



# GENERAL NOTES

## SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED APRIL 1, 2016; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
- ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.
- BEFORE STARTING ALL EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 1-800-892-0123 FOR FIELD LOCATION OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR A PROFESSIONAL LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
- HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND HOT-MIX TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- ALL PAY ITEMS FOR REMOVAL AND REPLACEMENT MUST BE FIELD MEASURED AND MARKED BY THE ENGINEER PRIOR TO CONSTRUCTION. NO PAYMENT WILL BE MADE FOR ANY ITEMS OF WORK, WHICH HAVE BEEN REMOVED AND/OR REPLACED WITHOUT HAVING BEEN FIELD MEASURED AND MARKED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR REMOVAL AND/OR REPLACEMENT BEYOND FIELD MARKINGS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER.
- BY THE END OF EACH WORKING DAY THE CONTRACTOR AND HIS SUBCONTRACTORS SHALL REMOVE RUBBISH, WASTE MATERIAL AND ACCUMULATIONS FROM THE PREMISES AND SHALL KEEP THE PREMISES CLEAN. THE CONTRACTOR SHALL KEEP THE PREMISES CLEAN DURING CONSTRUCTION TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF MOBILIZATION.
- ALL EXPOSED CONCRETE INSTALLED UNDER THIS CONTRACT (CURB & GUTTER, SIDEWALK, DRIVEWAY AREAS) SHALL RECEIVE A PROTECTIVE SURFACE TREATMENT CONSISTING OF TWO (2) COATS OF BOILED LINSEED OIL AND PETROLEUM SPIRITS MIXTURE, FORMULATED AND APPLIED ACCORDING TO ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS. IF THE ENGINEER FOR BLOTTER MATERIAL REQUIRES AN APPLICATION OF SAND, IT WILL BE INCLUDED IN THE COST OF THE CONCRETE. THE ENGINEER SHALL BE NOTIFIED 24 HOURS IN ADVANCE PRIOR TO APPLICATION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN COST OF THE CONCRETE ITEM PROVIDED.
- THE CONTRACTOR MUST SCHEDULE THE REMOVAL AND REPLACEMENT OF THE CURB AND GUTTER SUCH THAT ONLY ONE SIDE OF A GIVEN STREET WILL BE UNDER CONSTRUCTION AT ANY ONE TIME. ALL HOMEOWNERS SHALL BE GIVEN A MINIMUM 24 HOURS NOTICE PRIOR TO EXCAVATION OF THEIR DRIVEWAY. IN NO CASE SHALL AN OPEN EXCAVATION CAUSED BY REMOVAL OF EXISTING CURBING, WHETHER FORMED OR NOT FORMED, REMAIN OPEN FOR MORE THAN 3 WORKING DAYS.
- DISTURBED PAVEMENT, DRIVEWAY AND PARKWAY AREAS SHALL BE RESTORED IMMEDIATELY FOLLOWING REPLACEMENT OPERATIONS. IN ALL CASES WITHIN 3 WORKING DAYS FROM THE DATE CURB AND GUTTER OR SIDEWALK IS CAST. THE ENGINEER SHALL STOP THE CONTRACTOR FROM FURTHER REMOVAL OPERATIONS AT ANY TIME HE DETERMINES THE RESTORATION IS NOT BEING DONE IN A TIMELY MANNER.
- THE COST OF RESTORATION, WHICH CONSISTS OF THE FURNISHING AND PLACEMENT OF TOPSOIL, SOD, AND SUPPLEMENTAL WATERING, SHALL BE INCLUDED IN THE COST OF ADJACENT WORK, WHICH SHALL INCLUDE BUT NOT LIMITED TO, CURB AND GUTTER, SIDEWALK, BIKE PATH AND SHAPING AND GRADING PAY ITEMS.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF ST. CHARLES, CITY ENGINEER, 630-377-4405, 48 HOURS PRIOR TO THE COMMENCEMENT OF WORK.
- WHEN REMOVING PAVEMENT, CURB AND GUTTER, SHOULDER, AND/OR OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS, WHICH MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES, WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED. THE CONTRACTOR IS PROHIBITED FROM BREAKING UP CONCRETE BY DROPPING IT ON THE PAVEMENT OR IN ANY OTHER MANNER, WHICH IN THE OPINION OF THE ENGINEER MAY DAMAGE EXISTING OR PROPOSED PAVEMENTS OR OTHER ROADWAY APPURTENANCES.
- DETECTABLE WARNINGS - THE CONTRACTOR SHALL UTILIZE THE VITRIFIED POLYMER COMPOSITE NON-REMOVABLE DETECTABLE TACTILE WARNING SYSTEM IN THE RED COLOR IN CONFORMANCE WITH ADAAG.

## STORM SEWERS, WATER MAINS, AND UTILITIES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES 3 DAYS PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF MANHOLES TO BE ADJUSTED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY ARE NOT SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR REPLACED. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE, IN ACCORDANCE WITH ARTICLES 107.20 AND 107.31.
- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
- THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE CITY FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND BE READILY VISIBLE AT ALL TIMES.
- THE USE OF CITY OWNED AND OPERATED FIRE HYDRANTS IS PROHIBITED. THE CONTRACTOR SHALL CONTACT THE ST. CHARLES PUBLIC WORKS WATER DIVISION 630-377-4405, TO COORDINATE USEAGE OF CITY HYDRANTS. ALL FINES ASSOCIATED WITH DAMAGE CAUSED BY THE USE OF A CITY FIRE HYDRANT WITHOUT PROPER AUTHORIZATION SHALL BE SOLELY BORNE BY THE CONTRACTOR.
- UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS, THE EXISTING DRAINAGE FACILITIES SHALL REMAIN IN USE DURING THE PERIOD OF CONSTRUCTION. PRIOR TO COMMENCING WORK THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL DETERMINE THE EXACT LOCATIONS OF EXISTING STRUCTURES THAT ARE WITHIN THE PROPOSED CONSTRUCTION LIMITS. UNLESS RECONSTRUCTION OR ADJUSTMENT OF AN EXISTING MANHOLE, CATCH BASIN, INLET OR ADJUSTMENT TO THE FRAME AND GRATE IS CALLED FOR IN THE CONTRACT DOCUMENTS OR ORDERED BY THE ENGINEER, THE PROPOSED WORK SHALL MEET THE EXISTING ELEVATION OF THESE STRUCTURES. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS WHEN WORKING NEAR OR ABOVE EXISTING SEWERS TO PROTECT THESE SEWERS FROM ANY DAMAGE RESULTING FROM HIS OPERATIONS. ALL WORK AND MATERIAL NECESSARY TO REPAIR ANY EXISTING SEWERS DAMAGED DUE TO NON-COMPLIANCE WITH THIS PROVISION SHALL BE PROVIDED, AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH SECTION 550 OF THE STANDARD SPECIFICATIONS, AT THE CONTRACTOR'S EXPENSE WITH NO EXTRA COMPENSATION BEING ALLOWED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DIRECT THE WORK AND PROTECT THE FACILITIES FROM DAMAGE DURING CONSTRUCTION, IN ACCORDANCE WITH ARTICLES 107.20 AND 107.31.

## SIGNING AND STRIPING

- SEE IDOT STANDARD 780001, DISTRICT ONE DETAIL TC-13 AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.

## TRAFFIC CONTROL

- THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE SPECIAL PROVISIONS & PLANS.
- THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS AND EXISTING DRIVEWAY ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THIS PROJECT.
- ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 107.14 OF THE STANDARD SPECIFICATIONS.
- THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

## INDEX OF SHEETS

SHEET NO.	DESCRIPTION
01	COVER SHEET
02	GENERAL NOTES
03	SUMMARY OF QUANTITIES
04	TYPICAL SECTIONS
05 - 06	PAVEMENT MARKING PLAN
07 - 12	DETAILS AND STANDARD DRAWINGS

## HIGHWAY STANDARDS

STD. 000001-06  
 STD. 424001-08  
 STD. 606001-06  
 STD. 701006-05  
 STD. 701301-04  
 STD. 701311-03  
 STD. 701501-06  
 STD. 701801-06  
 STD. 701901-05  
 STD. 780001-05

## DISTRICT 1 DETAILS

TC-10  
 TC-13  
 TC-22  
 BD-22  
 BD-24  
 BD-32

## COMMITMENTS

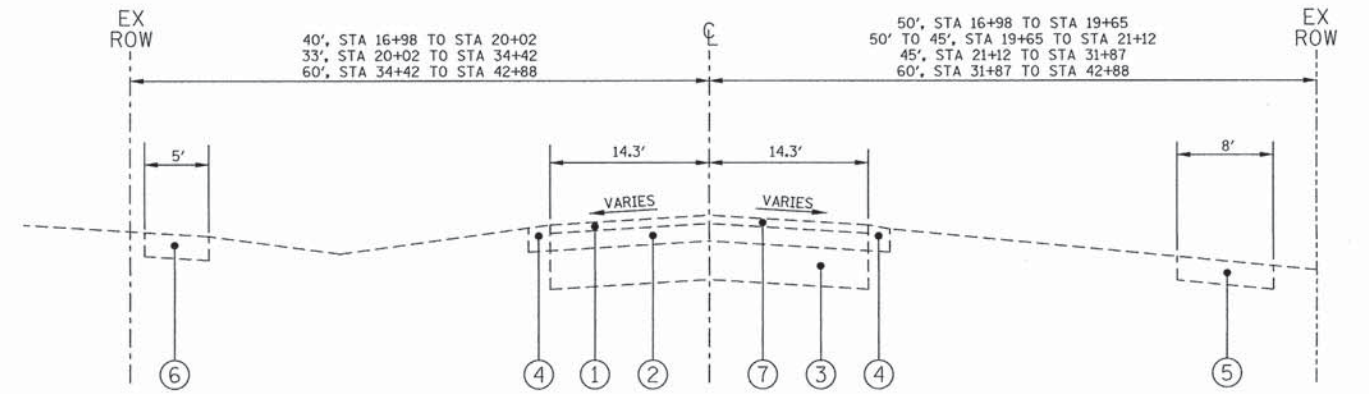
**THERE ARE NO COMMITMENTS FOR THIS PROJECT.**

FILE NAME	USER NAME =	DESIGNED - BH	REVISED - 1-21-2016	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES RED GATE ROAD</b>				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BH	REVISED -		2287	16-00107-00-RS	KANE	12	2				
	PLOT SCALE =	CHECKED -	REVISED -		CONTRACT NO. 61C75								
	PLOT DATE =	DATE - 12/10/2015	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	

## SUMMARY OF QUANTITIES

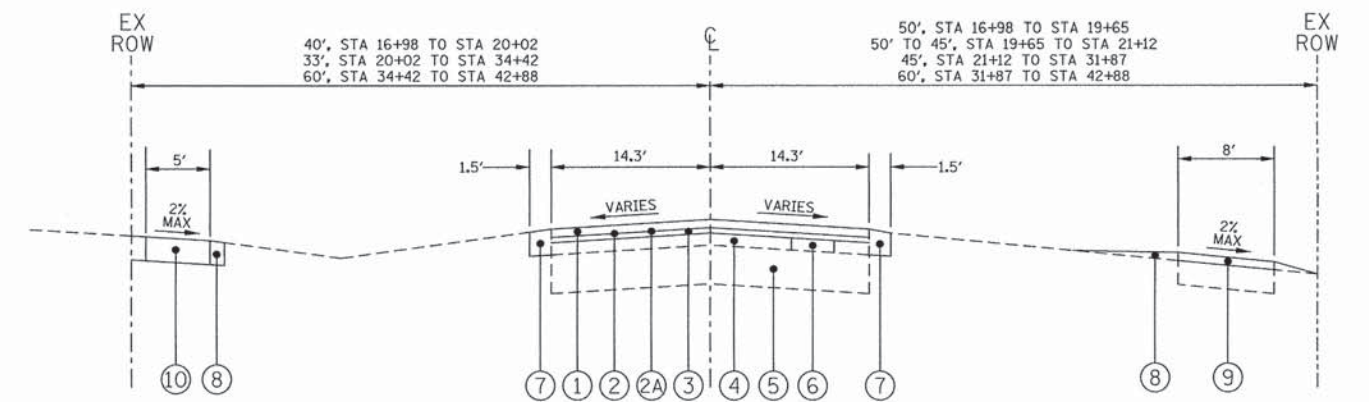
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				STU FUNDS			
				75% FED 25% CITY	75% FED 25% CITY	75% FED 25% CITY	75% FED 25% CITY
ROADWAY 0005 URBAN	ENVIRONMENT 0020 URBAN	SAFETY 0021 URBAN	LANDSCAPE 0031 URBAN				
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	6725	6725			
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	355	355			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	110	110			
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	25	25			
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	945	945			
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	910	910			
42400800	DETECTABLE WARNINGS	SO FT	76	76			
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	8436	8436			
44000600	SIDEWALK REMOVAL	SO FT	215	215			
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SO YD	400	400			
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SO YD	35	35			
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SO YD	8436	8436			
60100070	SHOULDER REMOVAL AND REPLACEMENT	FOOT	4590	4590			
67100100	MOBILIZATION	LSUM	1	1			
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1			
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2200		2200		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	250		250		
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9400		9400		
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	130		130		
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	85		85		
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	32		32		
X0100002	GRADING AND SHAPING SPECIAL	SO YD	100	100			
X0326864	BRICK SIDEWALK REMOVAL	SO FT	290	290			
X0327036	BIKE PATH REMOVAL	SO YD	62	62			
XX001621	BRICK PAVER REMOVAL	SO FT	275	275			
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	80	80			
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4			

\* - SPECIALTY ITEMS



**EXISTING TYPICAL SECTION**  
STA 16+98 TO STA 41+43 RED GATE ROAD

- ① EXISTING HOT-MIX ASPHALT SURFACE COURSE
- ② EXISTING HOT-MIX ASPHALT BINDER COURSE
- ③ EXISTING GRANULAR MATERIAL
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING HOT-MIX ASPHALT RECREATIONAL PATH
- ⑥ EXISTING PCC SIDEWALK, STA 35+15 TO STA 41+43
- ⑦ BITUMINOUS SURFACE REMOVAL, 2-1/2"

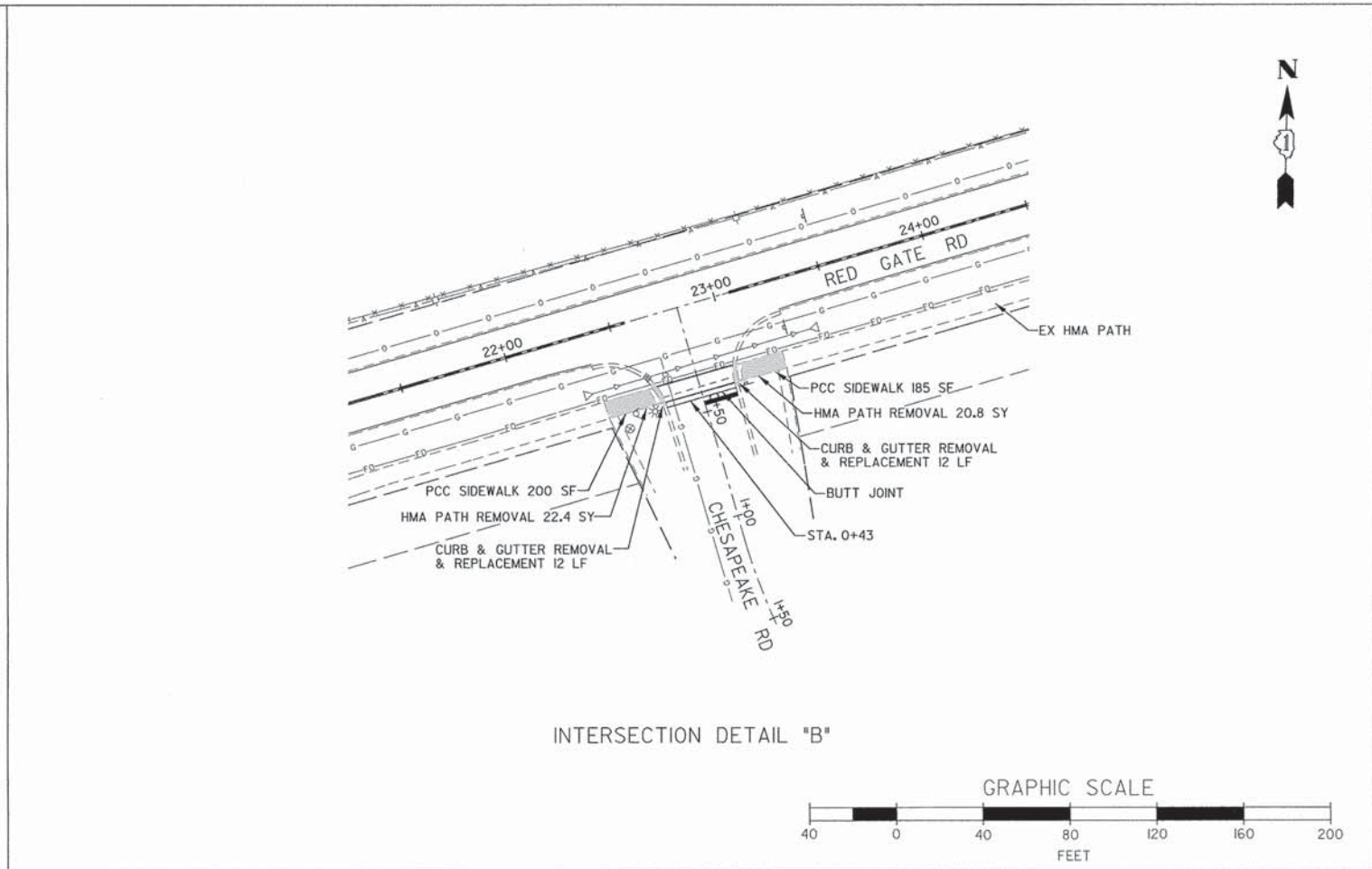
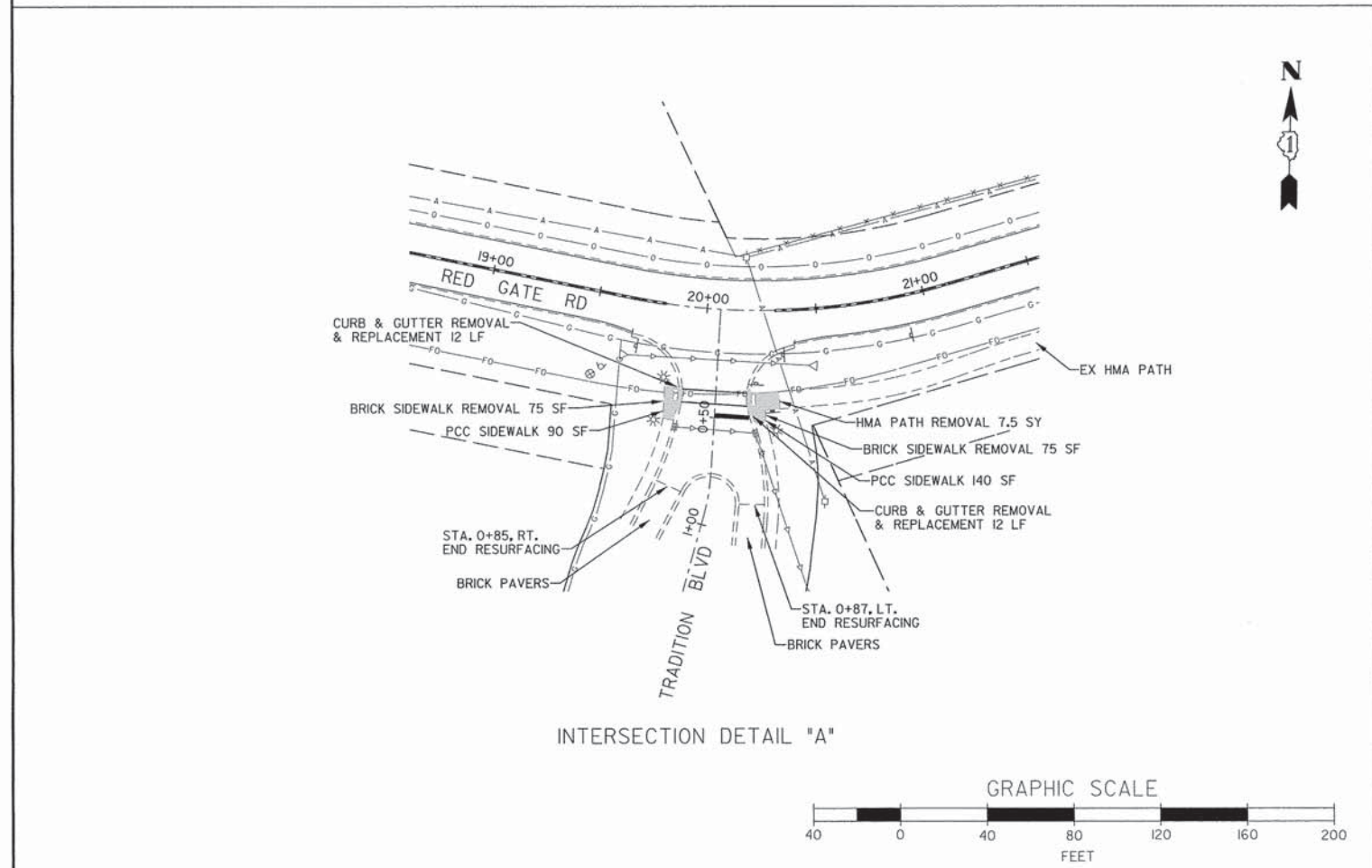
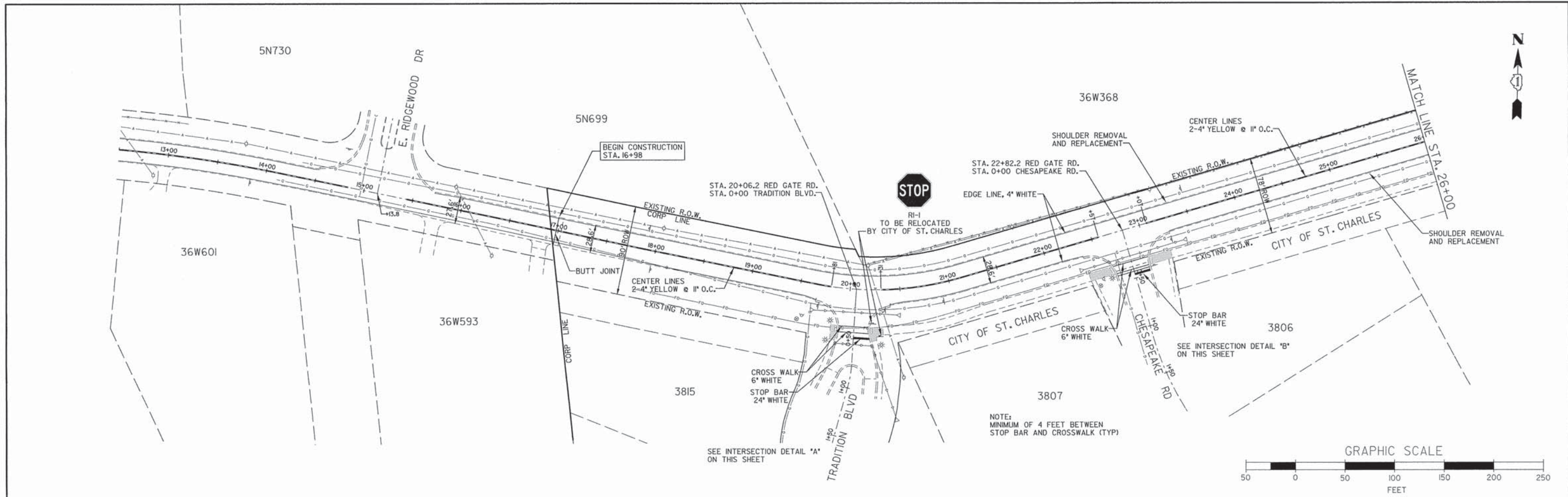


**PROPOSED TYPICAL SECTION**  
STA 16+98 TO STA 41+43 RED GATE ROAD

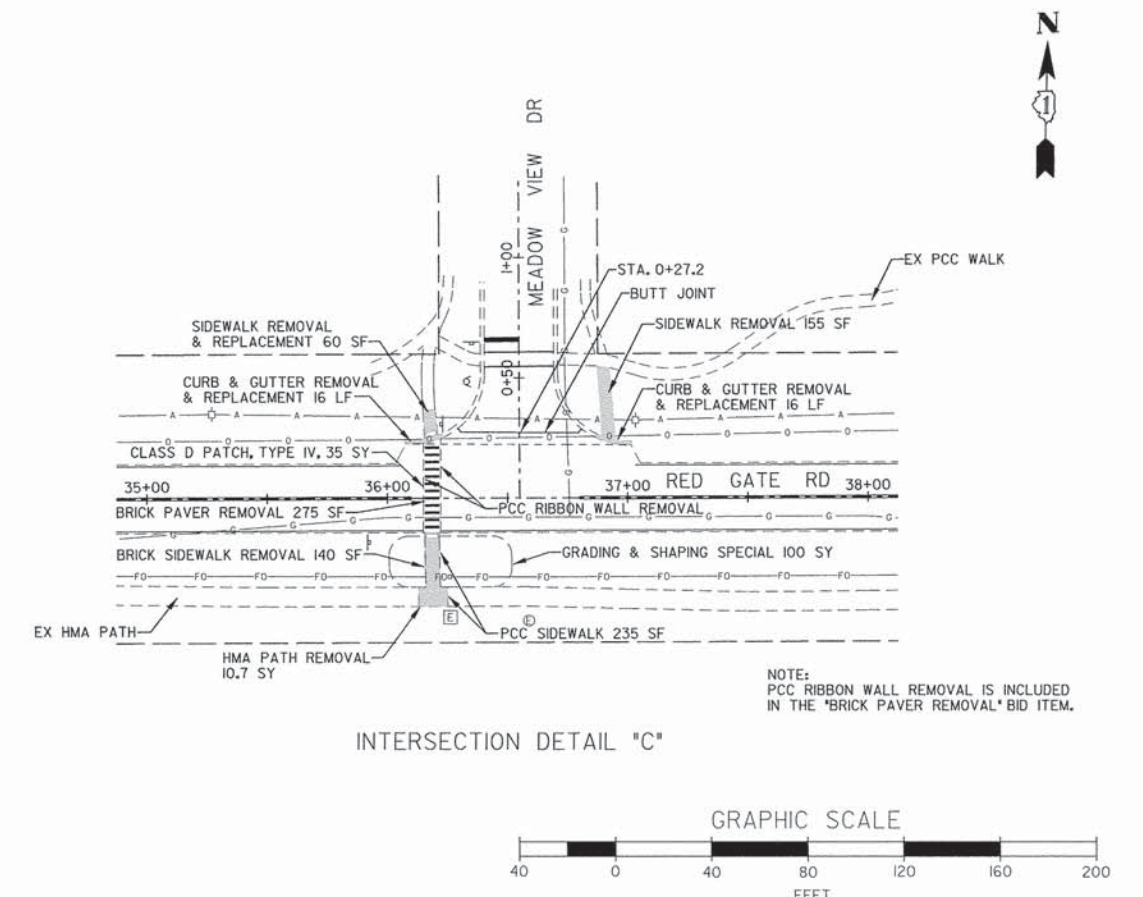
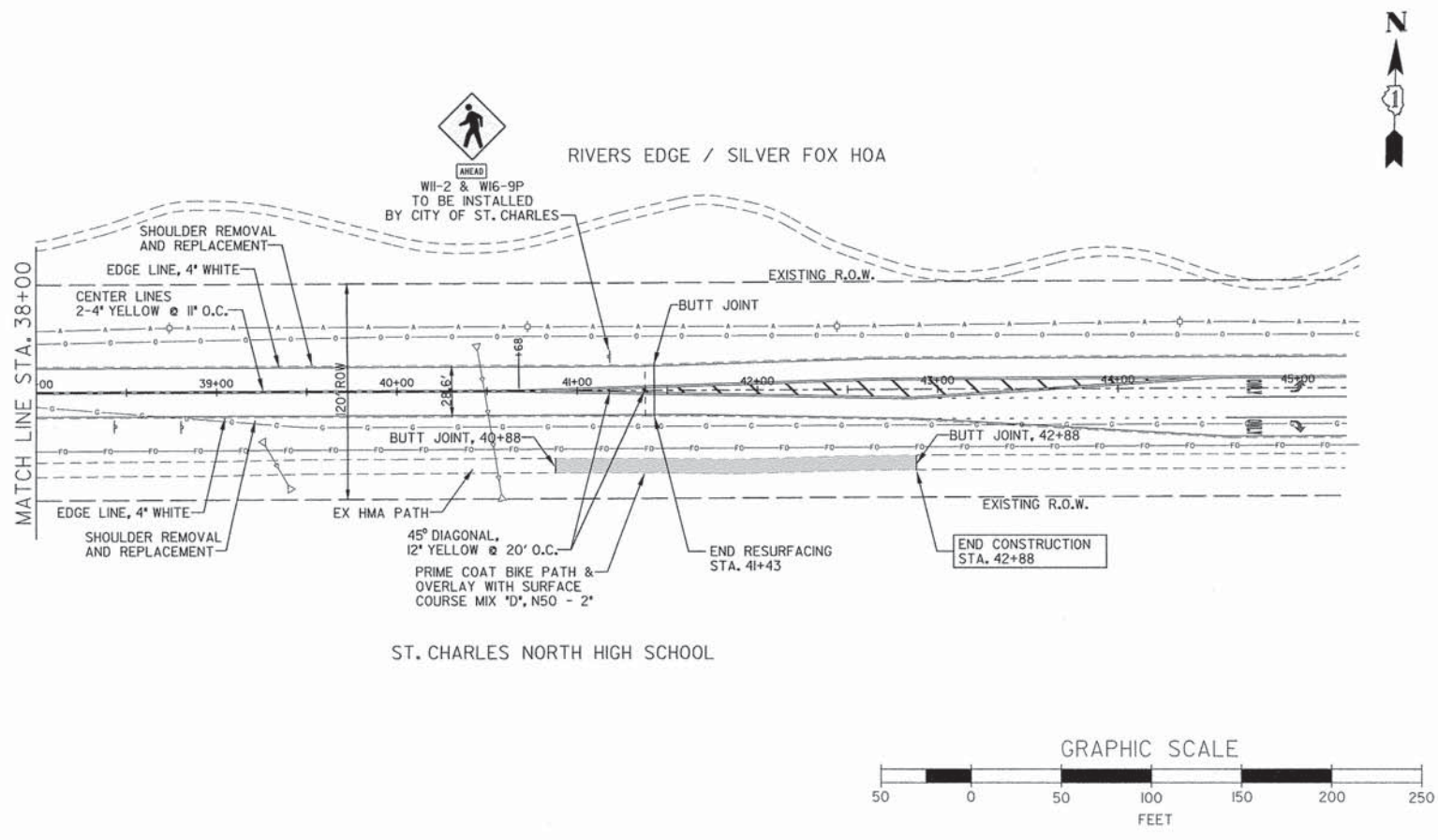
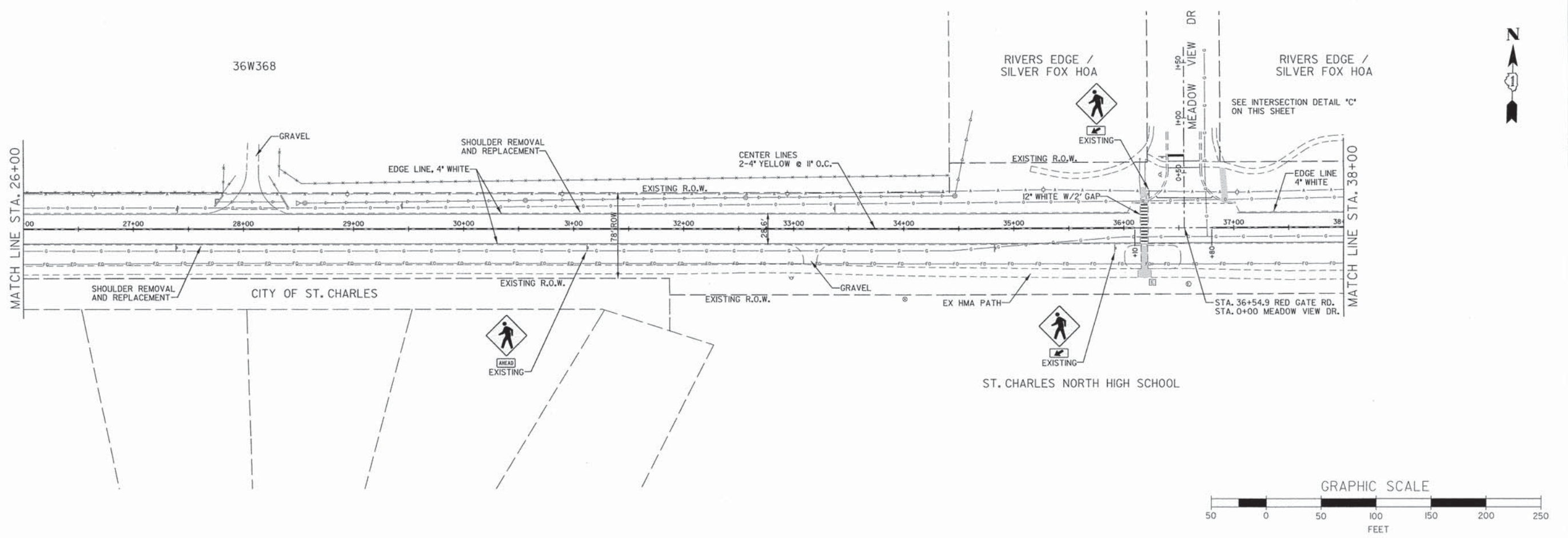
- ① PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2"
- ② AREA REFLECTIVE CRACK CONTROL TREATMENT
- ②A TACK COAT
- ③ PROPOSED LEVELING BINDER (MACHINE METHOD), N70 - 3/4"
- ④ EXISTING HOT MIX ASPHALT BINDER COURSE, DEPTH TBD
- ⑤ EXISTING GRANULAR MATERIAL, DEPTH TBD
- ⑥ PROPOSED CLASS D PATCH, 6" (LOCATIONS OF PATCHES WILL BE DETERMINED IN THE FIELD BY THE ENGINEER)
- ⑦ SHOULDER REMOVAL AND REPLACEMENT (THICKNESS 5")
- ⑧ PARKWAY TO BE RESTORED WITH 4" TOPSOIL & SOD (INCLUDED IN THE COST OF ADJACENT WORK)
- ⑨ PRIME COAT HOT-MIX ASPHALT RECREATIONAL PATH & OVERLAY WITH SURFACE COURSE MIX "D", N50 - 2" (LOCATIONS AS SHOWN IN THE PLANS AND DETERMINED BY THE ENGINEER)
- ⑩ PCC SIDEWALK, REMOVE & REPLACE (LOCATIONS AS SHOWN IN THE PLANS AND DETERMINED BY THE ENGINEER)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	THICKNESS	AIR VOIDS @Ndes
PAVEMENT RESURFACING		
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	2"	4% @ 70 Gyr.
LEVELING BINDER (MACHINE METHOD), N70 (IL 9.5 mm)	3/4"	4% @ 70 Gyr.
BIKE PATH		
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	2"	4% @ 50 Gyr.
N/A		
PATCHING		
CLASS D PATCHES, TYPE II, 6 INCH (HMA BINDER IL-19 mm)		4% @ 70 Gyr.
CLASS D PATCHES, TYPE IV, 6 INCH (HMA BINDER IL-19 mm)		4% @ 70 Gyr.

NOTES:  
 THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN  
 THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.  
 CONTRACTOR SHALL MILL BEFORE PATCHING.



FILE NAME	USER NAME =	DESIGNED - BH	REVISED - I-21-2016	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>RESURFACING AND PAVEMENT MARKING PLAN RED GATE ROAD</b>			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BH	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	2287	16-00107-00-RS	KANE	12	5
		CHECKED -	REVISED -					CONTRACT NO. 61C75				
		DATE - 12/10/2015	REVISED -					FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

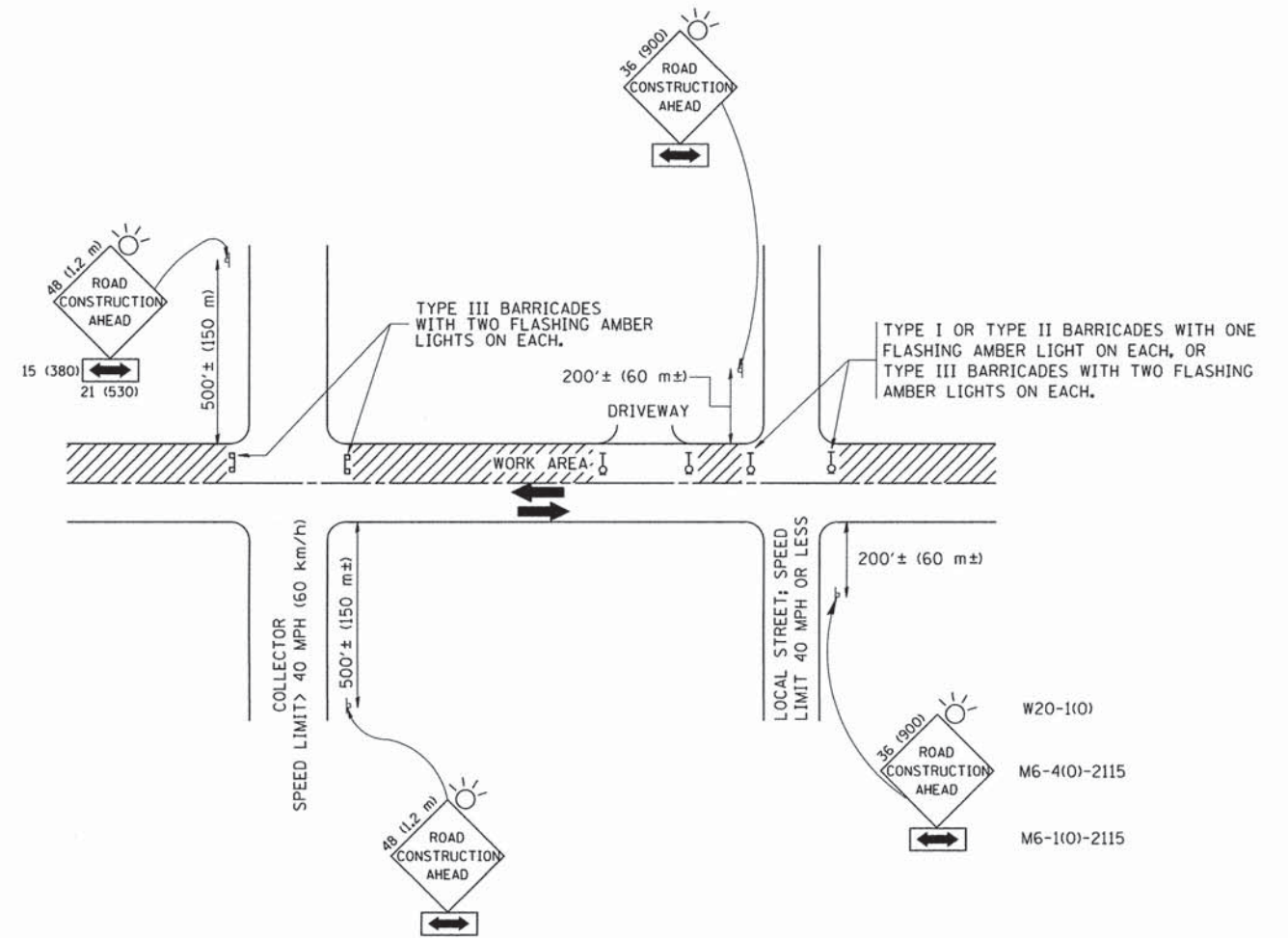


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		DRAWN - BH	REVISED -
	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE =	DATE - 12/10/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>RESURFACING AND PAVEMENT MARKING PLAN RED GATE ROAD</b>			
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2287	16-00107-00-RS	KANE	12	6
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 61C75	
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.

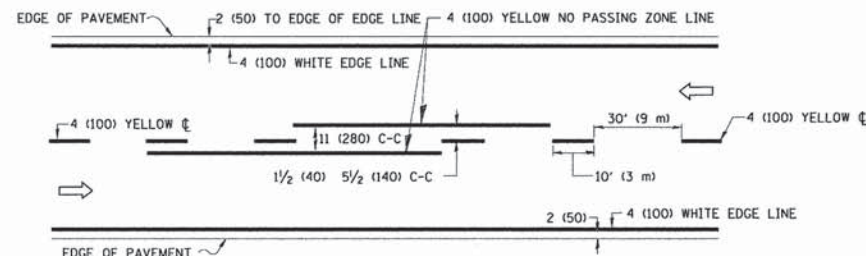
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

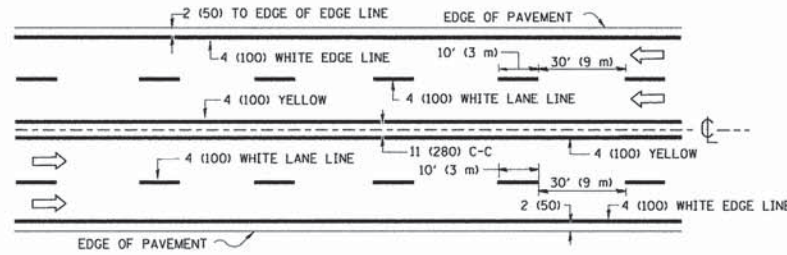
TRAFFIC CONTROL AND PROTECTION FOR  
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

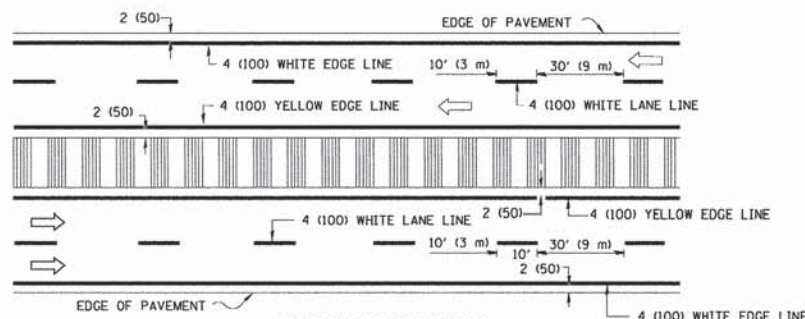
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2287	16-00107-00-RS	KANE	12	7
TC-10			CONTRACT NO. 61C75	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



**2-LANE ROADWAY**

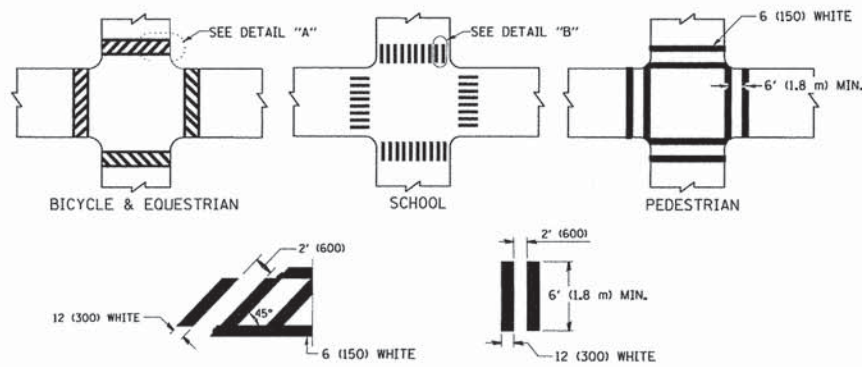


**MULTI-LANE UNDIVIDED**



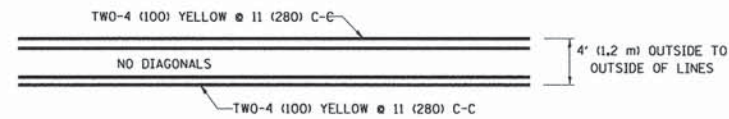
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

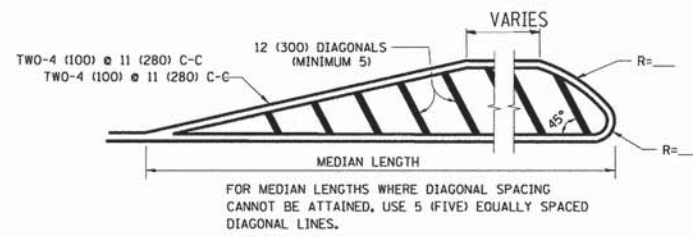


**TYPICAL CROSSWALK MARKING**

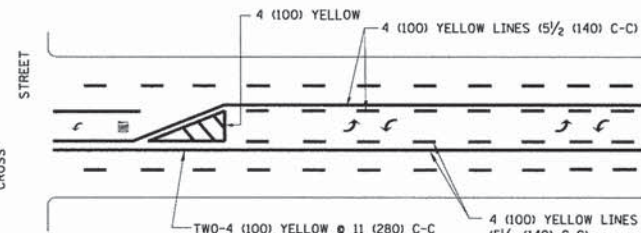
\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



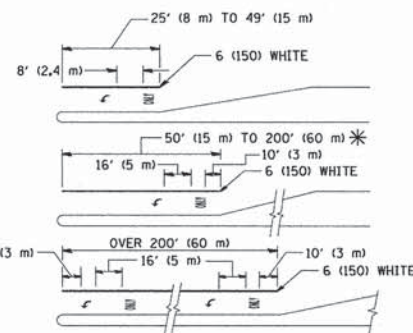
**4' (1.2 m) WIDE MEDIANS ONLY**



**MEDIANS OVER 4' (1.2 m) WIDE**

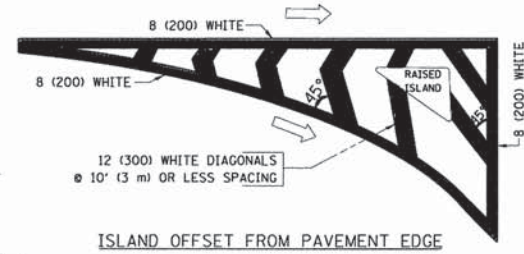


**MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING**

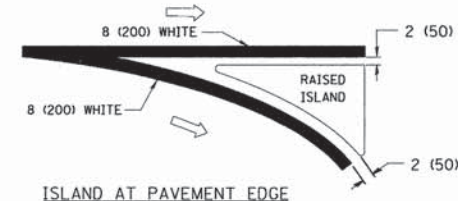


**TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING**

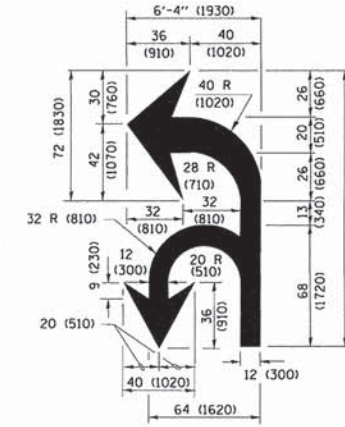
FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
 \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



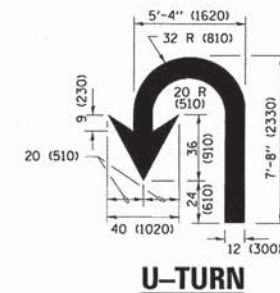
**ISLAND OFFSET FROM PAVEMENT EDGE**



**ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

**LANE REDUCTION TRANSITION**  
 \* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

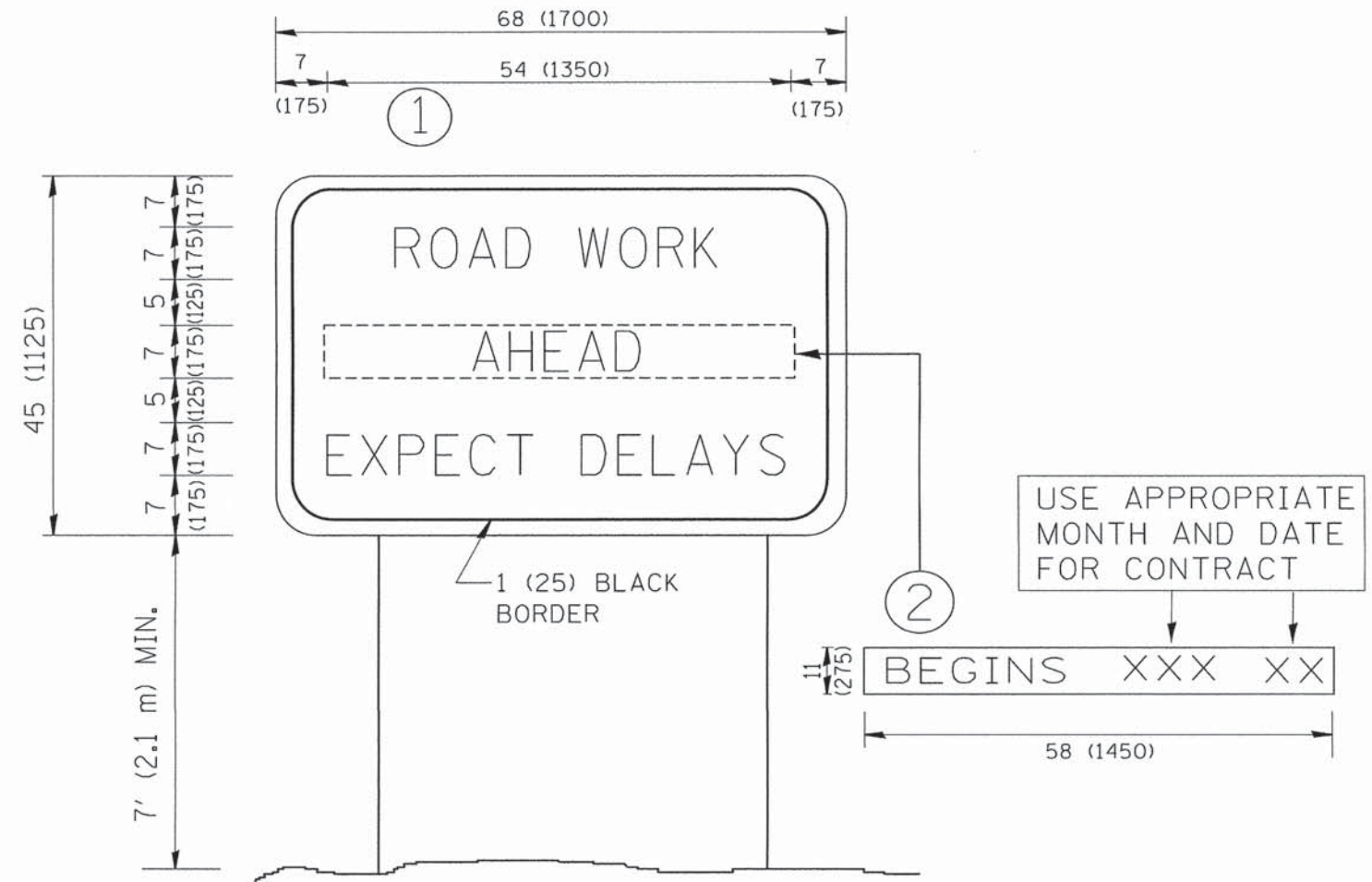
D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

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 MEDIANS IN YELLOW
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.
CORE 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" (4.7 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 (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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.





**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.

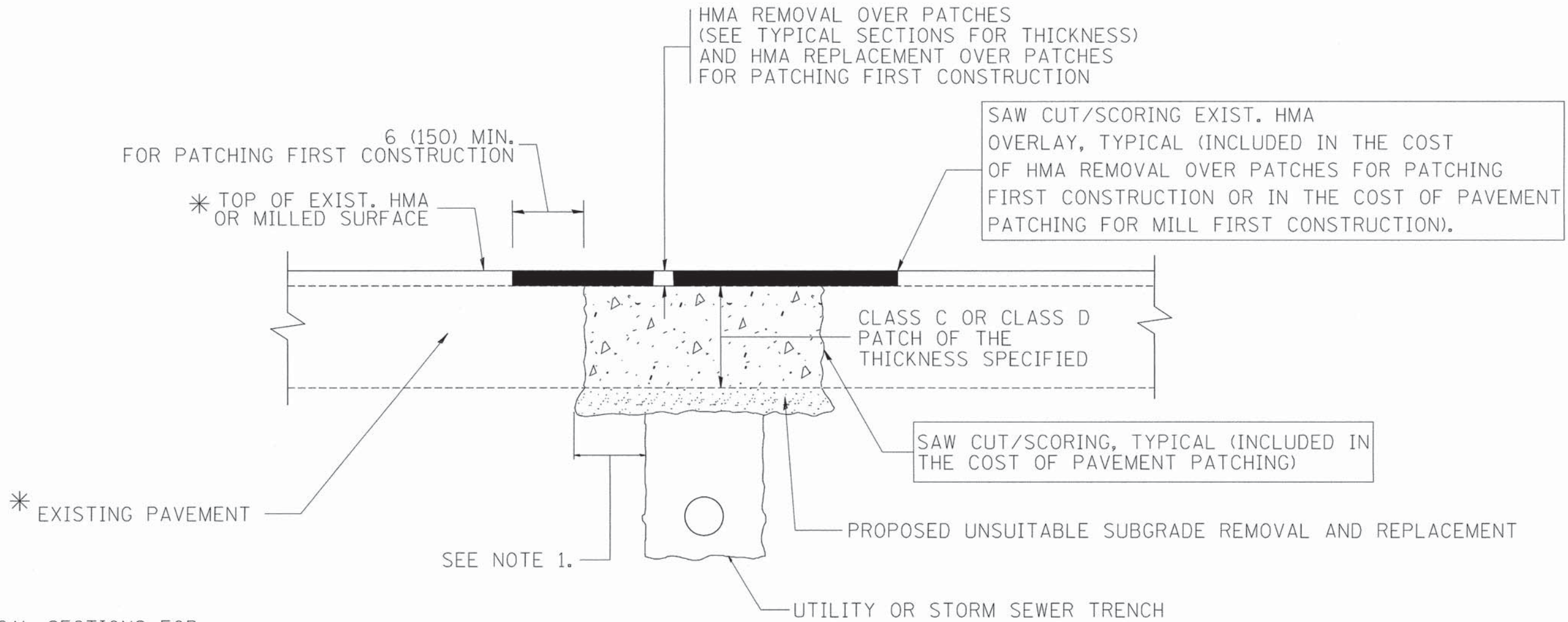
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\distatd\22x34\to22.dgn	USER NAME = gaglionobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	
PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>ARTERIAL ROAD INFORMATION SIGN</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.U. RTE. 2287	SECTION 16-00107-00-RS	COUNTY KANE	TOTAL SHEETS 12	SHEET NO. 9
TC-22		CONTRACT NO. 61C75		
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.

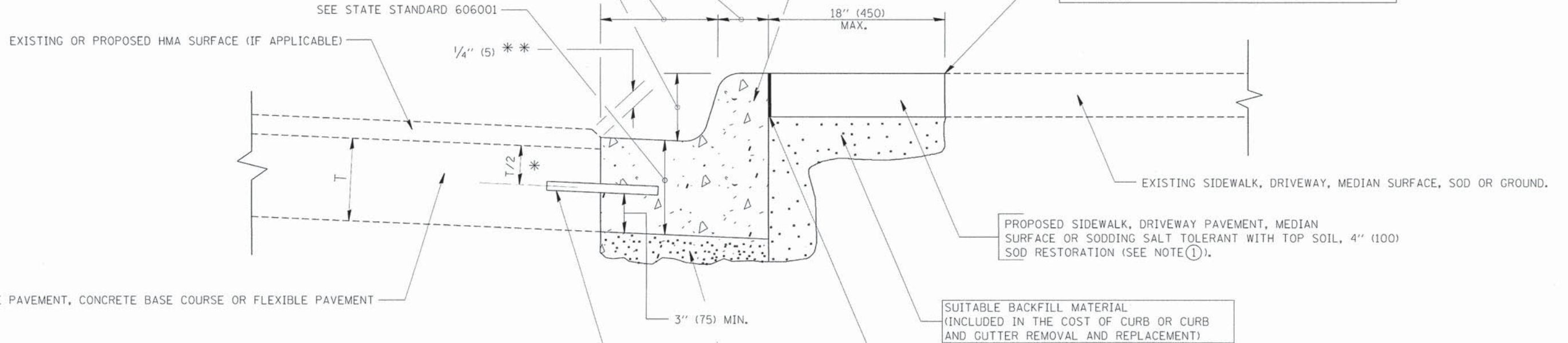
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = c:\projects\diststd22x34\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.U. RTE. 2287	SECTION 16-00107-00-RS	COUNTY KANE	TOTAL SHEETS 12	SHEET NO. 10
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07	REVISED - R. BORO 09-04-07				<b>BD400-04 (BD-22)</b>		CONTRACT NO. 61C75		
PLOT DATE = 10/27/2009	DATE - 10-25-94	REVISED - K. ENG 10-27-08	SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	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.



- \* 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.

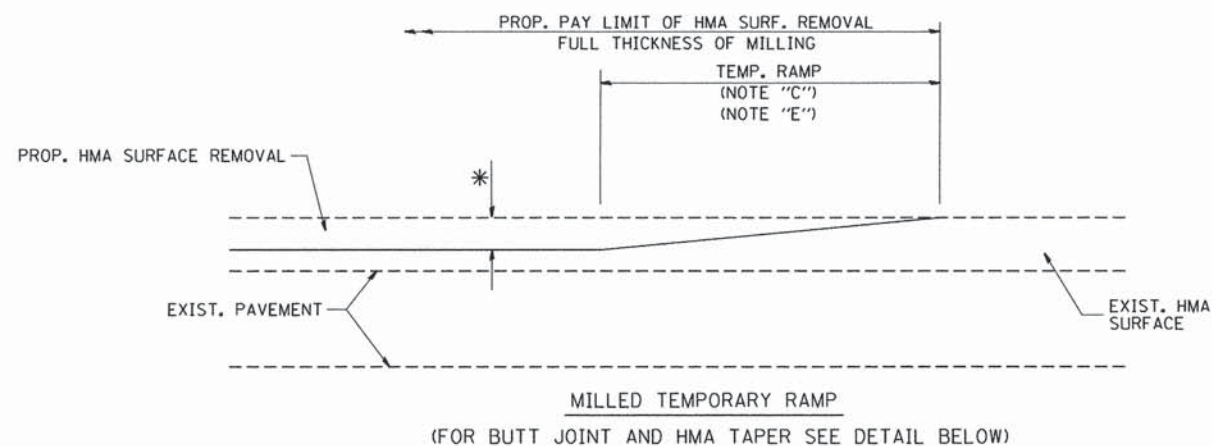
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

**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".

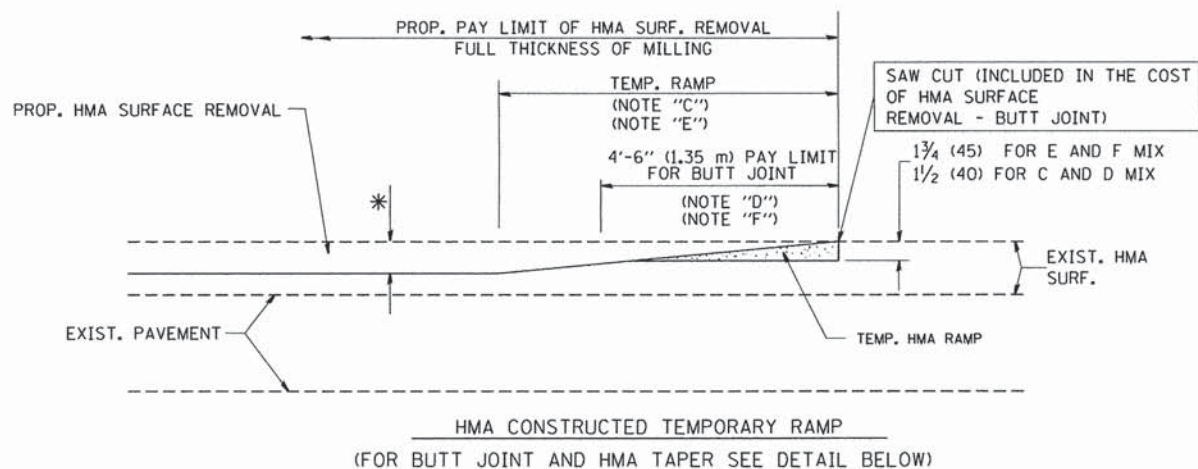
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A.U. RTE. 2287	SECTION 16-00107-00-RS	COUNTY KANE	TOTAL SHEETS 12	SHEET NO. 11	
PLT SCALE = 50,000 / 1" =	CHECKED -	REVISED - M. GOMEZ 01-22-01	REVISED - R. BORO 12-15-09			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD600-06 (BD-24) CONTRACT NO. 61C75	
PLT DATE = 12/15/2009	DATE - 03-11-94					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

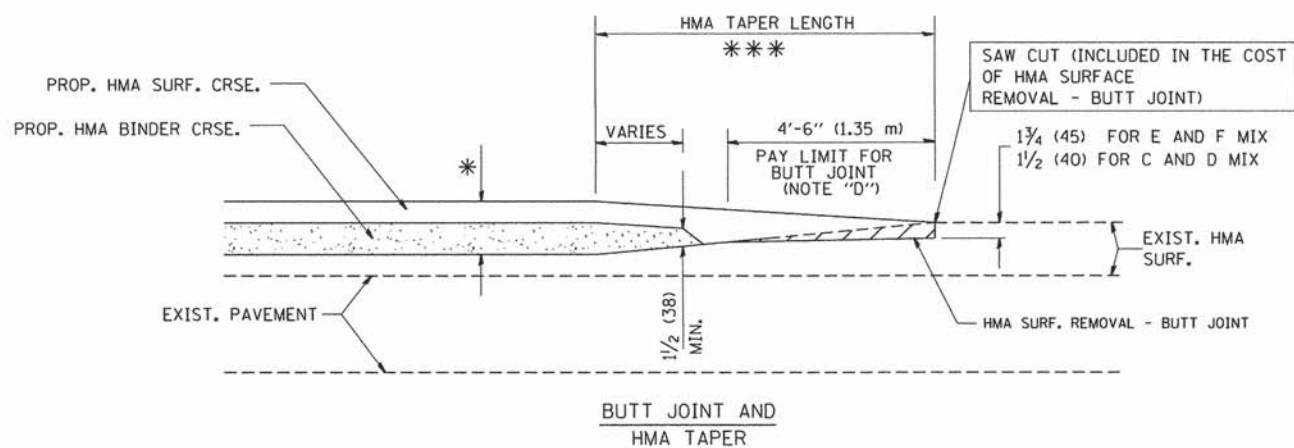


OPTION 1

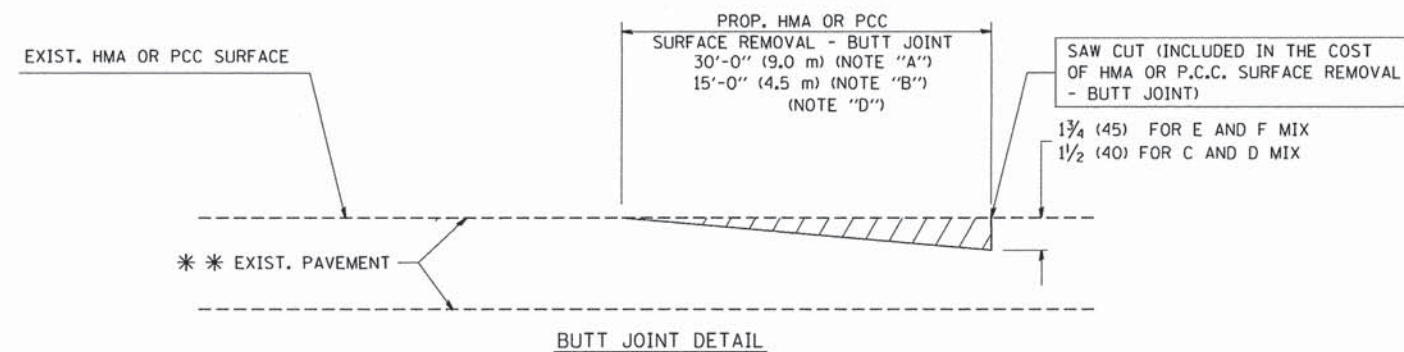


OPTION 2

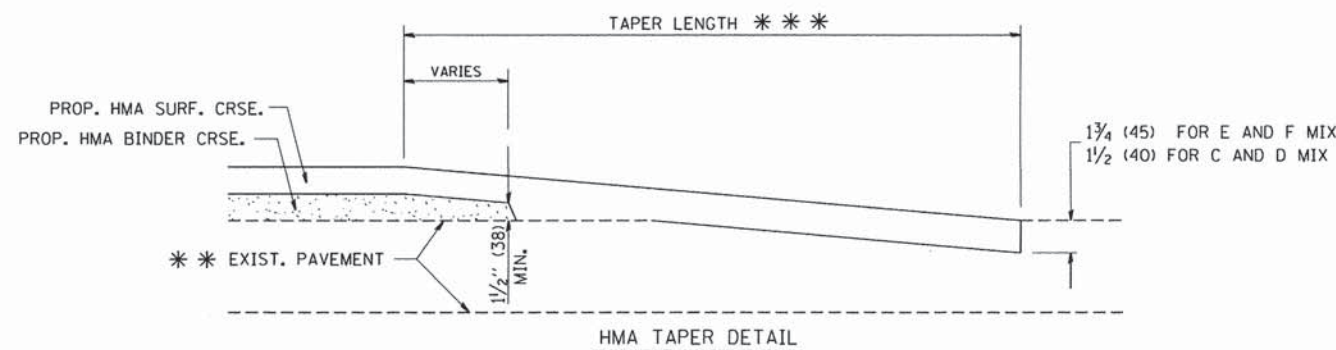
TYPICAL TEMPORARY RAMP



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.

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

USER NAME = goglianobt  
 PLOT SCALE = 50.0000' / IN.  
 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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2287	16-00107-00-RS	KANE	12	12
BD400-05 BD32			CONTRACT NO. 61C75	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				