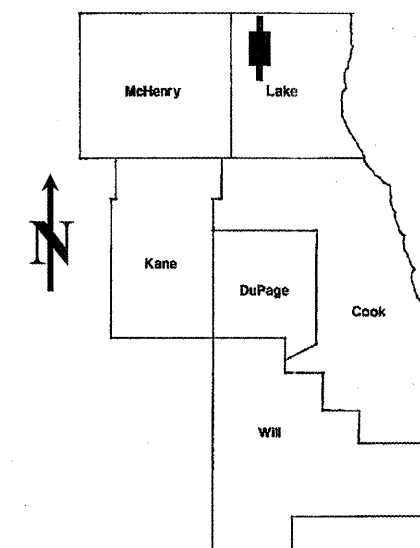


ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
VARIOUS	2011-008-RS	LAKE	32	1

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

CONTRACT NO. 60N96

D-91-439-11



LOCATION OF IMPROVEMENT INDICATED THUS: 

FOR INDEX OF SHEETS SEE SHEET 2

VARIOUS ROUTES
 SECTION: 2011-008-RS
 VARIOUS LOCATIONS IN WEST LAKE COUNTY
 INTERMITTENT PAVEMENT RESURFACING
 LAKE COUNTY
 C-91-439-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
 SUBMITTED: APRIL 6, 2011
Dennis M. O'Keefe
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
May 13 2011
Scott E. Stitt, P.E.
 acting ENGINEER OF DESIGN AND ENVIRONMENT
May 13 2011
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. 60N96

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

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	TITLE SHEET	000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
3	SUMMARY OF QUANTITIES	701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
4	GENERAL LOCATION MAP	701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
5	SUMMARY OF PATCHING SCHEDULE	701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
6-23	PATCHING SCHEDULE	701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
24	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701421-03	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS \geq 45 MPH TO 55 MPH
25	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701426-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS
26	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701427	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS \leq 40 MPH
27	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701502-04	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
28	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
29	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	701602-05	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
30	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701606-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
31	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 1 OF 6)	701701-07	URBAN LANE CLOSURE, MULTILANE INTERSECTION
32	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)	701901-01	TRAFFIC CONTROL DEVICES

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 (847) 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.

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

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING

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.

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.

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.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS (%)
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.

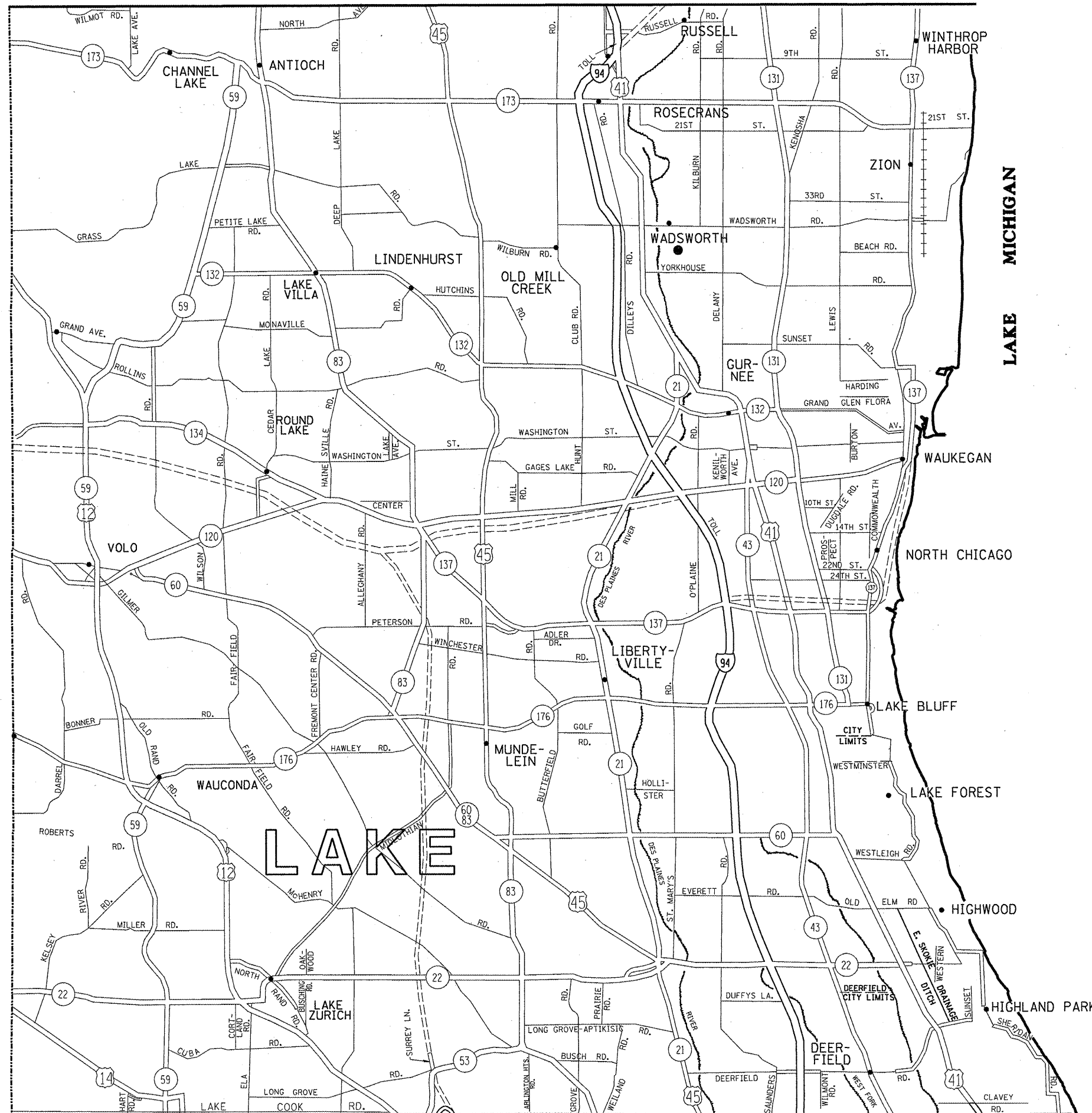
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr:\pr-work\pwsdot\velichkovvv\d0260169\design.dgn	DRAWN -	REVISED -	VAR.			2011-008-RS	LAKE	32	2	
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -	CONTRACT NO. 60N96							
PLOT DATE = 4/13/2011	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
SCALE: SHEET NO. OF SHEETS STA. TO STA.										

100% STATE

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES						CODE NO	ITEM	UNIT	TOTAL QUANTITIES						
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	10	10														
40600300	AGGREGATE (PRIME COAT)	TON	52	52														
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	79	79														
40600895	CONSTRUCTING TEST STRIP	EACH	1	1														
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	785	785														
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2931	2931														
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	26170	26170														
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6														
67100100	MOBILIZATION	L SUM	1	1														
70300100	SHORT TERM PAVEMENT MARKING	FOOT	5097	5097														
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1699	1699														
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	311	311														
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	56064	56064														
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	632	632														
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	20	20														
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	50	50														
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	248	248														
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1113	1113														
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1113	1113														
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	546	546														
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	617	617														
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1														

* SPECIALTY ITEM



FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL LOCATION MAP - LAKE COUNTY		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
ca:\pw\work\p\dot\velichkovvv\d0260169\Design.dgn		DRAWN -	REVISED -				VAR.	2011-008-RS	LAKE	32	4		
		CHECKED -	REVISED -				CONTRACT NO. 60N96						
		DATE -	REVISED -				SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT

ROUTE: IL 132 (0.3 mi w/o Deep Lake Rd to US 45)

Table with 8 columns: FROM, TO, DIRECTION (EB/WB), LANE NO. (1, 2, 3), PAVEMENT PATCH WIDTH, PAVEMENT PATCH LENGTH, REPAIR AREA (SQ FT), REPAIR AREA (SQ YD). Lists pavement and repair details for various directions and lane configurations.

ROUTE: IL 132 (0.3 mi w/o Deep Lake Rd to US 45)

Table with 8 columns: FROM, TO, DIRECTION (EB/WB), LANE NO. (1, 2, 3), PAVEMENT PATCH WIDTH, PAVEMENT PATCH LENGTH, REPAIR AREA (SQ FT), REPAIR AREA (SQ YD). Lists pavement and repair details for various directions and lane configurations.

CONTINUED ON NEXT SHEET

ROUTE: IL 173 (First St to Fox River Bridge (McHenry County Line))

CROSSSTREETS		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						
First Street		EB	1	3	18	54	6
		EB	1	3	18	54	6
		EB	1	3	18	54	6
		EB	1	6	18	108	12
		EB	1	3	15	45	5
		EB	1	3	18	54	6
		EB	1	3	18	54	6
		EB	1	6	18	108	12
		EB	1	4	18	72	8
		EB	1	6	24	144	16
		EB	1	3	12	36	4
		EB	1	4	12	48	5
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	4	48	192	21
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		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
		EB	1	3	12	36	4
		EB	1	12	12	144	16
		EB	1	3	100	300	33
		EB	1	3	50	150	17
		EB	1	3	75	225	25
		EB	1	3	75	225	25
		EB	1	3	12	36	4
		EB	1	3	80	240	27
		EB	1	12	12	144	16
		EB	1	12	15	180	20
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	8	12	96	11
		EB	1	3	120	360	40
		EB	1	6	10	60	7
		EB	1	6	12	72	8
		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	9	12	108	12
		EB	1	10	12	120	13
		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 173 (First St to Fox River Bridge (McHenry County Line))

CROSSSTREETS		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						
		EB	1	3	12	36	4
		EB	1	6	12	72	8
		EB	1	3	12	36	4
		EB	1	9	12	108	12
		EB	1	3	12	36	4
		EB	1	4	12	48	5
		EB	1	3	25	75	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		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
		EB	1	3	40	120	13
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	4	15	60	7
		EB	1	3	12	36	4
		EB	1	6	12	72	8
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	80	240	27
		WB	1	3	12	36	4
		WB	1	4	12	48	5
		WB	1	3	12	36	4
		WB	1	3	25	75	8
		WB	1	3	12	36	4
		WB	1	12	12	144	16
		WB	1	6	30	180	20
		WB	1	6	12	72	8
		WB	1	3	25	75	8
		WB	1	3	50	150	17
		WB	1	3	12	36	4
		WB	1	4	75	300	33
		WB	1	4	12	48	5
		WB	1	6	12	72	8
		WB	1	12	12	144	16
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	25	75	8
		WB	1	3	12	36	4
		WB	1	3	50	150	17
		WB	1	3	50	150	17
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	20	60	7
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	90	270	30
		WB	1	3	12	36	4

CONTINUED ON NEXT SHEET

ROUTE: IL 173 (First St to Fox River Bridge (McHenry County Line))

CROSSSTREETS		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						
		WB	1	3	12	36	4
		WB	1	12	12	144	16
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	6	12	72	8
		WB	1	3	12	36	4
		WB	1	9	12	108	12
		WB	1	8	12	96	11
		WB	1	4	12	48	5
		WB	1	3	50	150	17
		WB	1	3	50	150	17
		WB	1	4	12	48	5
		WB	1	6	12	72	8
		WB	1	3	30	90	10
		WB	1	9	12	108	12
		WB	1	9	12	108	12
		WB	1	10	12	120	13
		WB	1	6	20	120	13
		WB	1	3	12	36	4
		WB	1	6	12	72	8
		WB	1	3	6	18	2
		WB	1	9	12	108	12
		WB	1	3	12	36	4
		WB	1	6	12	72	8
		WB	1	4	12	48	5
		WB	1	3	12	36	4
		WB	1	6	12	72	8
		WB	1	9	12	108	12
		WB	1	3	30	90	10
		WB	1	3	100	300	33
		WB	1	10	12	120	13
		WB	1	6	12	72	8
		WB	1	3	50	150	17
		WB	1	3	100	300	33
		WB	1	10	12	120	13
		WB	1	6	12	72	8
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	30	90	10
		WB	1	3	15	45	5
		WB	1	6	12	72	8
		WB	1	6	6	36	4
		WB	1	6	8	48	5
		WB	1	3	30	90	10
		WB	1	3	20	60	7
		WB	1	3	50	150	17
		WB	1	3	12	36	4
		WB	1	6	12	72	8
		WB	1	12	15	180	20
		WB	1	6	12	72	8
		WB	1	3	12	36	4

ROUTE: IL 173 (First St to Fox River Bridge (McHenry County Line))

CROSSSTREETS		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						
		WB	1	3	12	36	4
		WB	1	6	8	48	5
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	25	75	8
		WB	1	3	60	180	20
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	7	12	84	9
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	7	12	84	9
		WB	1	7	12	84	9
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	7	12	84	9
		WB	1	7	12	84	9
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	4	12	48	5
		WB	1	4	12	48	5
		WB	1	6	12	72	8
		WB	1	3	12	36	4
	McHenry County Line	WB	1	3	12	36	4

TOTALS: 4277 FT 1815 SY

ROUTE: IL 176 (US 12 to Roberts Rd (McHenry County Line))

CROSSSTREETS		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						
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	19	114	13
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		WB	1	11	13	143	16
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1,2	6	24	144	16
TOTALS:					152	109	
					FT	SY	

ROUTE: IL 22 (0.5 mi w/o US 12 to US 14)

CROSSSTREETS		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						
US 12		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3

ROUTE: IL 22 (0.5 mi w/o US 12 to US 14)

CROSSSTREETS		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						
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	12	2	24	3
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11
		WB	1	2	50	100	11

CONTINUED ON NEXT SHEET

ROUTE: IL 53 (IL 83 to Lake-Cook 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						
		NB	1	6	12	72	8
		NB	1	6	12	72	8
		NB	1	5	18	90	10
		NB	1	12	15	180	20
		NB	1	5	12	60	7
		NB	1	6	12	72	8
		SB	1	6	12	72	8
		SB	1	6	12	72	8
		SB	1	7	12	84	9
		SB	1	4	19	76	8
		SB	1	6	12	72	8
		SB	1	6	12	72	8

TOTALS: 160 FT 111 SY

ROUTE: IL 59 (IL 173 to IL 132)

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 173		SB	1	8	16	128	14
		SB	1	11	60	660	73
		SB	1	5	11	55	6
		SB	1	6	11	66	7
		SB	1	10	11	110	12
		SB	1	2	12	24	3
		SB	1	8	12	96	11
		SB	1	5	185	925	103
		SB	1	5	50	250	28
		SB	1	3	8	24	3
		SB	1	3	25	75	8
		SB	1	6	11	66	7
		SB	1	3	440	1320	147
		SB	1	3	13	39	4
		SB	1	3	13	39	4
		SB	1	3	13	39	4
		SB	1	3	13	39	4
		SB	1	3	13	39	4
		SB	1	3	360	1080	120
		SB	1	3	12	36	4
		SB	1	7	55	385	43
		SB	1	3	35	105	12
		SB	1	6	6	36	4
		SB	1	3	13	39	4
		SB	1	3	13	39	4
		SB	1	7	35	245	27
		SB	1	3	50	150	17
		SB	1	3	35	105	12
		SB	1	7	155	1085	121
		SB	1	3	30	90	10
		SB	1	3	30	90	10

ROUTE: IL 59 (IL 173 to IL 132)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	12	240	2880	320
		SB	1	3	60	180	20
		SB	1	3	160	480	53
		SB	1	3	155	465	52
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	80	240	27
		SB	1	7	415	2905	323
		SB	1	3	20	60	7
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	20	60	7
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	200	600	67
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	12	47	564	63
		SB	1	12	50	600	67
		SB	1	12	55	660	73
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	6	6	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	4	12	48	5
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	4	12	48	5
		SB	1	4	12	48	5
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4

CONTINUED ON NEXT SHEET

ROUTE: IL 59 (IL 173 to IL 132)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SB	1	12	4	48	5
		SB	1	3	100	300	33
		SB	1	3	100	300	33
		SB	1	4	25	100	11
		SB	1	3	50	150	17
		SB	1	3	50	150	17
		SB	1	3	50	150	17
		SB	1	6	25	150	17
		SB	1	3	8	24	3
		SB	1	3	8	24	3
		SB	1	3	8	24	3
		SB	1	3	65	195	22
		SB	1	3	8	24	3
		SB	1	3	8	24	3
		SB	1	3	8	24	3
		SB	1	3	50	150	17
		SB	1	4	12	48	5
		SB	1	4	12	48	5
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	12	25	300	33
		SB	1	12	30	360	40
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	4	12	48	5
		SB	1	4	12	48	5
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	6	15	90	10
		NB	1	3	25	75	8
		NB	1	3	12	36	4
		NB	1	3	6	18	2
		NB	1	6	45	270	30
		NB	1	12	20	240	27
		NB	1	12	20	240	27
		NB	1	6	45	270	30
		NB	1	6	20	120	13
		NB	1	3	12	36	4
		NB	1	6	6	36	4
		NB	1	3	6	18	2
		NB	1	12	12	144	16
		NB	1	3	12	36	4
		NB	1	12	30	360	40
		NB	1	12	20	240	27
		NB	1	12	20	240	27
		NB	1	4	12	48	5
		NB	1	6	30	180	20
		NB	1	7	12	84	9
		NB	1	6	3	18	2

ROUTE: IL 59 (IL 173 to IL 132)

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	1	6	12	72	8
		NB	1	16	12	192	21
		NB	1	10	12	120	13
		NB	1	10	12	120	13
		NB	1	3	12	36	4
		NB	1	24	12	288	32
		NB	1	12	25	300	33
		NB	1	12	25	300	33
		NB	1	12	4	48	5
		NB	1	3	50	150	17
		NB	1	3	45	135	15
		NB	1	3	20	60	7
		NB	1	7	25	175	19
		NB	1	3	15	45	5
		NB	1	3	20	60	7
		NB	1	3	30	90	10
		NB	1	3	30	90	10
		NB	1	6	12	72	8
		NB	1	5	12	60	7
		NB	1	3	55	165	18
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	4	13	52	6
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	4	30	120	13
		NB	1	3	8	24	3
		NB	1	6	6	36	4
		NB	1	6	12	72	8
		NB	1	3	100	300	33
		NB	1	3	30	90	10
		NB	1	3	20	60	7
		NB	1	6	20	120	13
		NB	1	6	40	240	27
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	6	60	360	40
		NB	1	6	50	300	33
		NB	1	3	12	36	4
		NB	1	3	8	24	3
		NB	1	12	12	144	16
		NB	1	12	6	72	8
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	12	144	16
		NB	1	12	15	180	20
		NB	1	12	10	120	13
		NB	1	12	8	96	11
		NB	1	6	130	780	87

CONTINUED ON NEXT SHEET

FILE NAME =	USER NAME = ValichkovVV	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE IL 59		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr\pwork\pwork\valichkov\10260189\Design.dgn	DRAWN -	REVISED -	VAR.				2011-008-RS	LAKE	32	18	
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -	CONTRACT NO. 60N96								
PLOT DATE = 4/13/2011	DATE -	REVISED -	FED. ROAD DIST. NO. 1				ILLINOIS	FED. AID PROJECT			
				SCALE:	SHEET NO. OF SHEETS	STA. TO STA.					

ROUTE: IL 59 (IL 173 to IL 132)

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	1	6	50	300	33
		NB	1	6	50	300	33
		NB	1	8	12	96	11
		NB	1	6	50	300	33
		NB	1	6	50	300	33
		NB	1	12	3	36	4
		NB	1	12	12	144	16
		NB	1	6	50	300	33
		NB	1	6	50	300	33
		NB	1	3	12	36	4
		NB	1	3	100	300	33
		NB	1	6	40	240	27
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	4	12	48	5
		NB	1	6	30	180	20
		NB	1	3	12	36	4
		NB	1	6	12	72	8
		NB	1	6	12	72	8
		NB	1	3	6	18	2
		NB	1	20	6	120	13
		NB	1	20	6	120	13
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	15	180	20
		NB	1	12	3	36	4
		NB	1	3	250	750	83
		NB	1	3	350	1050	117
		NB	1	3	12	36	4
		NB	1	4	12	48	5
		NB	1	6	12	72	8
		NB	1	4	12	48	5
		NB	1	4	12	48	5
		NB	1	3	50	150	17
		NB	1	3	12	36	4
		NB	1	3	100	300	33
		NB	1	3	12	36	4
		NB	1	3	45	135	15
		NB	1	6	12	72	8
		NB	1	6	12	72	8
		NB	1	3	20	60	7
		NB	1	3	12	36	4
		NB	1	3	100	300	33
		NB	1	3	80	240	27
		NB	1	6	8	48	5
		NB	1	3	40	120	13
		NB	1	3	20	60	7
		NB	1	4	12	48	5
		NB	1	4	12	48	5
		NB	1	4	12	48	5
		NB	1	3	40	120	13
		NB	1	4	12	48	5
		NB	1	4	12	48	5
		NB	1	3	40	120	13
		NB	1	4	12	48	5
		NB	1	6	12	72	8
		NB	1	3	12	36	4

ROUTE: IL 59 (IL 173 to IL 132)

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	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	300	900	100
		NB	1	3	200	600	67
		NB	1	3	170	510	57
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	150	450	50
		NB	1	10	3	30	3
		NB	1	12	3	36	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	6	50	300	33
		NB	1	6	85	510	57
		NB	1	3	100	300	33
		NB	1	3	120	360	40
		NB	1	3	130	390	43
		NB	1	12	6	72	8
		NB	1	3	100	300	33
		NB	1	3	20	60	7
		NB	1	3	12	36	4
		NB	1	3	200	600	67
		NB	1	3	125	375	42
		NB	1	3	75	225	25
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	12	10	120	13
		NB	1	12	10	120	13
		NB	1	12	3	36	4
		NB	1	3	260	780	87
		NB	1	3	35	105	12
		NB	1	3	24	72	8
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	100	300	33
		NB	1	12	25	300	33
		NB	1	12	25	300	33
		NB	1	3	12	36	4
		NB	1	4	12	48	5
		NB	1	3	12	36	4
		NB	1	8	12	96	11
		NB	1	3	12	36	4
		NB	1	8	8	64	7
		NB	1	11	12	132	15
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	25	75	8
		NB	1	6	85	510	57
		NB	1	10	12	120	13
		NB	1	4	30	120	13
		NB	1	4	50	200	22
		NB	1	3	20	60	7
		NB	1	6	15	90	10

CONTINUED ON NEXT SHEET

FILE NAME =	USER NAME = VelichkovV	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE IL 59			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pw_work\p1dot\velichkovv\d0260169\Design.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	LAKE	32	19
		CHECKED -	REVISED -								CONTRACT NO. 60N96		
		DATE -	REVISED -								FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT

ROUTE: US 45 (IL 173 to Wisconsin State Line)

CROSSSTREETS		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 173		NB	1	3	15	45	5
		NB	1	3	15	45	5
		NB	1	4	15	60	7
		NB	1	3	15	45	5
		NB	1	3	13	39	4
		NB	1	3	13	39	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	350	1050	117
		NB	1	3	12	36	4
		NB	1	3	400	1200	133
		NB	1	3	12	36	4
		NB	1	3	250	750	83
		NB	1	3	350	1050	117
		NB	1	3	50	150	17
		NB	1	3	200	600	67
		NB	1	3	200	600	67
		NB	1	3	100	300	33
		NB	1	3	250	750	83
		NB	1	3	200	600	67
		NB	1	3	100	300	33
		NB	1	6	12	72	8
		NB	1	3	200	600	67
		NB	1	3	100	300	33
		NB	1	3	200	600	67
		NB	1	3	100	300	33
		NB	1	3	100	300	33
		NB	1	3	12	36	4
		NB	1	3	100	300	33
		NB	1	3	200	600	67
		NB	1	3	200	600	67
		NB	1	3	100	300	33
		NB	1	3	100	300	33
		NB	1	3	12	36	4
		NB	1	3	75	225	25
		NB	1	3	125	375	42
		NB	1	3	200	600	67
		NB	1	3	100	300	33
		NB	1	3	100	300	33
		NB	1	3	12	36	4
		NB	1	6	12	72	8
		NB	1	3	100	300	33
		NB	1	3	100	300	33
		NB	1	3	200	600	67
		NB	1	3	200	600	67
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	100	300	33
		NB	1	3	200	600	67
		NB	1	3	200	600	67
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	100	300	33
		NB	1	3	200	600	67
		NB	1	3	500	1500	167
		NB	1	3	300	900	100
		NB	1	3	200	600	67
		NB	1	3	500	1500	167
		NB	1	3	200	600	67
		NB	1	3	200	600	67
		NB	1	3	300	900	100

ROUTE: US 45 (IL 173 to Wisconsin State Line)

CROSSSTREETS		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	1	3	200	600	67
		NB	1	3	300	900	100
		NB	1	3	500	1500	167
		NB	1	3	200	600	67
		NB	1	3	100	300	33
		NB	1	3	200	600	67
		NB	1	3	200	600	67
		NB	1	3	100	300	33
		NB	1	6	12	72	8
		NB	1	4	12	48	5
		NB	1	4	12	48	5
		NB	1	4	12	48	5
		NB	1	4	12	48	5
		NB	1	6	12	72	8
		NB	1	3	100	300	33
		NB	1	3	120	360	40
		NB	1	3	180	540	60
		NB	1	3	100	300	33
		NB	1	3	100	300	33
		NB	1	3	100	300	33
		NB	1	3	12	36	4
		NB	1	6	12	72	8
		NB	1	4	12	48	5
		NB	1	3	12	36	4
		NB	1	3	125	375	42
		NB	1	3	100	300	33
		NB	1	3	100	300	33
		NB	1	3	100	300	33
		NB	1	4	100	400	44
		NB	1	3	12	36	4
		NB	1	6	12	72	8
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	6	30	180	20
		NB	1	6	25	150	17
		NB	1	3	25	75	8
		NB	1	3	50	150	17
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	12	12	144	16
		SB	1	4	12	48	5
		SB	1	4	50	200	22
		SB	1	4	50	200	22
		SB	1	3	12	36	4
		SB	1	6	12	72	8
		SB	1	3	100	300	33
		SB	1	3	200	600	67
		SB	1	3	200	600	67
		SB	1	3	200	600	67
		SB	1	3	200	600	67
		SB	1	3	200	600	67
		SB	1	3	50	150	17
		SB	1	3	200	600	67
		SB	1	3	200	600	67
		SB	1	3	200	600	67
		SB	1	3	50	150	17
		SB	1	3	200	600	67
		SB	1	3	200	600	67
		SB	1	6	12	72	8

CONTINUED ON NEXT SHEET

FILE NAME =	USER NAME = VelschkovVV	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE US 45	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\velschkovv\d0260169\d	design.dgn	DRAWN -	REVISED -			VAR.	2011-008-RS	LAKE	32	22	CONTRACT NO. 60N96
	PLOT SCALE = 100,0000' / IN.	CHECKED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
	PLOT DATE = 4/13/2011	DATE -	REVISED -			SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	

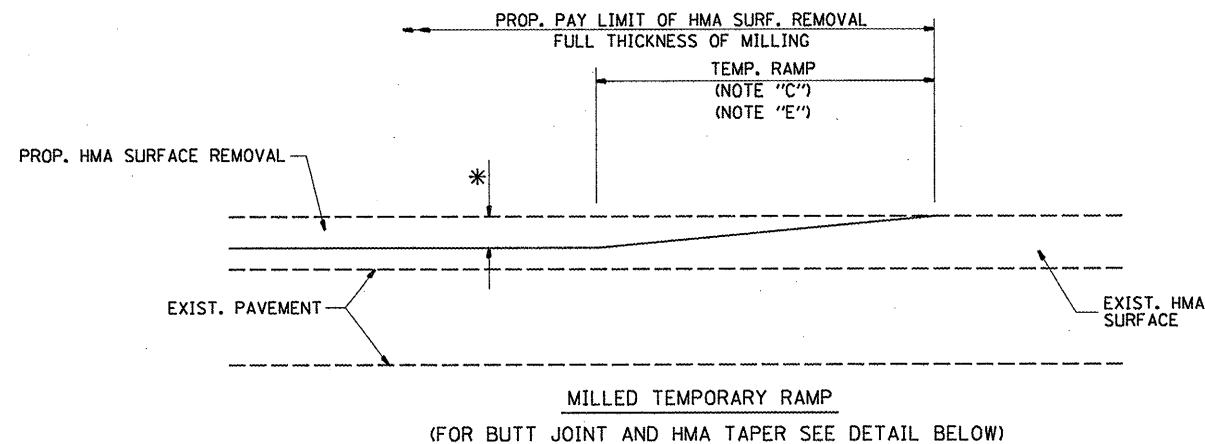
ROUTE: US 45 (IL 173 to Wisconsin State Line)

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SB	1	3	12	36	4
		SB	1	6	12	72	8
		SB	1	3	200	600	67
		SB	1	3	100	300	33
		SB	1	3	100	300	33
		SB	1	3	200	600	67
		SB	1	3	100	300	33
		SB	1	3	100	300	33
		SB	1	8	12	96	11
		SB	1	7	12	84	9
		SB	1	3	200	600	67
		SB	1	3	100	300	33
		SB	1	3	200	600	67
		SB	1	3	200	600	67
		SB	1	3	100	300	33
		SB	1	3	100	300	33
		SB	1	3	200	600	67
		SB	1	12	12	144	16
		SB	1	6	12	72	8
		SB	1	9	12	108	12
		SB	1	6	12	72	8
		SB	1	6	12	72	8
		SB	1	3	12	36	4
		SB	1	3	220	660	73
		SB	1	3	100	300	33
		SB	1	3	200	600	67
		SB	1	3	100	300	33
		SB	1	3	100	300	33
		SB	1	3	12	36	4
		SB	1	8	6	48	5
		SB	1	3	12	36	4
		SB	1	6	18	108	12
		SB	1	10	12	120	13
		SB	1	3	24	72	8
		SB	1	3	24	72	8
		SB	1	3	24	72	8
		SB	1	3	200	600	67
		SB	1	3	100	300	33
		SB	1	3	350	1050	117
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		SB	1	3	100	300	33
		SB	1	3	100	300	33
		SB	1	3	12	36	4
		SB	1	3	150	450	50
		SB	1	3	250	750	83
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		SB	1	3	100	300	33
		SB	1	3	100	300	33
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
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		SB	1	3	100	300	33
		SB	1	3	150	450	50

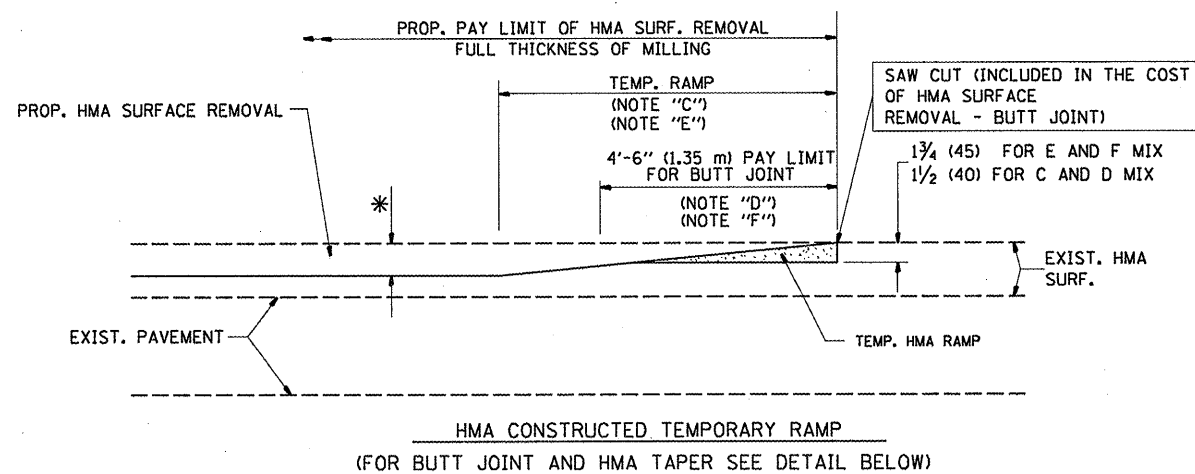
ROUTE: US 45 (IL 173 to Wisconsin State Line)

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SB	1	3	100	300	33
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	200	600	67
		SB	1	3	100	300	33
		SB	1	3	100	300	33
		SB	1	3	12	36	4
		SB	1	3	100	300	33
		SB	1	3	12	36	4
	Wisconsin State Line	SB	1	3	12	36	4

TOTALS: 18503 FT 6329 SY

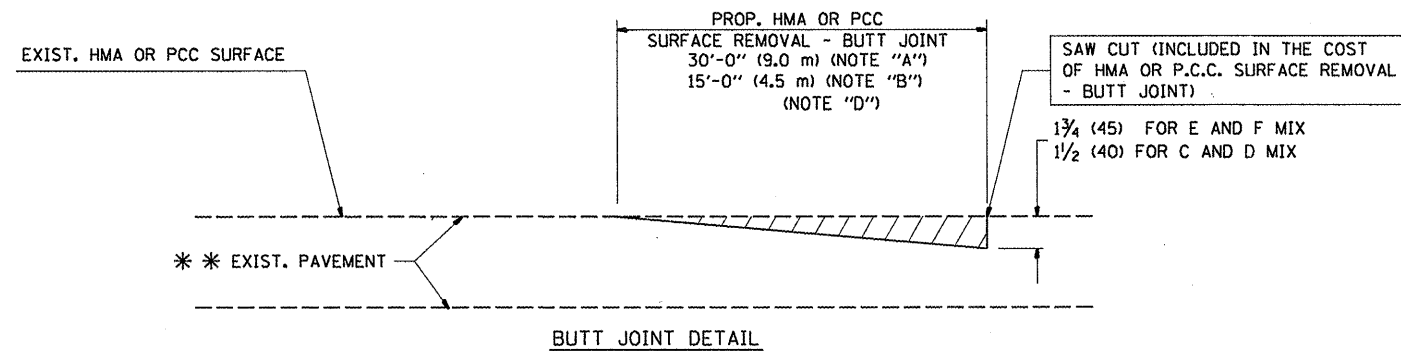


OPTION 1

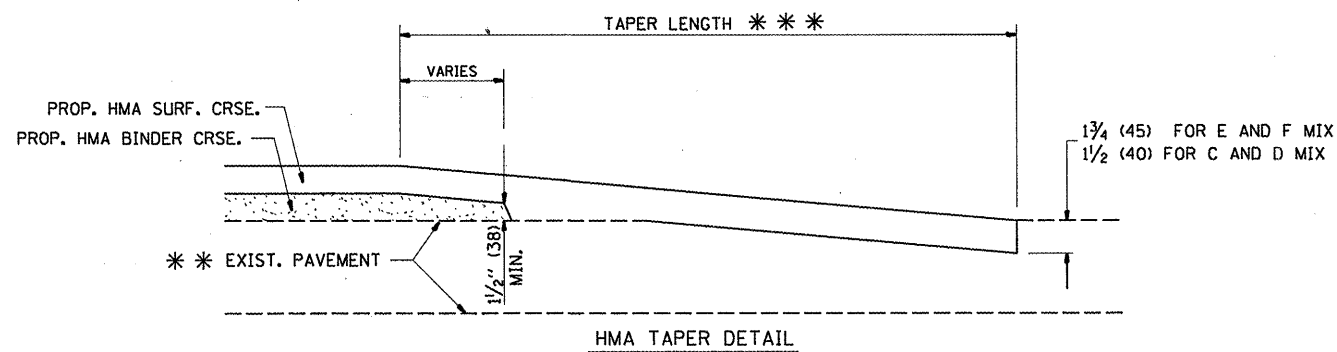


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

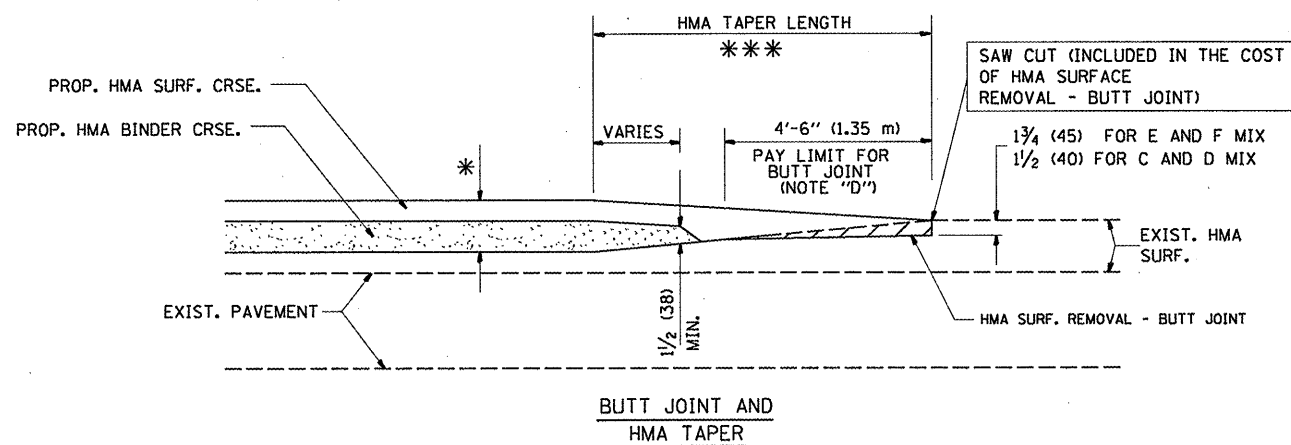
NOTES

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

BASIS OF PAYMENT:

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

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

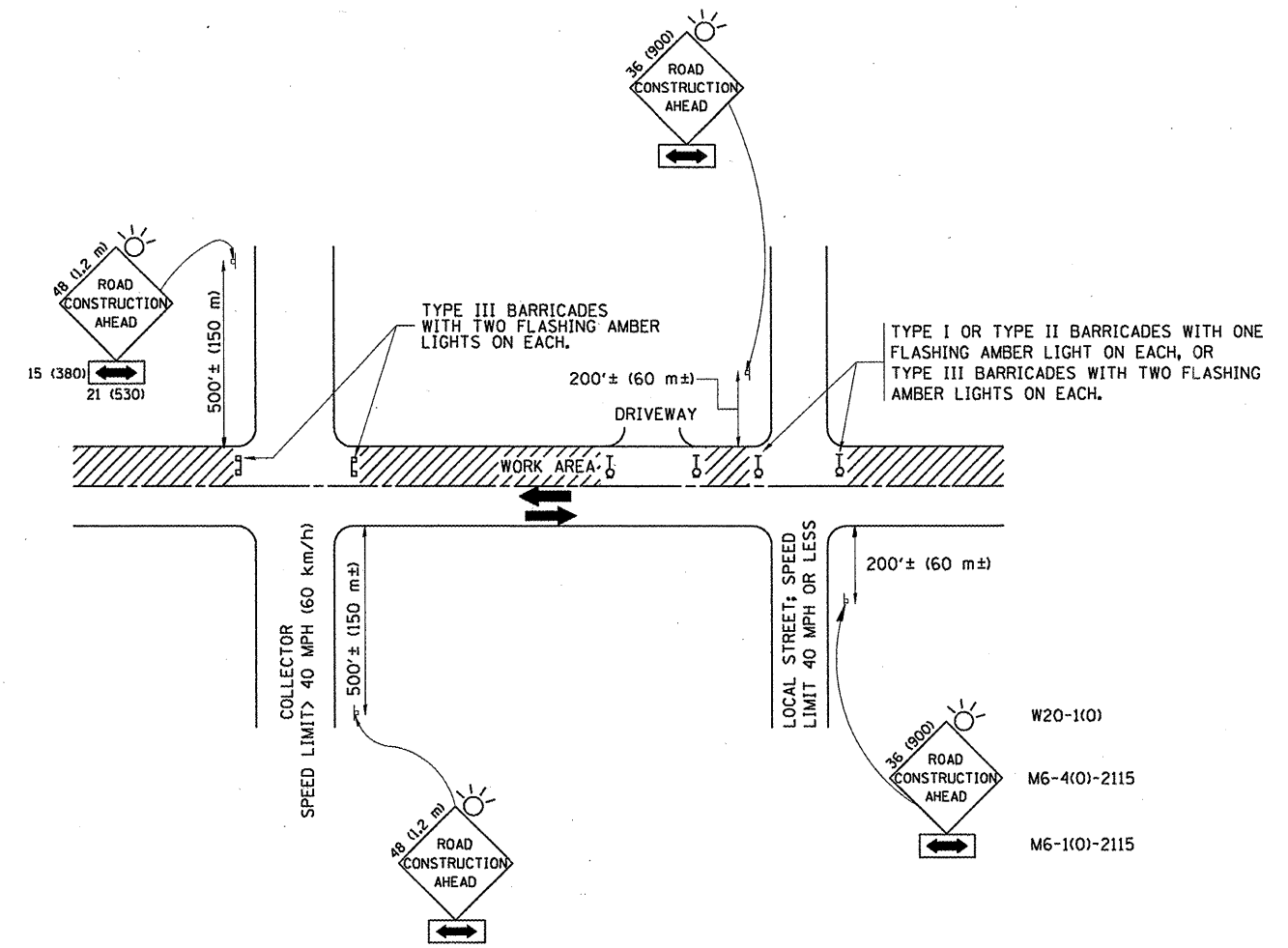
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atStd.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 100.0000 "/ IN.		CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 4/13/2011		DATE - 06-13-90	REVISED - R. BORO 01-01-07

**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.	2011-008-RS	LAKE	32	24
BD400-05 BD32		CONTRACT NO. 60N96		
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**
- 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:
 - 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.
 - 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.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - 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.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).**
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:**
 USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.**
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.**

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

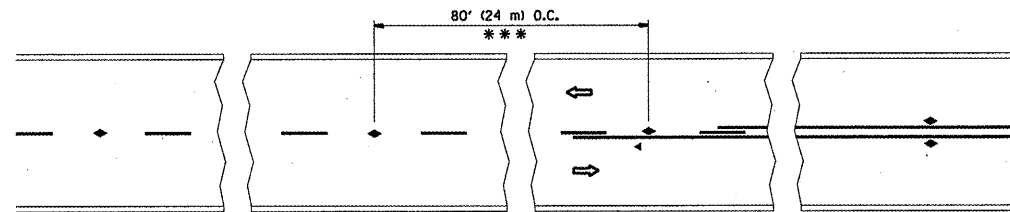
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ca:\pwork\pwork\velihkovvv\d0260169\d0260169.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

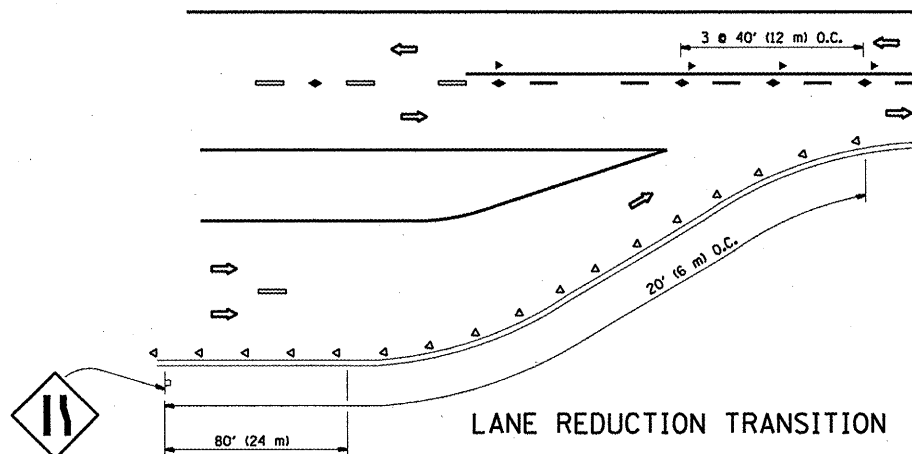
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-008-RS	LAKE	32	25
TC-10		CONTRACT NO. 60N96		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

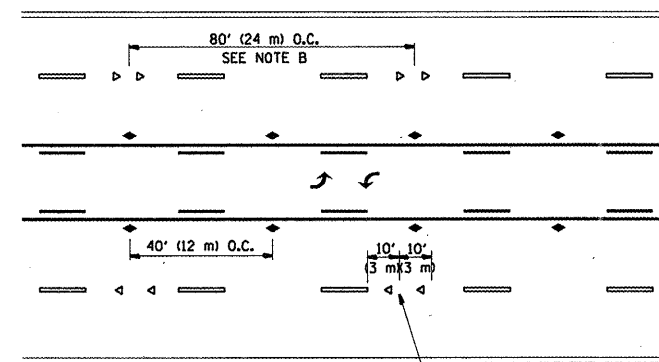


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

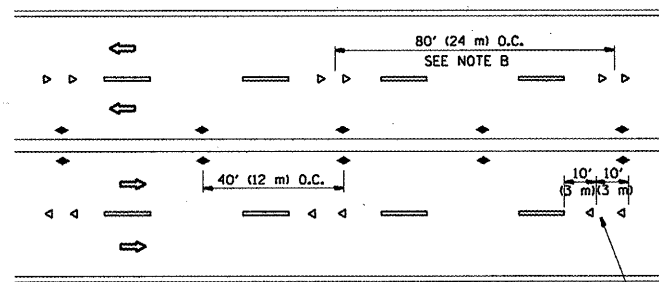
TWO-LANE/TWO-WAY



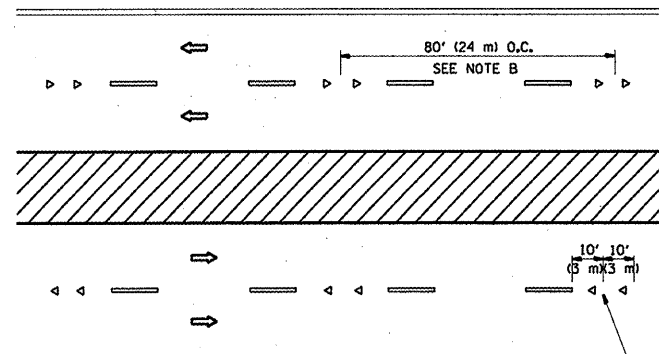
LANE REDUCTION TRANSITION



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

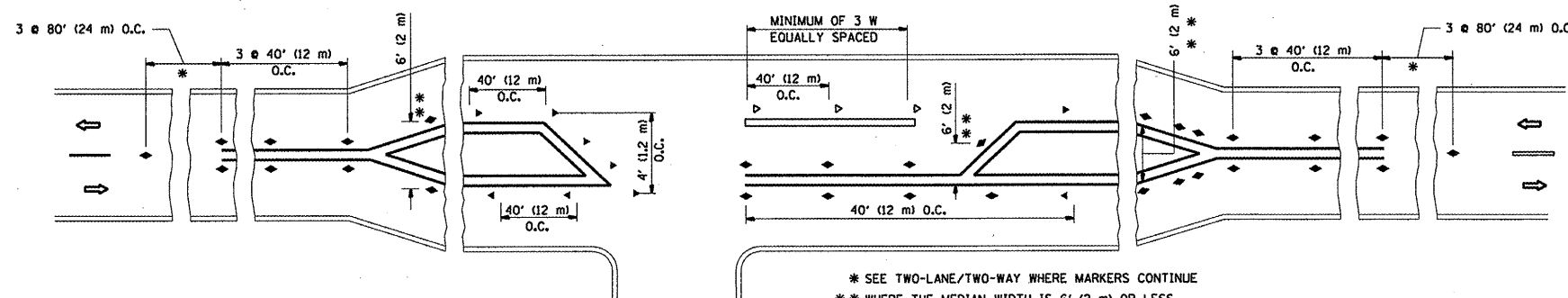
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

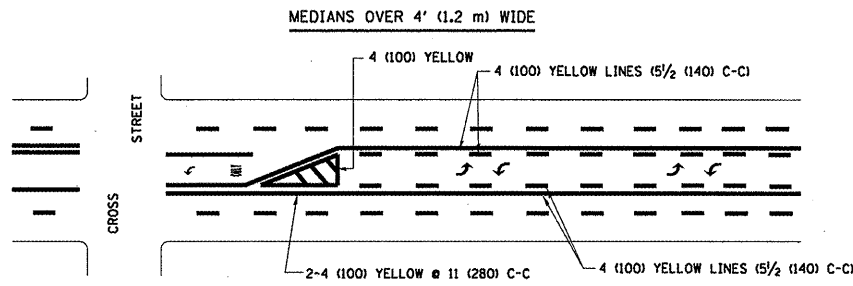
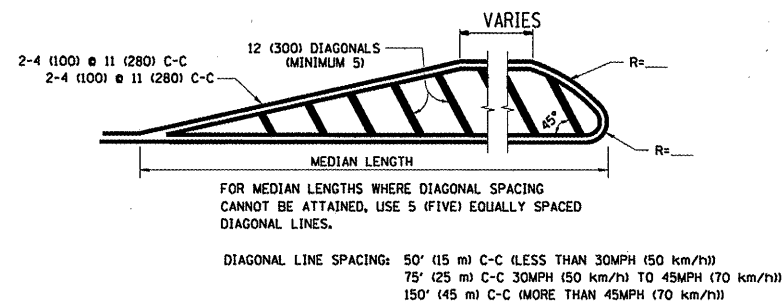
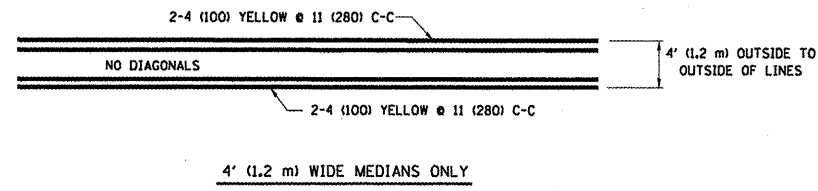
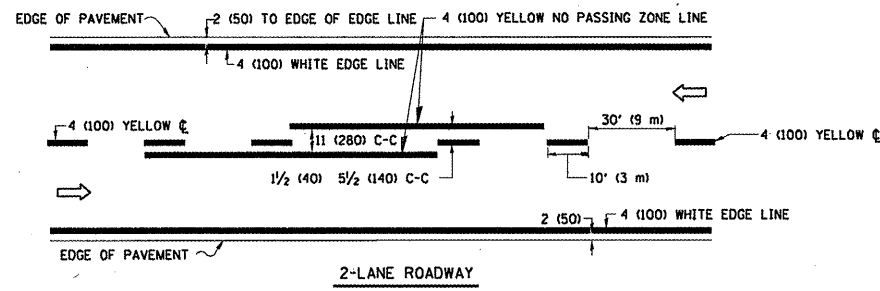


LEFT TURN

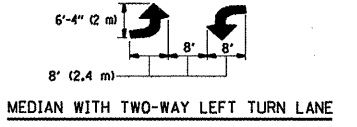
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

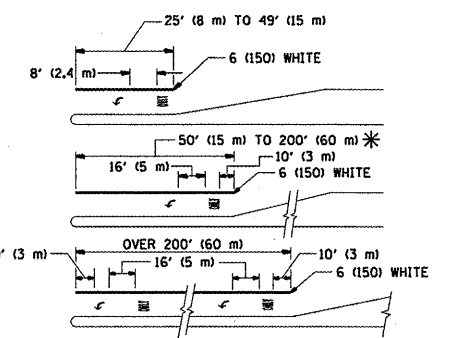
FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pv_work\pwwdot\velichkovvv\d0260189\04st5td.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	VAR. 2011-008-RS	LAKE	32	26
		CHECKED -	REVISED - T. RAMMACHER 01-06-00						TC-11		CONTRACT NO. 60N96	
		DATE -	REVISED - C. JUCIUS 09-09-09						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



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



TYPICAL PAINTED MEDIAN MARKING

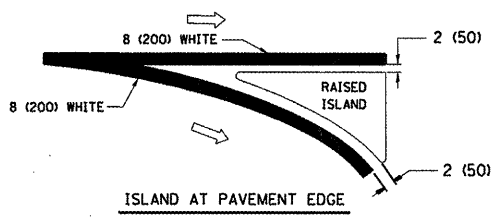
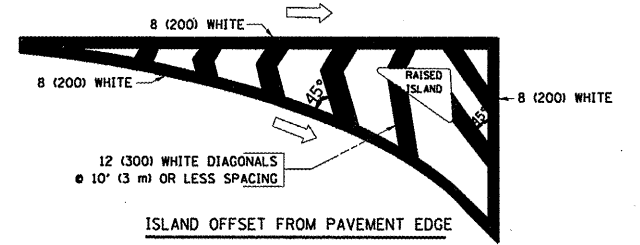


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

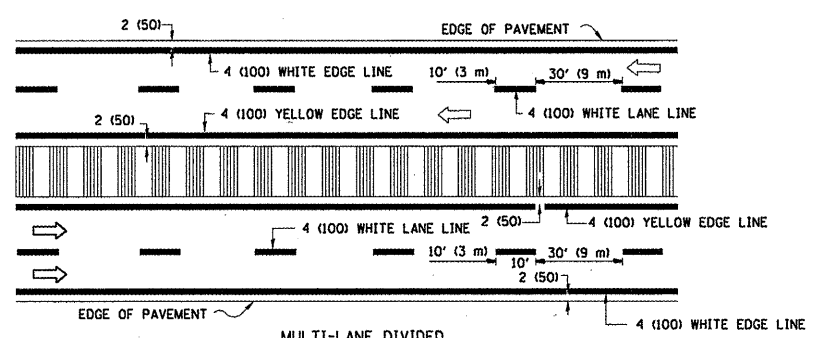
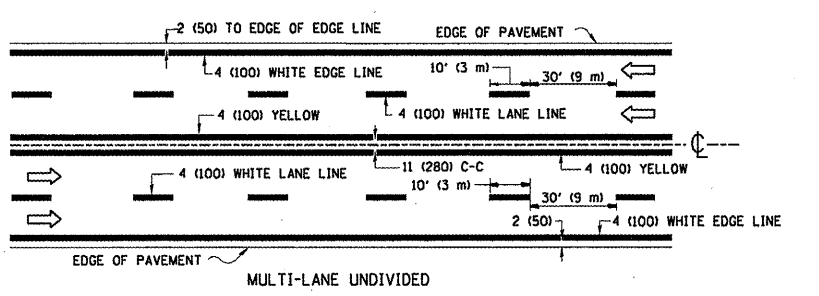


TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (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	SKIP-DASH AND SOLID IN PAIRS	YELLOW	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
	8' (2.4m) LEFT ARROW		WHITE	
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))

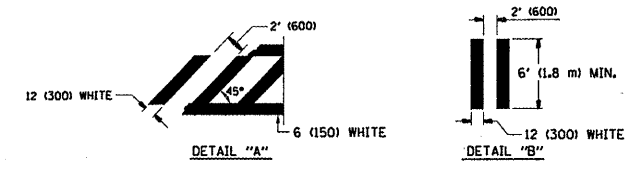
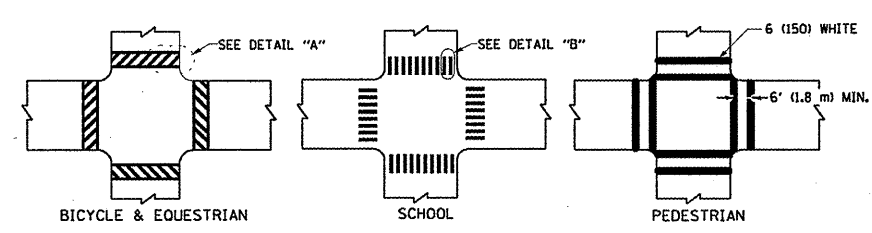
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

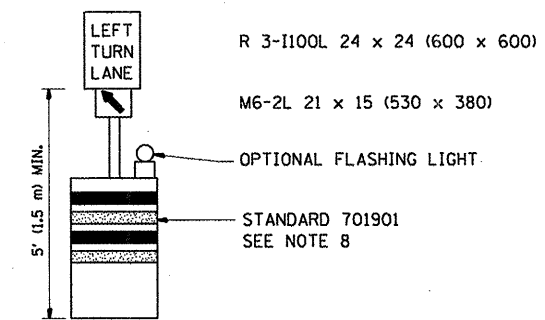
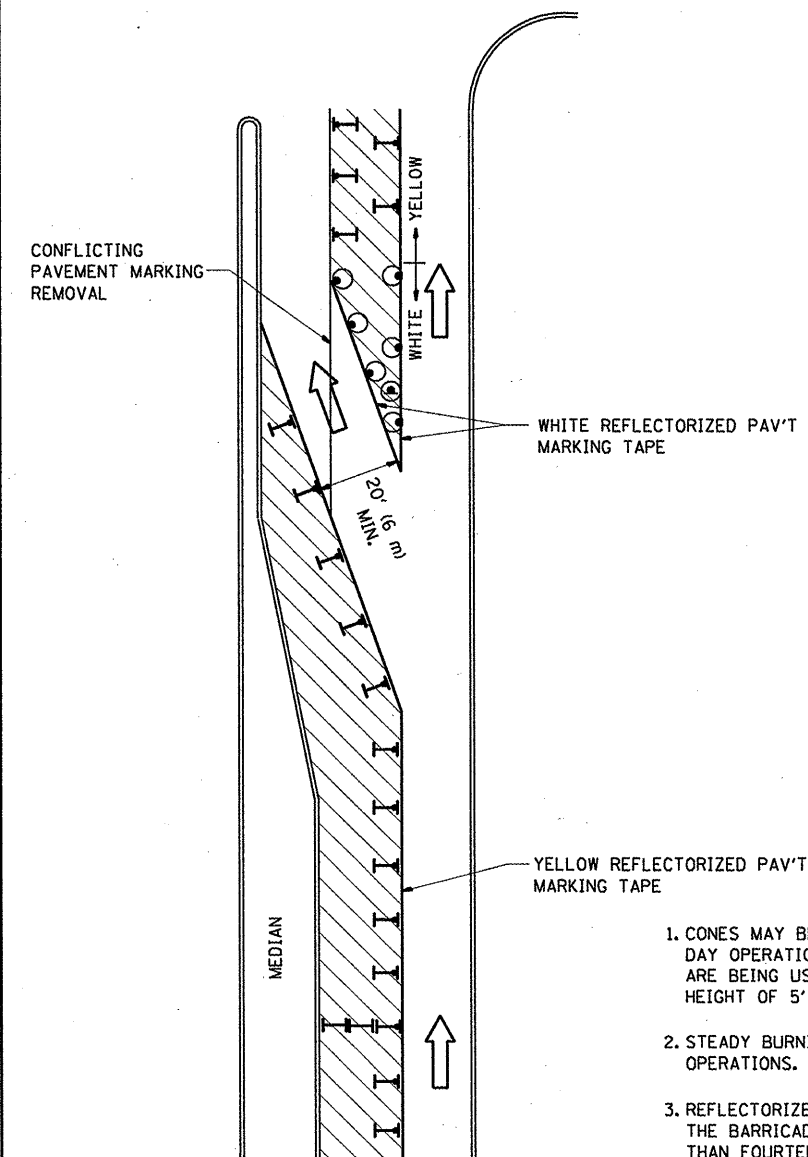


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

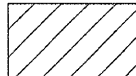







GENERAL NOTES

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

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

LEGEND

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

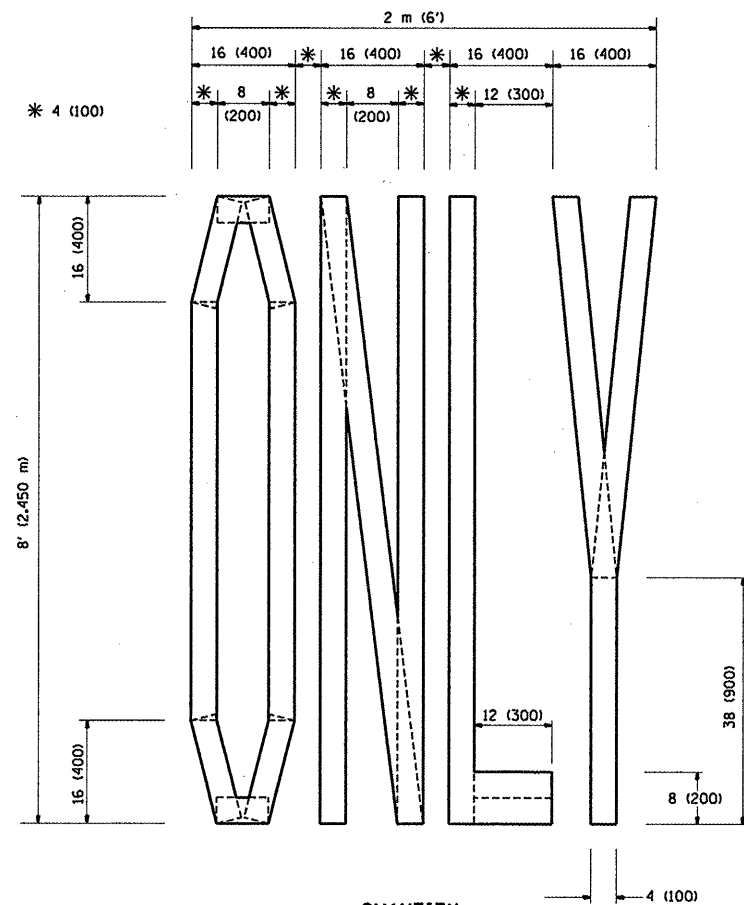
FILE NAME =	USER NAME = VelichkovVV	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
at\pwork\pwork\velichkovvv\d0260169V\d0260169Std.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
PLOT SCALE = 100.0000' / IN.		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT DATE = 4/13/2011		REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

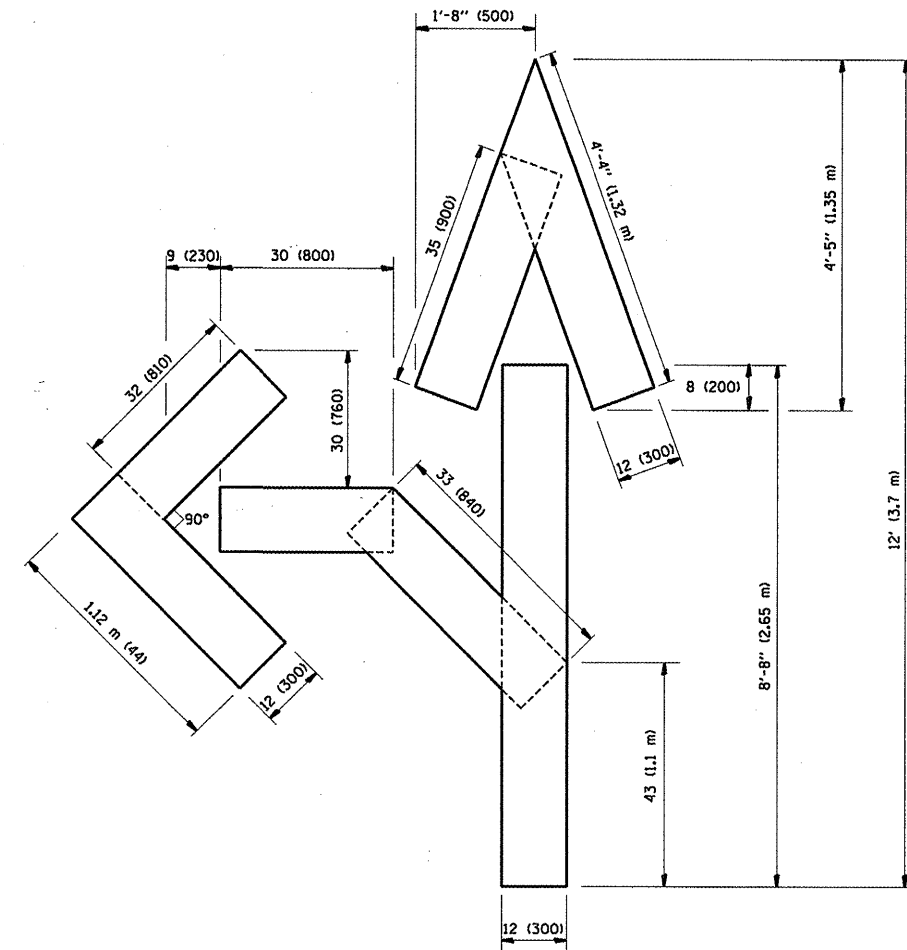
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

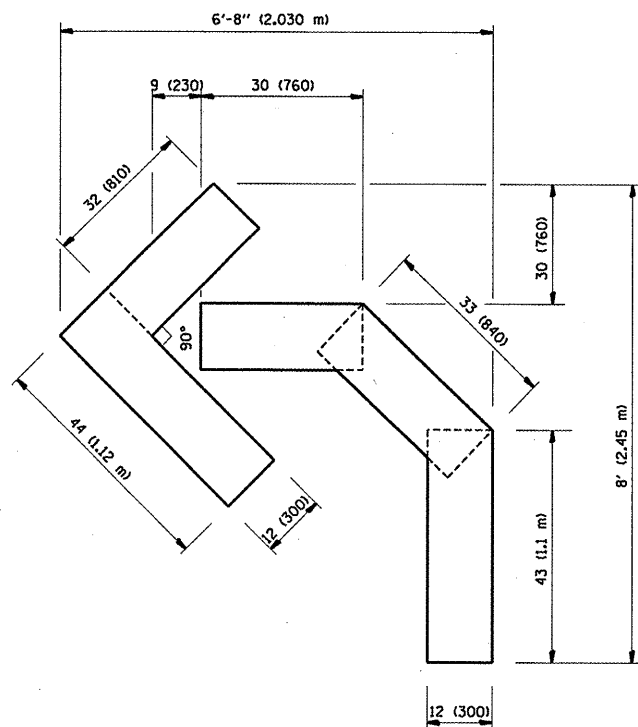
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-008-RS	LAKE	32	28
TC-14			CONTRACT NO. 60N96	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

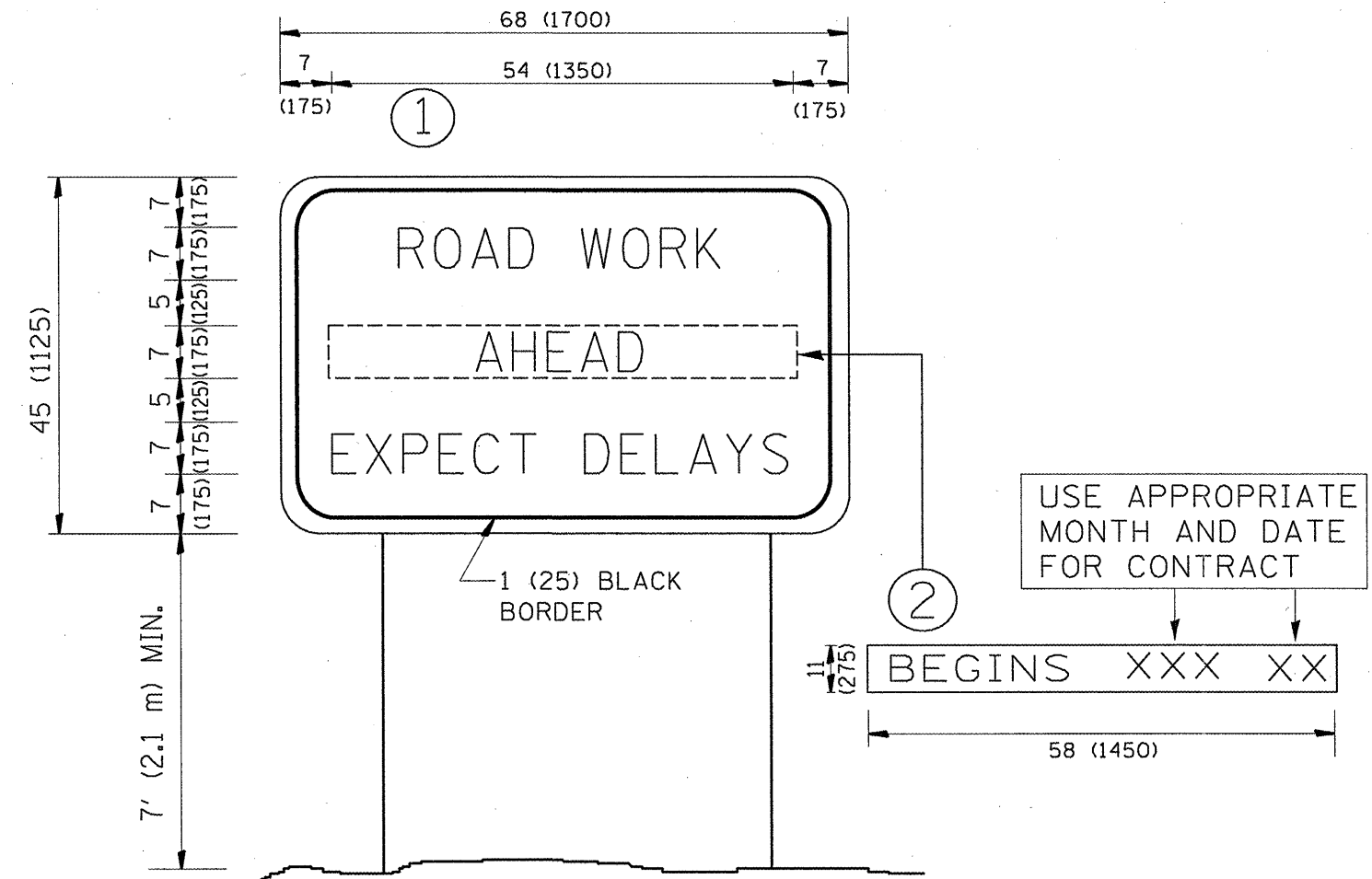
FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
es:\pwork\pwork\velichkovv\02260189\d	stStd.dgn	DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 4/13/2011	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.	2011-008-RS	LAKE	32	29
TC-16		CONTRACT NO. 60N96		
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.

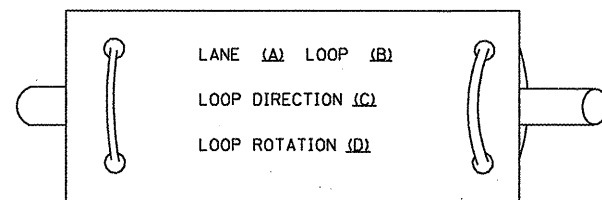
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = VelichkovVV	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\pw\work\pwsdot\velichkovvv\d8260169\	stStd.dgn	DRAWN -	REVISED - R. MIRS 12-11-97			VAR.	2011-008-RS	LAKE	32	30
PLOT SCALE = 100.0000 "/ IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	TC-22			CONTRACT NO. 60N96				
PLOT DATE = 4/13/2011	DATE -	REVISED - C. JUCIUS 01-31-07	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			

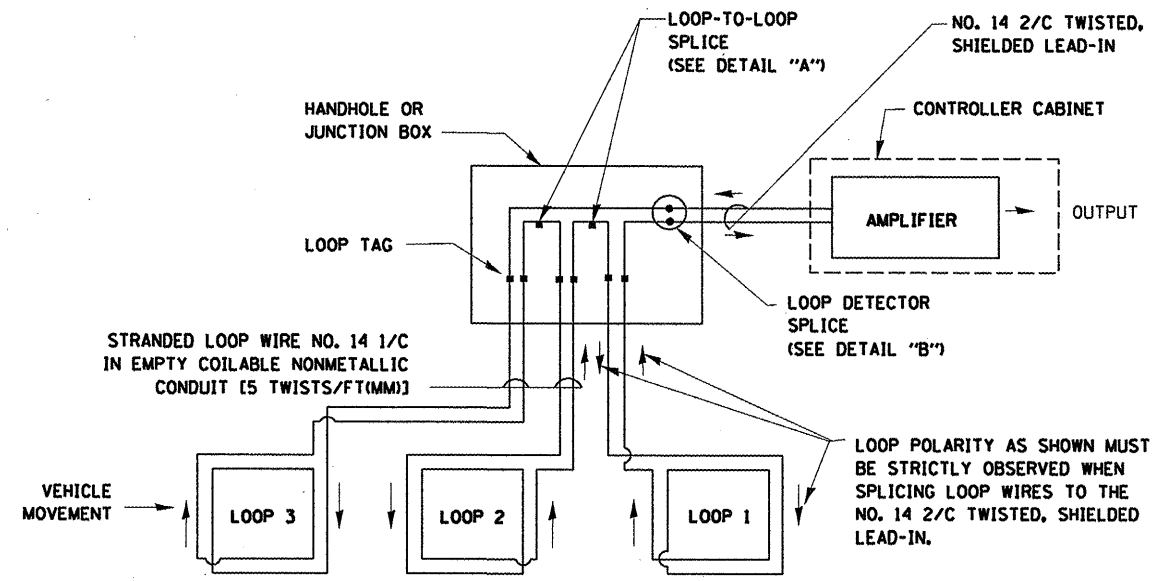
LOOP DETECTOR NOTES

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

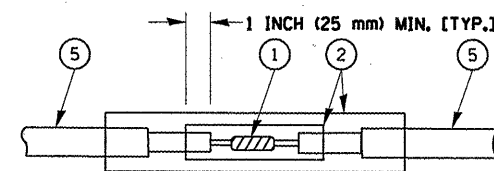


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

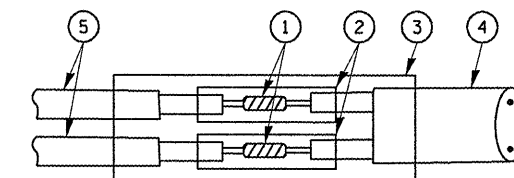


DETECTOR LOOP WIRING SCHEMATIC

- 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.

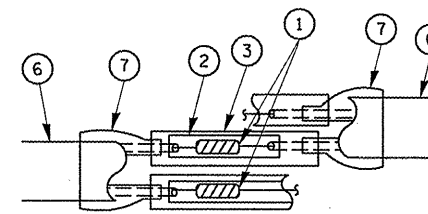


**DETAIL "A"
LOOP-TO-LOOP SPLICE**

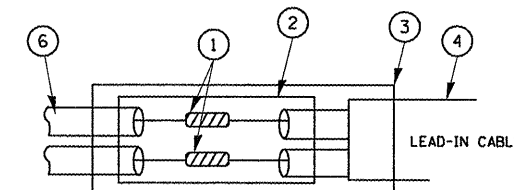


**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

TYPE I LOOP



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

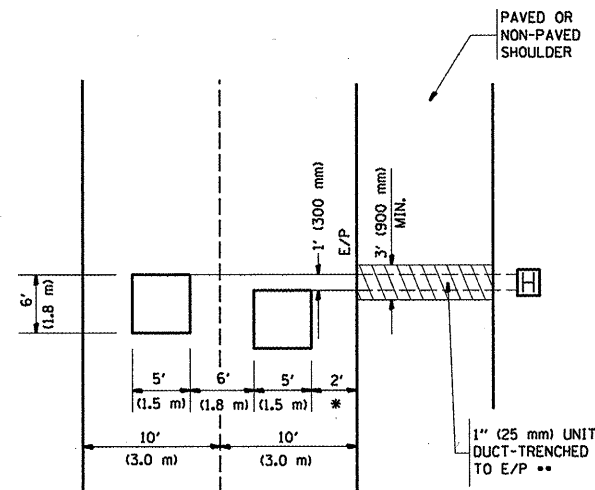
LOOP DETECTOR SPLICE

- 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 LENGTH 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

FILE NAME =	USER NAME = Vei1chkovv	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\vei1chkovv\d0260189\d0260189.dgn	DRAWN - BCK	CHECKED - DAD	REVISED -			VAR.	2011-008-RS	LAKE	32	31
PLOT SCALE = 100.0000 "/ IN.	DATE - 10-28-09	REVISED -	REVISED -			TS-05		CONTRACT NO. 60N96		
PLOT DATE = 4/13/2011	REVISED -	REVISED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.			

LOOPS NEXT TO SHOULDERS

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

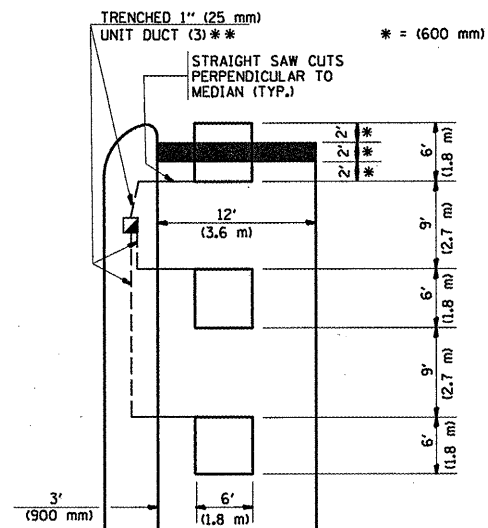


* = (600 mm)

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

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

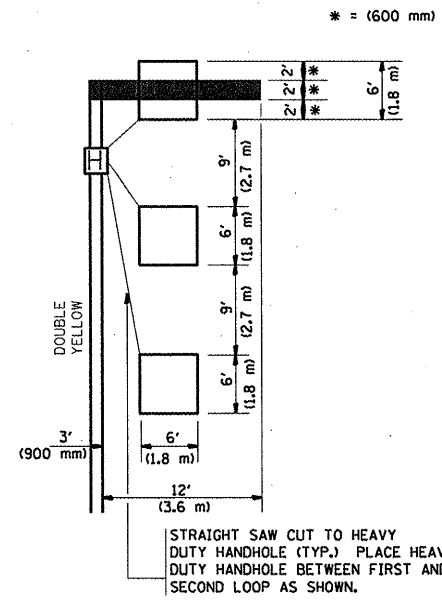
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

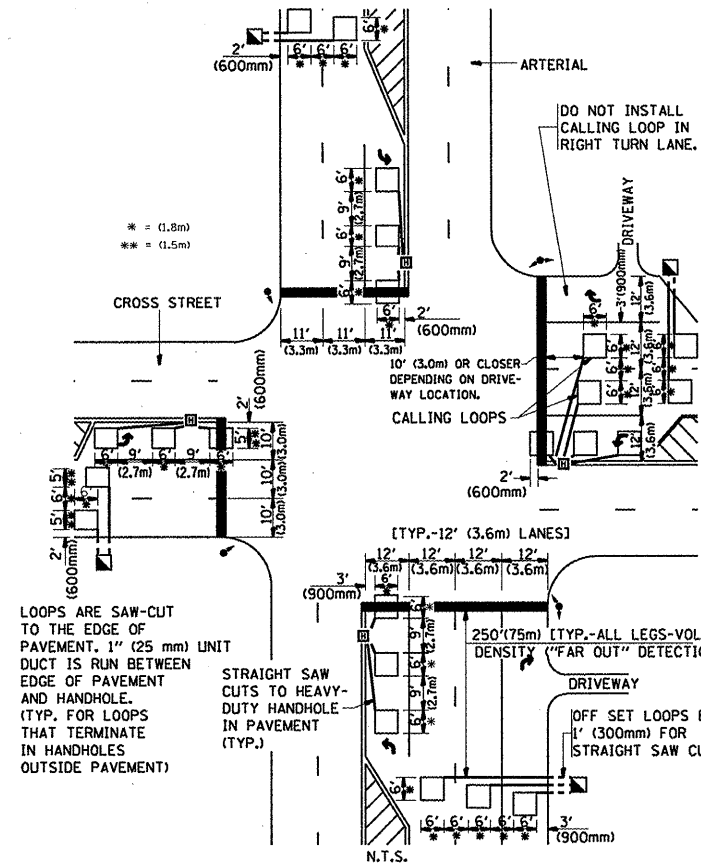
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



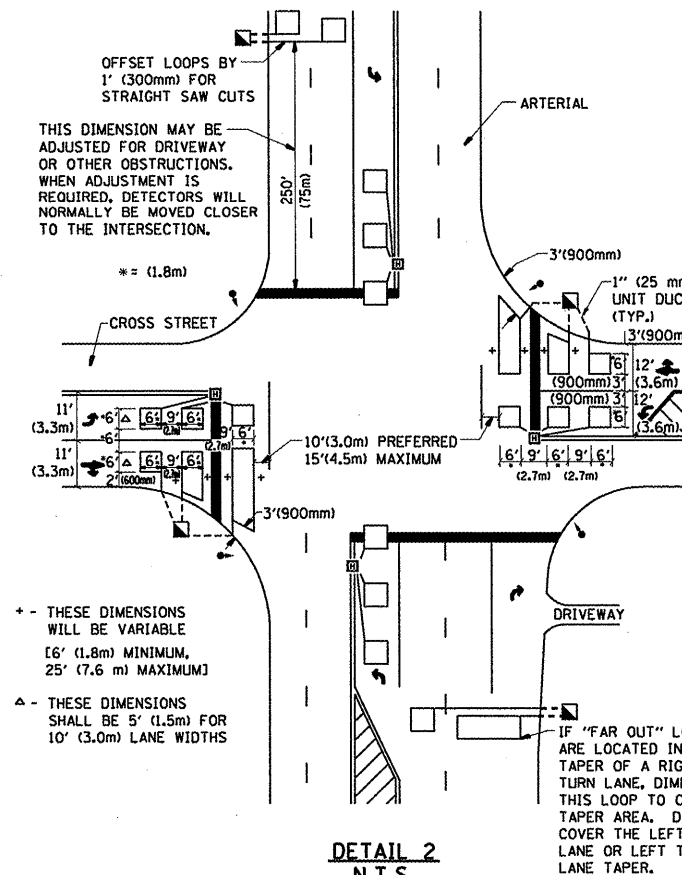
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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

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



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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
os:\pw\work\p1s1dot\velichkovvv\d0260169\dets1std.dgn	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -			VAR.	2011-008-RS	LAKE	32	32
	PLOT DATE = 4/13/2011	CHECKED - R.K.F.	REVISED -			TS-07		CONTRACT NO. 60N96		
		DATE -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	