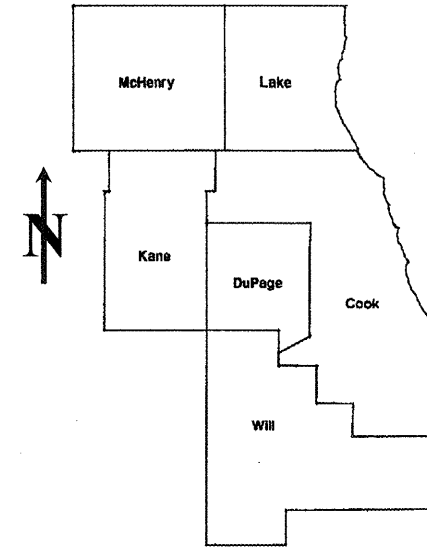


ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
VARIOUS	2009-022 PP	WILL	41	1

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

**CONTRACT NO. 60G21**

D-91-352-09



LOCATION OF IMPROVEMENT INDICATED THUS:

FOR INDEX OF SHEETS SEE SHEET 2

VARIOUS ROUTES  
 SECTION: 2009-022 PP  
 VARIOUS LOCATIONS IN WILL COUNTY  
 INTERMITTENT PAVEMENT RESURFACING  
 PROJECT: ESP - 0005 (653)  
 WILL COUNTY  
 C-91-352-09

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
 SUBMITTED: FEBRUARY 5, 2009  
*Diane M. O'Keefe*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
March 27, 2009  
*Charles J. Orsoll*  
 ENGINEER OF DESIGN AND ENVIRONMENT  
March 27, 2009  
*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**

**CONTRACT NO. 60G21**

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

GENERAL NOTES

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.

THE COST OF TRAFFIC CONTROL AND PROTECTION FOR THE PROJECT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED ROAD WORK.

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.

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	GENERAL LOCATION MAP
5	SUMMARY OF PATCHING SCHEDULE
6-33	PATCHING SCHEDULE
34	BUTT JOINT AND HMA TAPER DETAILS
35	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
36	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
37	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
38	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
39	ARTERIAL ROAD INFORMATION SIGN
40	STANDARD TRAFFIC SIGNAL DESIGN DETAILS
41	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
701336-05	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-03	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-022 PP	WILL	41	2
CONTRACT NO. 60G21				
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

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

FILE NAME =	USER NAME = smthkl	DESIGNED -	REVISED -
ct:\pw_work\p1dot\smthkl\00125070\Design.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 2/5/2009		DATE -	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-022 PP	WILL	41	3
FED. ROAD DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	

CONTRACT NO. 60G21

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN 100% FED 1000-2A				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	27	27				
40600300	AGGREGATE (PRIME COAT)	TON	135	135				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	203	203				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	2698	2698				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	7553	7553				
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	67434	67434				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
67100100	MOBILIZATION	L SUM	1	1				
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	30273	30273				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	10091	10091				
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	500	500				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	166500	166500				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2000	2000				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1000	1000				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	300	300				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2024	2024				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	2024	2024				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	1100	1100				
X0322256	TEMPORARY INFORMATION SIGNING	SO FT	1491	1491				
0 20076600	TRANSSES	HOOR	500	500				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		1000-2A				

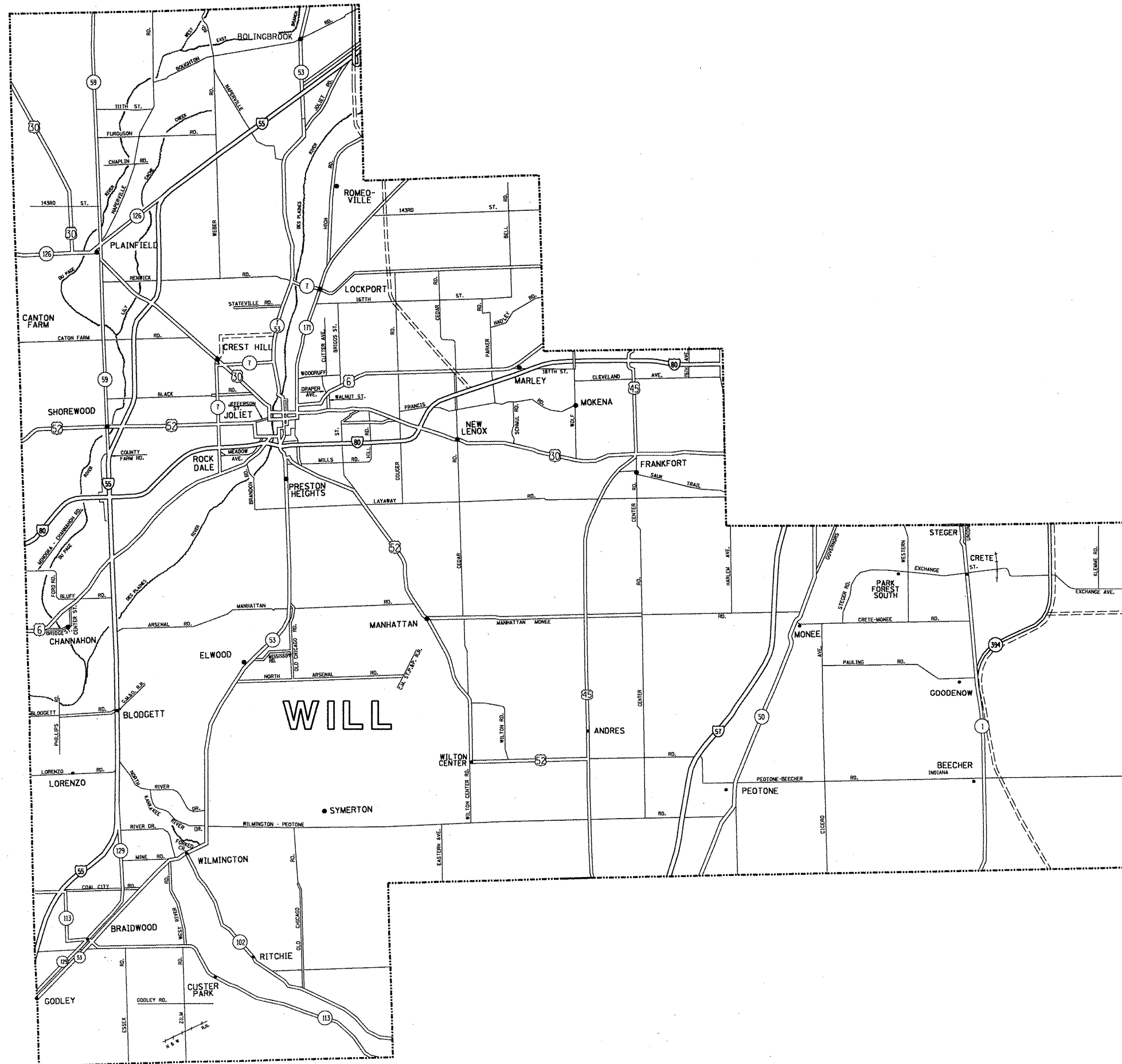
\* SPECIALTY ITEM  
 0 Y080 (100% FED)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SUMMARY OF QUANTITIES

PLOT DATE: 2/5/2009

2/5/2009 4:54:19 PM User:wilgreendp



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL LOCATION MAP - WILL COUNTY**

FILE NAME =  
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USER NAME = sm1thk1  
DRAWN -  
PLOT SCALE = 100.0000' / IN.  
PLOT DATE = 2/5/2009

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

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

F.A. RTE. VAR.	SECTION 2009-022 PP	COUNTY WILL	TOTAL SHEETS 41	SHEET NO. 4
CONTRACT NO. 60G21				
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

SUMMARY - WILL COUNTY	HMA 2" MILL & RESURFACE (SY)
CEDAR RD. (0.25 MILE N/O FRANCIS RD. TO FRANCIS RD.)	1514
IL 7 (BLACK RD. TO CAMPBELL RD.)	4163
IL 7 (INGALLS TO I-80)	1620
IL 53 (4TH AVE. TO DORRIS ST.)	121
IL 53 (THEODORE ST. TO 0.1 MILE S/O THEODORE ST.)	268
IL 53 (FORK CREEK TO 1ST AVE.)	519
IL 53 (COAL CITY RD. TO IL 113)	1376
IL 1 (IL 394 TO KANKAKEE/WILL COUNTY LINE)	3195
IL 50 (GOVERNORS HWY. TO STEGER RD.)	3532
IL 50 (WILMINGTON RD. TO KANKAKEE/WILL COUNTY LINE)	675
IL 113 (WEST RIVER RD. TO RR BRIDGE IN CUSTER PARK)	644
IL 129 (COAL CITY RD. TO HOLE IN THE WALL RD.)	638
IL 129 (I-55 BRIDGE APPROACH TO STRIP MINE RD.)	424
IL 102 (BALLOU ST. TO MANTENO RD.)	1656
IL 102 (IL 53 TO KOHLER RD.)	813
IL 126 (INDIAN BOUNDARY DR. TO WALLIN DR.)	737
IL 126 (WOOD FARM RD. TO MAIN ST.)	397
IL 171 (147TH ST. TO BOULA AVE.)	1062
IL 171 (ROSALIND RD. TO KRONMEYER AVE.)	1068
JOLIET RD. (BLUFF RD. TO CROSSROADS PKWY)	1652
MONEE-MANHATTEN RD. (SCHOOLHOUSE RD. TO US 52)	19785
GOVERNORS HWY. (IL 50 SPLIT TO COOK COUNTY LINE)	8206
CHICAGO RD. (MANTENO RD. TO 2.8 MILES S/O MANTENO RD.)	11652
NEW AVE. (LEMONT RD. TO TIMBERLINE DR.)	878
US 6 (0.5 MILE E/O FARRELL RD. TO GREELY DR.)	447
US 6 (I-55 TO PATRICIA LN.)	392
US 30 (PAGE ST. TO GOUGAR ST.)	377
US 52 (BRIGGS ST. TO DORIS ST.)	1192
US 52 (US 45 TO CEDAR RD.)	2274
<b>SUMMARY TOTALS:</b>	<b>67434</b> <b>SY</b>

FILE NAME =	USER NAME = sm1thk1	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF PATCHING SCHEDULE WILL COUNTY</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\p1dot\sm1thk1\d0125070\Design.dgn	PLLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -			VAR.	2009-022 PP	WILL	41	5	
PLLOT DATE = 2/5/2009	DATE -	CHECKED -	REVISED -			<b>CONTRACT NO. 60G21</b>					
		DATE -	REVISED -			SCALE:	SHEET NO. OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT

ROUTE: Cedar Rd. (1/4 mile N. of Francis Rd to Francis Rd.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
100' S. of Francis Rd	50' S. of Francis Rd.	NB		12	20	240	27
		SB		15	25	375	42
25' s. of Francis Rd	Francis Rd.	NB		10	20	200	22
		SB		20	25	500	55
Francis Rd	50' N. of Francis Rd	NB		12	30	360	40
		SB		12	20	240	27
500' N. of Francis very badly rutted pavement	800' N. of Francis	NB		12	300	3600	400
		SB		12	300	3600	400
800' N of Francis	850' N of Francis	NB		12	50	600	67
900' N	950 N	NB		12	50	600	67
		SB		12	50	600	67
1000' N	1050' N	NB		12	50	600	67
		SB		12	50	600	67
1200 N	1250 N	NB		12	25	300	33
		SB		12	30	360	40
1300 N	1350 N	NB		12	30	360	40
		SB		12	40	480	53

TOTAL 1115 FT 1514 SY

FILE NAME =	USER NAME = smthkl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PATCHING SCHEDULE CEDAR RD.</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
as\pwork\pwork\SMITHKL\0125070\Des	gn.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	VAR.	2009-022 PP	WILL	41	6
PLOT SCALE = 1/83.7251" / IN.	CHECKED -	REVISED -	REVISED -								<b>CONTRACT NO. 60G21</b>				
PLOT DATE = 2/5/2009	DATE -	REVISED -	REVISED -								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ROUTE: IL 7: Black Rd. to Campbell Rd.

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Campell		NB	1	12	10	120	13
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	8	96	11
		NB	2	12	6	72	8
		NB	2	12	36	432	48
		NB	2	12	36	432	48
		NB	2	12	6	72	8
		NB	2	12	26	312	35
		NB	2	12	20	240	27
	Glenwood	NB	2	12	220	2640	293
		NB	1	12	667	8004	889
		NB	2	12	15	180	20
		NB	2	12	8	96	11
	Mayfield	NB	2	12	6	72	8
Mayfield		NB	1	12	353	4236	471
		NB	1	12	8	96	11
		NB	1	12	50	600	67
		NB	1	12	6	72	8
		NB	1	12	20	240	27
		NB	1	12	44	528	59
	Black Road	NB	2	12	20	240	27
Black Road		SB	1	12	8	96	11
		SB	1	12	40	480	53
	Mason	SB	1	12	60	720	80
Mason		SB	1	12	55	660	73
		SB	1	12	1037	12444	1383
		SB	1	12	50	600	67
	Glenwood	SB	2	12	265	3180	353
Glenwood		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
	Campell	SB	1	12	6	72	8

TOTALS: 3122 FT 4163 SY

ROUTE: IL 7 Ingalls to I-80

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)
Ingalls	Clara	SB	1	12	4	48	5
		SB	1	2	10	20	2
		SB	1	12	4	48	5
		SB	1	2	80	160	18
		SB	1	12	12	144	16
		SB	1	2	10	20	2
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	30	360	40
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1,2	2	50	100	11
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		NB	1	12	6	72	8
NB	1	12	5	60	7		
NB	1	2	20	40	4		
NB	1	12	4	48	5		
NB	1,2	2	50	100	11		
NB	1,2	2	50	100	11		
NB	2	12	4	48	5		
NB	2	12	6	72	8		
NB	2	12	4	48	5		
Clara	Vernon	SB	1	12	4	48	5
		SB	1	12	30	360	40
		SB	1	12	20	240	27
		SB	1,2	2	50	100	11
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	6	72	8
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		NB	1	12	4	48	5
		NB	1,2	2	20	40	4
NB	1,2	2	10	20	2		
NB	2	12	4	48	5		
Vernon	Dellmar	SB	1	12	4	48	5
		SB	1	12	20	240	27
		SB	1	2	20	40	4
		SB	1	2	50	100	11
		SB	1	2	40	80	9
		SB	1	12	10	120	13
		SB	1	2	20	40	4
		SB	1	12	40	480	53
		SB	1	2	20	40	4
		SB	1,2	2	10	20	2
		SB	2	12	4	48	5
		NB	1	12	4	48	5
		NB	1,2	2	50	100	11
		NB	1,2	2	20	40	4
		NB	2	4	12	48	5
NB	2	12	6	72	8		

ROUTE: IL 7 Ingalls to I-80

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)
Dellmar	Black	SB	1	12	30	360	40
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	2	20	40	4
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	2	20	40	4
		SB	1	12	30	360	40
		SB	1	12	4	48	5
		SB	1	12	18	216	24
		SB	1	2	50	100	11
		SB	2	12	4	48	5
		NB	1	2	10	20	2
		NB	1	12	30	360	40
		NB	1	12	4	48	5
		--- Omission Black to Campbell ---					
Campbell	Oneida	SB	1	12	4	48	5
		SB	1,2	2	20	40	4
		SB	2	2	15	30	3
		NB	1	12	4	48	5
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	1	2	30	60	7
		NB	1	12	6	72	8
		NB	2	12	30	360	40
		NB	2	12	15	180	20
		NB	2	12	4	48	5
		NB	2	12	8	96	11
NB	2	12	4	48	5		
NB	2	12	30	360	40		
NB	2	12	6	72	8		
Oneida	Jefferson (US 52)	SB	1	12	4	48	5
		SB	1	2	12	24	3
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	2	20	40	4
		SB	1	12	4	48	5
		SB	1,2	2	30	60	7
		SB	1,2	2	20	40	4
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	12	144	16
		SB	2	12	12	144	16
		SB	2	2	30	60	7
		SB	2	12	4	48	5
		SB	2	2	10	20	2
		NB	1	12	14	168	19
NB	1	12	12	144	16		
NB	1	2	30	60	7		
NB	1	12	12	144	16		
NB	1	12	6	72	8		
NB	1	12	4	48	5		
NB	1	12	4	48	5		
NB	1	12	18	216	24		
NB	1	12	4	48	5		
NB	1,2	2	20	40	4		
NB	2	2	50	100	11		

CONTINUED ON THE NEXT SHEET



ROUTE: IL 7 Ingalls to I-80

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)
Oneida (cont.)	Jefferson (US 52) (cont.)	NB	2	12	12	144	16
		NB	2	12	22	264	29
		NB	2	12	6	72	8
				12	24	288	32
		NB	2	12	4	48	5
		NB	2	12	24	288	32
Jefferson (US 52)	Sam's Club Entrance	SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	2	2	20	40	4
		SB	2	12	6	72	8
		SB	2	12	5	60	7
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	18	216	24
		SB	2	2	15	30	3
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	10	120	13
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	4	20	80	9
		NB	2	12	4	48	5
		NB	2	12	4	48	5
Sam's Club Entrance	McDonough	SB	1	2	6	12	1
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1,2	2	6	12	1
		SB	RT TN	12	4	48	5
		NB	1	2	6	12	1
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	20	240	27
		NB	2	12	6	72	8
McDonough	I-80	SB	1	12	4	48	5
		SB	2	2	6	12	1
		SB	2	12	4	48	5

TOTALS: 2091 FT 1620 SY

ROUTE: IL-53 (4th Ave. to Dorris St.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Patterson	Dorris	SB	1	12	12	144	16
Dorris	Patterson	NB	1	2	80	160	18
		NB	1	12	12	144	16
Patterson	Dorris	SB	2	12	12	144	16
		SB	2	12	8	96	11
Dorris	Patterson	NB	2	2	100	200	22
Patterson	5th Av.	NB	2	2	50	100	11
		NB	2	2	50	100	11
TOTAL					324		121
					SF		SY

ROUTE: IL-53 @ THEODORE

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Industry	Theodore	NB	1	12	4	48	5
Theodore	Industry	SB	1	12	12	144	16
Industry	Theodore	NB	2	12	12	144	16
		NB	2	12	10	120	13
		NB	2	12	20	240	27
		NB	2	12	15	180	20
Theodore	Industry	SB	2	12	4	48	5
		SB	2	2	150	300	33
		SB	2	12	10	120	13
		SB	2	2	100	200	22
		SB	2	12	60	720	80
		SB	2	12	12	144	16

TOTAL                      409                      268  
   SF                                      SY

ROUTE: Rte 53 (Fork Creek - First St)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Rte 102	Main St	NB		2	20	40	4
N of Main	BALTIMORE	NB	1	12	60	720	80
BALTIMORE	JOLIET	NB	1	12	300	3600	400
BALTIMORE	JOLIET	SB	1	12	6	72	8
WASHINGTON	JOLIET	NB	1	12	20	240	27

TOTAL 406 FT 519 SY

ROUTE: IL 53: Coal City Rd. to IL 113

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
IL113	Pond Street			OMIT: #62910 RECON.			
Pond Street	Coal City Road	NB	1-HMA	12	6	72	8
		NB	1-HMA	4	30	120	13
		NB	1-HMA	12	12	144	16
		NB	1-HMA	12	6	72	8
		NB	1-HMA	12	10	120	13
		NB	1-HMA	12	6	72	8
		NB	1-HMA	12	10	120	13
		NB	1-HMA	12	10	120	13
		NB	1-HMA	4	50	200	22
		NB	1-HMA	12	6	72	8
		NB	1-HMA	12	6	72	8
		NB	1-HMA	12	6	72	8
		NB	1-HMA	4	20	80	9
		NB	1-HMA	12	10	120	13
		NB	1-HMA	12	10	120	13
		NB	1-HMA	12	6	72	8
		NB	1-HMA	12	6	72	8
		NB	1-HMA	6	15	90	10
		NB	1-HMA	4	20	80	9
		NB	1-HMA	12	20	240	27
		NB	1-HMA	12	20	240	27
		NB	1-HMA	12	10	120	13
		NB	1-HMA	4	50	200	22
		NB	1-HMA	6	10	60	7
		NB	1-HMA	4	15	60	7
		NB	1-HMA	4	30	120	13
		NB	1-HMA	12	10	120	13
		NB	1-HMA	4	6	24	3
		NB	1-HMA	4	30	120	13
		NB	1-HMA	4	100	400	44
		NB	1-HMA	12	100	1,200	133
		NB	1-HMA	4	6	24	3
		NB	1-HMA	4	20	80	9
		NB	1-HMA	4	20	80	9
		NB	1-HMA	4	20	80	9
		NB	1-HMA	12	6	72	8
		NB	1-HMA	4	30	120	13
		NB	1-HMA	12	6	72	8
		NB	1-HMA	4	50	200	22
		NB	1-HMA	4	20	80	9
		NB	1-HMA	4	40	160	18
		NB	1-HMA	4	20	80	9
		NB	1-HMA	4	100	400	44
		NB	1-HMA	4	100	400	44
Coal City Road	Pond Street	SB	1-HMA	12	6	72	8
		SB	1-HMA	12	6	72	8
		SB	1-HMA	12	12	144	16
		SB	1-HMA	12	12	144	16
		SB	1-HMA	12	20	240	27
		SB	1-HMA	4	20	80	9
		SB	1-HMA	12	6	72	8
		SB	1-HMA	4	20	80	9
		SB	1-HMA	4	20	80	9
		SB	1-HMA	12	10	120	13
		SB	1-HMA	12	15	180	20
		SB	1-HMA	12	6	72	8
		SB	1-HMA	12	10	120	13
		SB	1-HMA	12	10	120	13
		SB	1-HMA	4	20	80	9
		SB	1-HMA	4	20	80	9
		SB	1-HMA	12	6	72	8
		SB	1-HMA	4	150	600	67
		SB	1-HMA	12	10	120	13
		SB	1-HMA	12	30	360	40
		SB	1-HMA	12	25	300	33
		SB	1-HMA	6	15	90	10

ROUTE: IL 53: Coal City Rd. to IL 113

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SB	1-HMA	6	15	90	10
		SB	1-HMA	6	15	90	10
		SB	1-HMA	6	20	120	13
		SB	1-HMA	12	6	72	8
		SB	1-HMA	4	20	80	9
		SB	1-HMA	12	6	72	8
		SB	1-HMA	4	50	200	22
		SB	1-HMA	4	50	200	22
		SB	1-HMA	12	12	144	16
		SB	1-HMA	12	12	144	16
		SB	1-HMA	12	6	72	8
		SB	1-HMA	12	6	72	8
		SB	1-HMA	12	12	144	16
		SB	1-HMA	4	60	240	27
		SB	1-HMA	12	6	72	8
		SB	1-HMA	12	12	144	16
		SB	1-HMA	12	6	72	8
		SB	1-HMA	12	12	144	16
		SB	1-HMA	12	6	72	8
Pond Street	IL113			OMIT: #62910 RECON.			

TOTALS: 1915 FT 1376 SY









ROUTE: IL 50: WILMINGTON RD TO KANKAKEE/WILL COUNTY LINE)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
WILMINGTON RD	KENNEDY RD	SB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	SB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	SB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	SB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	SB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	SB	1	12	20	240	27
WILMINGTON RD	KENNEDY RD	SB	1	12	30	360	40
WILMINGTON RD	KENNEDY RD	SB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	SB	1	12	50	600	67
WILMINGTON RD	KENNEDY RD	NB	1	12	10	120	13
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	NB	1	12	30	360	40
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	NB	1	12	10	120	13
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	KENNEDY RD	NB	1	12	6	72	8
WILMINGTON RD	BEECHER	NB	1	12	25	300	33
WILMINGTON RD	BEECHER	NB	1	12	12	144	16
WILMINGTON RD	BEECHER	NB	1	12	10	120	13
WILMINGTON RD	BEECHER	NB	1	12	6	72	8
WILMINGTON RD	BEECHER	NB	1	12	6	72	8
WILMINGTON RD	BEECHER	NB	1	12	6	72	8
WILMINGTON RD	BEECHER	NB	1	12	6	72	8
WILMINGTON RD	BEECHER	NB	2	12	6	72	8
WILMINGTON RD	BEECHER	NB	2	12	6	72	8
WILMINGTON RD	BEECHER	NB	2	12	10	120	13
KENNEDY RD	KANKAKEE RD	SB	1	12	6	72	8
KENNEDY RD	KANKAKEE RD	SB	1	12	6	72	8
KENNEDY RD	KANKAKEE RD	SB	1	12	20	240	27
KENNEDY RD	KANKAKEE RD	SB	1	12	6	72	8
KENNEDY RD	KANKAKEE RD	SB	1	12	6	72	8
KENNEDY RD	KANKAKEE RD	SB	1	12	6	72	8
KENNEDY RD	KANKAKEE RD	NB	1	12	6	72	8
KENNEDY RD	KANKAKEE RD	NB	1	12	6	72	8
KENNEDY RD	KANKAKEE RD	NB	2	12	40	480	53
KENNEDY RD	KANKAKEE RD	NB	2	12	20	240	27
KENNEDY RD	KANKAKEE RD	NB	2	12	6	72	8
KENNEDY RD	KANKAKEE RD	NB	2	12	10	120	13
KENNEDY RD	KANKAKEE RD	NB	2	12	6	72	8
KENNEDY RD	KANKAKEE RD	NB	2	12	6	72	8
KENNEDY RD	KANKAKEE RD	NB	2	12	6	72	8
KENNEDY RD	KANKAKEE RD	NB	2	12	6	72	8
KENNEDY RD	KANKAKEE RD	NB	2	12	6	72	8
KENNEDY RD	KANKAKEE RD	NB	2	12	6	72	8

TOTALS: 507 FT 675 SY

FILE NAME #	USER NAME # smthk1	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PATCHING SCHEDULE IL 50</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca\pvc_work\PW1001\SMITHK1\0125070\Desi	gn.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	WILL	41	17
	PLOT SCALE = 103.7051' / IN.	CHECKED -	REVISED -										
	PLOT DATE = 2/5/2009	DATE -	REVISED -										
											<b>CONTRACT NO. 60G21</b>		
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>													











ROUTE: IL Rte 171 from 147th to Boula Ave.

CROSS STREETS		DIRECTION (EB/AWB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
50' S. of 147	20' S. of 147	NB		12	20	240	27
		SB		12	25	300	33
Rte 147	50' N of 147	NB		12	15	180	20
		SB		12	20	240	27
150' N 147	200' N 147	NB		12	25	300	33
		SB		12	30	360	40
270' N 147	290' N 147	NB		12	20	240	26
		SB		12	20	240	26
200' S of Schmit	to Schmit rd	NB	turn lane	5	200	1000	111
		SB	joint	5	200	1000	111
Schmit rd	220' N of Schmit rd	NB	turn lane	5	200	1000	111
		SB	joint	5	200	1000	111
220' N of Schmit	260' N of Schmit	NB		12	40	480	53
270' N of Schmit	350' N of schmit	SB		12	60	720	80
100' S of Boula Ave	to Boula Ave	NB		12	100	1200	133
		SB		12	90	1080	120
TOTAL					1265 FT		1062 SY





ROUTE: Joliet Rd. (Bluff Rd to Crossroads Pkwy.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
100' S of Cross Rd	20' S. of Crossroads	NB		24	20	480	53
		SB		24	25	600	66
Crossroads	100' N. of Crossroads	NB		24	100	2400	266
		SB		24	90	2160	240
300' N of Crossroads	350' N. of Crossroads	NB		24	40	960	107
		SB		24	30	720	80
500' N	560' N	NB		24	60	1440	160
600' N	630' N	NB		24	30	720	80
		SB		24	30	720	80
700' N	760' N	NB		12	30	360	40
		SB		12	50	600	67
100' S of Bluff	Bluff rd	NB		24	80	1920	213
		SB		24	75	1800	200
TOTAL					660 FT		1652 SY



ROUTE: NB & SB Governors Hwy (Limits: Rte 50 Split to Cook County Line)

CROSS STREETS		DIRECTION (EB/WB (NB/SB))	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Rte 50	Cook County Line	NB	1	12	500	6000	667
Rte 50	Cook County Line	NB	1	12	200	2400	267
Rte 50	Cook County Line	NB	1	12	50	600	67
Rte 50	Cook County Line	NB	1	12	25	300	33
Rte 50	Cook County Line	NB	1	2	10	20	2
Rte 50	Cook County Line	NB	1	12	15	180	20
Rte 50	Cook County Line	NB	1	2	100	200	22
Rte 50	Cook County Line	NB	1	2	15	30	3
Rte 50	Cook County Line	NB	1	2	30	60	7
Rte 50	Cook County Line	NB	1	2	15	30	3
Rte 50	Cook County Line	NB	1	12	100	1200	133
Rte 50	Cook County Line	NB	1	12	25	300	33
Rte 50	Cook County Line	NB	1	12	8	96	11
Rte 50	Cook County Line	NB	1	12	10	120	13
Rte 50	Cook County Line	NB	1	12	6	72	8
Rte 50	Cook County Line	NB	1	12	6	72	8
Rte 50	Cook County Line	NB	1	12	6	72	8
Rte 50	Cook County Line	NB	1	12	50	600	67
Rte 50	Cook County Line	NB	1	12	25	300	33
Cook County Line	University Park	SB	1	12	25	300	33
Cook County Line	University Park	SB	1	12	15	180	20
Cook County Line	University Park	SB	1	12	6	72	8
Cook County Line	University Park	SB	1	12	20	240	27
Cook County Line	University Park	SB	1	12	6	72	8
Cook County Line	University Park	SB	1	12	6	72	8
Cook County Line	University Park	SB	1	12	6	72	8
Cook County Line	University Park	SB	1	12	6	72	8
University Park	Rte 50	SB	1	12	10	120	13
University Park	Rte 50	SB	1	12	25	300	33
University Park	Rte 50	SB	1	12	50	600	67
Rte 50	University Park	NB	2	12	6	72	8
Rte 50	University Park	NB	2	12	10	120	13
Rte 50	University Park	NB	2	12	6	72	8
Rte 50	University Park	NB	2	12	12	144	16
Rte 50	University Park	NB	2	12	200	2400	267
Rte 50	University Park	NB	2	12	440	5280	587
Rte 50	University Park	NB	2	12	6	72	8
Rte 50	University Park	NB	2	12	6	72	8
Rte 50	University Park	NB	2	12	8	96	11
Rte 50	University Park	NB	2	12	25	300	33
Rte 50	University Park	NB	2	12	6	72	8
Rte 50	University Park	NB	2	12	6	72	8
Rte 50	University Park	NB	2	6	320	1920	213
Rte 50	University Park	NB	2	6	10	60	7
Rte 50	University Park	NB	2	6	100	600	67
Rte 50	University Park	NB	2	12	100	1200	133
Rte 50	University Park	NB	2	12	100	1200	133
Rte 50	University Park	NB	2	12	400	4800	533
Rte 50	University Park	NB	2	6	250	1500	167
Rte 50	University Park	NB	2	6	200	1200	133
Rte 50	University Park	NB	2	12	200	2400	267
Rte 50	University Park	NB	2	6	160	960	107
Rte 50	University Park	NB	2	12	100	1200	133
University Park	Cook County Line	NB	2	6	160	960	107
University Park	Cook County Line	NB	2	6	500	3000	333
University Park	Cook County Line	NB	2	6	80	480	53
University Park	Cook County Line	NB	2	12	12	144	16
University Park	Cook County Line	NB	2	6	80	480	53
University Park	Cook County Line	NB	2	6	160	960	107
University Park	Cook County Line	NB	2	6	100	600	67
University Park	Cook County Line	NB	2	12	8	96	11
University Park	Cook County Line	NB	2	12	20	240	27
University Park	Cook County Line	NB	2	12	10	120	13
University Park	Cook County Line	NB	2	12	12	144	16
University Park	Cook County Line	NB	2	6	500	3000	333
University Park	Cook County Line	NB	2	6	300	1800	200
University Park	Cook County Line	NB	2	6	160	960	107
University Park	Cook County Line	NB	2	6	200	1200	133

ROUTE: NB & SB Governors Hwy (Limits: Rte 50 Split to Cook County Line)

CROSS STREETS		DIRECTION (EB/WB (NB/SB))	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Cook County Line	University Park	SB	2	6	200	1200	133
Cook County Line	University Park	SB	2	12	8	96	11
Cook County Line	University Park	SB	2	12	8	96	11
Cook County Line	University Park	SB	2	12	8	96	11
Cook County Line	University Park	SB	2	12	15	180	20
Cook County Line	University Park	SB	2	12	6	72	8
Cook County Line	University Park	SB	2	6	120	720	80
Cook County Line	University Park	SB	2	12	15	180	20
Cook County Line	University Park	SB	2	12	12	144	16
Cook County Line	University Park	SB	2	12	6	72	8
Cook County Line	University Park	SB	2	6	150	900	100
Cook County Line	University Park	SB	2	6	240	1440	160
University Park	Rte 50	SB	2	12	10	120	13
University Park	Rte 50	SB	2	6	400	2400	267
University Park	Rte 50	SB	2	6	200	1200	133
University Park	Rte 50	SB	2	12	15	180	20
University Park	Rte 50	SB	2	12	6	72	8
University Park	Rte 50	SB	2	12	6	72	8
University Park	Rte 50	SB	2	12	6	72	8
University Park	Rte 50	SB	2	6	80	480	53
University Park	Rte 50	SB	2	6	80	480	53
University Park	Rte 50	SB	2	6	80	480	53
University Park	Rte 50	SB	2	12	20	240	27
University Park	Rte 50	SB	2	6	20	120	13
University Park	Rte 50	SB	2	6	80	480	53
University Park	Rte 50	SB	2	6	80	480	53
University Park	Rte 50	SB	2	6	300	1800	200
University Park	Rte 50	SB	2	12	240	2880	320
University Park	Rte 50	SB	2	12	6	72	8
University Park	Rte 50	SB	2	12	8	96	11
University Park	Rte 50	SB	2	12	8	96	11
University Park	Rte 50	SB	2	12	8	96	11
University Park	Rte 50	SB	2	12	8	96	11
University Park	Rte 50	SB	2	12	8	96	11
University Park	Rte 50	SB	2	12	150	1800	200

TOTALS: 8951 FT 8206 SY

ROUTE: NB and SB South Chicag Rd (2.8 miles north starting from Manteno Rd)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Manteno Rd	Bridge	NB	1	12	2640	31680	3520
Bridge	Manteno Rd	SB	1	12	2640	31680	3520
Bridge	Donahue	NB	1	6	200	1200	133
Bridge	Donahue	NB	1	6	80	480	53
Bridge	Donahue	NB	1	6	50	300	33
Bridge	Donahue	NB	1	6	400	2400	267
Bridge	Donahue	NB	1	6	40	240	27
Bridge	Donahue	NB	1	6	300	1800	200
Donahue	Ballou Rd	NB	CL	4	50	200	22
Donahue	Ballou Rd	NB	1	6	300	1800	200
Donahue	Ballou Rd	NB	1	6	50	300	33
Donahue	Ballou Rd	NB	1	6	100	600	67
Donahue	Ballou Rd	NB	1	6	500	3000	333
Donahue	Ballou Rd	NB	1	6	500	3000	333
Donahue	Ballou Rd	NB	1	12	150	1800	200
Ballou Rd	the road curves	NB	1	6	10	60	7
Ballou Rd	the road curves	NB	1	6	50	300	33
Ballou Rd	the road curves	NB	1	6	50	300	33
Ballou Rd	the road curves	NB	1	6	100	600	67
Ballou Rd	the road curves	NB	1	6	40	240	27
Ballou Rd	the road curves	NB	1	6	150	900	100
Ballou Rd	the road curves	NB	1	6	200	1200	133
Ballou Rd	the road curves	NB	1	6	50	300	33
Ballou Rd	the road curves	NB	1	6	100	600	67
Ballou Rd	the road curves	NB	1	6	200	1200	133
the road curves	Ballou Rd	SB	1	12	20	240	27
the road curves	Ballou Rd	SB	1	6	80	480	53
the road curves	Ballou Rd	SB	1	12	40	480	53
the road curves	Ballou Rd	SB	1	6	30	180	20
the road curves	Ballou Rd	SB	1	12	10	120	13
the road curves	Ballou Rd	SB	1	12	50	600	67
the road curves	Ballou Rd	SB	1	12	40	480	53
the road curves	Ballou Rd	SB	1	12	8	96	11
the road curves	Ballou Rd	SB	1	12	20	240	27
the road curves	Ballou Rd	SB	1	12	8	96	11
the road curves	Ballou Rd	SB	1	12	8	96	11
the road curves	Ballou Rd	SB	1	12	15	180	20
the road curves	Ballou Rd	SB	1	12	8	96	11
the road curves	Ballou Rd	SB	CL	4	100	400	44
the road curves	Ballou Rd	SB	1	12	150	1800	200
Ballou Rd	Donahue Rd	SB	CL	4	20	80	9
Ballou Rd	Donahue Rd	SB	1	12	10	120	13
Ballou Rd	Donahue Rd	SB	1	12	25	300	33
Ballou Rd	Donahue Rd	SB	CL	4	10	40	4
Ballou Rd	Donahue Rd	SB	1	12	50	600	67
Ballou Rd	Donahue Rd	SB	CL	4	30	120	13
Ballou Rd	Donahue Rd	SB	1	12	50	600	67
Ballou Rd	Donahue Rd	SB	CL	4	50	200	22
Ballou Rd	Donahue Rd	SB	1	12	10	120	13
Ballou Rd	Donahue Rd	SB	1	12	10	120	13
Ballou Rd	Donahue Rd	SB	1	12	10	120	13
Ballou Rd	Donahue Rd	SB	1	12	10	120	13
Ballou Rd	Donahue Rd	SB	1	12	30	360	40
Ballou Rd	Donahue Rd	SB	CL	4	10	40	4
Ballou Rd	Donahue Rd	SB	CL	4	10	40	4
Ballou Rd	Donahue Rd	SB	CL	4	10	40	4
Ballou Rd	Donahue Rd	SB	1	6	100	600	67
Ballou Rd	Donahue Rd	SB	CL	4	10	40	4
Ballou Rd	Donahue Rd	SB	CL	4	40	160	18
Ballou Rd	Donahue Rd	SB	CL	4	40	160	18
Ballou Rd	Donahue Rd	SB	1	12	20	240	27
Ballou Rd	Donahue Rd	SB	1	12	10	120	13
Ballou Rd	Donahue Rd	SB	CL	4	300	1200	133
Ballou Rd	Donahue Rd	SB	1	6	80	480	53
Ballou Rd	Donahue Rd	SB	1	12	30	360	40
Ballou Rd	Donahue Rd	SB	1	12	50	600	67
Ballou Rd	Donahue Rd	SB	1	12	8	96	11
Ballou Rd	Donahue Rd	SB	CL	4	100	400	44
Ballou Rd	Donahue Rd	SB	1	12	200	2400	267
Donahue Rd	Bridge	SB	CL	4	10	40	4
Donahue Rd	Bridge	SB	1	4	100	400	44
Donahue Rd	Bridge	SB	1	12	80	960	107
Donahue Rd	Bridge	SB	1	12	120	1440	160
Donahue Rd	Bridge	SB	1	12	8	96	11
Donahue Rd	Bridge	SB	1	12	8	96	11
Donahue Rd	Bridge	SB	1	12	8	96	11
Donahue Rd	Bridge	SB	1	12	8	96	11

TOTALS: 11212 FT 11652 SY

FILE NAME =	USER NAME = smthk1	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PATCHING SCHEDULE CHICAGO RD.</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pv_work\PI\1001\SMITHKL\0125079\Desi	gn.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT
PLOT SCALE = 103.7051' / IN.	CHECKED -	REVISED -	REVISED -						VAR.	2009-022 PP	WILL	41	28
PLOT DATE = 2/5/2009	DATE -	REVISED -	REVISED -						<b>CONTRACT NO. 60G21</b>				

ROUTE: New Avenue: Lemont Road to Timberline Dr.

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
End of Conc Pavement/Lemont Rd		SB	1	12	50	600	67
		SB	1	12	40	480	53
		SB	1	12	6	72	8
		SB	1	2	20	40	4
		SB	1	12	10	120	13
		SB	1	12	6	72	8
	Brown Dr	SB	1	2	50	100	11
Brown Dr		SB	1	12	20	240	27
		SB	1	2	200	400	44
		SB	1	12	20	240	27
		SB	1	2	100	200	22
		SB	1	12	15	180	20
		SB	1	12	25	300	33
		SB	1	12	7	84	9
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	7	84	9
		SB	1	12	20	240	27
	Timberline	SB	1	2	100	200	22
Timberline		NB	1	2	50	100	11
		NB	1	2	200	400	44
		NB	1	12	30	360	40
		NB	1	12	20	240	27
		NB	1	12	50	600	67
		NB	1	12	7	84	9
	Brown dr	NB	1	2	15	30	3
Brown Dr		NB	1	12	6	72	8
		NB	1	12	15	180	20
		NB	1	2	100	200	22
		NB	1	2	60	120	13
		NB	1	2	200	400	44
		NB	1	12	10	120	13
		NB	1	12	60	720	80
	Lemont Rd	NB	1	12	40	480	53

TOTALS: 1571 878  
FT SY

ROUTE: US 6 from 1/4 mile east of Farrel Rd. to Greely Dr.

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
1/4 mile east of Farrel Rd.	Gougar Dr.	EB	1	2	10	20.0	2
		EB	1	2	20	40.0	4
		EB	1	2	50	100.0	11
		EB	1	2	50	100.0	11
		EB	1	2	50	100.0	11
		EB	1	2	20	40.0	4
		EB	1	12	12	144.0	16
		EB	1	2	100	200.0	22
		EB	1	12	4	48.0	5
		EB	1	12	8	96.0	11
		EB	1	12	4	48.0	5
		EB	1	2	100	200.0	22
		EB	1	2	70	140.0	16
		EB	1	2	10	20.0	2
		EB	1	2	10	20.0	2
		WB	1	12	4	48.0	5
		WB	1	2	60	120.0	13
		WB	1	2	50	100.0	11
		WB	1	2	50	100.0	11
		WB	1	12	4	48.0	5
WB	1	2	100	200.0	22		
WB	1	2	50	100.0	11		
WB	1	2	60	120.0	13		
WB	1	2	100	200.0	22		
WB	1	2	50	100.0	11		
Gougar Rd.	Greely Dr.	EB	1	2	10	20.0	2
		EB	1	2	50	100.0	11
		EB	1	12	20	240.0	27
		EB	1	2	20	40.0	4
		EB	1	12	4	48.0	5
		EB	1	2	40	80.0	9
		EB	1	2	15	30.0	3
		EB	1	2	50	100.0	11
		EB	1	2	30	60.0	7
		EB	1	2	15	30.0	3
		EB	1	12	6	72.0	8
		EB	1	2	40	80.0	9
		CL		2	20	40.0	4
		CL		2	20	40.0	4
		WB	1	2	20	40.0	4
		WB	1	2	40	80.0	9
		WB	1	2	50	100.0	11
		WB	1	12	15	180.0	20
		WB	1	2	30	60.0	7
		WB	1	12	4	48.0	5
WB	1	2	10	20.0	2		
WB	1	2	20	40.0	4		
WB	1	2	10	20.0	2		

TOTALS: 1585 FT 447 SY

ROUTE: US 6 from I-55 to Patricia Lane

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
I-55 (east frontage road)	Manor Road	EB	1	2	6	12	1
		EB	1	2	10	20	2
		EB	1	2	50	100	11
		EB	1	2	75	150	17
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	20	240	27
		EB	1	2	6	12	1
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	2	12	24	3
		EB	1	2	20	40	4
		WB	1	2	40	80	9
		WB	1	12	10	120	13
		WB	1	2	40	80	9
		WB	1	2	4	8	1
		WB	1	2	10	20	2
		WB	1	2	10	20	2
		WB	1	2	6	12	1
		WB	1	12	12	144	16
		WB	1	2	100	200	22
		WB	1	12	12	144	16
		WB	1	2	10	20	2
		WB	1	2	40	80	9
		WB	1	2	50	100	11
WB	1	12	4	48	5		
WB	1	12	4	48	5		
WB	1	12	4	48	5		
WB	1	12	12	144	16		
Manor Road	Patricia Lane	EB	1	12	20	240	27
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	5	60	7
		WB	1	12	4	48	5
		WB	1	2	50	100	11
		WB	1	2	25	50	6
		WB	1	12	10	120	13
		WB	1	2	30	60	7
		WB	1	2	100	200	22
		WB	1	12	5	60	7
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	2	6	12	1
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
WB	1	2	20	40	4		

TOTALS: 894 FT 392 SY

ROUTE: US 30: GOUGAR ST. TO PAGE AVE

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
GOUGAR ST	CHERRY HILL RD	WB	1	12	25	300	33
GOUGAR ST	CHERRY HILL RD	WB	1	12	50	600	67
GOUGAR ST	CHERRY HILL RD	WB	1	12	6	72	8
GOUGAR ST	CHERRY HILL RD	WB	1	12	6	72	8
GOUGAR ST	CHERRY HILL RD	EB	1	12	6	72	8
GOUGAR ST	CHERRY HILL RD	EB	1	12	25	300	33
GOUGAR ST	CHERRY HILL RD	EB	1	12	6	72	8
GOUGAR ST	CHERRY HILL RD	EB	1	12	6	72	8
CHERRY HILL RD	BRIGGS ST	WB	1	12	6	72	8
CHERRY HILL RD	BRIGGS ST	WB	1	12	6	72	8
CHERRY HILL RD	BRIGGS ST	WB	1	12	6	72	8
CHERRY HILL RD	BRIGGS ST	EB	1	12	6	72	8
CHERRY HILL RD	BRIGGS ST	EB	1	12	6	72	8
BRIGGS ST	PAGE AVE	WB	2	12	50	600	67
BRIGGS ST	PAGE AVE	WB	2	12	6	72	8
BRIGGS ST	PAGE AVE	WB	2	12	6	72	8
BRIGGS ST	PAGE AVE	WB	1	12	25	300	33
BRIGGS ST	PAGE AVE	WB	1	12	6	72	8
BRIGGS ST	PAGE AVE	EB	1	12	6	72	8
BRIGGS ST	PAGE AVE	EB	1	12	6	72	8
BRIGGS ST	PAGE AVE	EB	1	12	6	72	8
BRIGGS ST	PAGE AVE	EB	1	12	6	72	8
BRIGGS ST	PAGE AVE	EB	1	12	6	72	8
BRIGGS ST	PAGE AVE	EB	1	12	6	72	8

TOTALS: 283 FT 377  
SY



ROUTE: US 52: US 45 to Cedar

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
RTE 45	1 MILE W. OF RTE 45	WB	1	12	50	600	67
RTE 45	1 MILE W. OF RTE 45	WB	1	12	75	900	100
RTE 45	1 MILE W. OF RTE 45	WB	1	12	12	144	16
RTE 45	1 MILE W. OF RTE 45	WB	1	12	40	480	53
RTE 45	1 MILE W. OF RTE 45	WB	1	12	6	72	8
RTE 45	1 MILE W. OF RTE 45	WB	1	12	6	72	8
RTE 45	1 MILE W. OF RTE 45	WB	1	12	6	72	8
RTE 45	1 MILE W. OF RTE 45	WB	1	12	12	144	16
RTE 45	1 MILE W. OF RTE 45	WB	1	12	20	240	27
RTE 45	1 MILE W. OF RTE 45	WB	1	12	75	900	100
RTE 45	1 MILE W. OF RTE 45	WB	1	12	6	72	8
RTE 45	1 MILE W. OF RTE 45	WB	1	12	12	144	16
RTE 45	1 MILE W. OF RTE 45	WB	1	12	12	144	16
RTE 45	1 MILE W. OF RTE 45	WB	1	12	10	120	13
RTE 45	1 MILE W. OF RTE 45	EB	1	12	6	72	8
RTE 45	1 MILE W. OF RTE 45	EB	1	12	6	72	8
RTE 45	1 MILE W. OF RTE 45	EB	1	12	6	72	8
RTE 45	1 MILE W. OF RTE 45	EB	1	12	20	240	27
RTE 45	1 MILE W. OF RTE 45	EB	1	12	40	480	53
RTE 45	1 MILE W. OF RTE 45	EB	1	12	50	600	67
RTE 45	1 MILE W. OF RTE 45	EB	1	12	25	300	33
RTE 45	1 MILE W. OF RTE 45	EB	1	12	6	72	8
RTE 45	1 MILE W. OF RTE 45	EB	1	12	10	120	13
RTE 45	1 MILE W. OF RTE 45	EB	1	12	6	72	8
RTE 45	1 MILE W. OF RTE 45	EB	1	12	50	600	67
RTE 45	1 MILE W. OF RTE 45	EB	1	12	40	480	53
RTE 45	1 MILE W. OF RTE 45	EB	1	12	12	144	16
RTE 45	1 MILE W. OF RTE 45	EB	1	12	12	144	16
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	WB	1	12	50	600	67
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	WB	1	12	10	120	13
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	WB	1	12	12	144	16
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	WB	1	12	25	300	33
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	WB	1	12	75	900	100
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	WB	1	12	25	300	33
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	6	72	8
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	6	72	8
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	6	72	8
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	10	120	13
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	10	120	13
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	20	240	27
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	10	120	12
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	10	120	12
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	6	72	8
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	6	72	8
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	6	72	8
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	70	840	93
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	20	240	27
1 MILE W. OF RTE 45	2 MILES W. OF RTE 45	EB	1	12	10	120	13
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	WB	1	12	10	120	13
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	WB	1	12	10	120	13
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	WB	1	12	20	240	27
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	WB	1	12	6	72	8
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	WB	1	12	6	72	8
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	WB	1	12	6	72	8
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	WB	1	12	20	240	27
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	WB	1	12	6	72	8
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	WB	1	12	50	600	67
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	EB	1	12	6	72	8
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	EB	1	12	6	72	8
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	EB	1	12	6	72	8
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	EB	1	12	20	240	27
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	EB	1	12	10	120	13
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	EB	1	12	6	72	8
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	EB	1	12	6	72	8
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	EB	1	12	6	72	8
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	EB	1	12	25	300	33
2 MILES W. OF RTE 45	3 MILES W. OF RTE 45	EB	1	12	6	72	8

ROUTE: US 52: US 45 to Cedar

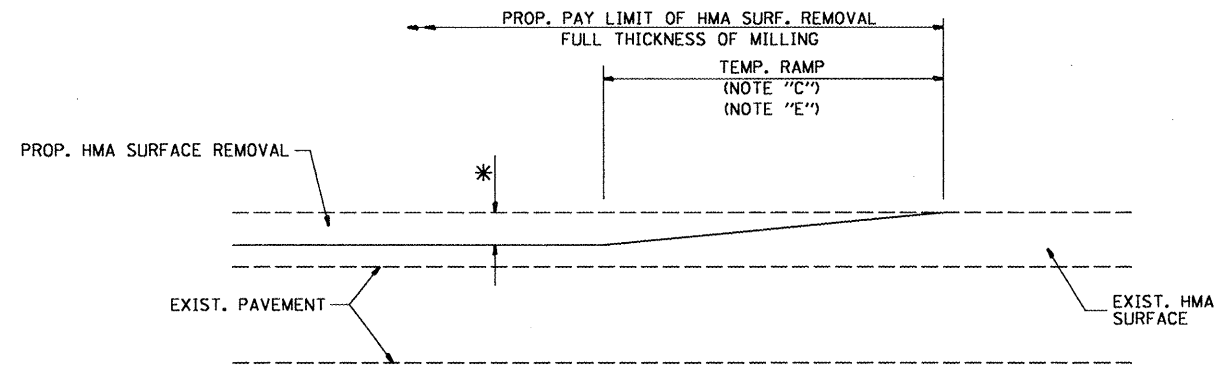
CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	6	72	8
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	6	72	8
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	50	600	67
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	12	144	16
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	6	72	8
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	6	72	8
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	6	72	8
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	6	72	8
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	25	300	33
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	50	600	67
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	6	72	8
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	6	72	8
3 MILES W OF RTE 45	4 MILES W OF RTE 45	WB	1	12	10	120	13
3 MILES W OF RTE 45	4 MILES W OF RTE 45	EB	1	12	6	72	8
3 MILES W OF RTE 45	4 MILES W OF RTE 45	EB	1	12	6	72	8
3 MILES W OF RTE 45	4 MILES W OF RTE 45	EB	1	12	25	300	33
3 MILES W OF RTE 45	4 MILES W OF RTE 45	EB	1	12	25	300	33
3 MILES W OF RTE 45	4 MILES W OF RTE 45	EB	1	12	6	72	8
3 MILES W OF RTE 45	4 MILES W OF RTE 45	EB	1	12	6	72	8
3 MILES W OF RTE 45	4 MILES W OF RTE 45	EB	1	12	25	300	33
3 MILES W OF RTE 45	4 MILES W OF RTE 45	EB	1	12	10	120	13
4 MILES W OF RTE 45	5 MILES W OF RTE 45	WB	1	12	6	72	8
4 MILES W OF RTE 45	5 MILES W OF RTE 45	WB	1	12	6	72	8
4 MILES W OF RTE 45	5 MILES W OF RTE 45	WB	1	12	12	144	16
4 MILES W OF RTE 45	5 MILES W OF RTE 45	WB	1	12	6	72	8
4 MILES W OF RTE 45	5 MILES W OF RTE 45	WB	1	12	6	72	8
4 MILES W OF RTE 45	5 MILES W OF RTE 45	WB	1	12	6	72	8
4 MILES W OF RTE 45	5 MILES W OF RTE 45	EB	1	12	6	72	8
4 MILES W OF RTE 45	5 MILES W OF RTE 45	EB	1	12	25	300	33
4 MILES W OF RTE 45	5 MILES W OF RTE 45	EB	1	12	6	72	8
5 MILES W OF RTE 45	CEDER	NB	1	12	10	120	13
5 MILES W OF RTE 45	CEDER	NB	1	12	10	120	13
5 MILES W OF RTE 45	CEDER	NB	1	12	25	300	33
5 MILES W OF RTE 45	CEDER	NB	1	12	6	72	8
5 MILES W OF RTE 45	CEDER	NB	1	12	6	72	8
5 MILES W OF RTE 45	CEDER	NB	1	12	6	72	8
5 MILES W OF RTE 45	CEDER	NB	1	12	12	144	16
5 MILES W OF RTE 45	CEDER	NB	1	12	6	72	8
5 MILES W OF RTE 45	CEDER	NB	1	12	6	72	8
5 MILES W OF RTE 45	CEDER	NB	1	12	6	72	8
5 MILES W OF RTE 45	CEDER	NB	1	12	6	72	8
5 MILES W OF RTE 45	CEDER	NB	1	12	6	72	8
5 MILES W OF RTE 45	CEDER	NB	1	12	6	72	8
5 MILES W OF RTE 45	CEDER	NB	1	12	10	120	13
5 MILES W OF RTE 45	CEDER	NB	1	12	6	72	8

TOTALS: 1711 FT 2274 SY

ROUTE: US 52 (Briggs St. to Doris St.)

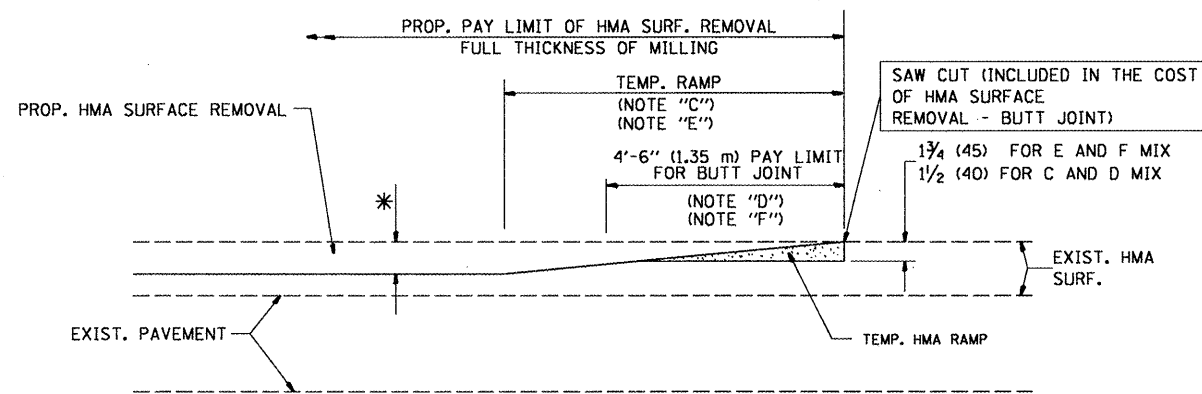
CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Briggs St	Doris St.	SB Lane 1	69 each	6	12	72	552
Briggs St	Doris St.	NB Lane 2	80 each	6	12	72	640

TOTALS: 24 FT 1192 SY



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

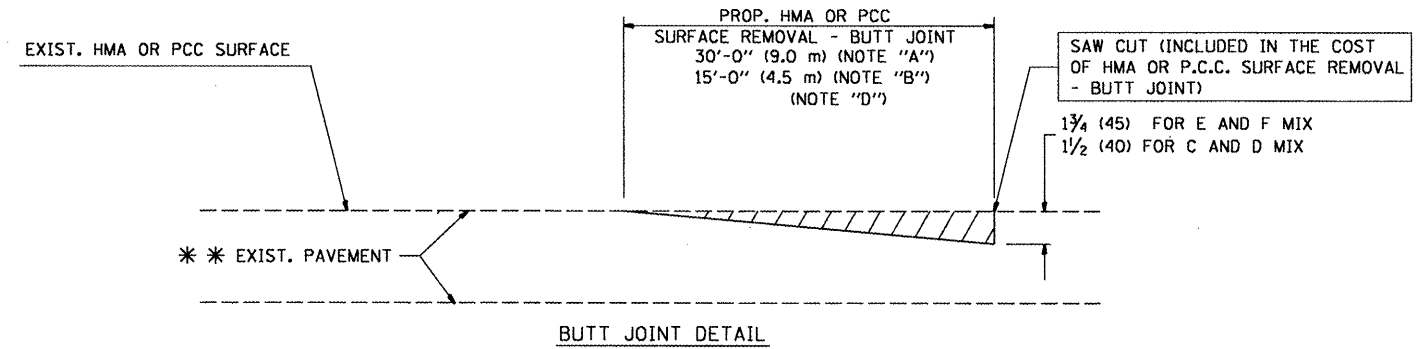
**OPTION 1**



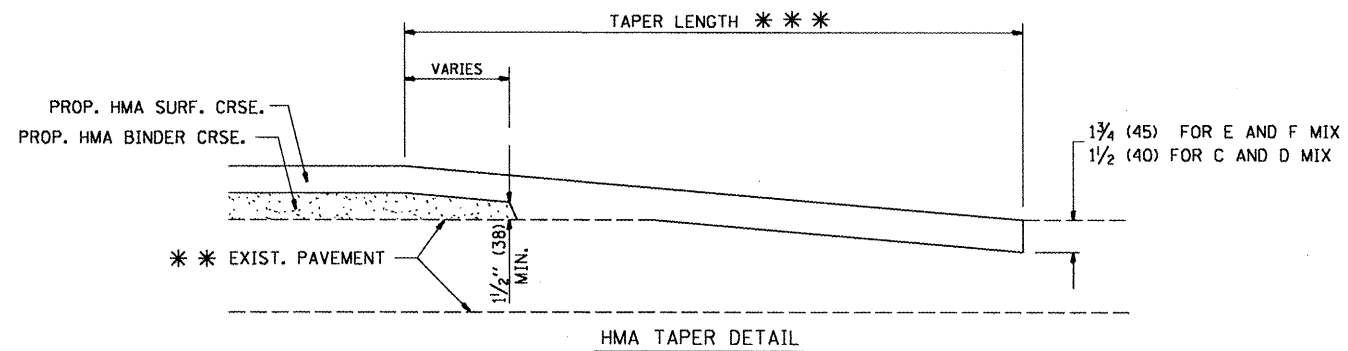
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

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

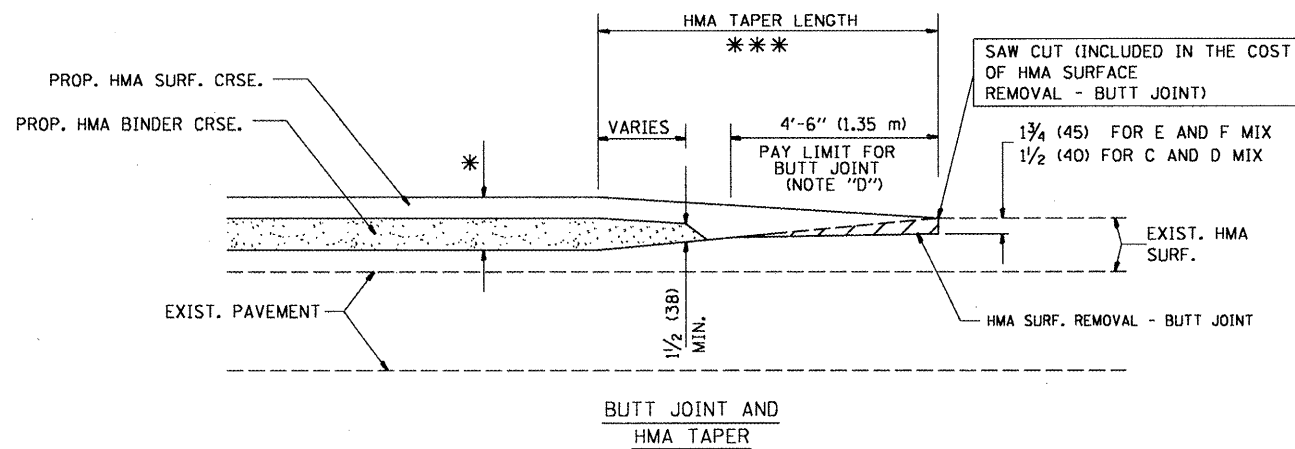
**NOTES**

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

**BASIS OF PAYMENT:**

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

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



BUTT JOINT AND HMA TAPER

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

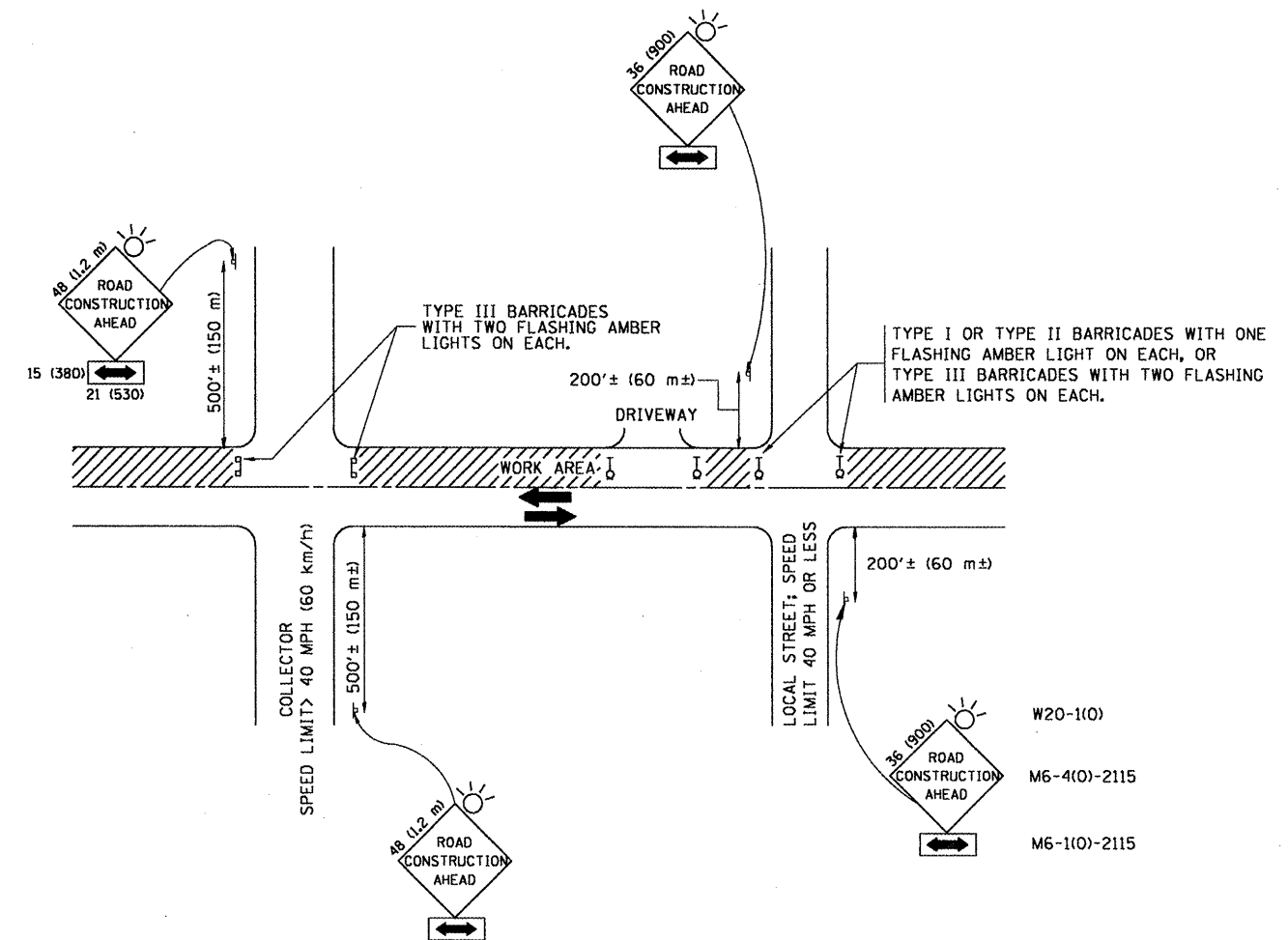
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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.	2009-022 PP	WILL	41	34
BD400-05 BD32			CONTRACT NO. 60G21	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = smthkl	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
gs:\pw-work\VPWIDOT\SMITHKL\d0125070\Di1std.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 100.0000' / IN.	CHECKED -		REVISED - M. GOMEZ 04-06-01
PLOT DATE = 2/4/2009	DATE - 06-13-90		REVISED - R. BORO 01-01-07



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

**NOTES:**

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
  3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
 

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

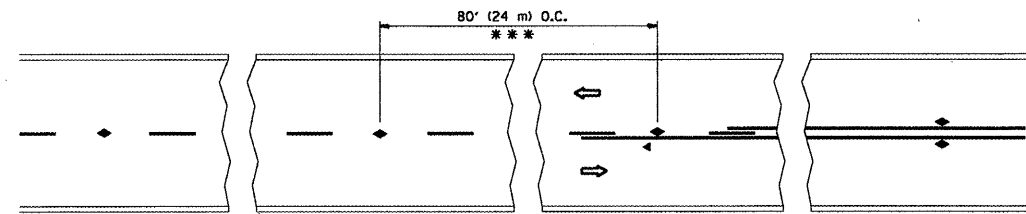
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ct:\pwwork\pwwidot\SMITHKL\d0125070\01st	td.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 2/4/2009	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

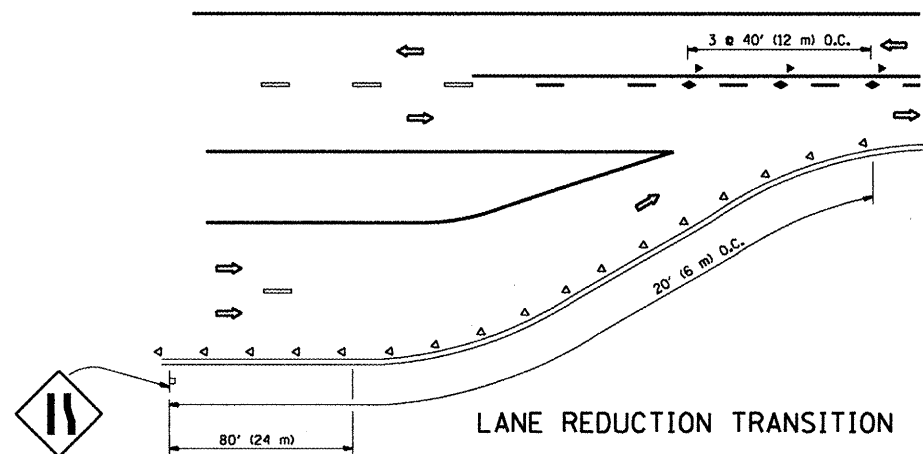
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-022 PP	WILL	41	35
TC-10			CONTRACT NO. 60G21	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

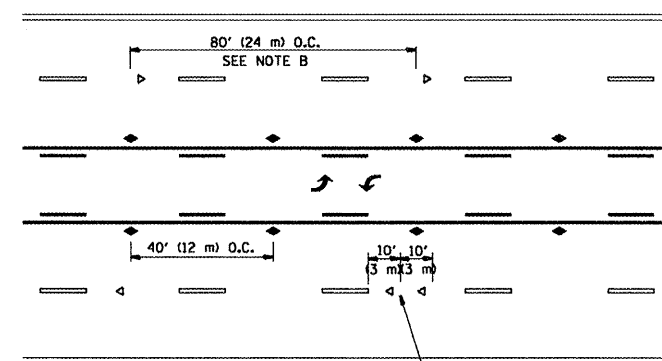


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

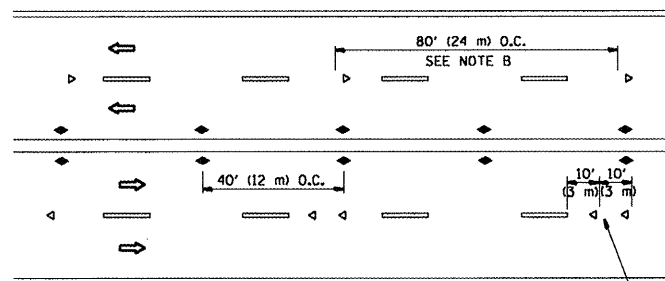
TWO-LANE/TWO-WAY



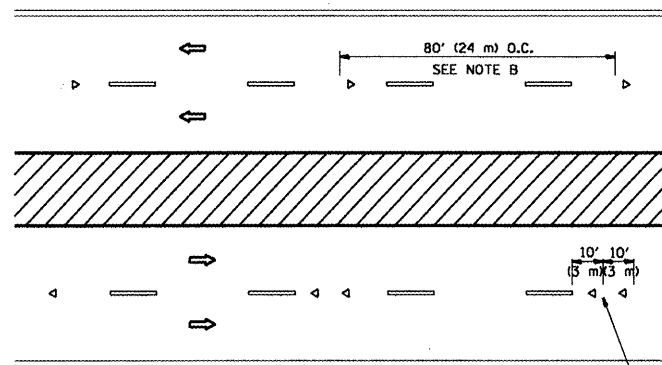
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

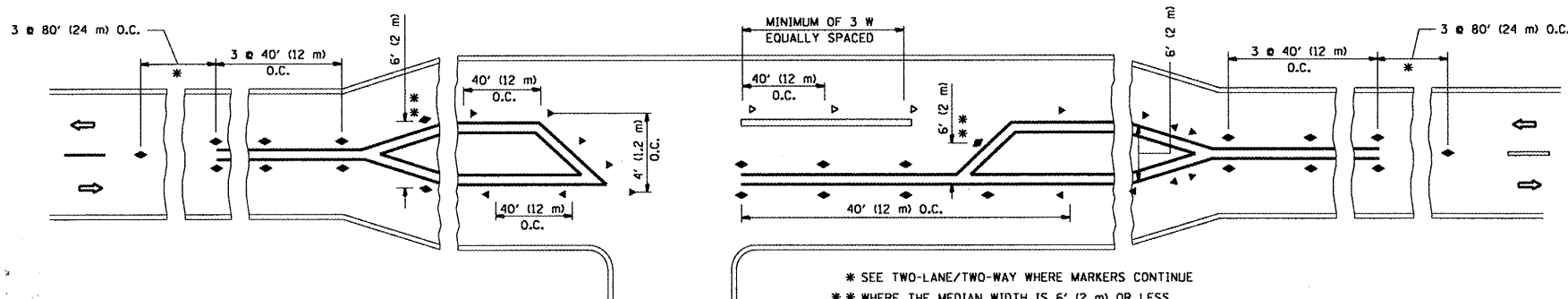
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- 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.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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.

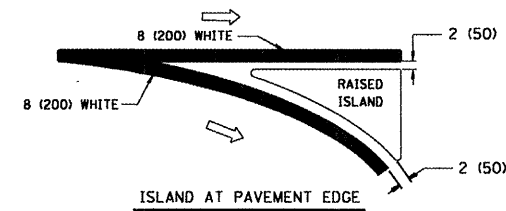
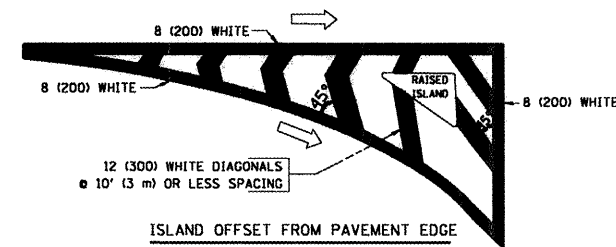
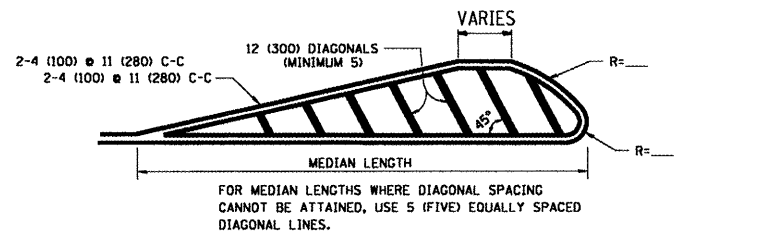
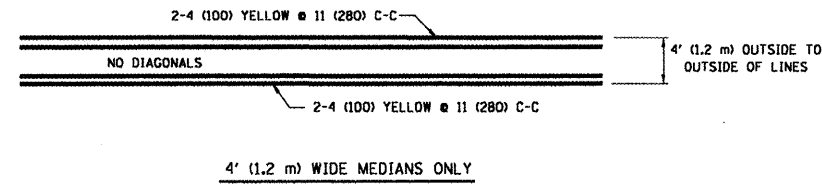
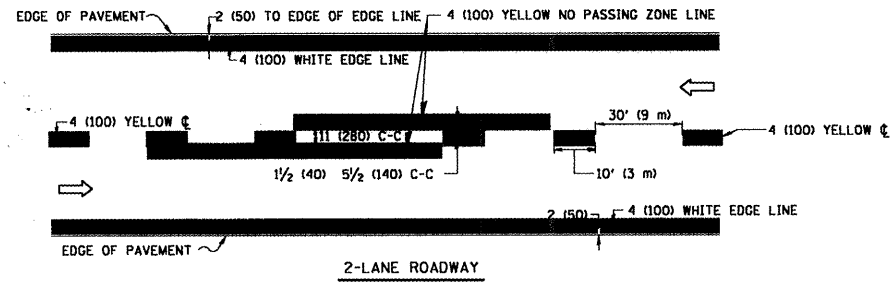


LEFT TURN

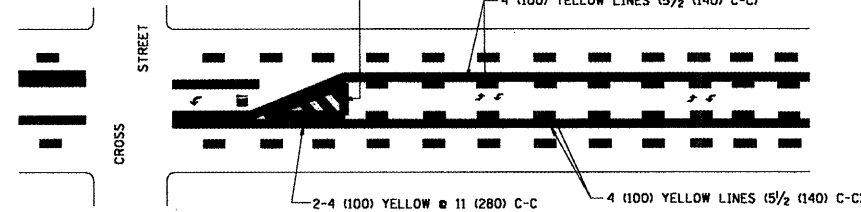
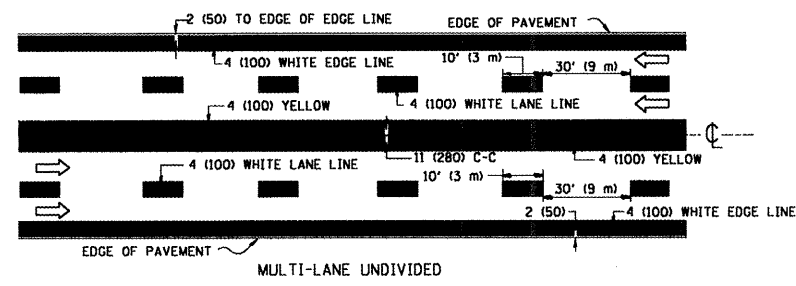
\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

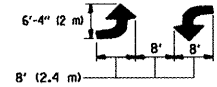
FILE NAME =	USER NAME = smsthkl	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLow RESISTANT)</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei\pw\work\VPWIDOT\SMITHKL\d0125070\Dist	td.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99		VAR.	2009-022 PP	WILL	41	36			
PLOT SCALE = 1/8" = 1' IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00	TC-11		CONTRACT NO. 60G21							
PLOT DATE = 2/4/2009	DATE -	REVISED -	SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			



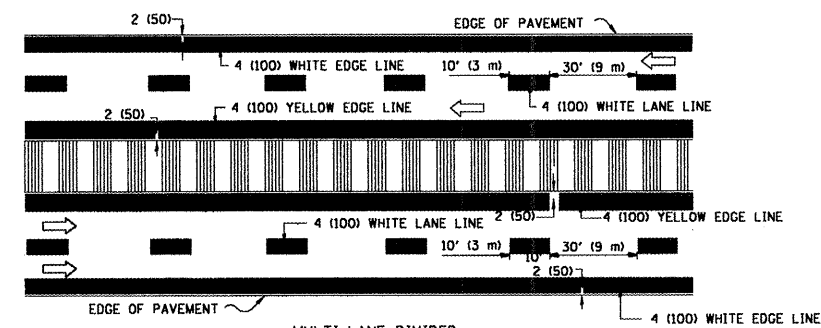
TYPICAL ISLAND MARKING



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.

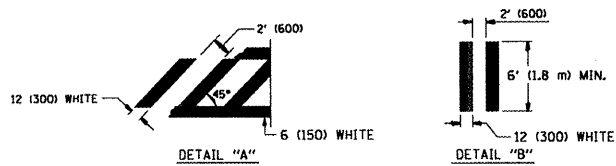
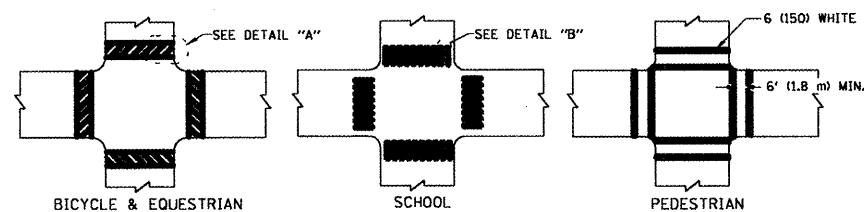


TYPICAL PAINTED MEDIAN MARKING

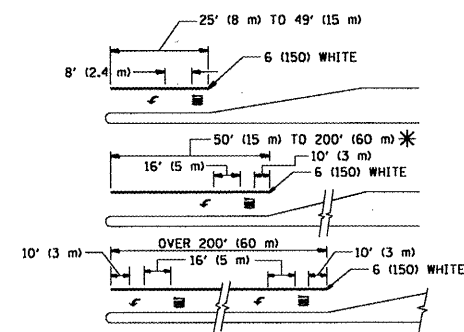


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL TURN LANE MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (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; 5/2 (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.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

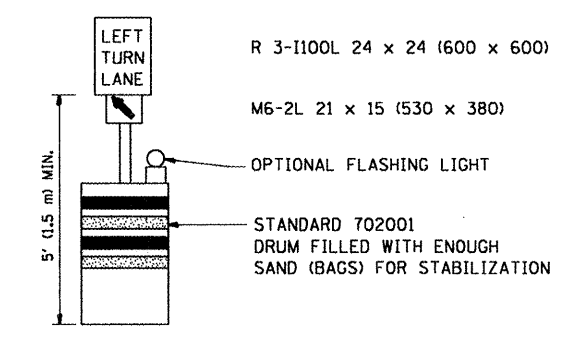
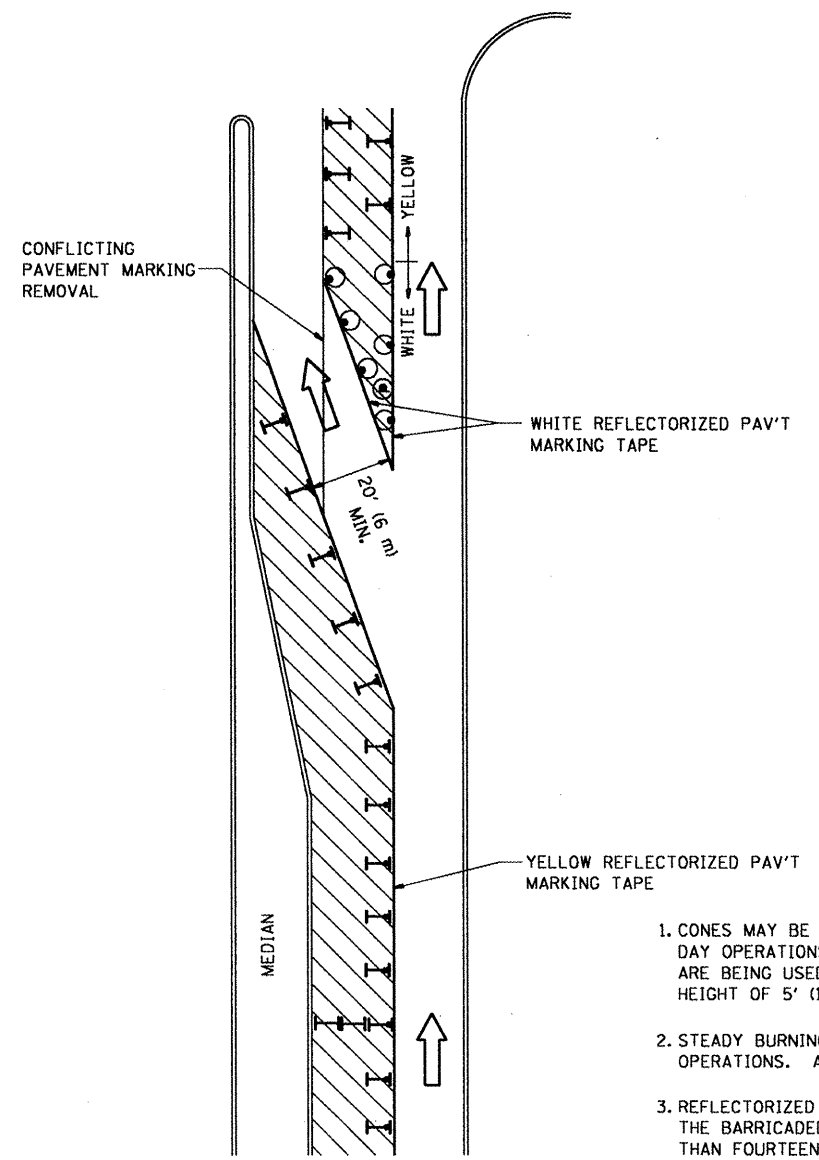
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-022 PP	WILL	41	37
TC-13			CONTRACT NO. 60G21	
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

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

FILE NAME *	USER NAME = smthk1	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
sd.dgn		DRAWN -	REVISED - A. HOUSEH 10-09-96
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED - A. HOUSEH 10-17-96
PLOT DATE = 2/4/2009		DATE - 03-19-90	REVISED - T. RAMMACHER 01-06-00

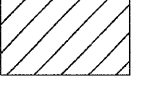
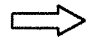






**GENERAL NOTES**

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 BT 725 IS REQUIRED.
8. 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

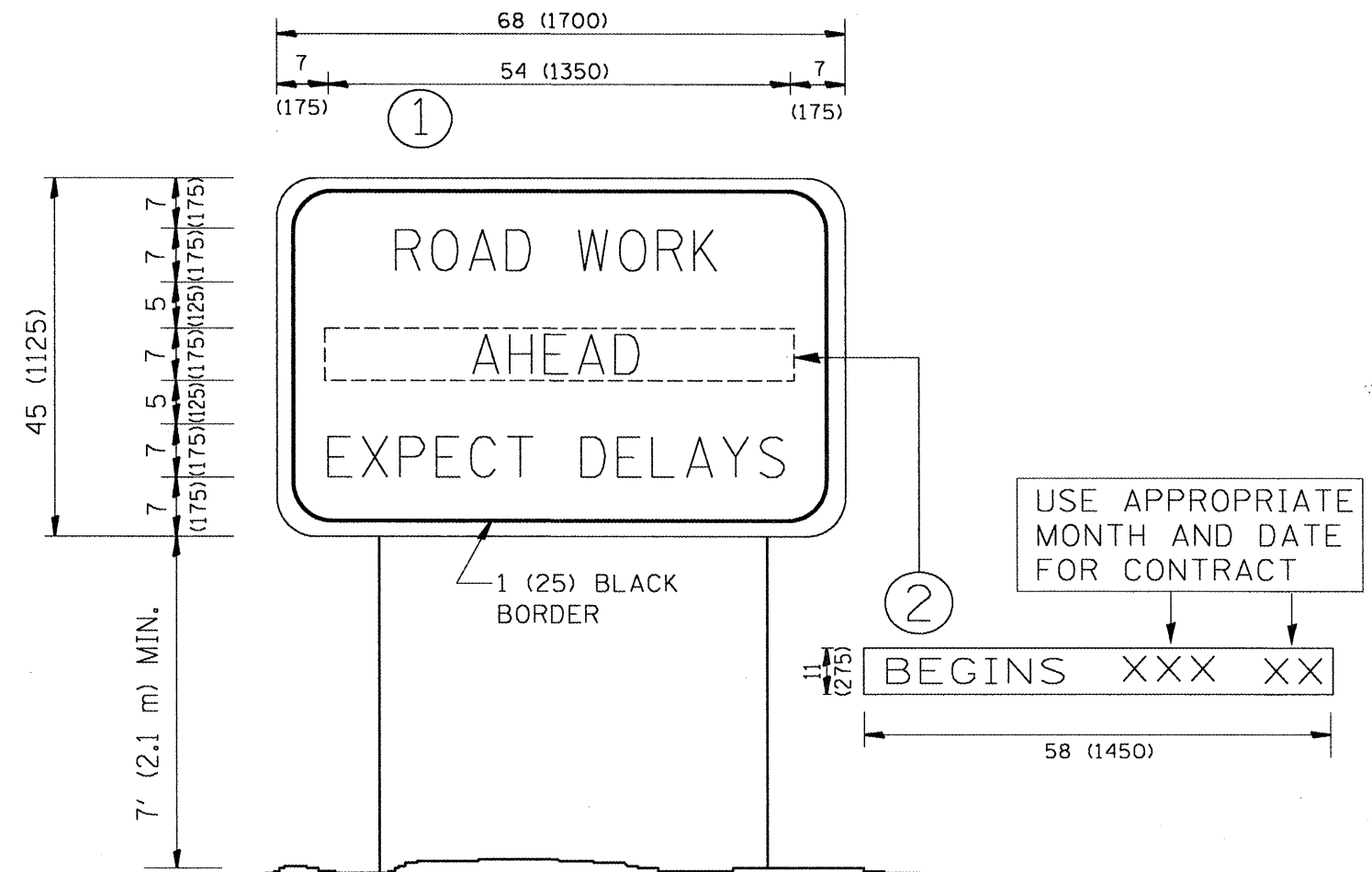
FILE NAME =	USER NAME = smthkl	DESIGNED -	REVISED -T. RAMMACHER 09-08-94
ct\pwwork\VPWIDOT\SMITHKL\d0125077\01st	td.dgn	DRAWN -	REVISED - A. HOUSEH 11-07-95
PLOT SCALE = 100.0000' / IN.	CHECKED -		REVISED - A. HOUSEH 10-12-96
PLOT DATE = 2/4/2009	DATE -		REVISED -T. RAMMACHER 01-06-00

**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.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-022 PP	WILL	41	38
TC-14			CONTRACT NO. 60G21	
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 = smthkl	DESIGNED -	REVISED - R. MIRS 09-15-97
ei\pwwork\VPWIDOT\SMITHKL\d0125070\Dist	td.dgn	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	
PLOT DATE = 2/4/2009	DATE -	REVISED - C. JUCIUS 01-31-07	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

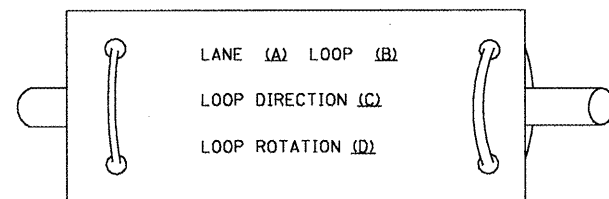
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-022 PP	WILL	41	39
TC-22			CONTRACT NO. 60G21	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

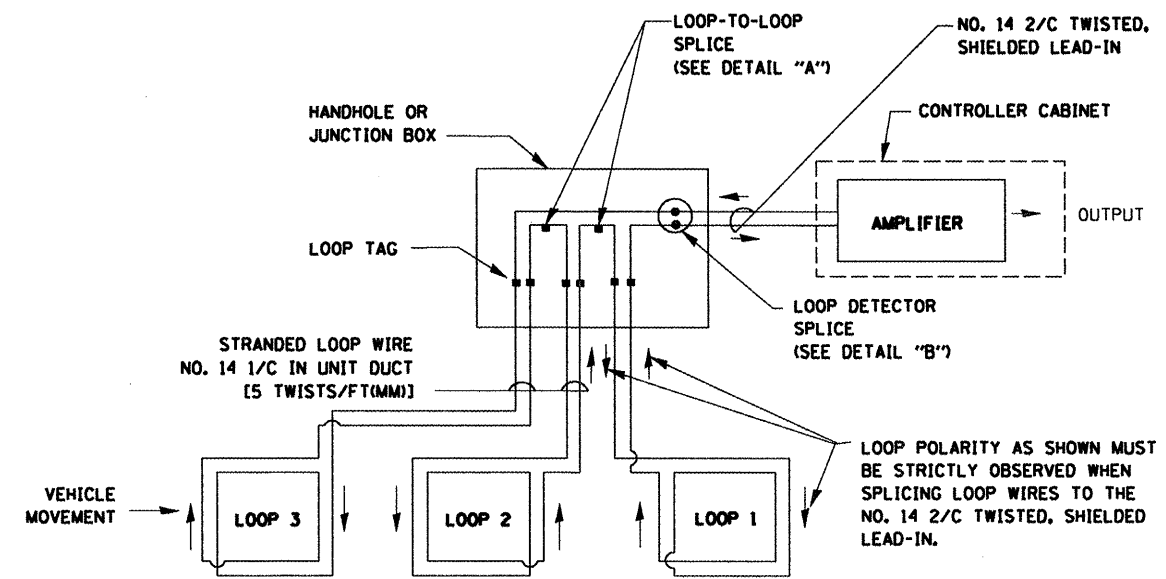
## LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PERFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

### LOOP LEAD-IN CABLE TAG

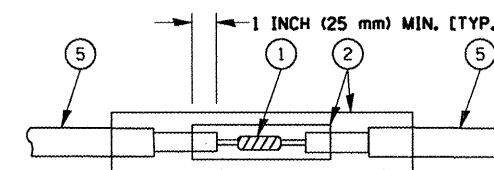


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

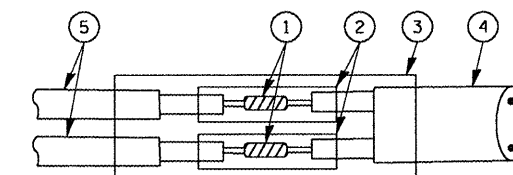


### DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm), IF IN CONCRETE. THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

FILE NAME =	USER NAME = smthkl	DESIGNED - D.A.D.	REVISED - 11-12-01
ei\pwwork\PMIDOT\SMITHKL\d0125070\01st	td.dgn	DRAWN - R.W.P.	REVISED - BUR. TRAFFIC 01-01-02
PLOT SCALE = 100.0000' / IN.	CHECKED - D.A.Z.	REVISED -	
PLOT DATE = 2/4/2009	DATE - 05-30-00	REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

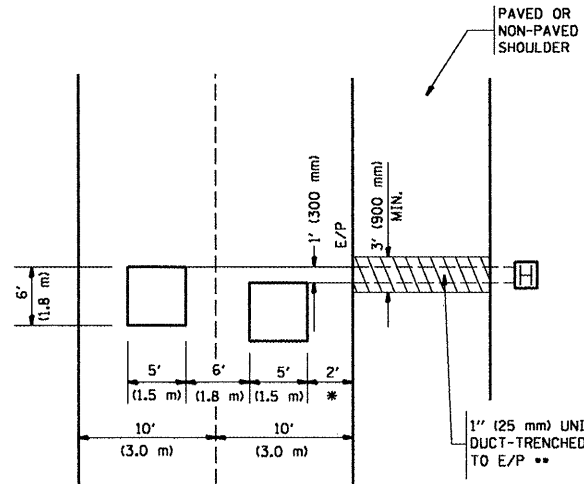
DISTRICT ONE	
STANDARD TRAFFIC SIGNAL DESIGN DETAILS	
SCALE: NONE	SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-022 PP	WILL	41	40
TS-05			CONTRACT NO. 60C21	
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.

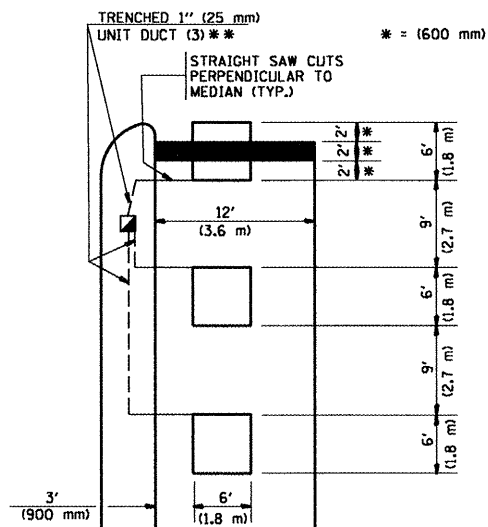


\* = (600 mm)

\*\* 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)

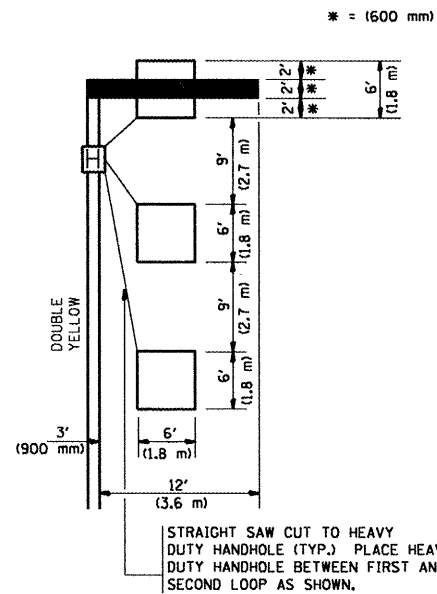
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

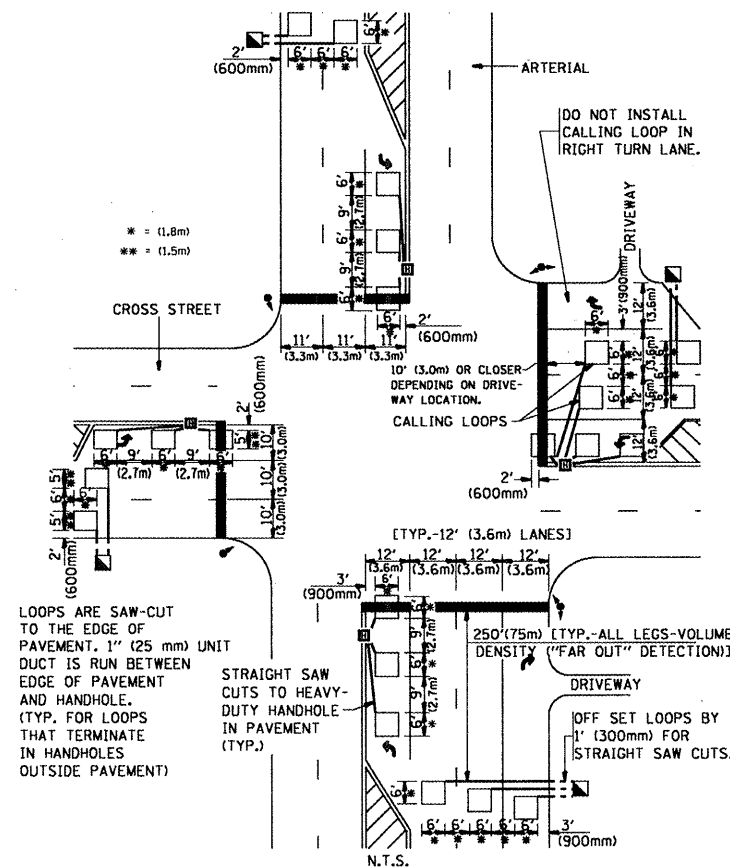
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



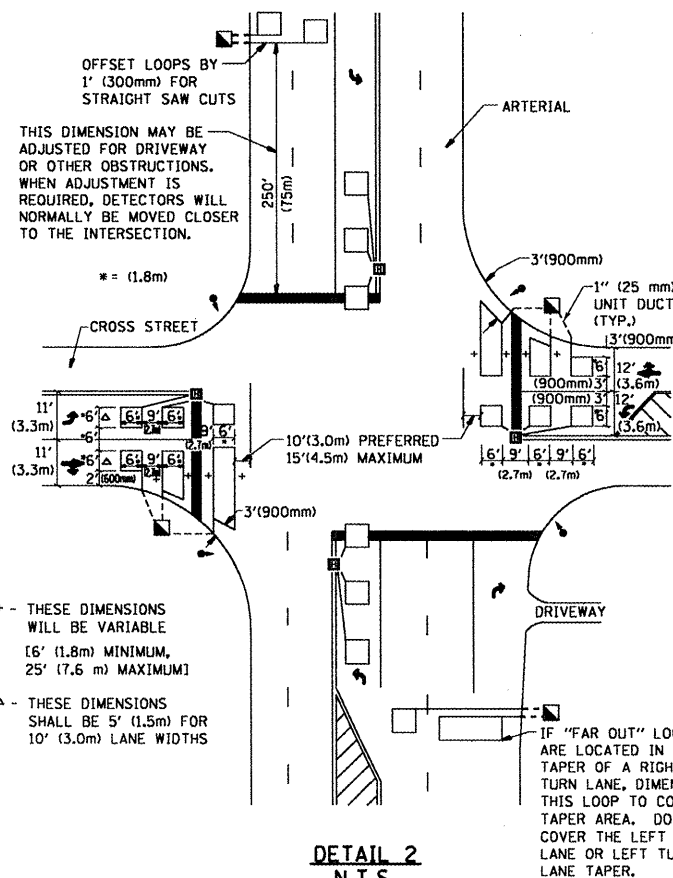
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1  
N.T.S.

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



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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-022 PP	WILL	41	41
TS-07			CONTRACT NO. 60G21	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				