

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. SHEETS NO.	SECTION	COUNTY	TOTAL SHEETS
VAR	2019-037-RS	COOK/DUPAGE	33
		ILLINOIS	CONTRACT NO. 62J15

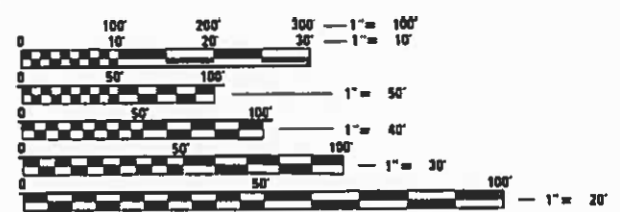
D-91-159-19

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED  
HIGHWAY PLANS

VARIOUS ROUTES  
SECTION: 2019-037-RS  
VARIOUS CENTRAL EXPRESSWAY LOCATIONS  
INTERMITTENT RESURFACING  
COOK/DUPAGE COUNTY  
C-91-370-19

- THE PROJECT IS LOCATED IN:
- VILLAGE OF BEDFORD PARK
  - VILLAGE OF BERKELEY
  - VILLAGE OF BROADVIEW
  - CITY OF CHICAGO
  - CITY OF COUNTRYSIDE
  - CITY OF ELMHURST
  - VILLAGE OF FOREST PARK
  - VILLAGE OF FOREST VIEW
  - VILLAGE OF HILLSIDE
  - VILLAGE OF HODGKINS
  - VILLAGE OF INDIAN HEAD
  - VILLAGE OF MAYWOOD
  - VILLAGE OF MCCOOK
  - CITY OF NORTHLAKE
  - VILLAGE OF OAK BROOK
  - VILLAGE OF OAK PARK
  - VILLAGE OF STICKNEY
  - VILLAGE OF SUMMIT
  - VILLAGE OF WESTCHESTER



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  
1-800-992-0123  
OR 811

FOR GENERAL LOCATION MAPS, SEE SHEETS 5 AND 6

ADDISON, HYDE PARK, JEFFERSON, LAKE, LYONS, OAK PARK, PROVISO,  
SOUTH CHICAGO, STICKNEY, WEST CHICAGO, YORK TOWNSHIPS

PROJECT ENGINEER: KARI SMITH (847) 705-4437  
PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 62J15

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 26, 2019

Anthony J. Drangley / AS  
REGIONAL ENGINEER

Mary Jo / [Signature]  
ENGINEER OF DESIGN AND ENVIRONMENT

Paul C. [Signature]  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION 3

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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4	SUMMARY OF QUANTITIES
5	GENERAL LOCATION MAP
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8	INTERMITTENT RESURFACING SCHEDULE
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33	TS-07: DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

LIST OF STATE STANDARDS

<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
642001-02	SHOULDER RUMBLE STRIPS, 16 IN.
701400-09	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701446-09	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701451-05	RAMP CLOSURE FREEWAY/EXPRESSWAY
701456-05	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701901-08	TRAFFIC CONTROL DEVICES

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX AND STATE STANDARDS  
INTERMITTENT RESURFACING VARIOUS EXPRESSWAY ROUTES**

SCALE: NONE    SHEET 1 OF 1 SHEETS    STA. -    TO STA. -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-037-R5	COOK/DUPAGE	33	2
CONTRACT NO. 62J15				
			ILLINOIS	FED. AID PROJECT

GENERAL NOTES

1. NO WORK SHALL BE PERFORMED ON ANY BRIDGES OR ELEVATED STRUCTURES.
2. THE CONTRATOR 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.
3. 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.
4. 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.
5. ALL INTERMITTENT RESURFACING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
6. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4151 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
7. THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER AT (847) 705-4604 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
8. THE EXISTING ROADWAY TYPICAL SECTION IS ASSUMED TO HAVE A 3 INCH HOT-MIX ASPHALT OVERLAY ON TOP A A TEN INCH CONCRETE BASE.
9. 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.
10. 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.
11. ANY DETECTOR OR INDUCTION 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.
12. NO PATCHING OR RESURFACING IS TO BE DONE WITHIN FIFTY (50) FEET OF ANY RAILROAD CROSSING.
13. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 40 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 KM/H). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS @ Ndes	
POLYMERIZED HMA SURFACE COURSE, SMA., IL 9.5 mm, N80	3.5% AT 80 GYR.	QC/QA
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 (IL 9.5 mm)	4% AT 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PPF)		

- NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- NOTE 2: 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.
- NOTE 3: QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

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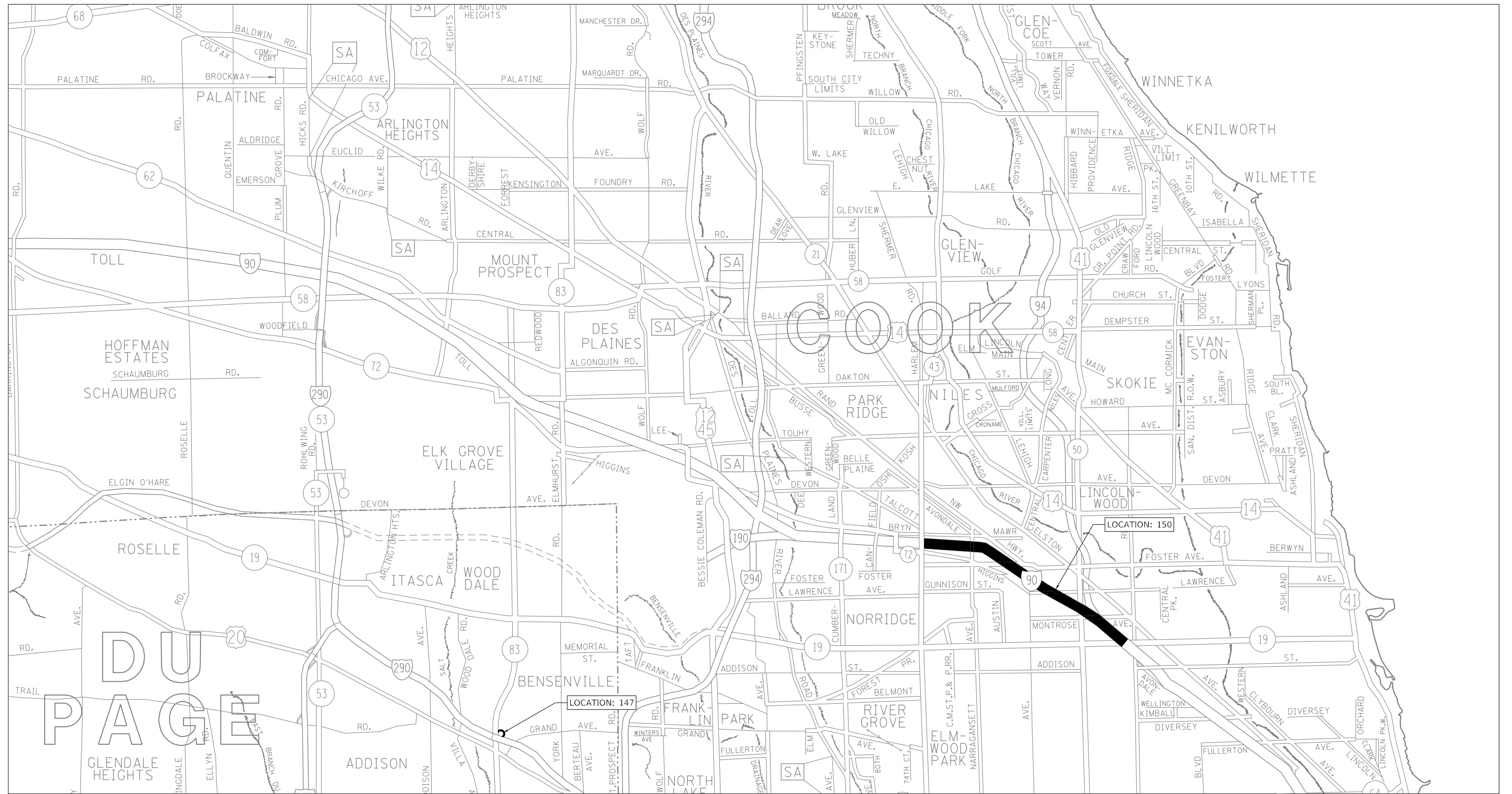
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES  
INTERMITTENT RESURFACING VARIOUS EXPRESSWAY ROUTES**

SCALE: NONE    SHEET 1 OF 1 SHEETS    STA. -    TO STA. -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-037-R5	COOK/DUPAGE	33	3
CONTRACT NO. 62J15				
ILLINOIS		FED. AID PROJECT		





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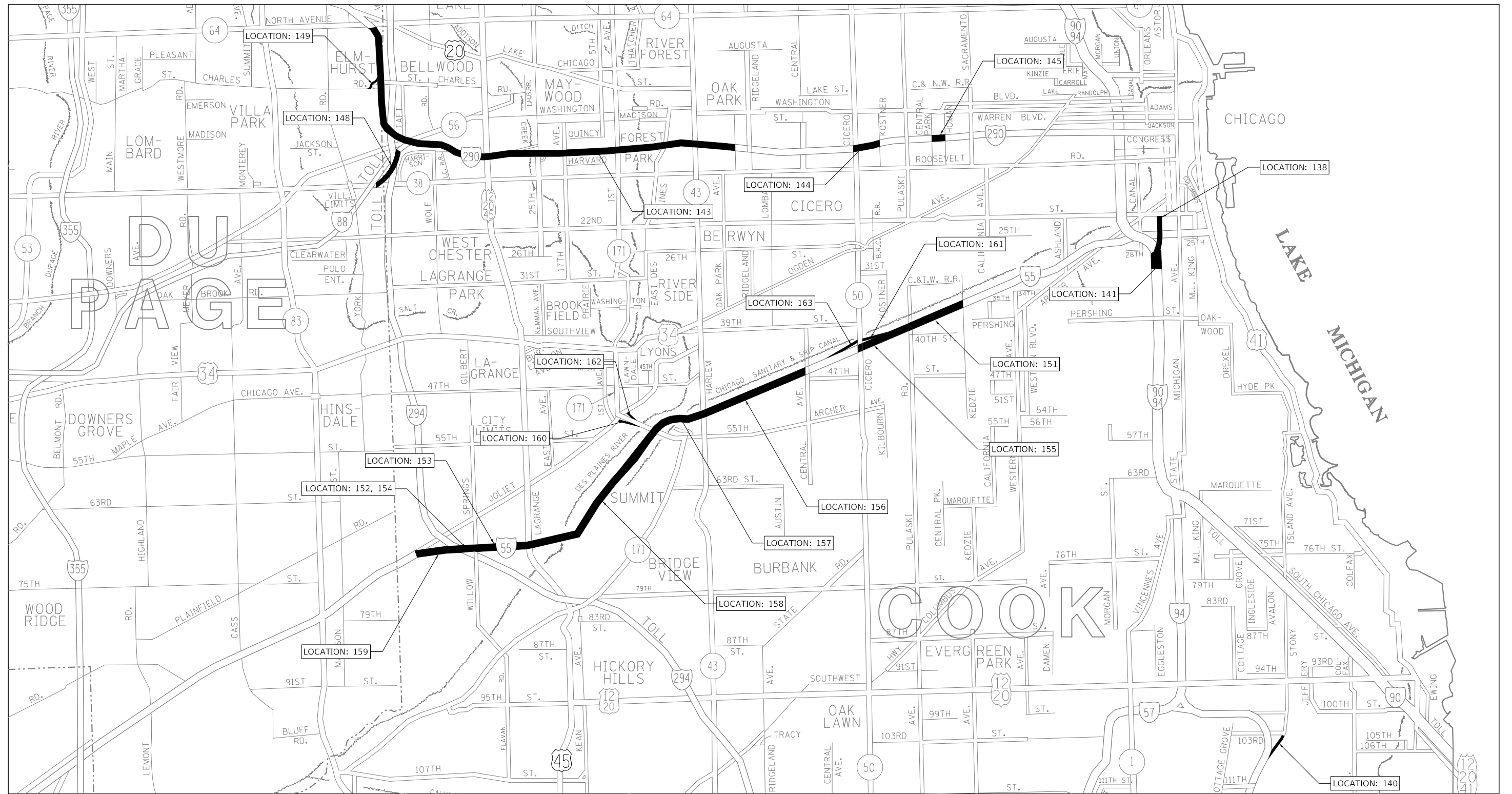
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL LOCATION MAP**  
**INTERMITTENT RESURFACING VARIOUS EXPRESSWAY ROUTES**

SCALE: 1"=1000'    SHEET 1    OF 2    SHEETS    STA. -    TO STA. -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-037-R5	COOK/DUPAGE	33	5
			CONTRACT NO. 62J15	
		ILLINOIS	FED. AID PROJECT	



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PLOT DATE = 4/1/2019	DATE - 3/29/2019	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL LOCATION MAP**  
**INTERMITTENT RESURFACING VARIOUS EXPRESSWAY ROUTES**

SCALE: 1"=1000'    SHEET 2 OF 2 SHEETS    STA. - TO STA. -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-037-R5	COOK/DUPAGE	33	6
CONTRACT NO. 62J15				
ILLINOIS FED. AID PROJECT				



LOCATION ID: 138 ROUTE: I/B & O/B CHINATOWN FEEDER RAMP/STEVENSON NB & SB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
29TH STREET	CERMAK	NB				0	0
			2	11	20	220	24
			2	11	20	220	24
			3	11	20	220	24
			3	11	20	220	24
			1	11	10	110	12
			4	11	20	220	24
			4	11	10	110	12
CERMAK	29TH STREET	SB				0	0
			1	11	10	110	12
			2	11	10	110	12
			3	11	20	220	24
			3	11	20	220	24
			4	11	15	165	18
			4	11	15	165	18
			4	11	15	165	18

TOTALS: 225 275

LOCATION ID: 141 ROUTE: DAN RYAN

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
31ST	29TH	NB	3	3	500	1500	167
			3	11	200	2200	244
			3	11	100	1100	122
			1	11	6	66	7
			2	11	10	110	12
			3	11	50	550	61
			3	11	20	220	24
						0	0
		SB	2	11	20	220	24
			3	11	15	165	18
			4	11	30	330	37
			3	11	20	220	24

TOTALS: 971 742

LOCATION ID: 140 ROUTE: O/B STONY ISLAND FEEDER RAMP

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
I-94 SB (BISHOP FORD)		SB	1	21	6	126	14
			1	21	6	126	14
			1	21	6	126	14
			1	21	6	126	14
			1	21	6	126	14
			1	21	6	126	14
			1	21	6	126	14
			1	21	6	126	14
			1	21	6	126	14
			1	21	6	126	14
			1	21	6	126	14
			1	21	6	126	14
			1	6	50	300	33
			1	6	50	300	33
			1	6	20	120	13
			1	3	100	300	33
OMISSION	PCC CONCRETE PAVEMENT					0	0
I-94 SB (BISHOP FORD)		SB	1	12	6	72	8
			1	12	6	72	8
			1	12	6	72	8
			1	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8

TOTALS: 364 377

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RESURFACING SCHEDULE  
INTERMITTENT RESURFACING VARIOUS EXPRESSWAY ROUTES**

SCALE: NONE SHEET 1 OF 15 SHEETS STA. - TO STA. -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-037-R5	COOK/DUPAGE	33	8
			CONTRACT NO. 62J15	
		ILLINOIS	FED. AID PROJECT	



LOCATION ID: 143 ROUTE: I-290 WB/EB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
* IL 56	NORTH AVE	WB & EB	INSIDE SHOULDER	4	19000 TOTAL	76000 TOTAL	8444 TOTAL
EAST AVE	NORTH AVE	WB	1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	20	240	27
			2	12	10	120	13
			2	12	10	120	13
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			2	12	30	360	40
			1	12	6	72	8
			2	12	20	240	27
			3	12	6	72	8
			2	12	10	120	13
			3	12	6	72	8
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			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
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			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8

LOCATION ID: 143 ROUTE: I-290 WB/EB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
EAST AVE	NORTH AVE	EB	2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			3	12	6	72	8

TOTALS: 19933 9688

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USER NAME = ROSTKOWSKIR	DESIGNED - RR	REVISED -
	DRAWN - RR	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - KS	REVISED -
PLOT DATE = 4/23/2019	DATE - 3/29/2019	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RESURFACING SCHEDULE  
INTERMITTENT RESURFACING VARIOUS EXPRESSWAY ROUTES**

SCALE: NONE SHEET 3 OF 15 SHEETS STA. - TO STA. -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-037-R5	COOK/DUPAGE	33	10
			CONTRACT NO. 62J15	
		ILLINOIS	FED. AID PROJECT	

LOCATION ID: 144 ROUTE: I-290 WB/EB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
KOSTNER	CICERO	WB	4	12	6	72	8
			1	12	6	72	8
			2	1	6	6	1
			3	12	40	480	53
			4	12	40	480	53
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	25	300	33
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	10	120	13
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
			3	12	6	72	8
			4	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	20	240	27
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			2	12	6	72	8
			1	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	40	480	53
			4	12	40	480	53
			3	12	6	72	8
			4	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	25	300	33
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8

TOTALS: 768 1017

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USER NAME = rostkowskir	DESIGNED - RR	REVISED -
	DRAWN - RR	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - KS	REVISED -
PLOT DATE = 4/1/2019	DATE - 3/29/2019	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>RESURFACING SCHEDULE</b>			
<b>INTERMITTENT RESURFACING VARIOUS EXPRESSWAY ROUTES</b>			
SCALE: NONE	SHEET 4	OF 15 SHEETS	STA. - TO STA. -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-037-R5	COOK/DUPAGE	33	11
			CONTRACT NO. 62J15	
		ILLINOIS	FED. AID PROJECT	

LOCATION ID: 145 ROUTE: I-290 EB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
CENTRAL PARK	HOMAN	EB	1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			4	12	6	72	8
			3	12	6	72	8
			4	12	20	240	27
			3	12	20	240	27
			4	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8
			1	12	10	120	13
			2	12	10	120	13
			1	12	6	72	8
			2	12	6	72	8
			4	12	6	72	8
			3	12	20	240	27
			2	12	6	72	8
			3	12	6	72	8
			4	12	6	72	8

TOTALS: 218 291

LOCATION ID: 147 ROUTE: I-290 WB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
NB RT. 83 TO WB I290 RAMP				24	50	1200	133
				24	10	240	27
				24	10	240	27

TOTALS: 70 187

LOCATION ID: 148 ROUTE: I-290

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
I-290	I-88	WB	1	12	10	120	13
			1	12	6	72	8
			1	12	6	72	8
			1	12	10	120	13
			1	12	6	72	8
			2	12	6	72	8
			1	12	100	1200	133
			2	12	50	600	67
			2	12	10	120	13
			2	12	6	72	8
			2	12	10	120	13
			2	12	6	72	8
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
			2	12	6	72	8















LOCATION ID: 151 ROUTE: STEVENSON SWB/NEB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
KEDZIE	PULASKI	NEB	3	12	10	120	13
			2	12	10	120	13
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			3	12	20	240	27
			3	12	10	120	13
			1	12	6	72	8
			3	12	20	240	27
			1	12	10	120	13
			2	12	10	120	13
			2	12	30	360	40
			3	12	10	120	13
			2	12	20	240	27
			2	12	10	120	13
			3	12	20	240	27
			1	12	6	72	8
			2	12	10	120	13
			3	12	10	120	13
			1	12	20	240	27
			2	12	20	240	27
			3	12	20	240	27
		SWB	1	12	20	240	27
			2	12	20	240	27
			3	12	20	240	27
			1	12	10	120	13
			2	12	10	120	13
			3	12	10	120	13
			1	12	10	120	13
			2	12	10	120	13
			3	12	100	1200	133
			2	12	20	240	27
			3	12	10	120	13
			1	12	10	120	13
			2	12	10	120	13
			1	12	10	120	13
			2	12	10	120	13
			1	12	6	72	8
			2	12	6	72	8

TOTALS: 602 803

LOCATION ID: 152 ROUTE: STEVENSON NEB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
UNDER I-294	EAST OF OVERPASS	NEB	3	12	20	240	27
			3	12	10	120	13
			3	12	30	360	40
			3	12	10	120	13
			3	12	10	120	13
			3	12	10	120	13
			3	12	10	120	13
			3	12	20	240	27
			3	12	6	72	8

TOTALS: 126 168

LOCATION ID: 153 ROUTE: STEVENSON SWB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
LAGRANGE RD	WILLOW SPRINGS RD	SWB	1	12	6	72	8
			1	12	6	72	8
			2	12	10	120	13
			2	12	6	72	8
			3	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			2	12	6	72	8

TOTALS: 52 69

LOCATION ID: 154 ROUTE: STEVENSON SWB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
WILLOW SPRINGS RD	I-294 OVERPASS	SWB	1	12	10	120	13
			2	12	10	120	13
			3	12	10	120	13
			3	12	10	120	13
			3	12	10	120	13
			3	12	10	120	13
			2	12	20	240	27
			3	12	10	120	13

TOTALS: 90 120

MODEL: Default  
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	DRAWN - RR	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - KS	REVISED -
PLOT DATE = 4/1/2019	DATE - 3/29/2019	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RESURFACING SCHEDULE  
INTERMITTENT RESURFACING VARIOUS EXPRESSWAY ROUTES**

SCALE: NONE SHEET 12 OF 15 SHEETS STA. - TO STA. -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-037-R5	COOK/DUPAGE	33	19
CONTRACT NO. 62J15				
ILLINOIS		FED. AID PROJECT		

LOCATION ID: 155 ROUTE: STEVENSON SWB/NEB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
PULASKI	CICERO	SWB	3	12	6	72	8
						0	0
		NEB	1	12	10	120	13
			2	12	10	120	13
			3	12	10	120	13
			2	12	6	72	8
			3	12	6	72	8
TOTALS:						48	64

LOCATION ID: 156 ROUTE: STEVENSON SWB/NEB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
HARLEM	CENTRAL	NEB	3	12	10	120	13
			3	12	10	120	13
			3	12	20	240	27
			2	12	6	72	8
			3	12	6	72	8
			3	12	6	72	8
			3	12	10	120	13
			3	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			2	12	6	72	8
						0	0
		SWB	2	12	10	120	13
			3	12	10	120	13
			3	12	6	72	8
			3	12	6	72	8
			3	12	6	72	8
			3	12	6	72	8
			3	12	6	72	8
			3	12	6	72	8
			3	12	6	72	8
			1	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			3	12	10	120	13
TOTALS:						196	261

LOCATION ID: 157 ROUTE: STEVENSON SWB

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
HARLEM	1ST AVE	SWB	2	12	6	72	8
			3	12	6	72	8
			2	12	10	120	13
			3	12	10	120	13
			2	12	10	120	13
			3	12	10	120	13
			1	12	20	240	27
			2	12	20	240	27
			3	12	6	72	8
			2	12	20	240	27
			3	12	6	72	8
			2	12	20	240	27
			3	12	6	72	8
			2	12	20	240	27
			3	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			2	12	6	72	8
			3	12	6	72	8
			2	12	10	120	13
			2	12	10	120	13
			2	12	10	120	13
			2	12	6	72	8
			3	12	6	72	8
TOTALS:						304	405

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USER NAME = rostkowski	DESIGNED - RR	REVISED -
	DRAWN - RR	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - KS	REVISED -
PLOT DATE = 4/1/2019	DATE - 3/29/2019	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RESURFACING SCHEDULE  
INTERMITTENT RESURFACING VARIOUS EXPRESSWAY ROUTES**

SCALE: NONE SHEET 13 OF 15 SHEETS STA. - TO STA. -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-037-R5	COOK/DUPAGE	33	20
			CONTRACT NO. 62J15	
		ILLINOIS	FED. AID PROJECT	



LOCATION ID: 160 ROUTE: RAMP

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
JOLIET RD	FIRST AVE			24	40	960	107
				24	20	480	53
				24	50	1200	133
				24	50	1200	133
				24	100	2400	267

TOTALS: 260 693

LOCATION ID: 161 ROUTE: RAMP

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
SWB OFF RAMP TO CICERO				24	300	7200	800
				24	100	2400	267

TOTALS: 400 1067

LOCATION ID: 162 ROUTE: RAMP

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
FIRST AVE	JOLIET RD			24	100	2400	267
				24	50	1200	133

TOTALS: 150 400

LOCATION ID: 163 ROUTE: RAMP

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1,2,3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
SWB ENT. RAMP TO CICERO				24	200	4800	533
				36	100	3600	400

TOTALS: 300 933

MODEL: Default  
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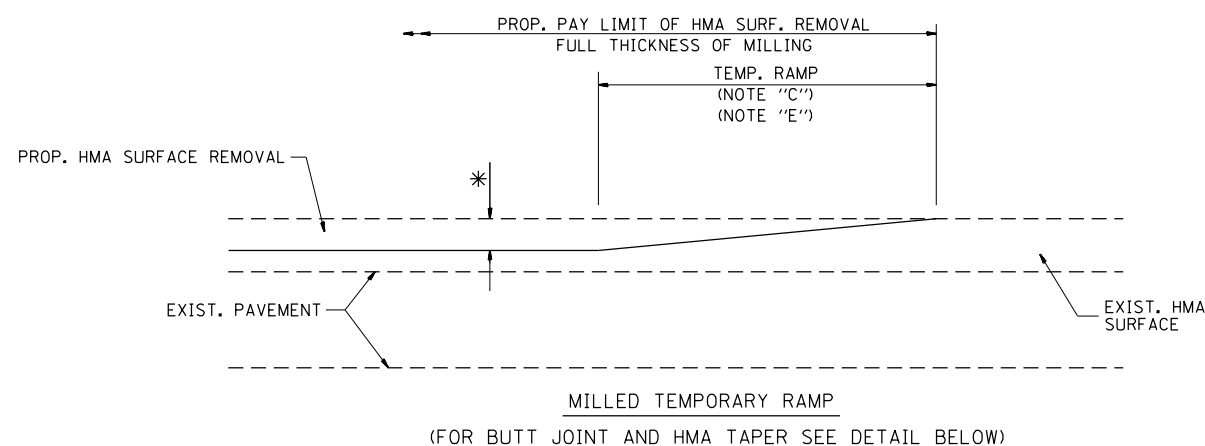
USER NAME = rostkowskir	DESIGNED - RR	REVISED -
	DRAWN - RR	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - KS	REVISED -
PLOT DATE = 4/1/2019	DATE - 3/29/2019	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

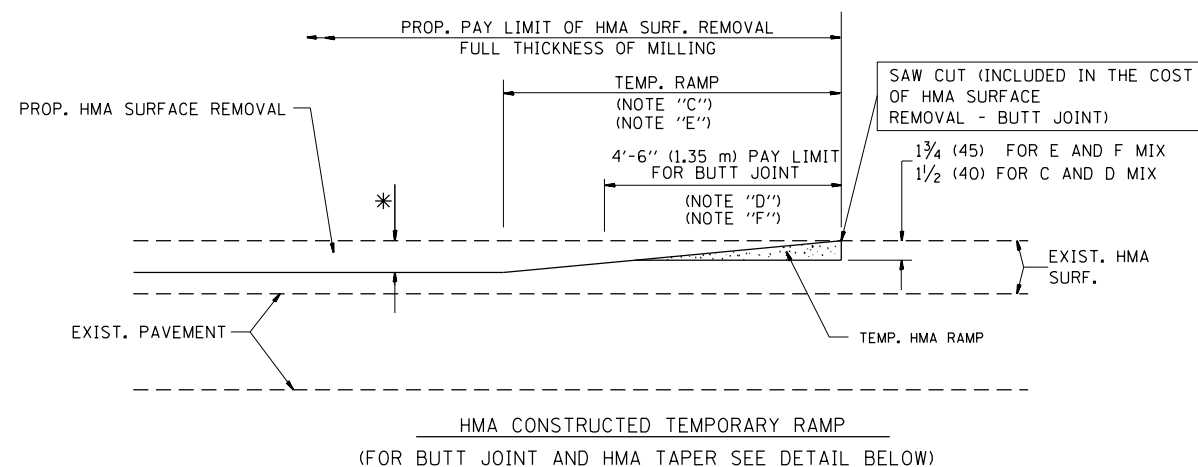
**RESURFACING SCHEDULE  
INTERMITTENT RESURFACING VARIOUS EXPRESSWAY ROUTES**

SCALE: NONE SHEET 15 OF 15 SHEETS STA. - TO STA. -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-037-R5	COOK/DUPAGE	33	22
			CONTRACT NO. 62J15	
		ILLINOIS	FED. AID PROJECT	

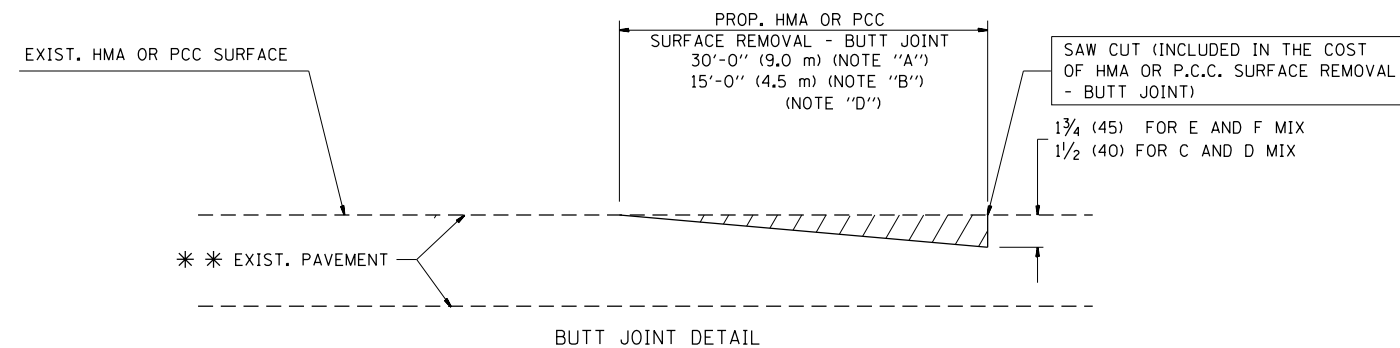


**OPTION 1**

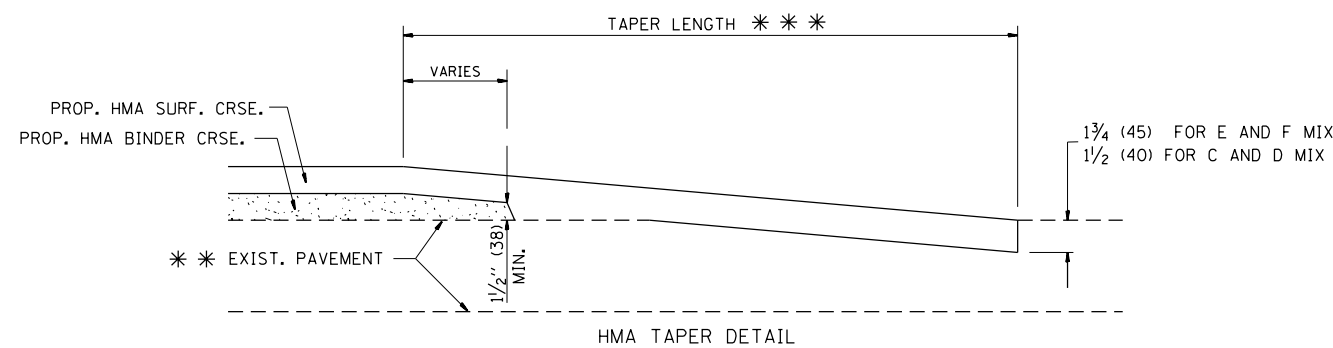


**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

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

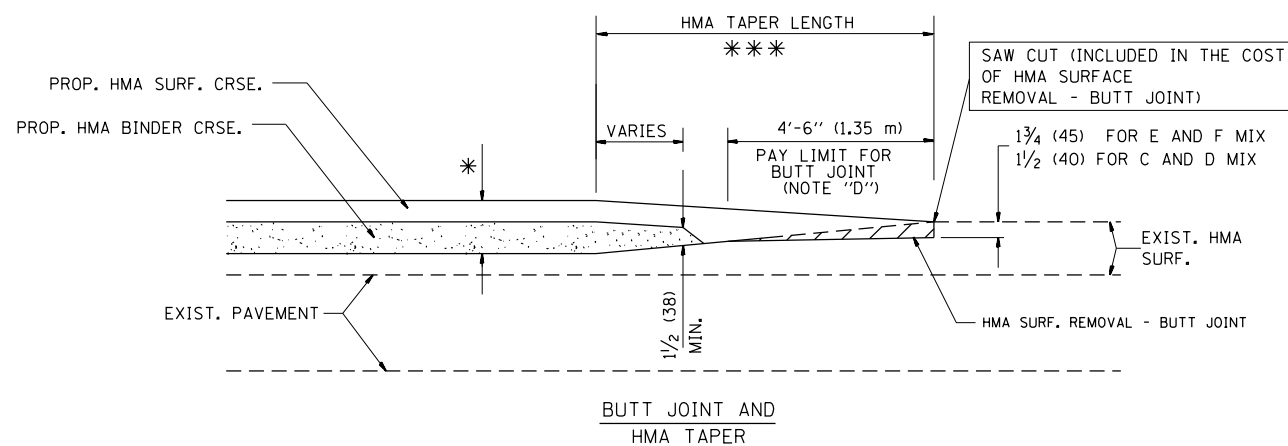
**NOTES**

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

**BASIS OF PAYMENT:**

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

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



**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**

FILE NAME =	USER NAME = rostkowski	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
pw:\planroom.dot.illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\Design\Drawn\Design\2019\Patching\HMA\HMA-Exp\for the Cook\ABAS\0321-97.dgn		CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT SCALE = 1/8" = 1' / in.	DATE - 06-13-90	REVISED - R. BORO 01-01-07
	PLOT DATE = 4/1/2019		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND  
HMA TAPER DETAILS**

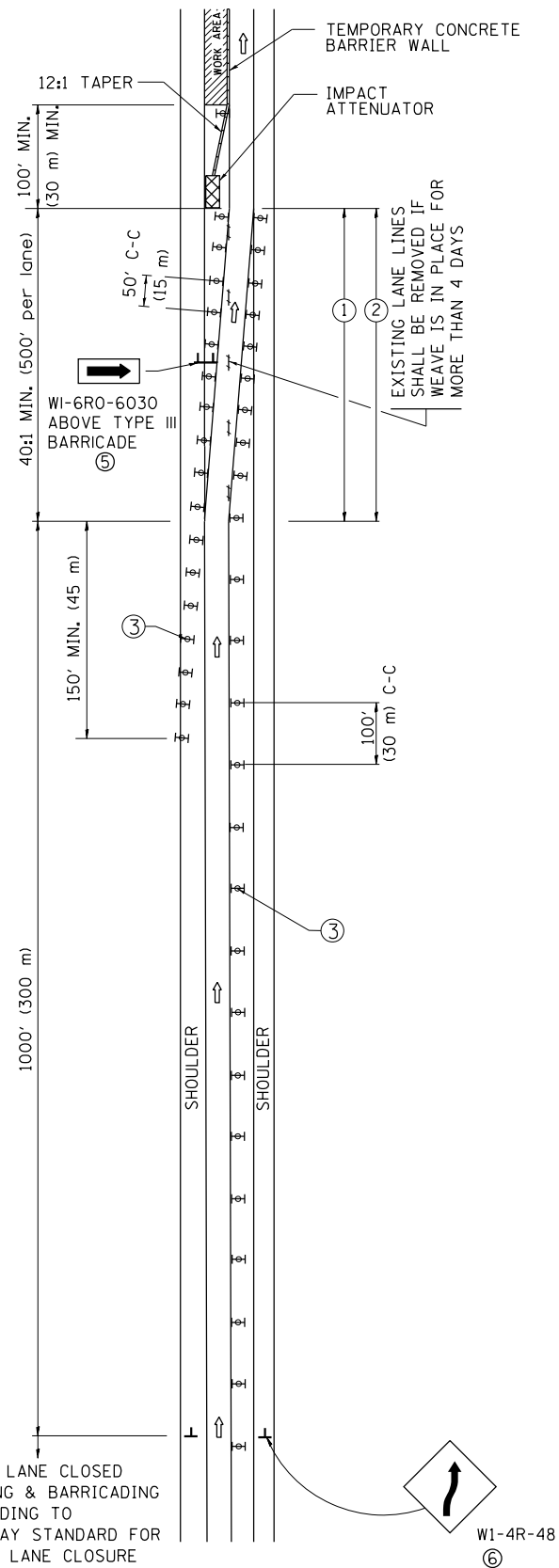
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-07-R5	COOK/DUPAGE	33	23
<b>BD400-05 BD32</b>		<b>CONTRACT NO. 62115</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

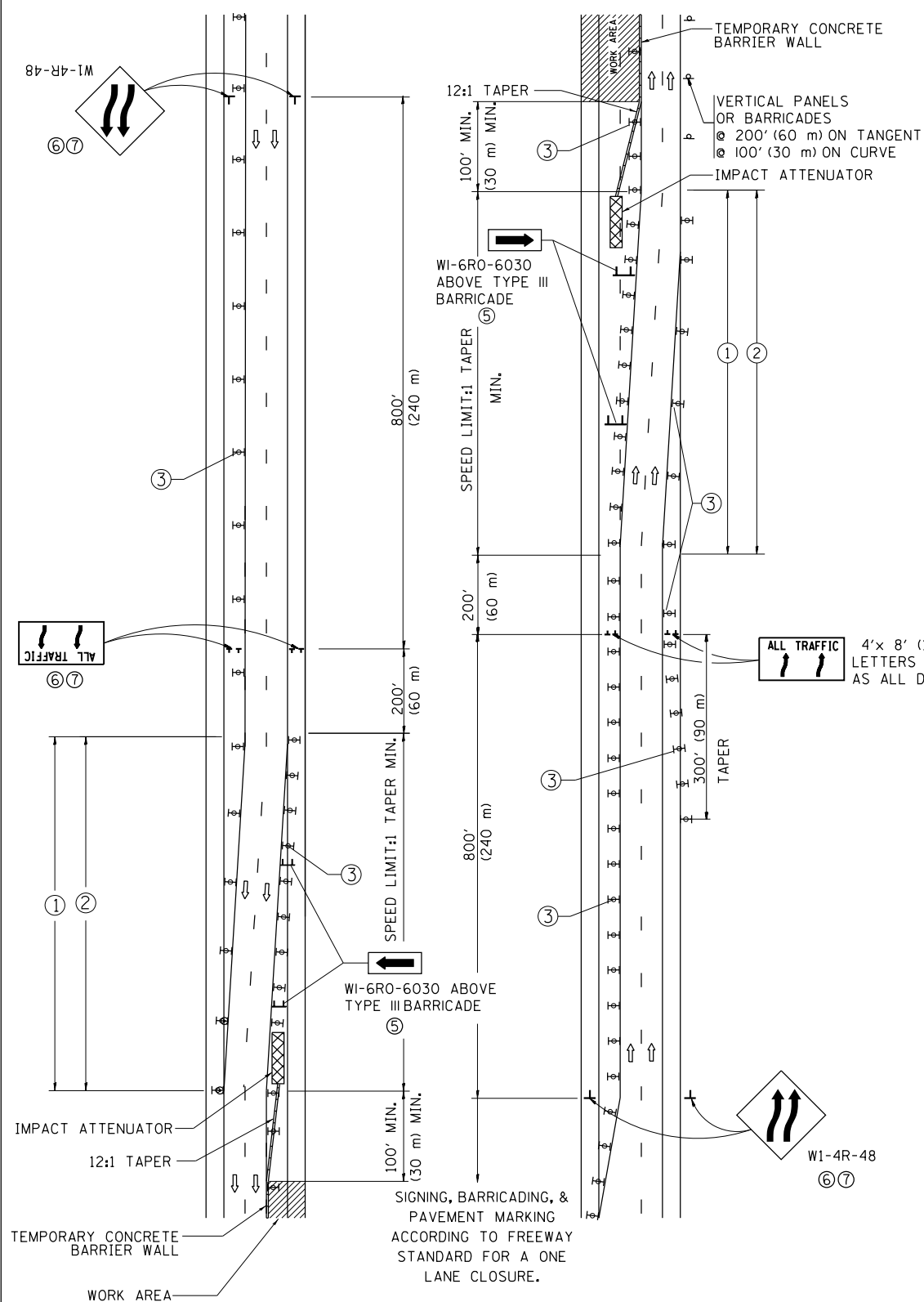




# SINGLE LANE WEAVE



# MULTI-LANE WEAVE



### GENERAL NOTES

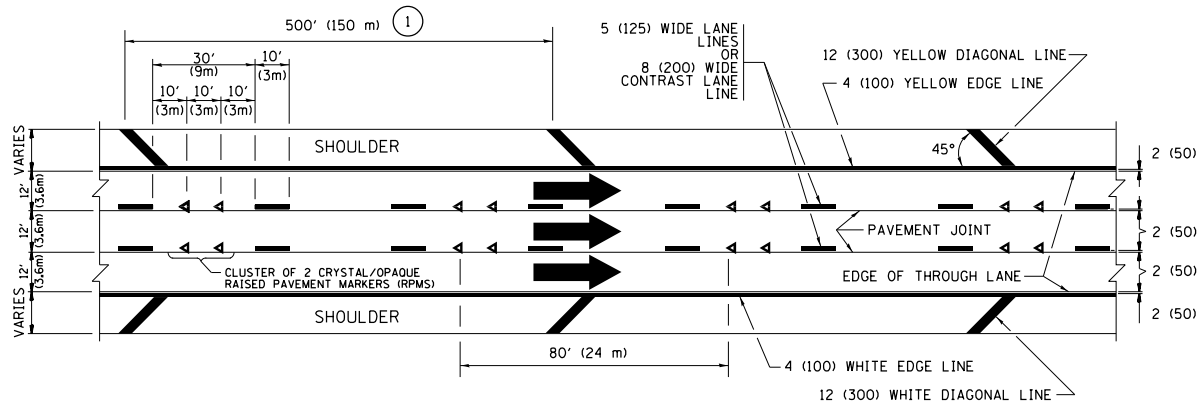
- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

### SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W1-4R-48 (6, 7)
- W24-1-48 (7)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

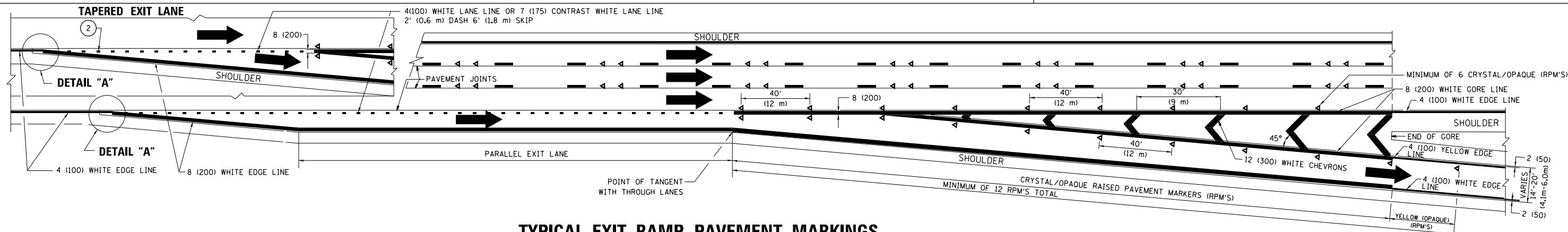
FILE NAME =	USER NAME = rostkowski	DESIGNED - DWS	REVISED - JAF 02-06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE &amp; MULTI-LANE WEAVE</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\planroom.dot.illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\Design\Drawn\Design\2019\Patching\HMA\HMA-Exp\SPB\0104\0104.Dwg	DRAWN - SPB 02-06	CHECKED -	REVISED - SPB 12-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	VAR	2019-07-RS	COOK/DUPAGE	33	25
PLOT SCALE = 1/8" = 1'-0"	CHECKED -	DATE - 02-87	REVISED - MD 06-13					<b>TC-09</b>		<b>CONTRACT NO. 62J15</b>			
PLOT DATE = 4/1/2019	DATE - 02-87	REVISED - MD 06-13						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



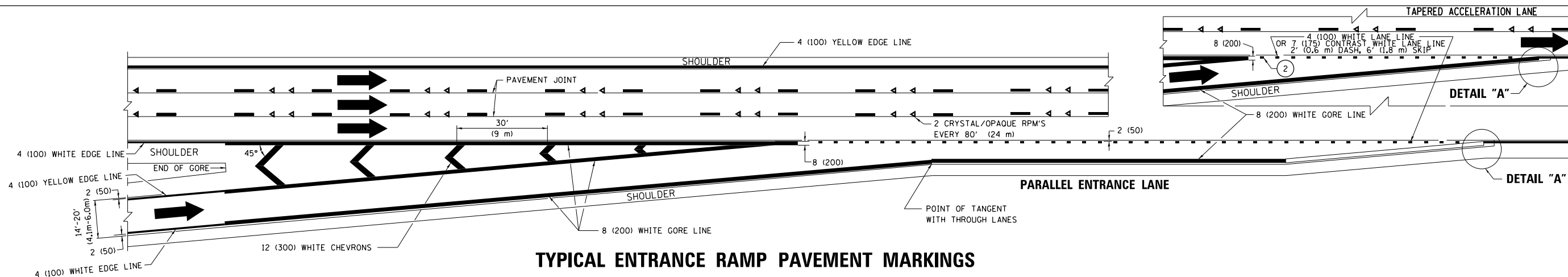
**TYPICAL EDGE LINES & LANE LINES**

**PAVEMENT MARKING MATERIALS**

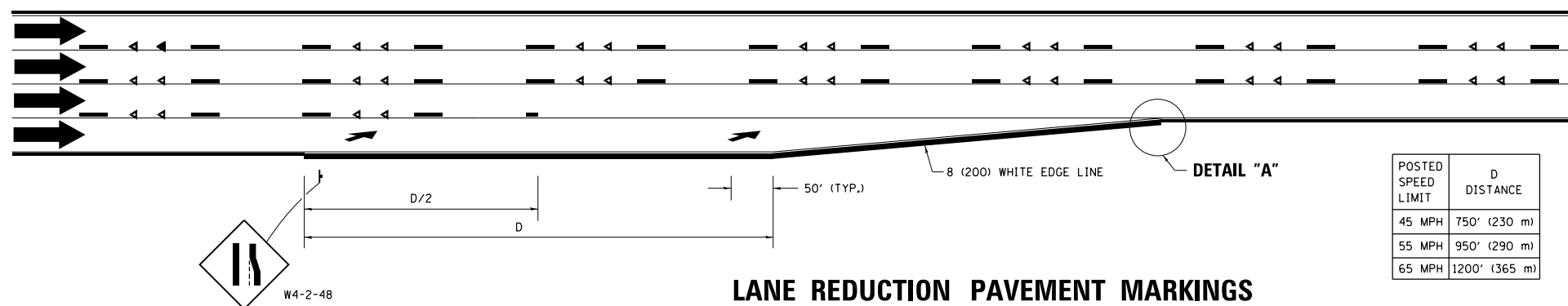
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



**TYPICAL EXIT RAMP PAVEMENT MARKINGS**

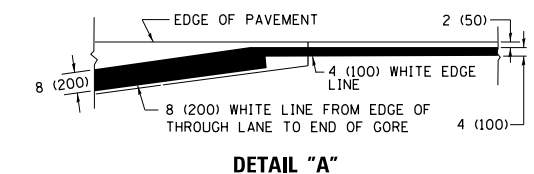


**TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS**



**LANE REDUCTION PAVEMENT MARKINGS**

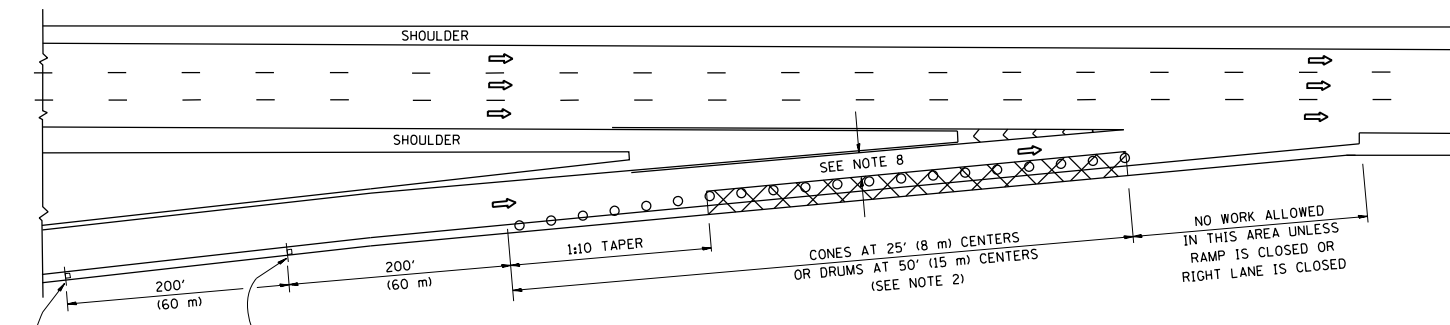
POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



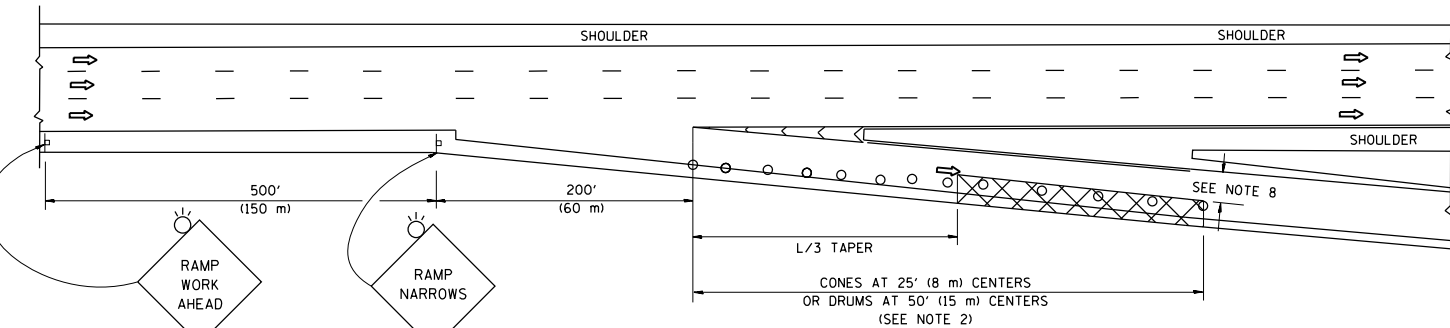
- NOTES:**
- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
  - ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.



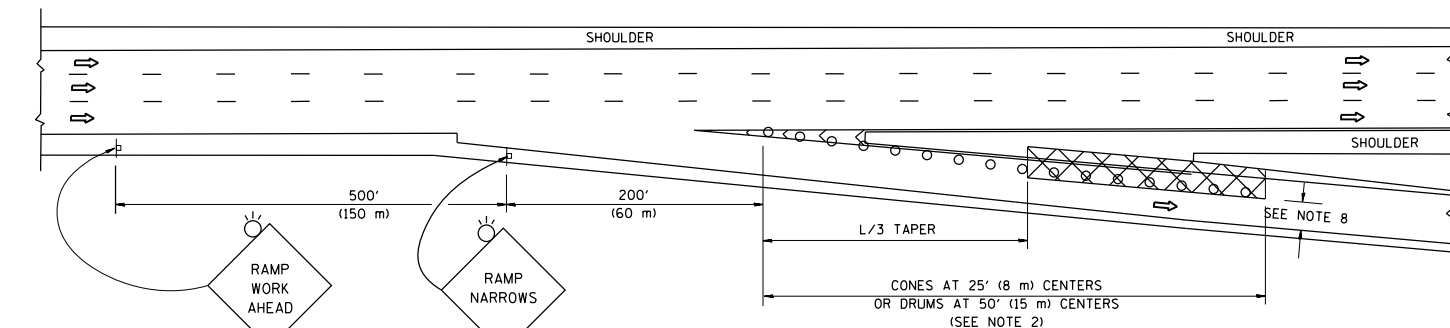
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

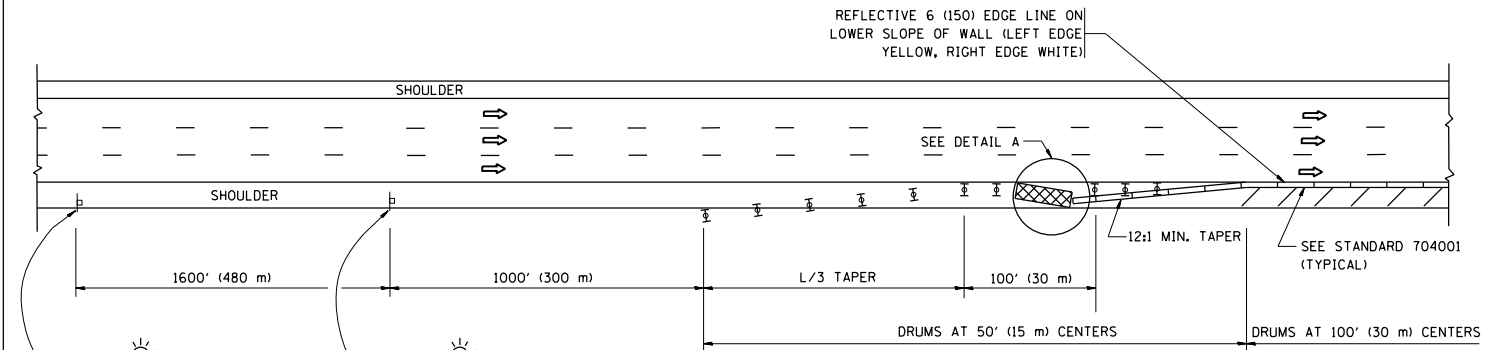
GENERAL NOTES

1. THE "L" DISTANCE EQUALS:  

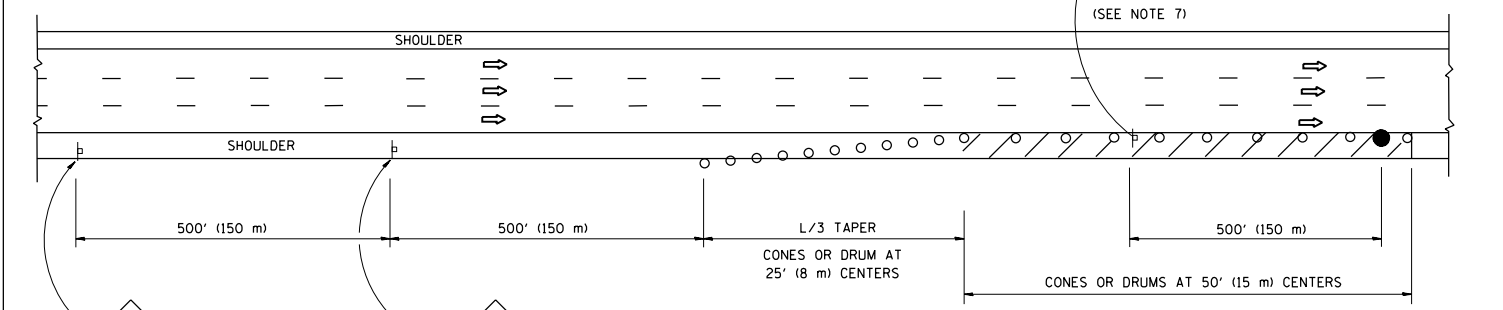
SPEED LIMIT	FORMULAS
45 mph (80 km/h)	METRIC ENGLISH
OR GREATER:	$L=0.65(W)(S)$ $L=(W)(S)$

W = WIDTH OF OFFSET IN FEET (METERS)  
 S = NORMAL POSTED SPEED MPH (KM/H)
2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS

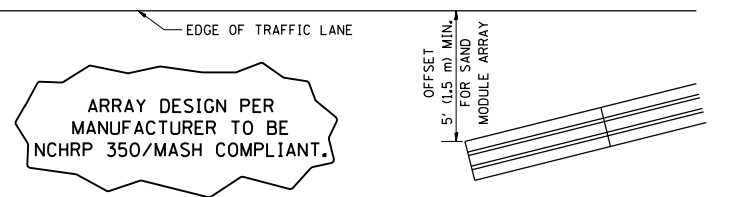


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

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



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

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
  - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
  - b. THE WORK AVTIVITY REQUIRES FREQUENT ENCRACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION  
 16' MIN. WIDTH CURVE SECTION.

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

FILE NAME =	USER NAME = rostkowski	DESIGNED -	REVISED - S.P.B. 01-07
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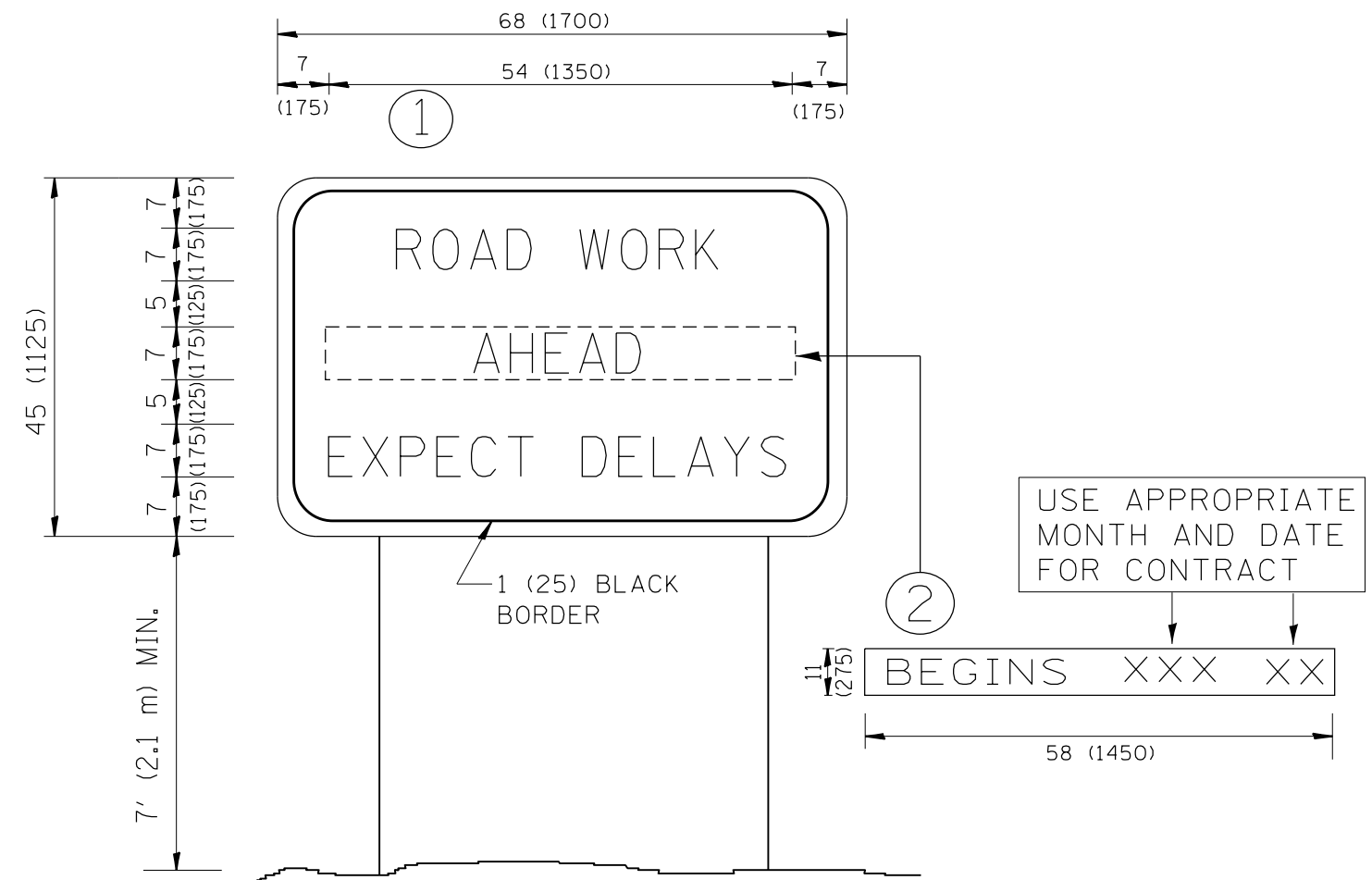
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY  
 SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-07-RS	COOK/DUPAGE	33	28
TC-17			CONTRACT NO. 62J15	
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 = rostowski	DESIGNED -	REVISED - R. MIRS 09-15-97
pw:\planroom.dot\illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\Design\Drawn\Design\2019\Patching\HMA\HMA-Exp\North Coor\MS\10-01.dgn		DRAWN -	REVISED - T. RAMMACHER 02-02-99
		CHECKED -	REVISED - C. JUCIUS 01-31-07
		DATE -	

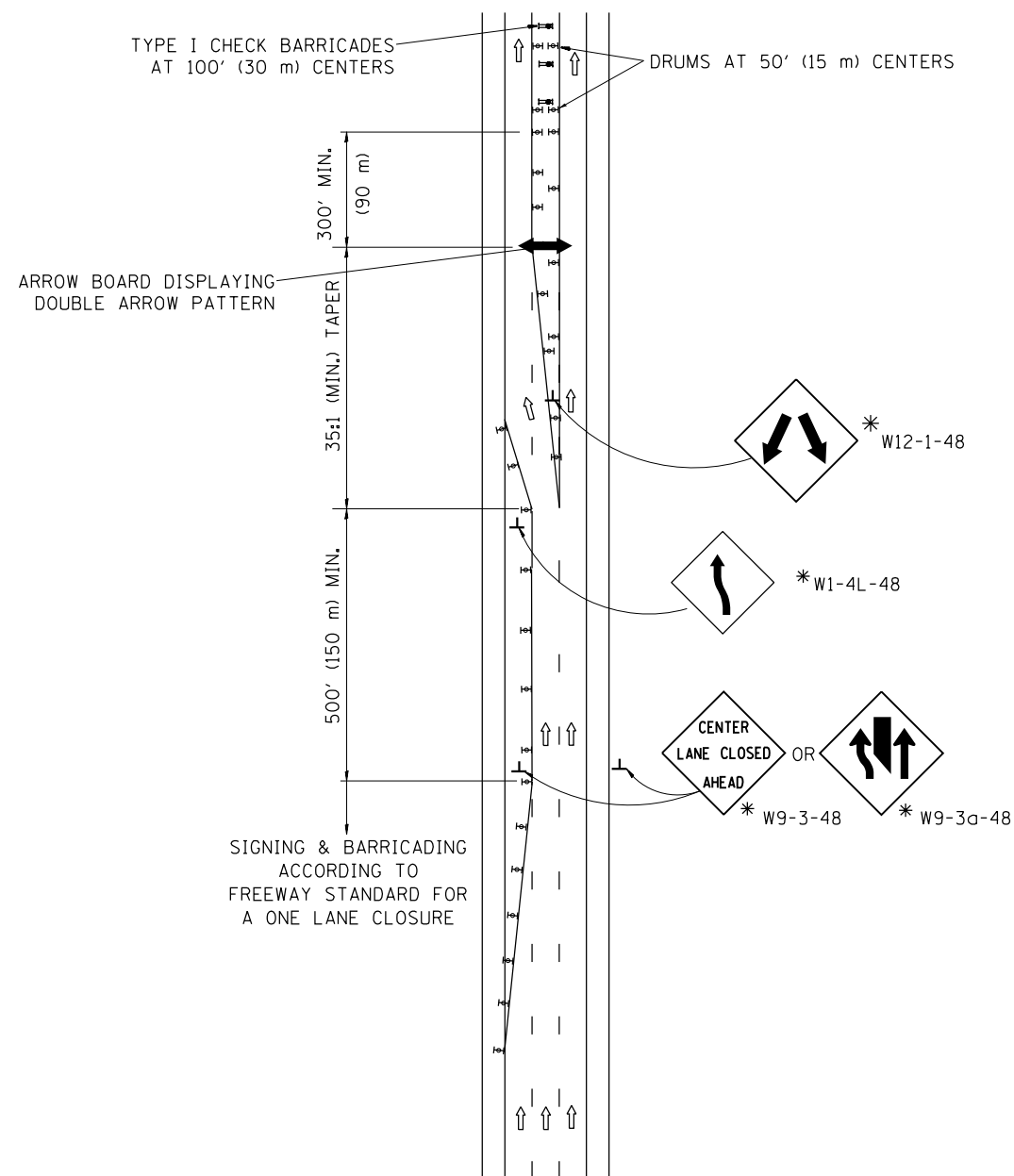
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

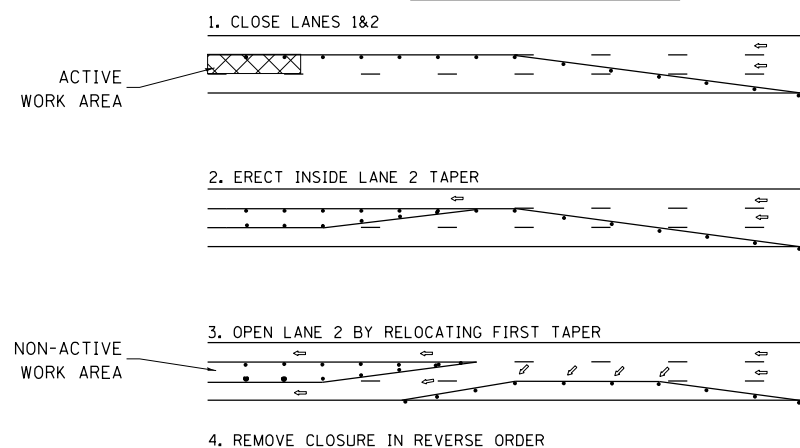
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-07-RS	COOK/DUPAGE	33	30
<b>TC-22</b>		<b>CONTRACT NO. 62J15</b>		
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

# CENTER LANE CLOSURE



## INSTALLATION SEQUENCE

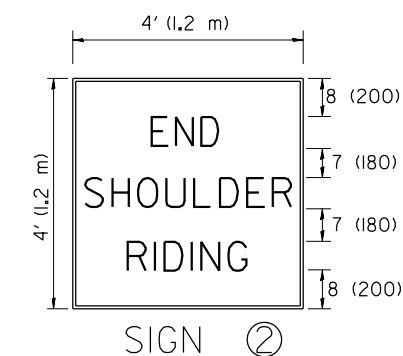
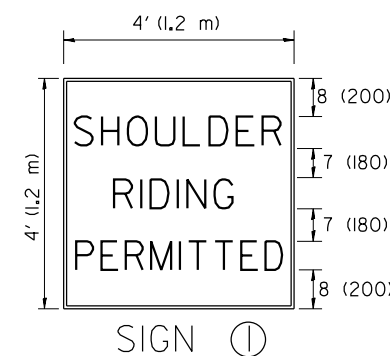
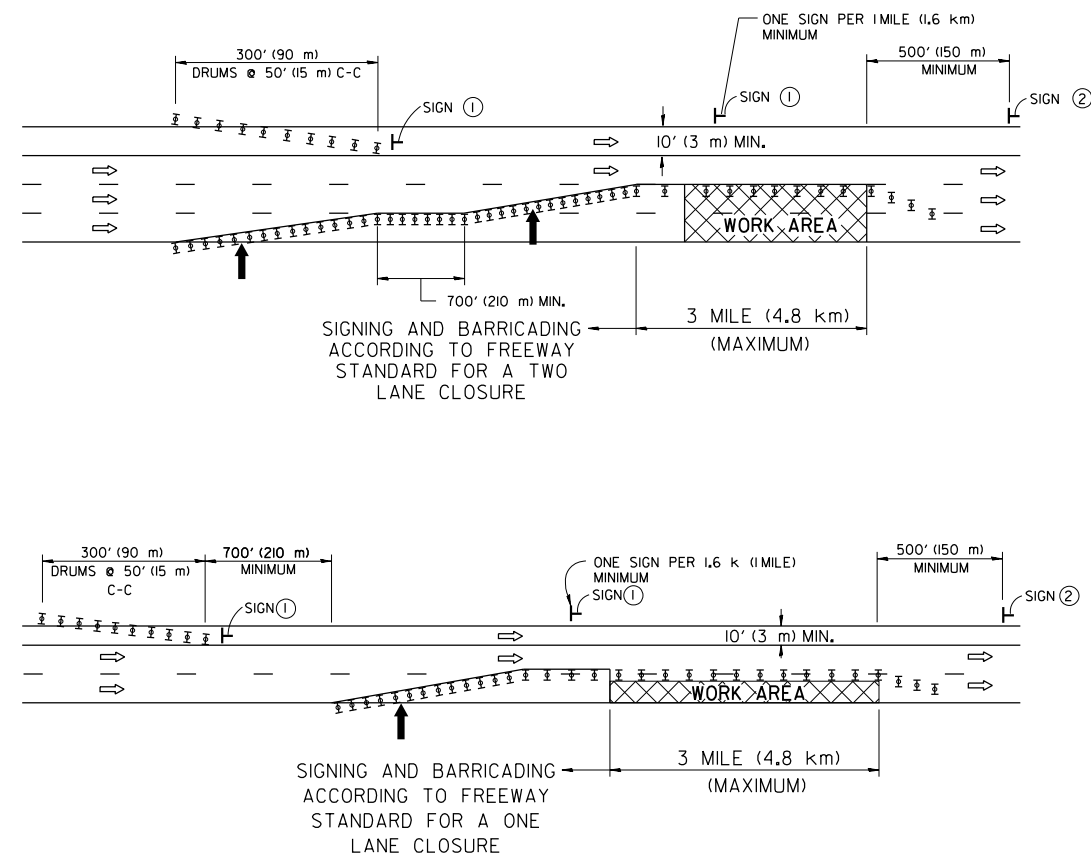


## NOTES

1. DRUMS WITH STEADY BURN LIGHTS SHALL BE USED AT 50' (15 m) CENTERS ON ALL TAPERS AND TANGENTS IN ADVANCE OF WORK AREA.
2. CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.
3. CENTER LANE CLOSURE CONFIGURATION IS NOT TO BE USED WITH WORKERS PRESENT.

# SHOULDER LANE

NOTE: CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.



6 (150) SERIES "C" LEGEND  
BLACK LEGEND  
WHITE REFLECT. BACKGROUND  
1(25) BORDER

## SYMBOLS

- ↑ DIRECTION OF TRAFFIC
- ➔ ARROWBOARD
- ▣ ACTIVE WORK AREA
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT \*
- ⊥ TYPE II BARRICADE, OR DRUM WITH MONO-DIRECTIONAL STEADY BURN LIGHT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

\* ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).

FILE NAME =	USER NAME = rostkowski	DESIGNED -	REVISED - J.A.F. 04-03
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		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

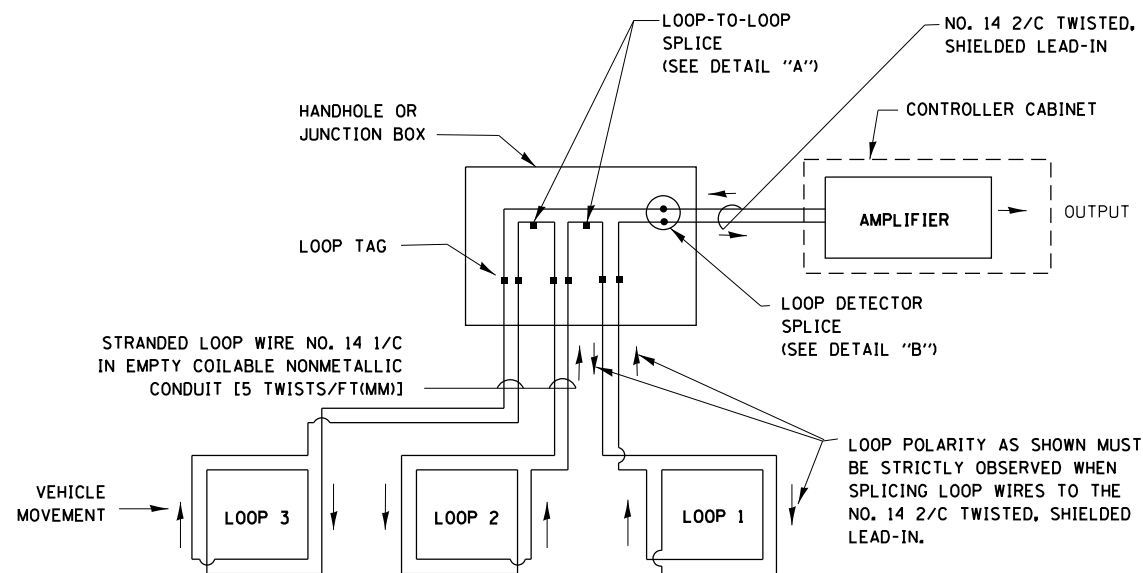
TRAFFIC CONTROL DETAILS FOR FREEWAY  
CENTER LANE CLOSURE SHOULDER LANE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2019-07-RS	COOK/DUPAGE	33	31
TC-25		CONTRACT NO. 62115		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

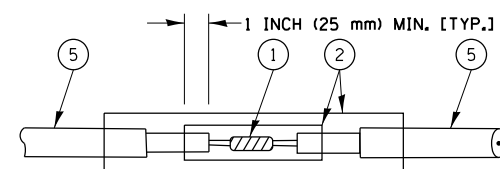
**LOOP DETECTOR NOTES**

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.

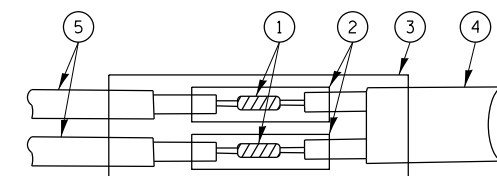


**DETECTOR LOOP WIRING SCHEMATIC**

- 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.



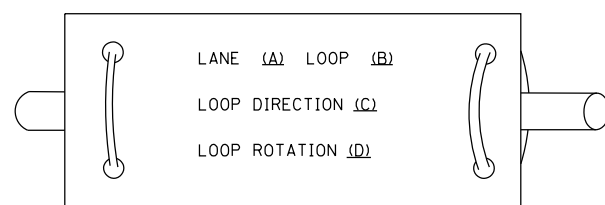
**DETAIL "A"  
LOOP-TO-LOOP SPLICE**



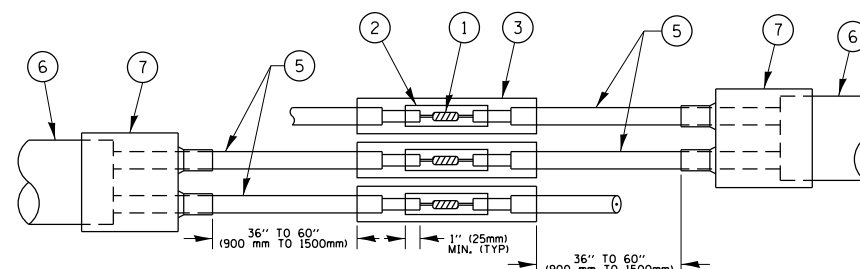
**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**TYPE I LOOP**

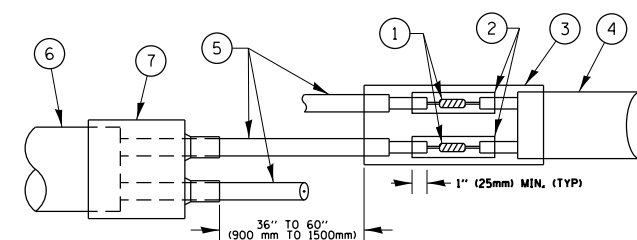
**LOOP LEAD-IN CABLE TAG**



- 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.



**DETAIL "A"  
LOOP-TO-LOOP SPLICE**



**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**LOOP DETECTOR SPLICE**

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH, 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 = rostkowski	DESIGNED -	REVISED -
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Default	PLOT DATE = 4/1/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

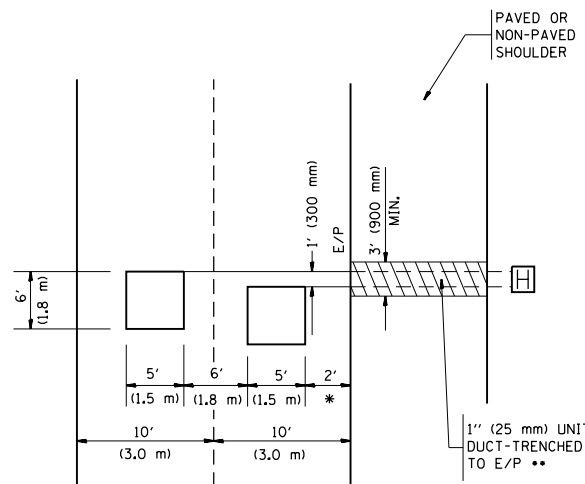
SCALE: NONE SHEET 2 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2019-07-RS	COOK/DUPAGE	33	32
	<b>TS-05</b>	<b>CONTRACT NO. 62J15</b>		
ILLINOIS FED. AID PROJECT				



LOOPS NEXT TO SHOULDERS

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

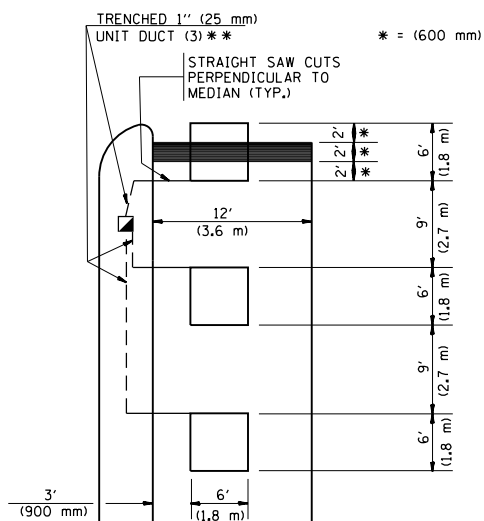


\* = (600 mm)

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

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

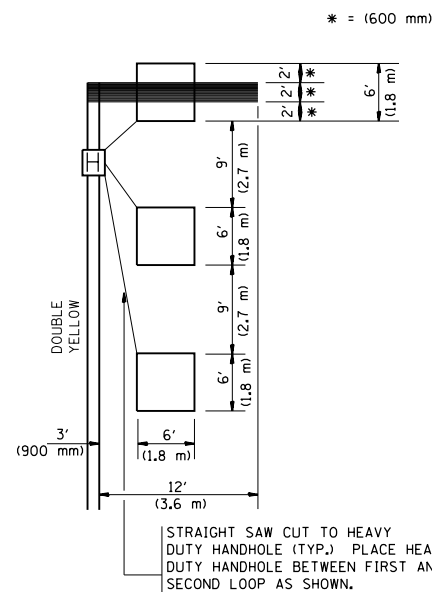
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

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

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



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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

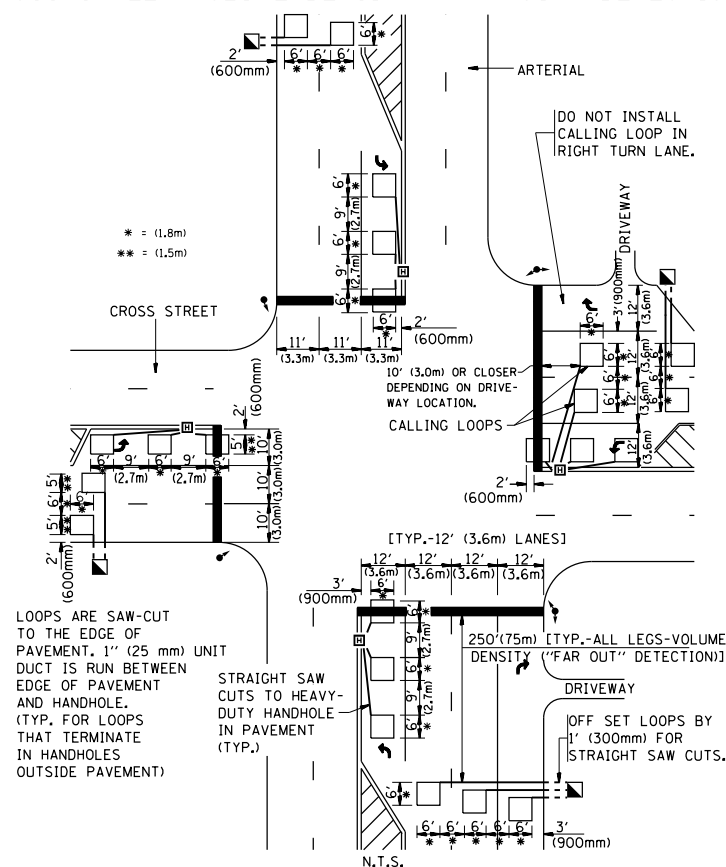
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

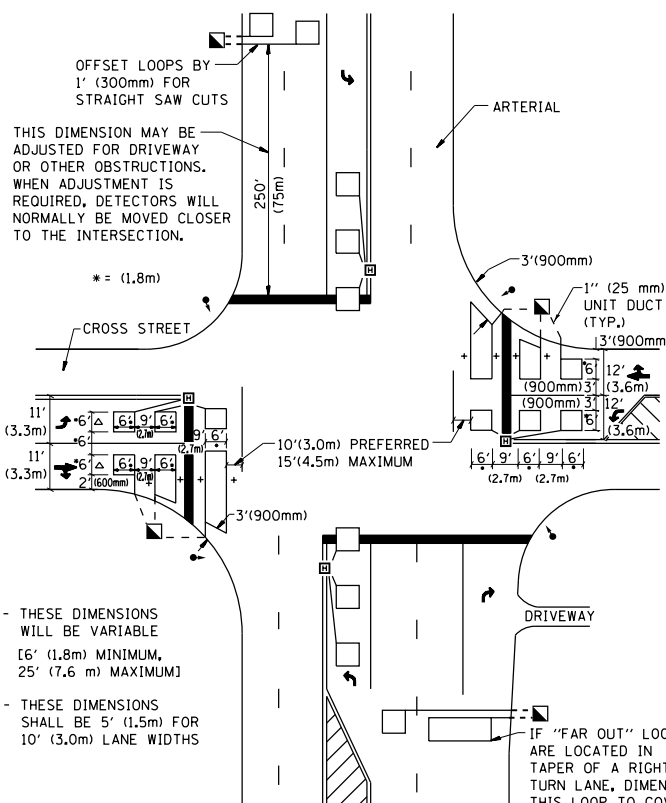
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1  
N.T.S.

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



DETAIL 2  
N.T.S.

FILE NAME =	USER NAME = rostkowski	DESIGNED -	REVISED -
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PLOT SCALE = 100.0000' / in.		DATE -	REVISED -
PLOT DATE = 4/1/2019			

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	2019-07-RS	COOK/DUPAGE	33	33
TS-07		CONTRACT NO.	62J15	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				