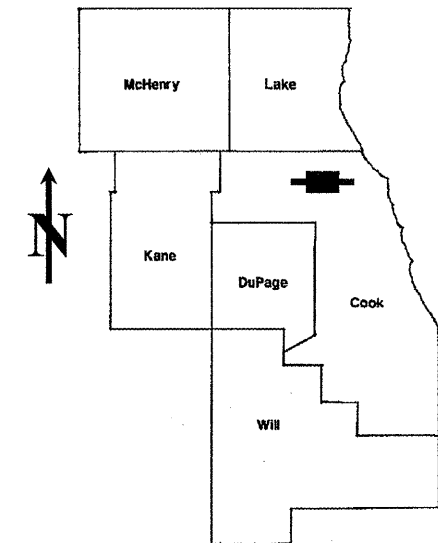


ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
VARIOUS	2011-004-PP	COOK	36	1

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

**CONTRACT NO. 60N92**

D-91-435-11



LOCATION OF IMPROVEMENT INDICATED THUS:

FOR INDEX OF SHEETS SEE SHEET 2

VARIOUS ROUTES  
 SECTION: 2011-004-PP  
 VARIOUS LOCATIONS IN NORTHERN COOK COUNTY  
 PCC PAVEMENT PATCHING  
 COOK COUNTY  
 C-91-435-11

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

**CONTRACT NO. 60N92**

<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> <b>DIVISION OF HIGHWAYS</b>
SUBMITTED: <u>APRIL 6, 2011</u>  DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
<u>May 13 2011</u>  acting ENGINEER OF DESIGN AND ENVIRONMENT
<u>May 13 2011</u>  DIRECTOR, DIVISION OF HIGHWAYS

**PRINTED BY THE AUTHORITY**  
**OF THE STATE OF ILLINOIS**

**J.U.L.I.E.: JOINT UTILITY LOCATION**  
**INFORMATION FOR EXCAVATION**  
**(312) 744-7000**

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	TITLE SHEET	000001	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	420001	PAVEMENT JOINTS
3	SUMMARY OF QUANTITIES	420701	PAVEMENT FABRIC
4	GENERAL LOCATION MAP	421001	BAR REINFORCEMENT FOR CRC PAVEMENT
5-6	SUMMARY OF PATCHING SCHEDULE	442001	CLASS A PATCHES
7-22	PATCHING SCHEDULE	442101	CLASS B PATCHES
23	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)	701400	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
24	FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS (TC-08)	701401	LANE CLOSURE, FREEWAY/EXPRESSWAY
25	FREEWAY SINGLE AND MULTI-LANE WEAVE (TC-09)	701411	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP
26	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701426	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS
27	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701427	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
28-29	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS (TC-12)	701446	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
30	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701601	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
31	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701606	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
32	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	701701	URBAN LANE CLOSURE, MULTILANE INTERSECTION
33	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)	701901	TRAFFIC CONTROL DEVICES
34	ARTERIAL ROAD INFORMATION SIGN (TC-22)		
35	TRAFFIC CONTROL DETAILS FOR FREEWAY CENTER LANE CLOSURE SHOULDER LANE (TC-25)		
36	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)		

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

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

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

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

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

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

THE ENGINEER SHALL CONTACT WALLY CZARNY, AREA TRAFFIC FIELD ENGINEER AT (773) 685-4342 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 BE 10 INCHES OF PORTLAND CEMENT CONCRETE (PCC) PAVEMENT.

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

THE MINIMUM CLASS A PATCH DIMENSIONS SHALL BE A LENGTH OF 4.5 FEET AND A WIDTH THAT INCLUDES HALF THE WIDTH OF THE TRAVEL WAY. THE MINIMUM CLASS B PATCH DIMENSIONS SHALL BE A LENGTH OF 6 FEET AND A WIDTH THAT INCLUDES THE FULL WIDTH OF THE TRAVEL WAY.


FOR ALL PATCHES LOCATED IN THE MIDDLE LANE OF A ROUTE WITH A 3-LANE CROSS-SECTION (PER DIRECTION), CLASS PP-3 CONCRETE IS TO BE USED.

FOR ALL EXPRESSWAY LOCATIONS (MAINLINE AND RAMPS), CLASS PP-3 CONCRETE IS TO BE USED.

FOR INTERSECTION PATCHES, CLASS PP-5 CONCRETE IS TO BE USED. LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER.

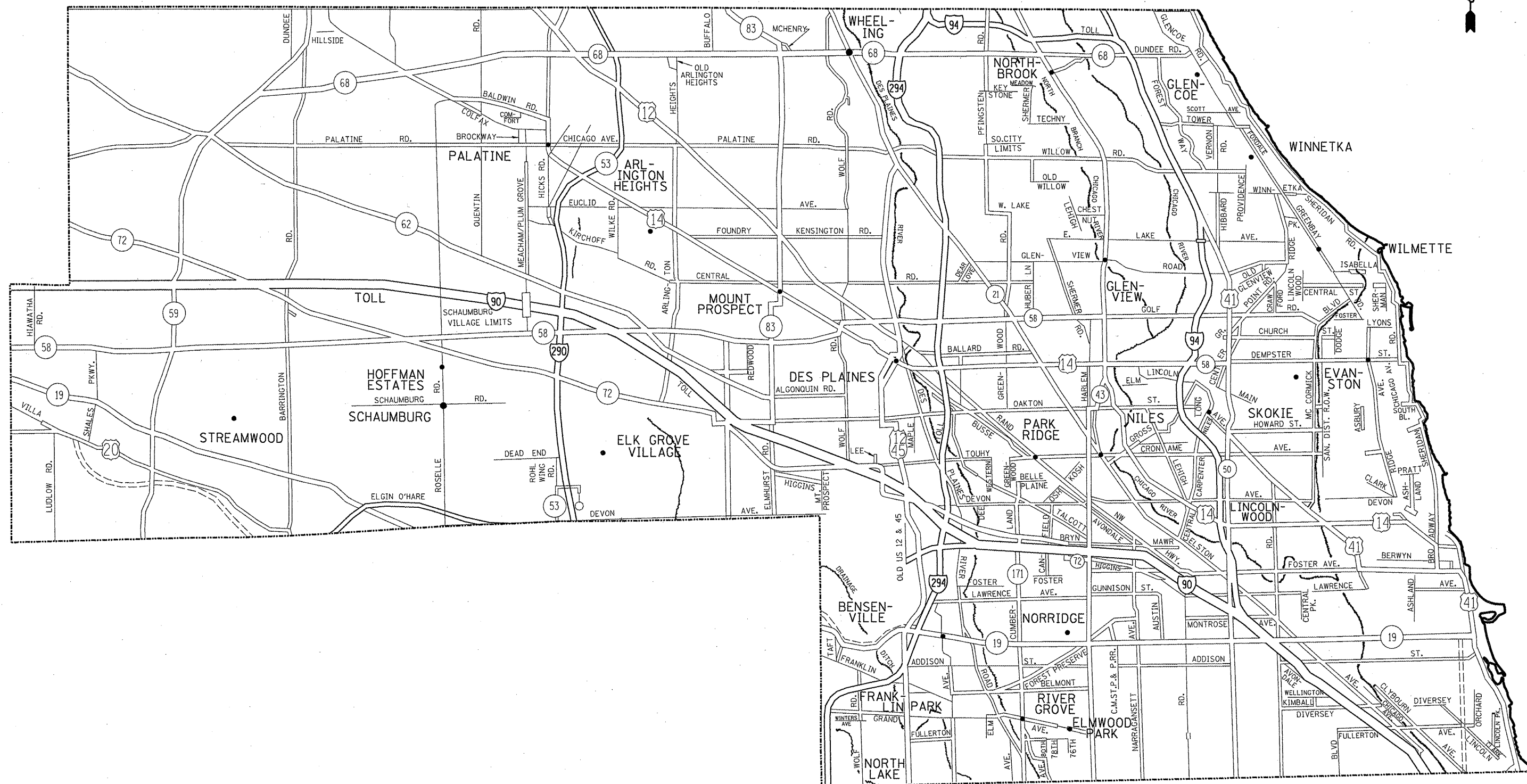
JOINT SEALING FOR CLASS B PATCHES IS TO BE REPLACED WITH A SOLID PLASTIC BOND BREAKER (1/8" X T/3"; WHERE T IS EQUAL TO THE THICKNESS OF THE PATCH). THE COST OF THE SOLID PLASTIC BOND BREAKER IS TO BE INCLUDED IN THE COST OF THE CLASS B PATCH.

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.

FILE NAME =	USER NAME = VeliokovV	DESIGNED -	REVISED -  - 5/11/10 - DW	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
es:\pw_vork\p1dot\veliohkovv\d0259819\Design.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	VAR.	2011-004-PP	COOK	36	2
		CHECKED -	REVISED -		<b>CONTRACT NO. 60N92</b>										
		DATE	REVISED -		FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT										

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	100% STATE TOTAL QUANTITIES	0005					CODE NO	ITEM	UNIT	100% STATE TOTAL QUANTITIES	0005				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	36	36					X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1				
25200110	SODDING, SALT TOLERANT	SO YD	36	36					X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	42	42				
42101300	PROTECTIVE COAT	SO YD	12,544	12,544					Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	213	213				
44200553	CLASS A PATCHES, TYPE II, 10 INCH	SO YD	636	636					Z0026346	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1				
44200557	CLASS A PATCHES, TYPE III, 10 INCH	SO YD	98	98					Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	617	617				
44200559	CLASS A PATCHES, TYPE IV, 10 INCH	SO YD	566	566					Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1				
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SO YD	7109	7109					*X8550102	INDUCTION LOOP	FOOT	100	100				
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SO YD	1624	1624					*X8730312	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.1B4/C, TWISTED, SHIELDED	FOOT	300	300				
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SO YD	2464	2464													
44201299	DOWEL BARS 1 1/2"	EACH	17,980	17,980													
44213000	PATCHING REINFORCEMENT	SO YD	1300	1300													
44213100	PAVEMENT FABRIC	SO YD	4088	4088													
44213200	SAW CUTS	FOOT	71,262	71,262													
44213204	TIE BARS 3/4"	EACH	1130	1130													
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	34	34													
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6													
67100100	MOBILIZATION	L SUM	1	1													
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1													
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1													
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1													
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	26	26													
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2													
* 78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SO FT	203	203													
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	5882	5882													
* 78008220	POLYUREA PAVEMENT MARKING TYPE I - LINE 5"	FOOT	20	20													
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	280	280													
* 78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	660	660													
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	625	625													
* 78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	100	100													
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	104	104													
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	334	334													

Rev.



FILE NAME =	USER NAME = VelichkovV	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL LOCATION MAP - NORTHERN COOK COUNTY</b>	F.A. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cs:\pw\work\p\dot\velichkovv\d0259819\design.dgn		DRAWN -	REVISED -			VAR.	2011-004-PP	COOK	36	4	
		CHECKED -	REVISED -			CONTRACT NO. 60N92					
		DATE -	REVISED -			FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT					
				SCALE: SHEET NO. OF SHEETS STA. TO STA.							



SUMMARY - NORTH COOK COUNTY ROUTES	CLASS A PATCHES, 10" TYPE II (SY)	CLASS A PATCHES, 10" TYPE III (SY)	CLASS A PATCHES, 10" TYPE IV (SY)	CLASS B PATCHES, 10" TYPE II (SY)	CLASS B PATCHES, 10" TYPE III (SY)	CLASS B PATCHES, 10" TYPE IV (SY)
IL 58 (DEE RD TO WESTERN AVE)				547		
IL 58 (MILWAUKEE AVE TO WASHINGTON ST)				2197		
IL 58/MILWAUKEE AVE (INTERSECTION)				610	96	107
WILLOW ROAD (WAUKEGAN RD TO SUNSET RIDGE RD)				857	32	
ARLINGTON HEIGHTS ROAD (IL 58 TO .25 MI S/O I-90)				540		
IL 72 (WOLF RD TO 400 W. TOUHY)				53	128	
IL 72 (.25 MI E/O IL 83 TO .25 MI W/O LANDMEIER)				165	265	75
IL 62 (BARKER TO .25 MI W/O IL 53)				96	432	524
IL 62 (.5 MI E/O ROSELLE RD TO ROSELLE RD)				65	64	
IL 58 (200 YDS W/O IL 62 TO SALT CREEK BRIDGE)				755	336	293
MANNHEIM ROAD (SB WAVELAND AVE TO BELMONT AVE)				683	40	207
IL 19/IRVING PARK ROAD (SCHILLER PARK, WEST OF WESLEY TERRACE, UNDER THE SOO LINE, BOTH DIRECTIONS)	61					
KENNEDY EXPRESSWAY (SEB MONTROSE ENTRANCE THROUGHOUT THE RAMP)				78		347
KENNEDY EXPRESSWAY (SEB PULASKI ENTRANCE)				75		60
KENNEDY EXPRESSWAY (SEB KIMBALL EXIT IN MIDDLE)						120
KENNEDY EXPRESSWAY (SEB WESTERN AVE ENTRANCE)				23	64	
KENNEDY EXPRESSWAY (NWB ADDISON ENTRANCE BEGINNING OF RAMP)				48		60
KENNEDY EXPRESSWAY (NWB ARMITAGE ENTRANCE)				28		

CONTINUED ON NEXT SHEET

FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED - 4/19/2011 VV	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF PATCHING SCHEDULE NORTH COOK COUNTY</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pvc\work\pwsdot\velichkovvv\d0259819\design.dgn	DRAWN -	REVISED -	VAR.					2011-004-PP	COOK	36	5	
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.					CONTRACT NO. 60N92				
PLOT DATE = 4/19/2011	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									

SUMMARY - NORTH COOK COUNTY ROUTES	CLASS A PATCHES, 10" TYPE II (SY)	CLASS A PATCHES, 10" TYPE III (SY)	CLASS A PATCHES, 10" TYPE IV (SY)	CLASS B PATCHES, 10" TYPE II (SY)	CLASS B PATCHES, 10" TYPE III (SY)	CLASS B PATCHES, 10" TYPE IV (SY)
EDENS EXPRESSWAY (NB TO WB WILLOW RD EXIT)				96		176
EDENS EXPRESSWAY (EB WILLOW RD TO SB EDENS ENTRANCE)				21		142
EDENS EXPRESSWAY (NB TO EB WILLOW RD)				22	21	139
EDENS EXPRESSWAY (NB TOWER ENTRANCE RAMP)				139	110	54
EDENS EXPRESSWAY (SB WILSON ENTRANCE RAMP)				11	36	160
EDENS EXPRESSWAY (LAKE-COOK RD TO CHANTILLY)	135	32	527			
IL 53 RAMPS AT RAND RD. (SB ENTRANCE RAMP TO IL 53 FROM RAND RD. AND NB EXIT RAMP FROM IL 53 TO RAND RD.)	352	66	39			
ELGIN-O'HARE EXPY. (ROHLWING TO US 20)	88					
<b>NORTH COOK COUNTY TOTALS =</b>	<b>636 SY</b>	<b>98 SY</b>	<b>566 SY</b>	<b>7109 SY</b>	<b>1624 SY</b>	<b>2464 SY</b>

FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED - 4/19/2011 VV	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF PATCHING SCHEDULE NORTH COOK COUNTY</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et\pw_work\pwsdot\velichkovvv\d0259819\	esign.dgn	DRAWN -	REVISED -			VAR.	2011-004-PP	COOK	36	6
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -				CONTRACT NO. 60N92				
PLOT DATE = 4/19/2011	DATE -	REVISED -				SCALE:	SHEET NO.	OF	SHEETS	STA.

LOCATION REMOVED FROM PLANS

FILE NAME = c:\pw_work\p\idot\velichkovv\d0259819\Design.dgn	USER NAME = VelichkovVV	DESIGNED -	REVISED - 4/19/2011 VV	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PATCHING SCHEDULE</b>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	VAR.	2011-004-PP	COOK	36	7
		CHECKED -	REVISED -									<b>CONTRACT NO. 60N92</b>			
		DATE -	REVISED -									FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

LOCATION REMOVED FROM PLANS

FILE NAME = e:\pwwork\pwwork\velichkov\0259819\Design.dgn	USER NAME = VelichkovVV	DESIGNED -	REVISED - 4/19/2011 VV	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PATCHING SCHEDULE</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					VAR.	2011-004-PP	COOK	36	8
		CHECKED -	REVISED -					<b>CONTRACT NO. 60N92</b>				
		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT	

ROUTE: IL 58 (Dee Rd to Western Ave) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Dee Rd.	Western Ave.	WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8

ROUTE: IL 58 (Dee Rd to Western Ave) - Jointed Pavement PATCHING = CLASS B

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

TOTALS: 804 FT 547 SY

ROUTE: IL 58 (Milwaukee Ave to Washington St) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Milwaukee	Michael Manor	EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
EB	3	6	12	72	8		

CONTINUED ON NEXT SHEET







ROUTE: IL 58 (Milwaukee Ave to Washington St) - Jointed Pavement PATCHING = CLASS B

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

TOTALS: 3288 FT 2197 SY

ROUTE: IL 58 / Milwaukee Ave Intersection - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
IL 58 / Milwaukee	Intersection	WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	3	6	12	72	8
		WB	LTL	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	3	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	3	6	12	72	8
		WB	1	6	12	72	8
		WB	2	6	12	72	8
		WB	3	6	12	72	8
IL 58 / Milwaukee	Intersection	EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	LTL	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
		EB	1	6	12	72	8
		EB	2	6	12	72	8
		EB	3	6	12	72	8
IL 58 / Milwaukee	Intersection	NB	NE Ret.	6	11	66	7
		NB	NE Ret.	25	12	300	33
		NB	NE Ret.	25	12	300	33
		NB	NE Ret.	6	12	72	8
IL 58 / Milwaukee	Intersection	SB	NW Ret.	6	12	72	8
		SB	NW Ret.	6	12	72	8
		SB	NW Ret.	6	12	72	8
		SB	NW Ret.	6	12	72	8
		SB	NW Ret.	6	12	72	8
		SB	NW Ret.	6	12	72	8
		SB	NW Ret.	6	12	72	8
		SB	NW Ret.	6	12	72	8
		SB	NW Ret.	6	12	72	8
		SB	NW Ret.	6	12	72	8

CONTINUED ON NEXT SHEET





ROUTE: Arlington Heights Rd (IL 58 to 0.25 mi south of I-90) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		NB	3	6	12	72	8
		NB	4	6	12	72	8
		NB	1	8	12	96	11
		NB	2	8	12	96	11
		NB	3	8	12	96	11
		NB	1	6	12	72	8
		NB	2	6	12	72	8
		NB	3	6	12	72	8
		NB	LTL	6	11	66	7

TOTALS: 778 FT 540 SY

ROUTE: IL 72 (Wolf Rd 400 W Touhy) - Jointed Pavement PATCHING = CLASS B

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
East of Wolf Rd	400 W. Touhy Avenue	WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1,2,3	36	6	216	24
		WB	1,2	24	6	144	16
		WB	3	12	6	72	8
		WB	1,2	24	6	144	16
		WB	2	6	8	48	5
		WB	1,2	24	6	144	16
		WB	1,2	24	6	144	16
400 W. Touhy Avenue	East of Wolf Rd	EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1,2	24	6	144	16
IL 72/Wolf Rd	Intersection	EB	1,2,3	36	6	216	24

TOTALS: 86 FT 181 SY

ROUTE: IL 72 (.25 mi east of IL 83 to .25 mi west of Landmeier) - Jointed Pavement PATCHING = CLASS B

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		WB	1,2	24	6	144	16
		WB	2	12	6	72	8
		WB	1,2	24	6	144	16
		WB	2	12	6	72	8
		WB	1,2,3	36	6	216	24
		WB	1,2,3	36	6	216	24
		WB	1,2,3	36	6	216	24
		WB	2	12	8	96	11
		WB	2	12	6	72	8
		WB	2	12	12	144	16
		WB	2,3	24	6	144	16
		WB	3	12	6	72	8
		WB	2,3	25	6	150	17
		WB	2,3	15	6	90	10
		WB	3	6	8	48	5
		WB	1,2,3	36	6	216	24
		WB	1,2	24	6	144	16
		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	1,2,3	36	12	432	48
		WB	2,3	24	6	144	16
		WB	1,2,3	36	6	216	24
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	1,2	24	10	240	27
		EB	1,2	24	6	144	16
		EB	1	12	6	72	8
		EB	1,2	24	6	144	16
		EB	1	12	8	96	11
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8

TOTALS: 238 FT 504 SY



ROUTE: IL 62 (Barker to .25 mi west of IL 53) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Barker Avenue	.25 mi w/o IL 53	WB	1	24	6	144	16
		WB	1	24	6	144	16
		WB	2	24	6	144	16
		WB	1,2,3	40	6	240	27
		WB	1,2,3	40	6	240	27
		WB	1,2,3	40	6	240	27
		WB	1,2,3	40	6	240	27
		WB	1,2,3	40	6	240	27
		WB	1,2,3	40	6	240	27
		WB	1,2,3	36	6	216	24
		WB	1,2,3	36	6	216	24
		WB	1,2,3	40	6	240	27
		WB	1,2,3	40	6	240	27
		WB	1,2,3	46	6	276	31
		WB	1,2,3	46	6	276	31
		WB	1,2,3	40	8	320	36
		WB	2,3	20	6	120	13
		WB	1,2,3	40	6	240	27
		WB	1,2,3	36	6	216	24
		WB	1,2,3	36	6	216	24
		WB	3	12	6	72	8
.25 mi w/o IL 53	Barker Avenue	WB	2,3	20	6	120	13
		EB	1,2,3	40	6	240	27
		EB	1,2,3	40	6	240	27
		EB	LTL, 1	20	6	120	13
		EB	LTL	20	6	120	13
		EB	1,2,3	40	6	240	27
		EB	1,2,3	40	6	240	27
		EB	2	12	6	72	8
		EB	1,2,3	40	6	240	27
		EB	1,2,3	36	6	216	24
		EB	1,2,3	36	6	216	24
		EB	1,2,3	36	6	216	24
		EB	1,2,3	36	6	216	24
		EB	2	12	6	72	8
		EB	1,2,3	40	6	240	27
		EB	1,2,3	36	6	216	24
		EB	1,2,3	36	6	216	24
		EB	1,2,3	36	6	216	24
		EB	1,2,3	36	6	216	24
		EB	2	12	6	72	8
		EB	2	12	8	96	11
		EB	1,2,3	36	6	216	24
		EB	1,2,3	36	6	216	24
		EB	1,2,3	36	6	216	24
		EB	1,2,3	36	6	216	24
		EB	1,2,3	40	6	240	27
		EB	1,2,3	40	6	240	27

TOTALS: 286 FT 1052 SY

ROUTE: IL 62 (.5 mi e/o Roselle Rd to Roselle Rd) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Roselle Rd	.5 mi e/o Roselle Rd	EB	2	12	6	72	8
		EB	1,2,3	36	6	216	24
		EB	1,2	24	6	144	16
.5 mi e/o Roselle Rd	Roselle Rd	WB	1,2	20	6	120	13
		WB	1,2,3	36	6	216	24
		WB	RTL	12	6	72	8
		WB	LTL	12	6	72	8
		WB	1,2,3	36	3	108	12
		WB	1	12	6	72	8
		WB	1	12	6	72	8

TOTALS: 57 FT 129 SY

ROUTE: IL 58 (200 yds w/o IL 62 to Salt Creek Bridge) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
200 yds w/o IL 62	Salt Creek Bridge	WB	1,2	24	6	144	16
		WB	1	15	12	180	20
		WB	1	15	12	180	20
		WB	2	12	6	72	8
		WB	1,2	24	6	144	16
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	LTL	15	4	60	7
		WB	1,2	24	6	144	16
		WB	1,2	24	6	144	16
		WB	1,2,3	40	6	240	27
		WB	2	15	6	90	10
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
Shopping Center Entr.	IL 58	WB	-	12	12	144	16
		WB	1	15	6	90	10
		WB	1	15	6	90	10
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8

CONTINUED ON NEXT SHEET



ROUTE: IL 58 (200 yds w/o IL 62 to Salt Creek Bridge) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Salt Creek Bridge	200 yds w/o IL 62	EB	1	15	6	90	10
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	15	6	90	10
		EB	1,2	24	6	144	16
		EB	1	12	6	72	8
		EB	1,2,3	12	40	480	53
		EB	1,2,3	12	50	600	67
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1,2	24	6	144	16
		EB	1	10	6	60	7
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1,2	24	6	144	16
		EB	1	15	4	60	7
		EB	1,2	24	6	144	16
		EB	1	12	6	72	8
		EB	1	4	12	48	5
		EB	1	12	6	72	8
		EB	1	6	8	48	5
		EB	1	10	6	60	7
		EB	1	12	6	72	8
		EB	1	15	6	90	10
		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
		EB	2	12	6	72	8
		EB	2	12	6	72	8
200 yds w/o IL 62	Salt Creek Bridge	WB	1,2	24	6	144	16
		WB	1	15	12	180	20
		WB	1	15	12	180	20
		WB	2	12	6	72	8
		WB	1,2	24	6	144	16
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	LTL	15	4	60	7
		WB	1,2	24	6	144	16
		WB	1,2	24	6	144	16
		WB	1,2,3	40	6	240	27
		WB	2	15	6	90	10
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
Shopping Center Entr.	IL 58	WB	-	12	12	144	16
		WB	1	15	6	90	10
		WB	1	15	6	90	10
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8

ROUTE: IL 58 (200 yds w/o IL 62 to Salt Creek Bridge) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
Salt Creek Bridge	200 yds w/o IL 62	EB	1	15	6	90	10
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	15	6	90	10
		EB	1,2	24	6	144	16
		EB	1	12	6	72	8
		EB	1,2,3	12	40	480	53
		EB	1,2,3	12	50	600	67
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1,2	24	6	144	16
		EB	1	10	6	60	7
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	15	4	60	7
		EB	1,2	24	6	144	16
		EB	1	12	6	72	8
		EB	1	4	12	48	5
		EB	1	12	6	72	8
		EB	1	6	8	48	5
		EB	1	10	6	60	7
		EB	1	12	6	72	8
		EB	1	15	6	90	10

TOTALS: 920 FT 1384 SY



ROUTE: Mannheim (SB Waveland Ave to Belmont Ave) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SB	3	12	4	48	5
		SB	3	12	4	48	5
		SB	3	12	4	48	5
		SB	3	12	4	48	5
		SB	3	12	35	420	47
		SB	3	12	4	48	5
		SB	3	12	4	48	5
		SB	3	12	4	48	5
		SB	3	12	4	48	5
		SB	3	12	4	48	5
		SB	3	12	4	48	5
		SB	3	12	4	48	5
		SB	3	12	4	48	5
		SB	3	12	4	48	5
		SB	3	12	5	60	7
		SB	3	12	9	108	12
		SB	3	12	4	48	5
		SB	3	12	4	48	5
		SB	3	12	4	48	5

TOTALS: 697 FT 929 SY

ROUTE: IL 19: Irving Park Rd (Schiller Park, West of Wesley Terrace, Under the Soo Line both directions) - CRC Pavement PATCHING = CLASS A

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		EB	1	5	10	50	6
		EB	2	10	10	100	11
		EB	2	5	10	50	6
		EB	2	5	10	50	6
		EB	1	5	10	50	6
		EB	2	5	10	50	6
		EB	1	10	5	50	6
		EB	2	10	5	50	6
		WB	1	4	12	48	5
		WB	2	10	5	50	6

TOTALS: 87 FT 61 SY

ROUTE: Kennedy Expressway (SEB Montrose Entrance throughout the ramp) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
			ramp	16	6	96	11
			ramp	16	6	96	11
			ramp	16	6	96	11
			ramp	16	6	96	11
			ramp	16	6	96	11
			ramp	16	6	96	11
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	15	240	27
			ramp	16	8	128	14

TOTALS: 239 FT 425 SY

ROUTE: Kennedy Expressway (SEB Pulaski Entrance) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
			ramp	18	6	108	12
			ramp	18	6	108	12
			ramp	18	6	108	12
			ramp	18	6	108	12
			ramp	18	6	108	12
			ramp	18	6	108	12
			ramp	18	15	270	30
			ramp	18	15	270	30
			ramp	9	8	72	8
			ramp	10	6	60	7

TOTALS: 74 FT 135 SY

ROUTE: Kennedy Expressway (SEB Kimball Exit In middle) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
			ramp	18	15	270	30
			ramp	18	15	270	30
			ramp	18	15	270	30
			ramp	18	15	270	30

TOTALS: 60 FT 120 SY

ROUTE: Kennedy Expressway (NWB Armitage Entrance) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
			ramp	21	6	126	14
			ramp	21	6	126	14

TOTALS: 12 FT 28 SY

ROUTE: Kennedy Expressway (SEB Western Ave Entrance) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
			ramp	24	6	144	16
			ramp	24	6	144	16
			ramp	24	6	144	16
			ramp	24	6	144	16
			ramp	8	6	48	5
			ramp	11	6	66	7
			ramp	15	6	90	10

TOTALS: 42 FT 87 SY

ROUTE: Edens Expressway (NB to WB Willow Rd exit) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		NB	Ramp	16	6	96	11
				16	6	96	11
				16	18	288	32
				16	6	96	11
				16	6	96	11
				16	8	128	14
				16	6	96	11
				16	8	128	14
				16	35	560	62
				16	30	480	53
				16	16	256	28

TOTALS: 151 FT 268 SY

ROUTE: Kennedy Expressway (NWB Addison Entrance beginning of ramp) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
			ramp	18	15	270	30
			ramp	18	15	270	30
			ramp	18	6	108	12
			ramp	18	6	108	12
			ramp	18	6	108	12
			ramp	18	6	108	12

TOTALS: 54 FT 108 SY

ROUTE: Edens Expressway (EB Willow Rd to SB Edens entrance) PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SB	Ramp	16	80	1280	142
				16	6	96	11
				16	6	96	11

TOTALS: 92 FT 164 SY

ROUTE: Edens Expressway (NB to EB Willow Rd) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		EB to SB	Ramp	16	6	96	11
				16	12	192	21
				16	6	96	11
				16	22	352	39
				16	56	896	100

TOTALS: 102 FT 182 SY

ROUTE: Edens Expressway (SB Wilson Ave Entrance Ramp) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SB	Ramp	16	6	96	11
				24	6	144	16
				30	6	180	20
				16	15	240	27
				16	30	480	53
				16	45	720	80

TOTALS: 108 FT 207 SY

ROUTE: Edens Expressway (NB Tower Entrance Ramp) - Jointed Pavement PATCHING = CLASS B

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		NB	Radius	17	6	102	11
			Radius	31	8	248	28
			Radius	4	60	240	27
			Ramp	16	6	96	11
			Ramp	16	6	96	11
			Ramp	16	6	96	11
			Ramp	16	6	96	11
			Ramp	16	6	96	11
			Ramp	16	12	192	21
			Ramp	16	12	192	21
			Ramp	16	14	224	25
			Ramp	16	12	192	21
			Ramp	16	6	96	11
			Ramp	16	6	96	11
			Ramp	16	12	192	21
			Ramp	16	6	96	11
			Ramp	16	6	96	11
			Ramp	16	6	96	11
			Ramp	16	6	96	11
			Ramp	16	6	96	11

TOTALS: 208 FT 304 SY

ROUTE: Edens Expressway (Lake-Cook Rd to Chantilly) - CRC Pavement PATCHING = CLASS A

CROSSSTREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Lake - Cook Road	Chantilly Drive	NB	1	12	6	72	8
		NB	3	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	3	12	20	240	27
		NB	2	12	6	72	8
		NB	1	12	75	900	100
		NB	1	12	12	144	16
		NB	Taper	16	8	128	14
		NB	Taper	16	8	128	14
		SB	1	12	8	96	11
		SB	1	12	100	1200	133
		SB	1	12	50	600	67
		SB	1	12	50	600	67
		SB	1	12	6	72	8
		SB	1	12	100	1200	133
		SB	2	12	6	72	8
		SB	3	12	6	72	8
		SB	2	12	12	144	16
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	3	12	6	72	8

TOTALS: 515 FT 694 SY

ROUTE: IL 53 (NB & SB Ramps at Rand Rd.) - CRC Pavement PATCHING = CLASS A

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
IL 53 Ramp at Rand Rd N/B		N/B		8	6	48	5
		N/B		10	10	100	11
		N/B		16	12	192	21
		N/B		16	6	96	11
		N/B		16	6	96	11
		N/B		16	12	192	21
		N/B		8	6	48	5
		N/B		16	6	96	11
		N/B		16	6	96	11
		N/B		16	6	96	11
		N/B		16	6	96	11
		N/B		16	6	96	11
		N/B		16	6	96	11
		N/B		16	6	96	11
		N/B		16	6	96	11
		N/B		16	13	208	23
		N/B		16	6	96	11
		N/B		16	6	96	11
IL 53 Ramp at Rand Rd S/B		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		6	8	48	5
		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		16	22	352	39
		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		16	6	96	11
		S/B		12	6	72	8
		S/B		12	6	72	8
		S/B		12	6	72	8
		S/B		10	6	60	7
		S/B		9	6	54	6
		S/B		7	7	49	5
		S/B		7	7	49	5
		S/B		6	8	48	5
		S/B		6	8	48	5

TOTALS: 299 FT 457 SY

ROUTE: Elgin-O'Hare Expy. (Rohling to US 20) - CRC Pavement PATCHING = CLASS A

CROSS STREETS		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
US 20	Rohling Rd.	EB	1	12	6	72	8
			2	12	6	72	8
Rohling Rd.	US 20	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
			1	12	6	72	8
			1	12	6	72	8
			1	12	6	72	8

TOTALS: 132 FT 66 FT 88 SY



VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).



SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

**BASIS OF PAYMENT:**  
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

\* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

\*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY. SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

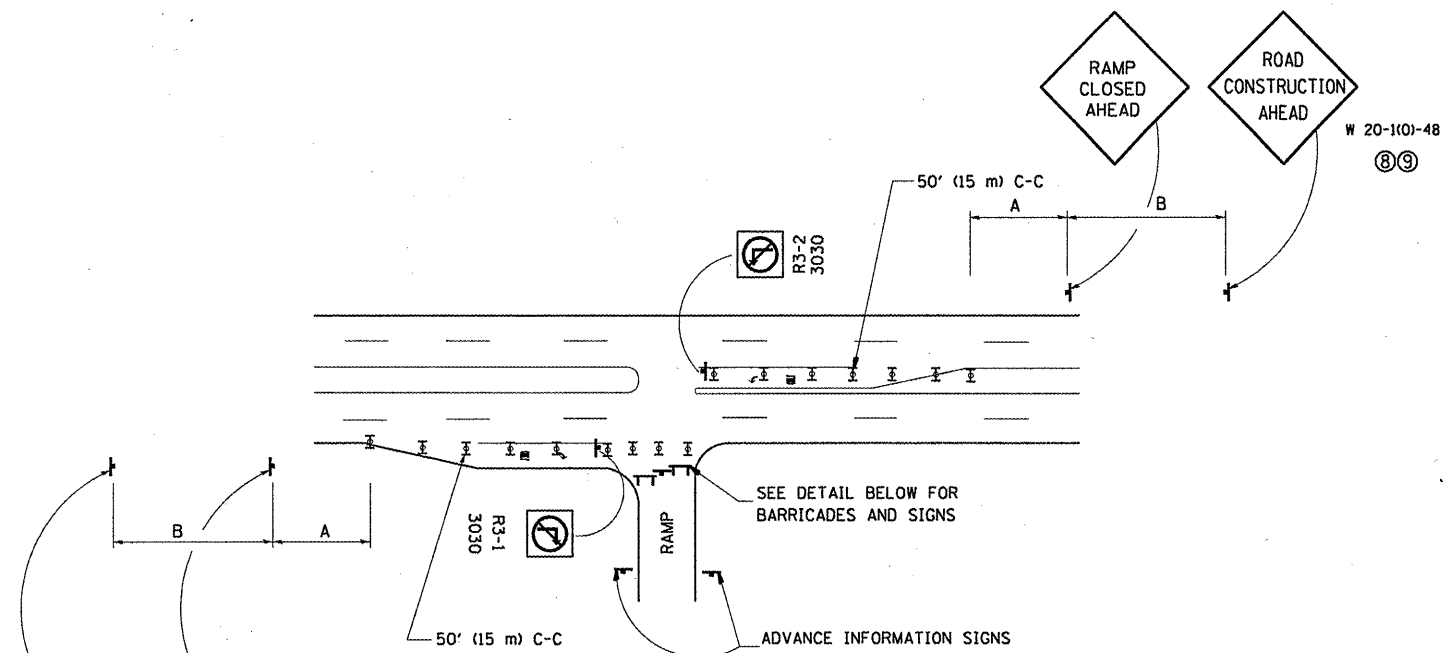
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = VelichkovV	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwwork\pwwork\velichkovv\d0259819\d0259819.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	VAR.			2011-004-PP	COOK	36	23	
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	<b>BD600-06 (BD-24)</b>				<b>CONTRACT NO. 60N92</b>			
PLOT DATE = 4/14/2011	DATE - 03-11-94	REVISED - R. BORO 12-15-09	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT							
						SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	

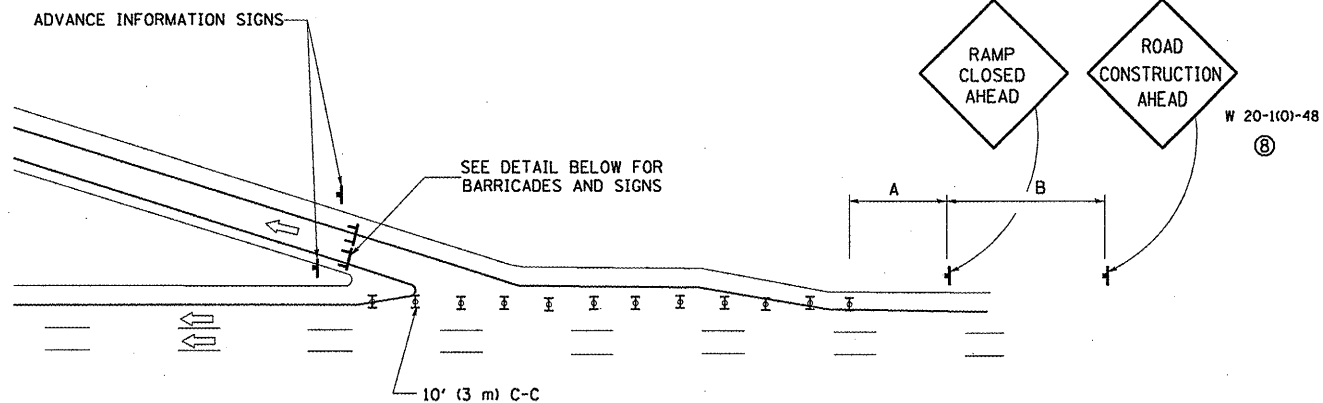
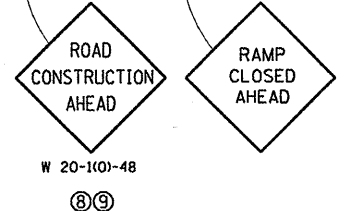


**ENTRANCE RAMP CLOSURE**

**SIGN SPACING TABLE**

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

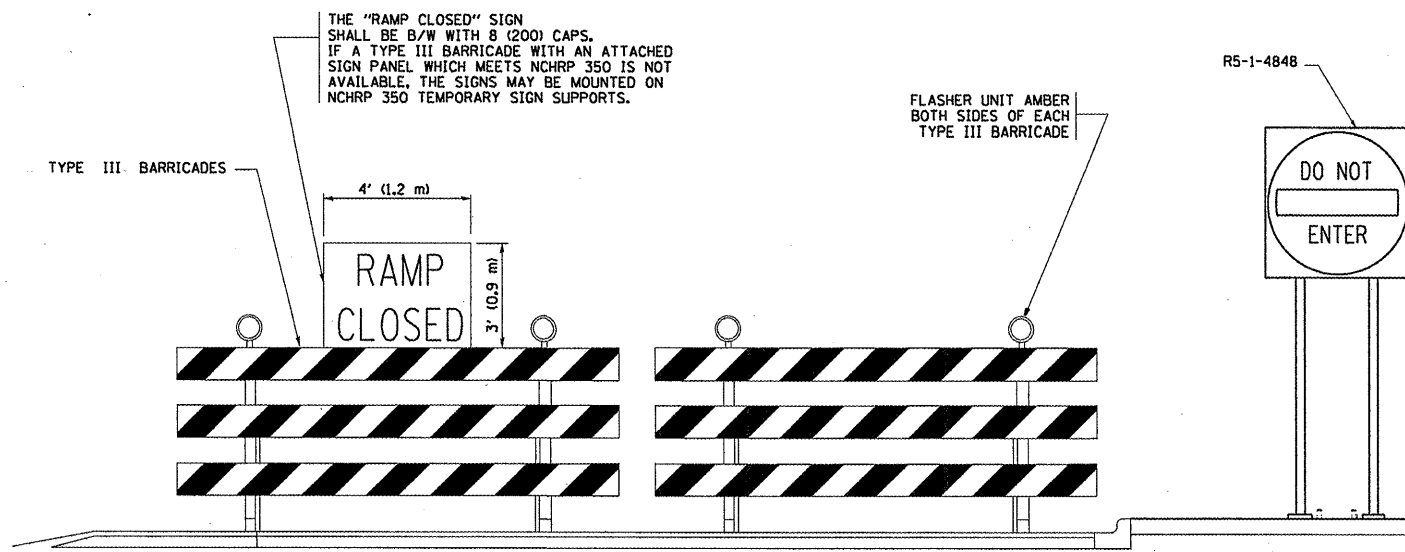
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



**EXIT RAMP CLOSURE**

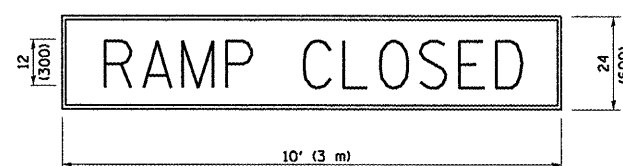
**SYMBOLS**

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



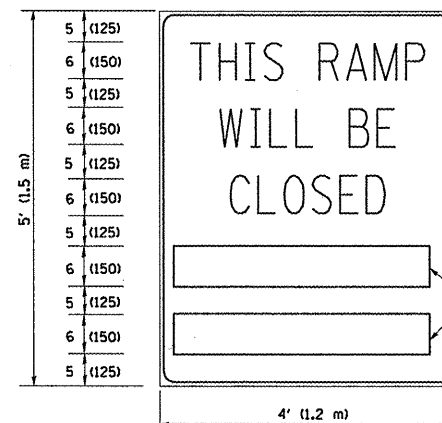
**DETAIL FOR REQUIRED BARRICADES & SIGNS**

**RAMP CLOSURE ADVANCE WARNING SIGN**



BLACK LEGEND ON ORANGE REFLECTORIZED BACKGROUND  
1 (25) BORDER  
THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR THE CLOSED EXIT RAMPS.

**RAMP CLOSURE ADVANCE INFORMATION SIGN**



BLACK LEGEND ON WHITE REFLECTORIZED BACKGROUND

1/2 (12) BORDER

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

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

**GENERAL NOTES:**

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

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

FILE NAME =	USER NAME = VelichkovV	DESIGNED - DWS	REVISED - DWS/JAF 12-02
ca:\pwork\pmdot\velichkovv\d0259819\Std.dgn		DRAWN -	REVISED - JAF 02-06
	PLT SCALE = 100.0000' / IN.	CHECKED -	REVISED - SPB 01-07
	PLT DATE = 4/14/2011	DATE - 02-83	REVISED - SPB 12-09

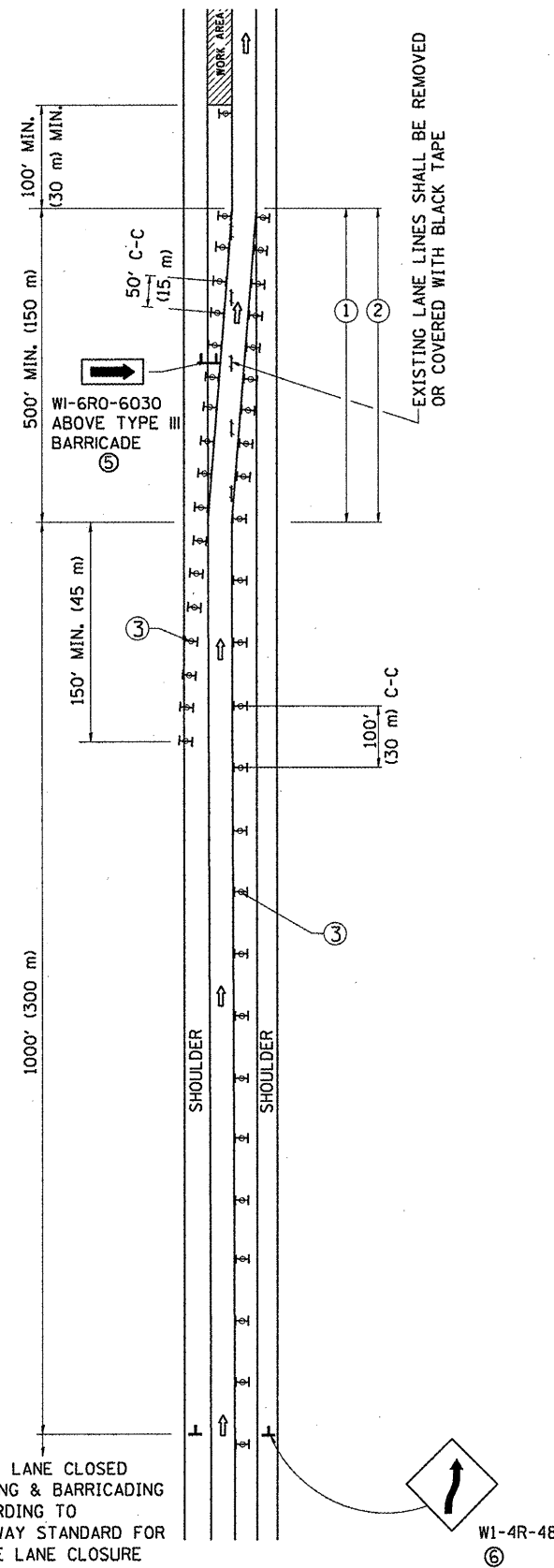
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FREEWAY ENTRANCE AND EXIT RAMP  
CLOSURE DETAILS**

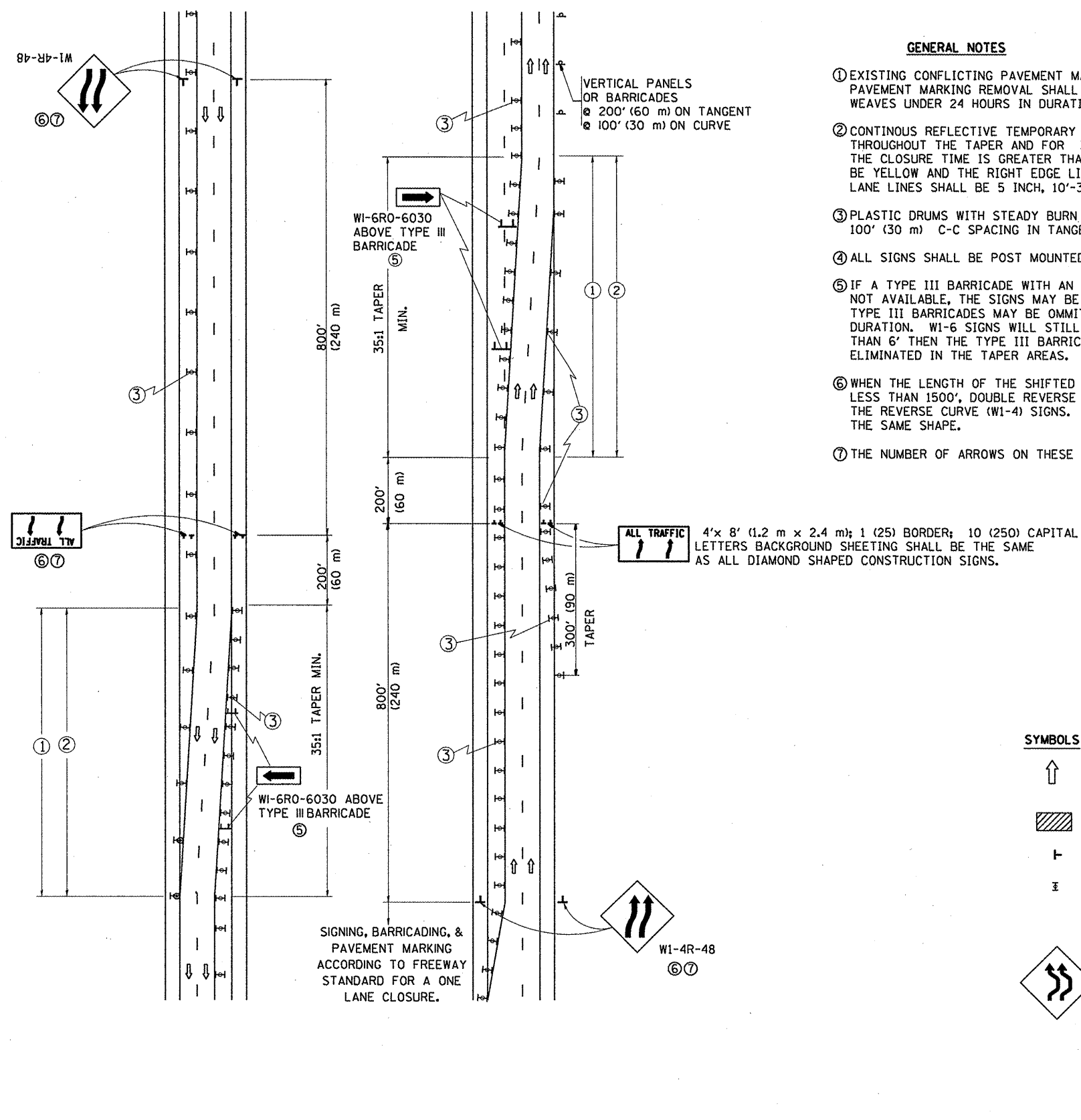
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-004-PP	COOK	36	24
TC-08		CONTRACT NO. 60N92		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

# SINGLE LANE WEAVE



# MULTI-LANE WEAVE



### GENERAL NOTES

- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 24 HOURS IN DURATION.
- ② 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.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS. 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.
- ⑥ 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.
- ⑦ 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
- W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

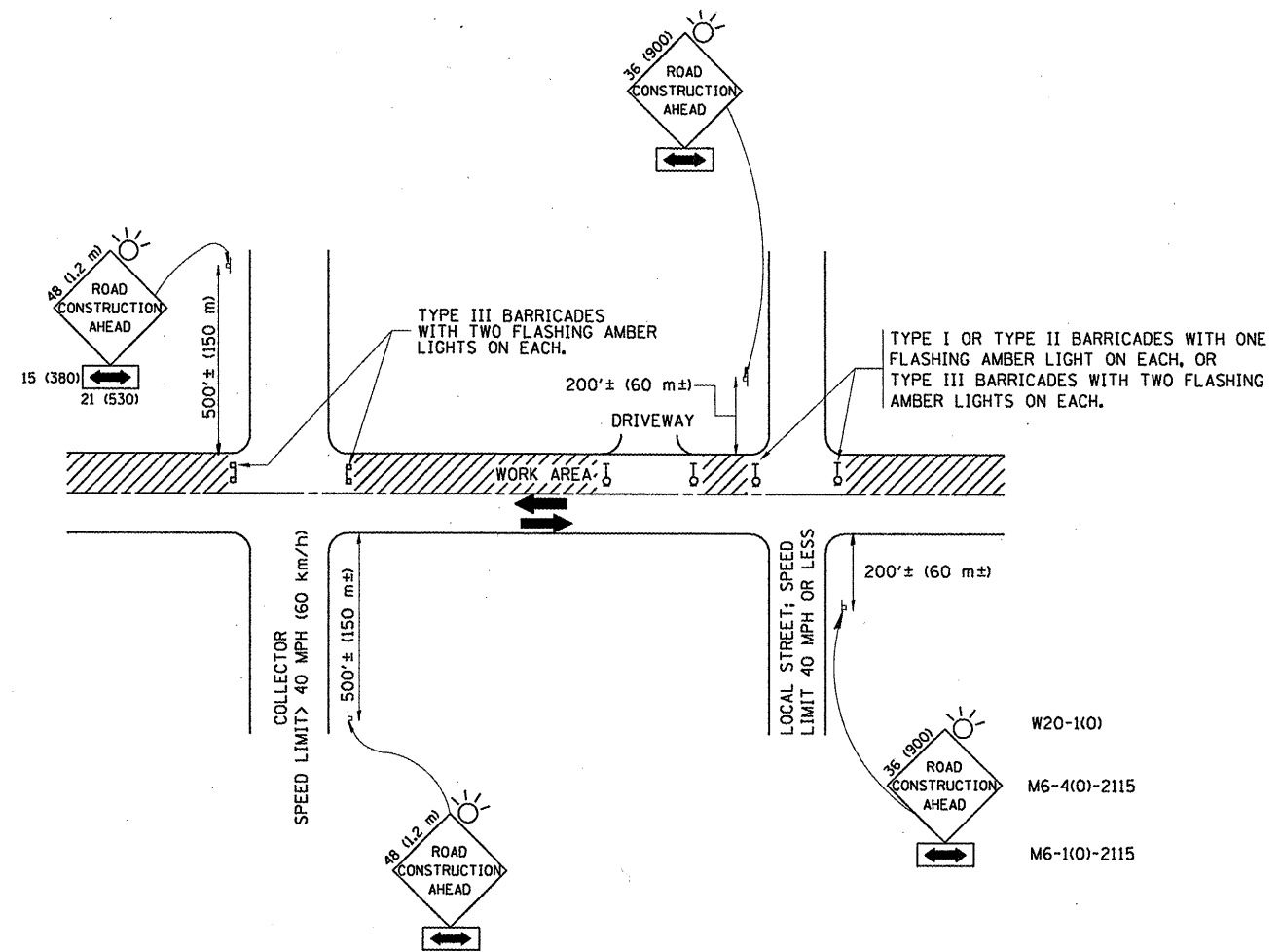
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	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED - SPB 01-07
	PLOT DATE = 4/14/2011	DATE - 02-87	REVISED - SPB 12-09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR  
FREEWAY SINGLE & MULTI-LANE WEAVE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-004-PP	COOK	36	25
TC-09			CONTRACT NO. 60N92	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

**NOTES:**

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

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

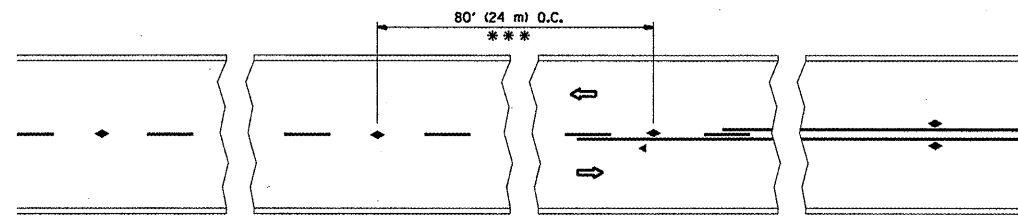
All dimensions are in millimeters (Inches) unless otherwise shown.

FILE NAME =	USER NAME = Vsl1chkovVV	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
ct:\pw_wor-k\p\dot\vel1chkovvv\d8259819\stStd.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
PLOT SCALE = 100.0000 ' / IN.		CHECKED -	REVISED - A. HOUSEH 10-15-96
PLOT DATE = 4/14/2011		DATE - 06-89	REVISED - T. RAMMACH 01-06-00

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

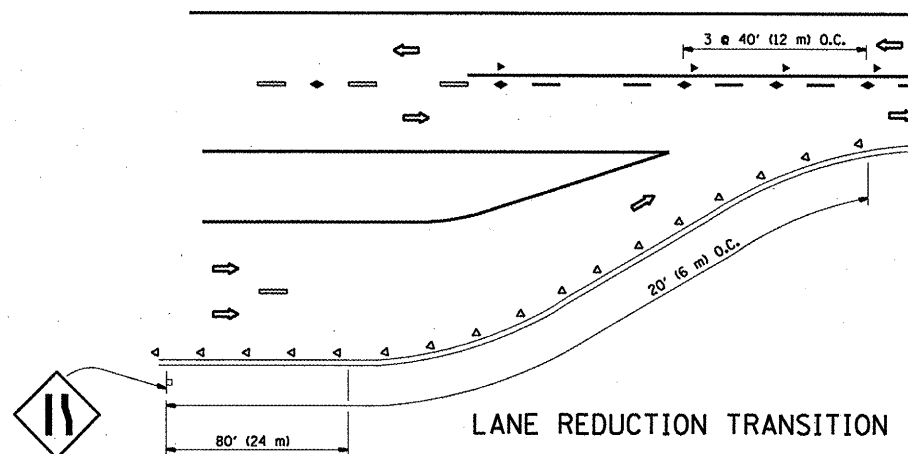
<b>TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-004-PP	COOK	36	26
TC-10			CONTRACT NO. 60N92	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

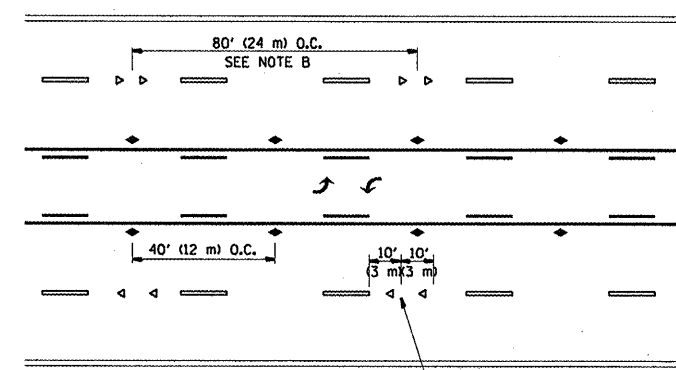


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

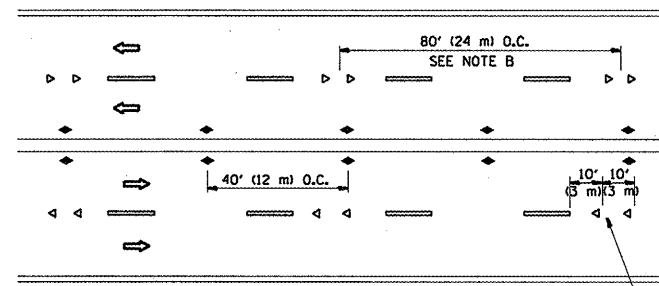
TWO-LANE/TWO-WAY



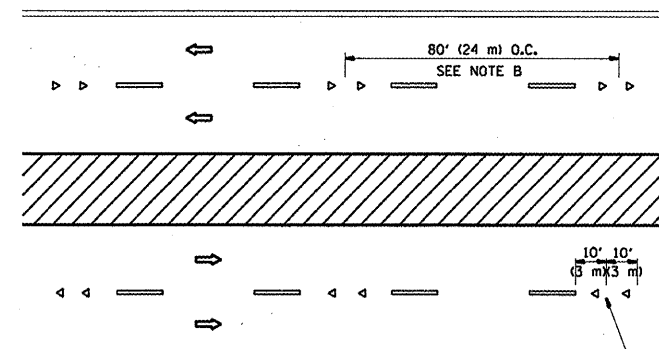
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

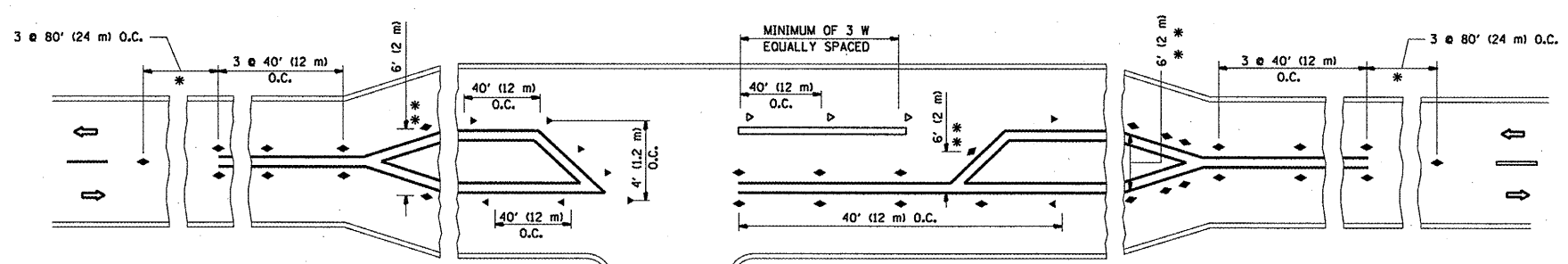
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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

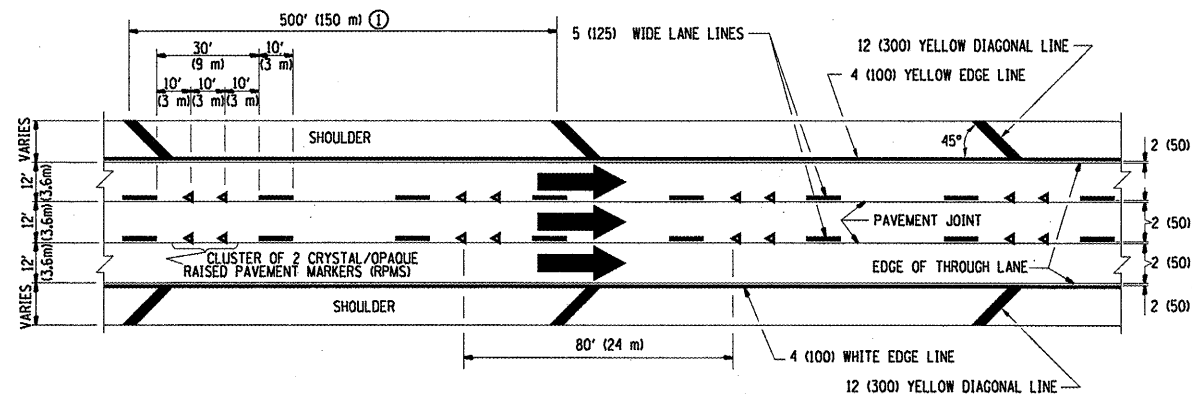


LEFT TURN

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

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

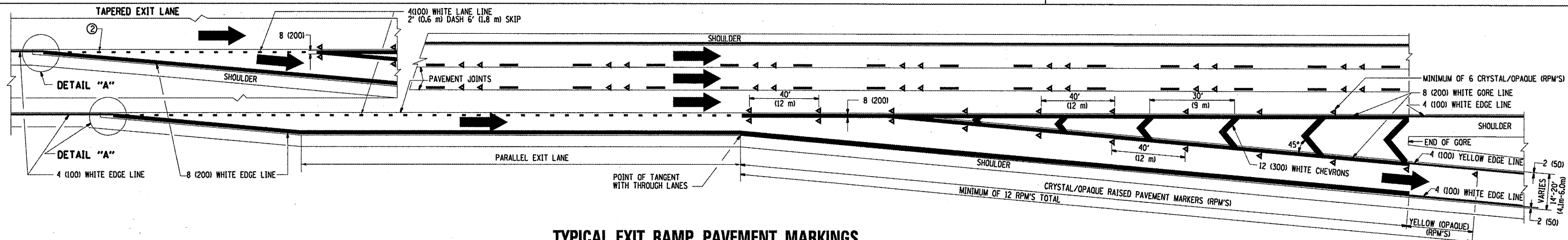
FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			F.A. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
o:\pwork\pwork\velichkovv\d0259819\d0259819.dwg	atStd.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	VAR.	2011-004-PP	COOK	36	27
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00						TC-11		CONTRACT NO. 60N92			
PLOT DATE = 4/14/2011	DATE -	REVISED - C. JUCIUS 09-09-09						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



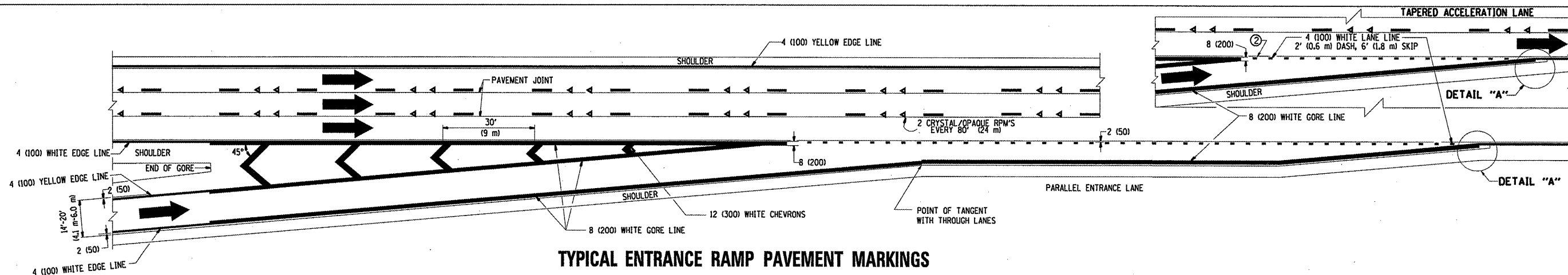
TYPICAL EDGE LINES & LANE LINES

**PAVEMENT MARKING MATERIALS**

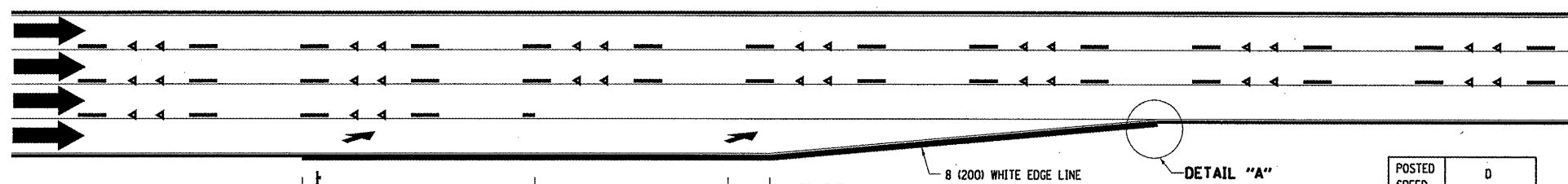
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT.
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

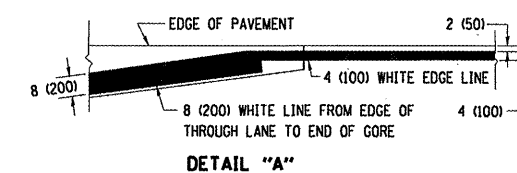


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS

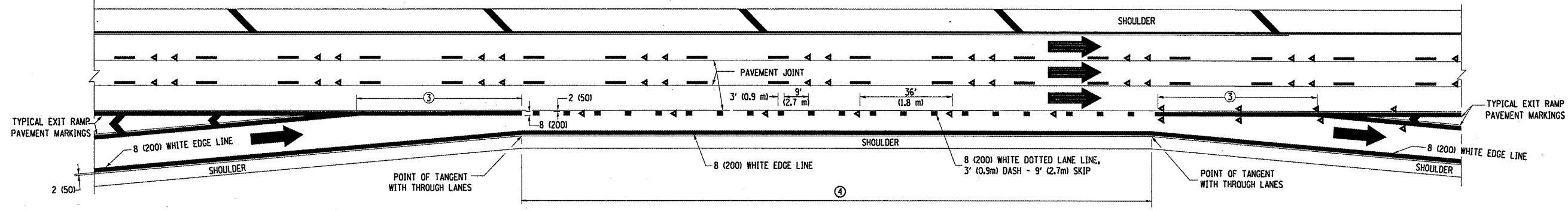
POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



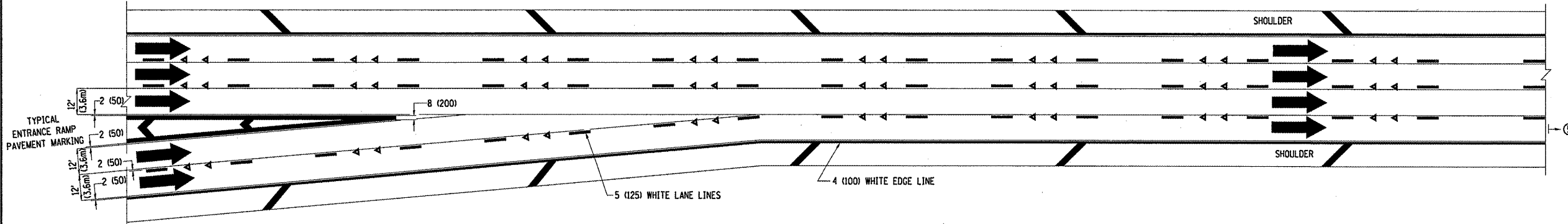
**NOTES:**

- 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.

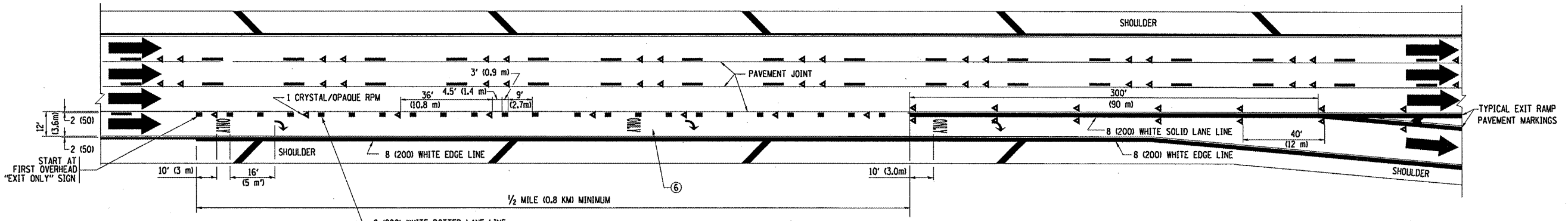




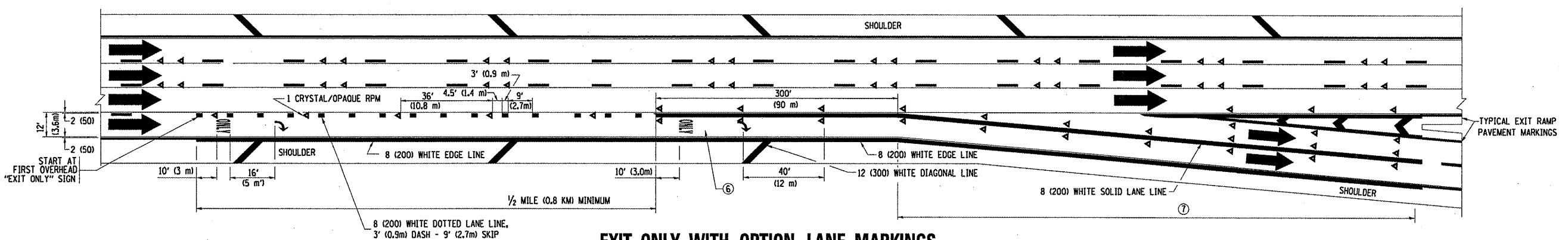
**AUXILIARY LANE MARKINGS**



**TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS**



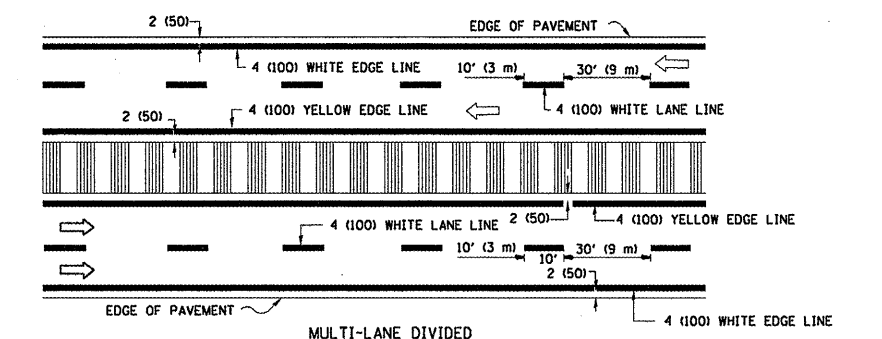
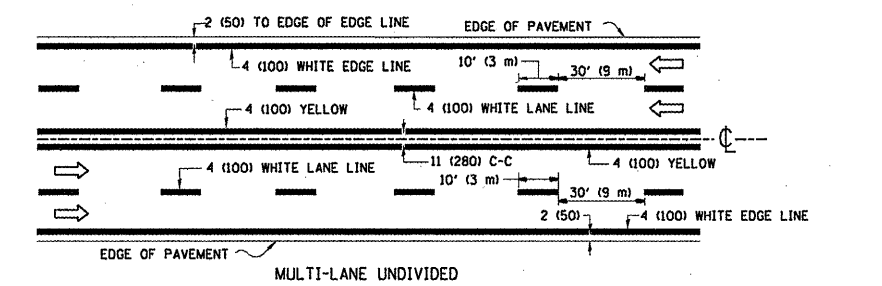
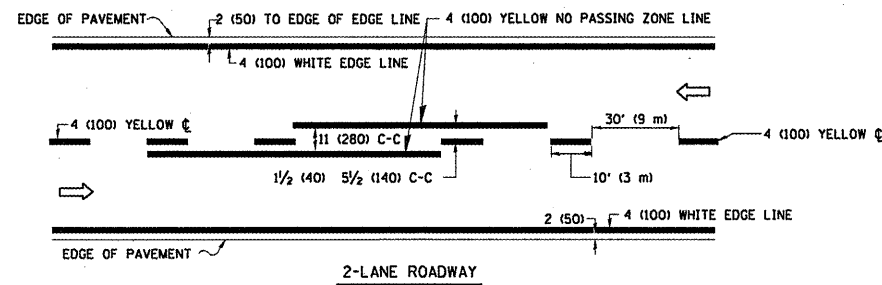
**EXIT ONLY LANE MARKINGS**



**EXIT ONLY WITH OPTION LANE MARKINGS**

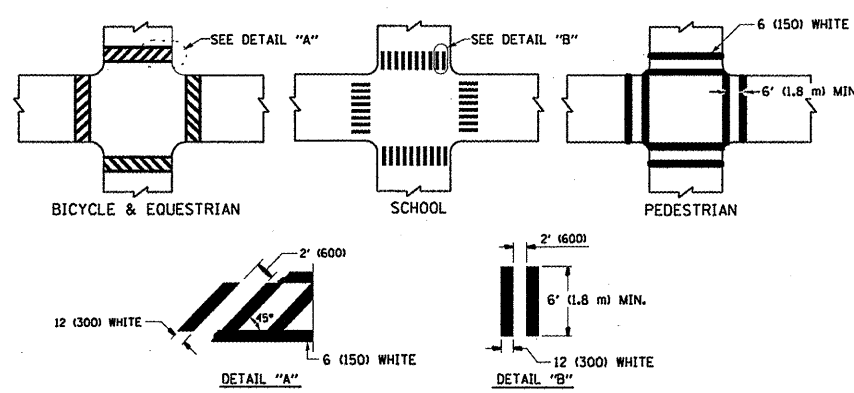
- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
  - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
  - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
  - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING, FULL SIZE LETTERS AND ARROW SHALL BE USED.
  - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

FILE NAME = c:\pwork\pwwdot\velichkovv\d0259819\d0259819.dgn	USER NAME = Velichkovv	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS</b>			F.A. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED - J.A.F. 02-06		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	2011-004-PP	COOK	36	29
	PLOT DATE = 4/14/2011	CHECKED -	REVISED - S.P.B. 01-07						<b>TC-12</b>		<b>CONTRACT NO. 60N92</b>	
		DATE - 01-90	REVISED - S.P.B. 01-10						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

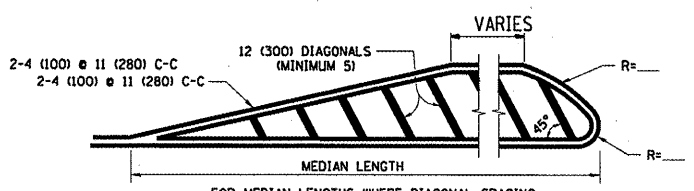
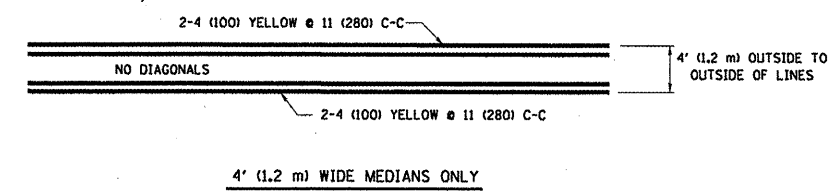


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

**TYPICAL LANE AND EDGE LINE MARKING**

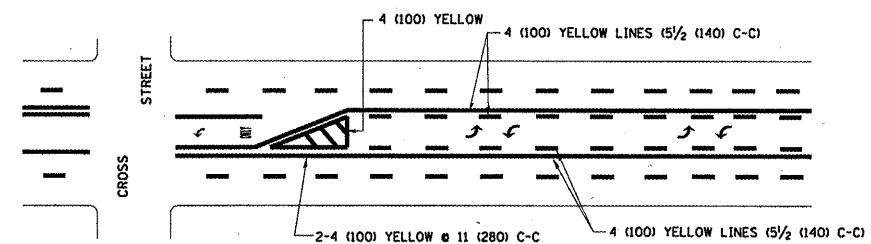


**TYPICAL CROSSWALK MARKING**

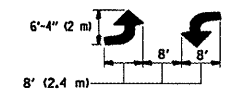


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.  
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

**MEDIANS OVER 4' (1.2 m) WIDE**

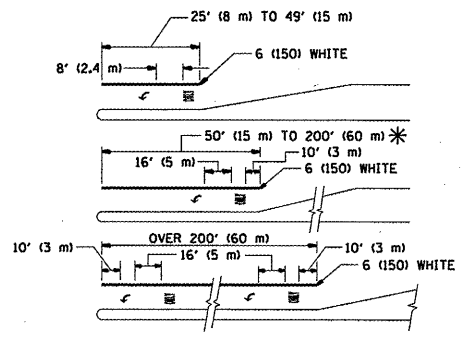


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



**MEDIAN WITH TWO-WAY LEFT TURN LANE**

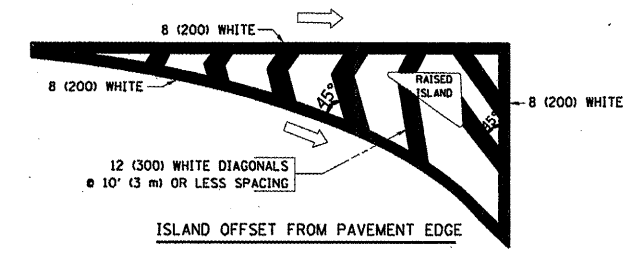
**TYPICAL PAINTED MEDIAN MARKING**



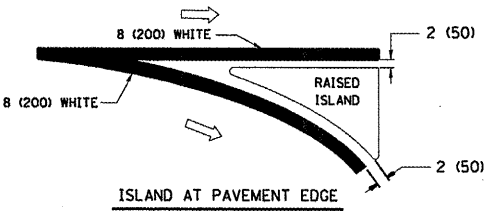
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
 \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

**TYPICAL LEFT (OR RIGHT) TURN LANE**

**TYPICAL TURN LANE MARKING**



**ISLAND OFFSET FROM PAVEMENT EDGE**



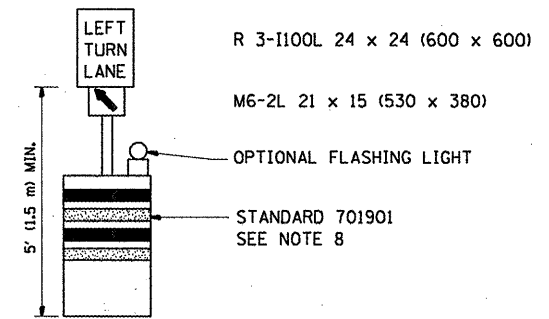
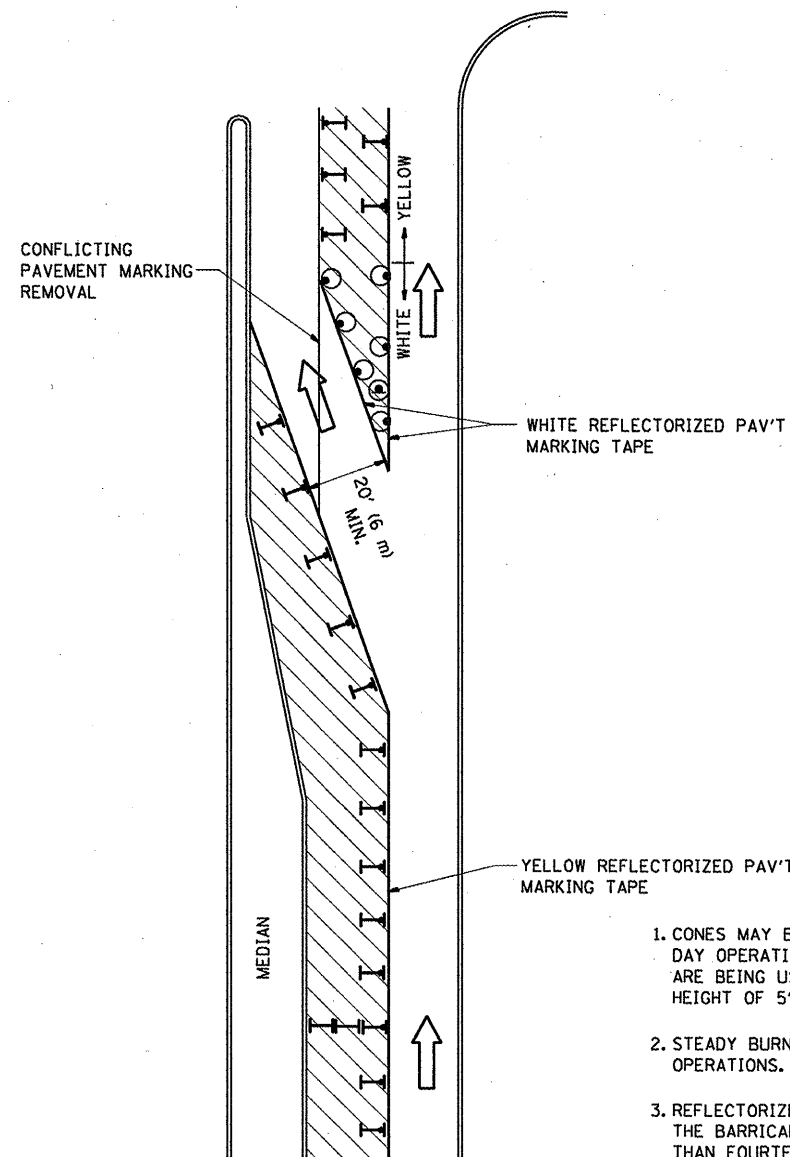
**ISLAND AT PAVEMENT EDGE**

**TYPICAL ISLAND MARKING**

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
(EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	5 (125) ON FREEWAYS	SKIP-DASH	WHITE	
DOTTED LINES	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	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW		WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
A. DIAGONALS (BIKE & EQUESTRIAN)	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
B. LONGITUDINAL BARS (SCHOOL)	12 (300) @ 90°	SOLID	WHITE	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°	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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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









**GENERAL NOTES**

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

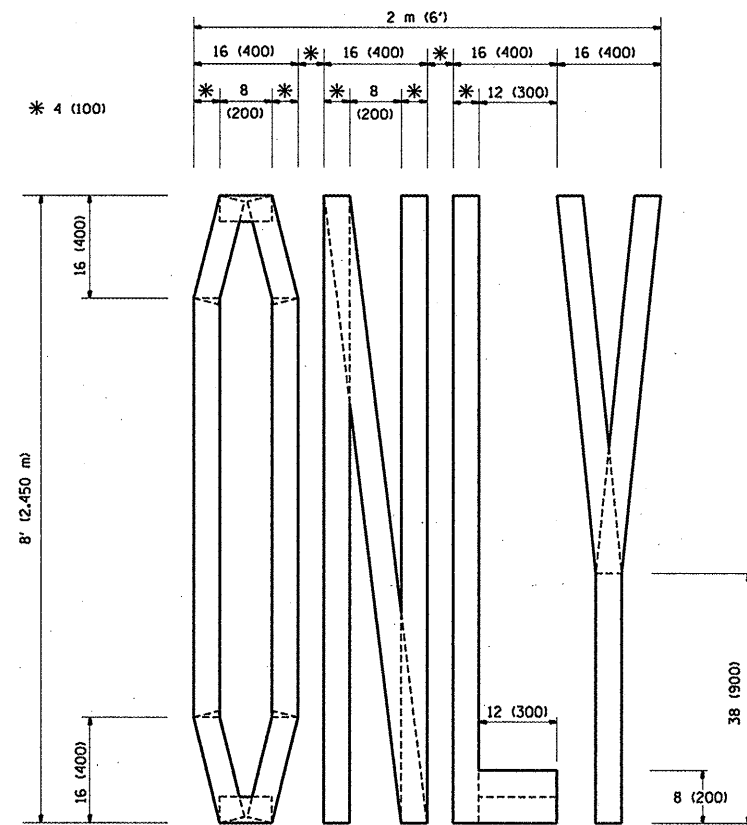
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at\pwork\puidot\velichkovvv\d0259819\	stStd.dgn	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 4/14/2011	REVISED -T, RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

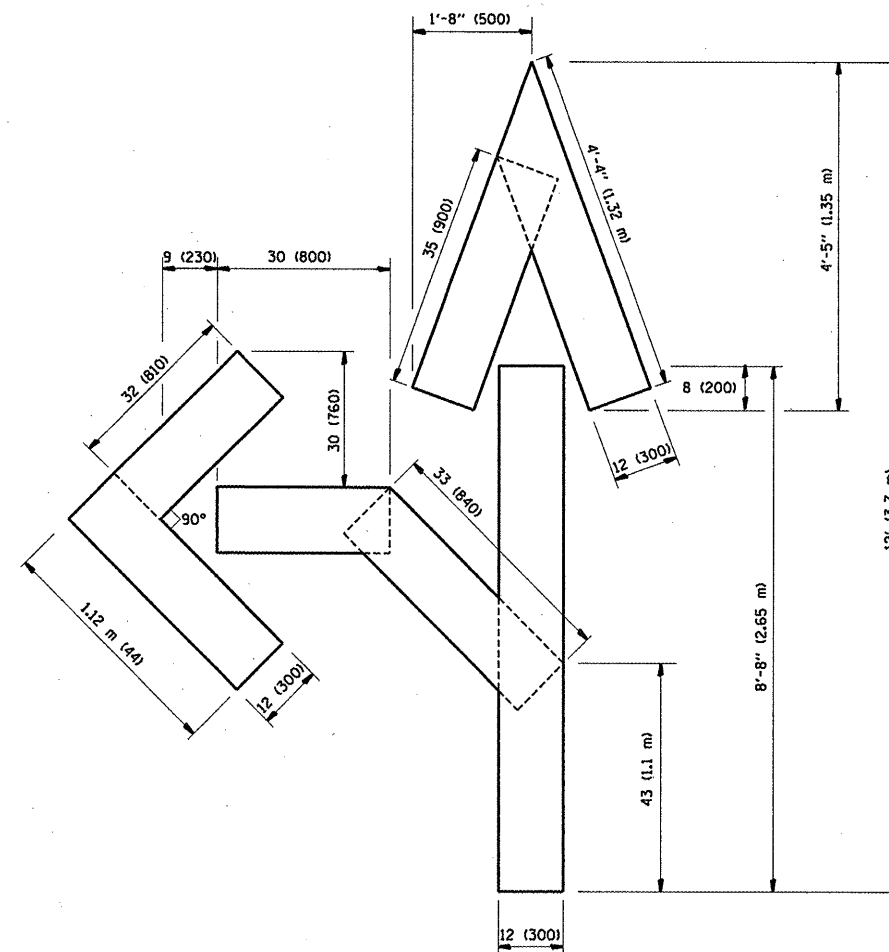
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

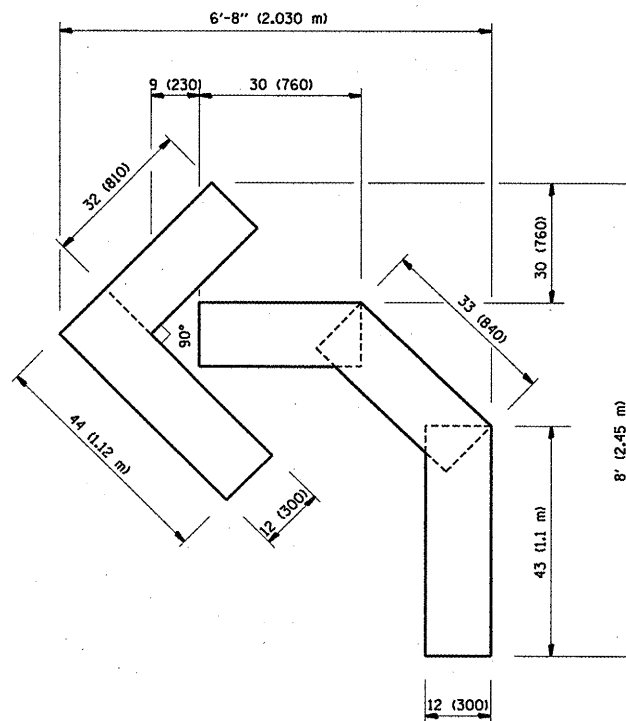
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-004-PP	COOK	36	31
TC-14		CONTRACT NO. 60N92		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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 = VelichkovV	DESIGNED -	REVISED - T. RAMMACHER 06-05-96
ct:\pw_work\pvidot\velichkovv\d0259819\Std.dgn		DRAWN -	REVISED - T. RAMMACHER 11-04-97
PLOT SCALE = 100.0000 / IN.		CHECKED -	REVISED - T. RAMMACHER 03-02-98
PLOT DATE = 4/14/2011		DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

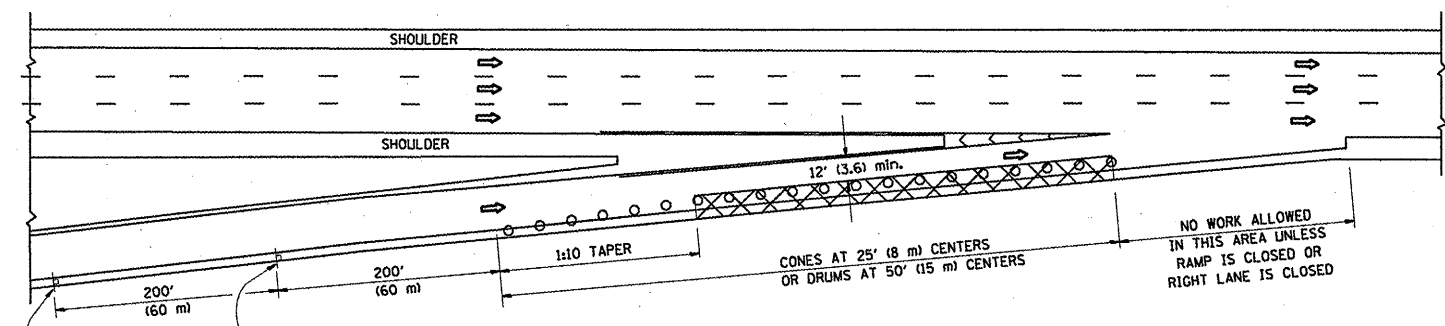
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

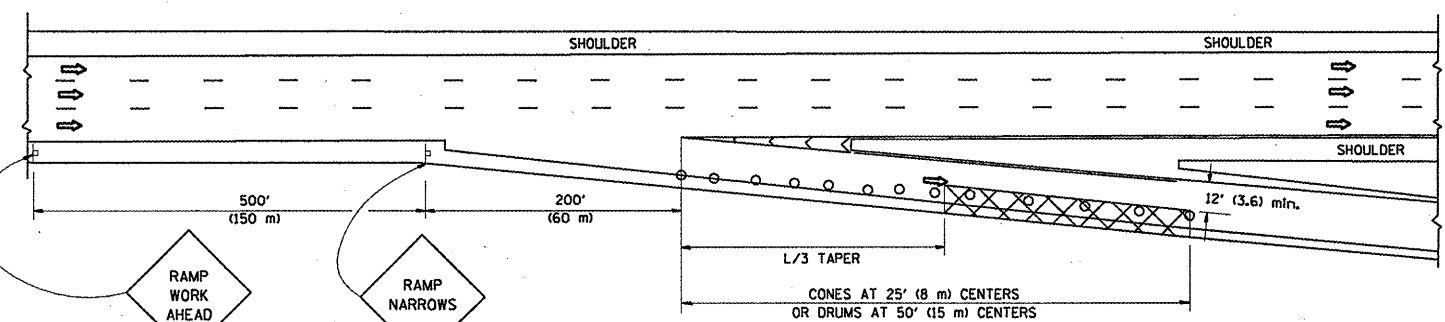
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-16		CONTRACT NO. 60N92		
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

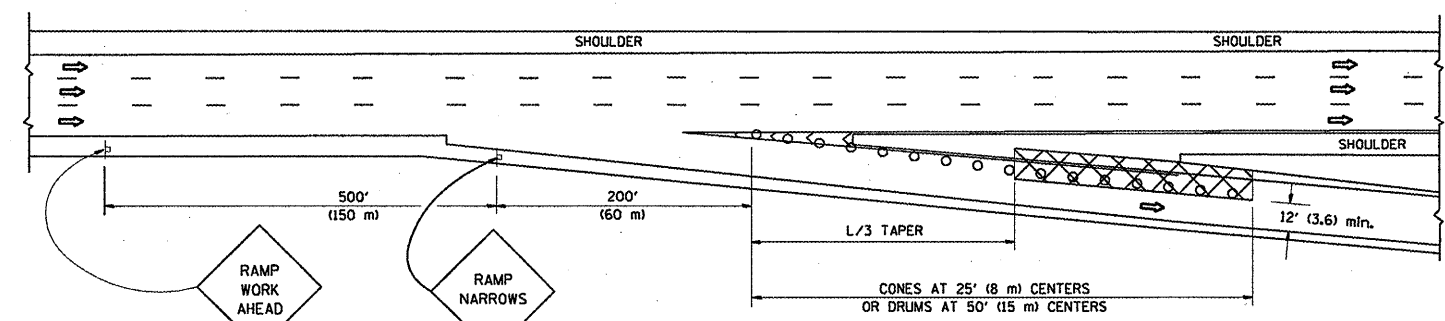
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

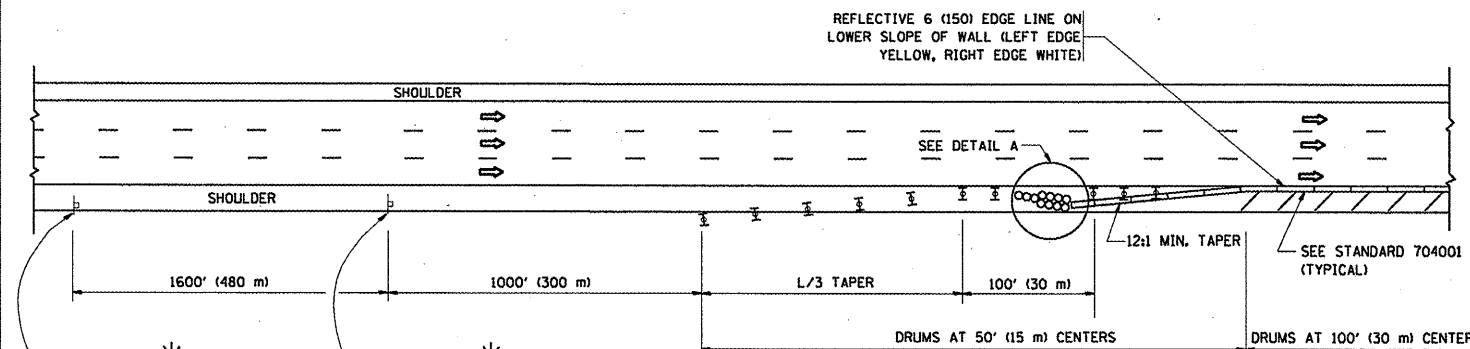
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

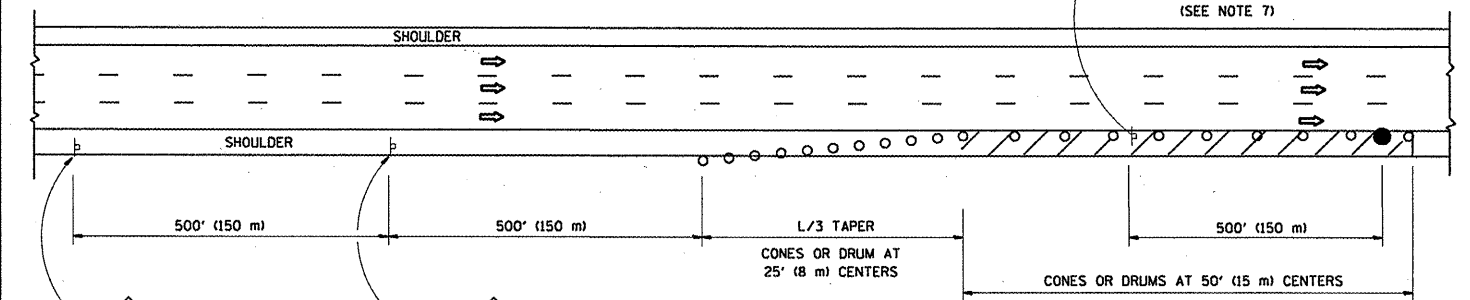
1. THE "L" DISTANCE EQUALS:
 

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

SHOULDER CLOSURE DETAILS

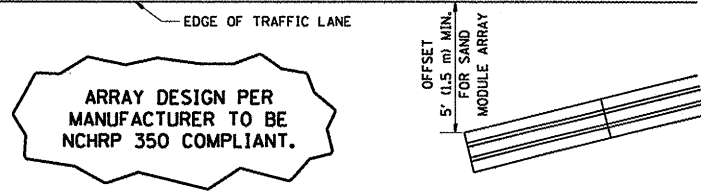


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

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

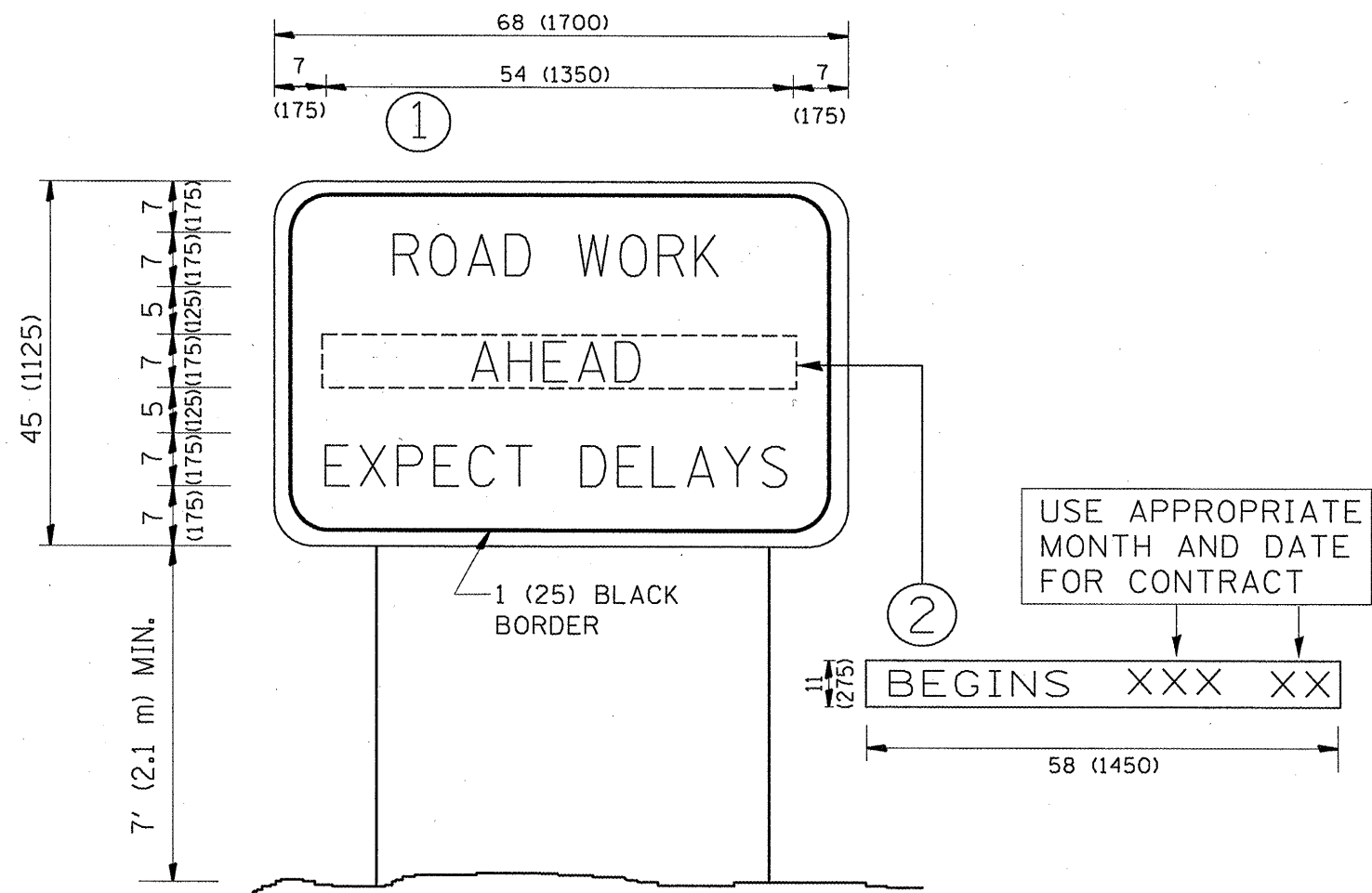


ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350 COMPLIANT.

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

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

FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED - 04-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES</b>	F.A. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr:\pw\work\pudot\velichkovv\d0259819\d0259819.dgn	asStd.dgn	DRAWN - D.W.S.	REVISED - J.A.F. 12-06		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	VAR.	2011-004-PP	COOK	36	33
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED - S.P.B. 01-07		STA. TO STA.		TC-17		CONTRACT NO. 60N92		
PLOT DATE = 4/14/2011		DATE - 11-96	REVISED - S.P.B. 12-09		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.

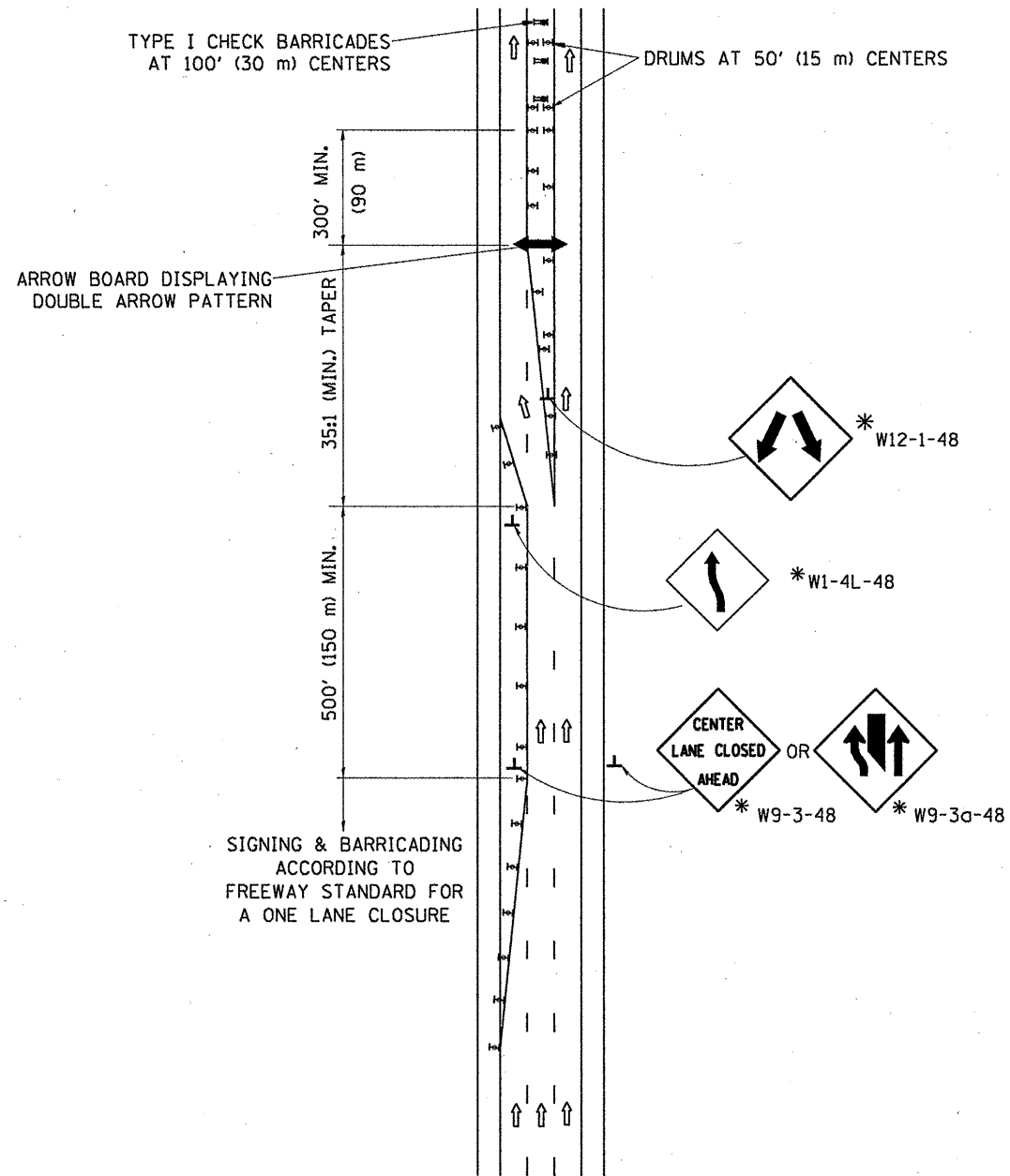
FILE NAME =	USER NAME = VelichkovVV	DESIGNED -	REVISED - R. MIRS 09-15-97
ca\pwwork\pwwidat\velichkovvv\d0259819\	stStd.dgn	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 100.0000' / 1IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	
PLOT DATE = 4/14/2011	DATE -	REVISED - C. JUCIUS 01-31-07	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>ARTERIAL ROAD INFORMATION SIGN</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

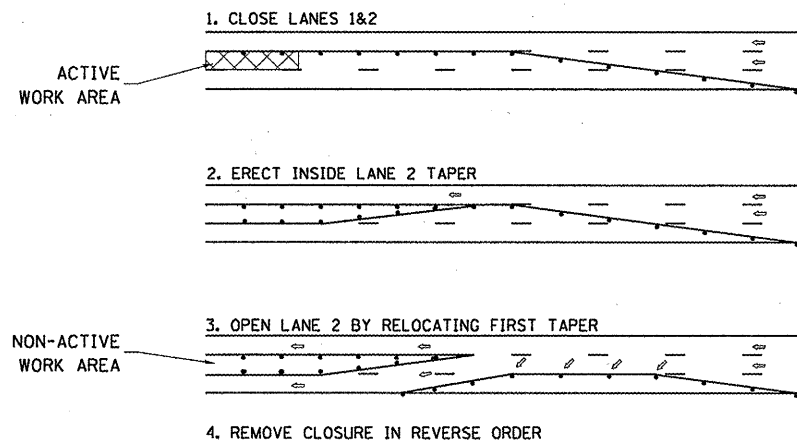
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-004-PP	COOK	36	34
TC-22		CONTRACT NO. 60N92		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

# CENTER LANE CLOSURE



SIGNING & BARRICADING ACCORDING TO FREEWAY STANDARD FOR A ONE LANE CLOSURE

### INSTALLATION SEQUENCE

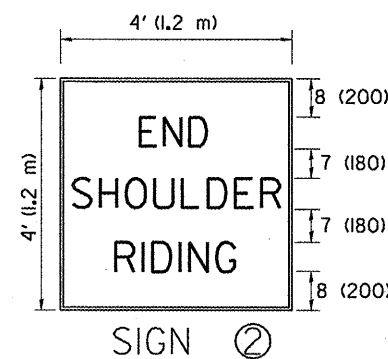
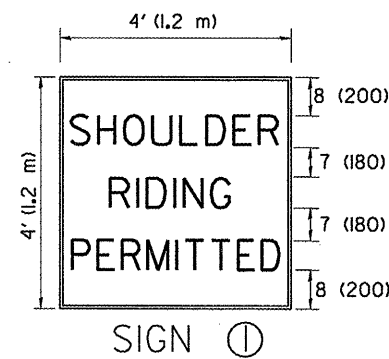
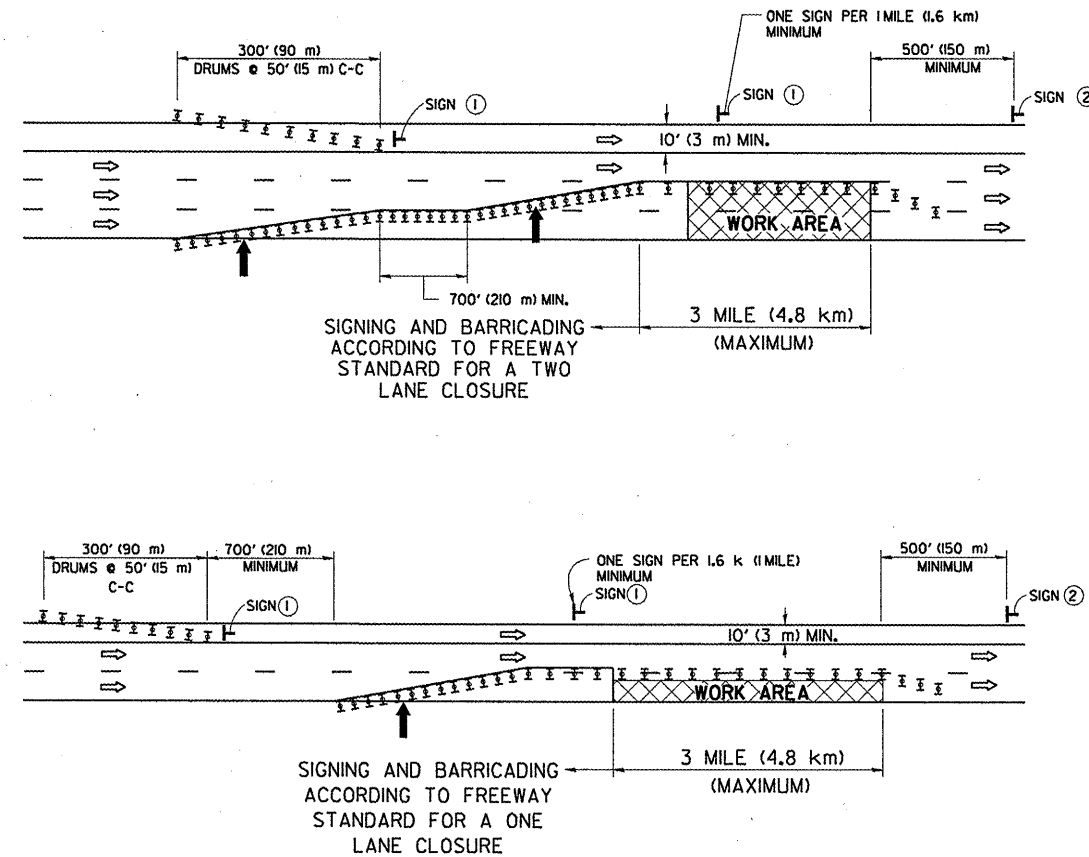


### NOTES

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 = velichkovv	DESIGNED -	REVISED - J.A.F. 04-03
ct:\pw\work\p1dot\velichkovv\d0259819\d	atStd.dgn	DRAWN -	REVISED - S.P.B. 01-07
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - S.P.B. 12-09
	PLOT DATE = 4/14/2011	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.

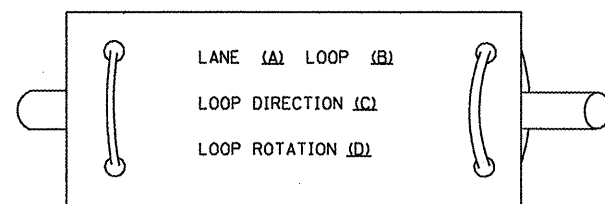
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2011-004-PP	COOK	36	35
TC-25		CONTRACT NO. 60N92		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



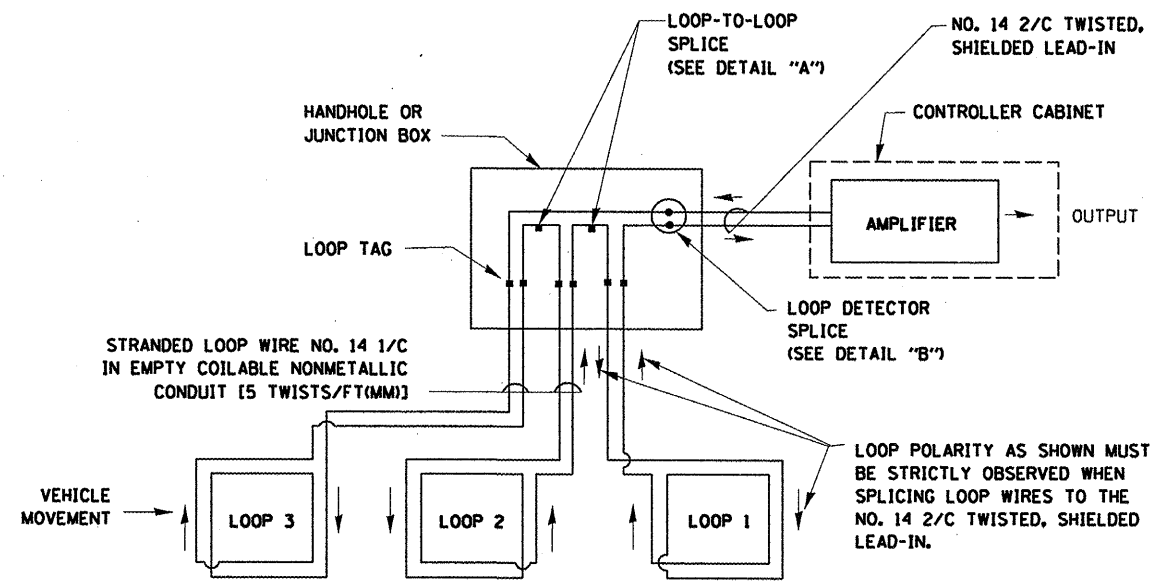
**LOOP DETECTOR NOTES**

- 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.
- 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.
- 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.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 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.
- 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.
- 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**

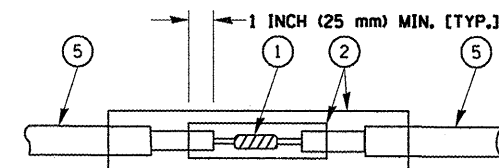


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

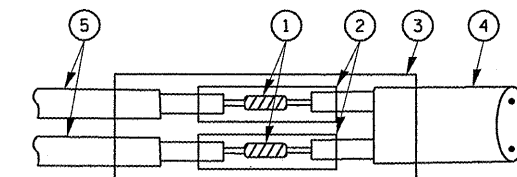


**DETECTOR LOOP WIRING SCHEMATIC**

- 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.

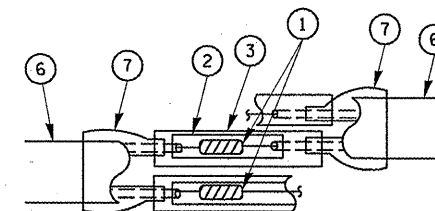


**DETAIL "A"  
LOOP-TO-LOOP SPLICE**



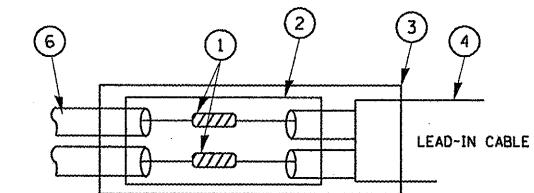
**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**TYPE I LOOP**



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

**PRE-FORMED LOOP**



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

**LOOP DETECTOR SPLICE**

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

FILE NAME =	USER NAME = VelichkovVV	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ar\pwork\pwsdot\velichkovv\d0259819\d0259819Std.dgn		DRAWN - BCK	REVISED -			VAR.	2011-004-PP	COOK	36	36
PLOT SCALE = 100.0000 "/ IN.		CHECKED - DAD	REVISED -			<b>TS-05</b>		<b>CONTRACT NO. 60N92</b>		
PLOT DATE = 4/14/2011		DATE - 10-28-09	REVISED -			FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.			