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STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 1369 (SCHICK ROAD) 800' EAST OF FAR HILLS DRIVE TO FAU 3800 (PETERSDORF ROAD)

RESURFACING

SECTION 15-07126-00-RS

PROJECT M-4003(544) **WAYNE TOWNSHIP**

DUPAGE COUNTY

JOB NO. C-91-412-15

TRAFFIC DATA

SCHICK ROAD

6.250 VPD (2012)

DESIGN SPEED

POSTED SPEED

SCHICK ROAD: 30 MPH (EXISTING) 30 MPH (EXISTING)

SCHICK ROAD: 35 MPH (EXISTING) 35 MPH (EXISTING)

FUNCTIONAL CLASSIFICATION

SCHICK RD - MAJOR COLLECTOR

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD

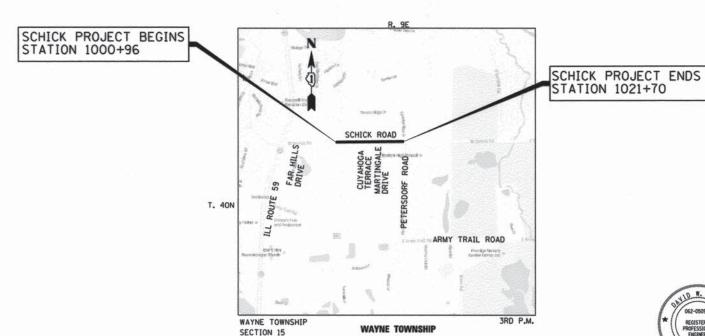
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS

ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT

ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION

CONTRACT NO. 61C04



LOCATION MAP

NOT TO SCALE

PROJECT LENGTH (GROSS AND NET) SCHICK RD - 2,074 FT (0.39 MILES)

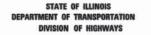


DAVID W. BLOCK, P.E. NO. 062-050966 EXP. DATE 11/30/17

SECTION COUNTY TOTAL SHEET NO. 1369 15-07126-00-RS DUPAGE

CONTRACT NO. 61CO4





marti himaro

WAYNE TOWNSHIP, CIVIL ENGINEER

PASSED FEBRUARY 19,2016

DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID ASED ON LIMITED REVIEW FEERLOARY 19, ,2016 DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEE

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

Tran

J.U.L.I.E.

1-800-892-0123

GENERAL NOTES

- 1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, April 1, 2016.
- 2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- 3. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR SHALL VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THE CONTRACTOR MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT WITH THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS/HER OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
- BEFORE STARTING EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 AND WAYNE TOWNSHIP AT 630-231-4923 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- 6. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON TOWNSHIP PROPERTY OR ROW 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.
- 8. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, THEIR AGENT, OR AN AUTHORIZED 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.
- 10. 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 ASPHALT TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 11. QUANTITIES FOR PATCHING SHALL NOT EXCEED THOSE PROVIDED IN THE SUMMARY OF QUANTITIES UNLESS APPROVED BY THE ENGINEER. THE ENGINEER WILL VERIFY FINAL PATCH LOCATIONS IN THE FIELD, PRIOR TO REMOVAL.
- 12. THE CONTRACTOR IS REQUIRED TO USE A PAVER SKI WHEN PLACING BITUMINOUS LIFTS.
- 13. THE CONTRACTOR SHALL COORDINATE PAVING OPERATIONS FOR BOTH HMA LEVEL BINDER AND SURFACE COURSES SO THAT THE LONGITUDINAL JOINTS ARE CLOSED AND COMPACTED AT THE END OF EACH DAY. PAVING OPERATIONS SHALL BE SCHEDULED SO THAT ADJACENT LANES ARE PAVED IN THE SAME DIRECTION AS THE INITIAL LANE MINIMIZING THE TIME THE EDGE OF A PAVEMENT MAT IS ALLOWED TO COOL.
- 14. THE CONTRACTOR SHALL USE 2 CHANGEABLE MESSAGE SIGNS AT LOCATIONS TO BE DETERMINED BY THE ENGINEER FOR A PERIOD FROM ONE WEEK PRIOR TO THE START OF CONSTRUCTION TO THE CONCLUSION OF THE PROJECT.
- 15. THE CONTRACTOR SHALL NOT BE PERMITTED TO STAGE OR OPERATE CONSTRUCTION EQUIPMENT ON THE HMA BIKE PATH.

SIGNING AND STRIPING

- SEE IDOT STANDARD DETAIL 780001, DISTRICT ONE DETAIL TC-13 AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.
- 2. THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SIGNS THAT INTERFERE WITH CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING AND MUST BE RE-ERECTED AT A TEMPORARY LOCATION AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT IN ACCORDANCE WITH ARTICLE 107.25.

TRAFFIC CONTROL

- 1. SEE TRAFFIC CONTROL HIGHWAY STANDARDS CONCERNING TRAFFIC CONTROL AND PROTECTION.
- THE CONTRACTOR SHALL SCHEDULE CONSTRUCTION ACTIVITIES SO THAT TWO-WAY TRAFFIC SHALL REMAIN OPEN AT ALL TIMES.
- "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE POSTED ON ALL SIDE STREETS FROM BOTH DIRECTIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

STORM SEWERS, WATER MAINS, AND UTILITIES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES 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 ANY UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- 2. 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 THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN IF NOT SHOWN ON THE PLANS. ALL UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- ALL UTILITY OWNERS AND THE ENGINEER SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
- 6. ALL LOOSE MATERIAL GENERATED FROM CONSTRUCTION WORK/ACTIVITY DEPOSITED IN THE FLOWLINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT IN ACCORDANCE WITH ARTICLE 107.15.
- 7. DRIVEWAY CULVERT PIPES SHALL BE REPLACED ACCORDING TO THE PLANS. THE TOP OF PIPE SHALL BE A MINIMUM OF 10" BELOW THE TOP OF DRIVEWAY PAVEMENT. THE CONTRACTOR SHALL VERIFY THE INVERTS IN THE FIELD.
- 8. THE CONTRACTOR SHALL ENSURE ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.

MISCELLANEOUS

- MATERIALS RESULTING FROM THE REMOVAL OF CONCRETE SURFACES, UTILITY STRUCTURE ADJUSTMENTS, RESTORATION WORK, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IF THE CONTRACTOR DOES NOT REMOVE THESE MATERIALS AT THE REQUEST OF THE ENGINEER, THE ENGINEER WILL HIRE A CONTRACTOR TO HAVE THE MATERIAL REMOVED AND THE CONTRACTOR SHALL BE BILLED (CHARGED) ACCORDINGLY.
- 2. THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS/HER YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO USE OF THE WATER.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REGULARLY SWEEPING AND CLEANING STREETS OF ANY DEBRIS AND MATERIAL THAT HAS ACCUMULATED AS A RESULT OF THE CONSTRUCTION ACTIVITY, A MECHANICAL SWEEPER, MECHANICALLY DRIVEN AIR AND HANDWORK WITH SHOVEL AND BROOM SHALL BE UTILIZED TO PROVIDE A CLEAN STREET FOR THE MOTORING PUBLIC. WITHIN 24 HOURS OF PLACING PRIME COAT AND PAVING HMA, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE STANDING WATER, EARTH, WEEDS, LEAVES, DIRT, CONSTRUCTION DEBRIS AND ALL LOOSE MATERIAL. SWEEPING SHALL BE INCLUDED IN THE PRICE FOR HMA MILLING.
- 4. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS, COMMERCIAL PROPERTY OWNERS, AND THE ENGINEER WHEN ACCESS TO THEIR DRIVEWAYS WILL BE ALTERED DUE TO SIDEWALK, DRIVEWAY, AND/OR CURB AND GUTTER REPLACEMENT. AT LOCATIONS WHERE THE SIDEWALK, DRIVEWAY, AND/OR CURB AND GUTTER IS SCHEDULED TO BE REMOVED, THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNER 24 HOURS PRIOR TO THEIR REMOVAL. THESE ITEMS SHALL BE REMOVED AND RECONSTRUCTED HALF AT A TIME SUCH THAT THERE ARE NO DRIVEWAY CLOSURES.
- 5. WHEN REMOVING PAVEMENT, CURB AND GUTTER, SIDEWALK, AND/OR ANY OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS WHICH MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES AND BUILDING FOUNDATIONS WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED.
- 6. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

COMMITMENTS

THE CONTRACTOR SHALL NOT BEGIN WORK BEFORE JUNE 6TH, 2016, AND SHALL COMPLETE ALL WORK TO THE SATISFACTION OF THE ENGINEER BY THE END OF THE DAY ON AUGUST 15, 2016. THIS SCHEDULE COMPLIES WITH THE ELGIN AREA SCHOOL DISTRICT U46 SCHEDULE SO NO WORK OCCURS WHILE BARTLETT HIGH SCHOOL IS IN SESSION.

HIGHWAY STANDARDS

/000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

442201-03 CLASS C AND D PATCHES

542401-02 METAL END SECTION FOR PIPE CULVERTS

701006-05 OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE

701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY

701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE

701901-05 TRAFFIC CONTROL DEVICES

780001-05 TYPICAL PAVEMENT MARKINGS

SCALE:

SCHICK ROAD RESURFACING	F.A.U SECTION COUNTY TOTAL SHEET NO.
GENERAL NOTES AND HIGHWAY STANDARDS	1369 15-07126-00-RS DUPAGE 12 2
SENERAL NOTES AND HIGHWAY STANDARDS	CONTRACT NO. 61CO4
SHEET 1 OF 1 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT

	CODE NUMBER	ITEMS	UNIT	TOTAL QUANTITY	0005 ROADWAY 75% STU
					25% LA
+					
+	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	323	323
†	20800150	TRENCH BACKFILL	CU YD	13	13
İ					
1	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	912	912
+	25000210	SEEDING, CLASS 2A	ACRE	0.2	0.2
+	23000210	SECUINO, CLASS ZA	ACRE	0.2	0.2
1	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	18	18
I					
+	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	18	18
+	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	18	18
+	2300000	- VINESAM TENTIFICATION TO THE TENTIFICATION THE TENTIFICATION TO THE TE	FOND	10	10
1	25100630	EROSION CONTROL BLANKET	SQ YD	912	912
1					
+	25200200	SUPPLEMENTAL WATERING	UNIT	5	5
+	28000510	INLET FILTERS	EACH	6	6
†					
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	19	19
1					
+	35800100	PREPARATION OF BASE	SQ YD	549	549
\dagger	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	3,694	3,694
İ					
1	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	25	25
+	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	701	701	701
+	40600821	FOLIMENIZED LEVELING BINDER (MACHINE METHOD), IL-4.15, NSO	TON	301	301
1	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	51	51
I					
+	40600990	TEMPORARY RAMP	SO YD	51	51
+	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	613	613
+	40003333	THE ASTRACT SOURCE COUNSE, MEAN D , NO	100	613	613
I	40800029	BITUMINOUS MATERIALS (TACK COAT)	POUND	65	65
1					
+	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	96	96
+	44201701	CLASS D PATCHES, TYPE I, 5 INCH	SQ YD	136	136
†	11201101	and a tribinal tribin	34 15	130	150
1	44201705	CLASS D PATCHES, TYPE II, 5 INCH	SQ YD	136	136
1	- I Marian Deman				
+	44201709	CLASS D PATCHES, TYPE III, 5 INCH	SQ YD	136	136
+	44201711	CLASS D PATCHES, TYPE IV, 5 INCH	SQ YD	136	136
+	11601111	The state of the sty of another	30 10	136	136
+	48101200	AGGREGATE SHOULDERS, TYPE B	TON	128	128

	50105220	PIPE CULVERT REMOVAL	FOOT	97	97
	54215547	METAL END SECTIONS 12"	EACH	8	8
	34213341	METAL END SECTIONS 12	EACH	0	0
	54200217	PIPE CULVERTS, CLASS D, TYPE 1 12"	FOOT	97	97
_	67100100	NOOTI TAATON	LSUM		,
	61100100	MOBILIZATION	LSUM	1	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
			200		
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,770	1,770
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	651	651
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	16,502	16,502
_	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	470	470
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	678	678
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	50	50
	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8,251	8,251
	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	235	235
_	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	339	339
	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	25	25
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	6,514	6,514
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	5,421	5,421
	Z0004522	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	96	96
	70017700	CONCIDUATION LANGUIT	1000		
	Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52

ITEMS

0005 ROADWAY 75% STU 25% LA

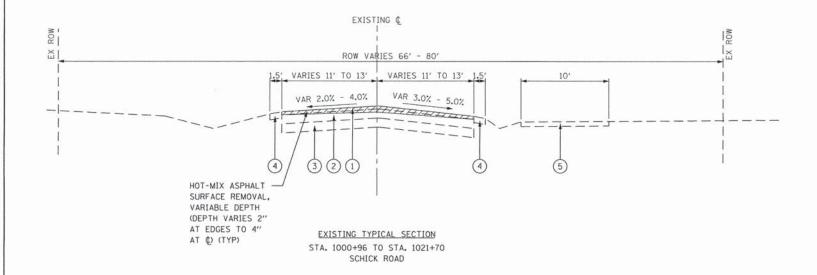
TOTAL QUANTITY

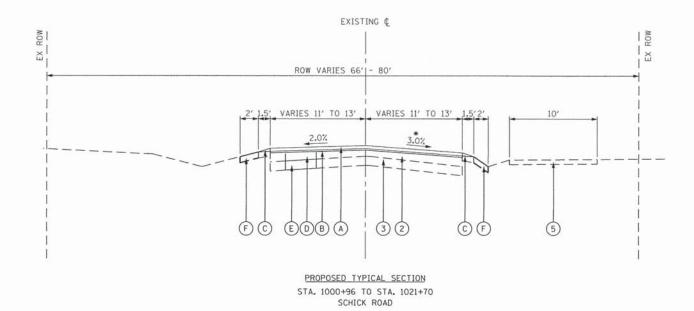
UNIT

 SPECIALTY ITE 	
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CODE NUMBER

FILE NAME =	USER NAME = _USER_	DESIGNED - BSH	REVISED -		SCHICK ROAD RESURFACING	F.A.U SECTION	COUNTY TOTAL SHEET		
G:\CHI4\0092\Road\Sheets\40092-S00.dgn		DRAWN - BSH	REVISED -	STATE OF ILLINOIS		1369 15-07126-00-RS	DUPAGE 12 3		
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DWB	REVISED -	DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES		DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES		15-01126-00-83	CONTRACT NO. 61CO4
\$MODELNAME\$	PLOT DATE = 2/15/2016	DATE - 01/25/16	REVISED -		SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.	ILLINOIS FED.			





 THE EASTBOUND CROSS SLOPES HAVE BEEN LOWERED FROM UP TO 5% IN EXISTING CONDITIONS TO 3% IN PROPOSED CONDITIONS.

LEGEND

- 1) EXISTING HMA SURFACE COURSE, 2"
- 2 EXISTING HMA BINDER COURSE, 6"
- 3 EXISTING AGGREGATE BASE COURSE, 6"
- (4) EXISTING AGGREGATE SHOULDERS, 4"
- (5) EXISTING HMA MULTI-USE PATH
- (A) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- B) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- C PROPOSED AGGREGATE SHOULDERS, TYPE B, TON
- D PROPOSED CLASS D PATCHES, 5" (AS DIRECTED BY ENGINEER)
- PROPOSED REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AGGREGATE SUBGRADE IMPROVEMENT (AT PATCHING LOCATIONS AS DIRECTED BY ENGINEER)
- F SEEDING, CLASS 2A EROSION CONTROL BLANKET TOPSOIL FURNISH AND PLACE, 4" (AS DIRECTED BY ENGINEER)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

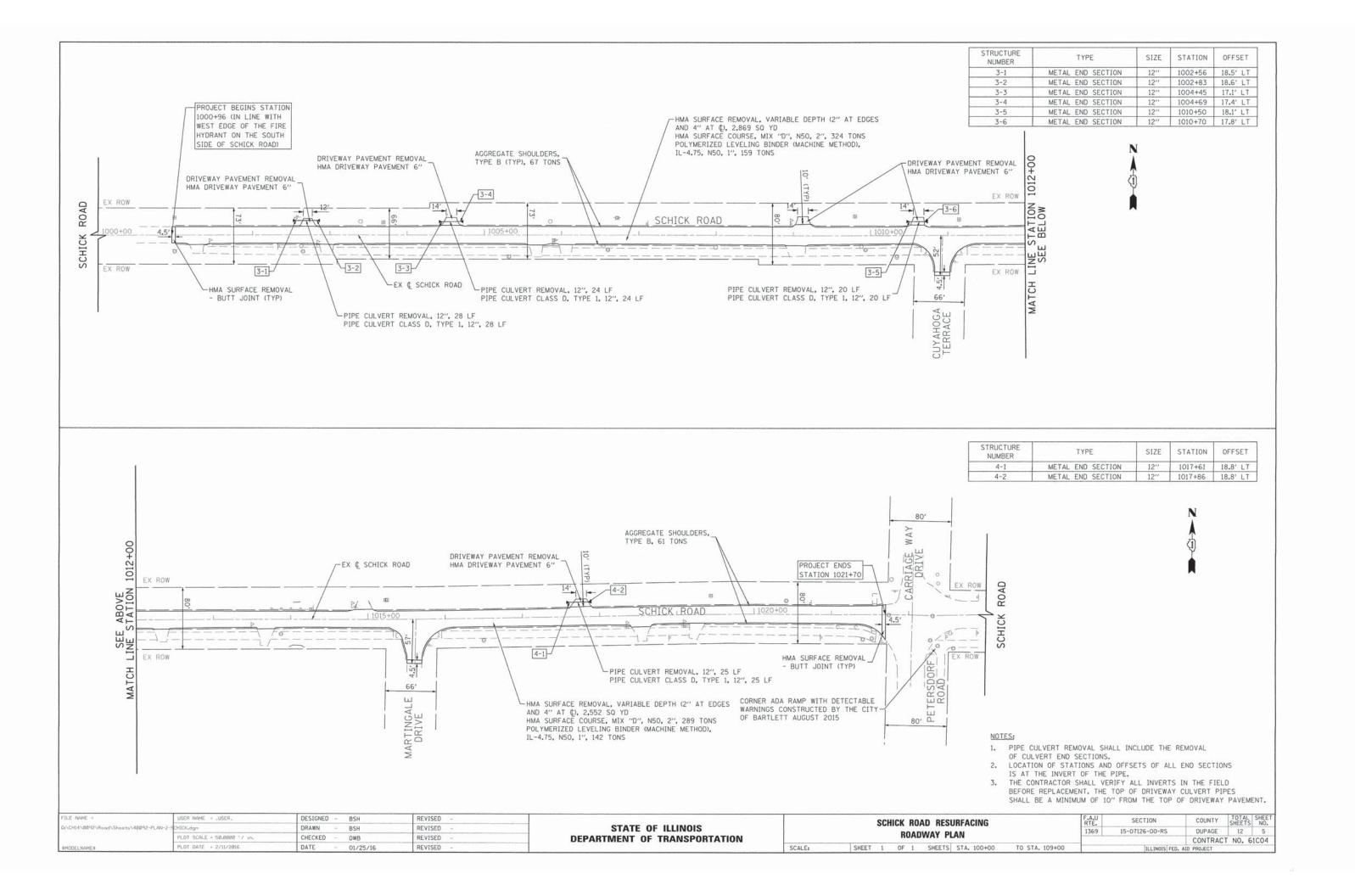
MIXTURE TYPE	AIR VOIDS @ Ndes
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 2"	4% @ 50 GYRATIONS
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"	3.5% @ 50 GYRATIONS
CLASS D PATCHES (HMA BINDER IL-19 MM), 5" (IN 2 LIFTS)	4% € 70 GYRATIONS
HOT-MIX ASPHALT DRIVEWAYS 6"	
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5mm) 2"	4% @ 50 GYRATIONS
HMA BASE COURSE (HMA BINDER IL - 19mm) 4" (IN 2 LIFTS)	4% @ 50 GYRATIONS

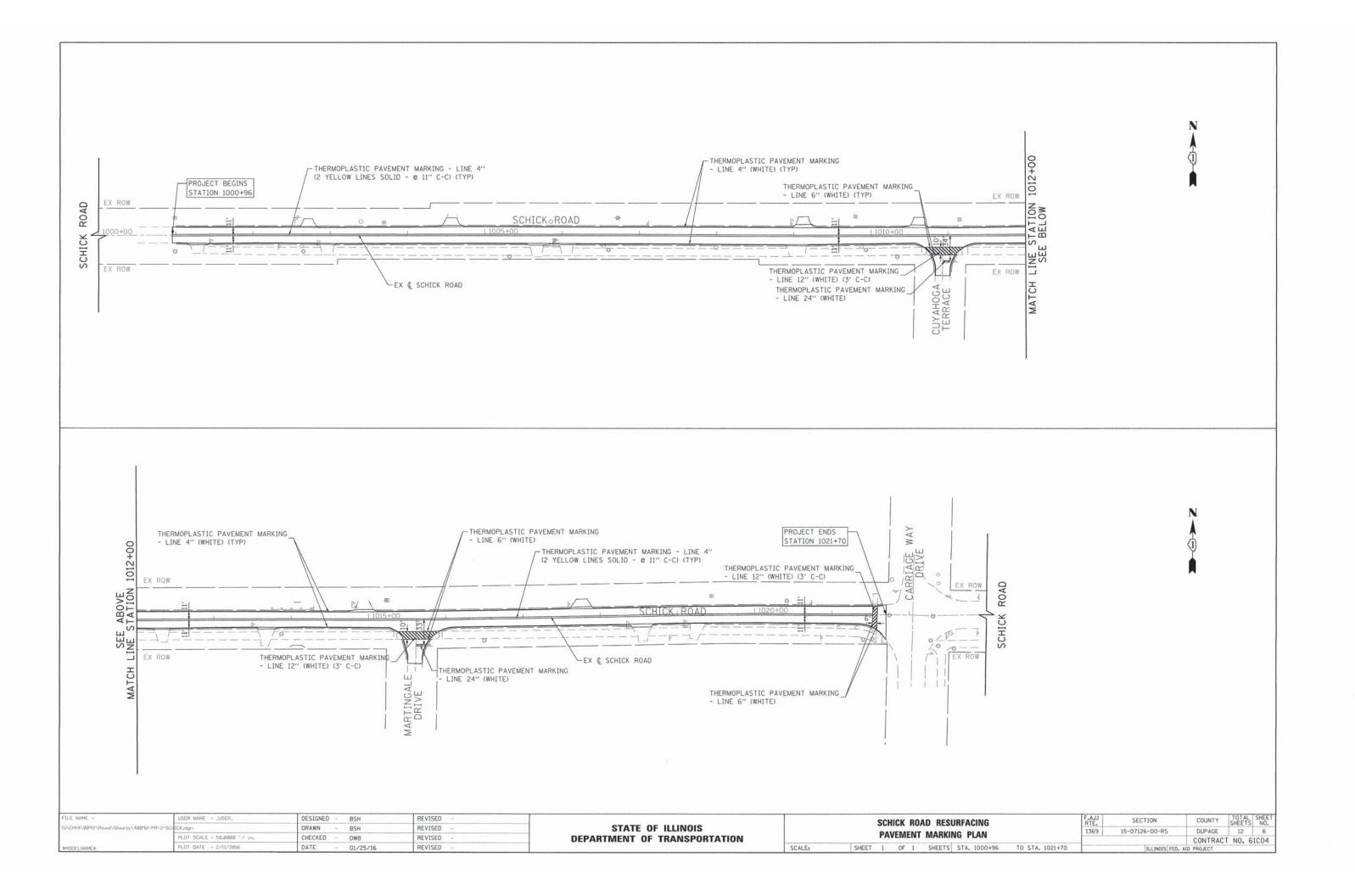
- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

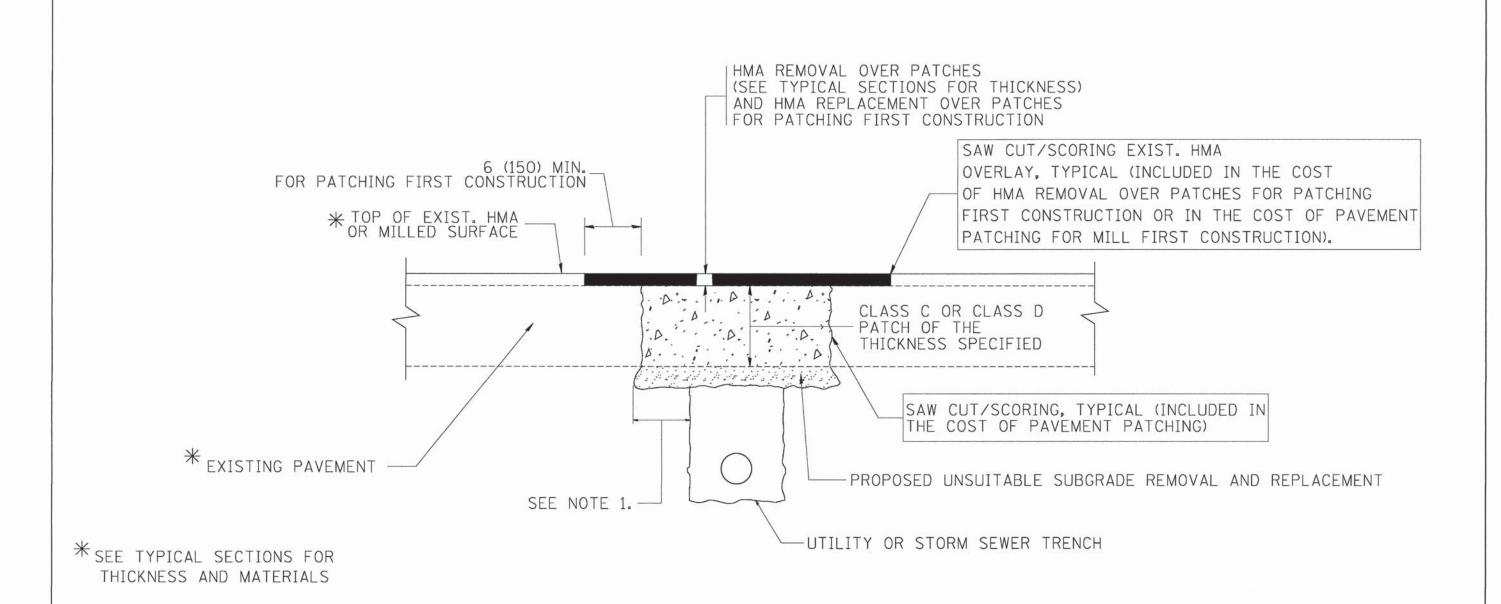
 THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

 THE CONTRACTOR SHALL MILL BEFORE PATCHING.

FILE NAME *	USER NAME = _USER_	DESIGNED -	BSH	REVISED -			SCHICK ROAD RESURFACING		F.A.U	SECTION	COUNTY	TOTAL SHEET
Gt\CHI4\0892\Road\Sheets\40092-TYPSECTI	ONS-1.dgn	DRAWN -	BSH	REVISED -	STATE OF ILLINOIS				1369	15-07126-00-RS	DUPAGE	12 4
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	DWB	REVISED -	DEPARTMENT OF TRANSPORTATION		TYPICAL SECTIONS			10.0.110	CONTRAC	T NO. 61CO4
MODELNAME	PLOT DATE = 2/11/2016	DATE -	01/25/16	REVISED -		SCALE:	SHEET 1 OF 1 SHEETS STA.	TO STA.		ILLINOIS FED.	AID PROJECT	







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)

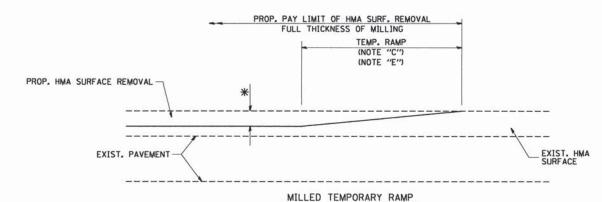
- 1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 1. MILL HMA FIRST IF THERE IS AT LEAST 41/2 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.

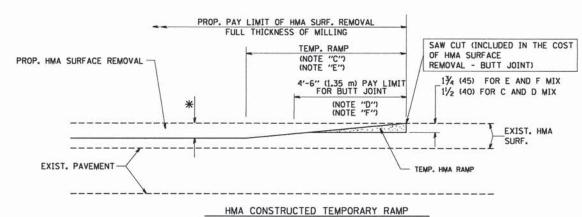
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS

FILE NAME =	USER NAME = beuerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98		PAVEMENT PATCHING FOR	F.A.U SECTION	COUNTY TOTAL SHEET
c:\projects\diststd22x34\bd22.dgn		DRAWN -	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS		1369 15-07126-00-RS	DUPAGE 12 7
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - R. BORO 09-04-07	DEPARTMENT OF TRANSPORTATION	HMA SURFACED PAVEMENT BD400-04 (BD-22)		CONTRACT NO. 61CO4
	PLOT DATE = 10/27/2008	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.	



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

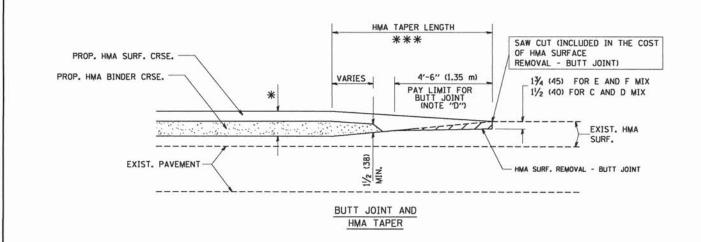
OPTION 1



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP

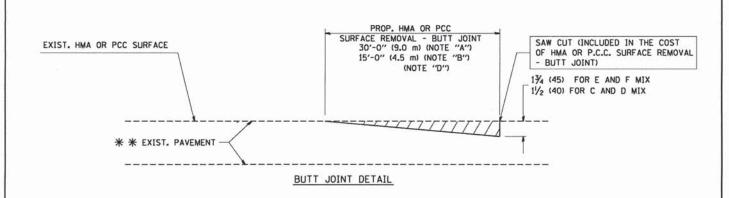


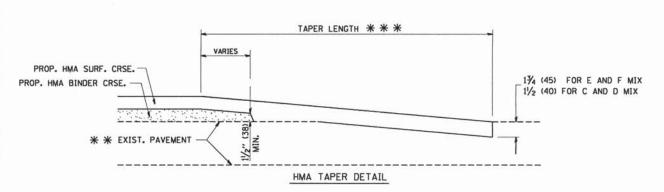
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME =

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

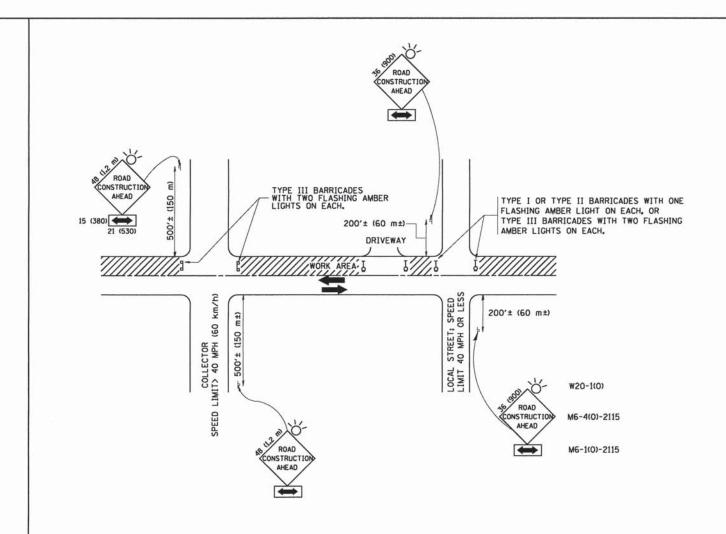
NOTES

- 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'-O" (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.



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:
- Q) 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:
- O) 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.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (MG-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (MG-4).

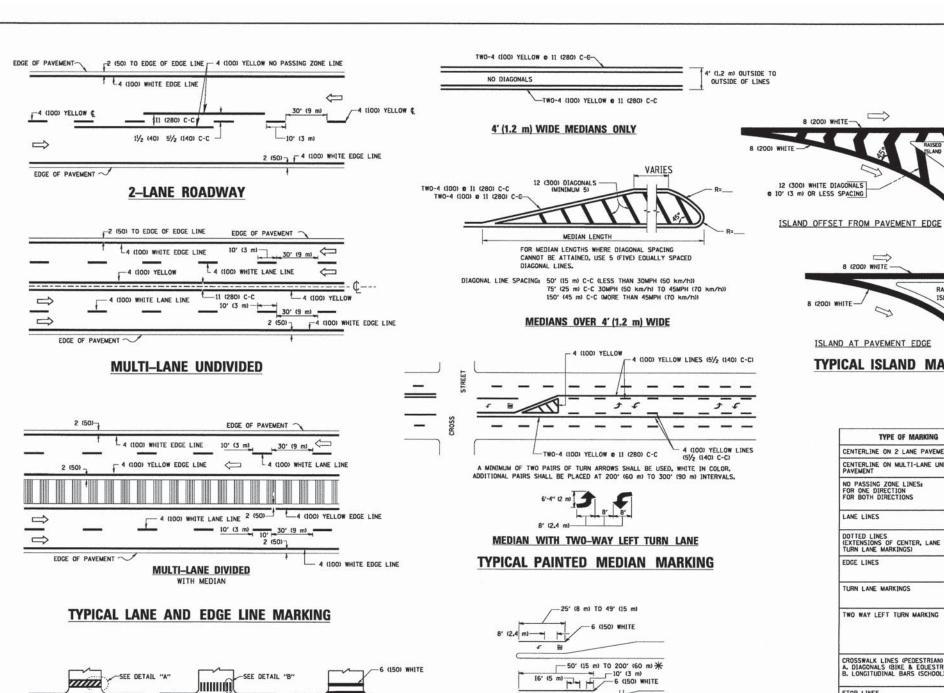
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL 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.

FILE NAME =	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
W:\distatd\22x34\tal@.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
1	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE	: 01	ILLINOIS	
DEPARTMENT	OF	TRANSPORTATION	

								10
	TRAFFIC CONTRO	L AND PROTECTION	FOR	F.A.U RTE.	SECTION	COUNTY	TOTAL	SHEET NO.
			37.777	1369	15-07126-00-RS	DUPAGE	12	9
	SIDE RUADS, INTERS	SECTIONS, AND DRIV	EVVATS		TC-10	CONTRACT	T NO. 6	1C04
SCALE: NONE	SHEET NO. 1 OF 1	SHEETS STA.	TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FED.	AID PROJECT		



-6 (150) WHITE

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.

AREA = 15.6 SO. FT. (1.5 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FILE NAME = DESIGNED - EVERS REVISED -T. RAMMACHER 10-27-94 w:\\ILØ84EBIDINTEG.11 ments\IDOT Offices\District 1\Projects\O REVISED - C. JUCIUS 09-09-09 PLOT SCALE = 50.000 '/ 10. CHECKED REVISED - C. JUCIUS 07-01-13 PLOT DATE = 12/21/2015 DATE 03-19-90 REVISED -C. JUCIUS 12-21-15

TYPICAL CROSSWALK MARKING

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

12 (300) WHITE

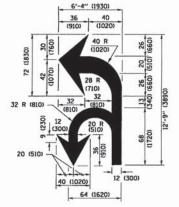
DETAIL "B"

BICYCLE & EQUESTRIAN

DETAIL "A"

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

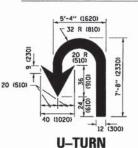
SECTION DISTRICT ONE 15-07126-00-RS DUPAGE 12 TYPICAL PAVEMENT MARKINGS CONTRACT NO. 61CO4 TC-13 OF 1 SHEETS STA. TO STA. SHEET 1 ILLINOIS FED. AID PROJECT



COMBINATION LEFT AND U-TURN

_ 2 (50)

RAISED ISLAND



D(FT)

345

425

500

580

665

750

SPEED LIMIT

30

35

40

45

50

55

LANE REDUCTION TRANSITION * LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR

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 0 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 0 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (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	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5½ (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' (I.8 m) APART 2' (GOD) APART 2' (GOD) APART 2' (GOD) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4" (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSMALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 0 4 (100) WITH 12 (300) DIAGONALS 9 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 (0VER 45MPH (70 km/h)) 30' (9 m) C-C (0VER 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: "M"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) p 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 (0VER 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.

8 (200) WHITE-

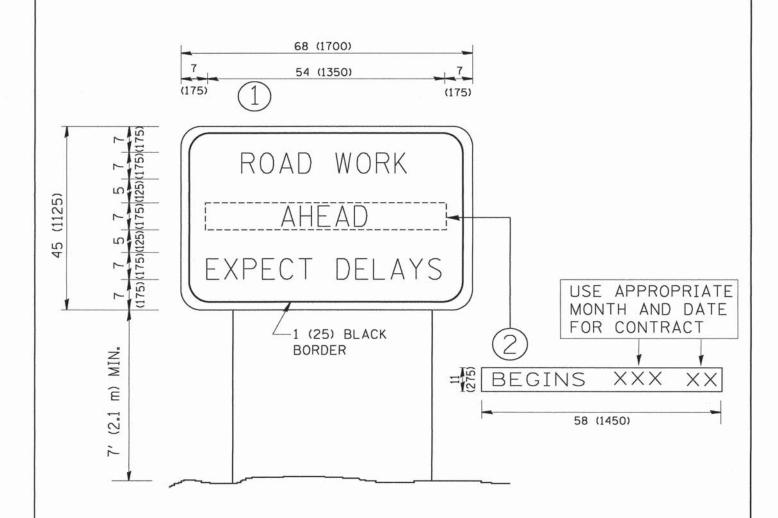
8 (200) WHITE -

S

TYPICAL ISLAND MARKING

ISLAND AT PAVEMENT EDGE

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 =	USER NAME = geglienobt	DESIGNED -	REVISED - R. MIRS 09-15-97	***************************************	ARTERIAL ROAD	F.A.U	SECTION	COUNTY TOTAL SHEET
W:\diststd\22x34\to22.dgn		DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS		1369	15-07126-00-RS	DUPAGE 12 11
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99	DEPARTMENT OF TRANSPORTATION	INFORMATION SIGN		TC-22	CONTRACT NO. 61CO4
	PLOT DATE = 1/4/2008		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	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 =	USER NAME = geglienobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
c:\pw_work\pwidot\gaglianobt\dØ108315\to	26.dgn	DRAWN -	REVISED -
	PLOT SCALE = 50.000 '/ in.	CHECKED -	REVISED -
	PLOT DATE = 12/13/2012	DATE -	REVISED -

STATE OF ILLINOIS						
DEPARTMENT	OF	TRANSPORTATION				

SCALE: NONE

	DRIVEWAY ENTRANCE SIGNING			F.A.U RTE.	SECTION	COUNTY	TOTAL	SHEET NO.	
					1369	15-07126-00-RS	DUPAGE	12	12
			TC-26		CONTRACT NO. 61CO				
	SHEET NO. 1 OF 1	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				