

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-034 RS	COOK & WILL	27	1
		ILLINOIS	CONTRACT NO. 60W70	

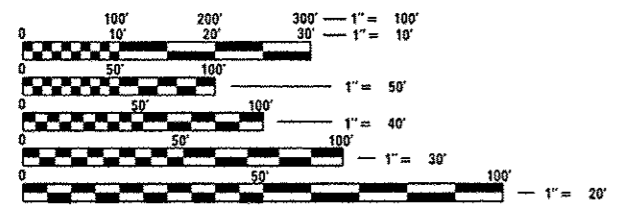
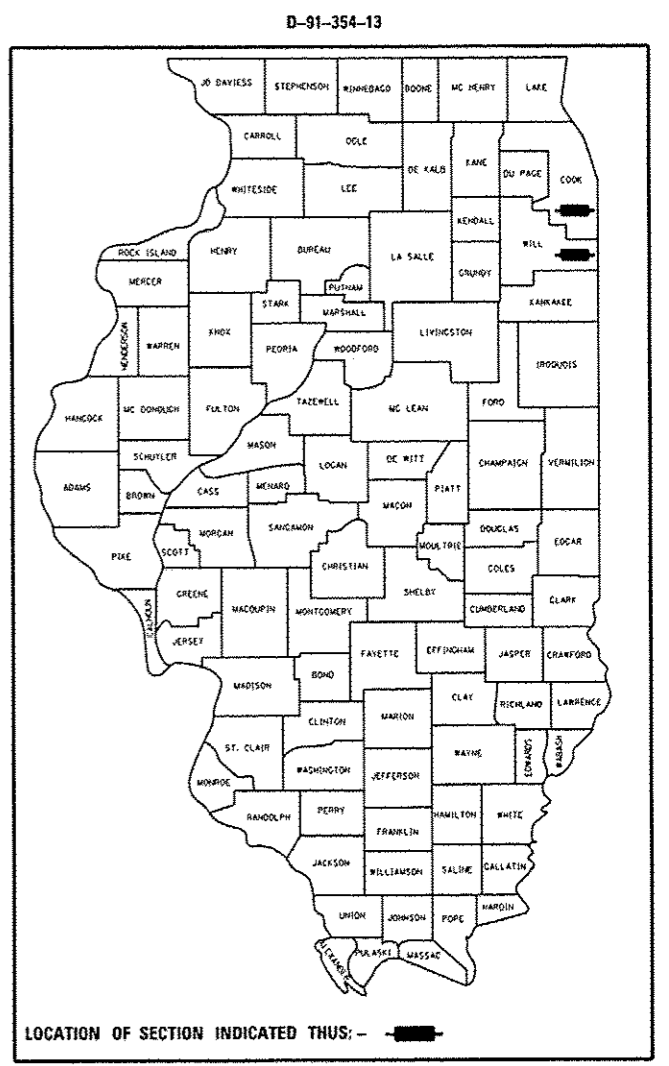
**PROPOSED
HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

- THIS PROJECT IS LOCATED IN:
- THE VILLAGE OF ALSIP
 - THE VILLAGE OF BEECHER
 - THE VILLAGE OF BRIDGEVIEW
 - THE VILLAGE OF CRESTWOOD
 - THE VILLAGE OF DOLTON
 - THE VILLAGE OF FORD HEIGHTS
 - THE VILLAGE OF HOMEWOOD
 - THE VILLAGE OF LANSING
 - THE VILLAGE OF LEMONT
 - THE VILLAGE OF MIDLOTHIAN
 - THE VILLAGE OF MONEE
 - THE VILLAGE OF OAK LAWN
 - THE VILLAGE OF ORLAND PARK
 - THE VILLAGE OF PALOS PARK
 - THE VILLAGE OF PEOTONE
 - THE VILLAGE OF THORNTON
 - THE VILLAGE OF UNIVERSITY PARK
 - THE CITY OF CALUMET CITY
 - THE CITY OF CHICAGO HEIGHTS
 - THE CITY OF OAK FOREST
 - THE CITY OF PALOS HEIGHTS
 - THE CITY OF PALOS HILLS

VARIOUS ROUTES
SECTION: 2013-034 RS
VARIOUS LOCATIONS IN SOUTHERN COOK AND WILL COUNTIES
INTERMITTENT RESURFACING
COOK AND WILL COUNTIES
C-91-354-13

FOR GENERAL LOCATION MAPS, SEE SHEETS NO. 4 AND NO. 5



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

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

PROJECT ENGINEER: DANIEL WILGREEN (847) 705-4240
PROJECT MANAGER: KEN ENG (847) 705-4247

CONTRACT NO. 60W70

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 5/20 2013

John D. Baranzoli
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 28 2013
John D. Baranzoli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

June 28 2013
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	TITLE SHEET	000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	701011-03	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
3	SUMMARY OF QUANTITIES	701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
4-5	GENERAL LOCATION MAP	701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
6	ROUTE INFORMATION	701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
7	SUMMARY OF INTERMITTENT RESURFACING SCHEDULE	701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
8-18	INTERMITTENT RESURFACING SCHEDULE	701421-05	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
19	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701426-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH
20	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701427-01	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
21	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
22	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701502-05	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
23	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701601-08	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
24	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	701602-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
25	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
26	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 1 OF 6)	701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
27	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)	701901-02	TRAFFIC CONTROL DEVICES

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

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

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

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

ALL INTERMITTENT RESURFACING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

THE ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER AT (708) 597-9800 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

THE EXISTING ROADWAY TYPICAL SECTION IS ASSUMED TO HAVE A 3 INCH HOT-MIX ASPHALT OVERLAY ON TOP OF A TEN INCH CONCRETE BASE.

ALL INTERMITTENT RESURFACING LOCATIONS SHOWN IN THE PLANS ARE TWO (2) INCH MILL AND RESURFACE ONLY. THE MINIMUM WIDTH FOR INTERMITTENT RESURFACING SHALL BE THREE (3) FEET.

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

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

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

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

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

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

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS (%) @ N _{DES}
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% @ 70 GYR

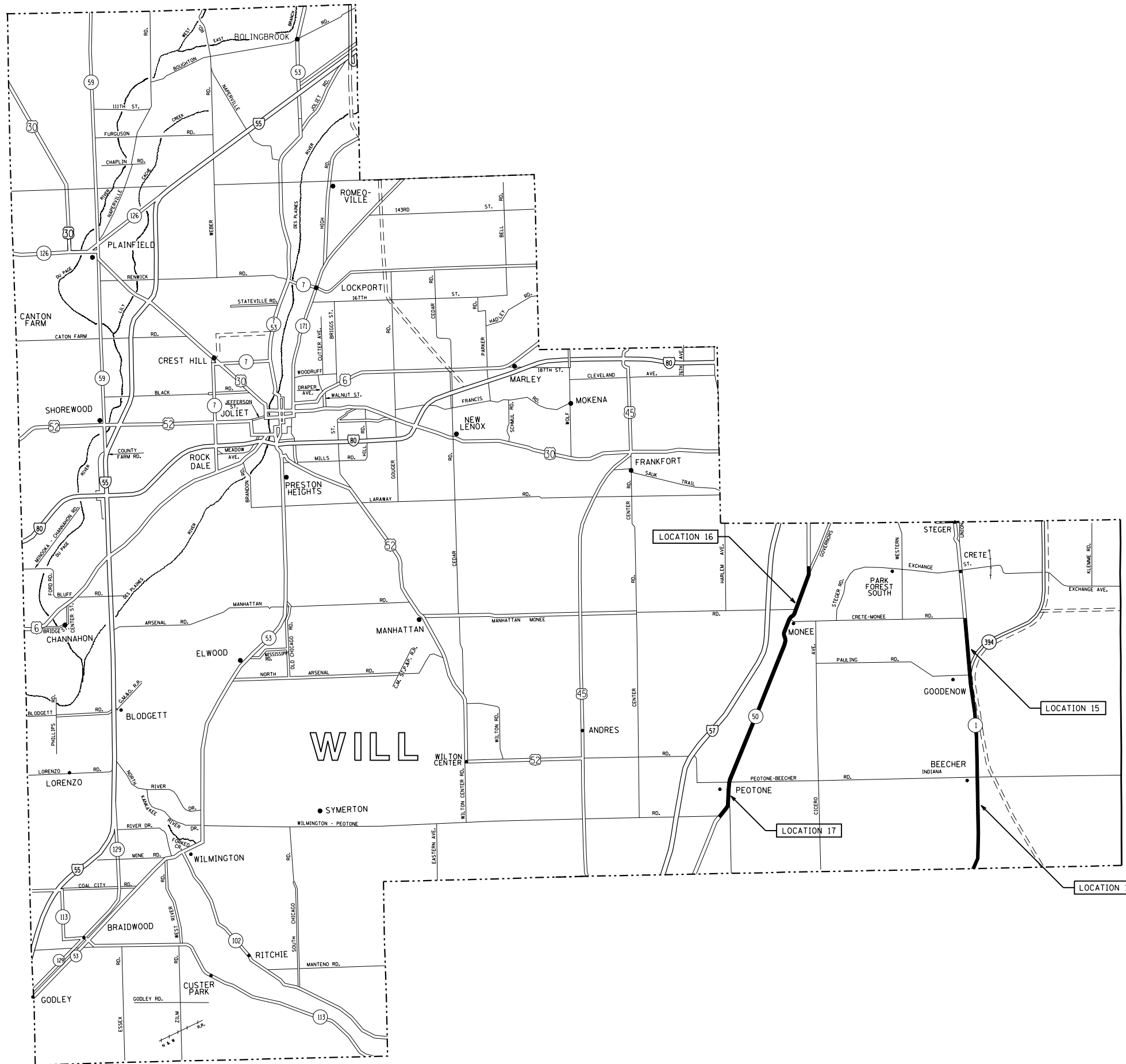
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

FILE NAME *	USER NAME * var1qfm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pvc\work\pvidot\var1qfm\0335170\HMA	OUTH COOK-Design.dgn	DRAWN -	REVISED -			VAR.	2013-034 RS	COOK & WILL	27	2
	PLOT SCALE * 100.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 60W70		
	PLOT DATE * 5/23/2013	DATE -	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	

Rev.

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE				SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT		TOTAL QUANTITIES	100% STATE COOK CO. 0005	100% STATE WILL. CO. 0005						TOTAL QUANTITIES	100% STATE COOK CO. 0005	100% STATE WILL. CO. 0005				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	11	8	3					* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	110	110				
40600300	AGGREGATE (PRIME COAT)	TON	47	36	11					* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	168	168				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	36	27	9					* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	298	248	50			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	700	537	163					* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1009	684	325			
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2614	2005	609					78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1009	684	325			
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	23325	17894	5431					* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	1535	1350	185			
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	7	5	2					20030850	TEMPORARY INFORMATION SIGNING	SO FT	875	669	206			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6														
67100100	MOBILIZATION	L SUM	1	0.8	0.2													
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	4630	3360	1270													
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1543	1120	423													
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	433	401	32													
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	50296	36412	13884													
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	620	540	80													
											* SPECIALTY ITEM							



FILE NAME =	USER NAME = tariqf	DESIGNED -	REVISED -
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/21/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL LOCATION MAP WILL COUNTY				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-034 RS	COOK & WILL	27	5
CONTRACT NO. 60W70				
ILLINOIS FED. AID PROJECT				

	SUMMARY - SOUTHERN COOK COUNTY AND WILL COUNTY ROUTES	MUNICIPALITIES	SPEED LIMIT	EXISTING ADT (YEAR)
LOC. 1	123RD ST. (MCCARTHY RD.) (76TH AVE. TO LA GRANGE RD.(US 45))	PALOS PARK, PALOS HEIGHTS, PALOS TWP.	35 MPH	7,600 (2010)
LOC. 2	123RD ST. (MCCARTHY RD.) (US 45 TO ARCHER AVE. (IL 171))	LEMONT, PALOS PARK, PALOS TWP., LEMONT TWP.	40-55 MPH	15,300 (2010)
LOC. 3	WOLF RD. (151ST ST. TO 159TH ST.)	ORLAND PARK, ORLAND TWP.	45 MPH	17,200 (2011)
LOC. 4	147TH ST. (OAK PARK AVE. TO LAVERGNE AVE.)	OAK FOREST, BREMEN TWP.	35-45 MPH	11,100 (2010)
LOC. 5	CICERO AVE (IL 50) (147TH ST. TO CAL SAG RD.)	CRESTWOOD, MIDLOTHIAN, BREMEN TWP., WORTH TWP.	35 MPH	39,800 (2011)
LOC. 6	IL 83 (127TH ST. TO HIGHWOOD DR.)	PALOS PARK, PALOS HEIGHTS, CRESTWOOD, ALSIP, PALOS TWP., WORTH TWP.	35-45 MPH	17,600 (2012)
LOC. 7	RAMPS AT 95TH/HARLEM AVE.	OAK LAWN, BRIDGEVIEW, PALOS TWP., WORTH TWP.	25-30 MPH	2,500 (2012)
LOC. 8	107TH ST. (FLAVIN RD. TO KEAN AVE.)	PALOS HILLS, PALOS TWP.	50 MPH	5,800 (2010)
LOC. 9	KEAN AVE. (95TH ST. TO 107TH ST.)	PALOS HILLS, PALOS TWP.	35-40 MPH	3,350 (2010)
LOC. 10	US 30 (HALSTED ST. TO I-394)	CHICAGO HEIGHTS, FORD HEIGHTS, BLOOM TWP.	35-40 MPH	16,600 (2011)
LOC. 11	SIBLEY BLVD. (I-94 TO TORRENCE AVE.)	CALUMET CITY, THORNTON TWP.	35 MPH	26,600 (2011)
LOC. 12	142ND ST. (I-94 TO CHICAGO RD.)	DOLTON, THORNTON TWP.	30-35 MPH	12,400 (2010)
LOC. 13	MARGARET ST./THORNTON RD./LANSING RD. (SCHWAB ST. TO TORRENCE AVE.)	HOMEWOOD, THORNTON, LANSING, THORNTON TWP.	30-45 MPH	9,700 (2010)
LOC. 14	IL 1 (COUNTY LINE TO BEECHER RD.) - WILL COUNTY	BEECHER, UNINCORPORATED WILL COUNTY, WASHINGTON TWP.	35-55 MPH	4,800 (2011)
LOC. 15	IL 1 (BEECHER RD. TO CRETE RD.) - WILL COUNTY	BEECHER, UNINCORPORATED WILL COUNTY, WASHINGTON TWP., CRETE TWP.	35-55 MPH	8,900 (2011)
LOC. 16	IL 50 (GOVERNORS HIGHWAY TO PAULING RD.) - WILL COUNTY	MONEE, UNIVERSITY PARK, MONEE TWP.	35-55 MPH	9,250 (2011)
LOC. 17	IL 50 (PAULING RD. TO PEOTONE RD.) - WILL COUNTY	PEOTONE, MONEE TWP., PEOTONE TWP., WILL TWP.	40-55 MPH	9,250 (2011)

	SUMMARY - SOUTHERN COOK COUNTY AND WILL COUNTY ROUTES	HMA 2" MILL & RESURFACE (SY)
LOC. 1	123RD ST. (MCCARTHY RD.) (76TH AVE. TO LA GRANGE RD.(US 45))	500
LOC. 2	123RD ST. (MCCARTHY RD.) (US 45 TO ARCHER AVE. (IL 171))	1187
LOC. 3	WOLF RD. (151ST ST. TO 159TH ST.)	288
LOC. 4	147TH ST. (OAK PARK AVE. TO LAVERGNE AVE.)	915
LOC. 5	CICERO AVE (IL 50) (147TH ST. TO CAL SAG RD.)	1642
LOC. 6	IL 83 (127TH ST. TO HIGHWOOD DR.)	2068
LOC. 7	RAMPS AT 95TH/HARLEM AVE.	604
LOC. 8	107TH ST. (FLAVIN RD. TO KEAN AVE.)	764
LOC. 9	KEAN AVE. (95TH ST. TO 107TH ST.)	1423
LOC. 10	US 30 (HALSTED ST. TO I-394)	6540
LOC. 11	SIBLEY BLVD. (I-94 TO TORRENCE AVE.)	518
LOC. 12	142ND ST. (I-94 TO CHICAGO RD.)	614
LOC. 13	MARGARET ST./THORNTON RD./LANSING RD. (SCHWAB ST. TO TORRENCE AVE.)	831
LOC. 14	IL 1 (COUNTY LINE TO BEECHER RD.) - WILL COUNTY	190
LOC. 15	IL 1 (BEECHER RD. TO CRETE RD.) - WILL COUNTY	279
LOC. 16	IL 50 (GOVERNORS HIGHWAY TO PAULING RD.) - WILL COUNTY	584
LOC. 17	IL 50 (PAULING RD. TO PEOTONE RD.) - WILL COUNTY	4378
	SOUTHERN COOK COUNTY AND WILL COUNTY TOTAL =	23325
		SY

ROUTE: US 30 (Halsted St. to I-394)		(Continued)					
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	2	75	12	900	100
		EB	2	50	12	600	67
		EB	2	20	12	240	27
		EB	2	15	12	180	20
		EB	2	10	12	120	13
	Wentworth Ave.	EB	2	10	12	120	13
Wentworth Ave.		EB	1	10	12	120	13
		EB	2	15	12	180	20
		EB	2	15	12	180	20
		EB	2	15	12	180	20
	State St.	EB	2	10	12	120	13
State St.		EB	1	10	12	120	13
		EB	1	6	40	240	27
		EB	1	15	12	180	20
		EB	1	25	12	300	33
		EB	1	10	12	120	13
		EB	1	50	12	600	67
		EB	1	6	40	240	27
		EB	1	3	100	300	33
		EB	1	10	12	120	13
		EB	2	15	12	180	20
		EB	2	35	12	420	47
		EB	2	6	40	240	27
		EB	2	6	100	600	67
		EB	2	6	50	300	33
		EB	2	6	125	750	83
		EB	2	6	50	300	33
		EB	2	10	12	120	13
		EB	2	6	125	750	83
		EB	2	6	15	90	10
	Ford Plant	EB	2	10	12	120	13
Ford Plant		EB	1	10	12	120	13
		EB	2	6	12	72	8
	Cottage Grove Ave.	EB	2	10	12	120	13
Cottage Grove Ave.		EB	1	20	12	240	27
		EB	1	10	12	120	13
		EB	1	20	12	240	27
		EB	1	45	12	540	60
		EB	1	10	12	120	13
		EB	1	10	12	120	13
		EB	2	10	12	120	13
		EB	2	10	12	120	13
		EB	2	6	20	120	13
	Ellis Ave.	EB	2	6	50	300	33
Ellis Ave.		EB	1	10	12	120	13
		EB	1	6	12	72	8
		EB	1	10	12	120	13
		EB	1	6	12	72	8
		EB	1	3	50	150	17
		EB	2	6	12	72	8
		EB	2	6	12	72	8
		EB	2	15	12	180	20
		EB	2	6	130	780	87
		EB	2	6	12	72	8
		EB	2	10	12	120	13
	Woodlawn Ave.	EB	2	6	145	870	97

ROUTE: US 30 (Halsted St. to I-394)		(Continued)					
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Woodlawn Ave.		EB	1	15	12	180	20
		EB	1	10	12	120	13
		EB	1	25	12	300	33
		EB	1	25	12	300	33
		EB	1	6	12	72	8
		EB	1	45	12	540	60
		EB	1	45	12	540	60
		EB	1	15	12	180	20
		EB	1	10	12	120	13
		EB	1	10	12	120	13
		EB	1	6	12	72	8
		EB	1	20	12	240	27
		EB	2	6	250	1500	167
		EB	2	10	12	120	13
		EB	2	6	200	1200	133
		EB	2	20	12	240	27
		EB	2	45	12	540	60
		EB	2	15	12	180	20
		EB	2	10	12	120	13
		EB	2	10	12	120	13
	Bridge over I-394	EB	2	10	12	120	13
Bridge over I-394		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	10	12	120	13
		WB	1	10	12	120	13
		WB	1	6	12	72	8
		WB	1	10	12	120	13
		WB	2	10	12	120	13
		WB	2	15	12	180	20
		WB	2	20	12	240	27
	Woodlawn Ave.	WB	2	6	150	900	100
Woodlawn Ave.		WB	1	6	12	72	8
		WB	1	10	12	120	13
		WB	1	6	12	72	8
		WB	1	10	12	120	13
		WB	1	10	12	120	13
		WB	1	10	12	120	13
		WB	2	6	12	72	8
		WB	2	6	10	60	7
		WB	2	6	40	240	27
	Ellis Ave.	WB	2	10	12	120	13
Ellis Ave.		WB	1	10	12	120	13
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	2	20	12	240	27
	Cottage Grove Ave.	WB	2	15	12	180	20
Cottage Grove Ave.		WB	1	10	12	120	13
		WB	LTL	10	12	120	13
		WB	2	6	12	72	8
	Ford Plant	WB	2	6	40	240	27
Ford Plant		WB	1	10	12	120	13
		WB	1	15	12	180	20
		WB	1	15	12	180	20
		WB	1	25	12	300	33
		WB	1	15	12	180	20
		WB	1	6	40	240	27
		WB	1	10	12	120	13
		WB	2	10	12	120	13

CONTINUED ON NEXT SHEET

ROUTE: US 30 (Halsted St. to I-394)		(Continued)					
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
		WB	2	10	12	120	13
		WB	2	6	75	450	50
		WB	2	20	12	240	27
		WB	2	6	75	450	50
		WB	2	6	145	870	97
		WB	2	25	12	300	33
		WB	2	6	12	72	8
		WB	2	6	40	240	27
State St.	State St.	WB	2	75	12	900	100
		WB	1	10	12	120	13
		WB	1	10	12	120	13
		WB	2	125	12	1500	167
		WB	2	6	20	120	13
		WB	2	50	12	600	67
		WB	2	45	12	540	60
		WB	2	20	12	240	27
Wentworth Ave.	Wentworth Ave.	WB	2	15	12	180	20
		WB	1	15	12	180	20
		WB	1	25	12	300	33
		WB	1	45	12	540	60
		WB	1	50	12	600	67
		WB	1	6	100	600	67
		WB	1	50	12	600	67
		WB	1	50	12	600	67
		WB	1	25	12	300	33
		WB	2	15	12	180	20
		WB	2	15	12	180	20
		WB	2	20	12	240	27
		WB	2	20	12	240	27
		WB	2	45	12	540	60
		WB	2	75	12	900	100
		WB	2	150	12	1800	200
		WB	2	75	12	900	100
Center Ave.	Center Ave.	WB	2	75	12	900	100
		WB	1	15	12	180	20
		WB	1	10	12	120	13
		WB	1	20	12	240	27
		WB	1	35	12	420	47
		WB	1	50	12	600	67
		WB	1	6	50	300	33
		WB	2	40	12	480	53
		WB	2	100	12	1200	133
		WB	2	75	12	900	100
		WB	2	15	12	180	20
		WB	2	45	12	540	60
		WB	2	20	12	240	27
East End Ave.	East End Ave.	WB	2	40	12	480	53
		WB	1	10	12	120	13
		WB	1	10	12	120	13
		WB	2	15	12	180	20
		WB	2	25	12	300	33
	Halsted St.	WB	2	10	12	120	13
TOTALS:						4283	6540
						FT	SY

ROUTE: Sibley Blvd. (I-94 to Torrence Ave.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
I-94		EB	1	12	6	72	8
		EB	1	12	8	96	11
Madison Ave	Madison Ave	EB	2	12	6	72	8
		EB	1	12	8	96	11
		EB	1	12	6	72	8
		EB	2	12	10	120	13
		EB	2	12	15	180	20
Clyde ave	Clyde ave	EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	8	96	11
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	10	120	13
		EB	2	12	15	180	20
		EB	2	12	15	180	20
		EB	2	12	15	180	20
Yates Ave	Yates Ave	EB	2	12	15	180	20
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
Torrence Ave	Torrence Ave	EB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
Yates Ave	Yates Ave	WB	2	12	6	72	8
		WB	1	12	8	96	11
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	8	96	11
		WB	2	12	8	96	11
		WB	2	12	6	72	8
		WB	2	12	10	120	13
		WB	2	12	30	360	40
		WB	2	12	15	180	20
Clyde ave	Clyde ave	WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
Madison Ave	Madison Ave	WB	2	12	8	96	11
		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
	I-94	WB	2	12	8	96	11
TOTALS:						388	518
						FT	SY

ROUTE: 142nd St. (I-94 to Chicago Rd.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
I-94		WB	1	12	6	72	8
		WB	1	12	6	72	8
	Woodlawn Ave	WB	2	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: Margaret St./Thornton Rd./Lansing Rd. (Schwab St. to Torrence Ave.)		(Continued)					
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	6	72	8
	Schwab St	WB	1	12	3	36	4
		TOTALS:				623	831
						FT	SY

ROUTE: IL 1 (County Line to Beecher Rd.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Indiana Ave.	Corning Rd.	SB	1	10	12	120	13
Corning Rd.		SB	1	6	10	60	7
		SB	1	6	20	120	13
		SB	1	3	20	60	7
	Kentucky Rd.	SB	1	6	10	60	7
Kentucky Rd.	Delite Inn Rd.	SB	1	0	0	0	0
Delite Inn Rd.		SB	1	15	12	180	20
		SB	1	10	12	120	13
County Line Rd.	County Line Rd.	SB	1	8	12	96	11
		NB	1	6	12	72	8
	Delite Inn Rd.	NB	1	8	12	96	11
Delite Inn Rd.		NB	1	6	35	210	23
	Kentucky Rd.	NB	1	6	15	90	10
Kentucky Rd.	Corning Rd.	NB	1	10	12	120	13
Corning Rd.		NB	1	6	12	72	8
		NB	1	6	15	90	10
		NB	1	6	12	72	8
	Indiana Ave.	NB	LTL	6	12	72	8
		TOTALS:				245	190
						FT	SY

ROUTE: IL 1 (Beecher Rd. to Crete Rd.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Crete(New) Monee Rd	Kent Ave.	SB	2	6	25	150	17
Goodenow Rd.		SB	1	6	16	96	11
		SB	1	6	10	60	7
	Eagle Lake Rd.	SB	1	6	10	60	7
Beecher Rd.(Indiana Ave.)		NB	1	8	10	80	9
		NB	CTL	10	12	120	13
		NB	1	10	12	120	13
	Chestnut Ln.	NB	CTL	10	12	120	13
Chestnut Ln.		NB	1	8	12	96	11
		NB	1	10	12	120	13
	Church Rd.	NB	1	6	25	150	17
Hunters Dr.		NB	1	6	20	120	13
		NB	1	6	40	240	27
	Eagle Lake Rd.	NB	1	6	50	300	33
Eagle Lake Rd.		NB	1	6	16	96	11
		NB	1	6	12	72	8
		NB	1	6	12	72	8
	Goodenow Rd.	NB	2	6	12	72	8
Elms Court Ln.		NB	1	6	12	72	8
		NB	1	6	12	72	8
	Kent Ave.	NB	2	6	12	72	8
Kent Ave.		NB	1	6	12	72	8
	Crete(New) Monee Rd	NB	2	6	12	72	8
		TOTALS:				378	279
						FT	SY

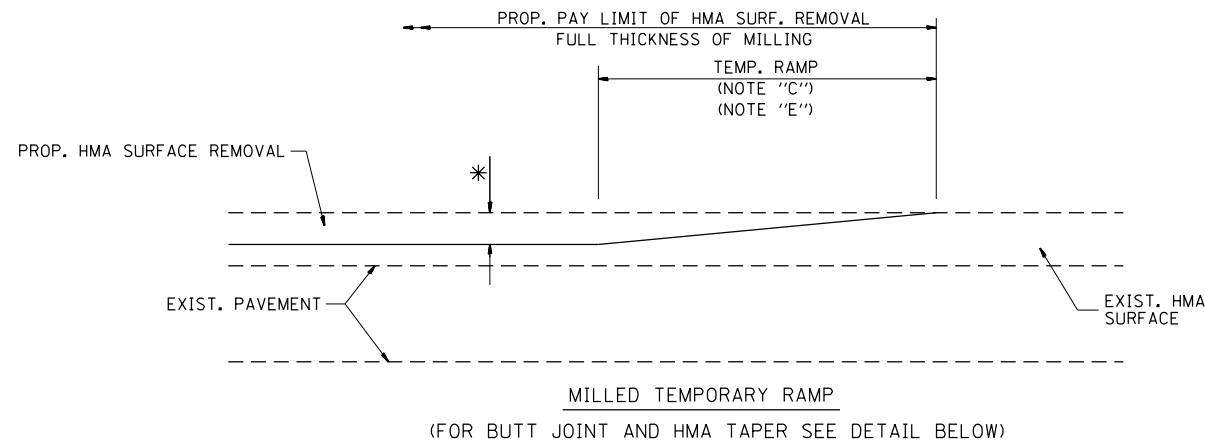
ROUTE: IL 50 (Governors Highway to Pauling Rd.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Governors Hwy		SB	RTL	8	6	48	5
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	RTL	6	6	36	4
		SB	RTL	4	6	24	3
		SB	RTL	4	6	24	3
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
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		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	1	12</			

ROUTE: IL 50 (Governors Highway to Pauling Rd.)		(Continued)					
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
Dralle Rd		SB	2/SDR	4	150	600	67
	Bond St	SB	2/SDR	4	150	600	67
Wilson St	Magaret St	omit					
Magaret St		SB	1	12	12	144	16
	Industrial Dr	SB	1	6	30	180	20
Industrial Dr		SB	2	12	15	180	20
	Pauling Rd	SB	2	12	20	240	67
Pauling Rd	Industrial Dr	omit					
Industrial Dr	Magaret St	NB	1	12	6	72	8
Magaret St	Monee Manhattan Rd	omit					
Monee Manhattan Rd		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
	Railroad Crossing	NB	2	12	6	72	8
Railroad Crossing		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
	Bond St	NB	1	12	6	72	8
Bond St	Dralle Rd.	omit					
Dralle Rd.		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	LTL	12	6	72	8
		NB	1	12	6	72	8
	Governors Hwy	NB	2	12	6	72	8
TOTALS:						635	584
						FT	SY

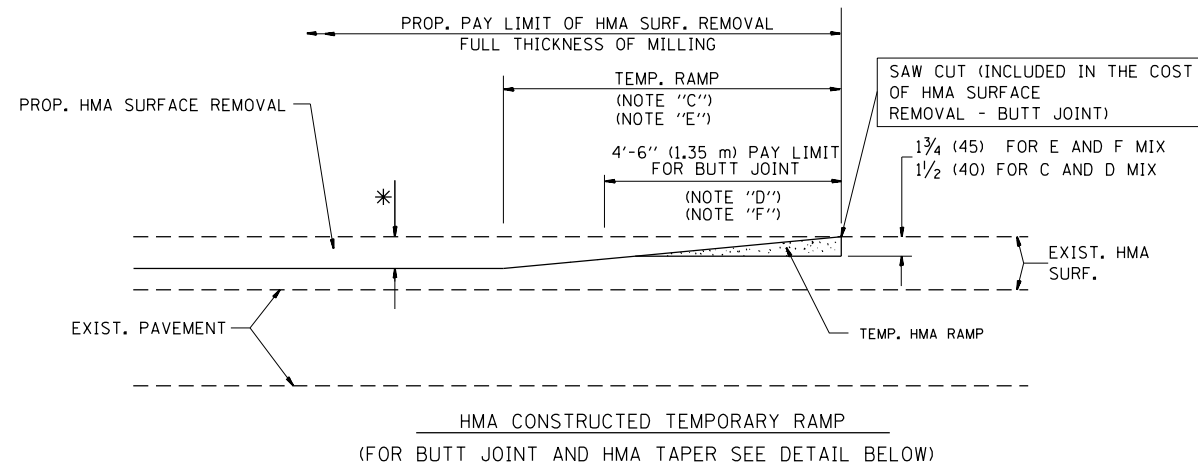
ROUTE: IL 50 (Pauling Rd. to Peotone Rd.)		(Continued)					
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Pauling Rd		SB	2	6	25	150	17
		SB	2	6	25	150	17
		SB	2	12	45	540	60
		SB	2	12	60	720	80
		SB	2	6	30	180	20
		SB	2	3	100	300	33
		SB	2	3	50	150	17
		SB	2	6	40	240	27
		SB	1	3	100	300	33
		SB	1	3	75	225	25
		SB	1	3	75	225	25
		SB	1	12	25	300	33
Offner Rd	Offner Rd	SB	1	3	40	120	13
		SB	2	6	50	300	33
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	3	50	150	17
		SB	2	12	8	96	11
		SB	2	3	40	120	13
		SB	2	12	8	96	11
		SB	2	6	15	90	10
		SB	1	3	30	90	10
		SB	1	12	15	180	20
		SB	1	12	20	240	27
		SB	1	12	40	480	53
	Eagle Lake Rd	SB	1	12	8	96	11

ROUTE: IL 50 (Pauling Rd. to Peotone Rd.)		(Continued)					
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Eagle Lake Rd		SB	2	12	10	120	13
		SB	2	6	15	90	10
		SB	2	12	8	96	11
		SB	2	12	8	96	11
		SB	2	6	45	270	30
		SB	2	3	40	120	13
		SB	2	3	100	300	33
		SB	2	3	150	450	50
		SB	2	3	75	225	25
		SB	1	12	10	120	13
		SB	1	12	20	240	27
		SB	1	3	15	45	5
		SB	1	12	25	300	33
		SB	1	3	30	90	10
North Peotone Rd	North Peotone Rd	SB	1	3	40	120	13
		SB	2	6	175	1050	117
		SB	2	6	175	1050	117
		SB	2	12	35	420	47
		SB	2	12	50	600	67
		SB	2	6	100	600	67
		SB	2	6	100	600	67
		SB	2	6	150	900	100
		SB	2	6	75	450	50
		SB	2	6	50	300	33
		SB	2	12	20	240	27
		SB	2	6	75	450	50
		SB	2	6	100	600	67
		SB	2	6	25	150	17
		SB	1	12	20	240	27
		SB	1	12	30	360	40
		SB	1	6	50	300	33
		SB	1	12	20	240	27
Beecher Rd	Beecher Rd	SB	1	12	15	180	20
		SB	2	6	50	300	33
		SB	2	6	50	300	33
	Crawford St	SB	1	12	15	180	20
Crawford St	North St	SB	1	12	20	240	27
North St		SB	2	6	25	150	17
	Main St	SB	1	12	35	420	47
Main St	Corning Ave	SB	2	6	25	150	17
Corning Ave		SB	2	6	20	120	13
	South St	SB	2	6	50	300	33
South St		SB	2	12	45	540	60
		SB	2	6	100	600	67
		SB	2	6	75	450	50
		SB	2	6	50	300	33
		SB	1	12	20	240	27
		SB	1	12	20	240	27
4th St	4th St	SB	1	12	20	240	27
3rd St	3rd St	SB	2	6	75	450	50
		SB	2	6	75	450	50
		SB	2	12	6	72	8
	Peotone Rd	SB	2	12	25	300	33
Peotone Rd	3rd St	NB	2	12	25	300	33
3rd St		NB	2	12	30	360	40
		NB	2	12	20	240	27
		NB	2	12	30	360	40
		NB	2	12	20	240	27
	Corning Ave	NB	2	12	50	600	67
Corning Ave		NB	2	12	45	540	60
		NB	2	12	10	120	13
		NB	2	6	45	270	30
		NB	1	12	20	240	27

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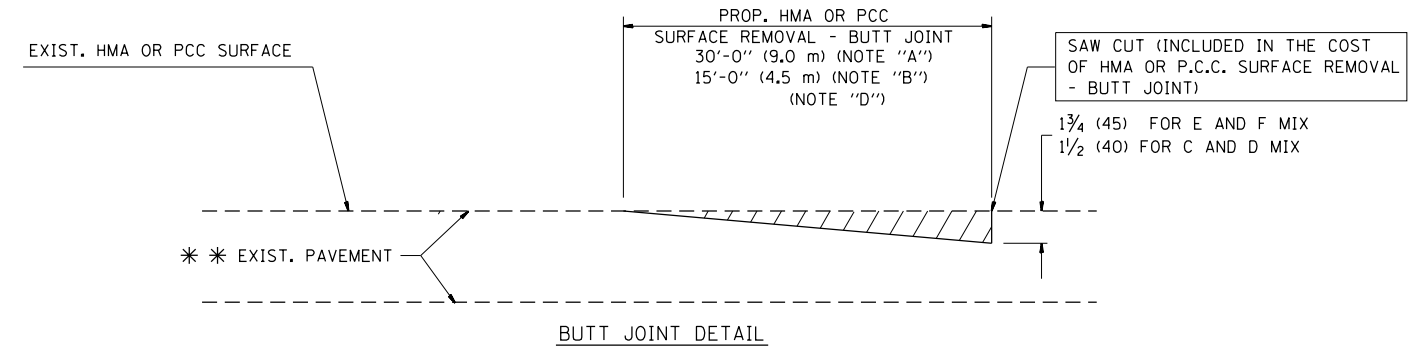


OPTION 1

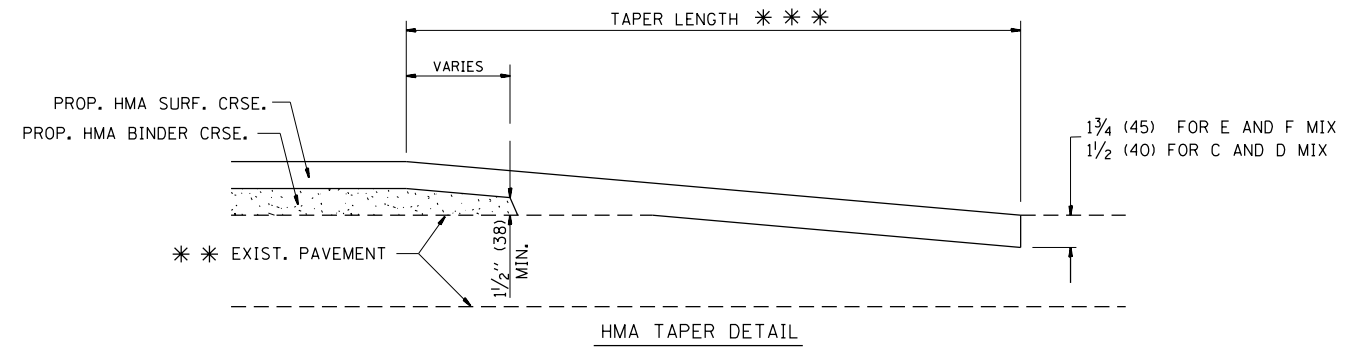


OPTION 2

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.

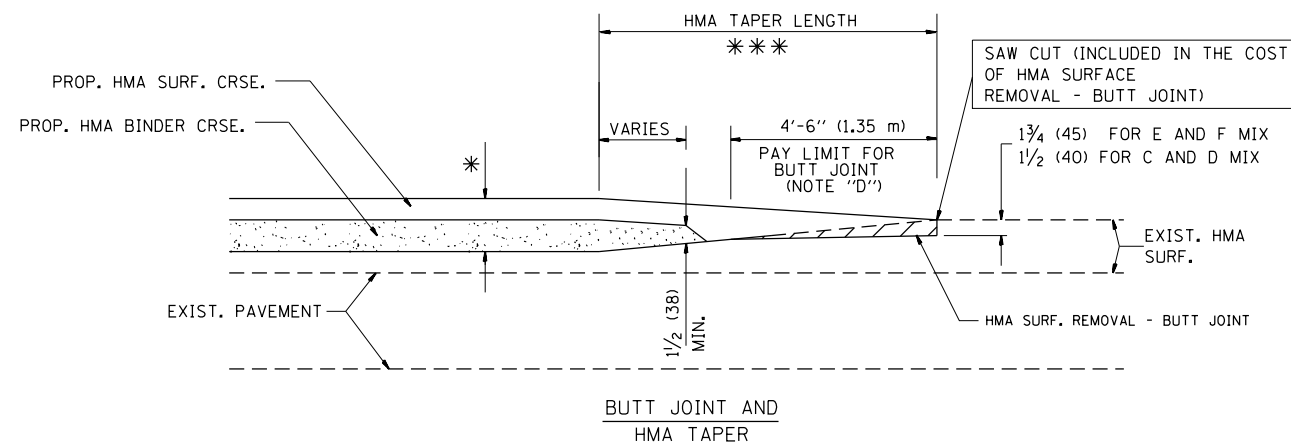
NOTES

- 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.



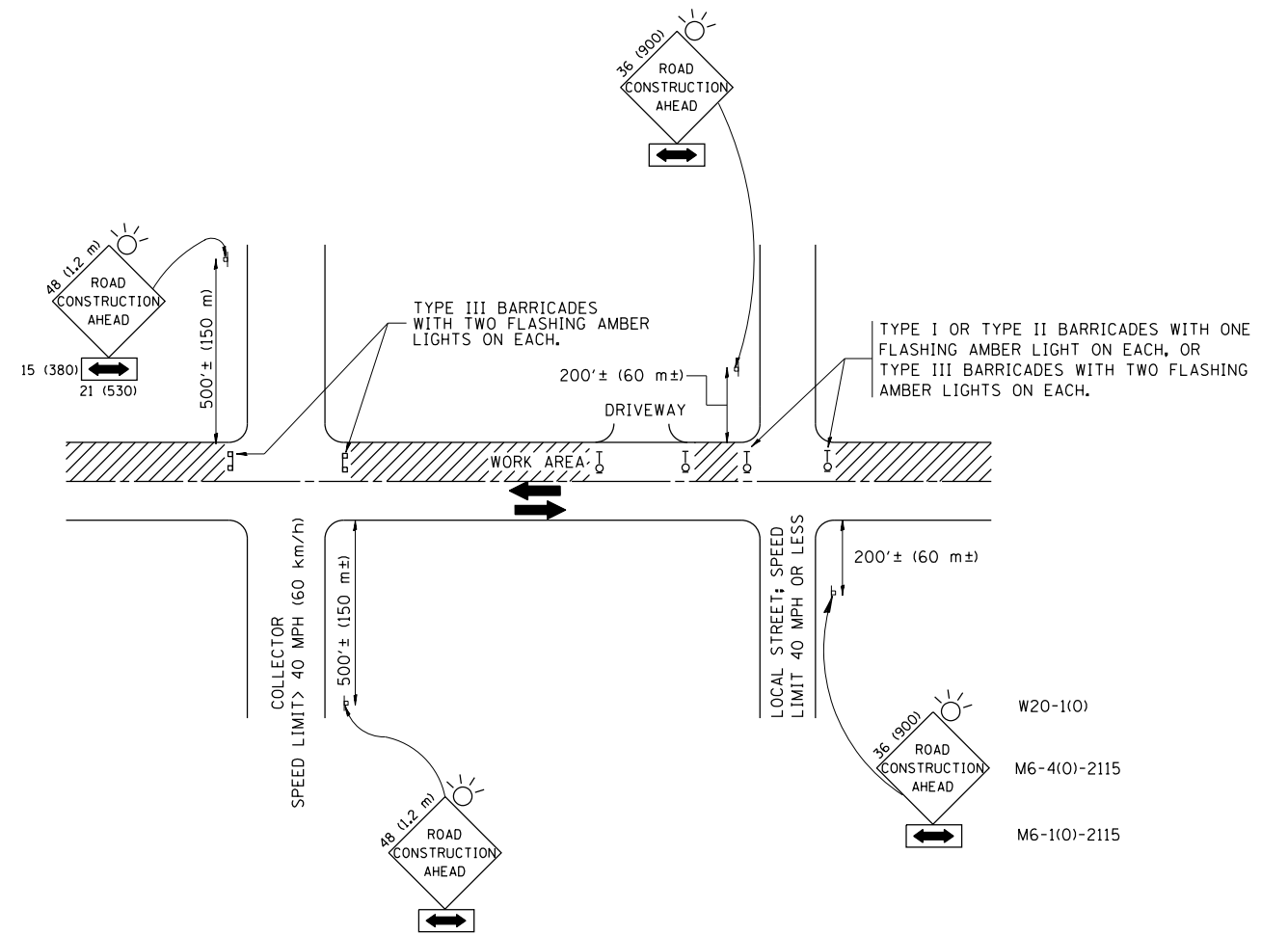
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME =	USER NAME = tar1qfm	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
et:\pw\work\p1dot\tar1qfm\d0335178\60W70-DistStd.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 5/21/2013	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-034 RS	COOK & WILL	27	19
BD400-05 BD32		CONTRACT NO. 60W70		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

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

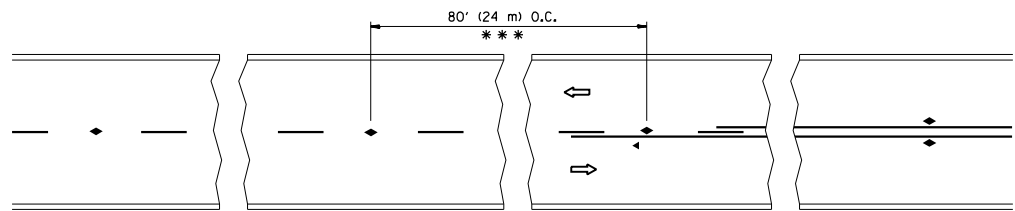
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 5/21/2013	DATE - 06-89	REVISED - T. RAMMACH 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

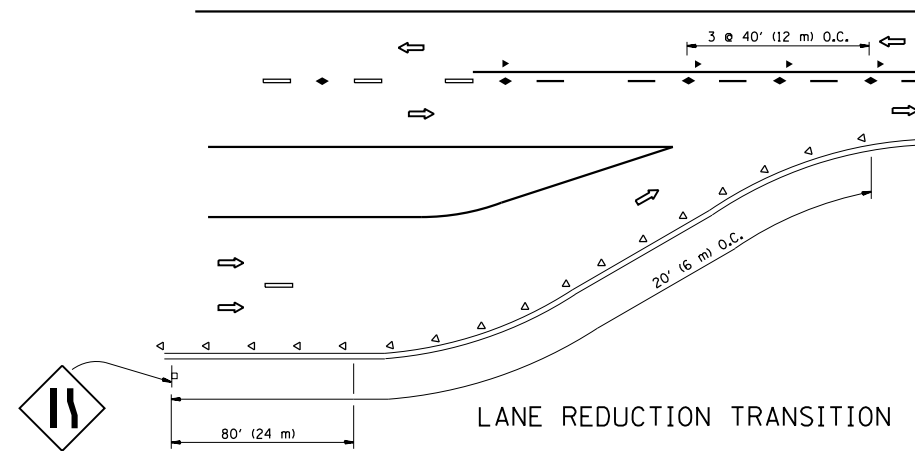
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 60W70	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

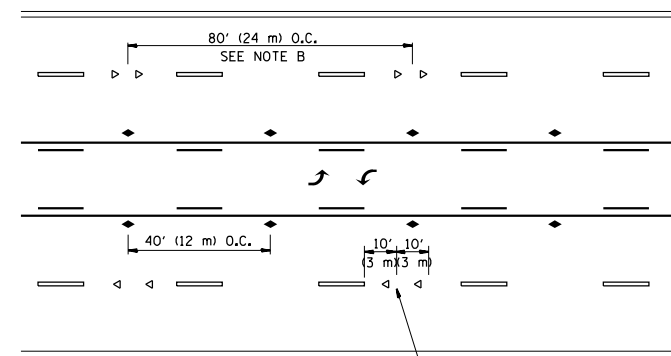


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

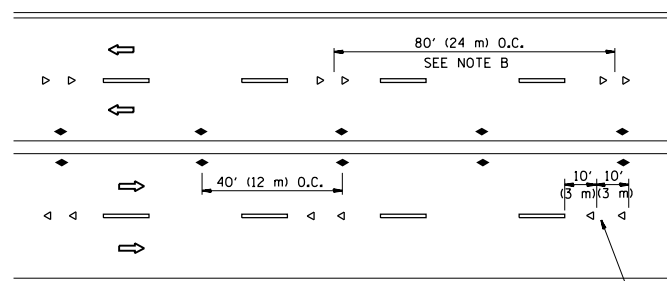
TWO-LANE/TWO-WAY



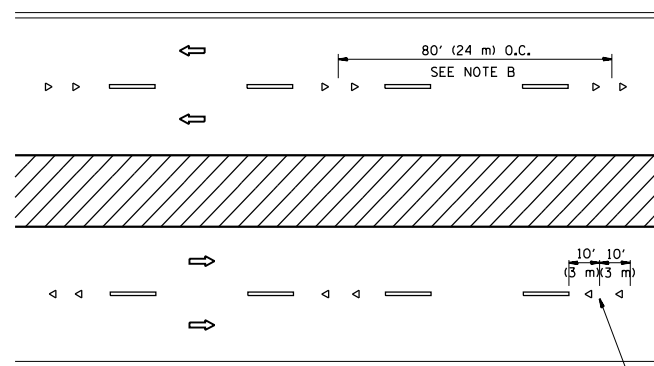
LANE REDUCTION TRANSITION



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

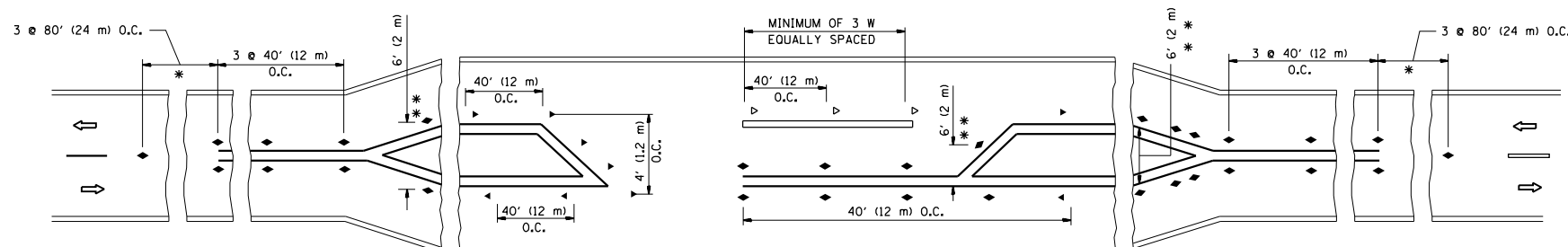
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.



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

LEFT TURN

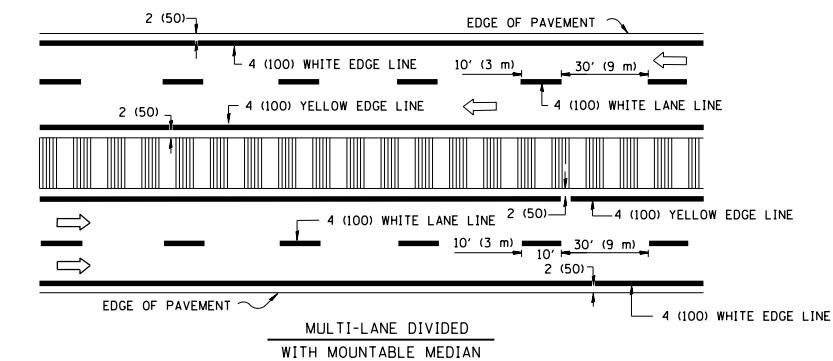
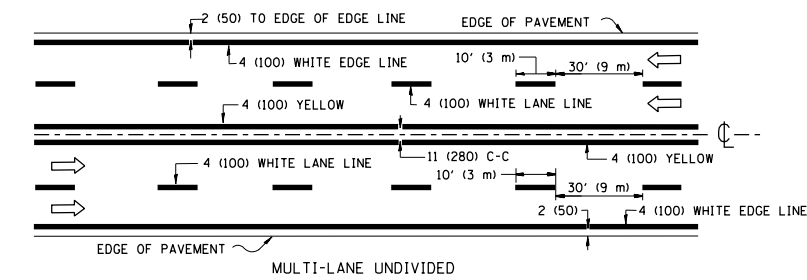
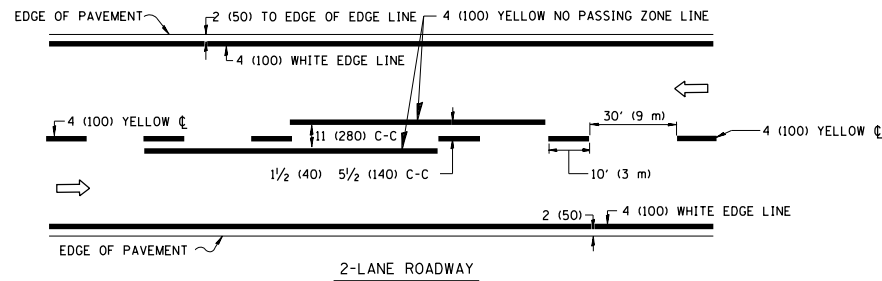
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

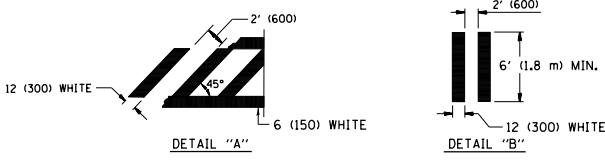
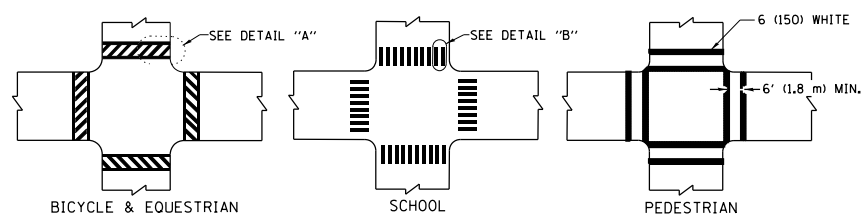
TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-034 RS	COOK & WILL	27	21
TC-11		CONTRACT NO. 60W70		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

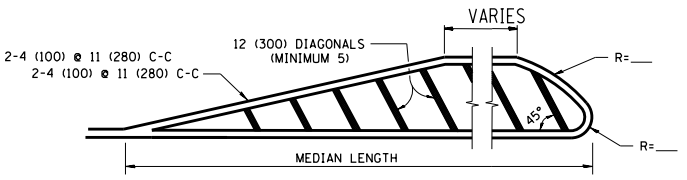
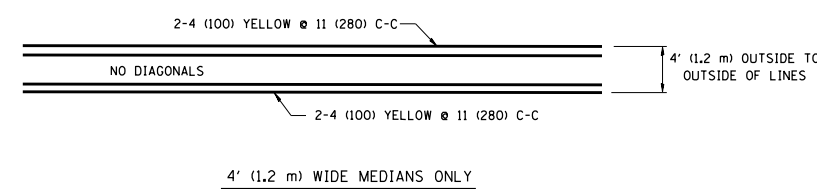


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

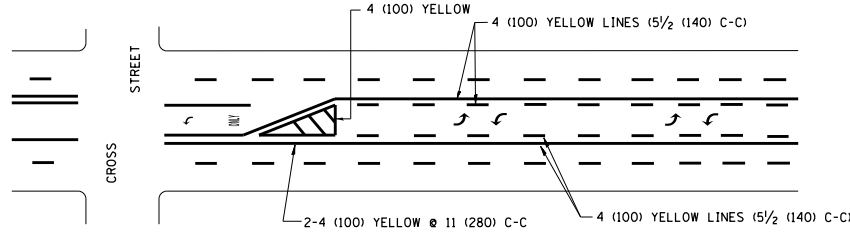


TYPICAL CROSSWALK MARKING

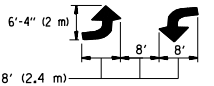


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

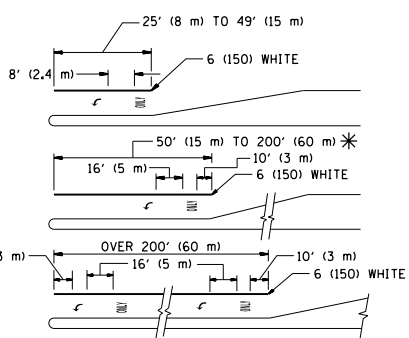


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

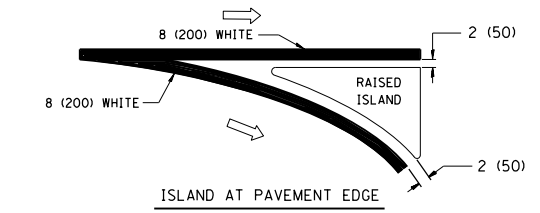
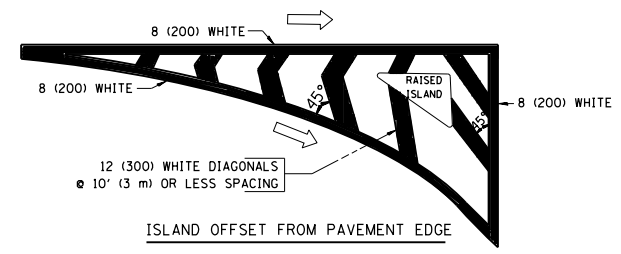


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE. SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE. SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
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.

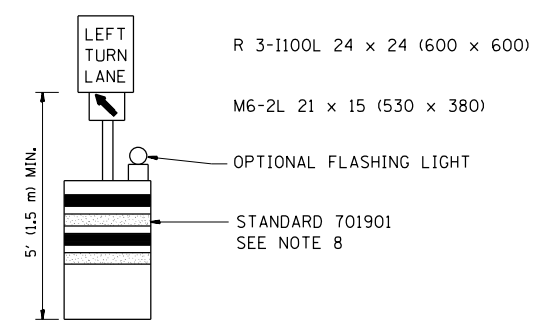
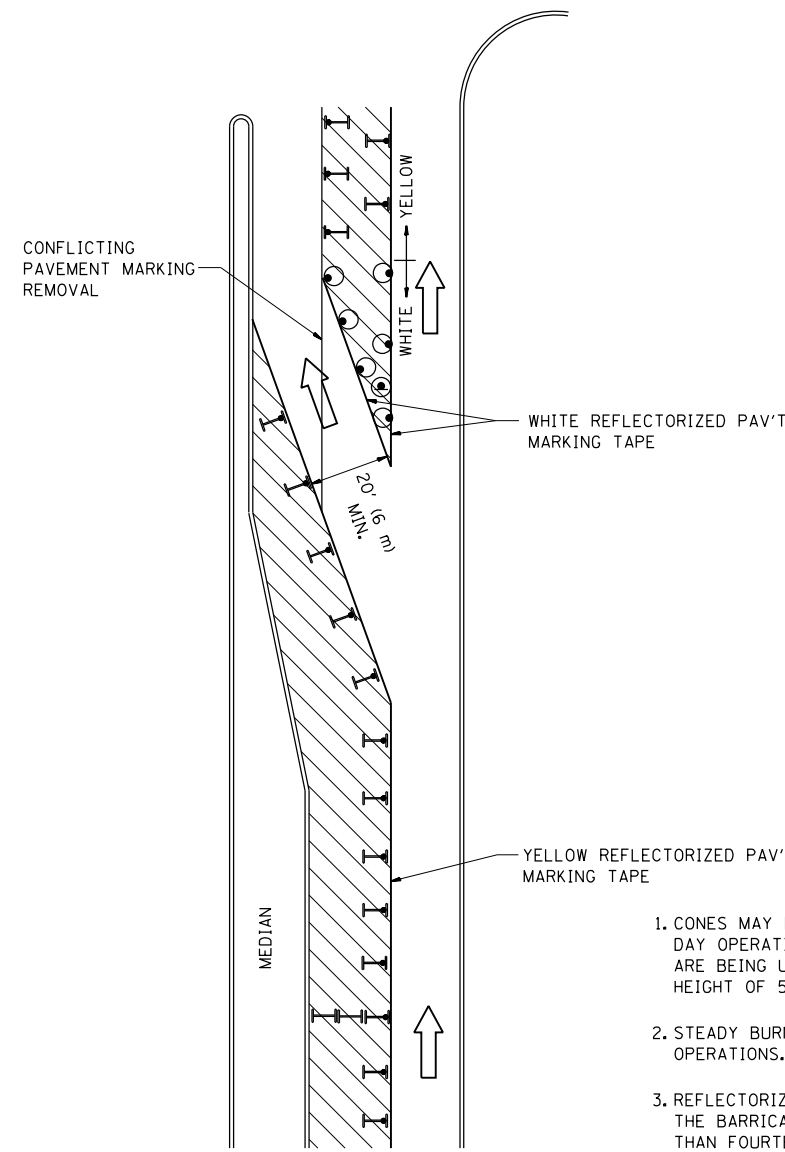
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT DATE = 5/21/2013	DATE - 03-19-90	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-034 RS	COOK & WILL	27	22
TC-13		CONTRACT NO. 60W70		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



GENERAL NOTES

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

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

LEGEND

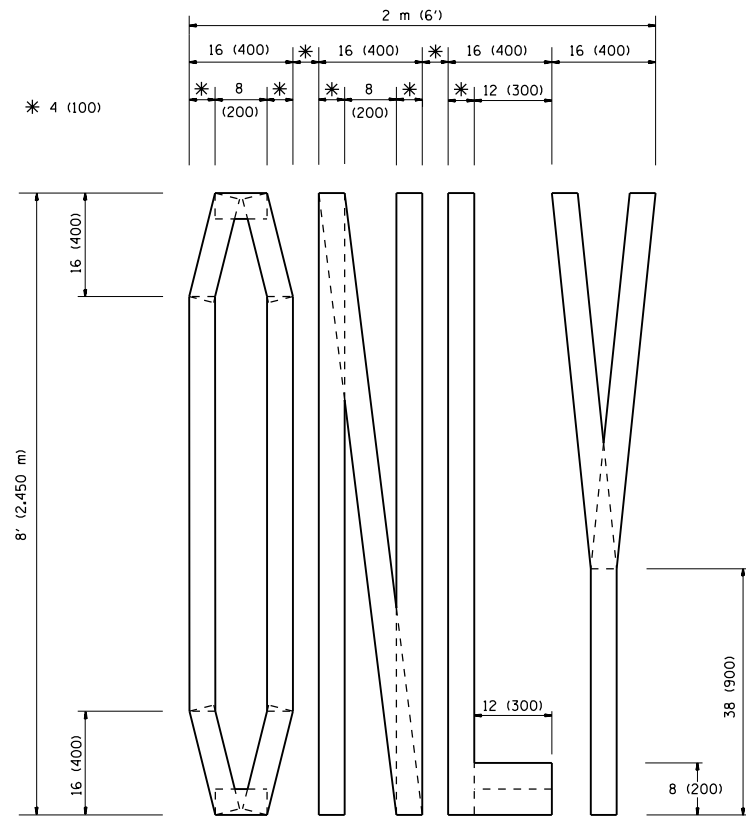
- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = tarigfm	REVISED -T, RAMMACHER 09-08-94	REVISED - R, BORO 09-14-09
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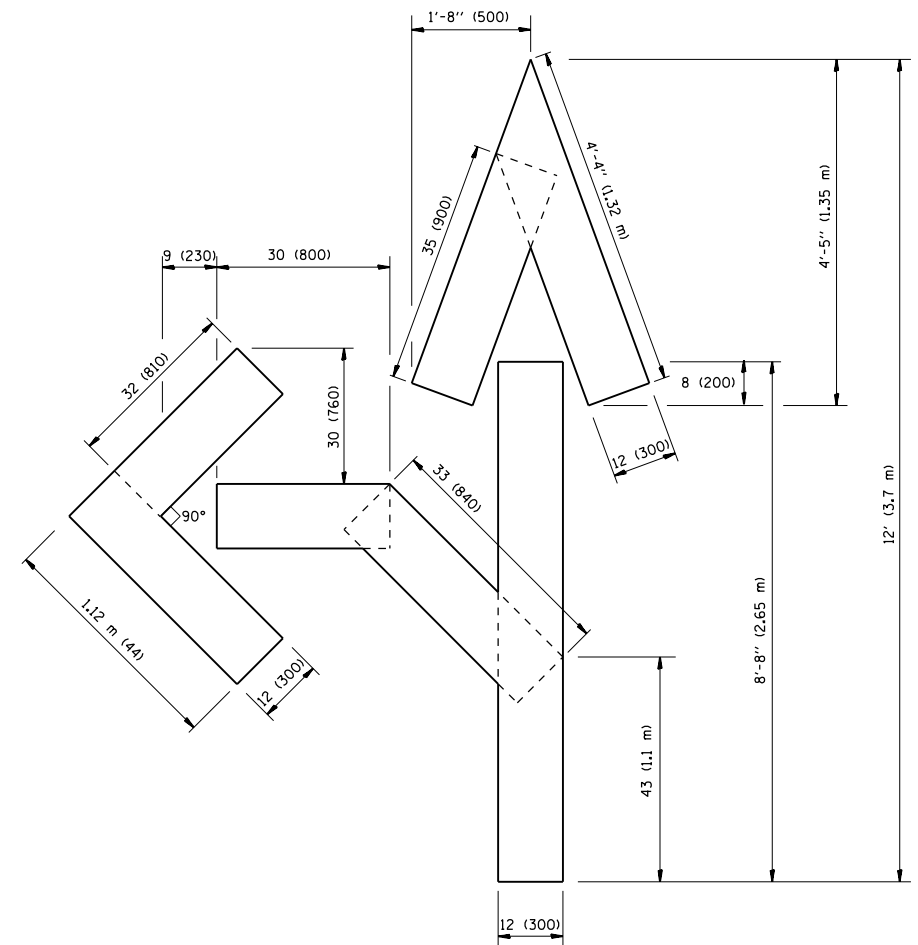
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

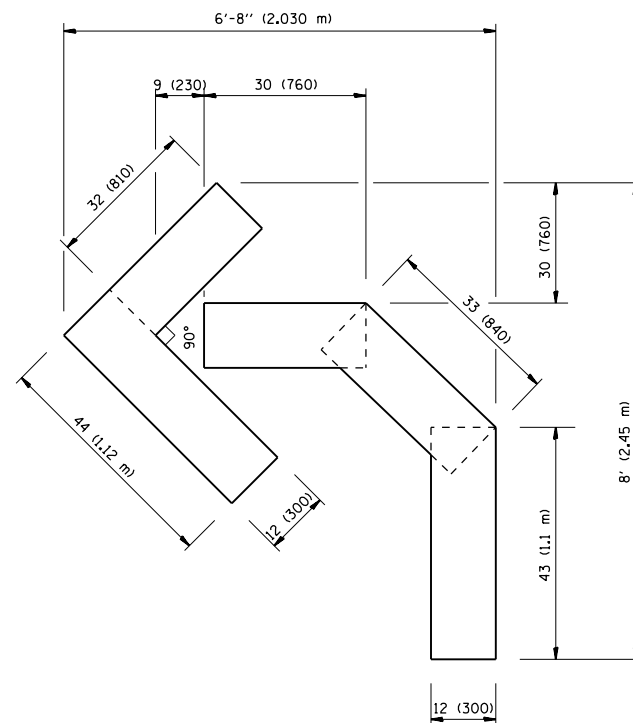
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-034 RS	COOK & WILL	27	23
TC-14		CONTRACT NO. 60W70		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

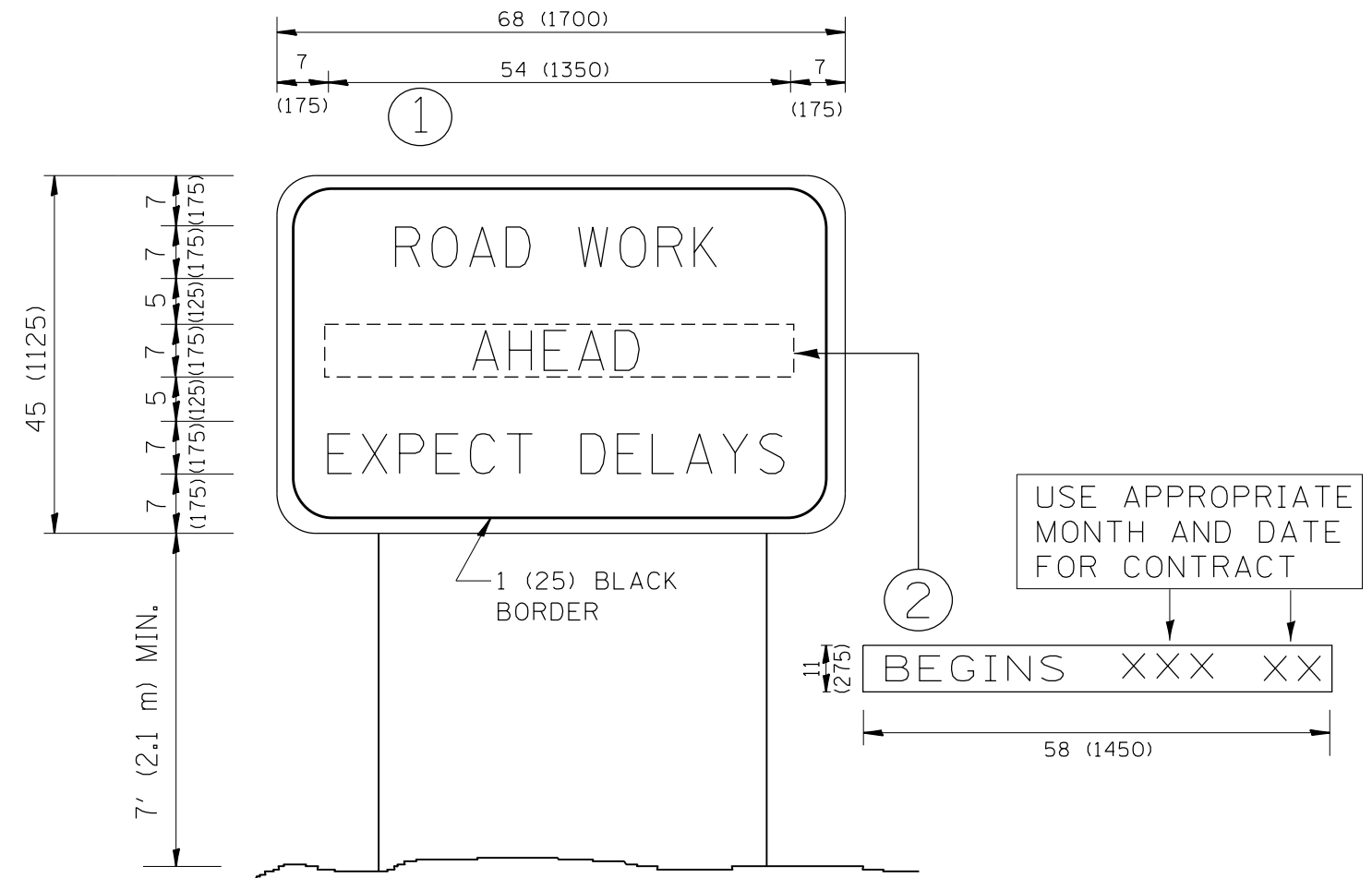
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 5/21/2013	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-034 RS	COOK & WILL	27	24
TC-16		CONTRACT NO. 60W70		
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 = tarigfm	DESIGNED -	REVISED - R. MIRS 09-15-97
et:\pw\work\p\dot\tarigfm\d0335178\60W70-DistStd.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 5/21/2013	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

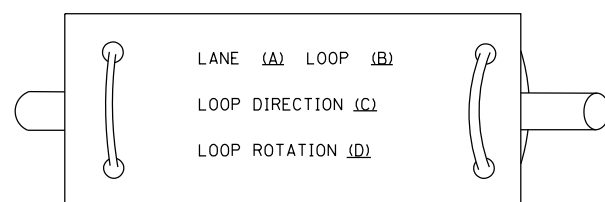
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-034 RS	COOK & WILL	27	25
TC-22		CONTRACT NO. 60W70		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

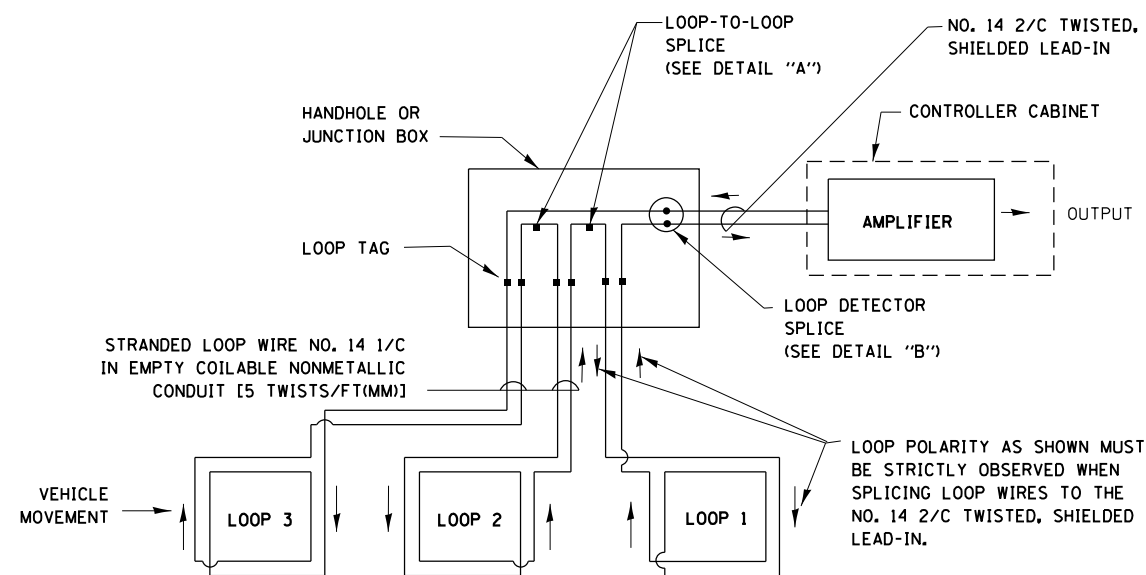
LOOP DETECTOR NOTES

- 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

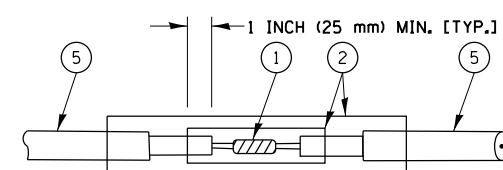


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

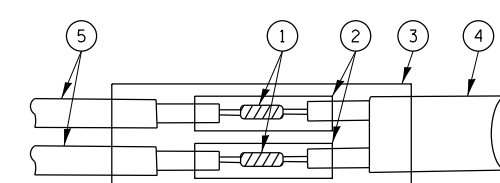


DETECTOR LOOP WIRING SCHEMATIC

- 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.

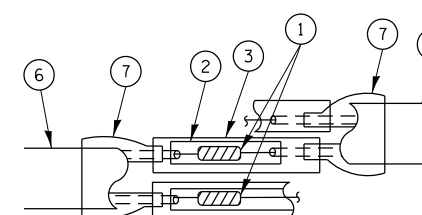


DETAIL "A"
LOOP-TO-LOOP SPLICE

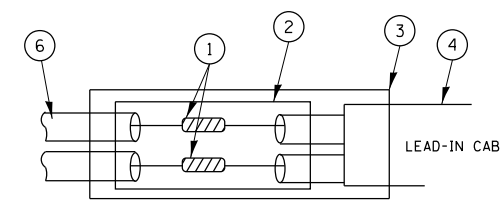


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

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.
- PRE-FORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = tarigfm	DESIGNED - DAD	REVISED -
es:\pw\work\p\id\dot\tarigfm\d0335178\60W70-DistStd.dgn		DRAWN - BCK	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 5/21/2013	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

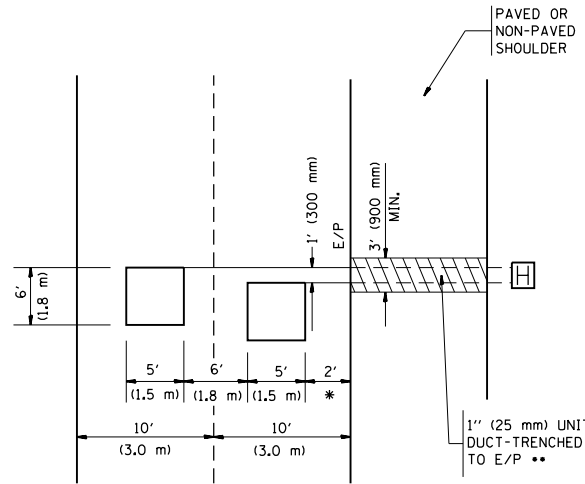
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-034 RS	COOK & WILL	27	26
TS-05		CONTRACT NO. 60W70		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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



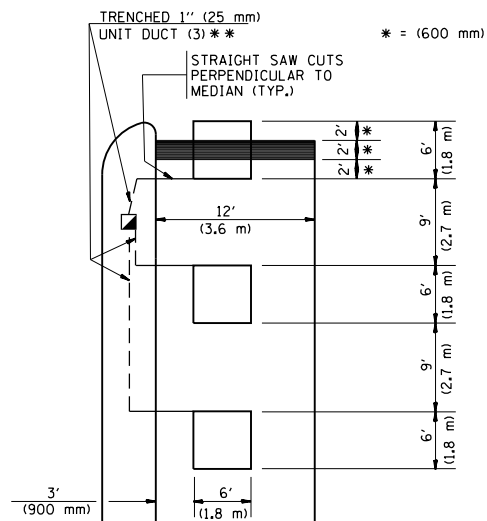
* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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



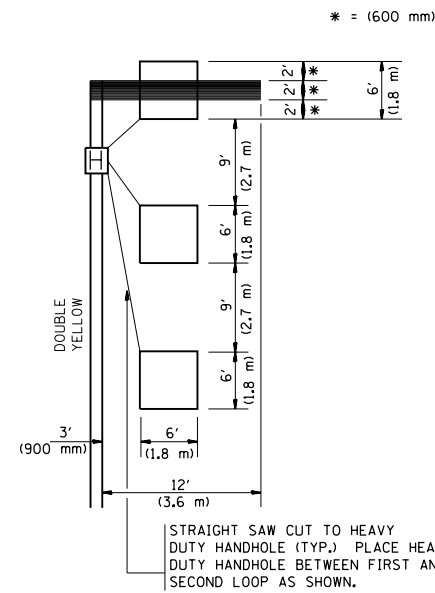
* = (600 mm)

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

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (600 mm)

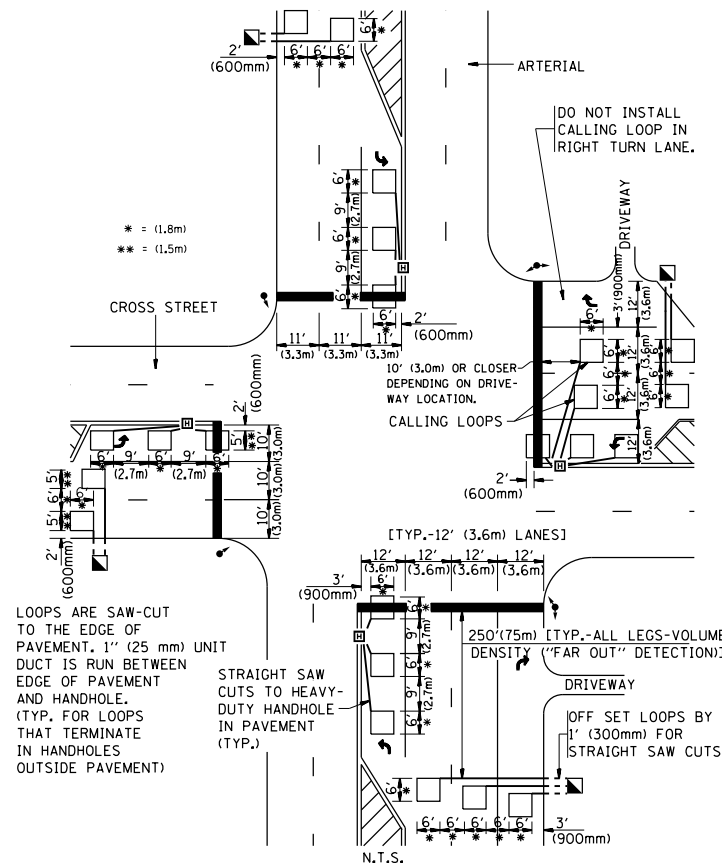
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

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

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

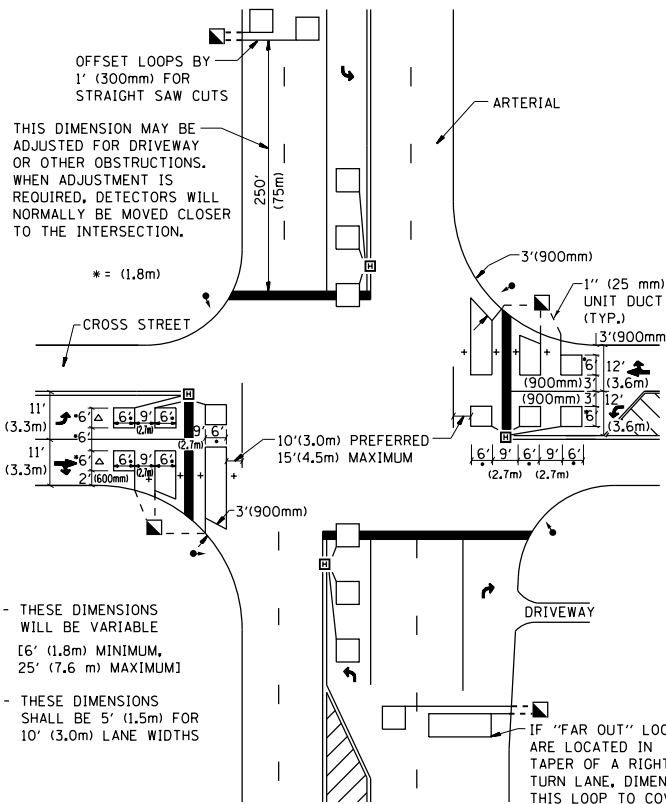


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

DETAIL 1
N.T.S.

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



+ - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]

△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

DETAIL 2
N.T.S.

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.

FILE NAME =	USER NAME = tar1qfm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING			F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p1dot\tar1qfm\d0335178\60W70-DistStd.dgn		DRAWN -	REVISED -					VAR.	2013-034 RS	COOK & WILL	27	27
PLOT SCALE = 100.0000' / 1in.		CHECKED - R.K.F.	REVISED -					TS-07		CONTRACT NO. 60W70		
PLOT DATE = 5/21/2013		DATE -	REVISED -					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT