

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-025RS	COOK	27	1
		ILLINOIS	CONTRACT NO. 62A82	

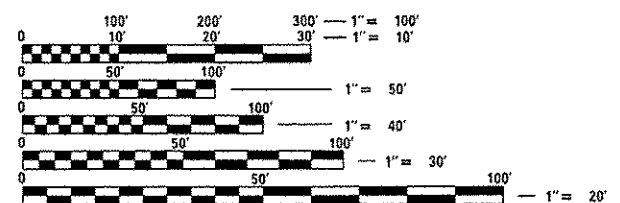
FOR INDEX OF SHEETS, SEE SHEET NO. 2

- THIS PROJECT IS LOCATED IN:
- THE TOWN OF CICERO
 - THE VILLAGE OF BEDFORD PARK
 - THE VILLAGE OF BROADVIEW
 - THE VILLAGE OF BROOKFIELD
 - THE VILLAGE OF FOREST PARK
 - THE VILLAGE OF FOREST VIEW
 - THE VILLAGE OF HILLSIDE
 - THE VILLAGE OF HODGKINS
 - THE VILLAGE OF JUSTICE
 - THE VILLAGE OF LA GRANGE
 - THE VILLAGE OF LA GRANGE PARK
 - THE VILLAGE OF LYONS
 - THE VILLAGE OF MAYWOOD
 - THE VILLAGE OF MCCOOK
 - THE VILLAGE OF MELROSE PARK
 - THE VILLAGE OF RIVER FOREST
 - THE VILLAGE OF STONE PARK
 - THE VILLAGE OF SUMMIT
 - THE VILLAGE OF WESTCHESTER
 - THE VILLAGE OF WILLOW SPRINGS
 - THE CITY OF BURBANK
 - THE CITY OF COUNTRYSIDE

**PROPOSED
HIGHWAY PLANS**

**VARIOUS ROUTES
SECTION: 2015-025RS
VARIOUS LOCATIONS IN CENTRAL COOK COUNTY
INTERMITTENT RESURFACING
COOK COUNTY
C-91-328-15**

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4

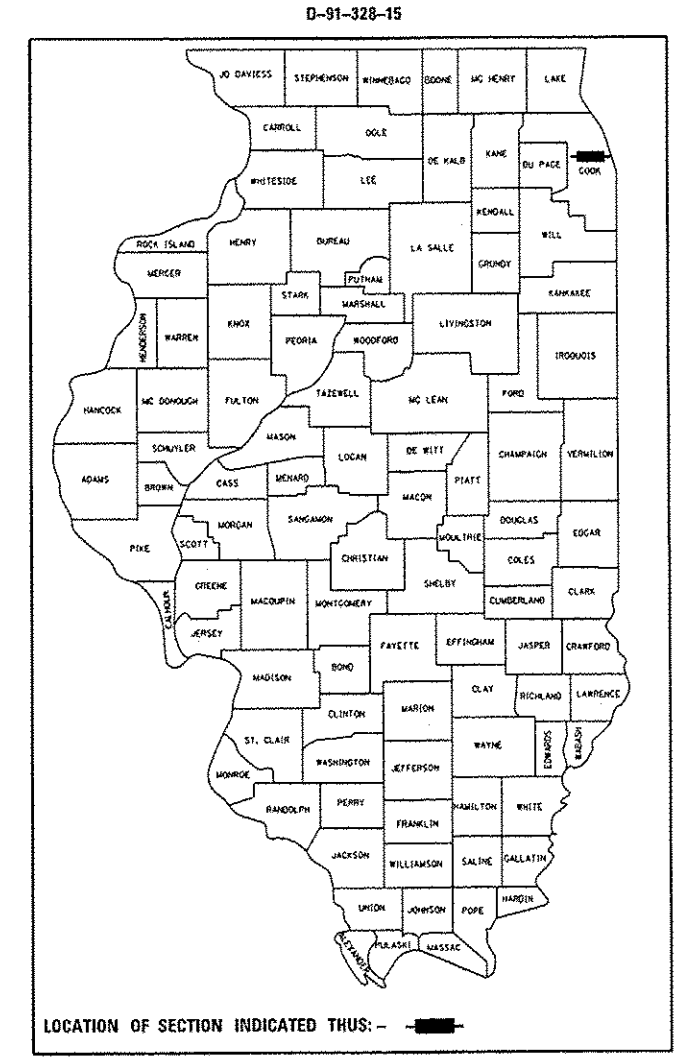


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: DANIEL WILGREEN (847) 705-4240
PROJECT MANAGER: KEN ENG

CONTRACT NO. 62A82



LOCATION OF SECTION INDICATED THIS: - [black rectangle]

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *April 8, 2015*
John P. Brennan
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8, 2015
John D. Baranzoni, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2015
Omar Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	COVER SHEET	000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
3	SUMMARY OF QUANTITIES	701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
4	GENERAL LOCATION MAP	701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
5	ROUTE INFORMATION	701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
6	SUMMARY OF INTERMITTENT RESURFACING SCHEDULE	701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
7-18	INTERMITTENT RESURFACING SCHEDULE	701421-07	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
19	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701426-07	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH
20	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701427-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
21	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
22	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
23	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701602-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
24	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	701606-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
25	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
26	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 2 OF 7)	701901-04	TRAFFIC CONTROL DEVICES
27	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)		

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)

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 INTERMITTENT RESURFACING 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 JOE ECKERT, AREA TRAFFIC FIELD TECHNICIAN AT (847) 705-4412 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 INTERMITTENT RESURFACING LOCATIONS SHOWN IN THE PLANS ARE TWO (2) INCH MILL AND RESURFACE ONLY. THE MINIMUM WIDTH FOR INTERMITTENT RESURFACING SHALL BE THREE (3) FEET.

NO PATCHING OR RESURFACING IS TO BE DONE WITHIN FIFTY (50) FEET OF ANY RAILROAD CROSSING.

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

ANY DETECTOR LOOPS DAMAGED BY MILLING SHALL BE REPLACED IN KIND. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO QUANTIFY LOOP REPLACEMENTS NEEDED AND PROVIDE THE RESIDENT ENGINEER THIS INFORMATION PRIOR TO GRINDING OR REMOVAL.

ALL LOOP DETECTOR LOCATIONS SHALL BE CURB MARKED BY THE CONTRACTOR PRIOR TO MILLING FOR THE PURPOSE OF REESTABLISHING DETECTOR LOOP LAYOUT AFTER THE RESURFACING IS COMPLETED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).

OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS. ANY MILLED PAVEMENT IS TO BE RESURFACED BY THE END OF EACH DAY AND OPEN TO TRAFFIC.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS (%) @ N _{DES.}	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% @ 70 GYR	OC / OA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (OC/OA)		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/50 YD³/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

FILE NAME =	USER NAME = bilgramia	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.	
ci:\pw-work\p\midot\bilgramia\04279221	A-Cook-Central.dgn	DRAWN -	REVISED -			VAR.	2015-025RS	COOK	27	2	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 62A82					
	PLOT DATE = 4/7/2015	DATE -	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

URBAN

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005			
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	12,124	12,124			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	41	41			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	808	808			
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3018	3018			
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	26,941	26,941			
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	10	10			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6			
67100100	MOBILIZATION	LSUM	1	1			
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	3092	3092			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1031	1031			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	328	328			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	31639	31639			
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2370	2370			

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005			
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	50	50			
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	50	50			
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	406	406			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	606	606			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	606	606			
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	967	967			
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	797	797			

* SPECIALTY ITEM

FILE NAME =	USER NAME = bilgramia	DESIGNED -	REVISED -
o:\pwwork\pwwork\bilgramia\0427922\1\A-Cook-Central.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -
Defaults	PLOT DATE = 4/7/2015	DATE -	REVISED -

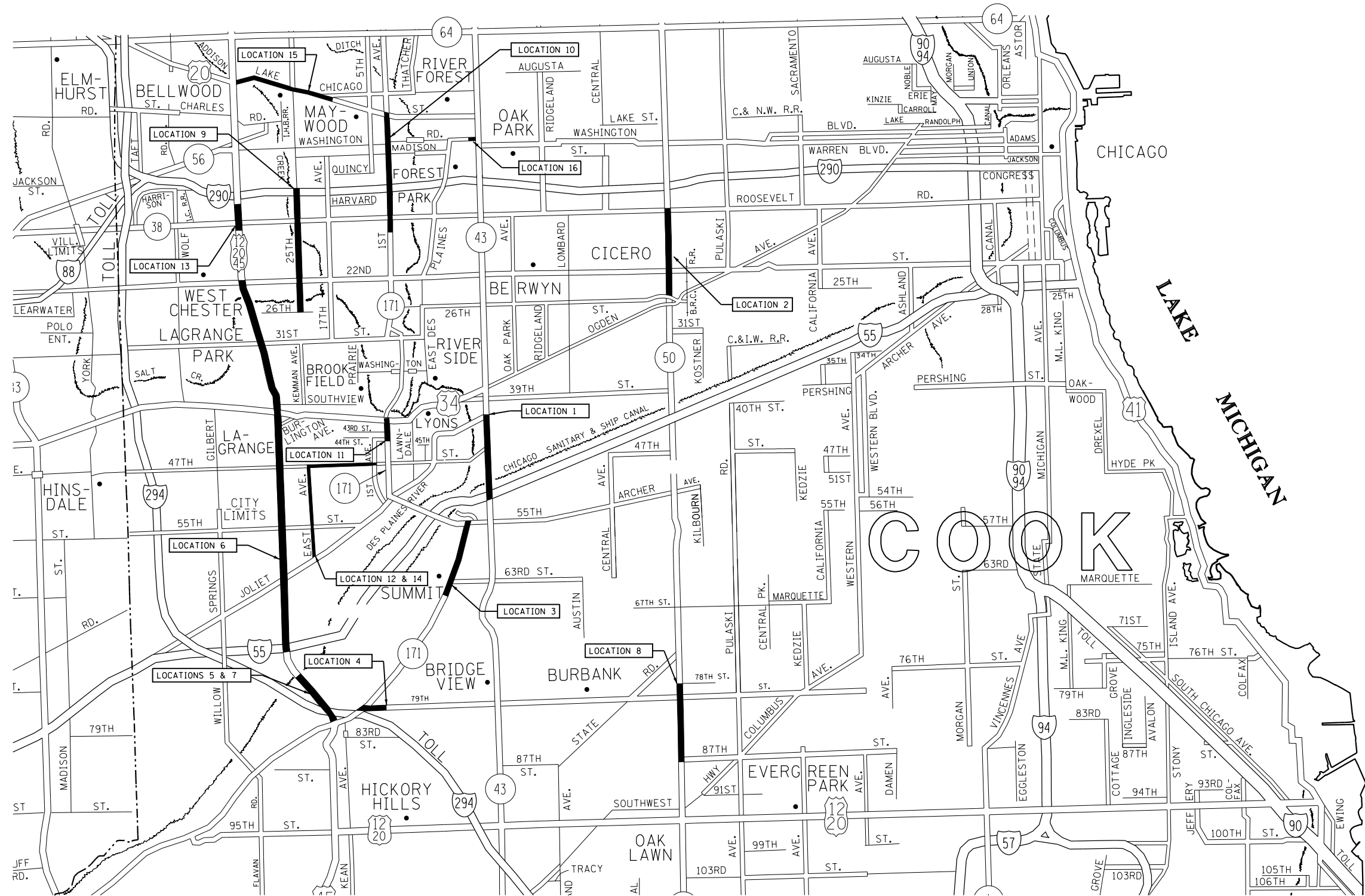
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-025RS	COOK	27	3
CONTRACT NO. 62A82			Rev.	

ILLINOIS FED. AID PROJECT



FILE NAME =	USER NAME = tarigfm	DESIGNED -	REVISED - FT 4/28/2015
es:\pw\work\p\id\dot\tarigfm\d0427922\HMA-Cook-Central.dgn		DRAWN -	REVISED -
Default		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL LOCATION MAP VARIOUS LOCATIONS IN CENTRAL COOK COUNTY			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-025RS	COOK	27	4
				CONTRACT NO. 62A82
ILLINOIS FED. AID PROJECT				

	SUMMARY - CENTRAL COOK COUNTY ARTERIAL ROUTES	CITIES/VILLAGES	TOWNSHIPS	SPEED LIMIT	EXISTING ADT (YEAR)
LOC.1	HARLEM AVE. (JOLIET RD. TO I-55)	FOREST VIEW, LYONS, SUMMIT	LYONS, STICKNEY	30-40 MPH	37,800 (2013)
LOC.2	CICERO AVE. (ROOSEVELT RD. TO 26TH ST.)	CICERO	CICERO	30-35 MPH	32,900 (2013)
LOC.3	IL 171 (55TH ST. TO 65TH ST.)	BEDFORD PARK, SUMMIT	LYONS	30-35 MPH	26,400 (2013)
LOC.4	79TH ST. (88TH AVE. TO IL 171)	JUSTICE	LYONS	45 MPH	9,500 (2014)
LOC.5	LA GRANGE RD. (ENTRANCE RAMP TO I-294 TO 79TH ST.)	JUSTICE, WILLOW SPRINGS	LYONS	45 MPH	18,500 (2006)
LOC.6	LA GRANGE RD. (22ND ST. TO I-55)	COUNTRYSIDE, HODGKINS, LA GRANGE, LA GRANGE PARK, WESTCHESTER	LYONS, PROVISO	20-45 MPH	34,600 (2013)
LOC.7	LA GRANGE RD. (I&M CANAL TO IL 171)	JUSTICE, WILLOW SPRINGS	LYONS	45 MPH	76,200 (2013)
LOC.8	CICERO AVE. (78TH ST. TO 87TH ST.)	BURBANK	LAKE, STICKNEY	35 MPH	46,400 (2013)
LOC.9	25TH AVE. (HARRISON ST. TO 26TH ST.)	BROADVIEW	PROVISO	30-35 MPH	18,600 (2014)
LOC.10	1ST AVE. (LAKE ST. TO 13TH ST.)	FOREST PARK, MAYWOOD, RIVER FOREST	PROVISO	35-40 MPH	28,900 (2013)
LOC.11	1ST AVE. (OGDEN AVE. TO 45TH ST.)	LYONS	LYONS	40 MPH	41,800 (2013)
LOC.12	EAST AVE. (47TH ST. TO JOLIET RD.)	BROOKFIELD, COUNTRYSIDE, LA GRANGE, MCCOOK	LYONS	40 MPH	22,700 (2014)
LOC.13	MANNHEIM RD. (ROOSEVELT RD. TO HARRISON ST.)	HILLSIDE, WESTCHESTER	PROVISO	30 MPH	38,800 (2013)
LOC.14	47TH ST. (FIRST AVE. TO EAST AVE.)	BROOKFIELD, LYONS, MCCOOK	LYONS	40 MPH	18,100 (2014)
LOC.15	LAKE ST. (CHICAGO AVE. TO MANNHEIM RD.)	MELROSE PARK, STONE PARK	PROVISO	30-35 MPH	22,300 (2014)
LOC.16	RANDOLPH ST. (EAST OF ELGIN AVE. TO WEST OF IL 43)	FOREST PARK	PROVISO	25 MPH	7,000 (2014)

FILE NAME =	USER NAME = tarigfm	DESIGNED -	REVISED - FT 4/28/2015
ct:\pw\work\p\dot\tarigfm\d0427922\HMA-	Cook-Central.dgn	DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/28/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROUTE INFORMATION
VARIOUS LOCATIONS IN CENTRAL COOK COUNTY**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-025RS	COOK	27	5
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A82	

	SUMMARY - CENTRAL COOK COUNTY ARTERIAL ROUTES	HMA 2" MILL & RESURFACE (SY)
LOC.1	HARLEM AVE. (JOLIET RD. TO I-55)	1,378
LOC.2	CICERO AVE. (ROOSEVELT RD. TO 26TH ST.)	914
LOC.3	IL 171 (55TH ST. TO 65TH ST.)	1,459
LOC.4	79TH ST. (88TH AVE. TO IL 171)	598
LOC.5	LA GRANGE RD. (ENTRANCE RAMP TO I-294 TO 79TH ST.)	1,788
LOC.6	LA GRANGE RD. (22ND ST. TO I-55)	3,943
LOC.7	LA GRANGE RD. (I&M CANAL TO IL 171)	2,054
LOC.8	CICERO AVE. (78TH ST. TO 87TH ST.)	2,782
LOC.9	25TH AVE. (HARRISON ST. TO 26TH ST.)	3,016
LOC.10	1ST AVE. (LAKE ST. TO 13TH ST.)	2,229
LOC.11	1ST AVE. (OGDEN AVE. TO 45TH ST.)	227
LOC.12	EAST AVE. (47TH ST. TO JOLIET RD.)	1,375
LOC.13	MANNHEIM RD. (ROOSEVELT RD. TO HARRISON ST.)	740
LOC.14	47TH ST. (FIRST AVE. TO EAST AVE.)	1,498
LOC.15	LAKE ST. (CHICAGO AVE. TO MANNHEIM RD.)	2,758
LOC.16	RANDOLPH ST. (EAST OF ELGIN AVE. TO WEST OF IL 43)	182
	CENTRAL COOK COUNTY ARTERIAL TOTAL =	26,941
		SY

FILE NAME =	USER NAME = tarigfm	DESIGNED -	REVISED - FT 4/28/2015
ct:\pwork\pwork\dot\tarigfm\d0427922\HMA	Cook-Central.dgn	DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/28/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF INTERMITTENT RESURFACING SCHEDULE
VARIOUS LOCATIONS IN CENTRAL COOK COUNTY**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-025RS	COOK	27	6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A82	

ROUTE: Harlem Ave. (Joliet Rd. to I-55)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Joliet Rd.		SB	2	6	12	72	8
		SB	2	6	12	72	8
		SB	2	6	20	120	13
		SB	2	6	12	72	8
		SB	2	12	12	144	16
		SB	2	12	6	72	8
		SB	2	12	40	480	53
	46th St.	SB	2	12	30	360	40
46th St.		SB	2	6	200	1200	133
		SB	2	20	12	240	27
		SB	2	6	15	90	10
		SB	2	6	15	90	10
		SB	2	12	20	240	27
	I-55	SB	2	6	20	120	13
I-55		NB	2	12	20	240	27
		NB	2	12	20	240	27
		NB	2	6	20	120	13
		NB	2	12	20	240	27
		NB	2	6	40	240	27
	Forest View Terminal Dr.	NB	2	12	15	180	20
Forest View Terminal Dr.		NB	2	6	150	900	100
		NB	2	6	100	600	67
		NB	2	6	150	900	100
		NB	2	6	30	180	20
		NB	2	12	10	120	13
	Joliet Rd.	NB	2	6	6	36	4
Joliet Rd.		SB	2	12	6	72	8
		SB	2	12	10	120	13
		SB	2	6	10	60	7
		SB	Joint	3	40	120	13
		SB	Joint	3	60	180	20
		SB	Joint	3	100	300	33
		SB	1	12	6	72	8
		SB	1	6	20	120	13
		SB	1	6	40	240	27
I-55	I-55	SB	1	12	15	180	20
		NB	1	6	15	90	10
		NB	Joint	3	200	600	67
		NB	Joint	3	100	300	33
		NB	Joint	3	100	300	33
		NB	Joint	3	300	200	22
		NB	Joint	3	150	450	50
		NB	Joint	3	100	300	33
		NB	1	12	10	120	13
		NB	1	12	20	240	27
		NB	Joint	3	300	900	100
	Joliet Rd.	NB	1	12	6	72	8

TOTALS: 2615 FT 1378 SY

ROUTE: Cicero Ave. (Roosevelt Rd. to 26th St.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
26th St.		NB	1	12	15	180	20
		NB	2	12	6	72	8
		NB	1	12	10	120	13
		NB	2	12	10	120	13
	Cermak Rd.	NB	2	6	100	600	67
Cermak Rd.		NB	2	12	6	72	8
		NB	2	6	20	120	13
		NB	2	6	20	120	13
	Roosevelt Rd.	NB	2	12	10	120	13
Roosevelt Rd.		SB	2	12	40	480	53
	Cermak Rd.	SB	2	12	10	120	13
Cermak Rd.		SB	2	6	150	900	100
		SB	2	12	20	240	27
		SB	2	12	15	180	20
		SB	2	6	15	90	10
		SB	2	6	50	300	33
	26th St.	SB	2	12	10	120	13
26th St.		NB	1	12	10	120	13
		NB	1	12	10	120	13
		NB	1	12	20	240	27
		NB	1	12	6	72	8
		NB	1	12	10	120	13
	Roosevelt Rd.	NB	1	12	6	72	8
Roosevelt Rd.		SB	1	12	50	600	67
		SB	2	12	50	600	67
		SB	1	12	6	72	8
	Cermak Rd.	SB	1	12	6	72	8
Cermak Rd.		SB	1	12	10	120	13
		SB	1	12	10	120	13
		SB	1	12	50	600	67
		SB	1	12	6	72	8
	26th St.	SB	Joint	3	400	1200	133

TOTALS: 1163 FT 914 SY

ROUTE: IL 171 (55th St. to 65th St.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
65th St.		NB	2	12	12	144	16
	62nd Pl.	NB	2	12	12	144	16
57th Pl.		NB	2	12	6	72	8
		NB	RTL	17	30	510	57
		NB	RTL	13	30	390	43
		NB	2	12	50	600	67
		NB	2	12	100	1200	133
		NB	2	12	40	480	53
		NB	2	12	50	600	67
		NB	2	6	20	120	13
		NB	2	12	15	180	20
		NB	1	12	50	600	67
		NB	1	12	6	72	8
		NB	1	12	6	72	8
	55th St.	NB	LTL	12	6	72	8
55th St.		SB	1	13	50	650	72
		SB	1	13	100	1300	144
		SB	1	13	10	130	14
		SB	2	6	50	300	33
		SB	2	10	6	60	7
		SB	LTL	6	150	900	100
		SB	1	6	15	90	10
		SB	1	6	6	36	4
		SB	1	6	50	300	33
		SB	1	6	75	450	50
		SB	1	6	25	150	17
		SB	1	12	25	300	33
		SB	LTL	12	20	240	27
		SB	1	6	30	180	20
		SB	LTL	6	200	1200	133
		SB	RTL	15	20	300	33
		SB	RTL	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	15	180	20
		SB	2	12	6	72	8
		SB	2	12	10	120	13
		SB	2	12	6	72	8
	57th Pl.	SB	2	12	15	180	20
62nd Pl.		SB	1	12	15	200	22
	63rd St.	SB	2	12	15	180	20

TOTALS: 1371 FT 1459 SY

ROUTE: 79th St. (88th Ave. to IL 171)

CROSS STREET		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						
HMA Butt Joint		WB	2	15	6	90	10
		WB	1	15	10	150	17
		WB	2	15	6	90	10
		WB	1	15	15	225	25
		WB	2	15	75	1125	125
		WB	1	15	75	1125	125
		WB	2	15	10	150	17
		WB	1	15	10	150	17
		WB	2	15	8	120	13
		WB	1	15	8	120	13
		WB	2	15	10	150	17
		WB	1	15	10	150	17
		WB	2	15	8	120	13
		WB	1	15	8	120	13
		WB	2	15	20	300	33
		WB	1	15	20	300	33
	PCC Butt Joint	WB	Joint	3	300	900	100

TOTALS: 599 FT 598 SY

ROUTE: La Grange Rd. (Entrance Ramp to I-294 to 79th St.)

CROSS STREET		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						
PCC Butt Joint	Lamp Post BAJ5	EB	SHLDR	10	107	1070	119
		EB	1	14	270	3780	420
		EB	1	14	32	448	50
	End of Ramp	EB	1	14	771	10794	1199

TOTALS: 1180 FT 1788 SY

ROUTE: La Grange Rd. (22nd St. to I-55)

CROSS STREET		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						
22nd St.		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
	29th St.	SB	2	12	6	72	8
29th St.	30th St.	SB	1	12	10	120	13
30th St.	31st St.	SB	1	14	6	84	9
31st St.	Garfield Ave.	SB	2	3	20	60	7
Garfield Ave.		SB	2	3	4	12	1
		SB	2	3	20	60	7
		SB	2	3	6	18	2
		SB	2	4	16	64	7
	Harding Ave.	SB	1	12	6	72	8

CONTINUED ON NEXT SHEET

CROSS STREET		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						
Harding Ave.		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	2	12	6	72	8
		SB	2	12	6	72	8
	Elmwood Ave.	SB	2	12	10	120	13
Brewster Ave.		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
	Shawnut Ave.	SB	1	12	6	72	8
Shawnut Ave.		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	400	4800	533
		SB	2	12	400	4800	533
	Ogden Ave.	SB	TN	12	400	4800	533
Ogden Ave.		SB	Joint	3	75	225	25
		SB	Joint	3	60	180	20
		SB	1	3	3	9	1
	Hillgrove Ave.	SB	2	4	10	40	4
Calendar Ave.		SB	2	4	6	24	3
		SB	2	4	6	24	3
		SB	2	4	6	24	3
		SB	2	4	6	24	3
		SB	Joint	3	30	90	10
		SB	1	12	6	72	8
	Harris Ave.	SB	1	12	6	72	8
Harris Ave.	Cossitt Ave.	SB	1	12	10	120	13
Cossitt Ave.	Elm Ave.	SB	2	12	10	120	13
Elm Ave.		SB	1	12	10	120	13
		SB	1	3	3	9	1
		SB	1	3	3	9	1
		SB	1	3	3	9	1
	Maple Ave.	SB	1	3	3	9	1
Maple Ave.		SB	1	12	6	72	8
	Goodman Ave.	SB	1	12	6	72	8
Goodman Ave.	47th St.	SB	Joint	3	200	600	67
47th St.	48th St.	SB	Joint	3	30	90	10
48th St.		SB	2	12	18	216	24
		SB	2	3	25	75	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	2	12	6	72	8
		SB	1	12	6	72	8
	49th St.	SB	1	12	6	72	8
49th St.		SB	Joint	12	40	480	53
		SB	Joint	3	100	300	33
		SB	1	12	6	72	8
	50th St.	SB	Joint	12	50	600	67
50th St.		SB	Joint	3	50	150	17
		SB	Joint	3	50	150	17
	51st St.	SB	1	12	6	72	8

CROSS STREET		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						
51st St.		SB	1	12	6	72	8
		SB	Joint	3	100	300	33
		SB	Joint	3	400	1200	133
	53rd St.	SB	2	12	6	72	8
53rd St.	Plainfield Rd.	SB	Joint	3	50	150	17
Plainfield Rd.	Bobolink Dr.	SB	1	12	6	72	8
Bobolink Dr.		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	TL	12	6	72	8
		SB	2	12	16	192	21
		SB	2	4	4	16	2
	55th St.	SB	1	12	6	72	8
55th St.		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	5	5	25	3
	56th St.	SB	TL	12	6	72	8
56th St.		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	10	120	13
		SB	TL	12	6	72	8
	57th St.	SB	1	12	6	72	8
57th St.	58th St.	SB	TL	12	6	72	8
58th St.	59th St.	SB	Joint	3	20	60	7
59th St.		SB	Joint	3	20	60	7
		SB	1	12	6	72	8
		SB	TL	12	6	72	8
		SB	2	3	6	18	2
		SB	1	3	40	120	13
	Countryside Plaza	SB	1	3	40	120	13
60th St.		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	2	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
	Joliet Rd.	SB	2	12	6	72	8
Joliet Rd.		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	3	3	9	1
		SB	1	12	16	192	21
	67th St.	SB	1	12	16	192	21
67th St.		SB	Joint	3	150	450	50
	Weeping Willow Rd.	SB	2	12	30	360	40
Weeping Willow Rd.		SB	2	3	3	9	1
		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	2	12	6	72	8
		SB	1	12	10	120	13
		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	2	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: La Grange Rd. (I&M Canal to IL 171)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
IL 171		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	1	12	5	60	7
		NB	2	12	5	60	7
		NB	2	12	70	840	93
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	15	180	20
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	15	180	20
		NB	2	12	4	48	5
		NB	1	12	4	48	5
		NB	2	12	20	240	27
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	1	12	10	120	13
		NB	2	12	40	480	53
		NB	1	12	15	180	20
		NB	2	12	15	180	20
		NB	1	12	106	1272	141
		NB	CL/1&2	3	386	1158	129
		NB	3	3	80	240	27
	I-294	NB	CL/1&2	3	255	765	85
I-294		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	3	12	15	180	20
		NB	1	12	20	240	27
		NB	2	3	6	18	2
		NB	3	12	15	180	20
		NB	2	11	20	220	24
		NB	3	11	20	220	24
		NB	3	11	50	550	61
		NB	2	11	50	550	61
		NB	CL/1&2	3	100	300	33
		NB	3	11	30	330	37
		NB	2	11	15	165	18
		NB	1	11	20	220	24
		NB	CL/1&2	3	100	300	33
		NB	3	11	20	220	24
		NB	1	11	10	110	12
		NB	2	11	10	110	12
		NB	3	11	10	110	12
		NB	1	11	15	165	18
	I&M Canal	NB	CL/2&3	3	50	150	17

ROUTE: La Grange Rd. (I&M Canal to IL 171)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
I&M Canal		SB	1	12	10	120	13
		SB	CL/1&2	3	200	600	67
		SB	3	5	350	1750	194
		SB	CL/2&3	3	200	600	67
		SB	2	12	6	72	8
		SB	3	12	6	72	8
		SB	1	12	4	48	5
		SB	3	12	4	48	5
		SB	4	12	4	48	5
		SB	4	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	4	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	4	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	4	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	4	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	3	12	4	48	5

ROUTE: Cicero Ave (78th St. to 87th St.)

CROSS STREET		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						
87th St.		NB	2	11	7	77	9
		NB	1	11	4	44	5
		NB	2	11	4	44	5
		NB	3	11	4	44	5
		NB	1	11	15	165	18
		NB	2	11	6	66	7
		NB	3	11	25	275	31
		NB	1	11	6	66	7
		NB	3	3	50	150	17
		NB	1	11	4	44	5
		NB	2	11	4	44	5
		NB	3	11	4	44	5
		NB	2	11	4	44	5
		NB	3	11	4	44	5
		NB	1	11	20	220	24
		NB	1	11	20	220	24
86th St.	86th St.	NB	2	11	20	220	24
		NB	1	11	30	330	37
		NB	2	11	30	330	37
		NB	3	11	10	110	12
		NB	1	11	30	330	37
		NB	2	11	4	44	5
		NB	3	11	4	44	5
		NB	2	11	15	165	18
	85th St.	NB	3	11	6	66	7
85th St.		NB	2	11	6	66	7
		NB	1	11	10	110	12
		NB	3	11	10	110	12
		NB	3	3	100	300	33
		NB	1	11	4	44	5
	85th Pl.	NB	2	11	6	66	7
85th Pl.		NB	3	11	10	110	12
		NB	3	11	6	66	7
		NB	1	11	30	330	37
		NB	3	11	6	66	7
		NB	1	11	15	165	18
	84th St.	NB	2	11	25	275	31
84th St.		NB	3	11	6	66	7
		NB	1	11	6	66	7
		NB	2	11	6	66	7
		NB	3	11	6	66	7
		NB	2	11	4	44	5
		NB	3	11	4	44	5
		NB	1	11	15	165	18
		NB	3	11	10	110	12
		NB	3	3	20	60	7
		NB	1	11	6	66	7
		NB	1	11	30	330	37
		NB	1	11	10	110	12
		NB	1	11	4	44	5
		NB	3	11	20	220	24
		NB	3	11	15	165	18
		NB	1	11	6	66	7
		NB	1	11	4	44	5
		NB	3	11	20	220	24

ROUTE: Cicero Ave (78th St. to 87th St.) (Continued)

CROSS STREET		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						
84th St. (Cont.)		NB	1	11	25	275	31
		NB	3	11	15	165	18
		NB	1	11	50	550	61
		NB	3	11	4	44	5
		NB	3	11	6	66	7
		NB	3	11	4	44	5
		NB	2	11	4	44	5
		NB	1	11	4	44	5
		NB	2	11	4	44	5
		NB	3	11	4	44	5
		NB	3	11	15	165	18
		NB	2	11	15	165	18
	83rd St.	NB	3	11	10	110	12
83rd St.		NB	1	11	30	330	37
		NB	2	11	10	110	12
		NB	1	11	12	132	15
		NB	3	3	50	150	17
		NB	1	11	30	330	37
		NB	3	11	6	66	7
		NB	2	11	15	165	18
		NB	1	11	25	275	31
		NB	2	3	10	30	3
		NB	1	11	4	44	5
	81st St.	NB	2	11	4	44	5
81st St.		NB	1	11	4	44	5
		NB	1	11	4	44	5
		NB	2	11	4	44	5
		NB	3	11	4	44	5
		NB	1	11	25	275	31
		NB	2	11	25	275	31
		NB	1	11	25	275	31
		NB	3	11	10	110	12
		NB	3	11	6	66	7
		NB	1	11	10	110	12
		NB	3	11	10	110	12
		NB	3	11	15	165	18
		NB	3	3	15	45	5
		NB	3	11	15	165	18
		NB	3	11	15	165	18
		NB	1	11	50	550	61
		NB	2	3	50	150	17
		NB	3	11	6	66	7
		NB	3	11	100	1100	122
		NB	3	11	10	110	12
	79th St.	NB	2	11	30	330	37
79th St.		NB	2	11	20	220	24
	78th St.	NB	3	11	20	220	24
79th St.		SB	RHTL/5	11	20	220	24
		SB	2	11	3	33	4
		SB	3	11	3	33	4
		SB	1	11	3	33	4
		SB	2	4	6	24	3
		SB	4	3	6	18	2
		SB	4	3	6	18	2
		SB	2	11	30	330	37
		SB	3	11	30	330	37
	79th Pl.	SB	4	11	3	33	4

CONTINUED ON NEXT SHEET

ROUTE: Cicero Ave (78th St. to 87th St.) (Continued)

CROSS STREET		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						
79th Pl.		SB	3	11	10	110	12
		SB	3	3	50	150	17
		SB	3	4	6	24	3
		SB	3	11	4	44	5
		SB	1	3	6	18	2
		SB	1	3	10	30	3
		SB	3	6	6	36	4
	81st St.	SB	3	3	20	60	7
81st St.		SB	2	11	6	66	7
		SB	3	11	3	33	4
		SB	3	3	6	18	2
		SB	3	11	20	220	24
		SB	1	11	15	165	18
		SB	2	11	40	440	49
		SB	1	11	30	330	37
		SB	3	3	15	45	5
		SB	3	3	15	45	5
		SB	3	4	20	80	9
		SB	2	3	20	60	7
		SB	3	11	3	33	4
		SB	3	11	5	55	6
		SB	2	11	6	66	7
		SB	3	11	150	1650	183
		SB	2	11	30	330	37
	83rd St.	SB	1	11	30	330	37
83rd St.		SB	3	11	25	275	31
		SB	3	11	3	33	4
		SB	3	4	6	24	3
		SB	2	11	4	44	5
		SB	3	3	6	18	2
		SB	2	3	10	30	3
	84th St.	SB	3	5	20	100	11
84th St.		SB	1	11	6	66	7
	84th Pl.	SB	3	11	15	165	18
84th Pl.		SB	2	3	6	18	2
		SB	2	3	6	18	2
		SB	2	3	6	18	2
		SB	3	11	10	110	12
		SB	2	11	4	44	5
		SB	2	11	6	66	7
		SB	3	11	6	66	7
		SB	2	11	3	33	4
	85th St.	SB	2	11	3	33	4
85th St.		SB	3	11	10	110	12
		SB	2	3	6	18	2
		SB	3	3	6	18	2
		SB	3	3	10	30	3
		SB	3	3	30	90	10
		SB	3	3	20	60	7
		SB	1	3	15	45	5
	85th Pl.	SB	1	3	6	18	2
85th Pl.		SB	3	11	50	550	61
		SB	2	11	15	165	18
		SB	2	11	10	110	12
	86th St.	SB	3	11	10	110	12

ROUTE: Cicero Ave (78th St. to 87th St.) (Continued)

CROSS STREET		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						
86th St.		SB	3	11	3	33	4
		SB	3	3	30	90	10
		SB	1	11	20	220	24
		SB	1	11	100	1100	122
	87th St.	SB	2	11	50	550	61

TOTALS: 2755 FT 2782 SY

ROUTE: 25th Ave. (Harrison St. to 26th St.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Harrison St.		SB	1	12	50	600	67
	I-290	SB	2	12	50	600	67
I-290		SB	2	6	400	2400	267
		SB	2	12	15	180	20
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	30	360	40
		SB	2	12	30	360	40
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	10	120	13
		SB	1	12	10	120	13
		SB	2	12	50	600	67
	Roosevelt Rd.	SB	2	12	6	72	8
Roosevelt Rd.		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	20	240	27
		SB	2	12	10	120	13
		SB	2	12	20	240	27
		SB	2	12	30	360	40
		SB	2	12	6	72	8
		SB	2	12	10	120	13
		SB	Joint	3	400	1200	133
		SB	2	12	10	120	13
		SB	2	12	10	120	13
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	10	120	13
		SB	2	12	10	120	13
		SB	2	12	10	120	13
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	10	120	13
		SB	2	12	10	120	13
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	10	120	13
		SB	2	12	40	480	53
		SB	2	12	40	480	53

CONTINUED ON NEXT SHEET

ROUTE: East Ave. (47th St. to Joliet Rd.) (Continued)

CROSS STREET		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						
58th St.		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
	56th St.	NB	1	12	6	72	8
56th St.		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
	55th St.	NB	1	12	6	72	8
55TH ST		NB	Joint	12	20	240	27
		NB	Joint	12	30	360	40
	Sergo Dr.	NB	Joint	3	100	300	33
Sergo Dr.		NB	Joint	3	50	150	17
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
	Plainfield Rd.	NB	1	12	6	72	8
Plainfield Rd.		NB	1	12	6	72	8
		NB	1	12	6	72	8
	50th St.	NB	1	12	6	72	8
50th St.		NB	1	12	6	72	8
	47th St.	NB	1	12	6	72	8
47th St.		SB	2	3	15	45	5
		SB	2	3	50	150	17
		SB	2	3	70	210	23
	49th St.	SB	2	3	70	210	23
49th St.	Plainfield Rd.	SB	2	12	6	72	8
Sergo Dr.		SB	2	3	60	180	20
		SB	2	4	20	80	9
		SB	2	4	10	40	4
		SB	2	12	6	72	8
		SB	2	12	6	72	8
	55th St.	SB	2	12	6	72	8
55th St.	56th St.	SB	2	3	60	180	20
56th St.		SB	2	4	10	40	4
		SB	2	4	30	120	13
		SB	2	3	100	300	33
		SB	2	3	10	30	3
		SB	2	3	15	45	5
	57th St.	SB	2	4	20	80	9
57th St.	58th St.	SB	2	4	6	24	3
58th St.		SB	2	12	6	72	8
		SB	2	4	20	80	9
		SB	2	4	20	80	9
		SB	2	4	20	80	9
	Joliet rd.	SB	2	3	3	9	1
Joliet rd.		NB	2	3	6	18	2
		NB	2	3	3	9	1
	58th St.	NB	2	3	4	12	1
58th St.		NB	2	3	10	30	3
		NB	2	12	6	72	8
	57th St.	NB	2	12	6	72	8

ROUTE: East Ave. (47th St. to Joliet Rd.) (Continued)

CROSS STREET		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						
57th St.	56th St.	NB	2	3	6	18	2
56th St.		NB	2	3	50	150	17
		NB	2	4	20	80	9
		NB	2	3	20	60	7
	55th St.	NB	2	3	3	9	1
55th St.		NB	2	12	6	72	8
		NB	2	12	15	180	20
		NB	2	12	6	72	8
	Sergo Dr.	NB	2	3	4	12	1
Sergo Dr.	Plainfield Rd.	NB	2	3	3	9	1
East Ave. at 47th St.		SB	1	12	30	360	40
		SB	2	12	30	360	40
		NB	1	12	30	360	40
	East Ave. at 47th St.	NB	2	12	30	360	40

TOTALS: 2046 FT 1375 SY

ROUTE: Mannheim Rd. (Roosevelt Rd. to Harrison St.)

CROSS STREET		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						
Roosevelt Rd.		NB	RTL	15	50	750	83
		NB	RTL	6	50	300	33
		NB	3	6	100	600	67
		NB	2	12	6	72	8
		NB	JOINT	3	300	900	100
		NB	LTL	12	10	120	13
Harrison St.	Harrison St.	NB	LTL	12	10	120	13
		SB	3	12	6	72	8
		SB	3	12	6	72	8
		SB	3	12	20	240	27
		SB	3	12	6	72	8
		SB	2	12	6	72	8
		SB	2	15	10	150	17
		SB	JOINT	3	200	600	67
		SB	JOINT	3	400	1200	133
	Roosevelt Rd.	SB	1	12	20	240	27
Mannheim Rd. at Roosevelt Rd.		WB	1	12	20	240	27
		WB	2	12	10	120	13
		EB	LTL	12	10	120	13
		EB	LTL	12	10	120	13
	Mannheim Rd. at Roosevelt Rd.	EB	1	12	40	480	53

TOTALS: 1290 FT 740 SY

FILE NAME =	USER NAME = Bilgramis	DESIGNED -	REVISED -
ct:\pw\work\p\dot\bilgramis\d0427922\HMA-Cook-Central.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/3/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
EAST AVE. AND MANNHEIM RD.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-025RS	COOK	27	16
			CONTRACT NO. 62A82	
ILLINOIS FED. AID PROJECT				

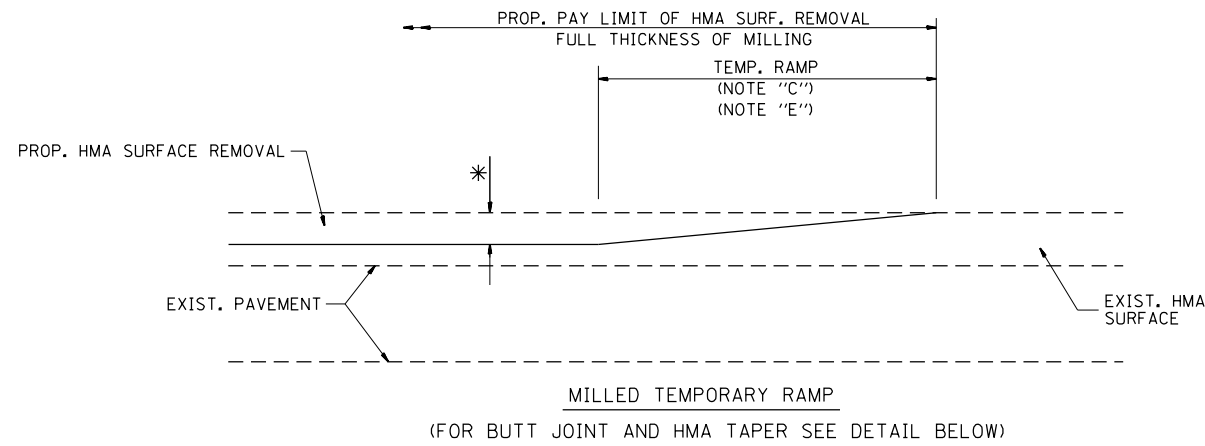
ROUTE: 47th St. (First Ave. to East Ave.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
First Ave.		WB	1	12	6	72	8
	Warsaw Ave.	WB	2	12	6	72	8
Warsaw Ave.		WB	2	3	20	60	7
	Cracow Ave.	WB	1	12	6	72	8
Cracow Ave.		WB	1	12	6	72	8
		WB	1	12	10	120	13
		WB	2	12	15	180	20
	Pulaski Ave.	Joint	1	3	150	450	50
Pulaski Ave.		Joint	1	3	100	300	33
		WB	1	12	6	72	8
	Custer Ave.	WB	2	12	10	120	13
Custer Ave.		WB	1	12	6	72	8
	Grove Ave.	WB	2	12	6	72	8
Grove Ave.		WB	1	12	6	72	8
	Forest Ave.	WB	1	3	150	450	50
Forest Ave.		WB	1	12	15	180	20
		WB	1	12	6	72	8
		WB	1	12	15	180	20
	Prairie Ave.	WB	2	12	6	72	8
Prairie Ave.		WB	2	12	6	72	8
		Joint	2	3	20	60	7
		WB	2	12	6	72	8
		WB	1	12	10	120	13
	Vernon Ave.	WB	2	12	10	120	13
Vernon Ave.		WB	1	12	6	72	8
		Joint	1	3	50	150	17
	Plainfield Rd.	WB	2	3	50	150	17
Plainfield Rd.		WB	2	3	100	300	33
		WB	1	12	6	72	8
	Arthur Ave.	WB	2	12	10	120	13
Arthur Ave.		WB	1	12	10	120	13
	Raymond Ave.	WB	2	12	6	72	8
Raymond Ave.		WB	2	12	6	72	8
	Deyo Ave.	WB	2	12	6	72	8
Deyo Ave.		WB	1	12	6	72	8
		WB	2	12	10	120	13
		WB	2	12	20	240	27
	Dubois Blvd.	WB	2	12	20	240	27
East Ave.		EB	2	3	15	45	5
		EB	1	12	6	72	8
		EB	2	12	6	72	8
	Blanchan Ave.	EB	1	12	6	72	8
Blanchan Ave.		EB	1	12	10	120	13
		EB	2	12	6	72	8
	Dubois Ave.	Joint	2	3	100	300	33
Dubois Ave.		EB	2	12	10	120	13
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	6	20	120	13
	Deyo Ave.	EB	2	3	40	120	13
Deyo Ave.		EB	1	3	40	120	13
		EB	1	3	6	18	2
		EB	1	3	6	18	2
	Raymond Ave.	EB	1	12	10	120	13

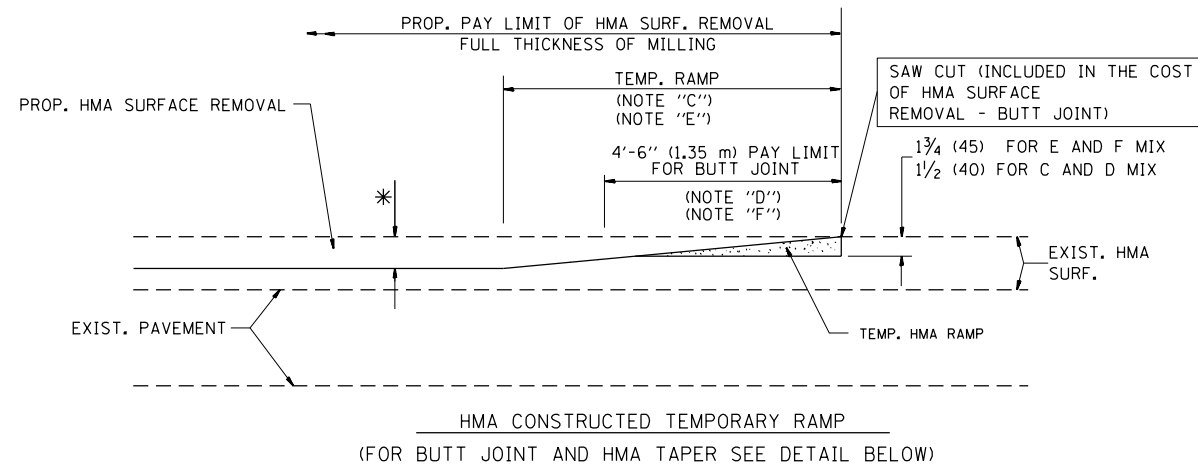
ROUTE: 47th St. (First Ave. to East Ave.) (Continued)

CROSS STREET		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						
Raymond Ave.		EB	2	12	10	120	13
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	25	300	33
		EB	2	3	50	150	17
		Joint	1	3	50	150	17
		EB	2	12	15	180	20
		EB	2	12	6	72	8
		EB	2	3	25	75	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
	Arthur Ave.	EB	2	12	6	72	8
Arthur Ave.		EB	1	12	30	360	40
		EB	1	12	30	360	40
		EB	2	12	6	72	8
		EB	2	3	20	60	7
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	3	10	30	3
		EB	Joint	3	70	210	23
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	15	180	20
		EB	1	12	6	72	8
		EB	2	12	20	240	27
		EB	1	15	6	90	10
		EB	2	12	6	72	8
		EB	2	3	10	30	3
		EB	Joint	3	70	210	23
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
	Maple Ave.	EB	1	12	6	72	8
Maple Ave.		EB	3	12	6	72	8
		EB	1	15	10	150	17
		EB	2	3	30	90	10
		EB	1	15	6	90	10
		EB	1	15	6	90	10
		EB	2	12	6	72	8
		EB	2	12	6	72	8
	Plainfield Rd.	EB	2	12	6	72	8
Plainfield Rd.		EB	3	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	3	75	225	25
		EB	2	12	6	72	8
		EB	1	12	15	180	20
		EB	2	12	15	180	20
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8

CONTINUED ON NEXT SHEET

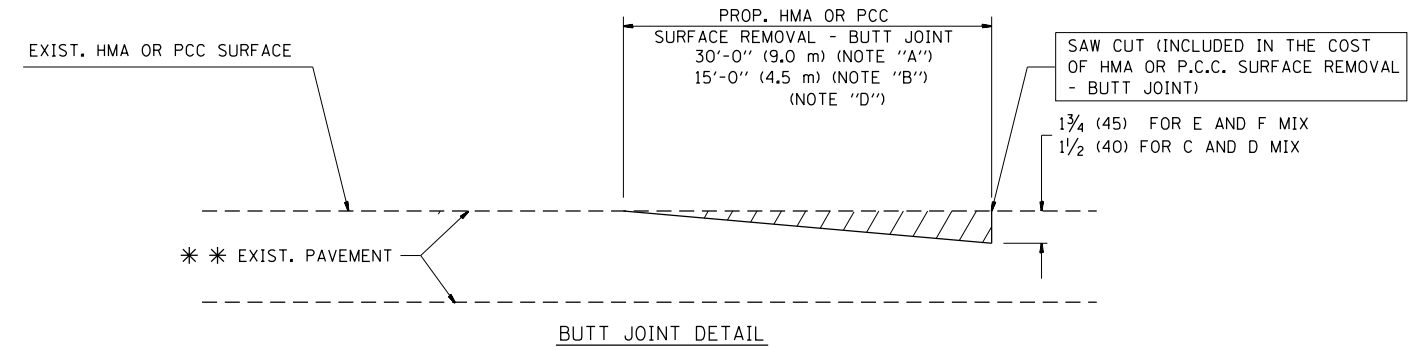


OPTION 1

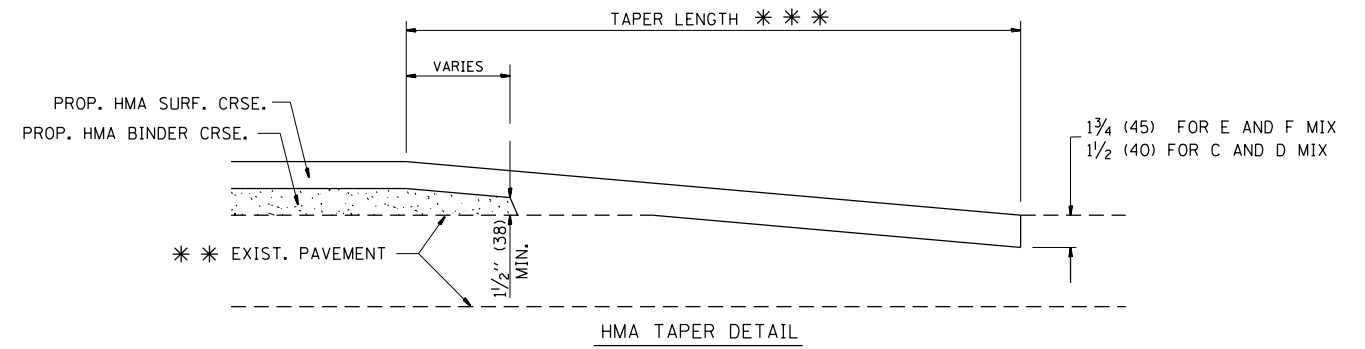


OPTION 2

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.

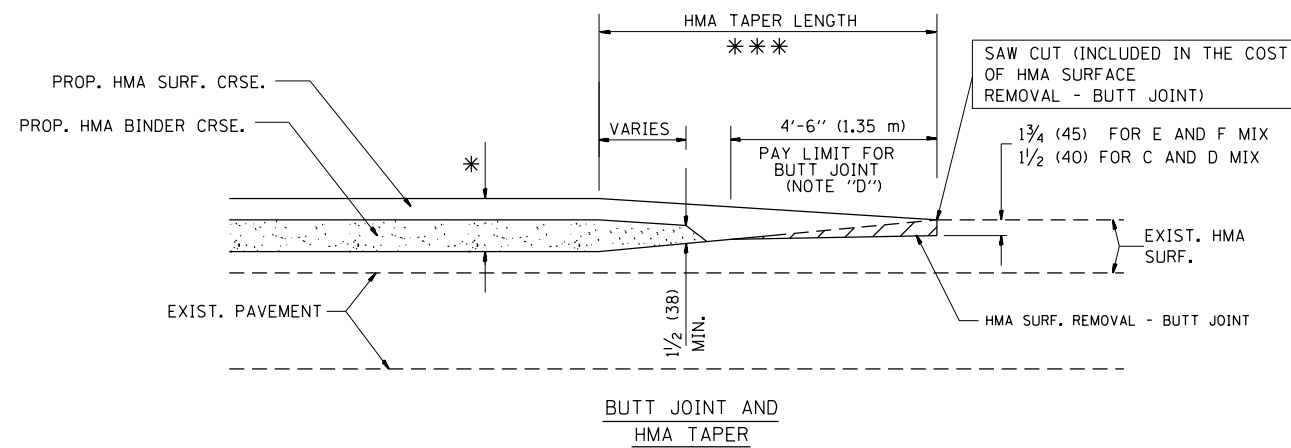
NOTES

- 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.



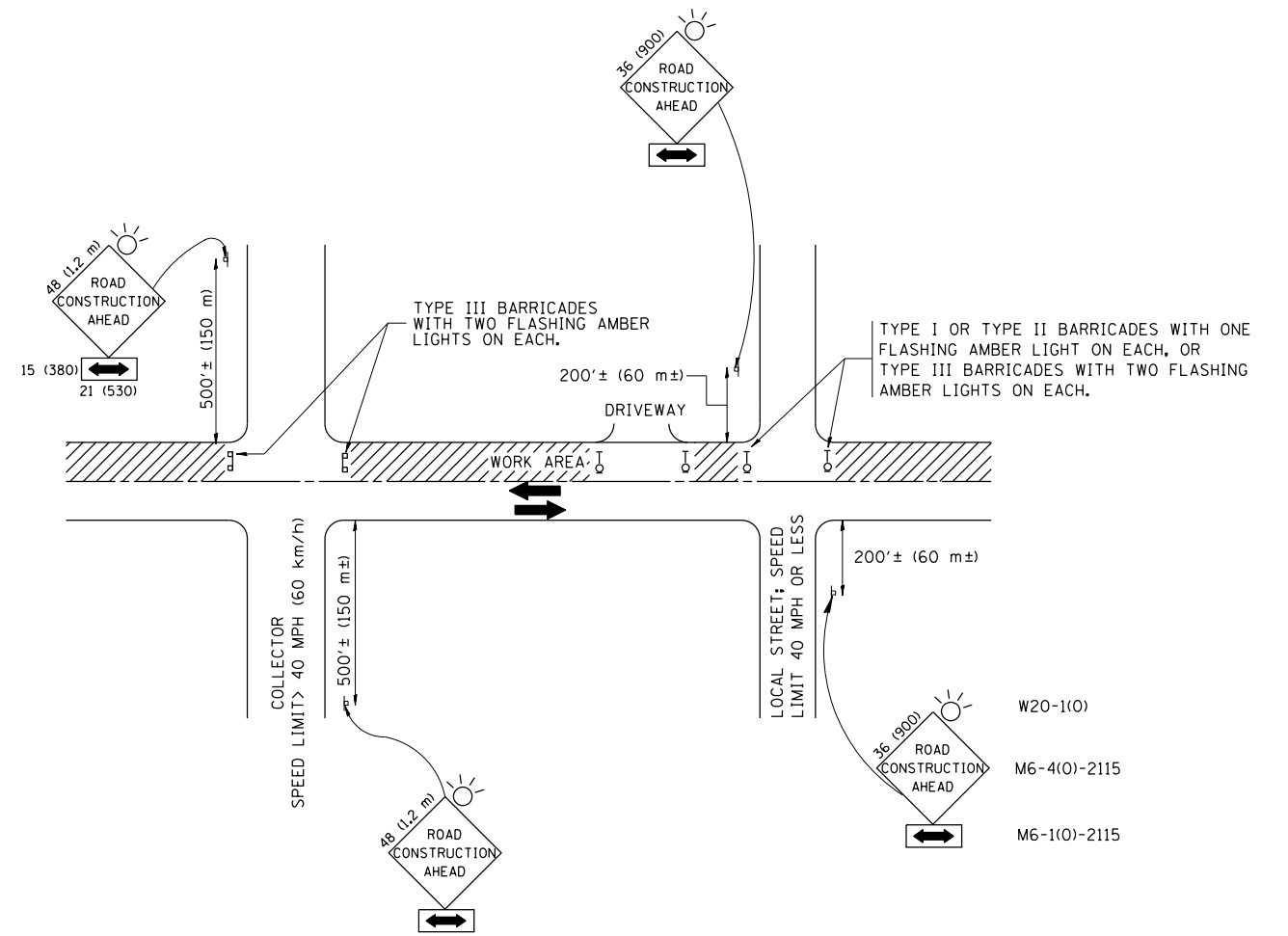
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME =	USER NAME = Bilgramis	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
et:\pw\work\p\dot\bilgramis\d0427922\HMA-Cook-Central-DistStd.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 4/3/2015	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	2015-025RS	COOK	27	19
BD400-05 BD32		CONTRACT NO. 62A82		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

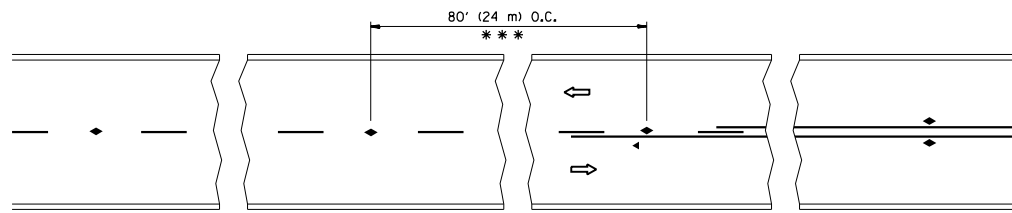
FILE NAME =	USER NAME = Bilgramisa	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
et:\pwork\pwork\bidot\bilgramisa\d0427922\HMA-Cook-Central-DistStd.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 4/3/2015	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

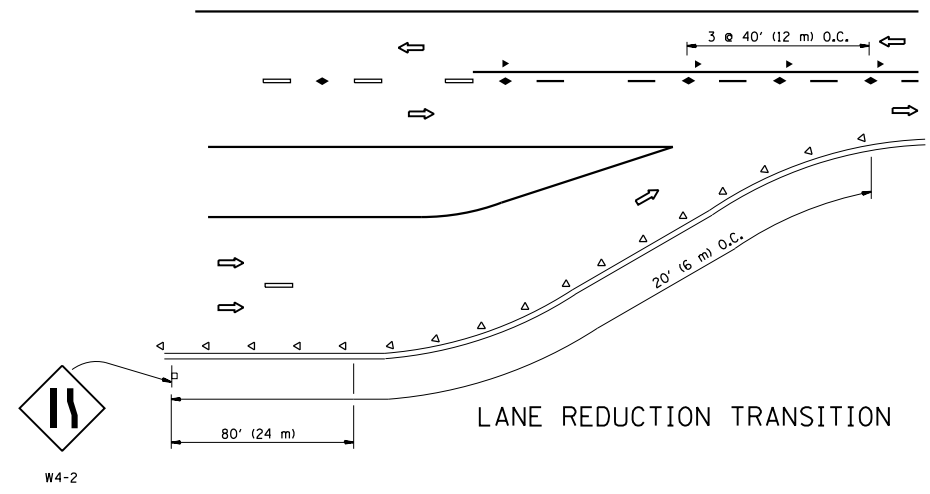
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-025RS	COOK	27	20
TC-10			CONTRACT NO. 62A82	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

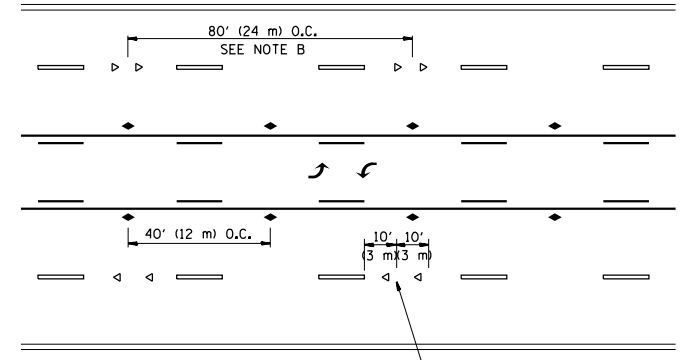


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

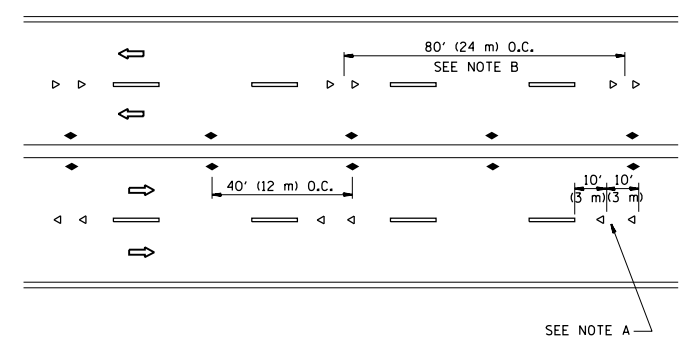
TWO-LANE/TWO-WAY



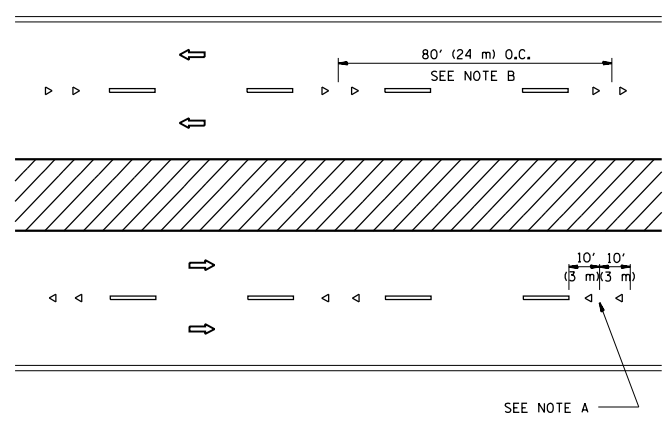
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

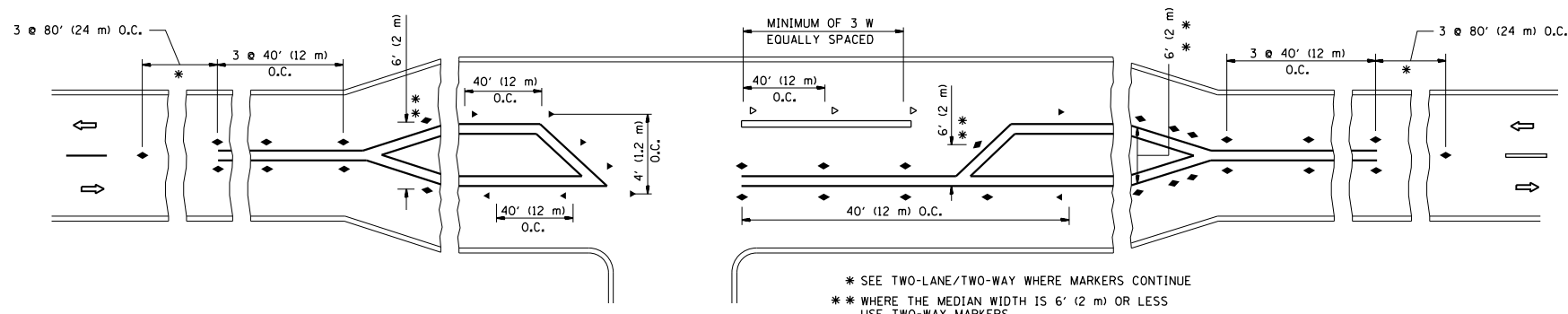
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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

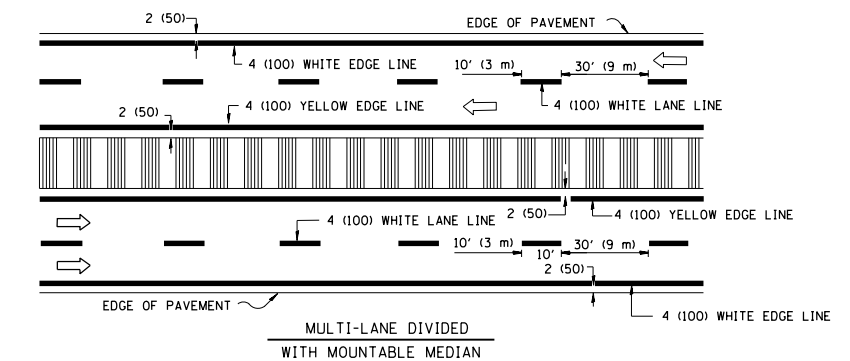
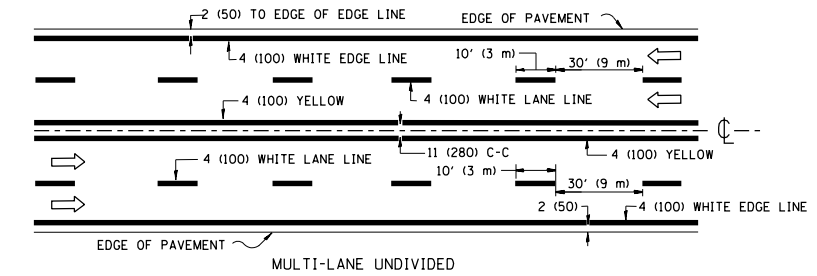
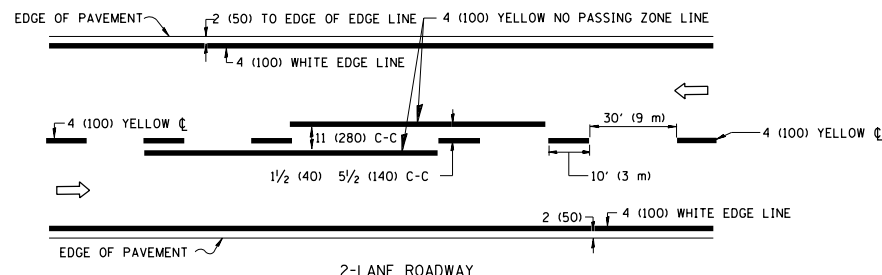


LEFT TURN

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

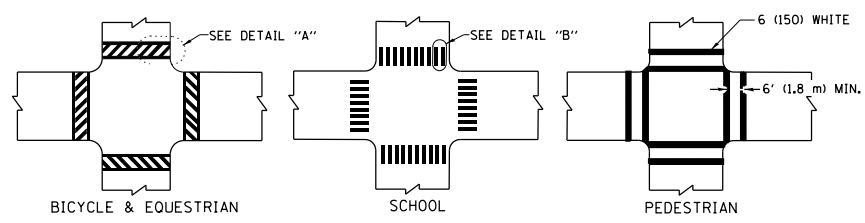
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = Bilgrimes	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\bilgrimes\d0427922\HMA-Cook-Central-DistStd.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99	VAR					2015-025RS	COOK	27	21	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00	TC-11				CONTRACT NO. 62A82					
PLOT DATE = 4/3/2015	DATE -	REVISED - C. JUCIUS 09-09-09	SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

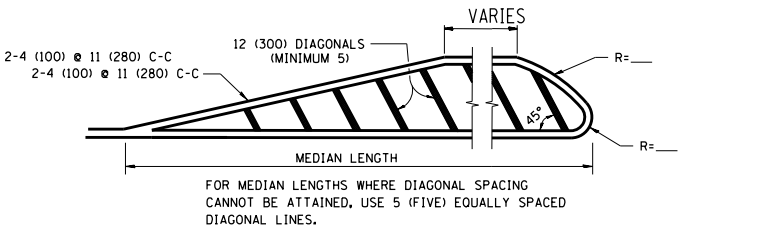
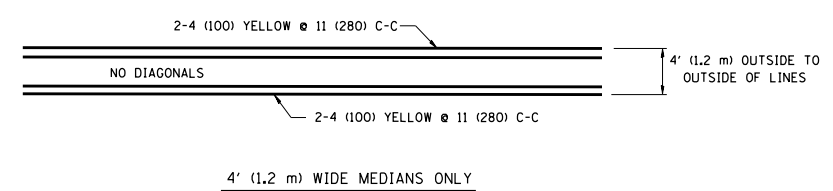


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

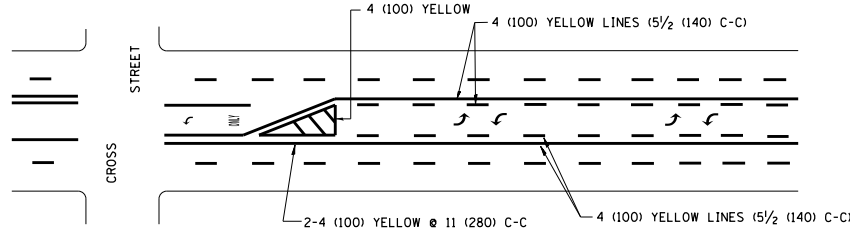


TYPICAL CROSSWALK MARKING

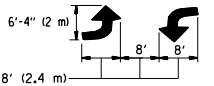


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

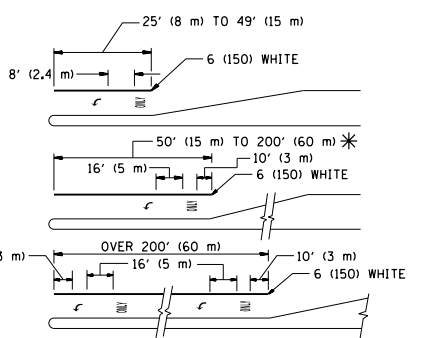


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

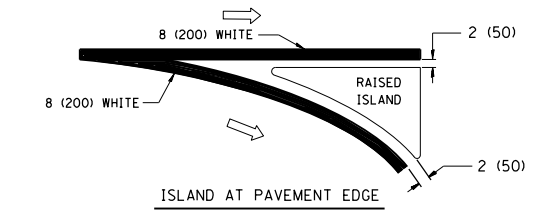
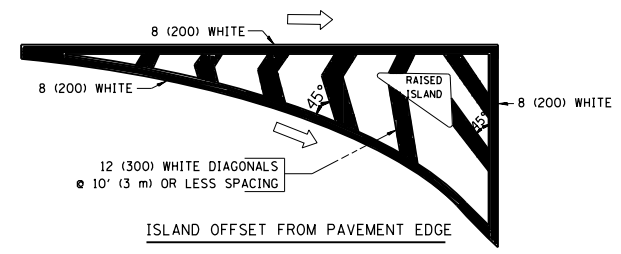


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* 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

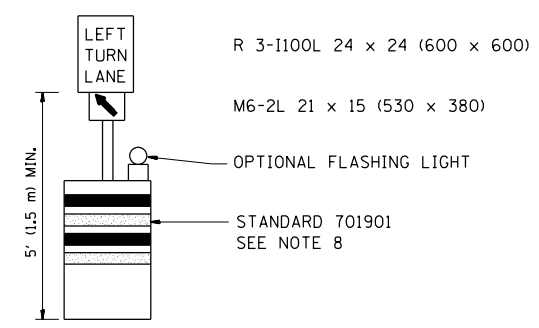
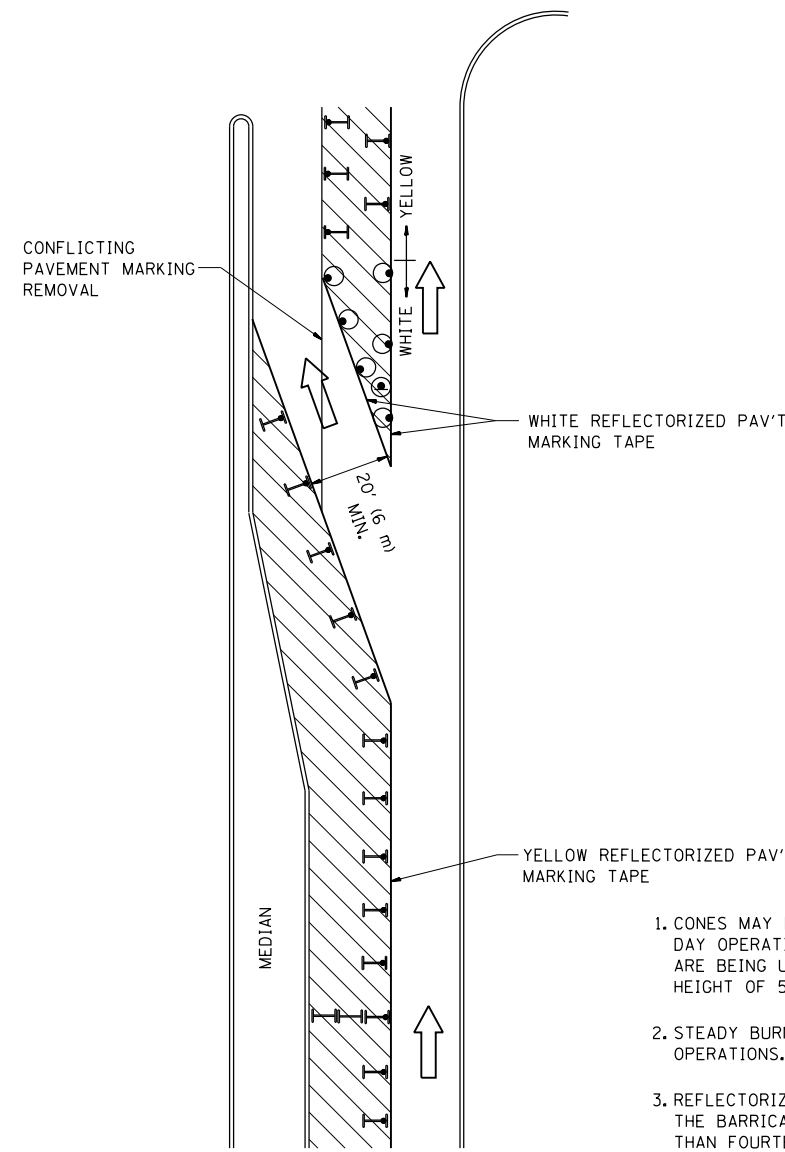


TYPICAL ISLAND MARKING

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	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	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 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) EACH
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.



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 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

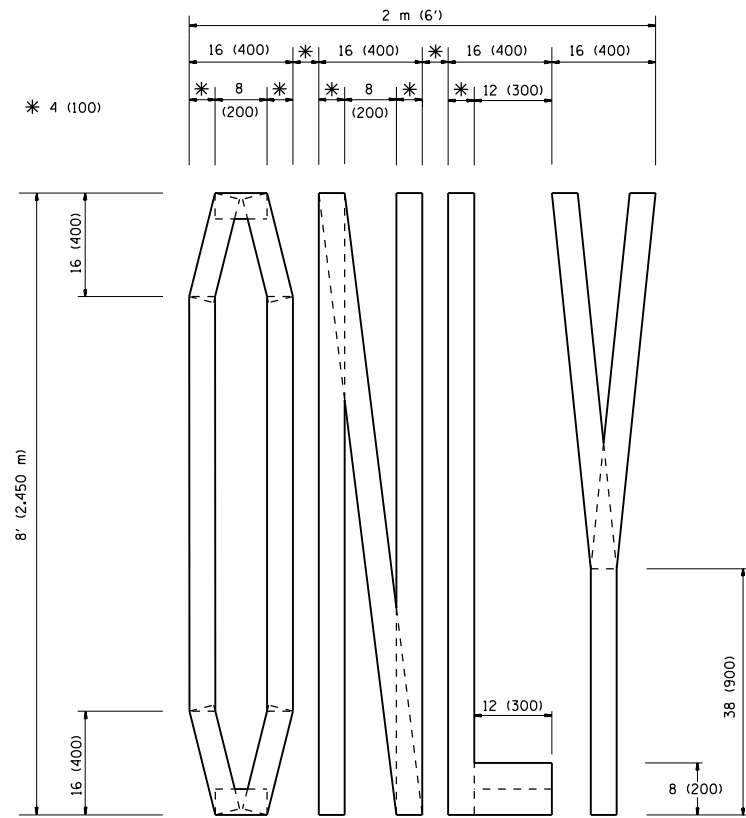
- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = Bilgramisa	REVISED -T, RAMMACHER 09-08-94	REVISED - R, BORO 09-14-09
et:\pw\work\pwidot\bilgramisa\d0427922\HMA-Cook-Central-DistStd.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 4/3/2015	REVISED -T, RAMMACHER 01-06-00	REVISED -

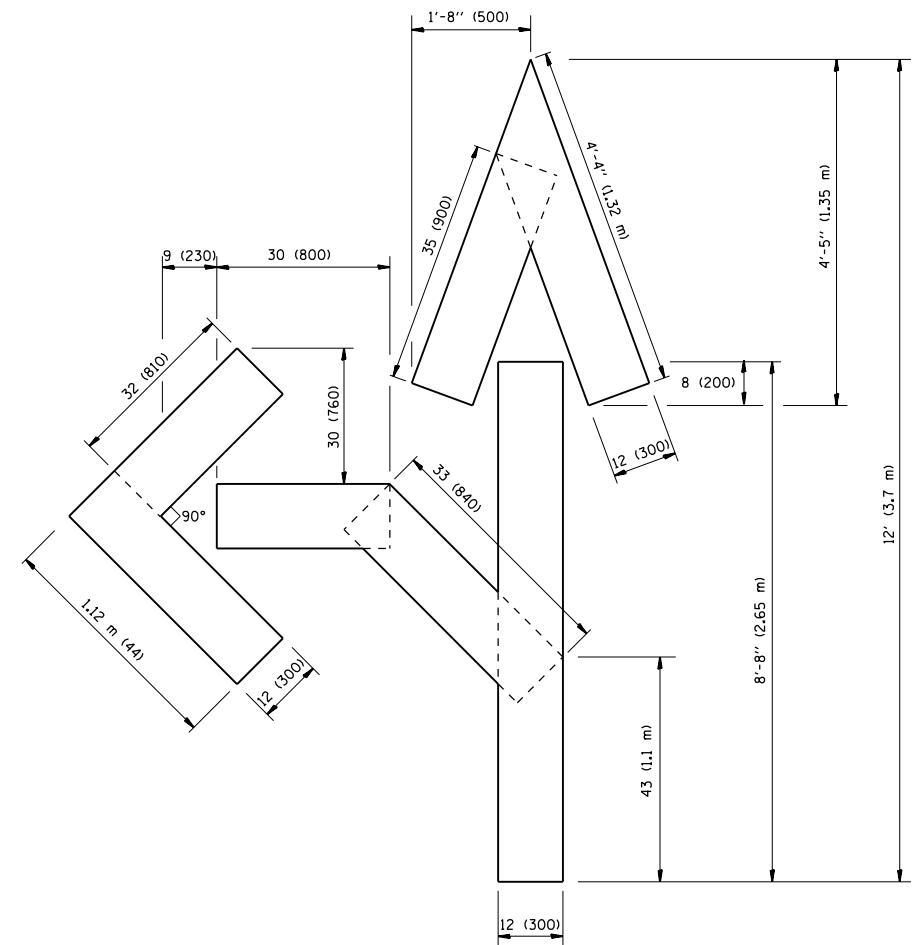
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

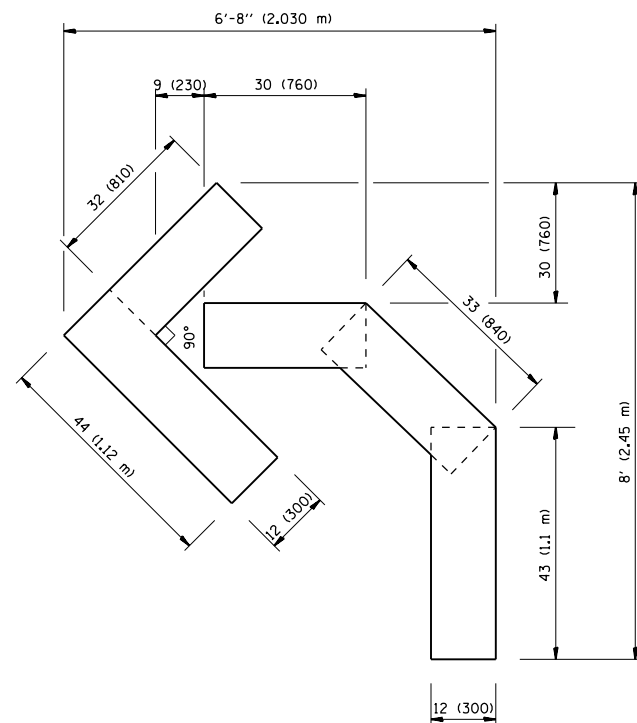
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-025RS	COOK	27	23
TC-14		CONTRACT NO. 62A82		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

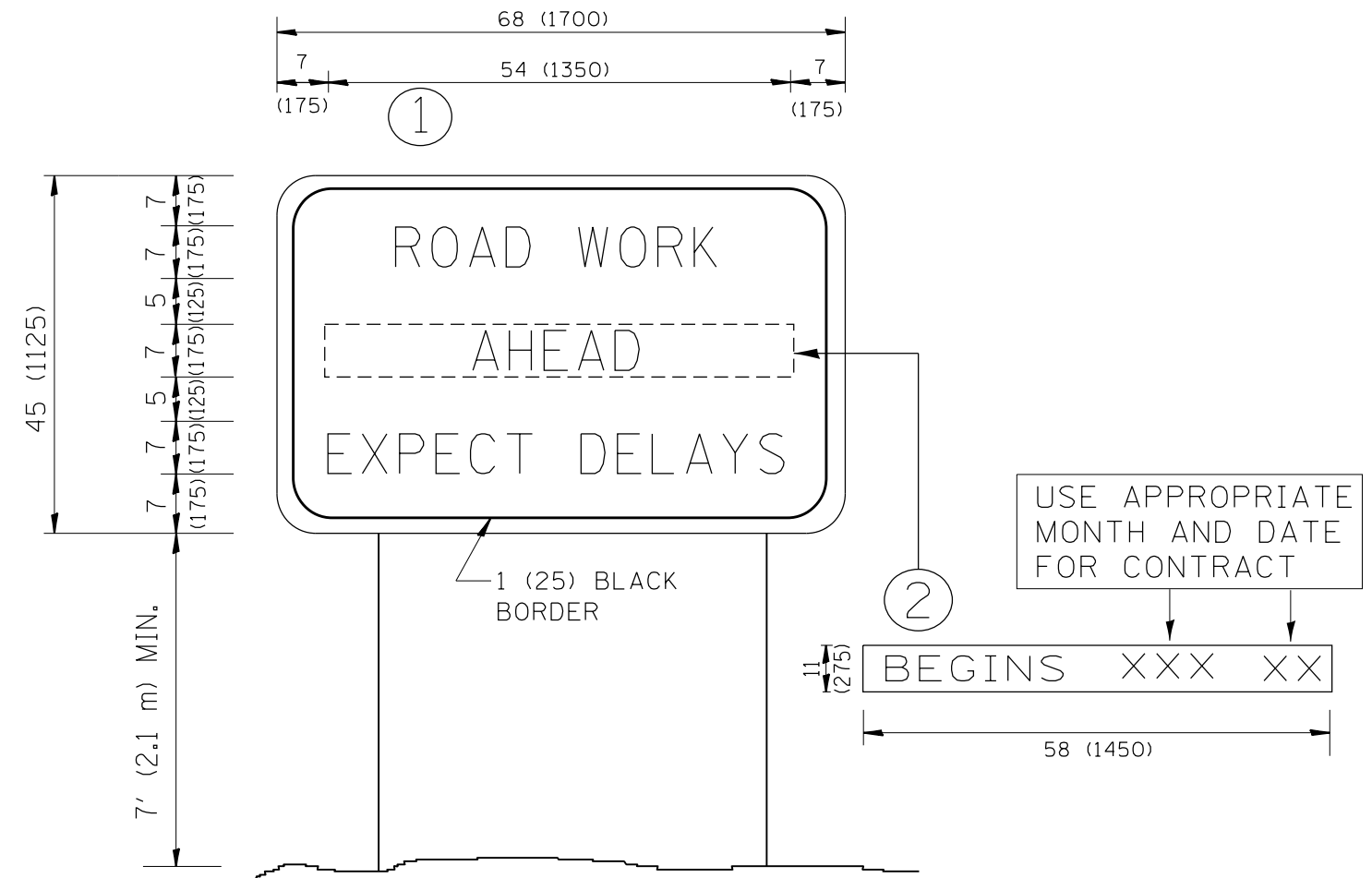
FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
et:\pw\work\p\dot\bilgramisa\d0427922\HMA-Cook-Central-DistStd.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 4/3/2015	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-025RS	COOK	27	24
TC-16		CONTRACT NO. 62A82		
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 = Bilgramisa	DESIGNED -	REVISED - R. MIRS 09-15-97
et:\pwork\pwork\bidot\bilgramisa\d0427922\HMA-Cook-Central-DistStd.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 4/3/2015	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

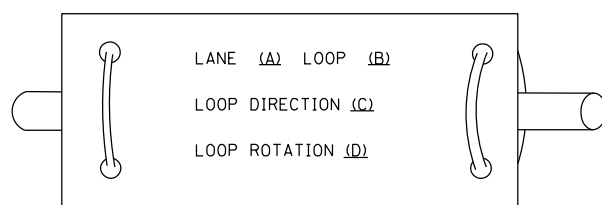
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-025RS	COOK	27	25
TC-22		CONTRACT NO. 62A82		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

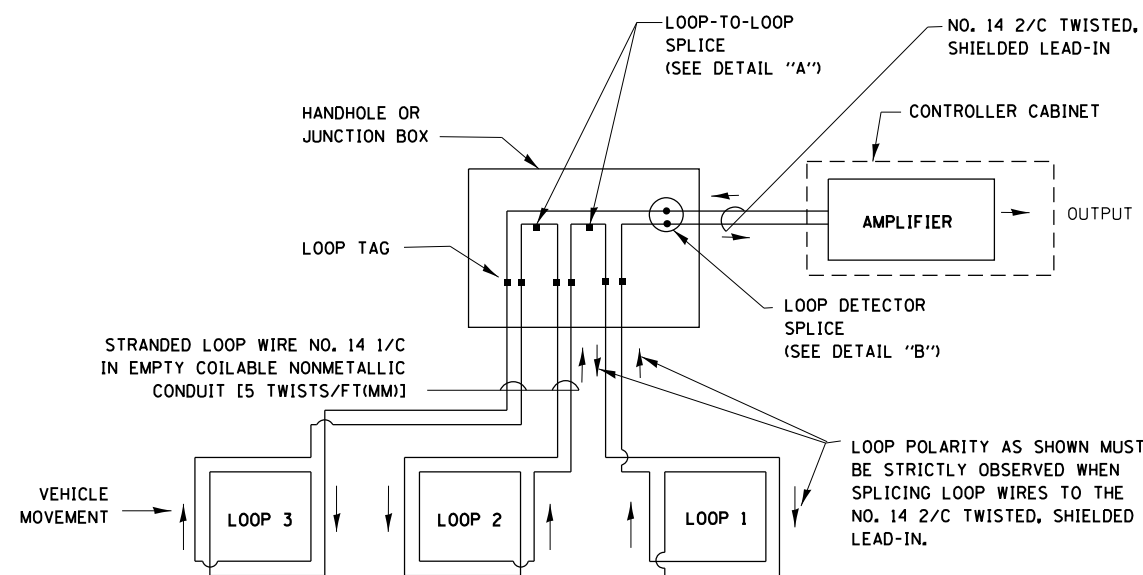
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

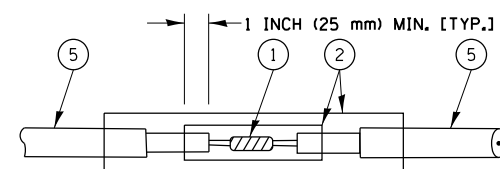


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

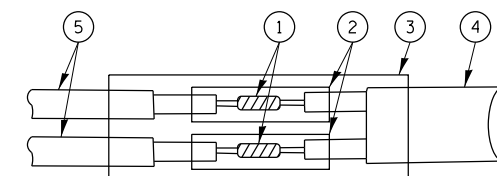


DETECTOR LOOP WIRING SCHEMATIC

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

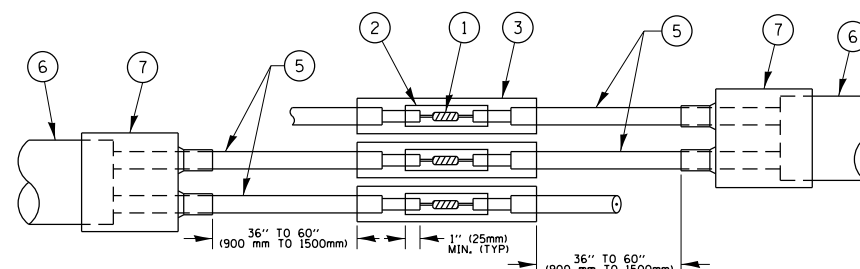


DETAIL "A"
LOOP-TO-LOOP SPLICE

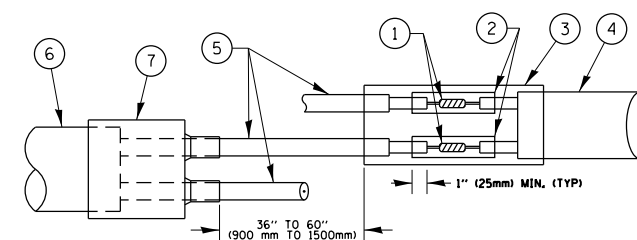


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH, THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = Bilgramisa	DESIGNED - DAD	REVISED - DAG 1-1-14
et:\pw_work\p1dot\bilgramisa\d0427922\HMA-Cook-Central-DistStd.dgn		DRAWN - BCK	REVISED -
PLOT SCALE = 100.0000' / in.		CHECKED - DAD	REVISED -
PLOT DATE = 4/3/2015		DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

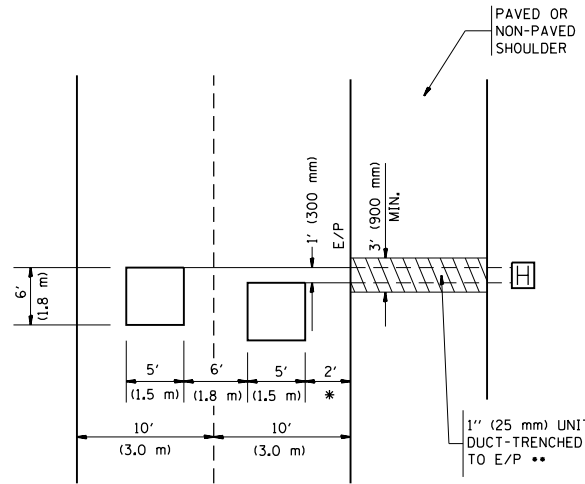
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-025RS	COOK	27	26
TS-05		CONTRACT NO. 62A82		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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



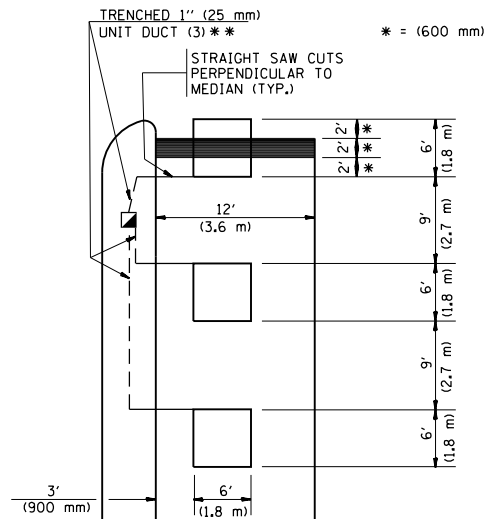
* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

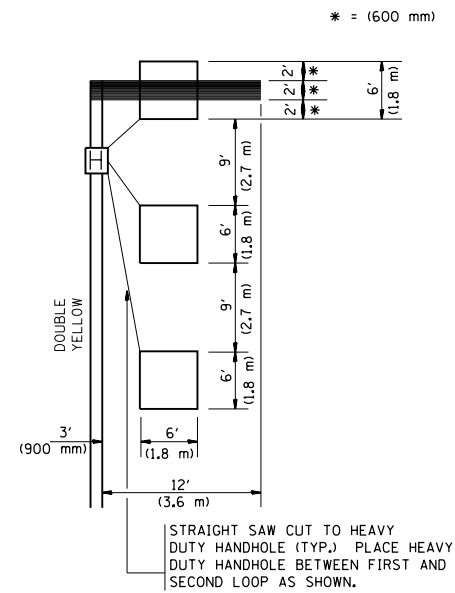


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

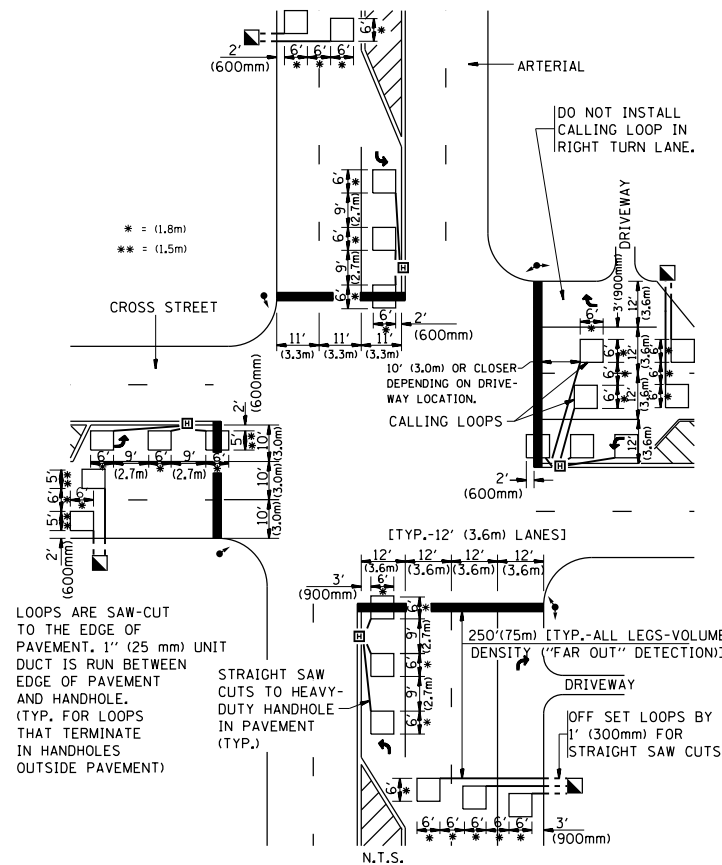
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

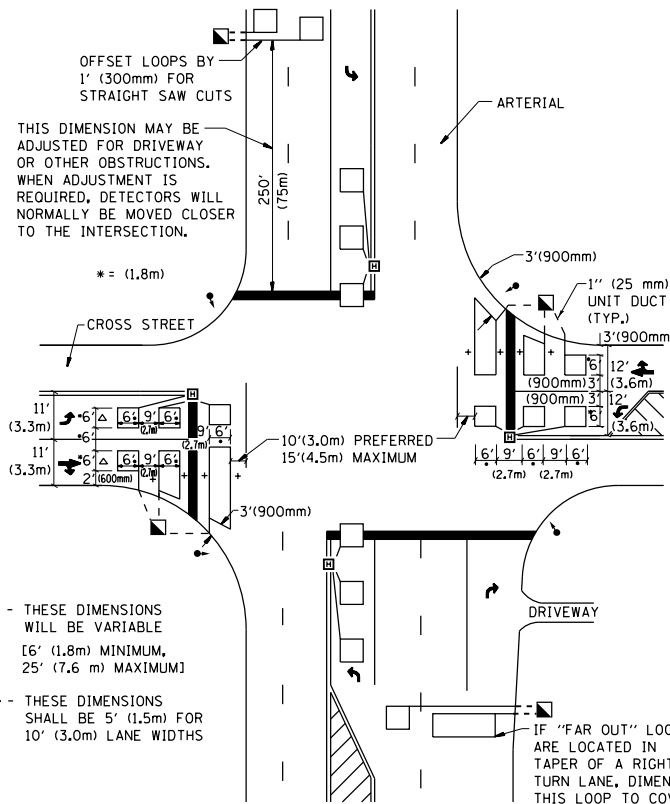
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



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

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



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

FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -
ei:\pwwork\pwwid\bilgramisa\d0427922\HNA-Cook-Central-DistStd.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1"		CHECKED - R.K.F.	REVISED -
PLOT DATE = 4/3/2015		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-025RS	COOK	27	27
TS-07		CONTRACT NO. 62A82		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				