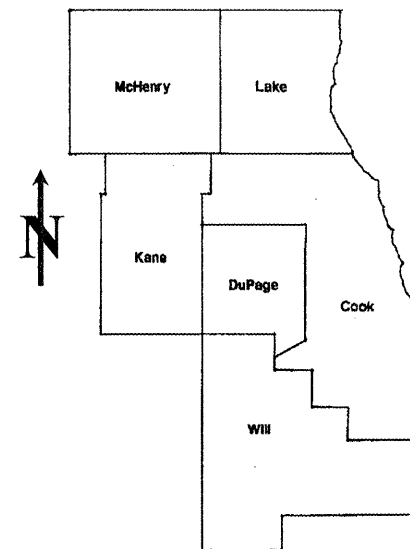


ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
I-55	2007-018I	COOK	14	1

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

**CONTRACT NO. 60C73**

D-91-284-07



LOCATION OF IMPROVEMENT INDICATED THUS:

FOR INDEX OF SHEETS SEE SHEET 2

FAI 55: I-55 (STEVENSON EXPRESSWAY)  
 I-294 (TRI-STATE TOLLWAY) TO KEDZIE AVE.  
 SECTION: 2007-018I  
 PAVEMENT PATCHING  
 COOK COUNTY  
 C-91-284-07  
*PROJECT: IM-055-7(257)292*

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

**CONTRACT NO. 60C73**

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
 SUBMITTED: MARCH 24 2009  
*Diana M. O'Keefe*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
May 8, 2009  
*Charles J. Ingersoll*  
 ENGINEER OF DESIGN AND ENVIRONMENT  
May 8, 2009  
*Christine M. Reed*  
 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

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	GENERAL LOCATION MAP
5	SUMMARY OF PATCHING SCHEDULE
6-8	PATCHING SCHEDULE
9	BUTT JOINT AND HMA TAPER DETAILS
10	FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS
11	FREEWAY SINGLE & MULTI-LANE WEAVE
12-13	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
14	FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

STATE STANDARDS

<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
000001-05	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
701101-02	OFF-RD. OPERATIONS, MULTILANE
701400-03	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-05	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION
701446-01	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701901-01	TRAFFIC CONTROL DEVICES

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS (%)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (IL 9.5MM), 2"	PG 64-22	4% @ 90 GYR

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

GENERAL NOTES

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)

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "C.U.A.N." (CHICAGO UTILITY ALERT NETWORK) AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES (48 HOUR NOTIFICATION IS 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 VISABILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

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

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

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

THE EXISTING ROADWAY TYPICAL SECTION FOR HOT-MIX ASPHALT SURFACES IS ASSUMED TO HAVE A 3 INCH HOT-MIX ASPHALT OVERLAY ON TOP OF A TEN INCH CONCRETE BASE. THE EXISTING ROADWAY TYPICAL SECTION FOR CONCRETE SURFACES IS ASSUMED TO BE 10 INCHES OF FULL DEPTH PORTLAND CEMENT CONCRETE PAVEMENT.

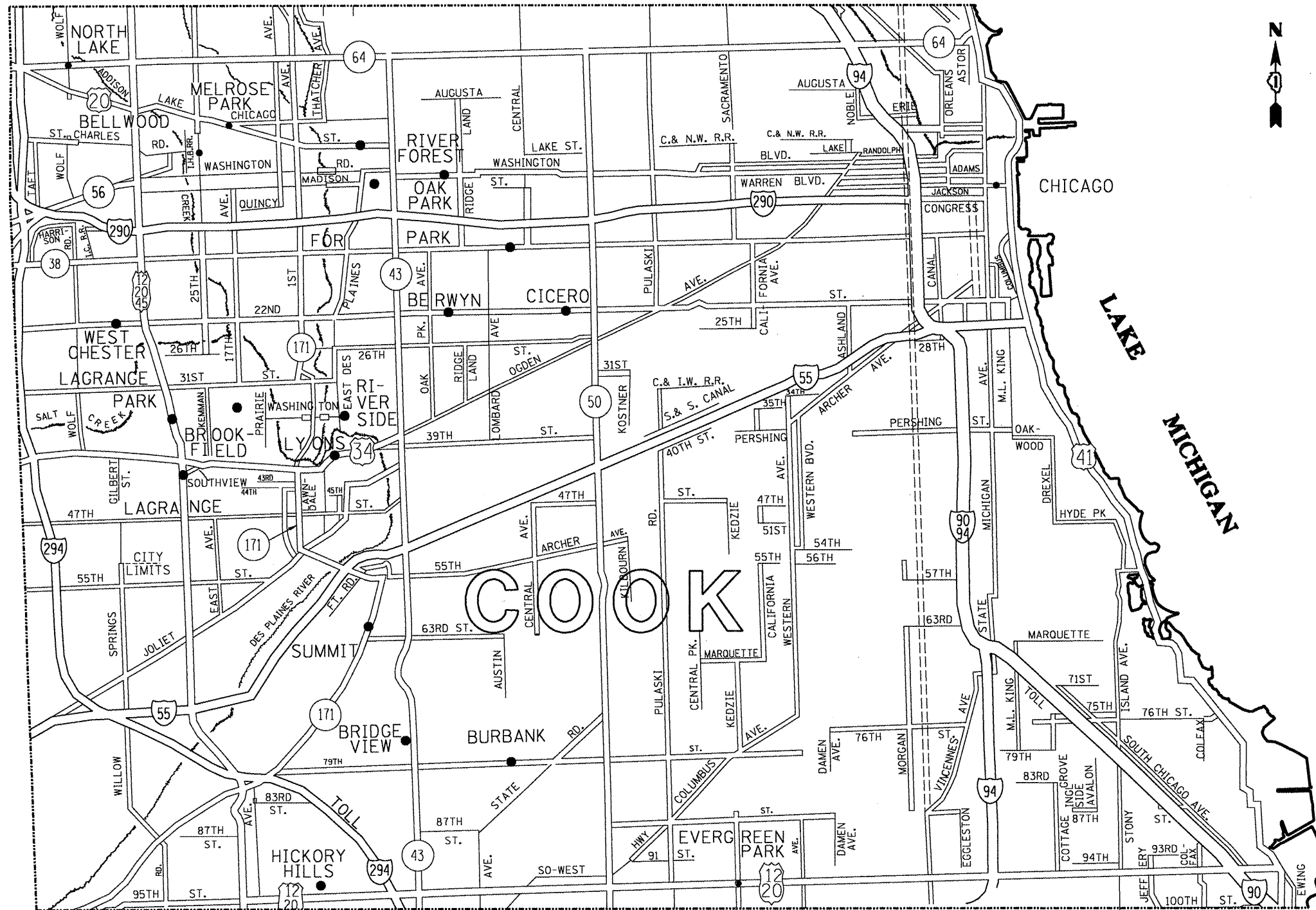
ALL PAVEMENT PATCHES ON HOT-MIX ASPHALT SURFACES SHOWN IN THE PLANS ARE TO BE TWO (2) INCH MILL AND RESURFACE ONLY. THE MINIMUM WIDTH FOR MILLING AND PATCHING SHALL BE TWO (2) FEET. ALL PAVEMENT PATCHES ON CONCRETE SURFACES ARE TO BE 10 INCH CLASS D PATCHES.

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.

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES 90% FED. 10% STATE 1000					CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES								CODE NO	ITEM	UNIT	TOTAL QUANTITIES						
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	5	5																
40600300	AGGREGATE (PRIME COAT)	TON	22	22																
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	33	33																
40600895	CONSTRUCTING TEST STRIP	EACH	1	1																
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	545	545																
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	1219	1219																
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	10881	10881																
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6																
67100100	MOBILIZATION	L SUM	1	1																
70300530	PAVEMENT MARKING TAPE, TYPE III 5"	FOOT	11701	11701																
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	4876	4876																
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	25893	25893																
*78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	11701	11701																
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1171	1171																
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1171	1171																
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1																

\* SPECIALTY ITEM

FILE NAME =	USER NAME = wlgreendp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>		<b>I-55 (STEVENSON EXPRESSWAY) SUMMARY OF QUANTITIES</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\pwl\wlgreendp\0125109\Design.dgn	DRAWN -	REVISED -	55					2007-0181	COOK	14	3	
PLOT SCALE = 1/8" = 100,000' / 1/4" IN.	CHECKED -	REVISED -	CONTRACT NO. 60C73									
PLOT DATE = 3/11/2009	DATE -	REVISED -	SCALE:					SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



FILE NAME =  
 c:\pwwork\pwwork\wilgreendp\d01251079\Design.dgn

USER NAME = wilgreendp  
 DRAWN -  
 PLOT SCALE = 100.0000' / IN.  
 CHECKED -  
 PLOT DATE = 3/14/2009

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GENERAL LOCATION MAP  
 I-55 (STEVENSON EXPRESSWAY)**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2007-01B1	COOK	14	4
CONTRACT NO. 60C73				
ILLINOIS FED. AID PROJECT				

<b>SUMMARY - I-55 (STEVENSON EXPRESSWAY)</b>	<b>HMA 2" MILL &amp; RESURFACE (SY)</b>
<b>NORTHBOUND MAINLINE</b>	
LAGRANGE RD. TO DES PLAINES RIVER	191
DES PLAINES RIVER TO 1ST AVE.	1427
1ST AVE. TO HARLEM AVE.	204
HARLEM AVE. TO CENTRAL AVE.	602
CENTRAL AVE. TO PULASKI AVE.	598
PULASKI AVE. TO KEDZIE AVE.	218
<b>SOUTHBOUND MAINLINE</b>	
CALIFORNIA AVE. TO PULASKI AVE.	596
PULASKI AVE. TO CICERO AVE.	222
CICERO AVE. TO CENTRAL AVE.	478
CENTRAL AVE. TO HARLEM AVE.	493
HARLEM AVE. TO 1ST AVE.	116
1ST AVE. TO LAGRANGE RD.	2291
<b>STEVENSON RAMPS</b>	
SB LAGRANGE TO NB I-55 RAMP	27
NB I-55 TO NB LAGRANGE RAMP	55
NB LAGRANGE RAMP TO SB I-55 RAMP	36
NB 1ST AVE. TO SB I-55 RAMP	36
NB I-55 TO CENTRAL AVE. EXIT RAMP	322
CENTRAL AVE. ENTRANCE RAMP TO NB I-55	889
SB I-55 TO CENTRAL AVE. EXIT RAMP	758
CENTRAL AVE. ENTRANCE RAMP TO SB I-55	1213
PULASKI AVE. ENTRANCE RAMP TO NB I-55	18
SB I-55 TO PULASKI AVE. EXIT RAMP	55
PULASKI AVE. ENTRANCE RAMP TO SB I-55 ENTRANCE RAMP	36
<b>SUMMARY TOTALS:</b>	<b>10881</b>
	<b>SY</b>

NOTE:

DUE TO ROUNDING, SUMMARY TOTALS MAY VARY SLIGHTLY FROM THE TOTALS ON THE PATCHING SCHEDULES.

FILE NAME =	USER NAME = WILGREENDP	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF PATCHING SCHEDULE I-55 (STEVENSON EXPRESSWAY)</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
o:\pw_work\PW100T\WILGREENDP\01251079\design.dgn	DRAWN -	REVISED -	55			2007-0181	COOK	14	5	
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60C73							
PLOT DATE = 3/19/2009	DATE -	REVISED -	SCALE:			SHEET NO. OF	SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT	

ROUTE: I-55 (Stevenson Expressway) (Northbound) - HMA SURFACE

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						
La Grange	Desplains River	NB	1	12	40	480	53
La Grange	Desplains River	NB	2	12	40	480	53
La Grange	Desplains River	NB	3	12	40	480	53
La Grange	Desplains River	NB	3,s	2	100	200	22
La Grange	Desplains River	NB	3,s	2	40	80	9
Desplains River	"1st Ave"	NB	1,2	2	100	200	22
Desplains River	"1st Ave"	NB	3,s	2	20	40	4
Desplains River	"1st Ave"	NB	1,2	2	160	320	36
Desplains River	"1st Ave"	NB	3,s	2	20	40	4
Desplains River	"1st Ave"	NB	1,2	2	110	220	24
Desplains River	"1st Ave"	NB	3	12	50	600	67
Desplains River	"1st Ave"	NB	2,3	2	50	100	11
Desplains River	"1st Ave"	NB	3	12	50	600	67
Desplains River	"1st Ave"	NB	2,3	2	60	120	13
Desplains River	"1st Ave"	NB	1	12	40	480	53
Desplains River	"1st Ave"	NB	2,3	2	50	100	11
Desplains River	"1st Ave"	NB	3,s	2	160	320	36
Desplains River	"1st Ave"	NB	2,3	2	60	120	13
Desplains River	"1st Ave"	NB	1,2	2	20	40	4
Desplains River	"1st Ave"	NB	1,2	2	30	60	7
Desplains River	"1st Ave"	NB	2	12	60	720	80
Desplains River	"1st Ave"	NB	3	12	40	480	53
Desplains River	"1st Ave"	NB	1,2	2	80	160	18
Desplains River	"1st Ave"	NB	2,3	2	80	160	18
Desplains River	"1st Ave"	NB	2	12	20	240	27
Desplains River	"1st Ave"	NB	3	12	20	240	27
Desplains River	"1st Ave"	NB	3,s	2	60	120	13
Desplains River	"1st Ave"	NB	2	12	20	240	27
Desplains River	"1st Ave"	NB	1,2	2	120	240	27
Desplains River	"1st Ave"	NB	1,2	2	20	40	4
Desplains River	"1st Ave"	NB	1,2	2	20	40	4
Desplains River	"1st Ave"	NB	3	12	40	480	53
Desplains River	"1st Ave"	NB	1,2	2	40	80	9
Desplains River	"1st Ave"	NB	1,2	2	100	200	22
Desplains River	"1st Ave"	NB	1,2	2	100	200	22
Desplains River	"1st Ave"	NB	1,2	2	100	200	22
Desplains River	"1st Ave"	NB	3,s	2	200	400	44
Desplains River	"1st Ave"	NB	1,2	2	100	200	22
Desplains River	"1st Ave"	NB	3,s	2	200	400	44
Desplains River	"1st Ave"	NB	3,s	2	500	1000	111
Desplains River	"1st Ave"	NB	1,2	2	200	400	44
Desplains River	"1st Ave"	NB	1,2	2	100	200	22
Desplains River	"1st Ave"	NB	3,s	2	100	200	22
Desplains River	"1st Ave"	NB	3	12	30	360	40
Desplains River	"1st Ave"	NB	2	12	30	360	40
Desplains River	"1st Ave"	NB	1,2	2	160	320	36
Desplains River	"1st Ave"	NB	1,2	2	100	200	22
Desplains River	"1st Ave"	NB	3,s	2	100	200	22
Desplains River	"1st Ave"	NB	1,2	2	700	1400	156
"1st Ave"	Harlem	NB	1,2	2	500	1000	111
"1st Ave"	Harlem	NB	3,s	2	40	80	9
"1st Ave"	Harlem	NB	1,2	2	100	200	22
"1st Ave"	Harlem	NB	3,s	2	100	200	22
"1st Ave"	Harlem	NB	3	12	20	240	27
"1st Ave"	Harlem	NB	3	12	10	120	13

ROUTE: I-55 (Stevenson Expressway) (Northbound) - HMA SURFACE

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						
Harlem	Central Ave	NB	3,ramp	2	350	700	78
Harlem	Central Ave	NB	2,3	2	30	60	7
Harlem	Central Ave	NB	3	12	30	360	40
Harlem	Central Ave	NB	3,s	2	350	700	78
Harlem	Central Ave	NB	3	12	30	360	40
Harlem	Central Ave	NB	3	12	50	600	67
Harlem	Central Ave	NB	3	12	10	120	13
Harlem	Central Ave	NB	3	12	30	360	40
Harlem	Central Ave	NB	3	12	10	120	13
Harlem	Central Ave	NB	3	12	30	360	40
Harlem	Central Ave	NB	3,s	2	50	100	11
Harlem	Central Ave	NB	3,s	2	10	20	2
Harlem	Central Ave	NB	3,s	2	100	200	22
Harlem	Central Ave	NB	2	12	15	180	20
Harlem	Central Ave	NB	2	12	15	180	20
Harlem	Central Ave	NB	3,s	2	100	200	22
Harlem	Central Ave	NB	3,s	2	100	200	22
Harlem	Central Ave	NB	3,s	2	300	600	67
Central Ave	Pulaski	NB	3,s	2	200	400	44
Central Ave	Pulaski	NB	3,s	2	200	400	44
Central Ave	Pulaski	NB	3,s	2	100	200	22
Central Ave	Pulaski	NB	3,s	2	200	400	44
Central Ave	Pulaski	NB	3,s	2	160	320	36
Central Ave	Pulaski	NB	3,s	2	600	1200	133
Central Ave	Pulaski	NB	3	12	20	240	27
Central Ave	Pulaski	NB	3	12	12	144	16
Central Ave	Pulaski	NB	3	12	40	480	53
Central Ave	Pulaski	NB	3	12	20	240	27
Central Ave	Pulaski	NB	3	12	10	120	13
Central Ave	Pulaski	NB	3	12	20	240	27
Central Ave	Pulaski	NB	3	12	10	120	13
Central Ave	Pulaski	NB	3	12	10	120	13
Central Ave	Pulaski	NB	3,s	2	200	400	44
Central Ave	Pulaski	NB	3	12	10	120	13
Pulaski	Kedzie	NB	3	12	10	120	13
Pulaski	Kedzie	NB	3	12	10	120	13
Pulaski	Kedzie	NB	3	12	10	120	13
Pulaski	Kedzie	NB	3	12	10	120	13
Pulaski	Kedzie	NB	3	12	10	120	13
Pulaski	Kedzie	NB	3,ramp	2	150	300	33
Pulaski	Kedzie	NB	3	12	10	120	13
Pulaski	Kedzie	NB	2	12	10	120	13
Pulaski	Kedzie	NB	2	12	10	120	13
Pulaski	Kedzie	NB	1	12	30	360	40
Pulaski	Kedzie	NB	2	12	30	360	40
Pulaski	Kedzie	NB	2,3	2	50	100	11

TOTALS: 9222 FT 3240 SY

ROUTE: I-55 (Stevenson Expressway) (Southbound) - HMA SURFACE

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						
California	Pulaski	SB	1	12	30	360	40
California	Pulaski	SB	2	12	30	360	40
California	Pulaski	SB	3	12	30	360	40
California	Pulaski	SB	2,3	2	400	800	89
California	Pulaski	SB	2,3	2	500	1000	111
California	Pulaski	SB	3	12	10	120	13
California	Pulaski	SB	1,2	2	500	1000	111
California	Pulaski	SB	2	12	10	120	13
California	Pulaski	SB	3	12	10	120	13
California	Pulaski	SB	3	12	30	360	40
California	Pulaski	SB	3,s	2	160	320	36
California	Pulaski	SB	3,s	2	160	320	36
California	Pulaski	SB	2	12	10	120	13
Pulaski	Cicero	SB	3	12	20	240	27
Pulaski	Cicero	SB	2	12	10	120	13
Pulaski	Cicero	SB	3	12	10	120	13
Pulaski	Cicero	SB	1,2	2	20	40	4
Pulaski	Cicero	SB	3	12	10	120	13
Pulaski	Cicero	SB	3	12	20	240	27
Pulaski	Cicero	SB	3	12	20	240	27
Pulaski	Cicero	SB	3	12	10	120	13
Pulaski	Cicero	SB	3	12	10	120	13
Pulaski	Cicero	SB	3,s	2	160	320	36
Pulaski	Cicero	SB	1,2	2	40	80	9
Pulaski	Cicero	SB	2	12	20	240	27
Pulaski	Cicero	SB	2	12	20	240	27
Cicero	Central	SB	2,3	2	20	40	4
Cicero	Central	SB	3,s	2	350	700	78
Cicero	Central	SB	3	12	20	240	27
Cicero	Central	SB	2,3	2	100	200	22
Cicero	Central	SB	3	12	10	120	13
Cicero	Central	SB	2	12	250	3000	333
Central	Harlem	SB	2,3	2	80	160	18
Central	Harlem	SB	2,3	2	80	160	18
Central	Harlem	SB	2,3	2	240	480	53
Central	Harlem	SB	3	12	10	120	13
Central	Harlem	SB	2,3	2	40	80	9
Central	Harlem	SB	2	12	30	360	40
Central	Harlem	SB	2,3	2	200	400	44
Central	Harlem	SB	3	12	20	240	27
Central	Harlem	SB	3,s	2	100	200	22
Central	Harlem	SB	2,3	2	400	800	89
Central	Harlem	SB	2,3	2	320	640	71
Central	Harlem	SB	2,3	2	400	800	89
Harlem	"1st Ave"	SB	2	12	10	120	13
Harlem	"1st Ave"	SB	2,3	2	200	400	44
Harlem	"1st Ave"	SB	1,2	2	80	160	18
Harlem	"1st Ave"	SB	1,2	2	40	80	9
Harlem	"1st Ave"	SB	3	12	15	180	20
Harlem	"1st Ave"	SB	3,s	2	50	100	11

ROUTE: I-55 (Stevenson Expressway) (Southbound) - HMA SURFACE

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						
"1st Ave"	Lagrange	SB	1,2	2	1000	2000	222
"1st Ave"	Lagrange	SB	3	12	10	120	13
"1st Ave"	Lagrange	SB	1,2	2	1000	2000	222
"1st Ave"	Lagrange	SB	2	12	10	120	13
"1st Ave"	Lagrange	SB	3	12	10	120	13
"1st Ave"	Lagrange	SB	1	12	10	120	13
"1st Ave"	Lagrange	SB	2	12	10	120	13
"1st Ave"	Lagrange	SB	1,2	2	300	600	67
"1st Ave"	Lagrange	SB	3	12	40	480	53
"1st Ave"	Lagrange	SB	1	12	10	120	13
"1st Ave"	Lagrange	SB	2	12	10	120	13
"1st Ave"	Lagrange	SB	1	12	30	360	40
"1st Ave"	Lagrange	SB	1,2	2	100	200	22
"1st Ave"	Lagrange	SB	1,2	2	200	400	44
"1st Ave"	Lagrange	SB	1,2	2	1000	2000	222
"1st Ave"	Lagrange	SB	3	12	15	180	20
"1st Ave"	Lagrange	SB	1,2	2	200	400	44
"1st Ave"	Lagrange	SB	1,2	2	200	400	44
"1st Ave"	Lagrange	SB	2	12	15	180	20
"1st Ave"	Lagrange	SB	3	12	15	180	20
"1st Ave"	Lagrange	SB	1,2	2	40	80	9
"1st Ave"	Lagrange	SB	1	12	20	240	27
"1st Ave"	Lagrange	SB	1,2	2	50	100	11
"1st Ave"	Lagrange	SB	1,2	2	40	80	9
"1st Ave"	Lagrange	SB	1,2	2	1000	2000	222
"1st Ave"	Lagrange	SB	1	12	10	120	13
"1st Ave"	Lagrange	SB	3	12	10	120	13
"1st Ave"	Lagrange	SB	2	12	10	120	13
"1st Ave"	Lagrange	SB	2	12	10	120	13
"1st Ave"	Lagrange	SB	2,3	2	30	60	7
"1st Ave"	Lagrange	SB	1,2	2	80	160	18
"1st Ave"	Lagrange	SB	2	12	30	360	40
"1st Ave"	Lagrange	SB	1,2	2	100	200	22
"1st Ave"	Lagrange	SB	1,2	2	1000	2000	222
"1st Ave"	Lagrange	SB	2,3	2	260	520	58
"1st Ave"	Lagrange	SB	2	12	10	120	13
"1st Ave"	Lagrange	SB	s,1	2	1000	2000	222
"1st Ave"	Lagrange	SB	s,1	2	1000	2000	222

TOTALS: 14180 FT 4196 SY

ROUTE: I-55 (Stevenson Expressway) (Ramps) - HMA SURFACE

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						
SB LaGrange	NB I-55 Ramp	NBENTRamp	Ramp	2	40	80	9
SB LaGrange	NB I-55 Ramp	NBENTRamp	Ramp	2	40	80	9
SB LaGrange	NB I-55 Ramp	NBENTRamp	Ramp	2	40	80	9
NB I-55	NB LaGrange Ramp	NBEXRamp	Ramp	2	50	100	11
NB I-55	NB LaGrange Ramp	NBEXRamp	Ramp	16	25	400	44
NB LaGrange	SB I-55 Ramp	SBENTRamp	Ramp	16	15	240	27
NB LaGrange	SB I-55 Ramp	SBENTRamp	Ramp	2	40	80	9
NB 1stAve	SB I-55 Stluisramp	SBENTRamp	Ramp	16	20	320	36
"NB I-55"	Central Ave Exit ramp	NBEXRamp	2	12	60	720	80
"NB I-55"	Central Ave Exit ramp	NBEXRamp	2	12	60	720	80
"NB I-55"	Central Ave Exit ramp	NBEXRamp	3	12	20	240	27
"NB I-55"	Central Ave Exit ramp	NBEXRamp	2	12	20	240	27
"NB I-55"	Central Ave Exit ramp	NBEXRamp	1	12	20	240	27
"NB I-55"	Central Ave Exit ramp	NBEXRamp	2	12	20	240	27
"NB I-55"	Central Ave Exit ramp	NBEXRamp	2	12	20	240	27
"NB I-55"	Central Ave Exit ramp	NBEXRamp	3	12	20	240	27
Cental Ave Ent Ramp	NB I-55	NB ENT Ramp	Ramp	40	200	8000	889
"Sb I-55"	Central Ave Exit Ramp	SBEXTRamp	Ramp	39	175	6825	758
Central Ave Ent ramp	"Sb I-55"	SBENTRamp	Ramp	39	100	3900	433
Central Ave Ent ramp	"Sb I-55"	SBENTRamp	Ramp	39	180	7020	780
Pulaski Ent Ramp	NB I-55	NBENTRamp	Ramp	16	10	160	18
"SB I-55"	Pulaski Ext Ramp	SBExtRamp	Ramp	10	20	200	22
"SB I-55"	Pulaski Ext Ramp	SBExtRamp	Ramp	10	30	300	33
Pulaski Ent ramp	SB I-55 Entrance Ramp	SBENTRamp	Ramp	16	10	160	18
Pulaski Ent ramp	SB I-55 Entrance Ramp	SBENTRamp	Ramp	16	10	160	18

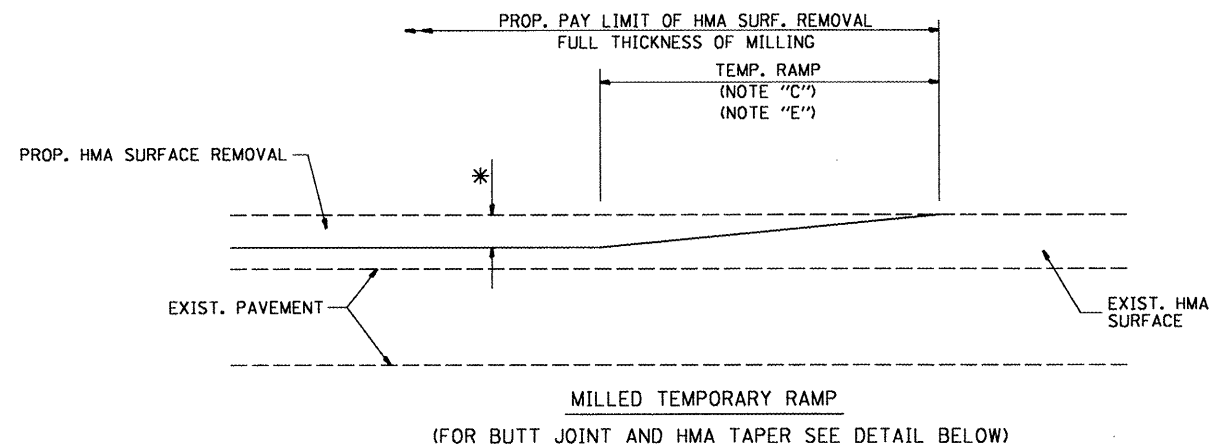
TOTALS:

1245  
FT

3443  
SY

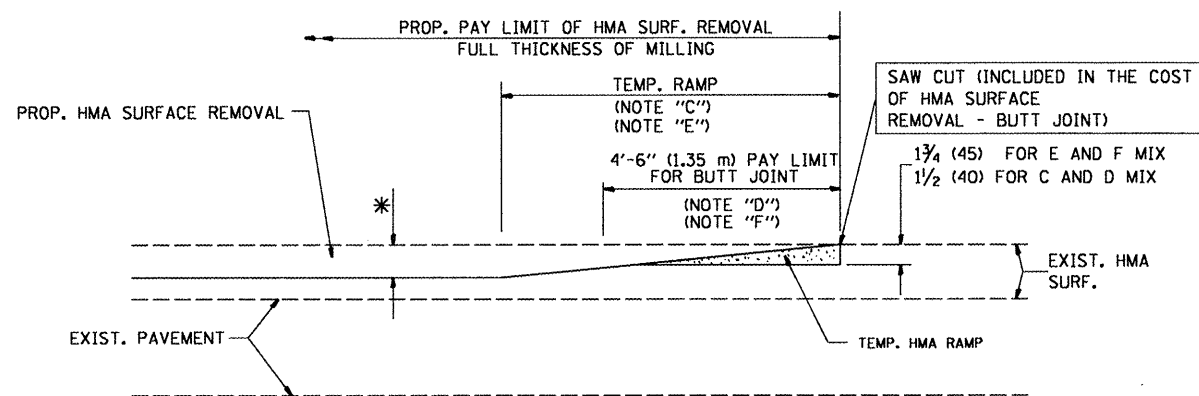
FILE NAME *	USER NAME * wlgreendp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PATCHING SCHEDULE I-55 RAMPS (STEVENSON EXPY.)</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca\pwork\PWIDOT\WILGREENDP\0125109\Design.dgn		DRAWN -	REVISED -			55	2007-0181	COOK	14	8	
PLOT SCALE = 100.0000 ' / IN.		CHECKED -	REVISED -			CONTRACT NO. 60C73					
PLOT DATE = 3/14/2009		DATE -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.





**OPTION 1**

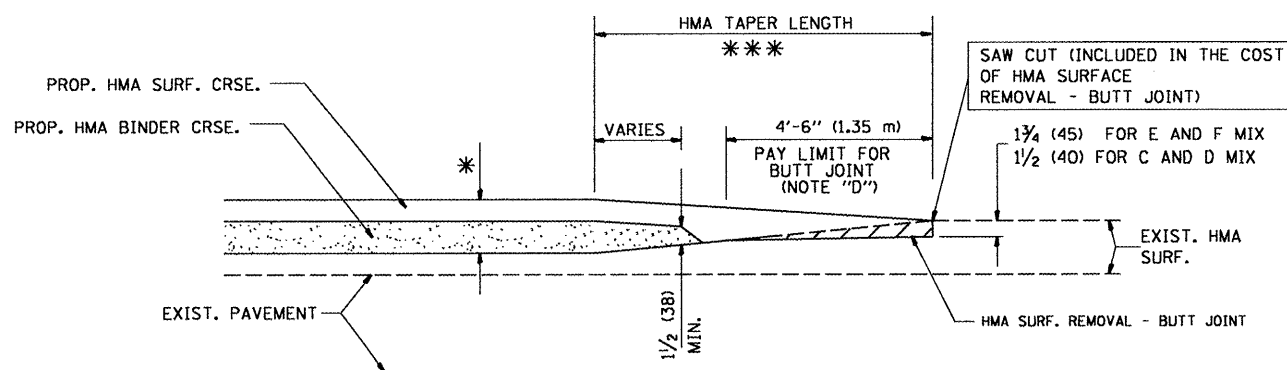
MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)



**OPTION 2**

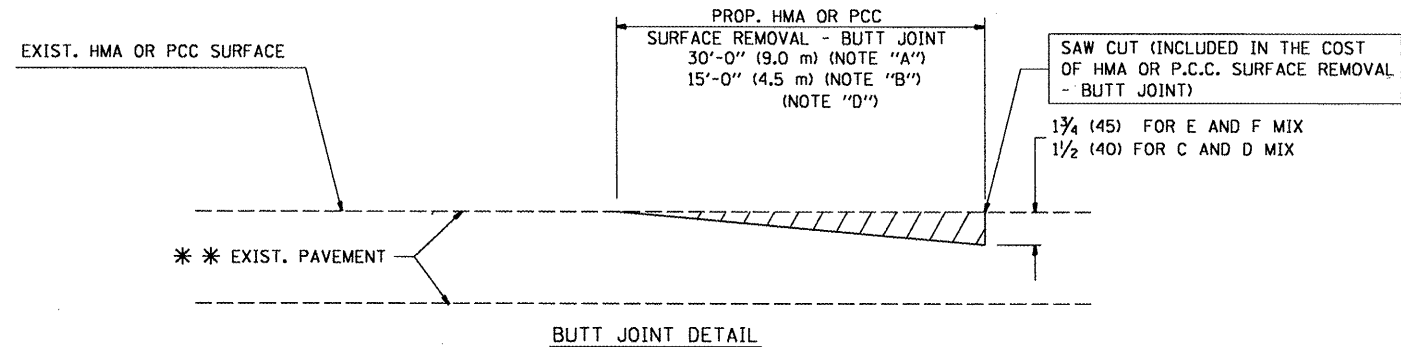
**TYPICAL TEMPORARY RAMP**

HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

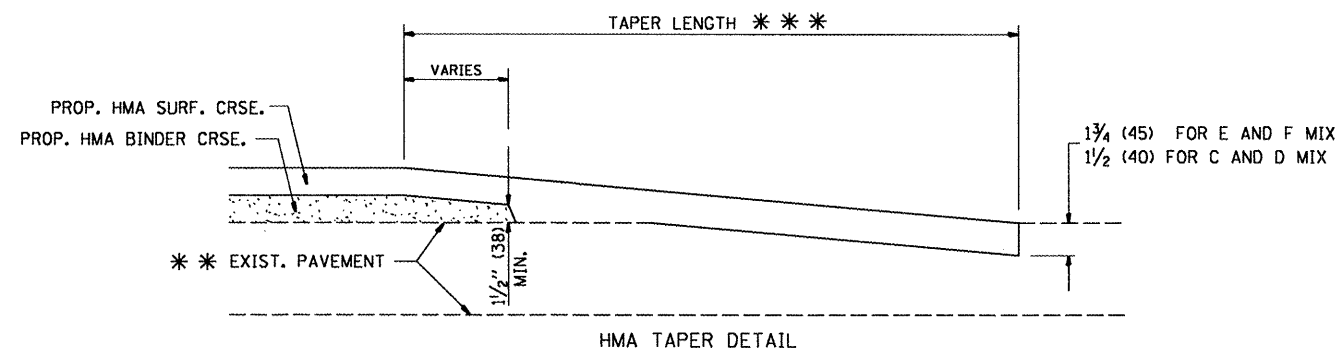


**BUTT JOINT AND HMA TAPER**

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



**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.

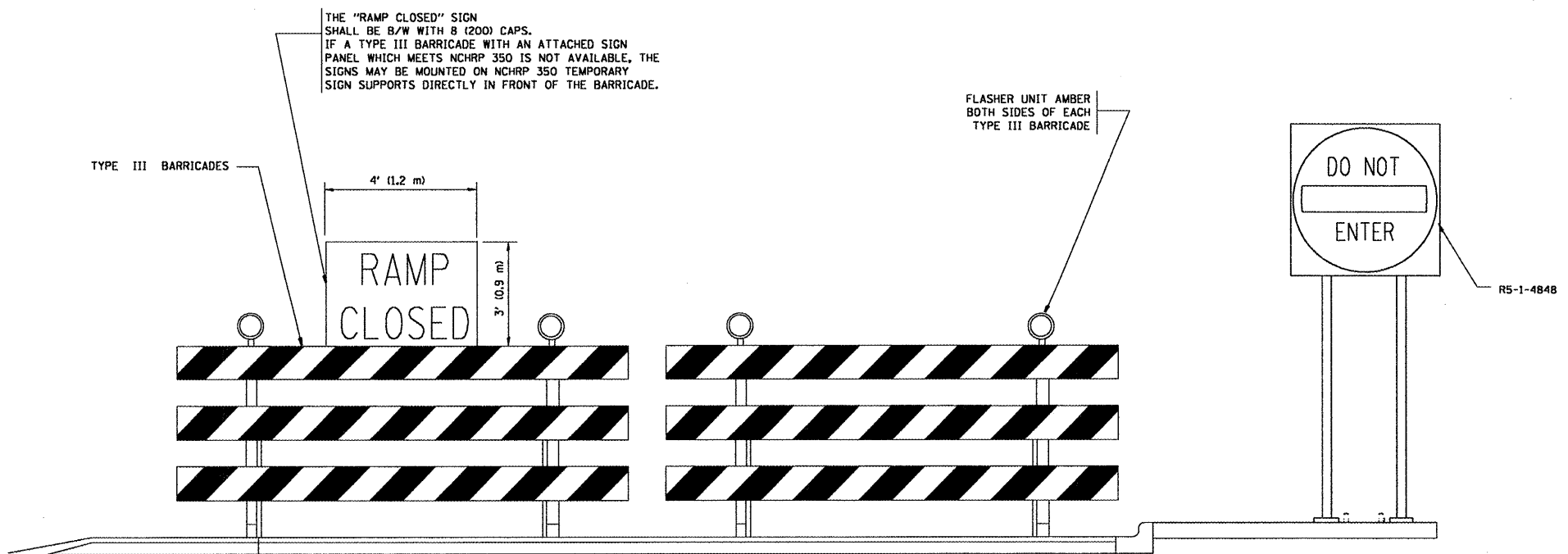
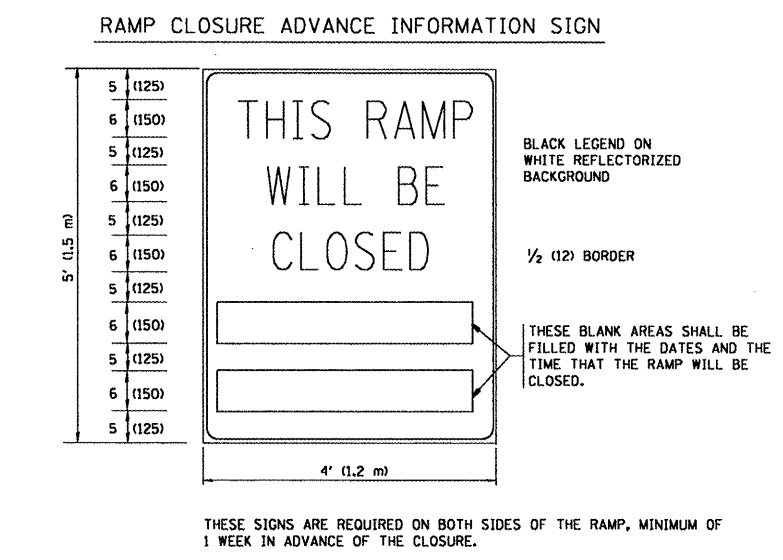
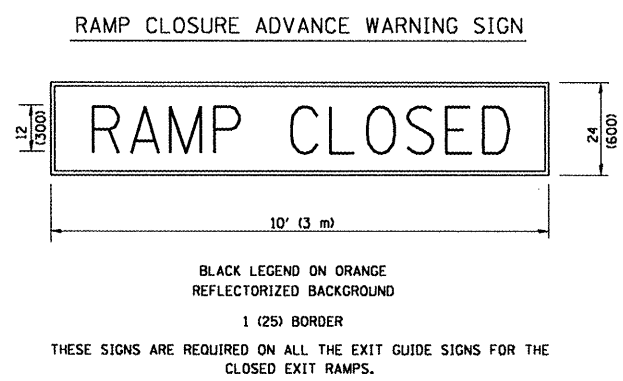
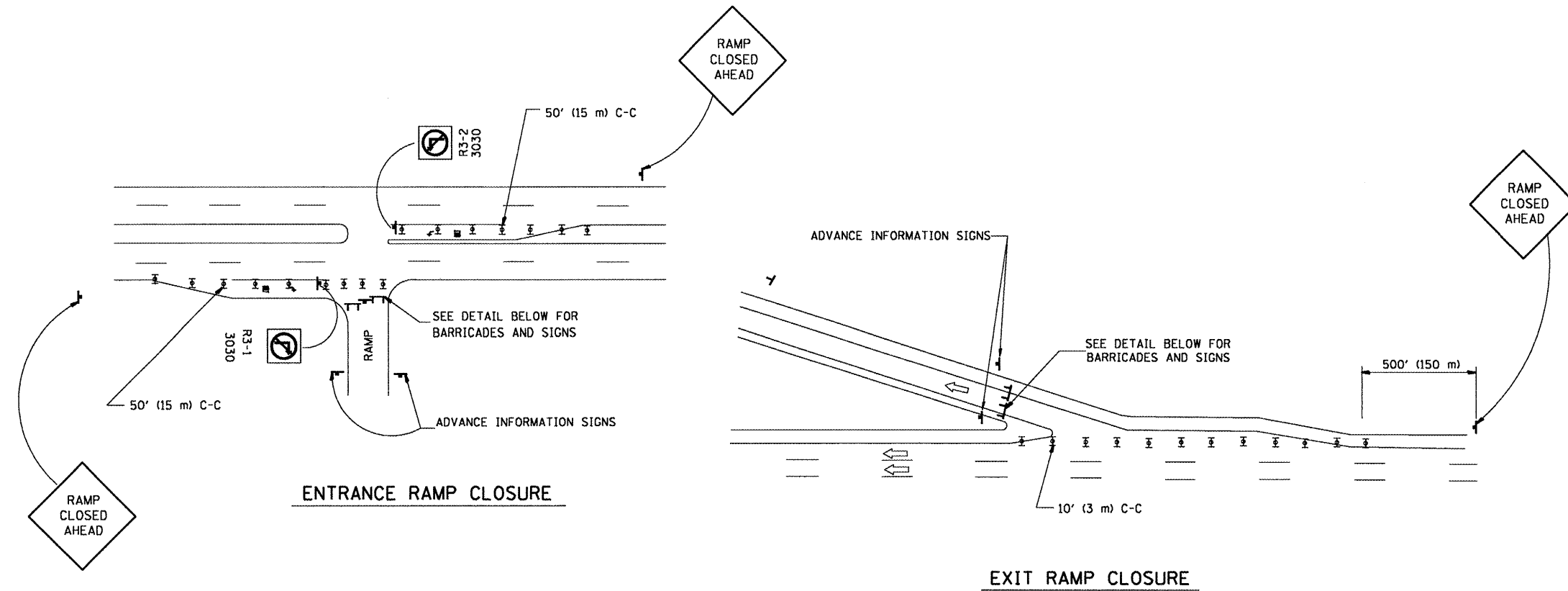
FILE NAME =	USER NAME = wlgreendp	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
ca\pw_work\PWIDOT\WILGREENDP\d0126109\0	st5td.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 100.0000 "/ IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01	
PLOT DATE = 3/14/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07	

**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.
65	2007-0181	COOK	14	9
BD400-05 BD32		CONTRACT NO. 60C73		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



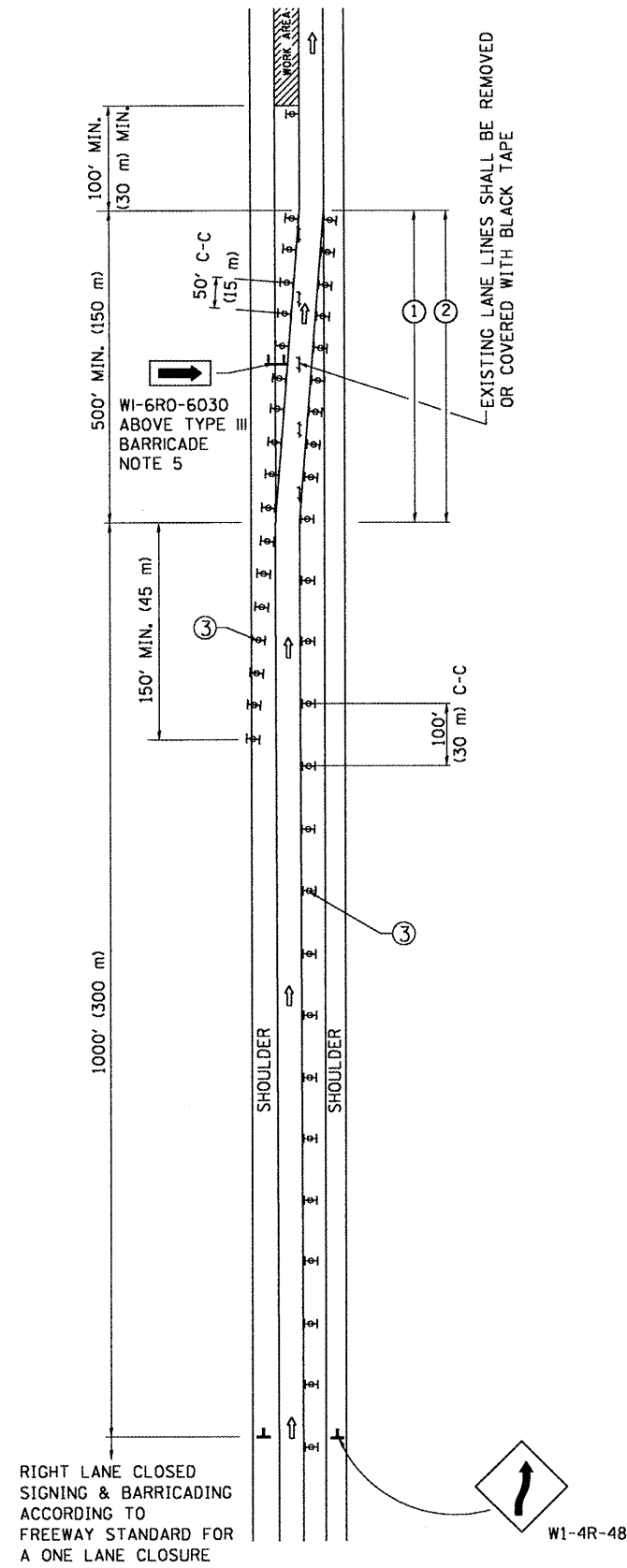
- SYMBOLS**
- ⊞ TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
  - ⊞ TYPE III BARRICADE WITH FLASHING LIGHT

- 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.

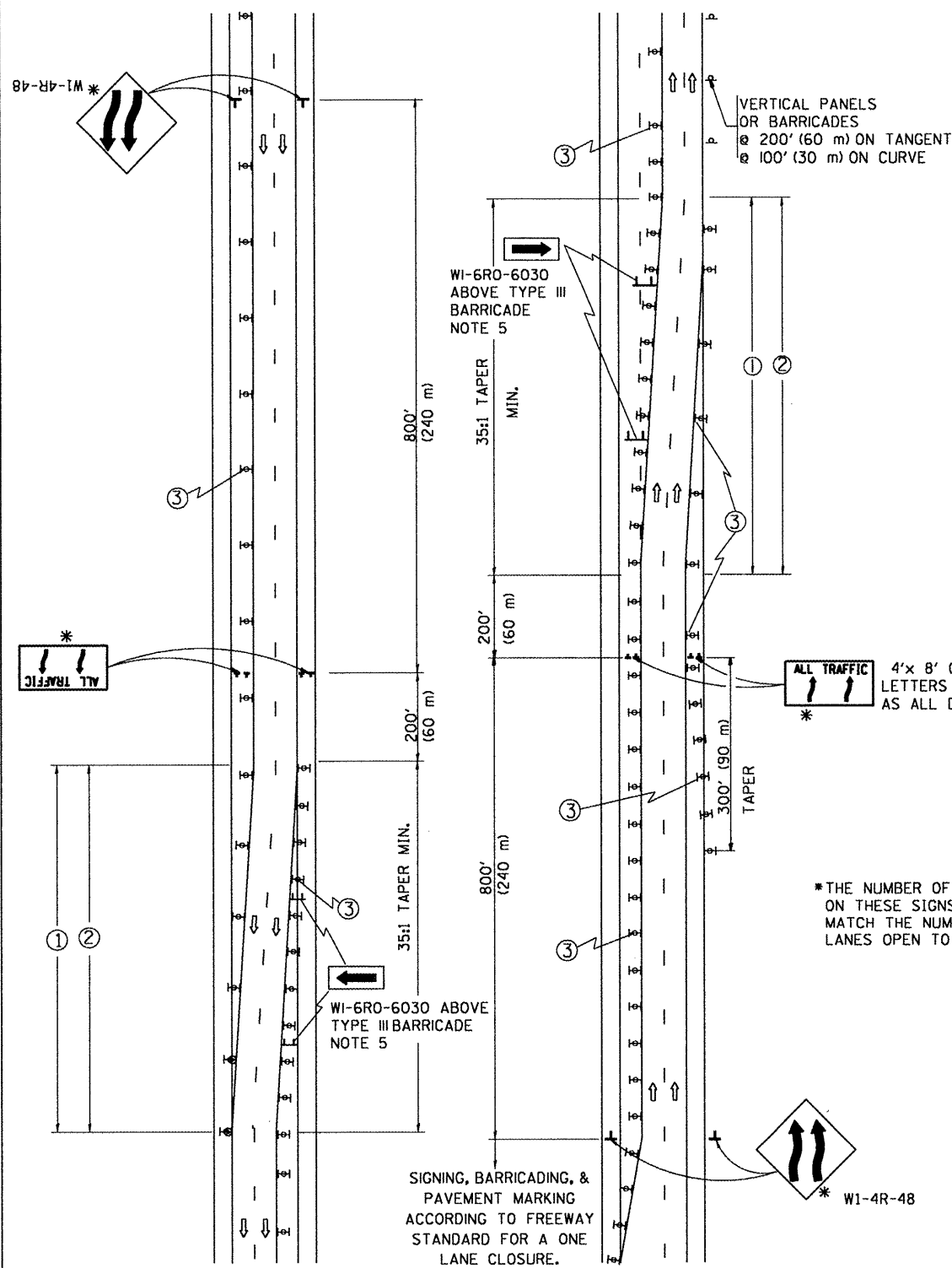
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = wilgreendp	DESIGNED - DWS	REVISED - DWS 12-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FREWAY ENTRANCE AND EXIST RAMP CLOSURE DETAILS</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw_work\PW1001\WILGREENDP\0125107\	atStd.dgn	DRAWN -	REVISED - DWS/JAF 12-02		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	55	2007-018 E	COOK	14	10
PLOT SCALE = 100.0000 / IN.	CHECKED -	REVISED - JAF 02-06	REVISED - SPB 01-07		TO STA.	TC-08		CONTRACT NO. 60C73				
PLOT DATE = 3/14/2009	DATE - 02-83	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT					

# SINGLE LANE WEAVE



# MULTI-LANE WEAVE



### GENERAL NOTES

- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED OR COVERED WITH BLACK TAPE. PAVEMENT MARKING REMOVAL OR BLACK TAPE SHALL NOT BE REQUIRED FOR LANE CLOSURES UNDER 24 HOURS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVE LANE LINES SHALL BE 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- 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 DIRECTLY IN FRONT OF THE BARRICADE.
- 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.

4' x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL LETTERS BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

\*THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

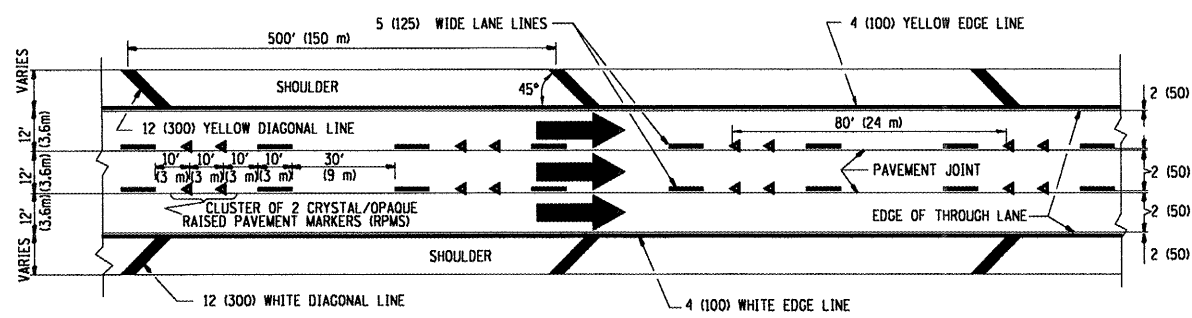
### SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

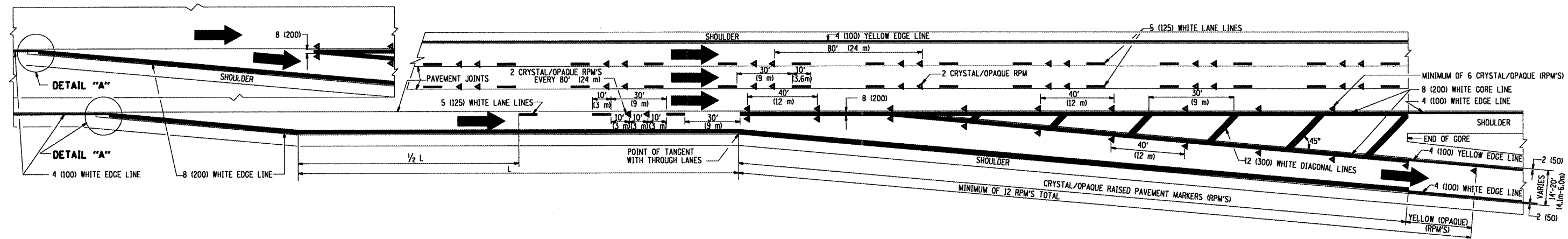
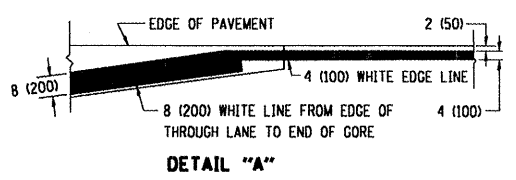
FILE NAME =	USER NAME = wilgreendp	DESIGNED - DWS	REVISED - DWS 11-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE &amp; MULTI-LANE WEAVE</b>			F.A. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\PW\DOT\WILGREENDP\d0125109.d	st5td.dgn	DRAWN -	REVISED - JAF 01-03		56	2007-01B I	COOK	14	H			
PLOT SCALE = 100.0000 / IN.	CHECKED -	REVISED - JAF 02-06			TC-09			CONTRACT NO. 60C73				
PLOT DATE = 3/14/2009	DATE - 02-87	REVISED - SPB 01-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			

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

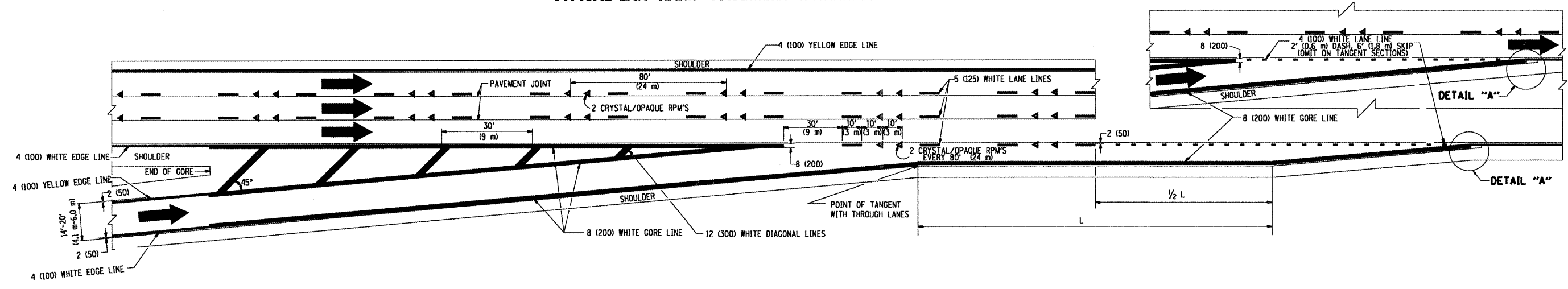


TYPICAL EDGE LINES & LANE LINES

- NOTES:
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

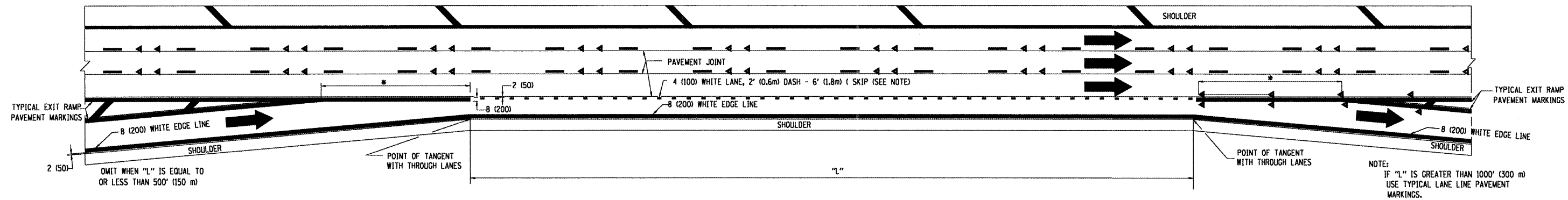


TYPICAL EXIT RAMP PAVEMENT MARKINGS

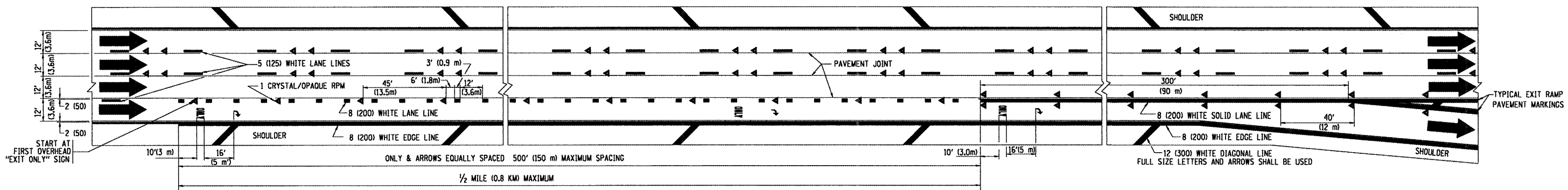


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

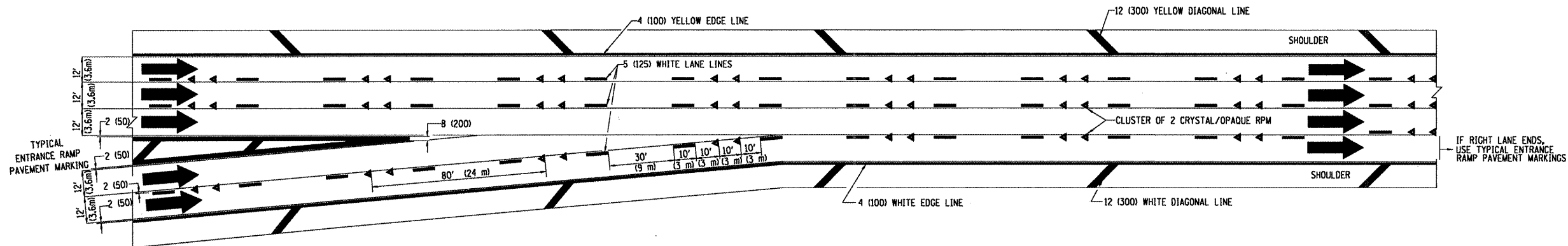
FILE NAME =	USER NAME = wlgreendp	DESIGNED - D.W.S.	REVISED - A.H. 03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pwork\p\1001\WILGREENDP\08125109\0	st5td.dgn	DRAWN -	REVISED - D.W.S. 07-96			55	2007-0185	COOK	14	12
		CHECKED -	REVISED - J.A.F. 02-06			TC-12		CONTRACT NO. 60c73		
		DATE - 01-90	REVISED - S.P.B. 01-07			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
SCALE: NONE					SHEET NO. 1 OF 2 SHEETS		STA. TO STA.			



**TYPICAL ENTRANCE/EXIT RAMP COMBINATION PAVEMENT MARKINGS**



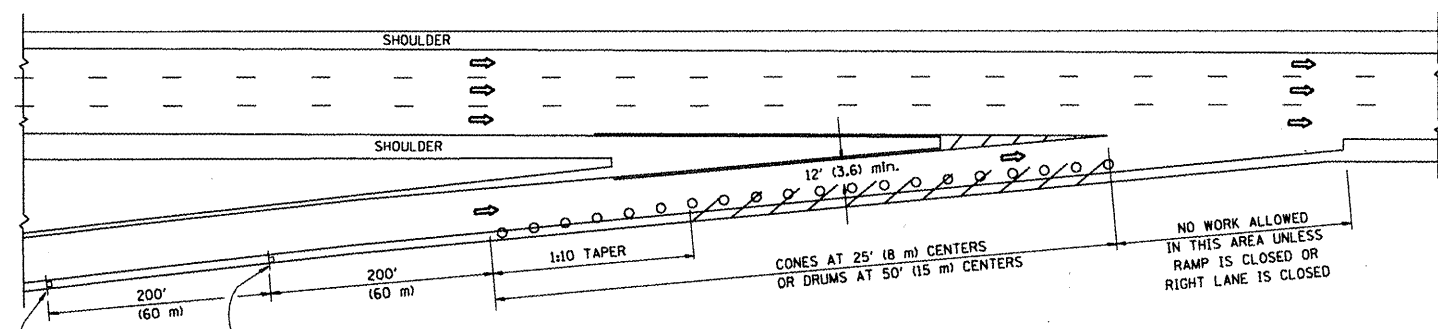
**TYPICAL EXIT ONLY LANE PAVEMENT MARKINGS**



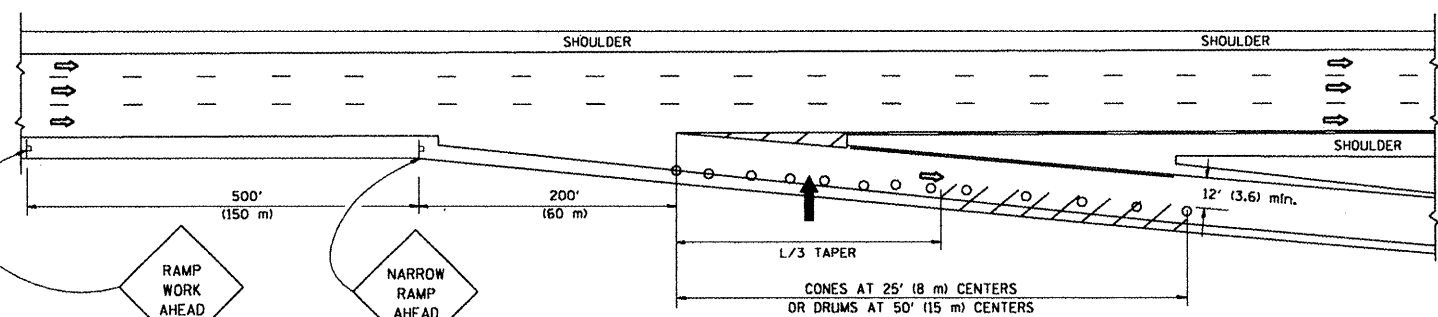
**TYPICAL TWO LANE ENTRANCE RAMP PAVEMENT MARKINGS**

FILE NAME =	USER NAME = wilgreendp	DESIGNED - D.W.S.	REVISED - A.H. 03-96	<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.
ct\pwork\PW1001\WILGREENDP\8125109\01Std.dgn	DRAWN -	REVISED - D.W.S. 07-96	REVISED - J.A.F. 02-06		55	2007-018I	Cook	14	13			
PLOT SCALE = 100.0000" / IN.	CHECKED -	REVISED - S.P.B. 01-07	REVISED -		TC-12	CONTRACT NO. 60072						
PLOT DATE = 3/14/2009	DATE = 01-90				SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

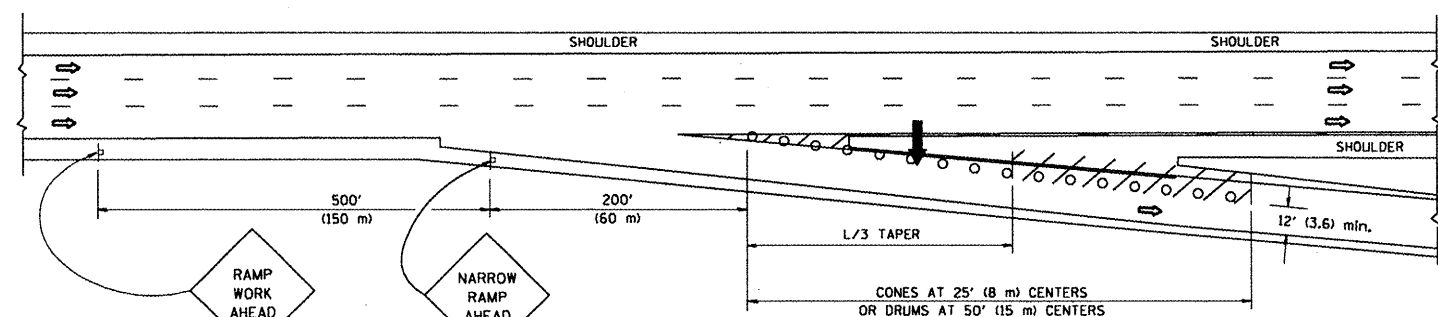
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

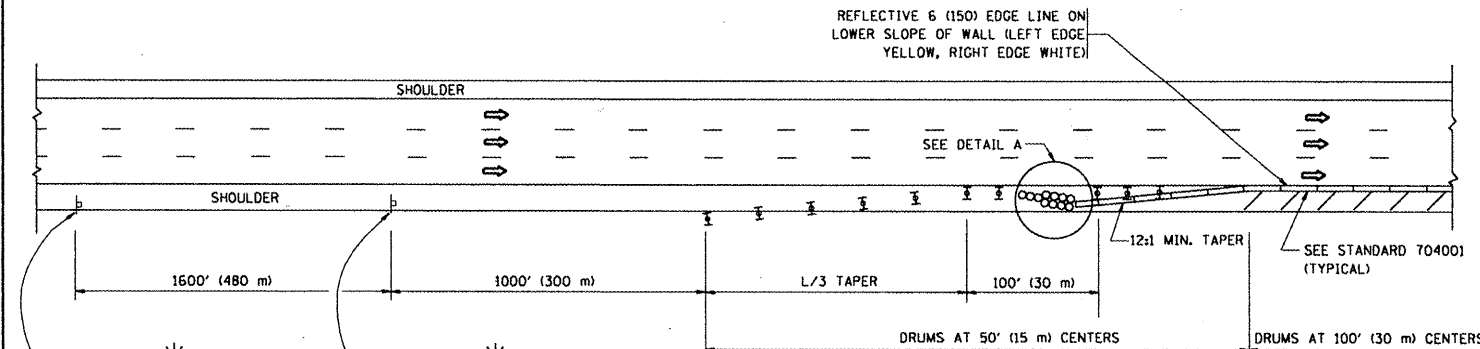
- ➔ ARROWBOARD
- ▨ WORK AREA
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- ⊠ TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

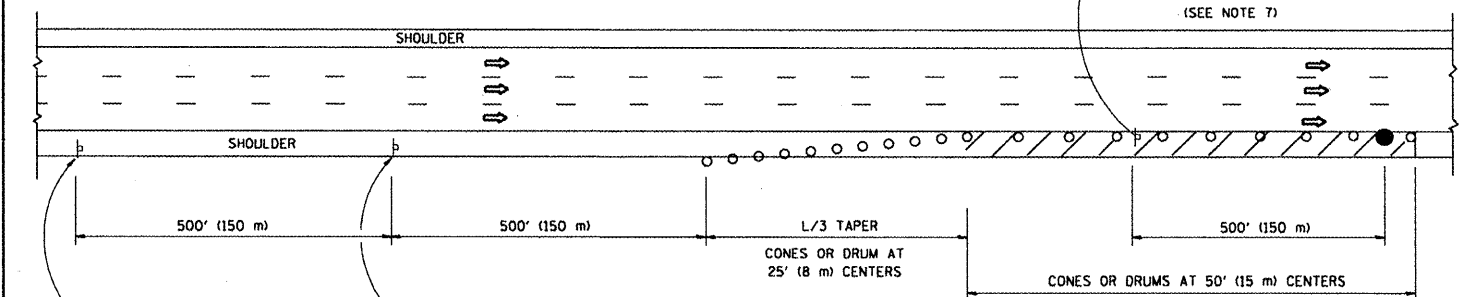
1. THE "L" DISTANCE EQUALS:
 

SPEED LIMIT	FORMULAS
45 mph (80 km/h)	METRIC ENGLISH
OR GREATER:	$L=0.65(W)(S)$ $L=(W)(S)$
	W = WIDTH OF OFFSET IN FEET (METERS)
	S = NORMAL POSTED SPEED MPH (KM/H)
2. 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.

SHOULDER CLOSURE DETAILS

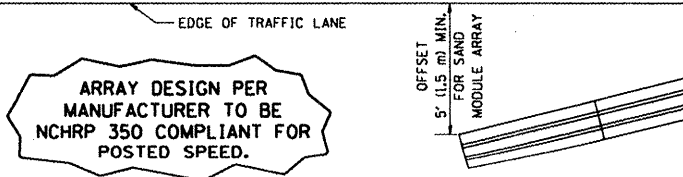


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

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



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

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

FILE NAME =	USER NAME = wilgreen	DESIGNED -	REVISED - J.A.F. 12-02
at:\pwork\PW100T\WILGREEN\08125109.D	st5td.dgn	DRAWN - D.W.S.	REVISED - 04-03
PLOT SCALE = 100.0000 / IN.		CHECKED -	REVISED - J.A.F. 12-06
PLOT DATE = 3/14/2009		DATE - 11-96	REVISED - S.P.B. 01-07

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL DETAILS FOR FREEWAY  
 SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2007-018E	COOK	14	14
	TC-17		CONTRACT NO. 60C73	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				