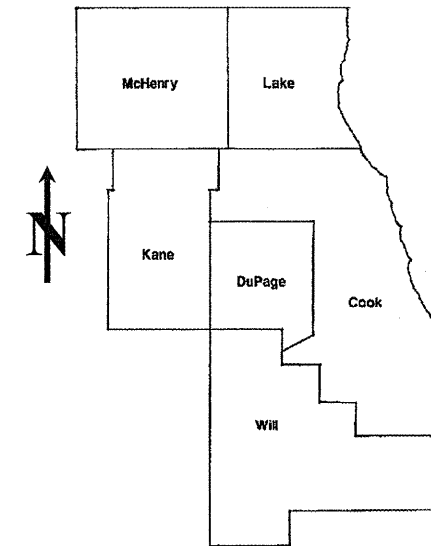


ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
VARIOUS	2010-012 RS	WILL	★ 23 + 3 = 26	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT ONE
PROPOSED HIGHWAY PLANS

CONTRACT NO. 60K31

D-91-470-10



LOCATION OF IMPROVEMENT INDICATED THUS:

VARIOUS ROUTES
 SECTION: 2010-012 RS
 VARIOUS LOCATIONS IN WILL COUNTY
 INTERMITTENT PAVEMENT RESURFACING
 WILL COUNTY
 C-91-470-10

FOR INDEX OF SHEETS SEE SHEET 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
 SUBMITTED: FEBRUARY 16, 2010
Dicene M. O'Keefe
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 19, 2010
Scott E. Stitt P.E.
 ENGINEER OF DESIGN AND ENVIRONMENT
Christine M. Reed
 DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

J.U.L.I.E.: JOINT UTILITY LOCATION
INFORMATION FOR EXCAVATION
(312) 744-7000

DISTRICT ONE - DESIGN - PLAN PREPARATION ENGINEER:
 KEN ENG / (847) 705-4247

CONTRACT NO. 60K31

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

<u>SHEET NO.</u>	<u>DESCRIPTION</u>	<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET	000001-05	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY
3	SUMMARY OF QUANTITIES	701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
4	GENERAL LOCATION MAP	701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
5	SUMMARY OF PATCHING SCHEDULE	701336-05	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
6-16	PATCHING SCHEDULE	701400-04	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
17	BUTT JOINT AND HMA TAPER DETAILS	701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
18	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS	701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS
19	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
20	DISTRICT ONE TYPICAL PAVEMENT MARKINGS	701601-06	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
21	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC)	701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
22	ARTERIAL ROAD INFORMATION SIGN	701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
23	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING	701901-01	TRAFFIC CONTROL DEVICES
23A	FREEWAY SINGLE & MULT-LANE WEAVE		
23B-23C	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS		

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE (OR TOLLWAY) PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT (OR ISTHA)

WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE ENGINEER SHALL CONTACT MS. CORA MATHIS, AREA TRAFFIC FIELD ENGINEER AT (815) 485-6475 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

THE EXISTING ROADWAY TYPICAL SECTION IS ASSUMED TO HAVE A 3 INCH HOT-MIX ASPHALT OVERLAY ON TOP OF A TEN INCH CONCRETE BASE.

ALL PAVEMENT PATCHES SHOWN IN THE PLANS ARE TWO (2) INCH MILL AND RESURFACE ONLY. THE MINIMUM WIDTH FOR MILLING AND PATCHING SHALL BE TWO (2) FEET.

NO PATCHING OR RESURFACING IS TO BE DONE WITHIN FIFTY (50) FEET OF ANY RAILROAD CROSSING WITHOUT OBTAINING THE PROPER RAILROAD PROTECTIVE LIABILITY INSURANCE.

THE COST OF TRAFFIC CONTROL AND PROTECTION FOR THE PROJECT (EXCLUDING I-80 AT HOUBOLT RD.) SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED ROAD WORK. TRAFFIC CONTROL AND PROTECTION FOR I-80 AT HOUBOLT RD. SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

THE COST OF ANY PARTIAL OR FULL DEPTH PATCHING REQUIRED AFTER THE REMOVAL OF THE EXISTING 2 INCH HOT-MIX ASPHALT SURFACE SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS (%)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	PG 64-22	4% @ 70 GYR

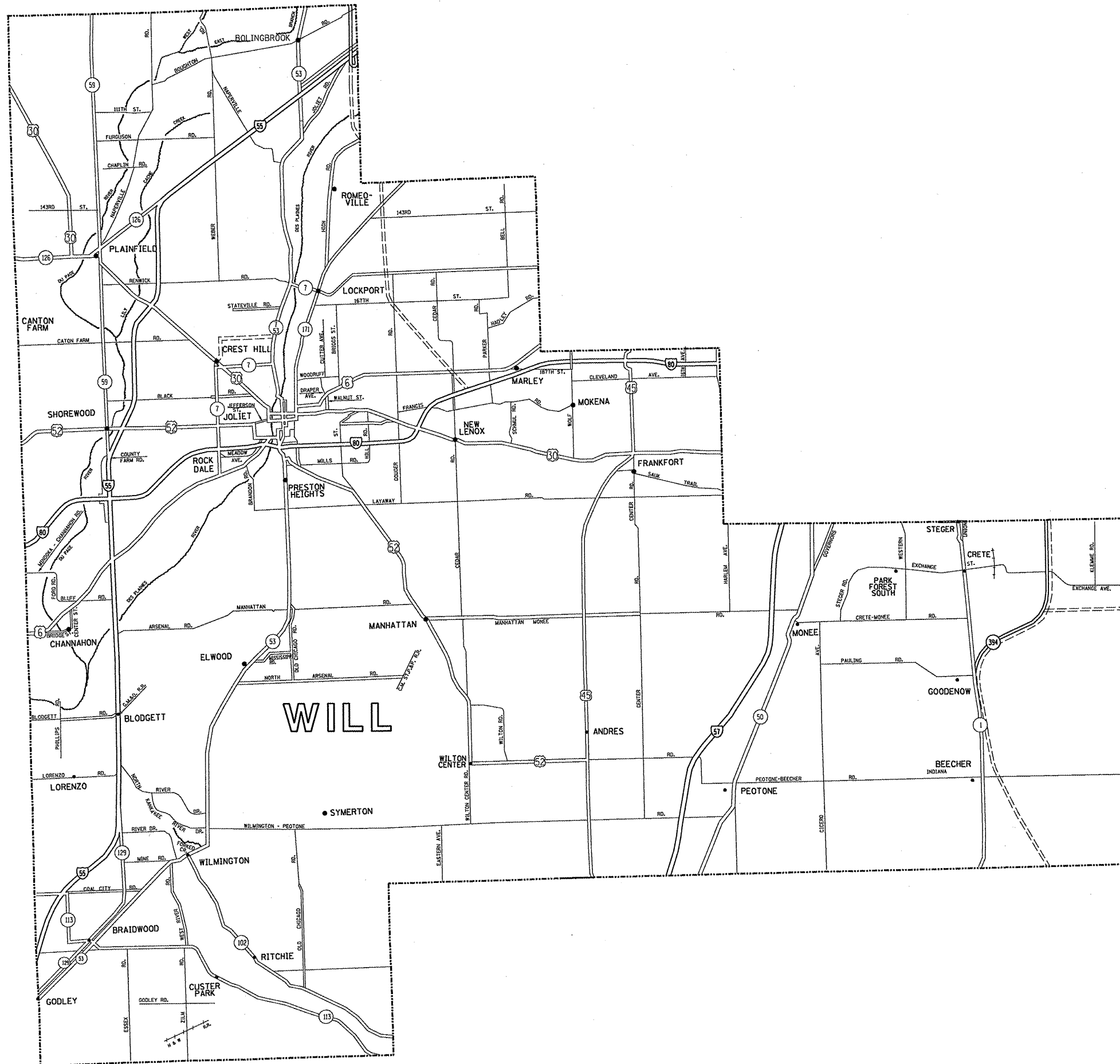
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.

FILE NAME =	USER NAME = wilgreendp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwork\pwork\wilgreendp\d0183629\Design.dgn	DRAWN -	REVISED -	VAR.			2010-012 RS	WILL	23	2	
PLOT SCALE = 100,0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60K31							
PLOT DATE = 3/17/2010	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.			

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	URBAN 100% STATE	CONSTRUCTION TYPE CODE				CODE NO	ITEM	UNIT	TOTAL	CONSTRUCTION TYPE CODE				
			TOTAL QUANTITIES	1000								QUANTITIES				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	7	7												
40600300	AGGREGATE (PRIME COAT)	TON	33	33												
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	25	25												
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	490	490												
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1783	1783												
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	15,912	15,912												
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6												
67100100	MOBILIZATION	L SUM	1	1												
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	3378	3378												
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1126	1126												
*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	100	100												
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	17817	17817												
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1086	1086												
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	100	100												
*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	228	228												
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	670	670												
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	670	670												
*88600600	DETECTOR LOOP REPLACEMENT	FOOT	316	316												
X0322256	TEMPORARY INFORMATION SIGNING	SO FT	977	977												
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1												
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	0.1	0.1												
*78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	35	35												
* SPECIALTY ITEM																

Rev.

FILE NAME =	USER NAME = wlgreendp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				SUMMARY OF QUANTITIES				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
o:\pw\work\PWIDOT\WILGREENDP\JOB3629\Designdp		DRAWN -	REVISED -									VAR.	2010-012 RS	WILL	23	3			
		CHECKED -	REVISED -									SCALE: SHEET NO. OF SHEETS STA. TO STA.				FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			
		DATE -	REVISED -													CONTRACT NO. 60K31			



FILE NAME =	USER NAME = wlgreendp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL LOCATION MAP - WILL COUNTY			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwwork\pwwork\wlgreendp\0183629\Design.dgn		DRAWN -	REVISED -					VAR.	2010-012 RS	WILL	23	4
		PLOT SCALE = 100.0000' / IN.	REVISED -		CONTRACT NO. 60K31							
		PLOT DATE = 2/10/2010	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

SUMMARY - WILL COUNTY ROUTES (CONTRACT NO. 60K31)	HMA 2" MILL & RESURFACE (SY)
US 52 (US 45 TO CEDAR RD.)	251
US 52 (BRIGGS ST. TO DORIS AVE.)	26
US 30 (PAGE ST. TO HAVEN ST.)	2339
US 30 (127TH ST. TO 111TH ST.)	103
US 6 (PATRICIA LN. TO I-55)	168
US 6 (NAUFAIRFIELD DR. TO GOUGAR RD.)	1384
US 6 (EAST AND WEST OF BRIGGS ST.)	1267
US 6 (BRANDON RD. TO I-80)	827
RICHARDS ST. (SOUTH OF COLBURN AVE. TO US 52)	213
JOLIET RD. (NORTH OF BLUFF RD. TO SOUTH OF CROSSROADS PKWY.)	2451
IL 171 (ROSALIND ST. TO HARVARD ST.)	909
IL 171 (151ST ST. TO NORTHERN DR.)	1405
IL 171 (147TH ST. TO 151ST ST.)	569
IL 53 (DIVISION ST. TO CATON FARM RD.)	3501
IL 53 (1ST AVE. TO FORK CREEK)	72
IL 53 (5TH AVE. TO DORIS AVE.)	132
BLUFF RD. OVERPASS (BETWEEN EAST AND WEST FRONTAGE RDS.)	59
IL 126 (VAN DYKE RD. TO MAIN ST.)	70
COAL CITY RD. (IL 129 TO IL 53)	88
I-80 AT HOUBOLT RD.	78
WILL COUNTY TOTALS =	15912
	SY

FILE NAME =	USER NAME = wlgreendp	DESIGNED -	REVISED -
at\pwork\pwork\wlgreendp\d0183629\Design.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 3/17/2010		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF PATCHING SCHEDULE
WILL COUNTY**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-012 RS	WILL	23	5
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 60K31	

ROUTE: US 52 (US 45 to Cedar Rd.)							
CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO			PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
US-45	Elevator St.	WB		3	15	45	5
				4	5	20	2
				12	10	120	13
				3	12	36	4
				4	6	24	3
				3	3	9	1
				6	12	72	8
				6	3	18	2
				3	6	18	2
				3	3	9	1
				3	12	36	4
				4	6	24	3
				6	10	60	7
				4	12	48	5
				3	3	9	1
				6	10	60	7
				6	6	36	4
				6	6	36	4
				6	10	60	7
Elevator St.	Cedar	WB		6	6	36	4
				8	6	48	5
Cedar	Elevator	EB		6	30	180	20
				3	3	9	1
				12	6	72	8
Elevator	US-45	EB		6	6	36	4
				12	6	72	8
				3	3	9	1
				4	6	24	3
				4	8	32	4
				4	4	16	2
				6	15	90	10
				6	6	36	4
				6	20	120	13
				4	10	40	4
				6	10	60	7
				3	3	9	1
				6	15	90	10
				6	15	90	10
				6	20	120	13
				4	20	80	9
				3	10	30	3
				3	3	9	1
				6	10	60	7
				4	4	16	2
				4	5	20	2
				4	4	16	2
				4	4	16	2
				3	3	9	1
				3	5	15	2
				5	4	20	2
TOTALS:						426	251
						FT	SY

ROUTE: US 52 (Briggs St. to Doris Ave.)							
CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO			PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Chicago (on Doris)	Gardner St.	EB & WB		NO PATCHING REQUIRED AT THIS TIME.			
Doris St.	Richards	EB		NO PATCHING REQUIRED AT THIS TIME.			
Richards	White	EB		12	6	72	8
				12	8	96	11
White	Briggs	EB		NO PATCHING REQUIRED AT THIS TIME.			
Briggs	White	WB					
White	Richards	WB		3	3	9	1
Richards	Doris	WB		3	20	60	7
TOTALS:						37	26
						FT	SY

ROUTE: US 30 (Page St. to Haven St.) - HMA Section							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Nelson	Vine	EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		EB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	2	6	6	36	4
		EB	2	6	12	72	8
		WB	2	6	15	90	10
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		EB	1	12	6	72	8
		WB	1	3	12	36	4
		WB	1	3	50	150	17
		WB	1	3	150	450	50
		EB	1	12	6	72	8
		WB	LT	6	6	36	4
		WB	LT	4	4	16	2
Vine	Cedar	EB	1 2	3	120	360	40
		EB	1 2	3	40	120	13
		EB	2	6	6	36	4
		EB	1	12	6	72	8
		EB	1	6	40	240	27
		EB	2	3	20	60	7
		EB	1	3	20	60	7
		EB	1	3	80	240	27
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	3	30	90	10
		EB	1	3	70	210	23
		EB	1	12	6	72	8
		EB	1	12	30	360	40
		EB	1	12	40	480	53
		EB	1	12	6	72	8
		EB	2	12	10	120	13
		EB	2	12	6	72	8
		EB	LT	3	40	120	13
		EB	2	12	12	144	16
Cedar	Haven	EB	2	12	12	144	16
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	6	6	36	4
		EB	LT	12	12	144	16
		EB	2	12	6	72	8
		EB	2	6	6	36	4
		EB	2	3	20	60	7
		EB	2	12	6	72	8
		EB	2	12	6	72	8
Haven	Cedar	WB	2	3	30	90	10
Cedar	Vine	WB	2	3	60	180	20
		WB	2	12	6	72	8
		WB	1	12	10	120	13
TOTALS:						4519	2339
						FT	SY

ROUTE: US 30 (127th St. to 111th St.)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
111th	Courtney	EB		12	30	360	40
Courtney	119th	EB		12	10	120	13
		EB		12	10	120	13
119th	Nomantown	EB		2	30	60	7
Nomantown	119th	WB		2	100	200	22
119th	Courtney	WB		2	30	60	7
TOTALS:						210	103
						FT	SY

ROUTE: US 6 (Patricia Ln. to I-55)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Patricia Ln.	0.1 mi	WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	8	96	11
	0.2 mi	WB	1	12	6	72	8
	0.3mi	WB	1	12	6	72	8
	0.6 mi	WB	1	12	6	72	8
	0.7 mi	WB	1	12	6	72	8
	0.7 mi	WB	1	12	6	72	8
I-55	0.1 mi	EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	0.2 mi	EB	1	12	6	72	8
		EB	1	12	8	96	11
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	0.3 mi	EB	1	12	6	72	8
	0.3 mi	EB	1	12	8	96	11
	0.4 mi	EB	1	12	6	72	8
	0.7 mi	EB	1	12	6	72	8
	0.8 mi	EB	1	12	6	72	8
TOTALS:						126	168
						FT	SY

ROUTE: US 6 (Naufairfield Dr. to Gougar Rd.)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
0' E. of Naufairfield Dr.	10' E. of Naufairfield Dr.	EB		12	10	120	13
20' E. of Naufairfield Dr.	30' E. of Naufairfield Dr.	EB		12	10	120	13
300' E. of Naufairfield Dr.	500' E. of Naufairfield Dr.	EB		5	200	1000	111
550' E. of Naufairfield Dr.	560' E. of Naufairfield Dr.	EB		12	10	120	13
850' E. of Naufairfield Dr.	950' E. of Naufairfield Dr.	EB		5	100	500	56
1000' E. of Naufairfield Dr.	1050' E. of Naufairfield Dr.	EB		5	50	250	28
1500' E. of Naufairfield Dr.	1700' E. of Naufairfield Dr.	EB		5	200	1000	111
1750' E. of Naufairfield Dr.	1780' E. of Naufairfield Dr.	EB		12	30	360	40
2000' E. of Naufairfield Dr.	2250' E. of Naufairfield Dr.	EB		5	250	1250	139
2400' E. of Naufairfield Dr.	2450' E. of Naufairfield Dr.	EB		4	50	200	22
2600' E. of Naufairfield Dr.	2710' E. of Naufairfield Dr.	EB		5	110	550	61
2900' E. of Naufairfield Dr.	3150' E. of Naufairfield Dr.	EB		5	250	1250	139
Gougar Rd.							
0' W. of Gougar Rd.	25' W. of Gougar Rd.	WB		12	25	300	33
150' W. of Gougar Rd.	250' W. of Gougar Rd.	WB		5	100	500	56
570' W. of Gougar Rd.	680' W. of Gougar Rd.	WB		4	110	440	49
1100' W. of Gougar Rd.	1230' W. of Gougar Rd.	WB		5	130	650	72
1500' W. of Gougar Rd.	1550' W. of Gougar Rd.	WB		12	50	600	67
1800' W. of Gougar Rd.	1876' W. of Gougar Rd.	WB		5	76	380	42
2010' W. of Gougar Rd.	2070' W. of Gougar Rd.	WB		12	60	720	80
2400' W. of Gougar Rd.	2520' W. of Gougar Rd.	WB		5	120	600	67
2780' W. of Gougar Rd.	2830' W. of Gougar Rd.	WB		6	50	300	33
2900' W. of Gougar Rd.	3150' W. of Gougar Rd.	WB		5	250	1250	139
TOTALS:						2241	1384
						FT	SY

ROUTE: US 6 (East and West of Briggs St.)							
CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT		REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO			PATCH WIDTH	PATCH LENGTH		
528' W of Briggs in island	328' W of Briggs in island	EB		18	200	3600	400
528' W of Briggs	500' W of Briggs	EB		12	28	336	37
480' W of Briggs	472 W. of Briggs	EB		12	8	96	11
385 W. of Briggs	375 W. of Briggs	EB		12	10	120	13
365 W. of Briggs	352 W. of Briggs	EB		12	13	156	17
345 W. of Briggs	339 W. of Briggs	EB		12	6	72	8
333 W. of Briggs	325 W. of Briggs	EB		12	8	96	11
320 W. of Briggs	316 W. of Briggs	EB		12	4	48	5
280 W. of Briggs	272 W. of Briggs	EB		12	8	96	11
263 W. of Briggs	257 W. of Briggs	EB		12	6	72	8
240 W. of Briggs	236 W. of Briggs	EB		12	4	48	5
230 W. of Briggs	220 W. of Briggs	EB		12	10	120	13
212 W. of Briggs	204 W. of Briggs	EB		12	8	96	11
150 W. of Briggs	135 W. of Briggs	EB		12	15	180	20
100 W. of Briggs	65 W. of Briggs	EB		12	35	420	47
45' E. of Briggs	49' E. of Briggs	EB		12	4	48	5
65' E. of Briggs	77' E. of Briggs	EB		12	12	144	16
110' E. of Briggs	118' E. of Briggs	EB		12	8	96	11
125' E. of Briggs	135' E. of Briggs	EB		12	10	120	13
150' E. of Briggs	160' E. of Briggs	EB		12	10	120	13
182' E. of Briggs	188' E. of Briggs	EB		12	6	72	8
300' E. of Briggs	320' E. of Briggs	EB		12	20	240	27
400' E. of Briggs	404' E. of Briggs	EB		12	4	48	5
450' E. of Briggs	459' E. of Briggs	EB		12	9	108	12
580' E. of Briggs	600' E. of Briggs	EB		12	20	240	27
700' E. of Briggs	707' E. of Briggs	EB		12	7	84	9
748' E. of Briggs	756' E. of Briggs	EB		12	8	96	11
800' E. of Briggs	816' E. of Briggs	EB		12	16	192	21
1100' E. of Briggs	1109' E. of Briggs	EB		12	9	108	12
1120' E. of Briggs	1128' E. of Briggs	EB		12	8	96	11
1135' E. of Briggs	1147' E. of Briggs	EB		12	12	144	16
1200' E. of Briggs	1206' E. of Briggs	EB		12	6	72	8
1305' E. of Briggs	1320' E. of Briggs	EB		12	15	180	20
1500' E. of Briggs	1510' E. of Briggs	EB		12	10	120	13
1524' E. of Briggs	1534' E. of Briggs	EB		12	8	96	11
1550' E. of Briggs	1554' E. of Briggs	EB		12	4	48	5
1565' E. of Briggs	1585' E. of Briggs	EB		12	20	240	27
1585' E. of Briggs	1565' E. of Briggs	WB		12	20	240	27
1554' E. of Briggs	1550' E. of Briggs	WB		12	4	48	5
1534' E. of Briggs	1524' E. of Briggs	WB		12	8	96	11
1500' E. of Briggs	1490' E. of Briggs	WB		12	10	120	13
1450' E. of Briggs	1440' E. of Briggs	WB		12	10	120	13
1380' E. of Briggs	1383' E. of Briggs	WB		12	7	84	9
1340' E. of Briggs	1332' E. of Briggs	WB		12	8	96	11
1310' E. of Briggs	1301' E. of Briggs	WB		12	9	108	12
1270' E. of Briggs	1260' E. of Briggs	WB		12	10	120	13
800' E. of Briggs	796' E. of Briggs	WB		12	4	48	5
750' E. of Briggs	742' E. of Briggs	WB		12	8	96	11
706' E. of Briggs	700' E. of Briggs	WB		12	6	72	8
500' E. of Briggs	492' E. of Briggs	WB		12	8	96	11
340' E. of Briggs	330' E. of Briggs	WB		12	10	120	13
300' E. of Briggs	280' E. of Briggs	WB		12	20	240	27
150' E. of Briggs	139' E. of Briggs	WB		12	11	132	15
120' E. of Briggs	112' E. of Briggs	WB		12	8	96	11
63' E. of Briggs	53' E. of Briggs	WB		12	10	120	13
45' E. of Briggs	38' E. of Briggs	WB		12	7	84	9
10' W. of Briggs	16' W. of Briggs	WB		12	6	72	8
25' W. of Briggs	35' W. of Briggs	WB		12	10	120	13
37' W. of Briggs	47' W. of Briggs	WB		12	8	96	11
106' W. of Briggs	118' W. of Briggs	WB		12	12	144	16
350' W. of Briggs	360' W. of Briggs	WB		12	10	120	13
400' W. of Briggs	409' W. of Briggs	WB		12	9	108	12
500' W. of Briggs	528' W. of Briggs	WB		12	28	336	37
TOTALS:					850		1267
					FT		SY

ROUTE: US 6 (Brandon Rd. to I-80)							
CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT		REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO			PATCH WIDTH	PATCH LENGTH		
Brandon Rd.	0.1 mi	EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	20	240	27
	0.15 mi	EB	2	12	140	1680	187
	0.4 mi	EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	0.5 mi	EB	1	12	6	72	8
	0.6 mi	EB	2	12	6	72	8
	0.7 mi	EB	1	12	6	72	8
	0.7 mi	EB	1	12	6	72	8
	0.7 mi	EB	2	12	6	72	8
	0.7 mi	EB	1	12	6	72	8
I-80	0.1 mi	WB	2	12	40	480	53
	0.2 mi	WB	2	12	20	240	27
	0.25 mi	WB	2	12	20	240	27
		WB	2	12	8	96	11
		WB	2	12	8	96	11
		WB	2	12	200	2400	267
		WB	2	12	8	96	11
		WB	2	12	50	600	67
	0.3 mi	WB	2	12	6	72	8
	0.4 mi	WB	2	12	6	72	8
	0.5 mi	WB	2	12	10	120	13
	0.5 mi	WB	2	12	6	72	8
	0.7 mi	WB	1	12	6	72	8
	0.7 mi	WB	2	12	6	72	8
TOTALS:					620		827
					FT		SY

FILE NAME =	USER NAME = wilgreendp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE US 6	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
or:\pwork\pwork\wilgreendp\d0183629\Design.dgn	DRAWN -	REVISED -	VAR.			2010-012 RS	WILL	23	10	
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60K31							
PLOT DATE = 2/17/2010	DATE -	REVISED -	SCALE:			SHEET NO.	OF	SHEETS	STA.	TO

ROUTE: Richards St. (South of Colburn Ave. to US 52)

CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Colburn	Mill	SB		15	8	120	13
				15	2	30	3
				12	2	24	3
				12	2	24	3
				12	2	24	3
				12	2	24	3
				12	2	24	3
				12	2	24	3
				12	2	24	3
Mills	US-52	SB		12	8	96	11
				12	6	72	8
US-52	Mills	NB		20	6	120	13
				20	6	120	13
				20	6	120	13
Mills	Colburn	NB		2	20	40	4
				12	6	72	8
				12	6	72	8
				12	8	96	11
				12	6	72	8
				12	6	72	8
				12	6	72	8
				12	6	72	8
				12	20	240	27
				12	20	240	27
TOTALS:						162	213
						FT	SY

ROUTE: Joliet Rd. (N/O Bluff Rd. to S/O Crossroads Parkway)

CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
0.1 Mile North of Bluff Rd		SB	1	12	60	720	80
		SB	1	12	50	600	67
		SB	1	12	200	2400	267
		SB	1	2	150	300	33
		SB	2	12	60	720	80
		SB	2	12	50	600	67
		SB	2	12	200	2400	267
	0.1 mile S/O Crossroad	SB	2	12	150	1800	200
0.1 mile S/O Crossroad		NB	1	12	200	2400	267
		NB	1	12	55	660	73
		NB	1	12	75	900	100
		NB	1	2	200	400	44
		NB	1	12	200	2400	267
		NB	2	12	200	2400	267
		NB	2	12	55	660	73
		NB	2	12	75	900	100
		NB	2	12	100	1200	133
	0.1 mile S/O Bluff Road	NB	2	2	300	600	67
TOTALS:						2380	2451
						FT	SY

ROUTE: IL 171 (151st St. to Northern Dr.)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Northern Dr		NB	1	6	100	600	67
		NB	1	6	200	1200	133
		NB	1	12	12	144	16
		NB	1	6	300	1800	200
		NB	1	6	50	300	33
		NB	1	6	100	600	67
		NB	1	6	300	1800	200
		NB	1	6	200	1200	133
		NB	1	6	200	1200	133
		NB	1	6	75	450	50
		NB	1	6	50	300	33
		NB	1	12	20	240	27
	151st	NB	1	12	12	144	16
151st		SB	1	6	20	120	13
		SB	1	6	50	300	33
		SB	1	6	100	600	67
		SB	1	6	150	900	100
		SB	1	6	100	600	67
	Northern	SB	1	12	12	144	16
TOTALS:					2051	1405	
					FT	SY	

ROUTE: IL 171 (147th St. to 151st St.)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
151st		NB	1	12	20	240	27
		NB	1	12	50	600	67
		NB	1	12	100	1200	133
		NB	1	6	150	900	100
		NB	1	6	100	600	67
	147th	NB	1	6	100	600	67
147th		SB	1	6	12	72	8
		SB	1	6	12	72	8
		SB	1	12	12	144	27
		SB	1	12	25	300	33
	151st	SB	1	12	25	300	33
TOTALS:					606	569	
					FT	SY	

ROUTE: IL 53 (Division St. to Caton Farm Rd.)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Caton Farm		NB	1	10	10	100	11
		NB	1	10	10	100	11
		NB	1	10	10	100	11
		NB	1	10	40	400	44
		NB	2	13	10	130	14
		NB	2	13	160	2080	231
		NB	2	13	40	520	58
		NB	2	13	40	520	58
	Division Street	NB	2	13	200	2600	289
Division Street		SB	1	10	40	400	44
		SB	1	10	120	1200	133
		SB	1	10	20	200	22
		SB	1	10	50	500	56
		SB	1	10	120	1200	133
		SB	1	10	40	400	44
		SB	2	13	10	130	14
		SB	2	13	100	1300	144
		SB	2	13	10	130	14
		SB	2	13	50	650	72
		SB	2	13	200	2600	289
		SB	2	13	120	1560	173
		SB	2	13	120	1560	173
		SB	2	13	80	1040	116
		SB	2	13	120	1560	173
		SB	2	13	20	260	29
		SB	2	13	160	2080	231
		SB	2	13	40	520	58
		SB	2	13	120	1560	173
		SB	2	13	40	520	58
		SB	2	13	10	130	14
		SB	2	13	200	2600	289
		SB	2	13	20	260	29
		SB	2	13	120	1560	173
		SB	2	13	40	520	58
	Caton Farm	SB	2	13	40	520	58
TOTALS:						2530	3501
						FT	SY

ROUTE: IL 53 (1st Ave. to Fork Creek)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
SOUTH OF 1ST		SB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		NB	1	12	6	72	8
2000' S OF 1ST		SB	1	12	6	72	8
		NB	1	12	6	72	8
		SB	1	12	6	72	8
TOTALS:						54	72
						FT	SY

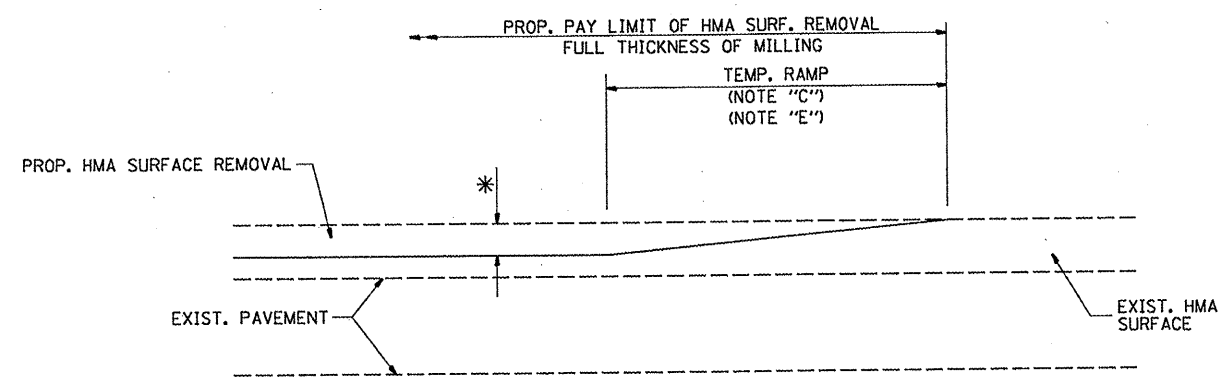
ROUTE: IL 53 (5th Ave. to Doris Ave.)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Patterson	Doris	SB	2	12	75	900	100
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
TOTALS:						99	132
						FT	SY

ROUTE: Bluff Road Overpass (Between East and West Frontage Roads)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
east frontage road	structure over I-55	WB	1	12	4	48	5
			1	12	4	48	5
structure over I-55	west frontage road	WB	1	12	4	48	5
			1	12	4	48	5
			1	12	4	48	5
			1	12	4	48	5
west frontage road	structure over I-55	EB	1	12	4	48	5
			1	12	4	48	5
			1	12	4	48	5
structure over I-55	east frontage road	EB	1	12	4	48	5
TOTALS:					44		59
					FT		SY

ROUTE: IL 126 (Van Dyke Rd. to Main St.)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
VAN DYKE RD.	MAIN ST.	EB	1	12	4	48	5
		EB	1	6	50	300	33
		WB	1	12	10	120	13
		WB	1	4	20	80	9
		WB	1	4	20	80	9
TOTALS:					104		70
					FT		SY

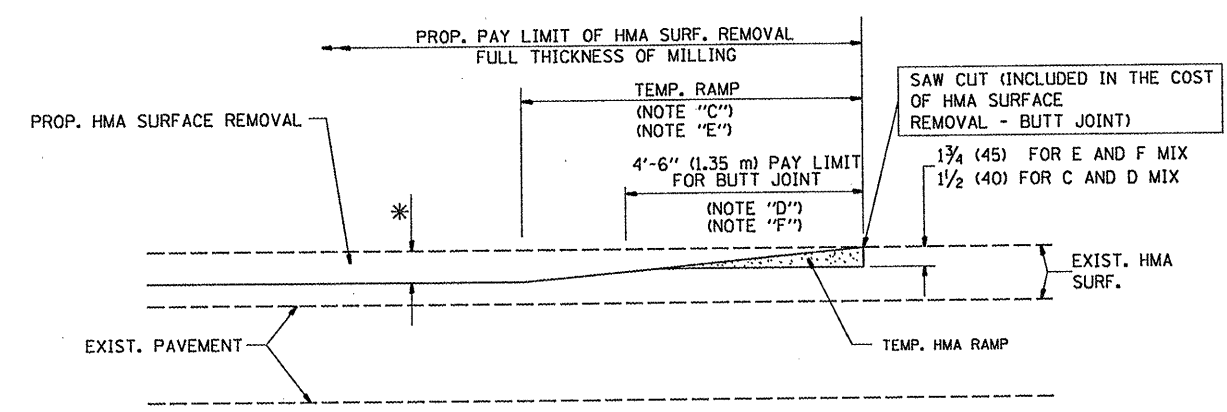
ROUTE: Coal City Rd. (IL 129 to IL 53)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
IL53	IL129	WB	1	12	12	144	16
		WB	1	12	6	72	8
		WB	1	12	12	144	16
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
TOTALS:					66	88	
					FT	SY	

ROUTE: I-80 at Houbolt Rd. - HMA Section							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Mainline at West End of Houbolt Rd. Exit Ramp		EB	1	12	6	72	8
		EB	2	12	2	24	3
Mainline at West End of Houbolt Rd. Entrance Ramp		WB	1	12	12	144	16
		WB	2	12	10	120	13
		WB	1 & 2	2	50	100	11
Mainline at East End of Houbolt Rd. Exit Ramp		WB	2	2	50	100	11
		WB	1	12	4	48	5
Mainline at East End of Houbolt Rd. Entrance Ramp		WB	2	12	4	48	5
		EB	2	12	4	48	5
TOTALS:					142	78	
					FT	SY	



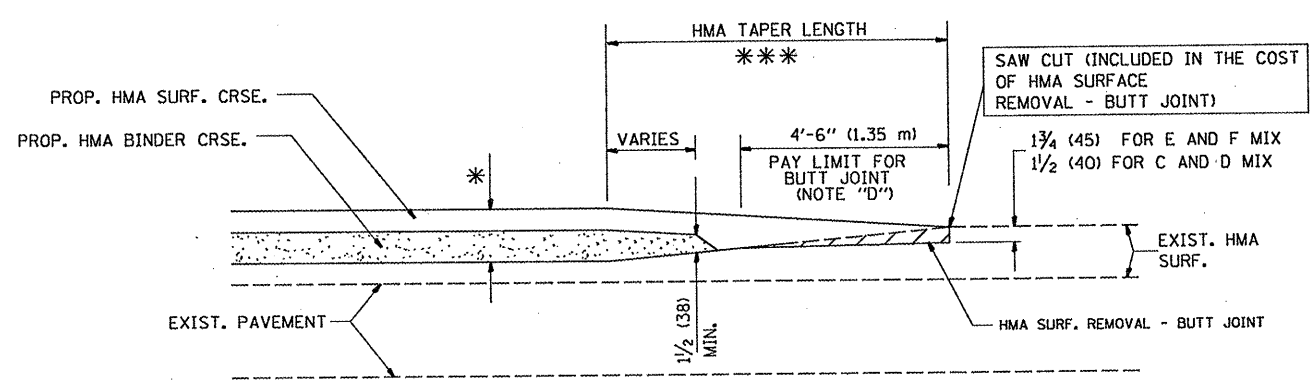
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

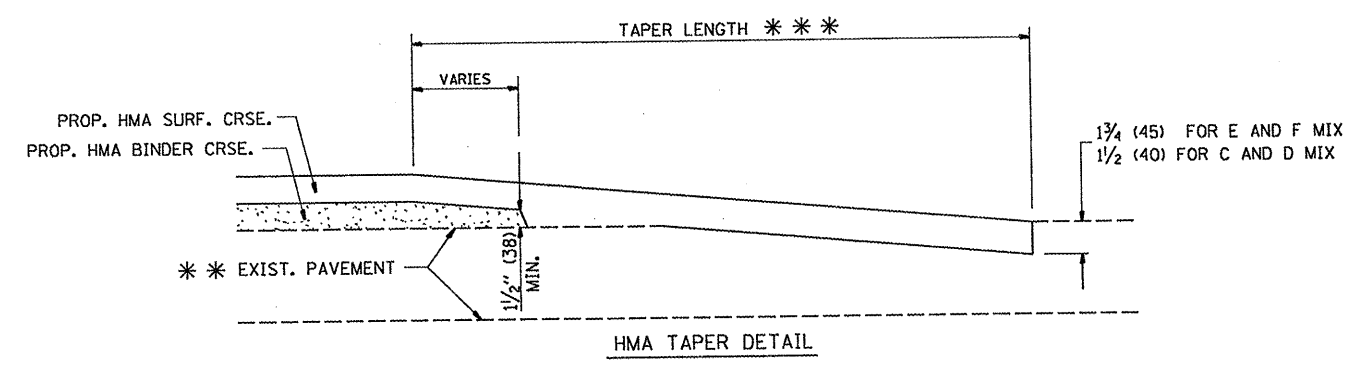
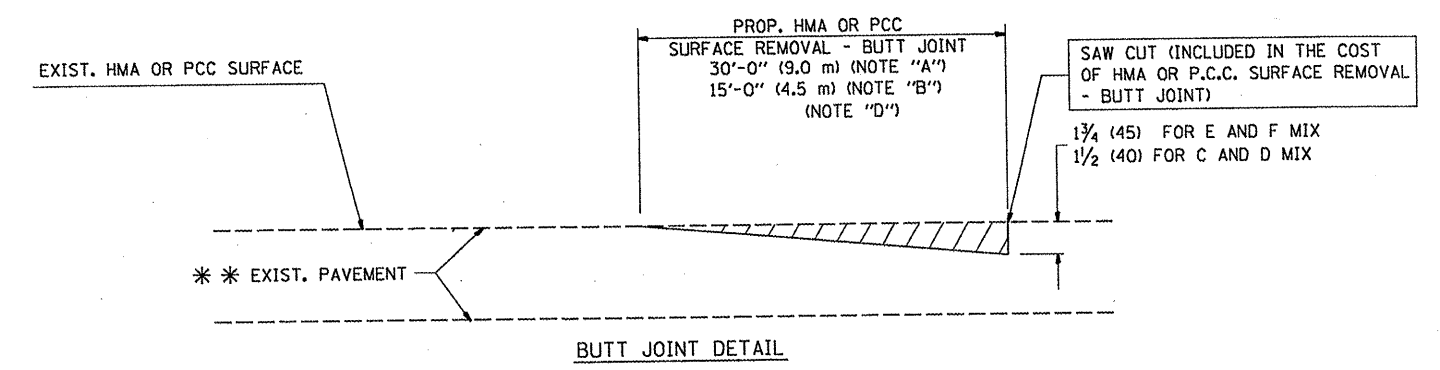


HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP



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



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".

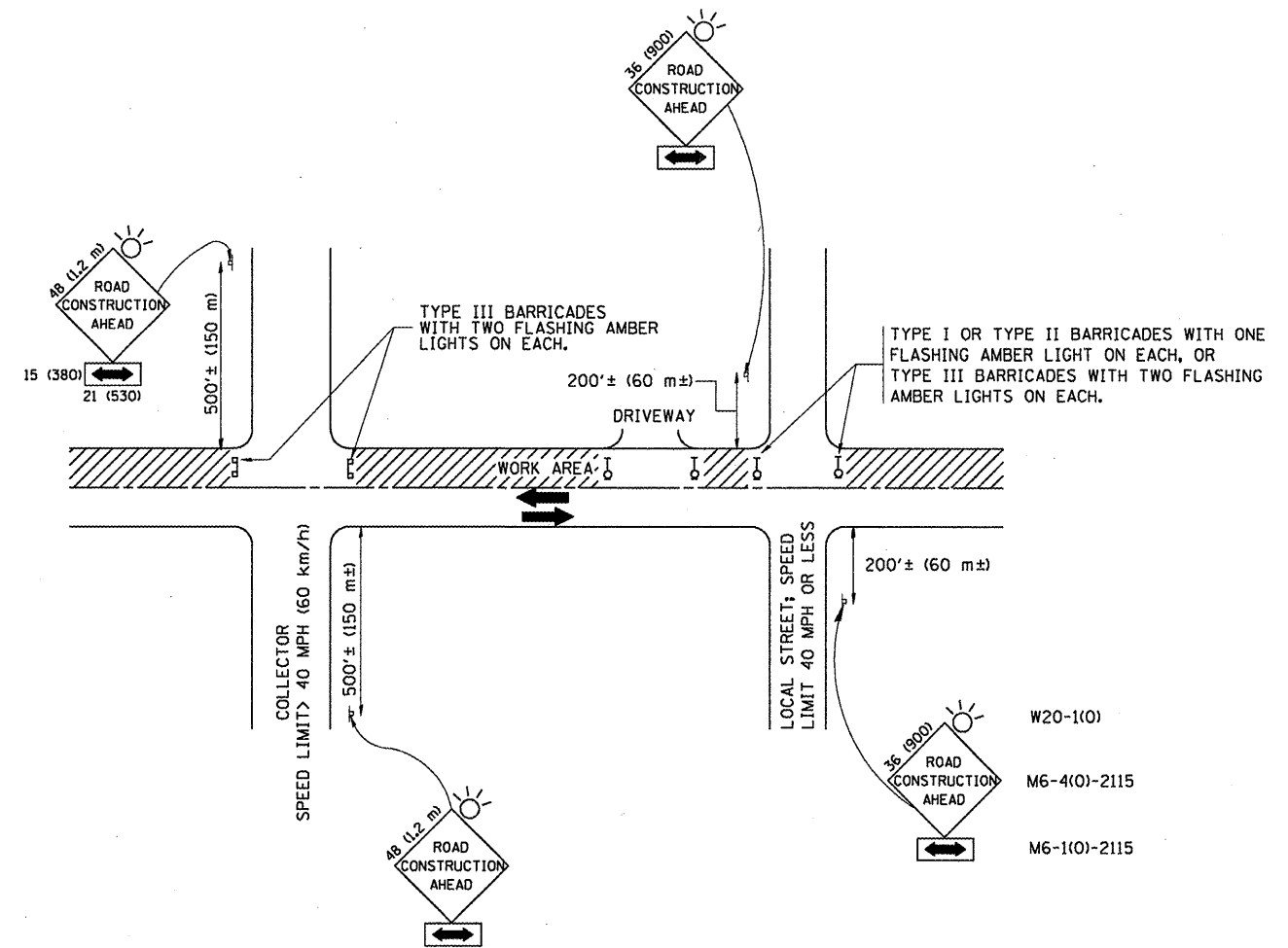
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = whitatar	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
cr\pwork\PWIDOT\WHITATAR\d0175544\d018	Std.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISOR - M. GOMEZ 04-06-01	REVISED - R. BORO 01-01-07
PLOT DATE = 2/10/2010	DATE - 06-13-90		

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.
VAR	2010-012 RS	WILL	23	17
BD400-05 BD32		CONTRACT NO. 60K31		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

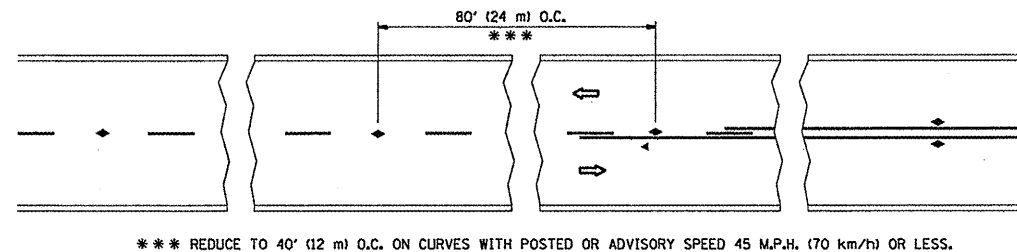
- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS:
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) 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.

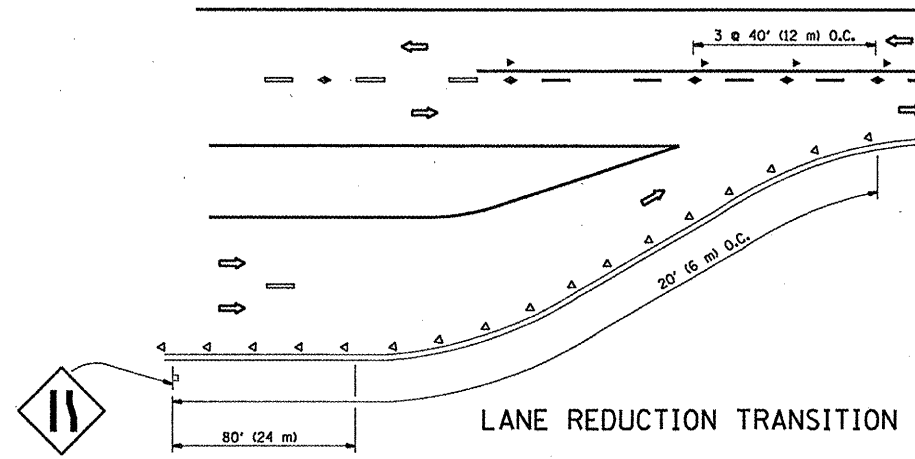
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME =	USER NAME = wilgreendp	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cd\pwork\PW100T\WILGREENDP\0183629\dstStd.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	VAR.	2010-012 RS	WILL	23	18
		CHECKED -	REVISED - A. HOUSEH 10-15-96							TC-10			
		PLOT DATE = 2/17/2010	REVISED - T. RAMMACHER 01-06-00							FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 60K31

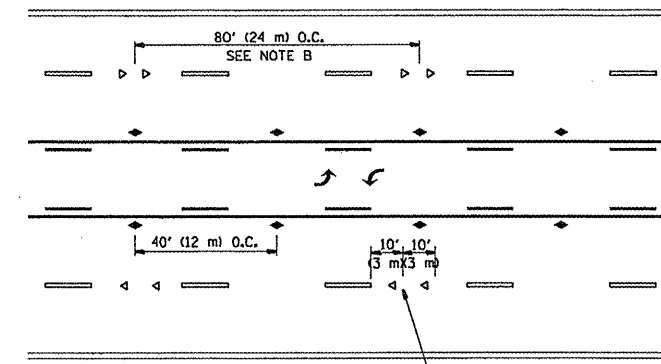


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

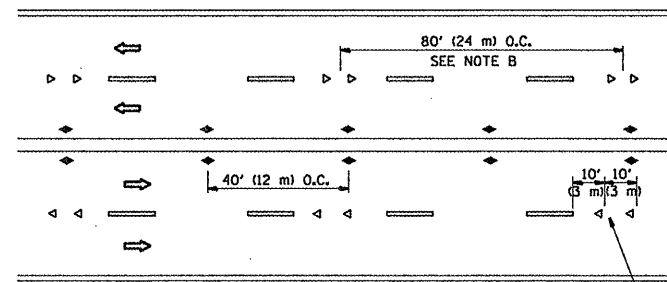
TWO-LANE/TWO-WAY



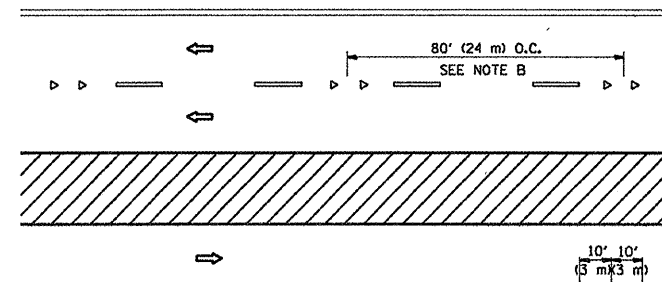
LANE REDUCTION TRANSITION



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

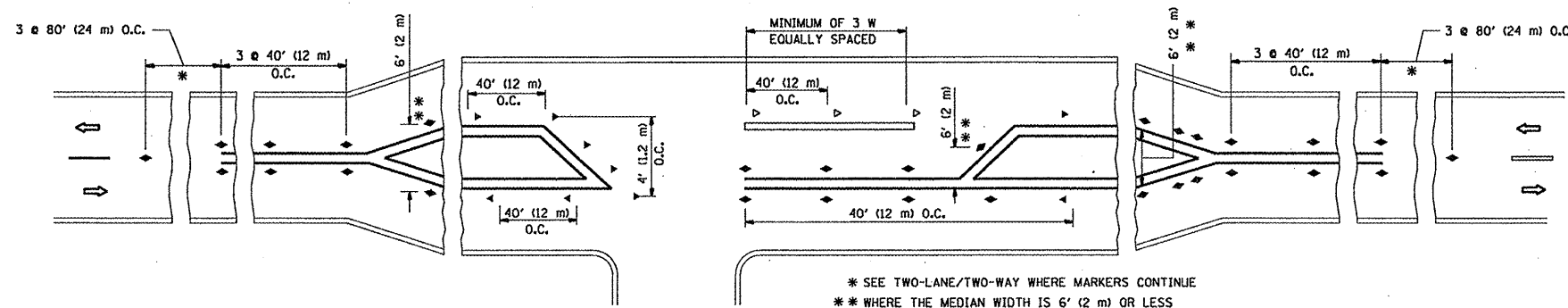
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.



LEFT TURN

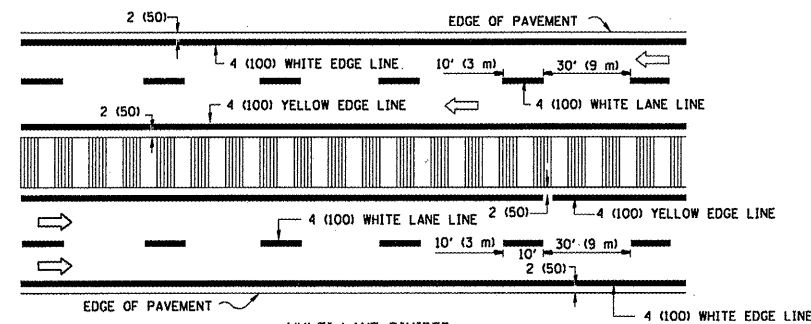
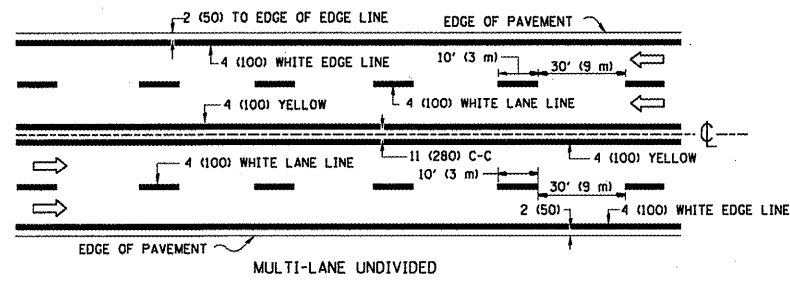
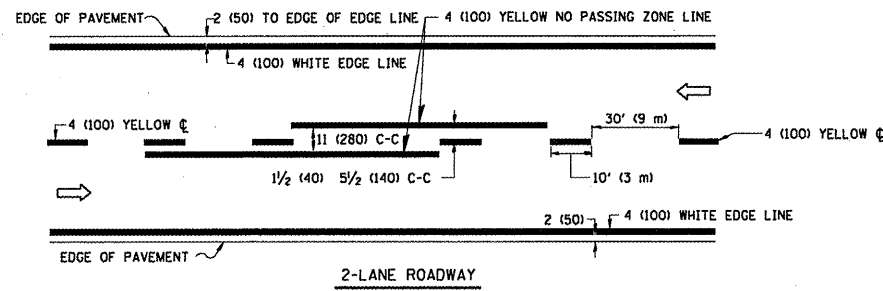
All dimensions are in Inches (millimeters) unless otherwise shown.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

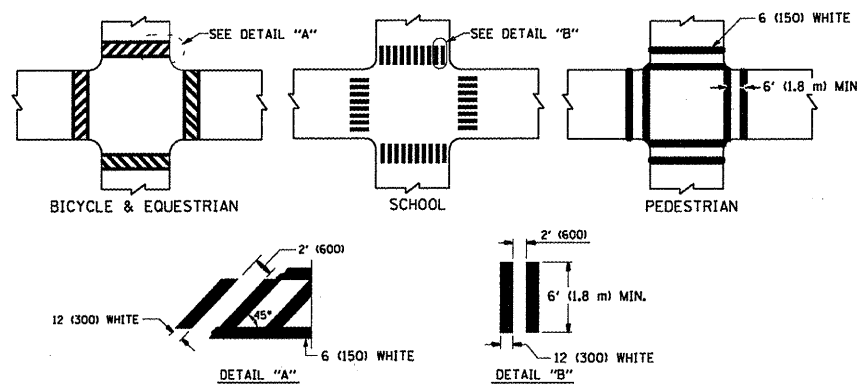
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-012 RS	WILL	23	19
TC-11		CONTRACT NO. 60K31		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = whitetar	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
cr:\pwork\pwidot\whitetar\8175544\Dis	Std.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 100.0000 / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 2/10/2010	DATE -	REVISED - C. JUCIUS 09-09-09

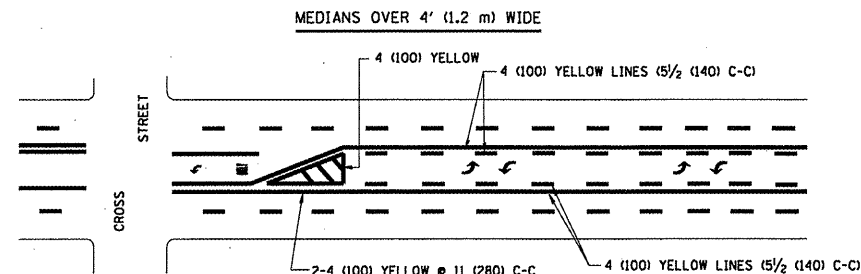
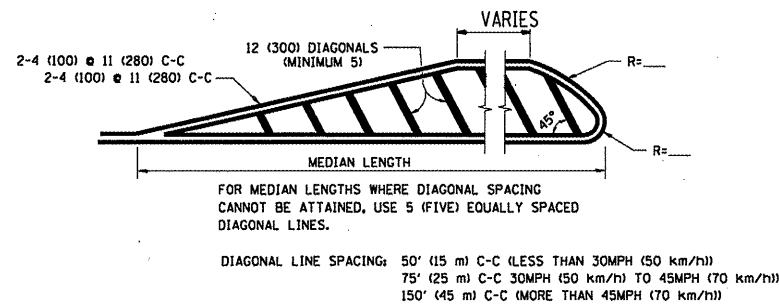
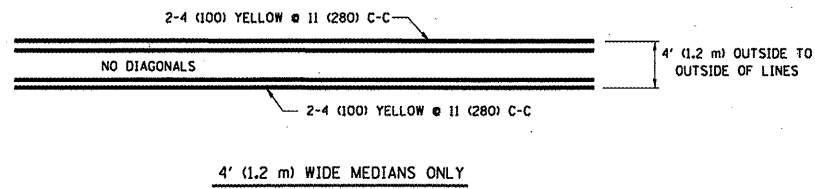


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

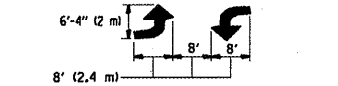
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

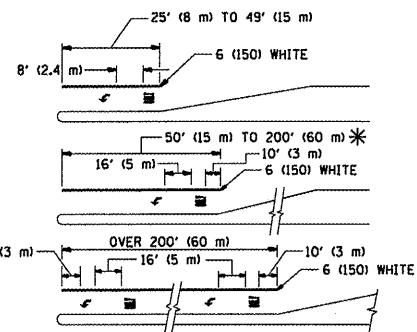


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



TYPICAL TURN LANE MARKING

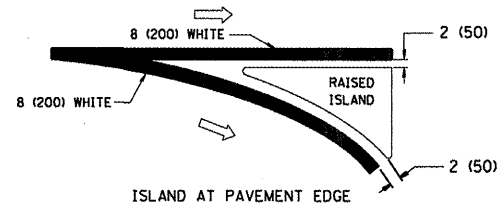
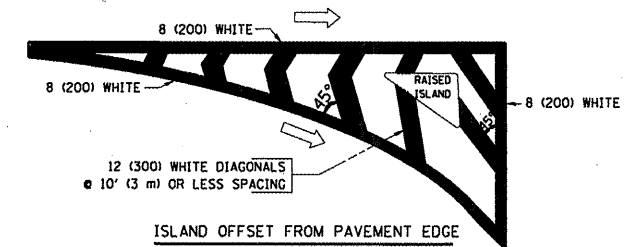
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 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 ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE, FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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" 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 ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
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.

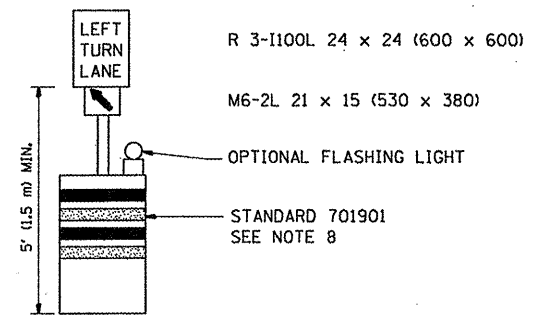
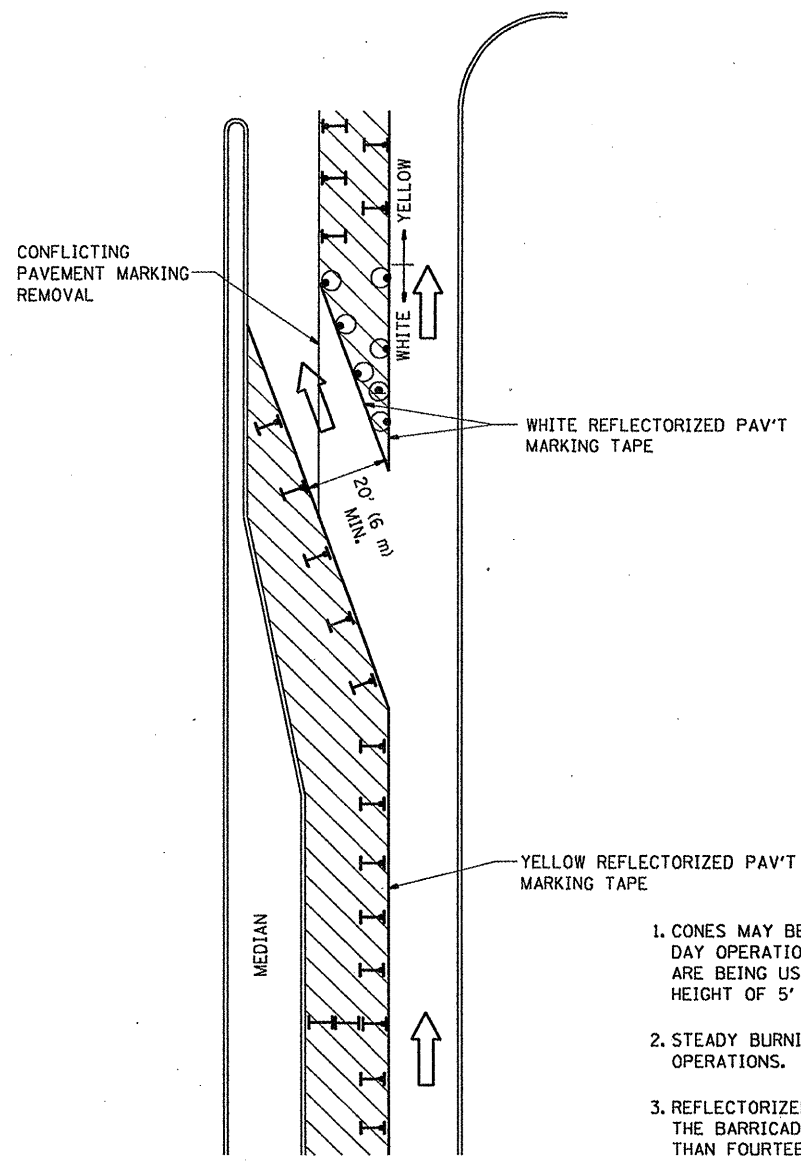
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = wilgreendp	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
ct:\pk_wor\k\p\WIDOT\WILGREENDP\d0183559\d	st5td.dgn	DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 100.0000 "/ IN.	CHECKED -	REVISED -
	PLOT DATE = 2/17/2010	DATE - 03-19-90	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-012 RS	WILL	23	20
TC-13			CONTRACT NO. 60K31	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

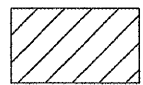
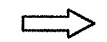






GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

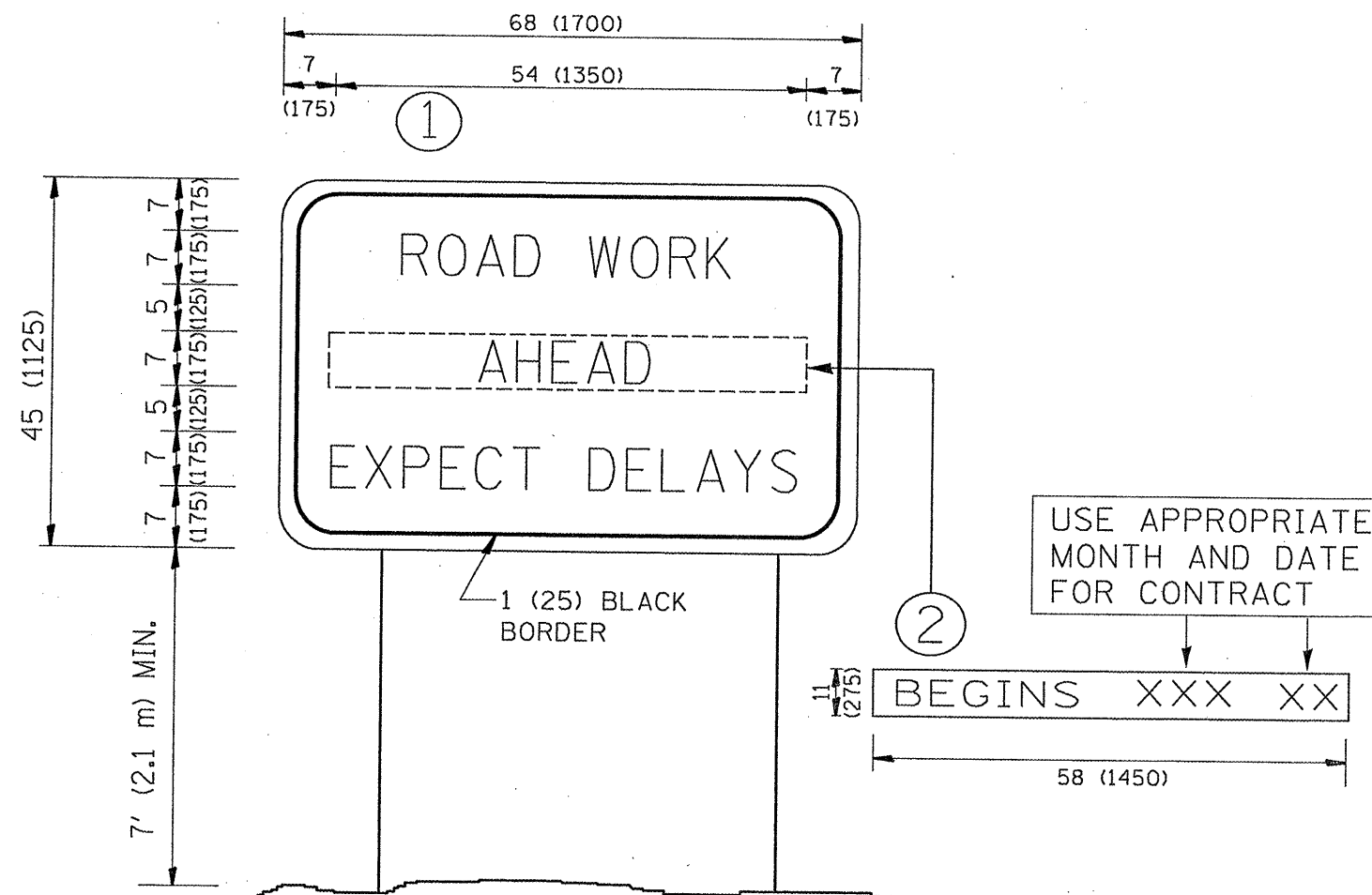
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = whitetar	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
ct\pwwork\PWIDOT\WHITETAR\d0175544\Dis	Std.dgn	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 100.0000' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 2/10/2010	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-012 RS	WILL	23	21
TC-14		CONTRACT NO. 60K31		
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.

FILE NAME =	USER NAME = whitetar	DESIGNED -	REVISED - R. MIRS 09-15-97
es:\pv\work\PWIDOT\WHITETAR\d0175544\01s	Std.dgn	DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 2/10/2010	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

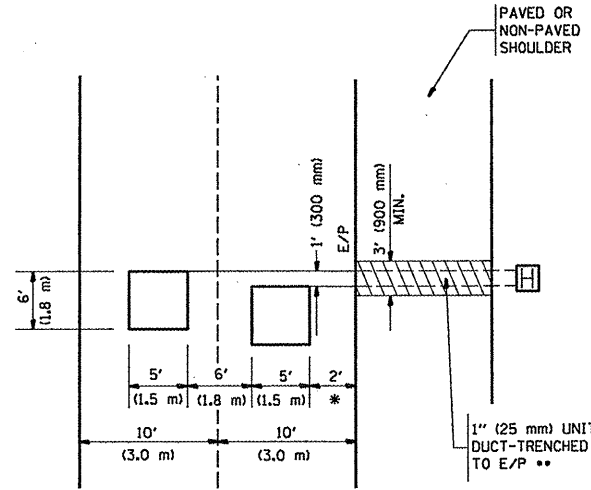
**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-012 RS	WILL	23	22
TC-22		CONTRACT NO. 60K31		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

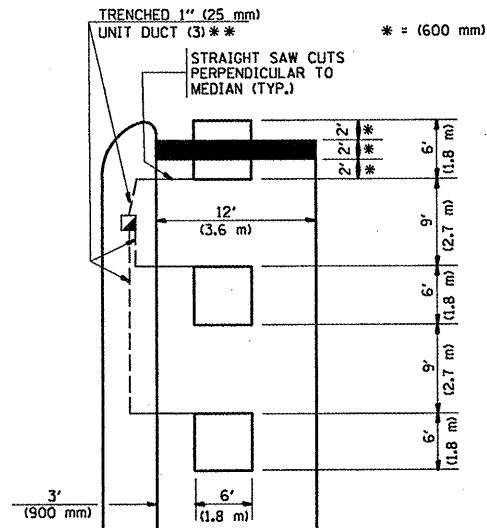


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

**LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**

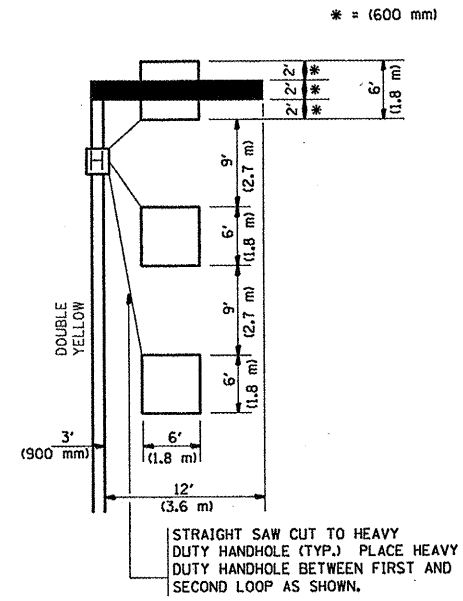
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD B14001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

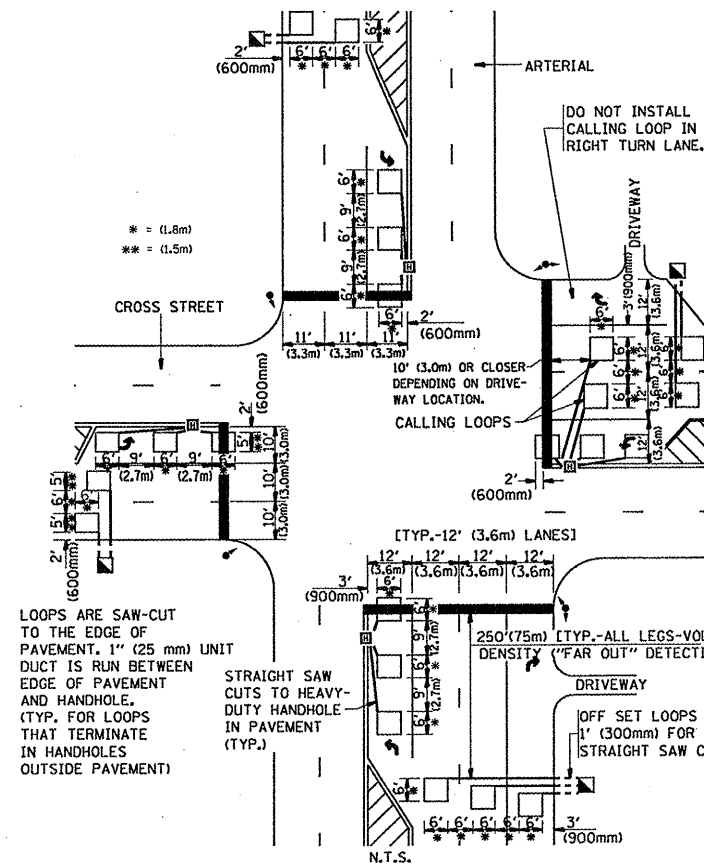
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**



NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

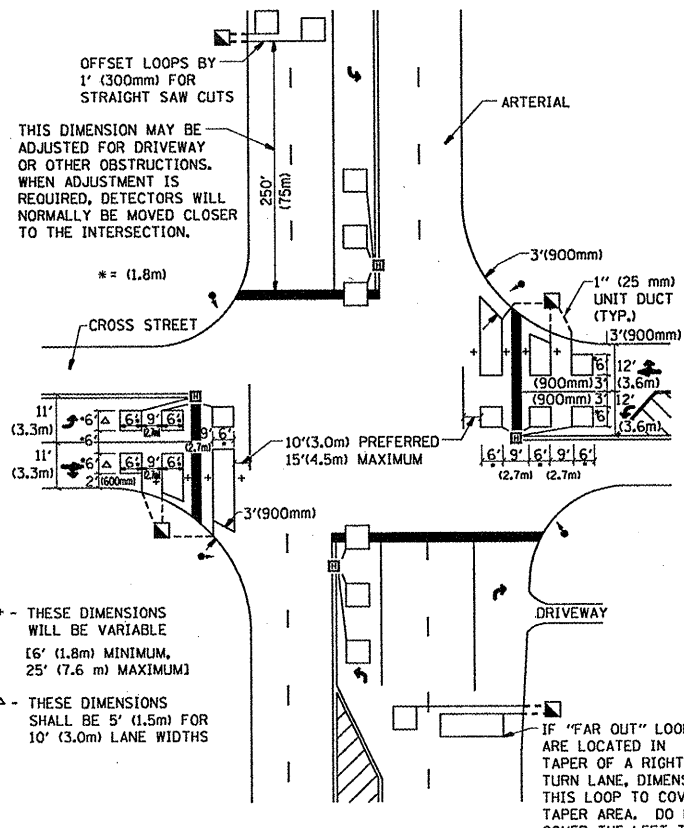
**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)**



LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

**DETAIL 1
N.T.S.**

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)**



+ - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]
△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

**DETAIL 2
N.T.S.**

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

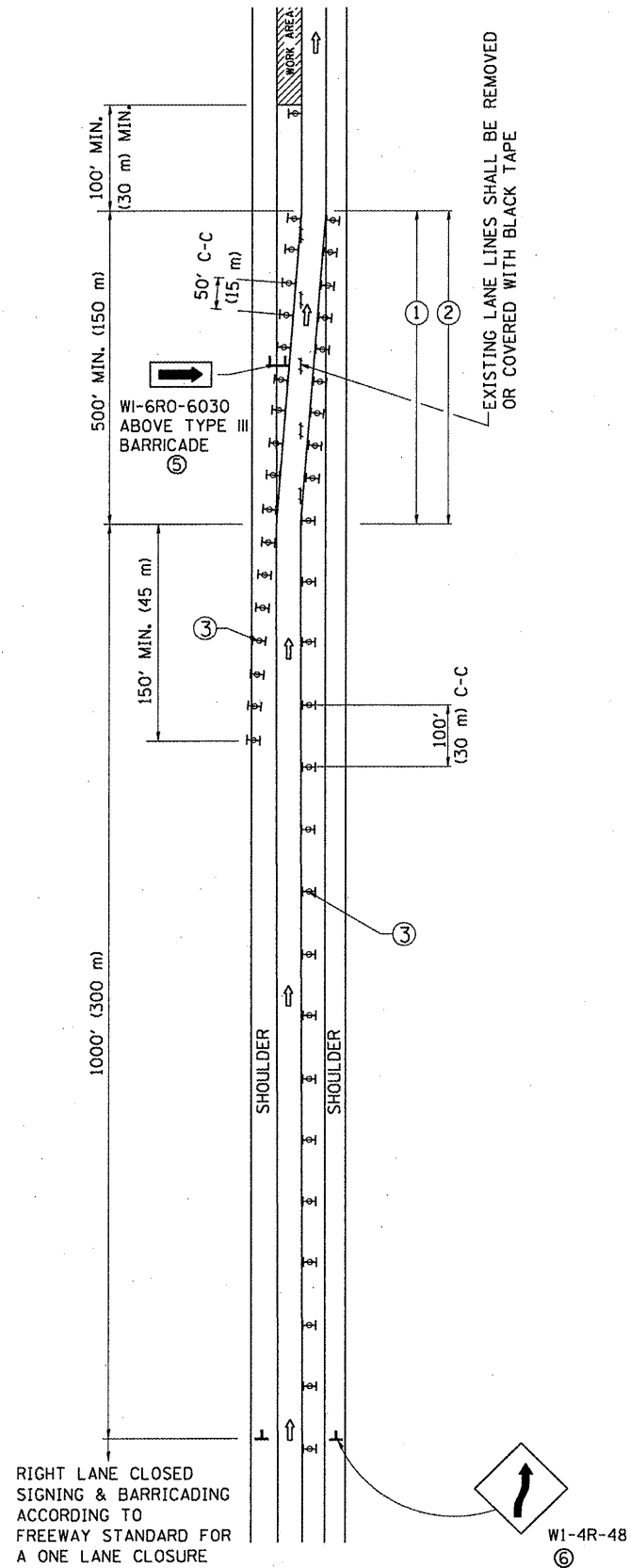
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING**

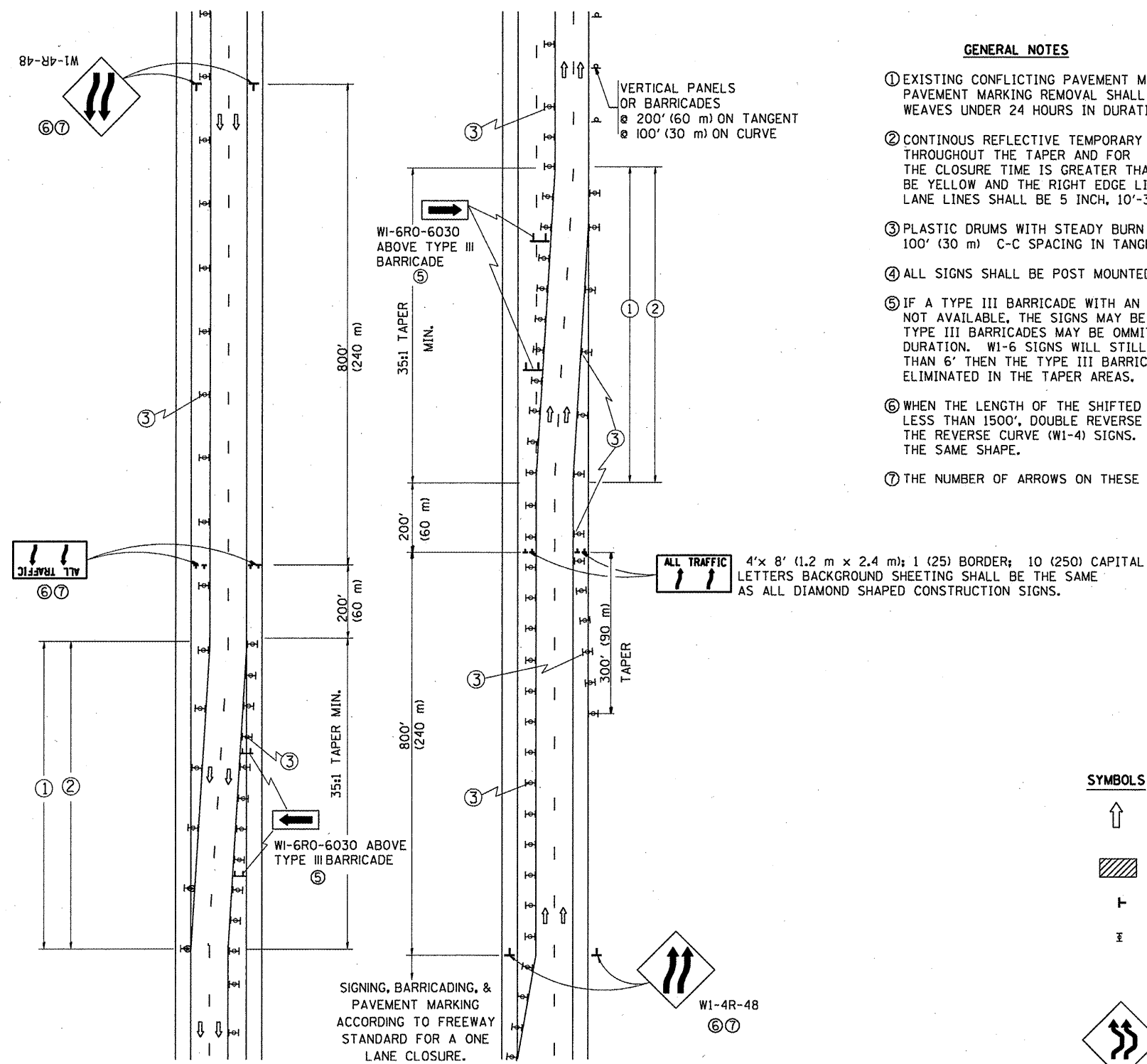
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-012 RS	WILL	23	23
TS-07			CONTRACT NO. 60K31	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

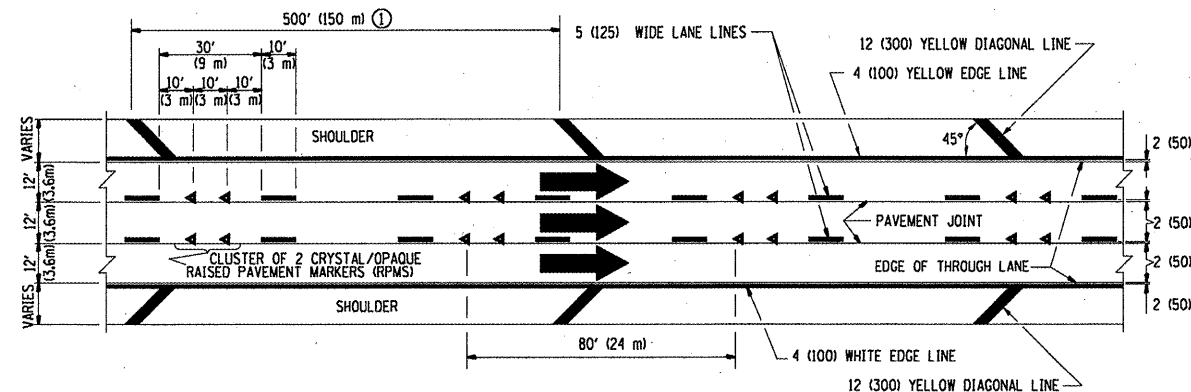
- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 24 HOURS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS. TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

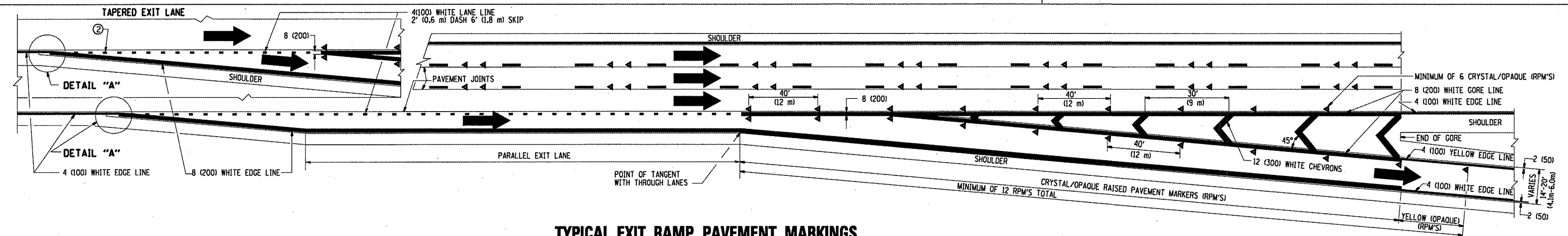
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME *	USER NAME = wilgreendp	DESIGNED - DWS	REVISED - JAF 01-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE			F.A. RTE. *	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\prk_work\PWIDOT\WILGREENDP\d0183629\DistStd.dgn		DRAWN -	REVISED - JAF 02-06		VAR.	2010-012 RS	WILL	23	23A			
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED - SPB 01-07		TC-09			CONTRACT NO. 60K31				
PLOT DATE = 3/17/2010		DATE - 02-87	REVISED - SPB 12-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

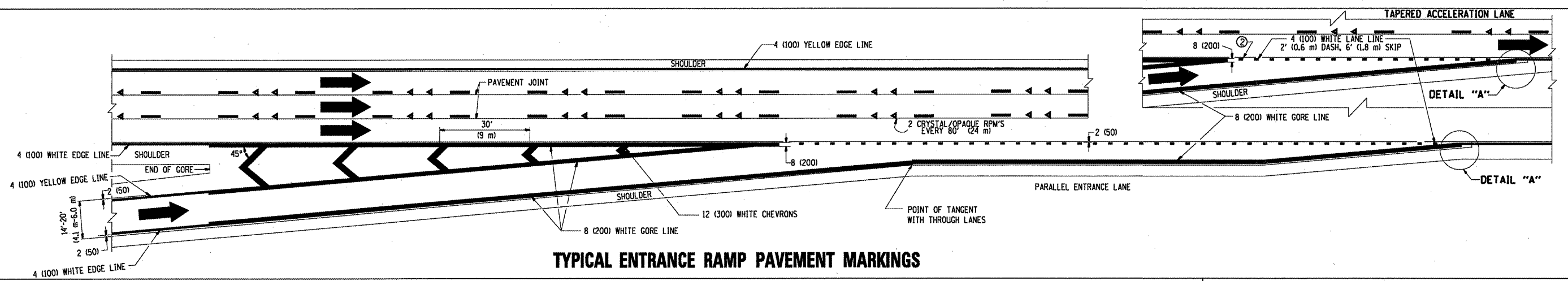


TYPICAL EDGE LINES & LANE LINES

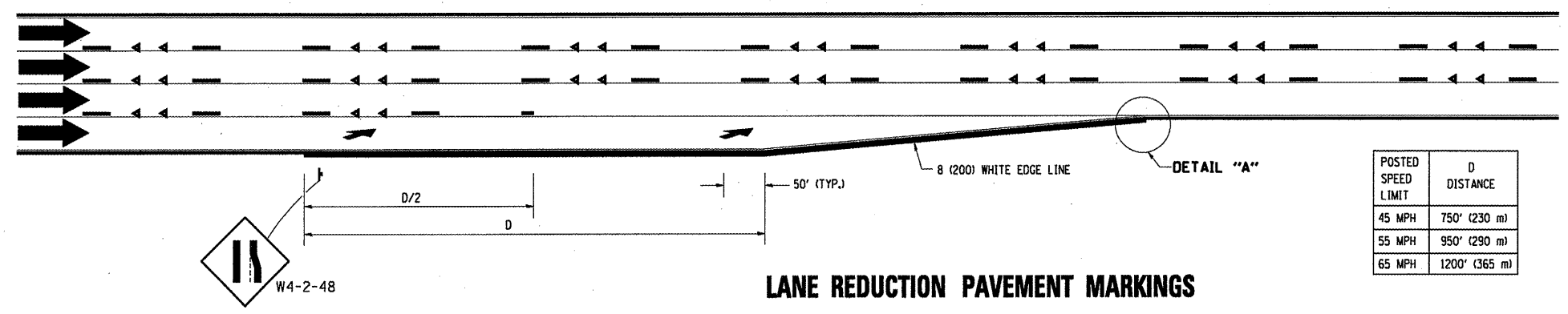
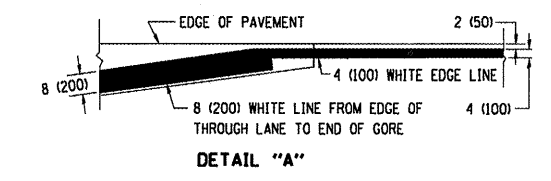
- PAVEMENT MARKING MATERIALS**
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
 2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT.
 3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC.



TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

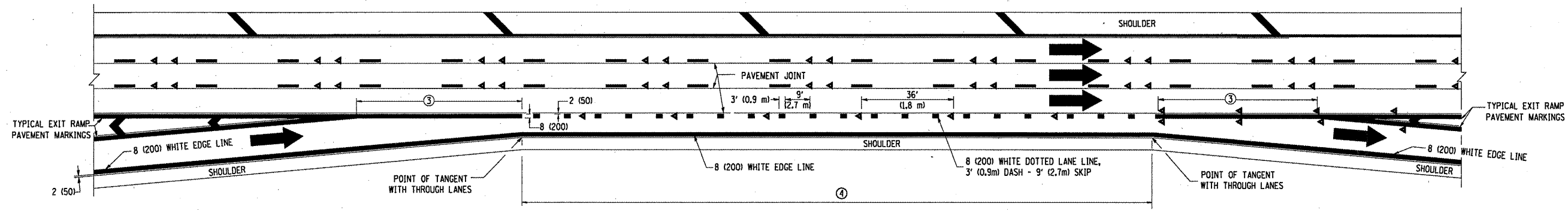


LANE REDUCTION PAVEMENT MARKINGS

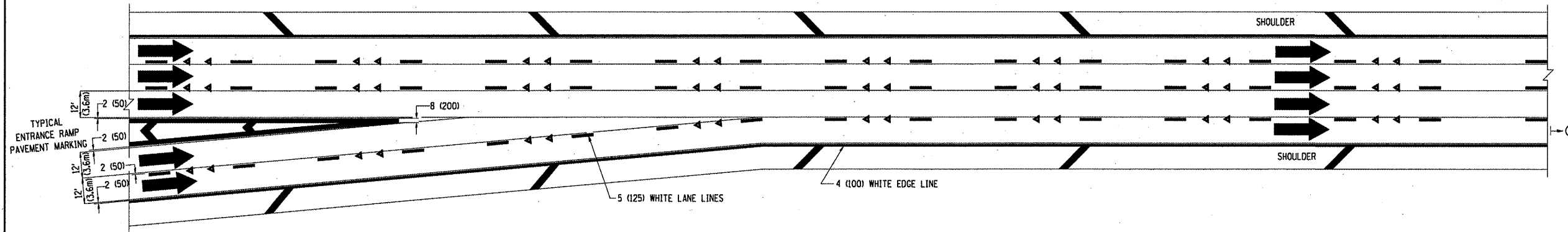
POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)

- NOTES:**
- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
 - ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

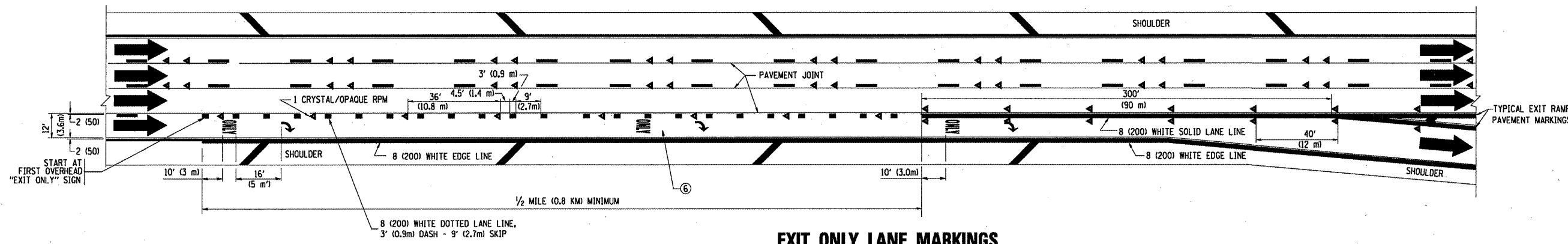
DistStd.dgn 3/17/2010 7:36:37 AM User=wilgreendp



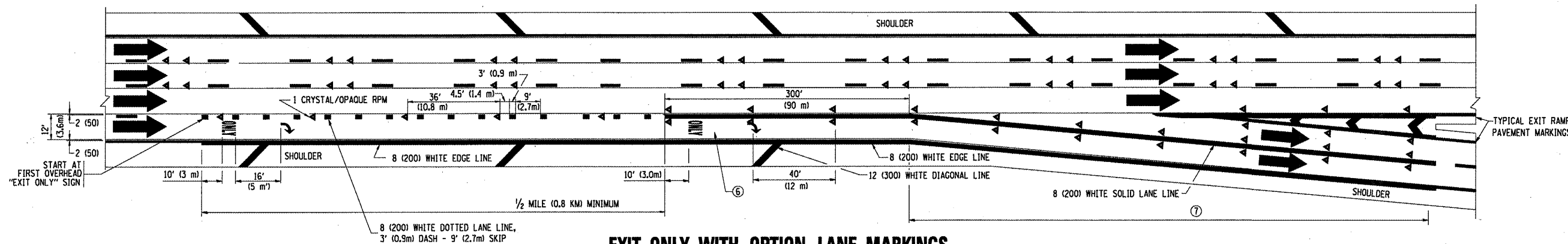
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

FILE NAME =	USER NAME = wlgreendp	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS		F.A. RTE. VAR. 2010-012 RS	SECTION TC-12	COUNTY WILL	TOTAL SHEETS 23	SHEET NO. 23C	
CONTRACT NO. 108-0000	PLOT SCALE = 1/8" = 1' / IN.	DRAWN -	REVISED - J.A.F. 02-06		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
	PLOT DATE = 3/17/2010	CHECKED -	REVISED - S.P.B. 01-07									
		DATE - 01-90	REVISED - S.P.B. 01-10									