08-02-13 LETTING ITEM 026

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	1
	ILLINOIS	CONTRACT NO. 60W66		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

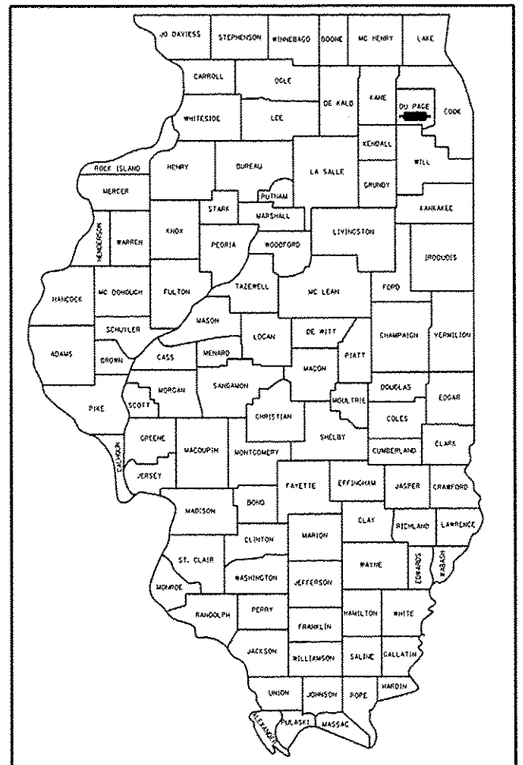
FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN:
THE VILLAGE OF BENSENVILLE
THE VILLAGE OF BLOOMINGDALE
THE VILLAGE OF CLARENDON HILLS
THE VILLAGE OF DOWNERS GROVE
THE VILLAGE OF GLEN ELLYN
THE VILLAGE OF HANOVER PARK
THE VILLAGE OF HINSDALE
THE VILLAGE OF ITASCA
THE VILLAGE OF LISLE
THE VILLAGE OF LOMBARD
THE VILLAGE OF OAK BROOK
THE VILLAGE OF ROSELLE
THE VILLAGE OF VILLA PARK
THE VILLAGE OF WESTMONT
THE VILLAGE OF WINFIELD
THE CITY OF AURORA
THE CITY OF DARIEN
THE CITY OF ELMHURST
THE CITY OF NAPERVILLE
THE CITY OF OAKBROOK TERRACE
THE CITY OF WARRENVILLE
THE CITY OF WEST CHICAGO
THE CITY OF WHEATON
THE CITY OF WOOD DALE

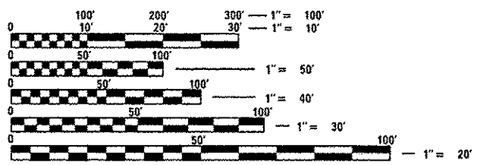
VARIOUS ROUTES
SECTION: 2013-030 RS
VARIOUS LOCATIONS IN DUPAGE COUNTY
INTERMITTENT RESURFACING
DUPAGE COUNTY
C-91-350-13

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4

D-91-350-13



LOCATION OF SECTION INDICATED THUS: –



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 5/20 20 13

John E. Mc Mahon
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 28 20 13

John D. Baranzelli, P.E. /pr
acting ENGINEER OF DESIGN AND ENVIRONMENT

June 28 20 13

Omer Osman P.E. /pr
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PROJECT ENGINEER: DANIEL WILGREEN (847) 705-4240
PROJECT MANAGER: KEN ENG (847) 705-4247

CONTRACT NO. 60W66

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
701011-03	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
701421-05	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS $\geq$ 45 MPH TO 55 MPH
701426-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS $\geq$ 45 MPH
701427-01	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS $\leq$ 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-05	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701601-08	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-02	TRAFFIC CONTROL DEVICES

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS (%) @ $N_{DES.}$
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% @ 70 GYR

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

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

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)

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 INTERMITTENT RESURFACING 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 DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT (847) 741-9857 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 INTERMITTENT RESURFACING LOCATIONS SHOWN IN THE PLANS ARE TWO (2) INCH MILL AND RESURFACE ONLY. THE MINIMUM WIDTH FOR INTERMITTENT RESURFACING SHALL BE THREE (3) FEET.

NO PATCHING OR RESURFACING IS TO BE DONE WITHIN FIFTY (50) FEET OF ANY RAILROAD CROSSING.

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.

ANY DETECTOR LOOPS DAMAGED BY MILLING SHALL BE REPLACED IN KIND.
IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO QUANTIFY LOOP REPLACEMENTS NEEDED AND PROVIDE THE RESIDENT ENGINEER THIS INFORMATION PRIOR TO GRINDING OR REMOVAL.

ALL LOOP DETECTOR LOCATIONS SHALL BE CURB MARKED BY THE CONTRACTOR PRIOR TO MILLING FOR THE PURPOSE OF REESTABLISHING DETECTOR LOOP LAYOUT AFTER THE RESURFACING IS COMPLETED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).

OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
ANY MILLED PAVEMENT IS TO BE RESURFACED BY THE END OF EACH DAY AND OPEN TO TRAFFIC.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	2
		CONTRACT NO. 60W66		
	ILLINOIS FED. AID PROJECT			

	SUMMARY OF QUANTITIES		URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	15	15					
40600300	AGGREGATE (PRIME COAT)	TON	75	75					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	57	57					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1124	1124					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX	TON	4198	4198					
	"D", N70								
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	37474	37474					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	10	10					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	L SUM	1	1					
70300520	PAVEMENT MARKING TAPE, TYPE III, 4"	FOOT	2421	2421					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	807	807					
* 78000100	THERMOPLASTIC PAVEMENT MARKING -	SQ FT	145.6	145.6					
	LETTERS AND SYMBOLS								
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	26270	26270					
*	SPECIALTY ITEM								

	SUMMARY OF QUANTITIES		URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	357	357					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	4	4					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	102	102					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2215	2215					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	2215	2215					
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	144	144					
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	1747.6	1747.6					
© Z0076604	TRAINEES-TRAINING PROGRAM GRADUATE	HOUR	500	500					
*	SPECIALTY ITEM								

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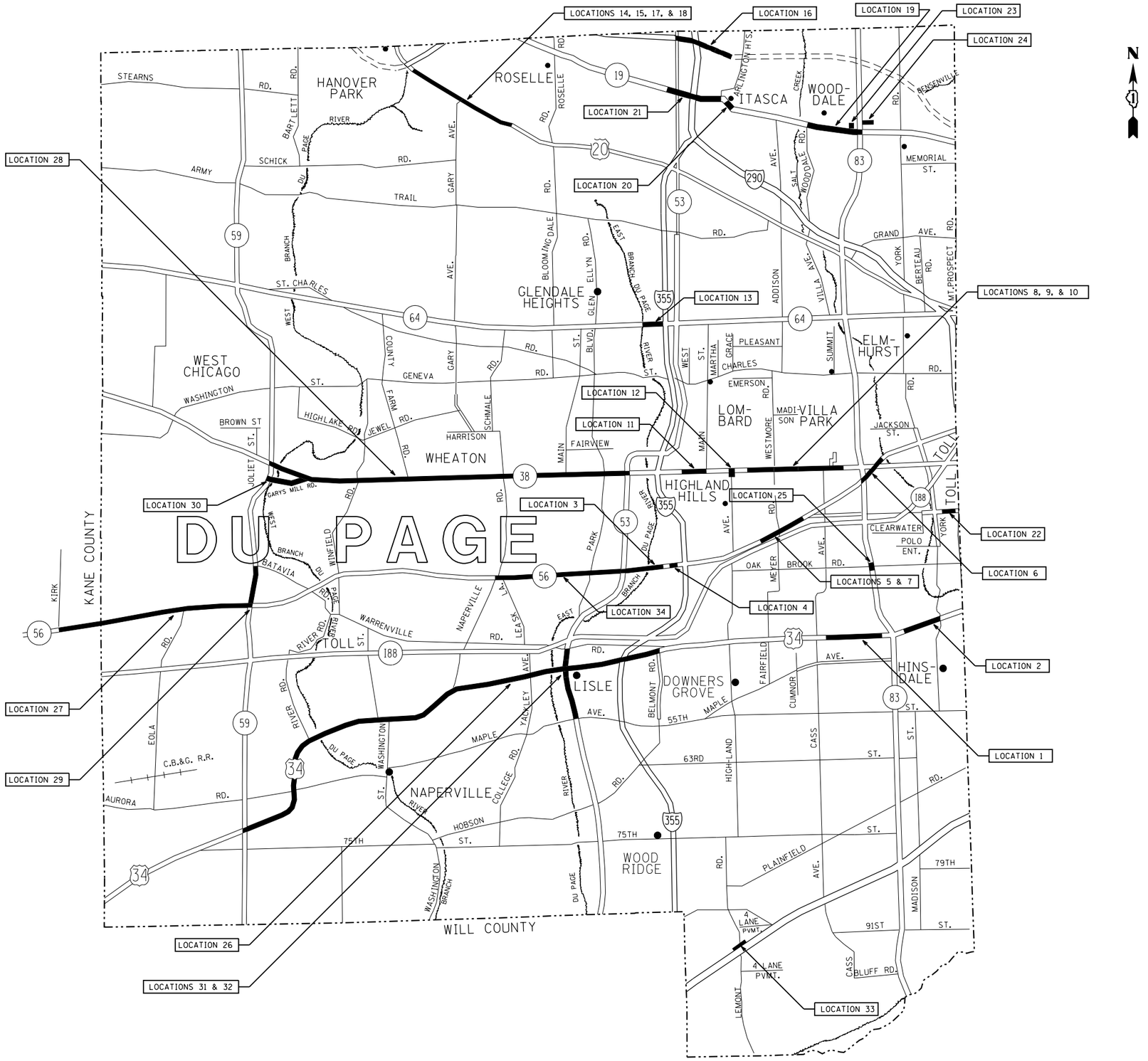
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	3
		CONTRACT NO. 60W66		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL LOCATION MAP
DUPAGE COUNTY

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	4
		CONTRACT NO. 60W66		
	ILLINOIS FED. AID PROJECT			

	SUMMARY - DUPAGE COUNTY ROUTES	MUNICIPALITIES	SPEED LIMIT	EXISTING ADT (YEAR)
LOC. 1	WB US 34 (PASQUINELLI DR. TO BLACKHAWK DR.)	WESTMONT, CLARENDON HILLS, DOWNERS GROVE TWP.	35 MPH	29,900 (2011)
LOC. 2	EB US 34 (W/O ADAMS RD. TO YORK RD.)	HINSDALE, DOWNERS GROVE TWP.	35 MPH	23,700 (2012)
LOC. 3	EB IL 56 (IL 53 TO GRAY AVE.)	DOWNERS GROVE, MILTON TWP.	50 MPH	33,700 (2011)
LOC. 4	EB IL 56 (WOODCREEK DR. TO ESPLANADE DR.)	DOWNERS GROVE, MILTON TWP., YORK TWP.	45 MPH	33,700 (2011)
LOC. 5	EB IL 56 (W/O FAIRFIELD AVE. TO TRANSAM PLAZA DR.)	LOMBARD, OAK BROOK, OAKBROOK TERRACE, YORK TWP.	45 MPH	43,300 (2012)
LOC. 6	EB IL 56 (IL 83 TO COMMONWEALTH LN.)	OAKBROOK TERRACE, ELMHURST, YORK TWP.	35-45 MPH	21,900 (2012)
LOC. 7	WB IL 56 (22ND ST. TO W/O FAIRFIELD AVE.)	LOMBARD, OAK BROOK, OAKBROOK TERRACE, YORK TWP.	45 MPH	43,300 (2012)
LOC. 8	IL 38 (VILLA AVE. TO ARDMORE AVE.)	VILLA PARK, OAKBROOK TERRACE, YORK TWP.	35 MPH	49,800 (2011)
LOC. 9	WB IL 38 (ARDMORE AVE. TO MEYERS RD. (LONGITUDINAL JOINTS))	LOMBARD, VILLA PARK, YORK TWP.	35 MPH	44,600 (2011)
LOC. 10	IL 38 (MEYERS RD. TO FAIRFIELD AVE.)	LOMBARD, YORK TWP.	35 MPH	41,300 (2011)
LOC. 11	WB IL 38 (MAIN ST. (LOMBARD) TO FINLEY RD. (LONGITUDINAL JOINTS))	LOMBARD, YORK TWP.	35 MPH	38,200 (2011)
LOC. 12	HIGHLAND AVE. (IL 38 TO 13TH ST.)	LOMBARD, YORK TWP.	35 MPH	13,900 (2012)
LOC. 13	IL 64 (I-355 TO EAST BRANCH OF THE DUPAGE RIVER BRIDGE)	LOMBARD, BLOOMINGDALE TWP., MILTON TWP.	45 MPH	52,500 (2012)
LOC. 14	WB US 20 (GARDEN AVE. TO GARY AVE.)	ROSELLE, BLOOMINGDALE TWP.	40 MPH	25,300 (2011)
LOC. 15	WB US 20 (GARY AVE. TO BARTELS RD.)	HANOVER PARK, BLOOMINGDALE TWP.	40 MPH	31,900 (2011)
LOC. 16	THORNDALE AVE. (PARK BLVD. TO ROHLWING RD.)	ITASCA, ADDISON TWP.	45 MPH	78,200 (2012)
LOC. 17	EB US 20 (ARLINGTON DR. TO GARY AVE.)	HANOVER PARK, BLOOMINGDALE TWP.	40 MPH	31,900 (2011)
LOC. 18	EB US 20 (GARY AVE. TO SPRINGFIELD DR.)	ROSELLE, BLOOMINGDALE, BLOOMINGDALE TWP.	40 MPH	25,300 (2011)

CONTINUED ON NEXT SHEET

	SUMMARY - DUPAGE COUNTY ROUTES	MUNICIPALITIES	SPEED LIMIT	EXISTING ADT (YEAR)
LOC. 19	IL 19 (WOOD DALE RD. TO IL 83)	WOOD DALE, BENSENVILLE, ADDISON TWP.	30-35 MPH	25,100 (2011)
LOC. 20	IL 19 (AT BLOOMINGDALE RD.)	ITASCA, ADDISON TWP.	35 MPH	14,000 (2011)
LOC. 21	WB IL 19 (WALNUT AVE. TO BAKER DR.)	ITASCA, ADDISON TWP., BLOOMINGDALE TWP.	30-40 MPH	15,500 (2011)
LOC. 22	22ND ST. (WINDSOR DR. TO I-88 FEEDER RAMP BRIDGE)	OAK BROOK, YORK TWP.	40 MPH	25,500 (2012)
LOC. 23	SPRUCE AVE. (MEDINAH ST. TO IL 19)	BENSENVILLE, ADDISON TWP.	25 MPH	2,450 (2012)
LOC. 24	MEDINAH ST. (IL 83 TO MARSHALL RD.)	BENSENVILLE, ADDISON TWP.	25 MPH	2,450 (2012)
LOC. 25	IL 83 (ALL RAMPS AT 31ST ST.)	OAK BROOK, YORK TWP.	N/A	3,450 (2012)
LOC. 26	US 34 (BELMONT RD. TO IL 59)	DOWNERS GROVE, LISLE, NAPERVILLE, NAPERVILLE TWP., LISLE TWP.	35-40 MPH	36,200 (2011)
LOC. 27	IL 56 (IL 59 TO KIRK/FARNSWORTH AVE.)	AURORA, WARRENVILLE, WINFIELD TWP., BATAVIA TWP.	50-55 MPH	16,700 (2011)
LOC. 28	IL 38 (IL 59 TO IL 53)	WEST CHICAGO, WINFIELD, WHEATON, GLEN ELLYN, WINFIELD TWP., MILTON TWP.	35-50 MPH	39,800 (2011)
LOC. 29	IL 59 (BATAVIA RD. TO IL 56)	WARRENVILLE, WINFIELD TWP.	45 MPH	32,600 (2011)
LOC. 30	GARY'S MILL RD. (IL 59 TO IL 38)	WEST CHICAGO, WINFIELD TWP.	35 MPH	3,700 (2012)
LOC. 31	IL 53 (US 34 ON AND OFF RAMPS)	LISLE, LISLE TWP.	25 MPH	1,900 (2012)
LOC. 32	IL 53 (WARRENVILLE RD. TO MAPLE AVE.)	LISLE, LISLE TWP.	35 MPH	25,800 (2012)
LOC. 33	I-55 (N. FRONTAGE RD. AT LEMONT RD. INTERSECTION)	DARIEN, DOWNERS GROVE TWP.	35 MPH	1,600 (2012)
LOC. 34	IL 56 (NAPERVILLE RD. TO IL 53)	WHEATON, MILTON TWP.	45 MPH	28,200 (2012)

	SUMMARY - DUPAGE COUNTY ROUTES	HMA 2" MILL & RESURFACE (SY)
LOC. 1	WB US 34 (PASQUINELLI DR. TO BLACKHAWK DR.)	544
LOC. 2	EB US 34 (W/O ADAMS RD. TO YORK RD.)	544
LOC. 3	EB IL 56 (IL 53 TO GRAY AVE.)	565
LOC. 4	EB IL 56 (WOODCREEK DR. TO ESPLANADE DR.)	133
LOC. 5	EB IL 56 (W/O FAIRFIELD AVE. TO TRANSAM PLAZA DR.)	3419
LOC. 6	EB IL 56 (IL 83 TO COMMONWEALTH LN.)	291
LOC. 7	WB IL 56 (22ND ST. TO W/O FAIRFIELD AVE.)	966
LOC. 8	IL 38 (VILLA AVE. TO ARDMORE AVE.)	117
LOC. 9	WB IL 38 (ARDMORE AVE. TO MEYERS RD. (LONGITUDINAL JOINTS))	132
LOC. 10	IL 38 (MEYERS RD. TO FAIRFIELD AVE.)	347
LOC. 11	WB IL 38 (MAIN ST. (LOMBARD) TO FINLEY RD. (LONGITUDINAL JOINTS))	135
LOC. 12	HIGHLAND AVE. (IL 38 TO 13TH ST.)	171
LOC. 13	IL 64 (I-355 TO EAST BRANCH OF THE DUPAGE RIVER BRIDGE)	215
LOC. 14	WB US 20 (GARDEN AVE. TO GARY AVE.)	763
LOC. 15	WB US 20 (GARY AVE. TO BARTELS RD.)	782
LOC. 16	THORNDALE AVE. (PARK BLVD. TO ROHLWING RD.)	785
LOC. 17	EB US 20 (ARLINGTON DR. TO GARY AVE.)	328
LOC. 18	EB US 20 (GARY AVE. TO SPRINGFIELD DR.)	375

	SUMMARY - DUPAGE COUNTY ROUTES	HMA 2" MILL & RESURFACE (SY)
LOC. 19	IL 19 (WOOD DALE RD. TO IL 83)	2093
LOC. 20	IL 19 (AT BLOOMINGDALE RD.)	192
LOC. 21	WB IL 19 (WALNUT AVE. TO BAKER DR.)	1390
LOC. 22	22ND ST. (WINDSOR DR. TO I-88 FEEDER RAMP BRIDGE)	1553
LOC. 23	SPRUCE AVE. (MEDINAH ST. TO IL 19)	107
LOC. 24	MEDINAH ST. (IL 83 TO MARSHALL RD.)	175
LOC. 25	IL 83 (ALL RAMPS AT 31ST ST.)	289
LOC. 26	US 34 (BELMONT RD. TO IL 59)	8836
LOC. 27	IL 56 (IL 59 TO KIRK/FARNSWORTH AVE.)	555
LOC. 28	IL 38 (IL 59 TO IL 53)	4013
LOC. 29	IL 59 (BATAVIA RD. TO IL 56)	136
LOC. 30	GARY'S MILL RD. (IL 59 TO IL 38)	667
LOC. 31	IL 53 (US 34 ON AND OFF RAMPS)	426
LOC. 32	IL 53 (WARRENVILLE RD. TO MAPLE AVE.)	2492
LOC. 33	I-55 (N. FRONTAGE RD. AT LEMONT RD. INTERSECTION)	729
LOC. 34	IL 56 (NAPERVILLE RD. TO IL 53)	3209
	DUPAGE COUNTY TOTAL =	37474 SY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF INTERMITTENT RESURFACING SCHEDULE

SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	7
		CONTRACT NO. 60W66		
	ILLINOIS FED. AID PROJECT			

ROUTE: WB US 34 (Pasquinelli Dr. to Blackhawk Dr.)

CROSS STREET		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)
Pasquinelli Dr		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
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		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
	Blackhawk Dr	WB	1	12	6	72	8
Pasquinelli Dr		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
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		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	1&2	3	200	600	67
		WB	1&2	3	200	600	67
	Blackhawk Dr	WB	2	12	20	240	27
		TOTALS:			**708**		**544**
					FT		**SY**

ROUTE: EB US 34 (w/o Adams Rd. to York Rd.)

CROSS STREET		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)
w/o Adams Rd		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	6	200	1200	133
		EB	1&2	3	200	600	67
		EB	2	6	50	300	33
		EB	2	3	200	600	67
		EB	2	12	15	180	20
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	York Rd	EB	1	12	6	72	8
		TOTALS:			**833**		**544**
					FT		**SY**

ROUTE: EB IL 56 (IL 53 to Gray Ave.)

CROSS STREET		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)
IL 53		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	15	180	20
		EB	1	12	8	96	11
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	8	96	11
		EB	2	12	8	96	11
		EB	2	12	10	120	13
		EB	2	12	10	120	13
		EB	2	12	10	120	13
		EB	2	12	6	72	8
		EB	1&2	3	50	150	17
		EB	1&2	3	50	150	17
		EB	1&2	3	50	150	17
		EB	1&2	3	100	300	33
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	25	300	33
		EB	2&3	12	200	2400	267
	Gray Ave	EB	2&3	3	100	300	33
		TOTALS:			**686**		**565**
					FT		**SY**

ROUTE: EB IL 56 (Woodcreek Dr. to Esplanade Dr.)

CROSS STREET		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)
Woodcreek Dr	Esplanade Dr	EB	1&2	3	400	1200	133
		TOTALS:			**400**		**133**
					FT		**SY**

ROUTE: EB IL 56 (W/O Fairfield Ave. to Trans Am Plaza Dr.)

CROSS STREET		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)
W/O Fairfield Ave		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: EB IL 56 (W/O Fairfield Ave. to Trans Am Plaza Dr.) (Continued)

CROSS STREET		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)
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1&2	3	100	300	33
		EB	1&2	3	200	600	67
		EB	1&2	3	2000	6000	667
	Trans Am Plaza Dr	EB	1&2	3	500	1500	167
W/O Fairfield Ave		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8

ROUTE: EB IL 56 (W/O Fairfield Ave. to Trans Am Plaza Dr.) (Continued)

CROSS STREET		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)
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	50	600	67
		EB	2	6	200	1200	133
		EB	2	6	200	1200	133
		EB	2	6	200	1200	133
		EB	2&3	3	500	1500	167
		EB	2	6	200	1200	133
	Trans Am Plaza Dr	EB	2	12	3	1000	111
W/O Fairfield Ave		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: EB IL 56 (W/O Fairfield Ave. to Trans Am Plaza Dr.) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
	Trans Am Plaza Dr	EB	3	12	6	72	8
		TOTALS:			**5359**		**3419**
					FT		**SY**

ROUTE: EB IL 56 (IL 83 to Commonwealth Ln.)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
IL 83		EB	2	10	6	60	7
		EB	2	12	10	120	13
		EB	1	12	12	144	16
		EB	2	10	12	120	13
		EB	1	12	6	72	8
		EB	1&2	3	150	450	50
		EB	1&2	3	200	600	67
		EB	1&2	3	100	300	33
		EB	1&2	3	100	300	33
		EB	1&2	3	50	150	17
	Commonwealth Ln	EB	1&2	3	100	300	33
		TOTALS:			**746**		**291**
					FT		**SY**

NOTE:
CONTRACT NO. 60N77 MAY IMPACT
INTERMITTENT RESURFACING NEAR
IL 38 BRIDGE

ROUTE: WB IL 56 (22nd St. to W/O Fairfield Ave.)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
22nd St.		WB	1&2	3	50	150	17
		WB	1&2	3	60	180	20
		WB	1&2	3	200	600	67
		WB	1&2	3	200	600	67
		WB	2	12	10	120	13
		WB	1&2	3	300	900	100
		WB	1&2	3	200	600	67
		WB	1&2	3	300	900	100
		WB	1&2	3	250	750	83
		WB	1&2	3	100	300	33
		WB	1&2	3	350	1050	117
		WB	1&2	3	80	240	27
		WB	1&2	3	20	60	7
		WB	2	6	6	36	4
		WB	1	12	8	96	11
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	10	10	100	11
		WB	1&2	3	50	150	17
		WB	1&2	3	300	900	100
	W/O Fairfield Ave	WB	1&2	3	200	600	67
		TOTALS:			**2754**		**966**
					FT		**SY**

ROUTE: IL 38 (Villa Ave. to Ardmore Ave.)

CROSS STREET		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)
Villa Ave		EB	1&2	3	200	600	67
	Ardmore Ave	EB	1&2	3	150	450	50
		TOTALS:			**350**		**117**
					FT		**SY**

ROUTE: IL 38 (Meyers Rd. to Fairfield Ave.)

CROSS STREET		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)
Meyers Rd		WB	1&2	3	20	60	7
		WB	1&2	3	30	90	10
		WB	1&2	3	20	60	7
		WB	1&2	3	20	60	7
		WB	1&2	3	30	90	10
		WB	1&2	3	70	210	23
		WB	1&2	3	50	150	17
		WB	1&2	3	30	90	10
		WB	1&2	3	40	120	13
		WB	1&2	3	40	120	13
		WB	1&2	3	50	150	17
		EB	1&2	3	50	150	17
		EB	1&2	3	40	120	13
		EB	1&2	3	400	1200	133
		EB	1&2	3	50	150	17
	Fairfield Ave	EB	1&2	3	100	300	33
		TOTALS:			**1040**		**347**
					FT		**SY**

ROUTE: WB IL 38 (Ardmore Ave. to Meyers Rd. (Longitudinal Joints))

CROSS STREET		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)
Ardmore Ave		WB	1&2	3	30	90	10
		WB	1&2	3	30	90	10
		WB	1&2	3	100	300	33
		WB	1&2	3	50	150	17
		WB	1&2	3	100	300	33
		WB	1&2	3	50	150	17
	Meyers Rd	EB	1&2	3	35	105	12
		TOTALS:			**395**		**132**
					FT		**SY**

ROUTE: WB IL 38 (Main St. (Lombard) to Finley Rd. (Longitudinal Joints))

CROSS STREET		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)
Main St.		WB	1&2	3	20	60	7
		WB	1&2	3	30	90	10
		WB	1&2	3	40	120	13
		WB	1&2	3	30	90	10
		WB	1&2	3	100	300	33
		WB	1&2	3	100	300	33
		WB	1&2	3	30	90	10
		WB	1&2	3	30	90	10
	Finley Rd	WB	1&2	3	25	75	8
		TOTALS:			**405**		**135**
					FT		**SY**

FILE NAME = c:\pw_work\pwidot\pencepl\d0335178\HMA-DuPAGE-Design.dgn	USER NAME = PencePL	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/22/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 38

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	12
		CONTRACT NO. 60W66		
	ILLINOIS FED. AID PROJECT			

ROUTE: Highland Ave. (IL 38 to 13th St.)

CROSS STREET		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)
IL 38(Roosevelt Rd)		SB	1	6	12	72	8
		SB	1	6	12	72	8
		SB	1	6	12	72	8
		SB	1	6	12	72	8
		SB	2	6	12	72	8
		SB	2	6	12	72	8
		SB	2	6	12	72	8
		SB	2	6	12	72	8
	13th St.	SB	1	6	12	72	8
IL 38(Roosevelt Rd)		NB	1	10	12	120	13
		NB	2	10	12	120	13
		NB	1	6	12	72	8
		NB	1	6	12	72	8
		NB	1	6	12	72	8
		NB	1	6	12	72	8
		NB	2	6	12	72	8
		NB	2	6	12	72	8
		NB	2	6	12	72	8
		NB	2	6	12	72	8
	13th St.	NB	2	6	12	72	8
		TOTALS:			**240**		**171**
					FT		**SY**

ROUTE: IL 64 (I-355 to East Branch of DuPage River Bridge)

CROSS STREET		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)
I-355		EB	1	8	30	240	27
		EB	1	8	40	320	36
		EB	2	8	50	400	44
		EB	2	8	50	400	44
		WB	1	4	48	192	21
		WB	2	4	60	240	27
	E. Branch of Dupage River Bridge	WB	1	6	24	144	16
		TOTALS:			**302**		**215**
					FT		**SY**

NOTE:
CONTRACT NO. 60T80 MAY IMPACT
INTERMITTENT RESURFACING NEAR
I-355

ROUTE: WB US 20 (Garden Ave. to Gary Ave.)

CROSS STREET		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)
Garden Ave.		WB	2	3	70	210	23
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	2	3	140	420	47
		WB	2	6	70	420	47
		WB	2	3	75	225	25
	Rodenburg Rd.	WB	1,2	3	70	210	23
Rodenburg Rd.		WB	1,2	3	100	300	33
		WB	2	12	4	48	5
		WB	1,2	4	40	160	18
		WB	2	12	3	36	4
		WB	2	12	4	48	5
		WB	2	6	60	360	40
		WB	1	12	4	48	5
		WB	2	16	4	64	7
		WB	1	12	3	36	4
		WB	2	14	3	42	5
		WB	2	6	20	120	13
		WB	2	3	90	270	30
		WB	2	12	20	240	27
		WB	2	12	20	240	27
		WB	2	12	40	480	53
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	2	14	6	84	9
	Bryn Mawr Ave.	WB	RT	12	3	36	4
Bryn Mawr Ave.		WB	2	14	4	56	6
		WB	1,2	3	230	690	77
		WB	2	3	40	120	13
		WB	1,2	3	80	240	27
		WB	2,RT	3	80	240	27
		WB	2	12	4	48	5
		WB	1,2	3	50	150	17
		WB	2	3	35	105	12
	Colby Commerce Dr.	WB	1,2	3	15	45	5
Colby Commerce Dr.		WB	2	12	3	36	4
		WB	2	3	160	480	53
		WB	2,RT	3	50	150	17
	Gary Ave.	WB	1	12	20	240	27
		TOTALS:			**1634**		**763**
					FT		**SY**

FILE NAME = c:\pw_work\pwidot\pencepl\d0335178\HMA-DuPAGE-Design.dgn	USER NAME = PencePL	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**INTERMITTENT RESURFACING SCHEDULE HIGHLAND AVE., IL 64, AND US 20**	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -			VAR.	2013-030 RS	DUPAGE	44	13
	PLOT DATE = 5/22/2013	CHECKED -	REVISED -					CONTRACT NO. 60W66		
		DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

ROUTE: WB US 20 (Gary Ave. to Bartels Rd.)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Gary Ave.		WB	1	12	6	72	8
		WB	1	12	4	48	5
		WB	1	12	3	36	4
		WB	1,2	3	25	75	8
		WB	1	12	4	48	5
		WB	1,2	3	35	105	12
		WB	1	12	4	48	5
		WB	2	12	6	72	8
		WB	2	3	60	180	20
		WB	1	12	4	48	5
		WB	2	12	6	72	8
		WB	2	12	8	96	11
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	1	12	8	96	11
		WB	2	6	4	24	3
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	1,2	3	45	135	15
		WB	1	12	4	48	5
		WB	2	12	3	36	4
		WB	2	3	30	90	10
		WB	2	16	6	96	11
		WB	2	12	10	120	13
		WB	1	12	4	48	5
		WB	2	12	4	48	5
	Turnberry Dr.	WB	2	12	6	72	8
Turnberry Dr.		WB	1,2	3	60	180	20
		WB	1	12	8	96	11
		WB	2	12	3	36	4
		WB	2	3	35	105	12
		WB	2	3	65	195	22
		WB	2	12	4	48	5
		WB	2	12	15	180	20
		WB	2	4	45	180	20
		WB	2	12	25	300	33

ROUTE: WB US 20 (Gary Ave. to Bartels Rd.) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		WB	2	12	16	192	21
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	2	4	50	200	22
		WB	2	3	50	150	17
		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	13	10	130	14
		WB	2	14	8	112	12
	Bartels Rd.	WB	2	3	65	195	22
Bartels Rd.		WB	1	12	12	144	16
		WB	2	5	5	25	3
		WB	2	6	15	90	10
		WB	1	13	3	39	4
		WB	2	12	4	48	5
		WB	1	12	12	144	16
		WB	1,2	3	10	30	3
		WB	2	12	3	36	4
		WB	1,2	3	40	120	13
		WB	2	12	40	480	53
		WB	2	12	22	264	29
		WB	1,2	3	20	60	7
		WB	1,2	3	55	165	18
		WB	2	12	15	180	20
		WB	2	12	10	120	13
		WB	2	6	30	180	20
		WB	1	12	3	36	4
	920' W of Bartels Rd.	WB	2	12	6	72	8
		TOTALS:		**645**	**1119**		**782**
				FT	**FT**		**SY**

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	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/22/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
US 20

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	14
		CONTRACT NO. 60W66		
	ILLINOIS FED. AID PROJECT			

ROUTE: Thorndale Ave. (Park Blvd. to Rohlwing Rd.)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Park Blvd		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	3	36	108	12
		WB	2	3	36	108	12
		WB	2	3	36	108	12
		WB	2	3	300	900	100
		WB	2	3	200	600	67
		WB	2	12	20	240	27
		WB	2	3	100	300	34
		WB	2	3	25	75	9
		WB	2	3	36	108	12
		WB	2	6	3	18	2
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	10	120	14
		WB	3	12	3	36	4
		WB	3	12	20	240	27
	Rohlwing Rd	WB	3	6	3	18	2
Park Blvd		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	10	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	2	12	3	36	4
		EB	2	10	3	36	4
		EB	2	12	3	36	4
		EB	2	12	3	36	4
		EB	2	9	3	27	3
		EB	2	10	3	30	4
		EB	2	12	3	36	4
		EB	2	12	3	36	4
		EB	2	3	36	108	12
		EB	2	12	20	240	27

ROUTE: Thorndale Ave. (Park Blvd. to Rohlwing Rd.) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		EB	2	12	10	120	14
		EB	2	12	3	36	4
		EB	2	3	30	90	10
		EB	2	3	40	120	14
		EB	2	12	6	72	8
		EB	2	12	3	36	4
		EB	2	12	3	36	4
		EB	2	3	36	108	12
		EB	2	12	3	36	4
		EB	2	12	3	36	4
		EB	2	3	32	96	11
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	10	3	30	4
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	12	3	36	9
		EB	3	10	3	30	4
		EB	3	3	30	90	10
		EB	3	12	20	240	27
		EB	3	12	10	120	14
	Rohlwing Rd	EB	3	3	32	96	11
		TOTALS:			**1274**		**785**
					FT		**SY**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
THORNDALE AVE.

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	15
		CONTRACT NO. 60W66		
	ILLINOIS FED. AID PROJECT			

ROUTE: EB US 20 (Arlington Dr. to Gary Ave.)

CROSS STREET		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)
BJ 920' W of Arlington Dr.		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	1,2	3	20	60	7
		EB	1	12	8	96	11
		EB	1,2	3	40	120	13
		EB	2	12	6	72	8
		EB	LT,1	16	12	192	21
		EB	LT	12	10	120	13
		EB	2,RT	3	35	105	12
		EB	2	3	35	105	12
	Arlington Dr.	EB	2	12	3	36	4
Arlington Dr.		EB	2	12	6	72	8
		EB	2	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	2	3	10	30	3
		EB	2	3	25	75	8
		EB	2	3	35	105	12
		EB	2	12	4	48	5
		EB	2	6	25	150	17
	Cloverdale Rd.	EB	2	3	25	75	8
Cloverdale Rd.		EB	2	3	55	165	18
		EB	2	3	10	30	3
		EB	2	12	3	36	4
		EB	2	3	15	45	5
		EB	2	12	10	120	13
		EB	1	12	6	72	8
		EB	2	12	6	72	8
	Thorn Rd.	EB	2	3	40	120	13
Thorn Rd.		EB	1	12	4	48	5
		EB	LT	12	4	48	5
		EB	2,RT	3	25	75	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
	Gary Ave.	EB	2	3	100	300	33
		TOTALS:			**607**		**328**
					FT		**SY**

ROUTE: EB US 20 (Gary Ave. to Springfield Dr.)

CROSS STREET		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)
Gary Ave.		EB	1	12	4	48	5
	Virginia Rd.	EB	2	12	4	48	5
Virginia Rd.		EB	Shldr	9	9	81	9
		EB	1	12	8	96	11
		EB	2	12	4	48	5
		EB	1	12	4	48	5
	Keeney Rd.	EB	2	12	4	48	5
Keeney Rd.		EB	2	12	3	36	4
		EB	2	12	3	36	4
	Bryn Mawr Ave.	EB	2	12	3	36	4
Bryn Mawr Ave.		EB	2	12	3	36	4
	Papworth St.	EB	2	12	4	48	5
Papworth St.		EB	1	12	3	36	4
	Wheaton Rd.	EB	1	12	3	36	4
Wheaton Rd.		EB	1	12	5	60	7
	Rodenburg Rd.	EB	1,2	3	110	330	37
Rodenburg Rd.		EB	1	3	20	60	7
		EB	1	3	20	60	7
		EB	1,2	3	70	210	23
	Garden Ave.	EB	1,2	3	30	90	10
Garden Ave.		EB	2	12	4	48	5
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	2	12	3	36	4
	Springfield Dr.	EB	2	3	145	435	48
Springfield Dr.		EB	LT,1	18	4	72	8
		EB	2	12	4	48	5
		EB	LT	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	2	4	240	960	107
		EB	1	12	3	36	4
	BJ 690' E of Springfield Dr.	EB	2	12	3	36	4
		TOTALS:			**738**		**375**
					FT		**SY**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
US 20

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	16
		CONTRACT NO. 60W66		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 19 (Wood Dale Rd. to IL 83)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Wood Dale Rd		WB	1	12	100	1200	133
		WB	1	12	45	540	60
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	3	80	240	27
		WB	1	12	6	72	8
		WB	1	3	100	300	33
		WB	1	3	150	450	50
		WB	1	12	3	36	4
		WB	1	3	150	450	50
		WB	1	3	250	750	83
		WB	1	3	80	240	27
		WB	1	3	30	90	10
		WB	1	3	75	225	25
		WB	1	3	160	480	53
		WB	1	12	40	480	53
		WB	1	3	50	150	17
		WB	1	3	35	105	12
		WB	1	3	135	405	45
		WB	1	3	40	120	13
		WB	1	3	200	600	67
		WB	1	3	35	105	12
		WB	1	3	65	195	22
		WB	1	12	20	240	27
		WB	1	12	28	336	37
		WB	1	12	35	420	47
		WB	1	8	45	360	40
		WB	2	8	15	120	13
		WB	2	3	10	30	3
		WB	2	3	12	36	4
		WB	2	3	12	36	4
		WB	2	12	8	96	11
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	10	120	13
		WB	2	12	8	96	11
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	6	15	90	10
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	50	600	67
		WB	2	6	8	48	5
		WB	2	12	6	72	8
	IL 83	WB	2	12	18	216	24
Wood Dale Rd		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	8	24	3
		EB	1	3	8	24	3
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4

ROUTE: IL 19 (Wood Dale Rd. to IL 83) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	100	300	33
		EB	1	3	150	450	50
		EB	1	3	200	600	67
		EB	1	3	60	180	20
		EB	1	3	100	300	33
		EB	1	3	24	72	8
		EB	1	3	120	360	40
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	40	120	13
		EB	1	3	30	90	10
		EB	1	3	35	105	12
		EB	1	3	30	90	10
		EB	1	3	110	330	37
		EB	1	3	150	450	50
		EB	1	3	160	480	53
		EB	1	3	160	480	53
		EB	1	3	60	180	20
		EB	1	3	12	36	4
		EB	1	12	12	144	16
		EB	1	12	12	144	16
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	12	12	144	16
		EB	1	12	12	144	16
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	6	6	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	130	390	43
		EB	1	3	40	120	13
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	200	600	67
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	12	30	360	40
		EB	1	12	20	240	27
		EB	2	12	3	36	4
	IL 83	EB	2	12	3	36	4
		TOTALS:			**4601**		**2093**
					FT		**SY**

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	PLOT DATE = 5/22/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 19

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	17
		CONTRACT NO. 60W66		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 19 (at Bloomingdale Rd.)

CROSS STREET		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)
IL 19 (Irving Park Rd)		NB	1	12	6	72	8
		EB	1	10	20	200	23
		EB	1	12	10	120	14
		EB	2	12	10	120	14
		EB	2	3	150	450	50
		EB	2	3	12	36	4
		WB	1	6	15	90	10
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	5	13	65	8
		WB	1	3	75	225	25
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	2	3	12	36	4
		WB	2	3	12	36	4
	at Bloomingdale Rd	WB	2	3	12	36	4
		TOTALS:			**419**		**192**
					FT		**SY**

ROUTE: WB IL 19 (Walnut Ave. to Baker Dr.)

CROSS STREET		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)
Walnut Ave		WB	1	12	3	36	4
		WB	1	3	150	450	50
		WB	1	3	80	240	27
		WB	1	3	50	150	17
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	160	1920	214
		WB	1	3	65	195	22
		WB	1	4	3	12	2
		WB	1	3	30	90	10
		WB	1	3	65	195	22
		WB	1	12	6	72	8
		WB	1	3	200	600	67
		WB	1	3	55	165	19
		WB	1	12	30	360	40
		WB	1	12	30	360	40

ROUTE: WB IL 19 (Walnut Ave. to Baker Dr.) (Continued)

CROSS STREET		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)
		WB	1	3	8	24	3
		WB	1	12	15	180	20
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	12	144	16
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	24	288	32
		WB	1	3	60	180	20
		WB	1	3	50	150	17
		WB	1	3	35	105	12
		WB	1	3	80	240	27
		WB	1	3	100	300	34
		WB	1	3	40	120	14
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	24	288	32
		WB	2	12	3	36	4
		WB	2	12	12	144	16
		WB	2	12	25	300	34
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	16	192	22
		WB	2	12	24	288	32
		WB	2	3	24	72	8
		WB	2	3	24	72	8
		WB	2	3	100	300	34
		WB	2	12	50	600	67
		WB	2	3	24	72	8
	Baker Dr	WB	2	12	60	720	80
		WB	2	12	30	360	40
		WB	2	12	30	360	40
		WB	2	12	24	288	32
		WB	2	3	40	120	14
		WB	2	12	50	600	67
		WB	2	3	12	36	4
		WB	2	12	20	240	27
		TOTALS:			**2006**		**1390**
					FT		**SY**

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	PLOT DATE = 5/22/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 19

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	18
		CONTRACT NO. 60W66		
	ILLINOIS FED. AID PROJECT			

ROUTE: 22nd St. (Windsor Dr. to I-88 Feeder Ramp Bridge)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Windsor Dr		EB	1	12	12	144	16
		EB	1	12	12	144	16
		EB	1	12	12	144	16
		EB	1	12	12	144	16
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	12	144	16
		EB	2	12	12	144	16
		EB	2	12	12	144	16
		EB	2	12	12	144	16
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	12	144	16
		EB	3	12	12	144	16
		EB	3	12	12	144	16
		EB	3	12	12	144	16

ROUTE: 22nd St. (Windsor Dr. to I-88 Feeder Ramp Bridge) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
	I-88 Feeder Ramp Bridge	EB	1&2	3	200	600	67
Windsor Dr		WB	1	12	12	144	16
		WB	1	12	12	144	16
		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
		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
		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
		WB	2	12	12	144	16
		WB	2	12	12	144	16
		WB	2	12	12	144	16
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: 22nd St. (Windsor Dr. to I-88 Feeder Ramp Bridge) (Continued)

CROSS STREET		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)
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	12	144	16
		WB	3	12	12	144	16
		WB	3	12	12	144	16
		WB	3	12	12	144	16
		WB	3	12	12	144	16
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	3	12	6	72	8
		WB	1&2	3	400	1200	133
	I-88 Feeder Ramp Bridge	WB	1&2	3	100	300	33
		TOTALS:			**1690**		**1553**
					FT		**SY**

ROUTE: Spruce Ave. (Medinah St. to IL 19)

CROSS STREET		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)
Medinah St		NB	1	12	10	120	13
		NB	1	12	10	120	13
		NB	1	11	3	33	4
		NB	1	11	3	33	4
		NB	1	11	3	33	4
		NB	1	11	3	33	4
		NB	1	3	35	105	12
		SB	1	11	3	33	4
		SB	1	11	3	33	4
		SB	1	11	3	33	4
		SB	1	11	3	33	4
		SB	1	11	3	33	4
		SB	1	11	3	33	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	12	144	16
		SB	1	12	3	36	4
	IL 19(Irving Park Rd.)	SB	1	12	3	36	4
		TOTALS:			**109**		**107**
					FT		**SY**

ROUTE: Medinah St. (IL 83 to Marshall Rd.)

CROSS STREET		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)
IL 83		EB	1	13	3	39	4
		EB	1	13	3	39	4
		EB	1	13	3	39	4
		EB	1	13	3	39	4
		EB	1	13	3	39	4
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	3	39	4
		EB	1	13	5	65	7
		EB	1	13	3	39	4
		EB	1	13	8	104	12
		EB	1	13	3	39	4
		EB	1	3	45	135	15
		EB	1	13	3	39	4
		EB	1	13	3	39	4
		EB	1	8	8	64	7
		WB	1	13	3	39	4
		WB	1	13	3	39	4
		WB	1	13	3	39	4
		WB	1	13	3	39	4
		WB	1	13	3	39	4
		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	3	39	4
		WB	1	13	5	65	7
		WB	1	13	3	39	4
		WB	1	13	8	104	12
		WB	1	13	3	39	4
		WB	1	13	3	39	4
	Marshall Rd	WB	1	13	3	39	4
		TOTALS:			**159**		**175**
					FT		**SY**

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	PLOT DATE = 5/22/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
22ND ST., SPRUCE AVE., AND MEDINAH ST.

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	20
		CONTRACT NO. 60W66		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 83 (All Ramps at 31st St.)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
NB IL 83	EB 31st St.		1	12	10	120	13
31st St.	IL 83		1&2	3	50	150	17
SB IL 83	WB 31st St		1	8	18	144	16
			1	8	18	144	16
			1	8	18	144	16
			1	8	18	144	16
			1	8	18	144	16
			1	8	18	144	16
			1	8	18	144	16
			1	8	18	144	16
			1&2	3	150	450	50
			1&2	3	50	150	17
			1	8	18	144	16
			1	8	18	144	16
			1	8	18	144	16
			1	8	18	144	16
		TOTALS:			**476**		**289**
					FT		**SY**

ROUTE: US 34 (Belmont Rd. to IL 59)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
IL 59		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Raymond Dr	EB	1	12	6	72	8
IL 59		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
	Raymond Dr	EB	2	12	6	72	8
Raymond Dr		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Washington St	EB	1	12	6	72	8
Raymond Dr		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
	Washington St	EB	2	12	6	72	8

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		DRAWN -	REVISED -			VAR.	2013-030 RS	DUPAGE	44 / 21
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 60W66	
	PLOT DATE = 5/22/2013	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET		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)
Washington St		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Naper Blvd	EB	1	12	6	72	8
Washington St		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET		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)
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	6	100	600	67
	Naper Blvd	EB	1&2	3	400	1200	133
Naper Blvd		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	6	100	600	67
	Yackley Ave	EB	1	12	20	240	27
Naper Blvd		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET		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)
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	15	180	20
		EB	2	6	300	1800	200
		EB	2	12	20	240	27
	Yackley Ave	EB	2	6	100	600	67
Yackley Ave		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET		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)
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	IL 53	EB	1	12	6	72	8
Yackley Ave		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	6	1000	6000	667
		EB	2	12	15	180	20
		EB	2	6	100	600	67
		EB	2	12	10	120	13
		EB	2	12	10	120	13
	IL 53	EB	2	12	20	240	27
IL 53		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Belmont Rd	EB	1	12	6	72	8
IL 53		EB	2	12	10	120	13
		EB	2	6	50	300	33
		EB	2	6	15	90	10
		EB	2	12	6	72	8
		EB	2	6	100	600	67
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
	Belmont Rd	EB	2	12	6	72	8
IL 59		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
	Raymond Dr	WB	1	12	6	72	8
IL 59		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
	Raymond Dr	WB	2	12	6	72	8
Raymond Dr		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
		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

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		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
		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
		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
		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
		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
		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
	Naper Blvd	WB	1	12	6	72	8
Raymond Dr		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: US Route 34 (Belmont Rd. to Route 59) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
	Naper Blvd	WB	2	6	40	240	27
Naper Blvd		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
		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
		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
		WB	1	12	6	72	8
		WB	1	12	6	72	8

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		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
		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
		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
		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
		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
		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
		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
		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
		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
	Yackley Ave	WB	1	12	6	72	8
Naper Blvd		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	6	100	600	67
		WB	2	6	50	300	33
		WB	2	6	50	300	33
	Yackley Ave	WB	2	6	50	300	33
Yackley Ave		WB	1	6	50	300	33
		WB	1	6	50	300	33
		WB	1	3	250	750	83
		WB	1	3	100	300	33
		WB	1	3	200	600	67
		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
		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
		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
		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
		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
		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
		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
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		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
		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
		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
		WB	1	12	6	72	8
	IL 53	WB	1	12	6	72	8
Yackley Ave		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	1&2	3	400	1200	133
		WB	1&2	3	100	300	33
		WB	2	6	50	300	33
	IL 53	WB	2	6	200	1200	133
IL 53		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
		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
		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
		WB	1	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		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
		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
		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
		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
	IL 53	WB	1	12	6	72	8
IL 53		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8

ROUTE: US 34 (Belmont Rd. to IL 59) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
	Belmont Rd	WB	2	6	40	240	27
		TOTALS:			**8987**		**8836**
					FT		**SY**

ROUTE: IL 56 (IL 59 to Kirk Rd./Farnsworth Ave.)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
IL 59		WB	1	12	15	180	20
		WB	1	12	15	180	20
		WB	1	12	15	180	20
		WB	1	6	30	180	20
		WB	1	6	80	480	53
		WB	1	12	6	72	8
		WB	1	6	20	120	13
		WB	1	12	6	72	8
		WB	1	12	6	6	1
		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	6	75	450	50
		WB	1	6	30	180	20
	Kirk Rd /Farnsworth Ave	WB	1	6	200	1200	133
IL 59		EB	1	12	15	180	20
		EB	1	12	15	180	20
		EB	1	12	15	180	20
		EB	1	12	15	180	20
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Kirk Rd /Farnsworth Ave	EB	1	6	30	180	20
		TOTALS:			**654**		**555**
					FT		**SY**

ROUTE: IL 38 (IL 59 to IL 53)

CROSS STREET		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)
IL 59		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Warrenville Rd	EB	1	20	6	120	13
IL 59		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8

ROUTE: IL 38 (IL 59 to IL 53) (Continued)

CROSS STREET		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)
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	12	144	16
		EB	2	12	12	144	16
		EB	2	6	20	120	13
		EB	1&2	3	100	300	33
		EB	2	12	15	180	20
		EB	2	12	6	72	8
		EB	1&2	3	50	150	17
		EB	1&2	3	150	450	50
	Warrenville Rd	EB	2	12	6	72	8
IL 59		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
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	20	6	120	13
		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
		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
		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
		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
	Warrenville Rd	WB	1	6	50	300	33

CONTINUED ON NEXT SHEET

ROUTE: IL 38 (IL 59 to IL 53) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
IL 59		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	15	180	20
		WB	2	6	30	180	20
		WB	2	6	50	300	33
		WB	1&2	3	200	600	67
		WB	2	12	10	120	13
		WB	2	12	10	120	13
		WB	2	12	15	180	20
		WB	2	12	15	180	20
		WB	2	12	20	240	27
		WB	1&2	3	200	200	22
	Warrenville Rd	WB	2	12	50	600	67
Warrenville Rd		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	50	600	67
		EB	1	12	6	72	8
		EB	1	12	6	72	8

ROUTE: IL 38 (IL 59 to IL 53) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	IL 53	EB	1	12	6	72	8
Warrenville Rd		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	3	300	900	100
		EB	2	6	30	180	20
		EB	2	6	500	3000	333
		EB	2	6	200	1200	133
		EB	2	6	100	600	67
		EB	2	6	200	1200	133
		EB	2	6	30	180	20
		EB	2	6	40	240	27
		EB	2	6	20	120	13
		EB	2	6	100	600	67
		EB	2	6	300	1800	200
		EB	2	12	200	2400	267
	IL 53	EB	2	12	6	72	8
Warrenville Rd		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
		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
		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
		WB	1	12	6	200	22
		WB	1	12	6	72	8
		WB	1	12	10	120	13
	IL 53	WB	1	12	10	120	13
Warrenville Rd		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: IL 38 (IL 59 to IL 53) (Continued)

CROSS STREET		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)
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	20	240	27
		WB	2	12	10	120	13
		WB	2	6	200	1200	133
		WB	2	6	20	120	13
		WB	2	6	15	90	10
	IL 53	WB	2	6	200	1200	133
		TOTALS:			**4827**		**4013**
					FT		**SY**

ROUTE: Gary's Mill Rd. (IL 59 to IL 38)

CROSS STREET		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)
IL 59		WB	1	6	100	600	67
		WB	1	12	50	600	67
		WB	1	6	30	180	20
		EB	1	12	50	600	67
		EB	1	6	450	2700	300
		EB	1	6	100	600	67
		EB	1	12	20	240	27
	IL 38(Roosevelt Rd.)	EB	1	6	80	480	53
		TOTALS:			**880**		**667**
					FT		**SY**

ROUTE: IL 59 (Batavia Rd. to IL 56)

CROSS STREET		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)
Batavia Rd		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	8	96	11
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
	IL 56	NB	2	6	20	120	13
		TOTALS:			**112**		**136**
					FT		**SY**

ROUTE: IL 53 (US 34 On and Off Ramps)

CROSS STREET		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)
US 34 On Ramp		EB	1&2	3	100	300	33
		EB	1	6	200	1200	133
		WB	1	16	30	480	53
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1&2	3	200	600	67
		WB	1	16	30	480	53
		WB	1	16	20	320	36
	US 34 Off Ramp	WB	1	16	15	240	27
		TOTALS:			**613**		**426**
					FT		**SY**

FILE NAME = c:\pw_work\pwidot\pencepl\d0335178\HMA-DuPAGE-Design.dgn	USER NAME = PencePL	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/22/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 38, IL 59, GARY'S MILL RD., AND IL 53

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	31
		CONTRACT NO. 60W66		
	ILLINOIS	FED. AID PROJECT		

ROUTE: IL 53 (Warrenville Rd. to Maple Ave.)

CROSS STREET		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)
Warrenville Rd		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8

ROUTE: IL 53 (Warrenville Rd. to Maple Ave.) (Continued)

CROSS STREET		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)
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
	Maple Ave	SB	1	12	6	72	8
Warrenville Rd		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: IL 53 (Warrenville Rd. to Maple Ave.) (Continued)

CROSS STREET		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)
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	1&2	3	300	900	100
		SB	1&2	3	300	900	100
		SB	2	12	100	1200	133
		SB	2	12	12	144	16
		SB	2	12	20	240	27
	Maple Ave	SB	1&2	3	400	1200	133
Warrenville Rd		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	15	180	20
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8

ROUTE: IL 53 (Warrenville Rd. to Maple Ave.) (Continued)

CROSS STREET		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)
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
	Maple Ave	NB	1	12	15	180	20
Warrenville Rd		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	1&2	3	100	300	33
		NB	1&2	3	400	1200	133
		NB	1&2	3	100	300	33
		NB	2	12	15	180	20
	Maple Ave	NB	1&2	3	200	600	67
		TOTALS:			**3219**		**2492**
					FT		**SY**

FILE NAME = c:\pw_work\pwidot\pencepl\d0335178\HMA-DuPAGE-Design.dgn	USER NAME = PencePL	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERMITTENT RESURFACING SCHEDULE IL 53	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			VAR.	2013-030 RS	DUPAGE	44	33
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 60W66		
	PLOT DATE = 5/22/2013	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			

ROUTE: I-55 (N. Frontage Rd. at Lemont Rd. Intersection)

CROSS STREET		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)
N. Frontage Rd		SB	1	15	40	600	67
		SB	1	12	30	360	40
		SB	1	12	15	180	20
		SB	1&2	3	100	300	33
		SB	1	6	20	120	13
		SB	1	6	50	300	33
		SB	1	12	100	1200	133
		SB	1	12	100	1200	133
		SB	1	12	50	600	67
		SB	1	12	50	600	67
		SB	1	12	80	960	107
		SB	1	12	6	72	8
	@ Lemont Rd Intersection	SB	1	12	6	72	8
		TOTALS:			**647**		**729**
					FT		**SY**

ROUTE: IL 56 (Naperville Rd. to IL 53)

CROSS STREET		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)
Naperville Rd		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
		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
		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
		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
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	20	240	27
		WB	1	12	25	300	33

ROUTE: IL 56 (Naperville Rd. to IL 53) (Continued)

CROSS STREET		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)
		WB	1	12	10	120	13
		WB	1	12	10	120	13
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1&2	3	300	900	100
		WB	1	12	8	96	11
		WB	1	12	20	240	27
		WB	1	12	15	180	20
		WB	1	12	15	180	20
		WB	1	12	15	180	20
		WB	1	12	20	240	27
	IL 53	WB	1	12	8	96	11
Naperville Rd		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	10	120	13
		WB	2	12	30	360	40
		WB	2	12	20	240	27
		WB	2	12	20	240	27
		WB	2	12	15	180	20
		WB	2	12	25	300	33
		WB	2	12	8	96	11
		WB	1	12	6	72	8
		WB	1&2	3	200	600	67
		WB	1&2	3	150	450	50
		WB	1&2	3	50	150	17
		WB	1&2	3	50	150	17
		WB	1&2	3	50	150	17

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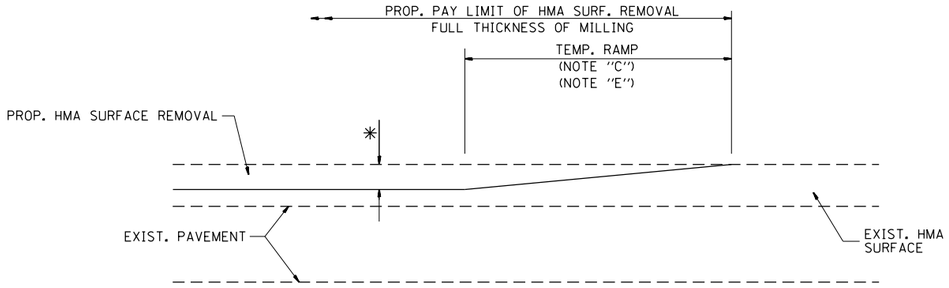
		DRAWN -	REVISED -			CONTRACT NO. 60W66
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 5/22/2013	DATE -	REVISED -			

ROUTE: IL 56 (Naperville Rd. to IL 53) (Continued)

CROSS STREET		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)
		WB	1&2	3	100	300	33
		WB	1&2	3	100	300	33
		WB	1&2	3	150	450	50
		WB	1&2	3	60	180	20
	IL 53	WB	1&2	3	250	750	83
Naperville Rd		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	20	240	27
		EB	1	12	10	120	13
		EB	1	12	50	600	67
		EB	1	12	20	240	27
		EB	1	12	15	180	20
	IL 53	EB	1	12	30	360	40
Naperville Rd		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8

ROUTE: IL 56 (Naperville Rd. to IL 53) (Continued)

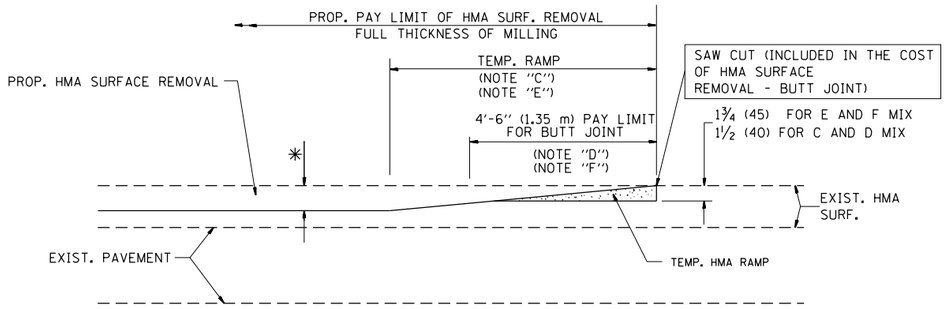
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	20	240	27
		EB	2	12	10	120	13
		EB	2	12	20	240	27
		EB	2	12	40	480	53
		EB	2	12	20	240	27
		EB	2	12	50	600	67
		EB	2	12	20	240	27
		EB	2	12	20	240	27
		EB	2	12	15	180	20
		EB	2	12	25	300	33
		EB	2	12	50	600	67
		EB	2	12	15	180	20
		EB	1&2	3	300	900	100
		EB	1&2	3	150	450	50
		EB	1&2	3	100	300	33
		EB	1&2	3	100	300	33
		EB	1&2	3	100	300	33
		EB	1&2	3	100	300	33
		EB	1&2	3	200	600	67
		EB	1&2	3	200	600	67
		EB	1&2	3	400	1200	133
		EB	1&2	3	400	1200	133
	IL 53	EB	1&2	3	100	300	33
		TOTALS:			**5114**		**3209**
					FT		**SY**



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

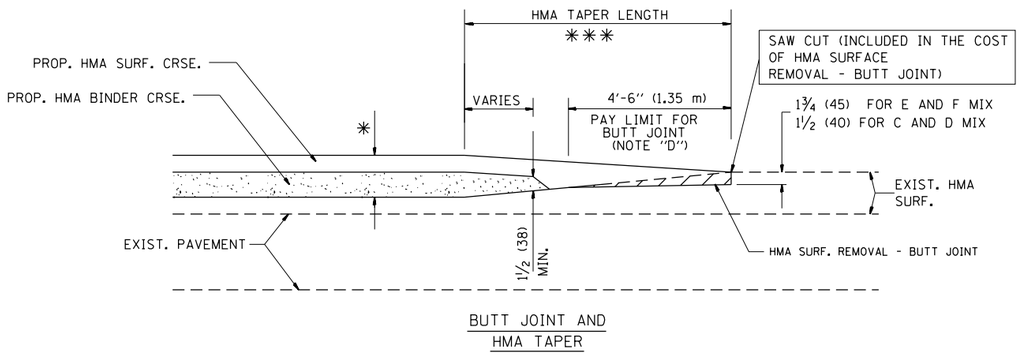


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

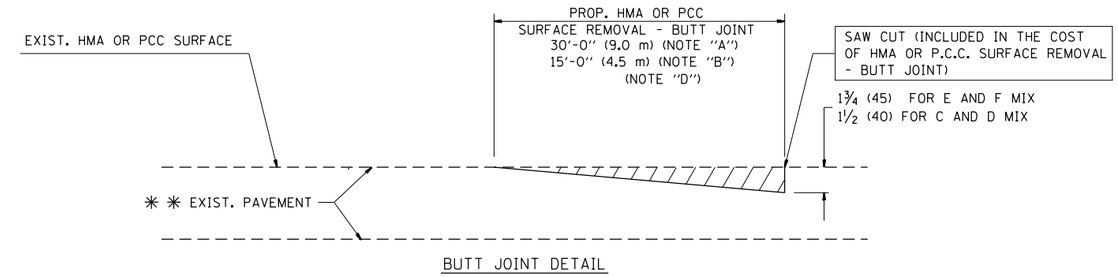
OPTION 2

TYPICAL TEMPORARY RAMP

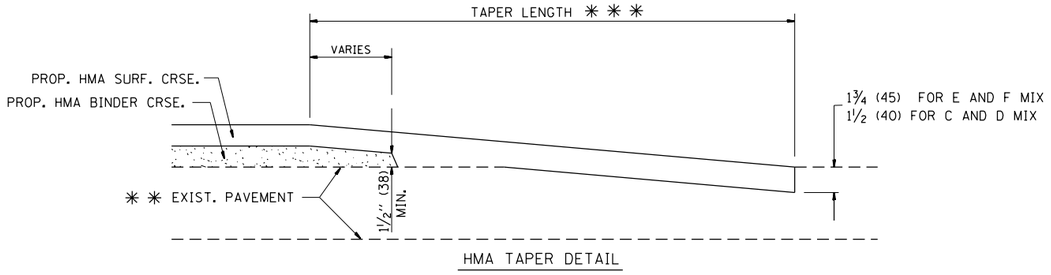


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

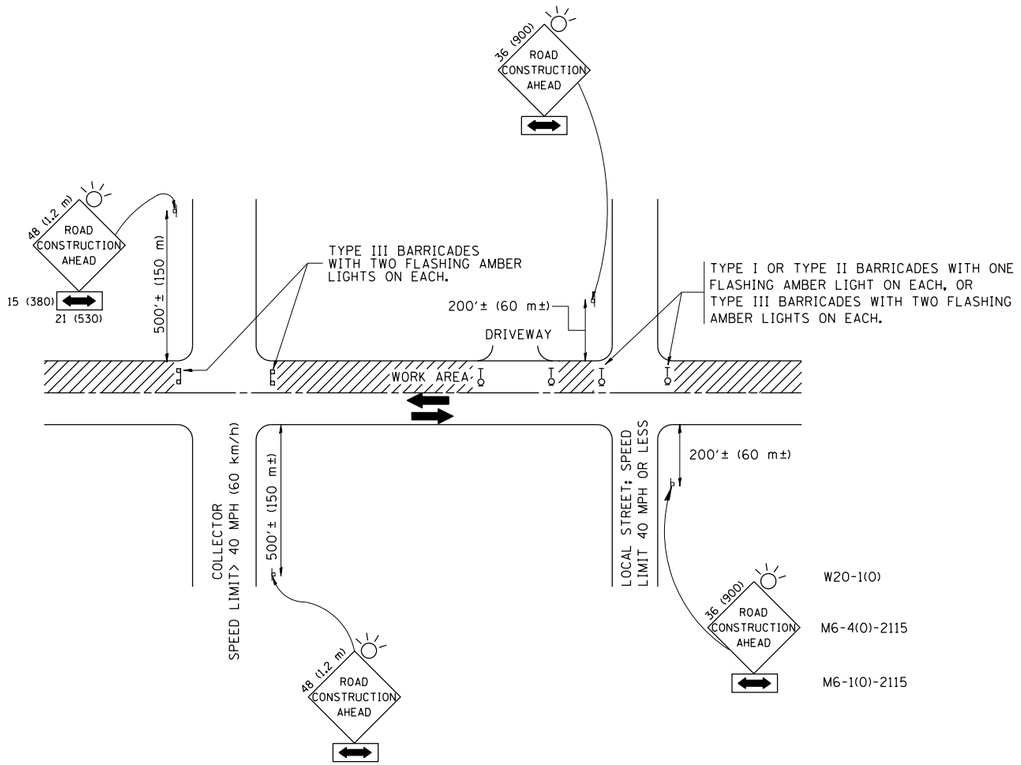
FILE NAME = c:\pw_work\pwidot\pencepl\d0335178\60W66-DistStd.dgn	USER NAME = PencePL	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 5/22/2013	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	36
	BD400-05 BD32	CONTRACT NO. 60W66		
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.

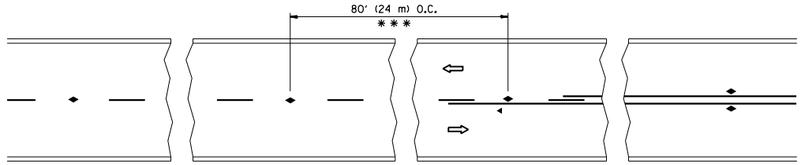
FILE NAME = c:\pw_work\pwidot\pencepl\d0335178\60W66-DistStd.dgn	USER NAME = PencePL	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 5/22/2013	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

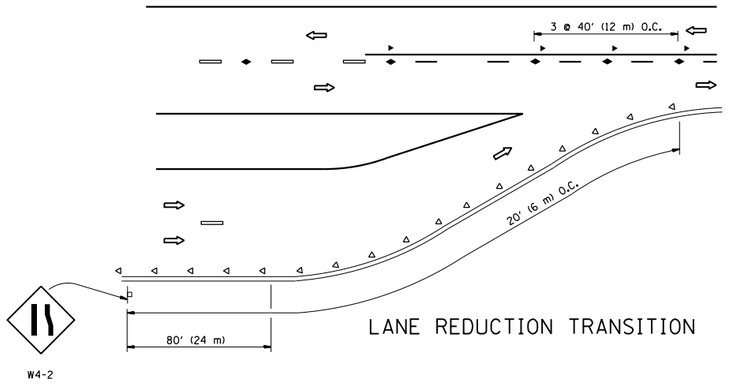
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	37
	TC-10	CONTRACT NO. 60W66		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

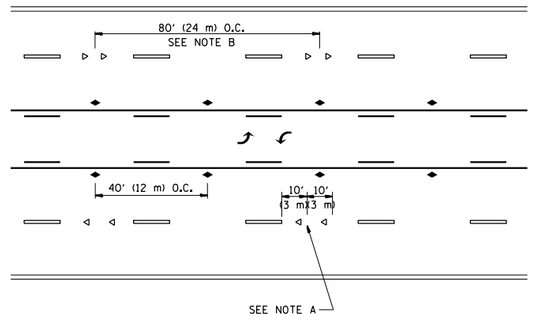


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

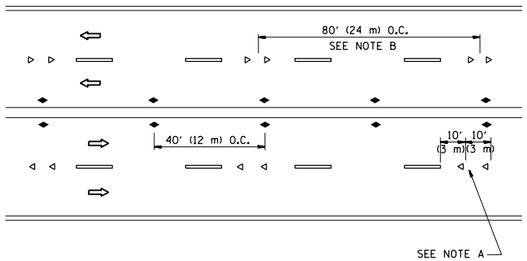
TWO-LANE/TWO-WAY



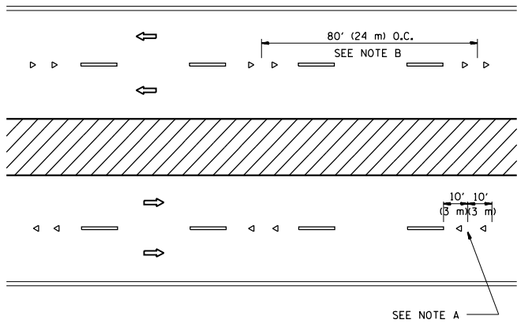
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

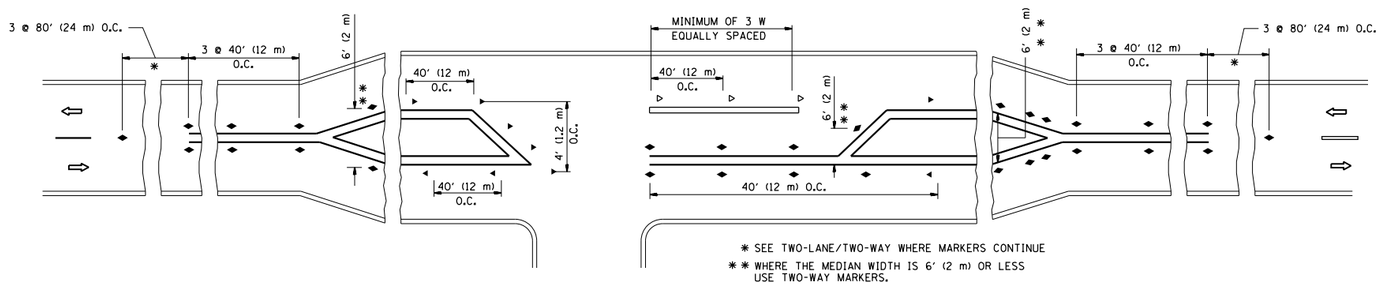
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

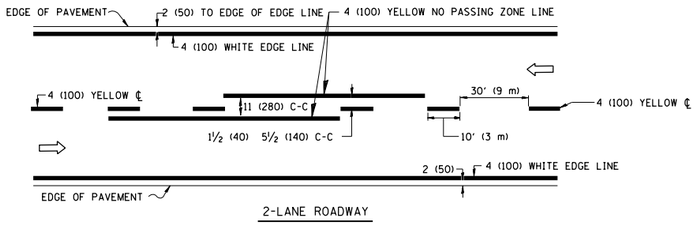
** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

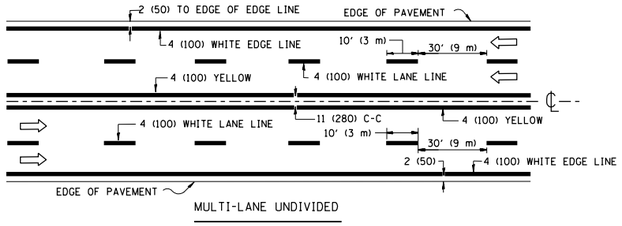
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = c:\pw_work\pwidot\pencepl\d0335178\60W66-DistStd.dgn	USER NAME = PencePL	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED - T. RAMMACHER 03-12-99		
	PLOT DATE = 5/22/2013	CHECKED -	REVISED - T. RAMMACHER 01-06-00		
		DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

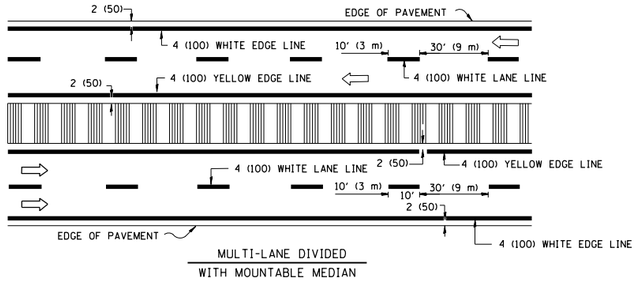
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	38
	TC-11	CONTRACT NO. 60W66		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



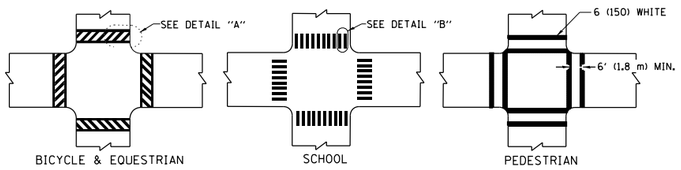
MULTI-LANE UNDIVIDED



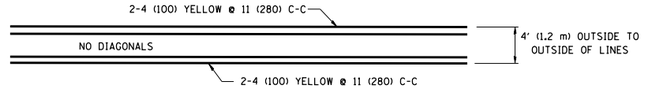
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

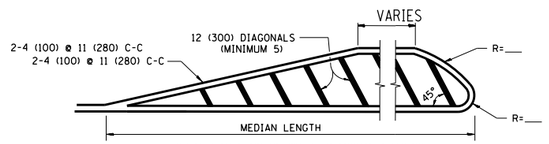
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



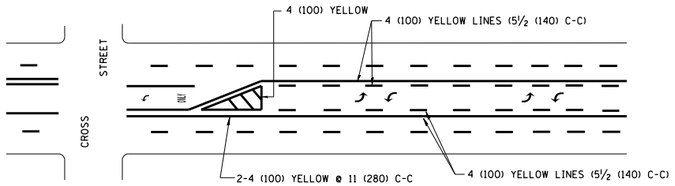
4' (1.2 m) WIDE MEDIANS ONLY



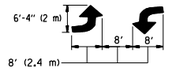
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

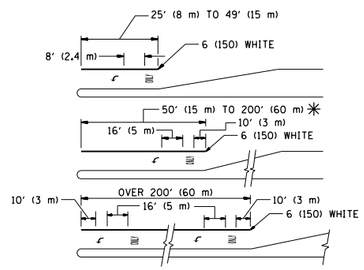


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

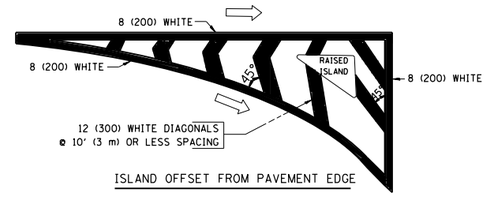


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

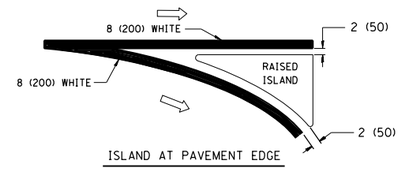
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

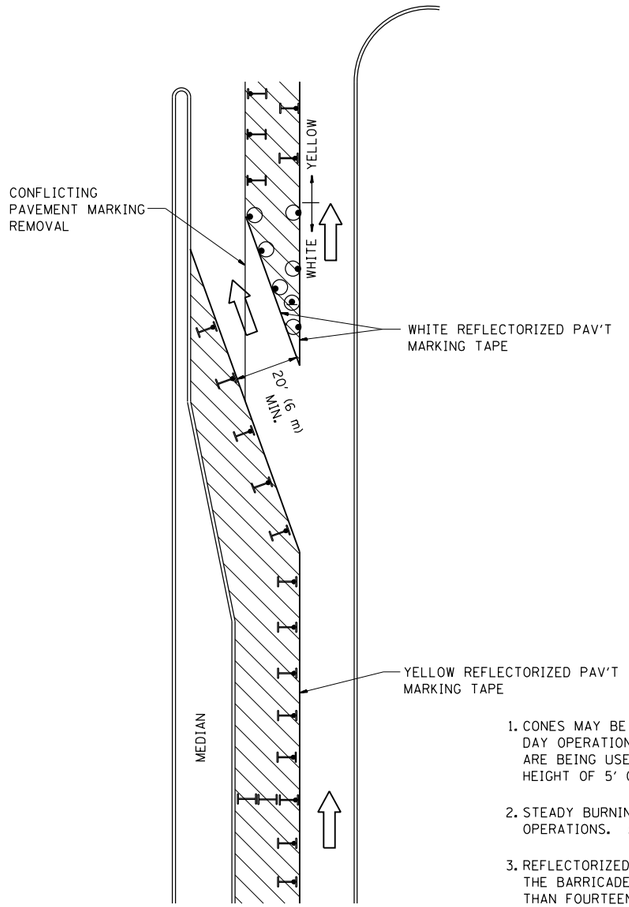
TYPICAL ISLAND MARKING

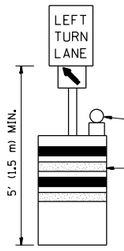
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⌀ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⌀ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⌀ 6 (150) 12 (300) ⌀ 45° 12 (300) ⌀ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (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^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 = c:\pw_work\pwidot\pencepl\d0335178\60W66-DistStd.dgn	USER NAME = PencePL	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE TYPICAL PAVEMENT MARKINGS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -C. JUCIUS 09-09-09				VAR.	2013-030 RS	DUPAGE	44	39
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					TC-13	CONTRACT NO. 60W66		
	PLOT DATE = 5/22/2013	DATE - 03-19-90	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





R 3-I100L 24 x 24 (600 x 600)

M6-2L 21 x 15 (530 x 380)

OPTIONAL FLASHING LIGHT

STANDARD 701901
SEE NOTE 8

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 NCHR 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.

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

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

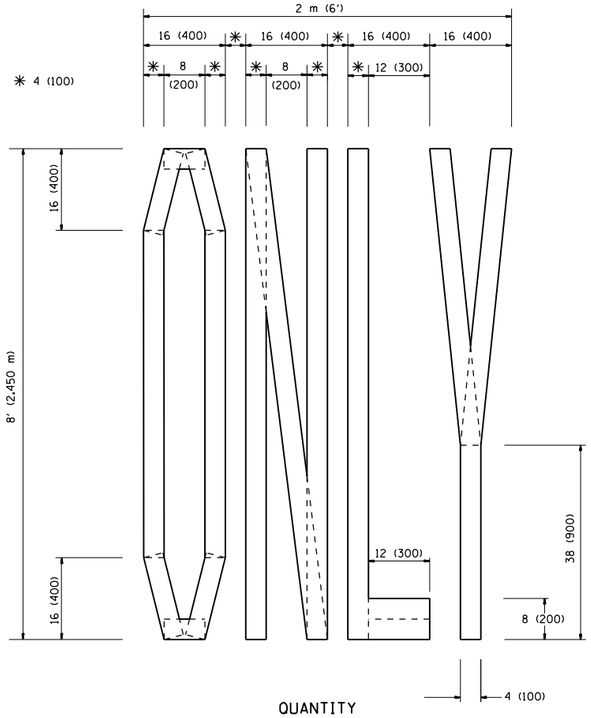
FILE NAME = c:\pw_work\pwidot\pencepl\d0335178\60W66-DistStd.dgn	USER NAME = PencePL	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 100.0000 ' / in.	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT DATE = 5/22/2013	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

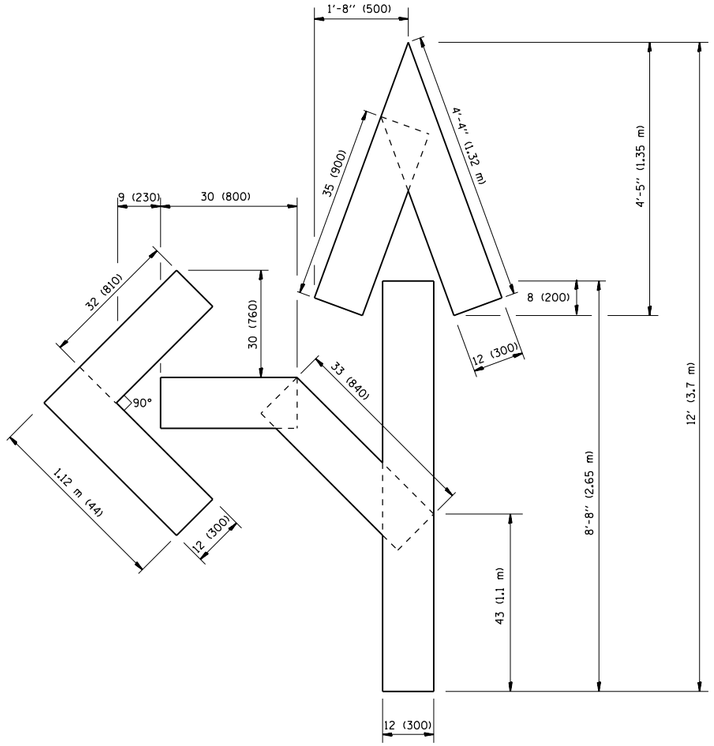
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

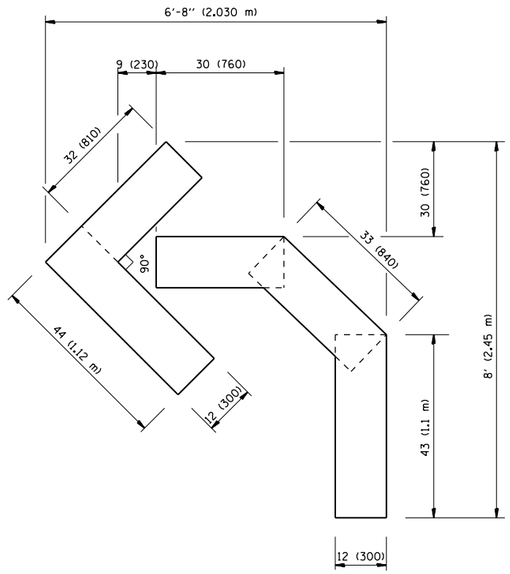
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	40
	TC-14	CONTRACT NO. 60W66		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



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



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

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

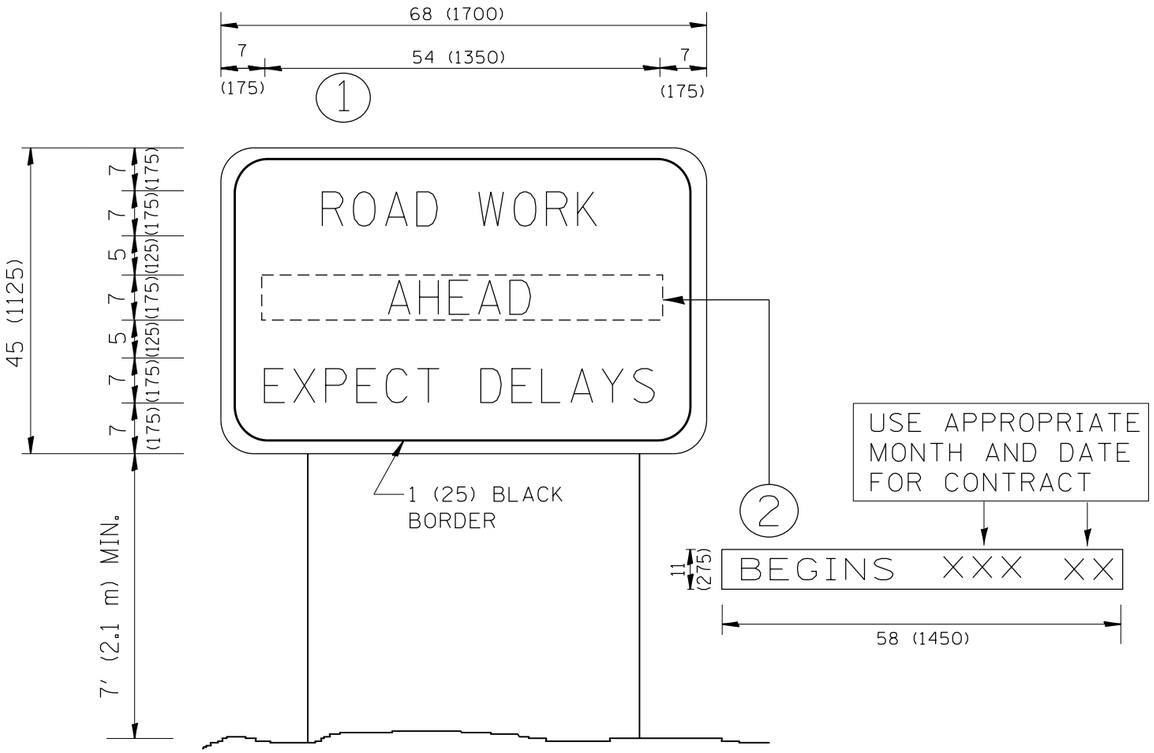
FILE NAME = c:\pw_work\pwidot\pencepl\d0335178\60W66-DistStd.dgn	USER NAME = PencePL	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 5/22/2013	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	41
	TC-16	CONTRACT NO. 60W66		
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 = c:\pw_work\pwidot\pencepl\d0335178\60W66-DistStd.dgn	USER NAME = PencePL	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 5/22/2013	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.	2013-030 RS	DUPAGE	44	42
	TC-22	CONTRACT NO. 60W66		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. 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.

3. 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.

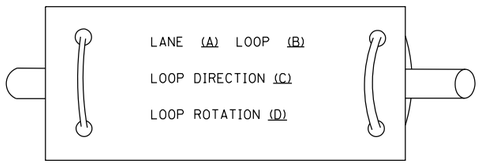
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. 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.

6. 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.

7. PREFORMED 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

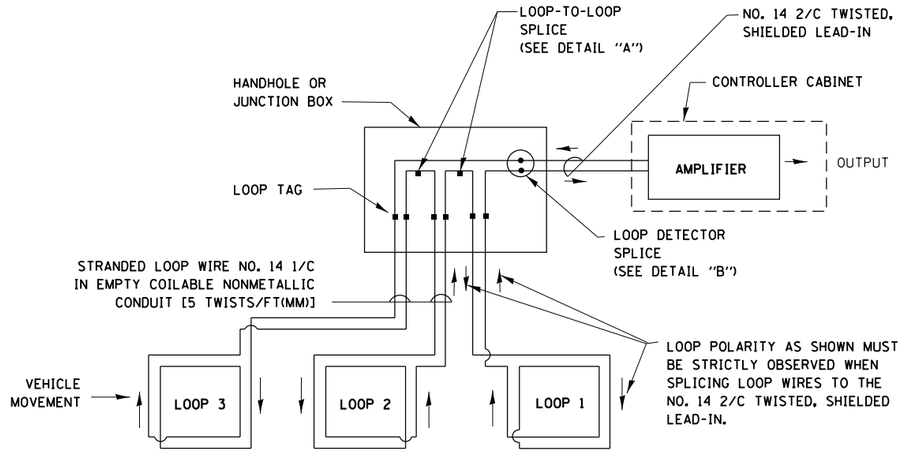


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

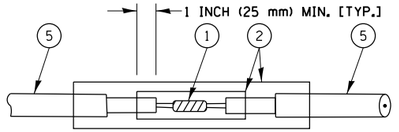
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

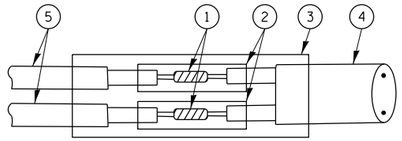


DETECTOR LOOP WIRING SCHEMATIC

- 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.

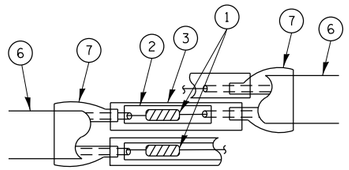


DETAIL "A"
LOOP-TO-LOOP SPLICE



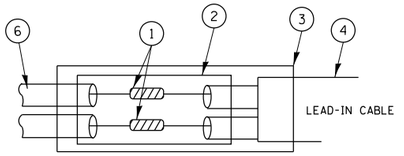
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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		DRAWN - BCK	REVISED -
	PLOT SCALE = 100.0000 '/ in.	CHECKED - DAD	REVISED -
	PLOT DATE = 5/22/2013	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

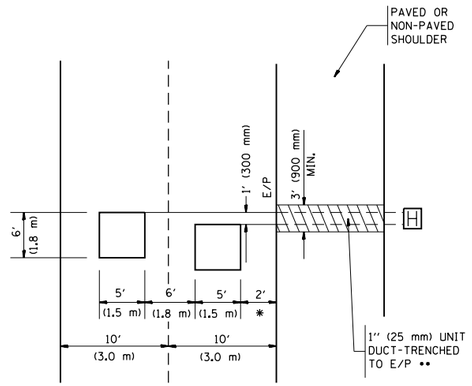
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-030 RS	DUPAGE	44	43
	TS-05	CONTRACT NO. 60W66		
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.

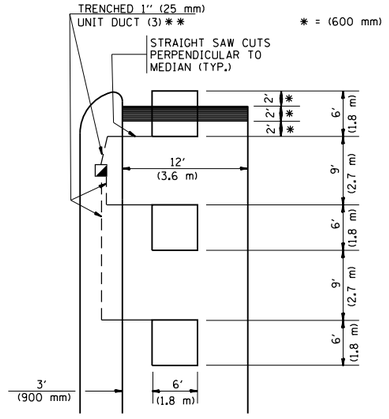


* = (600 mm)

** 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.

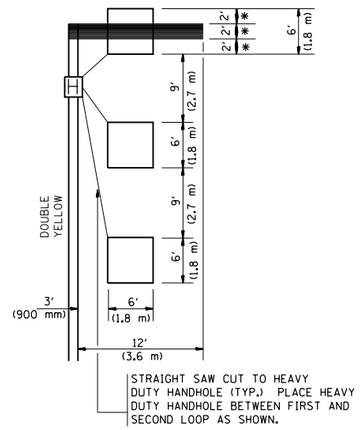


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

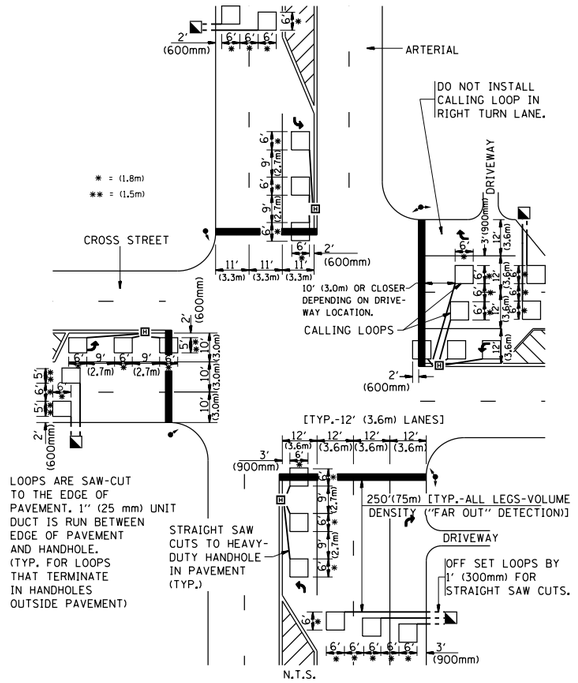
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



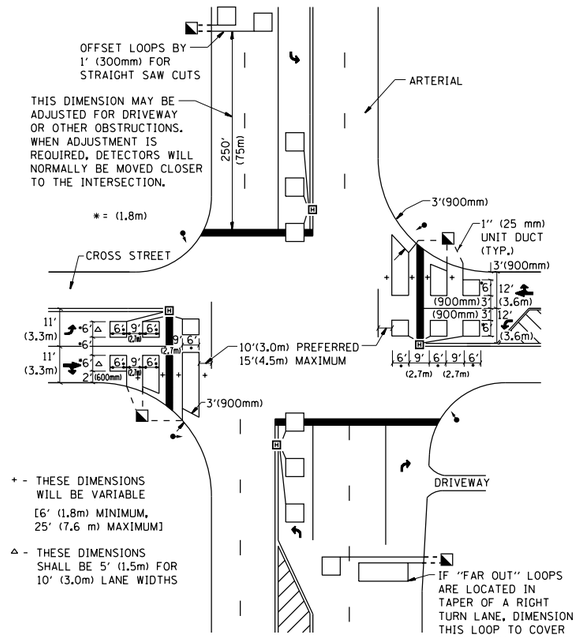
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

~~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 SEPARATLY. 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.

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	PLOT DATE = 5/22/2013	DATE -	REVISED -

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.	2013-030 RS	DUPAGE	44	44
	TS-07	CONTRACT NO. 60W66		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		