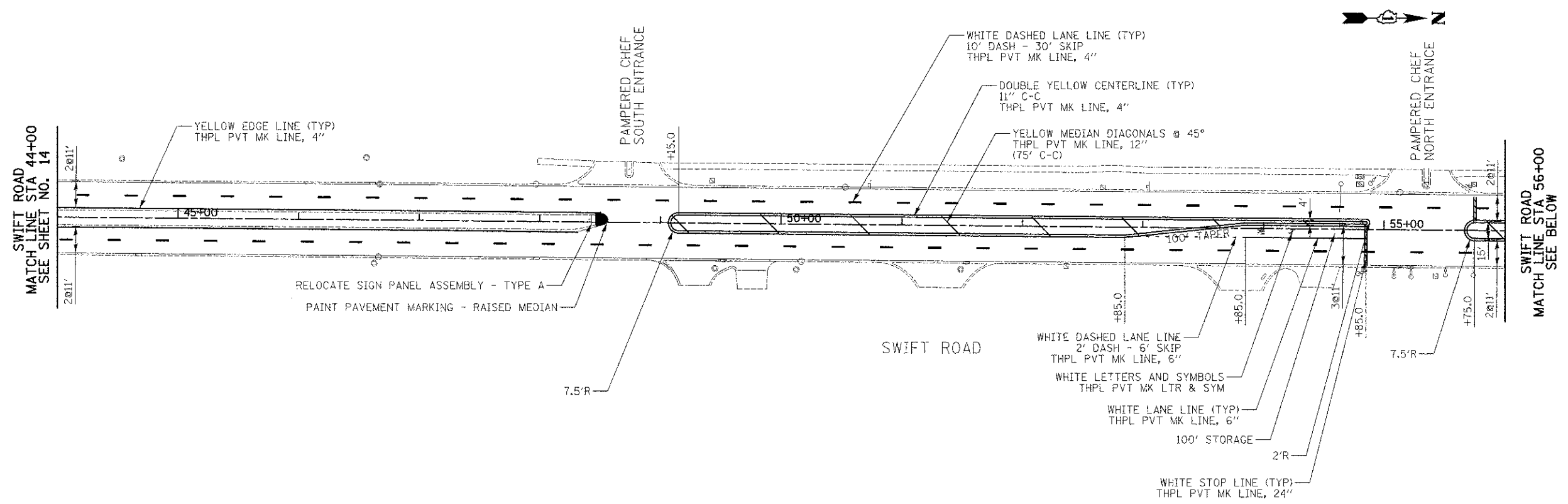
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2586	12-00101-00-RS		31	13
CONTRACT NO. 63796				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





FINAL SURVEY	DATE
REVISIONS	BY
NOTES	DATE
AREAS	
CHECKED	
DATE	

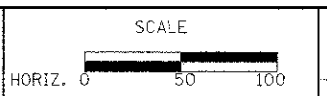
ORIGINAL SURVEY	DATE
REVISIONS	BY
NOTES	DATE
AREAS	
CHECKED	
DATE	



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DRAWN - JRR	REVISED -
CHECKED - RTM	REVISED -
DATE - 2/4/2013	REVISED -

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



**PAVEMENT MARKING & SIGNING - SWIFT ROAD**

SHEET NO. 2 OF 2 SHEETS STA. 44+00 TO STA. 65+91

F.A.U. 2586	SECTION 12-00101-00-R5	COUNTY DUPAGE	TOTAL SHEETS 31	SHEET NO. 15
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63796	

DATE	BY	DATE
SURVEY	PLANNED	
PHOTO	WORK	
NO.	AREAS CHECKED	

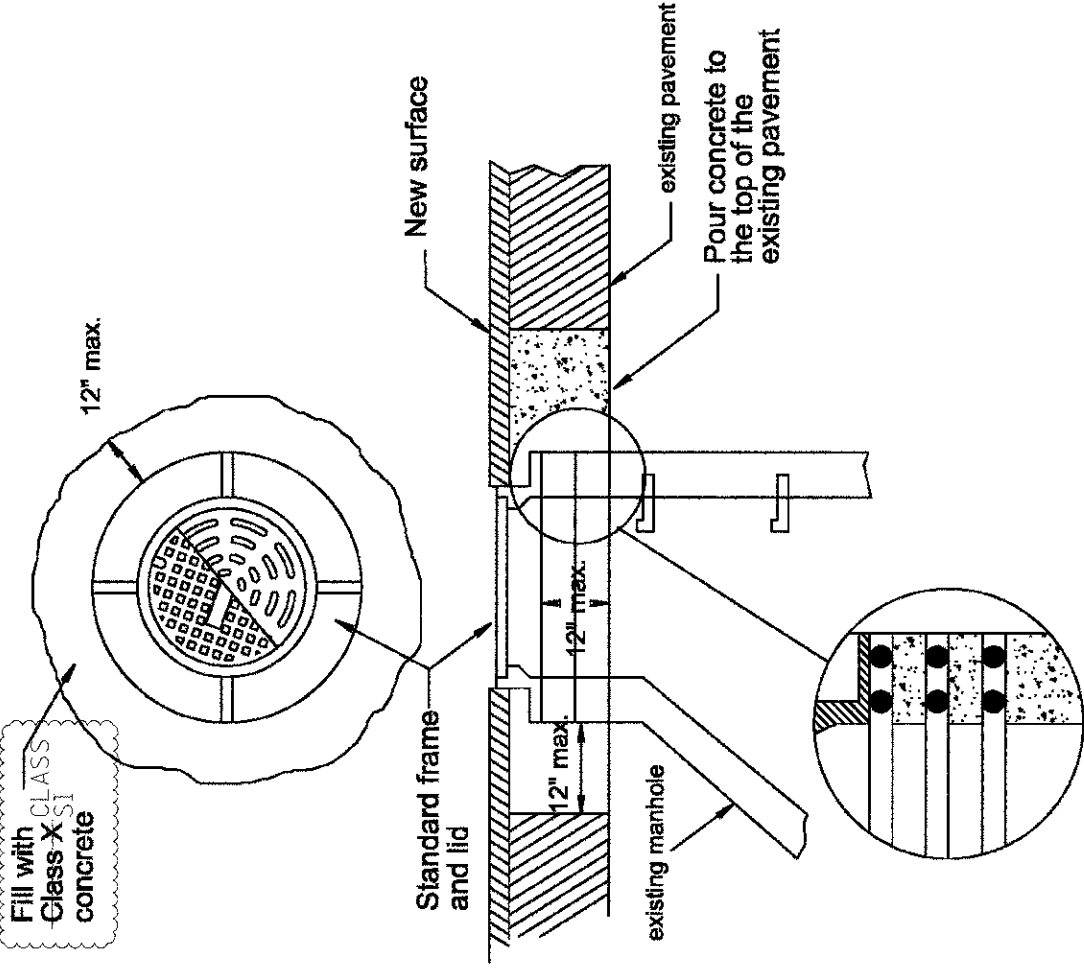
DATE	BY	DATE
SURVEY	PLANNED	
PHOTO	WORK	
NO.	AREAS CHECKED	

STD. 208.10

NOT TO SCALE

NOTES:

- Frames located in paved areas shall have the pavement removed for a distance not to exceed 12" outside of the base of the frame. The frame shall then be adjusted to finished surface grade, and the area around the frame filled with **CLASS X-1** concrete to the surface of the adjacent pavement.
- Frames located in paved areas and in the curb and gutter may require the use of tapered adjusting rings or metal shims with non-shrink grout.
- Adjustments shall be made with a maximum of 2 precast concrete adjusting rings. No more than 1 ring shall be 2" in size. If the total height of the adjustment exceeds 12", the adjustment shall be made by adding or removing complete barrel sections. The cone, concrete adjusting rings, and frame shall be set in a full bed of bituminous mastic, or 2 continuous rows of pre-formed, bituminous mastic material (E-Z Stick or approved equal).
- All common brick adjusting courses shall be removed and replaced with precast concrete adjusting rings.



FRAME ADJUSTMENT

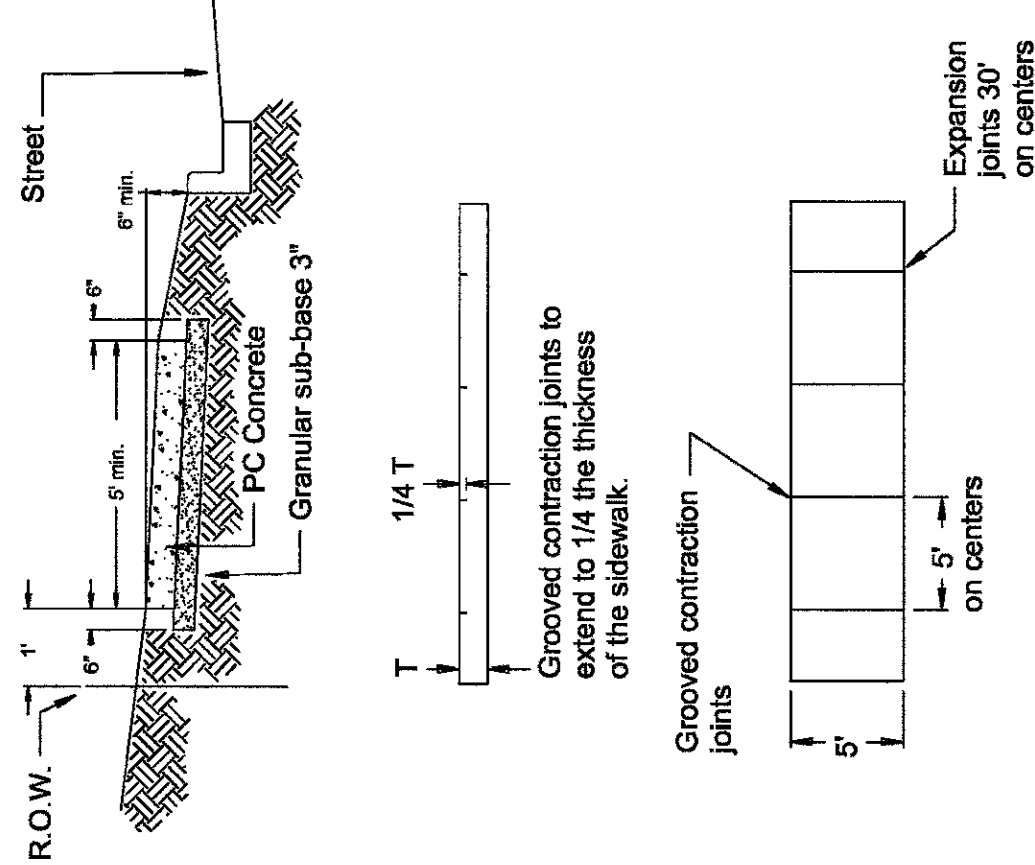
REVISIONS		VILLAGE OF ADDISON
5/98		APPROVED: 2/2/94
8/03		<i>[Signature]</i>
		R. ESPEDIDO, P.E., VILLAGE ENGINEER

STD. 501A

NOT TO SCALE

NOTES:

- Concrete shall be **CLASS X-1** bag mix, with a compressive strength of not less than 3,500 PSI.
- Sidewalks shall have a minimum thickness of 5".
- Sidewalks across driveways shall have a minimum thickness of 6".
- Sidewalks shall be placed on 3" of compacted sub-base.
- 3/4" expansion joints at 30' on centers.
- Grooved contraction joints at 5' on centers.
- Slope sidewalk 1/4" per foot in the direction of drainage.
- Public sidewalks shall be a minimum of 5' wide.
- Private residential service walks shall be a minimum of 3' wide.



REVISIONS		VILLAGE OF ADDISON
8/03		APPROVED: 2/2/94
		<i>[Signature]</i>
		R. ESPEDIDO, P.E., VILLAGE ENGINEER

SIDEWALK - SHEET 1 OF 2

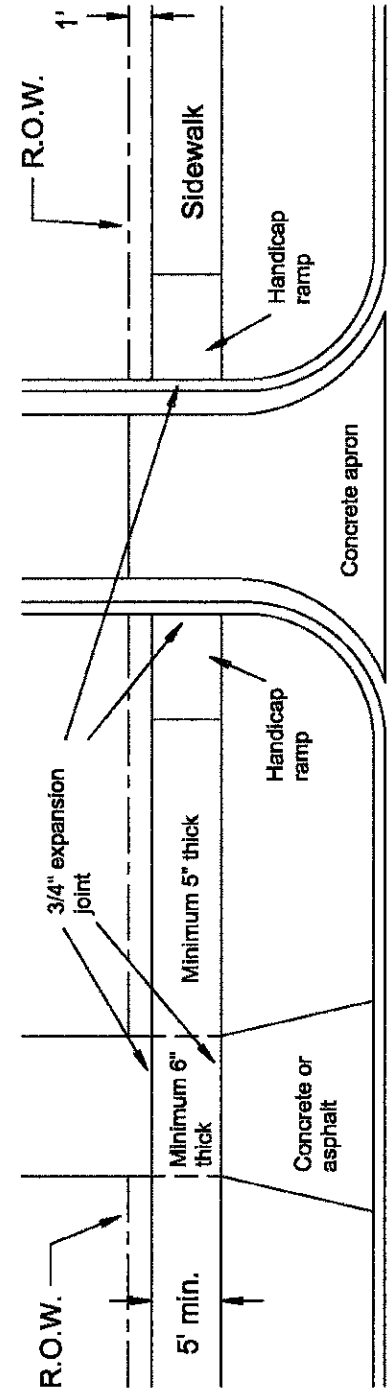
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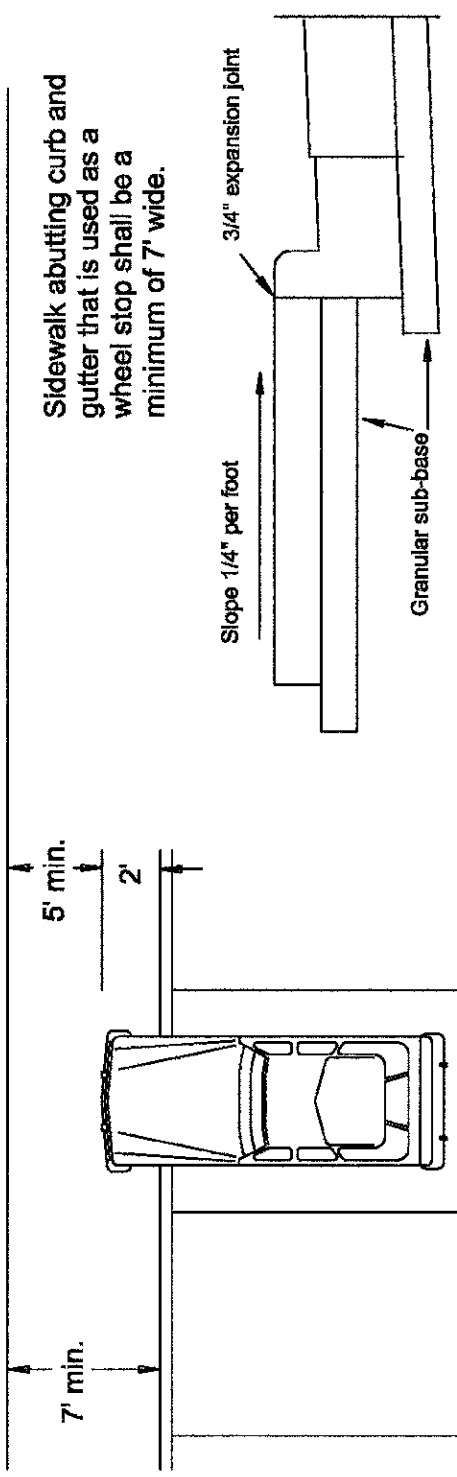
NOT TO SCALE

All other driveways

One and two family residential



STREET



REVISIONS

VILLAGE OF ADDISON

APPROVED: 2/2/94

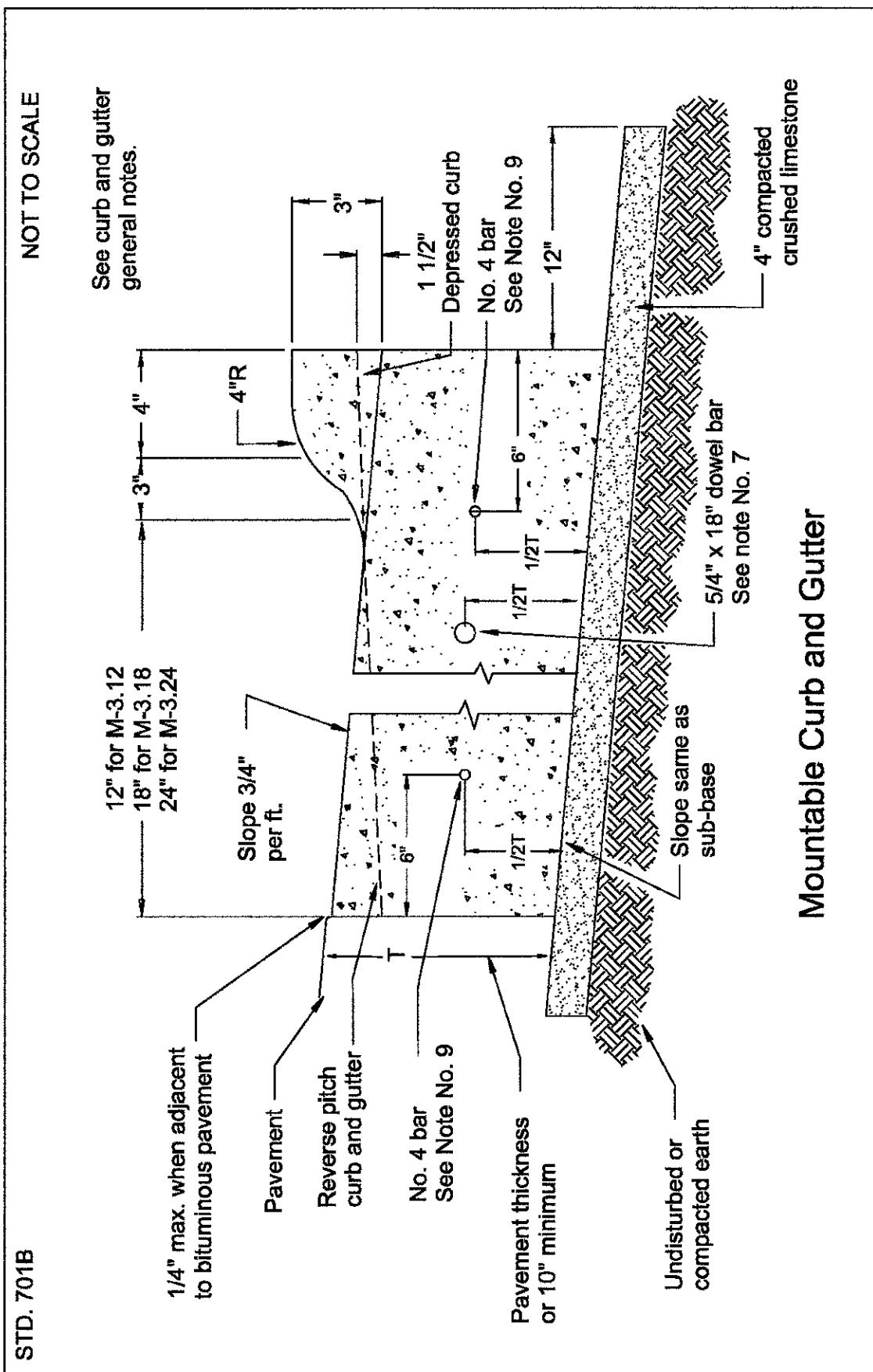
R. ESPEDIDO, P.E., VILLAGE ENGINEER

SIDEWALK - SHEET 2 OF 2



FINAL SURVEYED	DATE
SERIES PLOTTED	
NOTE BOOK	
AREAS CHECKED	

ORIGINAL SURVEYED	DATE
SERIES PLOTTED	
NOTE BOOK	
AREAS CHECKED	



Mountable Curb and Gutter

COMBINATION CONCRETE CURB AND GUTTER - TYPE M

REVISIONS	VILLAGE OF ADDISON
9/03	APPROVED: 2/2/94
	R. ESPEDIDO, P.E., VILLAGE ENGINEER

STD. 701D

CURB AND GUTTER GENERAL NOTES

1. Thickness: "T" = thickness of the curb or gutter
2. Depressed curbs: The top of a curb shall be depressed where it is constructed across a sidewalk, driveway, or where directed by the Director of Community Development. The transition from full height curb to depressed curb shall be at the rate of 3" per foot.
3. Sub-grade: Improved sub-grade shall extend 1' outside of the back of curb.
4. Sub-base: The sub-base shall consist of 4" of compacted crushed limestone.
5. Concrete: Shall be a 6 bag mix, attaining a strength of not less than 3500 P.S.I. in 28 days.
6. Contraction joints: Maximum of 25' intervals, grooved or sawcut a minimum of 1/8" wide, and a minimum of 2" deep. Sawing shall be completed within 24 hours of the pour.
7. Expansion joints: 1" thick preformed joint filler with a single 5/4"x 18" epoxy coated smooth dowel bar, fitted with a pinch cap, installed 5' on either side of any structure within the curb line, at the PT and PC of a radius, and at the end of each concrete pour. Maximum spacing of 75'.
8. Construction joints: Use whenever the placing of concrete is held up for 30 minutes or more. Construction joints shall be installed in the same manner as an expansion joint.
9. Steel reinforcement: 2 continuous No. 4 bars centered in the curb over all trench crossings so that the bars extend 5' beyond the trench on all sides.

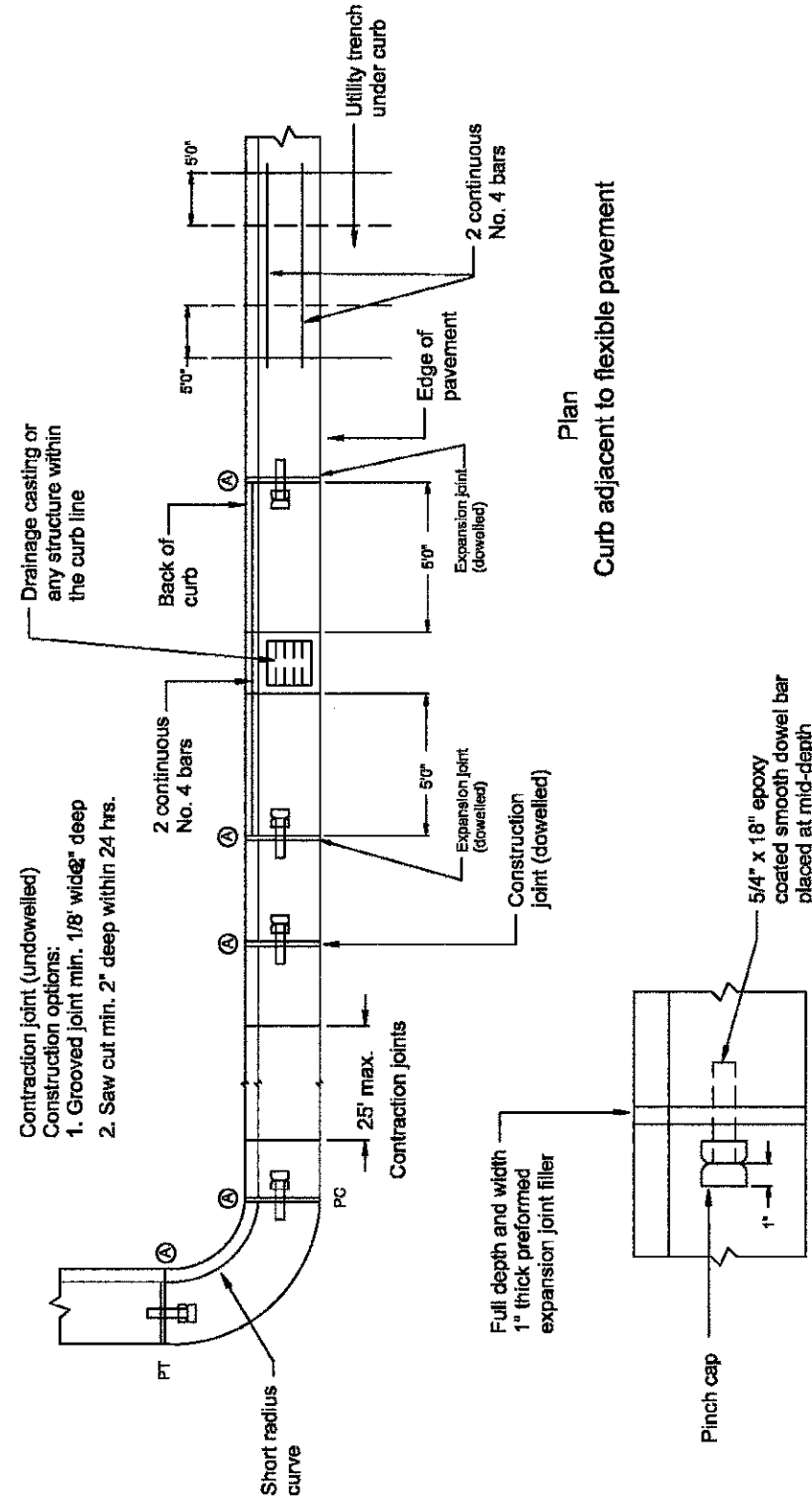
REVISIONS	VILLAGE OF ADDISON
	APPROVED: 2/2/94
	R. ESPEDIDO, P.E., VILLAGE ENGINEER

DESIGNED	BY	DATE
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REVISIONS	DATE	BY
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STD. 704

NOT TO SCALE



Plan  
Curb adjacent to flexible pavement

Detail A  
Expansion joint

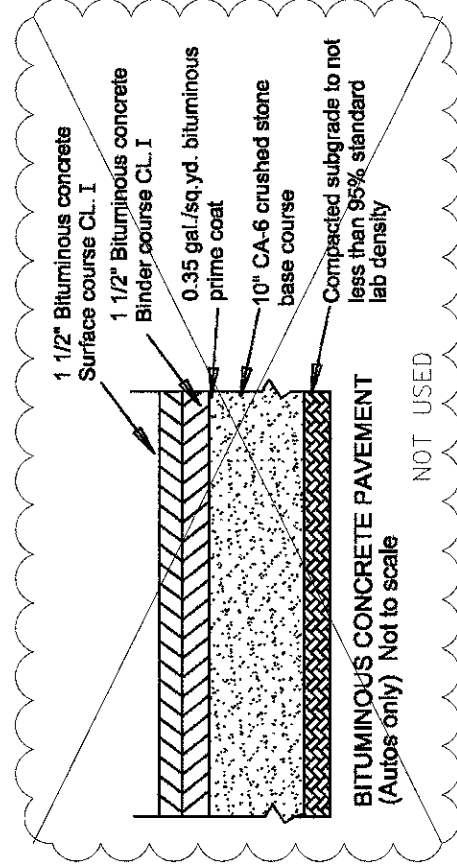
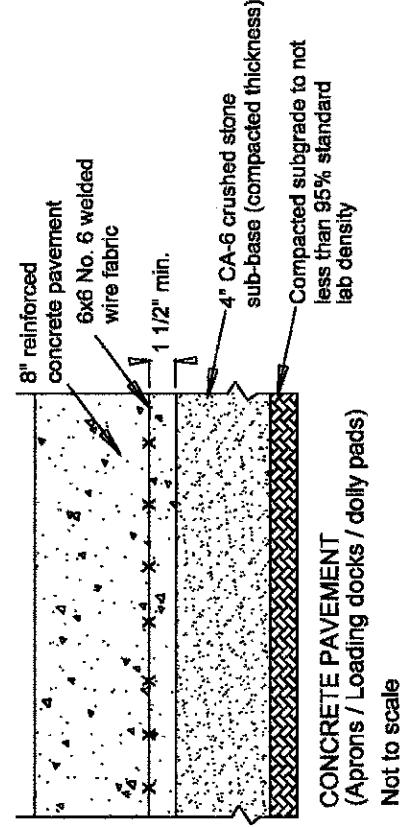
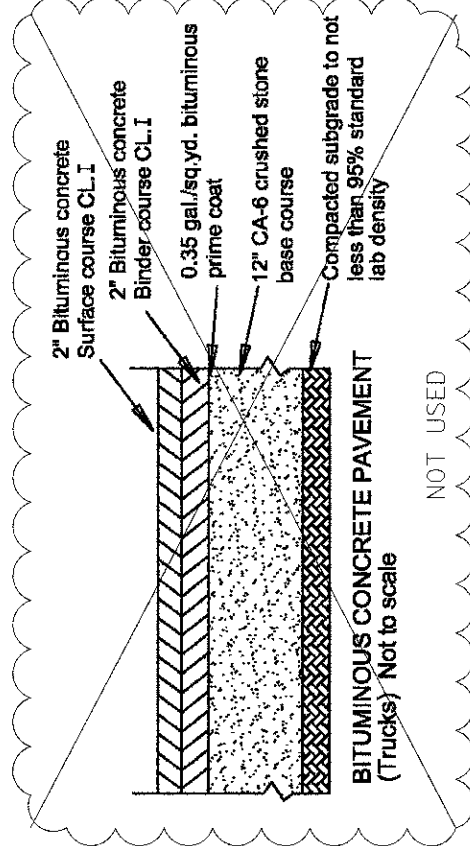
# CURB AND GUTTER JOINTS

REVISIONS

VILLAGE OF ADDISON	
APPROVED:	2/2/94
R. ESPEDIDO, P.E., VILLAGE ENGINEER	

STD. 1006

NOT TO SCALE



REVISIONS

VILLAGE OF ADDISON	
8/03	
APPROVED:	2/2/94
R. ESPEDIDO, P.E., VILLAGE ENGINEER	

# PARKING LOT & DRIVEWAY PAVEMENT

(Industrial / Commercial)



450 E Devon Ave, Suite 300  
Itasca, Illinois 60143  
Tel: 630.773.3900 Fax: 630.773.3975  
www.civiltechinc.com

DESIGNED	-	REVISED	-
DRAWN	-	REVISED	-
CHECKED	-	REVISED	-
DATE	- 2/4/2013	REVISED	-

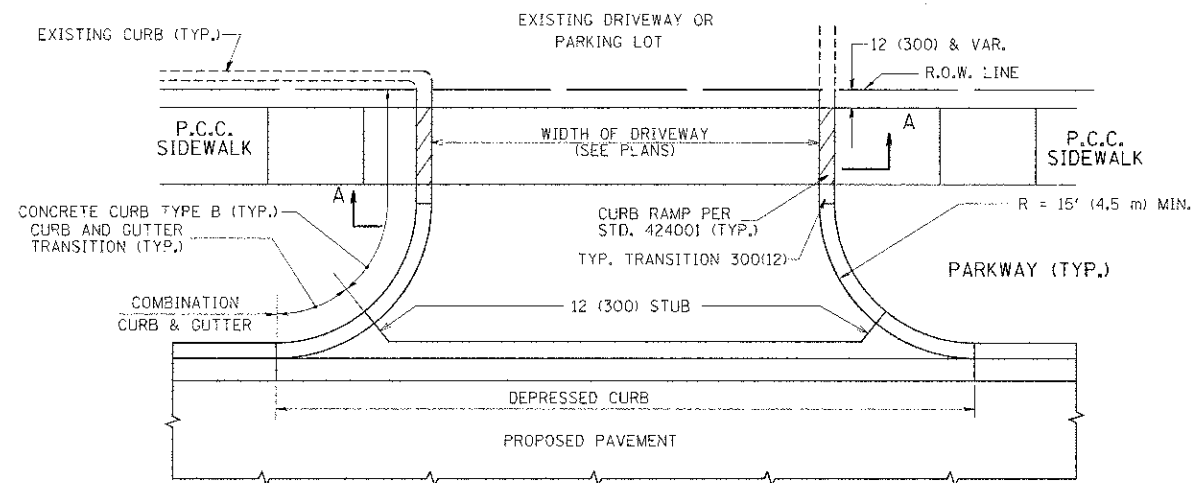
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS - SWIFT ROAD

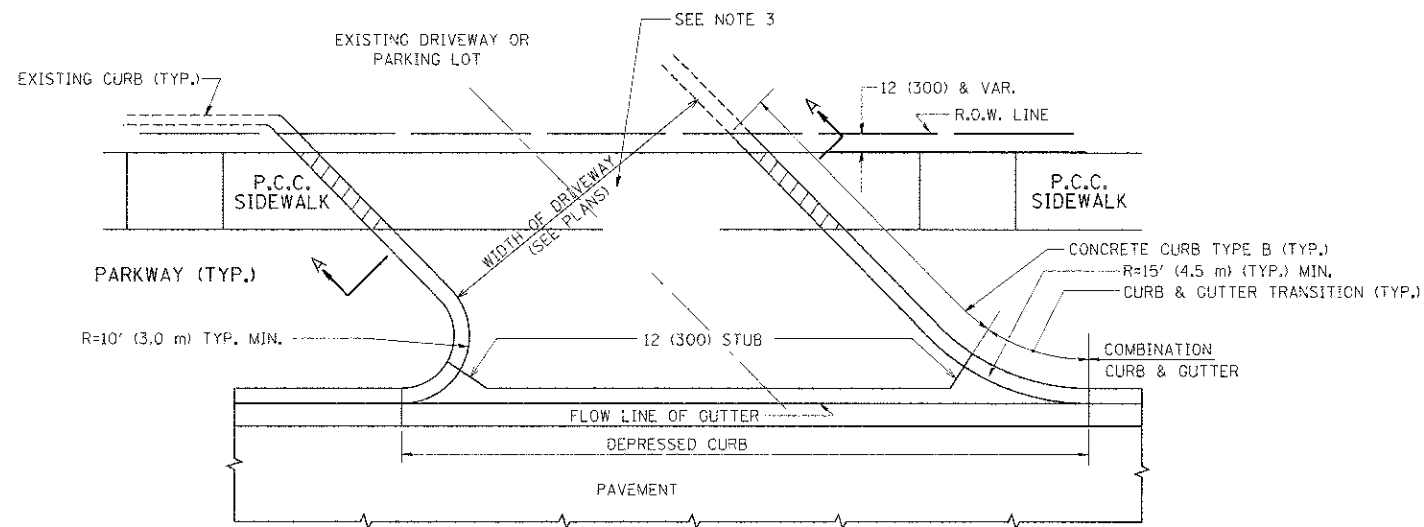
SHEET NO. 4 OF 5 SHEETS

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63796	

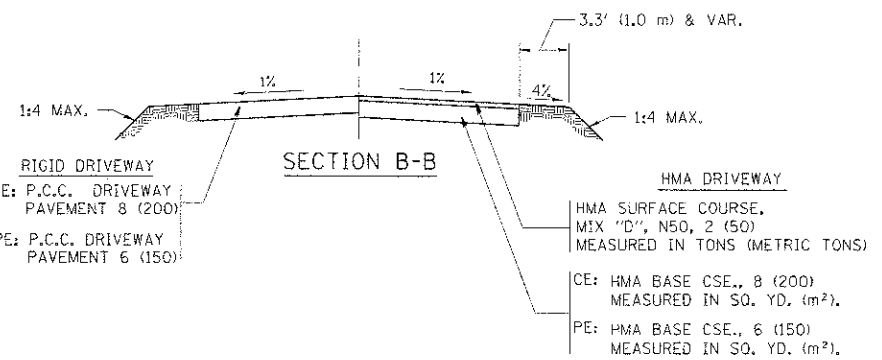
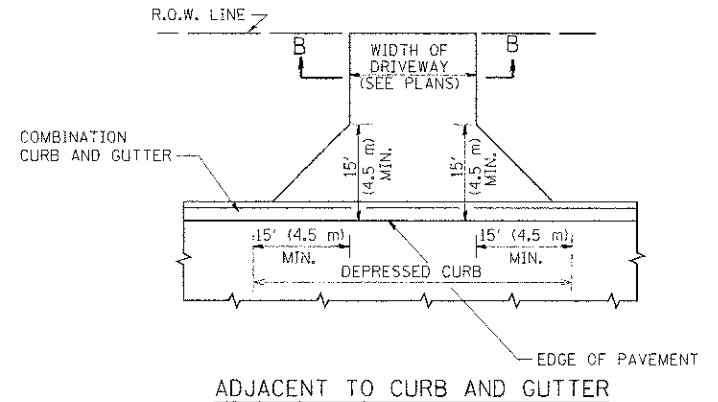
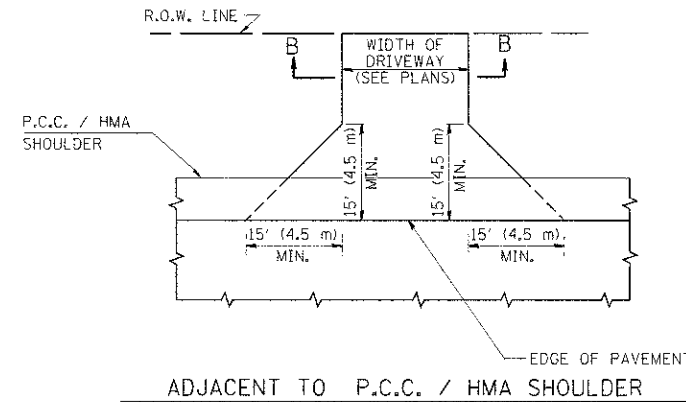
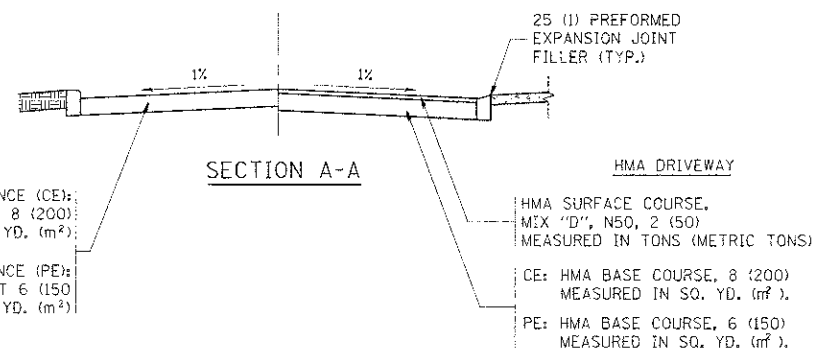




WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



**GENERAL NOTES:**

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

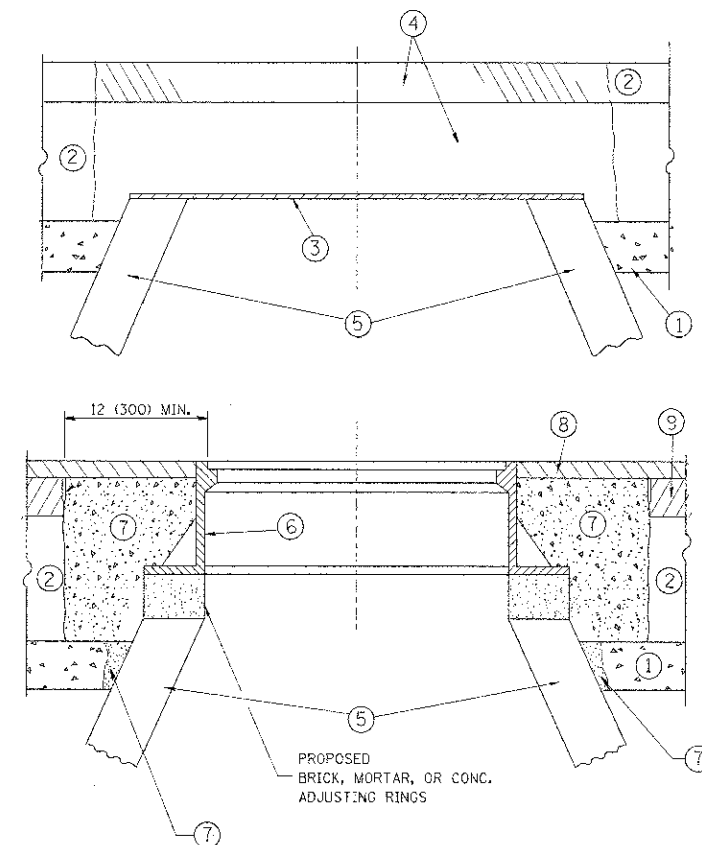
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		CHECKED -	REVISED - R. BORO 06-11-08
		DATE - 11-04-95	REVISED - R. BORO 03-06-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.  
AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
2586	12-00101-00-RS	DUPAGE	31   21
BD0156-07 (BD-01)		CONTRACT NO.	63796
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			





**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

**STAGE 2 (AFTER PAVEMENT MILLING)**

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1\* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

\*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

**LEGEND**

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-1\* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

**LOCATION OF STRUCTURES:**

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

**BASIS OF PAYMENT:**

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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

**NOTES:**

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

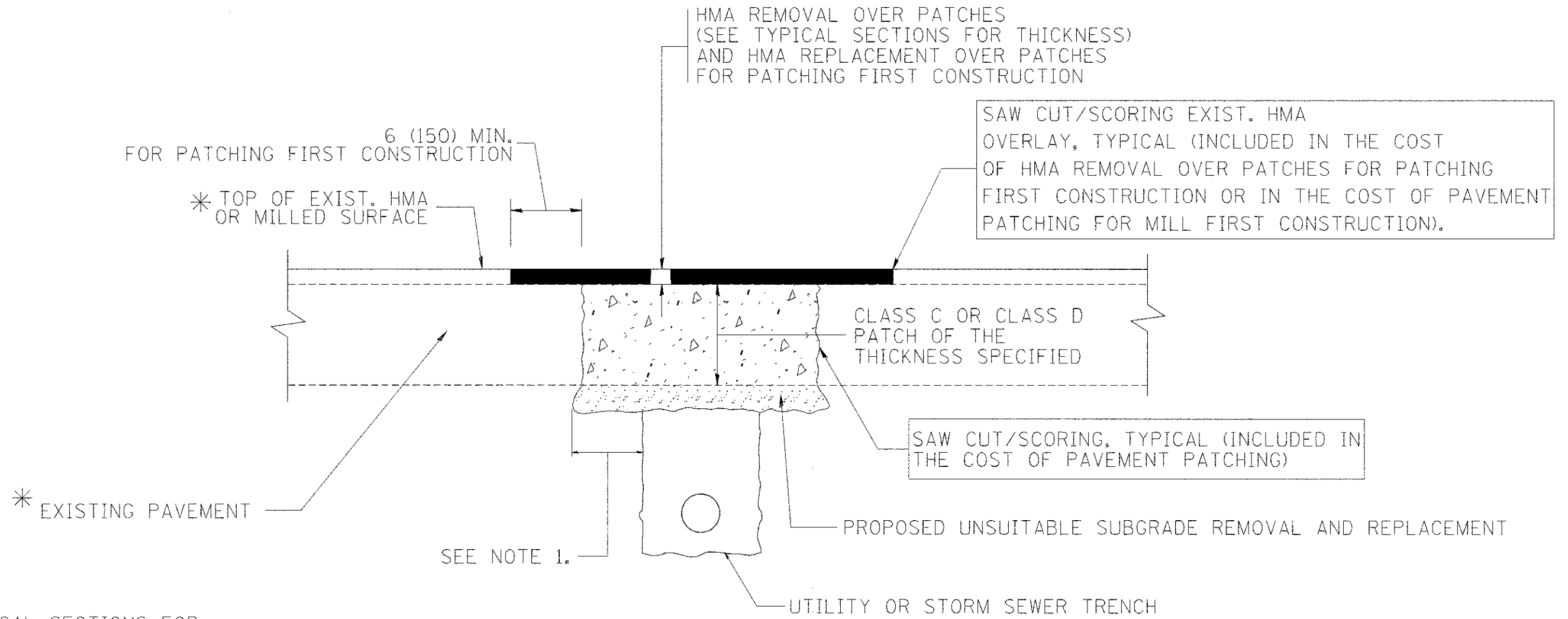
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME *	USER NAME * bauerjl	DESIGNED - R. SHAH	REVISED - R. WIEGEMAN 05-14-04
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	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA. _____	TO STA. _____

F.A. RTE. 2586	SECTION 12-00101-00-RS	COUNTY DUPAGE	TOTAL SHEETS 31	SHEET NO. 22
<b>BD600-03 (BD-8)</b>			CONTRACT NO. 63796	
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.

FILE NAME = c:\projects\distsd22\34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A. RTE. = 2586	SECTION = 12-00101-00-RS	COUNTY = DUPAGE	TOTAL SHEETS = 31	SHEET NO. = 23
	PLOT SCALE = 50,000' / 1" =	CHECKED -	REVISED - R. BORO 09-04-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>BD400-04 (BD-22)</b>				
	PLOT DATE = 10/27/2008	DATE = 10-25-94	REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
CONTRACT NO. 63796												

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.

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) \*\*

18" (450) MAX.

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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.)

\* 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.

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 USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

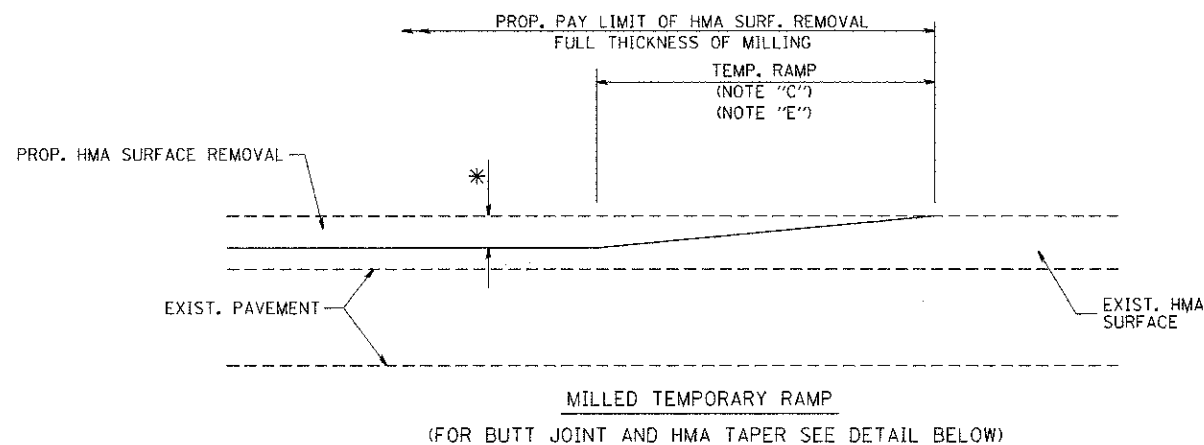
**BASIS OF PAYMENT:**

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".

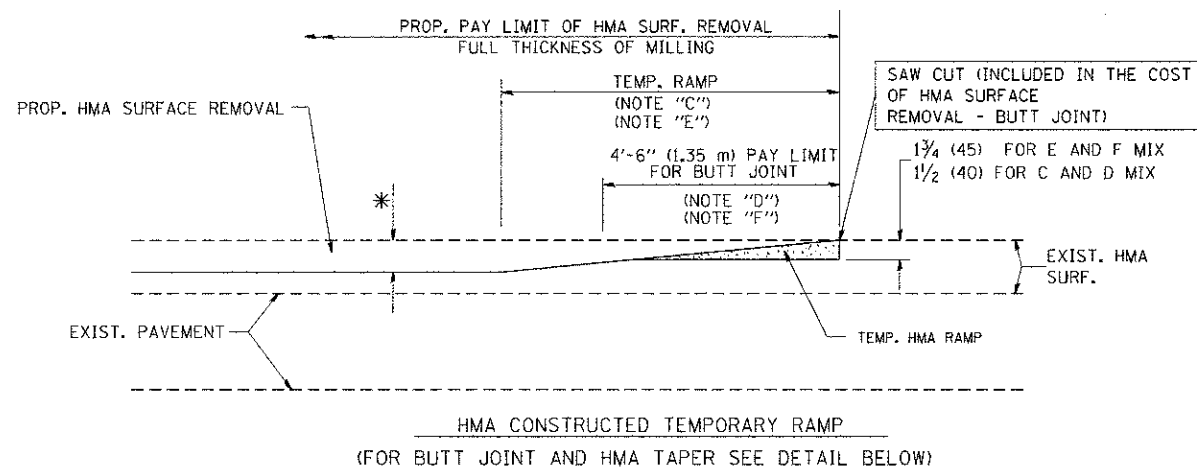
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = arivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAM 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A. RTE. 2586	SECTION 12-00101-00-RS	COUNTY DUPAGE	TOTAL SHEETS 31	SHEET NO. 24		
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	CHECKED -	REVISED - R. BORO 12-15-09				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
	DATE - 03-11-94											

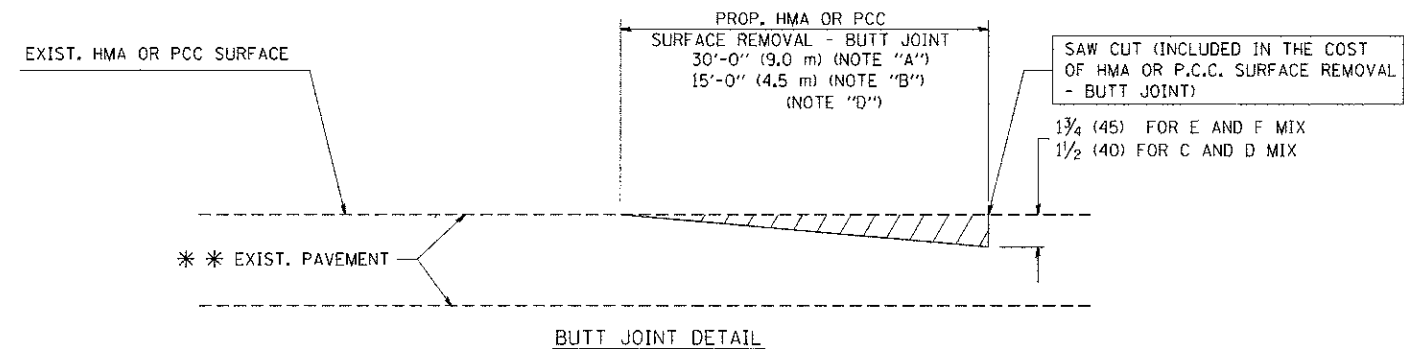


**OPTION 1**

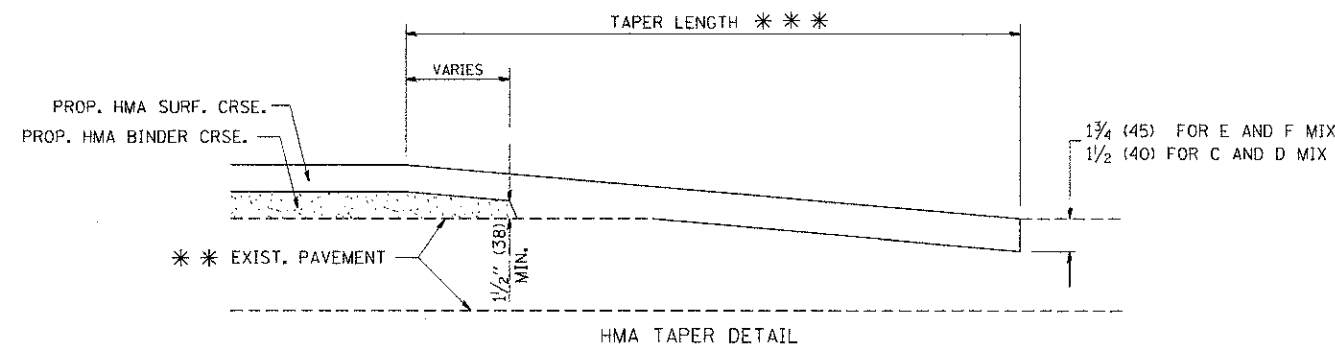


**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

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

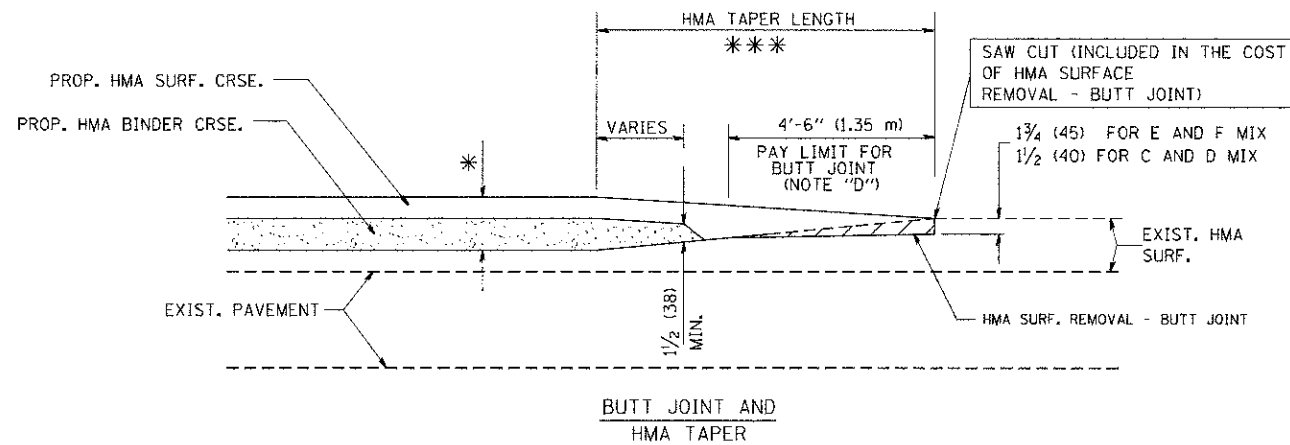
**NOTES**

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

**BASIS OF PAYMENT:**

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

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



**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**

FILE NAME = W:\dotatold\22x34\bd32.dgn

USER NAME = goglianob  
PLOT SCALE = 50.0000" / 1"  
PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG  
DRAWN -  
CHECKED -  
DATE - 06-13-90

REVISED - R. SHAH 10-25-94  
REVISED - A. ABBAS 03-21-97  
REVISED - M. GOMEZ 04-06-01  
REVISED - R. BORO 01-01-07

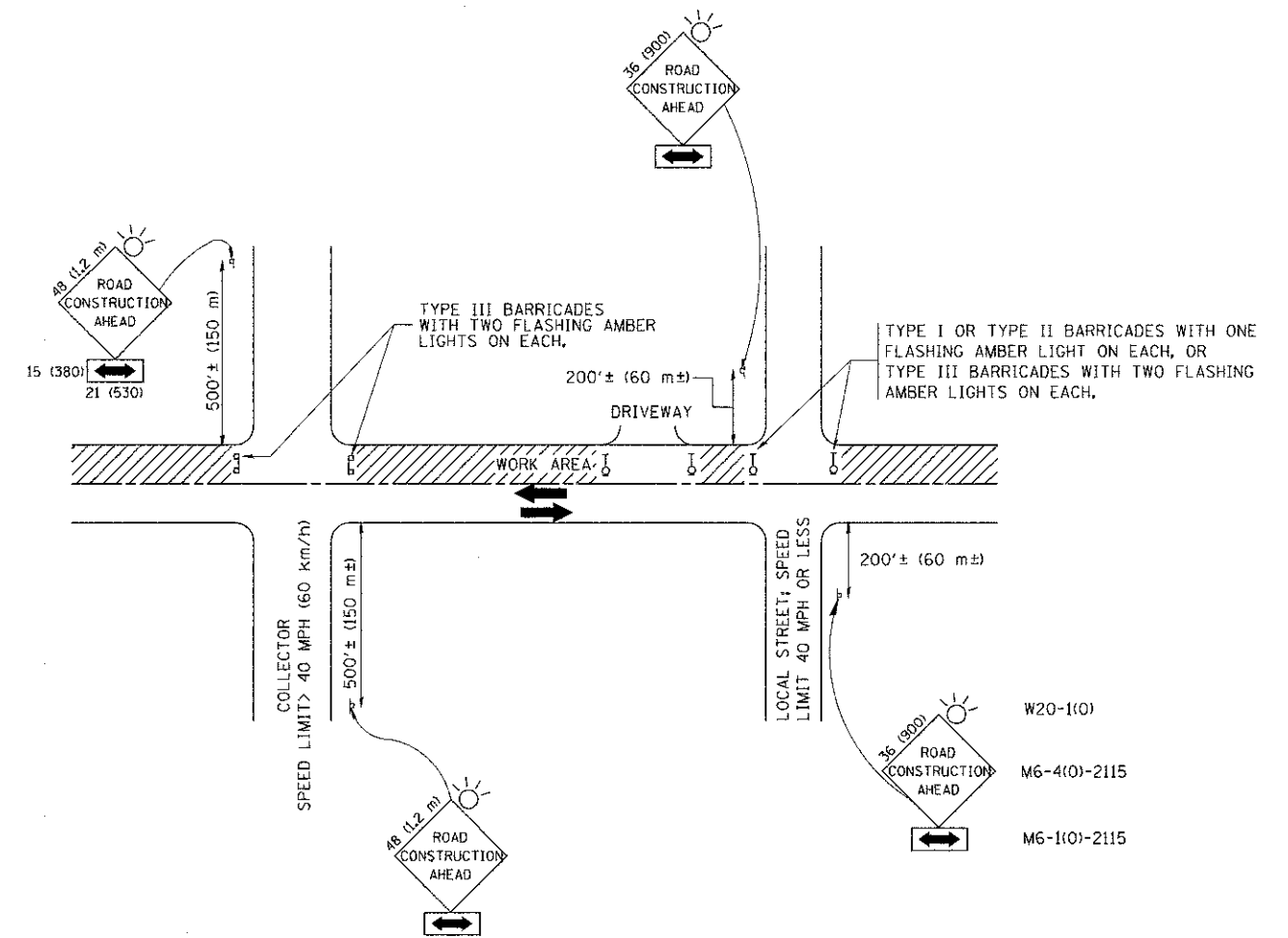
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND  
HMA TAPER DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2586	12-00101-00-RS	DUPAGE	31	25
BD400-05 BD32			CONTRACT NO. 63796	
FED. ROAD DIST. NO. 1 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

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.

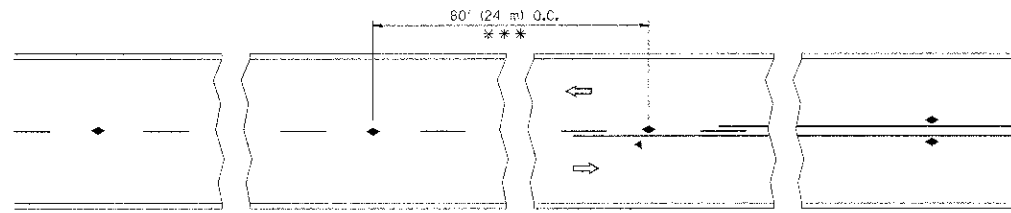
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	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

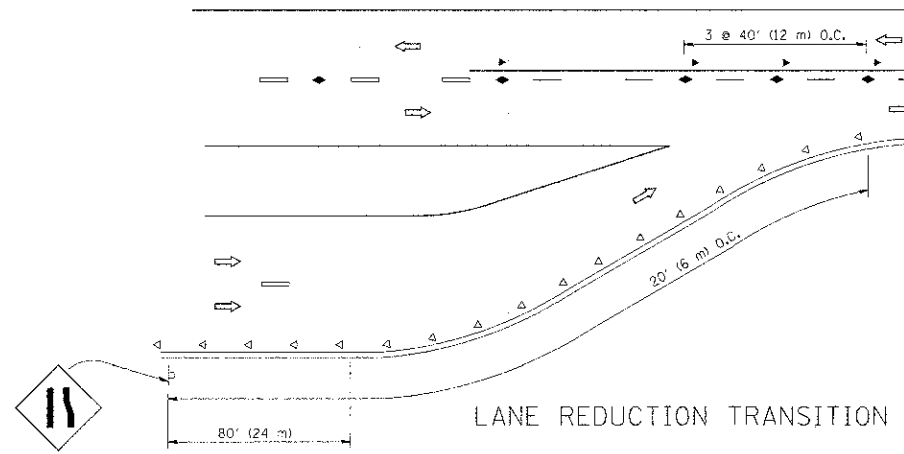
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 63796	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

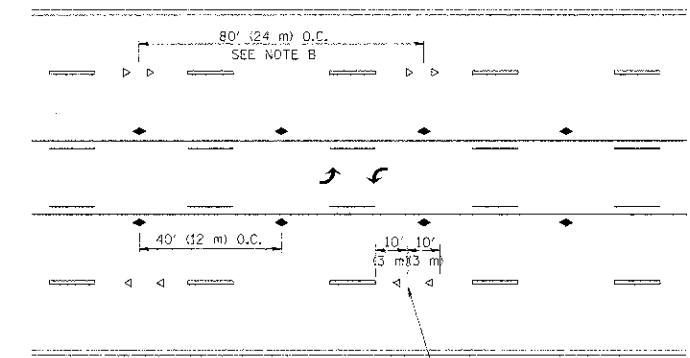


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

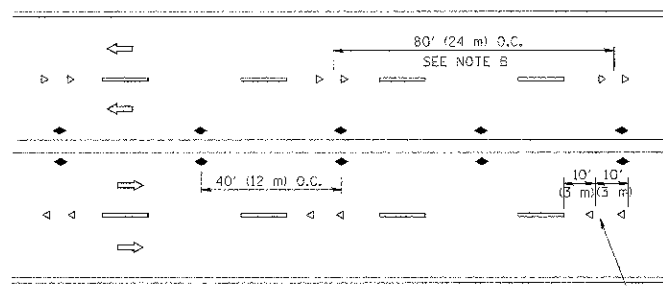
TWO-LANE/TWO-WAY



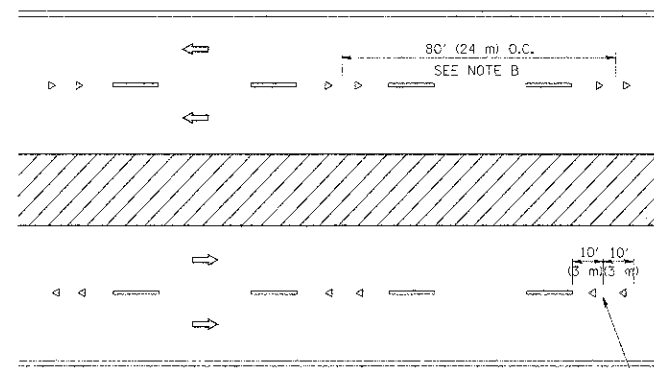
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

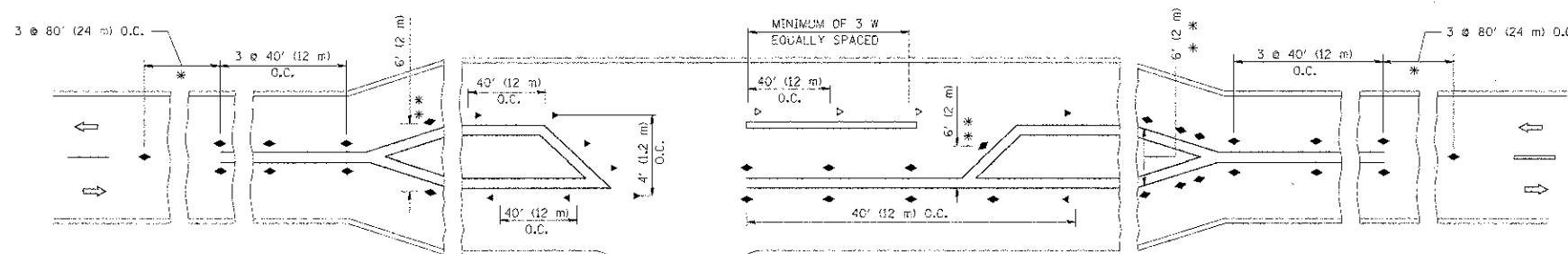
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

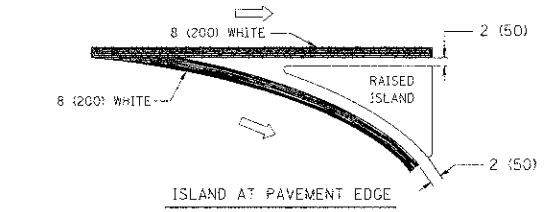
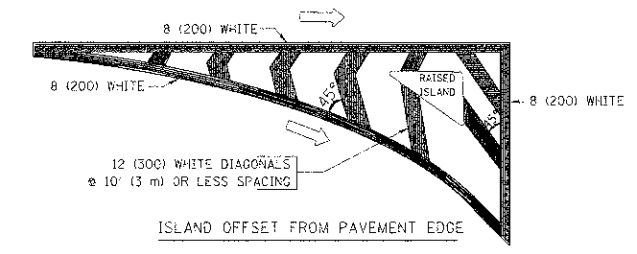
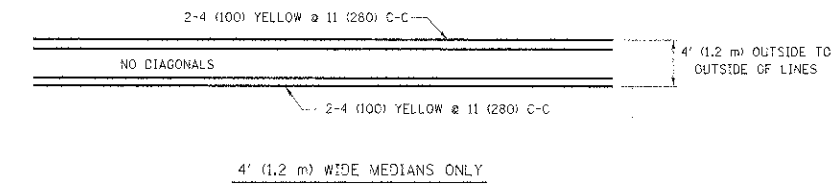
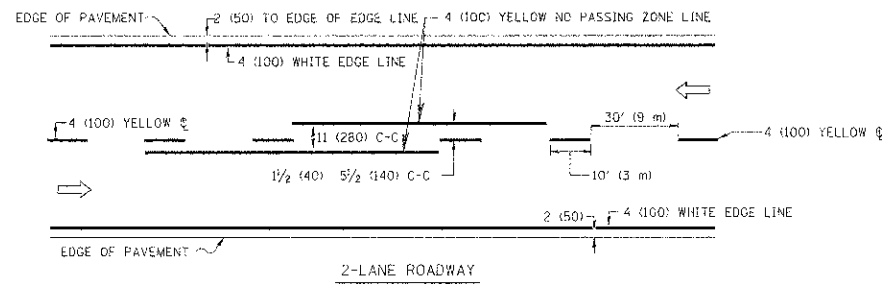
All dimensions are in inches (millimeters) unless otherwise shown.

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		CHECKED -	REVISED - T. RAMMACHER 01-06-00
		DATE -	REVISED - C. JUCIUS 09-09-09

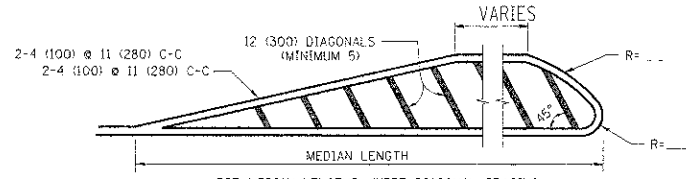
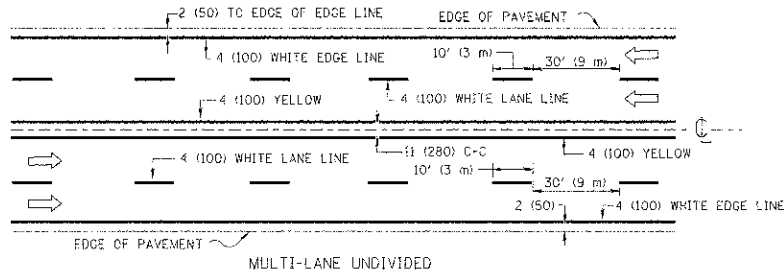
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS	
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2586	12-00101-00-RS	DUPAGE	31	26A
TC-11		CONTRACT NO.	63796	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



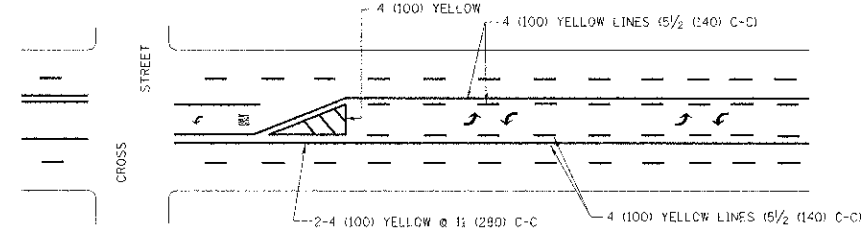
TYPICAL ISLAND MARKING



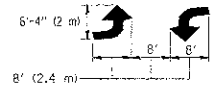
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

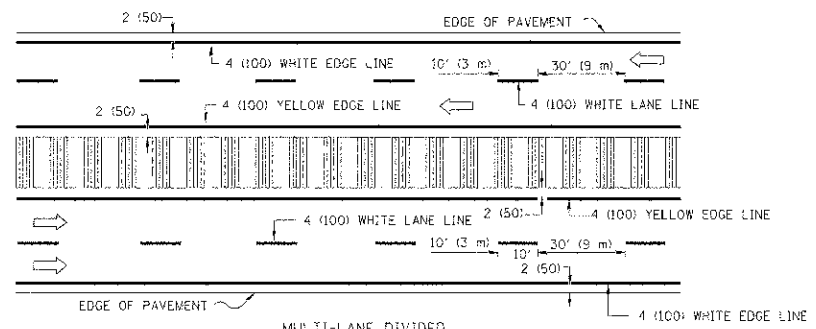


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



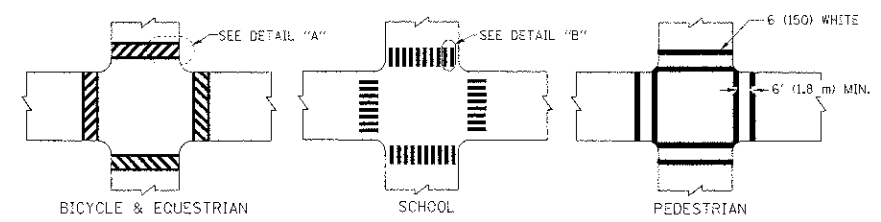
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

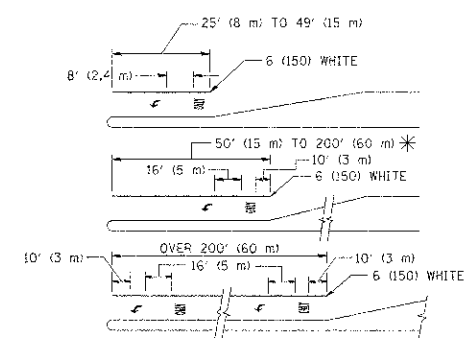


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK 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".

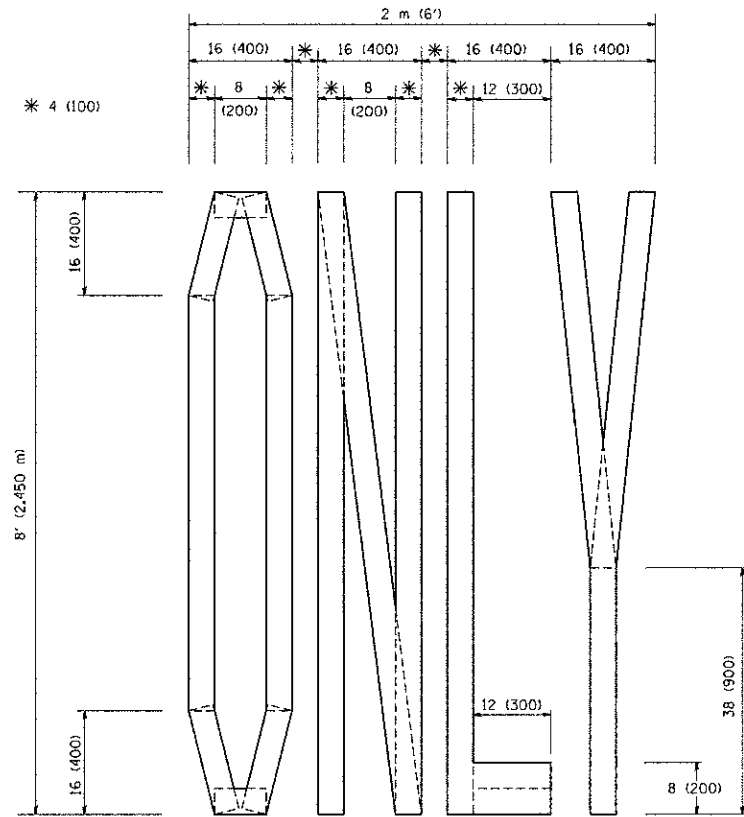
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

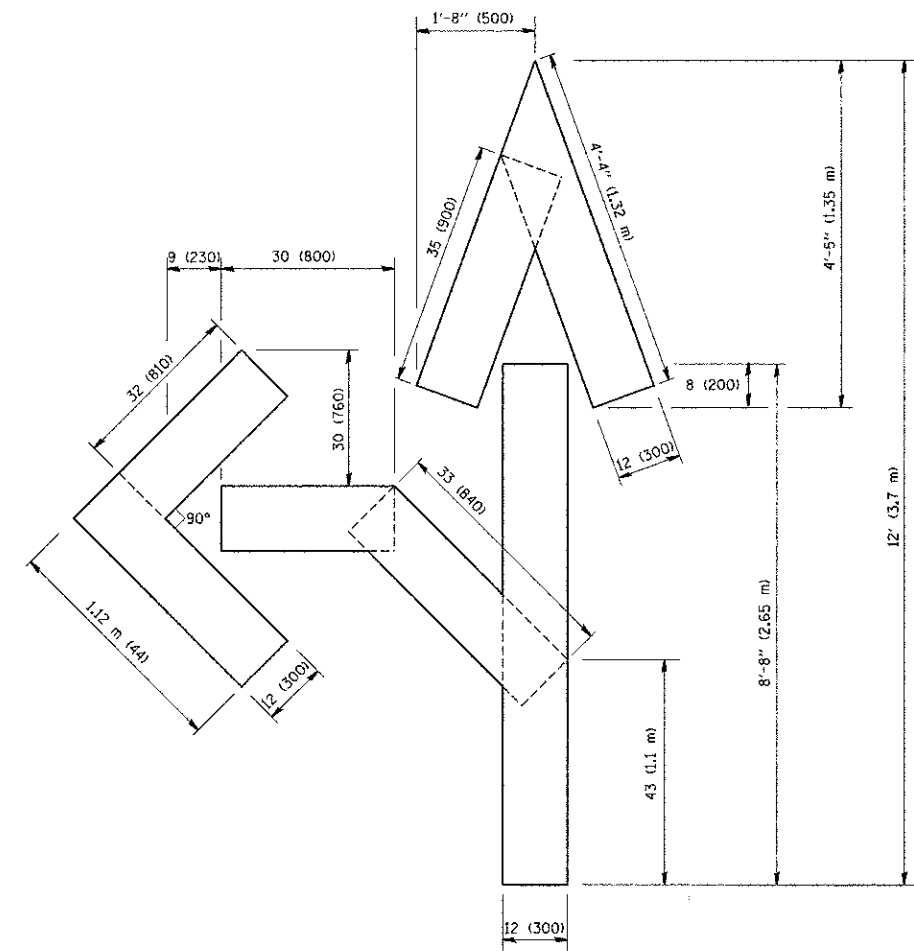
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES; FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	3/2 (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; 3/2 (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 2' (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 "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' (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.

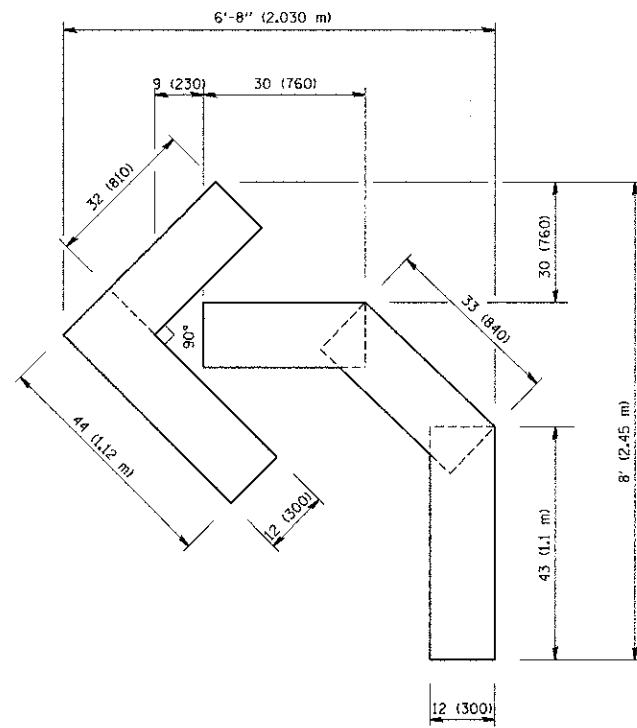
All dimensions are in inches (millimeters) unless otherwise shown.



QUANTITY  
 4 (100) LINE = 64.1 ft. (19.7 m)  
 21.1 sq. ft. (1.97 sq. m)



QUANTITY  
 4 (100) LINE = 82.5 ft. (25.3 m)  
 27.5 sq. ft. (2.53 sq. m)



QUANTITY  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.39 sq. m)

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

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		DRAWN -	REVISED -T, RAMMACHER 11-04-97
	PLOT SCALE = 50.0000" / IN.	CHECKED -	REVISED -T, RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

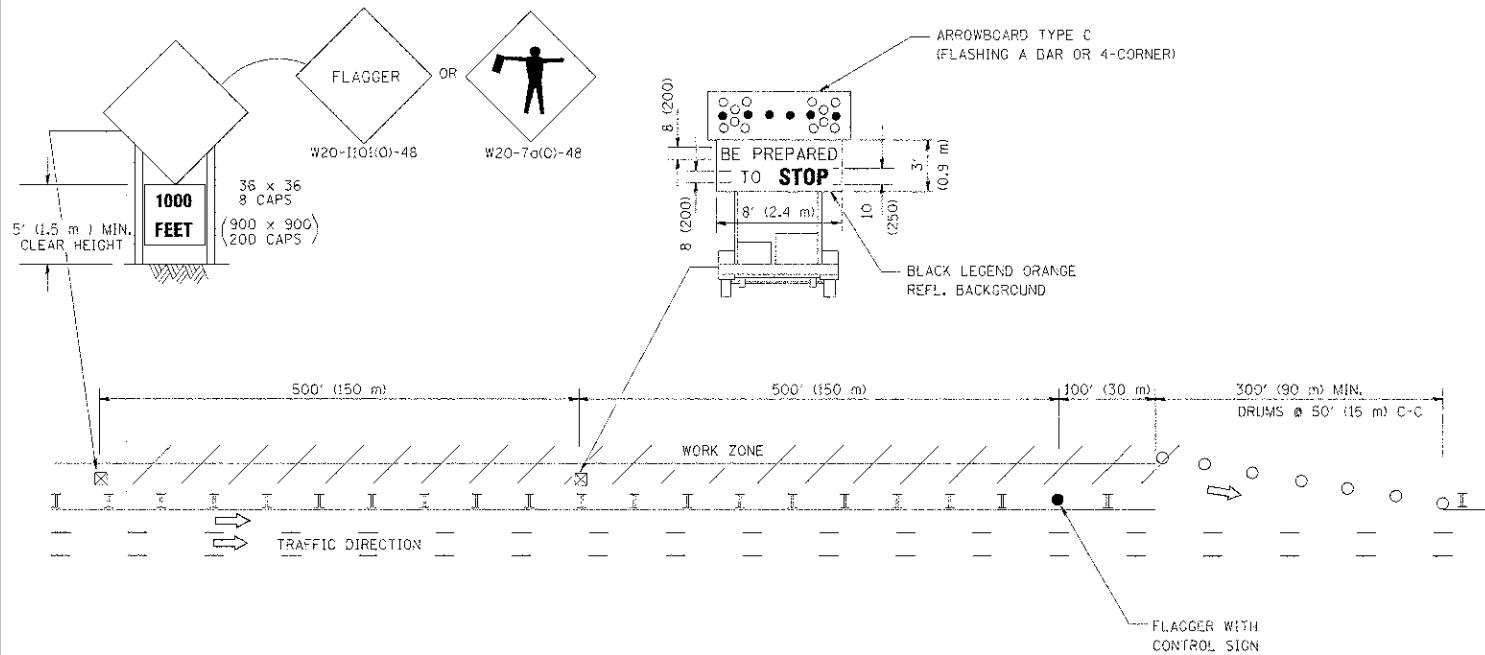
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F.A. RTE. 2586	SECTION 12-00101-00-RS	COUNTY DUPAGE	TOTAL SHEETS 31	SHEET NO. 28
TC-16			CONTRACT NO. 63796	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

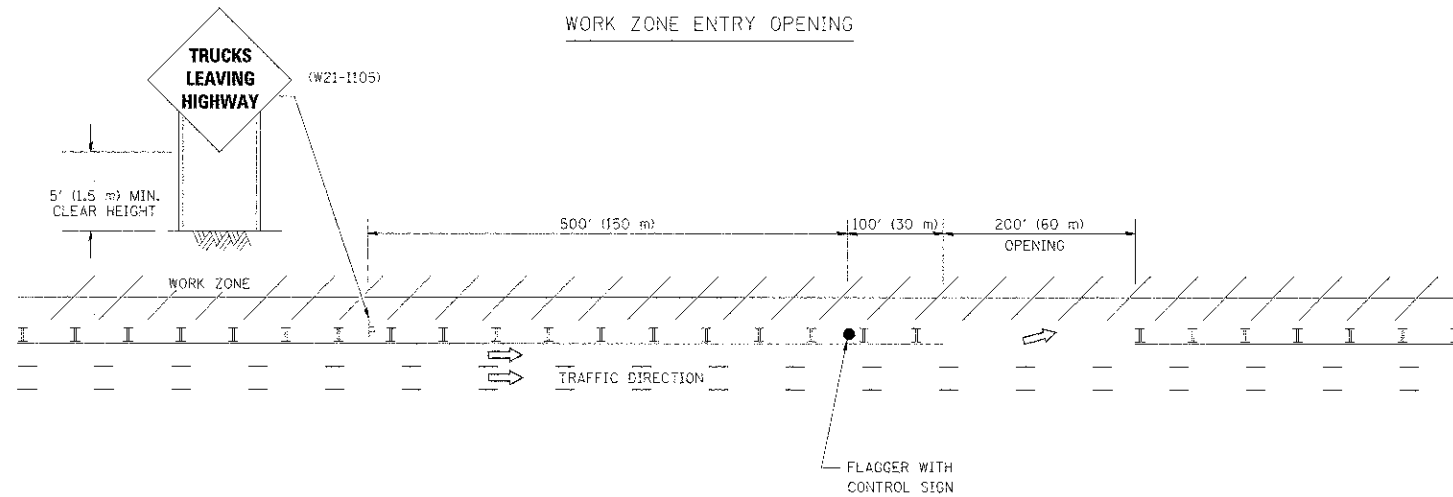


SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

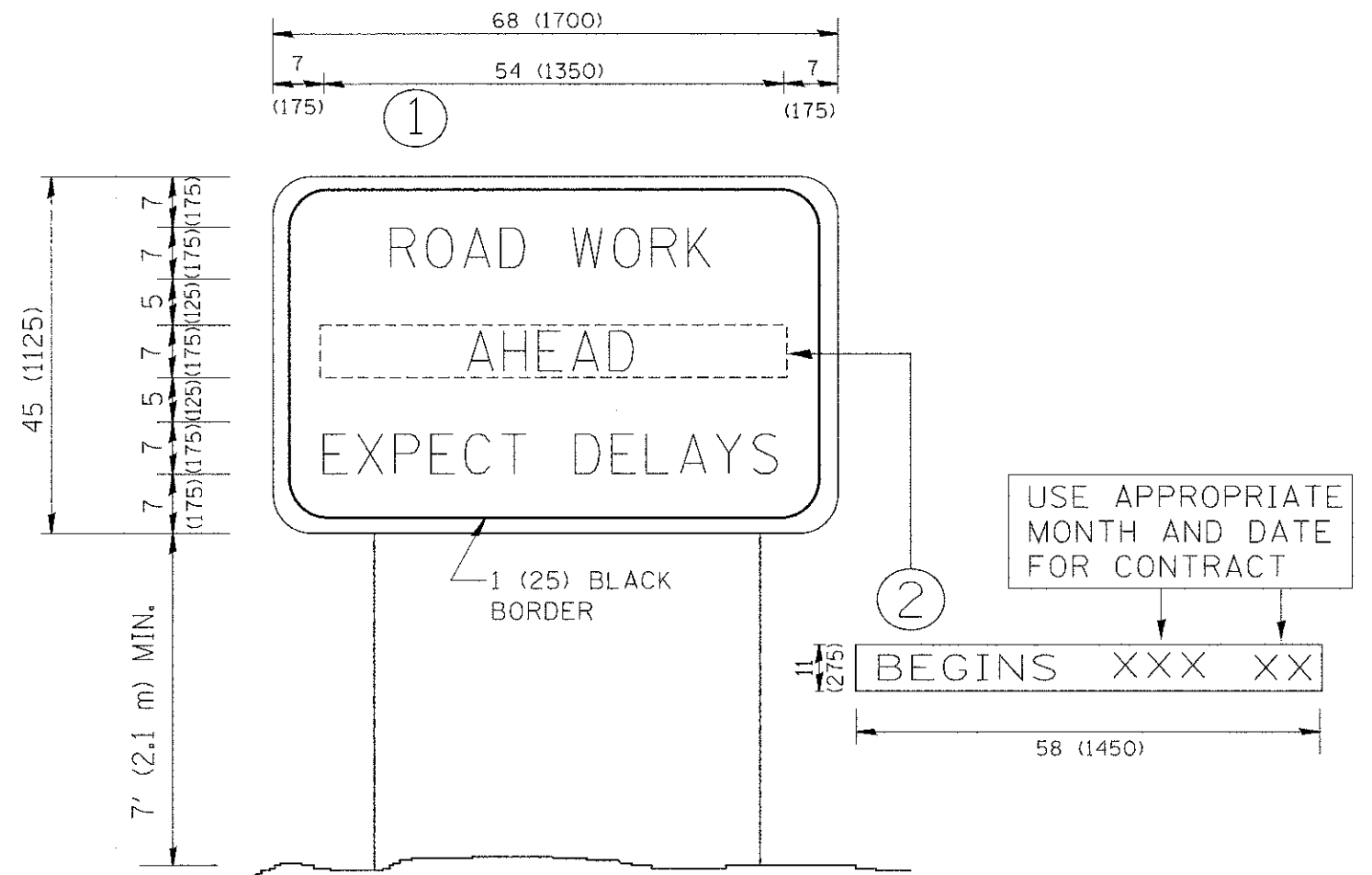
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	PLOT DATE = 1/26/2010	DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS  
AT WORK ZONE OPENINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2586	12-00101-00-RS	DUPAGE	31	29
TC-18		CONTRACT NO. 63796		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**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.

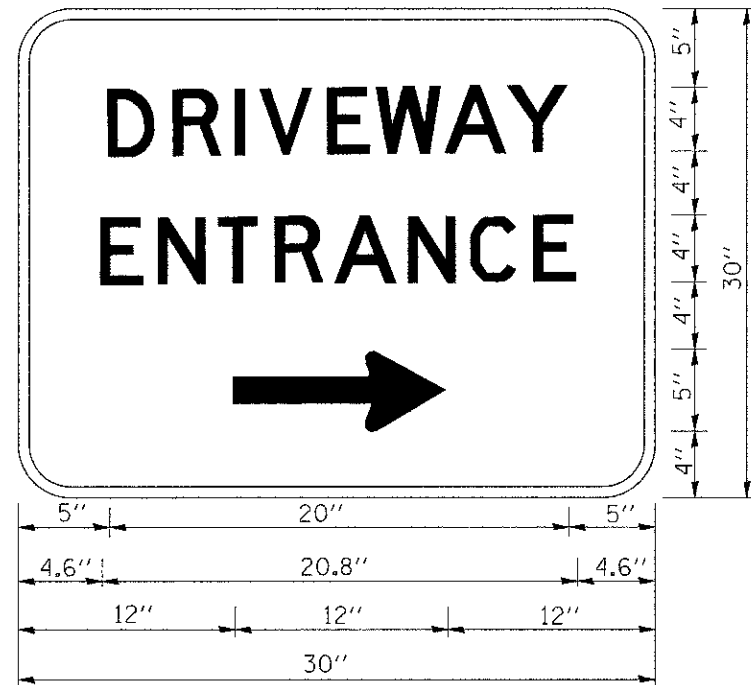
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		CHECKED -	REVISED - T. RAMMACHER 02-02-99
		DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2586	12-00101-00-RS	DUPAGE	31	30
TC-22			CONTRACT NO. 63796	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED  
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

**NOTES:**

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE  
 PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN)  
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY  
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE  
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME = W:\drststd\22x34\to26.dgn	USER NAME = gaglianob	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY ENTRANCE SIGNING**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2586	12-00101-00-RS		31	31
<b>TC-26</b>			<b>CONTRACT NO. 63796</b>	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				