4-24-09 Letting, Item 046

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
VARIOUS	2009-020 PP	MCHENRY	25	1

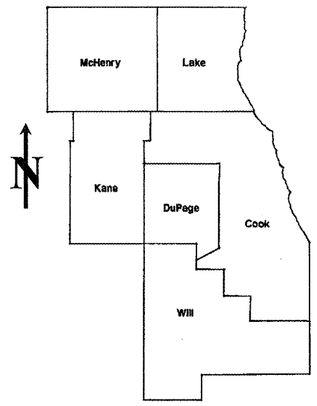
CONTRACT NO. 60G19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT ONE

PROPOSED HIGHWAY PLANS

FOR INDEX OF SHEETS SEE SHEET 2

D-91-350-09



LOCATION OF IMPROVEMENT INDICATED THUS:

VARIOUS ROUTES
SECTION: 2009-020 PP
VARIOUS LOCATIONS IN MCHENRY COUNTY
INTERMITTENT PAVEMENT RESURFACING
PROJECT: ESP-0005(655)
MCHENRY COUNTY
C-91-350-09

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

CONTRACT NO. 60G19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED: FEBRUARY 5, 2009
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 27, 2009
Charles J. Ingrassia
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

INDEX OF SHEETS

STATE STANDARDS

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

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 (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.

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.

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	PLOT DATE = 2/5/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	2
		CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	3
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

CONTRACT NO. 60G19

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: URBAN 100% FED I000-2A
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	5	5
40600300	AGGREGATE (PRIME COAT)	TON	25	25
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	37	37
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	487	487
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1363	1363
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	12162	12162
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3
67100100	MOBILIZATION	L SUM	1	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	8846	8846
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2949	2949
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	200	200
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	48648	48648
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1000	1000
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	100	100
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	200	200
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	365	365
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	365	365
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	200	200
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	617	617
⊙ Z0076600	TRAINEES	HOUR	500	500
*				

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: I000-2A

* SPECIALTY ITEM

⊙ Y080 (100% FEDERAL)

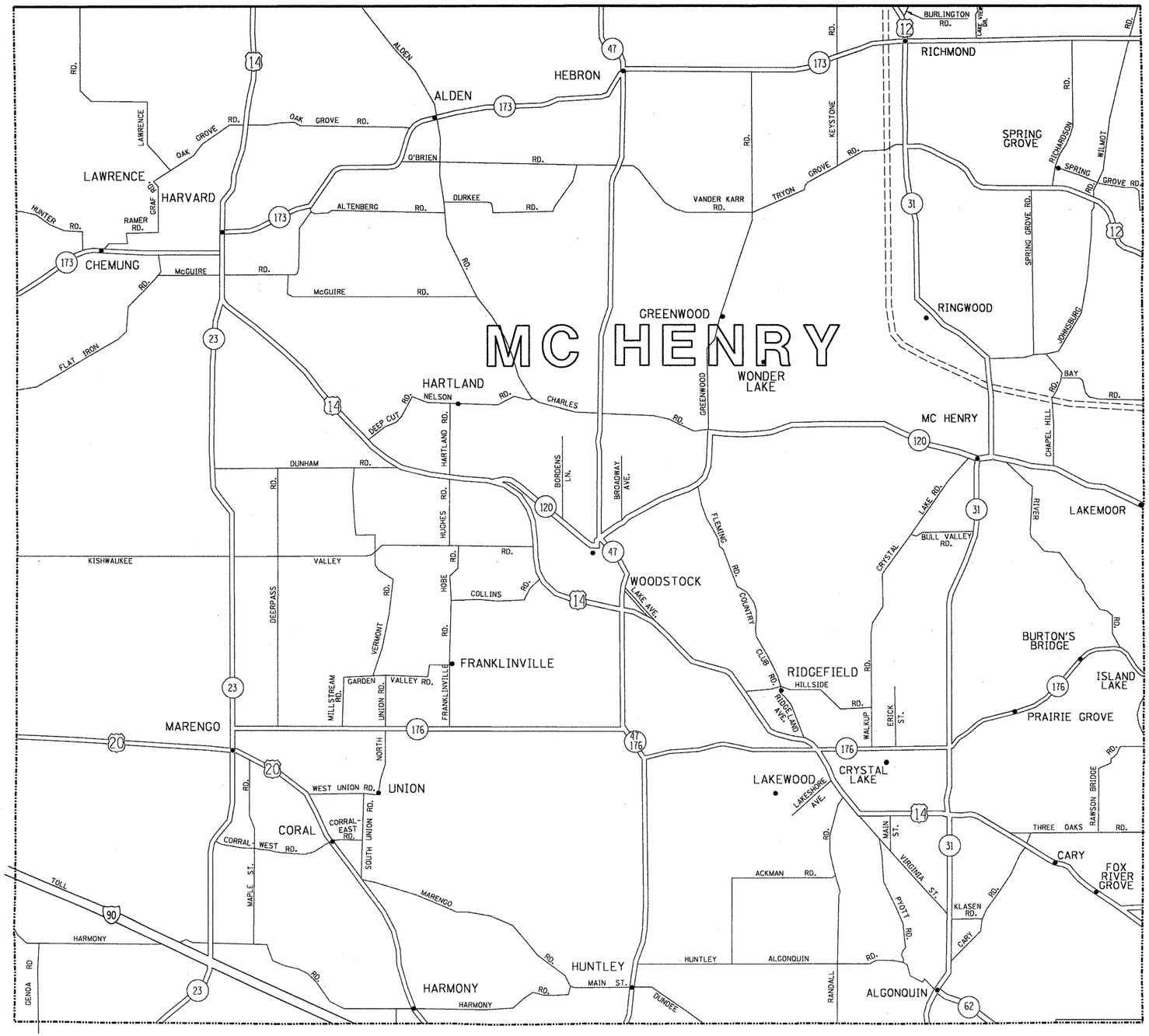
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

PLOT DATE: 2/5/2009

2/5/2009 c:\dgn_work\PM1001\mjl\GREEN\PB401\2502TBasic.dgn



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	PLOT DATE = 2/5/2009	DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.			CONTRACT NO. 60G19		
								FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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SUMMARY - MCHENRY COUNTY ROUTES	HMA 2" MILL & RESURFACE (SY)
US 14 (IL 23 TO IL 120)	1430
US 14 (IL 23 TO STATE LINE RD.)	753
US 12 (IL 173 TO ILLINOIS/WISCONSIN STATELINE)	460
US 12 (IL 31 TO SPRING GROVE RD.)	1493
IL 176 (IL 47 TO IL 23)	19
IL 173 (US 14 TO IL 47)	1149
IL 173 (IL 47 TO US 12/IL 31)	394
IL 120 (CHARLES RD. TO IL 31)	1729
IL 47 (MAIN ST. TO CHARLES RD.)	1274
IL 31 (US 12 TO IL 120)	2678
IL 31 (IL 176 TO IL 62)	264
IL 23 (US 20 TO HARMONY RD.)	519
SUMMARY TOTALS:	**12162**
	SY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF PATCHING SCHEDULE
MCHENRY COUNTY

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	5
		CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

PAVEMENT PATCHING SURVEY

ROUTE: US Rt 14 (Rt. 23 to Rt. 120)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	PATCH AREA (SQ FT)	PATCH AREA (SQ YD)
FROM	TO						
Rte 23 - .1 mi	Rte 120	SB Wheel lane	1	2	264	528	59
Rte 23 - .4 mi	Rte 120	SB Wheel lane	1	2	528	1056	117
Rte 23 - 1.2 mi	Rte 120	SB Wheel lane	1	2	20	40	4
Main St - 1.4 mi	Sands Road	EB	Turn	12	6	72	8
Main St - 1.4 mi	Sands Road	EB	1	12	6	72	8
Main St - 1.4 mi	Sands Road	EB	2	12	6	72	8
Main St - 1.5 mi	Sands Road	EB	1	12	6	72	8
Main St - 1.5 mi	Sands Road	EB	2	12	6	72	8
Sands Road - 3.5 mi	Rte 22	EB	Centerline	2	100	200	22
Rte 22 - 1.1 mi	Main Street	WB Wheel lane	2	2	50	100	11
Rte 22 - 1.2 mi	Main Street	WB Center line	1	2	264	528	59
Rte 22 - 6.1 mi	Main Street	WB	2	12	12	144	16
Wis. Boarder - 1.7 mi	EB Rte 173	SB	1	12	6	72	8
Wis. Boarder - 3.0 mi	EB Rte 173	SB	1	12	6	72	8
Wis. Boarder - 3.3 mi	EB Rte 173	SB Wheel lane	1	2	528	1056	117
Wis. Boarder - 4.3 mi	EB Rte 173	SB Wheel lane	1	2	50	100	11
Wis. Boarder - 5.0 mi	EB Rte 173	SB	1	6	12	72	8
Wis. Boarder - 5.0 mi	EB Rte 173	SB	1	6	12	72	8
Wis. Boarder - 5.1 mi	EB Rte 173	SB	1	6	12	72	8
Wis. Boarder - 5.1 mi	EB Rte 173	SB	1	6	12	72	8
Wis. Boarder - 5.1 mi	EB Rte 173	SB	1	6	12	72	8
EB Rte 173	Rte 23	SB	1	2	528	1056	117
EB Rte 173	Rte 23	SB	1	2	528	1056	117
EB Rte 173	Rte 23	SB	1	2	528	1056	117
EB Rte 173	Rte 23	SB	1	2	528	1056	117
Rte 23 - 0.8 mi	Wis. State Line	NB	1	12	6	72	8
Rte 23 - 1.7 mi	Wis. State Line	NB	1	12	12	144	16
Rte 23 - 1.8 mi	Wis. State Line	NB	1	12	6	72	8
Rte 23 - 2.6 mi	Wis. State Line	NB Wheel lane	1	2	528	1056	117
Rte 23 - 3.0 mi	Wis. State Line	NB	1	12	6	72	8
Rte 23 - 3.8 mi	Wis. State Line	NB Wheel lane	1	2	50	100	11
Rte 23 - 5.6 mi	Wis. State Line	NB Wheel lane	1	2	50	100	11
Rte 23 - 6.2 mi	Wis. State Line	Center Line	1	2	50	100	11
Rte 22 – 5.9 mi	Main Street	WB Lane 2	1	12	12	144	16
Rte 14 - .5	Rte 23	WB wheel lane	1	3	30	90	10
Rte 14 - .9	Rte 23	WB		4	12	48	5
Rte 14 - 1.5	Rte 23	WB RT Wheel	1	4	50	200	22
Rte 14 - 1.55	Rte 23	WB	1	6	12	72	8
Rte 14 - 2.0	Rte 23	WB	1	4	12	48	5
Rte 14 - 2.1	Rte 23	WB	1	4	12	48	5
Rte 14 - 2.1	Rte 23	WB	1	4	12	48	5
Rte 14 - 2.1	Rte 23	WB	1	4	12	48	5
Rte 14 - 3.2`	Rte 23	WB	1	4	12	48	5
Rte 14 - 3.2`	Rte 23	WB	1	4	12	48	5
Rte 14 - 3.7	Rte 23	WB	1	4	12	48	5
Rte 14 - 4.1	Rte 23	WB	1	4	12	48	5
Rte 14 - 5.0	Rte 23	WB	1	4	12	48	5
Rte 14 - 5.4	Rte 23	WB Lt wheel	1	2	15	30	3
Rte 14 - 7.1	Rte 23	WB Lt Wheel	1	2	20	40	4
Rte 14 - 2.3	Rte 120	EB Rt Wheel	1	2	100	200	22
Rte 14 - 3.4	Rte 120	EB Rt Wheel	1	2	100	200	22
Rte 14 - 3.5	Rte 120	EB Lt Wheel	1	4	30	120	13
Rte 14 - 6.0	Rte 120	EB	1	4	12	48	5
Rte 14 - 6.0	Rte 120	EB	1	4	12	48	5
Rte 14 - 6.0	Rte 120	EB	1	4	12	48	5
Rte 14 - 6.2	Rte 120	EB Rt Wheel	1	2	100	200	22
Rte 14 - 7.0	Rte 120	EB Rt Wheel	1	2	100	200	22
Rte 14 - 7.1	Rte 120	EB Rt wheel	1	4	50	200	22
		TOTAL			5513 SF		1430 SY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
US ROUTE 14

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	6
		CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ROUTE: US 14 (IL 23 to State Line Road)

CROSS STREETS FROM	CROSS STREETS 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)
Stateline Road	Hebron Road	SB	1	12	6	72	8
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
Hebron Road	Oak Grove Road	SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
Hebron Road	IL 23	SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	2	60	120	13
		SB	1	12	4	48	5
		SB	1	2	40	80	9
		SB	1	2	20	40	4
		SB	1	2	40	80	9
		SB	1	6	15	90	10
		SB	1	6	10	60	7
		SB	1	6	10	60	7
		SB	1	6	20	120	13

ROUTE: US 14 (IL 23 to State Line Road)

CROSS STREETS FROM	CROSS STREETS 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 23	Oak Grove Road	NB	1	12	12	144	16
		NB	1	12	4	48	5
		NB	1	5	60	300	33
		NB	Center	12	4	48	5
		NB	1	12	4	48	5
		NB	Center	12	4	48	5
		NB	1	2	100	200	22
		NB	1	2	100	200	22
		NB	1	2	100	200	22
		NB	1	2	160	320	36
		NB	1	2	400	800	89
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	5	30	150	17
Oak Grove Road	Hebron Road	NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
Hebron Road	State Line Road	NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		TOTALS:			1495 FT		753 SY

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	PLOT DATE = 2/5/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
US 14

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	7
		CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ROUTE: US 12 (IL 173 to Wisconsin State 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						
IL 173	Burlington Road	NB	1	12	10	120	13
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
Burlington Road	Wisconsin State Line	NB	1	12	4	48	5
		NB	1	12	4	48	5
Wisconsin State Line	Burlington Road	SB	1	2	300	600	67
		SB	1	2	1000	2000	222
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
Burlington Road	IL 173	SB	1	2	300	600	67
		TOTALS:			1678 FT		460 SY

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	PLOT DATE = 2/5/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
US 12

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	8
		CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ROUTE: US 12 (IL 31 to Spring Grove Road)

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 31	West Solon Road	EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
West Solon Road	Spring Grove Road	EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	2	120	240	27
		EB	1	4	100	400	44
		EB	1	4	100	400	44
		EB	1	4	100	400	44
		EB	1	4	100	400	44
Spring Grove Road	West Solon Road	WB	1	2	40	80	9
		WB	1	2	40	80	9
		WB	1	2	40	80	9
		WB	1	6	40	240	27
		WB	1	2	100	200	22
		WB	1	2	100	200	22
		WB	1	4	12	48	5
		WB	1	2	300	600	67
		WB	1	2	600	1200	133
		WB	1	2	600	1200	133
		WB	1	2	600	1200	133
		WB	1	2	200	400	44
West Solon Road	IL 31	WB	1	2	600	1200	133
		WB	1	2	100	200	22
		WB	1	2	50	100	11
		WB	1	2	100	200	22
		WB	1	12	4	48	5
		WB	1	2	200	400	44
		WB	1	2	200	400	44
		WB	1	2	200	400	44
		WB	1	2	100	200	22
		WB	1	2	400	800	89
		WB	1	2	200	400	44
		WB	1	2	100	200	22
		WB	1	2	300	600	67
		WB	1	6	50	300	33
	TOTALS:				5848 FT		1493 SY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
US 12

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	9
		CONTRACT NO. 60G19		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

ROUTE: IL. Rt. 176 (IL 47 to IL 23)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	PATCH AREA (SQ FT)	PATCH AREA (SQ YD)
FROM	TO						
Rte 47 - 1.3 mi	Rte 23	WB	1	2	25	50	6
Rte 23 - 7.2 mi	Rte 47	EB	1	12	4	72	8
Rte 23 - 7.7 mi	Rte 47	EB	1	2	25	50	6
		TOTALS:			54 FT		19 SY

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	PLOT DATE = 2/5/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
IL 176

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	10
		CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ROUTE: IL 173 (From US 14 to IL 47)

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						
US 14	Altenberg Road	EB	1	18	8	144	16
		EB	1	12	4	48	5
		EB	1	12	4	48	5
Altenberg Road	Obrien Road	EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	1	12	4	48	5
		EB	1	12	4	48	5
Obrien	Oak Grove Road	EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
Oak Grove Road	Alden Road	EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	2	30	60	7
Alden Road	IL 47	EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	8	96	11
		EB	1	12	8	96	11
		EB	1	12	8	96	11
		EB	1	12	8	96	11
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	250	3000	333
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5

ROUTE: IL 173 (From US 14 to IL 47)

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 47	Alden Road	WB	1	2	150	300	33
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	2	300	600	67
		WB	1	12	8	96	11
		WB	1	12	8	96	11
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
Alden Road	Obrien Road	WB	1	12	12	144	16
		WB	1	12	4	48	5
		WB	1	12	12	144	16
		WB	1	12	4	48	5
		WB	1	12	4	48	5
Obrien Road	Altenberg Road	WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
Altenberg Road	US 14	WB	1	12	4	48	5
		WB	1	18	8	144	16
		WB	1	12	4	48	5
		TOTALS:			1254 FT		1149 SY

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		DATE -	REVISED -	

PATCHING SCHEDULE
IL 173

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	11
		CONTRACT NO. 60G19		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

ROUTE: IL 173 (From IL 47 to US 12/IL 31)

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 47	Greenwood Road	EB	1	12	8	96	11
		EB	1	12	8	96	11
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
Greenwood Road	Keystone Road	EB	1	12	10	120	13
		EB	1	12	10	120	13
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
Keystone Road	US 12/IL 31	EB	1	2	300	600	67
		EB	1	12	4	48	5
		EB	1	12	4	48	5
US 12/IL 31	Keystone Road	WB	1	2	300	600	67
		WB	1	12	4	48	5
		WB	1	12	4	48	5
Keystone Road	Greenwood Road	WB	1	2	200	400	44
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
Greenwood Road	IL 47	WB	1	2	60	120	13
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
TOTALS:					1012 FT		394 SY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
IL 173

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	12
		CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ROUTE: IL. Rt. 120 IL 31. to Charles 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						
Curran	Wonder Lake Rd.	WB	1	12	6	72	8
Curran	Wonder Lake Rd.	WB	1	3	400	1200	133
Curran	Wonder Lake Rd.	WB	1	12	6	72	8
Curran	Wonder Lake Rd.	WB	1	12	20	240	27
Curran	Wonder Lake Rd.	WB	1	12	20	240	27
Curran	Wonder Lake Rd.	WB	1	12	6	72	8
Curran	Wonder Lake Rd.	EB	1	12	6	72	8
Curran	Wonder Lake Rd.	EB	1	12	6	72	8
Curran	Wonder Lake Rd.	EB	1	12	6	72	8
Curran	Wonder Lake Rd.	EB	1	3	200	600	67
Curran	Wonder Lake Rd.	EB	1	12	12	144	16
Curran	Wonder Lake Rd.	EB	1	12	6	72	8
Curran	Wonder Lake Rd.	EB	1	3	300	900	100
Curran	Wonder Lake Rd.	EB	1	12	6	72	8
Curran	Wonder Lake Rd.	EB	1	3	100	300	33
Curran	Wonder Lake Rd.	EB	1	12	12	144	16
Curran	Wonder Lake Rd.	EB	1	12	6	72	8
Wonder Lake Rd.	Thompson Rd.	WB	1	12	6	72	8
Wonder Lake Rd.	Thompson Rd.	EB	1	12	6	72	8
Wonder Lake Rd.	Thompson Rd.	EB	1	12	6	72	8
Wonder Lake Rd.	Thompson Rd.	EB	1	3	100	300	33
Wonder Lake Rd.	Thompson Rd.	EB	1	12	6	72	8
Wonder Lake Rd.	Thompson Rd.	EB	1	3	50	150	17
Wonder Lake Rd.	Thompson Rd.	EB	1	12	6	72	8
Wonder Lake Rd.	Thompson Rd.	EB	1	12	100	1200	133
Wonder Lake Rd.	Thompson Rd.	WB	1	12	6	72	8
Wonder Lake Rd.	Thompson Rd.	WB	1	12	6	72	8
Wonder Lake Rd.	Thompson Rd.	EB	1	3	200	600	67
Wonder Lake Rd.	Thompson Rd.	EB	1	3	50	150	17
Wonder Lake Rd.	Thompson Rd.	EB	1	12	6	72	8
Wonder Lake Rd.	Thompson Rd.	EB	1	12	6	72	8
Thompson Rd.	Charles Rd.	WB	1	12	6	72	8
Thompson Rd.	Charles Rd.	WB	1	12	20	240	27
Thompson Rd.	Charles Rd.	WB	1	12	6	72	8
Thompson Rd.	Charles Rd.	WB	1	12	20	240	27
Thompson Rd.	Charles Rd.	WB	1	12	6	72	8
Thompson Rd.	Charles Rd.	WB	1	12	6	72	8
Thompson Rd.	Charles Rd.	WB	1	12	6	72	8
Thompson Rd.	Charles Rd.	WB	1	12	6	72	8
Thompson Rd.	Charles Rd.	WB	1	12	6	72	8
Thompson Rd.	Charles Rd.	EB	1	3	50	150	17
Thompson Rd.	Charles Rd.	EB	1	12	6	72	8
Thompson Rd.	Charles Rd.	EB	1	4	50	200	22
Thompson Rd.	Charles Rd.	EB	1	3	150	450	50
Thompson Rd.	Charles Rd.	EB	1	12	6	72	8
Thompson Rd.	Charles Rd.	EB	1	12	6	72	8
Thompson Rd.	Charles Rd.	EB	1	12	50	600	67
Thompson Rd.	Charles Rd.	EB	1	12	6	72	8
Thompson Rd.	Charles Rd.	EB	1	12	6	72	8
Thompson Rd.	Charles Rd.	EB	1	12	6	72	8
Thompson Rd.	Charles Rd.	EB	1	12	6	72	8
Thompson Rd.	Charles Rd.	EB	1	12	6	72	8
Thompson Rd.	Charles Rd.	EB	1	12	12	144	16
Thompson Rd.	Charles Rd.	EB	1	12	6	72	8
Thompson Rd.	Charles Rd.	EB	1	12	6	72	8
Thompson Rd.	Charles Rd.	EB	1	12	6	72	8
Thompson Rd.	Charles Rd.	EB	1	12	6	72	8
							0
E leg of Rte 31 - 2.7 mi	Charles Rd	Wheel Lane	1	2	1056	2112	235
E leg of Rte 31 - 2.9 mi	Charles Rd	WB	1	12	6	72	8
E leg of Rte 31 - 4.3 mi	Charles Rd	WB	1	12	6	72	8
E leg of Rte 31 - 5.8 mi	Charles Rd	WB	1	12	6	72	8
Charles Rd - 1.1 mi	Curren Rd	Center Line	1	2	25	50	6
Charles Rd - 1.4 mi	Curren Rd	Center Line	1	2	528	1056	117
Charles Rd - 1.9 mi	Curren Rd	EB	1	12	6	72	8
Charles Rd - 2.0 mi	Curren Rd	EB	1	12	6	72	8
Charles Rd - 3.6 mi	Curren Rd	EB	1	2	528	1056	117
	TOTALS:				4311 FT		1729 SY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
IL ROUTE 120

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	13
		CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ROUTE: IL Rte 47 (Main St. to Rt. 176)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	PATCH AREA (SQ FT)	PATCH AREA (SQ YD)
FROM	TO						
Main St (Huntley) - 0.1 mi	ROUTE 176	NB	1	12	6	72	8
Main St (Huntley) - 3.6 mi	ROUTE 176	NB	1	12	60	720	80
Main St (Huntley) - 4.4 mi	ROUTE 176	NB	1	6	6	36	4
Rte 176 S. Leg - 1.6 mi	ROUTE 14	Center Line	1	2	100	200	22
Rte 176 S. Leg - 2.5 - 2.6 mi	ROUTE 14	Center Line	1	2	528	1056	117
Rte 176 S. Leg - 2.9 - 3.0 mi	ROUTE 14	Wheel Lane	1	2	528	1056	117
Rte 14 - 0.1 mi	Charles Rd	NB	1	12	6	72	8
Rte 14 - 0.5 - 0.6 mi	Charles Rd	Wheel Lane	1	2	528	1056	117
Rte 14 - 0.5 mi	Charles Rd	NB	Lt Turn	12	6	72	8
Rte 14 - 0.5 mi	Charles Rd	NB	1	12	6	72	8
Rte 14 - 0.7 mi	Charles Rd	Wheel Lane	1	2	50	100	11
Rte 14 - 0.9 mi	Charles Rd	NB	1	12	12	144	16
Rte 14 - 1.0 mi	Charles Rd	Wheel Lane	1	6	12	72	8
Rte 14 - 1.05 mi	Charles Rd	Wheel Lane	1	6	12	72	8
Rte 14 - 1.1 mi	Charles Rd	NB	1	6	12	72	8
Rte 14 - 1.2 - 1.3 mi	Charles Rd	Wheel Lane Rt	1	2	528	1056	117
Rte 14 - 1.2 - 1.3 mi	Charles Rd	Wheel Lane Lt	1	2	528	1056	117
Rte 14 - 1.5 mi	Charles Rd	Wheel Lane	1	2	100	200	22
Rte 14 - 1.7 mi	Charles Rd	NB	1	12	6	72	8
Rte 14 - 1.8 mi	Charles Rd	NB	1	12	6	72	8
Rte 14 - 2.0 mi	Charles Rd	Wheel Lane Rt	1	2	25	50	6
Rte 14 - 2.0 mi	Charles Rd	Wheel Lane Lt	1	2	25	50	6
Rte 120 - 0.2 mi	ROUTE 14	SB	1	12	12	144	16
Rte 120 - 0.5 mi	ROUTE 14	SB	1	6	12	72	8
Rte 120 - 0.7 - 0.8 mi	ROUTE 14	Center Line	1	2	528	1056	117
Rte 120 - 0.9 mi	ROUTE 14	SB	1	12	12	144	16
Rte 120 - 1.1 mi	ROUTE 14	Wheel Lane	1	2	50	100	11
Rte 120 - 1.3 - 1.4 mi	ROUTE 14	Wheel Lane	1	2	528	1056	117
Rte 120 - 1.7 mi	ROUTE 14	SB	1	6	12	72	8
Rte 176 S leg - .4	Huntley Main St	SB	1.0	4	12	48	5
Rte 176 S leg - .4	Huntley Main St	SB	1.0	4	12	48	5
Rte 176 S leg - .9	Huntley Main St	SB	1.0	4	14	56	6
Rte 176 S leg - 2.2	Huntley Main St	SB Rt Wheel	1.0	6	12	72	8
Rte 176 S leg - 2.2	Huntley Main St	SB Rt Wheel	1.0	4	15	60	7
Rte 176 S leg - 2.4	Huntley Main St	SB Rt Wheel	1.0	4	15	60	7
Rte 176 S leg - 5.1	Huntley Main St	SB	1.0	4	12	48	5
Huntley Main St - .8	Rte 176 S leg	NB	1.0	4	13	52	6
Huntley Main St - 4.5	Rte 176 S leg	NB RT Wheel	1.0	4	20	80	9
Huntley Main St - 5.0	Rte 176 S leg	NB RT Wheel	1.0	4	10	40	4
Rte 176 S leg - 1.1	Rte 14	NB	1.0	12	30	360	40
Rte 176 S leg - 2.0	Rte 15	Center Jt	1.0	2	100	200	22
Rte 176 S leg - 2.1	Rte 16	Center Jt	1.0	2	100	200	22
Rte 176 S leg - 2.3	Rte 17	NB	1.0	6	12	72	8
		TOTALS			4621 SF		1274 SY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
IL 47

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	14
		CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ROUTE: IL. Rt. 31 (U.S. Rt. 12 to IL. Rt. 120)

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						
U.S. Rt. 12	Harts Rd.	SB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	SB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	SB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	SB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	SB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	SB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	SB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	SB	1	3	200	600	67
U.S. Rt. 12	Harts Rd.	SB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	SB	1	3	200	600	67
U.S. Rt. 12	Harts Rd.	SB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	SB	1	3	300	900	100
U.S. Rt. 12	Harts Rd.	SB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	SB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	SB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	SB	1	3	100	300	33
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	3	100	300	33
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	3	100	300	33
U.S. Rt. 12	Harts Rd.	NB	1	4	20	80	9
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	12	144	16
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	20	240	27
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
U.S. Rt. 12	Harts Rd.	NB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	20	240	27
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	30	360	40
Harts Rd.	Mann Rd.	SB	1	12	50	600	67
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	3	200	600	67
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	12	144	16
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	3	100	300	33
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	4	200	800	89
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	12	6	72	8
Harts Rd.	Mann Rd.	SB	1	4	200	800	89

ROUTE: IL. Rt. 31 (U.S. Rt. 12 to IL. Rt. 120)

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						
Harts Rd.	Manns Rd.	NB	1	12	6	72	8
Harts Rd.	Manns Rd.	NB	1	12	6	72	8
Harts Rd.	Manns Rd.	NB	1	12	6	72	8
Harts Rd.	Manns Rd.	NB	1	3	50	150	17
Harts Rd.	Manns Rd.	NB	1	12	12	144	16
Harts Rd.	Manns Rd.	NB	1	12	6	72	8
Harts Rd.	Manns Rd.	NB	1	12	6	72	8
Harts Rd.	Manns Rd.	NB	1	12	6	72	8
Harts Rd.	Manns Rd.	NB	1	12	6	72	8
Harts Rd.	Manns Rd.	NB	1	12	6	72	8
Harts Rd.	Manns Rd.	NB	1	12	6	72	8
Harts Rd.	Manns Rd.	NB	1	12	12	144	16
Harts Rd.	Manns Rd.	NB	1	12	12	144	16
Harts Rd.	Manns Rd.	NB	1	12	6	72	8
Harts Rd.	Manns Rd.	NB	1	12	6	72	8
Harts Rd.	Manns Rd.	NB	1	12	6	72	8
Manns Rd.	Ringwood Rd.	SB	1	12	6	72	8
Manns Rd.	Ringwood Rd.	SB	1	12	6	72	8
Manns Rd.	Ringwood Rd.	SB	1	12	6	72	8
Manns Rd.	Ringwood Rd.	SB	1	3	500	1500	167
Manns Rd.	Ringwood Rd.	SB	1	12	6	72	8
Manns Rd.	Ringwood Rd.	SB	1	12	6	72	8
Manns Rd.	Ringwood Rd.	SB	1	3	50	150	17
Manns Rd.	Ringwood Rd.	SB	1	3	200	600	67
Manns Rd.	Ringwood Rd.	NB	1	12	6	72	8
Manns Rd.	Ringwood Rd.	NB	1	12	6	72	8
Manns Rd.	Ringwood Rd.	NB	1	12	6	72	8
Manns Rd.	Ringwood Rd.	NB	1	12	6	72	8
Manns Rd.	Ringwood Rd.	NB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	SB	1	3	200	600	67
Ringwood Rd.	Johnsburg Rd.	SB	1	3	200	600	67
Ringwood Rd.	Johnsburg Rd.	SB	1	3	200	600	67
Ringwood Rd.	Johnsburg Rd.	SB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	SB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	SB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	SB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	SB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	SB	1	3	300	900	100
Ringwood Rd.	Johnsburg Rd.	SB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	SB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	SB	1	3	100	300	33
Ringwood Rd.	Johnsburg Rd.	SB	1	3	200	600	67
Ringwood Rd.	Johnsburg Rd.	SB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	SB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	NB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	NB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	NB	1	3	200	600	67
Ringwood Rd.	Johnsburg Rd.	NB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	NB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	NB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	NB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	NB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	NB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	NB	1	12	12	144	16
Ringwood Rd.	Johnsburg Rd.	NB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	NB	1	3	300	900	100
Ringwood Rd.	Johnsburg Rd.	NB	1	12	30	360	40
Ringwood Rd.	Johnsburg Rd.	NB	1	3	100	300	33
Ringwood Rd.	Johnsburg Rd.	NB	1	3	200	600	67
Ringwood Rd.	Johnsburg Rd.	NB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	NB	1	12	6	72	8
Ringwood Rd.	Johnsburg Rd.	NB	1	3	250	750	83
Ringwood Rd.	Johnsburg Rd.	NB	1	3	100	300	33
		TOTALS			5626 SF		2678 SY

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		DRAWN -	REVISED -
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	PLOT DATE = 2/5/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
IL 31

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	15
		CONTRACT NO. 60G19		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

ROUTE: IL 31 (IL 176 TO IL 62)

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. Rt. 176	U.S. Rt. 14	SB	1	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	SB	1	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	SB	1	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	SB	1	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	SB	1	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	SB	1	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	SB	2	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	SB	2	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	SB	2	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	SB	2	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	SB	2	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	SB	2	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	NB	1	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	NB	1	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	NB	1	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	NB	1	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	NB	1	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	NB	1	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	NB	2	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	NB	2	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	NB	2	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	NB	2	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	NB	2	12	6	72	8
IL. Rt. 176	U.S. Rt. 14	NB	2	12	6	72	8
Rakow Rd.	IL Rt. 62	SB	1	12	6	72	8
Rakow Rd.	IL Rt. 62	SB	1	12	6	72	8
Rakow Rd.	IL Rt. 62	SB	1	12	6	72	8
Rakow Rd.	IL Rt. 62	SB	1	12	6	72	8
Rakow Rd.	IL Rt. 62	NB	1	12	6	72	8
Rakow Rd.	IL Rt. 62	NB	1	12	6	72	8
Rakow Rd.	IL Rt. 62	NB	1	12	6	72	8
Rakow Rd.	IL Rt. 62	NB	1	12	6	72	8
Rakow Rd.	IL Rt. 62	NB	1	12	6	72	8
TOTALS:					198 FT		264 SY

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		DRAWN -	REVISED -
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	PLOT DATE = 2/5/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
IL 31

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	16
		CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

PAVEMENT PATCHING SURVEY

ROUTE: IL Rte 23 (Rt. 20 to Harmony Rd.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	PATCH AREA (SQ FT)	PATCH AREA (SQ YD)
FROM	TO						
Rte 20 - 1.2 mi	HARMONY ROAD	SB	1	12	6	72	8
Rte 20 - 1.3 mi	HARMONY ROAD	SB	1	12	6	72	8
Rte 20 - 1.6 mi	HARMONY ROAD	Center Line	1	2	528	1056	117
Rte 20 - 1.9 mi	HARMONY ROAD	SB Wheel lane	1	2	100	200	22
Rte 20 - 2.7 mi	HARMONY ROAD	SB	1	12	6	72	8
Rte 20 - 3.4 mi	HARMONY ROAD	Center Line	1	2	100	200	22
Rte 20 - 4.6 mi	HARMONY ROAD	Center Line	1	2	528	1056	117
Rte 20 - 4.6 mi	HARMONY ROAD	SB	1	12	6	72	8
Rte 20 - 5.0 mi	HARMONY ROAD	SB	1	12	6	72	8
HARMONY ROAD - .5 mi	Rte 20	NB	1	12	6	72	8
HARMONY ROAD - .6 mi	Rte 20	Center Line	1	2	528	1056	117
HARMONY ROAD - .8 mi	Rte 20	NB	1	12	6	72	8
HARMONY ROAD - 1.4 mi	Rte 20	NB	1	12	6	72	8
HARMONY ROAD - 1.7 mi	Rte 20	NB	1	12	6	72	8
HARMONY ROAD - 2.3 mi	Rte 20	NB	1	6	12	72	8
HARMONY ROAD - 2.4 mi	Rte 20	NB	1	6	12	72	8
HARMONY ROAD - 4.4 mi	Rte 20	NB	1	6	12	72	8
Rte 20 - 2.1 mi	Harmony Rd	SB	1	6	12	72	8
Rte 20 - 3.0 mi	Harmony Rd	SB	1	4	12	48	5
Harmony Rd - .8 mi	Rte 20	NB	1	4	30	120	13
		TOTALS			1928 SF		519 SY

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		DRAWN -	REVISED -
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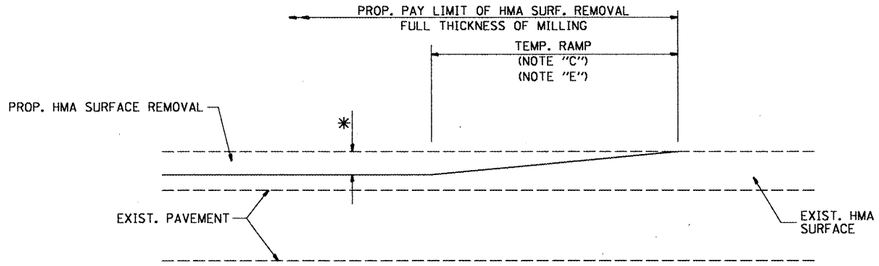
	PLOT DATE = 2/5/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
IL 23

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

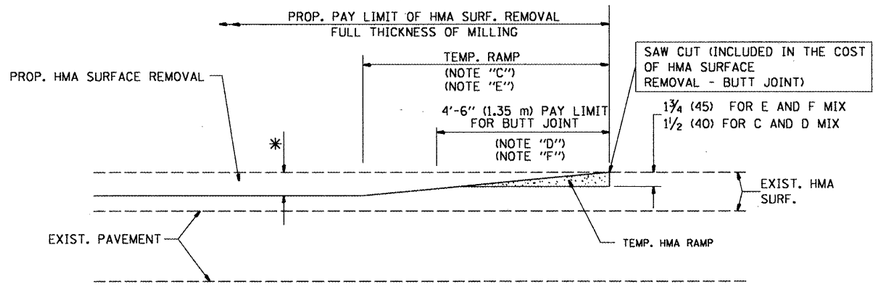
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	17
		CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

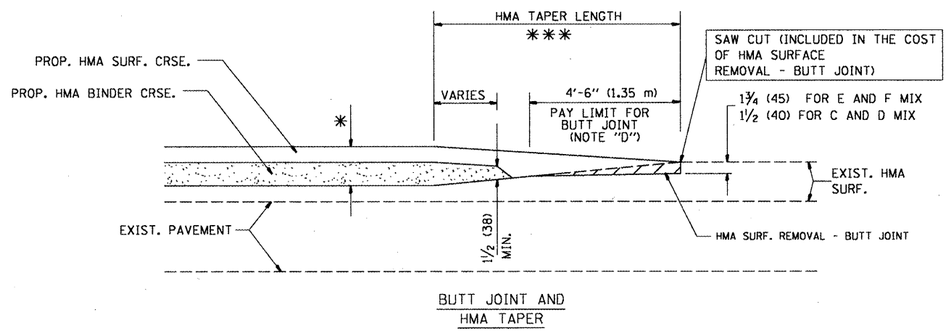


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

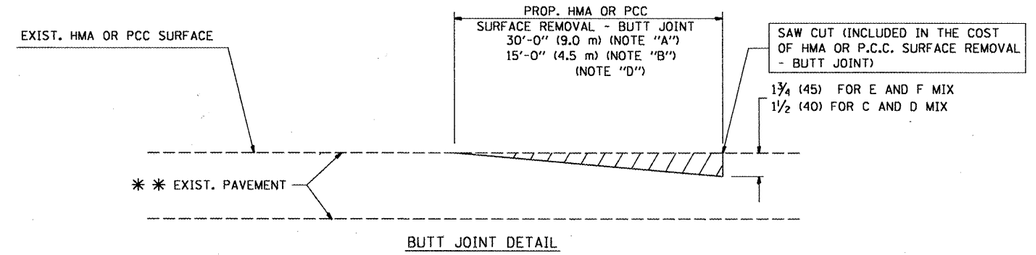
OPTION 2

TYPICAL TEMPORARY RAMP

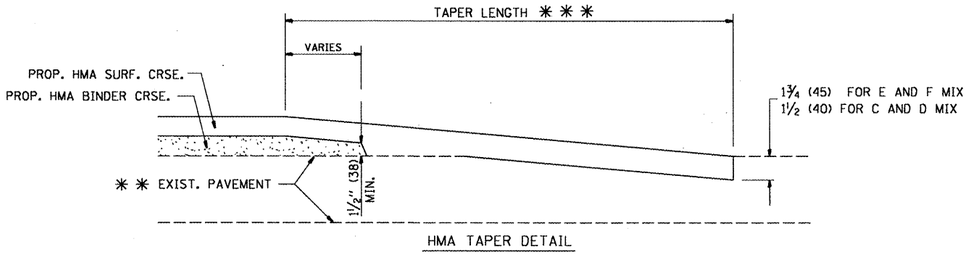


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

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		DRAWN -	REVISED - A. ABBAS 03-21-97	
	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01	
	PLOT DATE = 2/4/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07	

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.	2009-020 PP	MCHENRY	25	18
	BD400-05 BD32	CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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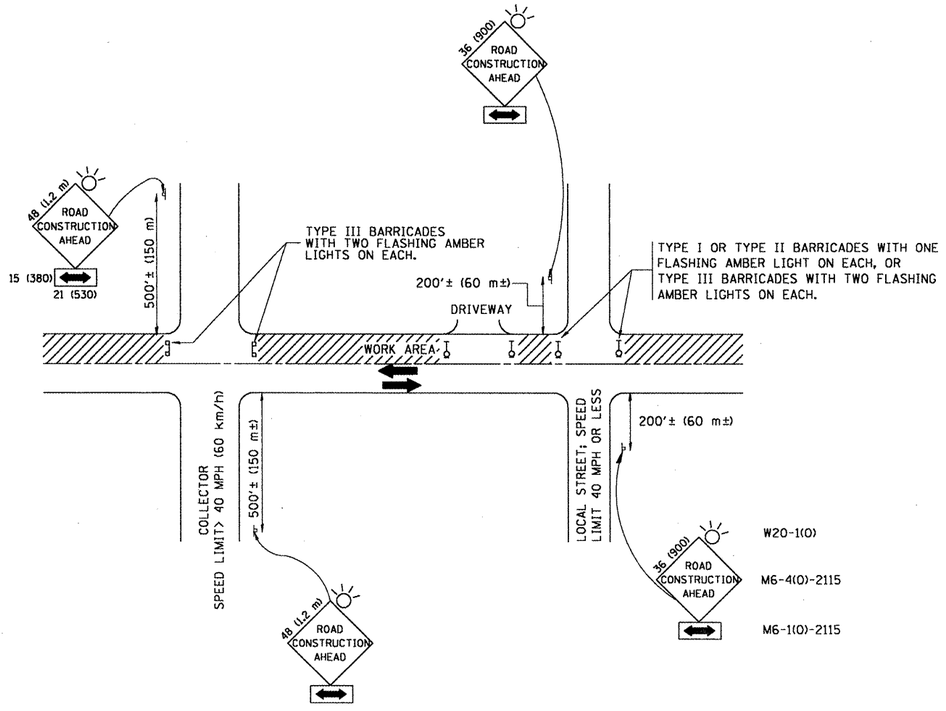

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

FILE NAME = c:\pw_work\PWIDOT\SMITHKL\d0125047\DistStd.dgn	USER NAME = smithkl	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
	PLOT SCALE = 100.0000 ' / IN.	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT DATE = 2/4/2009	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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	19
	TC-10	CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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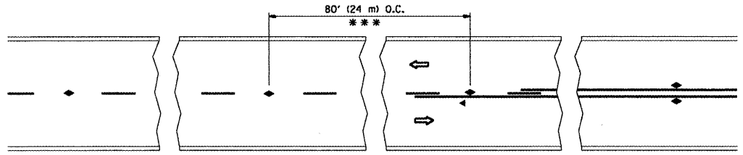
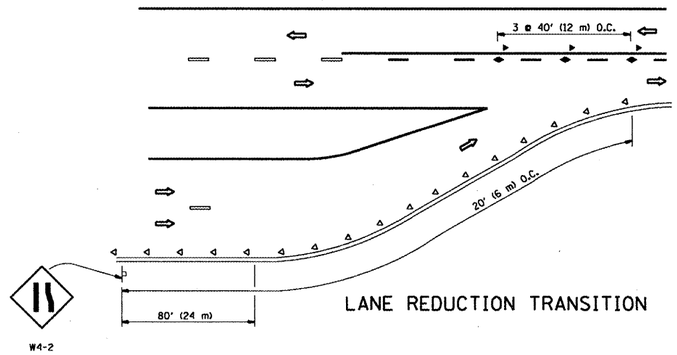
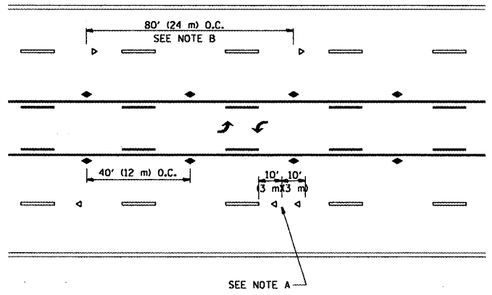


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

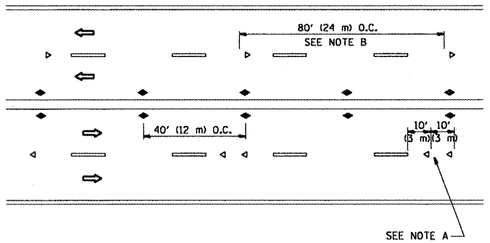
TWO-LANE/TWO-WAY



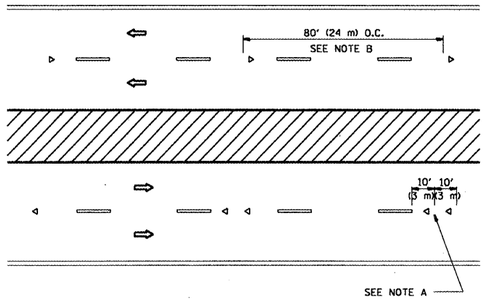
LANE REDUCTION TRANSITION



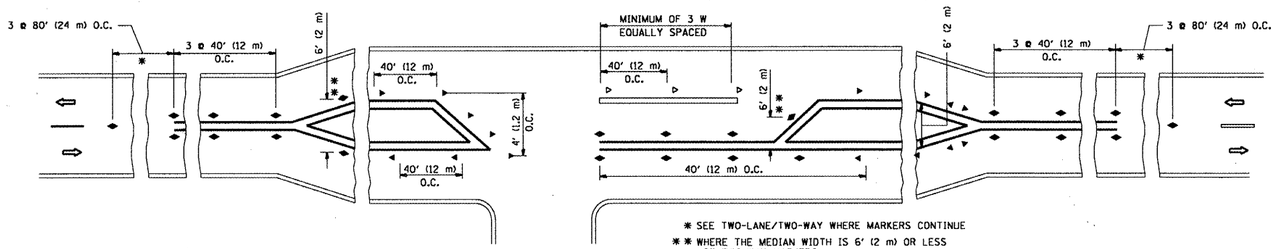
TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED



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

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

LEFT TURN

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

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

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

DESIGN NOTES

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

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

FILE NAME = c:\pw_work\PWIDOT\SMITHKL\d0125047\DistStd.dgn	USER NAME = smithkl	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
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	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 2/4/2009	DATE -	REVISED -

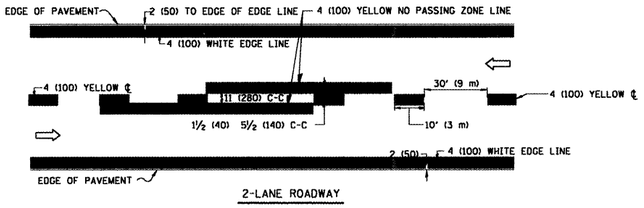
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

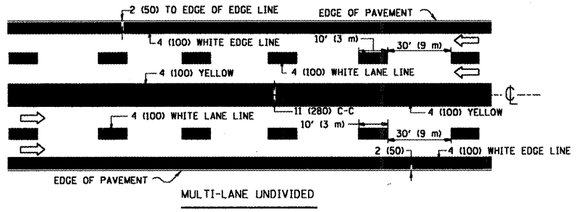
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	20
	TC-11	CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

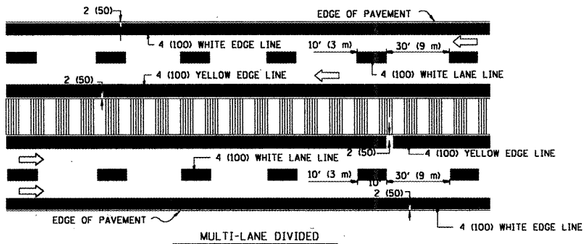
DistStd.dgn 2/4/2009 7:09:21 AM User=smithkl



2-LANE ROADWAY



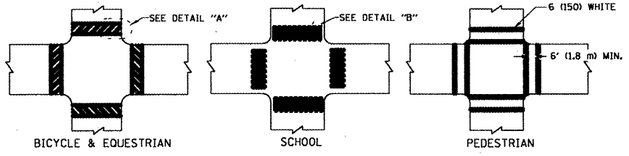
MULTI-LANE UNDIVIDED

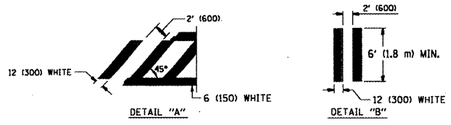


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

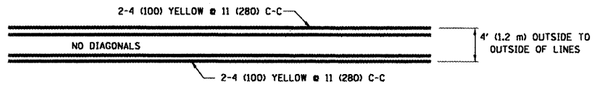
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

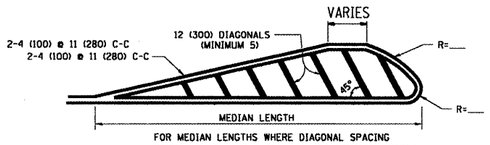




TYPICAL CROSSWALK MARKING



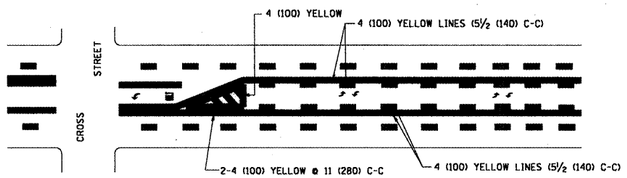
4' (1.2 m) WIDE MEDIANS ONLY



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

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

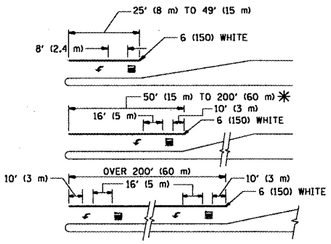
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

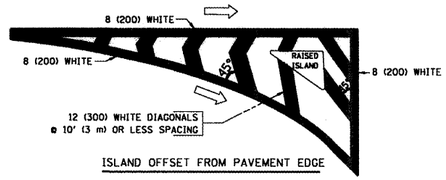


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

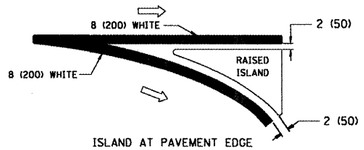
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

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	PLOT DATE = 2/4/2009	CHECKED -	REVISED -A. HOUSEH 10-17-96
		DATE - 03-19-90	REVISED -T. RAMMACHER 01-06-00

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.	2009-020 PP	MCHENRY	25	21
	TC-13	CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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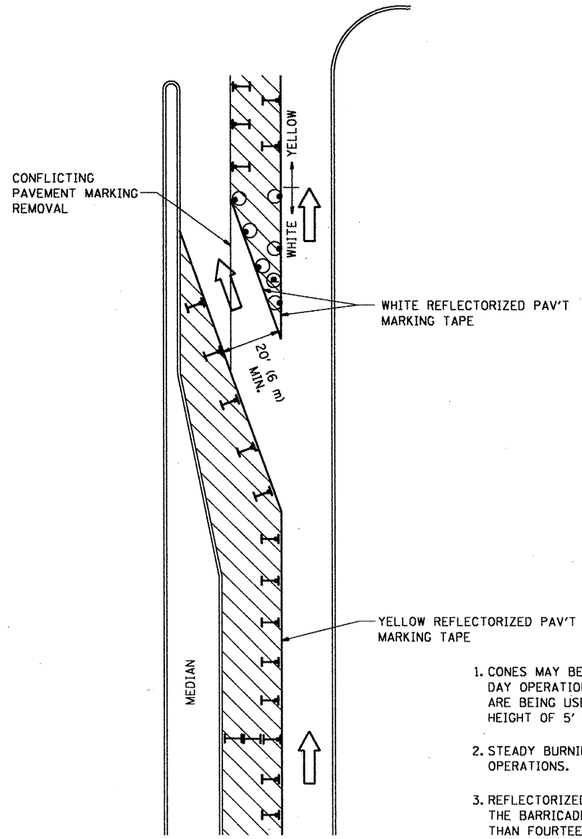

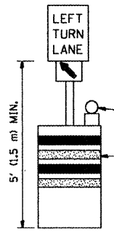

R 3-1100L 24 x 24 (600 x 600)

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

OPTIONAL FLASHING LIGHT

STANDARD 702001
DRUM FILLED WITH ENOUGH
SAND (BAGS) FOR STABILIZATION

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.

LEGEND

WORK AREA

LANE OPEN TO TRAFFIC

TYPE I OR II BARRICADE WITH
STEADY BURN LIGHT

DRUM WITH STEADY BURN LIGHT

DRUM WITH SIGN (WITH OPTIONAL FLASHING
LIGHT) SEE DETAIL

TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

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	PLOT DATE = 2/4/2009	DATE -	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	22
	TC-14	CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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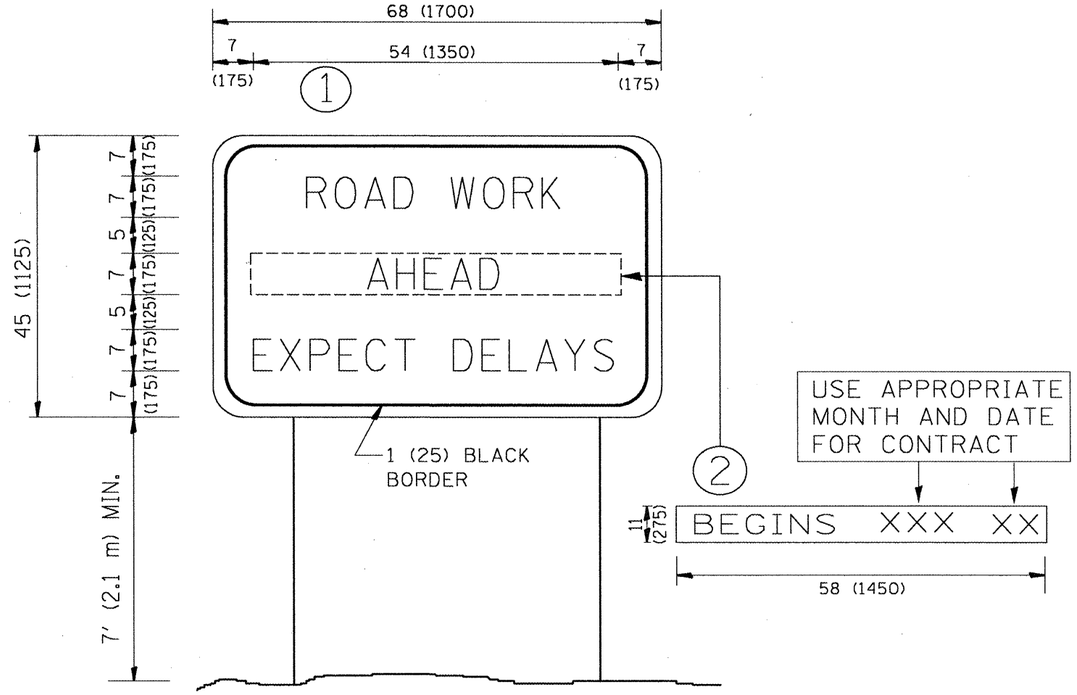

NOTES:

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.

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	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	26	23
	TC-22	CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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LOOP DETECTOR NOTES

1. 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.

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.

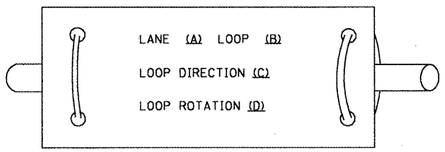
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

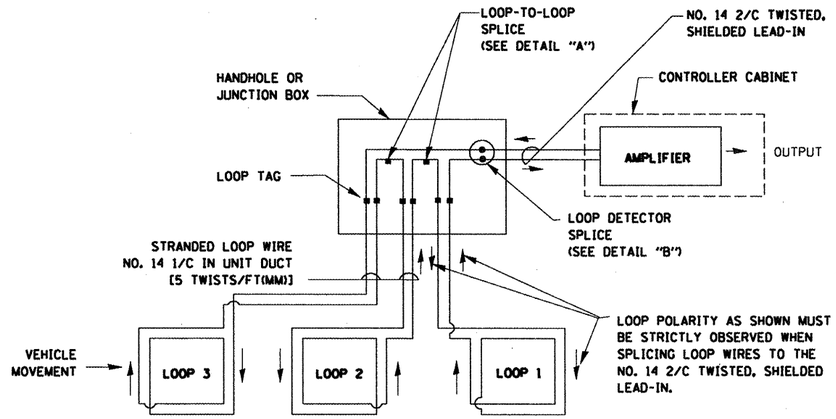


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

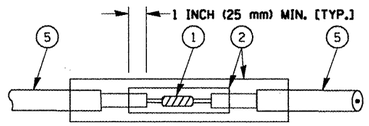
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

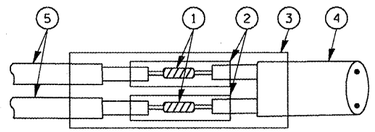


DETECTOR LOOP WIRING SCHEMATIC

- 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

LOOP DETECTOR SPLICE

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

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

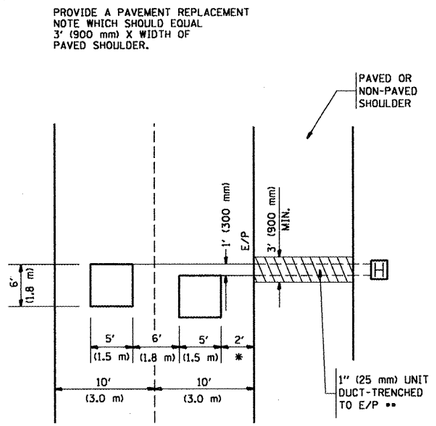
(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

FILE NAME = c:\pw_work\PWIDOT\SMITHKL\d0125047\DistStd.dgn	USER NAME = smithkl	DESIGNED - D.A.D.	REVISED - 11-12-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 ' / IN.	DRAWN - R.W.P.	REVISED - BUR. TRAFFIC 01-01-02			VAR.	2009-020 PP	MCHENRY	25	24
	PLOT DATE = 2/4/2009	CHECKED - D.A.Z.	REVISED -				TS-05	CONTRACT NO. 60G19		
DistStd.dgn 2/4/2009 7:12:36 AM User=smithkl		DATE - 05-30-00	REVISED -		SCALE: NONE SHEET NO. 1 OF 4 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

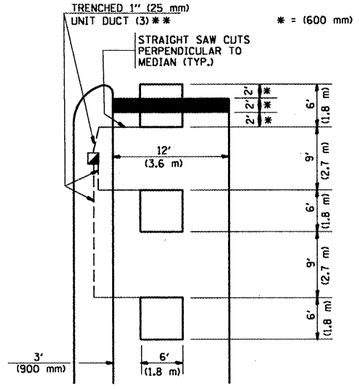
LOOPS NEXT TO SHOULDERS



* = (600 mm)

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

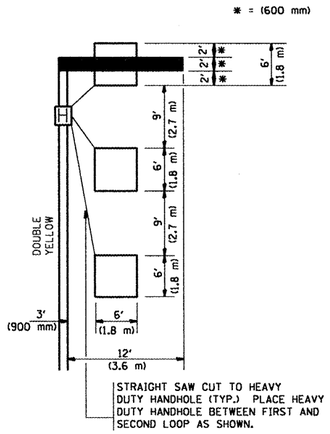
LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

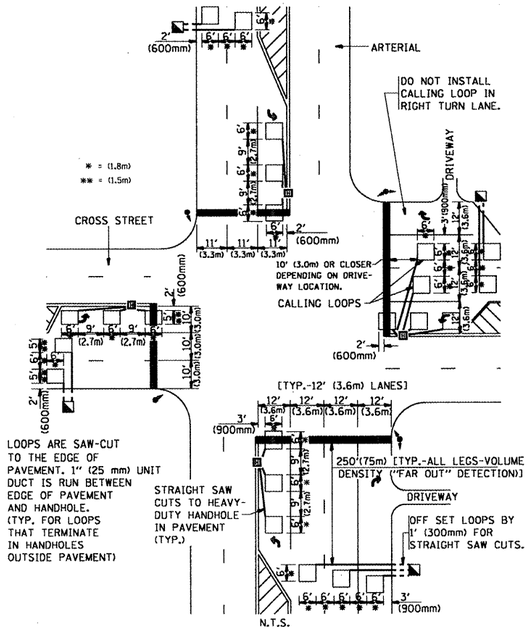
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



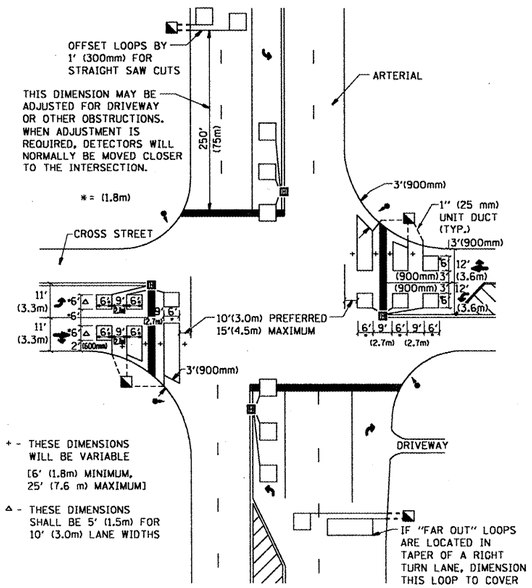
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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 SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 2/4/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2009-020 PP	MCHENRY	25	25
	TS-07	CONTRACT NO. 60G19		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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