

06-13-14 LETTING ITEM 032

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-020RS	COOK	74	1
		ILLINOIS	CONTRACT NO. 60Y06	

X7443=77

D-91-296-14

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

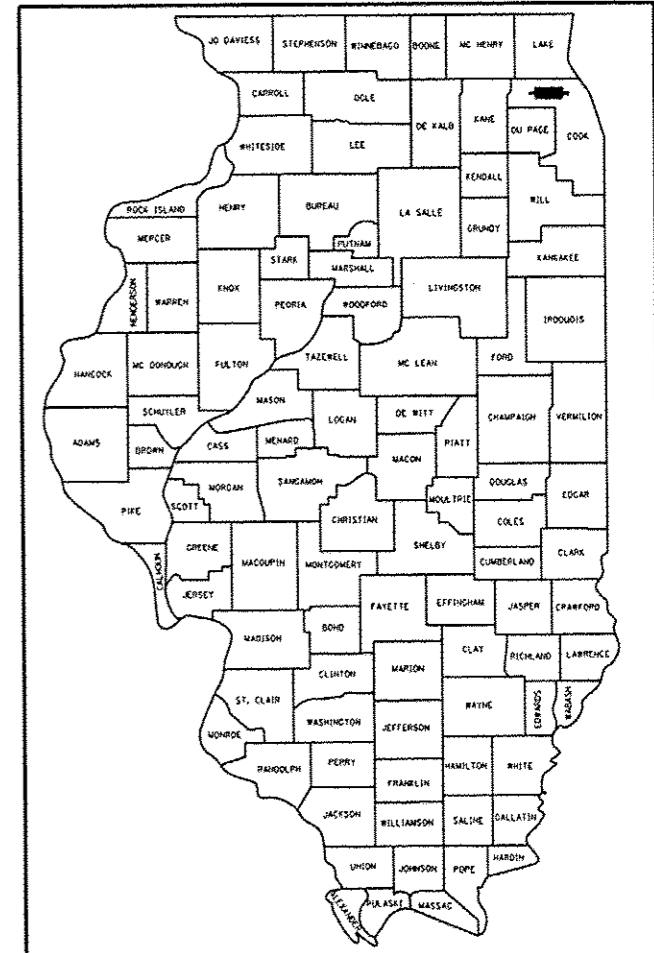
**PROPOSED
HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

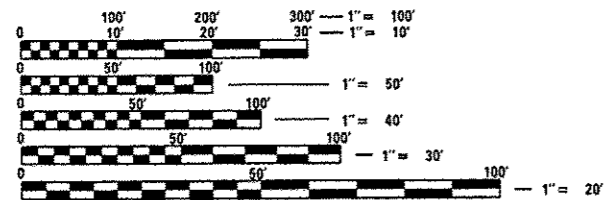
THIS PROJECT IS LOCATED IN:
 THE VILLAGE OF ARLINGTON HEIGHTS
 THE VILLAGE OF BARRINGTON
 THE VILLAGE OF BARRINGTON HILLS
 THE VILLAGE OF BARTLETT
 THE VILLAGE OF GLENVIEW
 THE VILLAGE OF GOLF
 THE VILLAGE OF HANOVER PARK
 THE VILLAGE OF INVERNESS
 THE VILLAGE OF LINCOLNWOOD
 THE VILLAGE OF MORTON GROVE
 THE VILLAGE OF MOUNT PROSPECT
 THE VILLAGE OF NILES
 THE VILLAGE OF NORTHBROOK
 THE VILLAGE OF NORTHFIELD
 THE VILLAGE OF PALATINE
 THE VILLAGE OF SCHAUMBURG
 THE VILLAGE OF SKOKIE
 THE VILLAGE OF STREAMWOOD
 THE VILLAGE OF WHEELING
 THE VILLAGE OF WILMETTE
 THE CITY OF DES PLAINES
 THE CITY OF ELGIN
 THE CITY OF PARK RIDGE
 THE CITY OF PROSPECT HEIGHTS
 THE CITY OF ROLLING MEADOWS

VARIOUS ROUTES
SECTION: 2014-020RS
VARIOUS LOCATIONS IN NORTHERN COOK COUNTY
INTERMITTENT RESURFACING
COOK COUNTY
C-91-296-14

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -



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 (847) 705-4247

CONTRACT NO. 60Y06

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED April 3 20 14
John Fortman et
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 9 20 14
John D. Baranzoli PE
ENGINEER OF DESIGN AND ENVIRONMENT

May 9 20 14
Over Osman PE
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	TITLE 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
7-65C	INTERMITTENT RESURFACING SCHEDULE	701421-06	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
66	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701426-06	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH
67	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701427-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
68	TYPICAL APPLICATIONS; RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
69	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
70	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
71	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	701602-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
72	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701606-09	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
73	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 2 OF 7)	701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
74	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)	701901-03	TRAFFIC CONTROL DEVICES

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

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

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 SYED BILGRAMI, AREA TRAFFIC FIELD TECHNICIAN 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 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	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)		

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" 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 = PenePL	DESIGNED -	REVISED - PLP 04/23/2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\pwidet\penepl\0382486\HMA	Cook-Nor-bridgn	DRAWN -	REVISED -			VAR.	2014-02ORS	COOK	74	2	
Default	PLOT SCALE = 1/8"=1'-0"	CHECKED -	REVISED -			CONTRACT NO. 60Y06					
	PLOT DATE = 5/1/2014	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES					CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES					CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005						CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	140	140						* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	100	100					
40600895	CONSTRUCTING TEST STRIP	EACH	1	1						* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	427	427					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	2796	2796						* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1434	1434					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	10,438	10,438						78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1434	1434					
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	93,194	93,194						* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	1903	1903					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	30	30						X4060110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	41,938	41,938					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6						Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	1,954	1,954					
67100100	MOBILIZATION	L SUM	1	1						7									
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	6594	6594						Ø 20076604	TRAINEES-TRAINING PROGRAM GRADUATE	HOUR	500	500					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	2198	2198															
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	698	698															
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	65,946	65,946															
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	6584	6584															
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	50	50															

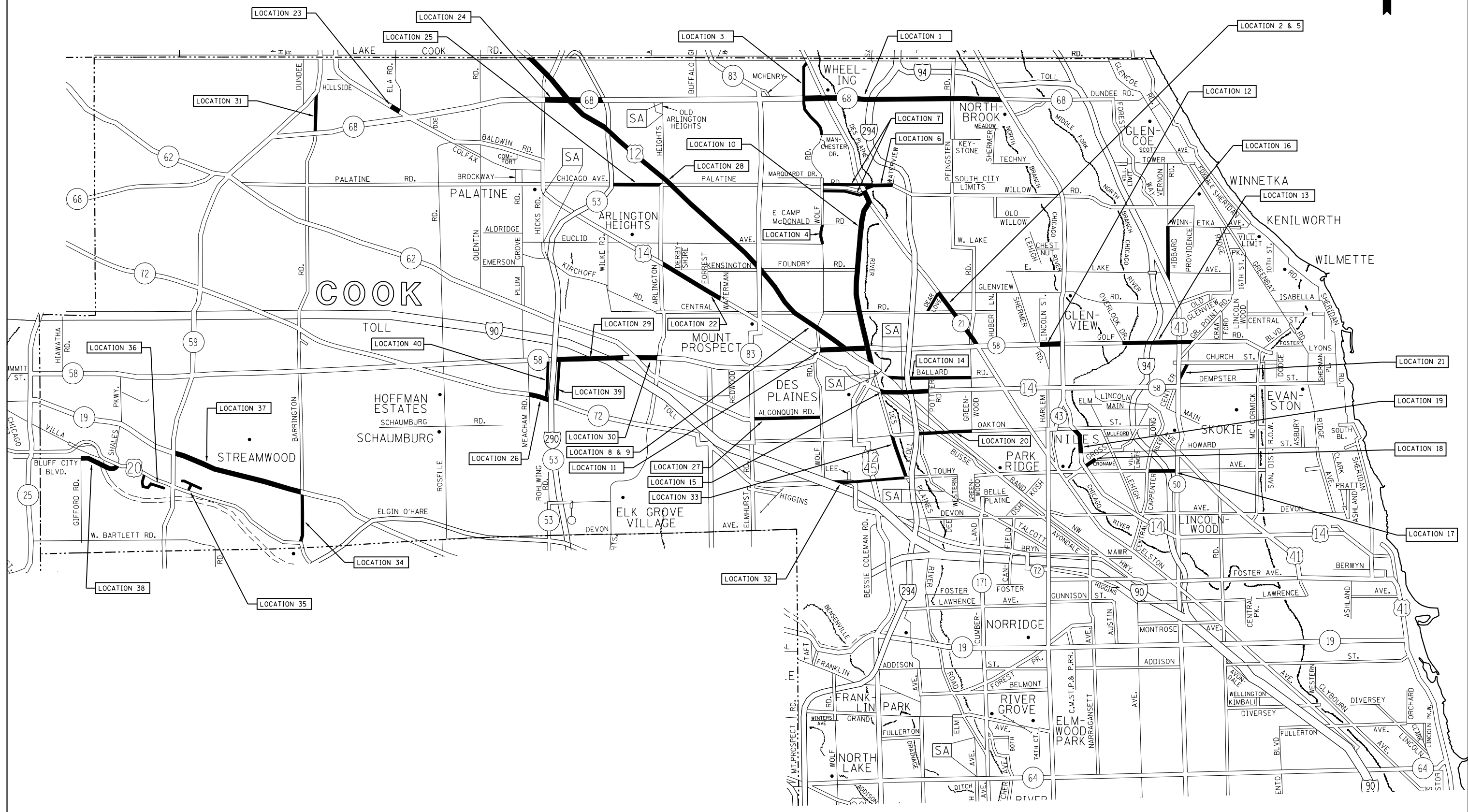
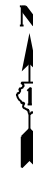
* SPECIALTY ITEM
Ø 0042

FILE NAME :	USER NAME : dumm	DESIGNED -	REVISED -
cs:\pwork\p\ridat\sum\10302486\1010-Cock-North.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
Default		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.	2014-020RS	COOK	74	3
CONTRACT NO. 60Y06				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = PencePL	DESIGNED -	REVISED - PLP 04/23/2014
es:\pw\work\p1dot\pencepl\d0382486\HMA-Cook-Nor.thdgn		DRAWN -	REVISED -
Default		CHECKED -	REVISED -
		DATE -	REVISED -
	PLOT SCALE = 100.0000' / in.		
	PLOT DATE = 4/25/2014		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL LOCATION MAP
VARIOUS LOCATIONS IN NORTHERN COOK COUNTY**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-020R5	COOK	74	4
CONTRACT NO. 60Y06			ILLINOIS FED. AID PROJECT	

	SUMMARY - NORTHERN COOK COUNTY ARTERIAL ROUTES	CITIES/VILLAGES	TOWNSHIPS	SPEED LIMIT	EXISTING ADT (YEAR)
LOC.1	IL 68 / DUNDEE RD. (WOLF RD. TO WAUKEGAN RD. / IL 43)	NORTHBROOK, WHEELING	NORTHFIELD, WHEELING	34-45 MPH	43,600 (2013)
LOC.2	DEAR LOVE RD. (MILWAUKEE AVE. / IL 21 TO CENTRAL RD.)	GLENVIEW	NORTHFIELD	40 MPH	9,500 (2010)
LOC.3	WOLF RD. (MILWAUKEE AVE. / IL 21 TO MANCHESTER DR.)	WHEELING	WHEELING	35 MPH	13300 (2010)
LOC.4	WOLF RD. (EUCLID AVE. TO CAMP MCDONALD RD.)	MOUNT PROSPECT, PROSPECT HEIGHTS	WHEELING	45 MPH	18,600 (2013)
LOC.5	MILWAUKEE AVE. / IL 21 (DEARLOVE RD. TO GOLF RD. / IL 58)	GLENVIEW, NILES	MAINE, NORTHFIELD	35 MPH	30,100 (2012)
LOC.6	PALATINE RD. (WATERVIEW DR. TO MILWAUKEE AVE. / IL 21)	GLENVIEW, PROSPECT HEIGHTS	NORTHFIELD, WHEELING	45 MPH	46,300 (2010)
LOC.7	PALATINE FRONTAGE RD. (WOLF RD. TO E PALATINE RD.)	WHEELING, PROSPECT HEIGHTS	WHEELING	25 MPH	7,500 (2010)
LOC.8	RAND RD. / US 12 (IL 83 TO WOLF RD.)	DES PLAINES, MOUNT PROSPECT	MAINE, WHEELING	40 MPH	19,000 (2010)
LOC.9	RAND RD. / US 12 (WOLF RD. TO GOLF RD. / IL 58)	DES PLAINES	MAINE	40 MPH	19,000 (2010)
LOC.10	RIVER RD. (OLD WILLOW RD. TO RAND RD. / US 12)	DES PLAINES, GLENVIEW, MOUNT PROSPECT, PROSPECT HEIGHTS	MAINE, WHEELING	35-45 MPH	37,000 (2013)
LOC.11	GOLF RD. / IL 58 (WOLF RD. TO RIVER RD.)	DES PLAINES	MAINE	40 MPH	30,000 (2012)
LOC.12	GOLF RD. / IL 58 (LINCOLN ST. TO WAUKEGAN RD. / IL 43)	GLENVIEW, MORTON GROVE	MAINE, NILES	40 MPH	35,500 (2012)
LOC.13	GOLF RD. / IL 58 (OVERLOOK DR. TO GROSS POINT RD.)	GOLF, MORTON GROVE, SKOKIE	NILES	35-45 MPH	36,100 (2010)
LOC.14	BALLARD RD. (RAND ROAD/US 12 TO GREENWOOD RD.)	DES PLAINES, PARK RIDGE	MAINE	40 MPH	7,600 (2012)
LOC.15	DEMPSTER ST. / US 14 (POTTER RD. TO RIVER RD.)	DES PLAINES, PARK RIDGE	MAINE	35 MPH	7,700 (2012)
LOC.16	HIBBARD RD. (US 41 TO WINNETKA AVE.)	NORTHFIELD, WIMETTE	NEW TRIER	30 MPH	7,000 (2010)
LOC.17	TOUHY AVE. (CICERO AVE./SKOKIE BLVD./IL 50 TO CENTRAL AVE.)	LINCOLNWOOD, SKOKIE	NILES	45 MPH	41,100 (2012)
LOC.18	GROSS POINT RD. (TOUHY AVE. TO CRONAME RD.)	NILES	NILES	35 MPH	4,960 (2010)
LOC.19	CALDWELL AVE. / US 14 (HOWARD ST. TO OAKTON ST.)	MORTON GROVE, NILES	NILES	40 MPH	19,900 (2013)
LOC.20	OAKTON ST. (GREENWOOD RD TO I-294 BRIDGE.)	PARK RIDGE	MAINE	35-40 MPH	25,700 (2010)
LOC.21	NILES CENTER RD. (DEMPSTER ST. / IL 58 TO CHURCH ST.)	SKOKIE	NILES	30 MPH	7,800 (2012)
LOC.22	US 14 (WATERMAN AVE. TO ARLINGTON HEIGHTS RD.)	ARLINGTON HEIGHTS, MOUNT PROSPECT	WHEELING	40 MPH	14,400 (2010)
LOC.23	US 14 (ELA RD. TO PCC JOINT 1/4 MILE WEST)	INVERNESS	PALATINE	45 MPH	23,000 (2013)
LOC.24	DUNDEE RD./IL 68 (HICKS RD. TO IL 53 (HMA ONLY))	PALATINE	PALATINE	35 MPH	28,000 (2013)
LOC.25	PALATINE RD. (ARLINGTON HEIGHTS RD. TO IL 53.)	ARLINGTON HEIGHTS	WHEELING	45 MPH	38,300 (2010)
LOC.26	IL 72 (IL 53 TO MEACHAM RD.)	SCHAUMBURG	SCHAUMBURG	40 MPH	52,700 (2012)
LOC.27	IL 62 (WOLF RD. TO ELMHURST RD. / IL 83)	DES PLAINES	ELK GROVE, MAINE	35 MPH	13,000 (2013)
LOC.28	US 12/RAND ROAD (LAKE COOK RD. TO KENSINGTON RD. (HMA ONLY))	ARLINGTON HEIGHTS, MOUNT PROSPECT, PALATINE	PALATINE, WHEELING	35-45 MPH	26,700 (2013)
LOC.29	GOLF RD. / IL 58 (IL 53 TO NEW WILKE RD.)	ROLLING MEADOWS	ELK GROVE	40-45 MPH	33,100 (2010)
LOC.30	GOLF RD. / IL 58 (ALGONQUIN ROAD/IL 62 TO ARLINGTON HEIGHTS ROAD)	ARLINGTON HEIGHTS, ROLLING MEADOWS	ELK GROVE	40-45 MPH	33,100 (2010)
LOC.31	BARRINGTON RD. (DUNDEE ROAD/IL 68 TO IL 59)	BARRINGTON, BARRINGTON HILLS	BARRINGTON	35 MPH	12,800 (2012)
LOC.32	TOUHY AVE. (S. RIVER RD. TO WOLF RD.)	DES PLAINES	JEFFERSON, MAINE	30-45 MPH	30,600 (2012)
LOC.33	RIVER RD. (TOUHY AVE. TO OAKTON ST.)	DES PLAINES, PARK RIDGE	MAINE	30-40 MPH	23,700 (2010)
LOC.34	BARRINGTON RD. (US 20 TO IL 19)	HANOVER PARK	HANOVER, SCHAUMBURG	40 MPH	38,500 (2010)
LOC.35	OLD LAKES ST. (US 20 TO EAST AND WEST CUL-DE-SACS)	BARTLETT	HANOVER	N/A	2300 (2010)
LOC.36	HORIZON DR. (US 20 TO EAST END)	BARTLETT	HANOVER	N/A	2300 (2010)
LOC.37	IL 19 (BARRINGTON RD. TO IL 59)	HANOVER PARK, STREAMWOOD	HANOVER, SCHAUMBURG	35 MPH	27,700 (2010)
LOC.38	BLUFF CITY BLVD. (FROM RTE 20 TO GIFFORD RD.)	ELGIN	HANOVER	25-40 MPH	17,200 (2010)
LOC.39	IL 53 E. FRONTAGE RD. (HIGGINS RD. TO GOLF RD.)	SCHAUMBURG	ELK GROVE	45 MPH	7,400 (2010)
LOC.40	IL 53 W. FRONTAGE RD. (GOLF RD. TO HIGGINS RD.)	SCHAUMBURG	ELK GROVE, SCHAUMBURG	45 MPH	17,700 (2010)

FILE NAME =	USER NAME = PencePL	DESIGNED -	REVISED - PLP 04/23/2014
et:\pw\work\p\midot\pencepl\d0382486\HMA-Cook-Nor.th.dgn	Cook-Nor.th.dgn	DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/25/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-020R5	COOK	74	5
CONTRACT NO. 60Y06			ILLINOIS FED. AID PROJECT	

	SUMMARY - NORTHERN COOK COUNTY ARTERIAL ROUTES	HMA 2" MILL & RESURFACE (SY)
LOC.1	IL 68 / DUNDEE RD. (WOLF RD. TO WAUKEGAN RD. / IL 43)	1,896
LOC.2	DEAR LOVE RD. (MILWAUKEE AVE. / IL 21 TO CENTRAL RD.)	412
LOC.3	WOLF RD. (MILWAUKEE AVE. / IL 21 TO MANCHESTER DR.)	1,331
LOC.4	WOLF RD. (EUCLID AVE. TO CAMP MCDONALD RD.)	163
LOC.5	MILWAUKEE AVE. / IL 21 (DEARLOVE RD. TO GOLF RD. / IL 58)	1,389
LOC.6	PALATINE RD. (WATERVIEW DR. TO MILWAUKEE AVE. / IL 21)	586
LOC.7	PALATINE FRONTAGE RD. (WOLF RD. TO E PALATINE RD.)	271
LOC.8	RAND RD. / US 12 (IL 83 TO WOLF RD.)	2,621
LOC.9	RAND RD. / US 12 (WOLF RD. TO GOLF RD. / IL 58)	883
LOC.10	RIVER RD. (OLD WILLOW RD. TO RAND RD. / US 12)	6,695
LOC.11	GOLF RD. / IL 58 (WOLF RD. TO RIVER RD.)	827
LOC.12	GOLF RD. / IL 58 (LINCOLN ST. TO WAUKEGAN RD. / IL 43)	1,117
LOC.13	GOLF RD. / IL 58 (OVERLOOK DR. TO GROSS POINT RD.)	4,985
LOC.14	BALLARD RD. (RAND ROAD/US 12 TO GREENWOOD RD.)	68
LOC.15	DEMPSTER ST. / US 14 (POTTER RD. TO RIVER RD.)	411
LOC.16	HIBBARD RD. (US 41 TO WINNETKA AVE.)	79
LOC.17	TOUHY AVE. (CICERO AVE./SKOKIE BLVD./IL 50 TO CENTRAL AVE.)	779
LOC.18	GROSS POINT RD. (TOUHY AVE. TO CRONAME RD.)	49
LOC.19	CALDWELL AVE. / US 14 (HOWARD ST. TO OAKTON ST.)	1,369
LOC.20	OAKTON ST. (GREENWOOD RD TO I-294 BRIDGE.)	1,049
LOC.21	NILES CENTER RD. (DEMPSTER ST. / IL 58 TO CHURCH ST.)	610

	SUMMARY - NORTHERN COOK COUNTY ARTERIAL ROUTES - (Continued)	HMA 2" MILL & RESURFACE (SY)
LOC.22	US 14 (WATERMAN AVE. TO ARLINGTON HEIGHTS RD.)	1,752
LOC.23	US 14 (ELA RD. TO PCC JOINT 1/4 MILE WEST)	377
LOC.24	DUNDEE RD./IL 68 (HICKS RD. TO IL 53 (HMA ONLY))	1,813
LOC.25	PALATINE RD. (ARLINGTON HEIGHTS RD. TO IL 53.)	1,452
LOC.26	IL 72 (IL 53 TO MEACHAM RD.)	4,411
LOC.27	IL 62 (WOLF RD. TO ELMHURST RD. / IL 83)	2,603
LOC.28	US 12/RAND ROAD (LAKE COOK RD. TO KENSINGTON RD. (HMA ONLY))	18,917
LOC.29	GOLF RD. / IL 58 (IL 53 TO NEW WILKE RD.)	2,190
LOC.30	GOLF RD. / IL 58 (ALGONQUIN ROAD/IL 62 TO ARLINGTON HEIGHTS ROAD)	197
LOC.31	BARRINGTON RD. (DUNDEE ROAD/IL 68 TO IL 59)	1,242
LOC.32	TOUHY AVE. (S. RIVER RD. TO WOLF RD.)	3,987
LOC.33	RIVER RD. (TOUHY AVE. TO OAKTON ST.)	4,483
LOC.34	BARRINGTON RD. (US 20 TO IL 19)	4,189
LOC.35	OLD LAKES ST. (US 20 TO EAST AND WEST CUL-DE-SACS)	834
LOC.36	HORIZON DR. (US 20 TO EAST END)	983
LOC.37	IL 19 (BARRINGTON RD. TO IL 59)	12,281
LOC.38	BLUFF CITY BLVD. (FROM RTE 20 TO GIFFORD RD.)	547
LOC.39	IL 53 E. FRONTAGE RD. (HIGGINS RD. TO GOLF RD.)	1,491
LOC.40	IL 53 W. FRONTAGE RD. (GOLF RD. TO HIGGINS RD.)	1,855
NORTHERN COOK COUNTY ARTERIAL TOTAL =		93,194
		SY

FILE NAME =	USER NAME = PencePL	DESIGNED -	REVISED -	PLP	04/23/2014
et:\pw\work\p\dot\pencepl\d0382486\HMA-Cook-Nor.th.dgn	Cook-Nor.th.dgn	DRAWN -	REVISED -		
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		
	PLOT DATE = 4/25/2014	DATE -	REVISED -		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF INTERMITTENT RESURFACING SCHEDULE VARIOUS LOCATIONS IN NORTHERN COOK COUNTY			
SCALE:	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-020R5	COOK	74	6
			CONTRACT NO. 60Y06	
ILLINOIS FED. AID PROJECT				

ROUTE: Rand Road/US 12 (IL 83 to Wolf Road)		(Continued)					
CROSS STREET		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)
		NW	2	12	4	48	5
		NW	2	12	4	48	5
		NW	1	12	4	48	5
		NW	2	12	6	72	8
		NW	1	12	4	48	5
		NW	1	12	6	72	8
		NW	2	12	6	72	8
		NW	1	12	5	60	7
		NW	1	12	4	48	5
		NW	1	12	4	48	5
		NW	1	12	4	48	5
		NW	1	12	4	48	5
		NW	1	12	70	840	5
		NW	2	12	70	840	5
		NW	1	12	14	168	5
		NW	2	12	14	168	5
		NW	2	12	6	72	8
		NW	1	12	5	60	7
		NW	1	12	4	48	5
		NW	2	12	4	48	5
		NW	1	12	6	72	8
		NW	1	12	4	48	5
		NW	1	12	16	192	21
		NW	1	4	25	100	11
		NW	1	12	5	60	7
		NW	2	12	10	120	13
		NW	2	15	30	450	50
		NW	1	12	6	72	8
		NW	1	12	4	48	5
		NW	1	12	4	48	5
		NW	1	12	4	48	5
		NW	1	12	4	48	5
		NW	1	12	4	48	5
	Bussiness Center Drive	NW	1	12	5	60	7
Bussiness Center Drive		NW	2	6	100	600	67
		NW	1	12	5	60	7
		NW	1	12	4	48	5
		NW	1	12	10	120	13
		NW	1	12	4	48	5
		NW	2	12	6	72	8
		NW	1	12	4	48	5
		NW	1	12	5	60	7
		NW	2	12	5	60	7
		NW	2	12	20	240	27
		NW	2	12	10	120	13
		NW	2	12	12	144	16
		NW	2	12	70	840	93
		NW	2	12	25	300	33
		NW	2	6	50	300	33

ROUTE: Rand Road/US 12 (IL 83 to Wolf Road)		(Continued)					
CROSS STREET		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)
	Kensington Road	NW	2	12	4	48	5
Kensington Road		SE	1	12	5	60	7
		SE	1	12	4	48	5
		SE	2	12	4	48	5
		SE	1	12	4	48	5
		SE	1	12	4	48	5
		SE	1	12	4	48	5
		SE	2	12	4	48	5
		SE	1	12	4	48	5
		SE	1	12	4	48	5
		SE	1	12	45	540	60
		SE	1	12	4	48	5
		SE	2	12	4	48	5
		SE	1,2	4	45	180	20
		SE	2	4	70	280	31
		SE	1	12	60	720	80
		SE	2	12	60	720	80
		SE	1	12	50	600	67
		SE	1	12	20	240	27
		SE	1	12	4	48	5
		SE	2	12	60	720	80
		SE	2	12	15	180	20
		SE	1	12	5	60	7
		SE	1	12	5	60	7
		SE	1	12	4	48	5
		SE	1	12	12	144	16
		SE	1	12	10	120	13
		SE	1	12	4	48	5
		SE	1	12	14	168	19
		SE	2	12	4	48	5
		SE	1	12	5	60	7
		SE	2	12	10	120	13
		SE	2	12	5	60	7
		SE	1	12	8	96	11
		SE	2	12	4	48	5
	Bussiness Center Drive	SE	1	12	10	120	13
Bussiness Center Drive		SE	1	12	15	180	20
		SE	2	12	10	120	13
		SE	2	12	20	240	27
		SE	1	6	20	120	13
		SE	1	12	4	48	5
		SE	2	8	25	200	22
		SE	2	12	20	240	27
		SE	1	13	15	195	22
		SE	2	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: Rand Road/US 12 (IL 83 to Wolf Road)		(Continued)					
CROSS STREET		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)
		SE	1	12	8	96	11
		SE	1	12	10	120	13
		SE	2	12	20	240	27
		SE	1	12	4	48	5
		SE	1,2	4	30	120	13
		SE	1,2	4	80	320	36
		SE	1,2	4	25	100	11
		SE	1	4	30	120	13
		SE	1,2	4	40	160	18
		SE	1,2	4	50	200	22
		SE	1	12	6	72	8
		SE	1	12	30	360	40
		SE	1	12	4	48	5
		SE	2	12	4	48	5
		SE	1	12	4	48	5
		SE	2	12	4	48	5
		SE	1,2	4	20	80	9
		SE	2/RT	12	4	48	5
	Central Road	SE	RT	12	5	60	7
Central Road		SE	1	12	4	48	5
		SE	1	12	4	48	5
		SE	1	12	4	48	5
		SE	1	12	4	48	5
		SE	2	12	4	48	5
		SE	1	12	4	48	5
		SE	2	12	4	48	5
		SE	1	13	4	52	6
		SE	2	13	4	52	6
		SE	2	12	4	48	5
		SE	2	12	4	48	5
		SE	1,2	12	13	156	17
		SE	1	12	280	3360	373
		SE	2	12	4	48	5
		SE	2	12	4	48	5
		SE	1,2	4	14	56	6
		SE	1	12	6	72	8
		SE	1	12	6	72	8
		SE	1,2	12	4	48	5
		SE	2	12	4	48	5
		SE	2	12	4	48	5
		SE	1	12	6	72	8
		SE	2	12	6	72	8
	PCC Joint W of Wolf Road	SE	LT	12	6	72	8
		TOTALS:				2590	2621
						FT	SY

ROUTE: Rand Road/US 12 (Wolf Road to Golf Road/IL 58)							
CROSS STREET		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)
Golf Road/IL 58		NW	2	12	4	48	5
		NW	1	12	4	48	5
		NW	2	12	4	48	5
		NW	2	12	60	720	80
		NW	1	6	60	360	40
		NW	2	6	10	60	7
		NW	1	12	6	72	8
		NW	2	12	6	72	8
		NW	1	12	5	60	7
		NW	2	12	5	60	7
		NW	1	12	4	48	5
		NW	2	12	4	48	5
		NW	2	14	4	56	6
		NW	1	12	6	72	8
		NW	2	12	6	72	8
		NW	2	13	5	65	7
		NW	1	12	4	48	5
		NW	1,2	4	50	200	22
		NW	1	13	6	78	9
		NW	1	13	4	52	6
		NW	2	6	8	48	5
		NW	1	12	8	96	11
		NW	2	12	8	96	11
		NW	2	12	7	84	9
		NW	1	13	50	650	72
		NW	2	12	8	96	11
		NW	1	12	12	144	16
		NW	1	12	4	48	5
		NW	1,2	12	6	72	8
		NW	1,2	4	30	120	13
		NW	1	4	50	200	22
	Wolf Road	NW	1	12	10	120	13
Wolf Road		SE	1	12	5	60	7
		SE	1,2	12	15	180	20
		SE	1	4	40	160	18
		SE	1	12	4	48	5
		SE	2	12	8	96	11
		SE	1	12	4	48	5
		SE	1	12	4	48	5
		SE	2	12	4	48	5
		SE	2	12	4	48	5
		SE	1,2	4	6	24	3
		SE	2	12	45	540	60
		SE	1,2	4	4	16	2
		SE	2	12	50	600	67
		SE	1,2	4	10	40	4
		SE	2	12	30	360	40
		SE	2	12	50	600	67
		SE	2	13	15	195	22
		SE	1,2	5	40	200	22
		SE	2	12	40	480	53
	Golf Road/IL 58	SE	2	12	12	144	16
		TOTALS:				844	883
						FT	SY

ROUTE: River Road(Old Willow Road to Rand Road/US 12)							
CROSS STREET		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)
Rand Road/US 12		NB	2	4	12	48	5
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	1	12	4	48	5
		NB	2	4	17	68	8
		NB	1,2	4	8	32	4
		NB	2	12	4	48	5
		NB	1	13	4	52	6
		NB	1,2	4	160	640	71
		NB	1,2	4	50	200	22
		NB	2	4	8	32	4
		NB	1,2	4	50	200	22
		NB	2,RT	4	15	60	7
		NB	LT	12	4	48	5
		NB	1	12	4	48	5
		NB	2	12	4	48	5
	PCC Joint S of Golf Road/IL 58	NB	RT	12	4	48	5
PCC Joint N of Golf Road/IL 58		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	1,2	4	210	840	93
		NB	1,2	4	50	200	22
		NB	2	12	5	60	7
		NB	1	13	10	130	14
		NB	1	12	6	72	8
		NB	1,2	4	70	280	31
		NB	1,2	4	10	40	4
		NB	2	12	4	48	5
		NB	1,2	4	50	200	22
		NB	1	12	8	96	11
		NB	1,2	4	80	320	36
		NB	1,2	4	150	600	67
		NB	1	4	70	280	31
		NB	1	12	5	60	7
		NB	LT	5	5	25	3
		NB	2	4	50	200	22
		NB	1	12	4	48	5
		NB	1	13	5	65	7
		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	2	4	50	200	22
		NB	1,2	4	100	400	44
		NB	1,2	4	50	200	22
		NB	1	4	80	320	36
		NB	1	12	4	48	5
		NB	1	13	15	195	22
		NB	1,2	4	280	1120	124
		NB	1,2	4	50	200	22
		NB	1	4	15	60	7

ROUTE: River Road(Old Willow Road to Rand Road/US 12) (Continued)							
CROSS STREET		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)
		NB	1,2	4	280	1120	124
		NB	2	12	6	72	8
		NB	1,2	4	50	200	22
		NB	1	4	15	60	7
		NB	1,2	4	280	1120	124
		NB	2	12	6	72	8
		NB	1,2	4	5	20	2
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	1,2	4	80	320	36
	Central Road	NB	1,2	4	280	1120	124
Central Road		NB	1,2	4	60	240	27
		NB	1,2	4	70	280	31
		NB	1,2	4	50	200	22
		NB	1,2	4	280	1120	124
		NB	1,2	4	60	240	27
		NB	1,2	4	70	280	31
		NB	1,2	4	50	200	22
		NB	1,2	4	280	1120	124
		NB	1	4	75	300	33
		NB	LT,1	4	60	240	27
		NB	1	12	4	48	5
		NB	1,2	4	160	640	71
		NB	1,2	4	200	800	89
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	1,2	4	200	800	89
		NB	1,2	4	100	400	44
		NB	1,2	4	120	480	53
		NB	1	4	80	320	36
		NB	1	8	6	48	5
		NB	1	8	20	160	18
		NB	1	12	70	840	93
		NB	1	12	5	60	7
		NB	1	12	15	180	20
		NB	1	12	120	1440	160
		NB	1	13	6	78	9
		NB	2	13	6	78	9
		NB	1	14	15	210	23
		NB	1,2	4	120	480	53
		NB	1	12	6	72	8
		NB	1,2	4	120	480	53
		NB	1	12	50	600	67
		NB	1	12	6	72	8
		NB	1	12	80	960	107
	Euclid Avenue	NB	2	12	4	48	5
Euclid Avenue		NB	2	12	6	72	8
		NB	1	12	4	48	5
		NB	1	12	10	120	13
		NB	1	12	4	48	5

CONTINUED ON NEXT SHEET

ROUTE: River Road(Old Willow Road to Rand Road/US 12) (Continued)							
CROSS STREET		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)
		NB	1	15	20	300	33
		NB	1,2	4	80	320	36
		NB	2	12	5	60	7
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	1,2	4	60	240	27
		NB	1,2	4	480	1920	213
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	13	320	4160	462
		NB	1,2	4	50	200	22
		NB	1,2	4	20	80	9
		NB	1,2	4	50	200	22
		NB	1,2	4	40	160	18
		NB	1	5	40	200	22
		NB	1	14	5	70	8
		NB	1	14	4	56	6
		NB	1	12	5	60	7
		NB	2	4	50	200	22
		NB	1	12	50	600	67
		NB	1	12	30	360	40
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	1	12	5	60	7
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	1	13	15	195	22
		NB	1,2	4	10	40	4
		NB	1	12	15	180	20
		NB	1	13	4	52	6
		NB	1	12	4	48	5
		NB	1,2	4	110	440	49
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	1	12	8	96	11
		NB	1	12	5	60	7
		NB	2	12	5	60	7
		NB	LT	6	50	300	33
		NB	1,2	4	120	480	53
		NB	1,2	4	50	200	22
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1,2	4	40	160	18
Old Willow Road	Old Willow Road	NB	1,2	4	130	520	58
		SB	2	13	50	650	72
		SB	1	14	4	56	6
		SB	2	13	110	1430	159
		SB	2	4	170	680	76
		SB	1	12	10	120	13

ROUTE: River Road(Old Willow Road to Rand Road/US 12) (Continued)							
CROSS STREET		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)
		SB	2	12	10	120	13
		SB	1,2	3	250	750	83
		SB	1,2	3	50	150	17
		SB	1	13	4	52	6
		SB	2	4	20	80	9
		SB	1	12	4	48	5
		SB	1	12	5	60	7
		SB	1	12	4	48	5
		SB	1	12	7	84	9
		SB	1	12	8	96	11
		SB	1	12	4	48	5
		SB	1,2	15	4	60	7
		SB	1,2	4	50	200	22
		SB	1	12	15	180	20
		SB	2	3	80	240	27
		SB	2	12	10	120	13
		SB	1,2	3	50	150	17
		SB	1,2	3	48	144	16
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	1,2	4	40	160	18
Camp Mcdonald Road	Camp Mcdonald Road	SB	1,2	4	80	320	36
		SB	1,2	4	15	60	7
		SB	1,2	4	80	320	36
		SB	2	4	6	24	3
		SB	2	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	6	72	8
		SB	1	12	10	120	13
		SB	1	4	12	48	5
		SB	2	4	12	48	5
		SB	1	4	12	48	5
		SB	1,2	3	15	45	5
		SB	1,2	3	50	150	17
		SB	1,2	4	240	960	107
		SB	1,2	3	20	60	7
		SB	1	12	4	48	5
		SB	1	12	15	180	20
		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	1	12	6	72	8
		SB	1,2	4	80	320	36
		SB	1	12	6	72	8
		SB	2	4	15	60	7
		SB	1,2	4	200	800	89
		SB	1,2	4	80	320	36
		SB	1	13	6	78	9

CONTINUED ON NEXT SHEET

ROUTE: Golf Road/IL 58(Lincoln Street to Waukegan Road/IL 43) (Continued)							
CROSS STREET		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)
		EB	2	12	80	960	107
		EB	3	4	15	60	7
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	4	48	5
		EB	3	12	25	300	33
		EB	1	12	5	60	7
		EB	2	12	5	60	7
		EB	1	12	30	360	40
		EB	1,2	4	70	280	31
		EB	2	12	4	48	5
		EB	1,2	4	90	360	40
		EB	3	12	28	336	37
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	10	120	13
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	8	96	11
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	15	180	20
		EB	1	12	5	60	7
		EB	2	12	5	60	7
		EB	3	12	5	60	7
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	2,3	5	80	400	44
		EB	2	12	5	60	7
		EB	3	12	5	60	7
		EB	1	12	4	48	5
		EB	2	12	8	96	11
		EB	3	12	8	96	11
		EB	LT	12	8	96	11
		EB	1	12	8	96	11
	Waukegan Road/IL 43	EB	LT	12	8	96	11
		TOTALS:				1029	1117
						FT	SY

ROUTE: Golf Road/IL 58(Overlook Drive to Gross Point Road)							
CROSS STREET		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)
Overlook Drive		EB	1	12	80	960	107
		EB	1	12	25	300	33
		EB	1	13	4	52	6
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	40	480	53
		EB	1,2	4	90	360	40
		EB	1	12	15	180	20
		EB	1	12	4	48	5
		EB	1,2	4	80	320	36
		EB	1,2	4	200	800	89
		EB	1	12	30	360	40
		EB	1	12	40	480	53
		EB	1,2	4	95	380	42
		EB	1	12	6	72	8
		EB	1	12	40	480	53
		EB	1,2	4	50	200	22
		EB	2	12	40	480	53
		EB	1,2	4	80	320	36
		EB	1,2	4	80	320	36
		EB	1	6	60	360	40
		EB	1,2	4	90	360	40
		EB	2	12	4	48	5
		EB	1,2	4	100	400	44
		EB	1	12	4	48	5
		EB	1	12	5	60	7
		EB	2	12	5	60	7
		EB	1,2	4	60	240	27
		EB	1	4	50	200	22
Omit Patching from West PCC Joint Chicago River Bridge Approach to East PCC Joint Chicago River Bridge Approach							
		EB	1	12	10	120	13
		EB	2	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1,2	4	80	320	36
		EB	1	12	5	60	7
		EB	2	12	5	60	7
		EB	1,2	4	320	1280	142
		EB	1	12	4	48	5
		EB	2	4	60	240	27
		EB	2	12	4	48	5
		EB	1	12	6	72	8
		EB	2	14	12	168	19
Harms Road	Harms Road	EB	1	12	12	144	16
		EB	1,2	4	30	120	13
		EB	1	14	4	56	6
		EB	1	12	4	48	5

CONTINUED ON NEXT SHEET

ROUTE: Golf Road/IL 58(Overlook Drive to Gross Point Road)		(Continued)					
CROSS STREET		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)
		EB	1	4	40	160	18
		EB	1	14	5	70	8
		EB	1	12	15	180	20
		EB	LT	12	5	60	7
	Woods Drive	EB	LT	12	5	60	7
Woods Drive		EB	1	4	20	80	9
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	1	12	4	48	5
		EB	2	4	30	120	13
		EB	2	12	6	72	8
		EB	1	12	15	180	20
		EB	2	12	80	960	107
		EB	1	12	80	960	107
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	7	84	9
		EB	2	4	12	48	5
		EB	1	12	10	120	13
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	8	96	11
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	60	720	80
		EB	2	12	60	720	80
		EB	2	4	50	200	22
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	5	60	7
		EB	1	12	5	60	7
		EB	1	12	5	60	7
		EB	2	12	5	60	7
		EB	1	12	8	96	11
		EB	2	12	8	96	11
		EB	1	12	8	96	11
		EB	2	12	8	96	11
		EB	2	12	12	144	16
		EB	1/LT	4	10	40	4
		EB	LT	12	5	60	7
		EB	1	12	5	60	7
Lawler Avenue	Lawler Avenue	EB	2	12	5	60	7
		EB	LT	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5

ROUTE: Golf Road/IL 58(Overlook Drive to Gross Point Road)		(Continued)					
CROSS STREET		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)
		EB	2	6	120	720	80
		EB	2	12	40	480	53
		EB	1	12	5	60	7
		EB	1	12	20	240	27
		EB	2	12	20	240	27
		EB	2	15	4	60	7
		EB	2	12	4	48	5
	Lamon Avenue	EB	2	12	4	48	5
Lamon Avenue		EB	2	12	5	60	7
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1,2	4	40	160	18
		EB	2	12	50	600	67
		EB	1	12	20	240	27
		EB	2	12	20	240	27
		EB	1	4	4	16	2
		EB	2	12	12	144	16
		EB	1	12	5	60	7
		EB	2	12	5	60	7
		EB	RT	3	5	15	2
		EB	2	12	5	60	7
		EB	2,RT	12	4	48	5
		EB	1	12	9	108	12
		EB	2	12	9	108	12
		EB	RT	12	9	108	12
		EB	1	12	5	60	7
		EB	2	12	5	60	7
		EB	2	12	4	48	5
		EB	LT	6	5	30	3
		EB	1	12	5	60	7
		EB	2	12	5	60	7
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	13	5	65	7
		EB	2	13	5	65	7
		EB	1	12	15	180	20
		EB	2	12	15	180	20
		EB	1	13	4	52	6
		EB	1	12	15	180	20
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	10	120	13
		EB	2	12	10	120	13
		EB	1	12	4	48	5
		EB	LT	12	10	120	13
		EB	1	12	10	120	13
		EB	2	12	4	48	5
		EB	LT	12	4	48	5

CONTINUED ON NEXT SHEET

ROUTE: Golf Road/IL 58(Overlook Drive to Gross Point Road)		(Continued)					
CROSS STREET		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)
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	LT	12	4	48	5
	Gross Point Road	EB	1	12	4	48	5
Gross Point Road		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	6	72	8
		WB	2	4	8	32	4
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	4	120	480	53
		WB	1	12	4	48	5
		WB	1	12	20	240	27
		WB	2	12	7	84	9
		WB	2	13	15	195	22
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	1	12	4	48	5
		WB	1	4	55	220	24
		WB	1	12	4	48	5
		WB	1	12	10	120	13
		WB	2	13	10	130	14
		WB	2	12	4	48	5
		WB	1	12	5	60	7
		WB	RT	4	5	20	2
		WB	1,2	4	50	200	22
		WB	2	12	8	96	11
		WB	1,2	24	5	120	13
		WB	2	12	15	180	20
		WB	2	12	17	204	23
		WB	1	12	4	48	5
		WB	1	12	10	120	13
		WB	2	12	20	240	27
		WB	2,LT	12	4	48	5
		WB	2	6	20	120	13
		WB	2	14	8	112	12
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	RT	6	30	180	20
	Skokie Boulevard	WB	1,RT	6	20	120	13
Skokie Boulevard		WB	2	12	4	48	5
		WB	2	12	4	48	5
		WB	2	6	20	120	13
		WB	2	12	5	60	7
		WB	1	12	4	48	5
		WB	2	14	10	140	16
		WB	2	12	12	144	16
		WB	1	4	20	80	9
	Old Orchard Drive	WB	2	4	30	120	13
Old Orchard Drive		WB	2	6	20	120	13
		WB	1	12	55	660	73

ROUTE: Golf Road/IL 58(Overlook Drive to Gross Point Road)		(Continued)					
CROSS STREET		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)
		WB	2	12	4	48	5
		WB	2	4	90	360	40
		WB	1	12	50	600	67
		WB	1	4	15	60	7
		WB	2	13	15	195	22
		WB	2	4	80	320	36
		WB	1	4	10	40	4
		WB	1	12	8	96	11
		WB	1	12	10	120	13
		WB	2	12	10	120	13
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	60	720	80
		WB	2	12	50	600	67
		WB	1	12	10	120	13
		WB	1	12	5	60	7
		WB	1	12	35	420	47
		WB	1	12	15	180	20
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	1	4	10	40	4
		WB	1	12	5	60	7
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	10	120	13
		WB	2	12	10	120	13
		WB	1	12	30	360	40
		WB	2	12	10	120	13
		WB	1	12	8	96	11
		WB	1	12	10	120	13
		WB	1	12	4	48	5
		WB	1	12	4	48	5
	Harms Road	WB	0	0	0	0	0
Harms Road		WB	1	12	4	48	5
		WB	1	12	12	144	16
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	1	12	20	240	27
		WB	2	4	30	120	13
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	12	144	16
		WB	2	6	15	90	10
		WB	2	4	25	100	11
		WB	1,2	4	50	200	22
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	6	72	8
		WB	2	12	4	48	5
		WB	2	6	20	120	13
		WB	2	6	20	120	13
		WB	1	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: Golf Road/IL 58(Overlook Drive to Gross Point Road) (Continued)							
CROSS STREET		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)
		WB	2	6	15	90	10
		WB	2	12	5	60	7
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	1	12	4	48	5
		WB	2	12	6	72	8
		WB	1	12	4	48	5
		WB	1	12	10	120	13
		WB	2	4	20	80	9
		WB	1	12	10	120	13
		WB	2	12	10	120	13
		WB	1,2	4	50	200	22
		WB	1,2	4	60	240	27
		WB	1	12	6	72	8
		WB	1	12	4	48	5
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	1	12	4	48	5
		WB	1	12	6	72	8
		WB	LT	12	6	72	8
		WB	1	12	60	720	80
		WB	1	12	85	1020	113
		WB	1	4	50	200	22
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	5	60	7
		WB	1	12	8	96	11
		WB	1	12	4	48	5
		WB	2	12	70	840	93
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	1,2	4	50	200	22
		WB	1,2	4	90	360	40
		WB	2	12	40	480	53
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	7	84	9
		WB	2	12	7	84	9
		WB	2	6	40	240	27
	Overlook Drive	WB	1	12	15	180	20
		TOTALS:				5644	4985
						FT	SY

ROUTE: Ballard Road(Rand Road/US 12 to Greenwood Avenue)							
CROSS STREET		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 Avenue	Dee Road	WB	1	0	0	0	0
Dee Road	PCC Joint E of Rancho Lane	WB	1	0	0	0	0
PCC Joint W of Good Avenue	Bellaire Avenue	WB	1	12	3	36	4
Bellaire Avenue	Rand Road/US 12	WB	1	0	0	0	0
Rand Road/US 12	Bellaire Avenue	EB	1	12	3	36	4
Bellaire Avenue	PCC Joint W of Good Avenue	EB	1	12	3	36	4
PCC Joint E of Rancho Lane	Dee Road	EB	1	0	0	0	0
Dee Road		EB	1	20	20	400	44
	Greenwood Avenue	EB	1	10	10	100	11
		TOTALS:				39	68
						FT	SY

ROUTE: Dempster Street/US 14 (Potter Road to River Road)							
CROSS STREET		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)
Potter Road		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	1,2	3	50	150	17
		WB	2	12	3	36	4
		WB	1,2	12	3	36	4
		WB	1,2	3	50	150	17
		WB	1,2	3	20	60	7
		WB	1,2	3	30	90	10
		WB	1,2	3	30	90	10
		WB	2	15	3	45	5
		WB	2	12	3	36	4
		WB	1,2	12	3	36	4
Rand Road/US 12	Rand Road/US 12	WB	1,2	3	100	300	33
		WB	1,2	3	20	60	7
		WB	1,2	3	50	150	17
		WB	2	3	15	45	5
		WB	1,2	3	20	60	7
		WB	2	12	3	36	4
		WB	2	12	3	36	4
River Road	River Road	WB	1	12	3	36	4
		EB	1,2	15	3	45	5
		EB	2	15	3	45	5
		EB	2	3	100	300	33
		EB	1	3	50	150	17
		EB	2	3	50	150	17
		EB	1	3	100	300	33
		EB	2	3	50	150	17
		EB	1	3	50	150	17
		EB	2	3	20	60	7
		EB	2	12	3	36	4
		EB	1,2	12	3	36	4
Rand Road/US 12	Rand Road/US 12	EB	1	12	3	36	4
		EB	1,2	3	20	60	7
		EB	1	12	3	36	4
		EB	1,2	3	50	150	17
		EB	1,2	3	150	450	50
	Potter Road	EB	1	3	20	60	7
		TOTALS:				1090	411
						FT	SY

FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED -
c:\pwork\pwork\dot\Aumm\d0382486\HMA-Cook-Nor.th.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 4/4/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INTERMITTENT RESURFACING SCHEDULE
GOLF RD /IL 58, BALLARD RD, AND US 14 /DEMPSTER ST**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-020R5	COOK	74	25
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60Y06	

ROUTE: Niles Center Road(Dempster Street/IL 58 to Church Street)							
CROSS STREET		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)
Dempster Street/IL 58		NB	1	12	3	36	4
	Skokie Boulevard/US 41	NB	2	12	6	72	8
Skokie Boulevard/US 41		NB	1	3	220	660	73
		NB	1	3	30	90	10
		NB	1	3	230	690	77
		NB	1	3	30	90	10
		NB	1	3	20	60	7
		NB	1	3	20	60	7
		NB	1	15	3	45	5
		NB	1	15	3	45	5
		NB	1	15	3	45	5
		NB	1	3	20	60	7
		NB	1	10	20	200	22
		NB	1	3	150	450	50
		NB	1	3	20	60	7
		NB	1	3	20	60	7
		NB	1	3	20	60	7
		NB	1	3	300	900	100
		NB	1	3	20	60	7
Church Street	Church Street	NB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	30	90	10
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	3	3		

ROUTE:		IL 72 (IL 53/I-290 to Meacham Road)					
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)
Meacham Road		EB	2,3	3	200	600	67
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	3	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	3	12	3	36	4
		EB	3	3	200	2400	267
		EB	3,SHLDR	3	800	2400	267
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	3	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	3	12	3	36	4
		EB	2,3	3	800	2400	267
		EB	1,2	3	150	450	50
		EB	3	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	3	12	3	36	4
		EB	LT	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
	Mall Drive	EB	3	3	60	180	20
Mall Drive		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2,3	3	900	2700	300
		EB	3,SHLDR	3	800	2400	267
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	3	12	3	36	4
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	12	6	72	8
		EB	3	3	100	300	33
		EB	3	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	3	12	3	36	4
		EB	3	12	3	36	4
		EB	LT	12	3	36	4
		EB	3	12	12	144	16
		EB	RT	10	100	1000	111
		EB	LT	12	3	36	4

ROUTE:		IL 72 (IL 53/I-290 to Meacham Road)						(Continued)
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)	
		EB	3	12	6	72	8	
		EB	3	12	6	72	8	
		EB	RT	12	100	1200	133	
		EB	2,3	3	100	300	33	
	Martingale Road	EB	1	12	3	36	4	
Martingale Road		EB	INT	12	6	72	8	
		EB	INT	12	6	72	8	
		EB	INT	12	6	72	8	
		EB	INT	12	6	72	8	
		EB	3	3	50	150	17	
		EB	2,3	3	200	600	67	
		EB	3,RT	3	300	900	100	
		EB	1	12	3	36	4	
		EB	2	12	3	36	4	
		EB	3	12	3	36	4	
		EB	1	12	3	36	4	
		EB	2	12	3	36	4	
		EB	3	12	3	36	4	
		EB	1,2	3	200	600	67	
		EB	2,3	3	300	900	100	
		EB	3,RT	3	300	900	100	
		EB	2,3	3	200	600	67	
		EB	1	12	3	36	4	
		EB	1	12	3	36	4	
		EB	2	12	3	36	4	
		EB	3	12	3	36	4	
		EB	1	12	3	36	4	
		EB	2	12	3	36	4	
		EB	3	12	3	36	4	
		EB	1	12	3	36	4	
		EB	2	12	3	36	4	
		EB	3	12	3	36	4	
		EB	LT	12	3	36	4	
	IL 53/I-290	EB	LT	12	3	36	4	
		WB	1	12	3	36	4	
		WB	2	12	3	36	4	
		WB	3	12	3	36	4	
		WB	3	12	3	36	4	
		WB	LT	12	3	36	4	
		WB	1	12	3	36	4	
		WB	2	12	3	36	4	
		WB	3	12	3	36	4	
		WB	INT	12	6	72	8	
		WB	1	12	6	72	8	
		WB	2	12	6	72	8	
		WB	3	12	12	144	16	
		WB	1	12	3	36	4	

CONTINUED ON NEXT SHEET

ROUTE: US 12/Rand Road(Lake Cook Road to Kensington Road)		(Continued)					
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)
		NWB	1,2	3	100	300	33
		NWB	1,2	3	300	900	100
		NWB	INT	3	120	360	40
		NWB	INT	3	50	150	17
		NWB	INT	3	50	150	17
		NWB	1,2	3	150	450	50
		NWB	1,2	3	100	300	33
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	2	3	100	300	33
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	3	200	600	67
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	12	144	16
		NWB	2	12	12	144	16
		NWB	INT	3	100	300	33
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
	Beverly Lane	NWB	2	12	3	36	4
Beverly Lane		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1,2	3	200	600	67
		NWB	1,2	3	100	300	33
		NWB	LT	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	LT	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	2	12	3	36	4
	Palatine Road	NWB	3	12	3	36	4
Palatine Road		NWB	3,RT	3	100	300	33
		NWB	1,2	3	200	600	67
		NWB	2,3	3	200	600	67
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	2,3	3	200	600	67
		NWB	1,2	3	100	300	33
		NWB	1,2	3	200	600	67
		NWB	2,3	3	200	600	67
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4

ROUTE: US 12/Rand Road(Lake Cook Road to Kensington Road)		(Continued)					
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)
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	2,3	3	100	300	33
		NWB	1,2	3	100	300	33
		NWB	2,3	3	100	300	33
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	LT	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	LT	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	LT	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	LT	12	3	36	4
	Arlington Heights Road	NWB	INT	3	150	450	50
Arlington Heights Road		NWB	INT	3	100	300	33
		NWB	1	3	100	300	33
		NWB	2	3	100	300	33
		NWB	3	3	100	300	33
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	1,2	3	300	900	100
		NWB	2,3	3	300	900	100
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	1,LT	3	200	600	67
		NWB	1,2	3	200	600	67
		NWB	INT	3	100	300	33
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4

CONTINUED ON NEXT SHEET

ROUTE: US 12/Rand Road(Lake Cook Road to Kensington Road)		(Continued)					
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)
		NWB	3	12	3	36	4
		NWB	1	3	200	600	67
		NWB	2	3	200	600	67
		NWB	2	3	200	600	67
		NWB	3	3	200	600	67
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	3	12	3	36	4
		NWB	INT	3	70	210	23
		NWB	1,2	3	200	600	67
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1,2	3	100	300	33
		NWB	1,2	3	50	150	17
		NWB	1,2	3	200	600	67
		NWB	1	12	12	144	16
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1,2	3	100	300	33
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1,2	3	300	900	100
		NWB	1,2	3	300	900	100
		NWB	2	12	12	144	16
		NWB	1	12	6	72	8
		NWB	2	12	12	144	16
		NWB	1	12	6	72	8
		NWB	1	12	3	36	4

ROUTE: US 12/Rand Road(Lake Cook Road to Kensington Road)		(Continued)					
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)
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1,2	3	500	1500	167
		NWB	1	12	3	36	4
	Hintz Road	NWB	2	12	3	36	4
Hintz Road		NWB	INT	3	70	210	23
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1,2	3	150	450	50
		NWB	2	3	100	300	33
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	12	144	16
		NWB	2	12	12	144	16
		NWB	1	12	80	960	107
		NWB	2	6	50	300	33
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1,2	3	100	300	33
		NWB	1,2	3	50	150	17
		NWB	1,2	3	200	600	67
		NWB	1	12	12	144	16
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1,2	3	100	300	33
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1,2	3	200	600	67
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1,2	3	100	300	33
		NWB	1,2	3	100	300	33
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1,2	3	200	600	67
		NWB	1,2	3	100	300	33
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	100	1200	133
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	LT	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	LT	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: US 12/Rand Road(Lake Cook Road to Kensington Road) (Continued)							
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)
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	LT	12	6	72	8
		NWB	INT	3	200	600	67
		NWB	1	3	200	600	67
		NWB	2	3	200	600	67
		NWB	1,2	3	100	300	33
		NWB	2	3	100	300	33
		NWB	1,2	3	200	600	67
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	2	12	150	1800	200
		NWB	1	12	50	600	67
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	2	12	100	1200	133
		NWB	1,2	12	3	36	4
		NWB	RT	12	100	1200	133
		NWB	2	12	100	1200	133
		NWB	INT	6	80	480	53
		NWB	1	3	200	600	67
		NWB	2	3	200	600	67
		NWB	2	12	50	600	67
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	2	6	200	1200	133
		NWB	2	12	50	600	67
		NWB	1	12	50	600	67
		NWB	1	6	12	72	8
		NWB	2	6	12	72	8
		NWB	1,2	3	50	150	17
		NWB	1,2	3	300	900	100
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1,2	3	100	300	33
		NWB	2	3	300	900	100
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1,2	3	100	300	33

ROUTE: US 12/Rand Road(Lake Cook Road to Kensington Road) (Continued)							
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)
		NWB	2	3	80	240	27
		NWB	LT	3	200	600	67
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	LT	12	6	72	8
		NWB	LT	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	2	3	100	300	33
		NWB	1,2	3	100	300	33
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	2	3	150	450	50
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	3	36	4
		NWB	2	12	3	36	4
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1,2	3	100	300	33
		NWB	2	3	70	210	23
		NWB	1	3	200	600	67
		NWB	2	3	200	600	67
		NWB	1	6	100	600	67
		NWB	1,2	3	100	300	33
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	6	72	8
		NWB	2	12	6	72	8
		NWB	1	12	3	36	4

CONTINUED ON NEXT SHEET

ROUTE: US 12/Rand Road(Lake Cook Road to Kensington Road) (Continued)							
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)
		NWB	LT	12	3	36	4
		NWB	1	12	3	36	4
	Lake Cook Road	NWB	2	12	3	36	4
Lake Cook Road		SEB	1,2	3	200	600	67
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1,2	4	200	800	89
		SEB	2	6	50	300	33
		SEB	2	3	200	600	67
		SEB	1	12	6	72	8
		SEB	1	12	6	72	8
		SEB	1	12	6	72	8
		SEB	1	12	6	72	8
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	12	6	72	8
		SEB	1	12	6	72	8
		SEB	1	12	6	72	8
		SEB	2	3	50	150	17
		SEB	1,2	3	200	600	67
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	3	100	300	33
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1,2	3	100	300	33
		SEB	1	12	6	72	8
		SEB	2	12	6	72	8
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
	Hicks Road	SEB	1	12	12	144	16
Hicks Road		SEB	2	12	6	72	8
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1,2	3	100	300	33
		SEB	2	3	200	600	67
		SEB	1	12	50	600	67
		SEB	2	12	12	144	16
		SEB	2	12	12	144	16
		SEB	2	3	150	450	50
		SEB	1	12	6	72	8

ROUTE: US 12/Rand Road(Lake Cook Road to Kensington Road) (Continued)							
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)
		SEB	1	12	6	72	8
		SEB	1	12	50	600	67
		SEB	2	12	6	72	8
		SEB	2	12	6	72	8
		SEB	1	12	6	72	8
		SEB	2	12	6	72	8
		SEB	1	12	6	72	8
		SEB	1	12	100	1200	133
		SEB	1,2	3	100	300	33
		SEB	2	3	200	600	67
		SEB	2	12	80	960	107
		SEB	2	12	100	1200	133
		SEB	1	12	6	72	8
		SEB	1	12	6	72	8
		SEB	1,2	3	200	600	67
		SEB	1	12	12	144	16
		SEB	1	12	12	144	16
		SEB	2	3	100	300	33
		SEB	1	12	12	144	16
		SEB	1	12	6	72	8
		SEB	2	12	6	72	8
		SEB	1,2	3	200	600	67
		SEB	1	12	12	144	16
		SEB	1	12	12	144	16
		SEB	2	3	100	300	33
		SEB	1	12	12	144	16
		SEB	1	12	6	72	8
		SEB	2	12	6	72	8
		SEB	1,2	3	100	300	33
		SEB	1	12	12	144	16
		SEB	1	12	6	72	8
		SEB	1	12	12	144	16
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1,2	3	100	300	33
		SEB	1,LT	3	200	600	67
		SEB	1,2	3	400	1200	133
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	3	50	150	17
		SEB	2	3	50	150	17
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1,2	5	100	500	56
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1,2	3	100	300	33
		SEB	1	12	6	72	8
		SEB	2	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: US 12/Rand Road(Lake Cook Road to Kensington Road) (Continued)							
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)
		SEB	LT	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	LT	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
	Arlington Heights Road	SEB	3	12	3	36	4
Arlington Heights Road		SEB	1,2	3	200	600	67
		SEB	2,3	3	300	900	100
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	1	12	12	144	16
		SEB	2	12	12	144	16
		SEB	3	12	12	144	16
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	1	3	100	300	33
		SEB	2	3	100	300	33
		SEB	1	3	100	300	33
		SEB	2	3	100	300	33
		SEB	LT	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	LT	12	3	36	4
		SEB	1	12	3	36	4
	Palatine Road	SEB	2	12	3	36	4
Palatine Road		SEB	3	12	3	36	4
		SEB	INT	3	50	150	17
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4

ROUTE: US 12/Rand Road(Lake Cook Road to Kensington Road) (Continued)							
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)
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	3	3	50	150	17
		SEB	3	3	100	300	33
		SEB	INT	3	60	180	20
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	3	12	3	36	4
		SEB	2	3	200	600	67
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	12	3	36	4
	Beverly Lane	SEB	2	3	150	450	50
Beverly Lane		SEB	INT	3	100	300	33
		SEB	2	12	3	36	4
		SEB	1	12	20	240	27
		SEB	1	12	12	144	16
		SEB	2	6	80	480	53
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	12	3	36	4
		SEB	INT	3	60	180	20
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	12	144	16
		SEB	2	12	6	72	8
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	12	12	144	16
		SEB	2	3	100	300	33
		SEB	2	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	12	3	36	4
		SEB	INT	3	120	360	40
		SEB	INT	3	120	360	40
		SEB	2	3	12	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	2	3	150	450	50
		SEB	1,2	3	300	900	100
		SEB	2	3	50	150	17
		SEB	1	12	3	36	4
		SEB	2	12	3	36	4
		SEB	1,2	3	50	150	17
		SEB	2	3	50	150	17

CONTINUED ON NEXT SHEET

ROUTE: Golf Road/IL 58 (IL 53 to New Wilke Road)							
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)
IL 53		EB	1,2	3	200	600	67
		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	2,3	3	200	600	67
		EB	3	12	6	72	8
		EB	1	12	6	72	8
		EB	2,3	3	200	600	67
		EB	1,LT	3	200	600	67
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	3	12	3	36	4
		EB	LT	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	LT1	12	3	36	4
		EB	LT2	12	3	36	4
		EB	1,2	3	50	150	17
		EB	2,3	3	100	300	33
		EB	2	12	3	36	4
		EB	2,3	3	500	1500	167
		EB	1,2	3	200	600	67
		EB	LT	12	3	36	4
		EB	LT	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	1	12	3	36	4
		EB	1,2	3	100	300	33
		EB	1,2	3	200	600	67
		EB	1	3	20	60	7
		EB	1,LT	3	100	300	33
	Ring Road	EB	2	3	150	450	50
Ring Road		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	1,LT	12	3	36	4
		EB	LT	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	INT	3	100	300	33
		EB	1,LT	3	200	600	67

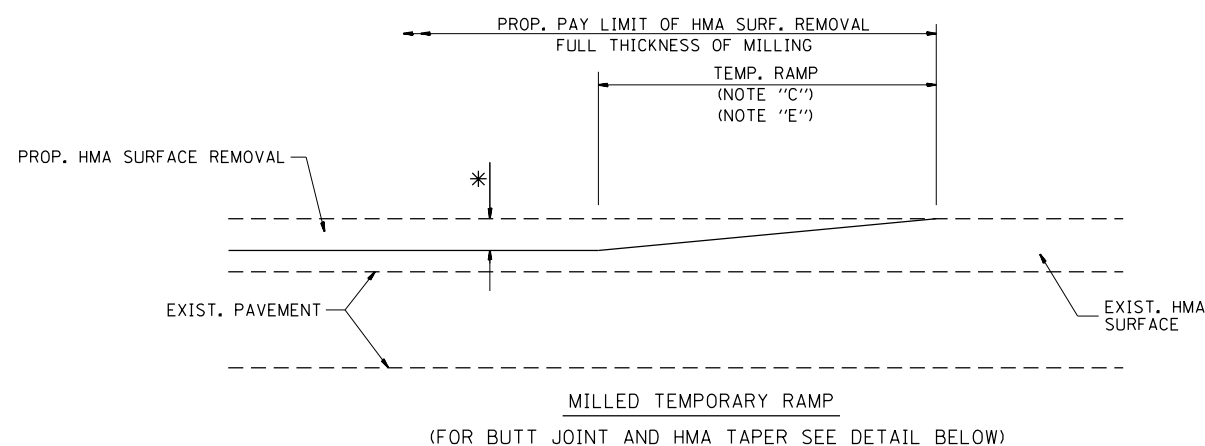
ROUTE: Golf Road/IL 58 (IL 53 to New Wilke Road) (Continued)							
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	INT	3	50	150	17
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	1	12	3	36	4
		EB	2	12	3	36	4
		EB	1,2	3	200	600	67
	Bridge over Salt Creek	EB	1,2	12	3	36	4
Bridge over Salt Creek		WB	1,2	3	80	240	27
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1,2	3	200	600	67
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	2,RT	3	80	240	27
		WB	RT	12	3	36	4
		WB	2	3	100	300	33
		WB	2,RT	3	150	450	50
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	2	3	20	60	7
		WB	2	3	20	60	7
		WB	2,RT	3	50	150	17
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
	Ring Road	WB	2	12	3	36	4
Ring Road		WB	2,3	3	100	300	33
		WB	2,3	3	200	600	67
		WB	2	12	3	36	4
		WB	3	12	3	36	4
		WB	1,2	3	200	600	67
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4

CONTINUED ON NEXT SHEET

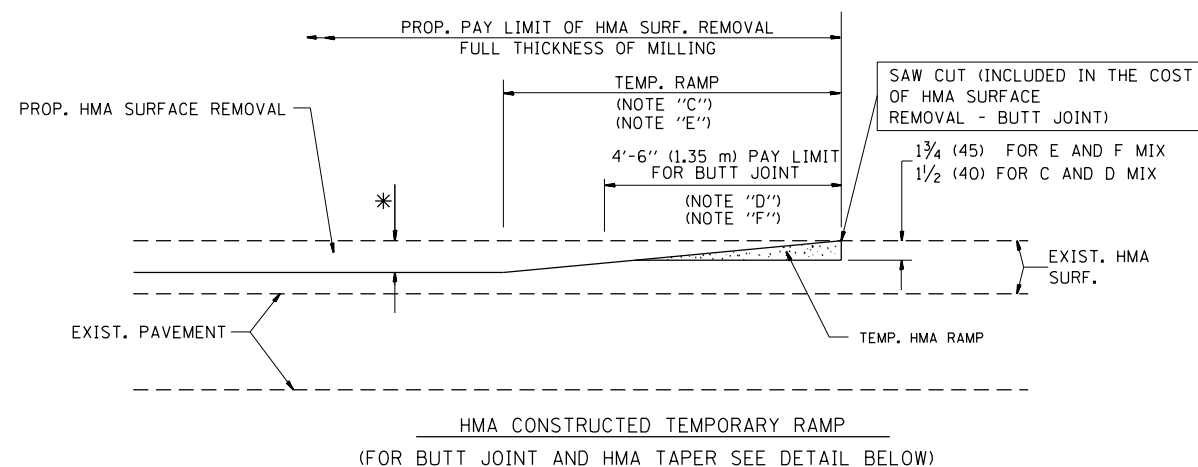
ROUTE: IL 19 (Barrington Road to IL 59)		(Continued)					
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
		WB	2	12	25	300	33
		WB	1	12	6	72	8
		WB	LT	12	20	240	27
		WB	1	12	20	240	27
		WB	1/2	6	20	120	13
		WB	1	12	6	72	8
	Bapa Road	WB	2	12	6	72	8
Bapa Road	Sunnydale Boulevard	WB	2	12	6	72	8
Sunnydale Boulevard		WB	1	12	6	72	8
		WB	1	12	20	240	27
		WB	2	12	10	120	13
		WB	1	12	20	240	27
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	20	240	27
		WB	1	12	6	72	8
		WB	1	6	125	750	83
		WB	2	12	6	72	8
		WB	LT	12	120	1440	160
	Alexander Avenue	WB	2	12	6	72	8
Alexander Avenue	Vine Street	WB	1	6	150	900	100
Vine Street		WB	1	6	150	900	100
		WB	2	12	12	144	16
		WB	1	12	6	72	8
		WB	1	12	80	960	107
		WB	1	12	20	240	27
		WB	2	12	6	72	8
		WB	MED	12	120	1440	160
		WB	2	12	20	240	27
		WB	1	12	6	72	8
		WB	1	12	6	72	8
	S. Park Boulevard	WB	LT	12	150	1800	200
S. Park Boulevard		WB	1	12	6	72	8
		WB	2	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	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	120	1440	160
		WB	1	12	10	120	13
		WB	2	12	6	72	8
		WB	LT	12	6	72	8
		WB	LT	12	6	72	8
		WB	LT	12	6	72	8
		WB	1	12	6	72	8
		WB	M/1	6	50	300	33
		WB	1	12	60	720	80
		WB	2	12	6	72	8
		WB	1	12	20	240	27

ROUTE: IL 19 (Barrington Road to IL 59)		(Continued)					
CROSS STREET		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)
		WB	M/1	6	30	180	20
		WB	2	12	20	240	27
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	LT	12	50	600	67
		WB	1	12	50	600	67
		WB	2	12	10	120	13
		WB	1	12	100	1200	133
	Bartlett Road	WB	2	12	100	1200	133
Bartlett Road		WB	1	12	6	72	8
		WB	LT/1	6	80	480	53
		WB	1	12	6	72	8
	Brittany Drive	WB	1	12	6	72	8
Brittany Drive	Merryoaks Road	WB	1	12	25	300	33
	Whispering Drive	WB	1	12	80	960	107
Whispering Drive	Oak Ridge Drive	WB					
Oak Ridge Drive	IL 59	WB	1	12	25	300	33
IL 59	Oak Ridge Drive	EB					
Oak Ridge Drive		EB	1	12	6	72	8
	Whispering Drive	EB	LT	12	6	72	8
Whispering Drive		EB	1	6	250	1500	167
	Merryoaks Road	EB	1	6	80	480	53
Merryoaks Road	Brittany Drive	EB	1	12	150	1800	200
Brittany Drive		EB				0	0
	Fulton Drive	EB	1	6	50	300	33
Fulton Drive	Winchester Drive	EB	1	6	50	300	33
Winchester Drive	Bartlett Road	EB					
Bartlett Road		EB	LT	12	100	1200	133
		EB	1	12	250	3000	333
		EB	2	12	250	3000	333
		EB	1	12	120	1440	160
		EB	1	12	100	1200	133
		EB	1	12	50	600	67
		EB	2	12	50	600	67
		EB	LT	12	10	120	13
	Park Avenue	EB	1	12	10	120	13
Park Avenue		EB	2	12	80	960	107
		EB	1	12	100	1200	133
		EB	2	12	6	72	8
		EB	2	12	6	72	8
	Police Station	EB	1	12	100	1200	133
Police Station		EB	2	6	50	300	33
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	30	360	40
		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
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8

CONTINUED ON NEXT SHEET

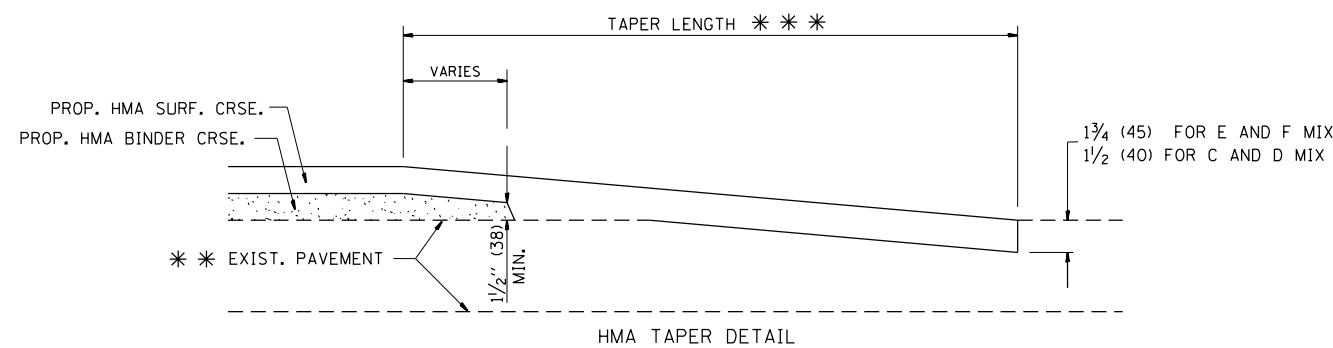
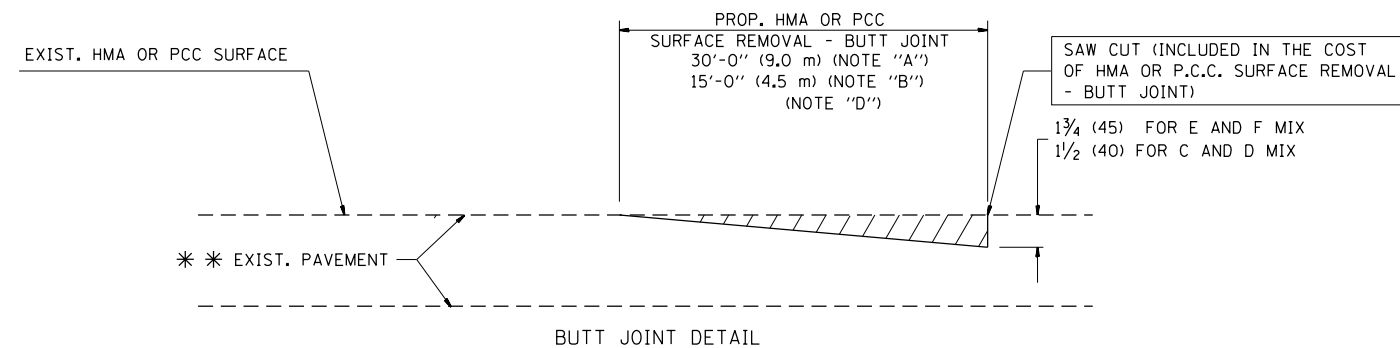


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

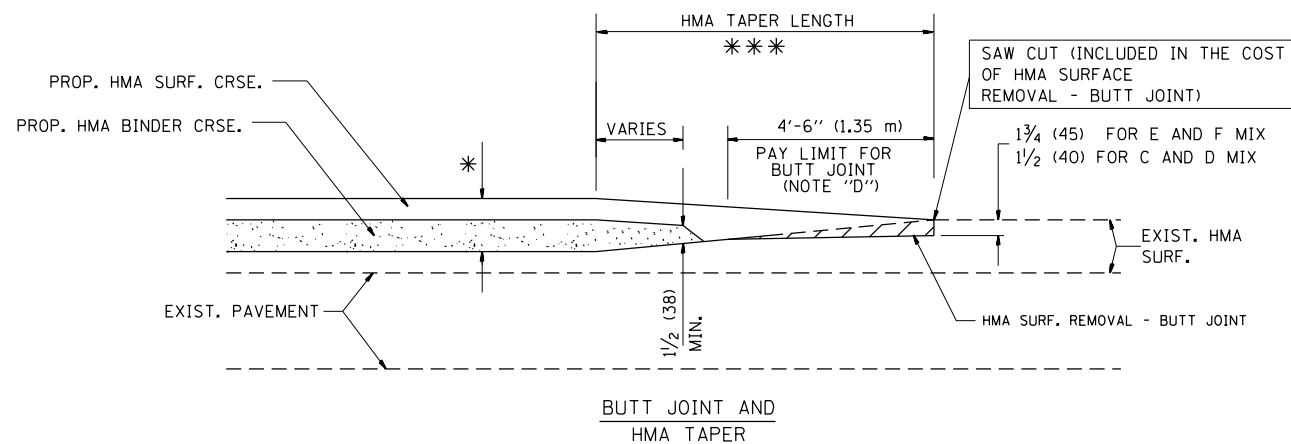
NOTES

- 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

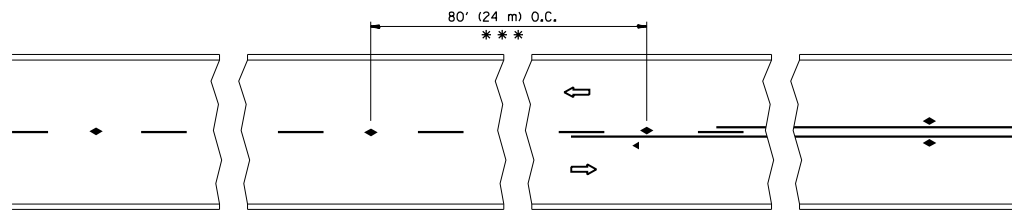
FILE NAME =	USER NAME = Aumm	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
et:\pw\work\p1dot\aumm\d0382486\60Y06-01std.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 4/4/2014	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

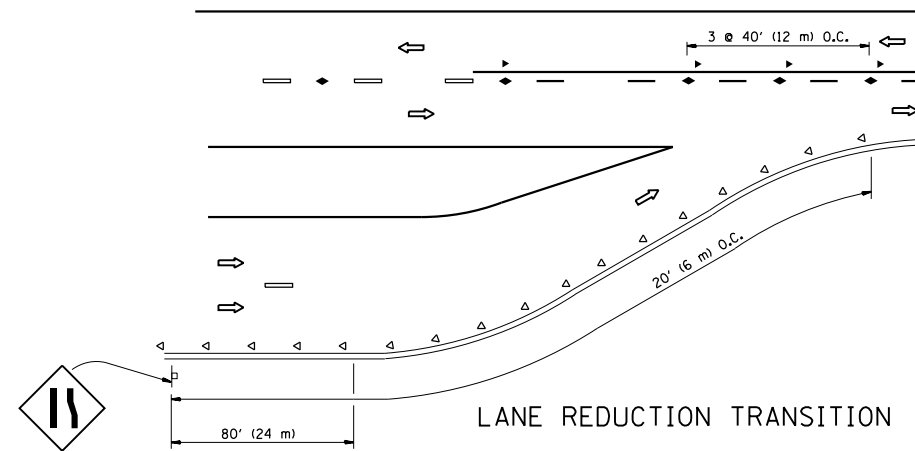
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-020R5	COOK	74	66
BD400-05 BD32		CONTRACT NO. 60Y06		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

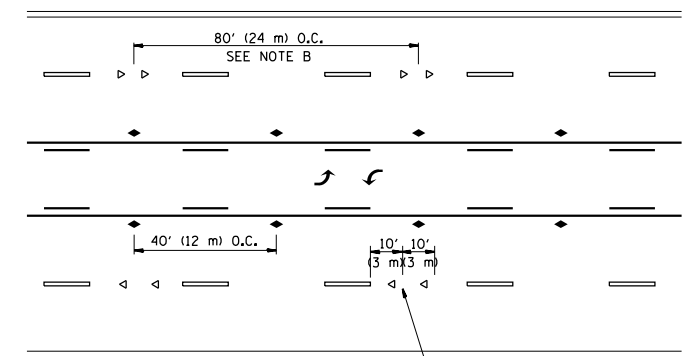


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

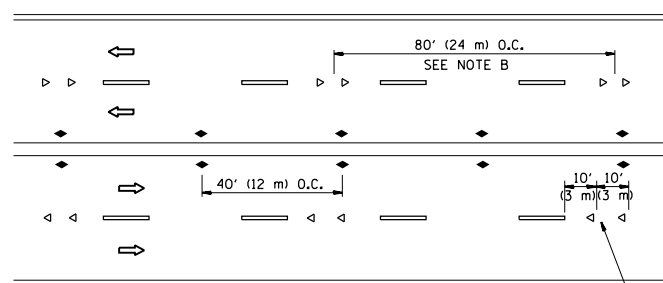
TWO-LANE/TWO-WAY



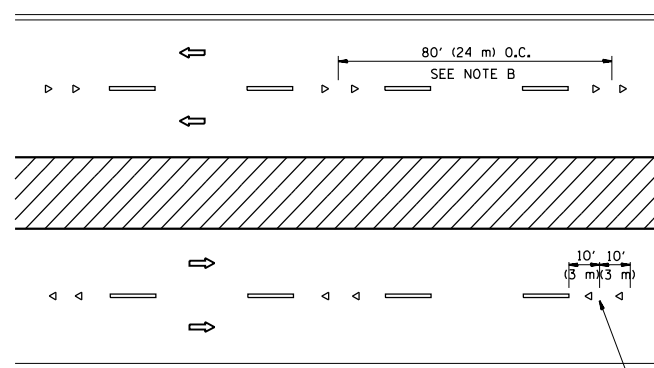
LANE REDUCTION TRANSITION



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

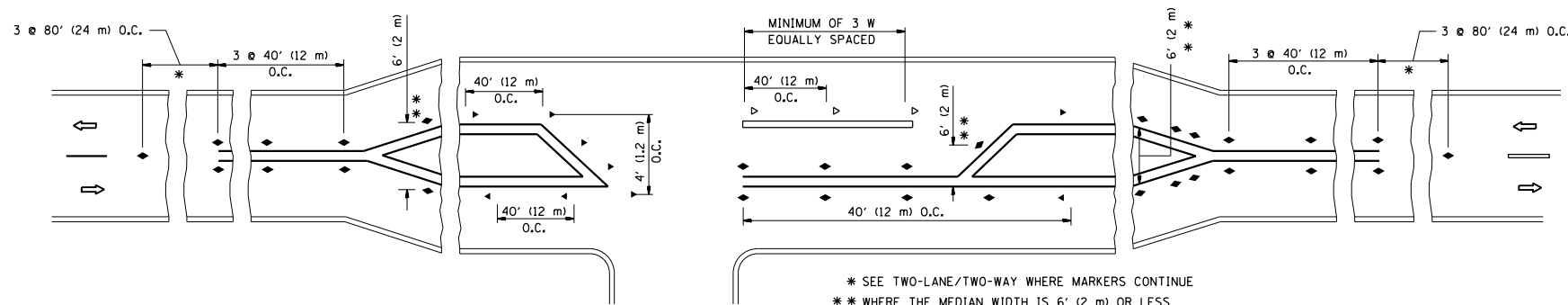
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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

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

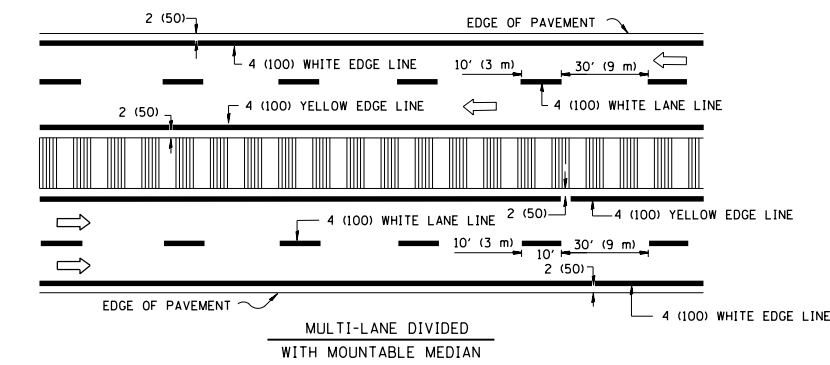
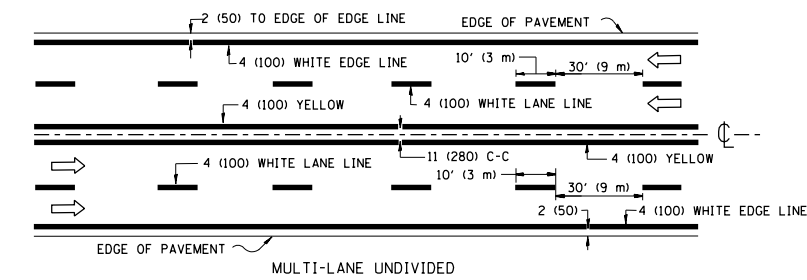
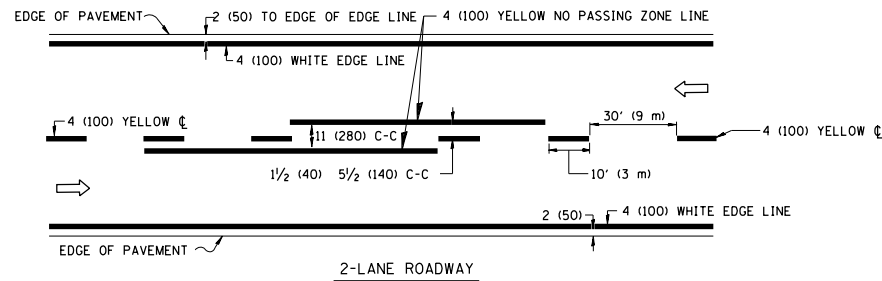
FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
et:\pw\work\p\dot\Aumm\d0382486\60Y06-01\std.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 4/4/2014	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

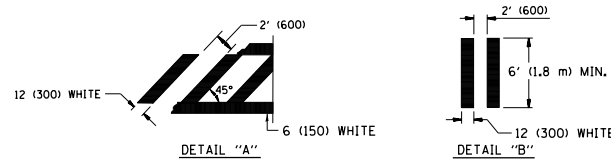
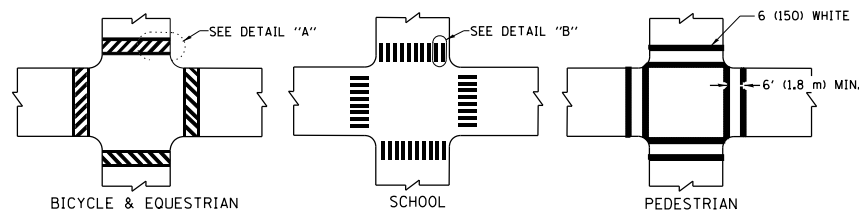
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-020R5	COOK	74	68
TC-11		CONTRACT NO. 60Y06		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

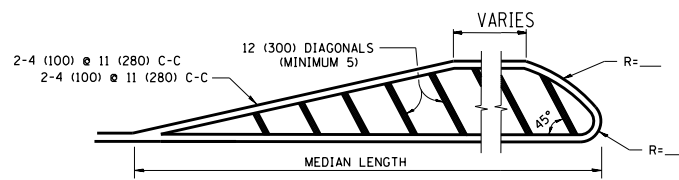
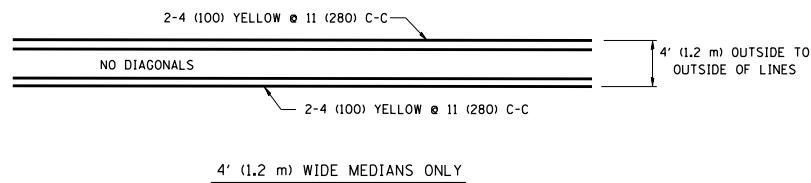


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

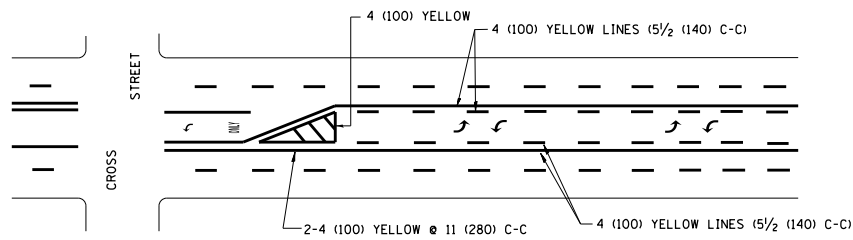


TYPICAL CROSSWALK MARKING

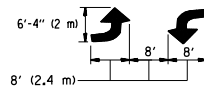


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

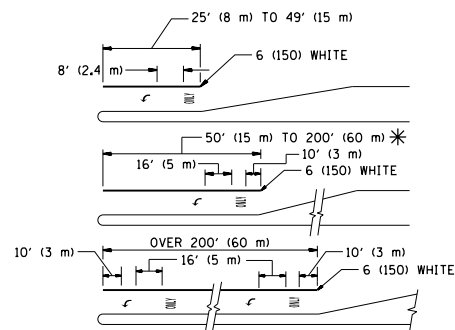


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

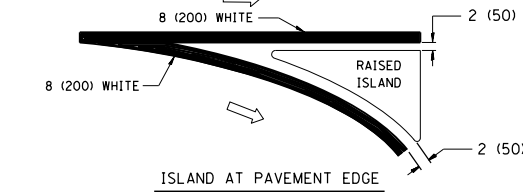
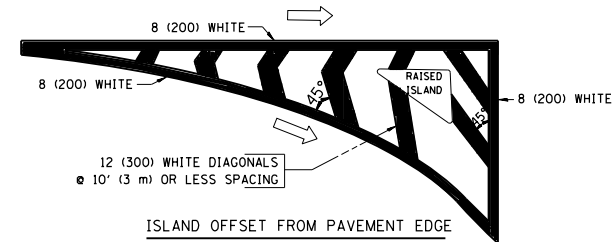


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* 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 1/2 (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 1/2 (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.

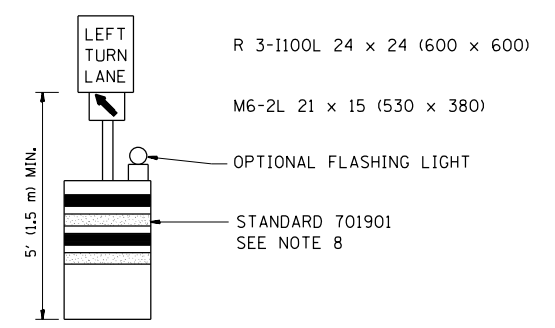
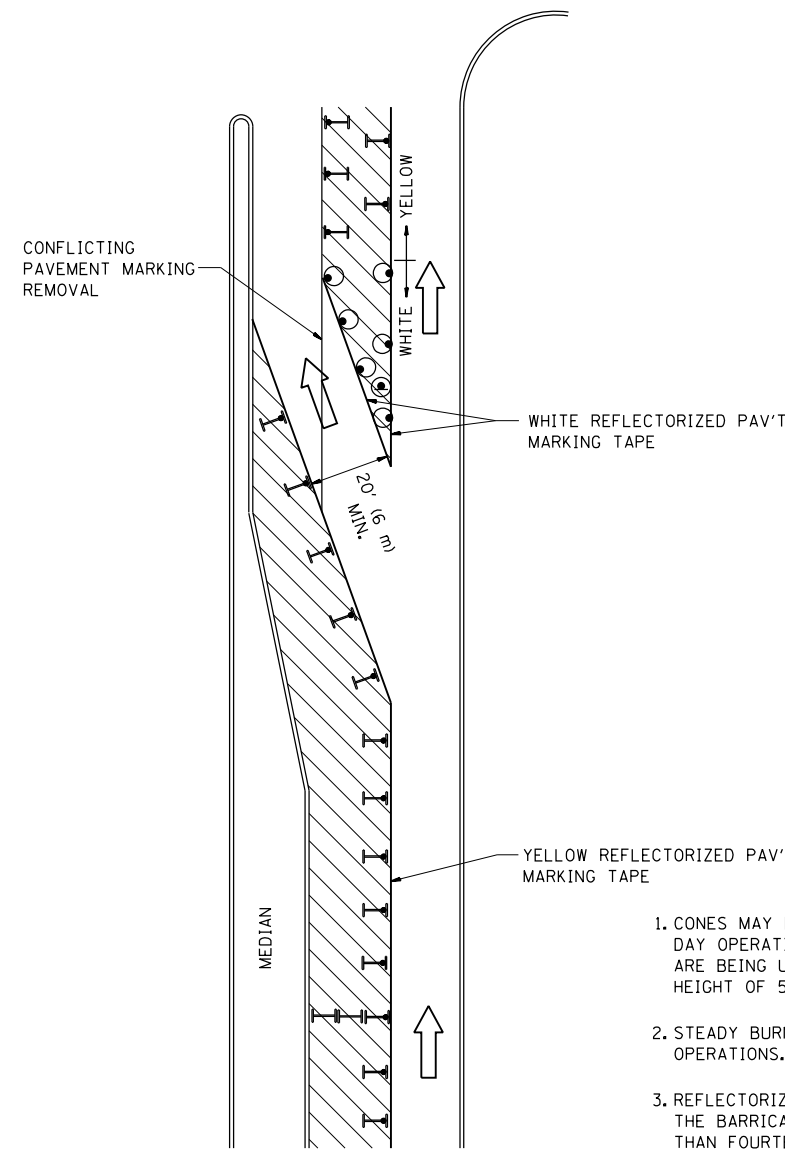
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = Aumm	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
et:\pw_work\p1dot\au\m\d0382486\60Y06-C\st5td.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 4/4/2014	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-020R5	COOK	74	69
TC-13		CONTRACT NO. 60Y06		
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 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

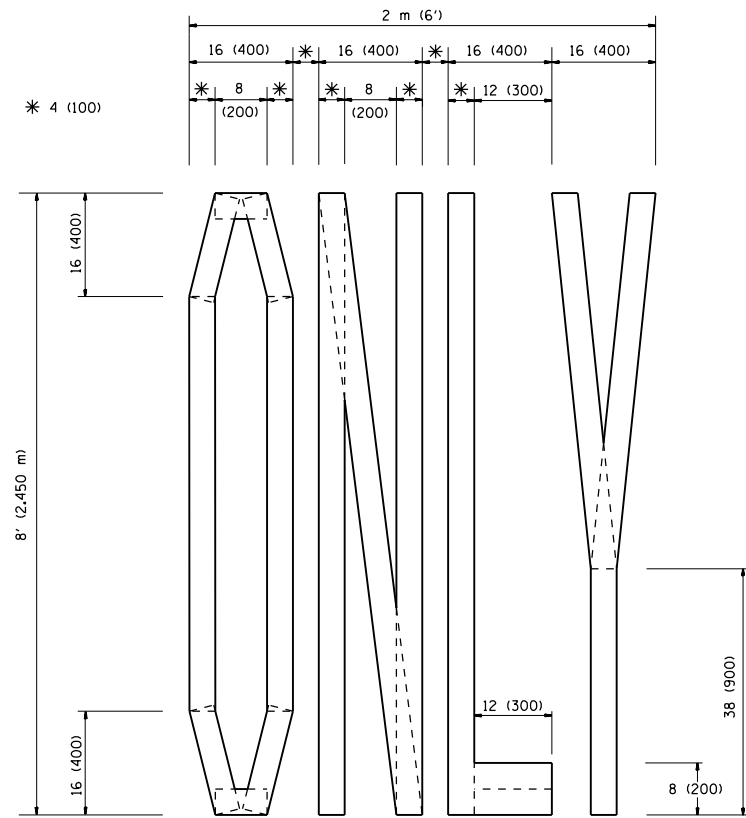
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = Aumm	REVISED -T, RAMMACHER 09-08-94	REVISED - R, BORO 09-14-09
et:\pw\work\p\dot\Aumm\d0382486\60Y06-01\std.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 100.0000' / 1in.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 4/4/2014	REVISED -T, RAMMACHER 01-06-00	REVISED -

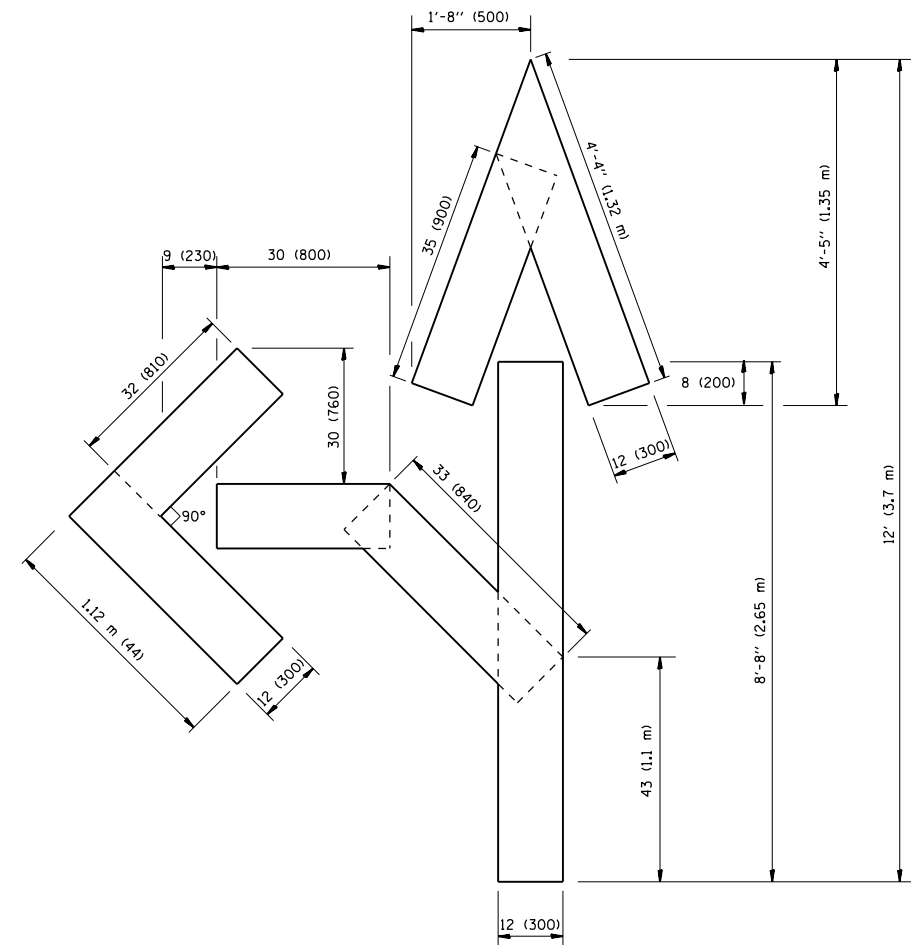
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

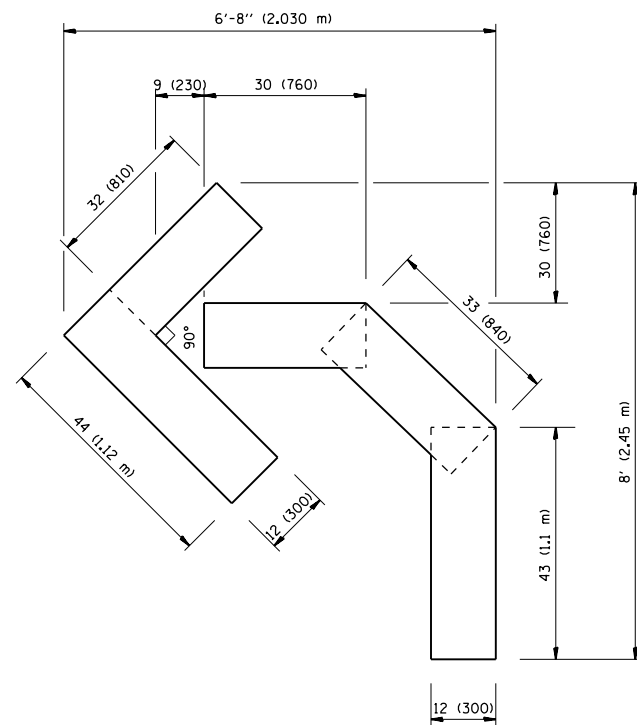
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-020R5	COOK	74	70
TC-14		CONTRACT NO. 60Y06		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

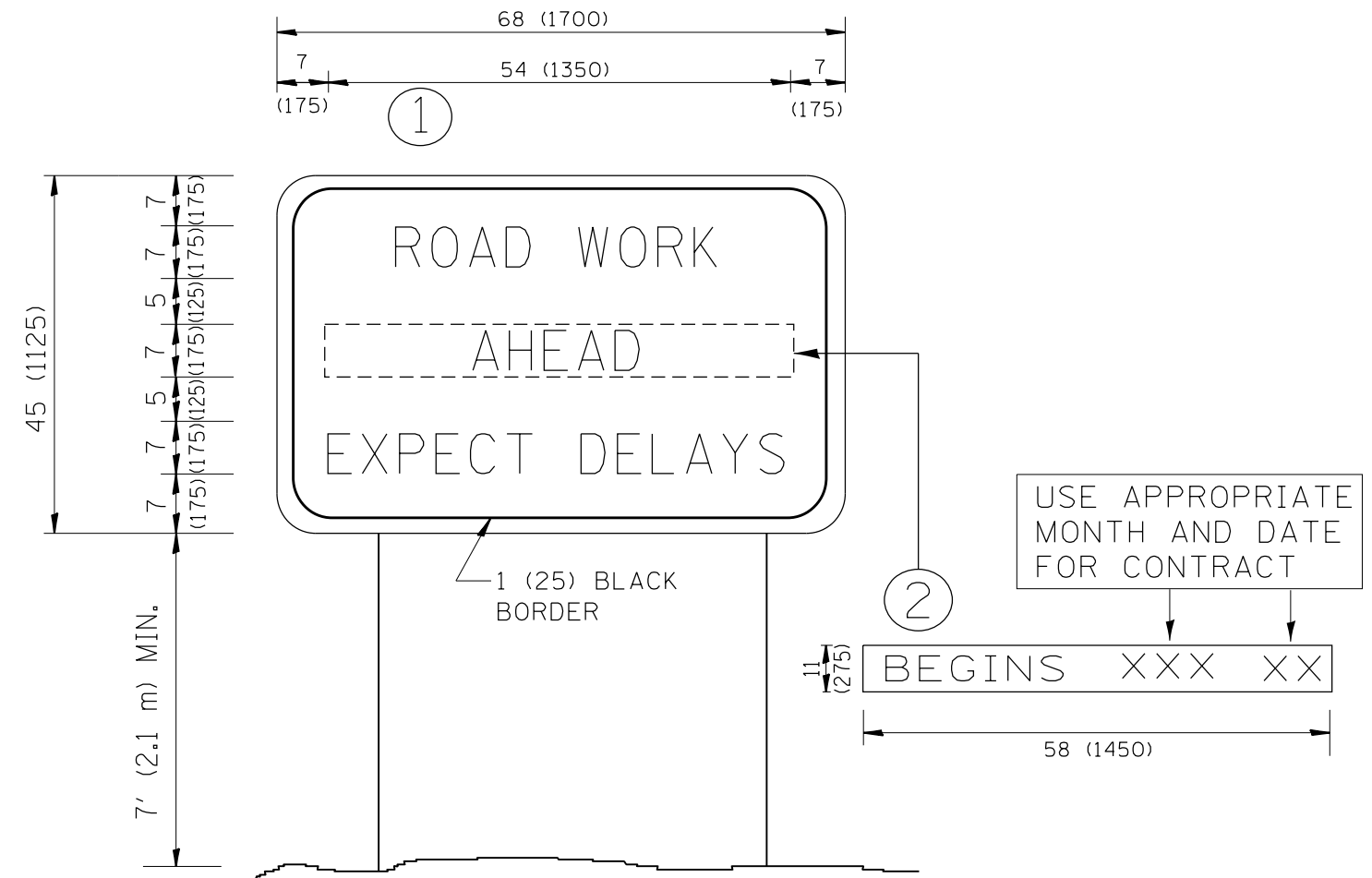
FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
et:\pw\work\p\dot\Aumm\d0382486\60Y06-01\std.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 4/4/2014	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.	2014-020R5	COOK	74	71
TC-16		CONTRACT NO. 60Y06		
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 = Aumm	DESIGNED -	REVISED - R. MIRS 09-15-97
ct:\pw\work\p1dot\aummm\d0382486\60Y06-01std.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 4/4/2014	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

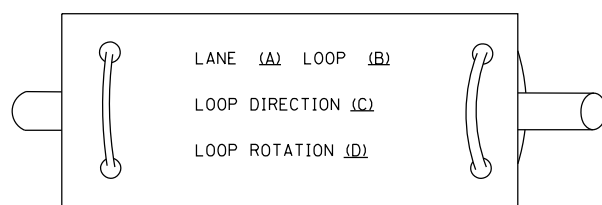
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-020R5	COOK	74	72
TC-22		CONTRACT NO. 60Y06		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

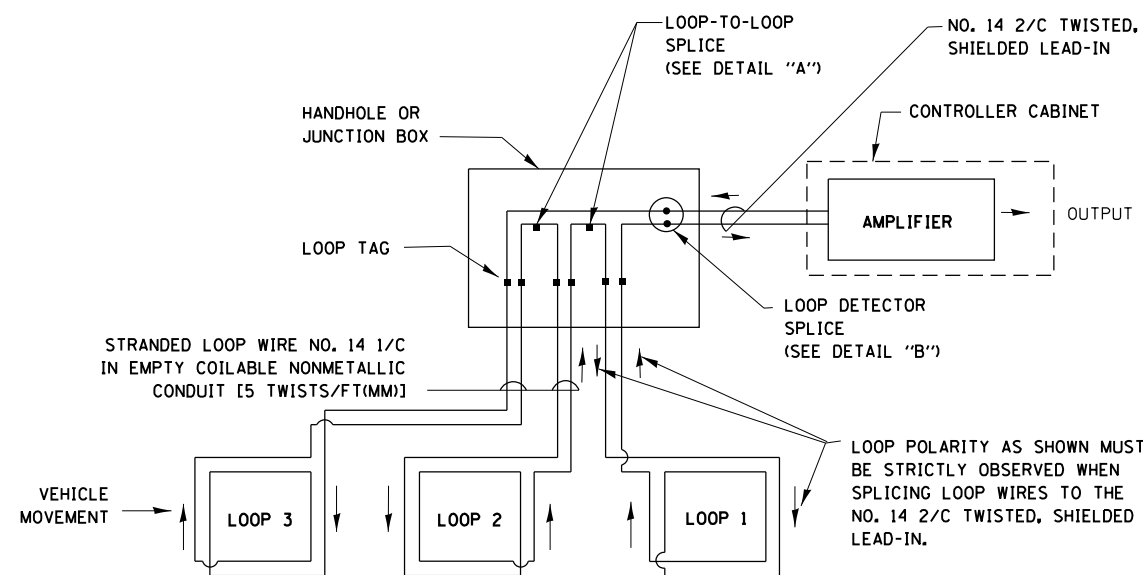
LOOP DETECTOR NOTES

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

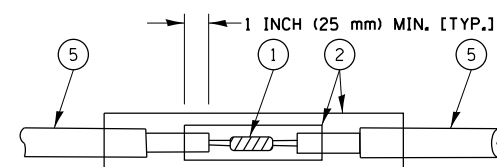


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

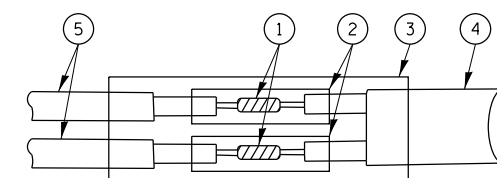


DETECTOR LOOP WIRING SCHEMATIC

- 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.

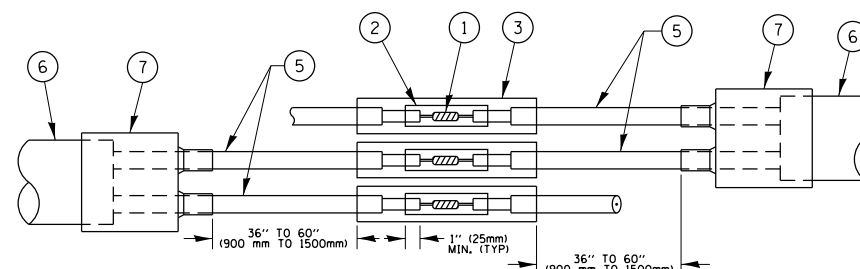


DETAIL "A"
LOOP-TO-LOOP SPLICE

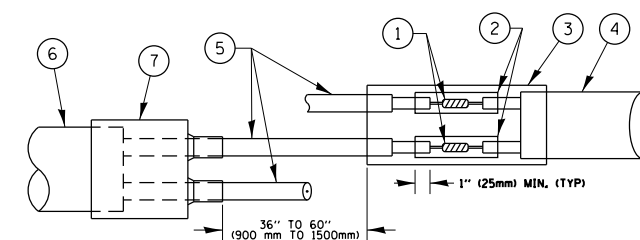


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

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 = Aumm	DESIGNED - DAD	REVISED - DAG 1-1-14
et:\pw\work\p1dot\Aumm\d0382486\60Y06-01st5td.dgn		DRAWN - BCK	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/4/2014	DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

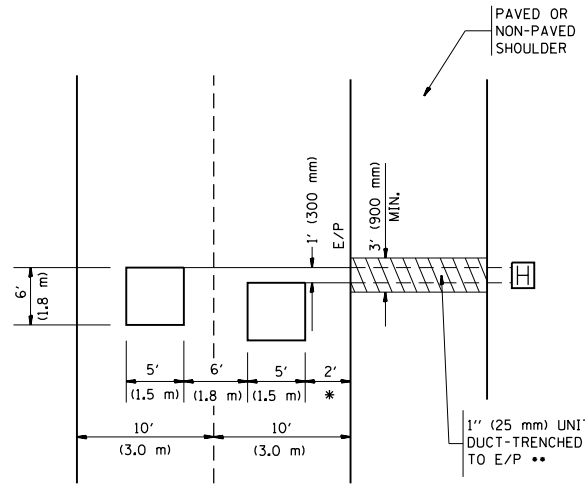
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-020R5	COOK	74	73
TS-05		CONTRACT NO. 60Y06		
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.



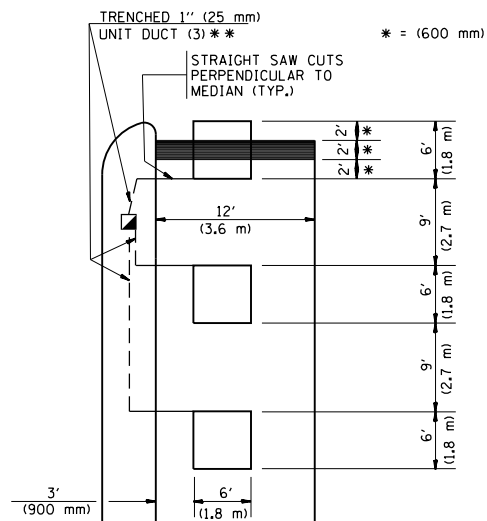
* = (600 mm)

** 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.



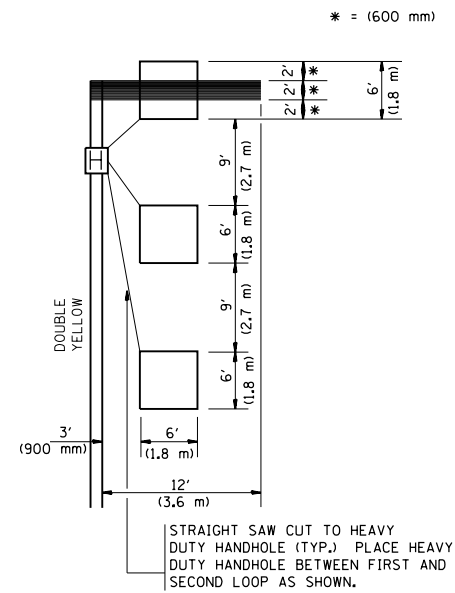
* = (600 mm)

** 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)



* = (600 mm)

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.

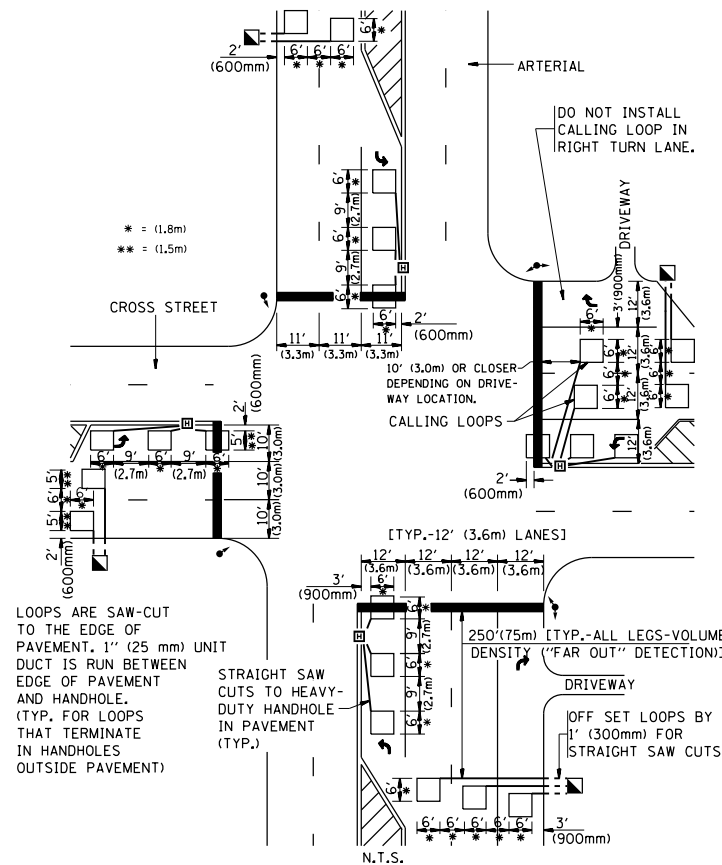
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

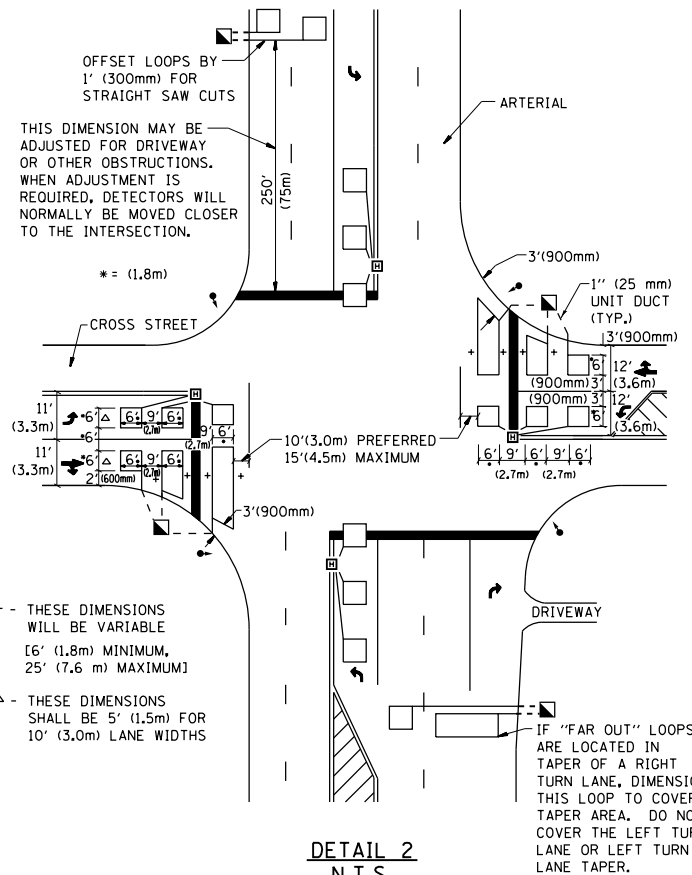
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

**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 = Aumm	DESIGNED -	REVISED -
et:\pw_work\p1dot\au\m\d0382486\60Y06-1\std.dgn		DRAWN -	REVISED -
		CHECKED - R.K.F.	REVISED -
		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.	2014-020R5	COOK	74	74
TS-07		CONTRACT NO. 60Y06		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				