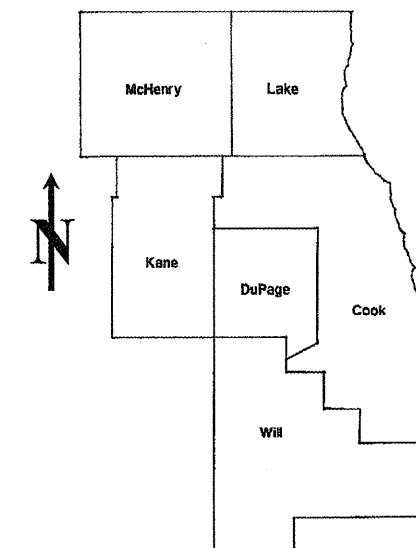


ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
VARIOUS	2010-013 RS	COOK	43	1

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

CONTRACT NO. 60K32

D-91-471-10



LOCATION OF IMPROVEMENT INDICATED THUS: 

FOR INDEX OF SHEETS SEE SHEET 2

VARIOUS ROUTES
 SECTION: 2010-013 RS
 VARIOUS LOCATIONS IN NORTHERN COOK COUNTY
 INTERMITTENT PAVEMENT RESURFACING
 COOK COUNTY
 C-91-471-10

CONTRACT NO. 60K32

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
 SUBMITTED: FEBRUARY 16, 2010
Diane M. O'Leary *AK*
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 19, 2010
Scott E. Stitt *PE* *AK*
 acting ENGINEER OF DESIGN AND ENVIRONMENT
March 19, 2010
Christine M. Reed *AK*
 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

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

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

<u>SHEET NO.</u>	<u>DESCRIPTION</u>	<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET	000001-05	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY
3	SUMMARY OF QUANTITIES	701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
4	GENERAL LOCATION MAP	701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
5	SUMMARY OF PATCHING SCHEDULE	701336-05	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
6-34	PATCHING SCHEDULE	701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
35	BUTT JOINT AND HMA TAPER DETAILS	701601-00	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
36	FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS	701606-00	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
37	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS	701701-00	URBAN LANE CLOSURE, MULTILANE INTERSECTION
38	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	701901-01	TRAFFIC CONTROL DEVICES
39	DISTRICT ONE TYPICAL PAVEMENT MARKINGS		
40	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC)		
41	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES		
42	ARTERIAL ROAD INFORMATION SIGN		
43	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING		

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 MR. WALLY CZARNY, AREA TRAFFIC FIELD ENGINEER AT (773) 685-8386 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 THE WRIGHT BLVD. ENTRANCE RAMP TO THE ELGIN-O'HARE EXPRESSWAY) SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED ROAD WORK. TRAFFIC CONTROL AND PROTECTION FOR THE WRIGHT BLVD. ENTRANCE RAMP TO THE ELGIN-O'HARE EXPRESSWAY 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.

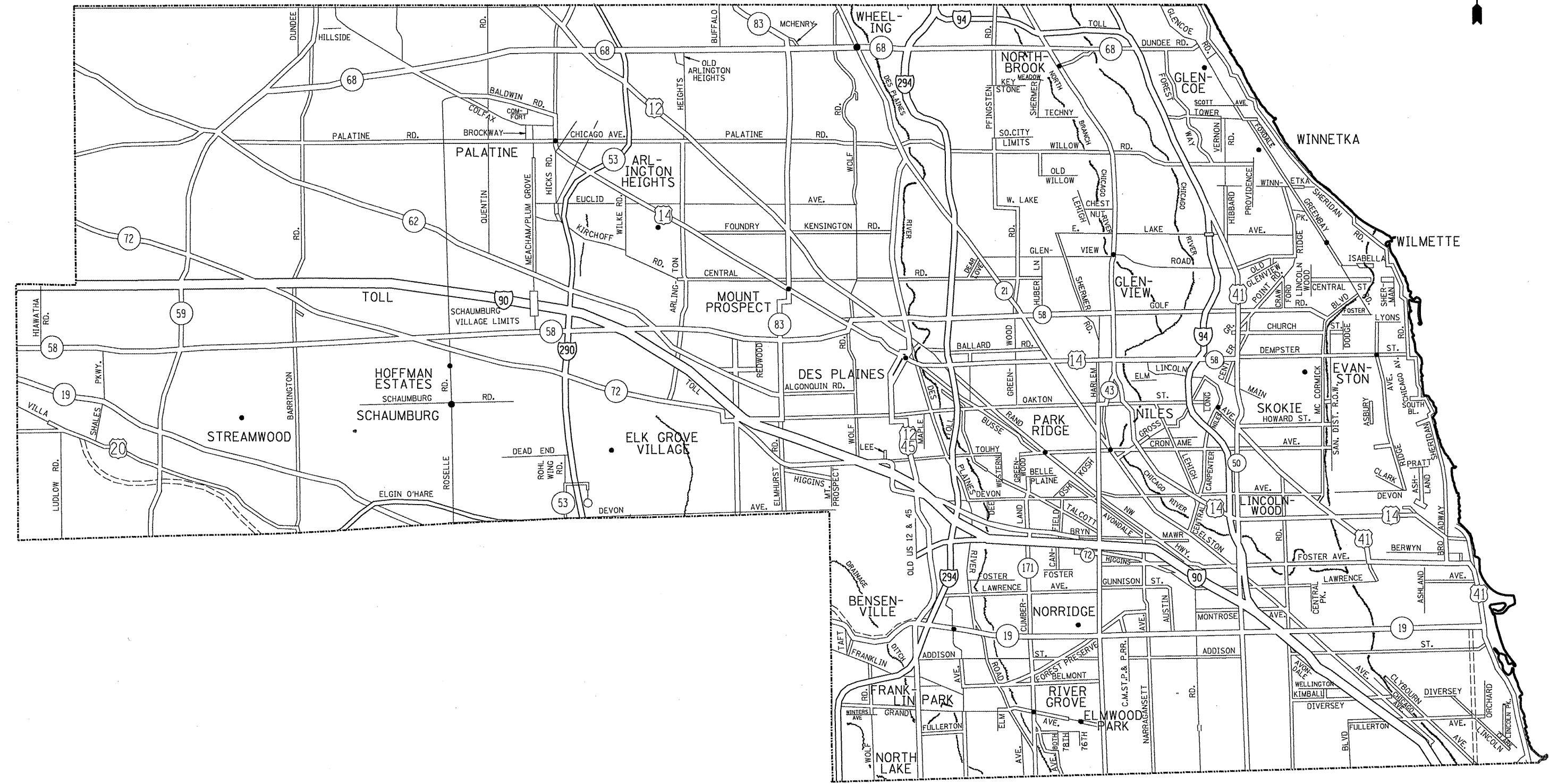
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

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.

FILE NAME =	USER NAME = wjgreenp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\pwork\w1greenp\d0183617\Design.dgn	DRAWN -	REVISED -	VAR.			2010-013 RS	COOK	45	2	
PLOT SCALE = 100.0000 / IN.	CHECKED -	REVISED -	CONTRACT NO. 60K32							
PLOT DATE = 2/18/2010	DATE -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES						CODE NO	ITEM	UNIT	TOTAL QUANTITIES						
			1000															
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	18	18														
40600300	AGGREGATE (PRIME COAT)	TON	90	90														
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	67	67														
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	1340	1340														
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	5001	5001														
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	44644	44644														
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6														
67100100	MOBILIZATION	L SUM	1	1														
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	0.5	0.5														
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	10522	10522														
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	3508	3508														
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	100	100														
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	24481	24481														
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3304	3304														
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	140	140														
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	468	468														
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1335	1335														
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1335	1335														
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	2129	2129														
X0322256	TEMPORARY INFORMATION SIGNING	SO FT	1902	1902														
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1														
* SPECIALTY ITEM																		



FILE NAME =	USER NAME = wilgreendp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL LOCATION MAP - NORTH COOK COUNTY	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\p\work\PW1007\WILGREENDP\d0183617\d	esign.dgn	DRAWN -	REVISED -			VAR.	2010-013 RS	COOK	43	4	
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 60K32					
PLOT DATE = 2/10/2010		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. OF SHEETS STA. TO STA.					

SUMMARY - NORTHERN COOK COUNTY ROUTES	HMA 2" MILL & RESURFACE (SY)
25TH AVE. NB (ARMITAGE AVE. TO FULLERTON AVE.)	716
ADDISON ST. (LARAMIE AVE. TO CENTRAL AVE.)	3699
BARRINGTON RD. AT MAPLE AVE.	58
BARRINGTON RD. (TANGLEWOOD AVE. TO IRVING PARK RD.)	40
BELMONT AVE. (25TH AVE. TO HARLEM AVE.)	960
CRAWFORD AVE. (LINCOLN AVE. TO DEVON AVE.)	2237
DEVON AVE. (CENTRAL AVE. TO HARLEM AVE.)	6754
DUNDEE RD. (MILWAUKEE AVE. TO LANDWEHR RD.)	548
DEERLOVE RD. (MILWAUKEE AVE. TO CENTRAL RD.)	238
FOSTER AVE. (WESTERN AVE. TO RAVENSWOOD AVE.)	2289
GOLF RD. (HARLEM AVE. TO SKOKIE BLVD.)	331
HARLEM AVE. (TOUHY AVE. TO DEVON AVE.)	674
HARLEM AVE. (GRAND AVE. TO ARMITAGE AVE.)	308
IL 19 (BARTLETT RD. TO BARRINGTON RD.)	1447
IL 19 EB (LONG MEADOW LN. TO MERCURY DR.)	409
IL 19 WB (MERCURY DR. TO OLD SALEM CIRCLE)	200
IL 58 (IL 62 TO SALT CREEK)	97
IL 68 AT IL 53 BRIDGE	600
IL 68 (BALDWIN AVE. TO WILKE RD.)	212
IL 68 (BARRINGTON RD. TO HICKS RD.)	6506
IL 68 AT US 12 INTERSECTION	354
IL 72 (WEST OF LANDMEIER RD. TO OAKTON ST.)	125
IL 72 (WEST OF LIVELY BLVD.)	24
LAKE AVE. (PFINGSTON RD. TO GREENWOOD RD.)	104
LAWRENCE AVE. (CUMBERLAND AVE. TO HARLEM AVE.)	4254
MILWAUKEE AVE. (HOWARD ST. TO WAUKEGAN RD.)	437
NAGLE AVE. (GUNNISON ST. TO FOREST PRESERVE DR.)	3318
NILES CENTER RD. (TOUHY AVE. TO LINCOLN AVE.)	233
OAKTON ST. (GREENWOOD RD. TO RIVER RD.)	371
RIVER RD. (FOSTER AVE. TO DEVON AVE.)	3364
RIVER RD. (OAKTON ST. TO MINOR ST.)	504
RIVER RD. (MILWAUKEE AVE. TO ELK BLVD.)	212
SKOKIE BLVD. (TOUHY AVE. TO DEVON AVE.)	503
SKOKIE RD. (ILLINOIS RD. TO SOUTH OF ILLINOIS RD.)	149
THATCHER AVE. (1ST AVE. TO FULLERTON AVE.)	145
TOUHY AVE. (LINDER AVE. TO CENTRAL AVE.)	107
WOLF RD. (MILWAUKEE AVE. TO MANCHESTER RD.)	1345
WRIGHT BLVD. ENTRANCE RAMP TO EB ELGIN-O'HARE EXPRESSWAY	772
NORTHERN COOK COUNTY TOTALS =	44644 SY

FILE NAME =
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USER NAME = wilgreendp	DESIGNED -	REVISED -
DESIGNED -	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
PLOT DATE = 2/19/2010	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF PATCHING SCHEDULE
NORTH COOK COUNTY**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-013 RS	COOK	43	5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 60K32

ROUTE: 25th Ave. NB (Amitage Ave. to Fullerton Ave.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT		REPAIR	
FROM	TO			PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Amitage	Fullerton	NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	10	120	13
		Longit. joint between	Lane 1 & Lane 2	NB	1	4	400
NB	1			4	120	480	53
Longit. joint at curb		NB	1	4	800	3,200	356
		NB	2	4	100	400	44
TOTALS:					1484		716
					FT		SY

ROUTE: Addison St. (Laramie Ave. to Central Ave.)									
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR		
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)		
Central Ave	Long Ave	EB	1	10	6	60	7		
		EB	1	10	10	100	11		
		EB	1	10	6	60	7		
		EB	1	10	6	60	7		
		EB	1	10	6	60	7		
		EB	1	10	6	60	7		
		EB	1	10	10	100	11		
		EB	1	10	6	60	7		
		EB	1	10	12	120	13		
		EB	2	8	600	4,800	533		
		EB	2	8	600	4,800	533		
				CL	4	1000	4,000	444	
				EB	2	6	200	1,200	133
				CL	4	200	800	89	
Central Ave	Long Ave		CL	4	60	240	27		
Long Ave	Laramie Ave	EB	1	10	200	2,000	222		
		EB	1	10	6	60	7		
		EB	1	10	12	120	13		
		EB	1	10	8	80	9		
		EB	1	10	8	80	9		
		EB	1	10	6	60	7		
		EB	1	10	6	60	7		
				CL	4	300	1,200	133	
				EB	2	8	600	4,800	533
				EB	2	10	50	500	56
				EB	2	10	200	2,000	222
				EB	2	6	100	600	67
		Laramie Ave	Long Ave	WB	1	10	50	500	56
				WB	1	10	15	150	17
WB	1			10	20	200	22		
WB	1			10	20	200	22		
WB	1			10	12	120	13		
WB	1			10	20	200	22		
WB	1			10	20	200	22		
WB	1			10	12	120	13		
WB	1			10	20	200	22		
WB	1			10	20	200	22		
WB	2			8	120	960	107		
WB	2			8	60	480	53		
Long Ave	Central Ave			WB	1	10	6	60	7
				WB	1	10	6	60	7
		WB	1	10	20	200	22		
		WB	1	10	6	60	7		
		WB	1	10	6	60	7		
		WB	1	10	20	200	22		
		WB	1	10	20	200	22		
		WB	1	10	20	200	22		
		WB	1	10	6	60	7		
		WB	1	10	20	200	22		
		WB	1	10	20	200	22		
		WB	1	10	20	200	22		
		WB	1	10	6	60	7		
		WB	1	10	6	60	7		

TOTALS: 4781 FT 3699 SY

ROUTE: Barrington Rd. at Maple Ave.							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Barrington Ave. at Maple Ave.		SB	1	12	5	60	7
			2	12	5	60	7
Barrington Ave. at Maple Ave.		NB	1	12	5	60	7
			1	12	8	96	11
			1	12	7	84	9
			2	12	7	84	9
			2	12	6	72	8
TOTALS:					43	58	
					FT	SY	

ROUTE: Barrington Rd. (Tanglewood to Irving Park Rd)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Tanglewood		NB	1	12	5	60	7
		NB	2	12	5	60	7
		NB	1	12	5	60	7
	Irving Park Rd	NB	2	12	5	60	7
Irving Park Rd		SB	1	12	5	60	7
	Tanglewood	SB	2	12	5	60	7
TOTALS:					30	40	
					FT	SY	

ROUTE: Belmont Ave. (25th Ave. to Harlem Ave.)									
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR		
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA		
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)		
25th Avenue	Harlem Avenue	EB	1,2	24	6	144	16		
		EB	1	12	6	72	8		
		WB	1,2	24	6	144	16		
		WB	2	14	6	84	9		
		EB	LTL, 1	24	6	144	16		
		WB	2	12	6	72	8		
Edgington		WB	1	8	10	80	9		
		EB	1	12	8	96	11		
		WB	1,2	24	6	144	16		
		EB	2	12	6	72	8		
		at MH	EB	2	12	8	96	11	
		EB	1,2,LTL	36	6	216	24		
R.R. Tray		WB	1,2	24	6	144	16		
		WB	1,2	24	6	144	16		
		WB	1,2	27	8	216	24		
		WB	2	12	6	72	8		
		WB	2	12	8	96	11		
		WB	2	12	12	144	16		
River Road East of Bridge		WB	1,2	24	6	144	16		
		WB	1,2	24	10	240	27		
		WB	1	12	8	96	11		
		WB	2	6	12	72	8		
		EB	1	12	6	72	8		
		EB	LTL,1	24	6	144	16		
East of Plainfield	at MH	EB	2	12	6	72	8		
		WB	2	12	6	72	8		
		Soft Shoulder	EB	1	12	6	72	8	
		EB	2	6	100	600	67		
		EB	2	6	15	90	10		
		EB	2	6	40	240	27		
		WB	1,2	24	6	144	16		
		EB	1	12	12	144	16		
		EB	1,2	24	6	144	16		
		EB	2	6	20	120	13		
		EB	2	6	10	60	7		
		EB	1,2	6	10	60	7		
LT at Pacific Avenue	Parking Land Edge at CIG	WB	2	10	15	150	17		
		WB	2	10	15	150	17		
		WB	2	6	100	600	67		
		WB	2	6	30	180	20		
		WB	1,2	22	6	132	15		
		WB	1,2	22	6	132	15		
		EB	1,2	3	50	150	17		
		WB	2	11	12	132	15		
		WB	2	11	8	88	10		
		WB	2	6	15	90	10		
		WB	2	11	12	132	15		
		EB	2	11	12	132	15		
Bus Stop	Edge	EB	1,2	22	6	132	15		
		E & WB	1	22	6	132	15		
		WB	2	11	6	66	7		
		WB	1,2	22	6	132	15		
		EB	1,2	22	6	132	15		
		EB	2	12	8	96	11		
		WB	2	12	8	96	11		
		at MH	EB	2	10	20	200	22	
		WB	2	10	6	60	7		
		at Harlem	Edge	EB	2	6	30	180	20
		WB	1,2	22	6	132	15		
		at MH	WB	2	15	10	150	17	
at Harlem	EB	2	15	20	300	33			
TOTALS:					830	960			
					FT	SY			

FILE NAME =	USER NAME = wlgreendp	DESIGNED -	REVISED -
c:\p\work\p\dot\wlgreendp\d0183617\Design.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000 / IN.		CHECKED -	REVISED -
PLOT DATE = 2/18/2010		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PATCHING SCHEDULE
BELMONT AVE.**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-013 RS	COOK	43	9
CONTRACT NO. 60K32				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ROUTE: Crawford Ave. (Lincoln Ave. to Devon Ave.)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Lincoln	Devon	SB	1	12	6	72	8
		SB	2	12	20	240	27
		SB	2	12	20	240	27
		SB	2	12	20	240	27
		SB	2	12	20	240	27
		SB	2	12	300	3600	400
		SB	2	12	200	2400	267
Devon	Lincoln	NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	8	96	11
		NB	2	12	50	600	67
		NB	2	12	20	240	27
		NB	2	12	200	2400	267
		NB	2	12	100	1200	133
		NB	2	12	100	1200	133
		NB	2	12	200	2400	267
		NB	2	12	150	1800	200
		NB	2	12	100	1200	133
NB	2	12	150	1800	200		
TOTALS:					1676	2237	
					FT	SY	

ROUTE: Devon Ave. (Central Ave. to Harlem Ave.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT		REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO			PATCH WIDTH	PATCH LENGTH		
Central Ave	Caldwell Ave	WB	2	12	20	240	27
Caldwell Ave		WB	1	12	150	1800	200
		WB	2	12	150	1800	200
		WB	1	12	120	1440	160
		WB	2	12	20	240	27
		WB	2	12	50	600	67
		WB	1	12	20	240	27
		WB	1&2	12	100	1200	133
		WB	2	12	10	120	13
	Bridge	WB	2	12	30	360	40
Bridge		WB	2	12	20	240	27
	Milwaukee Ave	WB	2	12	25	300	33
Milwaukee Ave	Neenah	WB	2	12	12	144	16
Neenah	Natoma	WB	1	12	12	144	16
Natoma		WB	2	12	25	300	33
	Normandy	WB	1&2	24	15	360	40
Normandy		WB	1&2	12	20	240	27
	Oak Park	WB	1&2	12	10	120	13
Oak Park		WB	1&2	12	20	240	27
		WB	1&2	22	10	220	24
	New Castle	WB	1&2	12	12	144	16
New Castle	Newark	WB	1&2	2	50	100	11
Newark	Sayer	WB	2	12	260	3120	347
Sayer		WB	2	12	15	180	20
		WB	2	12	85	1020	113
		WB	2	12	45	540	60
	Imlay	WB	2	12	75	900	100
Imlay	Nordica	WB	2	12	70	840	93
Nordica		WB	2	12	55	660	73
		WB	2	12	85	1020	113
		WB	2	12	115	1380	153
	Neva	WB	1	12	10	120	13
Neva		WB	2	12	65	780	87
	Harlem Ave	WB	2	12	145	1740	193
Harlem Ave		EB	2	12	50	600	67
		EB	2	12	30	360	40
		EB	1	12	25	300	33
	Neva	EB	1	12	25	300	33
Neva		EB	2	12	100	1200	133
		EB	1	12	30	360	40
	Nordica	EB	2	12	50	600	67

ROUTE: Devon Ave. (Central Ave. to Harlem Ave.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT		REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO			PATCH WIDTH	PATCH LENGTH		
Nordica		EB	2	12	20	240	27
		EB	2	12	50	600	67
	Sayer	EB	2	12	150	1800	200
Sayer		EB	1	12	30	360	40
		EB	1	12	25	300	33
	Newark	EB	1	12	20	240	27
Newark	New Castle	EB	1	24	10	240	27
New Castle	Oak Park	EB	1	12	10	120	13
Oak Park	Normandy	EB	1	12	10	120	13
Normandy	Natoma	EB	2	12	30	360	40
Natoma	Neenah	EB	2	12	15	180	20
Milwaukee Ave	Mobile	EB	2	12	15	180	20
Mobile	Merrimack	EB	2	2	10	20	2
Merrimack		EB	2	12	6	72	8
		EB	2	12	20	240	27
		EB	2	12	40	480	53
	Bridge	EB	1	12	65	780	87
Bridge		EB	1	12	50	600	67
		EB	2	12	85	1020	113
		EB	2	12	35	420	47
		EB	2	12	150	1800	200
		EB	2	12	45	540	60
		EB	2	12	55	660	73
		EB	2	12	30	360	40
		EB	2	12	80	960	107
		EB	2	12	150	1800	200
		EB	1	12	250	3000	333
		EB	2	12	500	6000	667
		EB	1	12	350	4200	467
		EB	RT turn	12	450	5400	600
		EB	LT turn	12	25	300	33
	Caldwell Ave	EB	LT turn	12	65	780	87
TOTALS:						5082	6754
						FT	SY

ROUTE: Golf Rd. (Harlem Ave. to Skokie Blvd.)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Harlem Ave.	Skokie Blvd.	EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
Skokie Blvd	Harlem Ave.	WB	1	12	8	96	11
		WB	1	12	8	96	11
		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	6	72	8
		WB	1&2	2	50	100	11
Harlem Ave.	Skokie Blvd.	EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	8	96	11
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	12	144	16
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
Skokie Blvd.	Harlem Ave.	WB	2	12	6	72	8
		WB	2	12	8	96	11
		WB	2	12	8	96	11
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	20	240	27
		WB	2	12	6	72	8
TOTALS:					288		331
					FT		SY

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ROUTE: Harlem Ave. (Touhy Ave. to Devon Ave.)

CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Touhy		SB	2	12	20	240	27
		SB	2	12	50	600	67
		SB	2	2	30	60	7
		SB	2	12	30	360	40
		SB	2	12	15	180	20
		SB	2	12	30	360	40
		SB	2	12	20	240	27
		SB	2	12	50	600	67
		SB	2	2	15	30	3
		SB	2	12	40	480	53
		SB	1	12	15	180	20
		SB	1	2	20	40	4
		SB	1	2	15	30	3
		SB	1	2	12	24	3
		SB	1	12	15	180	20
		SB	1	2	12	24	3
	Devon	SB	1	2	12	24	3
Devon		NB	1	12	15	180	20
		NB	1	12	20	240	27
		NB	1	12	12	144	16
		NB	1	12	10	120	13
		NB	1	2	12	24	3
		NB	1	2	20	40	4
		NB	1	2	12	24	3
		NB	1	2	20	40	4
		NB	1	2	30	60	7
		NB	1	2	40	80	9
		NB	1	2	100	200	22
		NB	1	2	100	200	22
		NB	1	2	100	200	22
		NB	1	2	100	200	22
	Touhy	NB	1	2	100	200	22
Touhy		SB	1	12	20	240	27
	Devon	SB	1	2	12	24	3
TOTALS:					1224	674	
					FT	SY	

ROUTE: Harlem Ave. (Grand Ave. to Armitage Ave.)

CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Grand Ave	Armitage	SB	1	11	10	110	12
		SB	1	11	10	110	12
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
		SB	1	11	6	66	7
Armitage	Grand Ave	NB	1	11	15	165	18
		NB	1	11	6	66	7
		NB	1	11	6	66	7
		NB	1	11	6	66	7
		NB	1	11	8	88	10
		NB	1	11	24	264	29
		NB	1	11	6	66	7
		NB	1	10	24	240	27
		NB	Curb	4	20	80	9
		NB	Curb	4	30	120	13
		NB	1	10	24	240	27
		NB	1	10	24	240	27
TOTALS:					291	308	
					FT	SY	

ROUTE: IL 19 (Bartlett Rd. to Barrington Rd.)

CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Lincoln		WB	2	12	2	24	3
		WB	1	12	2	24	3
	Vine	WB	1	12	2	24	3
Vine		WB	1	12	2	24	3
	Park	WB	Joint	2	100	200	22
Park		WB	2	6	30	180	20
		WB	2	12	2	24	3
		WB	2	12	2	24	3
		WB	2	12	2	24	3
		WB	1	12	2	24	3
	Bartlett Rd.	WB	1	12	4	48	5
Bartlett Rd.		Median		2	60	120	13
		Median		2	80	160	18
	Jensen	Median		2	40	80	9
Jensen		Median		2	50	100	11
		Median		2	160	320	36
		Median		2	80	160	18
	East Ave.	Median		2	30	60	7
East Ave.		Median		2	20	40	4
		Median		2	40	80	9
		Median		2	15	30	3
		Median		2	40	80	9
		Median		2	20	40	4
		Median		2	80	160	18
	McKool	Median		2	160	320	36
McKool		Median		2	20	40	4
		Median		2	20	40	4
		Median		2	80	160	18
	Lincoln	Median		2	200	400	44
Lincoln		Median		2	30	60	7
		Median		2	30	60	7
		Median		2	10	20	2
	Alexander	Median		2	50	100	11
Alexander		Median		2	40	80	9
		Median		2	30	60	7
		Median		2	170	340	38
		Median		2	30	60	7
		Median		2	40	80	9
		Median		12	80	960	107
		Median		2	10	20	2
		Median		2	10	20	2
	Park Blvd.	Median		2	10	20	2
Park Blvd.		Median		2	40	80	9
		Median		2	40	80	9
		Median		2	100	200	22
		Median		2	30	60	7
		Median		2	30	60	7
	Bartlett	Median		2	50	100	11
		Median		2	50	100	11
TOTALS:					4144		1447
					FT		SY

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PATCHING SCHEDULE
IL 19**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-013 RS	COOK	43	17
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60K32	

ROUTE: IL 58 (IL 62 to Salt Creek) - HMA Section

CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
IL Rte 62	Market Place Plaza	WB	1	12	2	24	3
IL Rte 62	Market Place Plaza	WB	1	12	2	24	3
IL Rte 62	Market Place Plaza	WB	1	12	2	24	3
IL Rte 62	Market Place Plaza	WB	1	12	2	24	3
IL Rte 62	Market Place Plaza	WB	1	12	2	24	3
IL Rte 62	Market Place Plaza	WB	1	12	2	24	3
IL Rte 62	Market Place Plaza	WB	1	16	2	32	4
IL Rte 62	Market Place Plaza	WB	1	12	2	24	3
IL Rte 62	Market Place Plaza	WB	1	12	2	24	3
IL Rte 62	Market Place Plaza	WB	1	12	2	24	3
IL Rte 62	Market Place Plaza	WB	2	12	2	24	3
IL Rte 62	Market Place Plaza	WB	2	12	2	24	3
IL Rte 62	Market Place Plaza	WB	2	12	2	24	3
IL Rte 62	Market Place Plaza	WB	2	12	2	24	3
IL Rte 62	Market Place Plaza	WB	2	12	2	24	3
IL Rte 62	Market Place Plaza	WB	2	12	2	24	3
IL Rte 62	Market Place Plaza	WB	2	12	2	24	3
IL Rte 62	Market Place Plaza	WB	2	12	2	24	3
IL Rte 62	Market Place Plaza	WB	2	12	2	24	3
Market Place Plaza	IL Rte 62	WB	2	12	2	24	3
Market Place Plaza	IL Rte 62	EB	1	12	2	24	3
Market Place Plaza	IL Rte 62	EB	1	12	2	24	3
Market Place Plaza	IL Rte 62	EB	1	12	2	24	3
Market Place Plaza	IL Rte 62	EB	1	12	2	24	3
Market Place Plaza	IL Rte 62	EB	1	12	2	24	3
Market Place Plaza	IL Rte 62	EB	1	12	2	24	3
Market Place Plaza	IL Rte 62	EB	1	12	2	24	3
Market Place Plaza	IL Rte 62	EB	2	12	2	24	3
Market Place Plaza	IL Rte 62	EB	2	12	2	24	3
Market Place Plaza	IL Rte 62	EB	2	12	2	24	3
Market Place Plaza	IL Rte 62	EB	2	12	2	24	3
Market Place Plaza	IL Rte 62	EB	2	12	2	24	3
Market Place Plaza	IL Rte 62	EB	2	12	2	24	3
Market Place Plaza	IL Rte 62	EB	2	12	2	24	3
Market Place Plaza	IL Rte 62	EB	2	12	2	24	3
Market Place Plaza	IL Rte 62	EB	2	12	2	24	3
Market Place Plaza	IL Rte 62	EB	2	12	2	24	3
Market Place Plaza	IL Rte 62	EB	2	12	2	24	3

TOTALS: 72 FT 97 SY

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	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -			VAR.	2010-013 RS	COOK	43	19	
PLOT DATE = 2/18/2010	CHECKED -	REVISED -	SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT
	DATE -	REVISED -								CONTRACT NO. 60K32	

ROUTE: IL 68 at IL 53 Bridge

CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
SB Off Ramp	Rte 53 Overpass	EB	1	12	10	120	13
SB Off Ramp	Rte 53 Overpass	EB	1	12	2	24	3
SB Off Ramp	Rte 53 Overpass	EB	2	12	10	120	13
SB Off Ramp	Rte 53 Overpass	EB	2	12	2	24	3
SB Off Ramp	Rte 53 Overpass	EB	2	2	2	4	0
SB Off Ramp	Rte 53 Overpass	EB	2	2	6	12	1
SB Off Ramp	Rte 53 Overpass	EB	2	2	4	8	1
Rte 53 Overpass	Wilke	EB	1	12	100	1200	133
Rte 53 Overpass	Wilke	EB	1	12	4	48	5
Rte 53 Overpass	Wilke	EB	Lt Turn	12	4	48	5
Rte 53 Overpass	Wilke	EB	2	12	100	1200	133
Rte 53 Overpass	Wilke	EB	2	12	4	48	5
Rte 53 Overpass	Wilke	EB	2	3	100	300	33
Rte 53 Overpass	Wilke	EB	2	3	25	75	8
Rte 53 Overpass	Wilke	EB	2	3	40	120	13
Wilke	Rte 53 Overpass	WB	2	2	50	100	11
Wilke	Rte 53 Overpass	WB	2	2	75	150	17
Wilke	Rte 53 Overpass	WB	2	2	200	400	44
Wilke	Rte 53 Overpass	WB	2	2	100	200	22
Wilke	Rte 53 Overpass	WB	2	6	80	480	53
Wilke	Rte 53 Overpass	WB	2	12	20	240	27
Wilke	Rte 53 Overpass	WB	1	12	2	24	3
Wilke	Rte 53 Overpass	WB	1	12	2	24	3
Wilke	Rte 53 Overpass	WB	1	12	2	24	3
Wilke	Rte 53 Overpass	WB	1	12	2	24	3
Wilke	Rte 53 Overpass	WB	1	12	20	240	27
Rte 53 Overpass	SB Rte 53 Off Ramp	WB	1	12	2	24	3
Rte 53 Overpass	SB Rte 53 Off Ramp	WB	Rt Turn	12	2	24	3
Rte 53 Overpass	SB Rte 53 Off Ramp	WB	Rt Turn	6	10	60	7
Rte 53 Overpass	SB Rte 53 Off Ramp	WB	2	12	2	24	3
Rte 53 Overpass	SB Rte 53 Off Ramp	WB	2	2	6	12	1
TOTALS:						988	600
						FT	SY

ROUTE: IL 68 (Baldwin Ave. to Wilke Rd.)

CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
At 1155 Dundee Rd		E/B	1	12	2	24	3
			2	12	2	24	3
		W/B	1	12	2	24	3
			2	12	2	24	3
			3	12	2	24	3
	W/B Between L1 & L2		1&2	100	2	200	22
IL-68 at IL-53 Ext Ramp		W/B	L2&Ramp	4	80	320	36
IL-68 E. of Baldwin		W/B	3	12	2	24	3
			3	12	2	24	3
			3	12	2	24	3
			2	12	2	24	3
			2	12	2	24	3
			L2&L3	2	50	100	11
IL-68 West of Baldwin		W/B	L1&L2	2	250	500	56
			L2&L3	2	200	400	44
IL-68 at Wilke Rd		E/B	L2	3	15	45	5
				3	35	105	12
TOTALS:						652	212
						FT	SY

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PATCHING SCHEDULE
IL 68**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-013 RS	COOK	43	20
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 60K32	

ROUTE: Lake Ave. (Pfungsten Rd. to Greenwood Rd.)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Pfungsten	Greenwood	EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
Greenwood	Pfungsten	WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
TOTALS:					78	104	
					FT	SY	

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	PLOT DATE = 2/18/2010	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PATCHING SCHEDULE
LAKE AVE.**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-013 RS	COOK	43	24
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K32	

ROUTE: Milwaukee Ave. (Howard St. to Waukegan Rd.) - HMA Section

CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Waukegan		NB	2	12	25	300	33
		NB	2	12	15	180	20
		NB	2	12	15	180	20
		NB	2	12	20	240	27
		NB	2	12	15	180	20
		NB	2	12	10	120	13
	Howard	NB	2	2	12	24	3
Howard		SB	2	12	15	180	20
		SB	2	2	20	40	4
		SB	2	12	15	180	20
		SB	2	2	12	24	3
		SB	2	2	12	24	3
		SB	2	12	10	120	13
		SB	2	2	10	20	2
		SB	2	2	12	24	3
		SB	2	12	15	180	20
		SB	2	12	20	240	27
		SB	2	2	12	24	3
		SB	2	2	12	24	3
	Waukegan	NB	1	12	15	180	20
Waukegan		NB	1	12	15	180	20
		NB	1	12	15	180	20
		NB	1	2	40	80	9
		NB	1	12	15	180	20
		NB	1	2	50	100	11
	Howard	NB	1	2	12	24	3
Howard		SB	1	12	20	240	27
		SB	1	12	10	120	13
		SB	1	2	12	24	3
		SB	1	12	10	120	13
		SB	1	12	15	180	20
	Waukegan	SB	1	2	12	24	3
TOTALS:						518	437
						FT	SY

FILE NAME =	USER NAME = wlgreendp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE MILWAUKEE AVE.			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
of:\pwork\pwork\wlgreendp\0183617\Design.dgn	DRAWN -	REVISED -	VAR.					2010-013 RS	COOK	43	26	
PLOT SCALE = 100.0000 1 / IN.	CHECKED -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 60K32						
PLOT DATE = 2/18/2010	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									

ROUTE: Nagle Ave. (Gunnison St. to Forest Preserve Dr.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO			PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Gunnison	Forest Preserve Drive	SB	1, PL	10	20	200	22
				10	200	2000	222
				2	500	1000	111
				10	20	200	22
				10	20	200	22
				10	20	200	22
				10	20	200	22
				10	20	200	22
				10	20	200	22
				10	20	200	22
				10	20	200	22
				10	20	200	22
				10	100	1000	111
				2	300	600	67
				10	100	1000	111
				10	100	1000	111
				10	20	200	22
				10	100	1000	111
Gunnison	Forest Preserve Drive	NB	1, PL	2	500	1000	111
				20	100	2000	222
				10	20	200	22
				10	20	200	22
				10	20	200	22
				10	20	200	22
				10	20	200	22
				10	20	200	22
				20	200	4000	444
				20	100	2000	222
				6	20	120	13
				10	500	5000	556
				20	20	400	44
				20	50	1000	111
				6	20	120	13
				6	20	120	13
				20	50	1000	111
				20	50	1000	111
				10	20	200	22
				10	50	500	56
				2	300	600	67

TOTALS: 3720 FT 3318 SY

ROUTE: Niles Center Rd. (Touhy Ave. to Lincoln Ave.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO			PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Touhy		NB	2	2	12	24	3
		NB	2	2	12	24	3
		NB	2	2	40	80	9
	Howard	NB	2	2	40	80	9
Lincoln		SB	2	2	12	24	3
	Howard	SB	2	12	15	180	20
Howard		SB	2	12	20	240	27
		SB	2	12	12	144	16
	Touhy	SB	2	12	10	120	13
Touhy		NB	1	2	12	24	3
		NB	1	2	12	24	3
		NB	1	2	10	20	2
		NB	1	2	20	40	4
		NB	1	2	20	40	4
		NB	1	2	40	80	9
		NB	1	12	15	180	20
		NB	1	12	20	240	27
	Howard	NB	1	12	12	144	16
Lincoln	Howard	SB	1	12	12	144	16
Howard		SB	1	12	12	144	16
	Touhy	SB	1	12	5	60	7

TOTALS: 383 FT 233 SY

ROUTE: Oakton St. (Greenwood Rd. to River Rd.)

CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Greenwood		WB	2	12	12	144	16
		WB	2	12	20	240	27
		WB	2	2	12	24	3
		WB	2	12	10	120	13
		WB	2	12	10	120	13
		WB	2	12	15	180	20
		WB	2	2	20	40	4
		WB	2	2	12	24	3
		WB	2	2	12	24	3
		WB	2	12	15	180	20
		WB	2	2	12	24	3
		WB	2	2	12	24	3
		WB	2	12	10	120	13
		WB	2	12	10	120	13
		WB	2	12	15	180	20
		WB	2	2	12	24	3
	Northwest Highway	WB	2	12	10	120	13
Northwest Highway		WB	2	12	15	180	20
		WB	2	2	12	24	3
		WB	2	12	10	120	13
		WB	2	2	20	40	4
		WB	2	12	10	120	13
	Busse Highway	WB	2	12	10	120	13
Busse Highway		EB	2	12	10	120	13
		EB	2	2	12	24	3
		EB	2	2	12	24	3
		EB	2	12	10	120	13
		EB	2	2	12	24	3
	Northwest Highway	EB	2	2	20	40	4
Northwest Highway		EB	2	2	12	24	3
		EB	2	2	12	24	3
		EB	2	2	12	24	3
		EB	2	2	12	24	3
		EB	2	2	12	24	3
		EB	2	2	12	24	3
		EB	2	2	12	24	3
		EB	2	2	12	24	3
		EB	2	2	12	24	3
		EB	2	2	12	24	3
		EB	2	2	12	24	3
		EB	2	2	12	24	3
	Greenwood	EB	2	2	12	24	3
Greenwood		WB	1	2	12	24	3
		WB	1	12	10	120	13
		WB	1	2	12	24	3
		WB	1	2	12	24	3
	Northwest Highway	WB	1	2	12	24	3
Northwest Highway		WB	1	2	12	24	3
		WB	1	2	12	24	3
	Busse Highway	WB	1	2	12	24	3
Northwest Highway		EB	1	2	12	24	3
	Greenwood	EB	1	2	12	24	3
TOTALS:					658		371
					FT		SY

ROUTE: River Rd. (Foster Ave. to Devon Ave.)

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT		REPAIR					
FROM	TO			WIDTH	LENGTH	AREA (SQ FT)	AREA (SQ YD)				
Foster Avenue	Devon Avenue	SB	2	2	50	100	11				
				10	12	120	13				
				10	12	120	13				
				10	12	120	13				
				10	12	120	13				
				10	12	120	13				
				10	12	120	13				
				10	12	120	13				
				10	12	120	13				
				2	50	100	11				
				10	12	120	13				
				3	50	150	17				
				10	12	120	13				
				10	12	120	13				
				10	12	120	13				
				10	12	120	13				
				Foster Avenue	Devon Avenue	NB	2	6	500	3000	333
6	50	300	33								
6	200	1200	133								
6	300	1800	200								
6	300	1800	200								
12	100	1200	133								
3	500	1500	167								
6	100	600	67								
3	100	300	33								
6	12	72	8								
3	200	600	67								
Foster Avenue	Devon Avenue	SB	1					10	12	120	13
								10	12	120	13
								12	200	2400	267
								6	300	1800	200
Foster Avenue	Devon Avenue	NB	1					6	300	1800	200
								12	200	2400	267
				10	12	120	13				
				12	50	600	67				

TOTALS: 4772 FT 3364 SY

FILE NAME =	USER NAME = wlgreendp	DESIGNED -	REVISED -
ar\p\work\pwidot\wlgreendp\d0183617\Design.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 2/18/2010		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
RIVER RD.

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-013 RS	COOK	43	29
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K32	

ROUTE: River Rd. (Oakton St. to Minor St.)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Oakton	Minor	NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		Minor	Oakton	SB	1	12	6
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
SB	1			12	6	72	8
TOTALS:							377
					FT	SY	

ROUTE: River Rd. (Milwaukee Ave. to Elk Blvd.)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Elk	Euclid	SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		Euclid	Elk	NB	1	12	10
NB	1&2			2	50	100	11
NB	1			12	6	72	8
NB	1			12	8	96	11
NB	1			12	8	96	11
NB	2			12	6	72	8
NB	2			12	6	72	8
NB	2			12	6	72	8
NB	2			12	6	72	8
NB	2			12	8	96	11
NB	2			12	8	96	11
NB	2			12	6	72	8
TOTALS:					200	212	
					FT	SY	

ROUTE: Skokie Blvd. (Touhy Ave. to Devon Ave.)

CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Touhy		SB	2	2	12	24	3
		SB	2	2	12	5	7
		SB	2	2	12	24	3
		SB	2	2	14	28	3
		SB	2	2	20	240	27
		SB	2	2	40	80	9
		SB	2	2	15	30	3
		SB	2	2	10	20	2
		SB	2	2	40	80	9
		SB	2	2	15	180	20
	Highway Exit	SB	2	2	10	120	13
Pratt		SB	2	2	15	180	20
		SB	2	2	10	20	2
		SB	2	2	12	24	3
	Devon	SB	2	2	15	30	3
Devon		NB	2	2	25	50	6
		NB	2	2	10	20	2
		NB	2	2	12	24	3
		NB	2	2	25	50	6
		NB	2	2	40	80	9
		NB	2	2	12	24	3
		NB	2	2	10	120	13
		NB	2	2	15	180	20
		NB	2	2	20	40	4
		NB	2	2	10	20	2
	Pratt	NB	2	2	30	60	7
Pratt		NB	2	2	40	480	53
	Highway Exit	NB	2	2	15	180	20
Touhy		SB	1	2	20	40	4
		SB	1	2	20	240	27
	Highway Exit	SB	1	2	20	40	4
Highway Exit		SB	1	2	20	40	4
		SB	1	2	15	180	20
		SB	1	2	20	40	4
		SB	1	2	20	40	4
		SB	1	2	15	180	20
		SB	1	2	12	24	3
	Pratt	SB	1	2	20	40	4
Pratt		SB	1	2	10	20	2
		SB	1	2	15	30	3
		SB	1	2	15	30	3
		SB	1	2	10	20	2
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	30	60	7
	Devon	SB	1	2	10	120	13
Devon		NB	1	2	12	24	3
		NB	1	2	40	80	9
		NB	1	2	12	24	3
		NB	1	2	12	24	3
		NB	1	2	10	120	13
		NB	1	2	15	180	20
		NB	1	2	30	60	7
	Pratt	NB	1	2	40	80	9
Pratt		NB	1	2	12	24	3
		NB	1	2	15	30	3
		NB	1	2	12	24	3
		NB	1	2	12	24	3
		NB	1	2	12	24	3
		NB	1	2	30	60	7
	Highway Exit	NB	1	2	15	30	3
Highway Exit		NB	1	2	12	24	3
		NB	1	2	12	24	3
	Touhy	NB	1	2	12	24	3

TOTALS: 1064 FT 503 SY

ROUTE: Skokie Rd. (Illinois Rd. to 300' South of Illinois Rd.)

CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Illinois Rd	300 ft south of Illinois	SB	1	12	6	72	8
		SB	1	12	6	72	8
300 ft south of Illinois	Illinois Road	NB	1	12	6	72	8
		NB	1	12	20	240	27
		NB	1	12	20	240	27
		NB	1	12	20	240	27
		NB	1&2	2	200	400	44

TOTALS: 278 FT 149 SY

ROUTE: Thatcher Ave. (1st Ave. to Fullerton Ave.)							
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						
Fullerton	1st. Avenue	SB	1	6	15	90	10
				6	6	36	4
				10	6	60	7
		NB	1	6	15	90	10
		SB	1	12	8	96	11
				12	15	180	20
				12	25	300	33
		NB	1	6	8	48	5
		SB	1	4	20	80	9
		SB		11	15	165	18
		SB		11	8	88	10
		NB		12	6	72	8
TOTALS:					147	145	
					FT	SY	

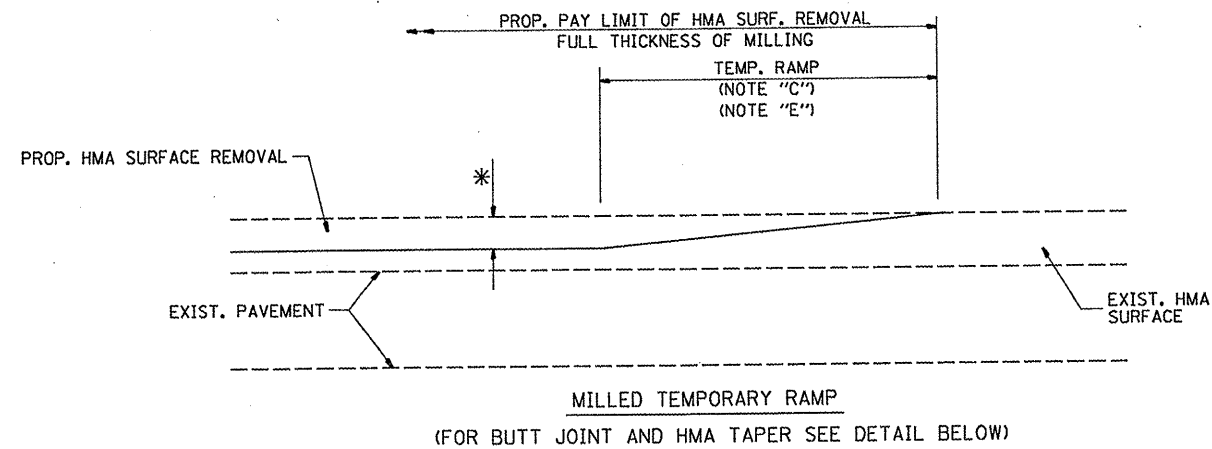
ROUTE: Touhy Ave. (Linder Ave. to Central Ave.)							
CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Linder Ave.	Central Ave.	WB	2	12	50	600	67
Central Ave.	150' East of Central Ave.	EB	2	12	30	360	40
TOTALS:					80	107	
					FT	SY	

ROUTE: Wolf Rd. (Milwaukee Ave. to Manchester 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						
Milwaukee		SB	1	2	20	40	4
		SB	1	2	40	80	9
		SB	1	2	20	40	4
		SB	1	2	20	40	4
		SB	1	12	20	240	27
		SB	1	2	30	60	7
		SB	1	12	20	240	27
		SB	1	2	20	40	4
		SB	1	12	40	480	53
		SB	1	2	20	40	4
		SB	1	2	12	24	3
		SB	1	12	30	360	40
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	30	60	7
		SB	1	2	12	24	3
		SB	1	2	50	100	11
		SB	1	12	20	240	27
		SB	1	2	100	200	22
		SB	1	2	100	200	22
		SB	1	12	12	144	16
		SB	1	2	12	24	3
		SB	1	12	15	180	20
		SB	1	2	15	30	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	12	10	120	13
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	20	40	4
		SB	1	12	40	480	53
		SB	1	12	40	480	53
		SB	1	12	12	144	16
		SB	1	12	50	600	67
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	2	12	24	3
		SB	1	12	30	360	40
		SB	1	2	100	200	22
		SB	1	2	100	200	22
		SB	1	2	100	200	22
		SB	1	2	100	200	22
		SB	1	2	100	200	22
		SB	1	2	100	200	22
	Manchester	SB	1	2	100	200	22

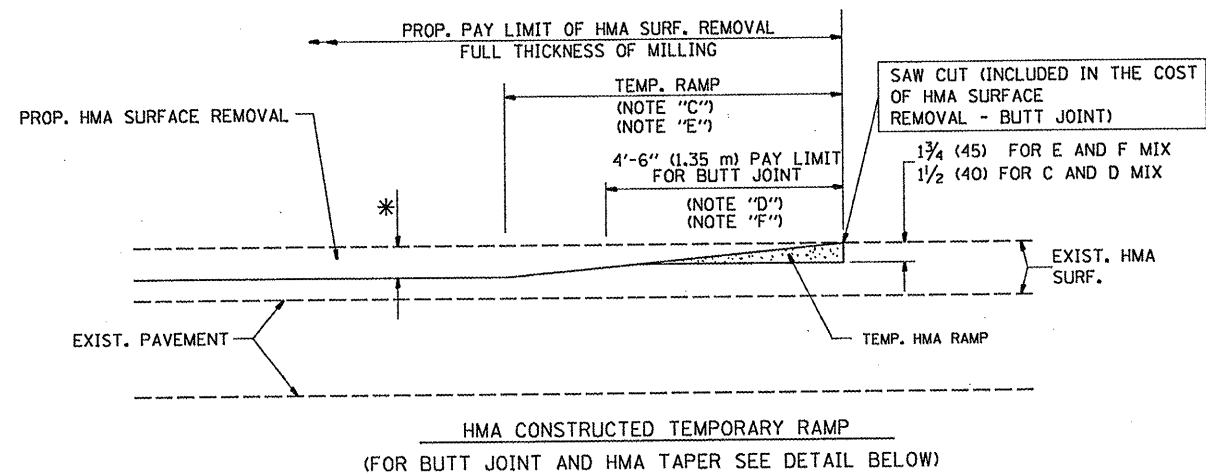
ROUTE: Wolf Rd. (Milwaukee Ave. to Manchester Rd.)							
CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Manchester		NB	1	12	20	240	27
		NB	1	12	20	240	27
		NB	1	12	60	720	80
		NB	1	2	12	24	3
		NB	1	2	40	80	9
		NB	1	2	50	100	11
		NB	1	2	12	24	3
		NB	1	2	12	24	3
		NB	1	2	12	24	3
		NB	1	2	12	24	3
		NB	1	2	12	24	3
		NB	1	12	20	240	27
		NB	1	2	12	24	3
		NB	1	2	12	24	3
		NB	1	2	12	24	3
		NB	1	12	20	240	27
		NB	1	2	12	24	3
		NB	1	2	12	24	3
		NB	1	2	50	100	11
		NB	1	2	60	120	13
		NB	1	2	12	24	3
		NB	1	2	100	200	22
		NB	1	2	100	200	22
		NB	1	12	20	240	27
		NB	1	12	30	360	40
		NB	1	2	100	200	22
		NB	1	2	100	200	22
		NB	1	2	100	200	22
		NB	1	2	100	200	22
		NB	1	2	20	40	4
		NB	1	2	100	200	22
		NB	1	2	12	24	3
		NB	1	2	100	200	22
		NB	1	2	100	200	22
		NB	1	12	20	240	27
		NB	1	2	20	40	4
		NB	1	2	12	24	3
		NB	1	2	20	40	4
		NB	1	2	12	24	3
		NB	1	2	20	40	4
		NB	1	2	20	40	4
		NB	1	2	12	24	3
	Milwaukee	NB	1	2	20	40	4
TOTALS:					3231		1345
					FT		SY

FILE NAME =	USER NAME = wlgreendp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PATCHING SCHEDULE WOLF RD.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 2/18/2010	DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT		

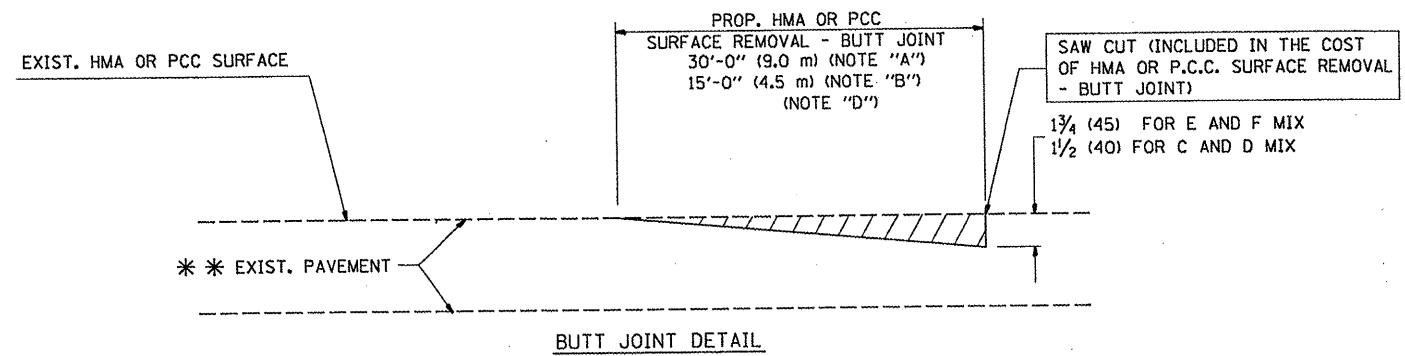
ROUTE: Wright Blvd. Entrance Ramp To Elgin-O'Hare (EB)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Wright Blvd. Entrance Ramp To Elgin-O'Hare (EB)		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	Shoulder	12	10	120	13
		EB	Shoulder	12	10	120	13
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	2	12	50	600	67
		EB	2	12	50	600	67
		EB	2	12	50	600	67
		EB	2	12	50	600	67
		EB	1	12	30	360	40
		EB	1	12	30	360	40
		EB	2	12	30	360	40
		EB	1	2	200	400	44
TOTALS:						746	772
						FT	SY



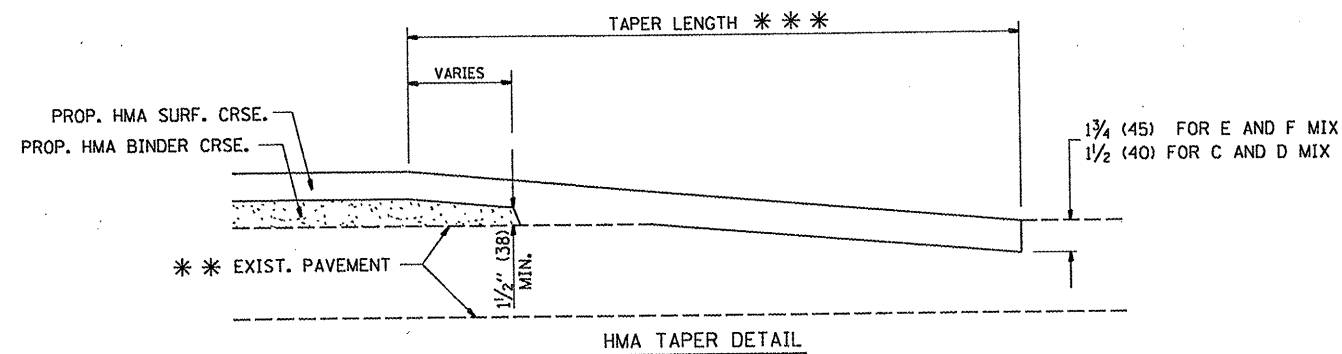
OPTION 1



**OPTION 2
TYPICAL TEMPORARY RAMP**



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

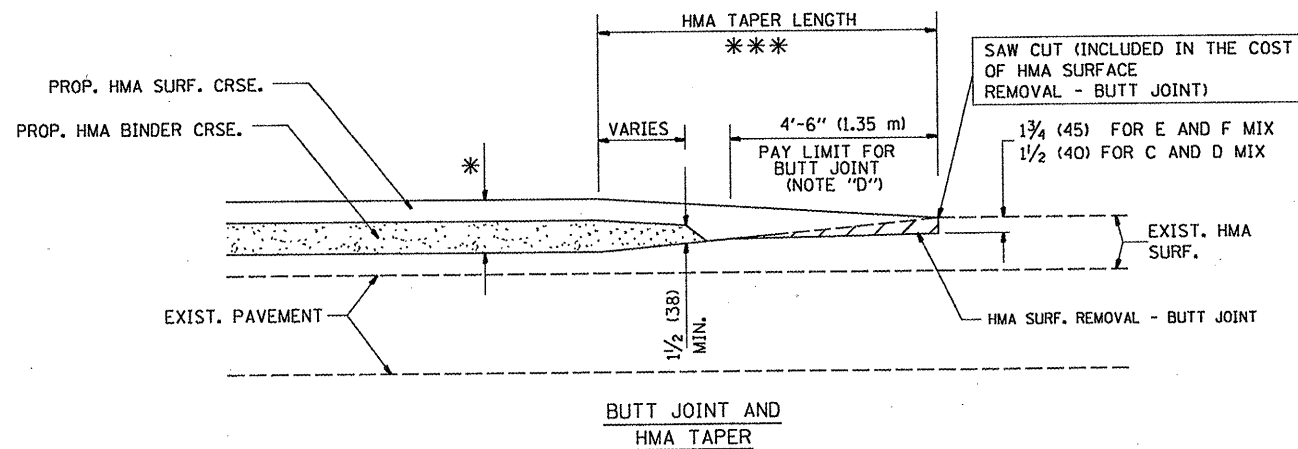
NOTES

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

BASIS OF PAYMENT:

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

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

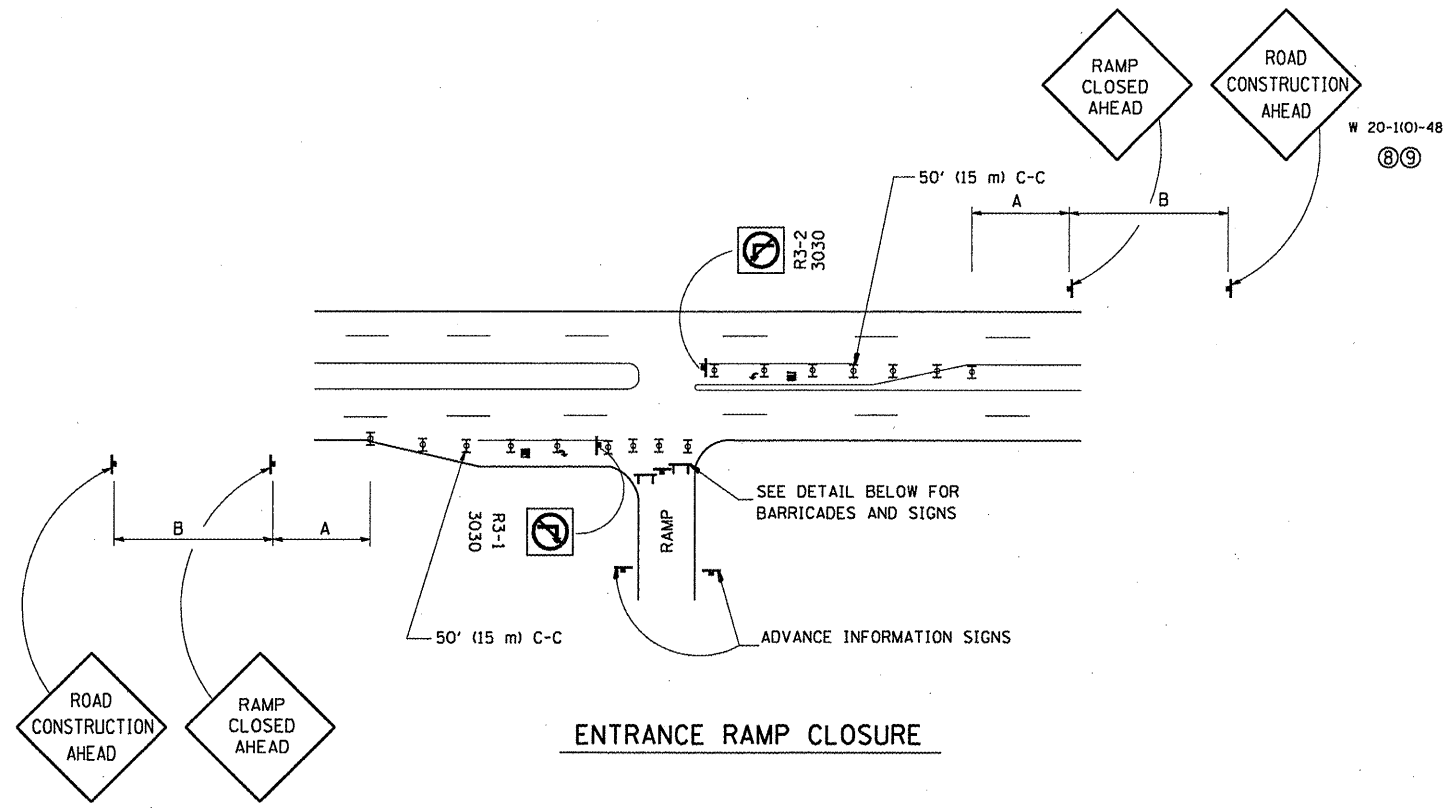
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PLOT SCALE = 100.0000 / / IN.	CHECKED -	REVISOR - M. GOMEZ 04-06-01	
PLOT DATE = 2/10/2010	DATE - 06-13-90	REVISED - R. BORO 01-01-07	

**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	2010-013 RS	COOK	43	35
BD400-05 BD32		CONTRACT NO. 60K32		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



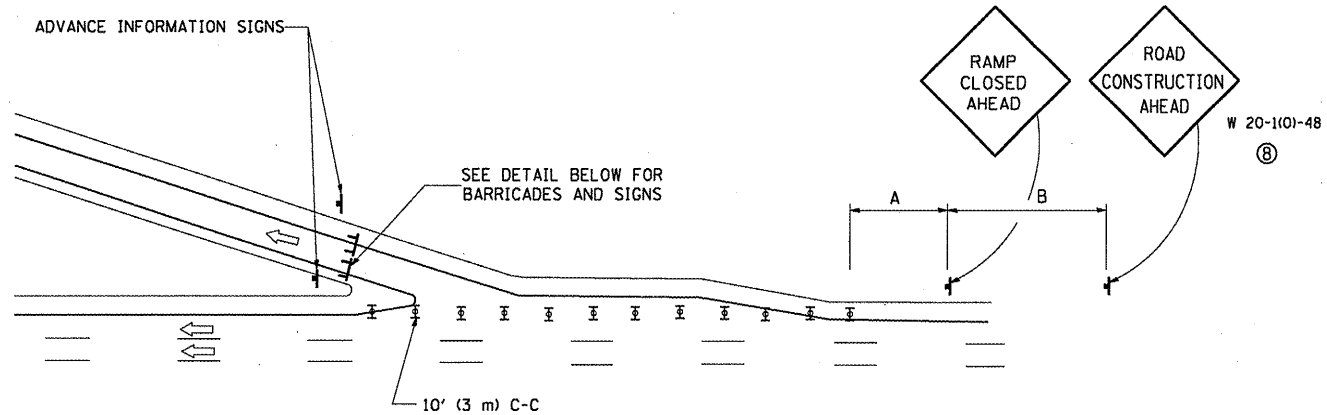
ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY <24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL >45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	150' (45 m)	150' (45 m)

DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.

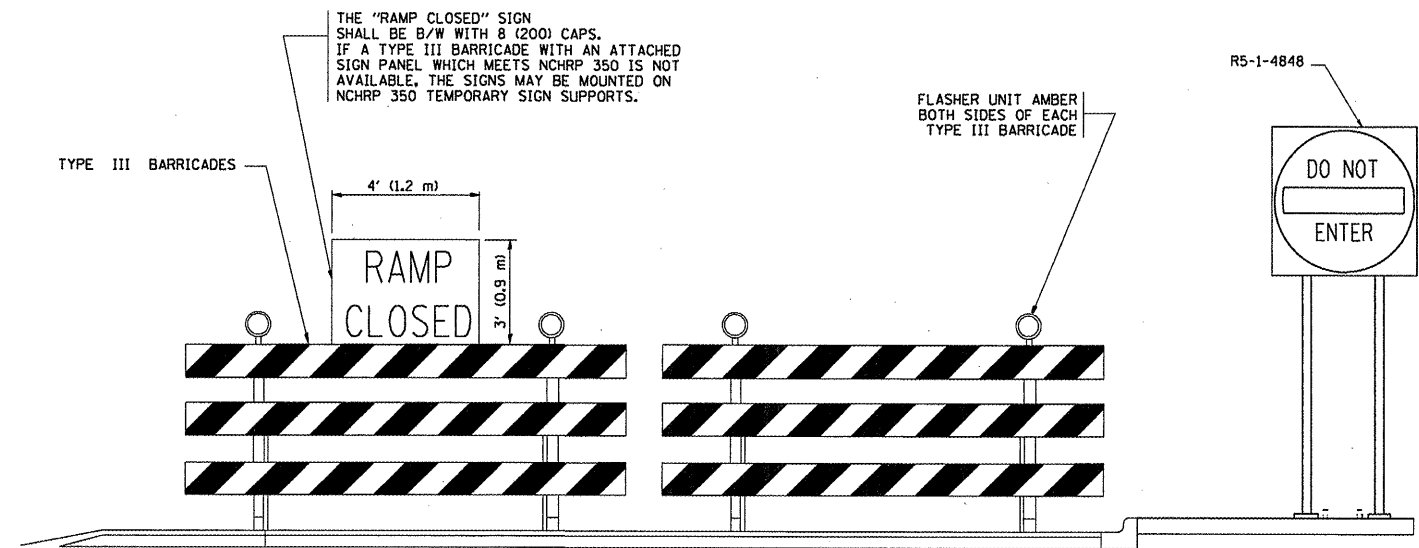
W 20-1(0)-48
⑧⑨



EXIT RAMP CLOSURE

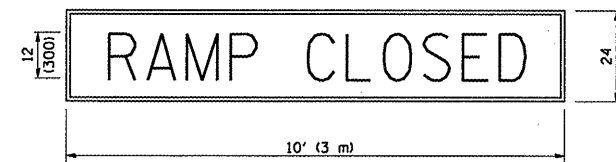
SYMBOLS

- ☒ TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- ☒ TYPE III BARRICADE WITH FLASHING LIGHT



DETAIL FOR REQUIRED BARRICADES & SIGNS

RAMP CLOSURE ADVANCE WARNING SIGN

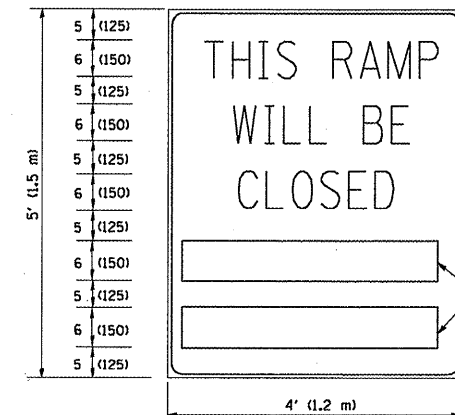


BLACK LEGEND ON ORANGE REFLECTORIZED BACKGROUND

1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR THE CLOSED EXIT RAMPS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE REFLECTORIZED BACKGROUND

1/2 (12) BORDER

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED TWENTY-FOUR (24) HOURS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED ON CLOSURES LESS THAN 24 HOURS IN DURATION.

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

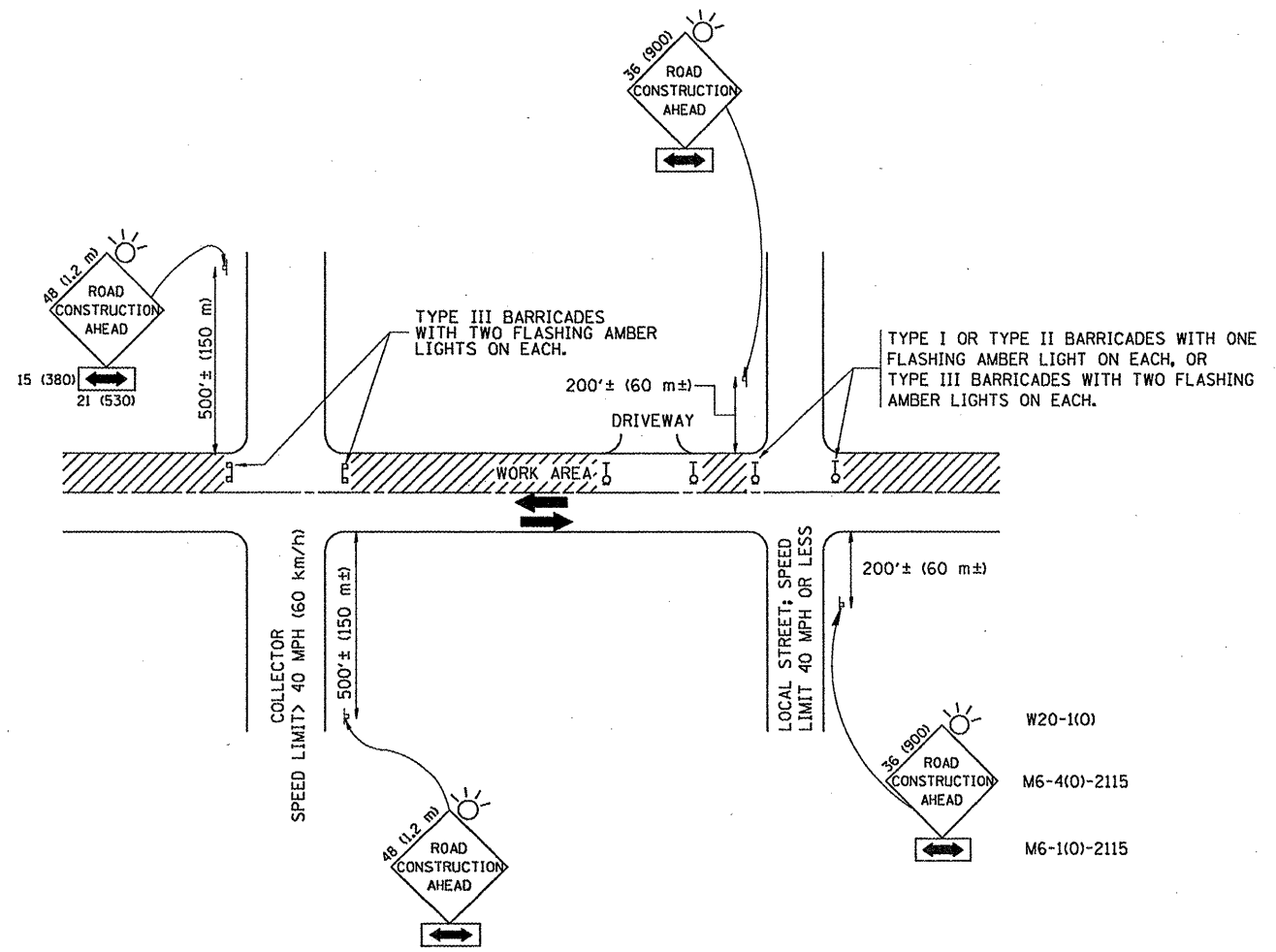
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FREWAY ENTRANCE AND EXIST RAMP
CLOSURE DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-013 RS	COOK	43	36
TC-08			CONTRACT NO. 60K32	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

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

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

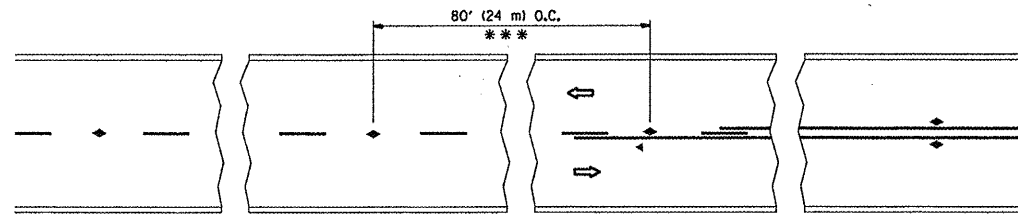
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	PLOT DATE = 2/10/2010	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

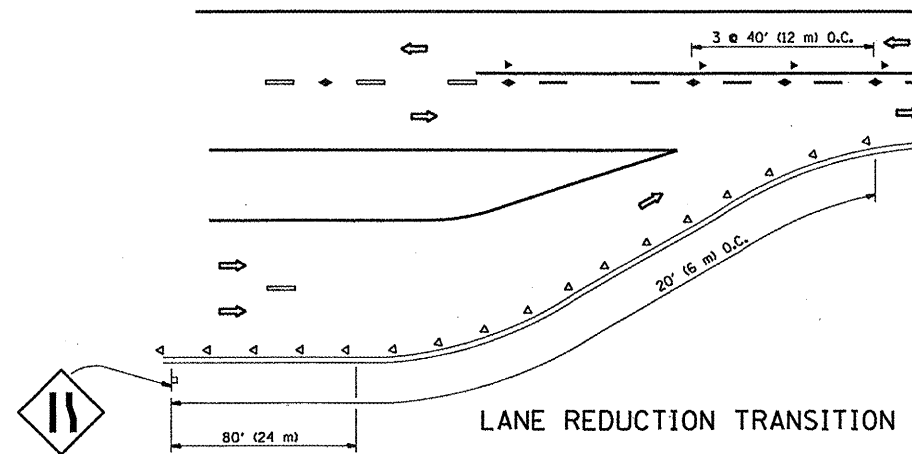
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F.A.R.T.E. VAR	SECTION 2010-013 RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 37
TC-10			CONTRACT NO. 60K32	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

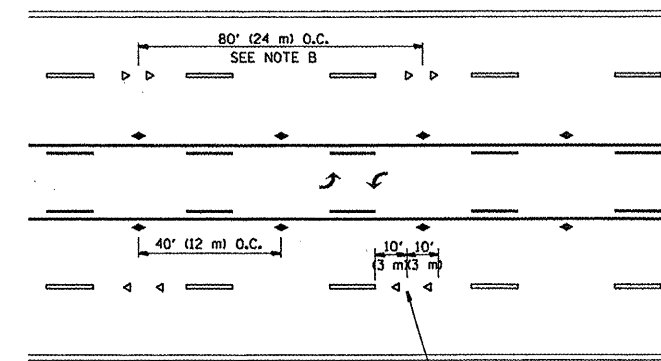


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

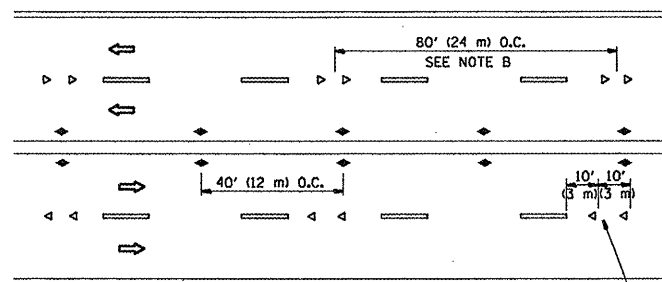
TWO-LANE/TWO-WAY



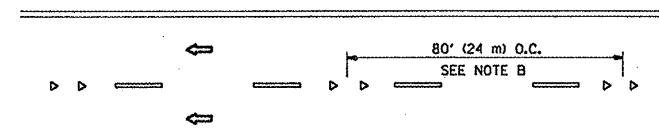
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

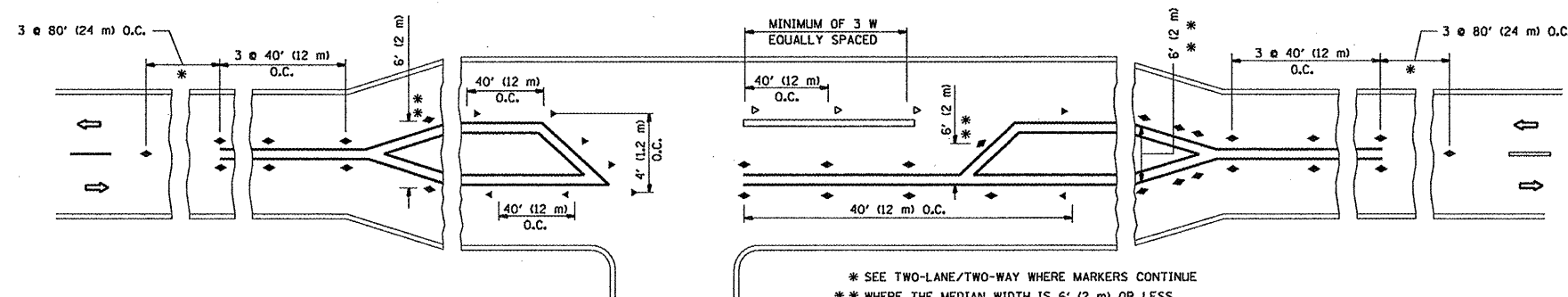
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



LEFT TURN

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

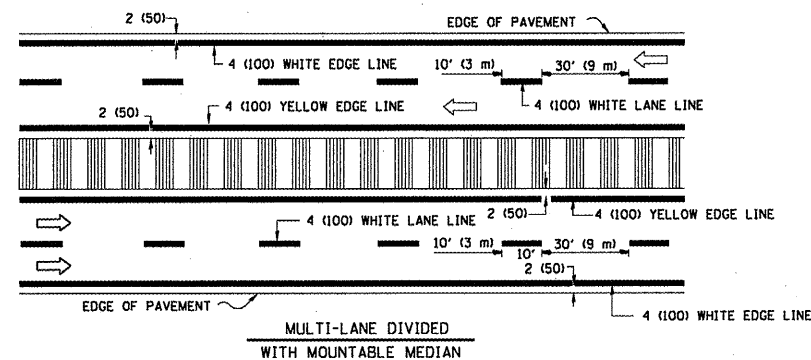
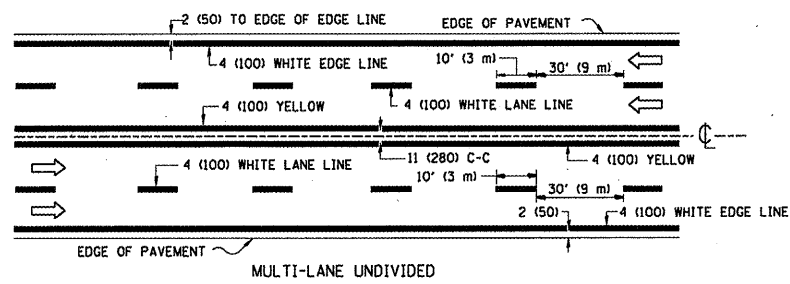
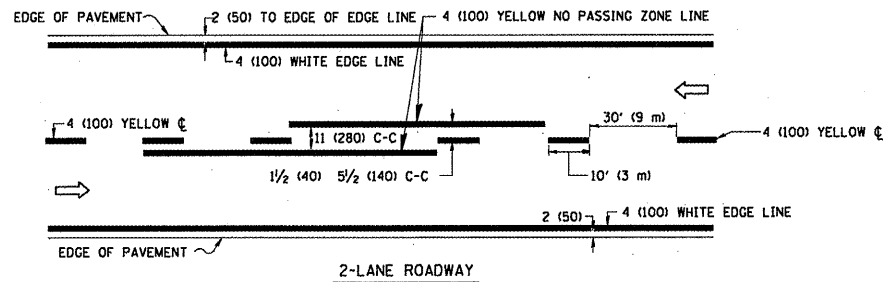
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT DATE = 2/10/2010	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

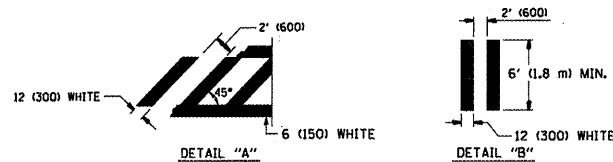
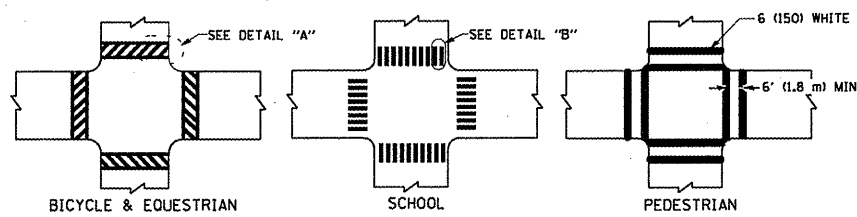
TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2010-013 RS	COOK	43	38
TC-11		CONTRACT NO. 60K32		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

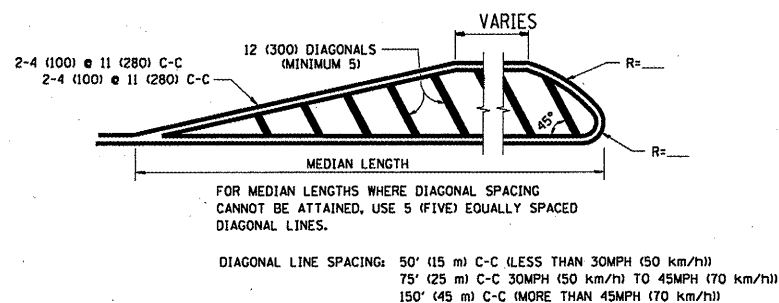
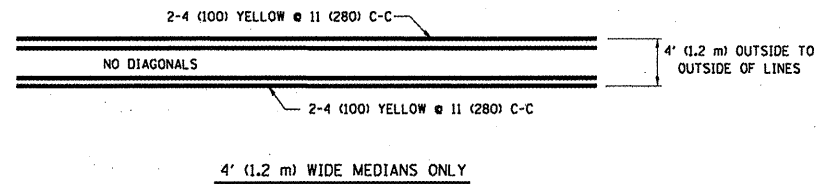


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

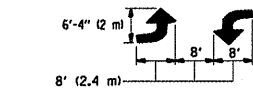
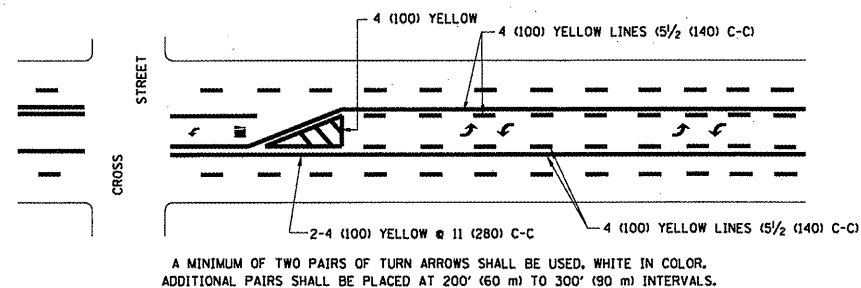
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

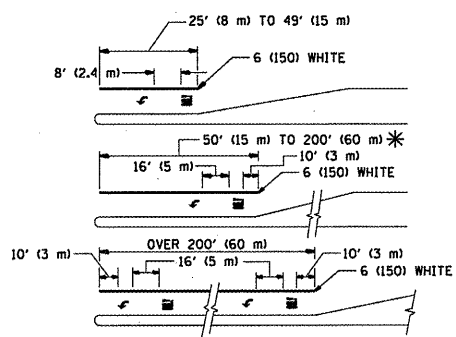


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

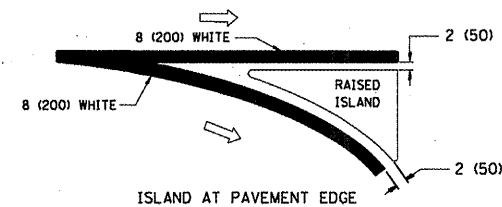
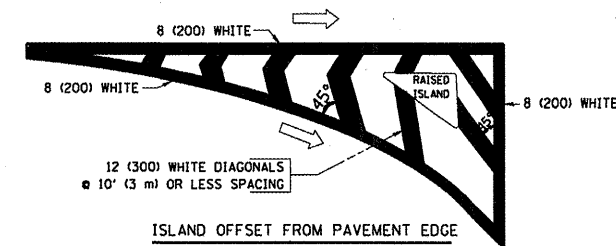


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
* AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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

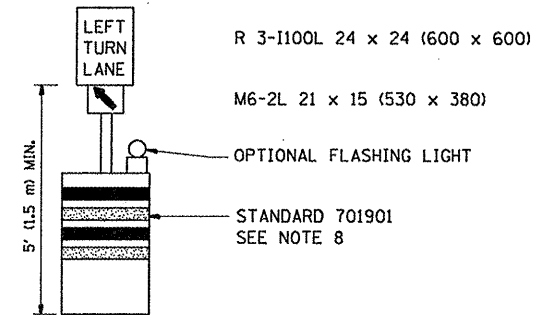
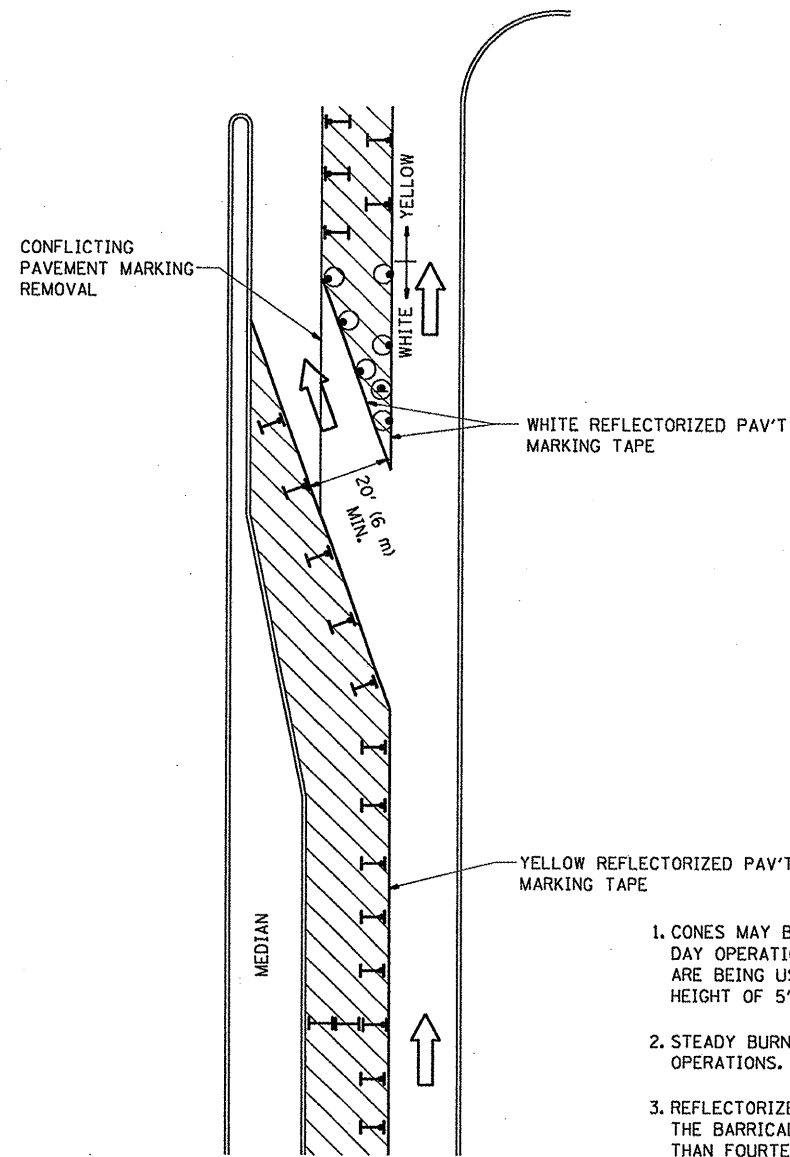
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

FILE NAME =	USER NAME = wlgreendp	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
cd:\pwwork\PIWIDOT\WLGREENDP\d0183559\d0183559.dgn	PLT SCALE = 100.0000' / IN.	DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLT DATE = 2/17/2010	CHECKED -	REVISED -
		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		VAR.	2010-013 RS	COOK	43	39
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	
		CONTRACT NO. 60K32		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		


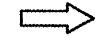






GENERAL NOTES

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

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

LEGEND

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

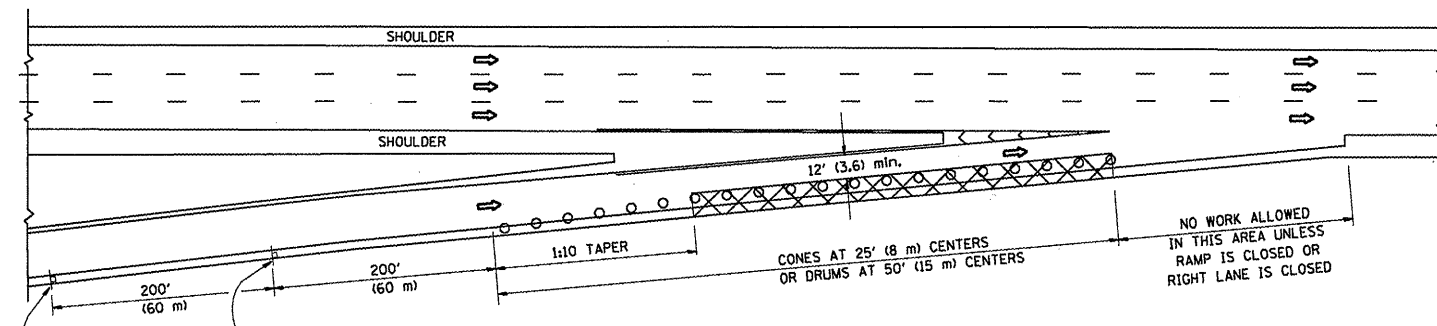
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-013 RS	COOK	43	40
TC-14			CONTRACT NO. 60K32	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

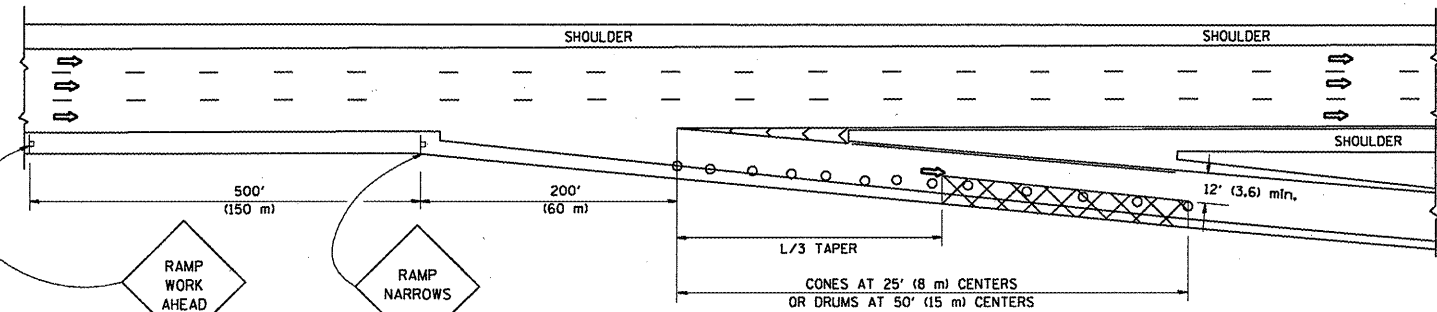
FILE NAME =	USER NAME = whitar	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
cr\pwwork\pwwid001\WHITETAR\0175544\01	Std.dgn	REVISED - A. HOUSEH 11-07-95	REVISED -
PLOT SCALE = 100.0000' / IN.		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT DATE = 2/10/2010		REVISED -T. RAMMACHER 01-06-00	REVISED -

PARTIAL RAMP CLOSURE DETAILS

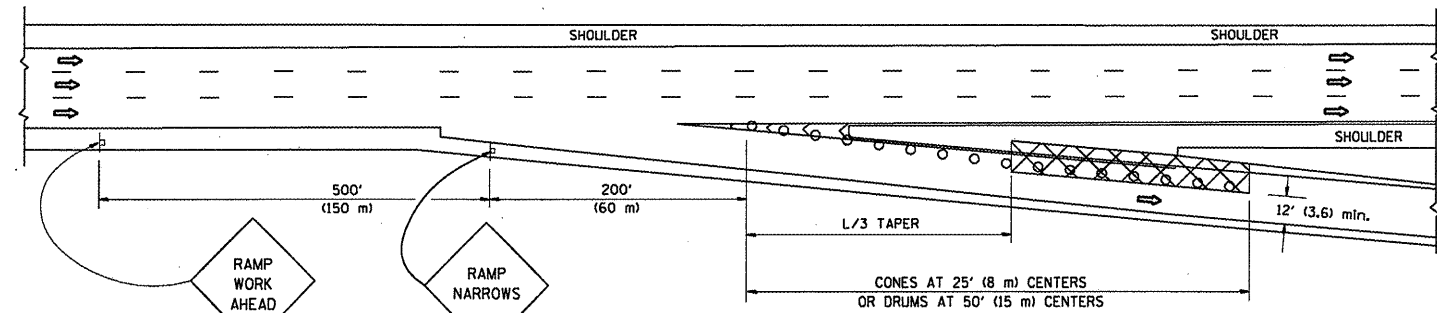
SHOULDER CLOSURE DETAILS



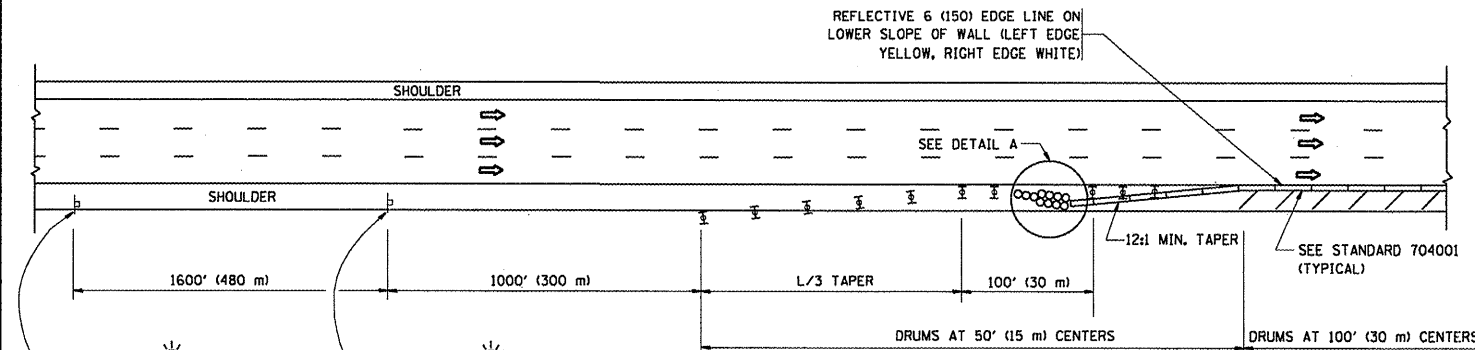
TYPICAL ENTRANCE RAMP



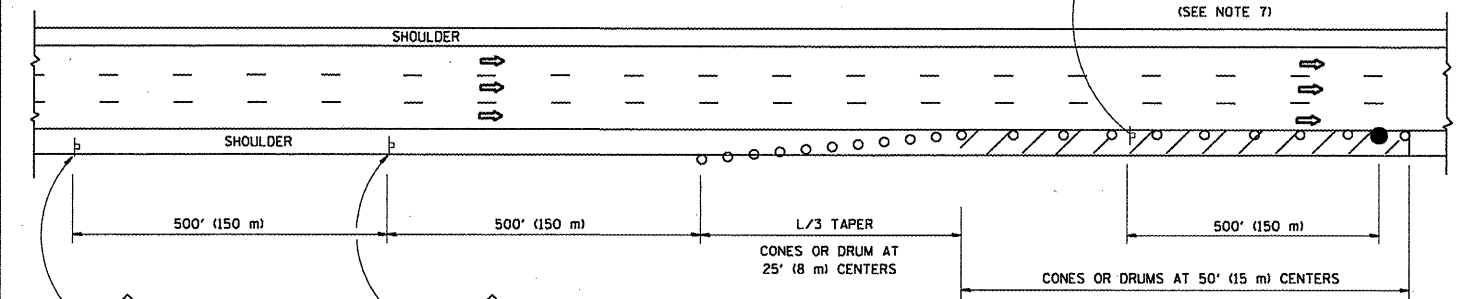
TYPICAL EXIT RAMP



TYPICAL EXIT RAMP



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

OR WHEN SPECIFIED INSTALL TEMPORARY CONCRETE BARRIER WALL WITH BARRIER WALL REFLECTORS PER TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)

THIS DETAIL IS USED WHERE:
 1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCR OACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.

ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350 COMPLIANT.

DETAIL "A"
 IMPACT ATTENUATOR, TEMPORARY
 (SEE NOTE 5)

SYMBOLS

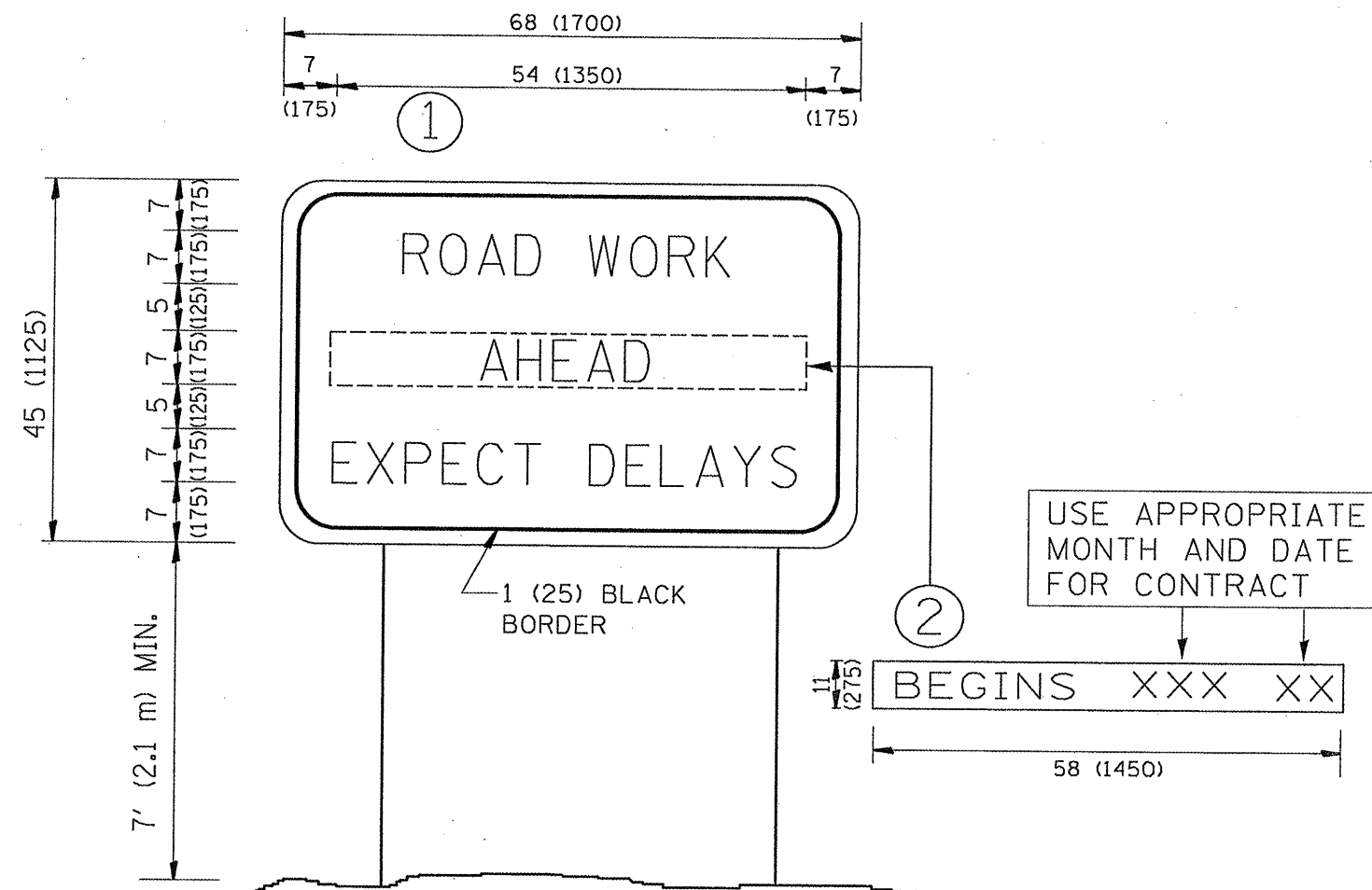
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:
 SPEED LIMIT FORMULAS
 45 mph (80 km/h) METRIC ENGLISH
 OR GREATER: L=0.65(WXS) L=(WXS)
 W = WIDTH OF OFFSET IN FEET (METERS)
 S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK AVTIVITY REQUIRES FREQUENT ENCR OACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.

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

FILE NAME =	USER NAME = wilgreendp	DESIGNED -	REVISED - 04-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES		F.A. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca\p...work\PIWIDOT\WILGREENDP\d0183617.d	stStd.dgn	DRAWN - D.W.S.	REVISED - J.A.F. 12-06		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	VAR.	2010-013 RS	COOK	43	41
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - S.P.B. 01-07						TC-17			
	PLOT DATE = 2/18/2010	DATE - 11-96	REVISED - S.P.B. 12-09									
							CONTRACT NO. 60K32					
							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



NOTES:

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

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

FILE NAME =	USER NAME = whteter	DESIGNED -	REVISED - R. MIRS 09-15-97
cs\p\work\PWIDOT\WHITETAR\0175544\019	Std.dgn	DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 2/10/2010	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

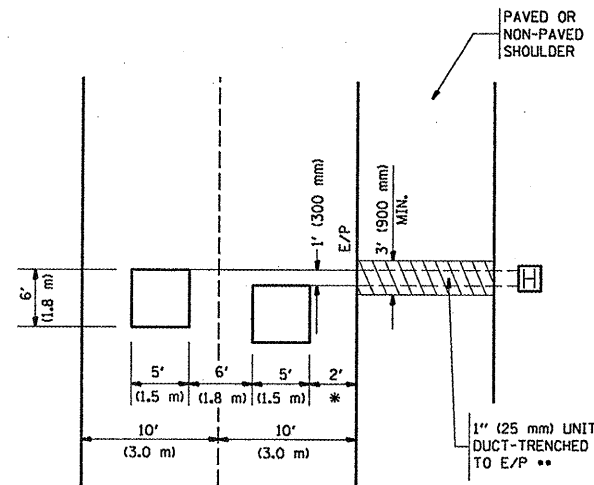
ARTERIAL ROAD
INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2010-013 RS	COOK	43	42
TC-22			CONTRACT NO. 60K32	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

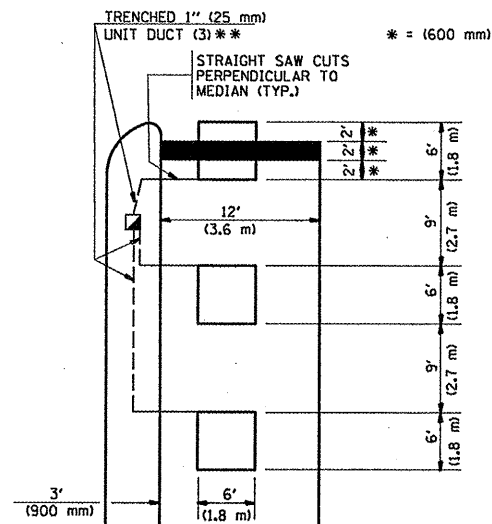


* = (600 mm)

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

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

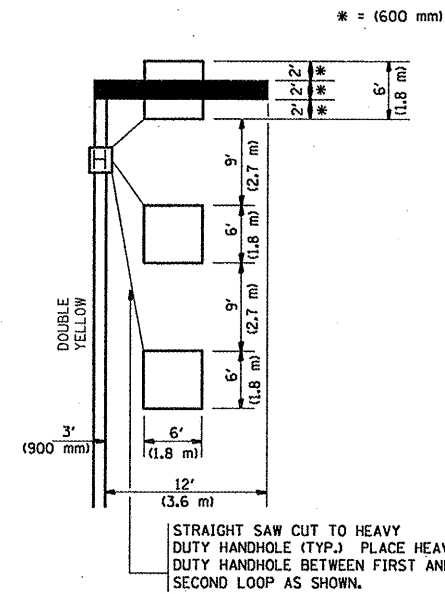
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

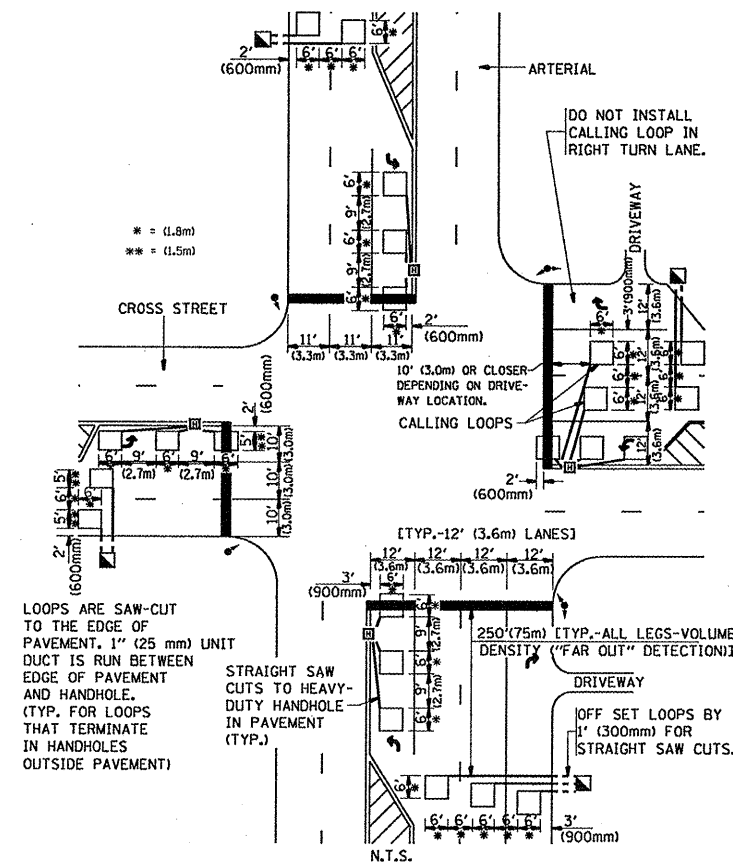
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



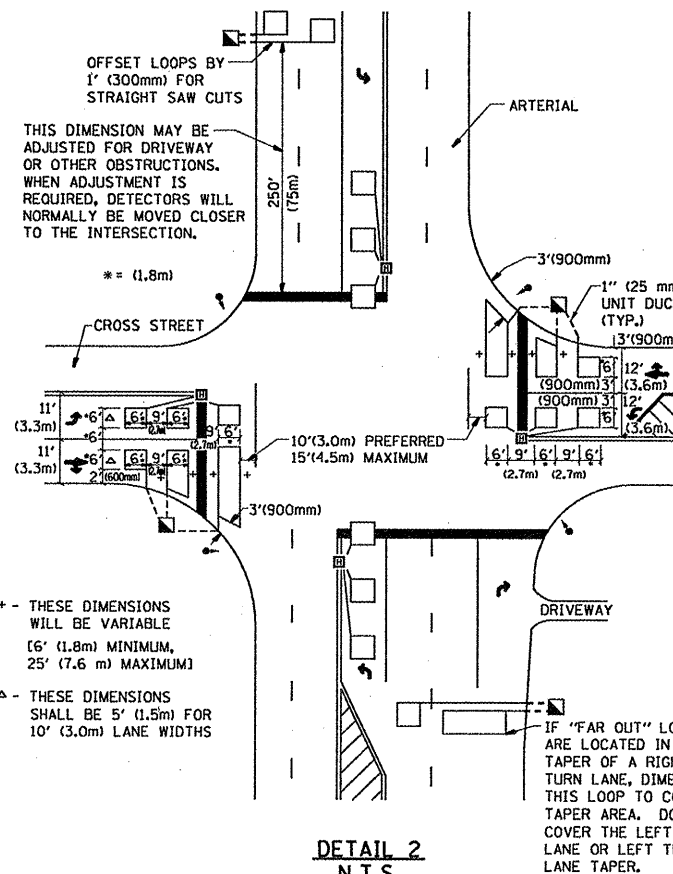
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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

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



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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME =	USER NAME = whitelar	DESIGNED -	REVISED -
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PLOT SCALE = 100.0000' / IN.	CHECKED - R.K.F.	DATE -	REVISED -
PLOT DATE = 2/10/2010			

**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	2010-013 RS	COOK	43	43
TS-07			CONTRACT NO. 60K32	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				