FRICT ONE – DESIGN – PLAN PREPARATION ENGINEER: I ENG / (847) 705-4247 ROUTE SECTION COUNTY SHEETS NUMBER

VARIOUS 2010-012 RS WILL \$\frac{1}{23} + 3 = 26 \]

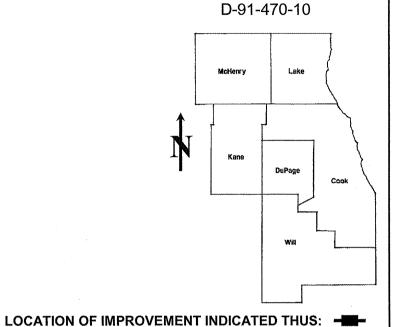
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS DISTRICT ONE PROPOSED HIGHWAY PLANS

FOR INDEX OF SHEETS SEE SHEET 2

VARIOUS ROUTES
SECTION: 2010-012 RS
VARIOUS LOCATIONS IN WILL COUNTY
INTERMITTENT PAVEMENT RESURFACING
WILL COUNTY
C-91-470-10

CONTRACT NO. 60K31



CONTRACT NO. 60K31

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED: <u>FEBRUARY 16, 20 10</u>

Dicine M. O'Woefe

March 9, 2010

Scott E. Statt P.E. 180

ENGINEER OF DESIGN AND ENVIRONMENT

March 19, 2010

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

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	TITLE SHEET	000001-05 TYPICAL SYME	OLS. ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	701201-03 LANE CLOSURE	. 2L. 2W. DAY ONLY
3	SUMMARY OF QUANTITIES	-	, 2L, 2W, SHORT TIME OPERATIONS
4	GENERAL LOCATION MAP	_	•
5	SUMMARY OF PATCHING SCHEDULE	701306- <i>02</i> LANE CLOSURE	. 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
6-16	PATCHING SCHEDULE	701336 <i>-05</i> LANE CLOSURE	, 2L, 2W, WORK AREAS IN SERIES
17	BUTT JOINT AND HMA TAPER DETAILS	701400- <i>04</i> APPROACH TO	LANE CLOSURE, FREEWAY/EXPRESSWAY
18	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS.	701401-05 LANE CLOSURE	, FREEWAY/EXPRESSWAY
10	INTERSECTIONS AND DRIVEWAYS	701426-03 LANE CLSOUF	RE, MULTILANE, INTERMITTENT OR MOVING OPERATI
19	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	701501-05 URBAN LANE C	CLOSURE, 2L, 2W, UNDIVIDED
20	DISTRICT ONE TYPICAL PAVEMENT MARKINGS	701601- <i>06</i> URBAN LANE C NONTRAVERSAE	CLOSURE, MULTILANE, 1W OR 2W WITH BLE MEDIAN
21	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC)	701606- <i>06</i> URBAN LANE C	CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
22	ARTERIAL ROAD INFORMATION SIGN	701701- <i>06</i> URBAN LANE C	CLOSURE, MULTILANE INTERSECTION
23	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING	701901-01 TRAFFIC CONT	ROL DEVICES
23A	FREEWAY SINGLE & MULT-LANE WEAVE	•	
23B-23C	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS		

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS (%)		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N7O (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.

GENERAL NOTES

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

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

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

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

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

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

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

THE ENGINEER SHALL CONTACT MS. CORA MATHIS, AREA TRAFFIC FIELD ENGINEER AT (815) 485-6475 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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

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

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

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

THE COST OF TRAFFIC CONTROL AND PROTECTION FOR THE PROJECT (EXCLUDING I-80 AT HOUBOLT RD.) SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED ROAD WORK. TRAFFIC CONTROL AND PROTECTION FOR I-80 AT HOUBOLT RD. SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

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.

TO STA.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

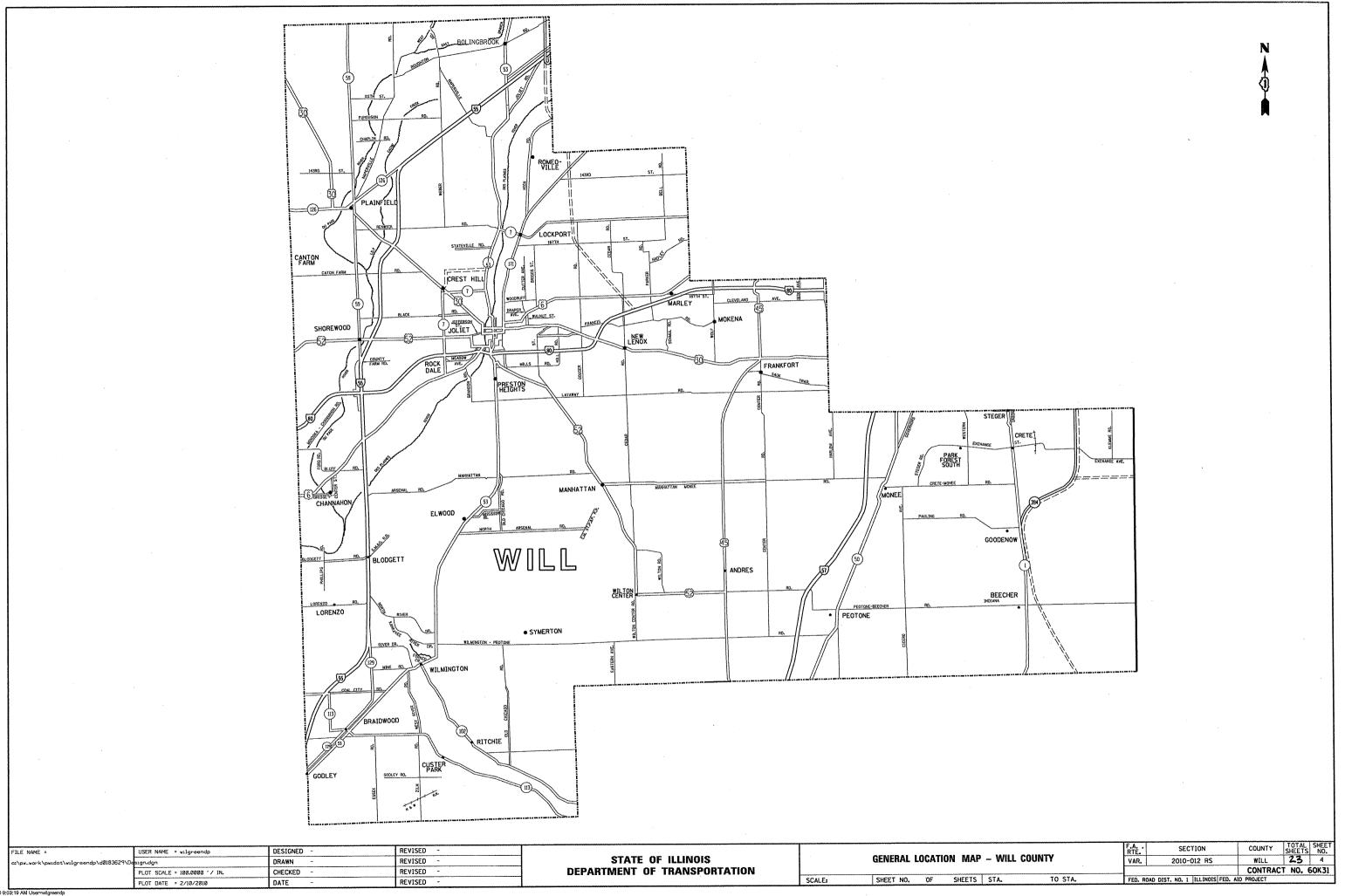
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NDEX	OF	SHEETS, S	TATE	STANDARDS	AND	GENERAL	NOTES	

SHEET NO. OF SHEETS STA.

	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE
	VAR.	2010-012 RS	WILL	23	2
			CONTRACT	NO.	SOK:
ı	FED. R	OAD DIST. NO. 1 ILLINOIS FED. A	ID PROJECT		

	SUMMARY OF QUANTITIES	***************************************	URBAN 1001.STATE		(CONSTRUCT	TION TYPE	E CODE	F			SUM	MARY OF C	UTITANU	ES					CONSTRL	CTION TY	E CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	1000						С	ODE NO		I	TEM		UNIT	TOTAL						
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	7	7										,					-				
40600300	AGGREGATE (PRIME COAT)	TON	33	33																			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	25	25																			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	490	490		,																	
40603340	HOT-MIX ASPHALT SURFACE COURSE. MIX "D". N70	TON	1783	1783															-				
44000157	HOT-MIX ASPHALT SURFACE REMOVAL. 2"	SO YD	15,912	15,912																			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6																			
67100100	MOBILIZATION	L SUM	1	1																			
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	3378	3378																			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1126	1126																			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	100	100																			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	17817	17817																			
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1086	1086														,					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	100	100																			
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	228	228																			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	670	670																			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	670	670		-															,		
*88600600	DETECTOR LOOP REPLACEMENT	FOOT	316	316																			
X0322256	TEMPORARY INFORMATION SIGNING	SO FT	977	977																			
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	/	/		-																	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	0.1	0.1																			
78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	35	35																			
	* SPECIALTY ITEM																						
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1	REENDP\d0l83629\Design.dgri DR	AWN - ECKED -		REVISED REVISED	-		1	DEDAR		OF ILLIN		rios:			SUMN	ARY OF QUAN	TITIES		F./ R1 V/		10-012 RS	WILL	23 3
10 9:29:44 AM User≃wilgreen	PLOT DATE = 2/18/2010 DA	TE -		REVISED			1	DEFAR	TMENT O	or IRAN	SPUNIA	IIOM	SCALE:] :	SHEET NO. OF	SHEETS ST	ΓΑ, 1	O STA.	FE	D. ROAD DIST. N	O. 1 ILLINOIS FE		ACT NO. 60K31



	HMA 2" MILL
SUMMARY - WILL COUNTY ROUTES (CONTRACT NO. 60K31)	& RESURFACE (SY)
US 52 (US 45 TO CEDAR RD.)	251
US 52 (BRIGGS ST. TO DORIS AVE.)	26
US 30 (PAGE ST. TO HAVEN ST.)	2339
US 30 (127TH ST. TO 111TH ST.)	103
US 6 (PATRICIA LN. TO I-55)	168
US 6 (NAUFAIRFIELD DR. TO GOUGAR RD.)	1384
US 6 (EAST AND WEST OF BRIGGS ST.)	1267
US 6 (BRANDON RD. TO I-80)	827
RICHARDS ST. (SOUTH OF COLBURN AVE. TO US 52)	213
JOLIET RD. (NORTH OF BLUFF RD. TO SOUTH OF CROSSROADS PKWY.)	2451
IL 171 (ROSALIND ST. TO HARVARD ST.)	909
IL 171 (151ST ST. TO NORTHERN DR.)	1405
IL 171 (147TH ST. TO 151ST ST.)	569
IL 53 (DIVISION ST. TO CATON FARM RD.)	3501
IL 53 (1ST AVE. TO FORK CREEK)	72
IL 53 (5TH AVE. TO DORIS AVE.)	132
BLUFF RD. OVERPASS (BETWEEN EAST AND WEST FRONTAGE RDS.)	59
IL 126 (VAN DYKE RD. TO MAIN ST.)	70
COAL CITY RD. (IL 129 TO IL 53)	88
I-80 AT HOUBOLT RD.	78
WILL COUNTY TOTALS =	15912 SY

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1	PLOT SCALE = 100.0000 '/ IN.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		TRILL COURT I				CONTRACT NO. 60K31
	PLOT DATE = 3/17/2010	DATE -	REVISED ~		SCALE:	SHEET NO. OF SHEETS STA. TO :	STA. F	FED. ROAD DIS	T. NO. 1 ILLINOIS FED. AL	D PROJECT

	NOO OTDEETO			L DAY # 1 4 PAGE	DAV #== == 1	DECAID	DEST-
	DSS STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
US-45	Floreston Ct	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
US-45	Elevator St.	WB	<u> </u>	3	15 -	45	5
			<u> </u>	4	5	20	2
			ļ	12	10	120	13
			ļ	3	12	36	4
			<u> </u>	4	6	24	3
44.44			ļ	3	3 12	9 72	1 8
			<u> </u>	6			
			ļ	6	3	18	2
			ļ	3	6	18	2
			ļ	3	3	9	1
				3	12	36	4
			ļ	4	6	24	3
				6	10	60	7
			ļ	4	12	48	5
				3	3	9	11
				6	10	60	7
·····				6	6	36	4
				6	6	36	4
				6	6	36	4
				6	10	60	7
Elevator St.	Cedar	WB		6	6	36	4
				8	6	48	5
Cedar	Elevator	EB		6	30	180	20
				- 3	3	9	1
				12	6	72	8
Elevator	US-45	EB		6	6	36	4
				12	6	72	8
				3	3	9	1
				4	6	24	3
				4	8	32	4
				4	4	16	2
				6	15	90	10
				6	6	36	4
				6	20	120	13
				4	10	40	4
			,	6	10	60	7
				3	3	9	1
				6	15	90	10
				6	15	90	10
····				6	20	120	13
				4	20	80	9
				3	10	30	3
				3	3	9	1
				6	10	60	7
				4	4	16	2
				4	5	20	2
				4	4	16	2
				4	4	16	2
				3	3	9	1
				3	5	15	2
***************************************				5	4	20	2
an account of the second secon	entre en formante en experiencia en entre en en	TOTALO.		Antonia and the state of the st	426	references and the formation of the contract o	251
		TOTALS:			720		201

ROUT	TE: US 52 (Briggs St. to	Doris Ave.)				ne e na de deben de sem planek en rigio eskipa amagabil nomenen popular e n	
CRO	SS STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
e che caminaliste in valle e e remitte che la remitte devel in un che che che che chi dillia distre russi describure di anno il membrio.	ar Charles (A. C. A. C. A. A. C. C. A. C.	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Chicago (on Doris)	Gardner St.	EB & WB	, , , , , , , , , , , , , , , , , , ,	NO PATCHI	NG REQUIED	AT THIS TIN	/E.
Doris St.	Richards	EB		NO PATCHII	NG REQUIED	AT THIS TIN	1E.
Richards	White	EB		12	6	72	8
				12	8	96	11
White	Briggs	EB		NO PATCHI	NG REQUIED	AT THIS TIN	ΛE.
Briggs	White	WB				and the second	
White	Richards	WB		3	3	9	1
Richards	Doris	WB	,	3	20	60	7
		TOTALS:	noglegarin, ellegarjan historian rittingarin delegar, gen	му марафия инторгаричний узплина плинавар	37	ann seaster (ein i reprinsionale pages prinsional described anna seastain seastain seastain seastain seastain	26
An Annahand, So. Mitanlinana ra manahandinan mahilimbanan mengelakan sebagai sebagai sebagai sebagai seb	Andrew wound to rethreshing to the production of the residence of the production of the company of the residence of the resid	and trade and transfer and the first of the first and the		A STATE OF THE PARTY OF THE PAR	FT	Anthropic of the second of the second of	SY

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			P	ATCHI	NG SCHE	DULE	
i					U\$ 52		
	SCALE:	SHEET	NO.	OF	SHEETS	STA.	TO STA.

CRO	OSS STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
v/o Briggs	Fairbanks	CL	CL	3	60	180	20
99-		CL	CL	3	100	300	33
		WB	2	12	25	300	33
- 		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1 & 2	3	250	750	83
		WB	2	12	6	72	8
		WB	2	12	9	108	12
		WB	2	3	15	45	5
Fairbanks	Walnut	WB	1	12	6	72	8
- unburno	- Trainat	WB	2	12	12	144	16
		WB	2	6	25	150	17
		WB	1	6	20	120	13
		WB	2	6	10	60	7
		WB	2	12	6	72	8
		EB	2	6	15	90	10
		WB	1	12	6	72	8
w		WB	1	12	8	96	11
		WB	2	12	8	96	11
		EB	2	12	15	180	20
		EB	1	12	6	72	8
					L	72	
		EB	2	12 12	6	72	8 8
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		WB	1 2	12	6	72	
-/- D.:	DD Dides	WB			6		8 8
e/o Briggs	RR. Bridge	EB		12	6 10	72	L
		EB	<u> </u>	4		40 120	4 13
		EB		6	20	100	
	mm n : (M		10	10		11
Washington	RR Bridge	EB		4	15	60	7
		CL		4	50	200	22
		EB		6	6	36	4
		EB		6	6	36	4
	~~~~	EB		6	50	300	33
		EB		12	6	72 70	8
		WB		12	6	72	8
		EB	ļ	12	6	72 72	8
		WB		12	6	72 72	8
		WB		12	6	72 120	8 13
		WB		4	30		
		WB		6	6	36	4
		EB		6	6	36	4
		EB		12	6	72	8
		WB		12	6	72	8
		CL		3	100	300	33
		EB		12	6	72	8
		CL		3	20	60	7
		WB		4	15	60	7
		EB		12	6	72	8
		EB		6	6	36	4
		EB		6	6	36	4
		WB		6	6	36	4
		EB		6	6	36	4
		EB		6	6	36	4
		EB		6	150	900	100

ROUTE: US 30 (Page St. to Haven St.) - I	HMA Section

CRO	OSS STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
	if any order for the management, and more an elementary members of the proportion of the property of the contractive of	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Washington	Nelson	EB	2	3	100	300	33
		EB	2	3	100	300	33
		EB	2	12	25	300	33
	· · · · · · · · · · · · · · · · · · ·	EB	2	3	20	60	7
		EB	2	6	20	120	13
		. EB	2	3	50	150	17
		EB	2	3	50	150	17
		EB	2	3	90	270	30
······································	***************************************	EB	2	3	3	9	1
		EB	1	3	100	300	33
***************************************		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2.	3	200	600	67
,		EB	2	. 12	6	72	8
· · · · · · · · · · · · · · · · · · ·		EB	2	6	6	36	4
	,	EB	2	12	6	72	8
Nelson	Washington	WB	2	3	6	18	2
		WB	2	12	6	72	8
		WB	2	12 ⁻	6	72	8
		WB	2	3	50	150	17
		WB	2	3	80	240	27
		WB	2	3	50	150	17
		WB	2	3	120	360	40
		WB	1	12	6	72	8
		WB	2	3	50	150	17
		WB	2	12	6	72	8
		WB	2	6	50	300	33
		WB	2	12	6	72	8
		WB	1	12	20	240	27
		WB	2	12	20	240	27
		WB	2	. 6	50	300	33
		WB	1	12	6	72	8
		WB	1	3	10	30	3
***************************************		WB	1	3	100	300	33
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8 -
		WB	2	3	60	180	20
		WB	2	3	20	60	7
		WB.	2	3	20	60	7
		WB	2	3	20	60	7
		WB	2	3	10	30	3
		WB	2	3	100	300	33
		WB	2	3	100	300	33
		WB	2	3	300	900	100
		WB	1	3	100	300	33

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	PLOT DATE = 2/17/2010	DATE -	REVISED -	

STATE	: Of	: ILLINOIS
DEPARTMENT	<b>OF</b>	TRANSPORTATION

SCALE:

	PATCHING SCHEDULE			F.A. RTÉ.	SECTI	
		US 30			VAR.	2010-01
HEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD	DIST. NO. 1 IL

Cedar	Vine	WB	2	3	60	180	20
Haven	Cedar	WB	2	3	30	90	10
		EB	2	12	6	72	8
		EB	2	12	. 6	72	8.
		EB	2	3	20	60	7
		EB	2	6	6	36	4
		EB EB	LT	12 12	12 6	144 72	16 8
		EB	2	6	6	36	4
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
Cedar	Haven	EB	2	12	12	144	16
·····		EB	2	12	12	144	16
		EB	LT	3	40	120	13
		EB EB	2	12	6	72	8
		EB	1	12 12	6 10	72 120	8 13
		EB	1	12	40	480	53
		EB	1	12	30	360	40
		EB	1	12	6	72	8
	:	EB	1	3	70	210	23
		EB	1	3	30	90	10
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB EB	1	3	20 80	240	27
		EB	2	3	20	60 60	7
		EB	1	6	40	240	27
		EB	1	12	6	72	8
		EB	2	6	6	36	4
		EB	12	3	40	120	13
Vine	Cedar	EB	12	3	120	360	40
		WB	LT	4	4	16	2
		WB	LT	6	6	36	4
		EB	1	12	6	72	8
		WB	1	3	50 150	150 450	17 50
		WB	- 1	3	12	36	4
		EB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	2	6	15	90	10
		EB	2	6	12	72	8
A		WB	2	6	6	36	4
		EB WB	· 2	12 12	6	72 72	8 8
		WB	2	12	6	72	8
•		WB	1	12	6	72	8
		WB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
11010011		EB	2	12	6	. 72	8
Nelson	Vine	EB	1	12	6	72	8
		(EB/WB) (NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD
FROM		1 (FRAME)	NO.	PATCH	PATCH	AREA	AREA

	JTE: US 30 (127th St. to 1	11th St.)				challen account to an electronic	
ir kapitan (majara) kali tain dang pertambahan dan peramanan penjaya dat asit Magalam dalah pertambahan dalah g San	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	-			and the second s	g till Silan viker-ennagstillte Vordellichtige bloketer	yn i de en
CRO	OSS STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EBWB)	NO.	PATCH	PATCH	AREA	AREA
enderson er en de des republica es per emple de la proposition e proposition de la proposition della p	apotaka, sak ina, calamata, ina manakaan dihangili, asi melehani madapuma sebili kemusuma, dihandaana, i e upek di siste, dan Cermi	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
111th	Courtney	EB		12	30	360	40
Courtney	119th	EB		12	10	120	13
		EB		12	10	120	13
119th	Nomantown	EB		2	30	60	. 7
Normantown	119th	WB		2	100	200	22
119th	Courtney	WB		2	30	60	7
		TOTALS:			210	ma gala seperimangga e en semploye se se semploye.	103
		TO A THE STATE OF		·	FT		SY

FILE NAME =	USER NAME = wilgreendp	DESIGNED -	REVISED -		PATCHING SCHEDULE			F.A. RTF	SECTION	COUNTY	TOTAL	SHEET NO.			
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	PLOT SCALE = 100.0000 '/ IN.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION							CONTRAC	T NO. F	60K31		
	PLOT DATE = 2/17/2010	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAL	DIST. NO. 1 ILLINOIS FED.	ID PROJECT		

ROUTE	US 6 (Patricia Ln. to I-55)	·		WI WI WI		enderstart der	
CROSS	STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
- coppe, milija opremi a greenjeg zi give dejmejma i migmeny misjeri ya na giri kiki kiki kiki politiki kiki ya min yefifa ya m		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Patricia Ln.	0.1 mi	WB	1	12	6	72	8
······································		WB	1	12	6	72	8
		WB	1	12	8	96	11
,	0.2 mi	WB	1	12	. 6	72	8
	0.3mi	WB	1	12	6	72	8
	0.6 mi	WB	1	12	6	72	8
	0.7 mi	WB	1	12	6	72	8
	0.7 mi	WB	1	12	6	72	. 8
I-55	0.1 mi	EB	1	12	6	72	8
		EB	1	12	6	72	8
,		EB	1	12	6	72	8
	0.2 mi	EB	1	12	6	72	8
		EB	1	12	8	96	11
		EB	1	12	6	72	8
		EB	1	12	6	. 72	8
	0.3 mi	EB	1	12	6	72	8
.,,,,,,,	0.3 mi	EB	1	12	8	96	11
······································	0.4 mi	EB	1	12	6	72	8
	0.7 mi	EB	1	12	6	72	8
	0.8 mi	EB	1	12	6	72	8
		TOTALS:			126		168
он инскибиция институција на виститу у напри записната и постит и почина на пројети институ			Anna alternatives and the same		FT	mus artiganomies consensus as un on artifam terminis members un mi	SY

ern amerikan ya Samuri hawa samungi mbanay sinaka kamungi mbanaran manakan manaka samungi samungi mbanaka mban Manakan samungi samungi mbanakan samungi mbanakan mbanakan mbanakan mbanakan samungi samungi mbanakan mbanakan	E: US 6 (Naufairfield Dr. to Gou			: 		demonstrative to the production of the state	ugenakur hankraus sin esne energengennen.
CROS	SSTREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAI
FROM	то	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD
0' E. of Naufairfield Dr.	10' E. of Naufairfield Dr.	EB		12	10	120	13
20' E. of Naufairfield Dr.	30' E. of Naufairfield Dr.	EB	,	12	10	120	13
300' E. of Naufairfield Dr.	500' E. of Naufairfield Dr.	EB		5	200	1000	111
550' E. of Naufairfield Dr.	560' E. of Naufairfield Dr.	EB		12	10	120	13
850' E. of Naufairfield Dr.	950' E. of Naufairfield Dr.	EB		5	100	500	56
1000' E. of Naufairfield Dr.	1050' E. of Naufairfield Dr.	EB		5	50	250	28
1500' E. of Naufairfield Dr.	1700' E. of Naufairfield Dr.	EB		5	200	1000	111
1750' E. of Naufairfield Dr.	1780' E. of Naufairfield Dr.	EB		12	30	360	40
2000' E. of Naufairfield Dr.	2250' E. of Naufairfield Dr.	EB		5	250	1250	139
2400' E. of Naufairfield Dr.	2450' E. of Naufairfield Dr.	EB		4	50	200	22
2600' E. of Naufairfield Dr.	2710' E. of Naufairfield Dr.	EB		5	110	550	61
2900' E. of Naufairfield Dr.	3150' E. of Naufairfield Dr.	EB		5	250	1250	139
Gougar Rd.							
0' W. of Gougar Rd.	25' W. of Gougar Rd.	WB		12	25	300	33
150' W. of Gougar Rd.	250' W. of Gougar Rd.	WB		5	100	500	56
570' W. of Gougar Rd.	680' W. of Gougar Rd.	WB		4	110	440	49
1100' W. of Gougar Rd.	1230' W. of Gougar Rd.	WB		5	130	650	72
1500' W. of Gougar Rd.	1550' W. of Gougar Rd.	WB		12	50	600	67
1800' W. of Gougar Rd.	1876' W. of Cougar Rd.	WB		5	76	380	42
2010' W. of Gougar Rd.	2070' W. of Cougar Rd.	WB		12	60	720	80
2400' w. of Gougar Rd.	2520' W. of Gougar Rd.	WB		5	120	600	67
2780' W. of Gougar Rd.	2830' W. of Gougar Rd.	WB		6	50	300	33
2900' W. of Gougar Rd.	3150' W. of Gougar Rd.	WB		5	250	1250	139
Valleyers тоготов павля часыватоте неготочного на почел до 15 года до выговальностическая поч		TOTALS:	Mark	t Somewhateren en e	2241		1384
					FT	Accessed to the control of the contr	SY

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-		PLOT DATE = 2/17/2010	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE:

 	P	ATCHI	NG SCHE	DULE		F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			US 6			VAR.	2010-012 RS	WILL	23	9
 								CONTRACT	NO. (	50K31
SHEET I	NO.	OF	SHEETS	STA,	TO STA.	FED. RC	AD DIST. NO. 1   ILLINOIS FED. A	D PROJECT		

CROSS	STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	то	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
oon, on the companies and a management of the companies and the companies of the companies of the companies and the companies of the companies	e	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
528' W of Briggs in island	328' W of Briggs in island	EB		18	200	3600	400
528' W of Briggs	500' W of Briggs	<u>EB</u>		12	28	336	37
480' W of Briggs 385 W. of Briggs	472 W. of Briggs 375 W. of Briggs	EB EB		12 12	8 10	96 120	11 13
365 W. of Briggs	352 W. of Briggs	EB		12	13	156	17
345 W. of Briggs	339 W. of Briggs	EB		12	6	72	8
333 W. of Briggs	325 W. of Briggs	EB		12	8	96	11
320 W. of Briggs	316 W. of Briggs	EB		12	4	48	5
280 W. of Briggs	272 W. of Briggs	EB		12	8	96	11
263 W. of Briggs	257 W. of Briggs	EB		12	6	72	8
240 W. of Briggs	236 W. of Briggs	EB		12	4	48	5
230 W. of Briggs	220 W. of Briggs	EB		12	10	120	13
212 W. of Briggs	204 W. of Briggs	EB		12	8	96	11
150 W. of Briggs	135 W. of Briggs	EB		12	15	180	20
100 W. of Briggs	65 W. of Briggs	EB EB		12 12	35 4	420 48	47 5
45' E. of Briggs 35' E. of Briggs	49' E. of Briggs 77' E. of Briggs	EB	<u> </u>	12	12	144	16
110' E. of Briggs	118' E. of Briggs	EB		12	8	96	11
125' E. of Briggs	135' E. of Briggs	EB		12	10	120	13
150' E. of Briggs	160' E. of Briggs	EB	L	12	10	120	13
182' E. of Briggs	188' E. of Briggs	EB		12	6	72	8
300' E. of Briggs	320' E. of Briggs	EB		12	20	240	27
400' E. of Briggs	404' E. of Briggs	EB		12	4	48	5
450' E. of Briggs	459' E. of Briggs	EB		12	9	108	12
580' E. of Briggs	600' E. of Briggs	EB		12	20	240	27
700' E. of Briggs	707' E. of Briggs	EB		12	7	84	9
748' E. of Briggs	756' E. of Briggs	EB		12	8	96	11
800' E. of Briggs	816' E. of Briggs	EB EB		12 12	16 9	192 108	21 12
1100' E. of Briggs 1120' E. of Briggs	1109' E. of Briggs 1128' E. of Briggs	EB		12	8	96	11
1135' E. of Briggs	1147' E. of Briggs	EB		12	12	144	16
1200' E. of Briggs	1206' E. of Briggs	EB		12	6	72	8
1305' E. of Briggs	1320' E. of Briggs	EB		12	15	180	20
1500' E. of Briggs	1510' E. of Briggs	EB		12	10	120	13
1524' E. of Briggs	1534' E. of Briggs	EB		12	8	96	11
1550' E. of Briggs	1554' E. of Briggs	EB		12	4	48	5
1565' E. of Briggs	1585' E. of Briggs	EB		12	20	240	27
1585' E. of Briggs	1565' E. of Briggs	WB		12	20	240	27
1554' E. of Briggs	1550' E. of Briggs	WB		12	4	48	5
1534' E. of Briggs	1524' E. of Briggs	WB		12	8	96	11
1500' E. of Briggs 1450' E. of Briggs	1490' E. of Briggs 1440' E. of Briggs	WB WB		12 12	10 10	120 120	13 13
1380' E. of Briggs	1383' E. of Briggs	WB		12	7	84	9
1340' E. of Briggs	1332' E. of Briggs	WB		12	8	96	11
1310' E. of Briggs	1301' E. of Briggs	WB		12	9	108	12
1270' E. of Briggs	1260' E. of Briggs	WB		12	10	120	13
800' E. of Briggs	796' E. of Briggs	WB		12	4	48	5
750' E. of Briggs	742' E. of Briggs	WB		12	8	96	11
706' E. of Briggs	700' E. of Briggs	WB		12	6	72	8
500' E. of Briggs	492' E. of Briggs	WB		12	8	96	11
340' E. of Briggs	330' E. of Briggs 280' E. of Briggs	WB WB		12 12	10 20	120 240	13 27
300' E. of Briggs 150' E. of Briggs	139' E. of Briggs	WB		12	11	132	15
120' E. of Briggs	112' E. of Briggs	WB		12	8	96	11
33' E. of Briggs	53' E. of Briggs	WB		12	10	120	13
45' E. of Briggs	38' E. of Briggs	WB		12	7	84	9
10' W. of Briggs	16' W. of Briggs	WB		12	6	72	8
25' W. of Briggs	35' W. of Briggs	WB		12	10	120	13
37' W. of Briggs	47' W. of Briggs	WB		12	8	96	11
106' W. of Briggs	118' W. of Briggs	WB		12	12	144	16
350' W. of Briggs	360' W. of Briggs	WB		12	10	120	13
400' W. of Briggs	409' W. of Briggs	WB		12	9	108	12
500' W. of Briggs	528' W. of Briggs	WB		12	28	336	37
•							

<b>ROUTE</b>	US 6 (Brandon Rd. to I-	80)				e con establicación de la companie d	orie stanie i ee en maandeele eele eele eele eele eele eele eel
CROSS	STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
e transmissionage experiences en incressionals, spalaules, legistrativalistique paraquistic ex	er en elste et gest en general transfort te television in transfort te television de television de television transfort television t	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Brandon Rd.	0.1 mi	EB	1	12	6	72	8
	,	EB	2	12	6	72	8
		EB	2	12	20	240	27
	0.15 mi	EB	2	12	140	1680	187
	0.4 mi	EB	1	12	6	72	8
		EB	1	12	6	. 72	8
		EB	1	12	6	72	8
***************************************	0.5 mi	EB	1	12	6	72	8
	0.6 mi	EB	2	12	6	72	8
***************************************	0.7 mi	EB	. 1	12	6	72	8
	0.7 mi	EB	1	12	6	72	8
	0.7 mi	EB	2	12	6	72	8
	0.7 mi	EB	1	12	6	72	8
I-80	0.1 mi	WB	2	12	40	480	53
	0.2 mi	WB	2	12	20	240	27
	0.25 mi	WB	2	12	20	240	27
		WB	2	12	8	96	11
		WB	2	12	. 8	96	11
		WB	2	12	200	2400	267
		WB	2	12	8	96	11
		WB	2	12	50	600	67
	0.3 mi	WB	2	12	6	72	8
	0.4 mi	WB	2	12	6	72	8
	0.5 mi	WB	2	12	10	120	13
	0.5 mi	WB	2	12	6	72	8
	0.7 mi	WB	1	12	6	72	8
	0.7 mi	WB	2	12	6	72 .	8
mer mendelse helve meletisensk omservikkt laas minse enkeletiske for mendekonen meleseske fordelse et states minse verk		TOTALS:		a formatiologic considerable colonies a state or cutter	620	ipitalise o yagigiya de dalar e jinga e lagayina dipita da ayar yaga	827

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

	PATCHI	NG SCHE	DULE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		US 6			VAR.	2010-012 RS	WILL	23	10
 							CONTRACT	NO.	50K31
 SHEET NO.	OF	SHEETS	STA.	TO STA.			D PROJECT		

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SY

ROUTE:	Richards St. (South of	Colburn Ave. to U	S 52)			e need to be a second contract of the second	
CROSS	STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
$,$ $\leq C_{i,i,j,k}\cdot d_{i,k+1} f_{i,k+1} d_{i,k+1} d_{i,$		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Colburn	Mill	SB		15	8	120	13
·				15	2	30	3
		,		12	2	24	3
······································				12	2	24	3
				12	2	24	3
				12	2	24	3
				12	2	24	3
				12	2	24	3
				12	2	24	3
				12	2	24	3
Mills	US-52	SB		12	8	96	11
				12	6	72	8
US-52	Mills	NB		20	6	120	13
				20	6	120	13
				20	6	120	13
Mills	Colburn	NB		2	20	40	4
				12	6	72	8
				12	6	72	8
				12	8	96	11
				12	6	72	8
				12	6	72	8
				12	6	72	8
				12	6	72	8
				12	20	240	27
				12	20	240	27
-accession/daments and allowed data from a manifest with data as a distribution of the finding of the highly to a time data with the finding of the second data and the highly to a time d		TOTALS:			162	gyagin nagari i inga gaaran manapanda ayangan mahandagan hagayan ba	213
e Arvantien Anger Manteena ar viina Anteena, Arman in termenistaden ferdemontena etterri feldi. Seldi f	e primer destructions and account in a contraction on a destruction of a contraction of a c	ta kita Maran Kalan ja kata tari mata na tanda mata ta Mata Mata Mata ta Kalan Mata ta Kalan Mata ta Kalan Mat Kalan mata ta Kalan ja kata ta Kalan Mata ta Kalan Mat			FT	e este militali comunication de la constitución de la constitución de la constitución de la constitución de la	SY

mile S/O Bluff Road	NB NB NB NB NB NB NB TOTALS:	2 2 2 2 2 2	12 12 12 12 12 12	200 200 55 75 100 300	2400 2400 660 900 1200 600	267 73 100 133 67
mile S/O Bluff Road	NB NB NB NB	2 2 2	12 12 12 12	200 55 75 100	2400 660 900 1200	267 73 100 133
	NB NB NB	2 2 2	12 12 12	200 55 75	2400 660 900	267 73 100
	NB NB	2	12 12	200 55	2400 660	267 73
	NB	2	12	200 55	2400	267
		2				
	ND	1	12 1	200	2400	201
	ND	4	12	200	2400	267
	NB	1	2	200	400	44
	NB	1	12	75	900	100
,	NB	1	12	55	660	73
	NB	1	12	200	2400	267
mile S/O Crossroad	SB	2	12	150	1800	200
	SB	2	12	200	2400	267
	SB	2	12	50	600	67
	SB	2	12	60	720	80
	SB	1	2	150	300	33
·	SB	1	12	200	2400	267
	SB	1	12	50	600	67
	SB	1	12	60	720	80
n ne en	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
TO	(EBWB)	NO.	PATCH	PATCH	AREA	AREA
REETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
F	REETS TO	REETS DIRECTION  TO (EB/WB) (NB/SB)  SB NB NB NB NB	REETS DIRECTION LANE TO (EB/WB) NO. (NB/SB) (1,2,3) SB 1 SB 1 SB 1 SB 1 SB 1 SB 2 SB 1	REETS DIRECTION LANE PAVEMENT TO (EB/WB) NO. PATCH (NB/SB) (1, 2, 3) WIDTH  SB 1 12 SB 1 12 SB 1 12 SB 1 2 SB 1 2 SB 2 12 SB 1 2 SB 1 1 2	REETS DIRECTION LANE PAVEMENT PAVEMENT TO (EB/WB) NO. PATCH PATCH (NB/SB) (1,2,3) WIDTH LENGTH  SB 1 12 60  SB 1 12 50  SB 1 12 200  SB 1 2 150  SB 2 12 60  SB 2 12 50  NB 1 12 200  MB 1 12 200  NB 1 12 55  NB 1 12 75  NB 1 12 75	TO         (EB/WB)         NO.         PATCH (NB/SB)         PATCH (SQ FT)           SB         1         12         60         720           SB         1         12         50         600           SB         1         12         200         2400           SB         1         1         2         150         300           SB         2         12         60         720         720           SB         2         12         50         600         600           SB         2         12         50         600         600           SB         2         12         200         2400         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600         600

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	PLOT SCALE = 100.0000 '/ IN.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	RICHARDS ST. AND JOLIET RD.	1	CONTRACT NO. 60K31
	PLOT DATE = 2/17/2010	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST, NO. 1 ILLINOIS FED. AL	

en - mat no mandani - primani indus makadakidani di mun dalah alamandari - n-in	IL 171 (Rosalind St. to		- Andrews				
CROSS	STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
	uni era arraniamentalainen maaret et imaanina, adarramen maassa attiinistan siirika heritei	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Rosalind N/O RR	<u> </u>	NB	1	12	6	. 72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
	<b>-</b>	NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
······································		NB NB	1	12	6	72	8
<del></del>	<u> </u>	NB	2	12	6	72	8
			<del></del>			72	
	<b>_</b>	NB NB	1	12	6		8
	<b>1</b>	NB NB	2	12	6	72 72	8
	ļ	NB	1	12	6		8
		NB	2	12	6	72	8
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		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	8.	96	11
· · · · · · · · · · · · · · · · · · ·	<u> </u>	NB	2	12	8	96 .	11
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		. NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	`8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
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		NB	1	12	6	72	8
		NB	2	12	8	96	11
		NB	1	12	6	72	8
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	 	NB NB	2	12	6.	72	8
		NB	1	12	6	72	8
····	 	NB	2	12	6	72	8
				12		72	<u>8</u>
		NB NB	1		6		
	_	NB NB	2	12	6	72	8
	<u> </u>	NB NB	1	12	6	72	8
		NB NB	2	12	. 6	72	8
	<u> </u>	NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
,		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	-2	12	6	72	8
	1						
		NB	1	12	6	72	8

	STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD
Rosalind N/o RR		SB	1 1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
	***	SB	['] 1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	10	120	13
		SB	2	12	10	120	13
		SB	11	12	6	72	8
		SB	1	12	7	84	9
		SB	2	12	7	84	9
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	· 2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
,		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	11	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	.72	8
	~~~~	SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
·····		SB	2	12	6	72	8
		SB	11	12	6	72	8
		SB	2	12	6	72	8
***************************************	· ,	SB	1	12	6	72	8
······································	~~~~	SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
	***************************************	SB	11	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
	······	SB	2	12	6	72	8
	· · · · · · · · · · · · · · · · · · ·	SB	11	12	6	72	8
		SB	2	12	6	72	8
	······	SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	11	12	6	72	8
		SB	2	12	6	72	8

ROUTE: IL 171 (Rosalind St. to Harvard St.)

FILE NAME =	USER NAME = wilgreendp	DESIGNED -	REVISED -			PATCHING SCHEDULE	F.A. SECTION COUNTY TOTAL SHEET
c:\pw_work\pwidot\wilgreendp\d0183629\De		DRAWN -	REVISED -	STATE OF ILLINOIS		IL 171	VAR. 2010-012 RS WILL 23 /2
	PLOT SCALE = 100.0000 ' / IN. PLOT DATE = 2/17/2010	CILCILLE	REVISED -	DEPARTMENT OF TRANSPORTATION	SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT

ROL	JTE: IL 171 (151st St. to N	lorthern Dr.)	Copy of Contracts	O PROMISE		-	
		CHARGE OF	vol. our	over 1 o			
	DSS STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Northern Dr		NB	1	6	100	600	67
		NB	1	6	200	1200	133
		NB	1	12	12	144	16
		NB	1	6	300	1800	200
		NB	1	6	50	300	33
		NB	1	6	100	600	67
		NB	1	6	300	1800	200
		NB	1	6	200	1200	133
		NB	. 1	6	200	1200	133
		NB	1	6	75	450	50
		NB	1	6	50	300	33
		NB	1	12	20	240	27
	151st	NB	1	12	12	144	16
151st		SB	1	6	20	120	13
		SB	1	6	50	300	33
		SB	1	6	100	600	67
		SB	1	6	150	900	100
		SB	1	6	100	600	67
	Northern	SB	1	12	12	144	16
· 中心人,不知一一切可以有,就让他,因,你就可以去,你就是这些人,她也不是你的人,你就是一个我们的人,我们也不是不是,不知识,不知识,不知识,不知识,不知识,		TOTALS:		Commence with a contradiction of distribution of the contradiction of th	2051	ore property days in a substitute and the extension to the process of the state of	1405
ус, о сучения посычення учений в служений посебу поднений прости посебу с в служений посебу с на служений посебу с посебу с на служений	includes appearance of control of control of a management of the control of the c	a piga kananganang ti ini dia mangang apakan katapat ini ang pagkanangan pangkanangan patah baptah	The professional and the same of the same		FT	a transportation and the state of the state	SY

ROL	JTE: IL 171 (147th St. to 1	51st St.)		nudurit.	e - neu ma suemana que acesa acemana a misso de la fina		
CRO	OSSSTREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
a un experience de mande la departe con a antimenta no extension productivo con proprio militario, especial con productivo.  .	and and a set of the s	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
151st		NB	1	12	20	240	27
		NB	1	12	50	600	67
		NB	1	12	100	1200	133
		NB	1	6	150	900	100
		NB	1	6	100	600	67
	147th	NB	1	6	100	600	67
147th		SB	1	6	12	72	8
	,	SB	1	6	12	72	8
		SB	1	12	12	144	27
		SB	1	12	25	300	33
	151st	SB	1	12	25	300	33
THE STREET PROPERTY OF THE STREET AND ASSESSED TO STREET ASSESSED TO STREET ASSESSED.		TOTALS:		e og tilger i den gri omtigstennigenige i den myr tiger i den gr	606	дения с и пери меж с полици с песнастине.	569
anne i un magne escriptora con esta esta esta esta esta esta esta esta	ra a substituta e a considerando se escalumo en esta habitarida enemente e ado sotiri den el como con e unima do comen a e E	erindani en der dallitani. Xani indiana injensi inni ina invener a mpareni malija milja maj		Europe, my market a electrical and an electrical	FT	a anno mantano mantana mantano e di e mentra e aprimpiante y anto esperante de la companione de la companion	SY

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	PLOT DATE = 2/17/2010	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

 		PATCH	NG SCHEDULE         RTE.         SECTION         COUNTY SHEETS NO.           IL 171         VAR.         2010-012 RS         WILL         Z-3 /3           CONTRACT NO. 60K31				SHEET NO.			
								WILL	23	13
 								CONTRAC	T NO. 6	50K31
SHEET	NO.	OF	SHEETS	STA.	TO STA.	FED. R	DAD DIST. NO. 1   ILLINOIS FED. AI	D PROJECT		

	Caton Farm	SB	2	13	40	520	58
		SB	2	13	40	520	58
		SB	2	13	120	1560	173
		SB	2	13	20	260	29
		SB	2	13	200	2600	289
		SB	2	13	10	130	14
		SB	2	13	40	520	58
		SB	2	13	120	1560	173
		SB	2	13	40	520	58
		SB	2	13	160	2080	231
		SB	2	13	20	260	29
		SB	2	13	120	1560	173
		SB	2	13	80	1040	116
		SB	2	13	120	1560	173
		SB	2	13	120	1560	173
		SB	2	13	200	2600	289
		SB	2	13	50	650	72
		SB	2	13	10	130	14
······································		SB	2	13	100	1300	144
		SB	2	13	10	130	14
		SB	1	10	40	400	44
·		SB	1	10	120	1200	133
,		SB	1	10	50	500	56
		SB	1	10	20	200	22
DINIDION OTICOL		SB	1	10	120	1200	133
Division Street	DIVISION OTICOL	SB	1	10	40	400	44
	Division Street	NB	2	13	200	2600	289
		NB NB	2	13	40	520	58
		NB	2	13	40	520	58
······································		NB	2	13	160	2080	231
		NB NB	2	13	10	130	14
		NB	1	10	40	400	44
		NB	1	10	10	100	11
Caton Farm		NB .	1	10	10	100	11
0-1		(NB/SB) NB	(1, 2, 3)	WIDTH 10	LENGTH	(SQ FT) 100	(SQ YD) 11
FROM	TO	(EBWB)	NO.	PATCH	PATCH	AREA	AREA
		The proof of the property of the property of the proof of		THE THE PART OF STREET AND ADDRESS OF THE PARTY OF THE PA	a coperation and entire advantage on a period of the advance.	commence and a supplemental designation of the second	Lauret administration of administration
	SS STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR

ROUTE: LIL	_ 53 (1st Ave. to For	k Creek)	:		comment comments of resistance (1)	enterior and design of terrology of the facility of the facili	a silver continue del del continue del conti
CROSS	STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
- такуылуу, ил- түүлөтүүлү күн өрөлүүлүү колоноору оруу оруунун курануу, оруу оруулуктун түүлүү бүсүн байдагын түүлүү бүсүн байдагын байдагы	gade in expression of confidence control or countries as it is believed to explain the in-confidence control control	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
SOUTH OF 1ST		SB	1	12	6	72	8
		NB	1	12	6	72	8
·		NB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		NB	1	12	6	72	8
2000 ' S OF 1ST		SB	1	12	6	72	8
		NB	1	12	6	72	- 8
		SB	1	12	6	72	8
uspan kustus anatata ana ana anatan ana anatan a	eran i viga jan der delen i vivi de anraben i de de delendende desendende desendende de meser de meser de mes	TOTALS:			54		72
	contact through the first of the contact, which is particular or the statement of the state against the state of plan is by any in paper to leave the	aper a transport a manage of management of the contract of the			FT	na tanta santi hatindan hakara mina tanasanin nda sahuntan dan melandara mel	SY

ROL	JTE: IL 53 (5th Ave. to Dor	is Ave.)	:	2	THE STATE OF THE S	er felger freige felt i der der gestelle bestelle er i der stelle er i de stelle er freige er freige er freig De felger freige freige freige geglen gen i de, oppen i de ophische de felgefogen i de	Security of the security of th
CRO	OSS STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EBWB)	NO.	PATCH	PATCH	AREA	AREA
	the first and an early in the control of the first of the first of the first of the control of t	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Patterson	Doris	SB	2	12	75	900	100
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
	Observation of the state of the	TOTALS:	: ()		99	e alay form, georough, for appears once explored addition in a	132
CONTRACTOR OF STREET IN CONTRACTOR OF STREET OF STREET					FT	Action in Commission C	SY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

 	PATCHING SCHEDULE IL 53								
	PATCH	ING SCHE	DULE		F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHE
		11 52			VAR.	2010-012 RS	WILL	23	14
 ·			***************************************				CONTRAC	NO.	60K3
SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. R	OAD DIST. NO. 1 ILLINOIS FED. A	ID PROJECT		

ROUT	TE: Bluff Road Overpass (B	etween East and	West Fron	tage Roads)		a Company of the Comp	
				No. of the last of	·		
CRO	SSSTREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
east frontage road	structure over I-55	WB	1	12	4	48	5
	· .		1	12	4	48	5
structure over I-55	west frontage road	WB	1	12	4	48	5
·			1	12	4	48	5
	· · · · · · · · · · · · · · · · · · ·	·	1	12	4	48	5
	·		1	12	4	48	5
			1	12	4	48	5
west frontage road	structure over I-55	EB	1	12	4	48	5
			1	12	4	48	5
			1	12	4	48	5
structure over I-55	east frontage road	EB	1	. 12	4	48	5
то в ситем с головорийст и смейтине и положения от отности от		TOTALS:	E. Sandrings age and age; daily ages a condition recognision of the con-		44	na elektriska primakalaka errekteka prima bir birtaka prima birtaka primaka primaka primaka primaka primaka pr	59
s yayan samee maa aegiyaan oo jira sayiin sa diginkaalaan ahahaanada, lakkaanada, goba dinishii sama dishaana oo aakaanaan	removements are a common to the state of the	yan na manananan ya sa na kalaba di manakini sasara Amakikina 2 di Amakiki wiki manaka kalaba Kalaba Kalaba Ka A	P. C.		FT	oma ner reuma novemeni innolatel rilakin i Alaun Villa (Villa II) (i.e., fin november 100 novemb	SY

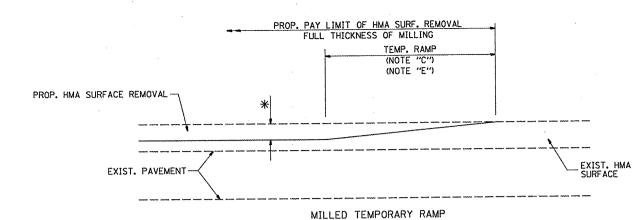
ROUTE: L	L 126 (Van Dyke Rd. te	o Main St.)	74			aggy a tradeological and the contractive and t	
CROSS	STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
and the state of t	A MANAGAR AN COMPANY CANAGAR COMPANY CANAGAR CONTROL CONTROL CONTROL CANAGAR CANAGAR CANAGAR CANAGAR CANAGAR C	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
VAN DYKE RD.	MAIN ST.	EB	1	12	4	48	5
		EB	1	6	50	300	33
		WB	1	12	10	120	13
		WB	1	4	20	80	9
		WB	. 1	4	20	80	9
TO AND THE	au euseraaliuwahke sauuvahirmaakki erhikista luoritaha va uhivitiista da metritahatke ka 1900 miliot	TOTALS:	The secretary of the second of	e grande en al anti-anti-anti-anti-anti-anti-anti-anti-	104	a Ciprostical, Julya-1821, Allian Esse, Printer e Sui Symholysteen. Enn o'r enwyd est, - dd	
ephropology production for the extraction of a construction of the	e de la company de la comp	; 	A CONTRACTOR AND THE TRACTOR AND THE TRACTOR AND A CONTRACTOR AND A CONTRA	y i negociają importantini positini pos	FT	ekin silangan Kapasan Kapasan kan Sapan dan sasan kecani bersa sasan	SY

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	PLOT SCALE = 100.0000 '/ IN.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION			BLUTT	KU. AN	D IL 126				CONTRA	CT NO. 60K31
	PLOT DATE = 2/17/2010	DATE -	REVISED -		SCALE:	SHEET NO.	QF	SHEET	S STA.	TO STA.	FED. ROAD I	DIST. NO. 1 ILLINOIS FED.	. AID PROJECT	

ROUTE	Coal City Rd. (IL 129 t	o IL 53)		7 - 4 - 2 - 3			
CROSS	STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
en er i vennemen men mennemen ver vir er ven er hen plante in ver vir bligter. Diet er vennemen er helme i trebende	et in verteern het in de verk in de verschied in de verkommen. De de verkein de verkein het de verkein de de d	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
IL53	IL129	WB	1	12	12	144	16
,		WB	1	12	6	72	8
		WB	1	12	12	144	16
		WB	1	12	6	72	8
***************************************		WB	1	12	6	72	8
*.		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
				Y \$			CLUMEN
		TOTALS:			66		88
					FT	And the second s	SY

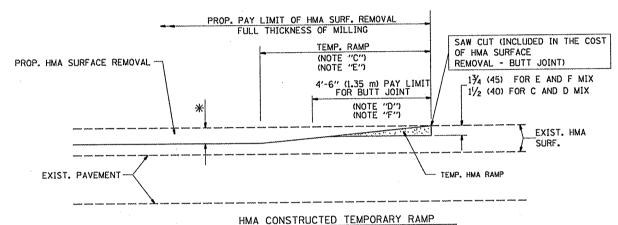
ROUTE	I-80 at Houbolt Rd HMA	Section			. INVESTED IN		
CROSS	STREETS	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
inadakida dipininta a. Albaha perembahan asaka adak albaha dipininta a apina a bawaha a abid dibatar. Ada a sakabitan arasinintahan	en en somme en	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Mainline at West End of Ho	ubolt Rd. Exit Ramp	EB	1	12	6	72	8
		EB	2	-12	2	24	3
Mainline at West End of Houbolt Rd. Entrance Ramp		WB	1	12	12	144	16
		WB	2	12	10	120	13
		WB	1 & 2	2	50	100	11
		WB	2	2	50	100	11
Mainline at East End of Houbolt Rd. Exit Ramp		WB	1	12	4	48	5
		WB	2	12	4	48	5
Mainline at East End of Houbolt Rd. Entrance Ramp		EB	2	12	4	48	5
ater planeter de entre configue de estator d'audation d'aurre 1801 "Parka introduction de grandels commente alle adacteur	and amended the chine to have been been associated by the Chinese team of the content and the	TOTALS:			142	eri a maran na mangan ang kanan nagan kanan nagan kanan nagan kanan na kanan na kanan na kanan na kanan na kan	78
, expenses, all another from the control of the con				The special section of the section o	FT	- plante a minimization (in y a stagle officials appropriate group year angular	SY

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(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

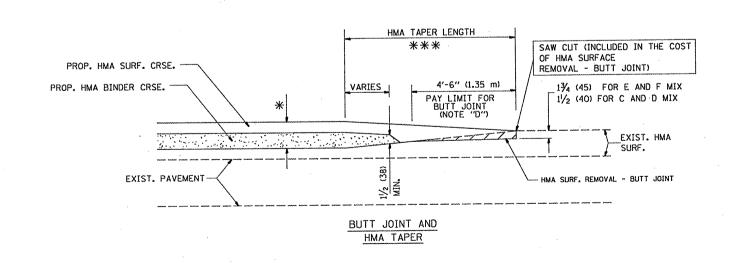
### OPTION 1



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

### OPTION 2

### TYPICAL TEMPORARY RAMP



# TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

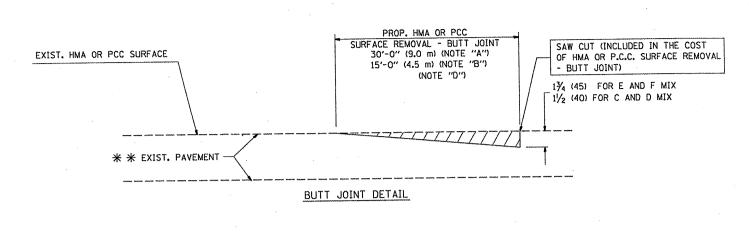
FILE NAME = USER NAME = whitetor DESIGNED - M. DE YONG REVISED - R. SHAH 10-25-94

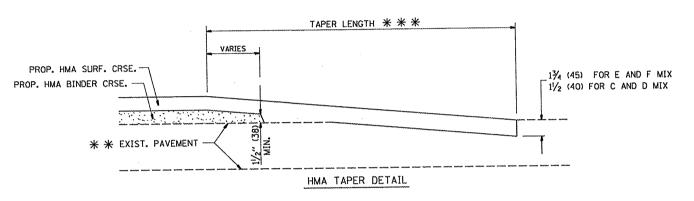
et\ph_work\PWIDOT\WHITETAR\d0175544\D1s Std.dgr DRAWN - REVISED - A. ABBAS 03-21-97

PLOT SCALE = 100.0000 '/ IN. CHECKED - REVISED - M. GOMEZ 04-06-01

PLOT DATE = 2/10/2010 DATE - 06-13-90 REVISED - R. BOR 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION





## TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

### NOTES

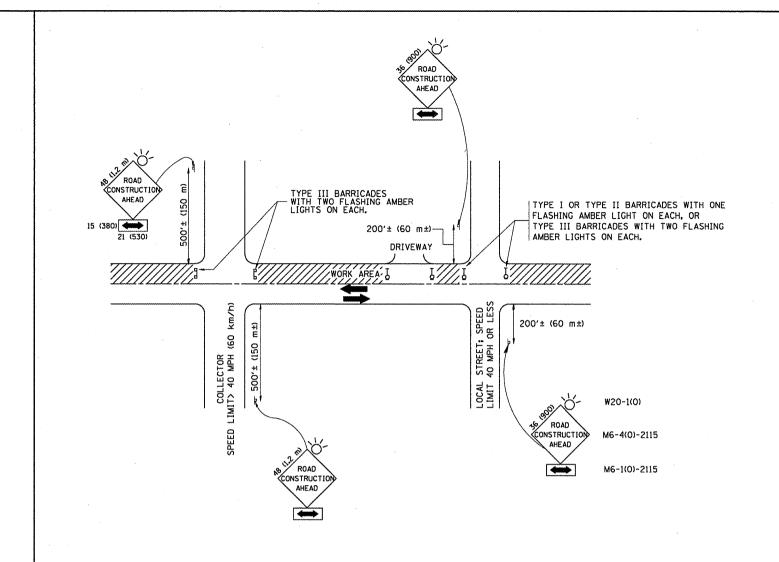
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (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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### TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

### OTES:

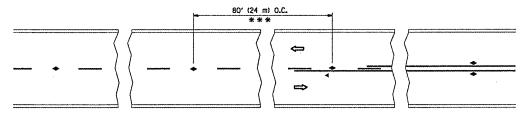
- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- Q) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN 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:
- O) ONE ROAD CONSTRUCTION AHEAD SIGN 48 × 48 (1,2 m × 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 (MG-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (MG-4).

SCALE: NONE

- 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.

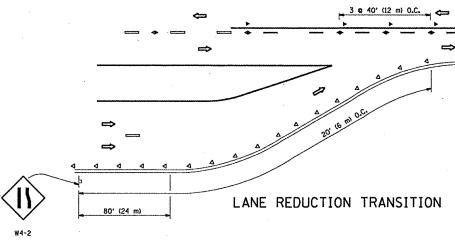
All dimensions are in millimeters (inches) unless atherwise shown.

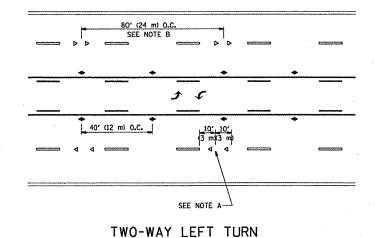
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



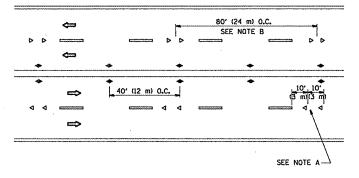
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

### TWO-LANE/TWO-WAY

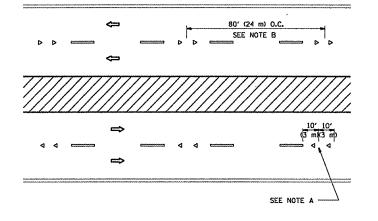




THO WAT LET TOM



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

### GENERAL NOTES

- 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,
- MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

### 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.

### SYMBOLS

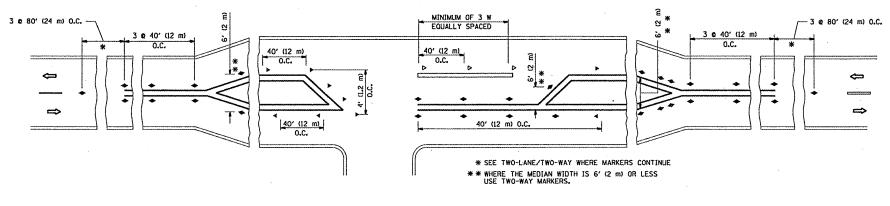
---- YELLOW STRIPE

WHITE STRIPE

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

### DESIGN NOTES

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



LEFT TURN

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

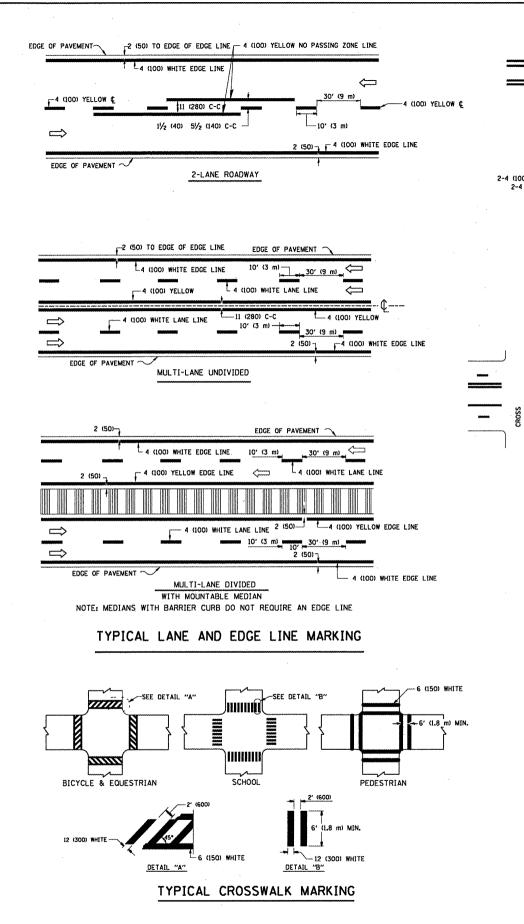
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

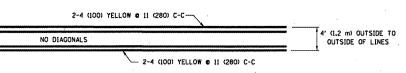
TYPICAL APPLICATIONS

RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

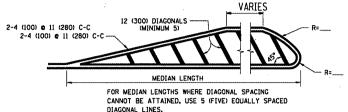
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

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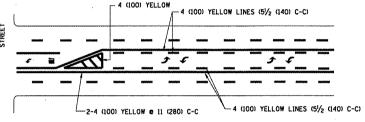


### 4' (1.2 m) WIDE MEDIANS ONLY



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

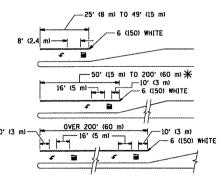


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR, ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

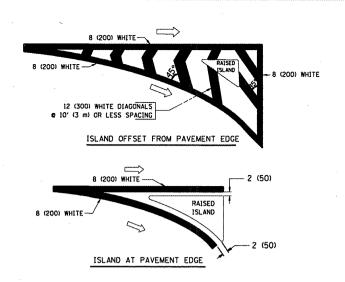
### TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  $\P$  AREA = 15.6 SO, FT. (1.5 m²)  $\P$  AREA = 20.8 SO. 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 ISLAND MARKING

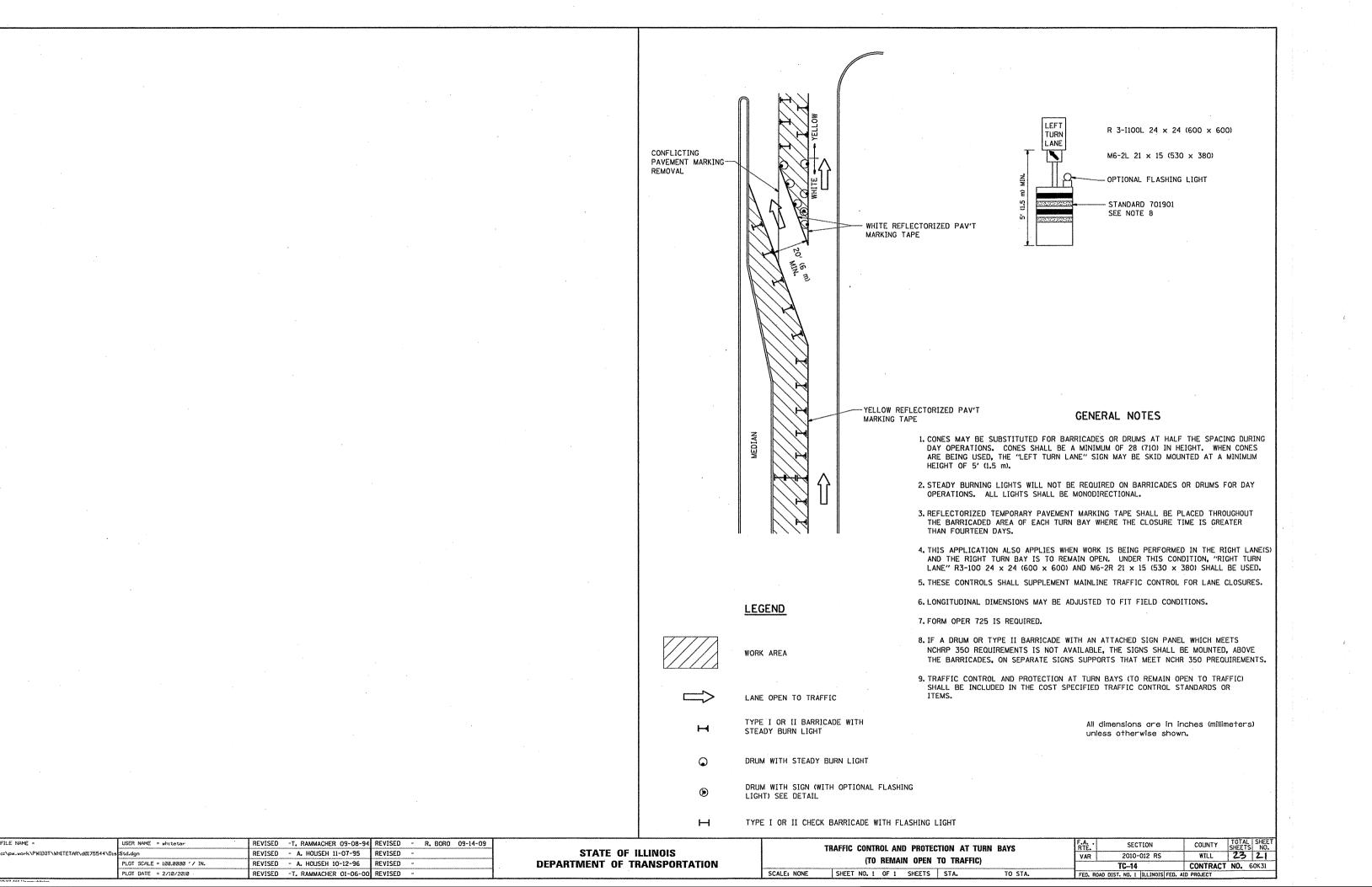
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TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 <b>e</b> 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 1280) 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 c 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 51/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 <b>c</b> 6 (150) 12 (300) <b>c</b> 45° 12 (300) <b>c</b> 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) N ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 c 4 (100) WITH 12 (300) DIAGONALS	SOLID	YELLOW: TWO WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE
	0 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS		WHITE: ONE WAY TRAFFIC	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) <b>e</b> 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))

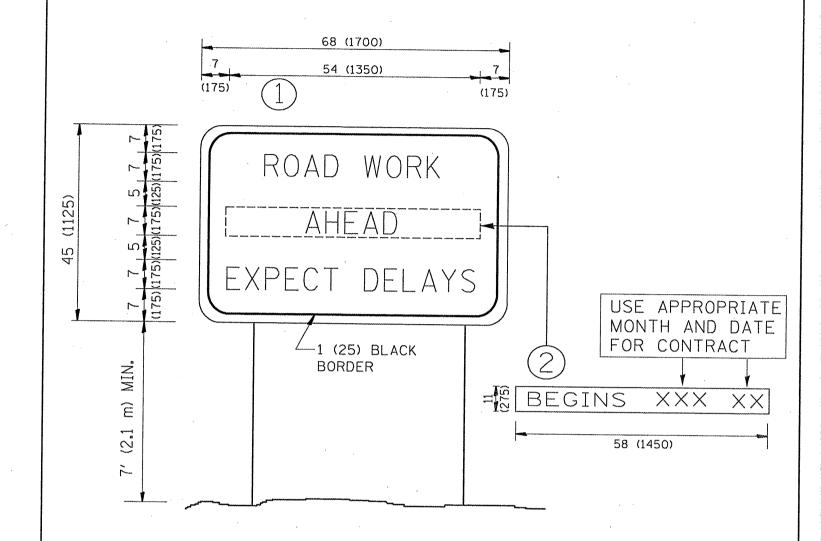
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

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### 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 DATE = 2/10/2010	DATE ~	REVISED -	- C. JUCIUS 01-31-07

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-	INFORMATION SIGN	VAR	2010-012 RS	WILL	23	22
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J	SCALES NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. R	OAD DIST. NO. 1 THE INOIS SED. AT	D BBO ICCT		

# PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER. PAVED OR NON-PAVED SHOULDER PAVED OR NON-PAVED SHOULDER PAVED OR NON-PAVED SHOULDER 10' (3.0 m) (3.0 m) ** 10' (3.0 m) (3.0 m) ** * = (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
BI4001 TO ENSURE THAT HANDHOLE

MOUNTABLE. REFER TO STANDARD
BIAOOI TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.

TRENCHED I" (25 mm)

UNIT DUCT (3) **

STRAIGHT SAW CUTS
PERPENDICULAR TO
MEDIAN (TYP.)

12'

(3.6 m)

(a) *

(b) *

(c) *

(d) *

(d) *

(d) *

(e) *

(f) *

(f)

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)

(900 mm)

(900 mm)

(900 mm)

(1.8 m)

12'

(3.6 m)

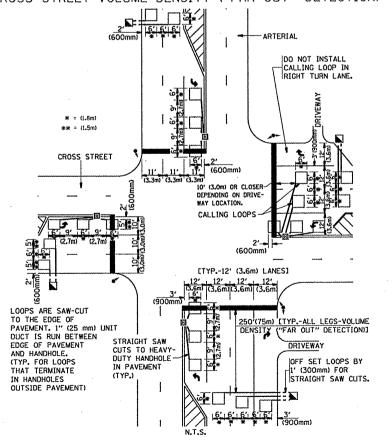
STRAIGHT SAW CUT TO HEAVY
DUTY HANDHOLE (TYP.) PLACE HEAVY
DUTY HANDHOLE BETWEEN FIRST AND
SECOND LOOP AS SHOWN.

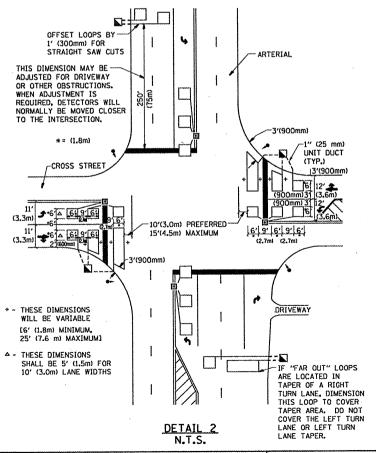
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

SCALE: NONE

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

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





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### 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 <u>ALL</u> 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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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| DISTRICT 1 - DETECTOR LOOP INSTALLATION | F.A. | SECTION | COUNTY | STALL STORE | SHEET | NO. 1 OF 1 | SHEET | STA. | TO STA. | SHEET | NO. 1 OF 1 | SHEET | STA. | TO STA. | SHEET | NO. 1 OF 1 | SHEET | STA. | TO STA. | SHEET | NO. 1 | ILLINOIS | FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID | PROJECT |

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### SINGLE LANE WEAVE MULTI-LANE WEAVE GENERAL NOTES 84-94-IW ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE VERTICAL PANELS OR BARRICADES WEAVES UNDER 24 HOURS IN DURATION. @ 200' (60 m) ON TANGENT Ê <u>(ක</u>(7) @ 100' (30 m) ON CURVE © CONTINOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE STING LANE LINES COVERED WITH BLA THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE. -(3) PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND WI-6R0-6030 ABOVE TYPE III 100' (30 m) C-C SPACING IN TANGENTS. BARRICADE (4) ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS. (5) IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS. WI-6R0-6030 ABOVE TYPE III TYPE III BARRICADES MAY BE OMMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN BARRICADE DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS. 6 WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS (3)~ LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE. THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC. 3 ALL TRAFFIC 4'x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL ALL TRAFFIC LETTERS BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS. 60 13 SYMBOLS (1) (2) DIRECTION OF TRAFFIC WI-6RO-6030 ABOVE TYPE III BARRICADE WORK AREA (5) SIGN ON PORTABLE OR PERMANENT SUPPORT TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT SIGNING, BARRICADING, & PAVEMENT MARKING W1~4R-48 ACCORDING TO FREEWAY 60 STANDARD FOR A ONE LANE CLOSURE. RIGHT LANE CLOSED SIGNING & BARRICADING ACCORDING TO W1-4R-48 FREEWAY STANDARD FOR A ONE LANE CLOSURE ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN FILE NAME = USER NAME = wilgreends DESIGNED - DWS REVISED - JAF 01-03 SECTION TRAFFIC CONTROL DETAILS FOR STATE OF ILLINOIS ::/pw_work/PWIDOT/WILGREENDP/dØ183 DRAWN REVISED -JAF 02-06 Std.dgn VAR. 2010-012 RS FREEWAY SINGLE & MULTI-LANE WEAVE REVISED - SPB 01-07 **DEPARTMENT OF TRANSPORTATION** PLOT SCALE = 100.0000 '/ IN. CHECKED TC-09

COUNTY TOTAL SHEET NO.

CONTRACT NO. 60K3/

SHEET NO. 1 OF 1 SHEETS STA.

TO STA.

SCALE: NONE

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PLOT DATE = 3/17/2010

DATE - 02-87

REVISED - SPB 12-09

