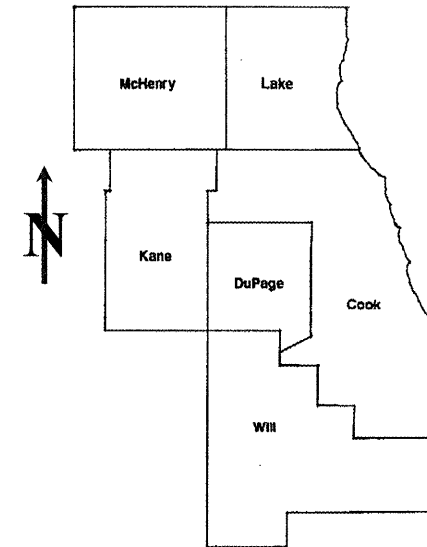


ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
VARIOUS	2009-021 PP	DUPAGE	32	1

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

CONTRACT NO. 60G20

D-91-351-09



LOCATION OF IMPROVEMENT INDICATED THUS:

FOR INDEX OF SHEETS SEE SHEET 2

VARIOUS ROUTES
 SECTION: 2009-021 PP
 VARIOUS LOCATIONS IN DUPAGE COUNTY
 INTERMITTENT PAVEMENT RESURFACING
 PROJECT: *ESP-0005(654)*
 DUPAGE COUNTY
 C-91-351-09

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

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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

CONTRACT NO. 60G20

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

INDEX OF SHEETS

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	GENERAL LOCATION MAP
5	SUMMARY OF PATCHING SCHEDULE
6-24	PATCHING SCHEDULE
25	BUTT JOINT AND HMA TAPER DETAILS
26	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
27	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
28	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
29	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
30	ARTERIAL ROAD INFORMATION SIGN
31	STANDARD TRAFFIC SIGNAL DESIGN DETAILS
32	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

STATE STANDARDS

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

GENERAL NOTES

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

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

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

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

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

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

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

THE ENGINEER SHALL CONTACT MS. DEBBIE HANLON, AREA TRAFFIC FIELD ENGINEER AT (815) 438-2300 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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

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

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

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

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

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

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

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

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		URBAN 100% FED 1000-2A				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	52	52				
40600300	AGGREGATE (PRIME COAT)	TON	261	261				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	392	392				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	5217	5217				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	14608	14608				
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	130421	130421				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
67100100	MOBILIZATION	L SUM	1	1				
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	31316	31316				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	10439	10439				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	500	500				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	172238	172238				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2000	2000				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1000	1000				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	500	500				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	3913	3913				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	3913	3913				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	1200	1200				
X0322256	TEMPORARY INFORMATION SIGNING	SO FT	1080	1080				
© 2007600	TRAINNEES	HOUR	500	500				

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

* SPECIALTY ITEM

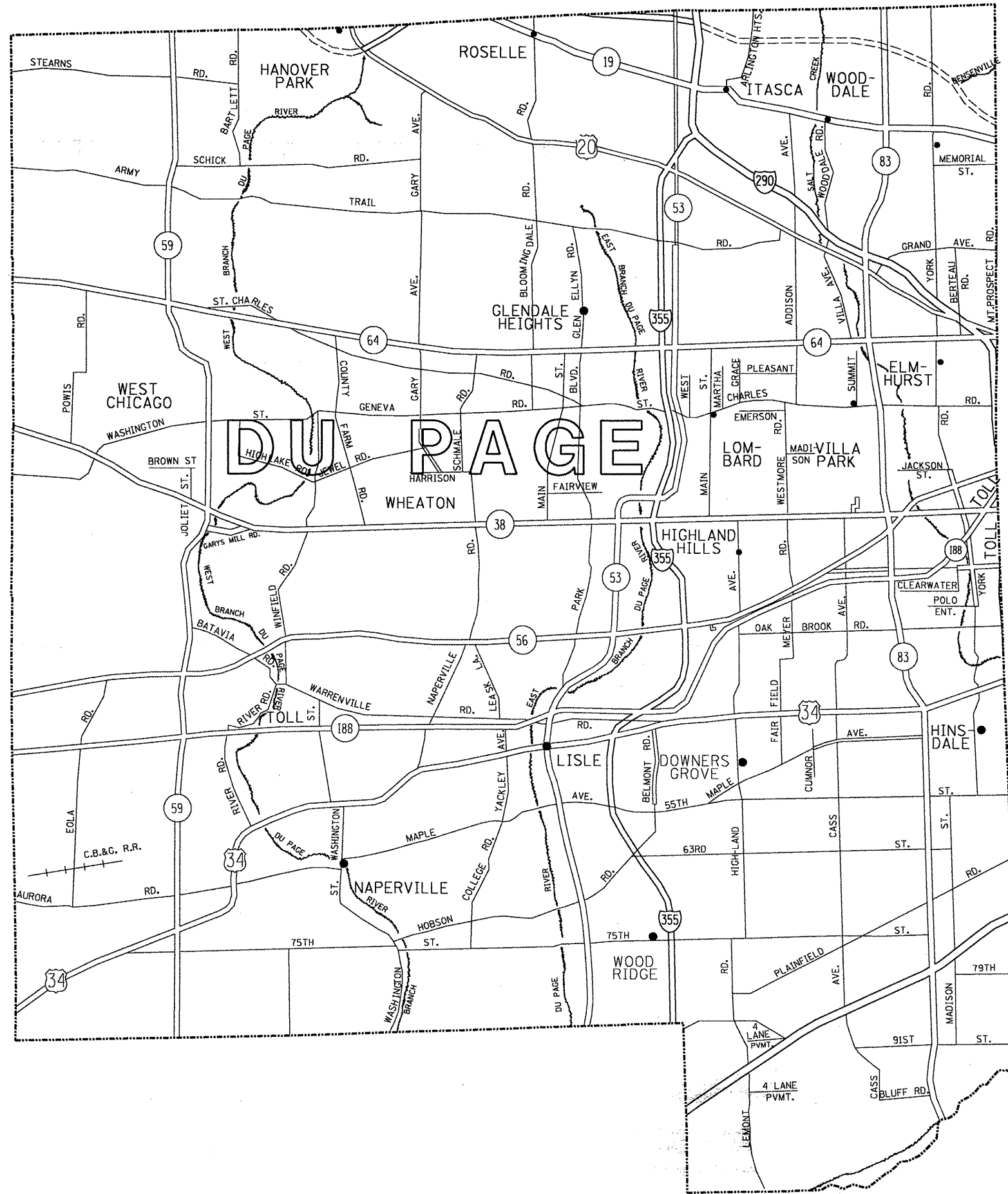
© 4080

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

PLOT DATE: 2/5/2009

2/5/2009 5:41:18 PM User=wjgreendp



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL LOCATION MAP - DUPAGE COUNTY

FILE NAME =
c:\pwwork\pwwork\smi\thk1\08125057\Design

USER NAME = smi\thk1
PLOT SCALE = 100.0000' / IN.
PLOT DATE = 2/5/2009

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

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

F.A. RTE. VAR.	SECTION 2009-021 PP	COUNTY DUPAGE	TOTAL SHEETS 32	SHEET NO. 4
CONTRACT NO. 60G20				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

- DUPAGE COUNTY	HMA 2" MILL & RESURFACE (SY)
US 34 (BELMONT RD. TO IL 59)	11843
IL 38 (IL 59 TO IL 53)	4494
IL 53 (CHARLES RD. TO MEADOW AVE.)	1897
IL 53 (IL 56 TO I-88)	701
IL 53 (75TH ST. TO ST. ANDREWS DR.)	573
IL 53 (MITCHELL CT. TO LAKE ST./US 20)	7139
IL 56 (IL 53 AND LLOYD AVE.)	14411
IL 56 (IL 53 TO IL 25)	4558
IL 56 FRONTAGE RD. (DOWNERS DR. TO UNIVERSITY PLAZA)	901
IL 64 (SWIFT RD. TO I-355)	4200
IL 83 (3RD AVE. TO HILLSIDE DR.)	2912
IL 83 (OAK MEADOWS DR. TO I-290)	6802
IL 83 SB AT FOSTER ST. INTERSECTION	4313
IL 83 AT THORNDALE AVE. INTERSECTION	2800
IL 25 (HAZEL AVE. TO KANE/KENDALL COUNTY LINE)	11212
IL 31 (GREY ST. TO SANITARY DISTRICT)	10089
IL 38 (IL 59 TO KIRK RD.)	14472
IL 83 NB RAMP TO EB IL 56 MAINLINE	46
US 30 (US 34 TO BRIARCLIFF RD.)	3278
US 30 (US 34 TO 143RD ST.)	1826
IL 59 (IL 64 TO N. AURORA RD.)	21954
SUMMARY TOTALS:	130421
	SY

FILE NAME =	USER NAME = smthk1	DESIGNED -	REVISED -
et\pwwork\PMIDOT\SMITHKL\d0125057\Des	gn.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 2/6/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF PATCHING SCHEDULE
DUPAGE COUNTY**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-021 PP	DUPAGE	32	5
CONTRACT NO. 60C20				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ROUTE: Rt 38 from Rt 59 to Rt 53

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Rt 59		WB / EB	1,2	44	50	2200	244
		EB	1,2	22	50	1100	122
		EB	1,2	22	40	880	98
		WB	1,2	22	40	880	98
		EB / WB	1,2	44	10	440	49
		EB	1,2	24	45	1080	120
		EB	1	11	50	550	61
		EB	1	11	50	550	61
		EB	1,2	44	50	2200	244
		EB / WB	1,2	44	40	1760	196
		EB / WB	1,2	44	30	1320	147
		EB / WB	1,2	44	20	880	98
		EB / WB	1,2	44	40	1760	196
		wB	1,2	22	40	880	98
		wB	1,2	22	10	220	24
		WB	1,2	22	40	880	98
		WB	1,2	22	12	264	29
	Indian Knolls Rd	eB	1,2	22	30	660	73
Indian Knolls Rd		WB / EB	1,2	44	10	440	49
		wB / EB	1,2	44	20	880	98
		EB	1,2	22	40	880	98
		WB	1,2	22	10	220	24
		WB	1	11	50	550	61
		WB	1,2	22	40	880	98
		EB	1,2	22	50	1100	122
		wB / EB	1,2	44	45	1980	220
		EB	1,2	12	20	240	27
		WB	1,2	24	40	960	107
		EB	1,2	24	30	720	80
		WB	1,2	24	30	720	80
		EB / WB	1,2	24	50	1200	133
		EB	1,2	24	60	1440	160
		EB / WB	1,2	44	40	1760	196
		EB / WB	1,2	48	40	1920	213
		EB / WB	1,2	48	35	1680	187
	County farm RD	EB	1,2	48	50	2400	267
County Farm Rd		WB / EB	1,2	48	20	960	107
		WB	1,2	24	12	288	32
		EB	1,2	24	10	240	27
		WB	1,2	24	12	288	32
		EB	1,2	24	8	192	21

TOTALS

1369
FT

4494
SY

FILE NAME =	USER NAME = amrthk1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE IL 38			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
os:\pwork\pwork\amrthk1\0125057\Design	DRAWN -	REVISED -	VAR.					2009-021 PP	DUPAGE	32	7	
PLOT SCALE = 1/32" = 1' / IN.	CHECKED -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 60G20						
PLOT DATE = 2/5/2009	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									

ROUTE: IL 53 (IL 56 To I-88)

FROM	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 56	I-88	NB	1	12	7	84	9
		NB	2	12	7	84	9
		NB	1	12	7	84	9
		NB	2	12	7	84	9
		NB	CL	2	40	80	9
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	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	12	6	72	8
		NB	Con. Jt.	2	95	190	21
		NB	1	12	6	72	8
		NB	*	12	6	72	8
		NB	*	12	6	72	8
		NB	*	12	6	72	8
		NB	*	12	6	72	8
		NB	*	12	6	72	8
		NB	*	12	6	72	8
		NB	*	12	6	72	8
		NB	*	12	6	72	8
		NB	*	12	6	72	8
		NB	*	12	6	72	8
		NB	*	12	6	72	8
		NB	*	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	6	72	8
		SB	1	12	5	60	7
		SB	1	12	4	48	5
		SB	*	12	6	72	8
		SB	*	12	70	840	93
		SB	*	12	6	72	8
		SB	*	12	50	600	67
		SB	*	12	6	72	8
		SB	*	12	3	36	4
		SB	*	12	6	72	8
		SB	*	12	6	72	8
		SB	*	12	12	144	16
		SB	CL	2	50	100	11
		SB	Con. Jt.	4	90	360	40
		SB	2	12	6	72	8
		SB	CL	2	60	120	13
		SB	1	12	25	300	33
		SB	1	12	7	84	9
		SB	2	12	7	84	9
		SB	CL	3	40	120	13
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	CL	3	60	180	20

TOTALS: 866 FT 701 SY

FILE NAME =	USER NAME = amsthk1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE IL 53			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ce:\pw_work\pwrtdot\amsthk1\cd0125857\Design	DRAWN -	REVISED -	VAR.					2009-021 PP	DUPAGE	32	9		
PLOT SCALE = 103.7851' / IN.	CHECKED -	REVISED -	SCALE:			SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60G20		
PLOT DATE = 2/5/2009	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT										

ROUTE: IL 53 (75th St. To Saint Andrew Drive)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Saint Andrew Drive	75th St.	NB	CL	2	50	100	11
		NB	CL	2	150	300	33
		NB	CL	2	50	100	11
		NB	CL	2	40	80	9
		NB	CL	2	40	80	9
		NB	CL	3	20	60	7
		NB	CL	4	25	100	11
		NB	CL	4	50	200	22
		NB	CL	2	50	100	11
		NB	CL	4	30	120	13
75th St	Saint Andrew Drive	SB	CL	2	55	110	12
		SB	CL	2	60	120	13
		SB	1	12	6	72	8
		SB	CL	2	40	80	9
		SB	CL	2	40	80	9
		SB	CL	2	60	120	13
		SB	CL	2	70	140	16
		SB	1	12	6	72	8
		SB	CL	2	200	400	44
		SB	CL	2	100	200	22
		SB	1	12	6	72	8
		SB	CL	2	20	40	4
		SB	CL	2	20	40	4
		SB	CL	2	150	300	33
		SB	CL	2	200	400	44
		SB	CL	2	300	600	67
		SB	2	12	6	72	8
		SB	CL	2	40	80	9
		SB	2	12	4	48	5
		SB	2	12	4	48	5
SB	CL	2	90	180	20		
SB	CL	2	250	500	56		
75th St.	Saint Andrew Drive	SB	CL	2	75	150	17

TOTALS: 2307 FT 573 SY

ROUTE: IL 53 from Mitchell Court to Lake Street (US 20)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Lake street	Windmill Ct	SB	1,2	24	1000	24000	2667
Windmill CT	Lake Street	NB	1,2	24	800	19200	2134
Windmill CT	Carriage CT	SB	1	12	200	2400	267
Windmill CT	Carriage CT	NB	1	12	100	1200	134
Windmill CT	Carriage CT	SB	1	12	150	1800	200
Windmill CT	Carriage CT	SB	1	12	150	1800	200
Windmill CT	Carriage Ct	NB	1	12	150	1800	200
Windmill CT	Carriage Ct	NB	1	12	150	1800	200
Carriage CT	Whispering	SB	1	12	50	600	67
Carriage CT	Whispering	NB	1	12	100	1200	134
Whispering	Woodland	SB	1	12	50	600	67
Whispering	Woodland	NB	1	12	100	1200	134
Woodland	Army Trail	SB	1	12	100	1200	134
Army Trail	WoodLand	NB	1	12	100	1200	134
Army Trail	Mitchel	SB	1	12	50	600	67
Army Trail	Mitchel	SB	1	12	150	1800	200
Mitchel	Army Trail	NB	1	12	150	1800	200

TOTALS

3550
FT

7139
SY

FILE NAME =	USER NAME = sm:thk1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE IL 53			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
ca:\pwork\p\dot\sm:thk1\gd0125057\Designdgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	VAR.	2009-021 PP	DUPAGE	32	11
		CHECKED -	REVISED -								CONTRACT NO. 60G20				
		DATE -	REVISED -								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ROUTE: IL 56 from IL 53 to IL 25

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
IL 25		EB / WB	1,2	36	6	216	24
			1,2	36	30	1080	120
			1,2	36	20	720	80
			1,2	30	20	600	67
		EB / WB	1,2	36	24	864	96
		WB	1	12	12	144	16
		wB	1	12	14	168	19
		WB	1	12	24	288	32
		WB	1	12	14	168	19
		WB	1	12	15	180	20
		EB	1	12	30	360	40
		WB	1	24	20	480	53
		WB / EB	1,1	24	30	720	80
			1,1	24	30	720	80
			1,1	24	150	3600	400
			1,1	24	30	720	80
			1,1	24	12	288	32
	To Kirk Rd	Wb / EB	1,1	24	24	576	64
Kirk Rd		EB / WB	1,1	24	20	480	53
			1,1	24	15	360	40
		EB / WB	1,1	24	15	360	40
		EB	1	12	15	180	20
		WB	1	12	20	240	27
		EB / WB	1,1	24	70	1680	187
		EB / WB	1,1	24	30	720	80
		EB / WB	1,1	24	20	480	53
		WB	1	12	15	180	20
		EB	1	12	40	480	53
		EB	1	12	125	1500	167
		wB	1	12	100	1200	133
		WB	1	12	20	240	27
		EB	1	12	15	180	20
		WB	1	12	15	180	20
		WB / EB	1,1	24	100	2400	267
			1,1	24	15	360	40
	To Eolia Rd	WB / EB	1,1	24	20	480	53
from Eolia RD		WB	1	12	12	144	16
		EB	1	12	15	180	20
		wB	1	12	12	144	16
		EB	1	12	12	144	16
		EB / WB	1,1	24	12	288	32
			1,1	24	10	240	27
			1,1	24	8	192	21
			1,1	24	8	192	21
			1,1	24	12	288	32
			1,1	24	10	240	27
			1,1	24	8	192	21
	To Rt 59		1,1	24	10	240	27
From Rt 59		WB / EB	1,1	24	10	240	27
			1,1	24	8	192	21
		WB / EB	1,1	24	12	288	32
		EB	1	12	25	300	33
		WB	1	12	30	360	40
		WB / EB	1,1	24	25	600	67
			1,1	24	20	480	53
			1,1	24	24	576	64
		WB / EB	1,1	24	15	360	40

ROUTE: IL 56 from IL 53 to IL 25

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
From Rt 59		wB	1	12	20	240	27
		wB	1	12	30	360	40
		EB	1	12	20	240	27
		WB / EB	1,1	24	25	600	67
			1,1	24	20	480	53
			1,1	24	15	360	40
			1,1	24	20	480	53
			1,1	24	10	240	27
	to Windfield Rd	WB / EB	1,1	24	12	288	32
From WindField Rd		WB / EB	1,1	24	10	240	27
			1,1	24	8	192	21
			1,1	24	12	288	32
			1,1	24	6	144	16
			1,1	24	8	192	21
			1,1	24	8	192	21
		WB / EB	1,1	24	6	144	16
		EB	1	12	20	240	27
		EB	1	12	15	180	20
		WB	1	12	30	360	40
		WB	1	12	20	240	27
		WB / EB	1,1	24	20	480	53
	Weisbrook rd	EB	1	12	10	120	13
		WB	1	12	12	144	16
		WB	1	12	10	120	13
		EB	1	12	70	840	93
	to 300 eet East of Orchard	WB	1	12	30	360	40
to 300 eet East of Orchard		WB / EB	1,1	24	20	480	53
		WB / EB	1,1	24	10	240	27
			1,1	24	8	192	21
			1,1	24	10	240	27
		WB / EB	1,1	24	12	288	32
		EB	1,2	24	20	480	53
		WB	1,2	24	15	360	40
		EB	1,2	24	20	480	53
	To Naperville RD						
from Rt 53		WB / EB	1,2	12	8	96	11
		WB / EB	1,2	24	4	96	11
		EB	1,2	20	4	80	9
		wB	1,2	15	6	90	10
		WB	1,2	20	4	80	9
		WB	1,2	24	6	144	16
		EB	1,2	15	4	60	7
		EB	1,2	14	4	56	6
		EB	1,2	15	4	60	7
		EB	1,2	24	4	96	11
		EB	1,2	14	4	56	6
		WB	1,2	15	4	60	7
	To Naperville Rd	WB	1,2	14	4	56	6

TOTALS 2115 FT 4558 SY

ROUTE: IL 64 EB & WB between Swift Road & I-355

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
I-355	Swift Road	WB	1,2,3	36	525	18900	2100
Swift Road	I-355	EB	1,2,3	36	525	18900	2100

TOTALS

1050
FT

4200
SY

FILE NAME =	USER NAME = smthk1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE IL 64			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw_work\p\dot\smthk1\d0125057\Design		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT
		CHECKED -	REVISED -									
		DATE -	REVISED -									

ROUTE: IL 83 SB at Foster the entire intersection

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
South of Foster		NB	3	12	500	6000	667
		NB	2	12	200	2400	267
Intersection at Foster		NB & SB	1,2,3	100	100	10000	1111
North of Foster		NB	3	12	500	6000	667
		NB	2	12	300	3600	400
		NB	1	12	100	1200	134
		SB	3	12	300	3600	400
South of Foster		SB	3	12	300	3600	400
		SB	1,2	12	100	2400	267

TOTALS
2400 FT
4313 SY

ROUTE: IL 83 SB at Thorndale Ave intersection

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
At Thorndale Ave	Intersection	SB	1,2,3	12	500	18000	2000
		NB	1,2,3	12	200	7200	800

TOTALS
700 FT
2800 SY

ROUTE: IL RTE 25 (HAZEL AVE TO KANE/KENDALL COUNTY LINE)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		NB&SB	1	22	30	660	73
		NB&SB	1	22	40	880	98
		NB&SB	1	22	60	1320	147
FROM HAZEL TO COUNTY				2	10,560	21120	2347
		NB & SB	1	22	200	4400	489
		NB&SB	1	22	60	1320	147
		NB & SB	1	22	10	220	24
		NB&SB	1	22	120	2640	293
		NB & SB	1	11	40	440	49
		NB & SB	1	11	80	880	98
		NB & SB	1	22	8	176	20
		NB&SB	1	22	8	176	20
		NB & SB	1	22	8	176	20
		NB & SB	1	22	10	220	24
		NB & SB	1	22	12	264	29
		NB	1	11	80	880	98
		SB	1	11	40	440	49
		NB	1	11	120	1320	147
ASHLAND AV	240' NORTH	NB&SB	1	22	240	5280	587
		SB	1	11	60	660	73
INTERSECTION OF IL. 25 &		NB&SB	1, & MID	50	60	3000	333
SOUTH OF ASHLAND	80 SOUTH OF KECK AV	NB&SB	1	33	360	11880	1320
		SB	1	11	150	1650	183
NORTH OF MARSCH A		SB	1	11	200	2200	244
AT IL.25 & MARSCH AV		NB & SB	1	22	100	2200	244
KICK AVE / EAST SIDE		EB & WB	1	35	30	1050	117
MARSCH TO HARTWAY		NB & SB	1	22	200	4400	489
SOUTH OF HARTWAY		NB & SB	1	22	100	2200	244
NORTH OF SHERMAN		NB & SB	1	22	300	6600	733
RIVER ST	MILL ST	NB&SB	1	22	40	880	98
		NB & SB	1	22	60	1320	147
		NB & SB	1	22	12	264	29
		NB & SB	1	22	7	154	17
		NB	1	22	7	154	17
	MILL ST	SB	1	22	7	154	17
NORTH OF MILL ST		NB	1	11	200	2200	244
AT MILL STREET & IL. 25		NB	1	30	40	1200	133
SOUTH OF MILL ST		SB	1	11	100	1100	122
		NB	1	11	7	77	9
		NB	1	11	7	77	9
		NB	1	11	60	660	73
		NB	1	11	7	77	9
		SB	1	11	7	77	9
SOUTH OF IST AVE		NB	1	11	20	220	24
		SB	1	11	40	440	49
		NB	1	11	100	1100	122
400' SOUTH OF IST AVE		SB	1	11	100	1100	122
NORTH OF COUNTY LINE	500' NORTH	NB&SB	1	22	500	11000	1222

TOTAL 14597 FT 11212 SY

FILE NAME =	USER NAME = amthk1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE IL 25			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
c:\pwwork\pwwork\amthk1\02125057\Design.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	VAR.	2009-021 PP	DUPAGE	32	18
PLOT SCALE = 1/8" = 100' / IN.		CHECKED -	REVISED -								CONTRACT NO. 60G20				
PLOT DATE = 2/5/2009		DATE -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT										

ROUTE: IL 38 (IL 59 TO KIRK RD)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
200' WEST OF JOLIET		WB	1,2	24	10	240	27
220 WEST OF JOLIET		WB	1,2	24	8	192	21
225 WEST OF JOLIET		EB	1	12	10	120	13
		WB	2	12	50	600	67
250' WEST OF JOLIET		WB	1	12	12	144	16
260' WEST OF JOLIET		WB	1	12	80	960	107
		WB	1	12	100	1200	133
		WB	1	12	10	120	13
		EB	1,2	24	8	192	21
		EB	1,2	24	100	2400	267
		WB	1,2	24	8	192	21
		WB	1	12	20	240	27
		WB	2	12	50	600	67
		WB	1	12	60	720	80
		EB	1	12	120	1440	160
		WB	1	12	40	480	53
		WB	1	12	12	144	16
	KRESS CREEK RD	WB	1,2	12	100	1200	133
50' EAST OF RR		EB	1,2	24	30	720	80
30' EAST OF RR		EB	1,2	24	40	960	107
	ASPHALT STATRT						
50' WEST OF RR		WB	1	12	40	480	53
70' WEST OF RR		WB	2	12	10	120	13
50' WEST OF RR		EB	1,2	24	20	480	53
80' WEST OF RR		WB	1,2	24	120	2880	320
75' WEST OF RR		EB	1,2	24	20	480	53
120' WEST OF RR		WB	1,2	24	100	2400	267
120' WEST OFF RR		EB	1,2	24	100	2400	267
	MIDDLE LEFT TURN			12	100	1200	133
200 WEST OF RR		EB	1,2	24	40	960	107
230 WEST OF RR		WB	1	12	20	240	27
					80		
EAST OF KRESS		WB	1	12	80	960	107
EAST OF KRESS		WB	2	12	60	720	80
EAST OF KRESS		WB	2	12	100	1200	133
EAST OF KRESS		WB	2	12	30	360	40
FROM 30' EAST OF		WB	2	12	40	480	53
		EB	2	12	50	600	67
		WB	1,2	24	60	1440	160
		EB	1,2	24	200	4800	533
		EB	1,2	24	60	1440	160
		WB	2	12	80	960	107
		EB LEFT		12	80	960	107
		WB	1	12	60	720	80
		WB	1	12	80	960	107
		WB	1,2	24	120	2880	320
		EB	1,2	24	60	1440	160
		EB	1,2	24	40	960	107
		EB	2	12	12	144	16
		EB	2	12	12	144	16
		WB	1,2	12	100	1200	133
		WB	1,2	24	40	960	107
	100 EAST OF WEGNER	WB	1,2	24	120	2880	320
100' EAST OF WEGNER	EAST OF MACHESNEY	EB	1,2	24	100	2400	267
		EB	2	12	80	960	107
		WB	1	12	200	2400	267

ROUTE: IL 38 (IL 59 TO KIRK RD)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
100' EAST OF WEGNER	EAST OF MACHESNEY	EB	1	12	60	720	80
		WB	1,2	12	20	240	27
		EB	1,2	24	80	1920	213
		EB	1,2	12	12	144	16
		WB	1,2	24	30	720	80
		WB	1,2	24	40	960	107
		WB	1,2	24	20	480	53
		WB	1,2	24	40	960	107
		EB	1,2	24	10	240	27
		EB	1,2	24	10	240	27
		EB	1,2	24	10	240	27
		EB	1,2	24	10	240	27
		WB	2	12	12	144	16
	WEST OF BOX CULVERT S.N. 022-0150	WB	1,2	24	20	480	53
EAST OF BOX		EB	1,2	24	20	480	53
		WB	1,2	24	20	480	53
		WB	1,2	24	12	288	32
		WB		8	40	320	36
		WB	1,2	12	50	600	67
		WB	1,2	12	80	960	107
		WB	1,2	24	40	960	107
		WB	1,2	24	20	480	53
		WB	1,2	24	40	960	107
		WB	1,2	24	80	1920	213
		WB	1,2	24	100	2400	267
		WB	1,2	24	300	7200	800
		WB	1,2	24	80	1920	213
		WB	1,2	24	80	1920	213
		WB	1,2	24	20	480	53
		WB		10	40	400	44
		WB	1,2	24	20	480	53
	150' WEST OF KAUTZ	WB	1,2	24	150	3600	400
300' WEST OF KAUTZ		WB	1,2	24	300	7200	800
500 EAST OF KIRK RD		WB	1,2	24	400	9600	1067
200' EAST OF KIRK RD		EB	1,2	24	40	960	107
		WB	1,2	24	40	960	107
220 EAST OF KIRK RD		WB	2	12	50	600	67
300 EAST OF KIRK RD		EB	1,2	36	40	1440	160
1/2 MILE EAST OF KIRK		EB	1,2	24	300	7200	800
1/2 MILE EAST OF OLD		EB	1,2	12	100	1200	133
WEST OF KAUTZ RD		EB	1,2	24	200	4800	533
		EB	2	12	100	1200	133
		EB	1,2	24	60	1440	160
		EB	1,2	24	40	960	107
		EB	1,2	24	40	960	107
	200' EAST OF FAPYAN	EB	1,2	24	60	1440	160

TOTALS: 6728 FT 14472 SY

ROUTE: US RTE 30 (US 34 TO BRIARCLIFF)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
WEST OF GOODWIN	BOX CULVERT APPROACH	WB & EB	1	22	40	880	98
	CULVERT DECK IN POOR	EB& WB	1	22	50	1100	122
	CENTER LINE JOINT			2	160	320	36
		EB&WB	1	22	10	220	24
		WB&EB	1	22	30	660	73
		EB	1	11	20	220	24
		EB	1	11	10	110	12
		EB	1	11	10	110	12
		EB	1	11	10	110	12
	CENTER LINE JOINT	WB	1	11	10	110	12
				2	300	600	67
		WB&EB	1	22	18	396	44
		EB & WB	1	22	10	220	24
		WB	1	11	10	110	12
		WB & EB	1	11	10	110	12
	CENTER LINE JOINT			2	300	600	67
		WB & EB	1	22	10	220	24
		WB & EB	1	22	30	660	73
WEST OF GOODWIN		WB & EB	1	22	40	880	98
	NORTH EDGE OF SHOULDER	EB & WB	1	6	300	1800	200
		EB&WB	1	22	40	880	98
		WB	1	11	20	220	24
		EB	1	11	50	550	61
		EB	1	11	30	330	37
		EB	1	11	30	330	37
		EB	1	11	20	220	24
		WB	1	11	40	440	49
		EB	1	11	20	220	24
		WB & EB	1	22	20	440	49
		WB&EB	1	22	18	396	44
	CENTER LINE JOINT			2	360	720	80
		WB & EB	1	11	60	660	73
		WB & EB	1	22	30	660	73
		WB & EB	1	22	20	440	49
	MEDIAN LANE 6' - 11' AND	WB & EB	1	11	250	2750	306
		WB & EB	1	22	40	880	98
WEST OF GOODWIN		EB	1	11	20	220	24
		EB	1	11	20	220	24
30' EAST OF 5TH ST		WB & EB	1	22	20	440	49
40' EAST OF 5TH ST		WB & EB	1	11	30	330	37
50' EAST OF 5TH ST	NORTH SHOULDER	WB	1	10	36	360	40
		EB&WB &	1	33	30	990	110
		EB&WB &	1	33	10	330	37
		EB&WB &	1	33	12	396	44
200' EAST OF DOUGLASS		EB&WB &	1	33	10	330	37
220 EAST OF DOUGLASS		EB&WB &	1	11	10	110	12
240 EAST OF DOUGLASS		EB&WB &	1	22	20	440	49
100' EAST OF DOUGLASS			1	33	20	660	73
WEST OF DOUGLASS	BRIAR CLIFF	EB&WB &		33	12	396	44
		EB&WB &	1	33	12	396	44
		EB&WB &	1	33	12	396	44
		WB & EB	1	22	12	264	29
		WB & EB	1	22	12	264	29
		WB & EB	1	22	12	264	29
WEST OF DOUGLASS	BRIAR CLIFF	EB & WB	1	22	12	264	29
		EB & WB	1	22	12	264	29
		EB	1	11	80	880	98
		WB & EB	1	22	12	264	29
		EB & WB	1	22	12	264	29
		EB & WB	1	22	12	264	29
		EB & WB	1	33	12	396	44
		EB & WB	1	22	12	264	29
		EB	1	11	12	132	15
		EB	1	11	12	132	15

TOTAL 2924 FT 3278 SY

FILE NAME =	USER NAME = smythk1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE US 30			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pvc\work\pav\dot\am\thk1\d9125057\Design	DRAWN -	REVISED -	VAR.					2009-021 PP	DUPAGE	32	22	
PLOT SCALE = 1/8" = 1' / IN.	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 60G20				
PLOT DATE = 2/5/2009	DATE -	REVISED -	FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT						

ROUTE: US 30 (US 34 TO 143RD ST.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
143rd St.	135th	WB	N/A	12	6	72	8
		WB	1 LANE	12	50	600	67
		WB		2	15	30	3
		WB		12	40	480	53
		WB		2	50	100	11
		WB		12	25	300	33
		WB		12	50	600	67
		WB		2	125	250	28
		WB		2	200	400	44
		WB		12	6	72	8
		WB		12	6	72	8
		WB		12	6	72	8
		WB		16	6	96	11
		WB		12	6	72	8
135TH	127TH	WB		12	30	360	40
		WB		2	200	400	44
		WB		12	6	72	8
		WB		12	6	72	8
		WB		12	30	360	40
		WB		12	6	72	8
		WB		12	9	108	12
		WB		12	6	72	8
		WB		12	6	72	8
		WB		2	50	100	11
127TH	111TH	WB		12	6	72	8
		WB		2	50	100	11
		WB		12	15	180	20
		WB		2	100	200	22
		WB		12	12	144	16
		WB		12	6	72	8
		WB		2	150	300	33
		WB		2	50	100	11
		WB		2	200	400	44
		WB		2	100	200	22
127TH	111TH	WB		12	12	144	16
		WB		12	6	72	8

ROUTE: US 30 (US 34 TO 143RD ST.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)		
FROM	TO								
111TH	127TH	EB	N/A	12	7	84	9		
		EB	1 LANE	2	25	50	6		
		EB		2	20	40	4		
		EB		12	8	96	11		
		EB		12	4	48	5		
		EB		12	30	360	40		
		EB		2	30	60	7		
		EB		2	400	800	89		
		EB		12	6	72	8		
		EB		12	12	144	16		
		EB		12	6	72	8		
		EB		12	6	72	8		
		EB		2	400	800	89		
		EB		12	25	300	33		
111th	127th	EB		12	4	48	5		
		EB		12	50	600	67		
		EB		12	4	48	5		
		EB		2	175	350	39		
		EB		2	200	400	44		
		EB		12	50	600	67		
		EB		12	12	144	16		
		EB		12	3	36	4		
		127TH	135TH	EB	N/A	2	60	120	13
				EB	1 LANE	2	40	80	9
EB				12	6	72	8		
EB				2	75	150	17		
EB				2	300	600	67		
EB				12	4	48	5		
127TH	135TH	EB		12	12	144	16		
		EB		12	15	180	20		
		EB		2	15	30	3		
		EB		12	12	144	16		
		EB		2	50	100	11		
		EB		12	4	48	5		
		135TH	143RD	EB		2	200	400	44
				EB		2	200	400	44
				EB		2	400	800	89
				EB		12	12	144	16
135TH	143RD	EB		12	4	48	5		
		EB		2	400	800	89		
		EB		12	15	180	20		
		EB		12	15	180	20		
		EB		12	15	180	20		
		EB		2	90	180	20		

TOTALS: 5121 FT 1826 SY

ROUTE: IL 64 TO N. AURORA RD.)

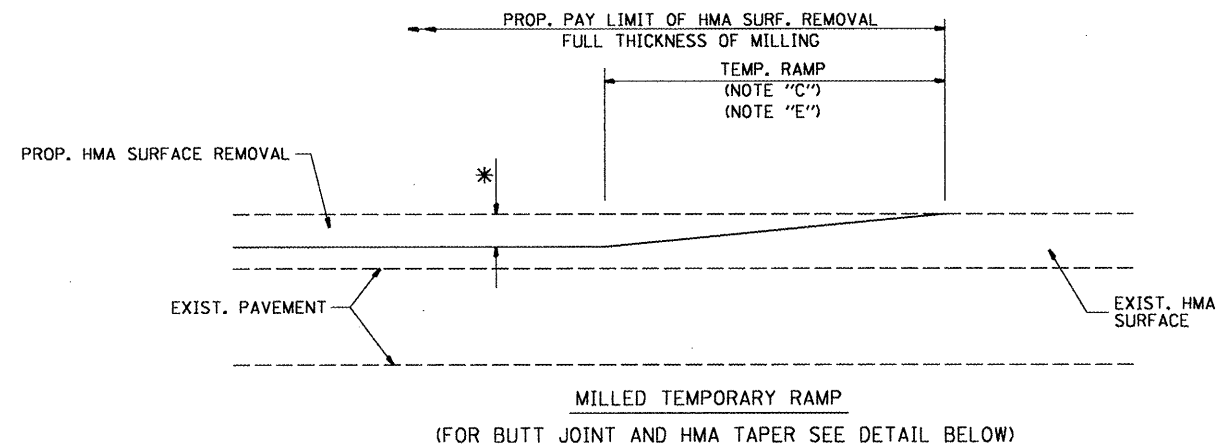
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Washington St		NB	1,2	23	40	920	102
	Left Turn by Coin laundry Store			12	250	3000	333
	1-arrow and 1-Only-need it		1,2	24	40	960	107
			1,2	24	70	1680	187
			1,2	24	60	1440	160
			1,2	24	70	1680	187
			1	12	80	960	107
	Left turn At James		2	12	220	2640	293
	1-arrow and 1-Only-need it		1,2	24	150	3600	400
			1,2	24	80	1920	213
			1,2	24	125	3000	333
			1	12	124	1488	165
	Left turn At Howthome Ln		1	12	270	3240	360
	1-arrow and 1-Only-need it		2	12	127	1524	169
			1	12	150	1800	200
			2	12	170	2040	227
			1,2	24	100	2400	267
			1,2	24	150	3600	400
			1,2	24	125	3000	333
			1,2	24	50	1200	133
			1,2	24	80	1920	213
			1,2	24	60	1440	160
			1,2	24	50	1200	133
			1,2	24	40	960	107
			1,2	24	70	1680	187
	North Avenue (Rt 64)	North Bound	1,2	24	80	1920	213
Rt-64		South Bound	1,2	24	40	960	107
			1,2	24	20	480	53
			1,2	24	10	240	27
			1	12	10	120	13
			1	12	20	240	27
			2	12	125	1500	167
			2	12	40	480	53
			1	12	40	480	53
			2	12	10	120	13
			2	12	50	600	67
			1	12	70	840	93
	Left Turn at Arbor		1	12	250	3000	333
	1-arrow and 1-Only-need it		1,2	24	80	1920	213
			2	12	40	480	53
			1	12	125	1500	167
			1	12	40	480	53
			1,2	24	20	480	53
	Left Turn at James		1	12	150	1800	200
	1-arrow and 1-Only-need it		1	12	40	480	53
			1,2	24	30	720	80
			1,2	24	70	1680	187
			1,2	24	30	720	80
			1,2	24	40	960	107
			1,2	24	60	1440	160
			1,2	24	120	2880	320
Left turn By Coin Laundry	Washington St	South Bound	1,2	24	100	2400	267
	1-arrow and 1-Only-need it		1,2	24	90	2160	240
HMA PAVEMENT	MILL & RS						
Washington Street	Roosevelt Road	SB	1	12	15	180	20
		SB	1	12	20	240	27
		SB	2	12	60	720	80
		SB	2	12	15	180	20
Roosevelt Road	Washington street	NB	1,2	12	15	180	20
		NB	1,2	12	10	120	14
		NB	1,2	12	18	216	24
		NB	1,2	12	16	192	22
		NB	1,2	12	20	240	27
At Main Street	Intersection	NB & SB	1,2	72	60	4320	480
Batavia Road	Joliet Road	NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	6	72	8
		NB	2	12	9	108	12
		NB	2	12	4	48	5
		NB	2	12	6	72	8
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	6	72	8
		NB	2	12	6	72	8

ROUTE: IL 64 TO N. AURORA RD.)

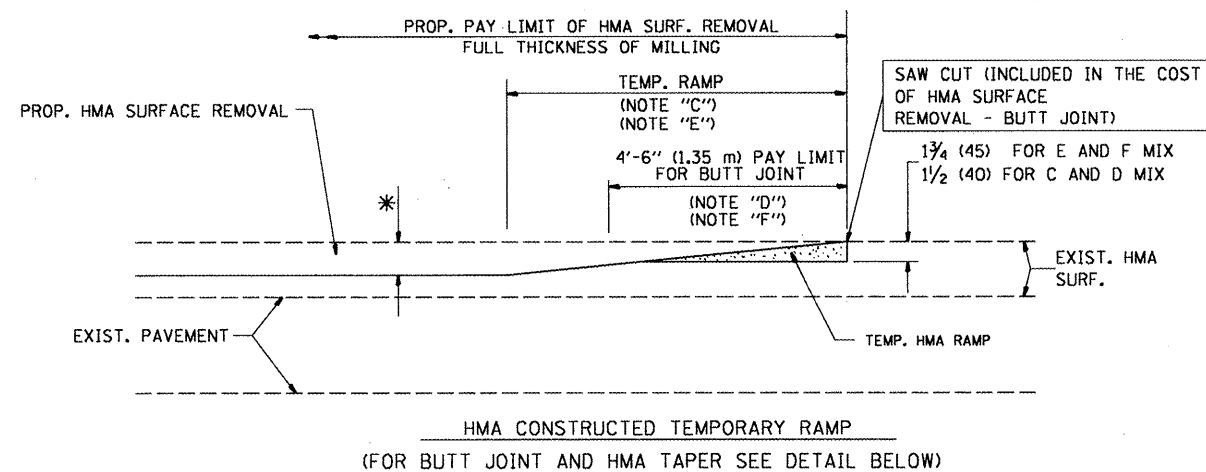
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Joliet Road	Dayton Road	NB	2	2	300	600	67
Joliet Road	Dayton Road	NB	2	2	300	600	67
Joliet Road	Dayton Road	NB	1	2	50	100	11
Dayton Road	Joliet Road	SB	2	12	6	72	8
Dayton Road	Joliet Road	SB	2	2	50	100	E.P
Joliet Road	Batavia Road	SB	2	12	4	48	5
		SB	2	12	6	72	8
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	4	48	5
		SB	2	12	4	48	5
Joliet Road	Batavia Road	SB	2	2	50	100	11
NORTH OF MEADOW		SB/NB		2	1000	2000	222
SOUTH OF BATAVIA RD		NB MIDDLE		12	420	5040	560
40' NORTH OF IL 66		NB	1,2	27	100	2700	300
SOUTH OF IL 66		NB/SB	1,2	27	160	4320	480
		NB	1,2	27	400	10800	1200
		MIDDLE	1	12	800	9600	1067
NORTH OF FERRY RD		NB	1,2	27	300	8100	900
NORTH OF IL 69 WEST		NB AND SB	1,2	27	600	16200	1800
SOUTH OF IL 69 SB RAMP		NB & SB	1,2	27	300	8100	900
I-88 BRIDGE	DIEHL RD	NB	1,2,3	24	45	1080	120
I-88	SOUTH OF DIEHL RD	SB	1,2,3	36	300	10800	1200
SOUTH OF FERRY RD		SB	2	12	12	144	16
SOUTH OF DIEHL RD	NORTH AURORA			2	1000	2000	222
		NB & SB	1,2	30	4	120	13
		NB	1,2	30	40	1200	133
		NB	1,2	30	40	1200	133
		NB LEFT	1	12	40	480	53
550' SOUTH OF BATAVIA RD		SB	1,2,3	7	33	231	26
		NB & SB	1,2,3	7	47	329	37
		NB&SB	1,2,3	22	47	1034	115
		SB	1	7	30	210	23
		SB	1,2	7	24	168	19
20' SOUTH OF		SB	2	7	24	168	19
		SB	1,2	7	24	168	19
100' SOUTH OF		SB	1,2	14	40	560	62
		SB		7	12	84	9
		SB		7	12	84	9
		SB		7	12	84	9
		NB		7	12	84	9
		SB		7	30	210	23
		SB		7	20	140	16
		SB		7	30	210	23
		SB		7	20	140	16
BATAVIA RD	IL 66	SB		7	1000	7000	778
INTERSECTION OF IL 66 &			1,2,3	60	40	2400	267
NORTH OF IL 66	TO CONTENENATAL	WEST LEG	1,2,3	20	80	1600	178
		NB	1,2	12	12	144	16
		NB	1,2	12	12	144	16
		NB	1,2	7	20	140	16
		NB	1,2	7	24	168	19
		NB		7	300	2100	233
		NB	2	7	12	84	9
		NB	2	12	100	1200	133
SOUTH OF CONTENENATAL		NB	2	10	20	200	22
		NB	2	12	100	1200	133
		NB	2	12	150	1800	200
		NB	1,2,3	12	33	396	44
		NB	1	7	12	84	9
		NB	2	12	20	240	27
		NB	2	12	60	720	80
NORTH OF MEADOW DR		NB	2	7	12	84	9
NORTH OF MEADOW DR		NB	1,2	7	12	84	9

TOTAL 13,688 FT 21,954 SY

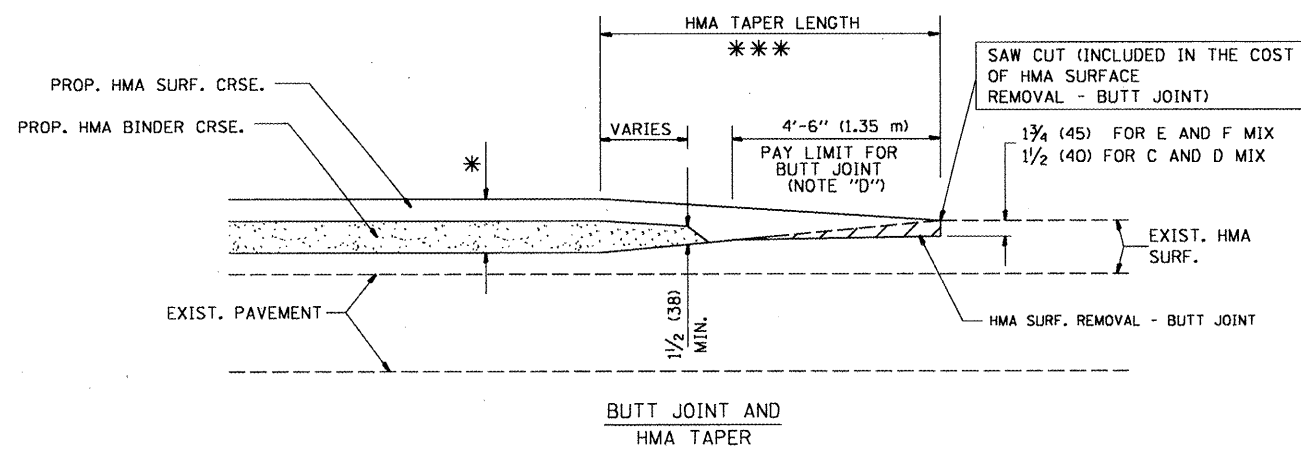
FILE NAME =	USER NAME = wjgreendp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE IL 69	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p\d\dot\w\jgreendp\d\0125057\Design.dgn	DRAWN -	REVISED -	VAR.			2009-021 PP	DUPAGE	32	24	
PLOT SCALE = 1/8"=1'-0"	CHECKED -	REVISED -	CONTRACT NO. 60G20							
PLOT DATE = 2/5/2009	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
Design.dgn 2/5/2009 5:42:36 PM User:wjgreendp				SCALE:	SHEET NO. OF SHEETS STA.	TO STA.				



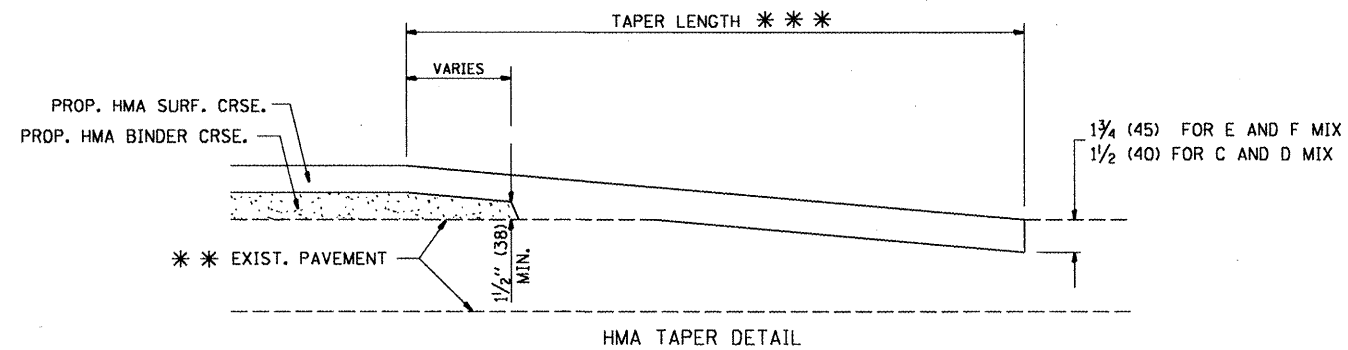
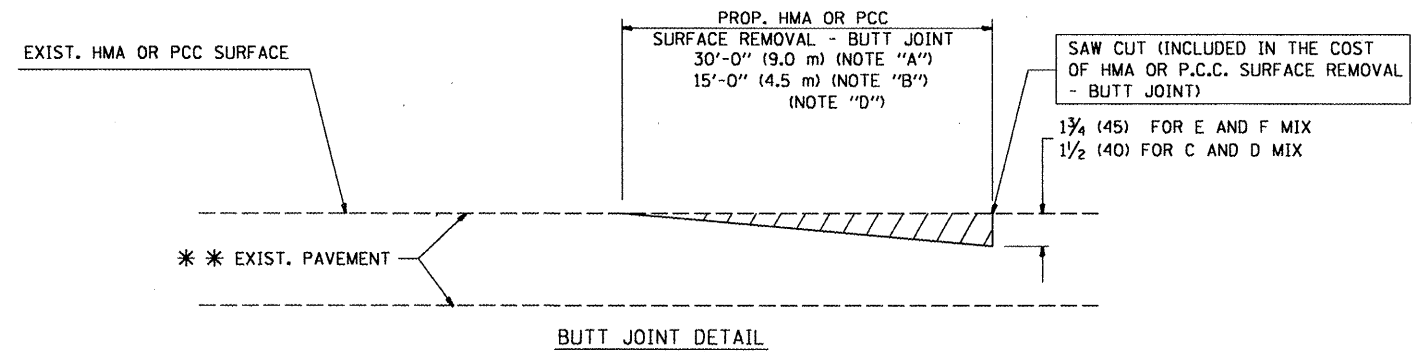
OPTION 1



**OPTION 2
TYPICAL TEMPORARY RAMP**



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



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

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

NOTES

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

BASIS OF PAYMENT:

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

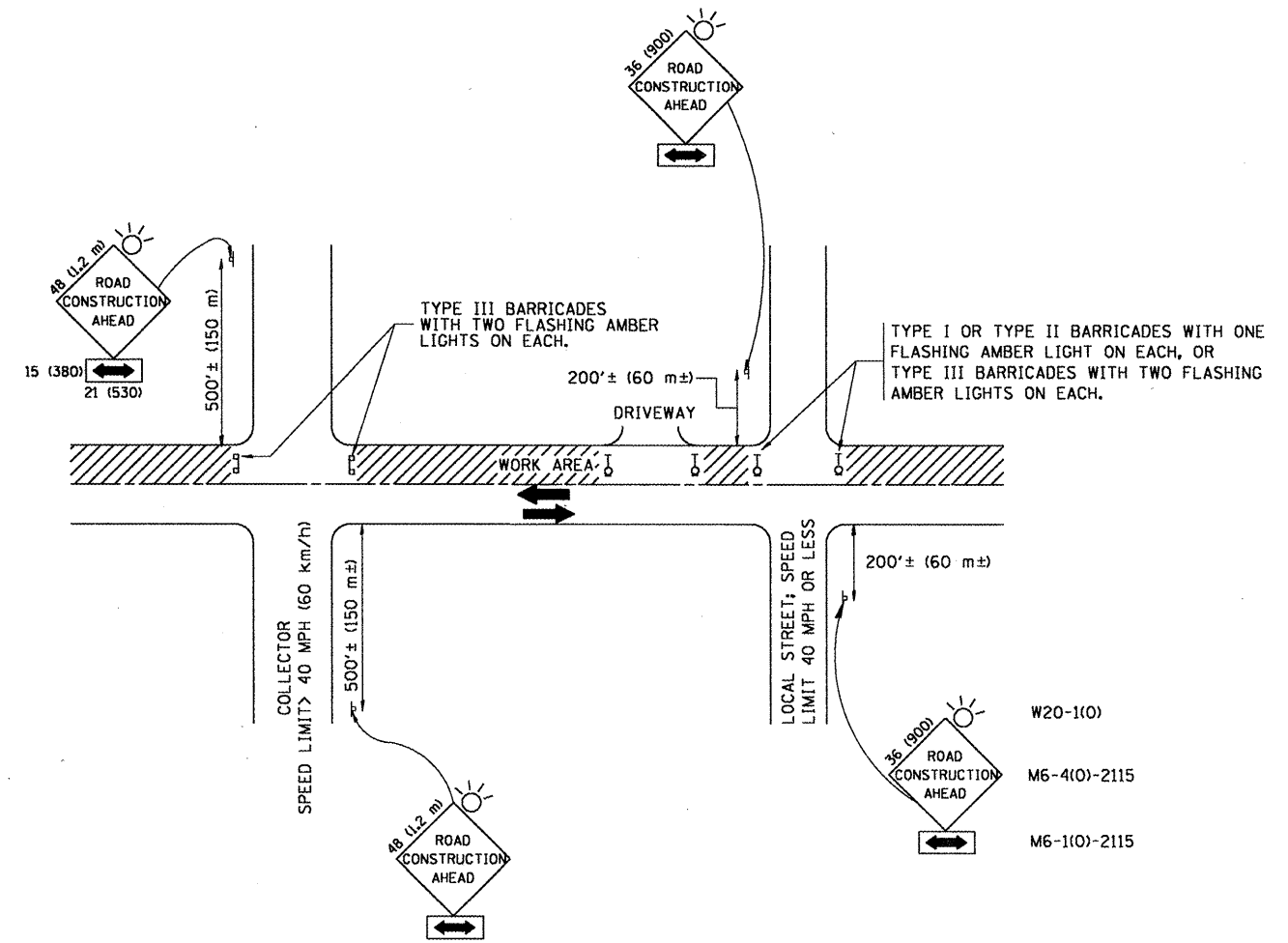
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = sm1thkl	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
ar\pwwork\pww001\SMITHKL\d0125057\Dist\d.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
		CHECKED -	REVISED - M. GOMEZ 04-06-01
		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.	2009-021 PP	DUPAGE	32	25
BD400-05 BD32		CONTRACT NO. 60G20		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

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

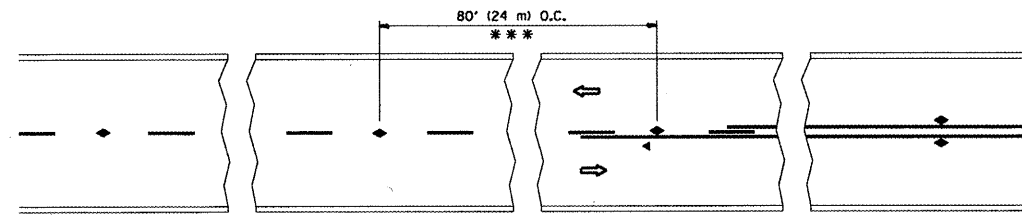
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME =	USER NAME = smithk1	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
ca:\pw_work\VPWIDOT\SMITHK1\d0125057\01s14		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLLOT DATE = 2/4/2009	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

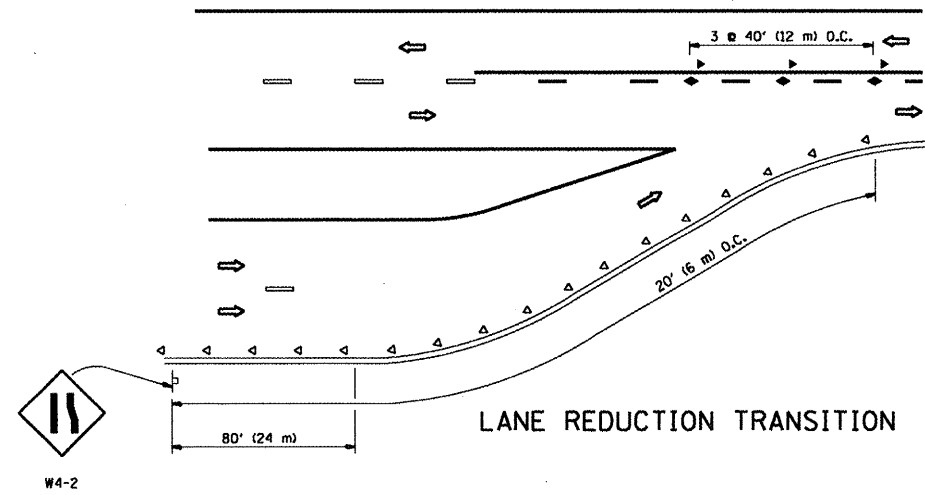
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-021 PP		32	26
TC-10			CONTRACT NO. 60G20	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

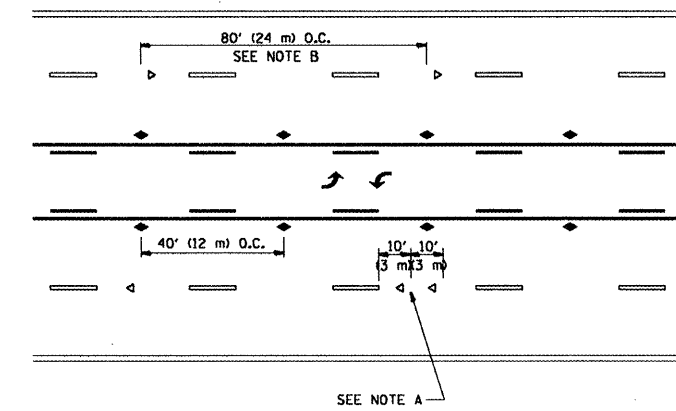


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

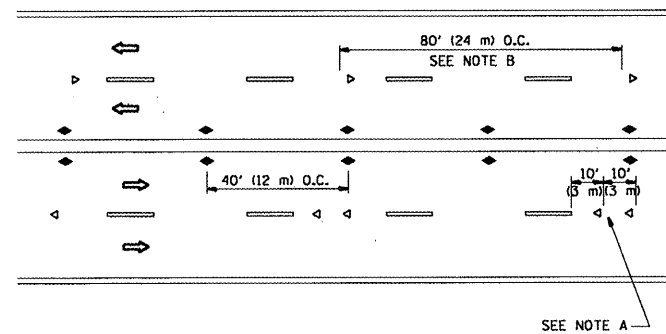
TWO-LANE/TWO-WAY



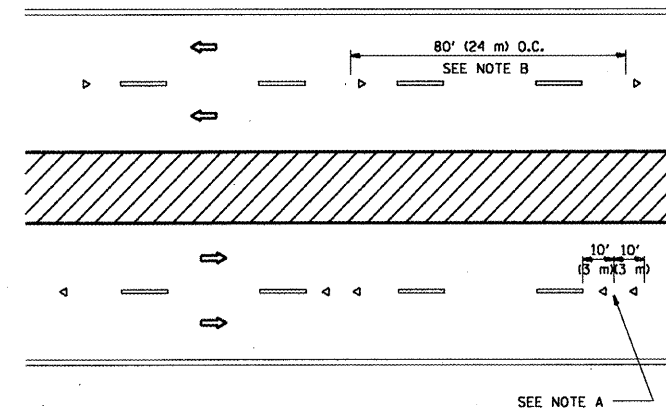
LANE REDUCTION TRANSITION



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

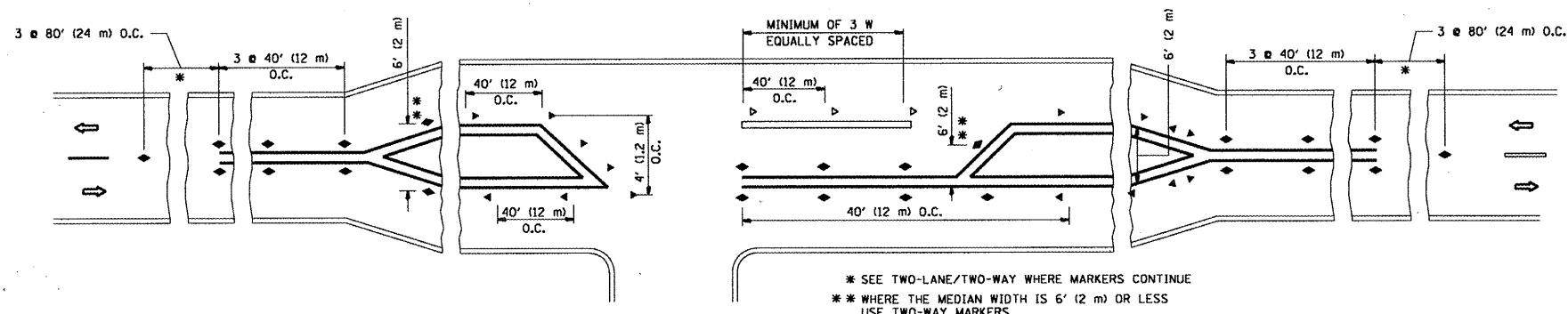
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

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

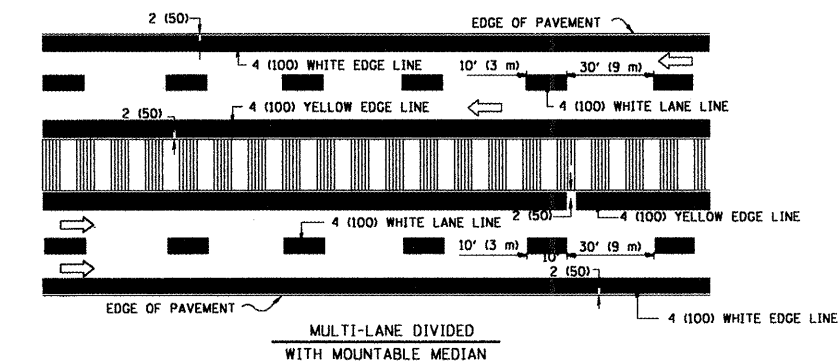
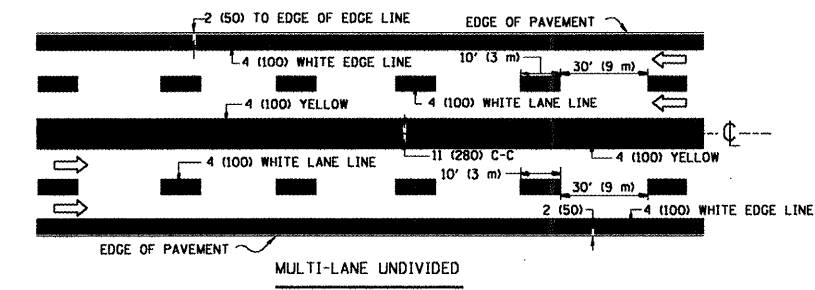
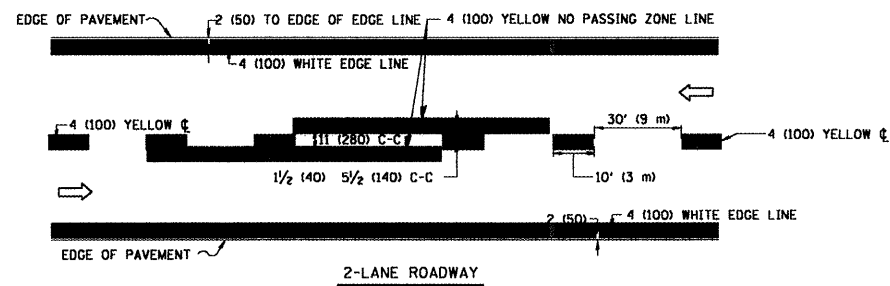
All dimensions are in inches (millimeters) unless otherwise shown.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

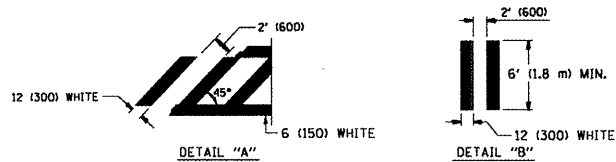
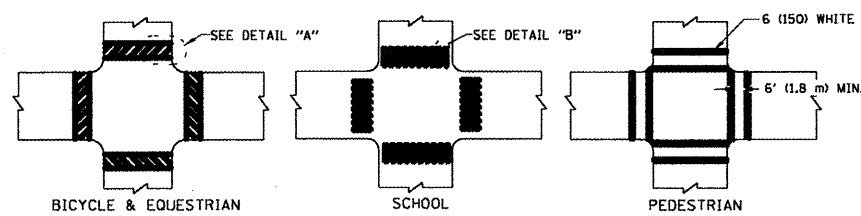
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-021 PP	DUPAGE	32	27
TC-11			CONTRACT NO. 60G20	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = smithkl	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
es\pwwork\VPWIDOT\SMITHKL\d9125057\dists	td.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00	
PLOT DATE = 2/4/2009	DATE -	REVISED -	

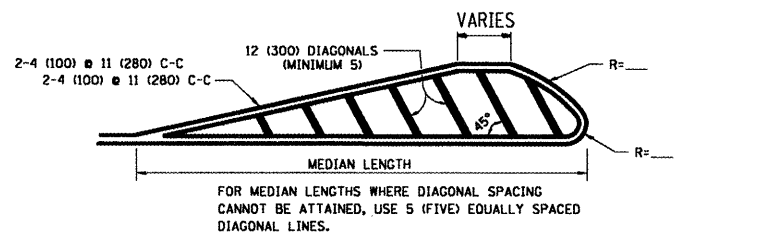
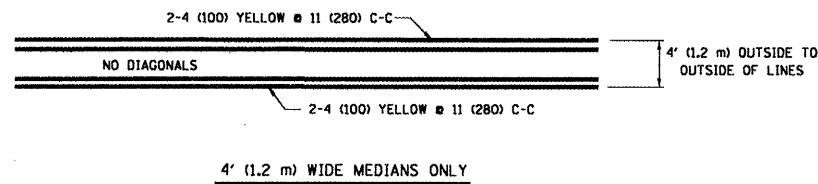


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

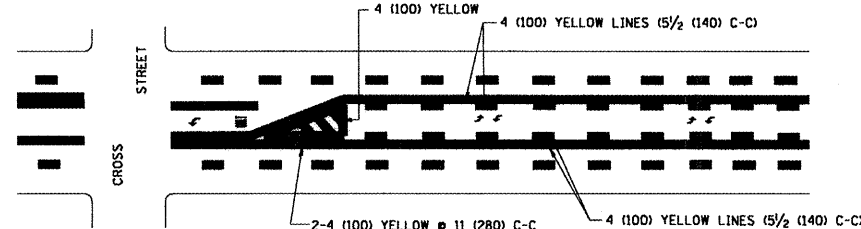


TYPICAL CROSSWALK MARKING

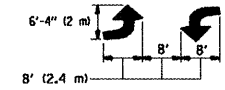


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

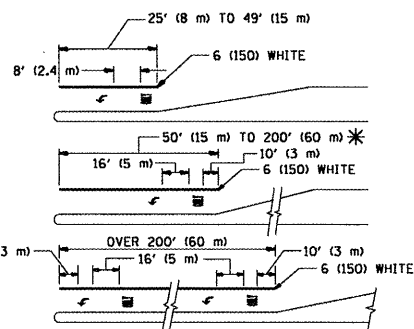


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

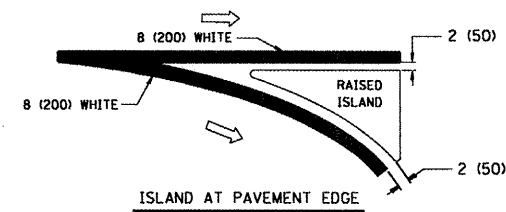
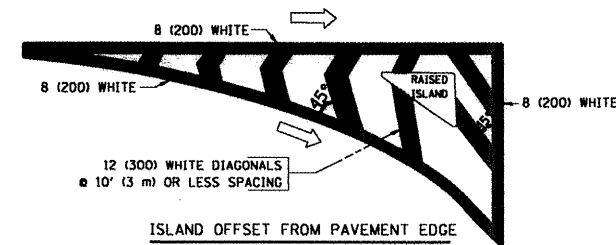


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * AREA = 15.6 SQ. FT. (1.5 m²) □ AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m 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.

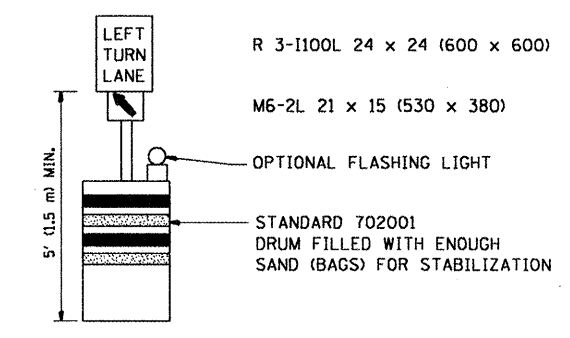
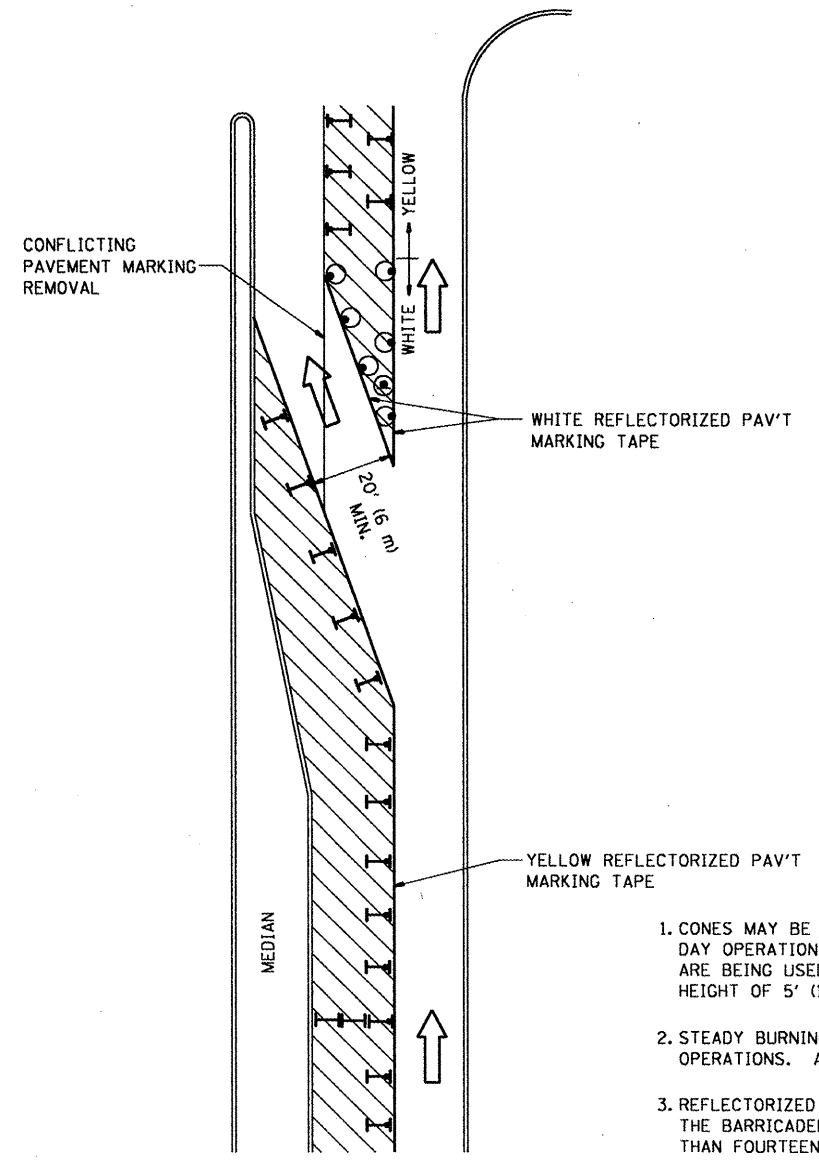
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-021 PP	DUPAGE	32	28
TC-13			CONTRACT NO. 60G20	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = smh thkl	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
ca:\pw_work\VPWIDDT\SMITHKL\d0125057\DistStd.dgn		DRAWN -	REVISED - A. HOUSEH 10-09-96
		CHECKED -	REVISED - A. HOUSEH 10-17-96
		DATE - 03-19-90	REVISED - T. RAMMACHER 01-06-00


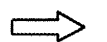






GENERAL NOTES

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

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

LEGEND

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

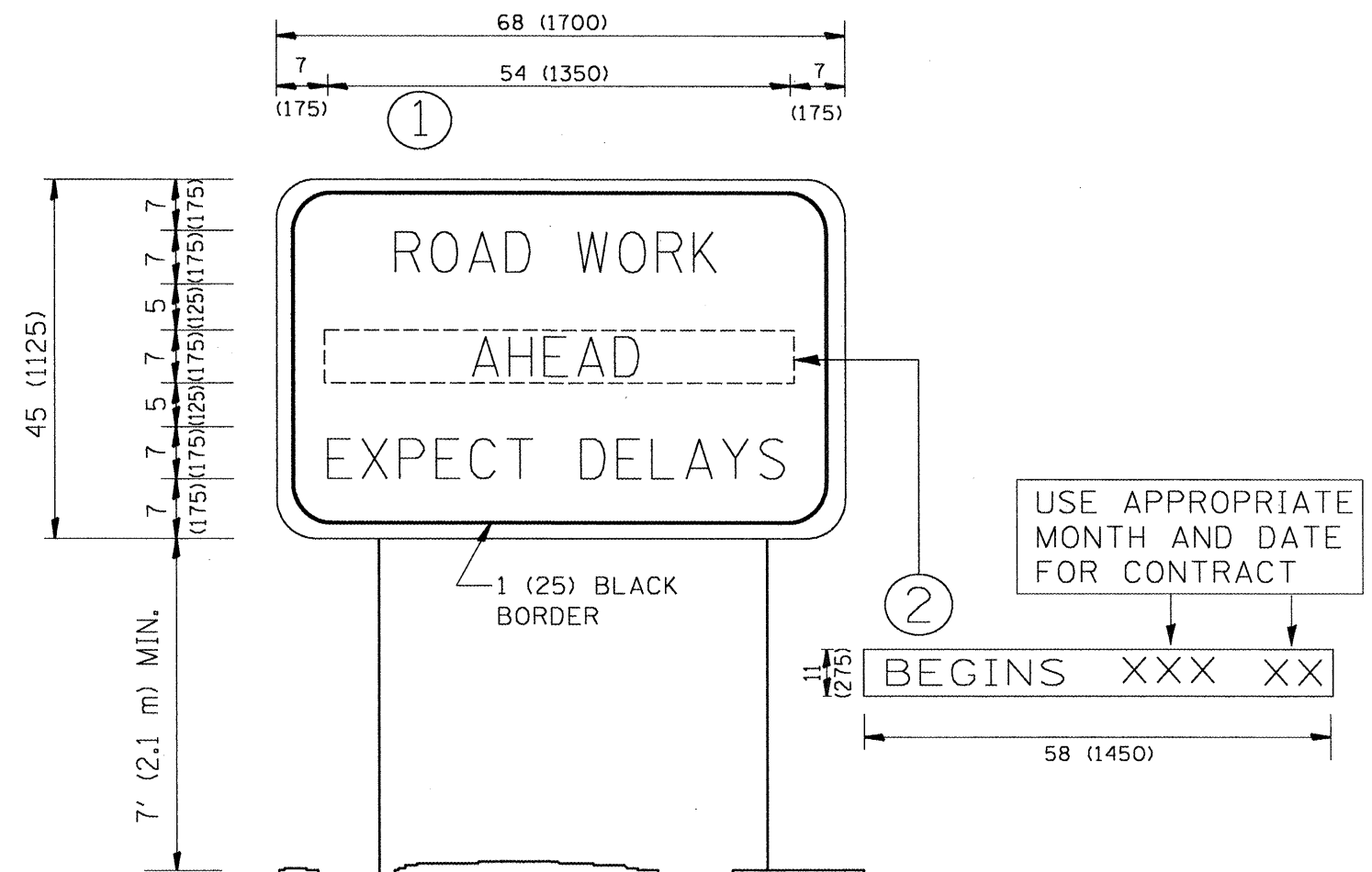
FILE NAME =	USER NAME = sm1thk1	DESIGNED -	REVISED -T. RAMMACHER 09-08-94
g:\pwork\pwidot\SMITHKL\d0125057\01st	td.dgn	DRAWN -	REVISED - A. HOUSEH 11-07-95
	PLDT SCALE = 100.0000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLDT DATE = 2/4/2009	DATE -	REVISED -T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-021 PP	DUPAGE	32	29
TC-14		CONTRACT NO. 60G20		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

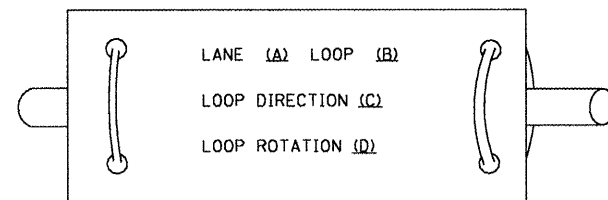
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = smithk1	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwwork\pwwid\SMITHK1\d0125057\01.s	DRAWN -	REVISED - R. MIRS 12-11-97	VAR.			2009-021 PP	DUPAGE	32	30	
PLOT SCALE = 1/8" = 1' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	TC-22			CONTRACT NO. 60G20				
PLOT DATE = 2/4/2009	DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

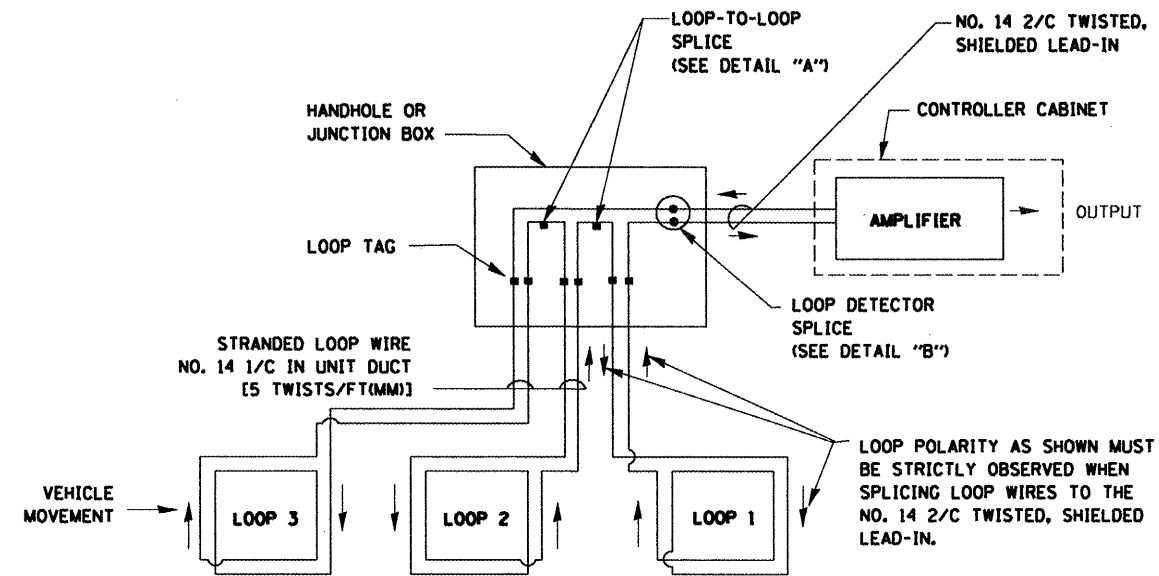
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

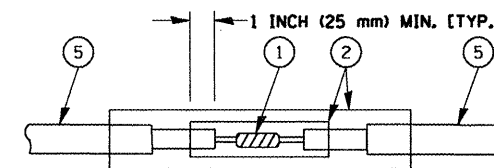


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

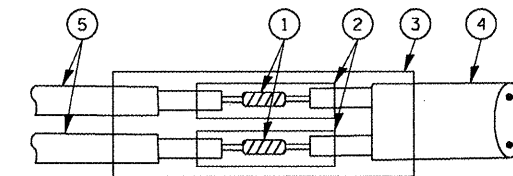


DETECTOR LOOP WIRING SCHEMATIC

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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = smthkl	DESIGNED - D.A.D.	REVISED - 11-12-01
of\pw\work\NPWIDOT\SMITHKL\d0125057\Dist\d.dgn		DRAWN - R.W.P.	REVISED - BUR. TRAFFIC 01-01-02
		CHECKED - D.A.Z.	REVISED -
		DATE - 05-30-00	REVISED -

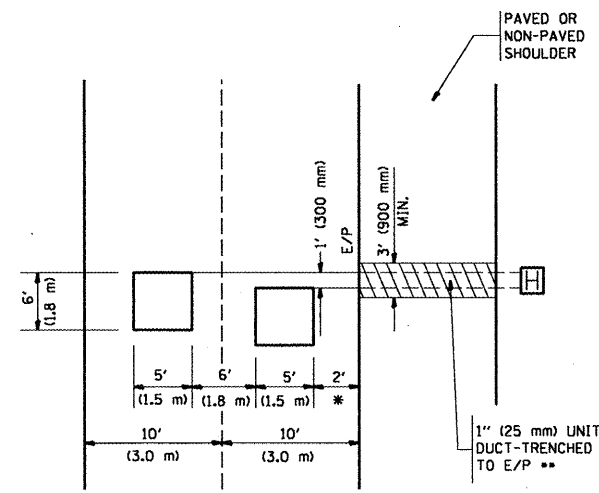
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-021 PP	DUPAGE	32	31
TS-05			CONTRACT NO. 60020	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

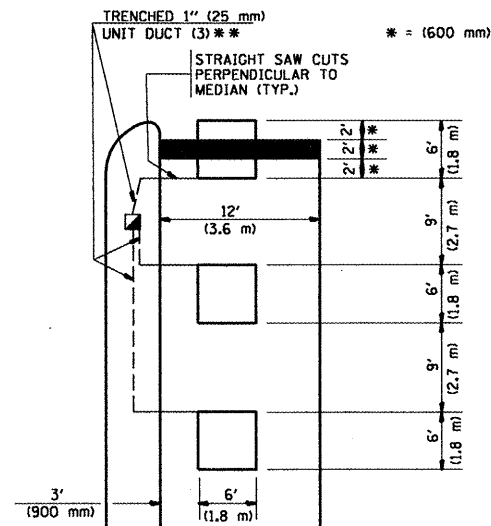


* = (600 mm)

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

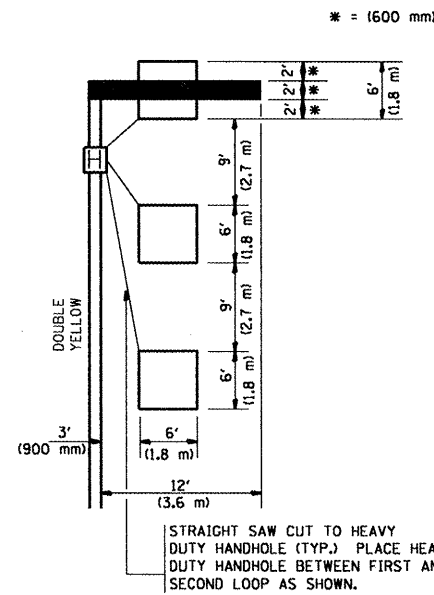
**LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**

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



** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

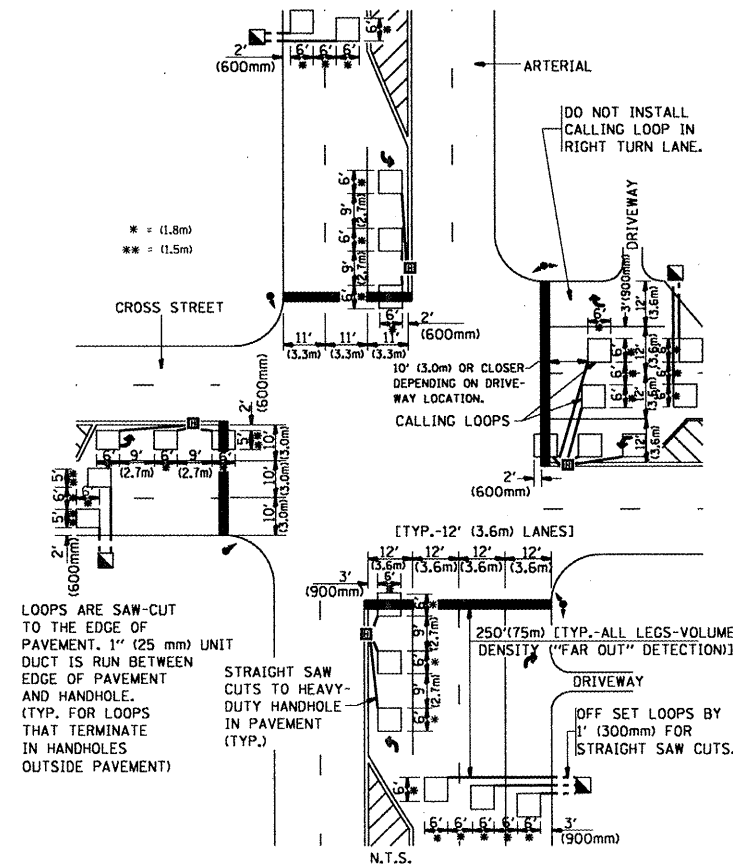
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

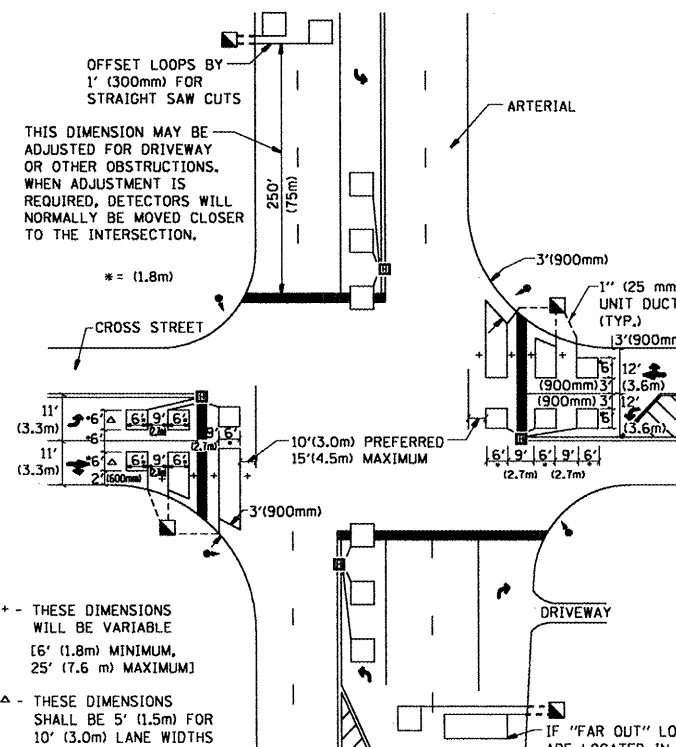
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

**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.**

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-021 PP	DUPAGE	32	32
TS-07			CONTRACT NO. 60C20	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

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